

TOYOTA

ELECTRICAL WIRING DIAGRAM

TOYOTA **SUPRA**

1987 MODEL

FOREWORD

This wiring diagram has been prepared to provide information on the electrical system of the 1987 TOYOTA SUPRA.

Applicable models: MA70 series

For other service specifications and repair procedures of the 1987 TOYOTA SUPRA than listed in this manual, refer to the following repair manuals;

Manual Name	Pub No.
1987 Toyota Supra Repair Manual	RM043U
TCCS (7M-GE) Diagnosis Manual	DM008U
ECT (A340E) Diagnosis Manual	DM006U

All information in the manual is based on the latest product information at the time of publication. However, specifications and procedures are subject to change without notice.

TOYOTA MOTOR CORPORATION

1987 TOYOTA SUPRA

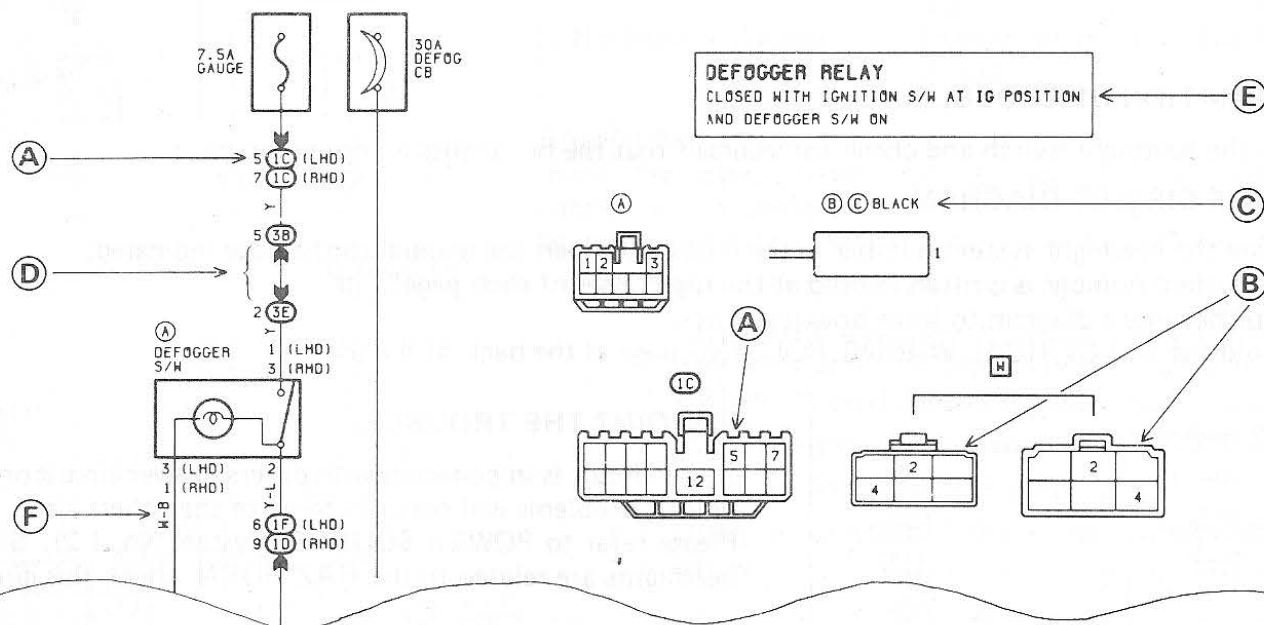
ELECTRICAL WIRING DIAGRAM

INTRODUCTION	A	TURN SIGNAL AND HAZARD WARNING LIGHTS	6
HOW TO USE THIS MANUAL	B	HEADLIGHTS	7
TROUBLESHOOTING	C	FOG LIGHTS	8
GLOSSARY OF TERMS AND SYMBOLS	D	INTERIOR LIGHTS	9
POWER SOURCE	1	BACK-UP LIGHTS	10
STARTING AND IGNITION SYSTEM ..	2	STOP LIGHTS	11
EFI SYSTEM	3	TAILLIGHTS AND ILLUMINATION	12
CHARGING SYSTEM	4	REMOTE CONTROL MIRRORS	13
LIGHT AUTO TURN OFF SYSTEM	5	REAR WINDOW DEFOGGER AND MIRROR HEATER	14
		FRONT WIPER AND WASHER	15
		DOOR LOCKS	16
		REAR WIPER AND WASHER	17
		POWER WINDOWS	18
		POWER SEAT	19
		CRUISE CONTROL	20
		ECT SYSTEM	21
		A. B. S.	22
		HEADLIGHT CLEANER	23
		CIGARETTE LIGHTER AND CLOCK	24
		TEMS	25
		UNLOCK AND SEAT BELT WARNING	26
		SUPER MONITOR	27
		HORNS	28
		THEFT DETERRENT SYSTEM	29
		AUTO ANTENNA	30
		RADIO AND TAPE PLAYER	31
		COMBINATION METER	32
		AUTOMATIC AIR CONDITIONER	33
		GROUND POINTS	34
		RELAY LOCATIONS	
		ELECTRICAL WIRING ROUTING	
		OVER ALL ELECTRICAL WIRING DIAGRAM	

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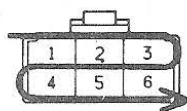
14 REAR WINDOW DEFOGGER



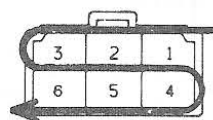
A Pin Number

Numbered in order from upper left to lower right

Numbered in order from upper right to lower left



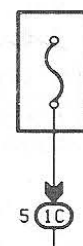
Female



Male

D Indicates circuit in Junction Block No. 3.

Example:



1C indicates that it is inside Junction Block No. 1.

E Troubleshooting Hints & Components Operation

F Wire Color

Wire colors are indicated by an alphabetical code.

B = Black L = Light Blue R = Red

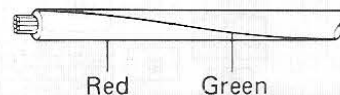
BR = Brown LG = Light Green V = Violet

G = Green O = Orange W = White

GR = Gray P = Pink Y = Yellow

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

Example: R-G

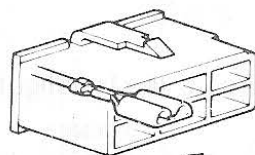


Red

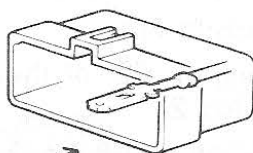
Green

C Connector Color

Connectors not indicated are milky white in color.



Female



Male

ABBREVIATIONS

The following abbreviations are used in this manual.

A/C = Air Conditioner

FL = Fusible Link

RH = Right-hand

A/T = Automatic Transmission

J/B = Junction Block

S/W = Switch

CB = Circuit Breaker

LH = Left-hand

VSV = Vacuum Switching Valve

ECT = Electronic Controlled Transmission

M/T = Manual Transmission

W/ = With

EFI = Electronic Fuel Injection

O/D = Overdrive

W/O = Without

B HOW TO USE THIS MANUAL

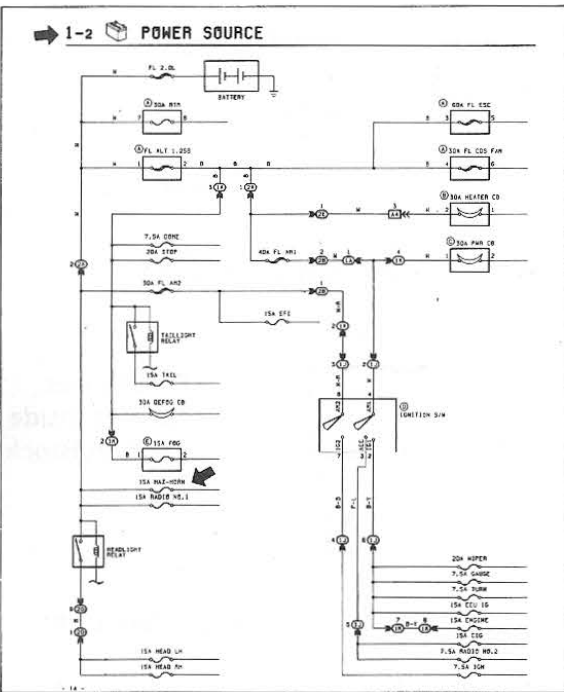
To better understand how to use this manual, let's assume that the headlights will not light, and go through an actual troubleshooting procedure.

CONFIRMATION OF TROUBLE

Turn on the headlight switch and check for yourself that the headlights do not come on.

READ THE CIRCUIT DIAGRAM

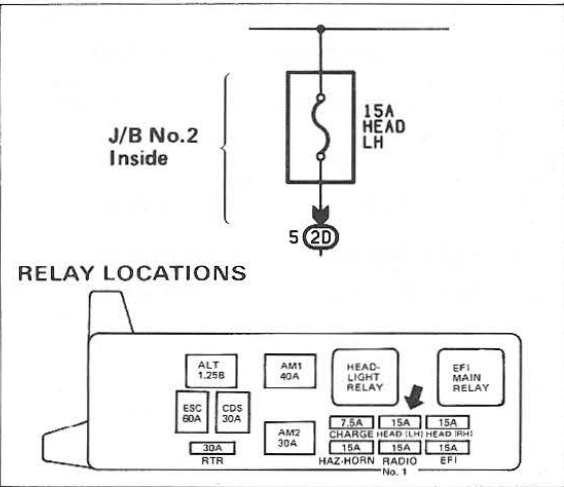
- 1. Locate the headlight system number in the index and open the manual to the page indicated. (The system number is written in bold at the top corner of each page).
- 2. Read the circuit diagram to learn how it works.
- 3. Unfold the ELECTRICAL WIRING ROUTING page at the back of the manual.



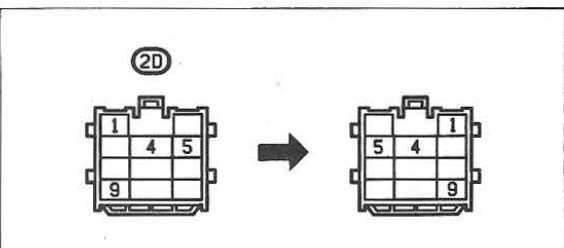
PINPOINT THE TROUBLE

If the circuit is in common with others (power circuit or ground point), problems will occur in some of the others also. Please refer to POWER SOURCE (System No, 1-2). Since the headlights are related to the HAZ-HORN, check this circuit.

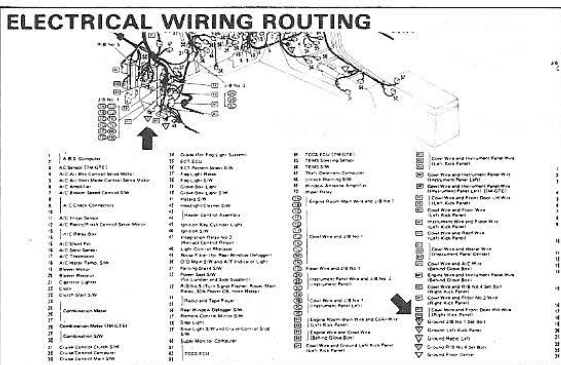
Okay Trouble lies within the headlight circuit.
Bad Check circuits in common.



- 1. Inspection of Headlight Circuit (Return to HEADLIGHT page.)
 - (a) Check Headlight Fuse
 - ① According to 2D of the circuit, the headlight fuse is in J/B No. 2.
 - ② The location of J/B No. 2 can be found by referring to the RELAY LOCATIONS page just before the ELECTRICAL WIRING ROUTING page.
 - ③ Check if either fuse is blown.
 - (b) Check if there is power to pin No. 5 of 2D .
 - ① Turn the light control switch to HEAD.
 - ② Using a voltmeter, check for voltage as shown below.



{ Negative (—) Probe Good ground point or negative battery terminal.
Positive (+) Probe Pin No. 5 of 2D .



Battery Voltage Trouble is past pin No. 5 of (2D) .

No Battery Voltage Trouble is before pin No. 5 of (2D) .

CAUTION:

Insert the tester probes from the wire harness side of the connector. Consequently, note that the pin numbers will be in reverse order of that shown in the illustration.

(c) Check if there is power to the headlights.

- ① From the circuit we can see that ② is the headlight connector and that there is power from pin No. 3 to 2 when the headlights are at high beam.
- ② Turn the light control switch to **HEAD**.
- ③ Place the dimmer switch at **HI**.
- ④ Using a voltmeter, check for voltage as shown below.

{ Negative (–) probe . . . Pin No. 2 of connector ② .
 { Positive (+) probe . . . Pin No. 3 of connector ② .

Voltage Trouble is in the headlight.

No Voltage . . . Probable defective ground past pin No.2
so make contact with negative lead to a
good ground point or battery negative
terminal and check for voltage.

Voltage Trouble is past pin No. 2 of ② .

No Voltage Trouble is before pin No. 3 of ② .

CAUTION:

Do not check for continuity while voltage is applied or it may result in damage to the tester.

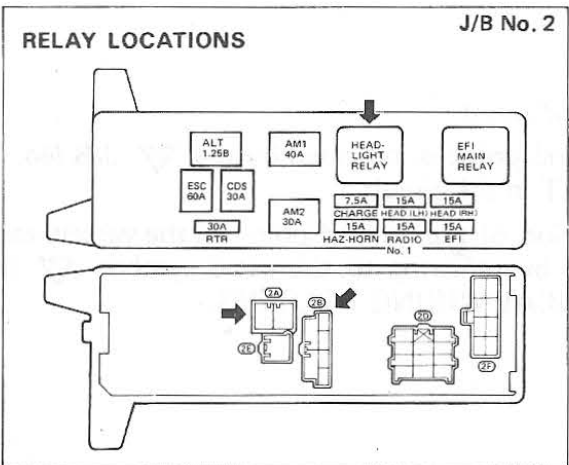
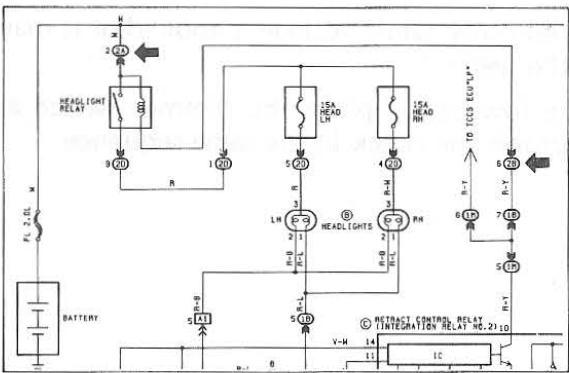
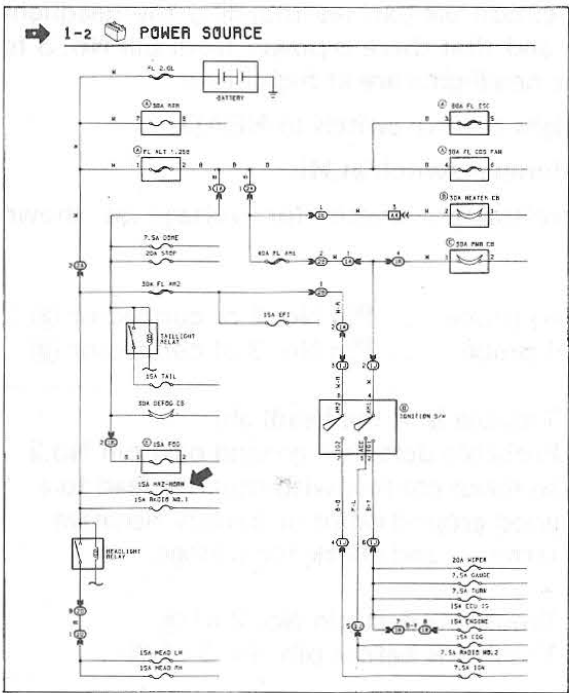
(d) To check the low beam, place the dimmer switch at LOW and perform the check in the same sequence.

(e) Check ground point

- 1 The ground point is indicated by the  J/B No. 1 SET BOLT in the circuit.
- 2 The location of the ground point on the vehicle can be found by referring to the same symbol  in ELECTRICAL WIRING ROUTING.

➡ 1-1  **POWER SOURCE (Power—Load Reference)**

J/B No.2 (Engine Compartment)		
30A	RTR	Retract Control Relay (Integration Relay No. 2)
7.5A	CHARGE	Alternator
15A	HEAD LH	Headlight (LH)
15A	HEAD RH	Headlight (RH)
15A	HAZ HORN	Turn Signal Flasher Horns, Horn Relay Theft Deterrent Horn
15A	EFI	Circuit Opening Relay, TCCS ECU, Check Connector, ISC Valve, VSV (EGR, Fuel Pressure up and Intake Air Control), OX Sensor ECT ECU Clock Super Monitor Computer Theft Deterrent Computer Auto Antenna Radio and Tuner Player
15A	RADIO NO. 1	



2. Inspection of Common Circuits

- (a) Check battery and fusible link
- (b) Check related systems

Check how the HEAD FUSE is related to the system. In system No. 1-1 (POWER SOURCE), you will find a chart listing the relationship between the fuses and components. Here we can see that the HEAD fuses are related only to their respective headlights.

- (c) Check the circuit from the battery to the HEAD FUSE.

- ① In system No. 1-2 (POWER SOURCE), the power circuits for all fuses are listed. The circuit between the battery and HEAD fuse branches off with fuses HAZ-HORN 15A etc.
- ② Turn on the HAZARD switch

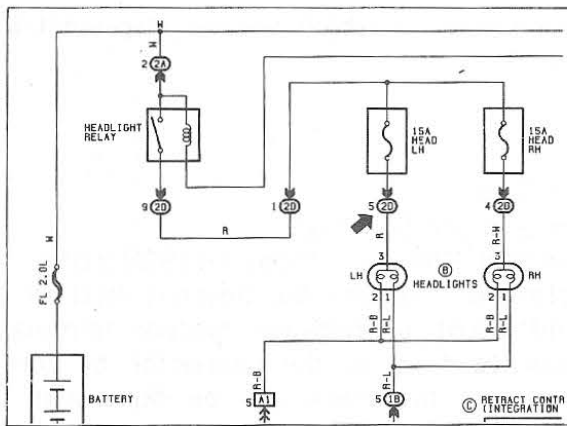
Okay No trouble in circuit up to HAZ-HORN junction.
Bad Trouble lies between fusible link and J/B No. 2.

- (d) Check the HEADLIGHT RELAY
(Return to HEADLIGHT page)

- 1 The circuit shows that the HEADLIGHT RELAY is in J/B No. 2.
- 2 Installation of the relay can be found by referring to the RELAY LOCATIONS. The HEADLIGHT RELAY is located in J/B No. 2 in the engine compartment as shown.
- 3 Check for power to the headlight relay coil.
 - ① Turn the headlight switch to HEAD.
 - ② Using a voltmeter, check for voltage as shown below.

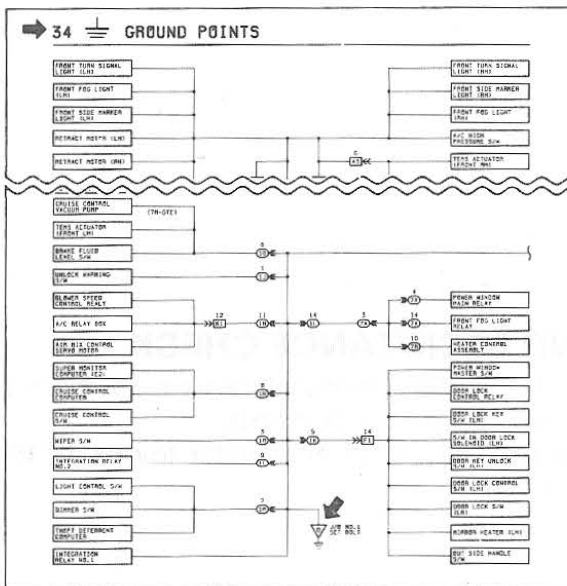
{ Negative (—) Probe Pin No. 6 of (2B) .
Positive (+) Probe Pin No. 2 of (2A) .

Confirm that there is voltage



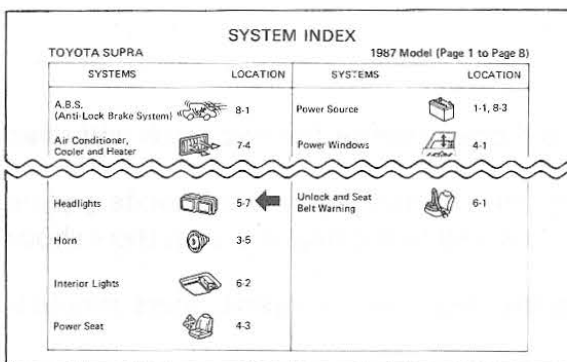
- 4 Next, check if the headlight relay points are closed and there is power to the pin No. 5 of ②D. See step 1-(b)

If no voltage, trouble lies in the headlight relay.



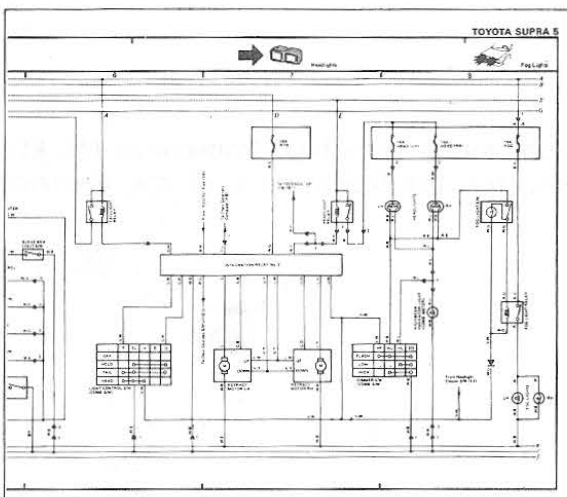
- (e) Check which systems (components) have the same ground point.

The ground points are listed in system No. 34 (GROUND POINTS). As shown, GROUND POINT ∇ is used for other components besides the HEADLIGHT SYSTEM, and it also connected to GROUND POINT ∇ .



- (f) Check how the HEADLIGHT SYSTEM is connected to the other systems.

1 From the EWD SYSTEM INDEX (facing the first EWD), we can find the location of the headlight system within the ELECTRICAL WIRING DIAGRAM at the back of the book (Page 5 of 8, grid 7).



- 2 By referring to the ELECTRICAL WIRING DIAGRAM, we can see that the HEADLIGHT SYSTEM is related to the TAIL and ILLUMINATION SYSTEM.

NOTE:

The relationship between system circuits is not shown so always confirm with the overall wiring diagram.

- (g) Re-check

After repair, check that the circuit functions normally. Always follow the steps described above to narrow down the possible range of the trouble.

C TROUBLESHOOTING

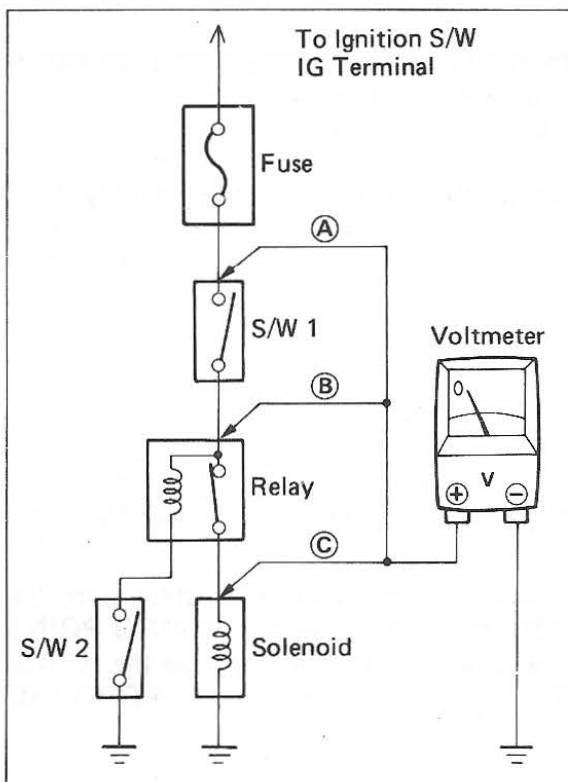
VOLTAGE CHECK

- (a) Establish conditions in which voltage is present at the check point.

Example:

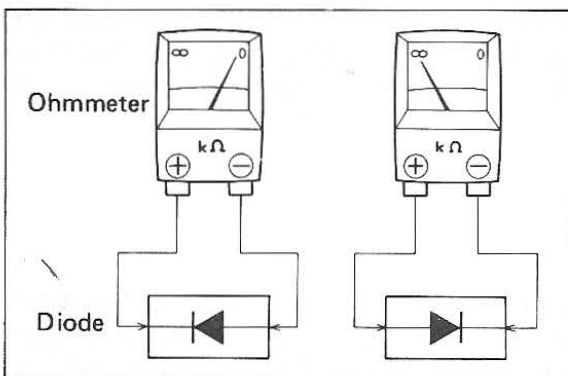
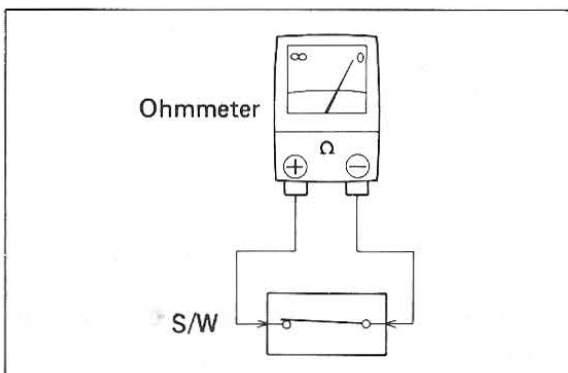
- Ⓐ— Ignition S/W on
- Ⓑ— Ignition S/W and S/W 1 on
- Ⓒ— Ignition S/W, S/W 1 and Relay on (S/W 2 off)

- (b) 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 light instead of a voltmeter.



CONTINUITY AND RESISTANCE CHECK

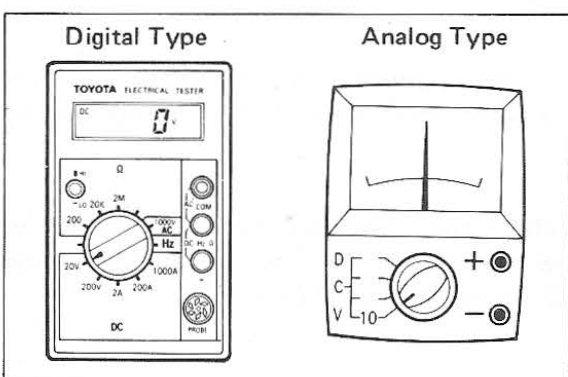
- (a) Disconnect the battery terminal or wire so there is no voltage between the check points.
- (b) Contact the two leads of an ohmmeter to each of the check points.



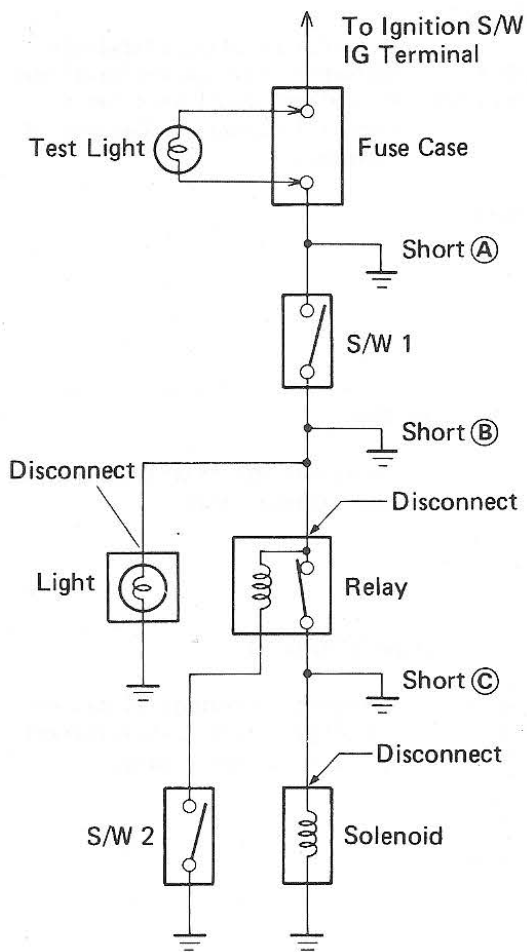
If the circuit has diodes, reverse the two leads and check again.

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.



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

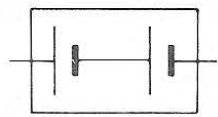


FINDING A SHORT CIRCUIT

- (a) Remove the blown fuse and disconnect all loads of the fuse.
 - (b) Connect a test light in place of the fuse.
 - (c) Establish conditions in which the test light comes on.
- Example:

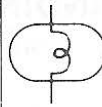
- Ⓐ— Ignition S/W on
- Ⓑ— Ignition S/W and S/W 1 on
- Ⓒ— Ignition S/W, S/W 1 and Relay on (Connect the Relay) and S/W 2 off (or Disconnect S/W 2)
- (d) Disconnect and reconnect the connectors while watching the test light.
The short lies between the connector where the test light stays lit and the connector where the light goes out.
- (e) Find the exact location of the short by lightly shaking the problem wire along the body.

D GLOSSARY OF TERMS AND SYMBOLS



BATTERY

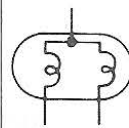
Stores chemical energy and converts it into electrical energy. Provides DC current for the auto's various electrical circuits.



HEADLIGHTS

1. SINGLE FILAMENT

Current flow causes a headlight filament to heat up and emit light. A headlight may have either a single (1) filament or a double (2) filament.



2. DOUBLE FILAMENT



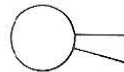
CAPACITOR (Condenser)

A small holding unit for temporary storage of electrical voltage. Capacitors with a ground connection are frequently called Condensers.



CIGARETTE LIGHTER

An electric resistance heating element.



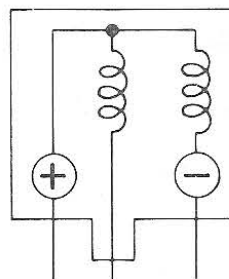
HORN

An electric device which sounds a loud audible signal.



CIRCUIT BREAKER

Basically a reusable fuse, a circuit breaker will heat and open if too much current flows through it. Some units automatically reset when cool, others must be manually reset.



IGNITION COIL

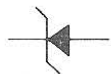
Converts low-voltage DC current into high-voltage ignition current for firing the spark plugs.



DIODE

A semiconductor which allows current flow in only one direction.

DIODE, ZENER

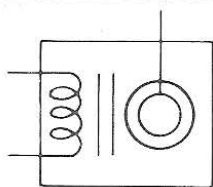


A diode which allows current flow in one direction but blocks reverse flow only up to a specific voltage. Above that potential, it passes the excess voltage. This acts as a simple voltage regulator.



LIGHT

Current flow through a filament causes the filament to heat up and emit light.



DISTRIBUTOR, IIA

Channels high-voltage current from the ignition coil to the individual spark plugs.



LED (LIGHT EMITTING DIODE)

Upon current flow, these diodes emit light without producing the heat of a comparable light. Used in instrument displays.



FUSE

A thin metal strip which burns through when too much current flows through it, thereby stopping current flow and protecting a circuit from damage.



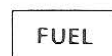
METER, ANALOG

Current flow activates a magnetic coil which causes a needle to move, thereby providing a relative display against a background calibration.



FUSIBLE LINK

A heavy-gauge wire placed in high amperage circuits which burns through on overloads, thereby protecting the circuit.



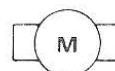
METER, DIGITAL

Current flow activates one or many LED's, LCD's, or fluorescent displays, which provide a relative or digital display.



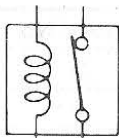
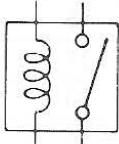
GROUND

The point at which wiring attaches to the chassis, thereby providing a return path for an electrical circuit; without a ground, current cannot flow.

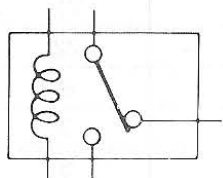


MOTOR

A power unit which converts electrical energy into mechanical energy, especially rotary motion.

RELAY**1. NORMALLY CLOSED****2. NORMALLY OPEN**

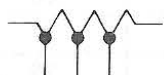
Basically, an electrically operated switch which may be normally closed (1) or open (2). Current flow through a small coil creates a magnetic field which either opens or closes an attached switch.

RELAY, DOUBLE THROW

A relay which passes current through one set of contacts or the other.

RESISTOR

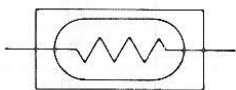
An electrical component with a fixed resistance, placed in a circuit to reduce voltage to a specific value.

RESISTOR, TAPPED

A resistor which supplies two or more different non-adjustable resistance values.

RESISTOR, VARIABLE or RHEOSTAT

A controllable resistor with a variable rate of resistance. Also called a potentiometer or rheostat.

SENSOR (Thermistor)

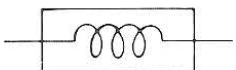
A resistor which varies its resistance with temperature.

SENSOR, ANALOG SPEED

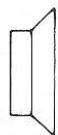
Uses magnetic impulses to open and close a switch to create a signal for activation of other components.

SHORT PIN

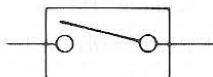
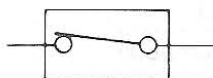
Used to provide an unbroken connection within a junction block.

SOLENOID

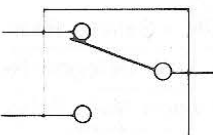
An electromagnetic coil which creates a magnetic field upon current flow, to move a plunger, etc.

SPEAKER

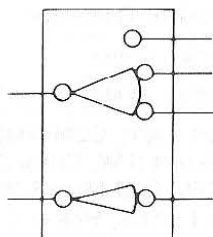
An electromechanical device which creates sound waves from current flow.

SWITCH, MANUAL**1. NORMALLY OPEN****2. NORMALLY CLOSED**

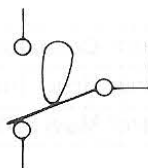
Opens and closes circuits, thereby stopping (1) or allowing (2) current flow.

SWITCH, DOUBLE THROW

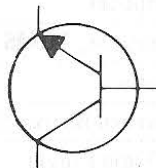
A switch which continuously passes current through one set of contacts or the other.

SWITCH, IGNITION

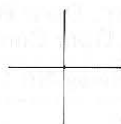
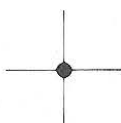
A key operated switch with several positions which allow various circuits. Particularly the primary ignition circuit, to become operational.

SWITCH, WIPER PARK

Automatically returns wipers to the stop position when the wiper switch is turned off.

TRANSISTOR

A solidstate device typically used as an electronic relay; stops or passes current depending on the applied voltage at "base"

WIRES**1. NOT CONNECTED****2. SPLICED**

Wires are always drawn as straight lines on wiring diagrams. Crossed wires (1) without a black dot at the junction are not joined; crossed wires (2) with a black dot at the junction are spliced (joined) connections.



J/B No.1 (Left Kick Panel)

Power		Load	System No.
7.5A	IGN	TCCS ECU	3
		Charge Warning Light	4
		Super Monitor Computer	27
20A	WIPER	Washer Motor, Wiper Motor, Wiper Relay	15
		Rear Washer Motor, Rear Wiper Relay, Rear Wiper Motor	17
		Headlight Cleaner Relay	23
20A	STOP	Stop Lights, Hi Mount Stop Light, Light Failure Sensor	11
		Cruise Control Computer	20
		ECT ECU	21
		A.B.S. Computer	22
7.5A	TURN	Turn Signal Flasher	6
7.5A	GAUGE	Check Engine Warning Light	3
		Light Retainer Relay (Integration Relay No. 2)	5
		Back-up Lights	10
		Light Failure Sensor, Rear Lights Warning	11, 12
		Defogger S/W, Defogger Relay	14
		Power Window Main Relay	18
		A/T Indicator S/W, Pattern Select S/W	21
		A.B.S. Warning Light, A.B.S. Computer	22
		Seat Belt Warning Light, Integration Relay No. 1	26
		Super Monitor Computer	27
		Combination Meter	32
		Heater Relay, Water Valve VSV, Heater Control Assembly, A/C Relay Box	33
15A	TAIL	Glove Box Light, Combination Meter Light, Radio, A/T Indicator Pattern Select S/W, Cruise Control Main S/W, Hazard S/W, O/D Main S/W, Defogger S/W Cigarette Lighter, Heater Control Assembly, Fog Light S/W Clearance Lights, Front Side Marker Lights, Licence Plate Lights, Rear Side Marker Lights Light Failure Sensor, Taillight	12
		Clock	24
		Super Monitor Computer	27
15A	ECU-IG	Light Retainer Relay (Integration Relay No. 2)	5
		Cruise Control Main S/W	20
		ECT ECU	21
		A.B.S. Computer	22
		TEMS Computer, TEMS S/W	25
		Auto Antenna	30
7.5A	RADIO NO.2	Remote Control Mirror S/W, Mirror Motor	13
		Radio and Tape Player	31
7.5A	DOME	Vanity Mirror Light, Ignition Key Cylinder Light, Interior Light, Door Key Cylinder Light, Door Warning Light, Luggage Compartment Light, Integration Relay No. 1, Door Courtesy Light	9
		Integration Relay No.1	26
10A	MIR. HTR	Mirror Heater	14

J/B No.1 (Left Kick Panel)

Power		Load	System No.
15A	ENGINE	Alternator	4
15A	CIG	Cigarette Lighter, Clock	24
		Super Monitor Computer	27
		Theft Deterrent Computer	29
		Auto Antenna	30
		Magnet Clutch Relay	33
30A	DEFOG CB	Rear Window Defogger	14

J/B No.2 (Engine Compartment)

30A	RTR	Retract Control Relay (Integration Relay No. 2)	7
7.5A	CHARGE	Alternator	4
15A	HEAD LH	Headlight (LH)	7
15A	HEAD RH	Headlight (RH)	7
15A	HAZ-HORN	Turn Signal Flasher	16
		Horns, Horn Relay	28
		Theft Deterrent Horn	29
15A	EFI	Circuit Opening Relay, TCCS ECU, Check Connector, ISC Valve, VSV (EGR, Fuel Pressure up and Intake Air Control), OX Sensor	3
15A	RADIO NO. 1	ECT ECU	21
		Clock	24
		Super Monitor Computer	27
		Theft Deterrent Computer	29
		Auto Antenna	30
		Radio and Tape Player	31
30A	FL AM ₂	Ignition S/W (AM ₂)	1
30A	FL CDS FAN	Condenser Fan Motor	33
40A	FL AM ₁	Ignition S/W (AM ₁)	1
		Alternator	4
		Headlight Cleaner Motor	23
1.25B	FL ALT	Alternator	4
60A	FL ESC	A.B.S. Actuator, A.B.S. Computer	22

J/B No.4 (Right Kick Panel)

10A	A/C	A/C Amplifier Dual Pressure S/W, Condenser Fan Relay, Magnet Clutch	33
30A	HEATER CB	Blower Motor	33

Fusible Links (Near the Battery)

FL 2.0L		Headlight Relay	1, 7
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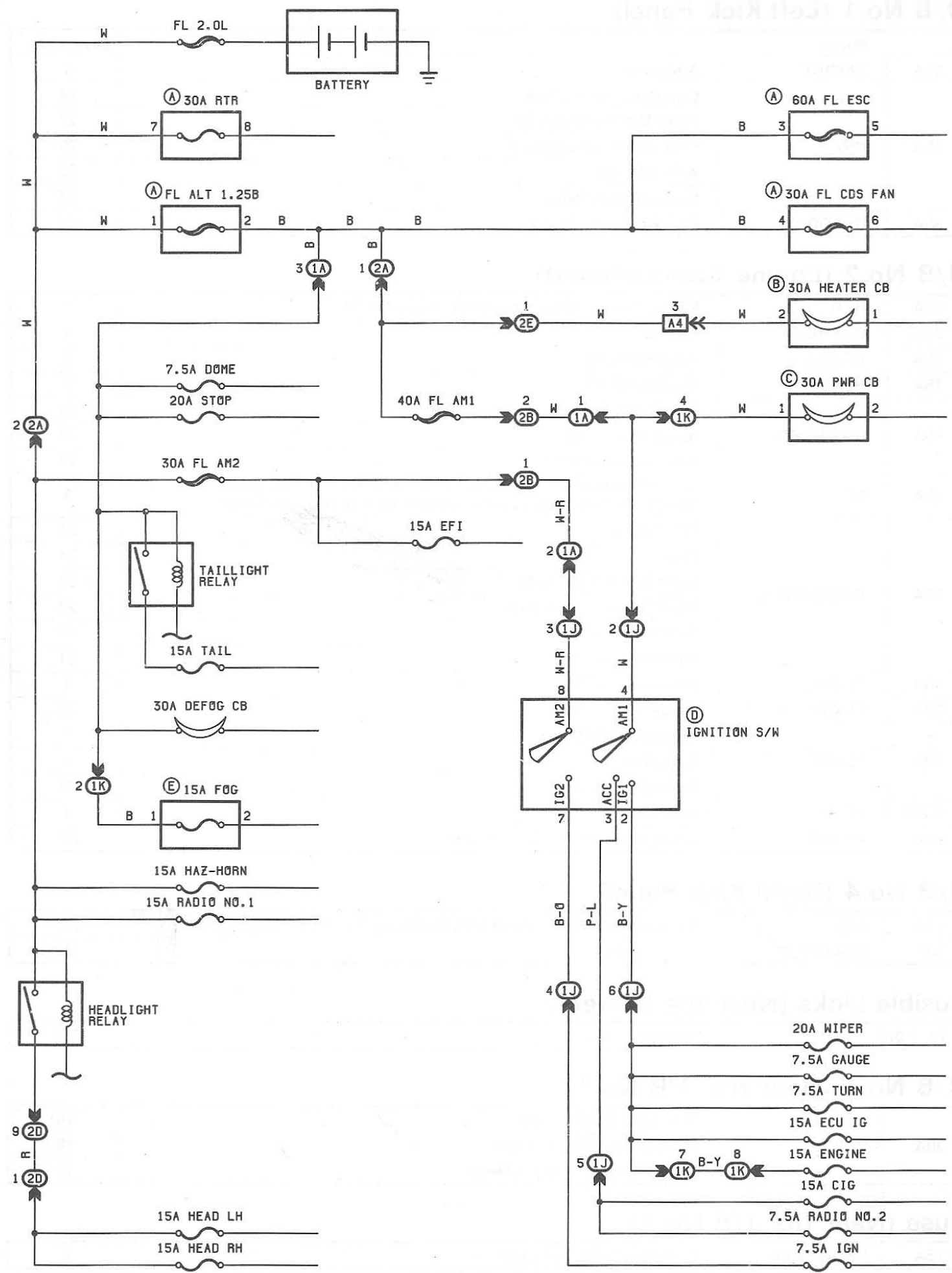
J/B No.5 (Near the J/B No.1)

30A	PWR CB	Door Lock Control Relay	16
		Power Window Master S/W	18
		Power Seat S/W, Support Motor	19

Fuse (Near the J/B No.1)

15A	FRONT FOG	Front Fog Light, Fog Light Relay	8
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1-2 POWER SOURCE



TAILLIGHT RELAY

CLOSED WITH LIGHT CONTROL S/W AT TAIL OR HEAD POSITION

HEADLIGHT RELAY

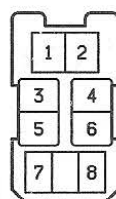
CLOSED WITH LIGHT CONTROL S/W AT HEAD POSITION

OR DIMMER S/W AT FLASH POSITION

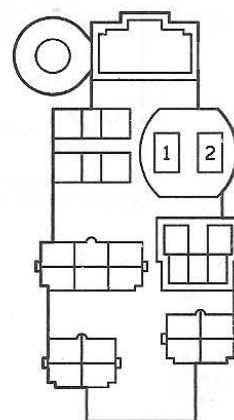
① IGNITION S/W

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

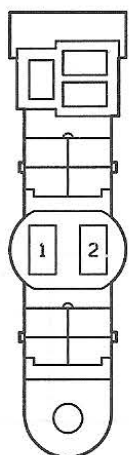
8-7, 4-2: CLOSED WITH IGNITION KEY AT IG OR ST POSITION

① BLACK

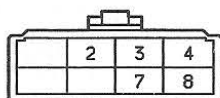
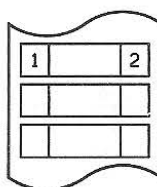
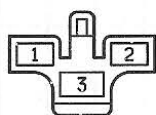
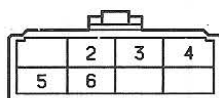
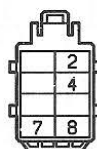
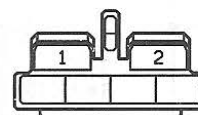
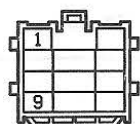
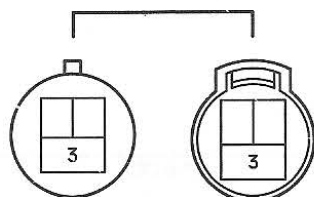
(J/B NO.2)

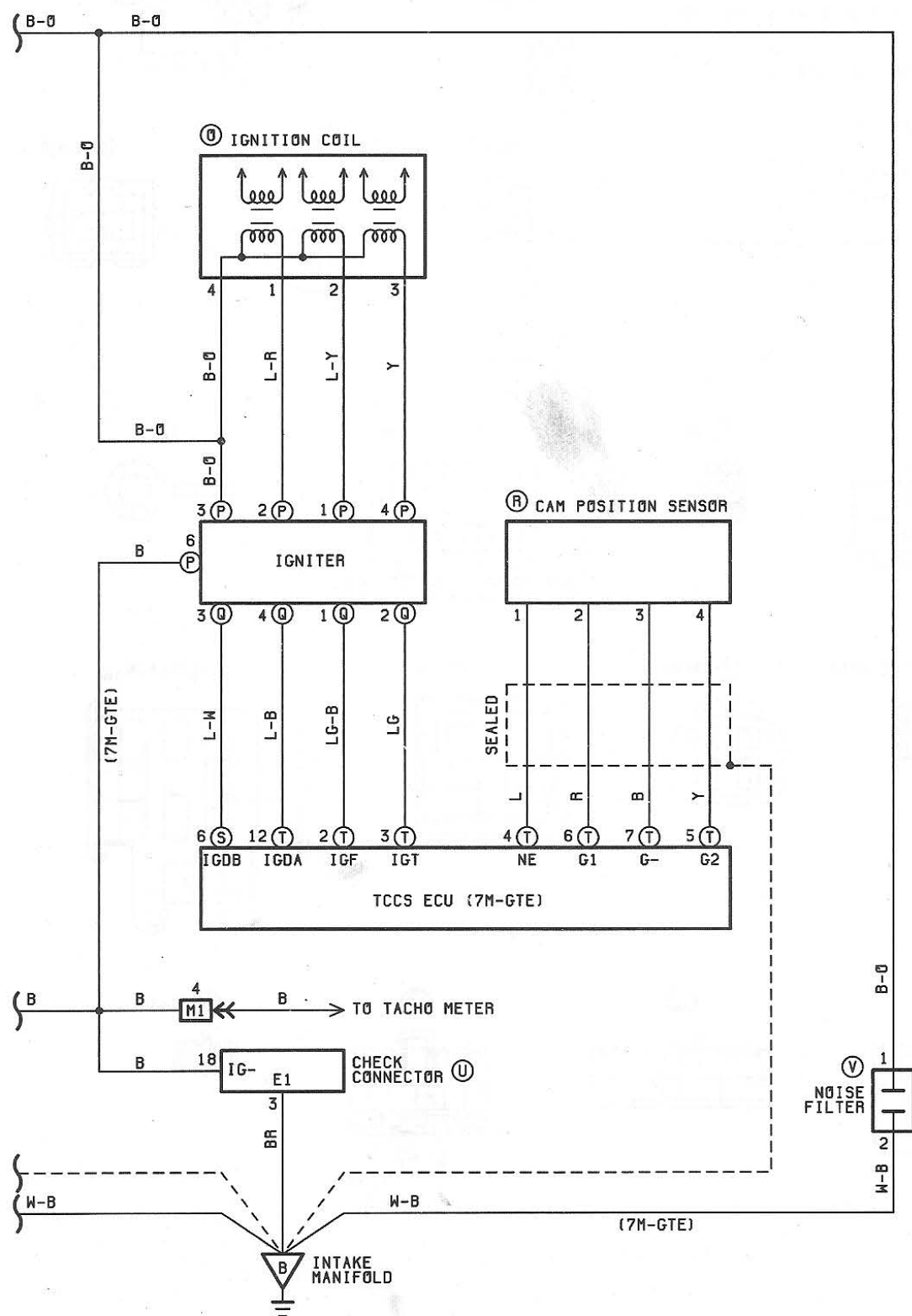
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(R/B NO.4)

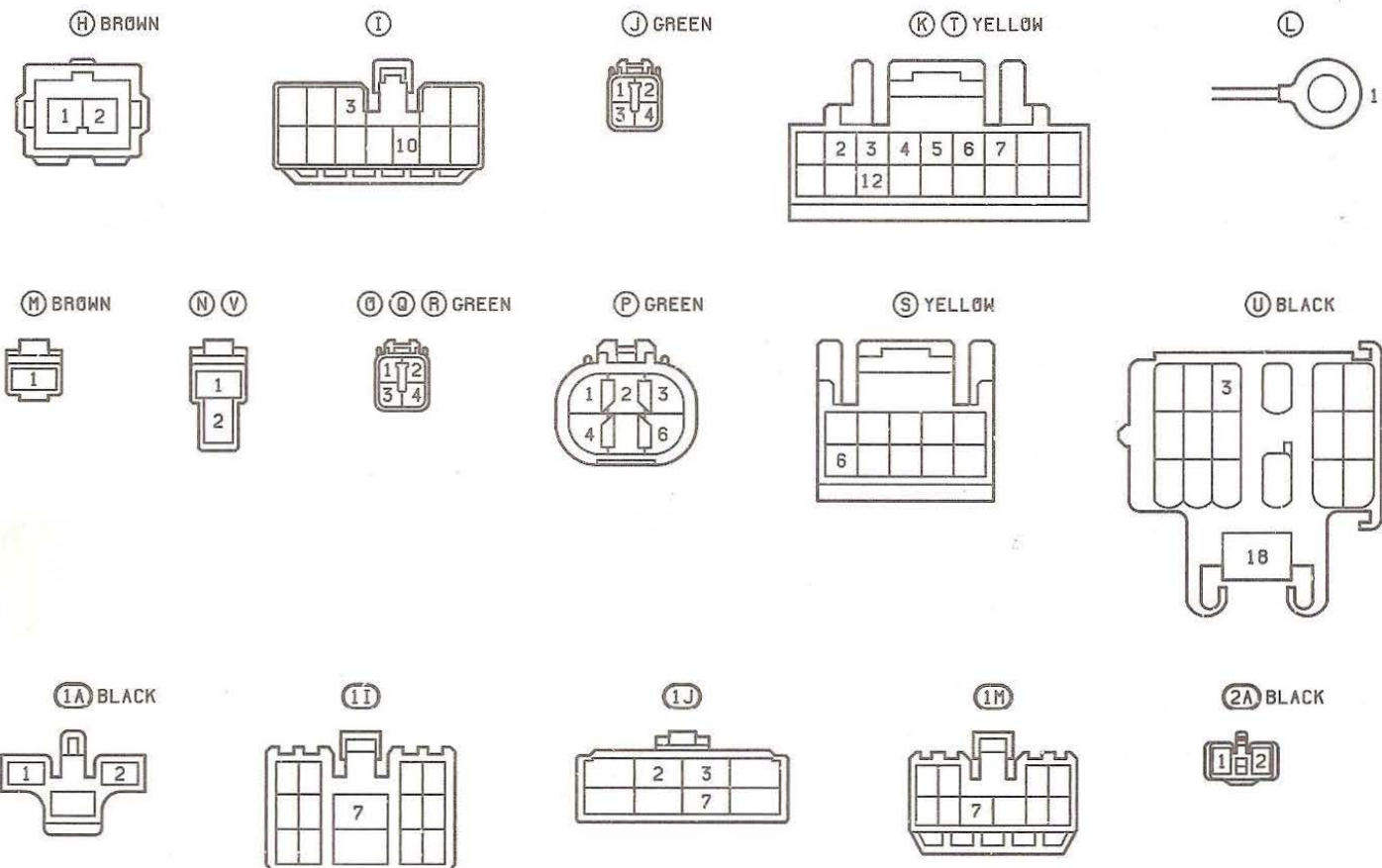
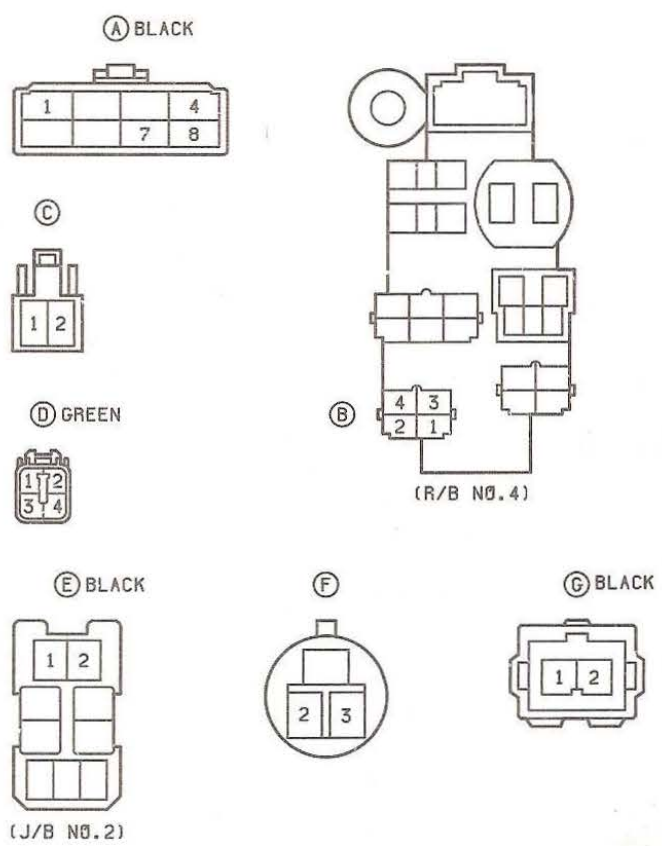
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(R/B NO.5)

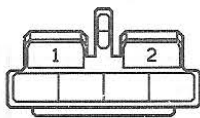
④ BLACK**⑤****①A BLACK****①J****①K****②A BLACK****②B BLACK****②D****②E****A4**



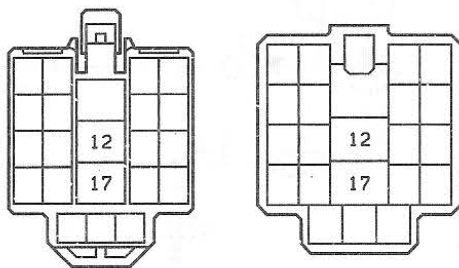
- (A) IGNITION S/W**
4-1: CLOSED WITH IGNITION S/W AT ST POSITION
8-7: CLOSED WITH IGNITION S/W AT IG OR ST POSITION
- (B) STARTER RELAY**
2-4: CLOSED WITH CLUTCH START S/W ON AND IGNITION S/W AT ST POSITION
- (C) CLUTCH START S/W (M/T)**
2-1: CLOSED WITH CLUTCH PEDAL FULLY DEPRESSED
- STARTER**
POINTS CLOSED WITH CLUTCH START S/W ON AND IGNITION S/W AT ST POSITION
- (F) NEUTRAL START S/W (A/T)**
1-2,2-3: CLOSED WITH A/T SHIFT LEVER IN P OR N POSITION
- (G) COLD START INJECTOR**
2-1: 12 VOLTS WHILE START INJECTOR TIME S/W IS CLOSED AND STARTER CRANKING
- (H) START INJECTOR TIME S/W**
POINTS OPEN ABOVE 22°C (72°F)
2-1: APPROX. 30-50Ω BELOW 22°C(72°F)
2-1: APPROX. 70-90Ω ABOVE 22°C(72°F)
2-GROUND: APPROX. 30-90Ω



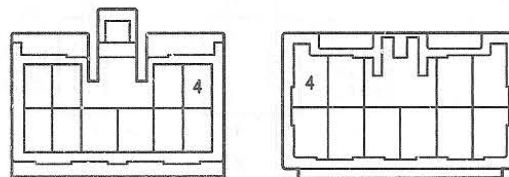
2B BLACK

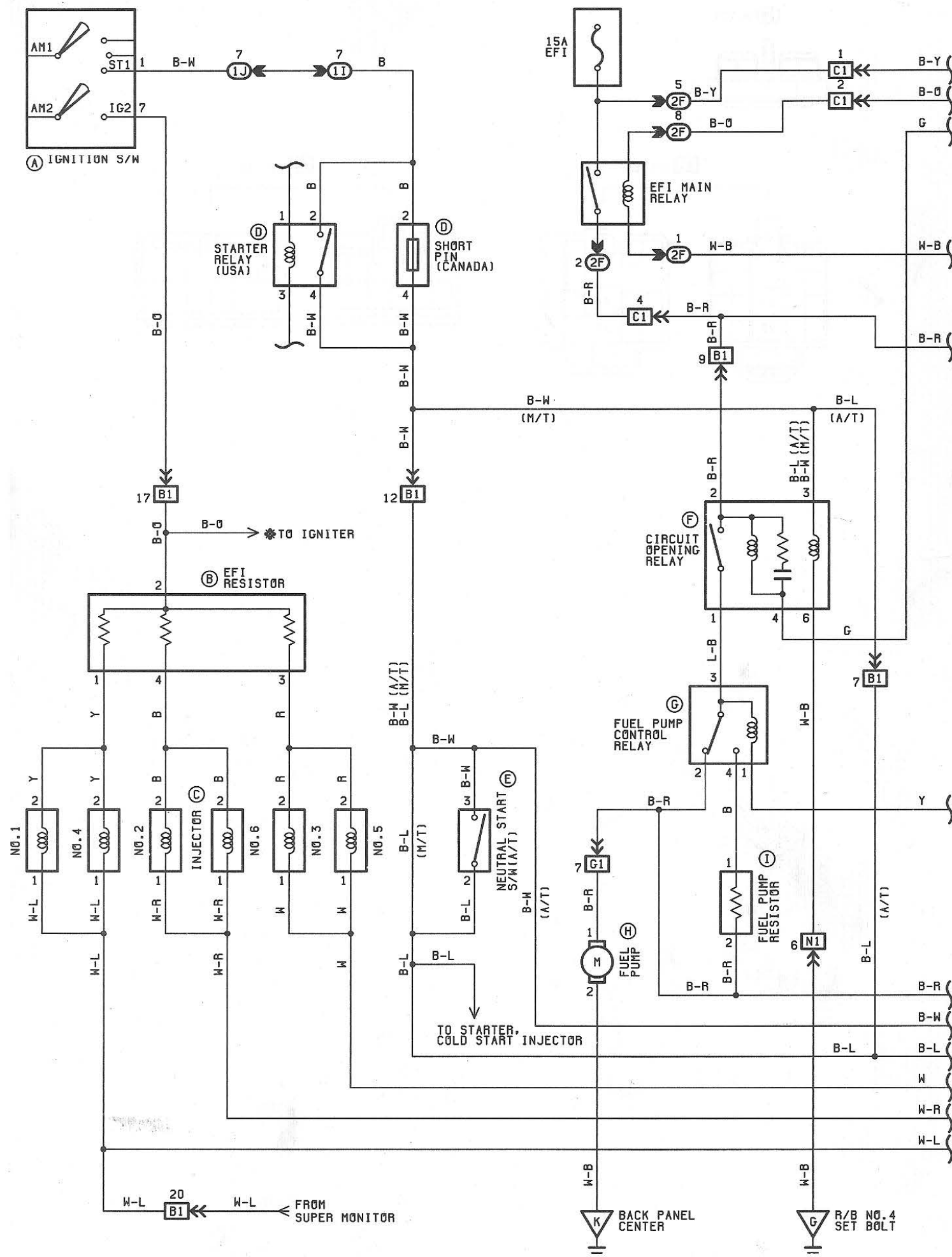


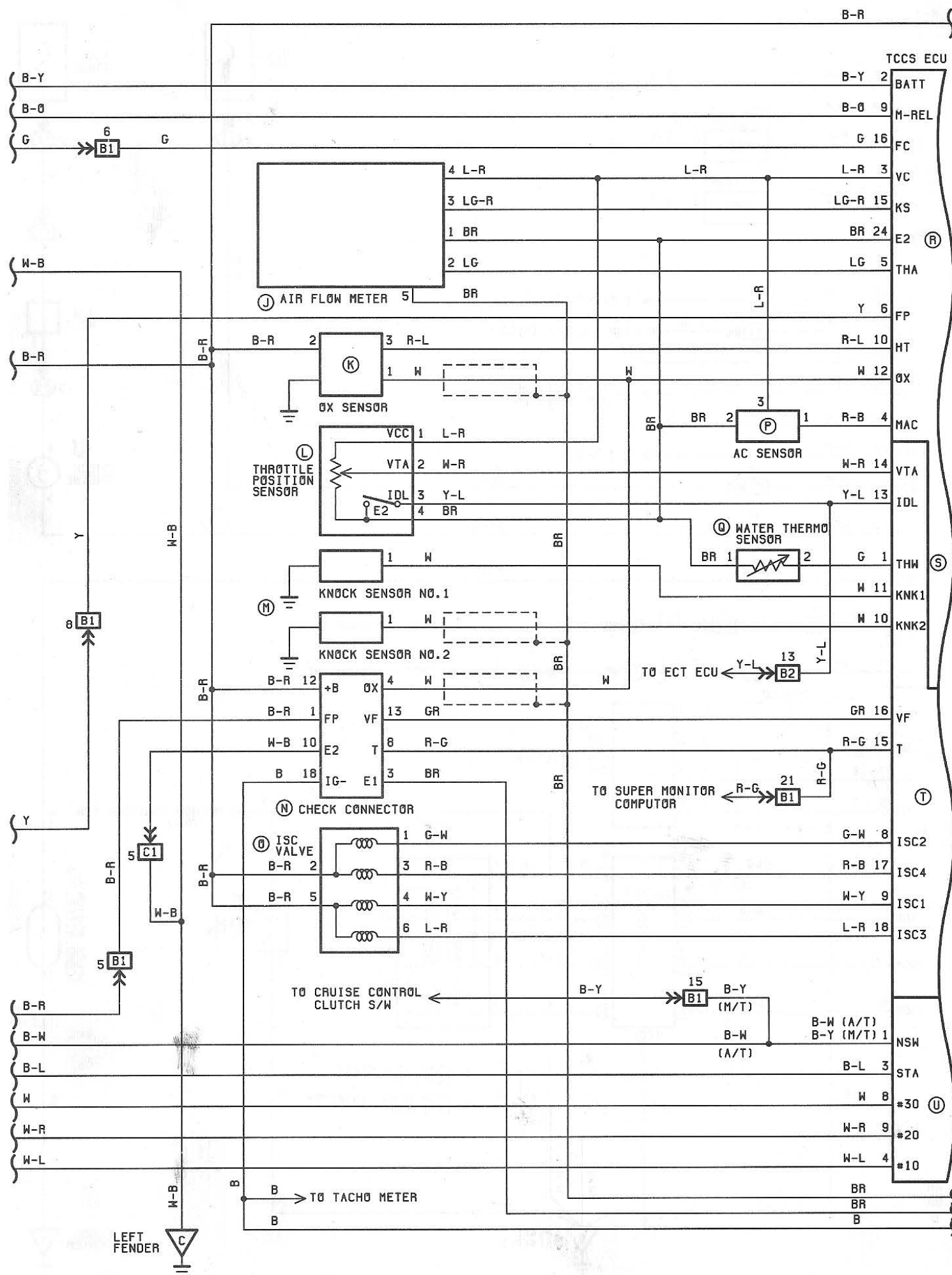
B1 YELLOW



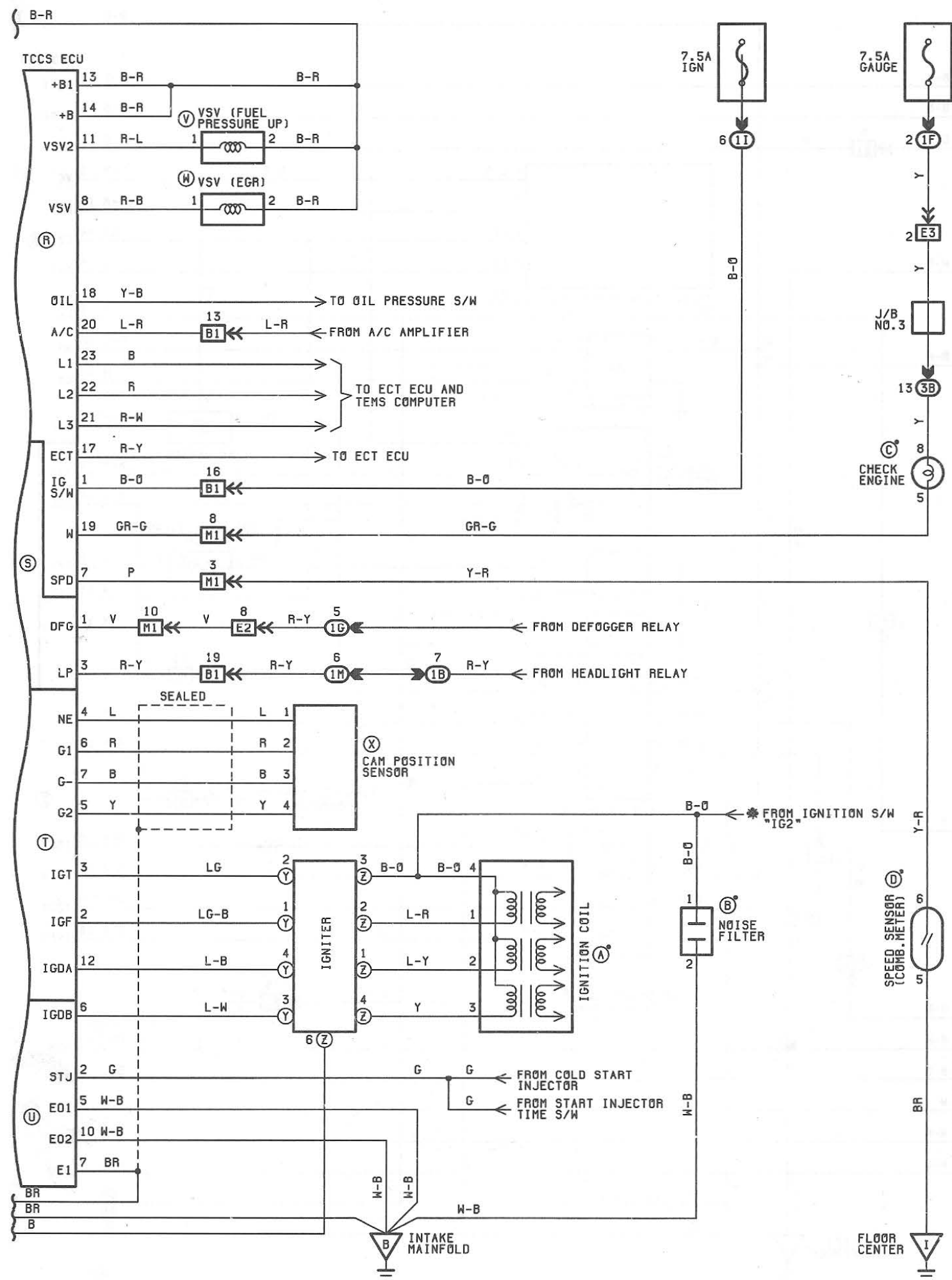
M1 YELLOW







3-1 **EFI** EFI SYSTEM (7M-GTE)



EFI MAIN RELAY

CLOSED WITH IGNITION S/W AT IG OR ST POSITION

(B) EFI RESISTOR1-2, 2-3, 2-4: EACH 2 Ω **(C) INJECTOR**1-2: EACH 1.5-3.0 Ω **(D) STARTER RELAY**2-4: CLOSED WITH CLUTCH PEDAL FULLY DEPRESSED
AND IGNITION S/W AT ST POSITION**(E) CIRCUIT OPENING RELAY**1-2: CLOSED WITH STARTER RUNNING OR
MEASURING PLATE (AIR FLOW METER) OPEN**(I) FUEL PUMP RESISTOR**1-2: APPROX. 0.7 Ω **(J) AIR FLOW METER**1-2: 10-20 K Ω (-20°C, -4°F)4-7 K Ω (0°C, 32°F)2-3 K Ω (20°C, 68°F)0.9-1.3 K Ω (40°C, 104°F)0.4-0.7 K Ω (60°C, 140°F)**(L) THROTTLE POSITION SENSOR**2-4: 0.3-6.3 K Ω WITH CLEARANCE BETWEEN
LEVER AND STOP SCREW 0MM (0IN.)3-4: LESS THAN 2.3 K Ω WITH CLEARANCE BETWEEN
LEVER AND STOP SCREW 0.40MM (0.0157IN)
 $\infty \Omega$ WITH 0.75MM (0.0295IN)2-4: 3.5-10.3 K Ω WITH THROTTLE VALVE FULLY OPEN1-4: 4.25-8.25 K Ω **(M) ISC VALVE**2-1, 3: EACH 10-30 Ω 1-2, 4: EACH 10-30 Ω **(N) WATER THERMO SENSOR**1-2: APPROX. 6 K Ω (0°C, 32°F)APPROX. 1.5 K Ω (40°C, 104°F)APPROX. 0.5 K Ω (80°C, 176°F)**TCCS ECU (ELECTRONIC CONTROLLED UNIT)**

VOLTAGE AT ECU CONNECTORS

(R) 2-(U) 7: 10-14 VOLTS

(R) 13, (R) 14-(U) 7: 10-14 VOLTS (IGNITION S/W ON)

(R) 1-(U) 7: 10-14 VOLTS (IGNITION S/W ON)

(R) 9-(U) 7: 10-14 VOLTS (IGNITION S/W ON)

(T) 13-(R) 24: 4-6 VOLTS (IGNITION S/W ON,
THROTTLE VALVE OPEN)(T) 14-(R) 24: 0.1-5 VOLTS (IGNITION S/W ON,
THROTTLE VALVE CLOSED TO OPEN)

(T) 3-(R) 24: 4-6 VOLTS (IGNITION S/W ON)

(T) 4-(R) 24: 4-5 VOLTS (IGNITION S/W ON,
MEASURING PLATE FULLY CLOSED)
0.02-0.08 VOLTS (IGNITION S/W ON,
MEASURING PLATE FULLY OPEN)
2.0-4.0 VOLTS (IDLING)
0.3-1.0 VOLTS (3000 RPM)(R) 5-(R) 24: 1.0-3.0 VOLTS (IGNITION S/W ON,
INTAKE AIR TEMP. 20°C (68°F))(T) 1-(R) 24: 0.1-1.0 VOLT (IGNITION S/W ON,
COOLANT TEMP. 80°C (176°F))

(U) 3-(U) 7

: 6-14 VOLTS
(IGNITION S/W ST POSITION)

(U) 4, (U) 8, (U) 9-(U) 7

: 9-14 VOLTS (IGNITION S/W ON)

(T) 3-(U) 7

: 0.7-1.0 VOLTS (IDLING)

(T) 8, (T) 9, (T) 17, (T) 18-(U) 7:

9-14 VOLTS (IGNITION S/W ON)
9-14 VOLTS
(2-3 SECONDS AFTER ENGINE OFF)

(T) 1-(T) 7

: 0 VOLT WITH IGNITION S/W ON,
SHIFT POSITION P OR N RANGE
10-14 VOLTS WITH IGNITION S/W ON,
SHIFT POSITION EXCEPT P OR N RANGE
0 VOLT WITH IGNITION S/W ON,
CLUTCH PEDAL NOT DEPRESSED
10-14 VOLTS WITH IGNITION S/W ON,
CLUTCH PEDAL DEPRESSED
9-11 VOLTS WITH CRANKING

(R) 15-(T) 7

: 4-6 VOLTS WITH IGNITION S/W ON,
CHECK CONNECTOR T-E1 NOT SHORT
0 VOLT WITH IGNITION S/W ON,
CHECK CONNECTOR T-E1 SHORT

(R) 20-(U) 7

: 10-14 VOLTS WITH IGNITION S/W ON
A/C S/W ON
0 VOLT WITH IGNITION S/W ON
A/C S/W OFF

(T) 16-(U) 7

: 0 $\leftrightarrow$ 5 VOLTS WITH ENGINE START
(THROTTLE VALVE OPEN)

(R) 19-(U) 7

: 0 VOLT WITH IGNITION S/W ON
: 10-13 VOLTS WITH ENGINE START

(R) 18-(U) 7

: 10-14 VOLTS WITH IGNITION S/W ON
DEFROGGER S/W OFF
0 VOLT WITH IGNITION S/W ON
DEFROGGER S/W ON

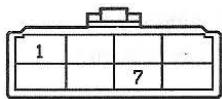
(R) 16-(U) 7

: 10-14 VOLTS WITH HEADLIGHT S/W OFF
0 VOLT WITH HEADLIGHT S/W ON**RESISTANCE AT ECU CONNECTOR**

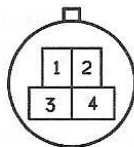
(DISCONNECT WIRING CONNECTOR FROM ECU)

(T) 13-(R) 24: $\infty \Omega$ (THROTTLE VALVE FULLY OPEN)
LESS THAN 2.3 K Ω (THROTTLE VALVE FULLY CLOSED)(T) 14-(R) 24: 3500-10300 Ω (THROTTLE VALVE FULLY OPEN)
300-6300 Ω (THROTTLE VALVE FULLY CLOSED)(R) 3-(R) 24: 200-400 Ω (R) 4-(R) 24: 20-600 Ω (MEASURING PLATE FULLY CLOSED)
20-3000 Ω (MEASURING PLATE FULLY OPEN)(R) 5-(R) 24: 2000-3000 Ω (INTAKE AIR TEMP. 20°C, 68°F)(T) 5, (T) 6, (T) 4-(T) 7: 140-180 Ω (T) 8, (T) 9, (T) 17, (T) 18-(R) 14: 10-30 Ω

(A) BLACK



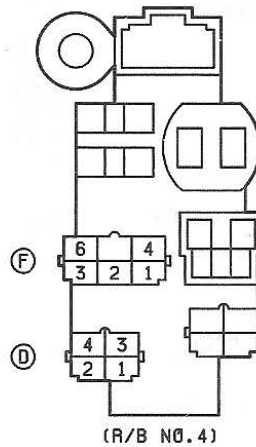
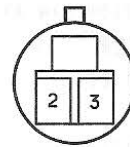
(B) (G) YELLOW



(C) GRAY



(E)



(H) YELLOW



(I) YELLOW



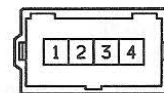
(J) BLACK



(K) YELLOW



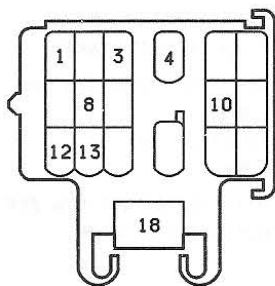
(L) BLACK



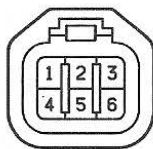
(M) GREEN



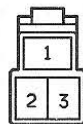
(N) BLACK



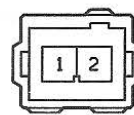
(O) GRAY



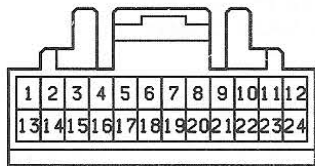
(P) BLACK



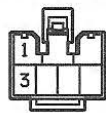
(Q) GREEN



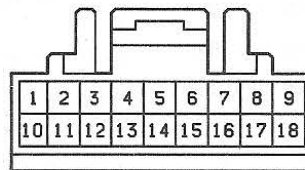
(R) YELLOW



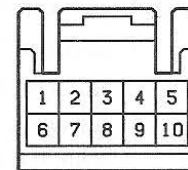
(S) YELLOW



(T) YELLOW



(U) YELLOW



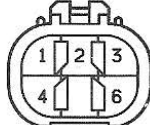
(V) (H) BROWN



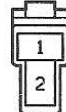
(X) (Y) (A) GREEN



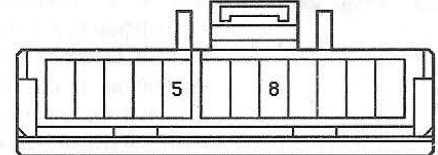
(Z) GREEN



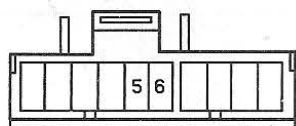
(B) BLUE



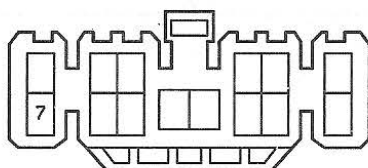
(C) BLUE



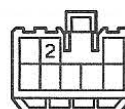
(D) GRAY



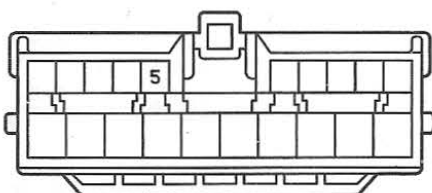
(1B)



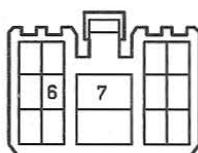
(1F)



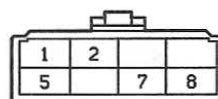
1G



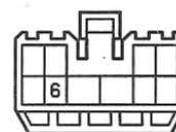
1I



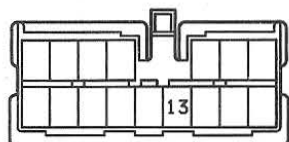
1J 2F



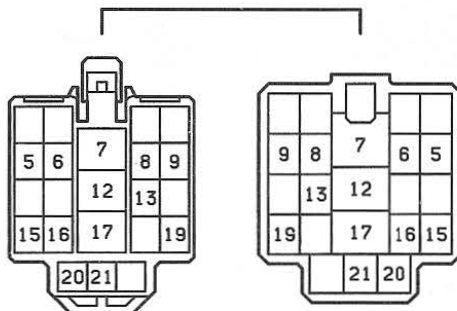
1M



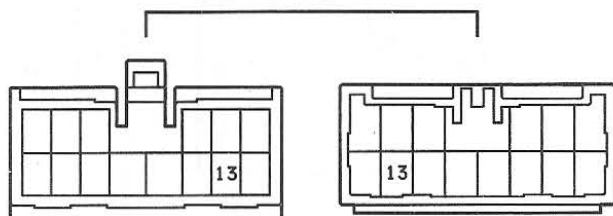
3B BLUE



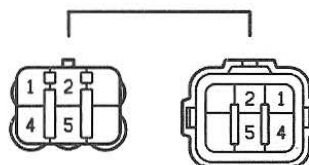
B1 YELLOW



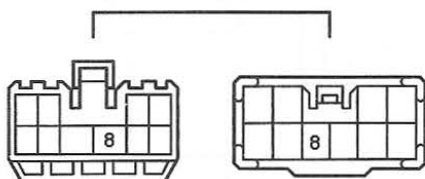
B2



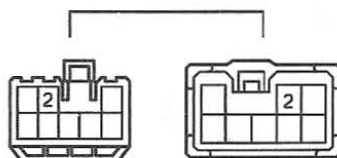
C1



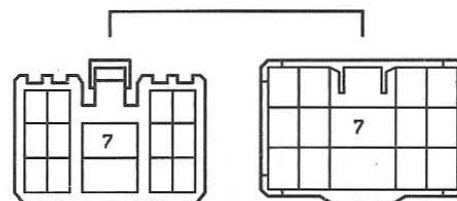
E2



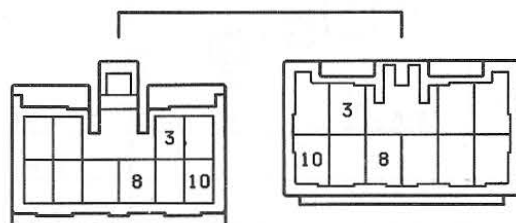
E3 BLUE



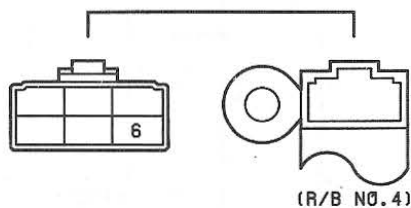
G1 YELLOW

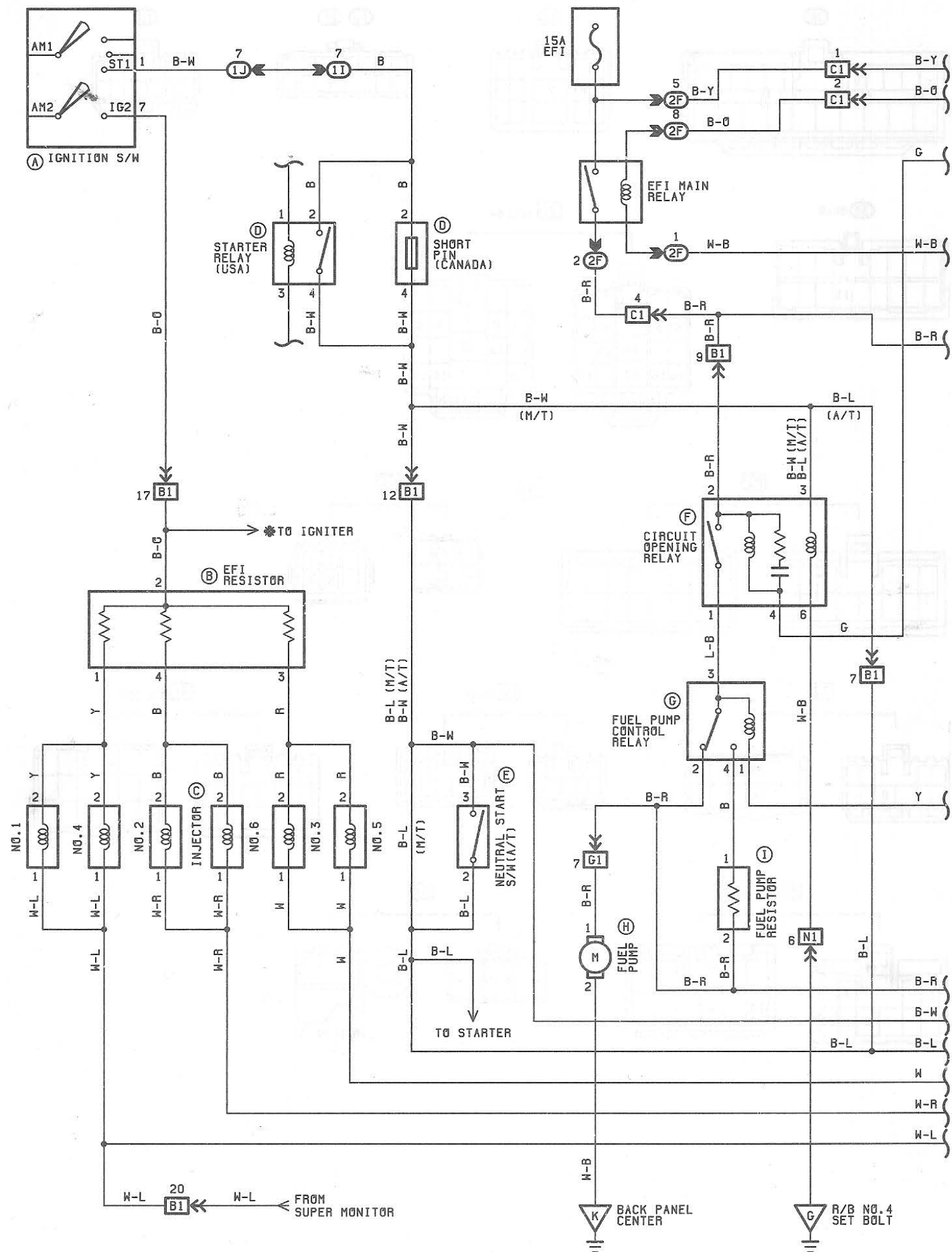


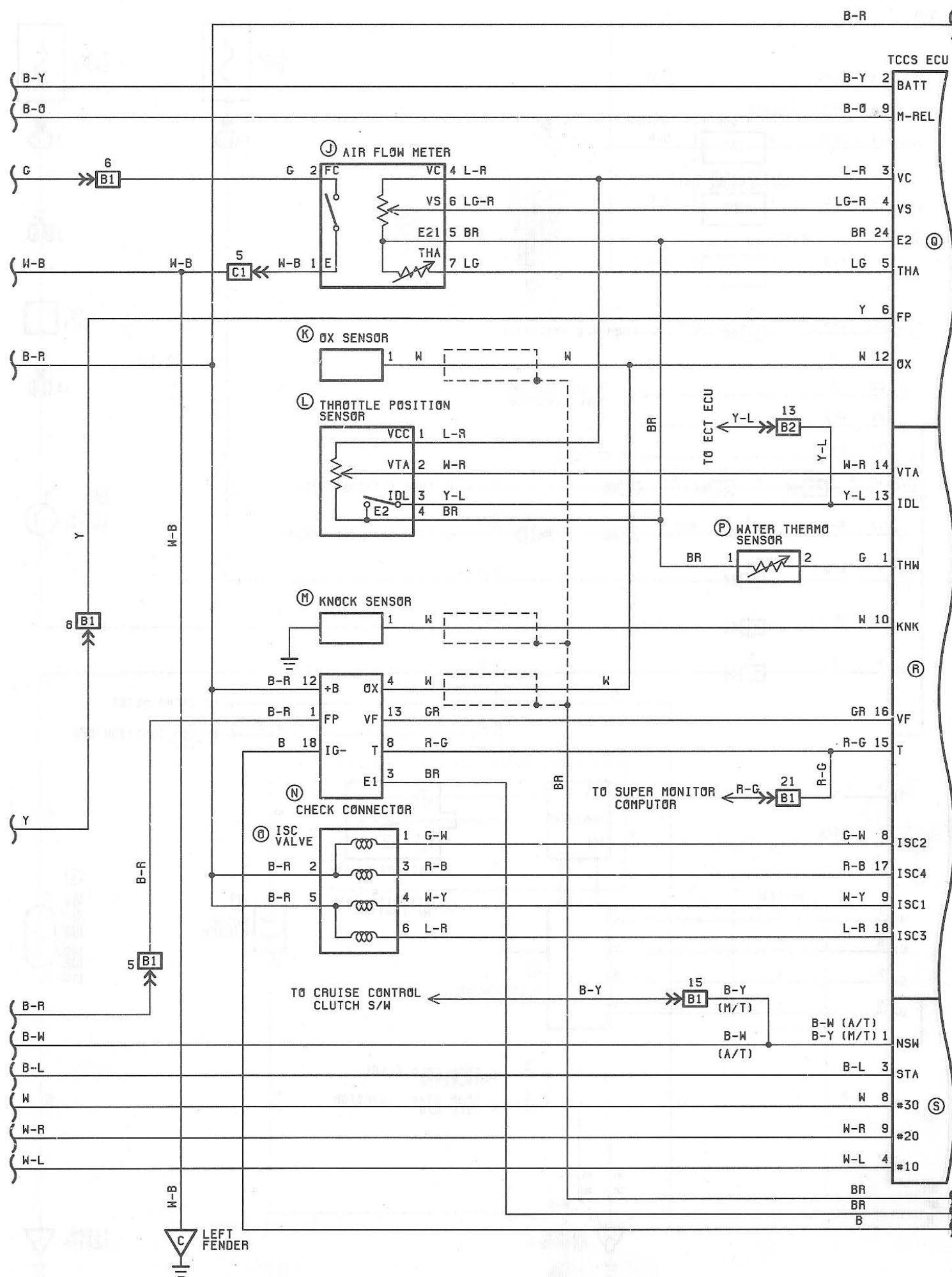
M1 YELLOW



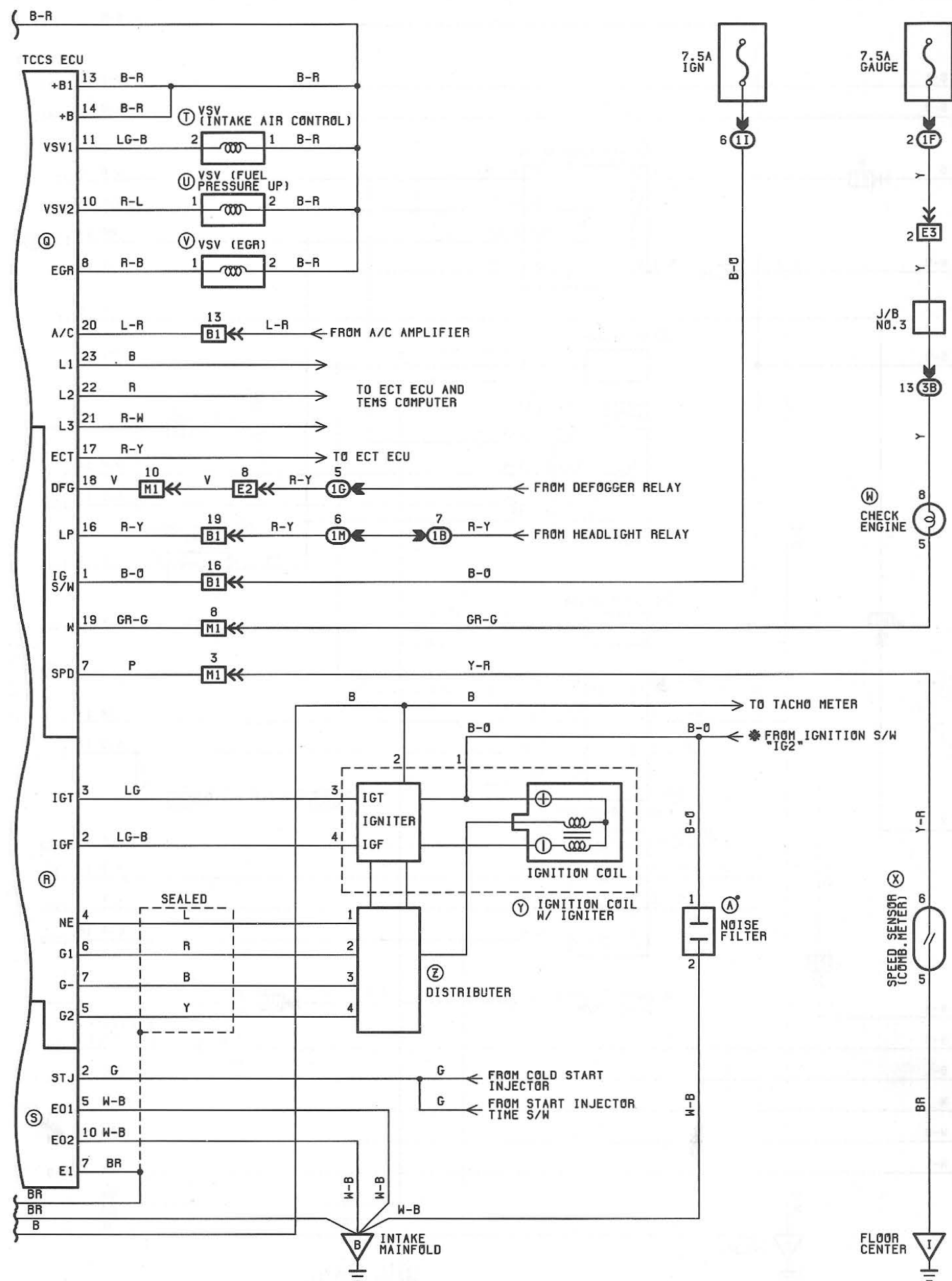
N1







3-2 EFI SYSTEM(7M-GE)



EFI MAIN RELAY

CLOSED WITH IGNITION S/W AT IG OR ST POSITION

(B) EFI RESISTOR1-2, 2-3, 2-4: EACH 2 Ω **(C) INJECTOR**1-2: EACH 1.5-3.0 Ω **(D) STARTER RELAY**2-4: CLOSED WITH CLUTCH PEDAL FULLY DEPRESSED
AND IGNITION S/W AT ST POSITION**(F) CIRCUIT OPENING RELAY**1-2: CLOSED WITH STARTER RUNNING OR
MEASURING PLATE (AIR FLOW METER) OPEN**(I) FUEL PUMP RESISTOR**1-2: APPROX. 0.7 Ω **(J) AIR FLOW METER**1-2: CLOSED WITH STARTER RUNNING OR
MEASURING PLATE OPEN5-6: 20-400 Ω 5-4: 200-400 Ω 10-20 K Ω (-20°C, -4°F)4-7 K Ω (0°C, 32°F)2-3 K Ω (20°C, 68°F)0.9-1.3 K Ω (40°C, 104°F)0.4-0.7 K Ω (60°C, 140°F)**(L) THROTTLE POSITION SENSOR**2-4: 0.3-6.3 K Ω WITH CLEARANCE BETWEEN
LEVER AND STOP SCREW 0MM (0IN.)3-4: LESS THAN 2.3 K Ω WITH CLEARANCE BETWEEN
LEVER AND STOP SCREW 0.40MM (0.0157IN)
 $\infty \Omega$ WITH 0.75MM (0.0295IN)2-4: 3.5-10.3 K Ω WITH THROTTLE VALVE FULLY OPEN1-4: 4.25-8.25 K Ω **(M) ISC VALVE**2-1, 3: EACH 10-30 Ω 1-2, 4: EACH 10-30 Ω **(P) WATER THERMO SENSOR**1-2: APPROX. 6 K Ω (0°C, 32°F)APPROX. 1.5 K Ω (40°C, 104°F)APPROX. 0.5 K Ω (80°C, 176°F)**TCCS ECU (ELECTRONIC CONTROLLED UNIT)**

VOLTAGE AT ECU CONNECTORS

(Q) 2-(S) 7: 10-14 VOLTS

(Q) 13, (Q) 14-(S) 7: 10-14 VOLTS (IGNITION S/W ON)

(Q) 1-(S) 7: 10-14 VOLTS (IGNITION S/W ON)

(Q) 9-(S) 7: 10-14 VOLTS (IGNITION S/W ON)

(R) 13-(Q) 24: 4-6 VOLTS (IGNITION S/W ON,
THROTTLE VALVE OPEN)(R) 14-(Q) 24: 0.1-5 VOLTS (IGNITION S/W ON,
THROTTLE VALVE CLOSED TO OPEN)

(R) 3-(Q) 24: 4-6 VOLTS (IGNITION S/W ON)

(R) 4-(Q) 24: 4-5 VOLTS (IGNITION S/W ON,
MEASURING PLATE FULLY CLOSED)
0.02-0.08 VOLTS (IGNITION S/W ON,
MEASURING PLATE FULLY OPEN)
2.0-4.0 VOLTS (IDLING)
0.3-1.0 VOLTS (3000 RPM)(Q) 5-(Q) 24: 1.0-3.0 VOLTS (IGNITION S/W ON,
INTAKE AIR TEMP. 20°C (68°F))(R) 1-(Q) 24: 0.1-1.0 VOLT (IGNITION S/W ON,
COOLANT TEMP. 80°C (176°F))

(S) 3-(S) 7

: 6-14 VOLTS
(IGNITION S/W ST POSITION)

(S) 4, (S) 8, (S) 9-(S) 7

: 9-14 VOLTS (IGNITION S/W ON)

(R) 3-(S) 7

: 0.7-1.0 VOLTS (IDLING)

(R) 8, (R) 9, (R) 17, (R) 18-(S) 7: 9-14 VOLTS (IGNITION S/W ON)
9-14 VOLTS
(2-3 SECONDS AFTER ENGINE OFF)

(R) 1-(R) 7

: 0 VOLT WITH IGNITION S/W ON,
SHIFT POSITION P OR N RANGE
10-14 VOLTS WITH IGNITION S/W ON,
SHIFT POSITION EXCEPT P OR N RANGE
0 VOLT WITH IGNITION S/W ON,
CLUTCH PEDAL NOT DEPRESSED
10-14 VOLTS WITH IGNITION S/W ON,
CLUTCH PEDAL DEPRESSED
9-11 VOLTS WITH CRANKING

(Q) 15-(R) 7

: 4-6 VOLTS WITH IGNITION S/W ON,
CHECK CONNECTOR T-E1 NOT SHORT
0 VOLT WITH IGNITION S/W ON,
CHECK CONNECTOR T-E1 SHORT

(Q) 20-(S) 7

: 10-14 VOLTS WITH IGNITION S/W ON
A/C S/W ON
0 VOLT WITH IGNITION S/W ON
A/C S/W ON

(R) 16-(S) 7

: 0 $\leftrightarrow$ 5 VOLTS WITH ENGINE START
(THROTTLE VALVE OPEN)

(Q) 19-(S) 7

: 0 VOLT WITH IGNITION S/W ON
: 10-13 VOLTS WITH ENGINE START

(Q) 18-(S) 7

: 10-14 VOLTS WITH IGNITION S/W ON
DEFOGGER S/W OFF
0 VOLT WITH IGNITION S/W ON
DEFOGGER S/W ON

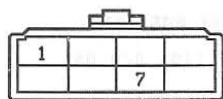
(Q) 16-(S) 7

: 10-14 VOLTS WITH HEADLIGHT S/W OFF
0 VOLT WITH HEADLIGHT S/W ON**RESISTANCE AT ECU CONNECTOR**

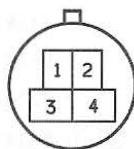
(DISCONNECT WIRING CONNECTOR FROM ECU)

(R) 13-(Q) 24: $\infty \Omega$ (THROTTLE VALVE FULLY OPEN)
LESS THAN 2.3 K Ω (THROTTLE VALVE FULLY CLOSED)(R) 14-(Q) 24: 3500-10300 Ω (THROTTLE VALVE FULLY OPEN)
300-6300 Ω (THROTTLE VALVE FULLY CLOSED)(Q) 3-(Q) 24: 200-400 Ω (Q) 4-(Q) 24: 20-600 Ω (MEASURING PLATE FULLY CLOSED)
20-3000 Ω (MEASURING PLATE FULLY OPEN)(Q) 5-(Q) 24: 2000-3000 Ω (INTAKE AIR TEMP. 20°C, 68°F)(R) 5, (R) 6, (R) 4-(R) 7: 140-180 Ω (R) 8, (R) 9, (R) 17, (R) 18-(Q) 14: 10-30 Ω

(A) BLACK



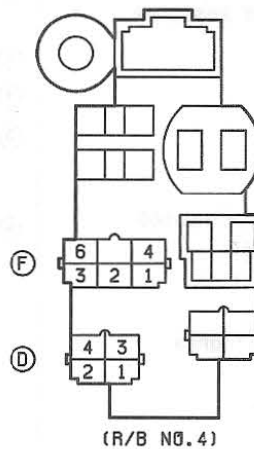
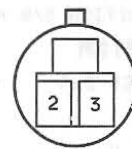
(B) (C) YELLOW



(C) GRAY



(E)



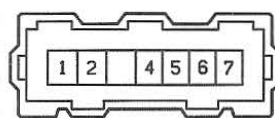
(H) YELLOW



(I) YELLOW



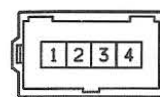
(J) BLACK



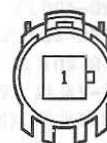
(K) YELLOW



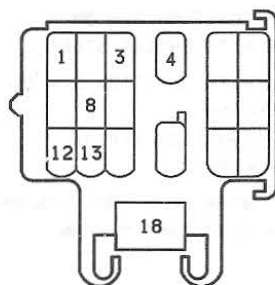
(L) BLACK



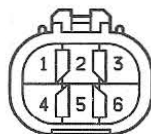
(M) GREEN



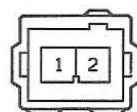
(N) BLACK



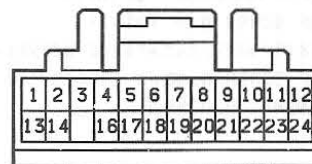
(O) GRAY



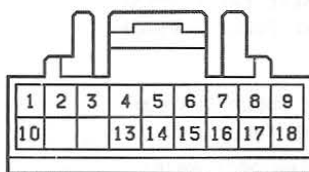
(P) GREEN



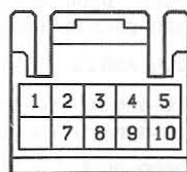
(Q) YELLOW



(R) YELLOW



(S) YELLOW



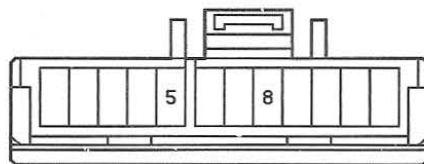
(T) (U) BROWN



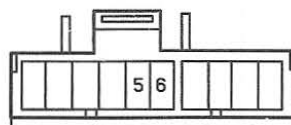
(V) BLUE



(W) BLUE



(X) GRAY



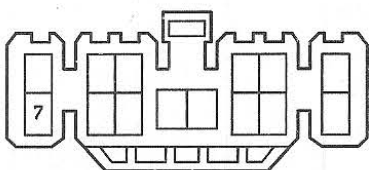
(Y) (Z) GREEN



(A) BLUE



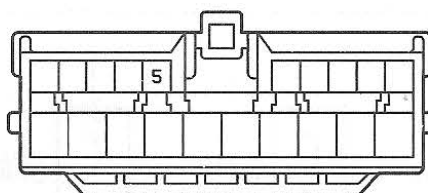
1B



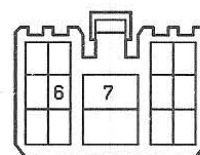
1F



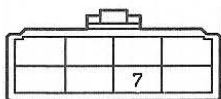
1G



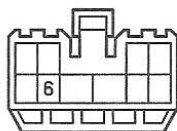
1I



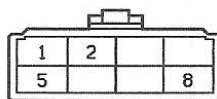
1J



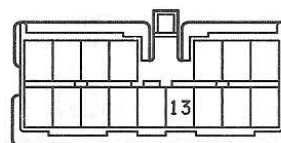
1M



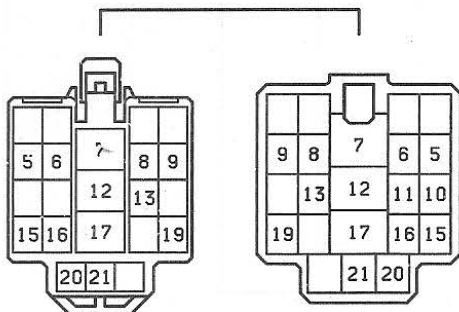
2F



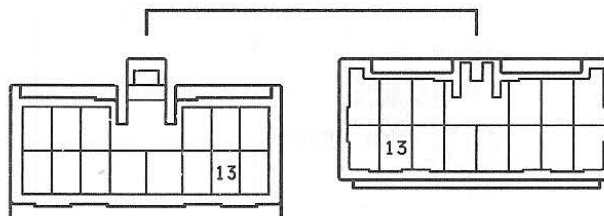
3B BLUE



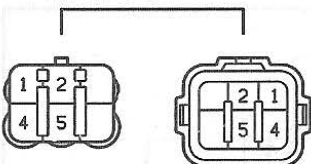
B1 YELLOW



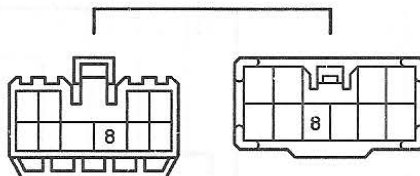
B2



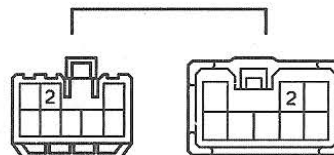
C1



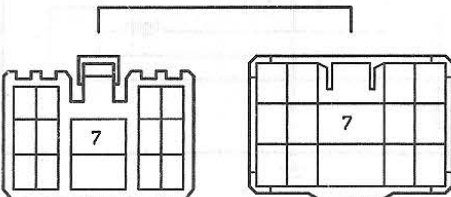
E2



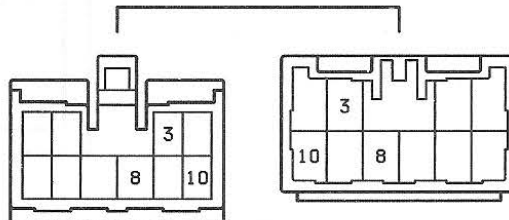
E3 BLUE



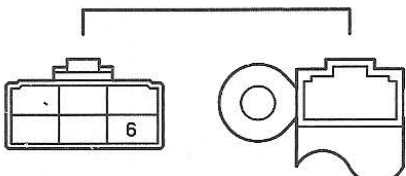
G1 YELLOW



M1 YELLOW

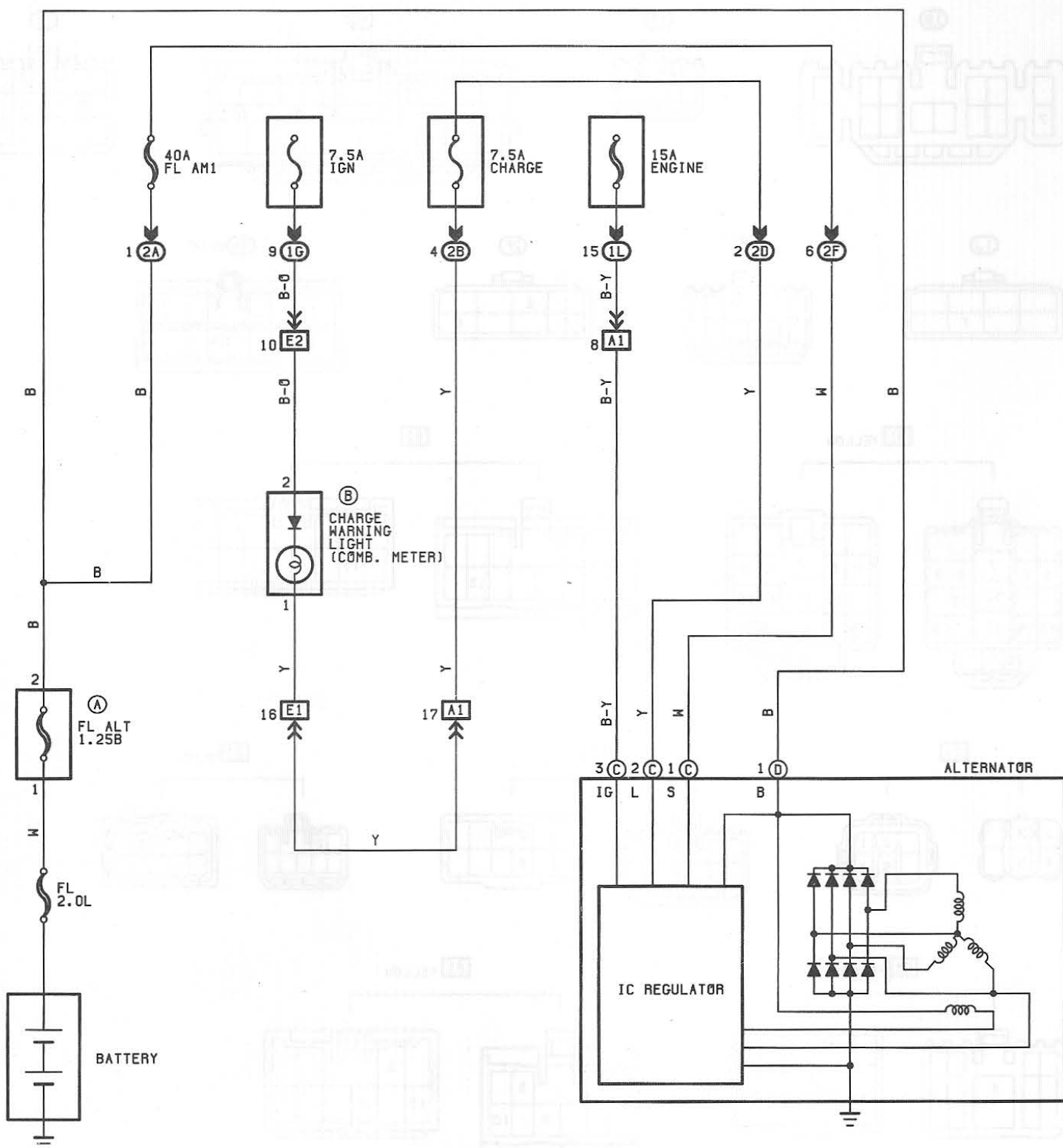


N1



(R/B NO.4)

4 CHARGING SYSTEM



ALTERNATOR

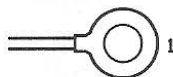
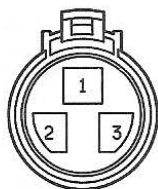
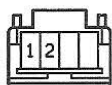
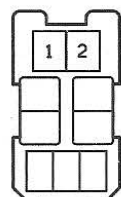
- Ⓒ 1-GROUND: 13.5-15.1 VOLTS WITH ENGINE RUNNING AT 2000RPM
- Ⓒ 2-GROUND: 0-4 VOLTS WITH IGNITION S/W AT IG POSITION AND ENGINE NOT RUNNING

Ⓐ BLACK

Ⓑ BROWN

Ⓒ BLACK

Ⓓ



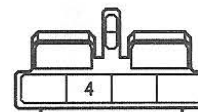
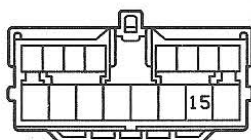
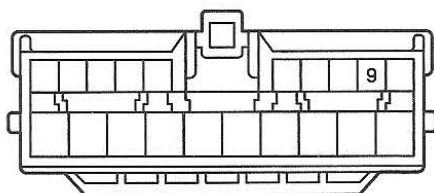
(J/B NO.2)

1Ⓒ

1Ⓙ

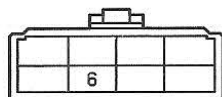
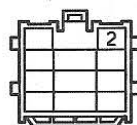
2Ⓐ BLACK

2Ⓑ BLACK



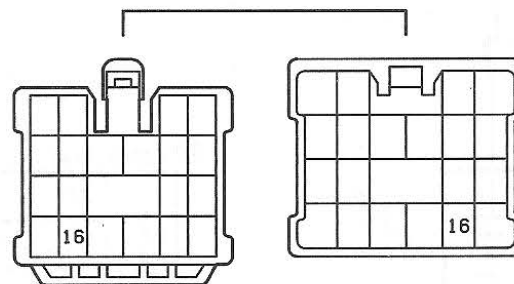
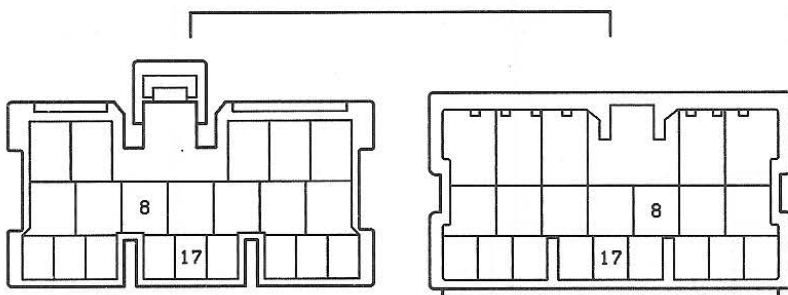
2Ⓓ

2Ⓕ

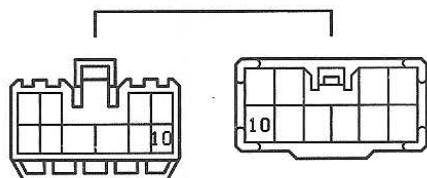


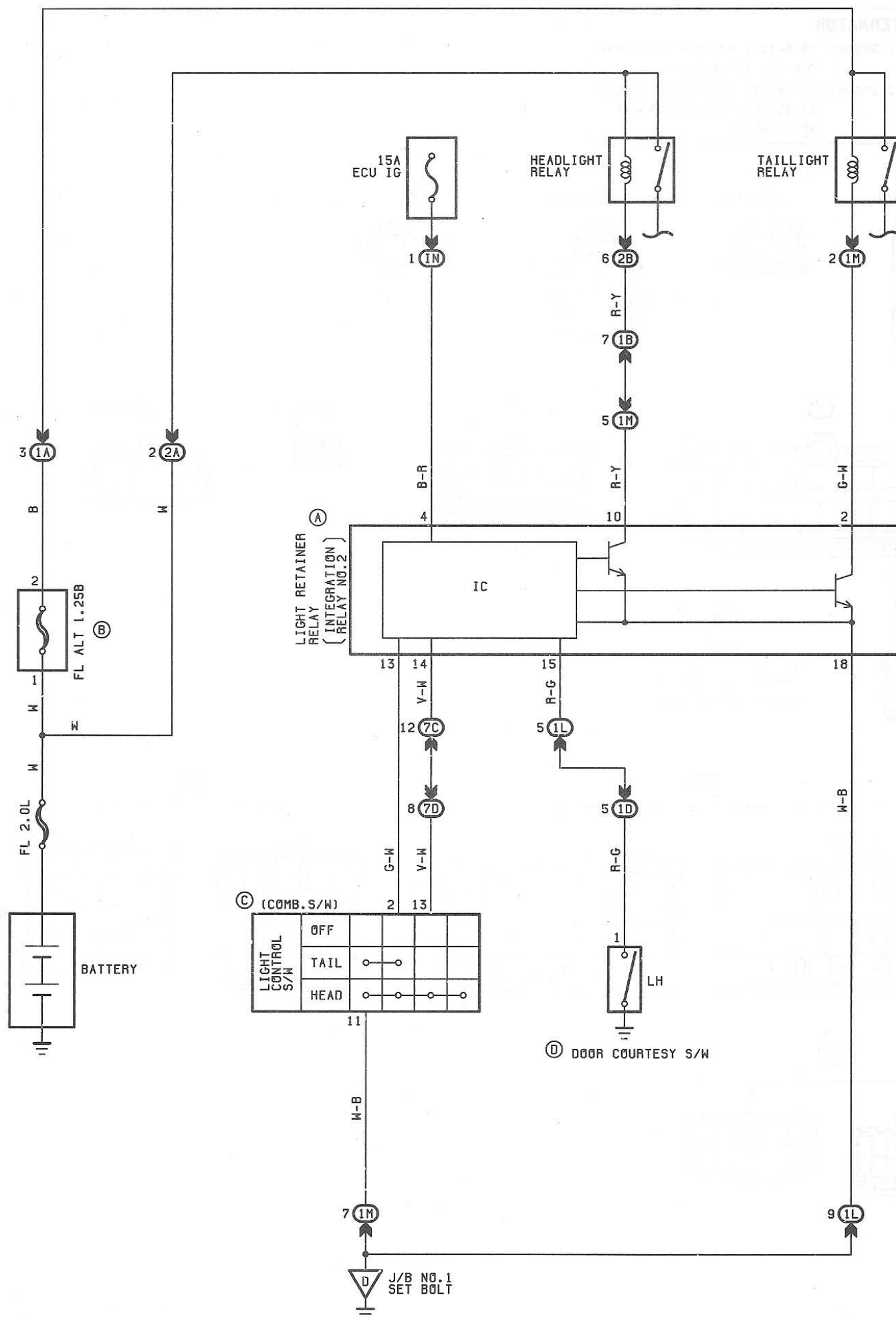
A1

E1



E2





(A) INTEGRATION RELAY NO.2

2-GROUND, 10-GROUND: APPROX. 12 VOLTS WITH LIGHT CONTROL S/W OFF

(HEADLIGHT, TAILLIGHT OFF)

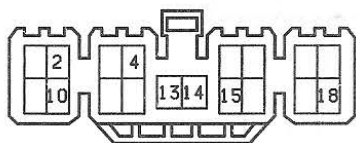
10-GROUND : 0 VOLT WITH LIGHT CONTROL S/W A/T HEAD POSITION (TAILLIGHTS ON)
(HEADLIGHTS ON)

2-GROUND : 0 VOLT WITH LIGHT CONTROL S/W A/T TAIL POSITION (TAILLIGHTS ON)

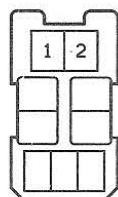
2-GROUND, 10-GROUND: 0 VOLT WITH LIGHT CONTROL S/W A/T HEAD, TAIL POSITION AFTER
IGNITION S/W TURNED OFF AND LH DOOR OPEN
(HEADLIGHT, TAILLIGHT OFF)

(HEADLIGHT, TAILLIGHT TURN OFF AUTOMATICALLY WHEN THE IGNITION S/W
IS TURNED OFF AND LH DOOR OPEN)

(A)

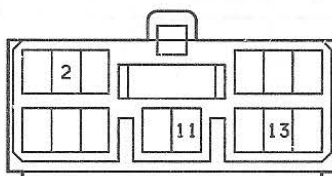


(B) BLACK



(J/B NO.2)

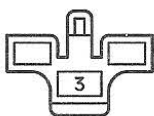
(C) BLACK



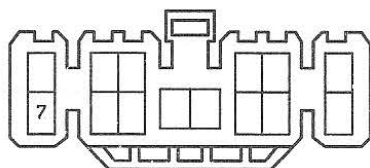
(D) BLUE



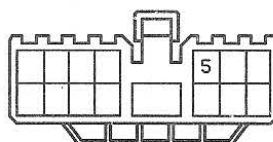
(1A) BLACK



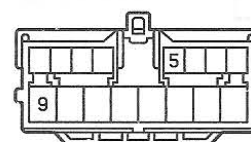
(1B)



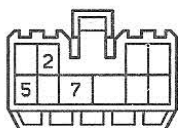
(1D)



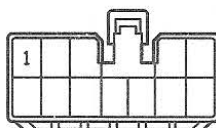
(1L)



(1M)



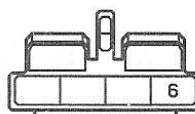
(1N)



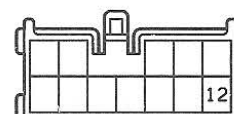
(2A) BLACK



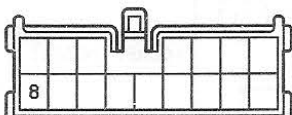
(2B) BLACK



(7C) BROWN

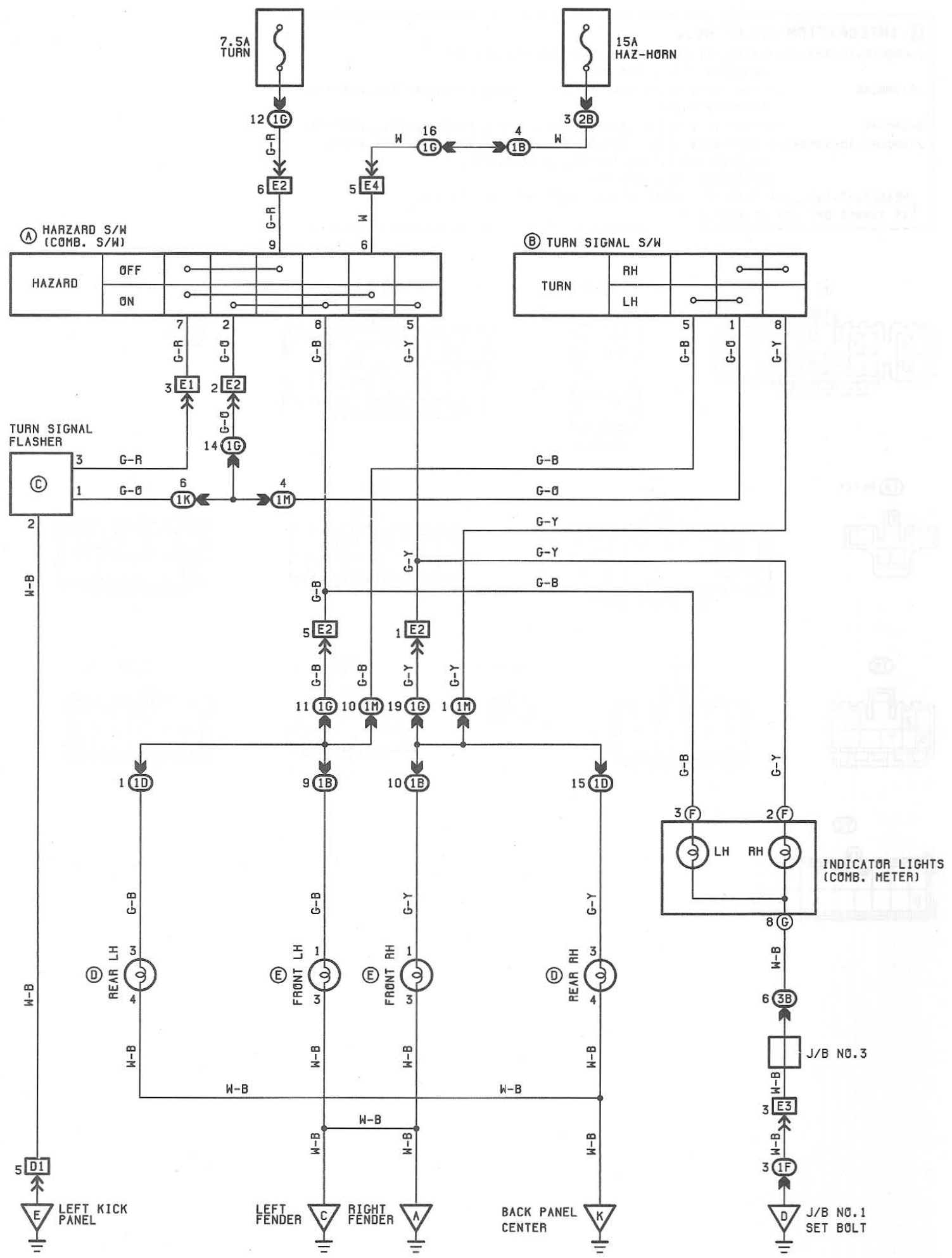


(7D)



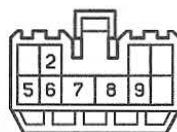
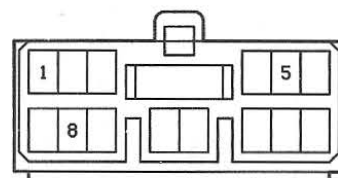
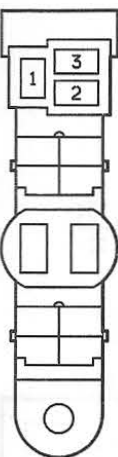
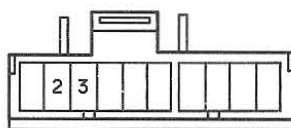
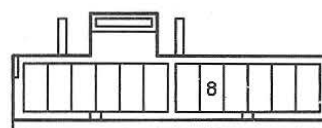
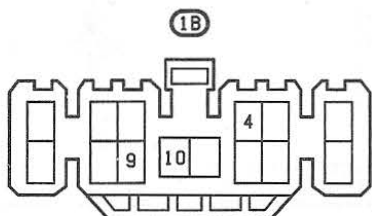
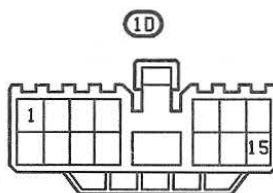
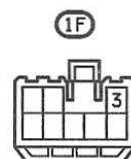
6

TURN SIGNAL AND HAZARD WARNING LIGHTS

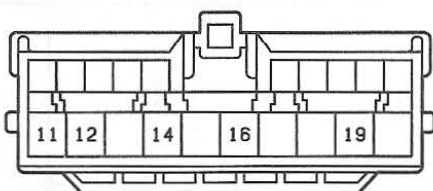
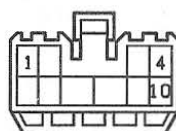
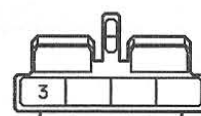
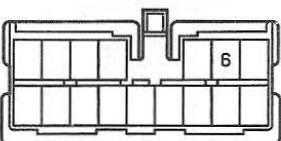
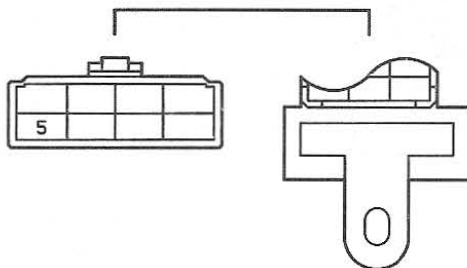
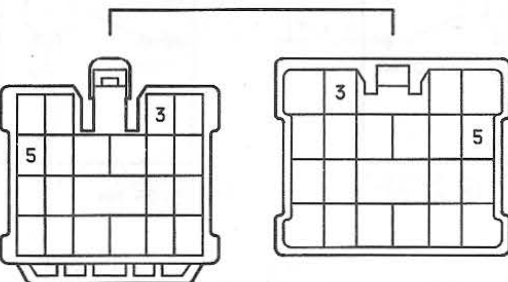
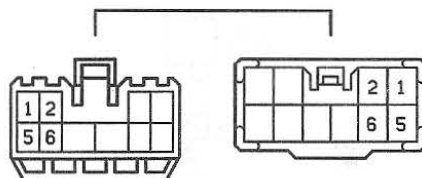
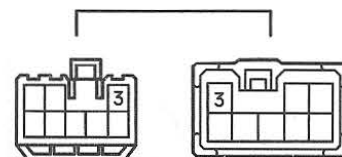


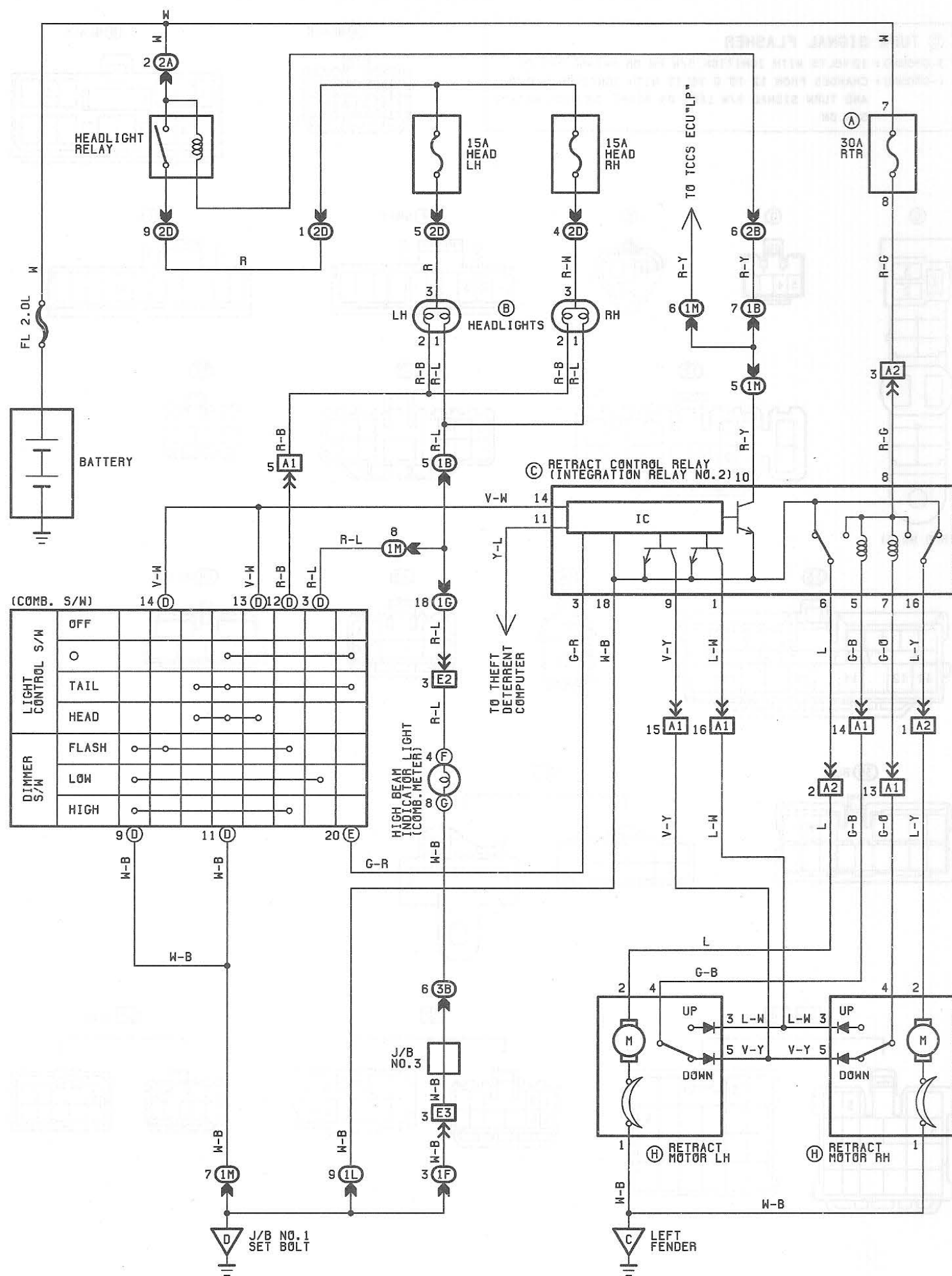
③ TURN SIGNAL FLASHER

3-GROUND: 12 VOLTS WITH IGNITION S/W ON OR HAZARD S/W ON
 1-GROUND: CHANGES FROM 12 TO 0 VOLTS WITH IGNITION S/W ON
 AND TURN SIGNAL S/W LEFT OR RIGHT, OR WITH HAZARD
 S/W ON

(A) BLACK**(B) BLACK****(C)****(D)****(E)****(F) GRAY****(G)****(1B)****(1D)****(1F)**

(R/B NO.5)

(1G)**(1K)****(1M)****(2B) BLACK****(3B) BLUE****(D1)****(E1) (E4)****(E2)****(E3) BLUE**



© RETRACT CONTROL RELAY

8-GROUND: ALWAYS 12VOLTS

- 1-18 : CONTINUITY FOR 8-12SECONDS WITH LIGHT CONTROL S/W AT HEAD POSITION OR LIGHT CONTROL S/W AT HOLD POSITION AND DIMMER S/W AT FLASH POSITION
- 1-18 : CONTINUITY FOR 8-12SECONDS 1-1.5SECONDS AFTER LIGHT CONTROL S/W OFF AND DIMMER S/W AT FLASH POSITION
- 9-18 : CONTINUITY FOR 8-12SECONDS WITH LIGHT CONTROL S/W AT HOLD(UP POSITION) → OFF POSITION
- 9-18 : CONTINUITY FOR 8-12SECONDS 1-1.5SECONDS AFTER LIGHT CONTROL S/W OFF AND DIMMER S/W AT FLASH POSITION
- 8-6,8-16: CLOSED WITH LIGHT CONTROL S/W AT HEAD POSITION UNTIL RETRACT MOTOR AT UP POSITION
- 8-6,8-16: CLOSED WITH LIGHT CONTROL S/W AT OFF POSITION UNTIL RETRACT MOTOR AT DOWN POSITION

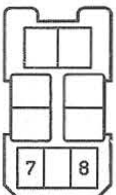
ⓓ RETRACT MOTOR

- 4-3 : OPEN WITH RETRACT MOTOR AT LOWERMOST POSITION
- 4-5 : OPEN WITH RETRACT MOTOR AT UPPERMOST POSITION

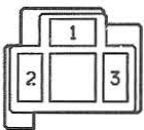
LIGHT AUTO TURN-OFF OPERATION

PLEASE REFFER TO THE LIGHT AUTO TURN OFF SYSTEM (SYSTEM NO.5)

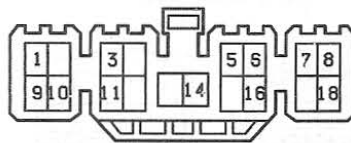
Ⓐ BLACK



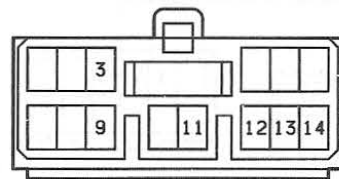
Ⓑ BROWN



Ⓒ

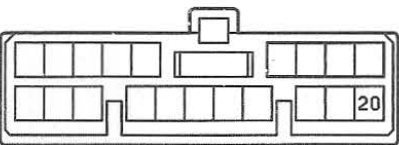


Ⓓ BLACK

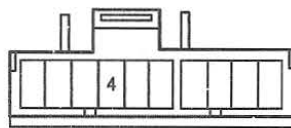


(J/B NO.2)

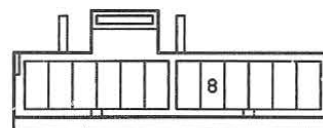
Ⓔ BLACK



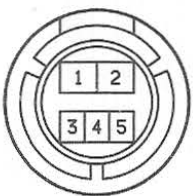
Ⓕ GRAY



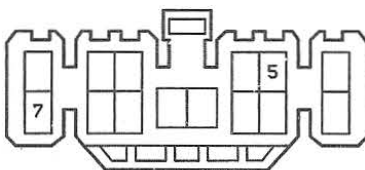
Ⓖ



Ⓗ BLACK



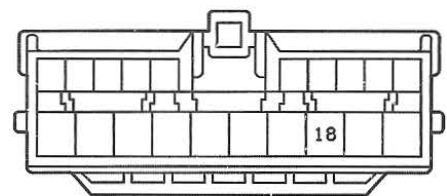
ⓁⒷ



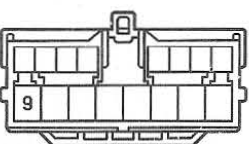
ⓁⒻ



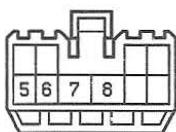
ⓁⒼ



ⓁⒾ



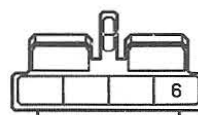
ⓁⓂ



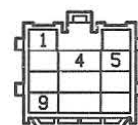
2Ⓐ BLACK



2Ⓑ BLACK

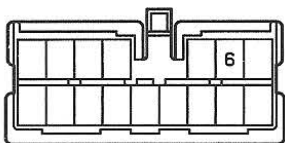


2Ⓓ

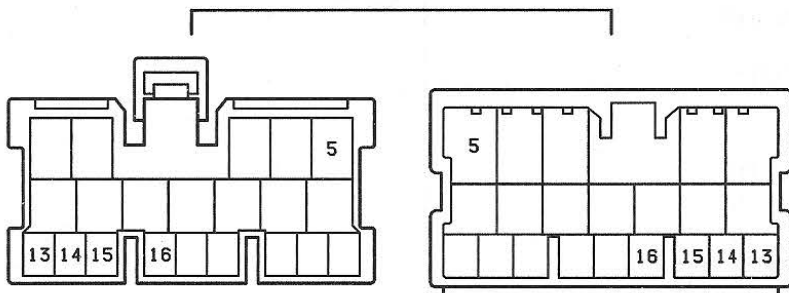


7 HEADLIGHTS

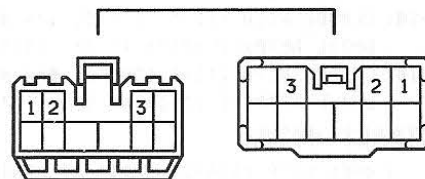
3B BLUE



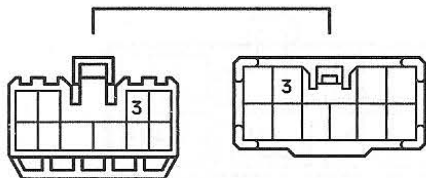
A1



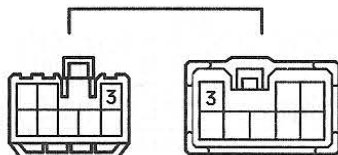
A2 YELLOW

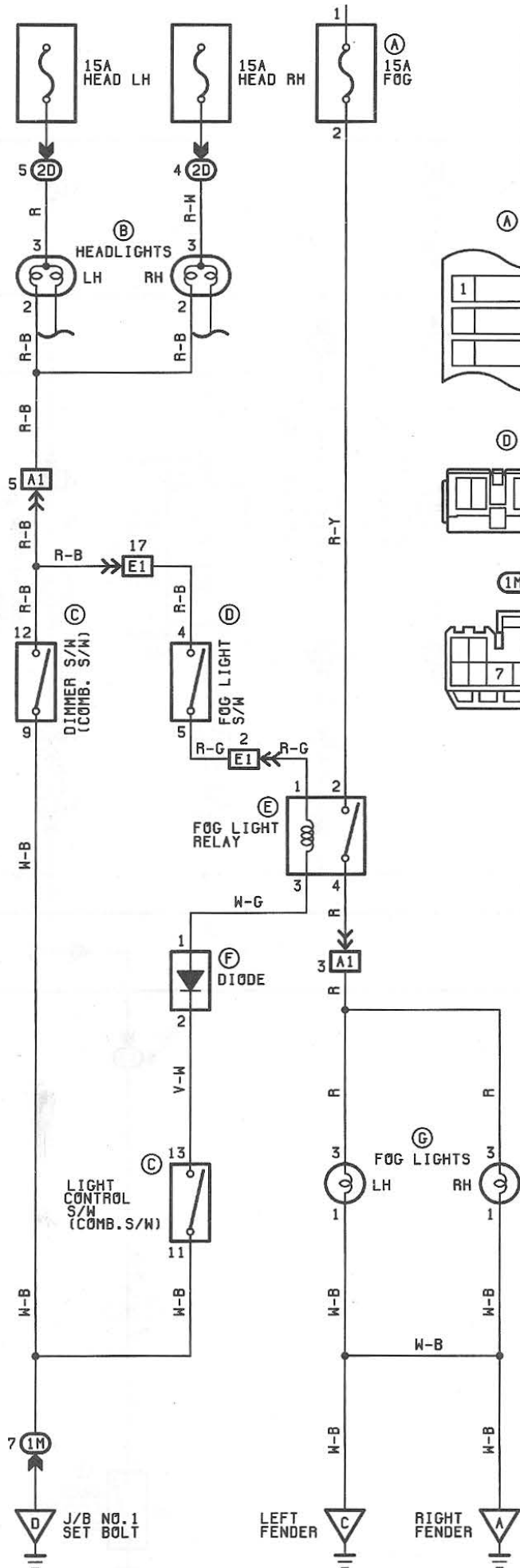


E2



E3 BLUE



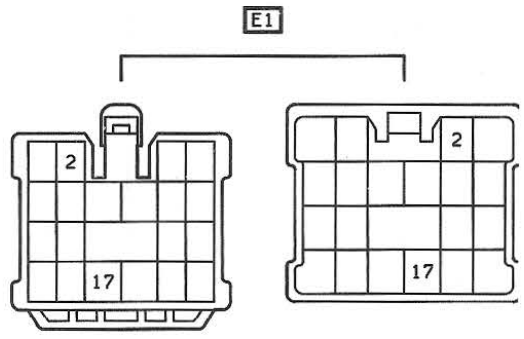
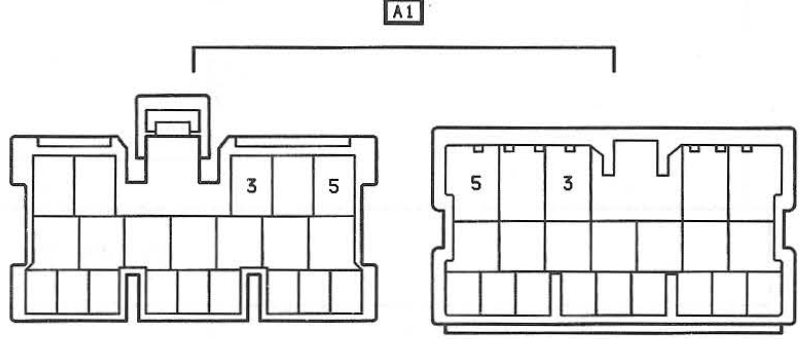
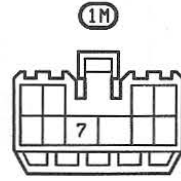
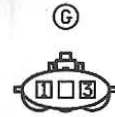
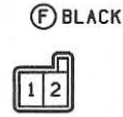
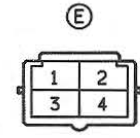
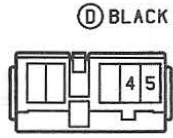
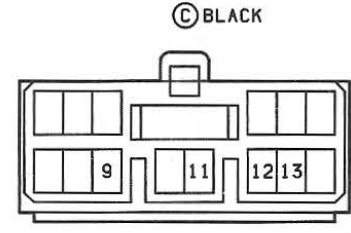
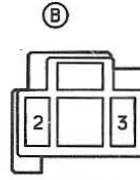
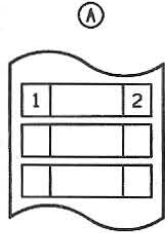


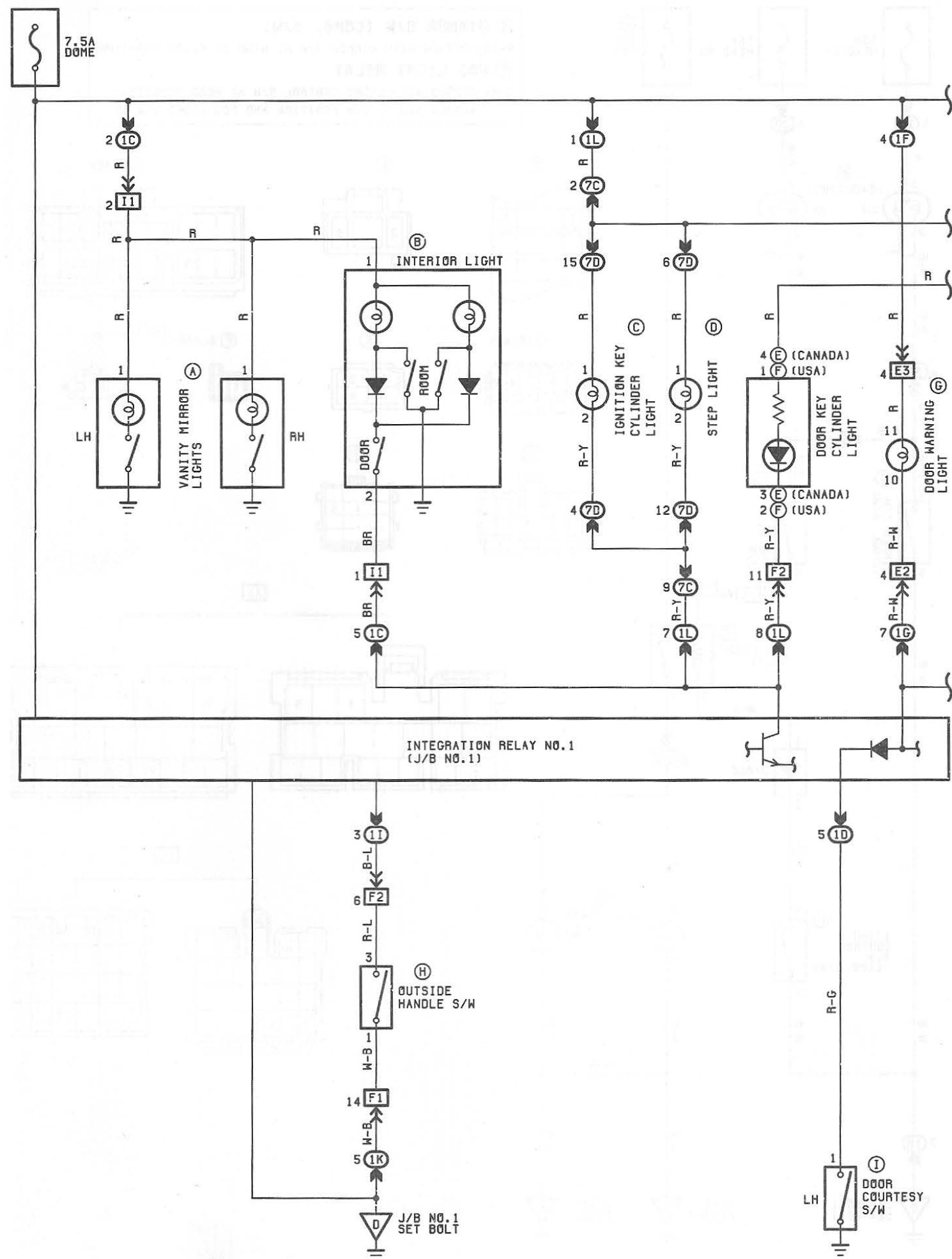
Ⓒ DIMMER S/W (COMB. S/W)

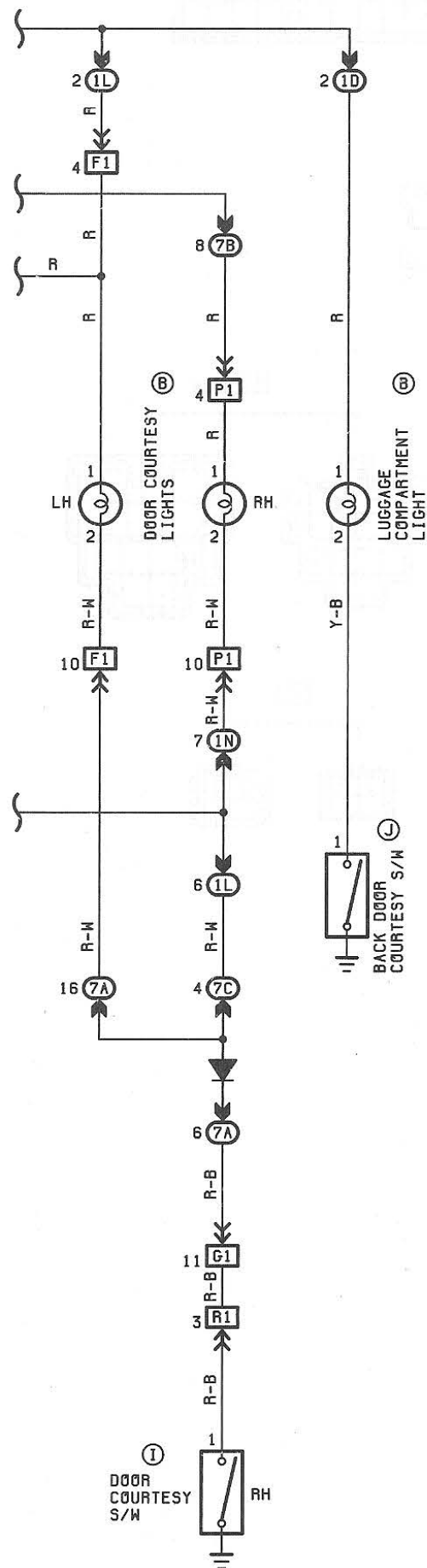
9-12: CLOSED WITH DIMMER S/W AT HIGH OR FLASH POSITION

Ⓔ FOG LIGHT RELAY

2-4: CLOSED WITH LIGHT CONTROL S/W AT HEAD POSITION, DIMMER S/W AT LOW POSITION AND FOG LIGHT S/W ON







INTEGRATION RELAY NO.1 (J/B NO.1)

1G 7-GROUND : APPROX. 12VOLTS WITH DOOR CLOSED

0VOLT WITH ANY DOOR OPEN

7.5A DOME FUSE: ALWAYS 12VOLTS

11 3-GROUND : APPROX. 12VOLTS WITH DRIVER'S DOOR

OUTSIDE HANDLE HOLD UP

1L 7-GROUND : APPROX. 12VOLTS WITH DOOR CLOSED

0VOLT WITH ANY DOOR OPEN

0VOLT → 12VOLTS WITHIN 8.5 SECONDS AFTER DOOR CLOSED
OR AFTER DRIVER'S DOOR OUTSIDE HANDLE HOLD UP

(H) OUTSIDE HANDLE S/W (DRIVER'S DOOR)

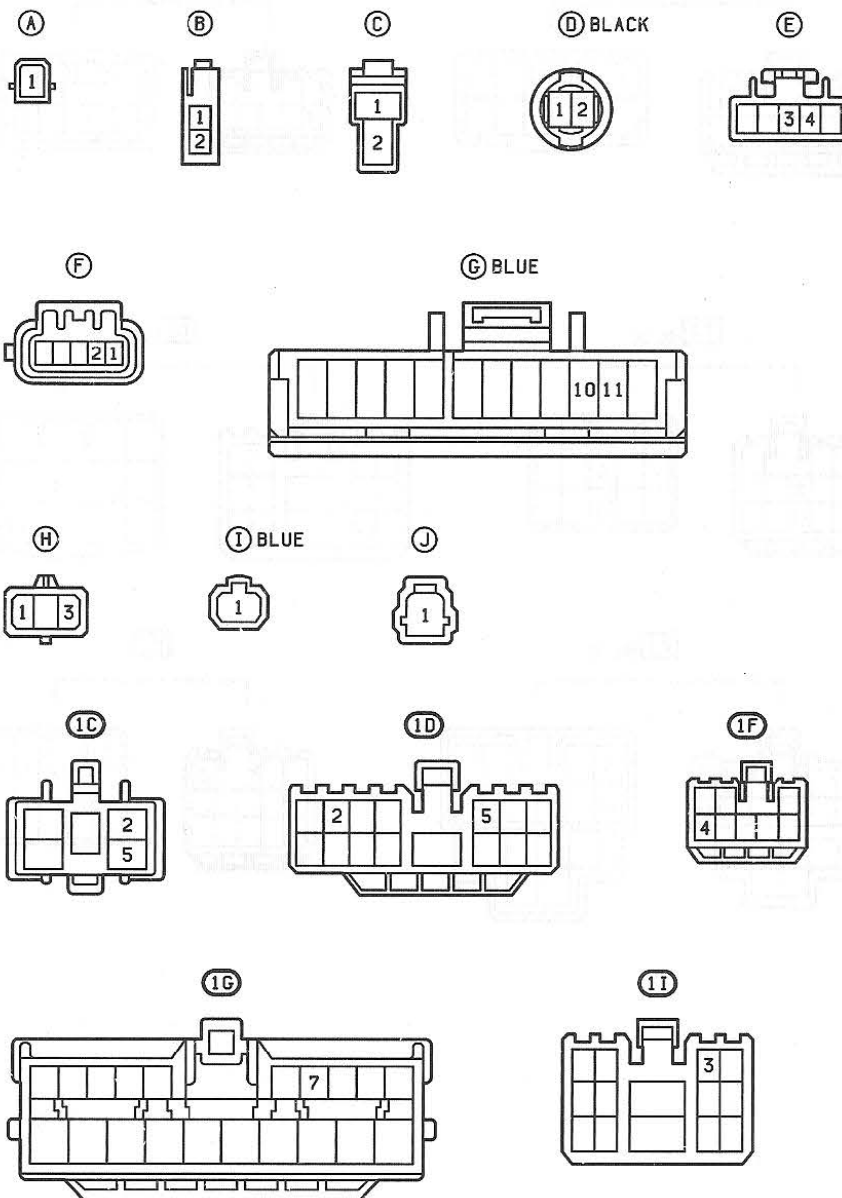
1-3 : CLOSED WITH DRIVER'S DOOR OUTSIDE HANDLE HOLD UP

(I) DOOR COURTESY S/W

1-GROUND : CLOSED WITH DOOR OPEN

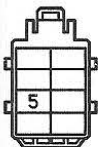
(J) BACK DOOR COURTESY S/W

1-GROUND : CLOSED WITH BACK DOOR OPEN

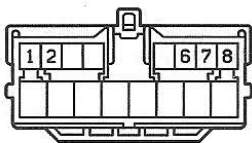


9 INTERIOR LIGHTS

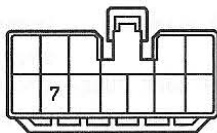
1K



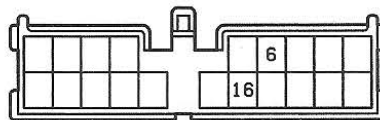
1L



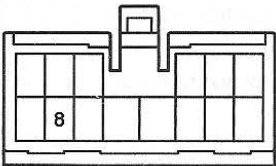
1N



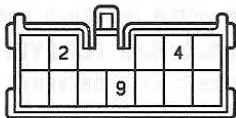
7A ORANGE



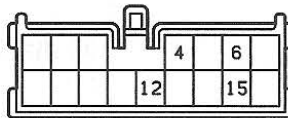
7B BLUE



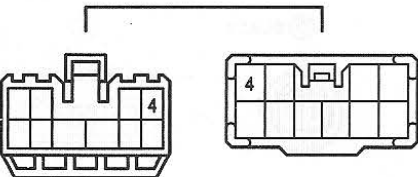
7C BROWN



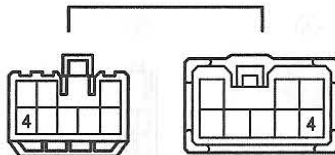
7D



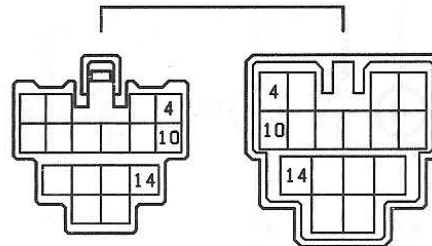
E2



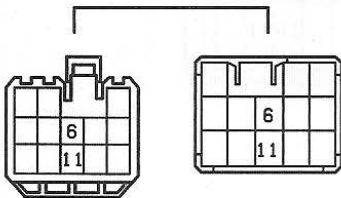
E3 BLUE



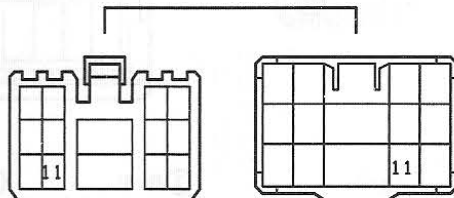
F1 BLUE



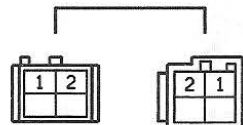
F2 BLUE



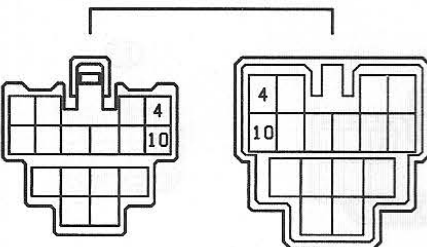
G1 YELLOW



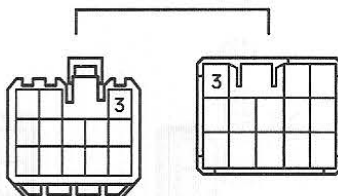
I1

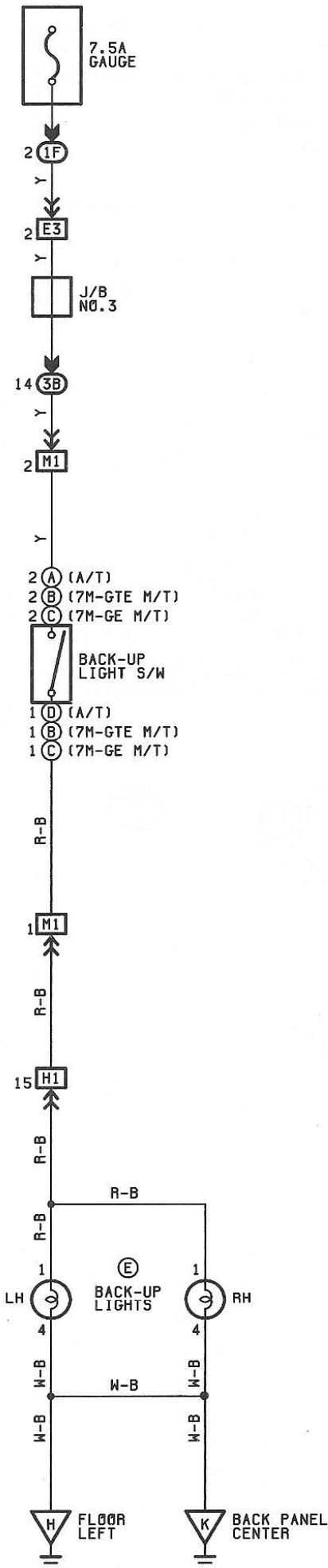


P1 BLUE

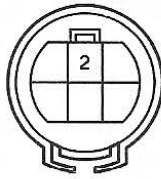


R1





(A/T) (A)



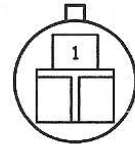
(M/T) (B)



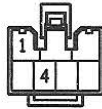
(M/T) (C)



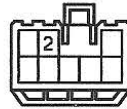
(A/T) (D)



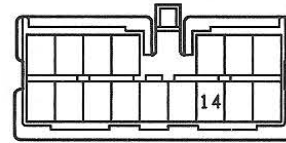
(E)



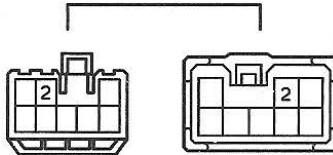
(1F)



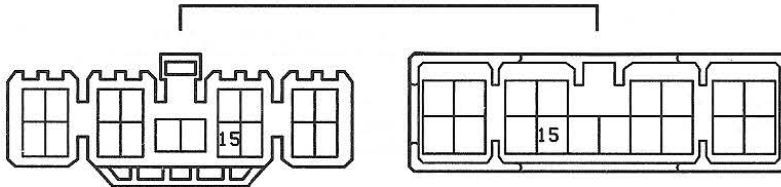
(3B) BLUE



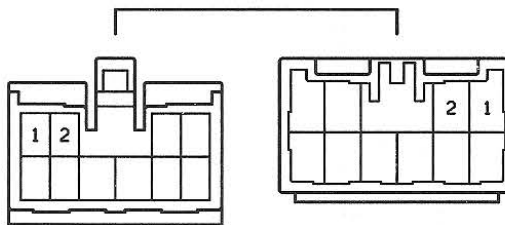
(E3) BLUE

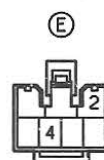


(H1) GREEN

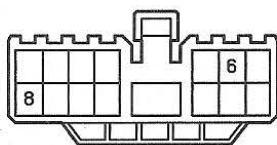


(M1) YELLOW





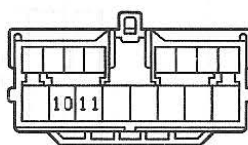
1D



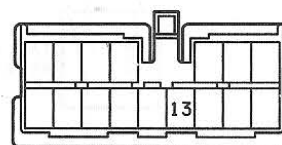
1F



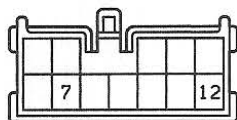
1L



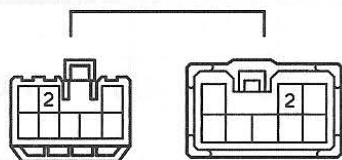
3B BLUE



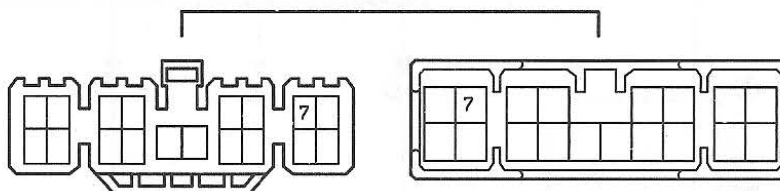
7C BROWN



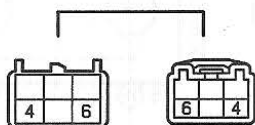
E3 BLUE



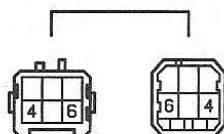
H1 GREEN



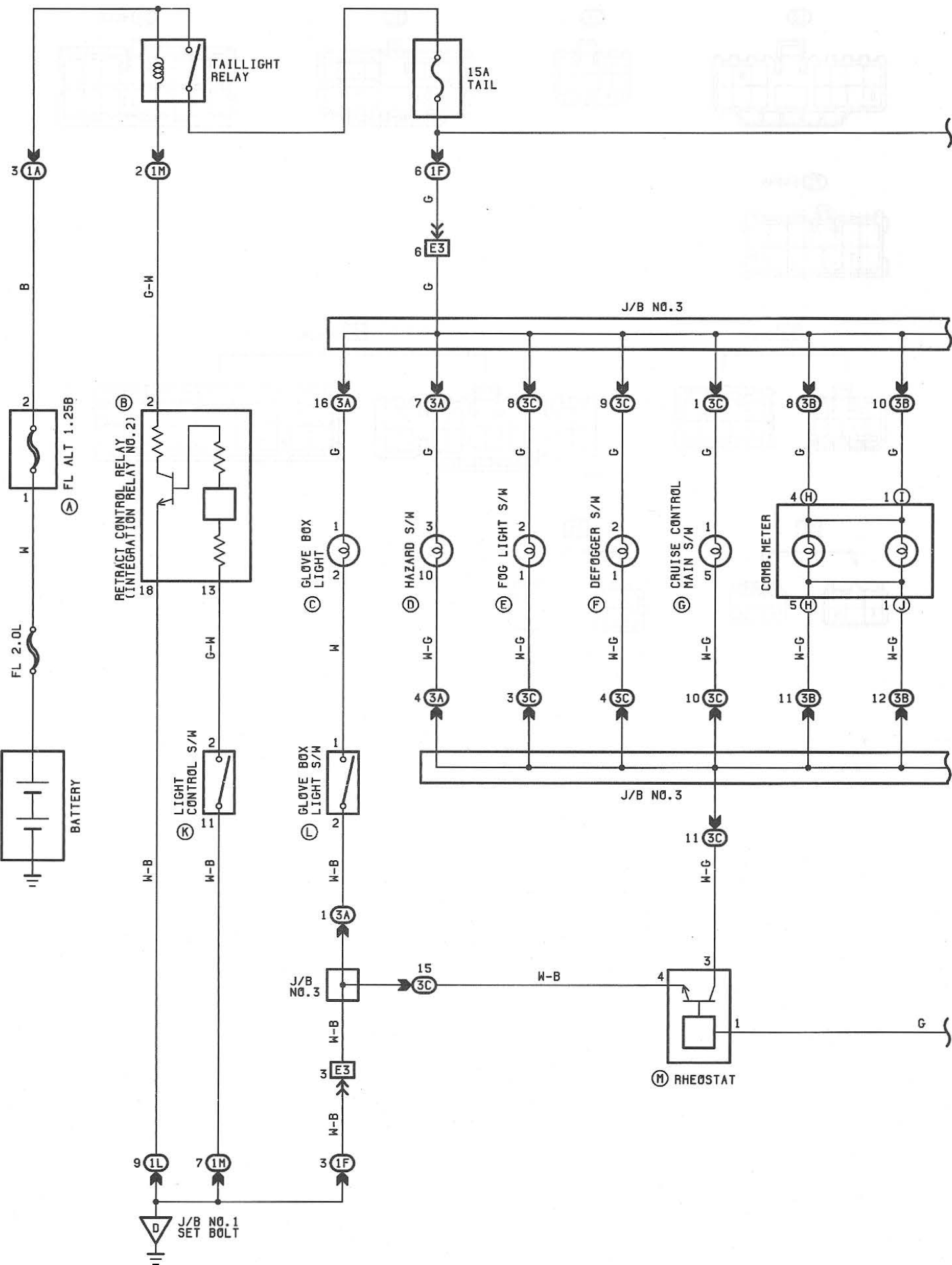
S1

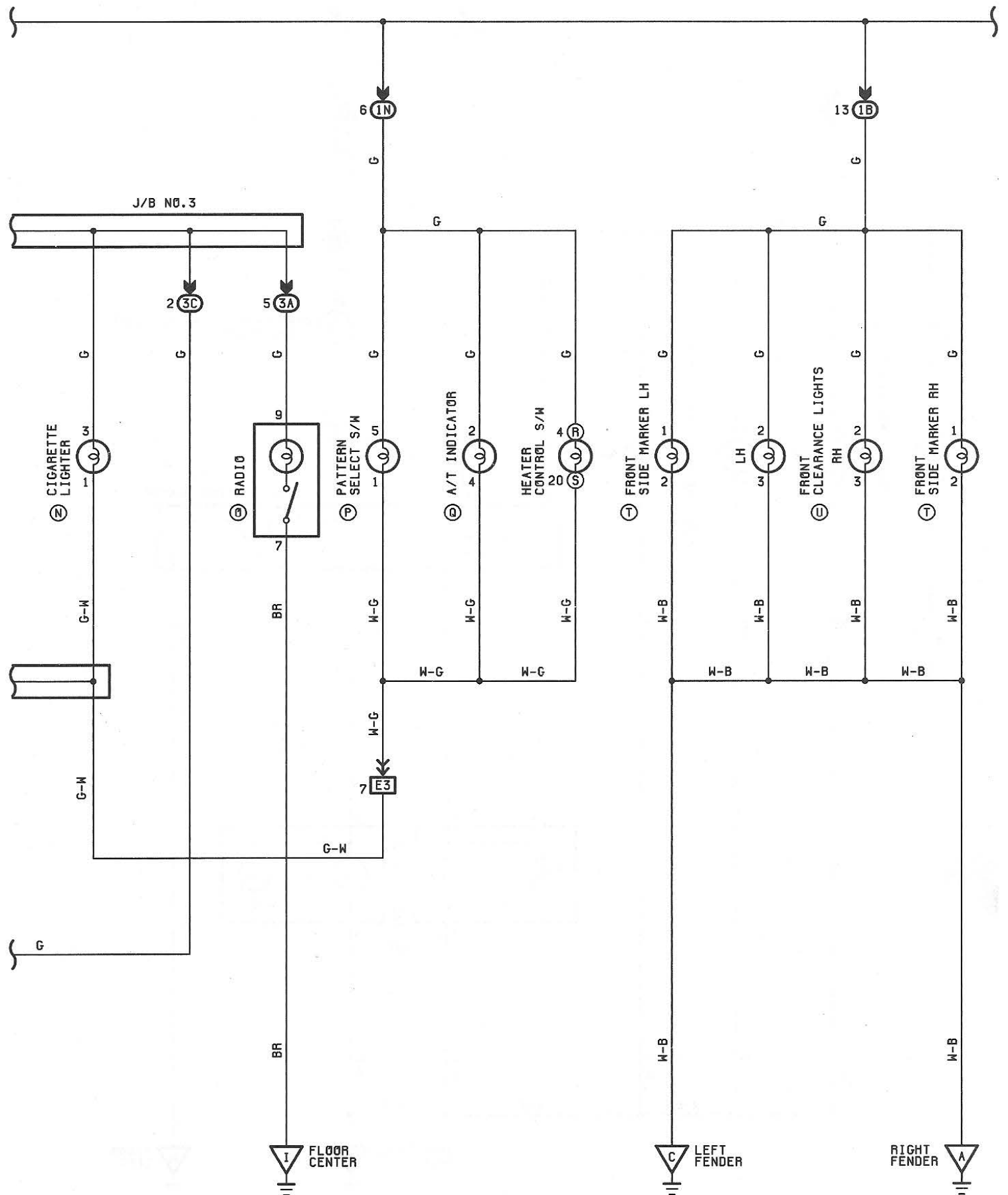


T1

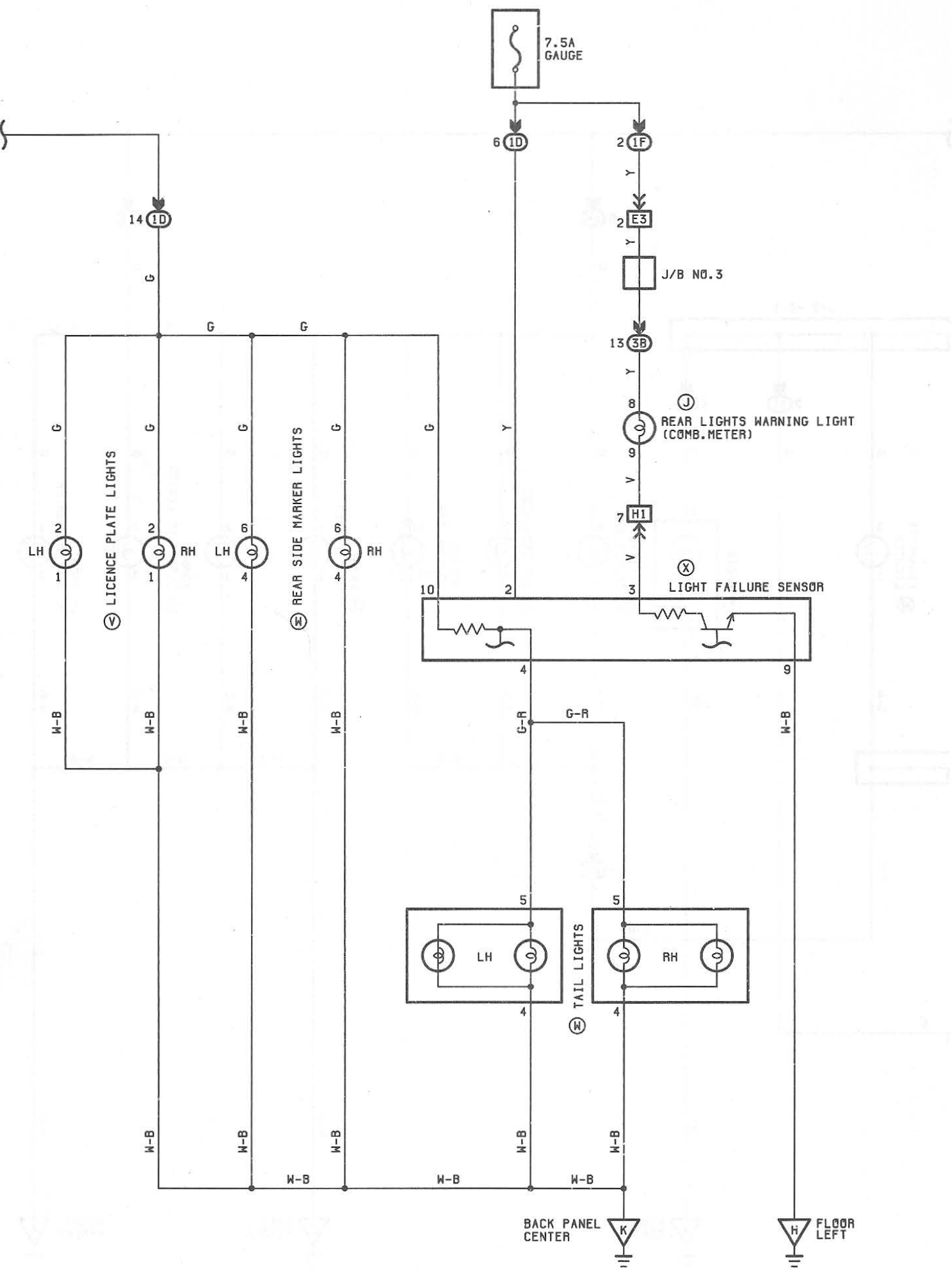


12 TAILLIGHTS AND ILLUMINATION





12 TAILLIGHTS AND ILLUMINATION



TAILLIGHT RELAY

CLOSED WITH LIGHT CONTROL S/W AT TAIL OR HEAD POSITION
(LIGHT RETAINER RELAY ON)

Ⓑ INTEGRATION RELAY NO.2

PLEASE REFER TO LIGHT AUTO TURN OFF SYSTEM
(SYSTEM NO.5)

Ⓜ RHEOSTAT

3-4: 12VOLTS WITH RHEOSTAT FULLY TURNED COUNTERCLOCKWISE
AND 0VOLT WITH FULLY TURNED CLOCKWISE

ⓧ LIGHT FAILURE SENSOR

(DISCONNECT THE FAILURE SENSOR AND INSPECT THE CONNECTOR)

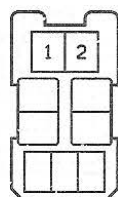
10-GROUND : 12 VOLTS WITH IGNITION S/W ON, LIGHT CONTROL S/W AT
TAIL OR HEAD POSITION

3-GROUND : 12 VOLTS WITH ENGINE RUNNING

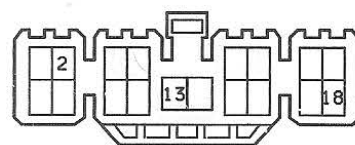
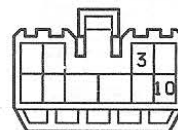
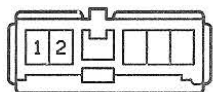
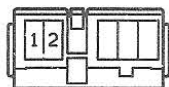
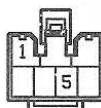
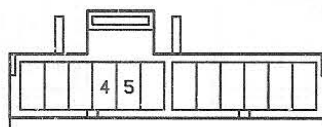
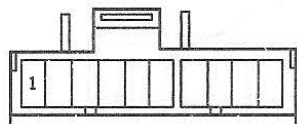
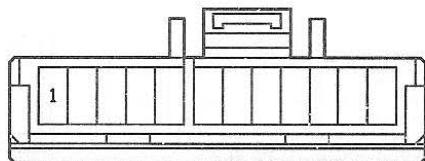
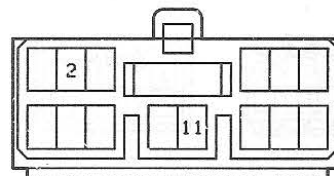
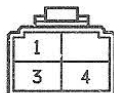
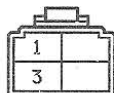
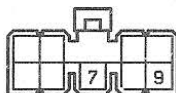
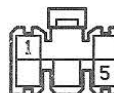
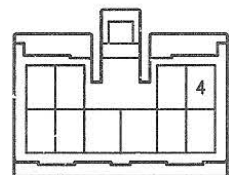
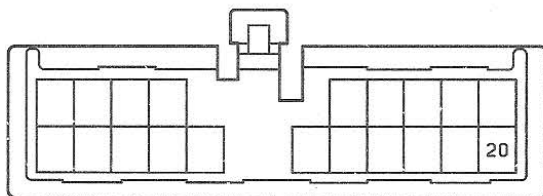
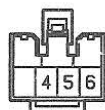
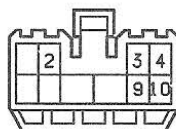
2-GROUND : 12 VOLTS WITH IGNITION S/W ON

9-GROUND : CONTINUITY

4-GROUND : CONTINUITY

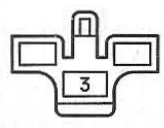
Ⓐ BLACK

(J/B NO.2)

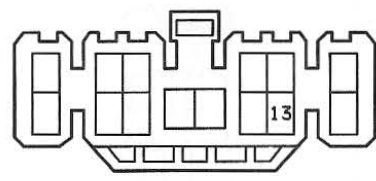
Ⓑ**Ⓒ BLACK****Ⓓ BLACK****Ⓔ BLACK****Ⓕ****Ⓖ****Ⓗ****Ⓘ GRAY****Ⓢ BLUE****Ⓚ BLACK****Ⓛ BLUE****Ⓜ BLUE****Ⓝ****Ⓞ****Ⓟ****Ⓠ BLUE****Ⓡ****Ⓢ****Ⓣ****Ⓤ****Ⓥ****Ⓦ****ⓧ**

12 TAILLIGHTS AND ILLUMINATION

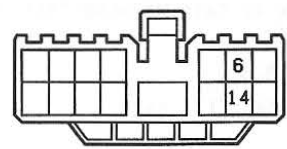
1A BLACK



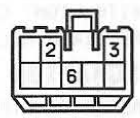
1B



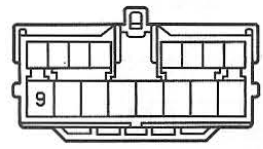
1D



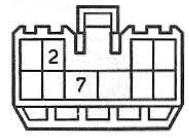
1F



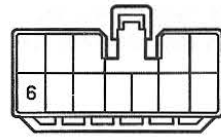
1L



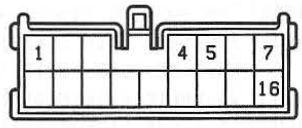
1M



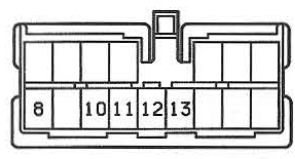
1N



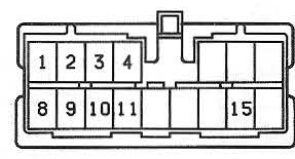
3A



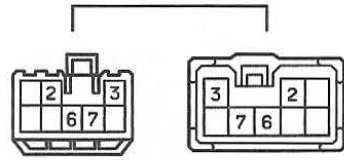
3B BLUE



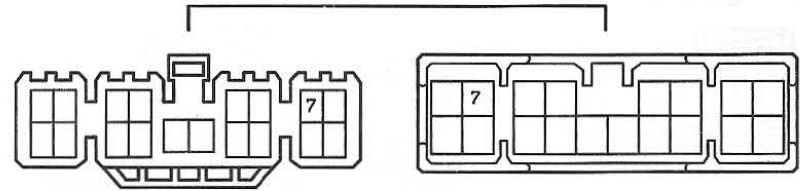
3C ORANGE

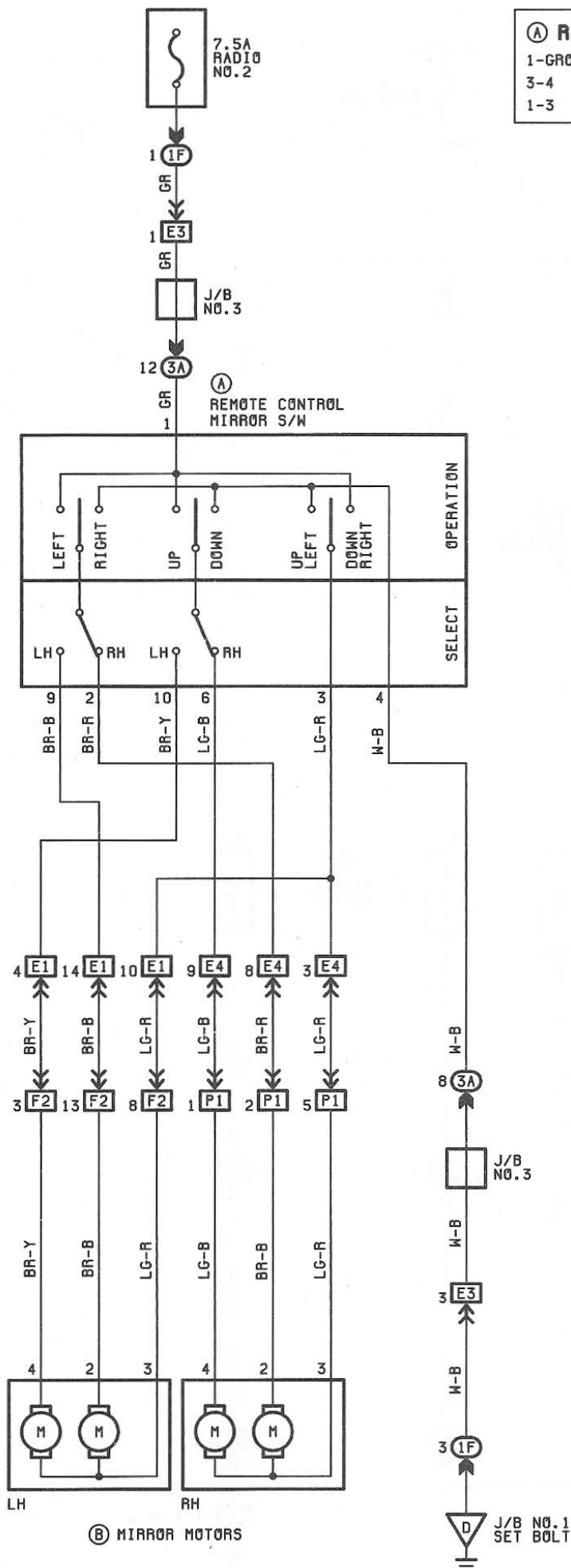


E3 BLUE



H1 GREEN





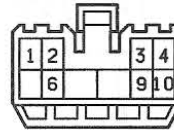
① REMOTE CONTROL MIRROR S/W

1-GROUND: 12VOLTS WITH IGNITION S/W AT ACC OR IG POSITION

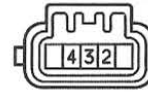
3-4 : CONTINUITY WITH OPERATION S/W AT UP OR LEFT POSITION

1-3 : CONTINUITY WITH OPERATION S/W AT DOWN OR RIGHT POSITION

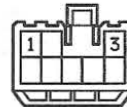
① BLUE



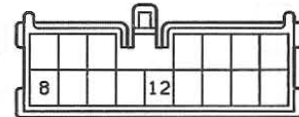
②



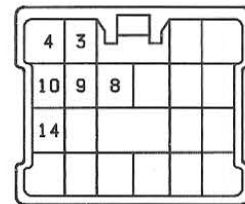
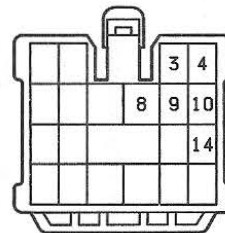
(1F)



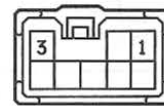
(3A)



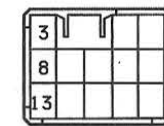
E1 E4



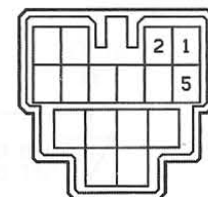
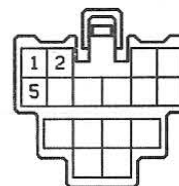
E3 BLUE



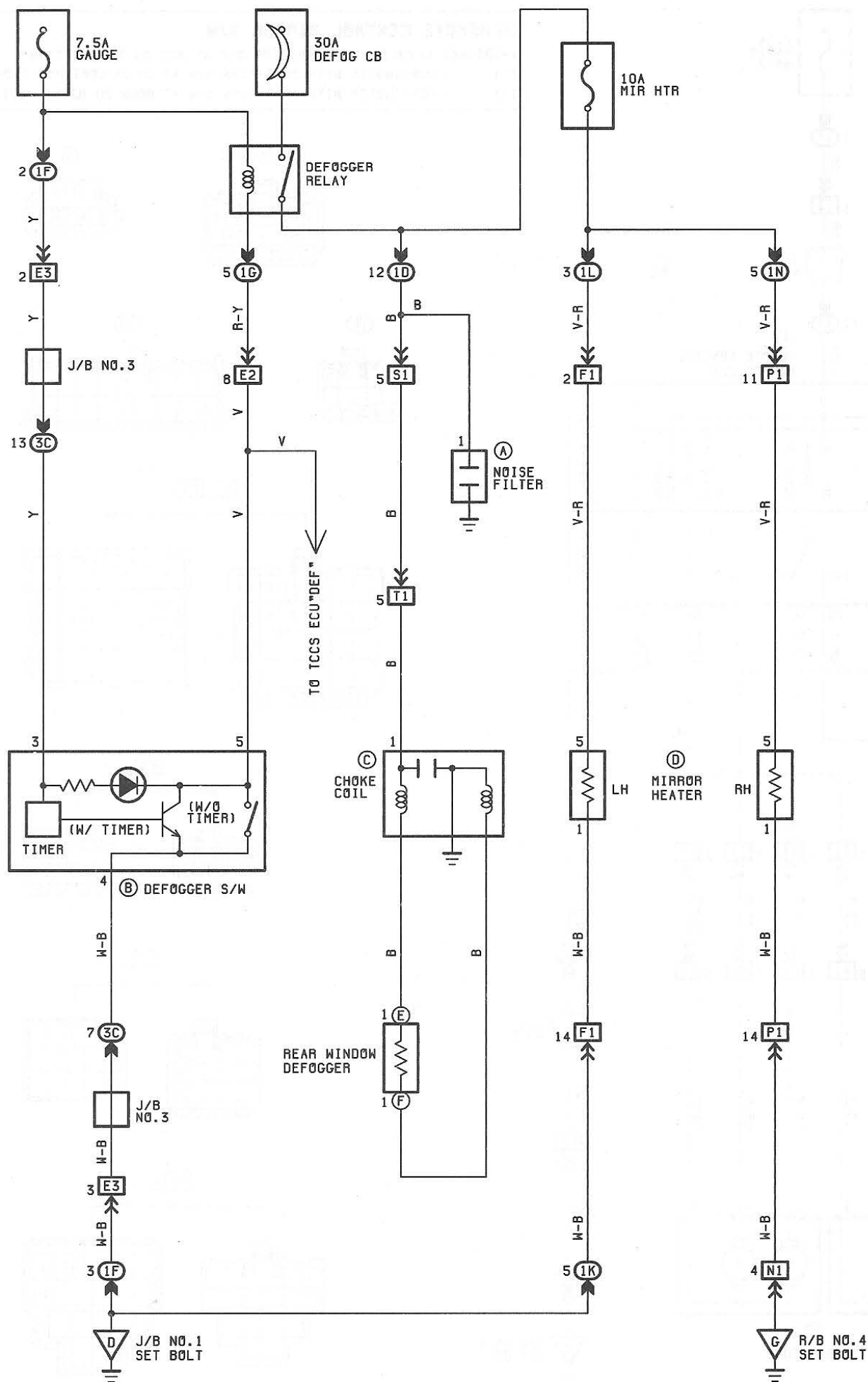
F2 BLUE



P1 BLUE



14 REAR WINDOW DEFØGGER AND MIRROR HEATER



DEFOGGER RELAY

CLOSED WITH IGNITION S/W ON. DEFOGGER S/W ON
AND 15 MINUTES THEREAFTER

DEFOGGER S/W (W/ TIMER)

3-GROUND: 12VOLTS WITH IGNITION S/W ON

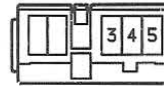
4-GROUND: ALWAYS CONTINUITY

5-4 : CONTINUITY WITH DEFOGGER S/W ON AND
15 MINUTES THEREAFTER

(A)



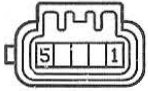
(B)



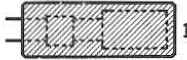
(C)



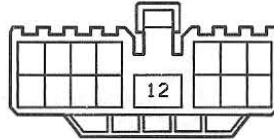
(D)



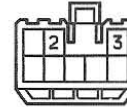
(E) (F) BLACK



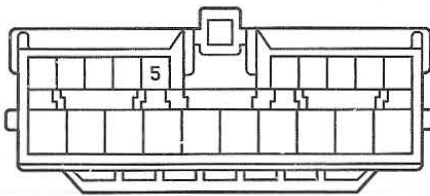
(1D)



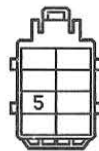
(1F)



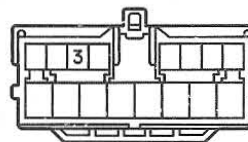
(1G)



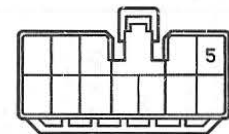
(1K)



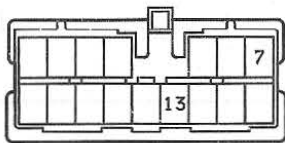
(1L)



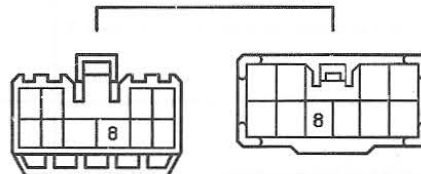
(1N)



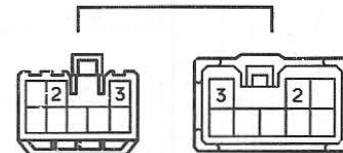
(3C) ORANGE



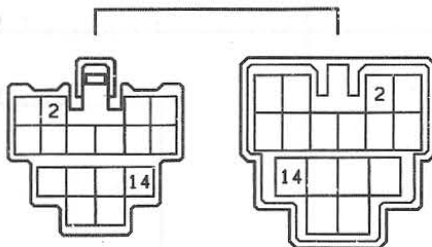
(E2)



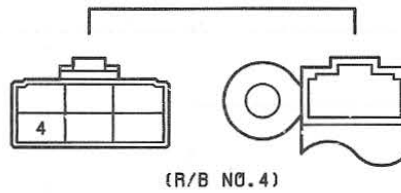
(E3) BLUE



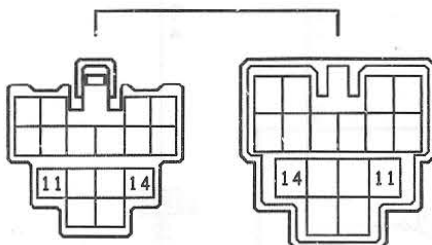
(F1) BLUE



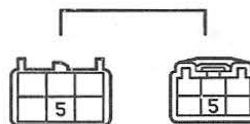
(N1)



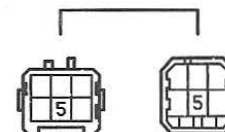
(P1) BLUE



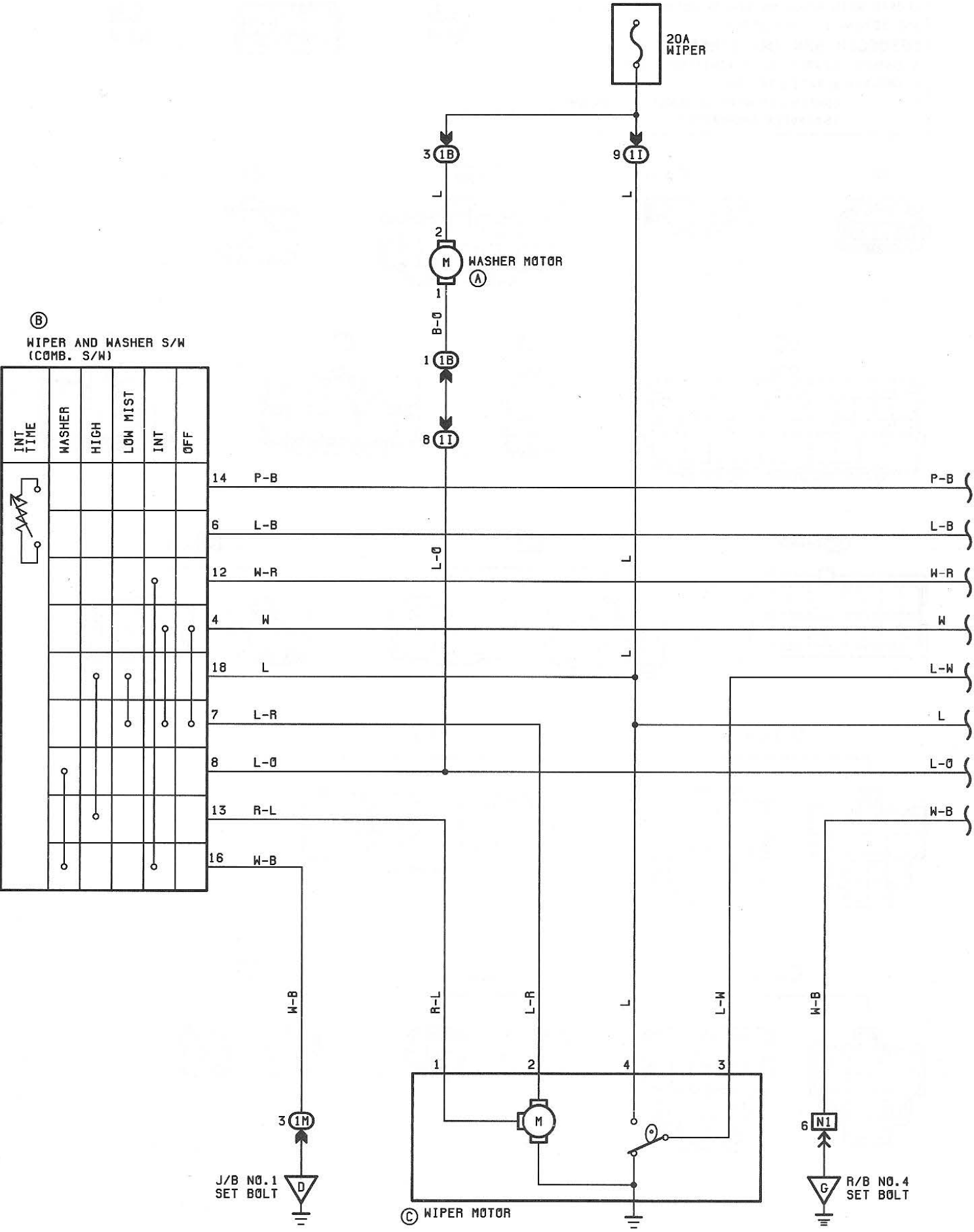
(S1)



(T1)



15 FRONT WIPERS AND WASHER



③ WIPER AND WASHER S/W

6-14 : APPROX. 50K Ω (SLOW)
 APPROX. 0K Ω (FAST)

18-GROUND: 12 VOLTS WITH IGNITION S/W
 AT IG POSITION

7-18 : CONTINUITY WITH WIPER S/W
 AT LOW POSITION

13-18 : CONTINUITY WITH WIPER S/W
 AT HIGH POSITION

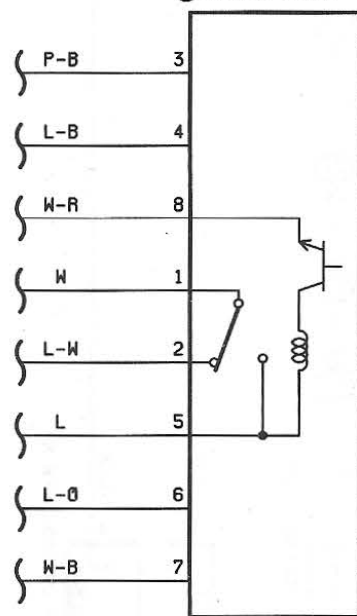
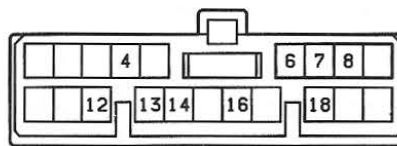
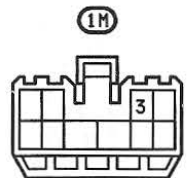
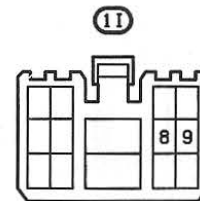
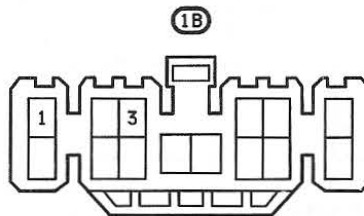
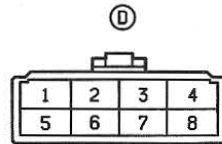
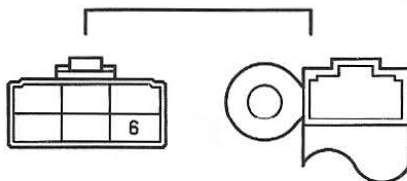
4-2 : CONTINUITY WITH WIPER S/W
 AT INT POSITION

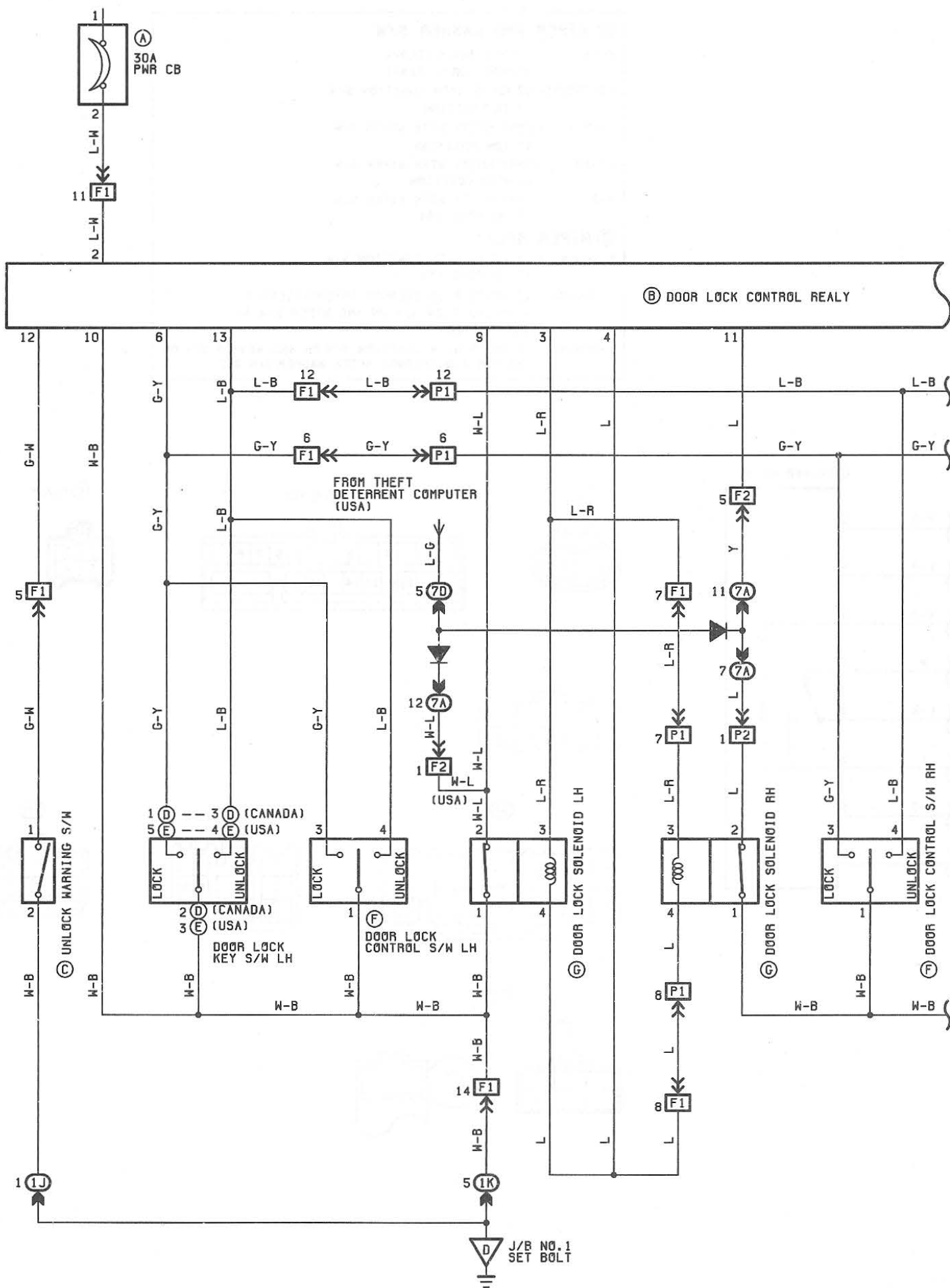
④ WIPER RELAY

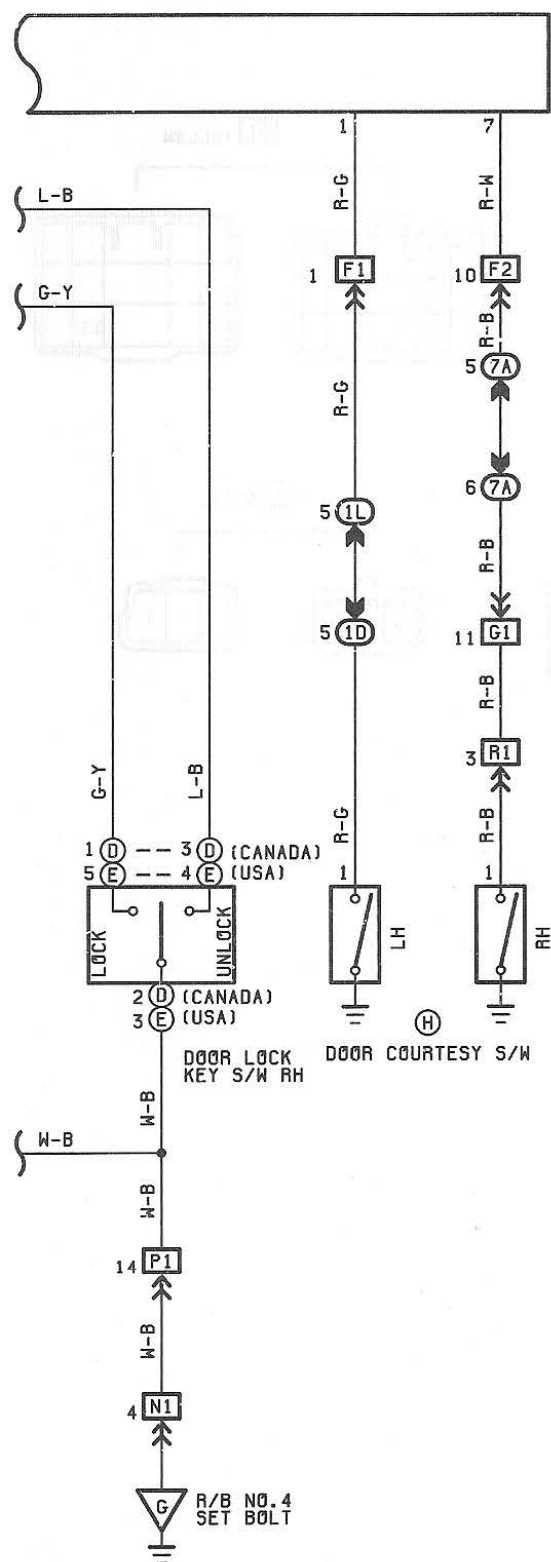
5-GROUND : 12 VOLTS WITH IGNITION S/W
 AT IG POSITION

1-GROUND : 12 VOLTS 2-10 SECONDS INTERMITTENTLY
 WITH IGNITION S/W ON AND WIPER S/W AT
 INT POSITION

1-GROUND : 12 VOLTS WITH IGNITION S/W ON AND WASHER S/W ON
 AND FOR 2.5 SECONDS AFTER WASHER S/W OFF

④ WIPER RELAY**③ BLACK****③ BLACK****N1**





Ⓑ DOOR LOCK CONTROL RELAY

2-GROUND : ALWAYS 12VOLTS

10-GROUND: ALWAYS CONTINUITY

4-GROUND : 12VOLTS 0.2SECONDS WITH FOLLOWING OPERATION

DOOR LOCK CONTROL S/W LOCKED

DOOR LOCK CYLINDER LOCKED WITH KEY

3-GROUND : 12VOLTS 0.2SECONDS WITH FOLLOWING OPERATION

DOOR LOCK CONTROL S/W UNLOCKED

DOOR LOCK CONTROL S/W LOCKED WITH IGNITION KEY IN

CYLINDER AND DRIVER'S DOOR OPEN

(IGNITION KEY REMINDER FUNCTION)

DOOR LOCK LEVER PUSHED WITH IGNITION KEY IN

CYLINDER AND DRIVER'S DOOR OPEN

(IGNITION KEY REMINDER FUNCTION)

UNLOCKING THE DRIVER'S, ASSISTANT'S DOOR CYLINDER WITH KEY

6-GROUND : 12→0VOLT WITH DOOR LOCK CONTROL S/W LOCKED OR

DRIVER'S, ASSISTANT'S DOOR LOCK CYLINDER LOCKED

WITH KEY

9-GROUND : 12VOLTS WITH DRIVER'S DOOR LOCK LEVER PUSHED

0VOLT WITH DRIVER'S DOOR LOCK LEVER PULLED

11-GROUND: 12VOLTS WITH ASSISTANT'S

DOOR LOCK LEVER PUSHED

0VOLT WITH ASSISTANT'S

DOOR LOCK LEVER PULLED

12-GROUND: 12VOLTS WITH THE KEY REMOVED FROM THE IGNITION S/W

DRIVER'S DOOR CLOSED

0VOLT WITH IGNITION KEY CYLINDER AND

DRIVER'S DOOR OPEN

13-GROUND: 12→0VOLT WITH DOOR LOCK CONTROL S/W UNLOCKED OR

DRIVER'S, ASSISTANT'S DOOR LOCK

CYLINDER UNLOCKED WITH KEY

Ⓒ UNLOCK WARNING S/W

1-2: CLOSED WITH IGNITION KEY IN CYLINDER

Ⓔ DOOR LOCK KEY S/W

3-2: CLOSED WITH DOOR LOCK CYLINDER LOCKED WITH KEY

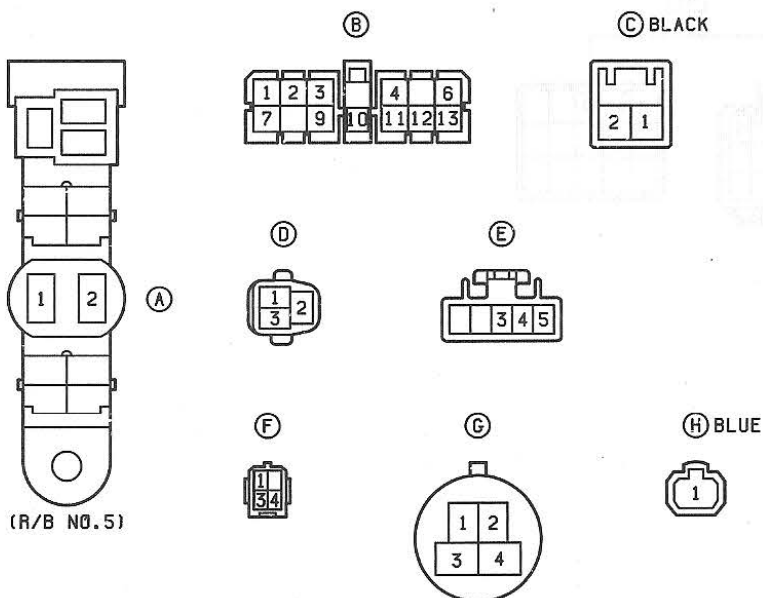
1-2: CLOSED WITH DOOR LOCK CYLINDER UNLOCKED WITH KEY

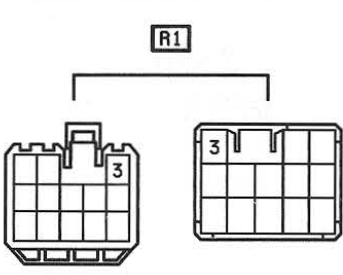
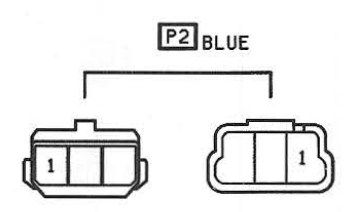
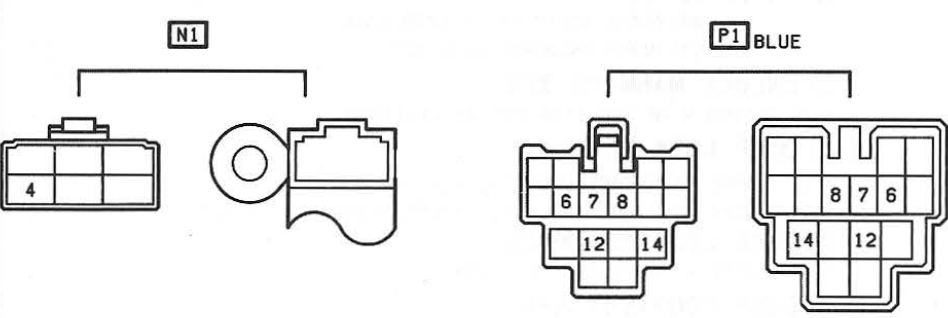
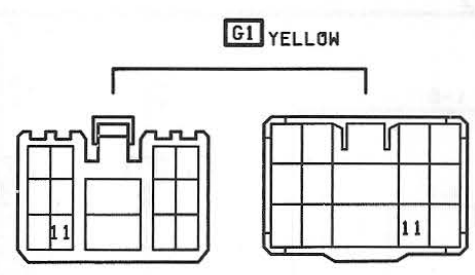
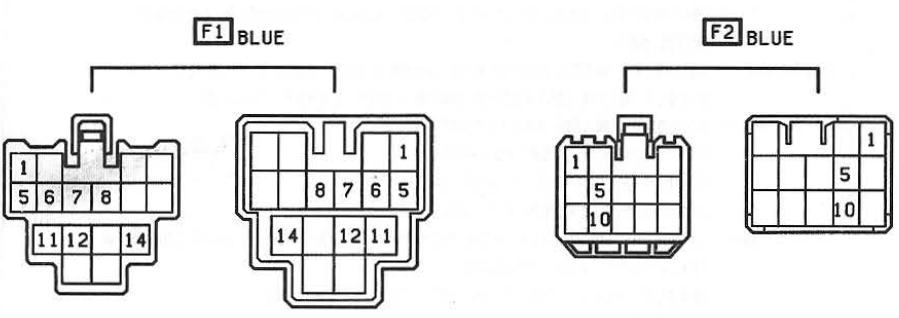
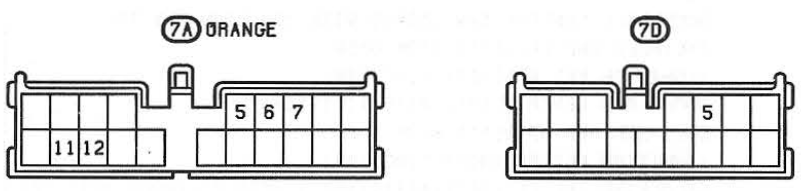
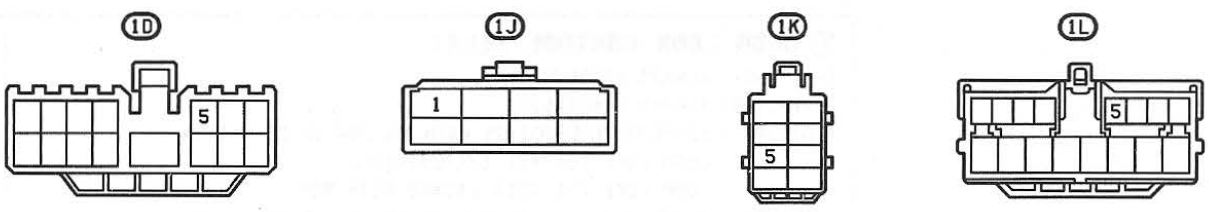
Ⓖ DOOR LOCK SOLENOID

1-2: CLOSED WITH UNLOCK POSITION

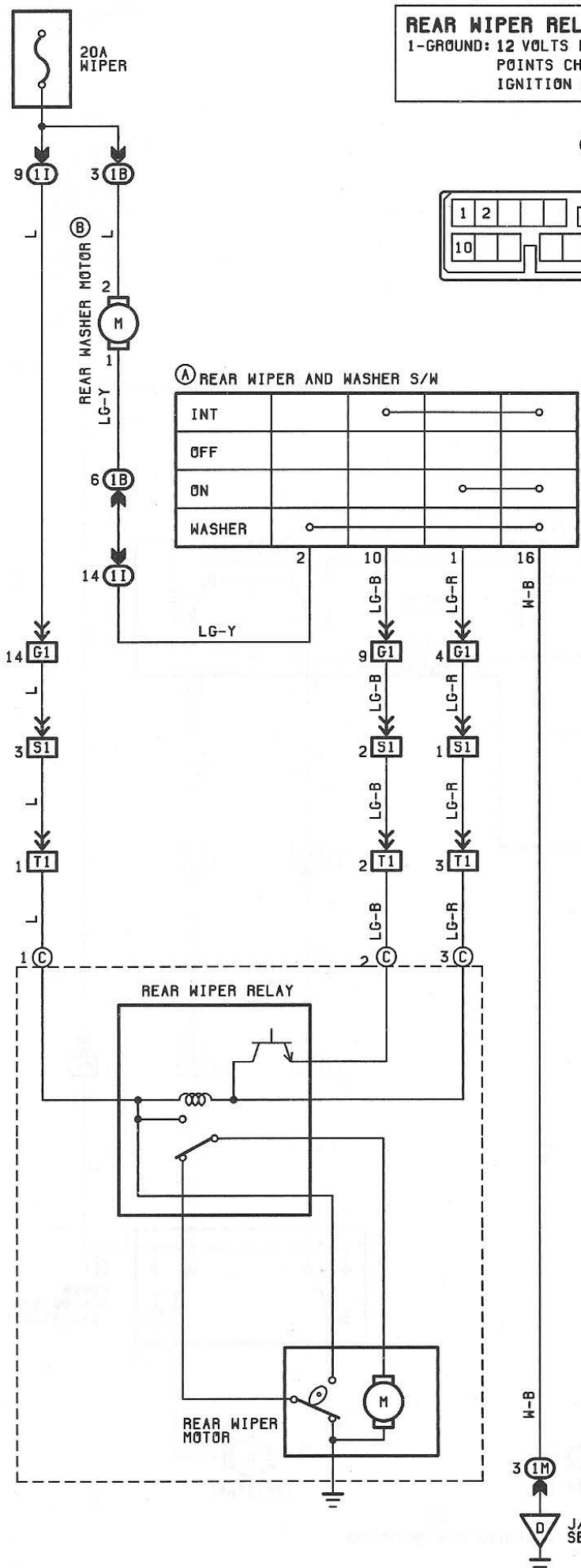
Ⓗ DOOR COURTESY S/W

1-GROUND: CLOSED WITH DOOR OPEN

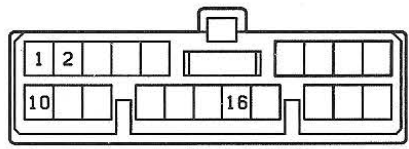




REAR WIPER RELAY
1-GROUND: 12 VOLTS WITH IGNITION S/W ON
POINTS CHANGES EVERY 12 SECONDS INTERMITTENTLY WITH
IGNITION S/W ON AND WIPER S/W AT INT POSITION



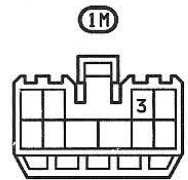
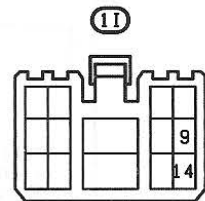
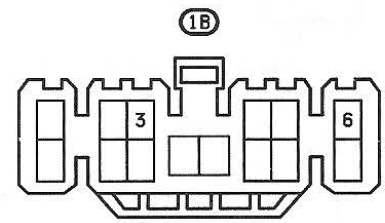
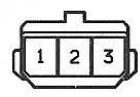
(A) BLACK



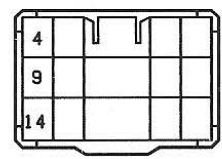
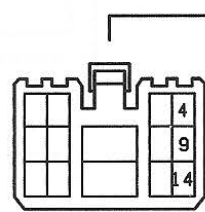
(B) BLUE



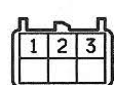
(C)



(G1) YELLOW

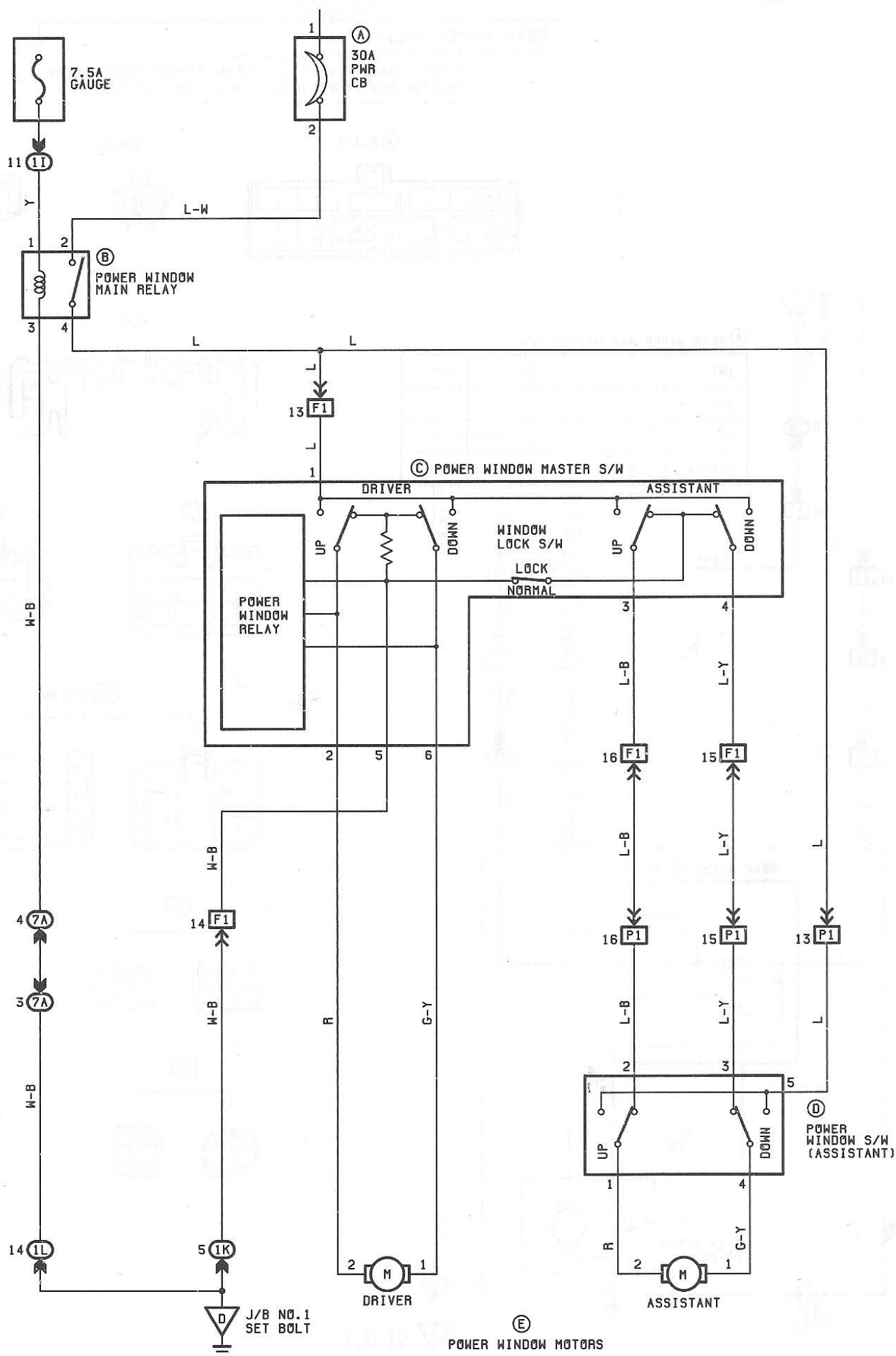


(S1)



(T1)





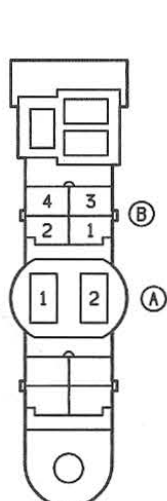
© POWER WINDOW MASTER S/W

1-GROUND: 12VOLTS WITH IGNITION S/W AT IG POSITION

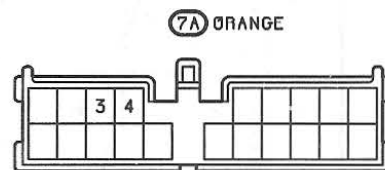
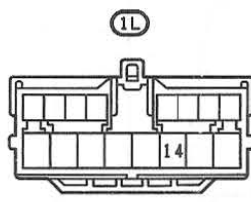
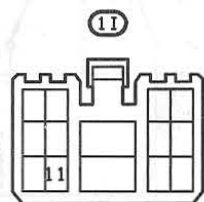
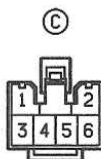
5-GROUND: ALWAYS CONTINUTY

2-GROUND: 12VOLTS WITH IGNITION S/W ON AND MASTER S/W
(DRIVER'S WINDOW) UP6-GROUND: 12VOLTS WITH IGNITION S/W ON AND MASTER S/W
(DRIVER'S WINDOW) DOWN OR DOWNAUTO**WINDOW LOCK S/W**

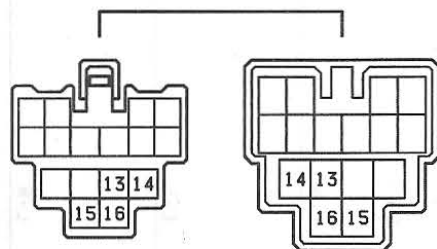
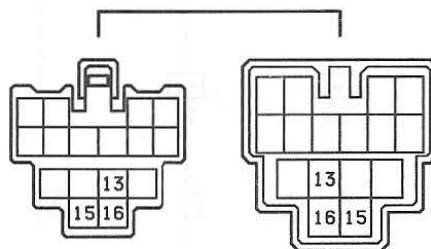
OPEN WITH WINDOW LOCK S/W A/T LOCK POSITION

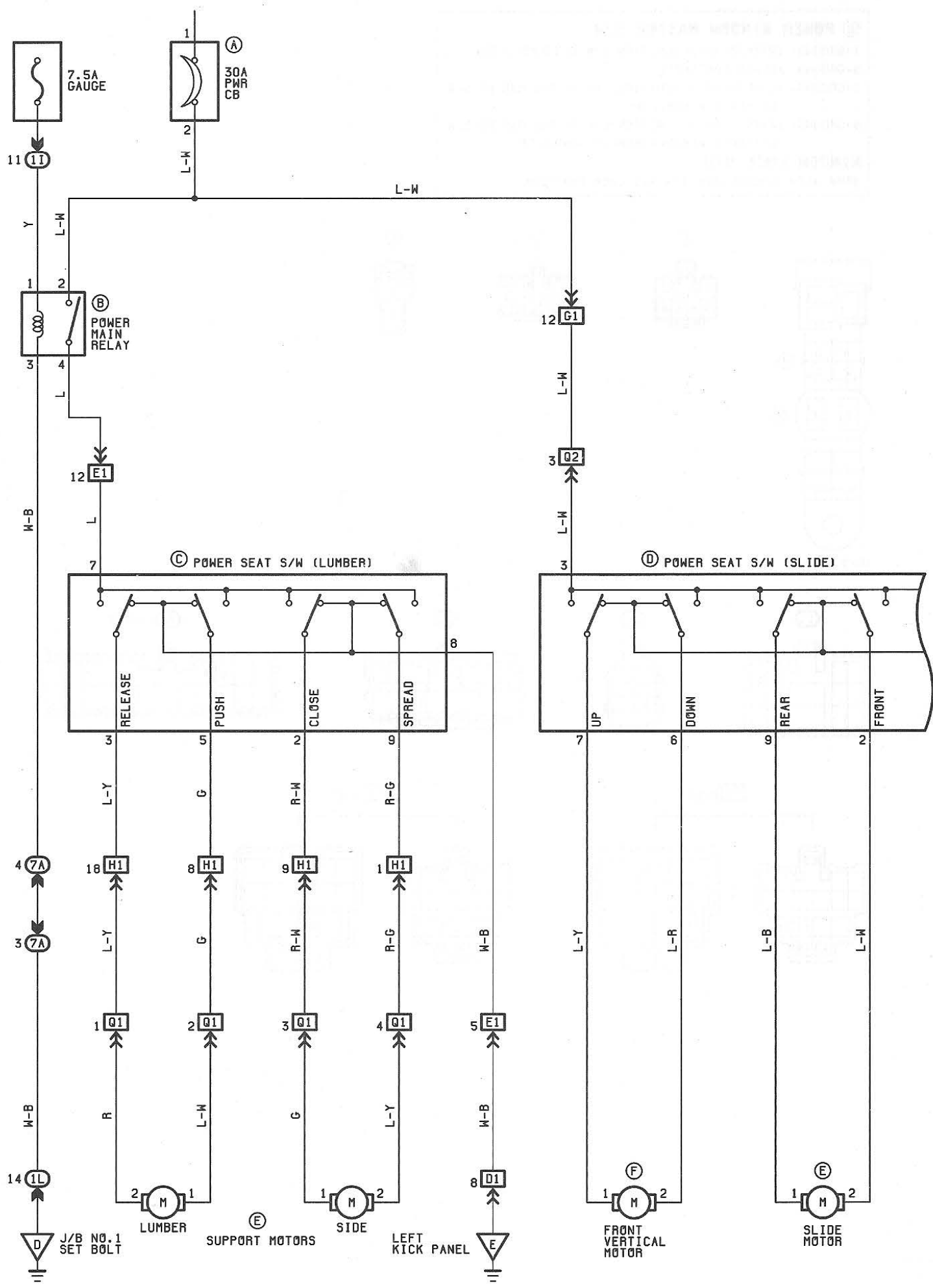


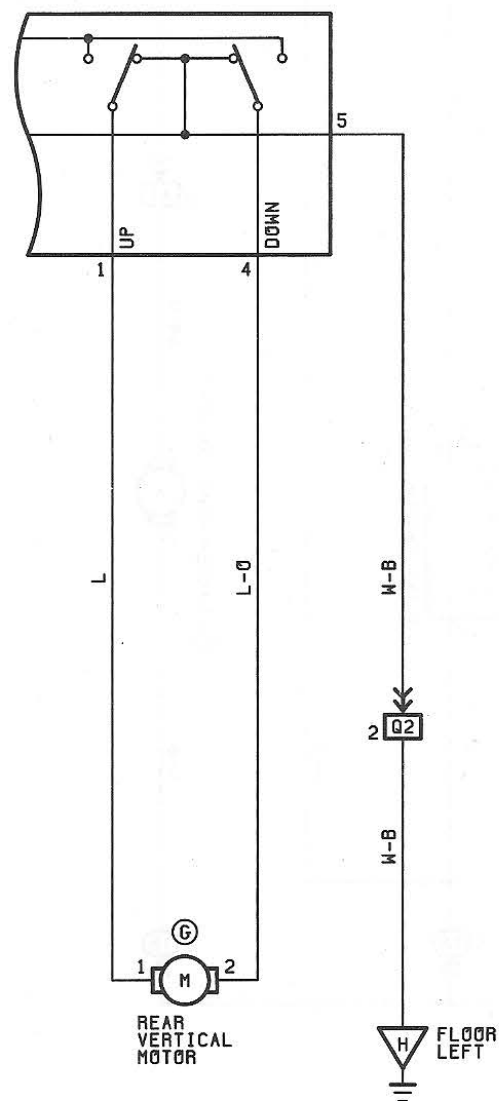
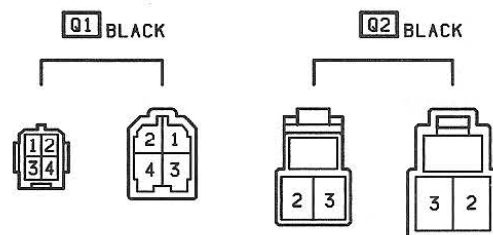
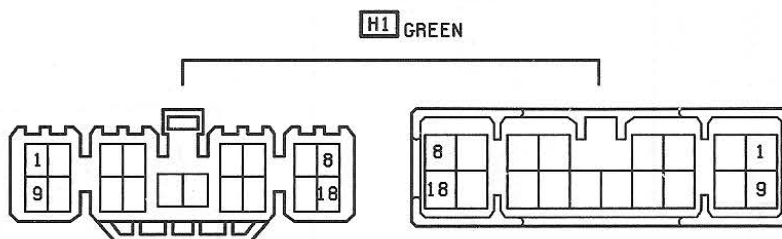
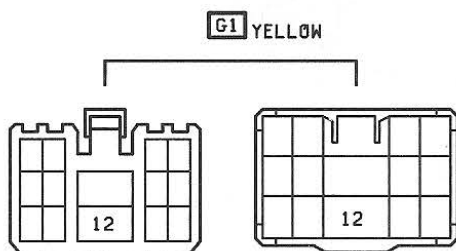
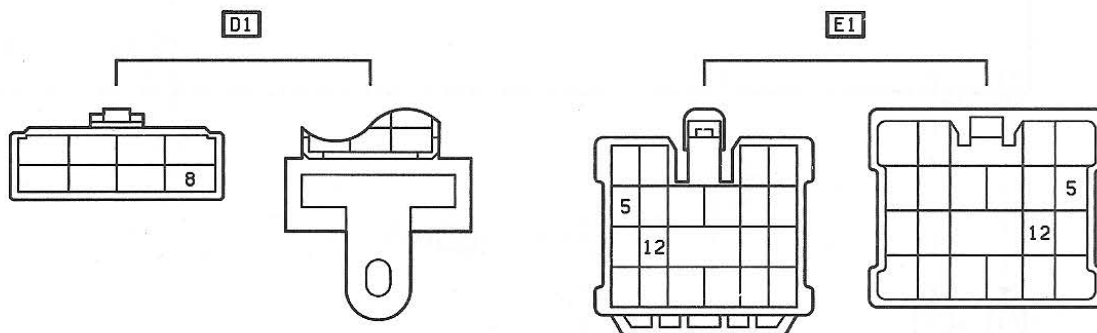
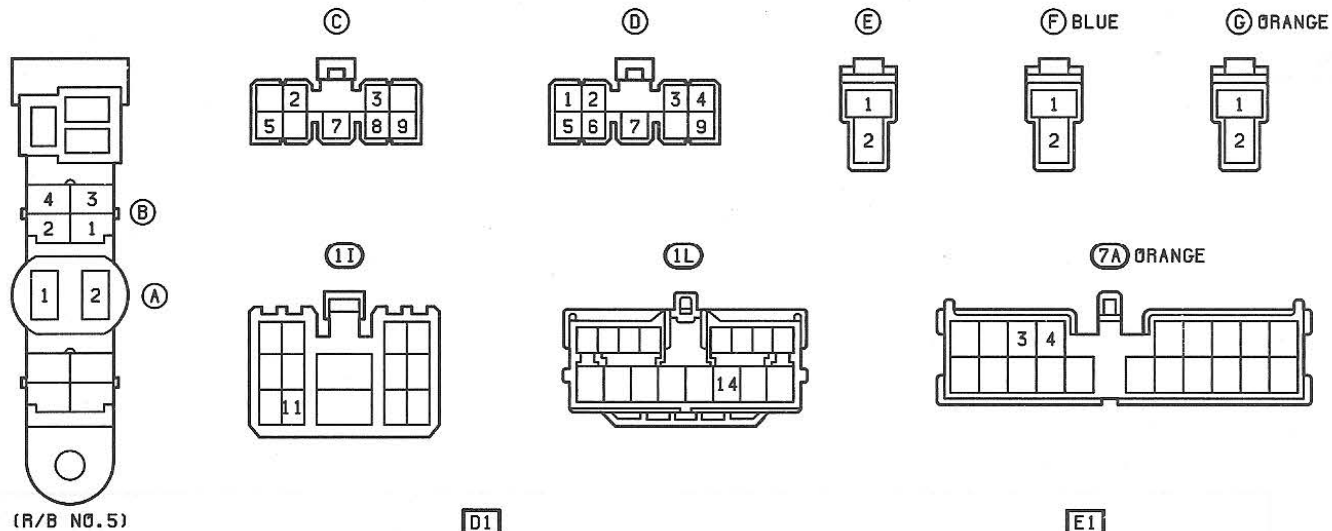
(R/B NO.5)

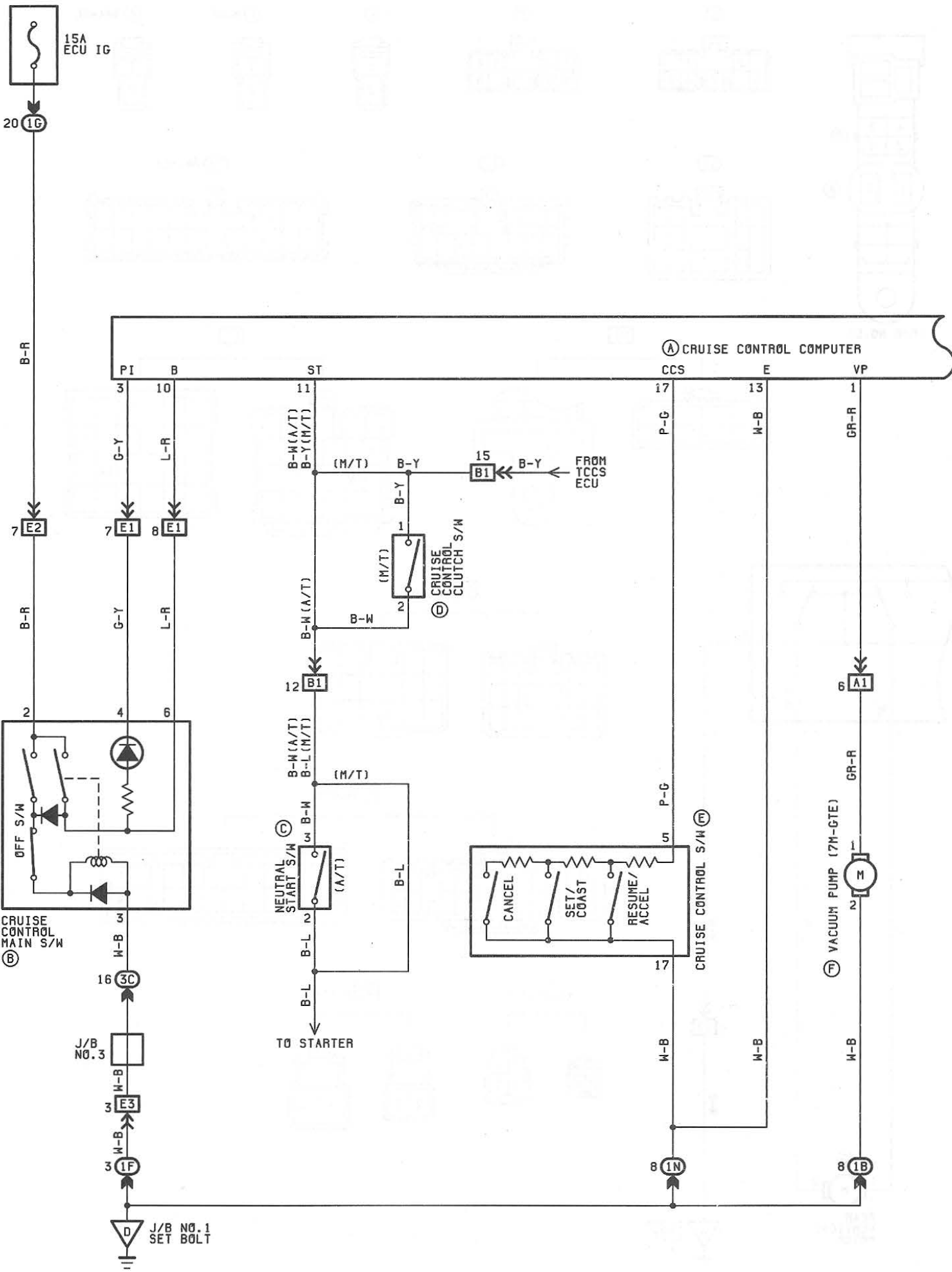


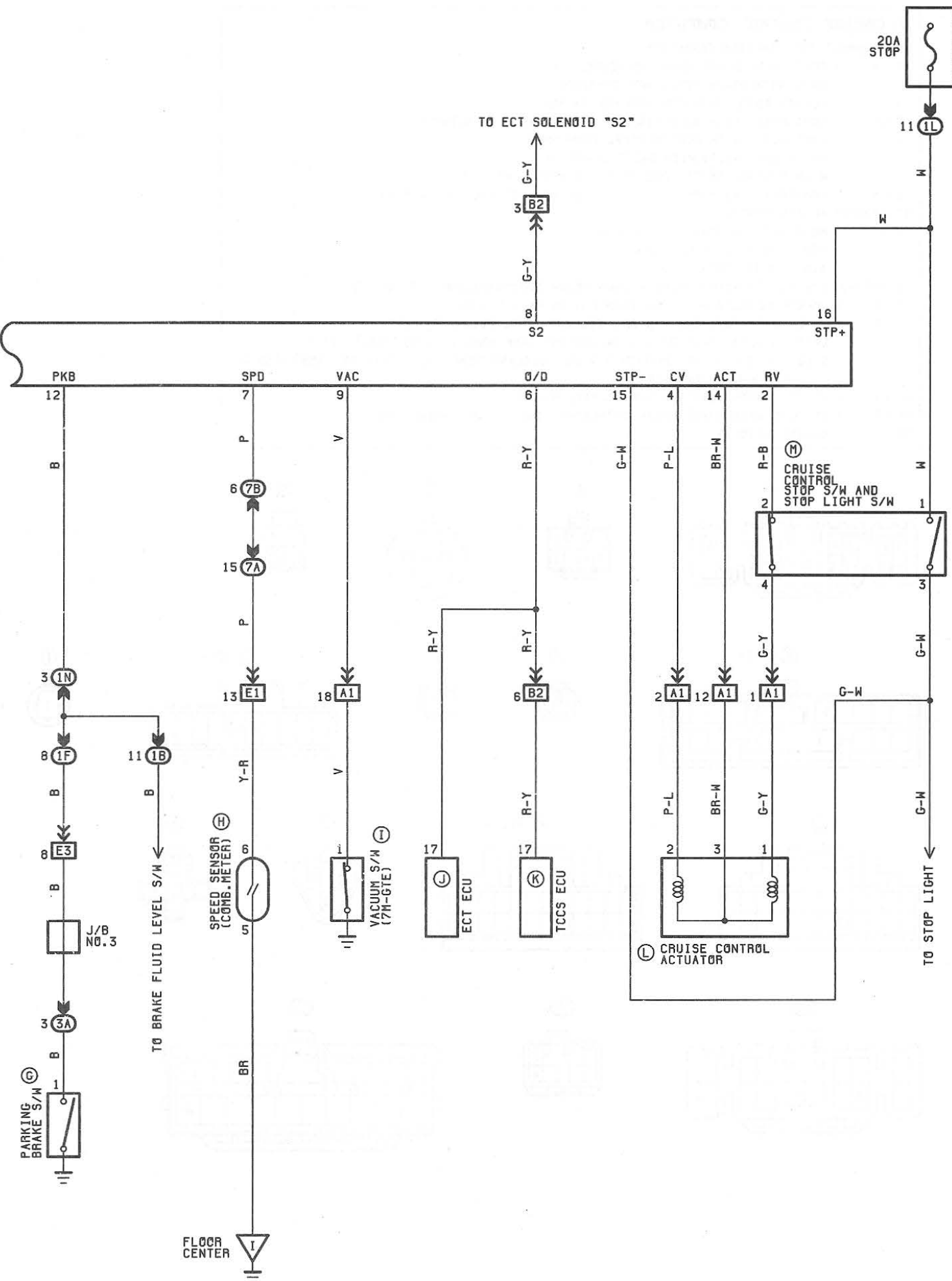
(7A) ORANGE

F1 BLUE**P1** BLUE







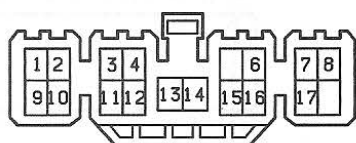


A CRUISE CONTROL COMPUTER

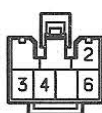
(DISCONNECT THE COMPUTER CONNECTOR)

- 2-14 : $\infty \Omega$ WITH BRAKE PEDAL DEPRESSED
68 Ω WITH BRAKE PEDAL NOT DEPRESSED
- 4-14 : ALWAYS 30 Ω (ACTUATOR CONTROL VALVE)
- 7-13 : CONTINUITY EACH 40CM (15.7IN.) (DRIVE VEHICLE SLOWLY)
- 11-13 : CONTINUITY WITH CLUTCH PEDAL DEPRESSED
(M/T) CONTINUITY WITH SHIFT LEVER IN
N OR P RANGE (A/T) (ONE OF THE CANCEL S/W)
- 12-13 : CONTINUITY WITH PKB LEVER PULL UP (ONE OF THE CANCEL S/W)
- 13-GROUND: ALWAYS CONTINUITY
- 17-13 : 68 Ω WITH RESUME/ACCEL S/W ON
198 Ω WITH SET/COAST S/W ON
418 Ω WITH CANCEL S/W ON
- 9-GROUND: CONTINUITY WITH ENGINE VACUUM BELOW 170MMHG(6.69IN•HG, 22.7 KPA)
- 3-13 : APPROX. 12VOLTS WITH IGNITION S/W ON, MAIN S/W ON
- 6-13 : 0VOLT WITH IGNITION S/W ON, COOLANT TEMP. BELOW 35°C(95°F)
12VOLTS WITH IGNITION S/W ON, COOLANT TEMP. MORE THAN 55°C(131°F) (2S-E)
5(12) VOLT(S) WITH IGNITION S/W ON, COOLANT TEMP. MORE THAN 70°C(158°F) (3S-G)
() : AISIN ECT COMPUTER
- 10-13 : 12VOLTS WITH IGNITION S/W ON, MAIN S/W ON
- 15-13 : 12VOLTS WITH BRAKE PEDAL DEPRESSED (ONE OF THE CANCEL S/W)
- 16-13 : ALWAYS 12VOLTS

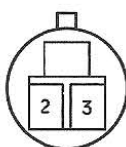
A BLUE



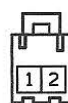
B



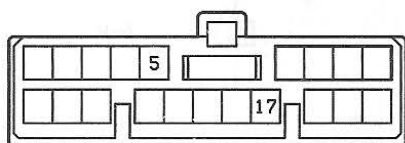
C



D



E BLACK



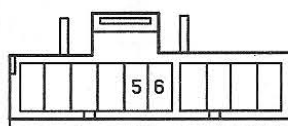
F



G



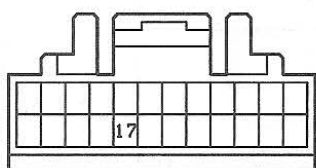
H GRAY



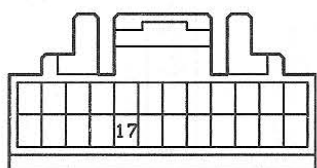
I



J



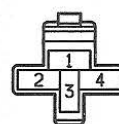
K YELLOW



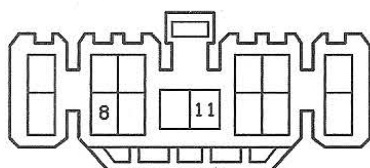
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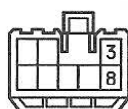
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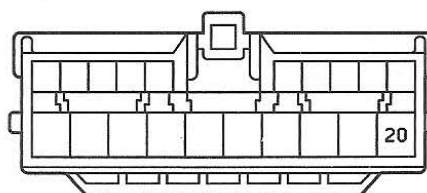
1B

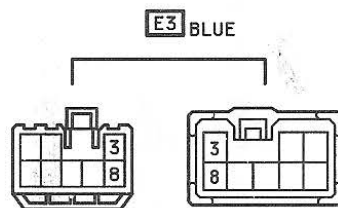
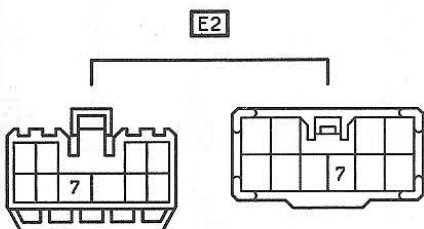
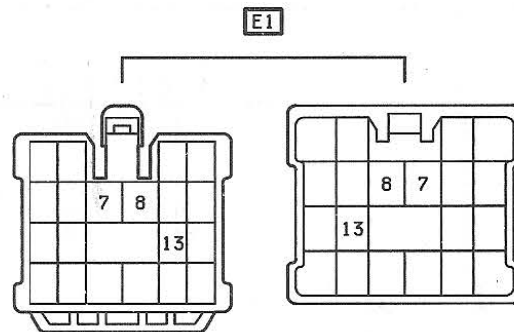
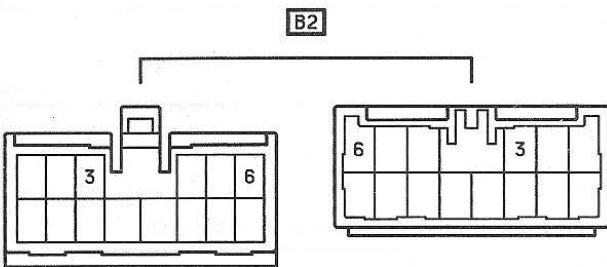
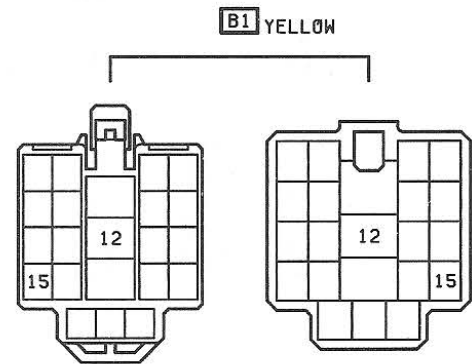
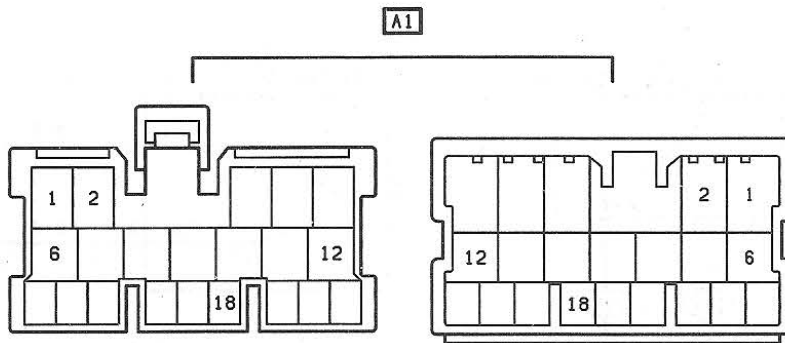
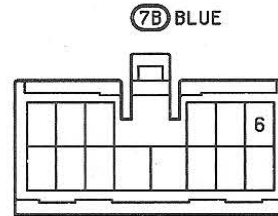
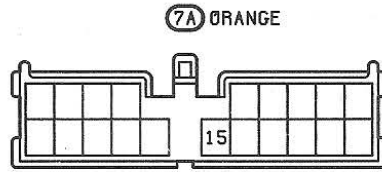
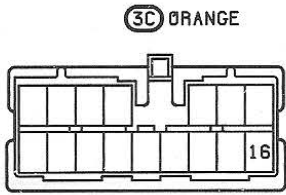
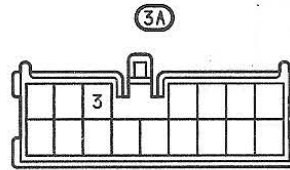
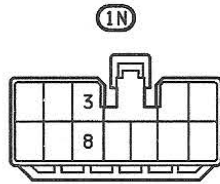
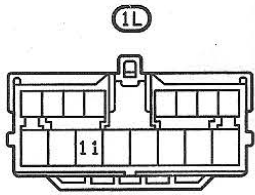


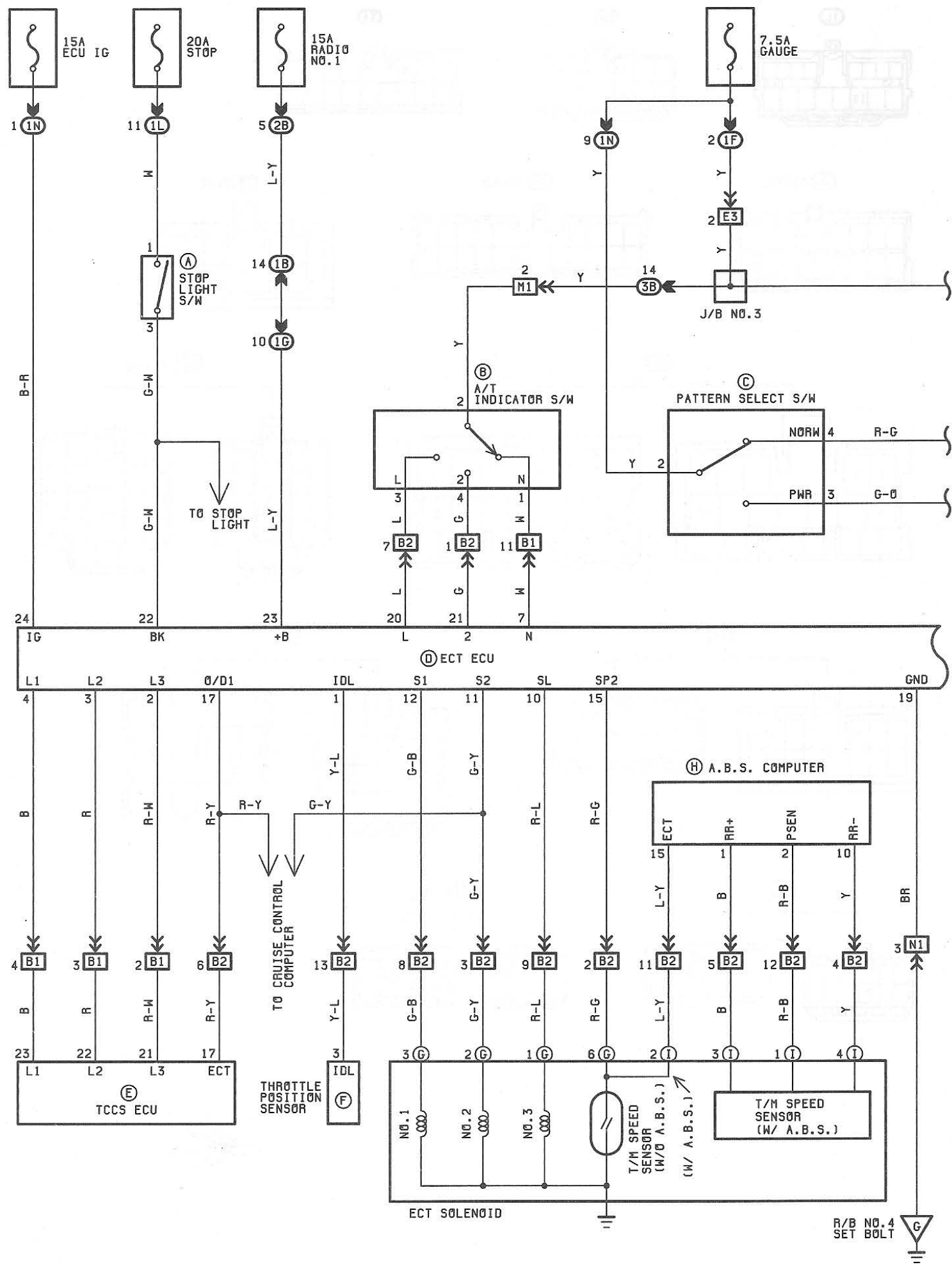
1F



1G









④ ECT ECU

19-GROUND: ALWAYS CONTINUITY

2-GROUND: 5→0→5→0→5 VOLTS

3-GROUND: 5→0→5 VOLTS

4-GROUND: 5→0 VOLT

→ (SLOWLY DEPRESS THE ACCEL PEDAL)

1-19 : 0VOLT WITH THROTTLE VALVE FULLY CLOSED

4 VOLTS WITH THROTTLE VALVE OPENING ABOVE 1.5°

16-19 : 12 VOLTS OR 0VOLT WITH STANDING STILL

6 VOLTS WITH ENGINE RUNNING, VEHICLE MOVING

22-19 : 12 VOLTS WITH BRAKE PEDAL DEPRESSED

0 VOLT WITH BRAKE PEDAL NOT DEPRESSED

21-19 : 9 TO 16 VOLTS WITH SHIFT LEVER AT 2 POSITION

0 TO 2 VOLTS WITH SHIFT LEVER AT EXCEPT 2 POSITION

20-19 : 9 TO 15 VOLTS WITH SHIFT LEVER AT L POSITION

0 TO 2 VOLTS WITH SHIFT LEVER AT EXCEPT L POSITION

12-19 : 12 VOLTS

10,11-19 : 0 VOLT

5-19 : 12 VOLTS WITH O/D MAIN S/W ON

0 VOLT WITH O/D MAIN S/W OFF

24-19 : 12 VOLTS WITH STANDING STILL

15-19 : 5(12) VOLTS WITH STANDING STILL

4(10) VOLTS WITH ENGINE RUNNING

8-19 : 12 VOLTS WITH PATTERN SELECT S/W AT PWB POSITION

1 VOLT WITH PATTERN SELECT S/W AT NORM POSITION

23-19 : 12 VOLTS

17-GROUND: 0 VOLT WITH COOLANT TEMP. 35-60°C (95-140°F)

5 VOLTS WITH COOLANT TEMP. MORE THAN 70°C (158°F)

() : AISIN COMPUTER

⑥ ECT SOLENOID

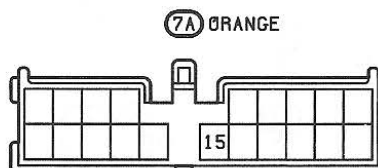
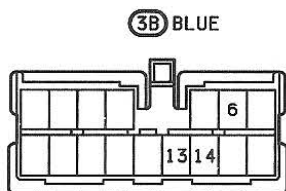
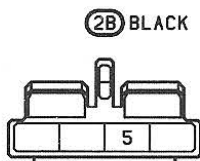
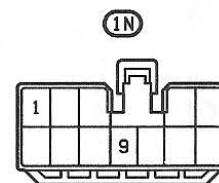
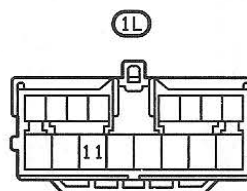
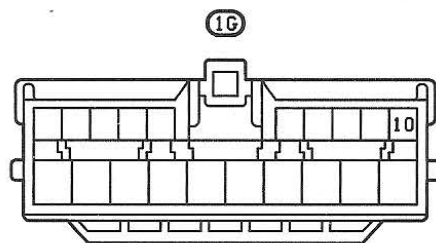
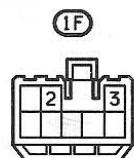
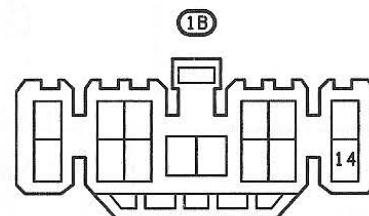
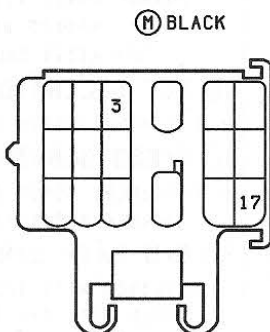
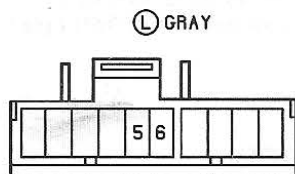
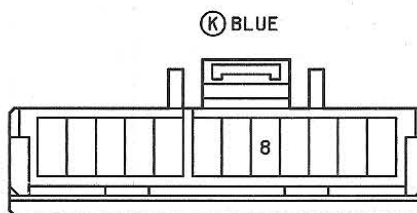
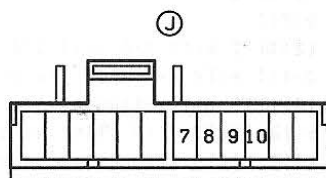
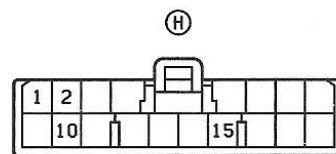
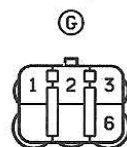
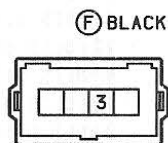
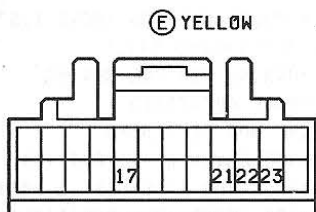
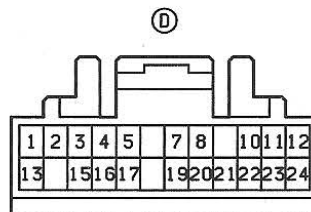
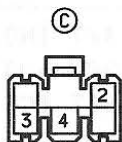
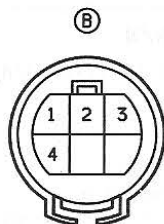
1,2,3-GROUND: EACH 11-15 Ω

④ SPEED SENSOR (COMB. METER)

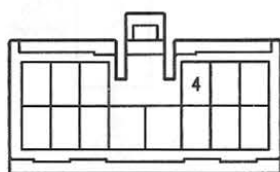
6-5: REVOLVE METER SHAFT AND CHECK THAT METER NEEDLE REPEATEDLY DEFLECTS FROM 0 Ω TO $\infty \Omega$.

④ E/D MAIN S/W

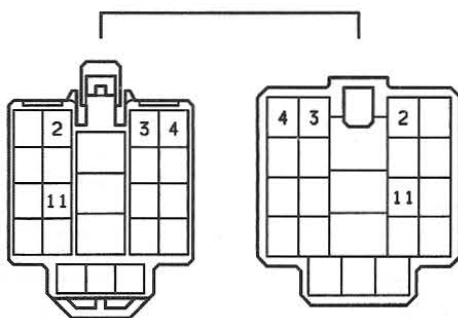
1-3: CLOSED WITH O/D MAIN S/W OFF
OPEN WITH O/D MAIN S/W ON



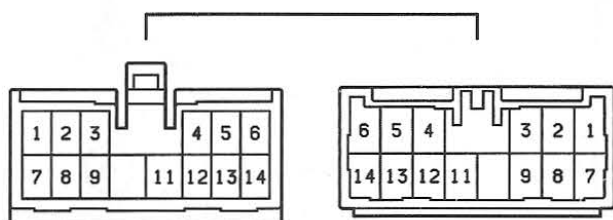
(7B) BLUE



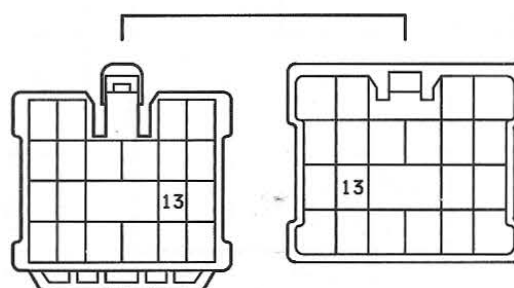
(B1) YELLOW



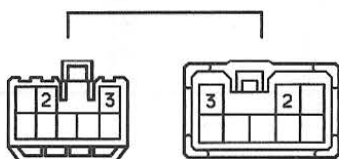
(B2)



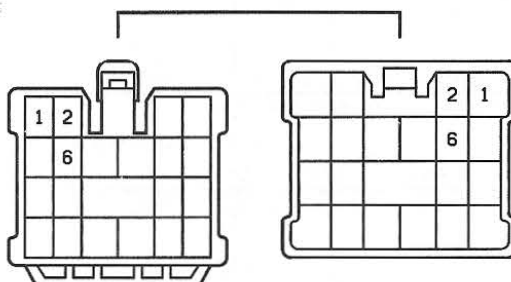
(E1)



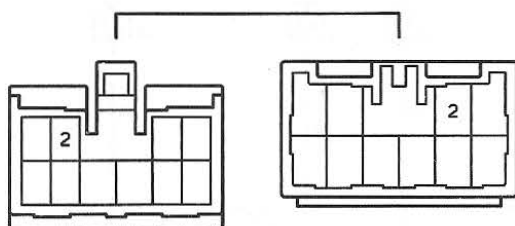
(E3) BLUE



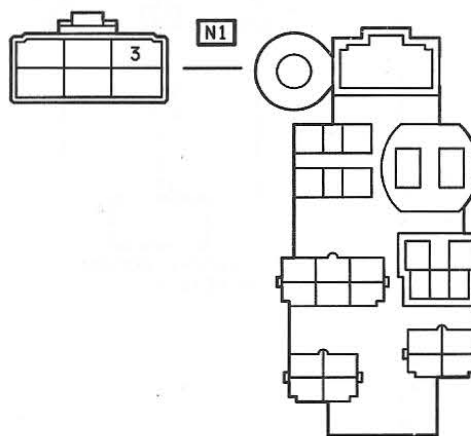
(E4)



(M1) YELLOW

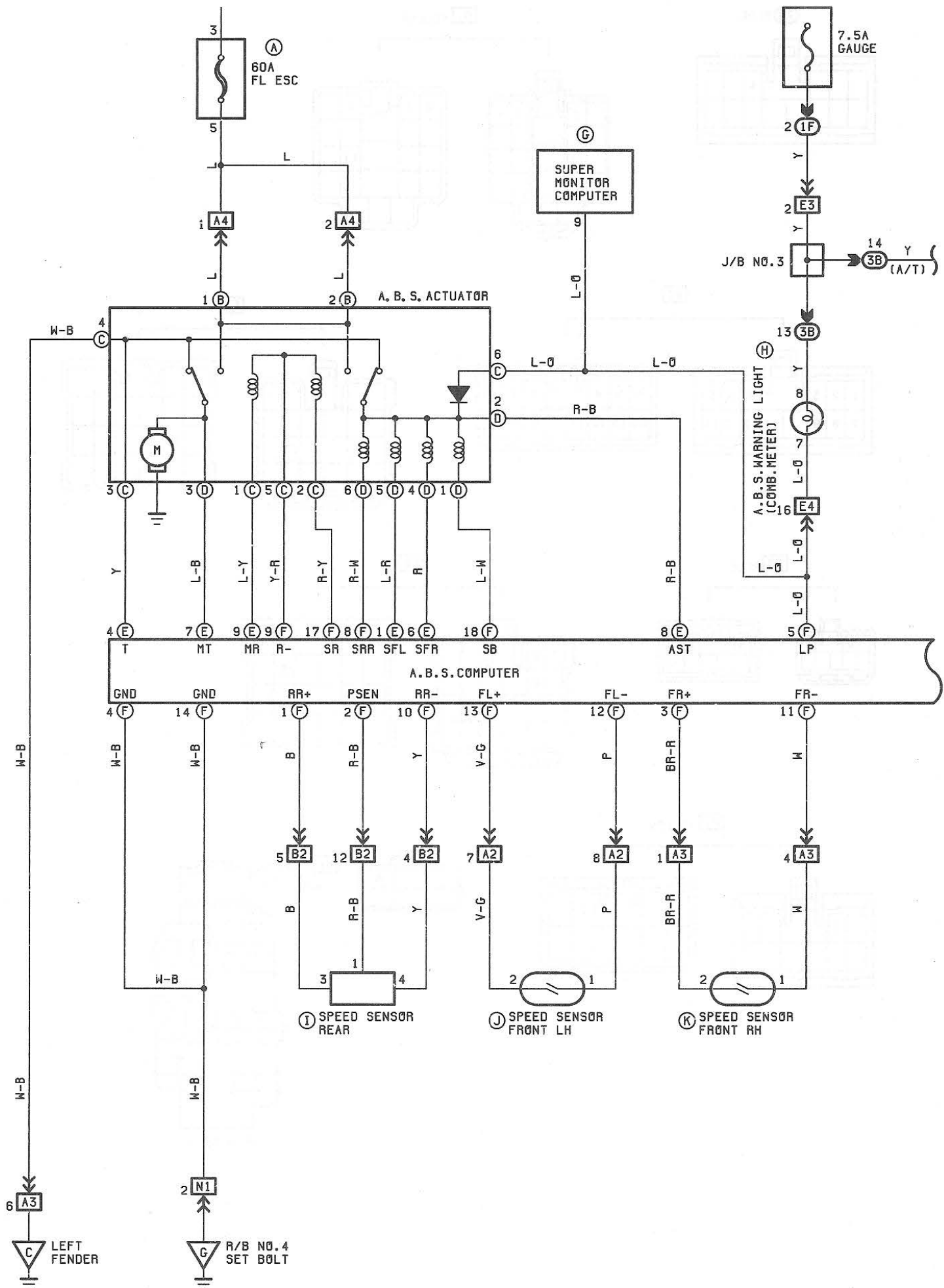


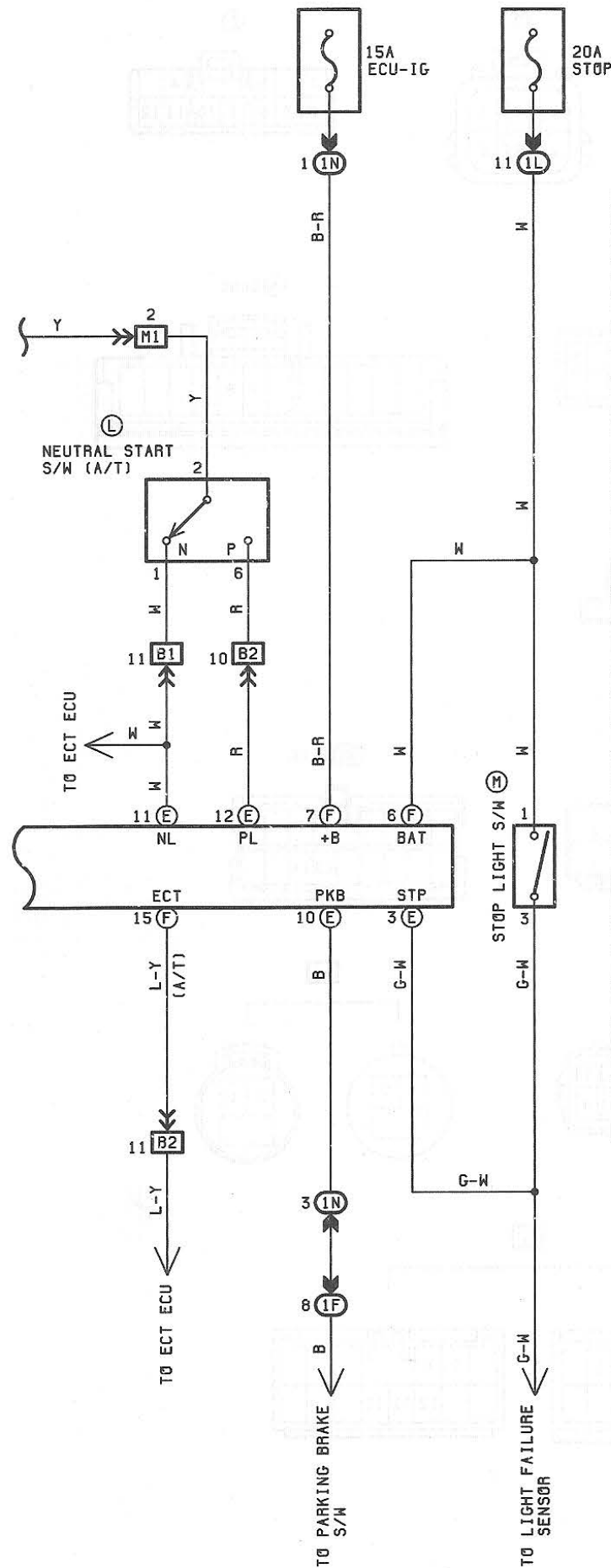
(N1)



(R/B NO. 4)

22 A. B. S. (ANTI-LOCK BRAKE SYSTEM)





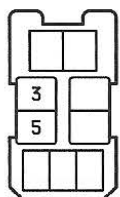
A.B.S. COMPUTER

(DISCONNECT THE COMPUTER CONNECTORS)

- | | |
|---|---|
| (E) 1-GROUND, (E) 6-GROUND: | } APPROX. 12 VOLTS WITH IGNITION S/W ON |
| (E) 6-GROUND, (F) 2-GROUND: | |
| (F) 5-GROUND, (F) 7-GROUND: | |
| (F) 8-GROUND, (F) 18-GROUND: | |
| (E) 4-GROUND, (E) 7-GROUND: | } CONTINUITY (IGNITION S/W OFF) |
| (E) 8-GROUND, (F) 4-GROUND: | |
| (F) 14-GROUND, (F) 9-GROUND: | |
| (F) 10-GROUND, (F) 11-GROUND: | |
| (F) 12-GROUND: | |
| (E) 1 - (E) 8 : APPROX. 1 Ω | |
| (E) 3-GROUND: APPROX. 12 VOLTS WITH BRAKE PEDAL DEPRESSED | |
| (E) 6 - (E) 8 : APPROX. 1 Ω | |
| (E) 9 - (F) 9 : 50 - 80 Ω | |
| (E) 10-GROUND: APPROX. 12 VOLTS WITH PARKING BRAKE LEVER NOT PULLED | |
| APPROX. 0VOLT WITH PARKING BRAKE LEVER PULLED | |
| (E) 11-GROUND: APPROX. 12 VOLTS WITH SHIFT LEVER N POSITION (A/T) | |
| (E) 12-GROUND: APPROX. 12 VOLTS WITH SHIFT LEVER P POSITION (A/T) | |
| (F) 1 - (F) 10 : 500 Ω - 6 K Ω | |
| (F) 3 - (F) 11 : 0.3 - 1.3 K Ω | |
| (F) 6-GROUND: ALWAYS 12 VOLTS | |
| (F) 8 - (E) 8 : APPROX. 1 Ω | |
| (F) 13 - (F) 12 : 0.8 - 1.3 K Ω | |
| (F) 15-GROUND: APPROX. 5 VOLTS WITH IGNITION S/W ON AND SHIFT LEVER N OR P POSITION | |
| (F) 17 - (F) 9 : 65 - 100 Ω | |
| (F) 18 - (E) 8 : APPROX. 2 Ω | |

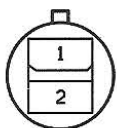
22 A. B. S. (ANTI-LOCK BRAKE SYSTEM)

(A) BLACK

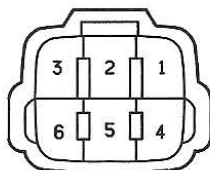


(J/B NO.2)

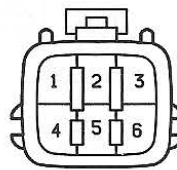
(B)



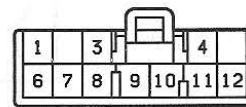
(C) BLACK



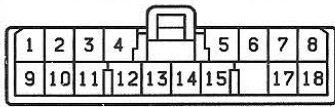
(D)



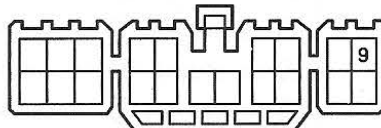
(E)



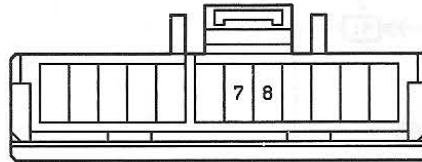
(F)



(G)



(H) BLUE



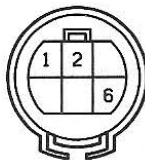
(I)



(J) (K)



(L)



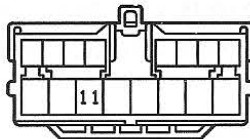
(M)



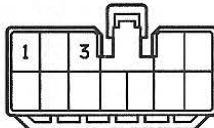
(1F)



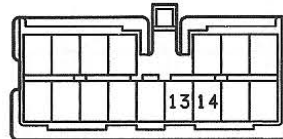
(1L)



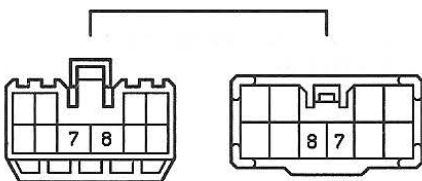
(1N)



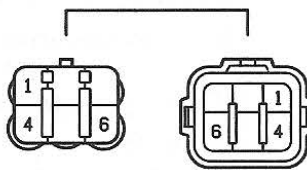
(3B) BLUE



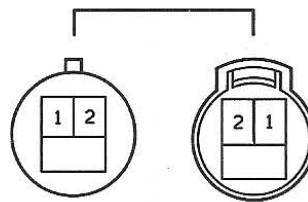
A2 YELLOW



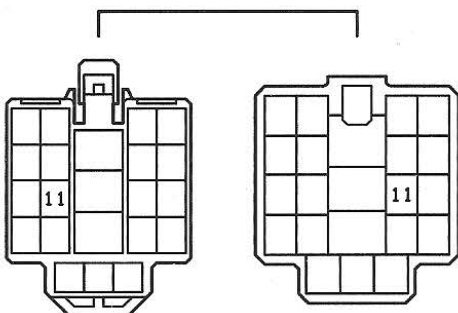
A3



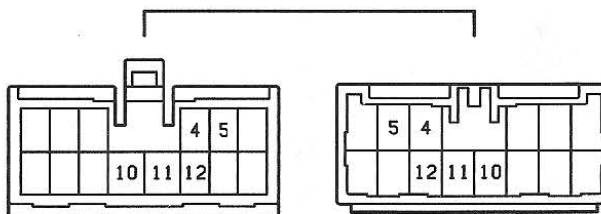
A4

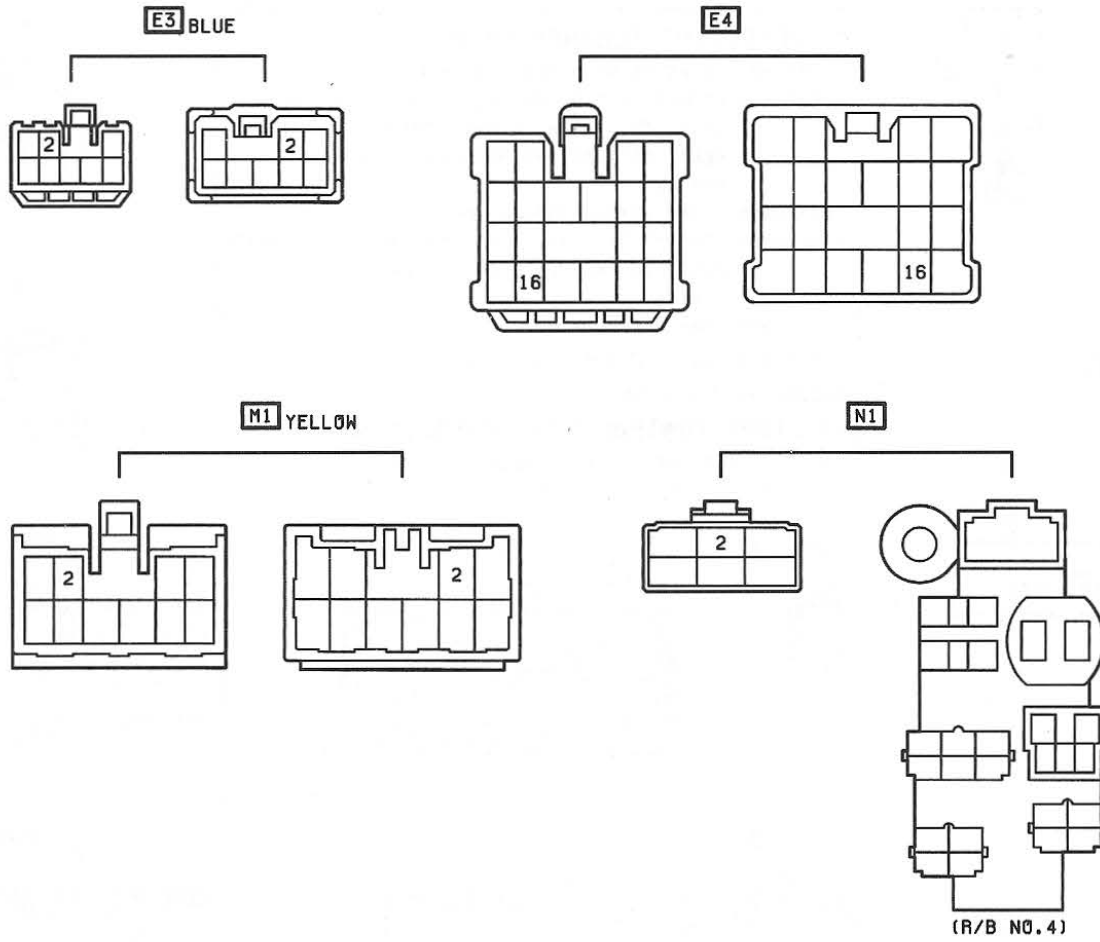


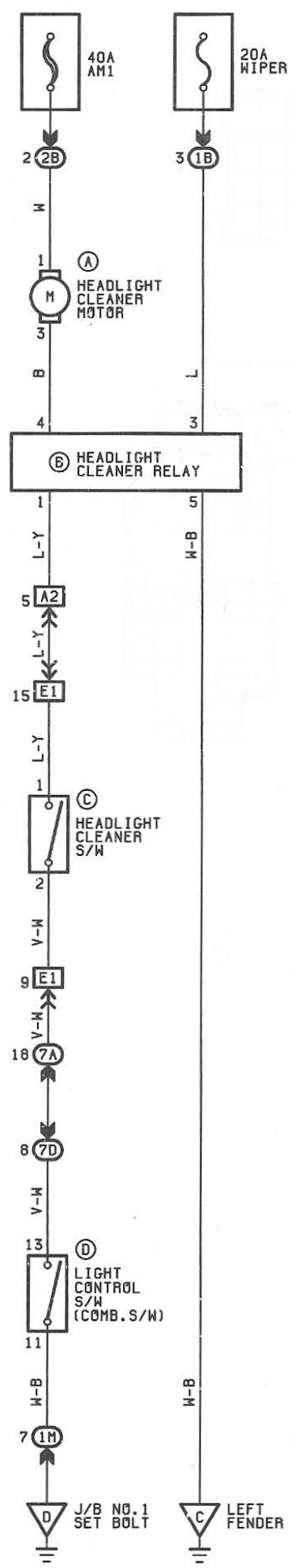
B1 YELLOW



B2





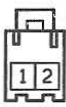


⑥ HEADLIGHT CLEANER RELAY
3-GROUND: 12 VOLTS WITH IGNITION S/W ON
4-GROUND: APPROX 12 → 0 VOLT FOR 0.5 SECONDS WITH IGNITION S/W ON, LIGHT CONTROL S/W AT HEAD POSITION AND HEADLIGHT CLEANER S/W ON
(DISCONNECT THE WIRING CONNECTOR)
1-GROUND: CONTINUITY WITH LIGHT CONTROL S/W AT HEAD POSITION AND HEADLIGHT CLEANER S/W ON
5-GROUND: ALWAYS CONTINUITY

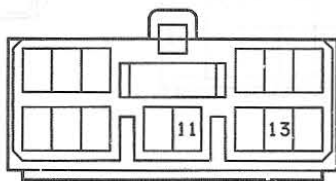
⑦ HEADLIGHT CLEANER S/W
CLOSED WITH S/W ON

⑧ LIGHT CONTROL S/W (COMB. S/W)
13-11: CLOSED WITH S/W AT HEAD POSITION

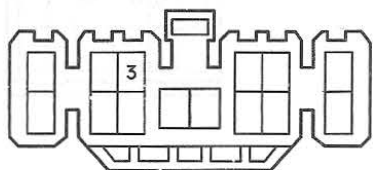
⑦ BLACK



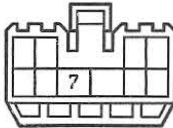
⑧ BLACK



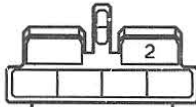
①B



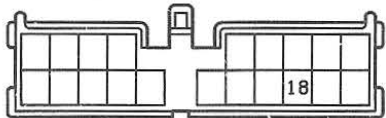
①M



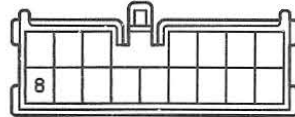
②B



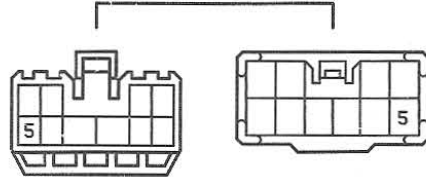
⑦A ORANGE



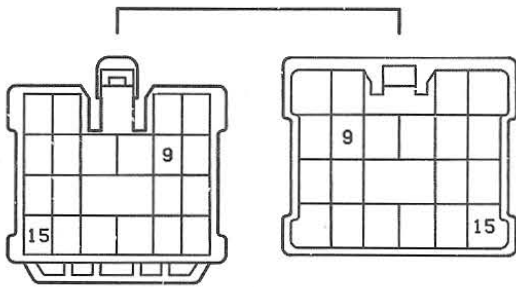
⑦D

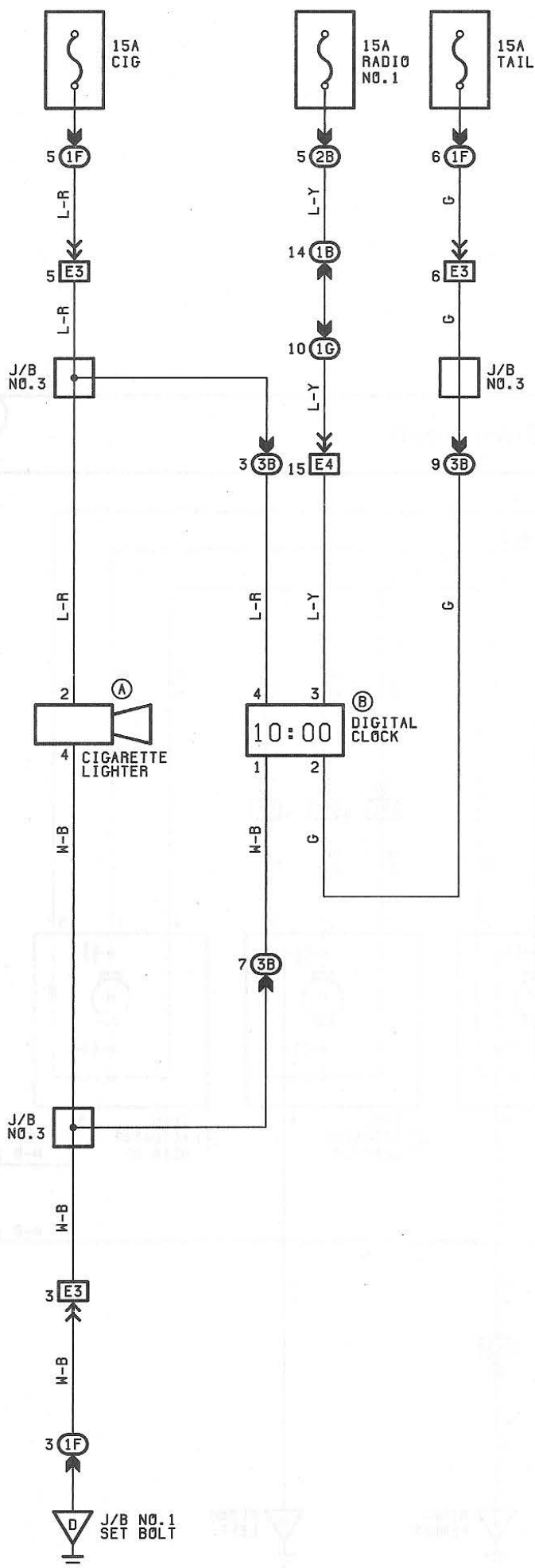


A2 YELLOW



E1





Ⓐ CIGARETTE LIGHTER

2-GROUND: 12 VOLTS WITH IGNITION S/W
AT IG OR ACC POSITION

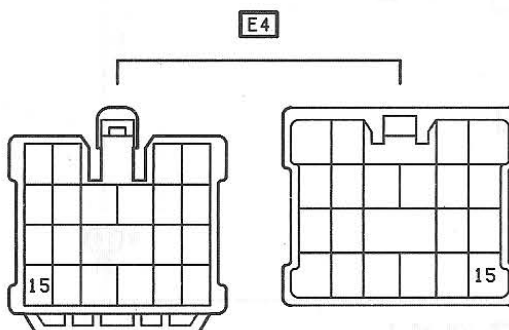
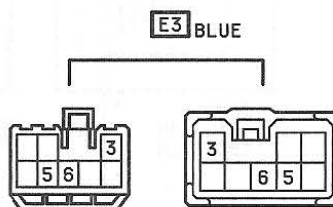
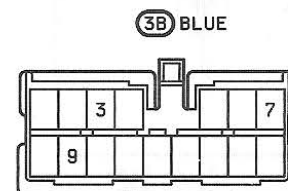
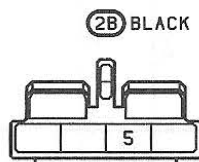
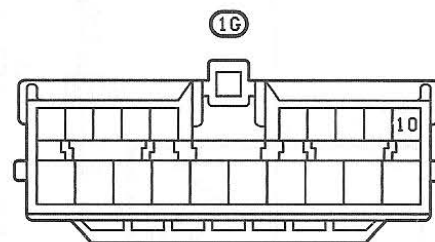
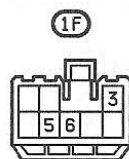
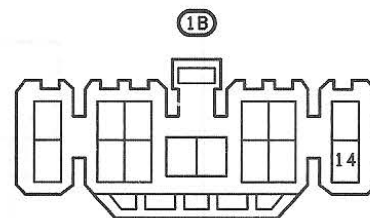
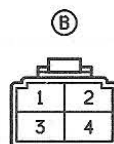
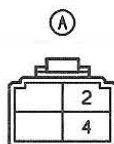
Ⓑ DIGITAL CLOCK

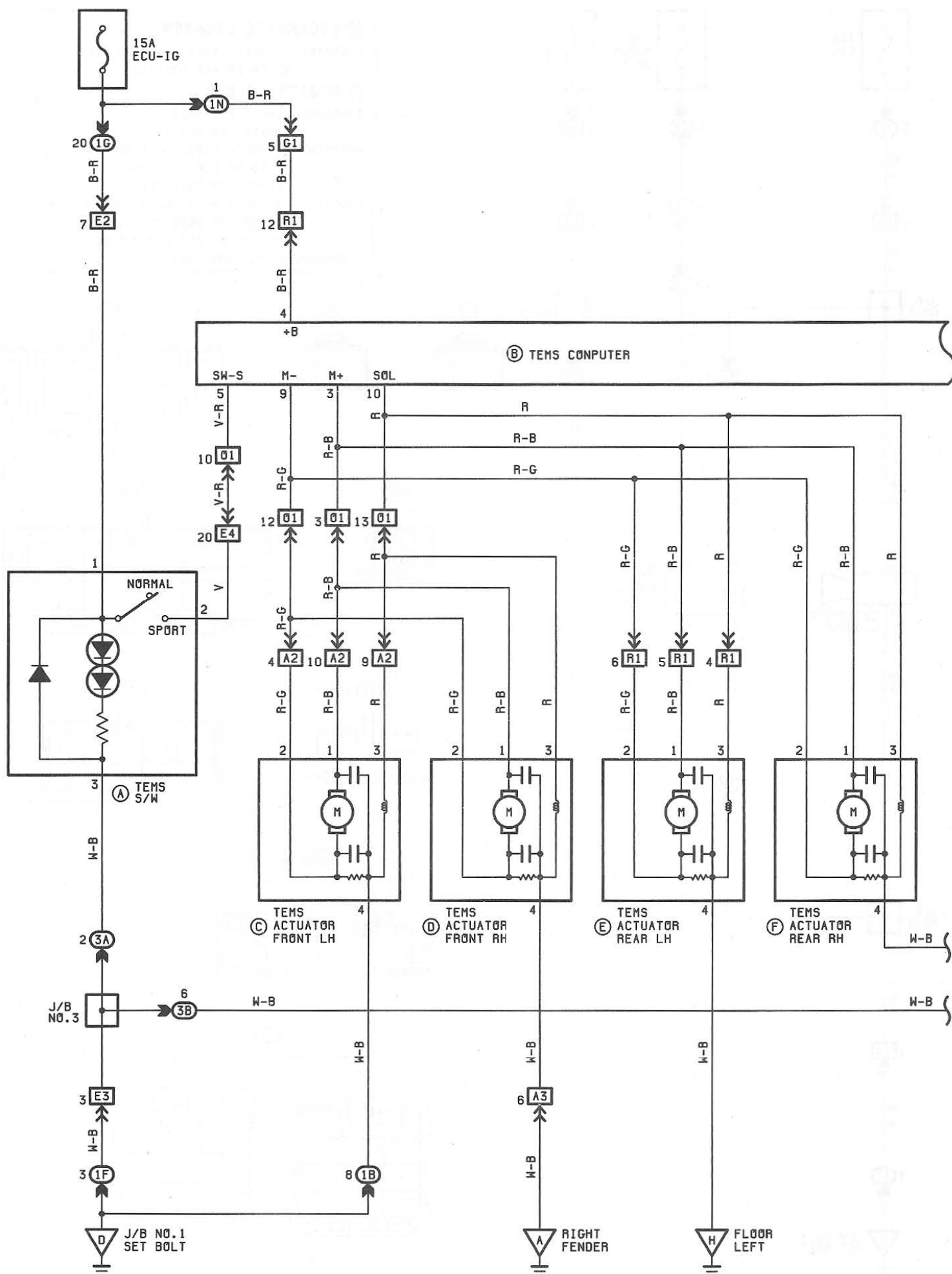
3-GROUND: ALWAYS 12 VOLTS
(POWER FOR CLOCK)

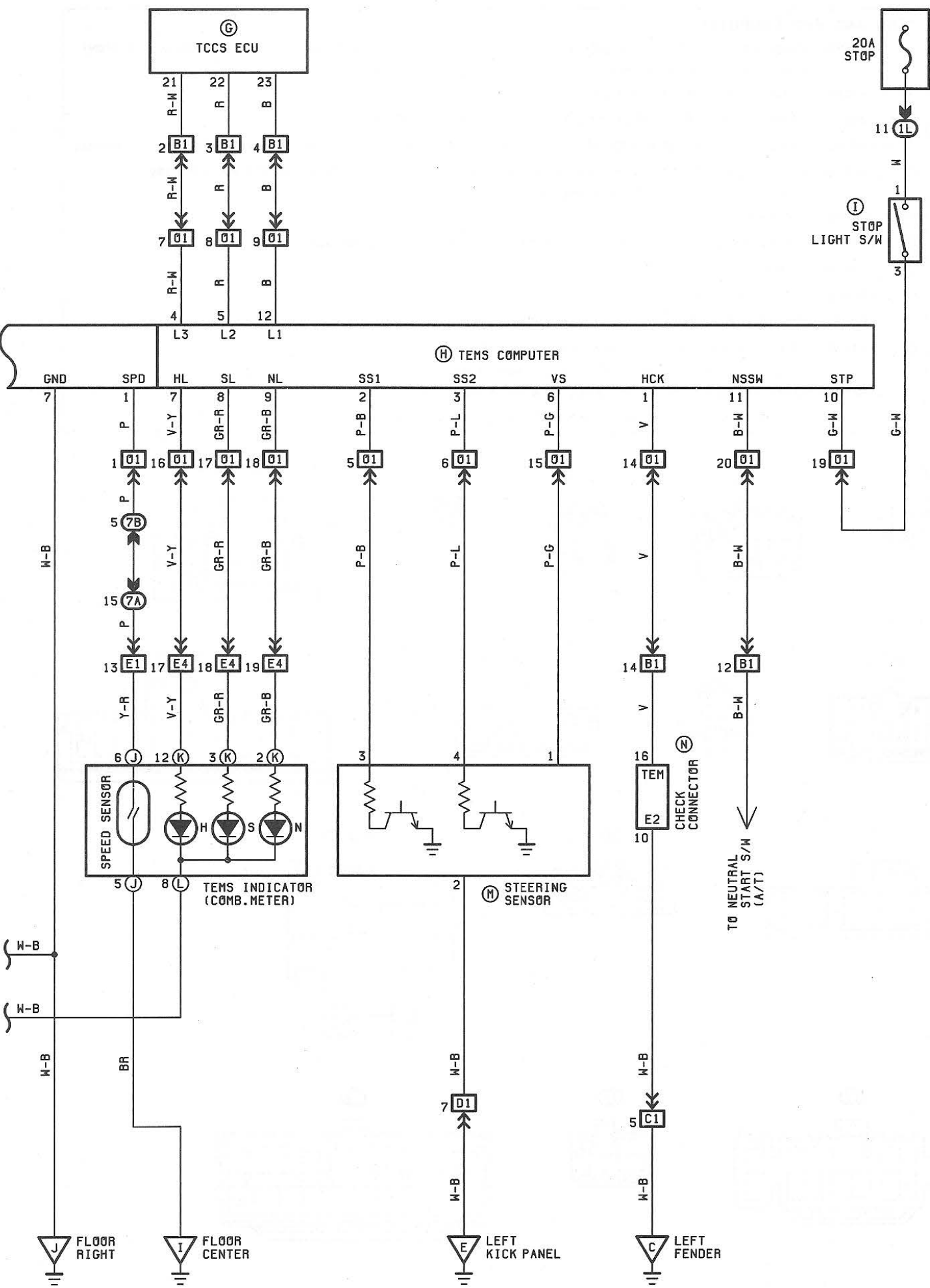
4-GROUND: 12 VOLTS WITH IGNITION S/W
AT IG OR ACC POSITION
(POWER FOR INDICATION)

2-GROUND: 12 VOLTS WITH LIGHT CONTROL S/W
AT TAIL OR HEAD POSITION
(SIGNAL OF DIM INDICATION)

1-GROUND: ALWAYS CONTINUITY



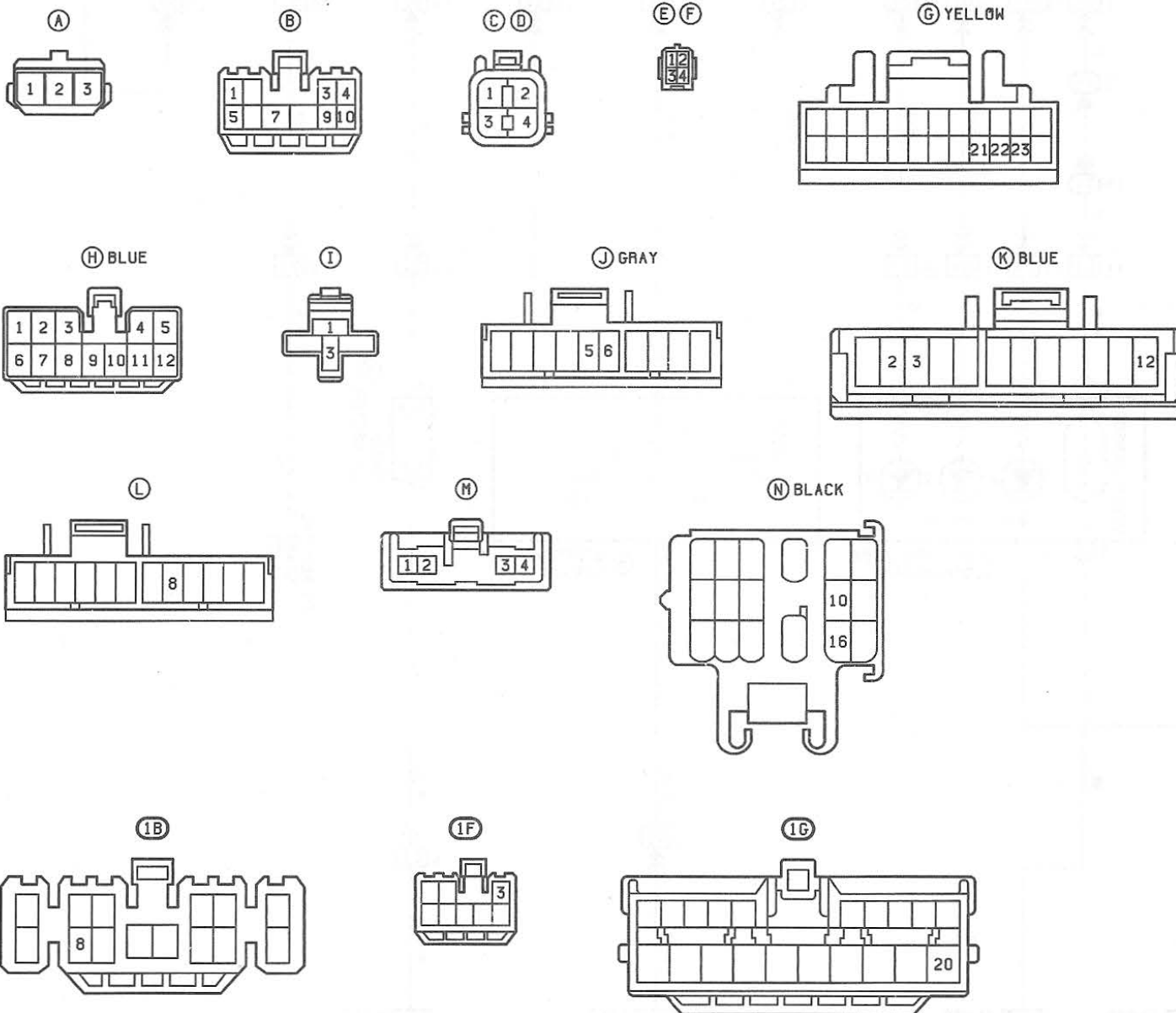




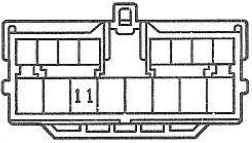
TEMS AND PPS COMPUTER

- (B) 3-GROUND: APPROX. 12 VOLTS FOR 0.2 SECONDS WITH IGNITION S/W ON. TURN MODE SELECT S/W FROM NORMAL TO SPORT (POWER FOR ACTUATOR MOTOR)
- (B) 4-GROUND: APPROX. 12 VOLTS WITH IGNITION S/W ON
- (B) 5-GROUND: APPROX. 12 VOLTS WITH IGNITION S/W ON, MODE SELECT S/W SPORT
- (B) 9-GROUND: APPROX. 12 VOLTS FOR 0.2 SECONDS WITH IGNITION S/W ON. TURN MODE SELECT S/W FROM SPORT TO NORMAL
- (B) 10-GROUND: APPROX. 12 VOLTS FOR 0.2 SECONDS WITH IGNITION S/W ON. CHECK CONNECTOR TEM-E2 SHORT AND TURN MODE SELECT S/W FROM NORMAL TO SPORT
- (C) 4-GROUND: 5→0→5→0→5 VOLTS
- (C) 5-GROUND: 5→0→5 VOLTS
- (C) 12-GROUND: 5→0 VOLT
- (C) 6-GROUND: APPROX. 3.7 VOLTS WITH IGNITION S/W ON
- (C) 7, (C) 8, (C) 9-GROUND: APPROX. 6.5 VOLTS FOR 2 SECONDS WITH IGNITION S/W ON
- (C) 10-GROUND: MORE THAN 6 VOLTS WITH BRAKE PEDAL DEPRESSED
LESS THAN 1.5 VOLTS WITH BRAKE PEDAL NOT DEPRESSED
- (C) 11-GROUND: APPROX. 0 VOLT WITH SHIFT LEVER AT N OR P POSITION
APPROX. 12 VOLTS WITH SHIFT LEVER AT EXCEPT N OR P POSITION

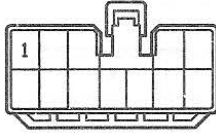
IGNITION S/W ON AND SLOWLY DEPRESS THE ACCELERATOR PEDAL



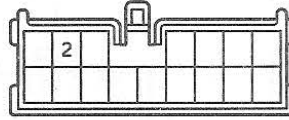
1L



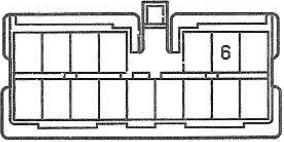
1N



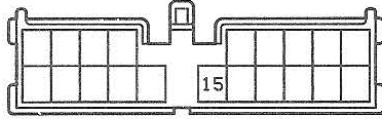
3A



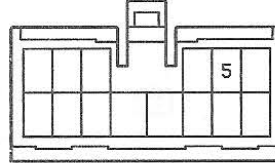
3B BLUE



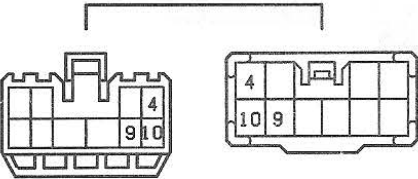
7A ORANGE



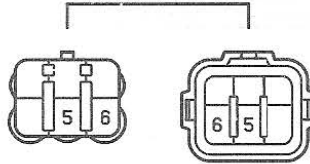
7B BLUE



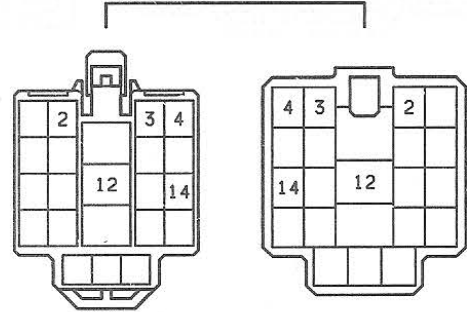
A2 YELLOW



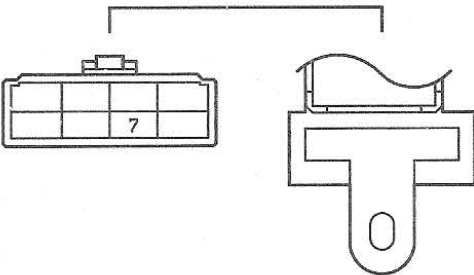
A3 C1



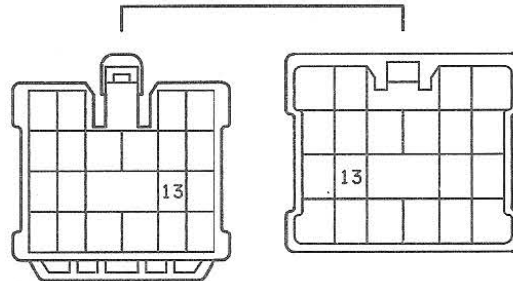
B1 YELLOW



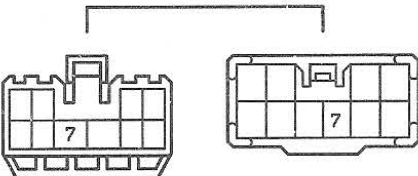
D1



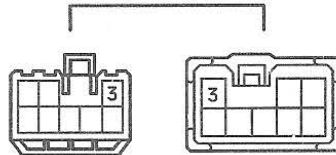
E1



E2 BLUE

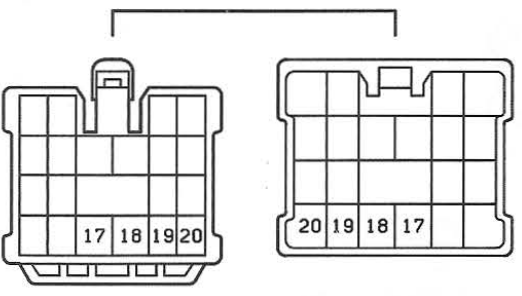


E3 BLUE

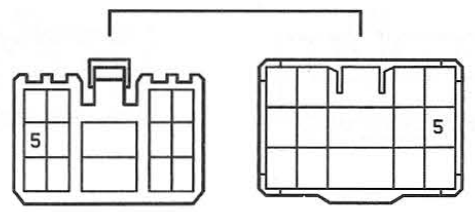




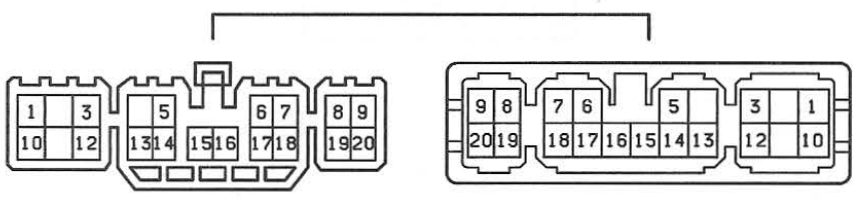
E4



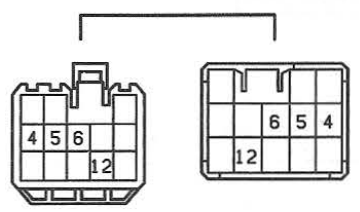
G1 YELLOW

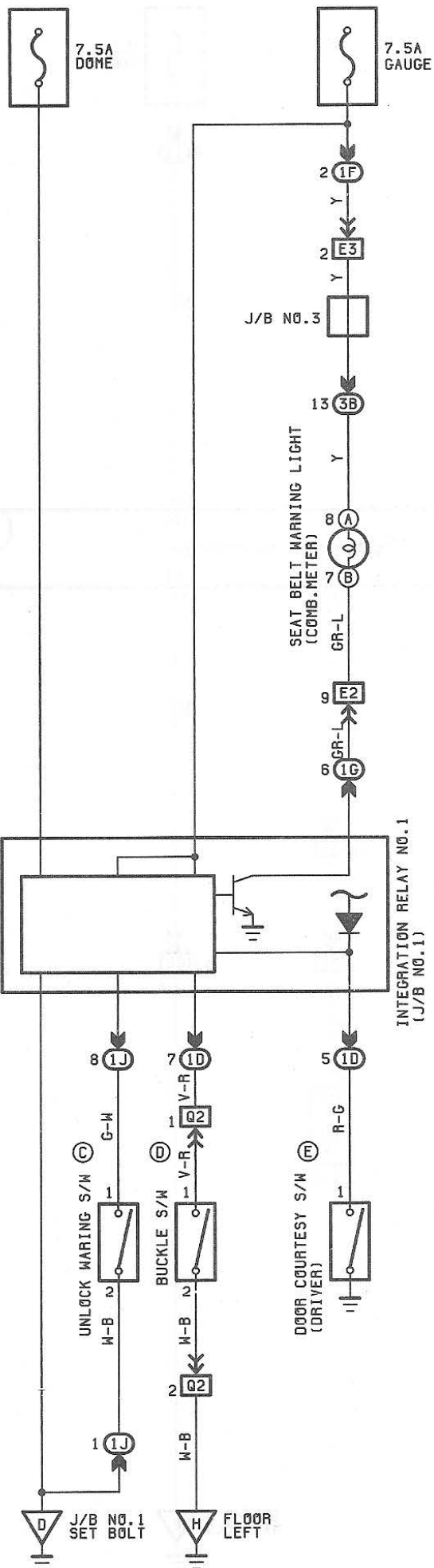


G1



R1





INTEGRATION RELAY NO. 1 (J/B NO. 1)

7.5A DOME FUSE: ALWAYS 12V

7.5A GAUGE FUSE: 12V WITH IGNITION S/W ON

Ⓒ UNLOCK WARNING S/W

2-1: CLOSED WITH IGNITION KEY IN CYLINDER (FOR UNLOCK WARNING)

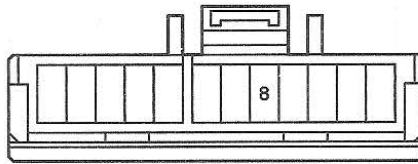
Ⓓ BUCKLE S/W

1-2: CLOSED WITH DRIVER'S LAP BELT IN USE (FOR SEAT BELT WARNING)

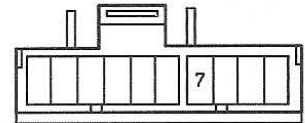
Ⓔ DOOR COURTESY S/W (DRIVER)

1-GROUND: CLOSED WITH DRIVER'S DOOR OPEN (FOR UNLOCK WARNING)

Ⓐ BLUE



Ⓑ GRAY



Ⓒ BLACK



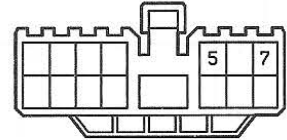
Ⓓ BLACK



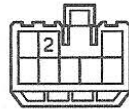
Ⓔ BLUE



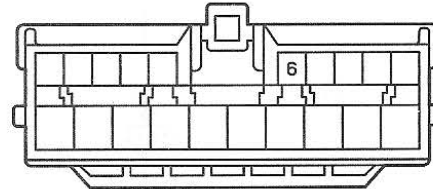
Ⓙ



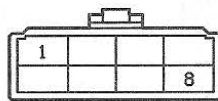
⓫



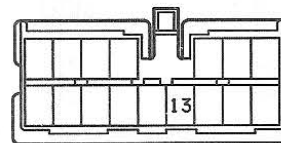
⓬



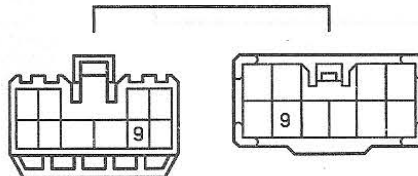
⓭



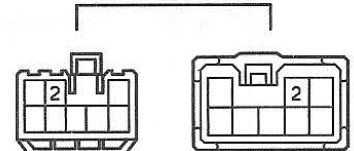
⓮ BLUE



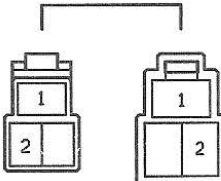
⓪

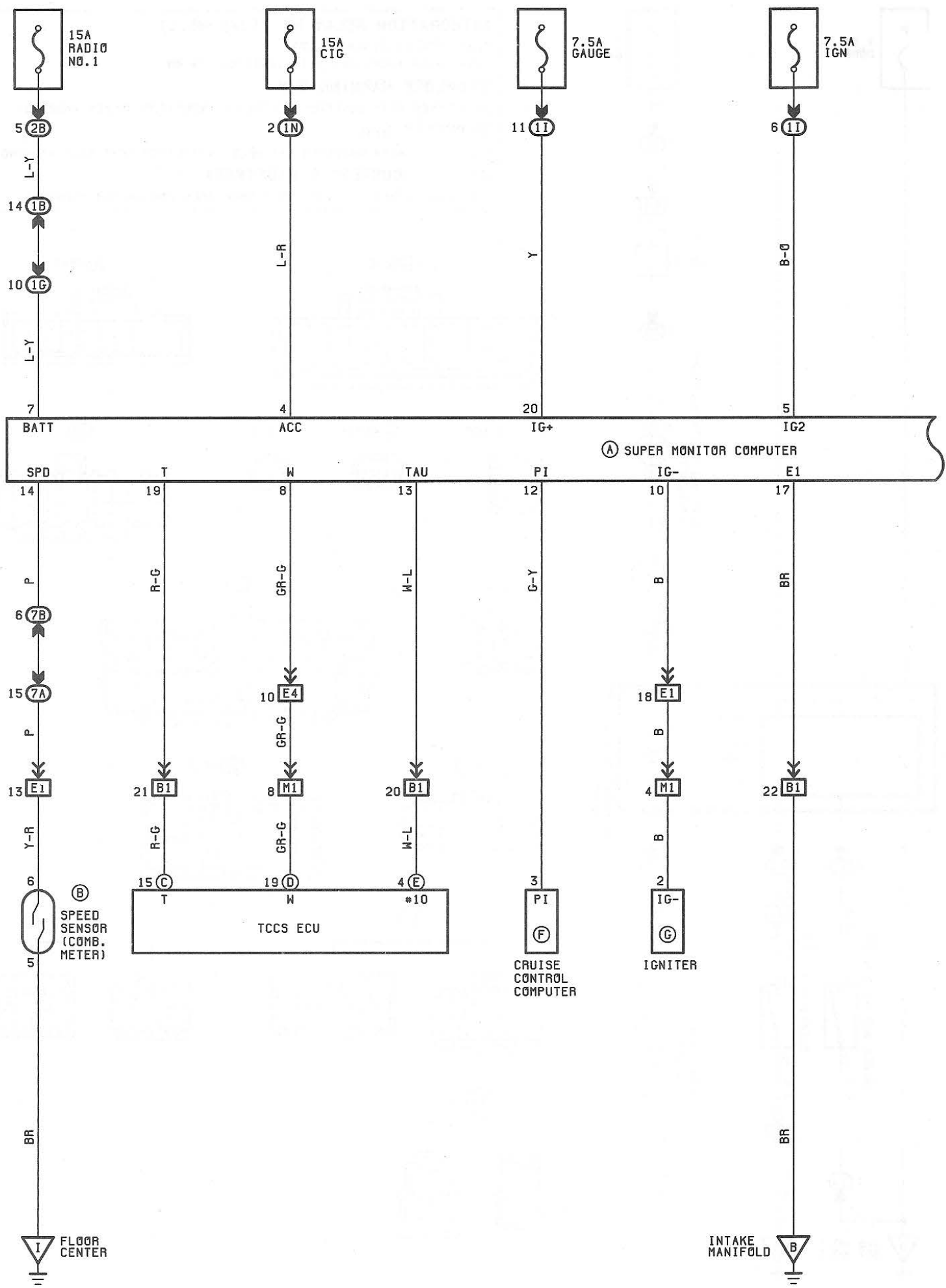


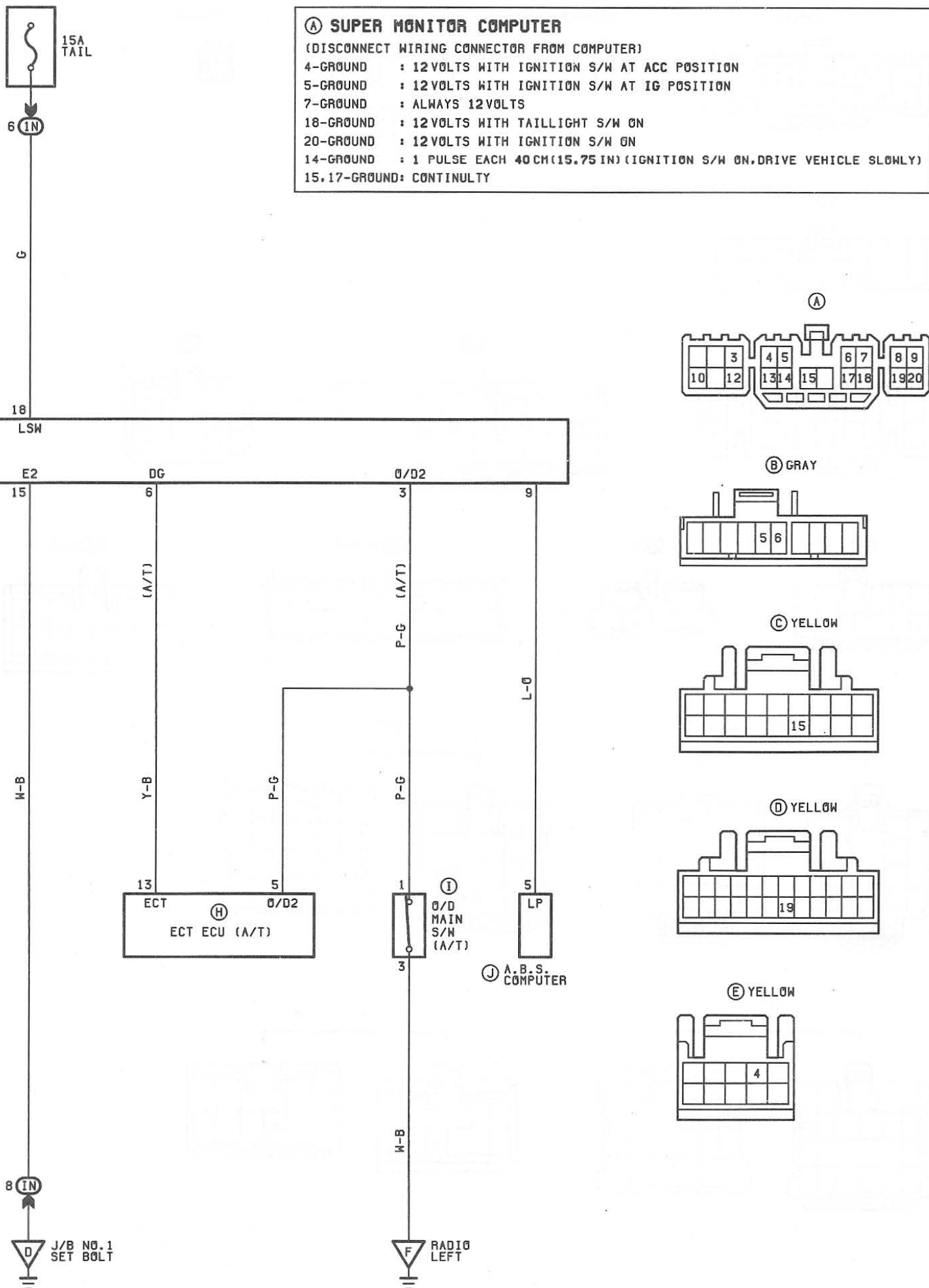
⓫ BLUE



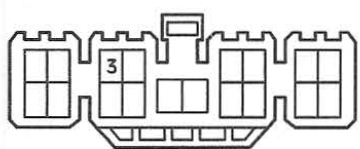
⓬ BLACK







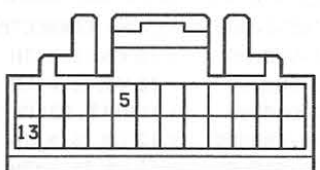
F BLUE



G GREEN



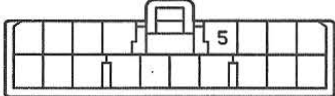
H



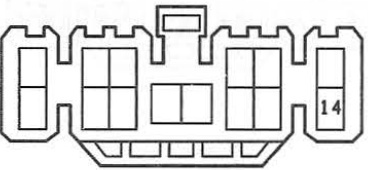
I BLUE



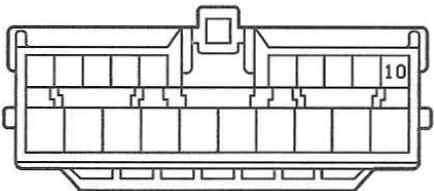
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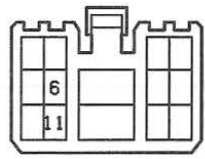
1B



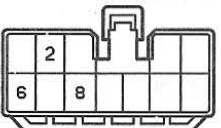
1G



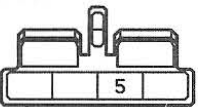
1I



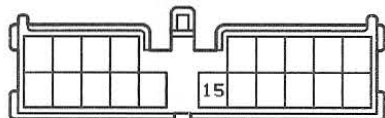
1N



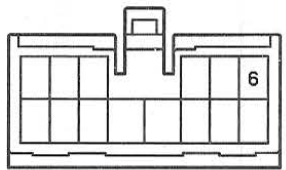
2B BLACK



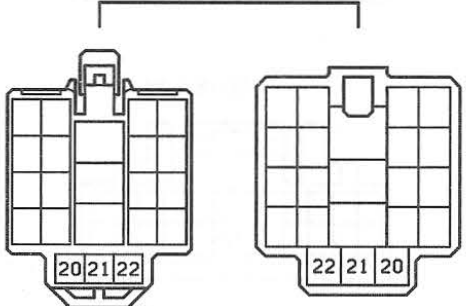
7A ORANGE



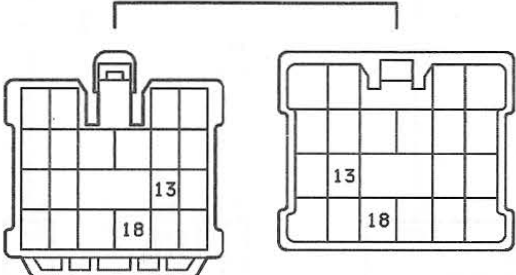
7B BLUE



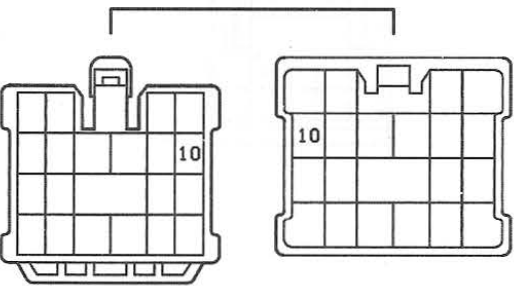
B1 YELLOW



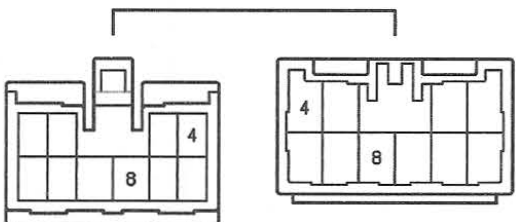
E1

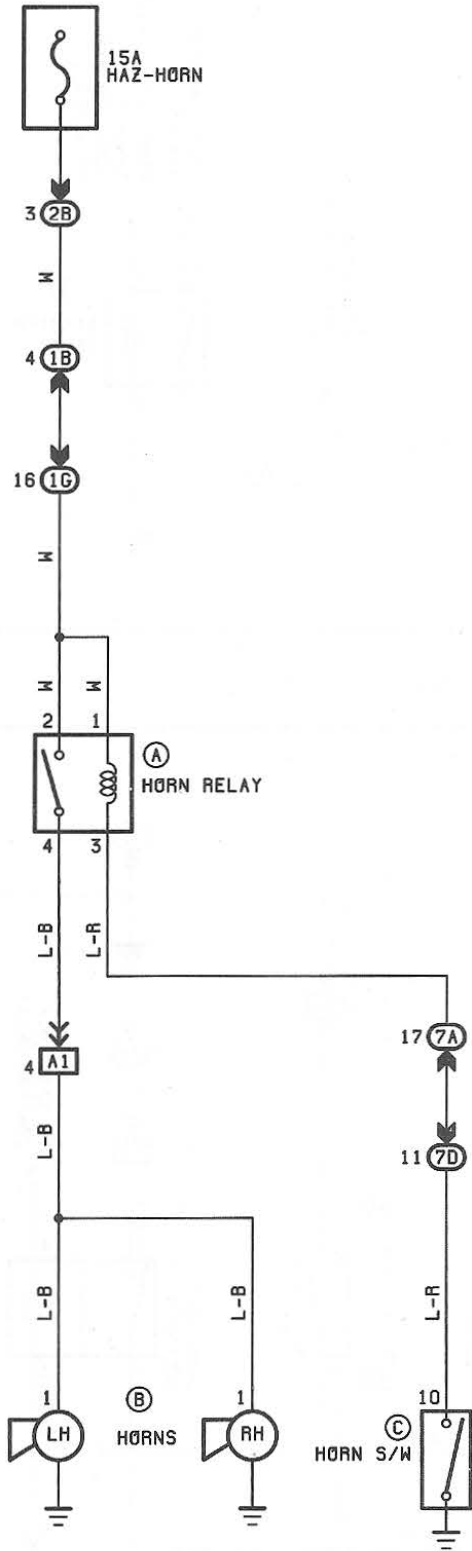


E4



M1 YELLOW

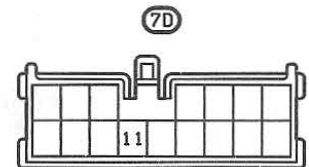
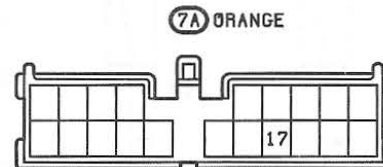
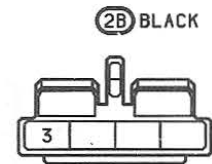
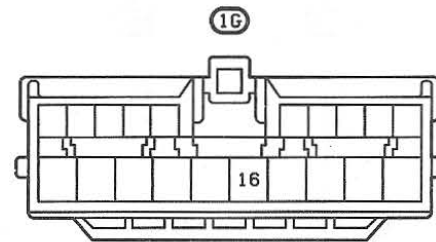
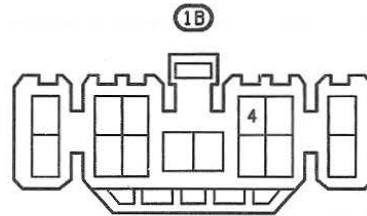
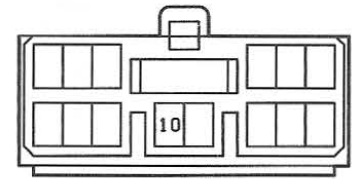
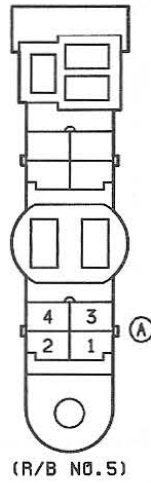




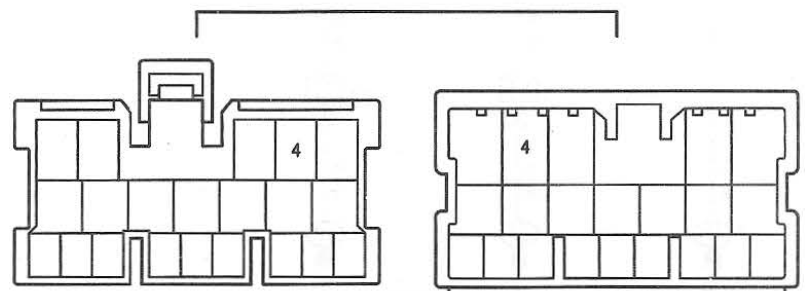
(A) HORN RELAY
2-4: CLOSED WITH HORN S/W ON

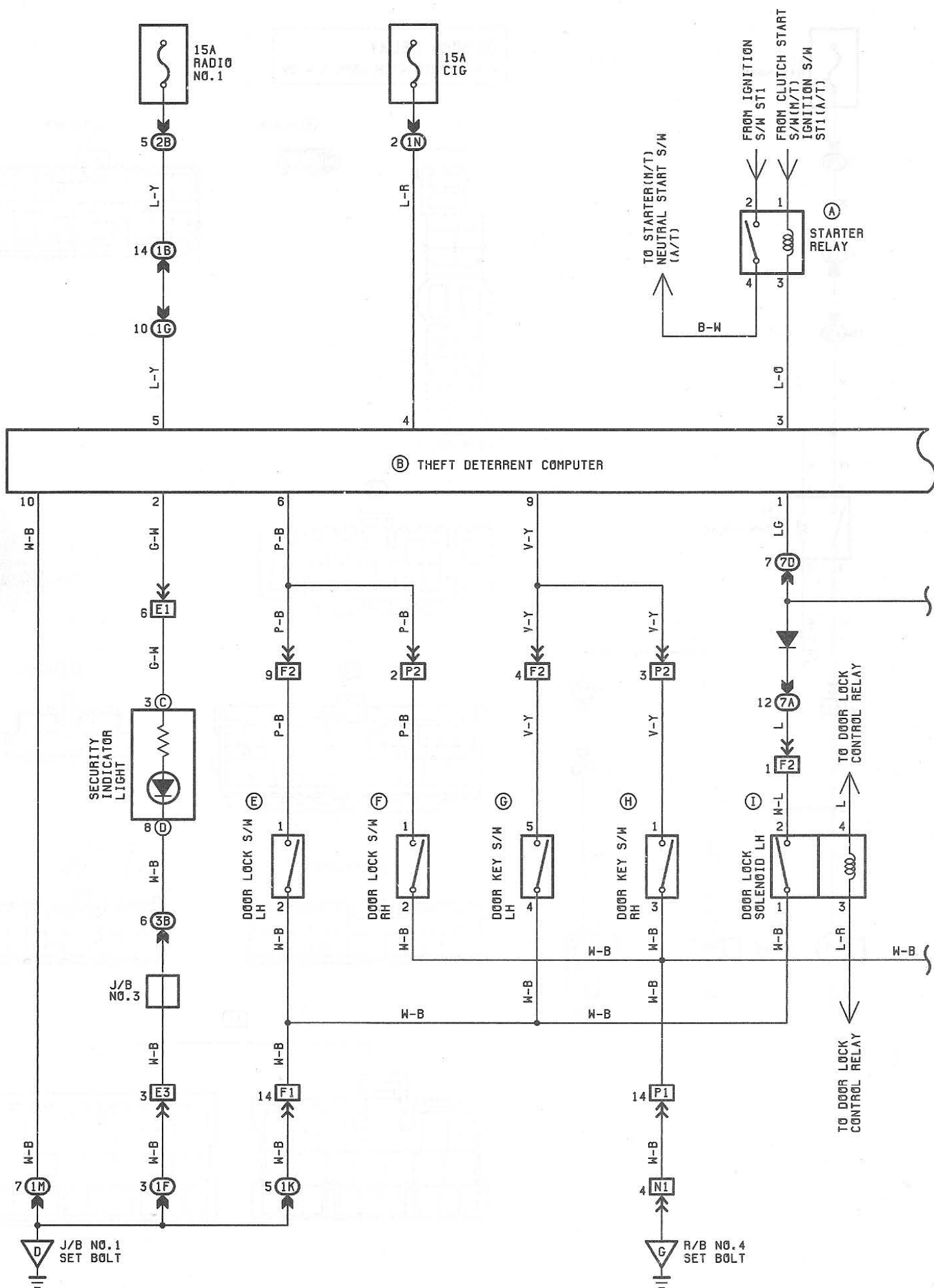
(B) BLACK

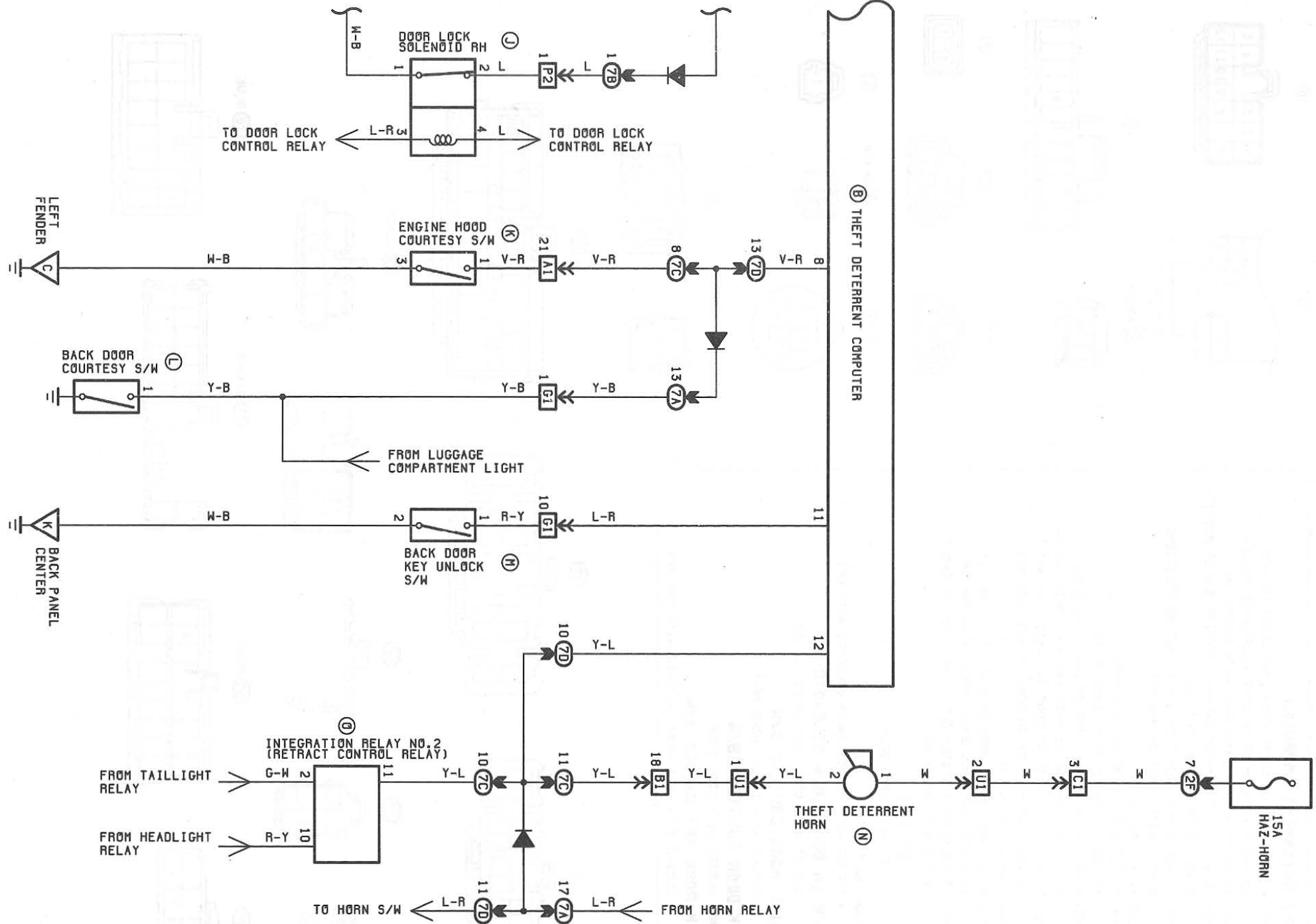
(C) BLACK



(A1)







Ⓑ THEFT DETERRENT COMPUTER

- 1 -GROUND: 0 VOLT WITH LH OR RH DOOR LOCK LEVER PULLED
12 VOLTS WITH LH OR RH DOOR LOCK LEVER PULLED
- 2 -GROUND: 12 VOLTS WITHIN 30 SECONDS WITH SYSTEM ON
- 3 -GROUND: 12 VOLTS WITH SYSTEM ON AND IGNITION S/W ST POSITION
0 VOLT WITH SYSTEM OPERATED
- 4 -GROUND: 12 VOLTS WITH IGNITION S/W AT ACC. ON POSITIONS
0 VOLT WITH IGNITION S/W OFF
- 5 -GROUND: ALWAYS 12 VOLTS
- 6 -GROUND: 0 VOLT WITH LH OR RH DOOR OPEN
12 VOLTS WITH LH OR RH DOOR CLOSED
- 8 -GROUND: 0 VOLT WITH ENGINE HOOD OR BACK DOOR OPEN
12 VOLTS WITH ENGINE HOOD AND BACK DOOR CLOSED
- 9 -GROUND: 0 VOLT WITH LH OR RH DOOR UNLOCKED WITH KEY
12 VOLTS WITH LH OR RH DOOR LOCKED WITH KEY
- 10 -GROUND: ALWAYS CONTINUITY
- 11 -GROUND: 0 VOLT WITH BACK DOOR UNLOCKED WITH THE KEY
12 VOLTS WITH BACK DOOR LOCKED WITH THE KEY
- 12 -GROUND: 12 VOLTS WITH SYSTEM OFF CHANGES 12 TO 0 VOLT
WITH SYSTEM OPERATED

Ⓔ Ⓕ DOOR LOCK S/W

- 1-2 : CLOSED WITH DOOR OPEN

Ⓖ Ⓗ DOOR KEY S/W

- 1-3 : CLOSED WITH KEY CYLINDER UNLOCKED WITH KEY

Ⓘ ⓵ S/W IN DOOR LOCK SOLENOID

- 1-2 : CLOSED WITH DOOR LOCK LEVER PULLED

Ⓚ ENGINE HOOD COURTESY S/W

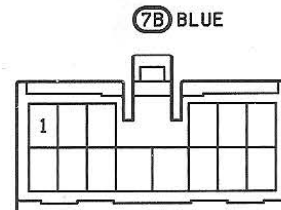
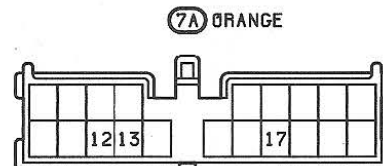
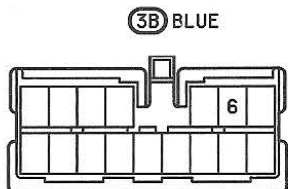
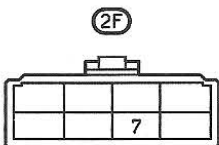
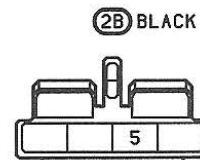
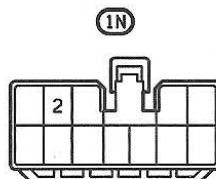
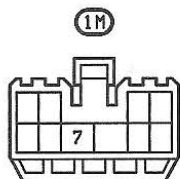
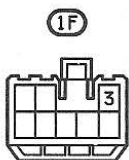
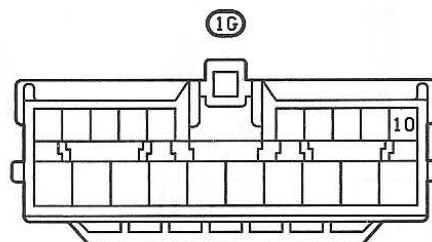
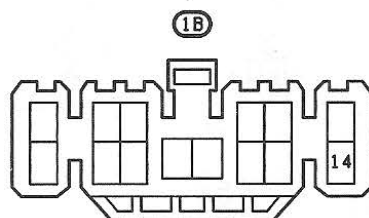
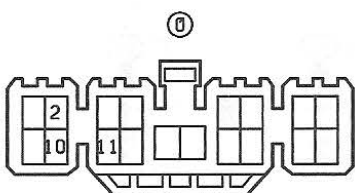
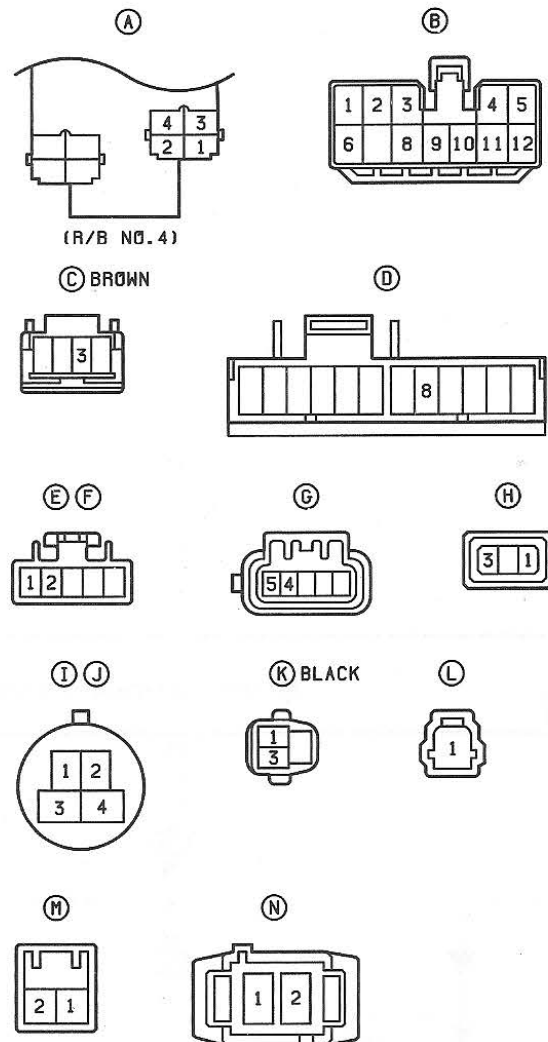
- 1-3 : CLOSED WITH ENGINE HOOD OPEN

Ⓛ BACK DOOR COURTESY S/W

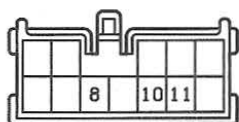
- 1 -GROUND: CLOSED WITH DOOR OPEN

Ⓜ BACK DOOR KEY UNLOCK S/W

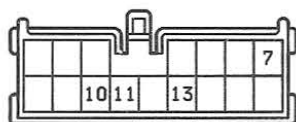
- 1-2 : CLOSED WITH BACK DOOR UNLOCKED WITH THE KEY



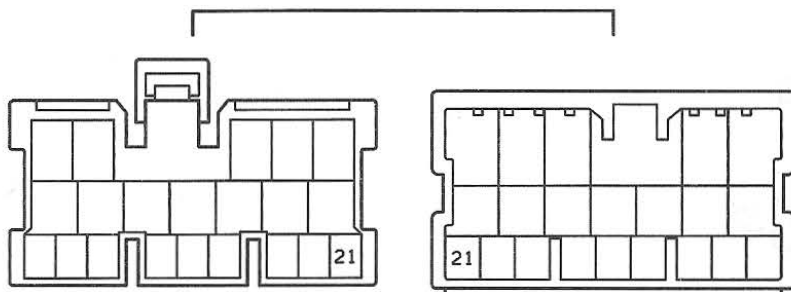
7C BROWN



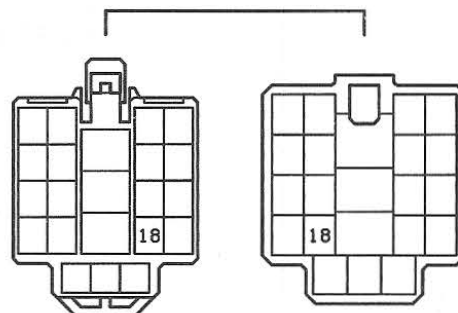
7D



A1



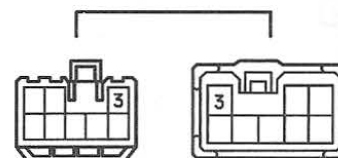
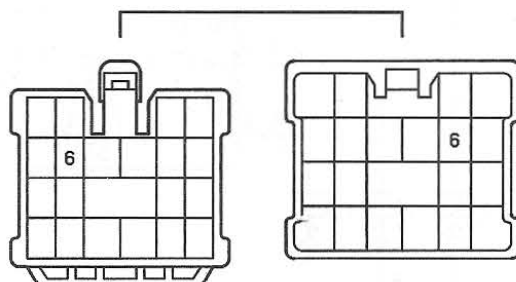
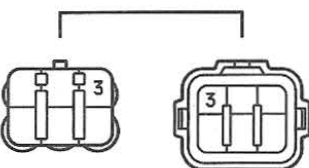
B1 YELLOW



C1

E1

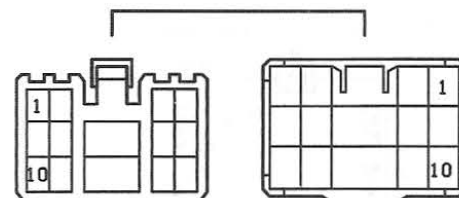
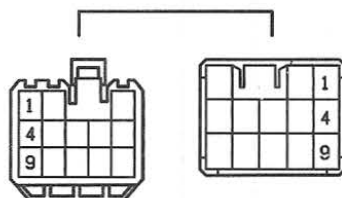
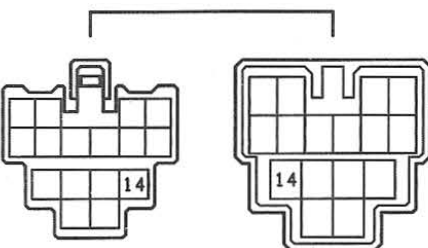
E3 BLUE



F1 BLUE

F2 BLUE

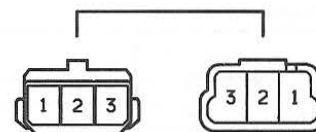
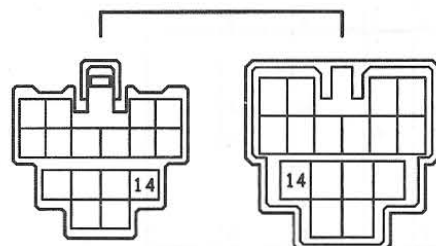
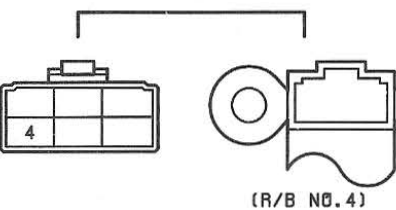
G1 YELLOW



N1

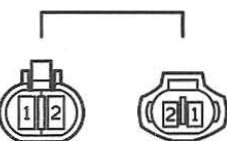
P1 BLUE

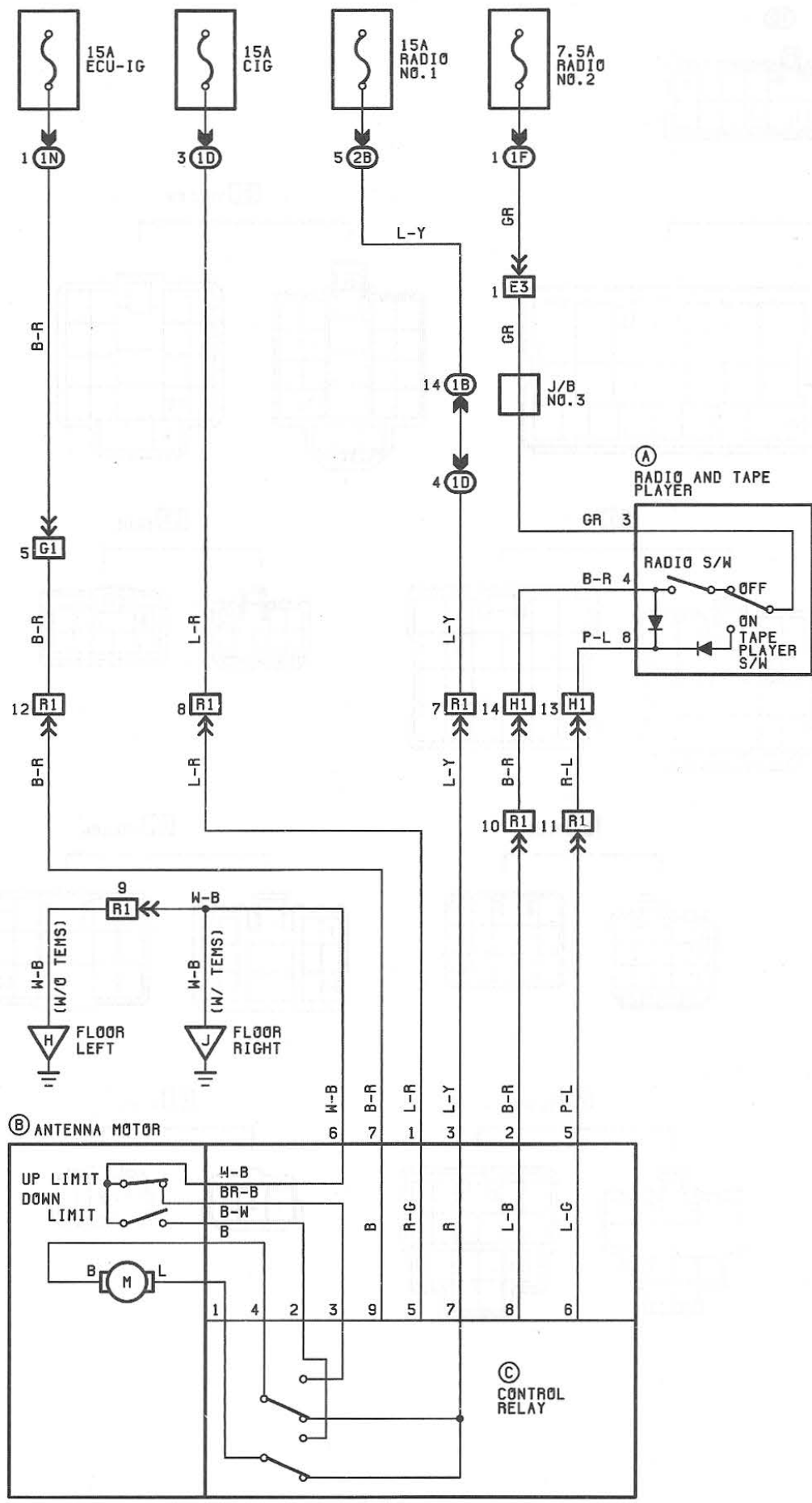
P2 BLUE



(R/B NO.4)

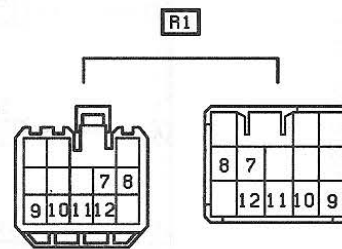
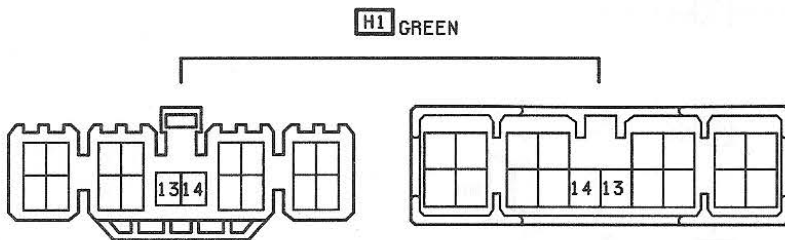
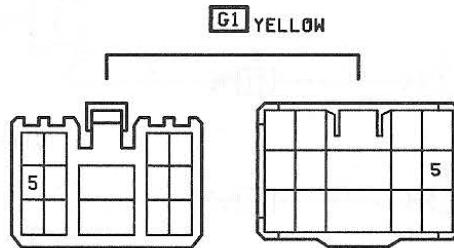
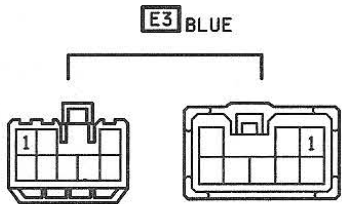
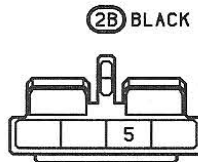
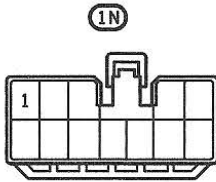
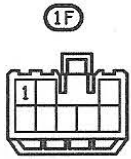
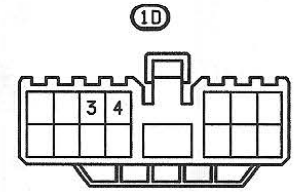
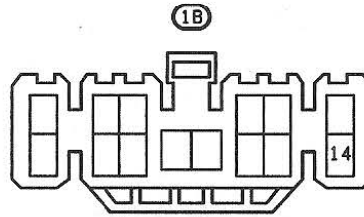
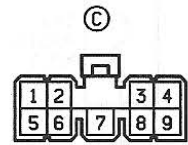
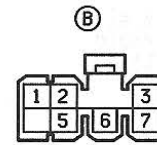
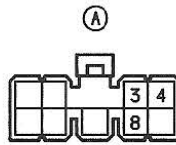
U1



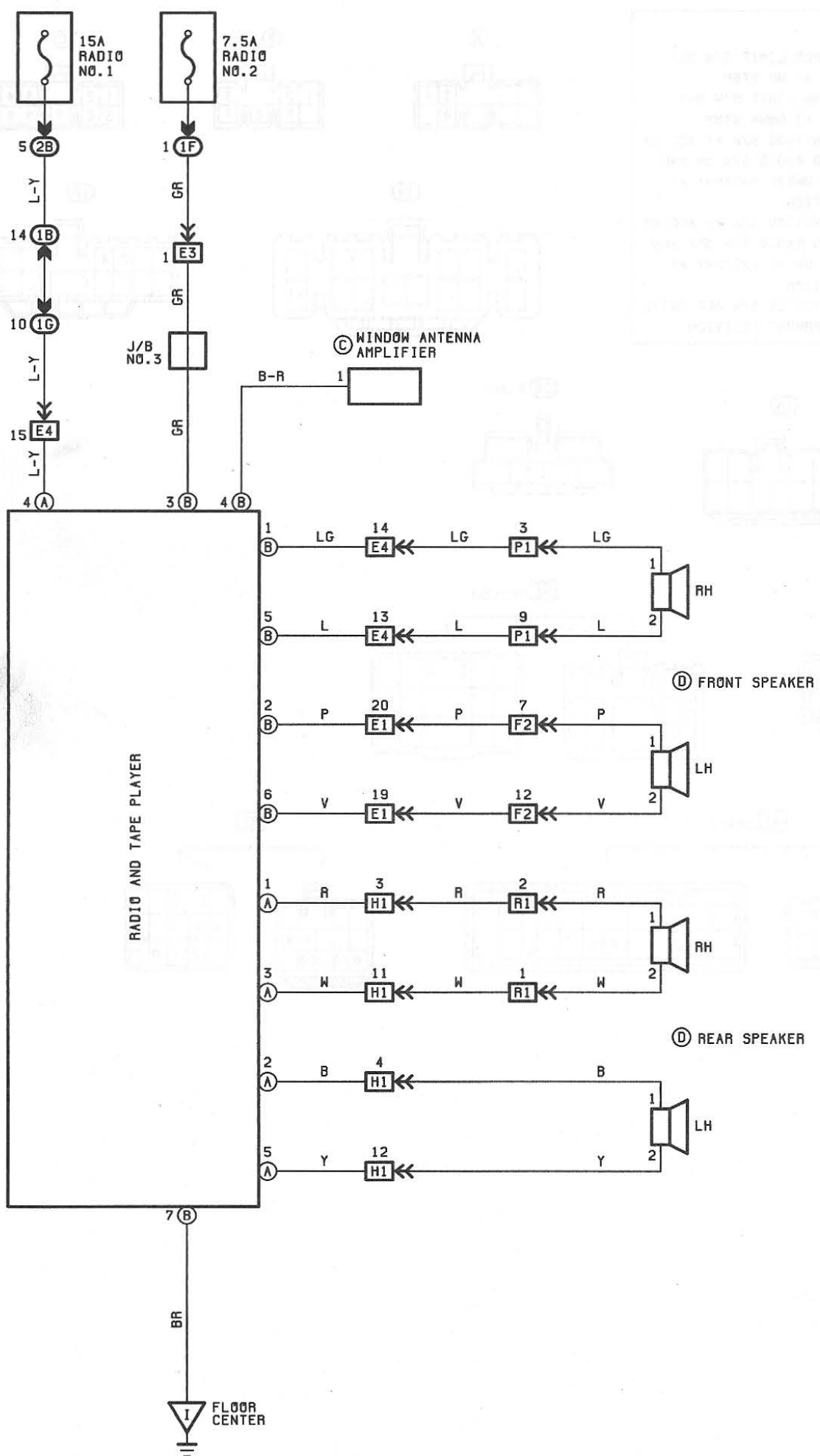


© CONTROL RELAY

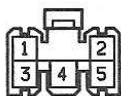
- 3-GROUND: CONTINUITY (UPPER LIMIT S/W ON)
UNLESS ANTENNA AT UP STOP
- 2-GROUND: CONTINUITY (DOWN LIMIT S/W ON)
UNLESS ANTENNA AT DOWN STOP
- 4-3 : CLOSED WITH IGNITION S/W AT ACC OR
IG POSITION AND RADIO S/W ON AND
PLAYER S/W OFF UNTIL ANTENNA AT
UPPERMOST POSITION
- 1-2 : CLOSED WITH IGNITION S/W AT ACC OR
IG POSITION AND RADIO S/W OFF AND
PLAYER S/W OFF UNTIL ANTENNA AT
LOWERMOST POSITION
- 1-2 : CLOSED WITH IGNITION S/W OFF UNTIL
ANTENNA AT LOWERMOST POSITION



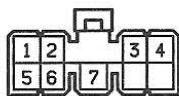
31 RADIO AND TAPE PLAYER



A



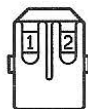
B



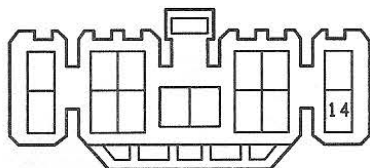
C



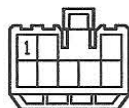
D



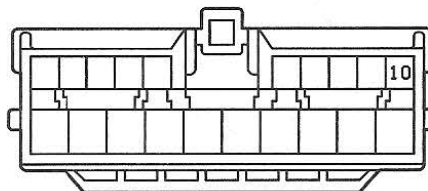
1B



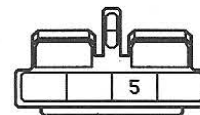
1F



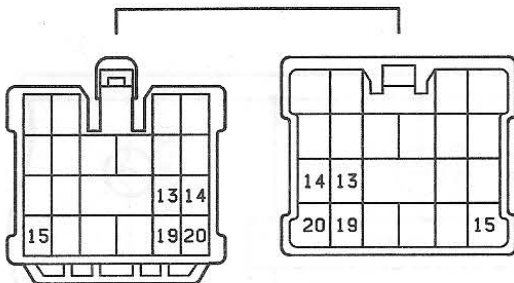
1G



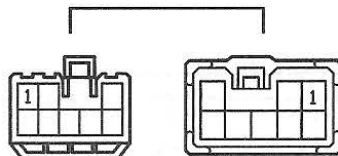
2B BLACK



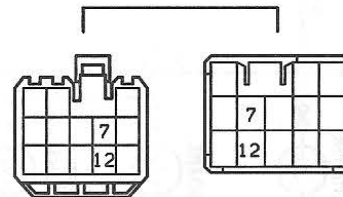
E1 E4



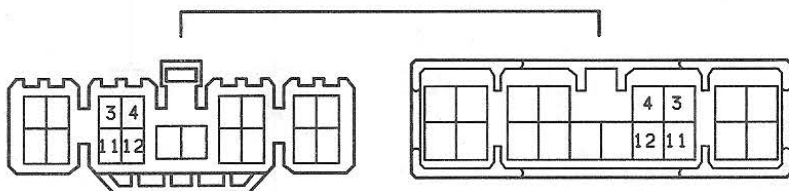
E3 BLUE



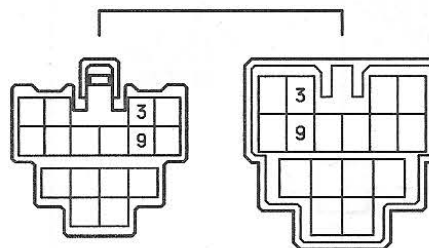
F2 BLUE



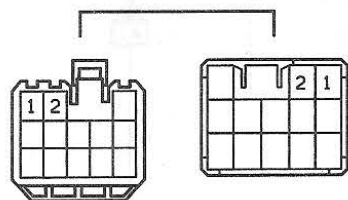
H1 GREEN

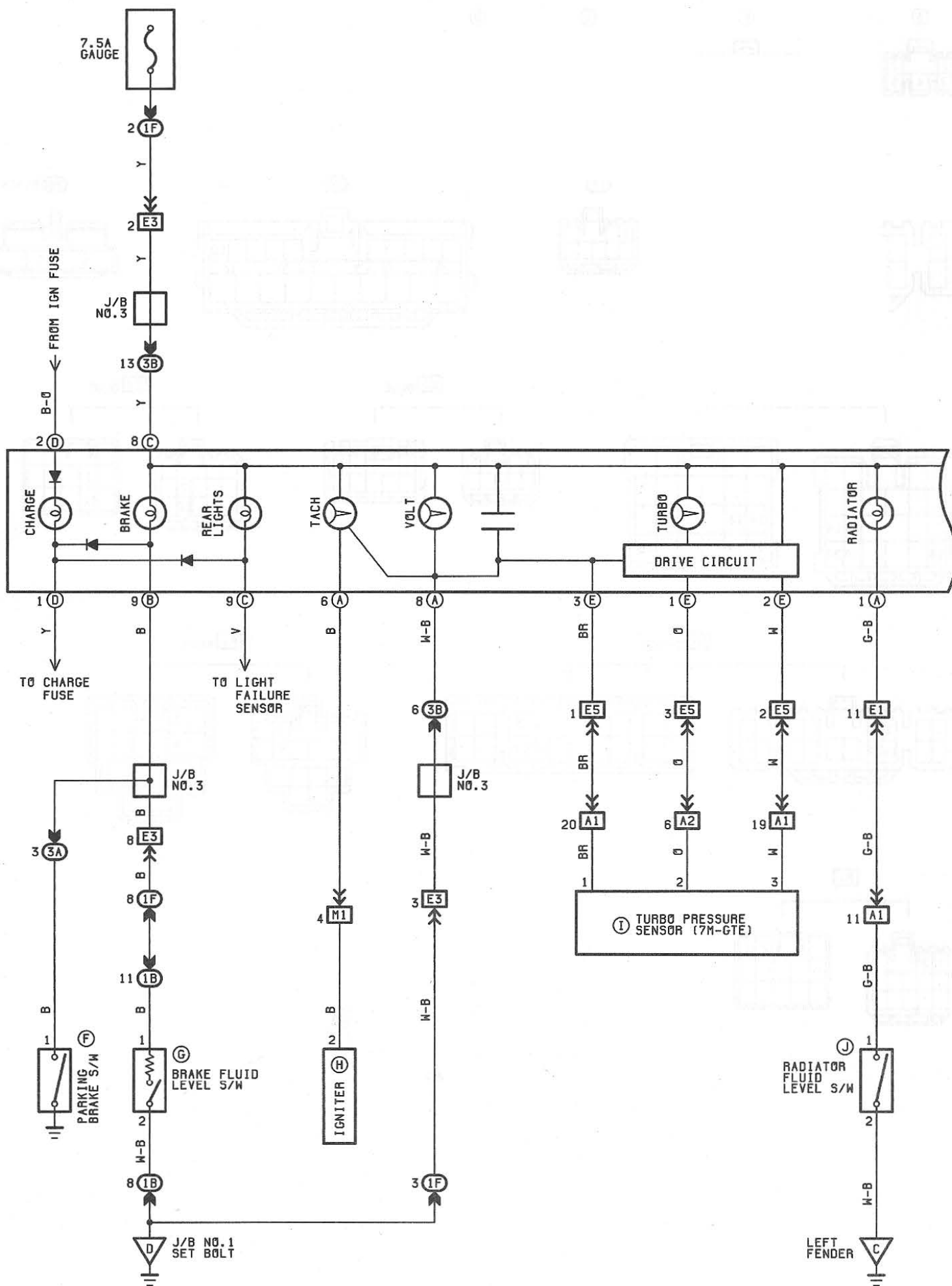


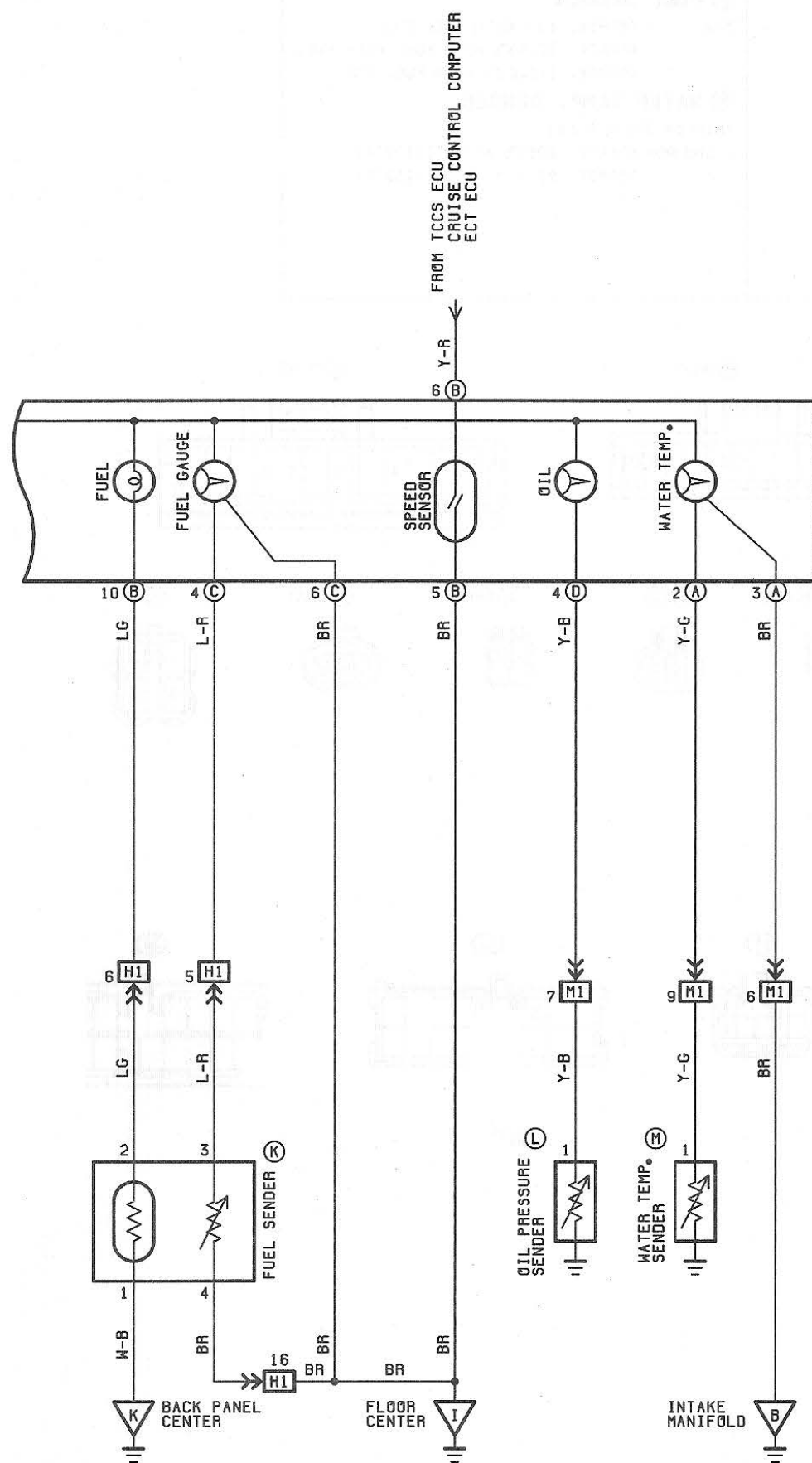
P1 BLUE



R1







COMBINATION METER

- (D) 2-GROUND: 12VOLTS WITH IGNITION S/W ON
 (C) 8-GROUND: 12VOLTS WITH IGNITION S/W ON
 (A) 3, (A) 8, (B) 5, (C) 6-GROUND: ALWAYS CONTINUITY

FUEL LEVEL GAUGE

- (C) 8- (C) 4 : APPROX. 167.2 Ω
 (C) 8- (C) 6 : APPROX. 102.7 Ω
 (C) 4- (C) 6 : APPROX. 64.5 Ω

OIL PRESSURE GAUGE

- (C) 8- (D) 4 : APPROX. 42 Ω

WATER TEMP. GAUGE

- (C) 8- (A) 2 : APPROX. 56 Ω
 (C) 8- (A) 3 : APPROX. 145.8 Ω
 (A) 2- (A) 3 : APPROX. 201.8 Ω

(F) PARKING BRAKE S/W

1-GROUND: CLOSED WITH PARKING BRAKE
 LEVER PULLED UP

(G) BRAKE FLUID LEVEL S/W

1-2 : CLOSED WITH FLOAT DOWN

(K) FUEL SENDER

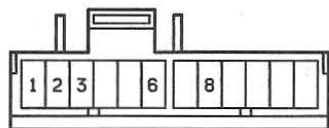
3-4 : APPROX. 4 Ω WITH FUEL FULL
 APPROX. 32.5 Ω WITH FUEL HALF FULL
 APPROX. 110.0 Ω WITH FUEL EMPTY

(H) WATER TEMP. SENDER

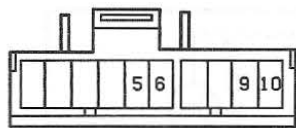
(NIPPON DENSO MAKE)

1-GROUND: APPROX. 226 Ω AT 50°C(122°F)
 APPROX. 26 Ω AT 115°C(239°F)

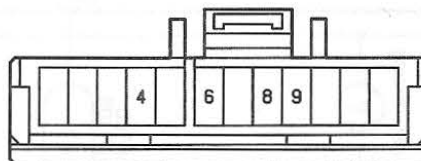
(A)



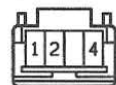
(B) GRAY



(C) BLUE



(D) BROWN



(E)



(F) BLACK



(G) (J)



(H) GREEN



(I) GRAY



(K)



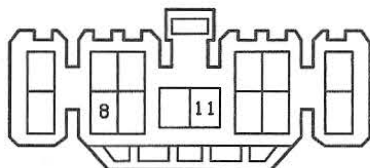
(L) BLACK



(M)



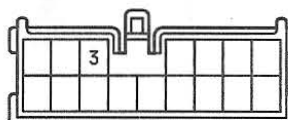
(1B)



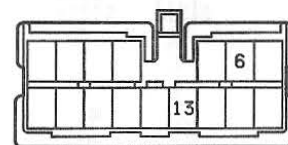
(1F)



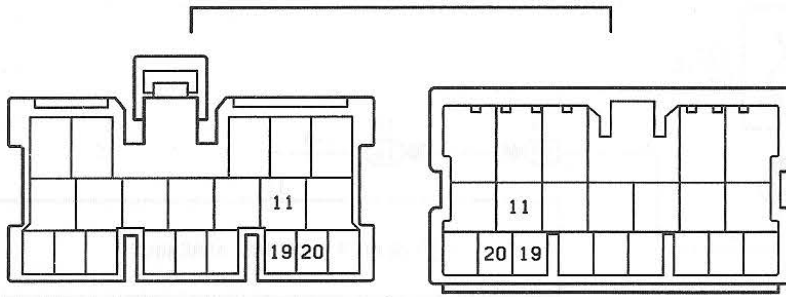
(3A)



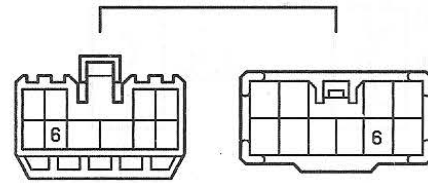
(3B)



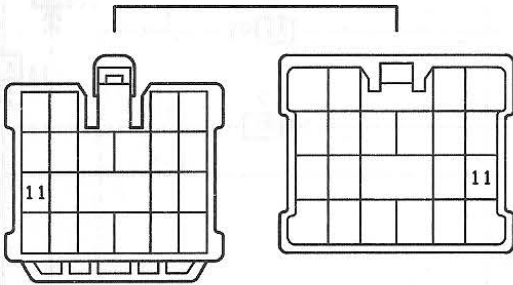
A1



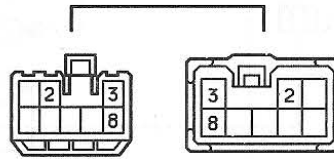
A2 YELLOW



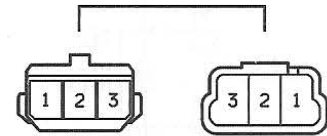
E1



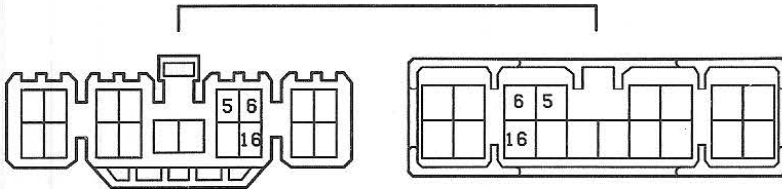
E3 BLUE



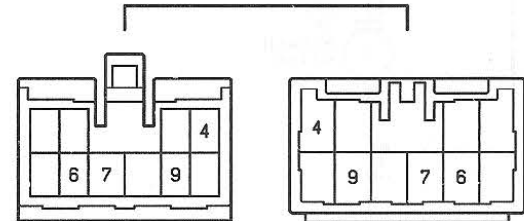
E5



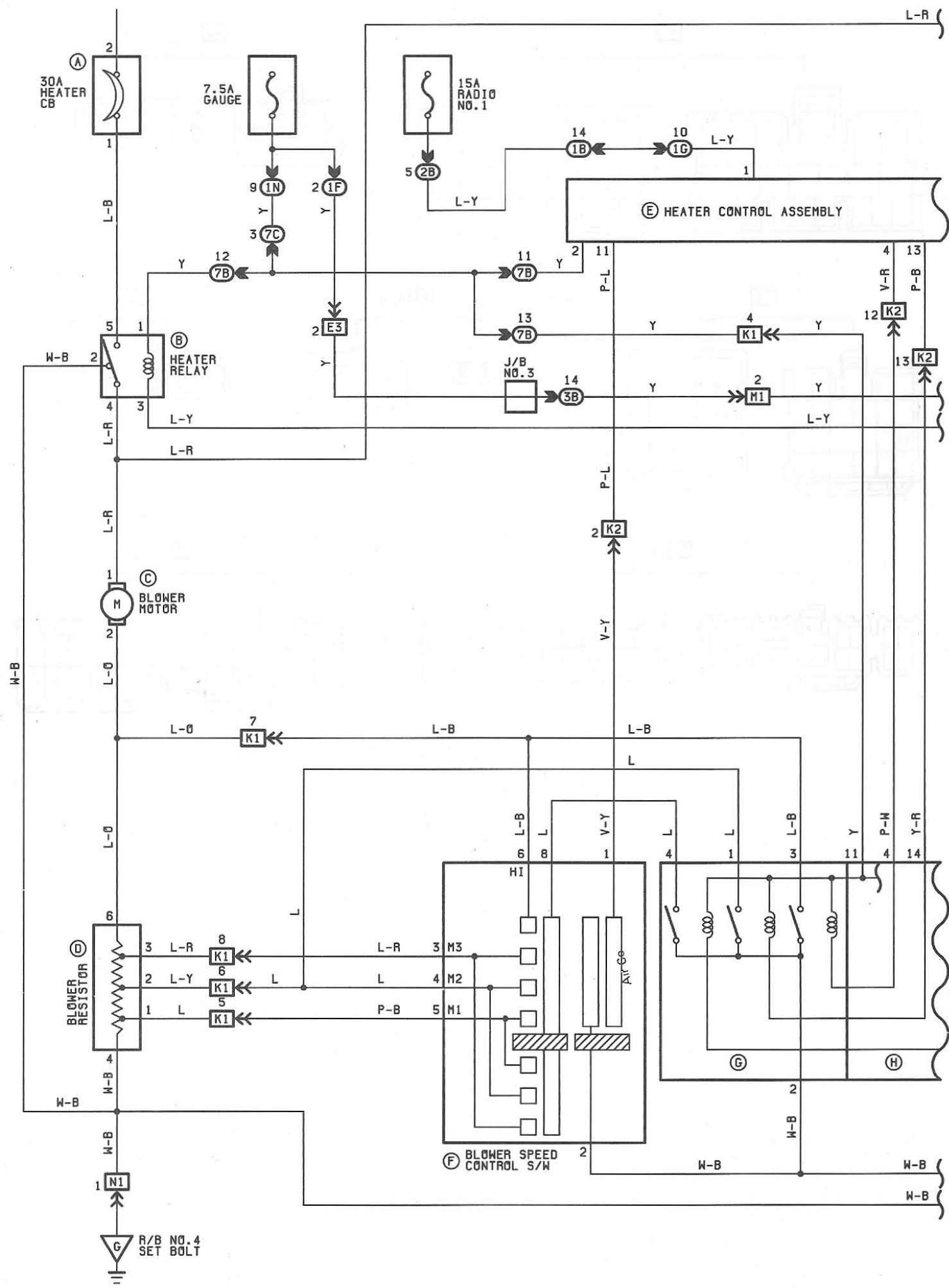
H1 GREEN



M1 YELLOW



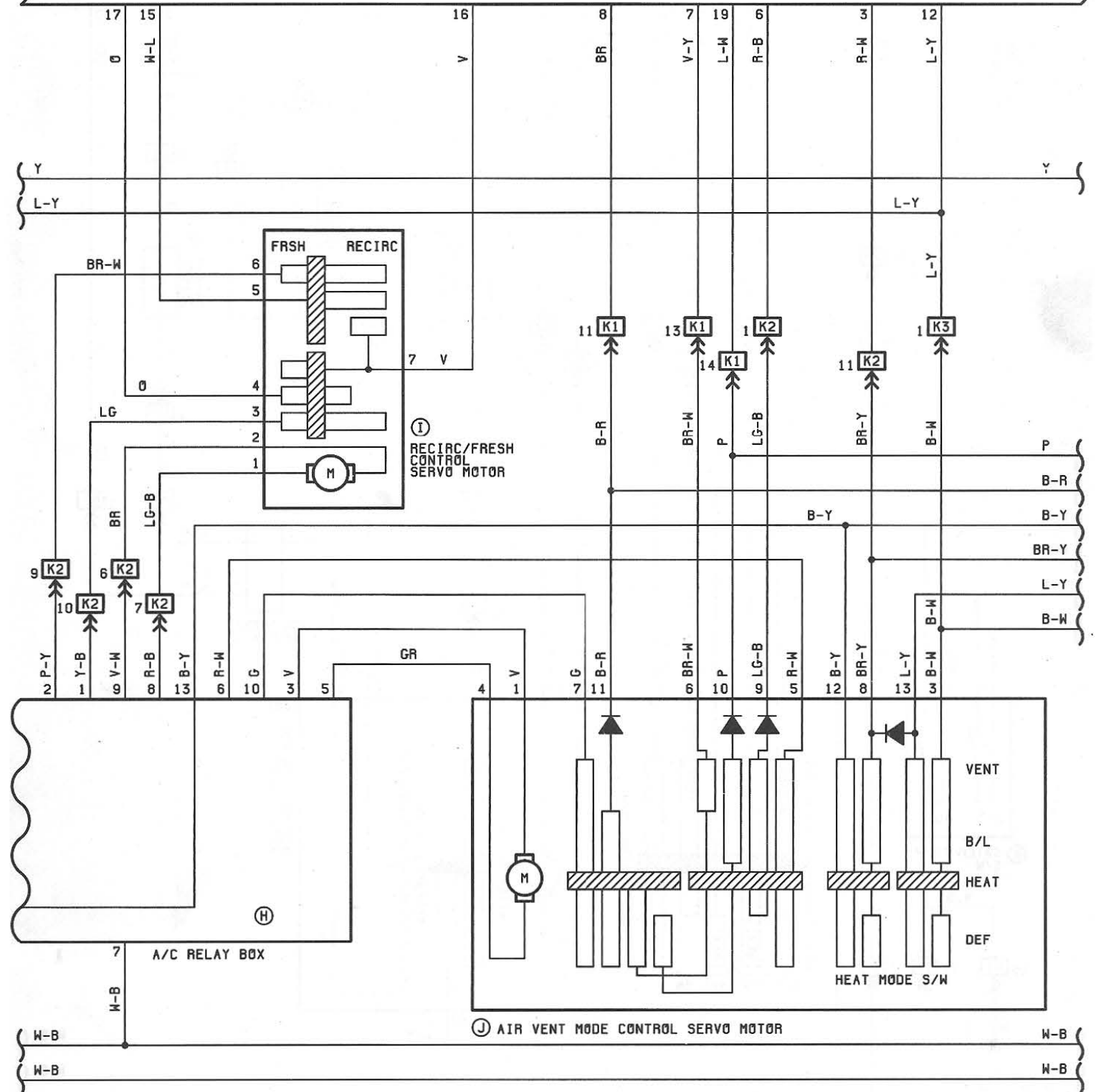
33 AUTOMATIC AIR CONDITIONER



L-R

L-R

(E) HEATER CONTROL ASSEMBLY

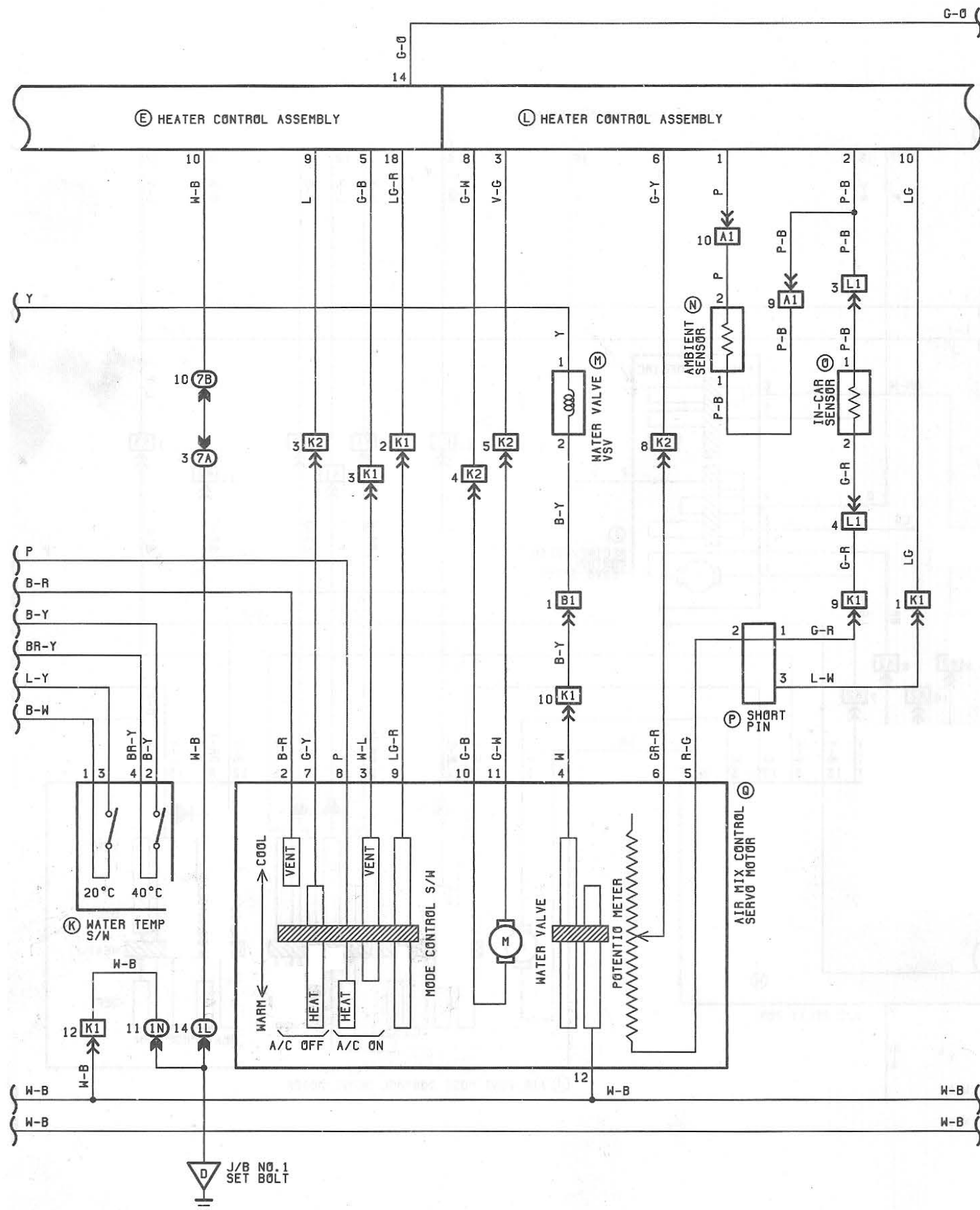


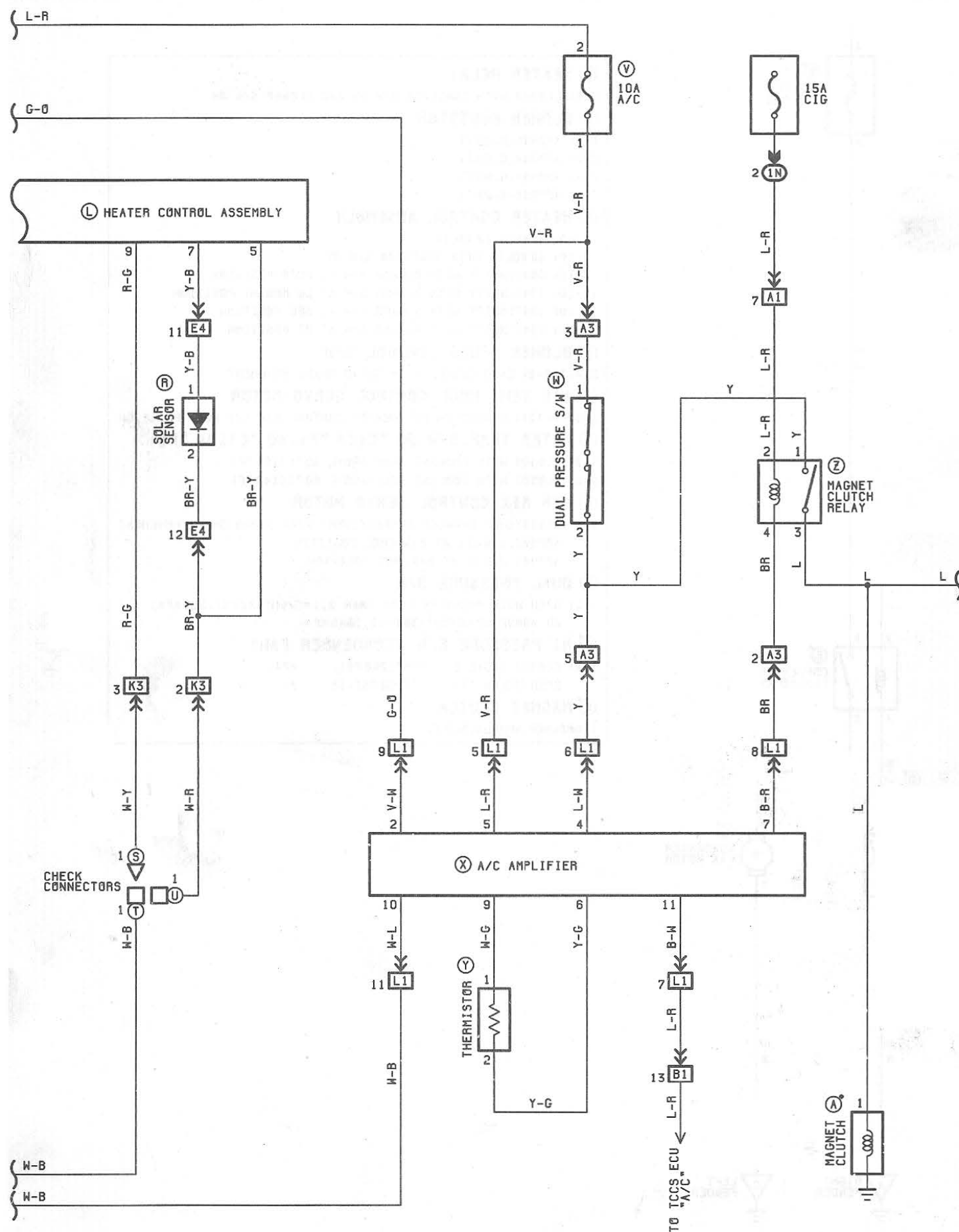
W-B

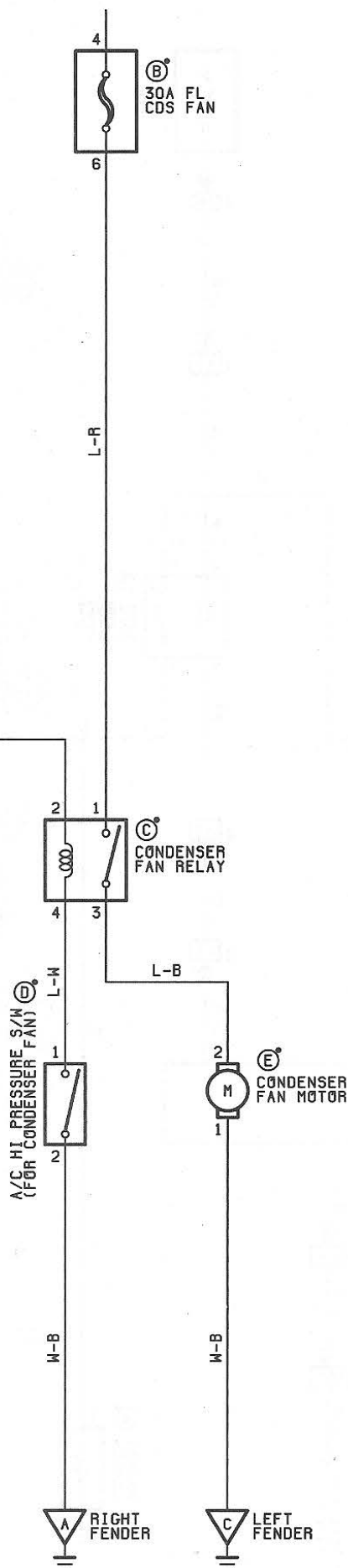
W-B

W-B

W-B







(B) HEATER RELAY

4-5: CLOSED WITH IGNITION S/W ON AND BLOWER S/W ON

(D) BLOWER RESISTOR

6-3: APPROX. 0.22 Ω

3-2: APPROX. 0.55 Ω

2-1: APPROX. 0.90 Ω

1-4: APPROX. 1.23 Ω

(E) HEATER CONTROL ASSEMBLY

1-10: ALWAYS 12VOLTS

2-10: 12VOLTS WITH IGNITION S/W ON

3-10: CONTINUITY WITH BLOWER S/W AT AUTO POSITION

12-10: CONTINUITY WITH BLOWER S/W AT LO, MED, HI POSITION

13-10: CONTINUITY WITH BLOWER S/W AT MED POSITION

4-10: CONTINUITY WITH BLOWER S/W AT HI POSITION

(F) BLOWER SPEED CONTROL S/W

5, 4, 3, 6-8: EACH CLOSED WITH SERVO SHAFT MOVEMENT

(J) AIR VENT MODE CONTROL SERVO MOTOR

3-13(8-12): CLOSED UNLESS HEATER CONTROL S/W A/T FOOT POSITION

(K) WATER TEMP. S/W 20 °C (68 °F), 40 °C (104 °F)

1-3: CLOSED WITH COOLANT TEMP. ABOVE 40 °C (104 °F)

2-4: CLOSED WITH COOLANT TEMP. ABOVE 60 °C (140 °F)

(Q) AIR MIX CONTROL SERVO MOTOR

5-6: RESISTANCE CHANGES RESPECTIVELY WITH SERVO SHAFT MOVEMENT

APPROX. 1.9 K Ω AT MAX. COOL POSITION

APPROX. 200 Ω AT MAX. HOT POSITION

(W) DUAL PRESSURE S/W

1-2: OPEN WITH PRESSURE LESS THAN 2.1 KG/CM² (30 PSI, 206 KPA)
OR ABOVE 27 KG/CM² (384 PSI, 2648 KPA)

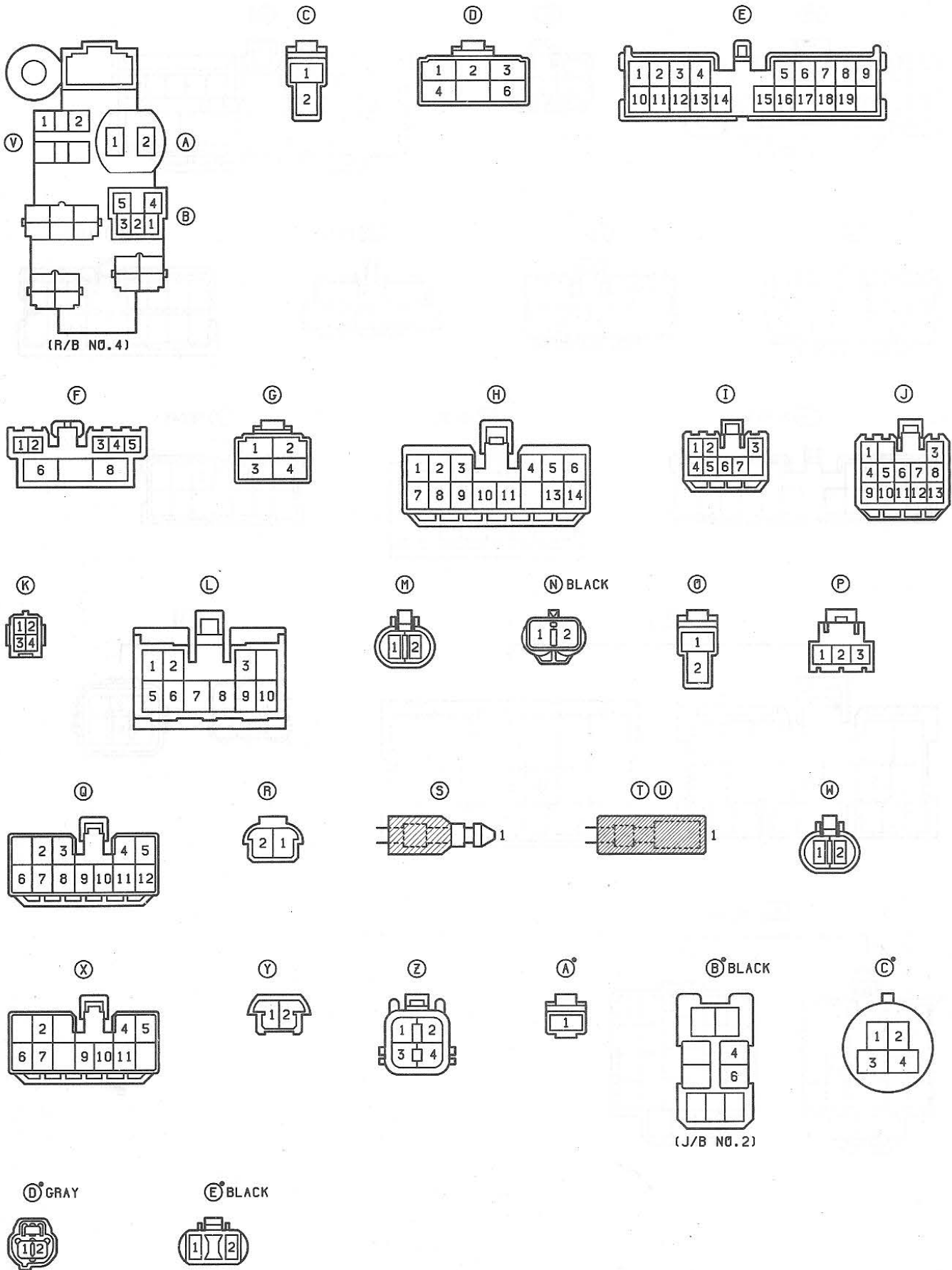
(C) HI PRESSURE S/W (CONDENSER FAN)

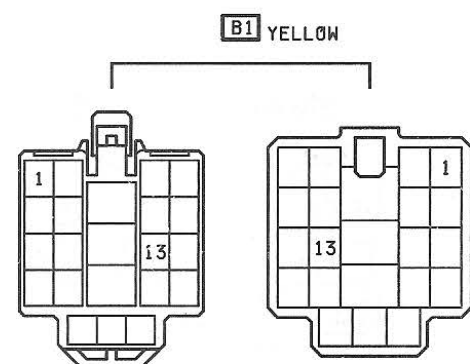
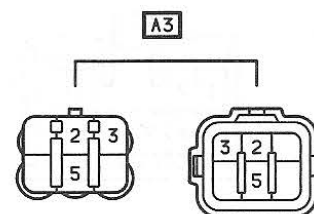
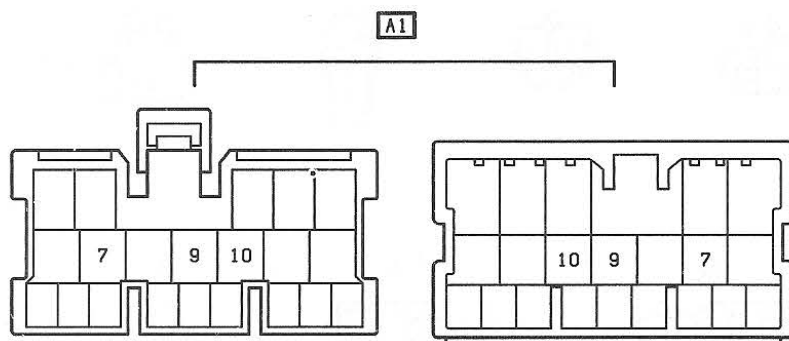
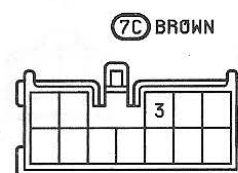
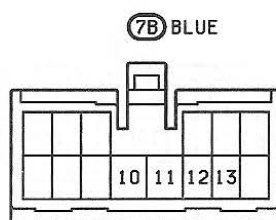
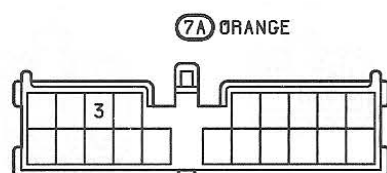
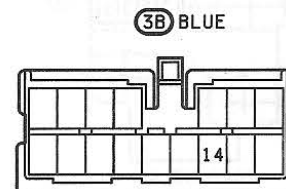
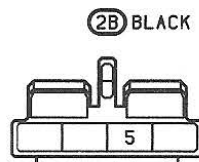
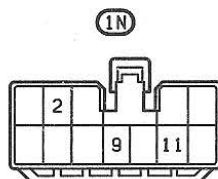
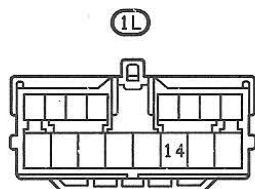
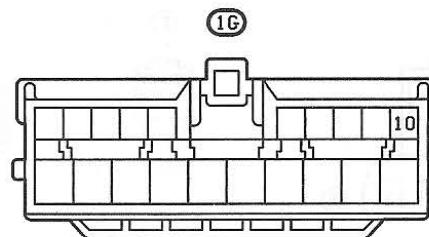
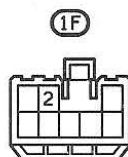
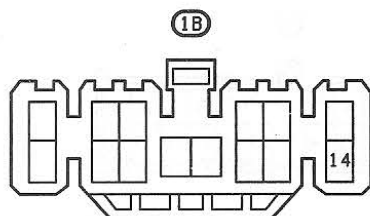
1-2: CLOSED ABOVE 18 KG/CM² (256 PSI, 1765 KPA)

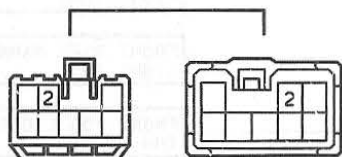
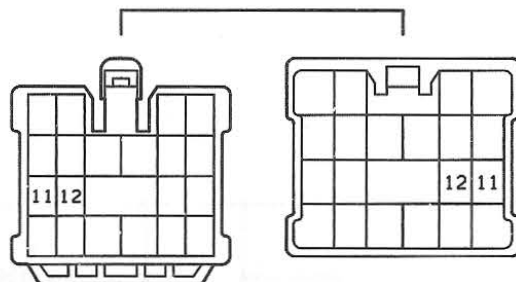
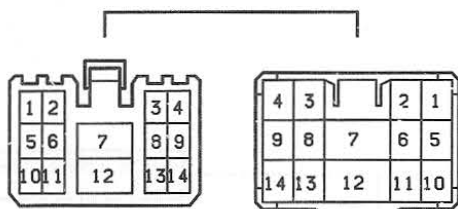
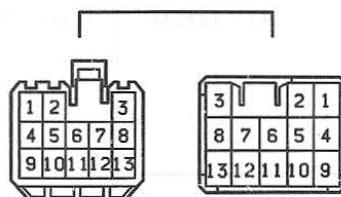
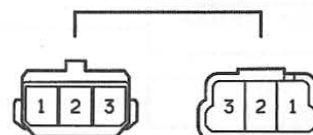
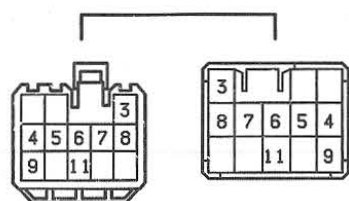
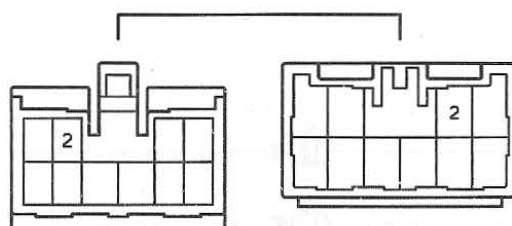
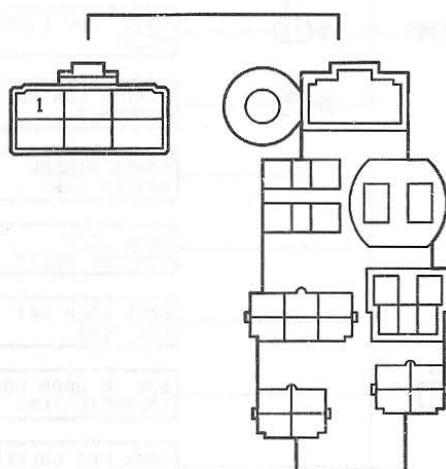
OPEN BELOW 14 KG/CM² (199 PSI, 1373 KPA)

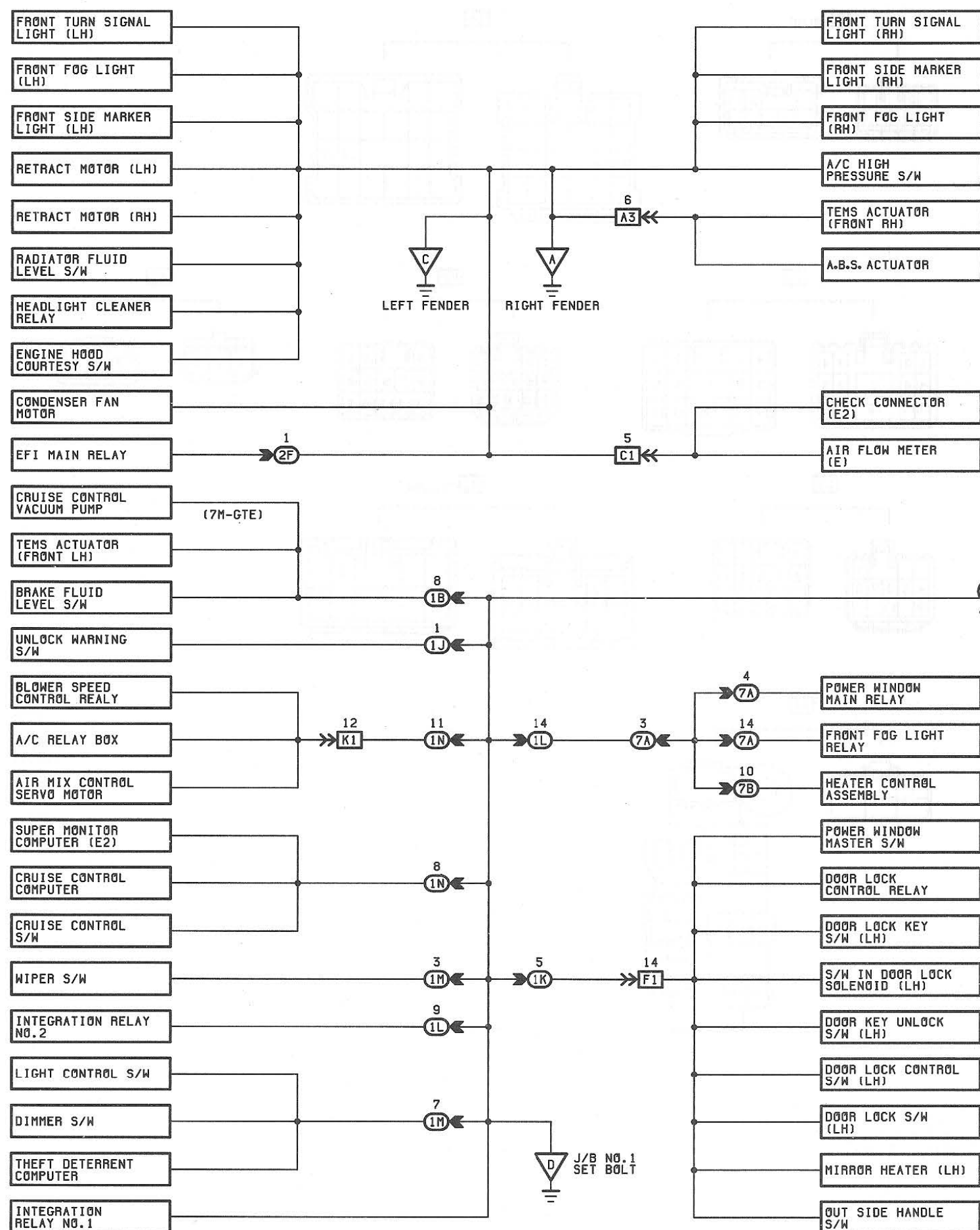
(E) MAGNET CLUTCH

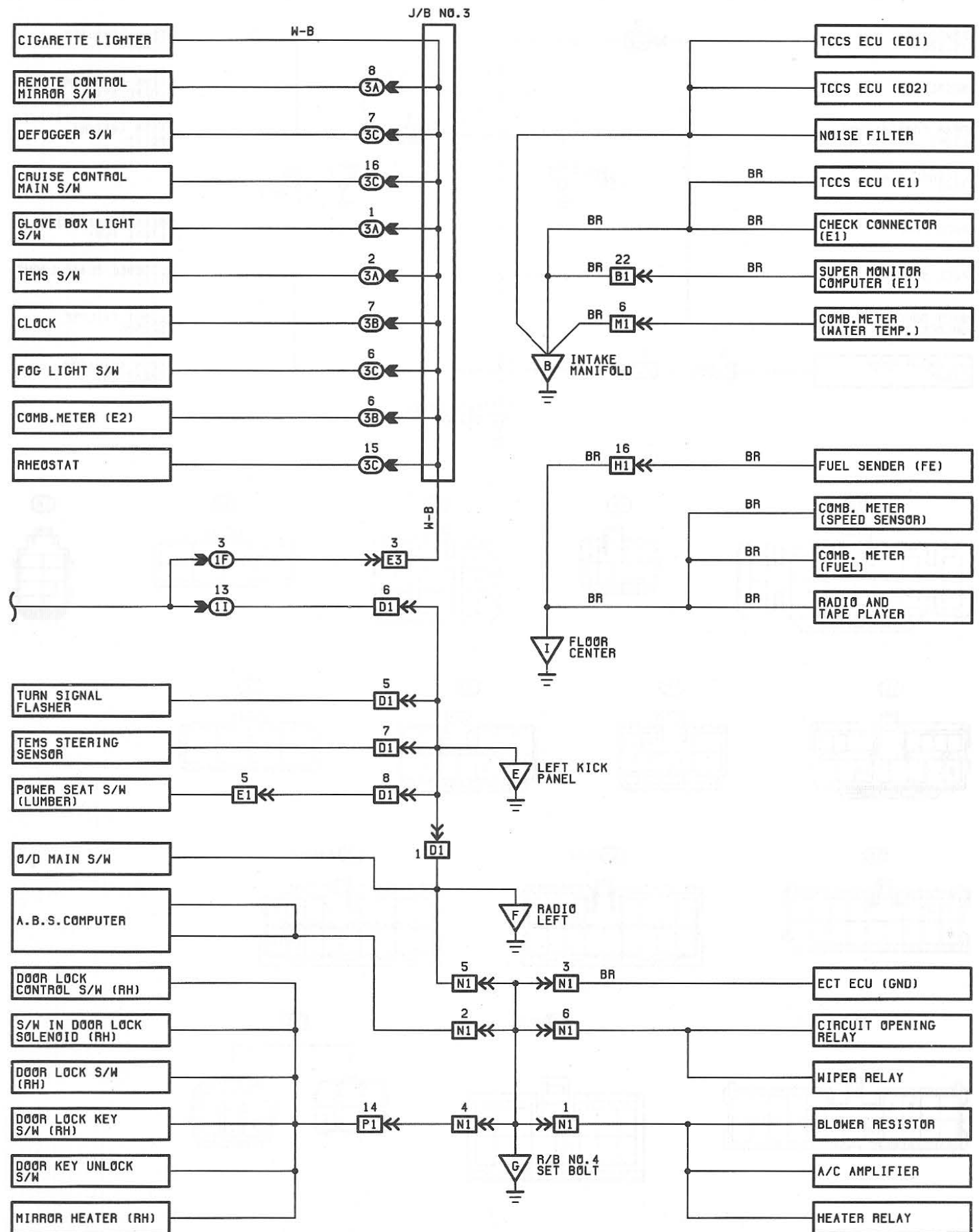
1-GROUND: APPROX. 3.7 Ω



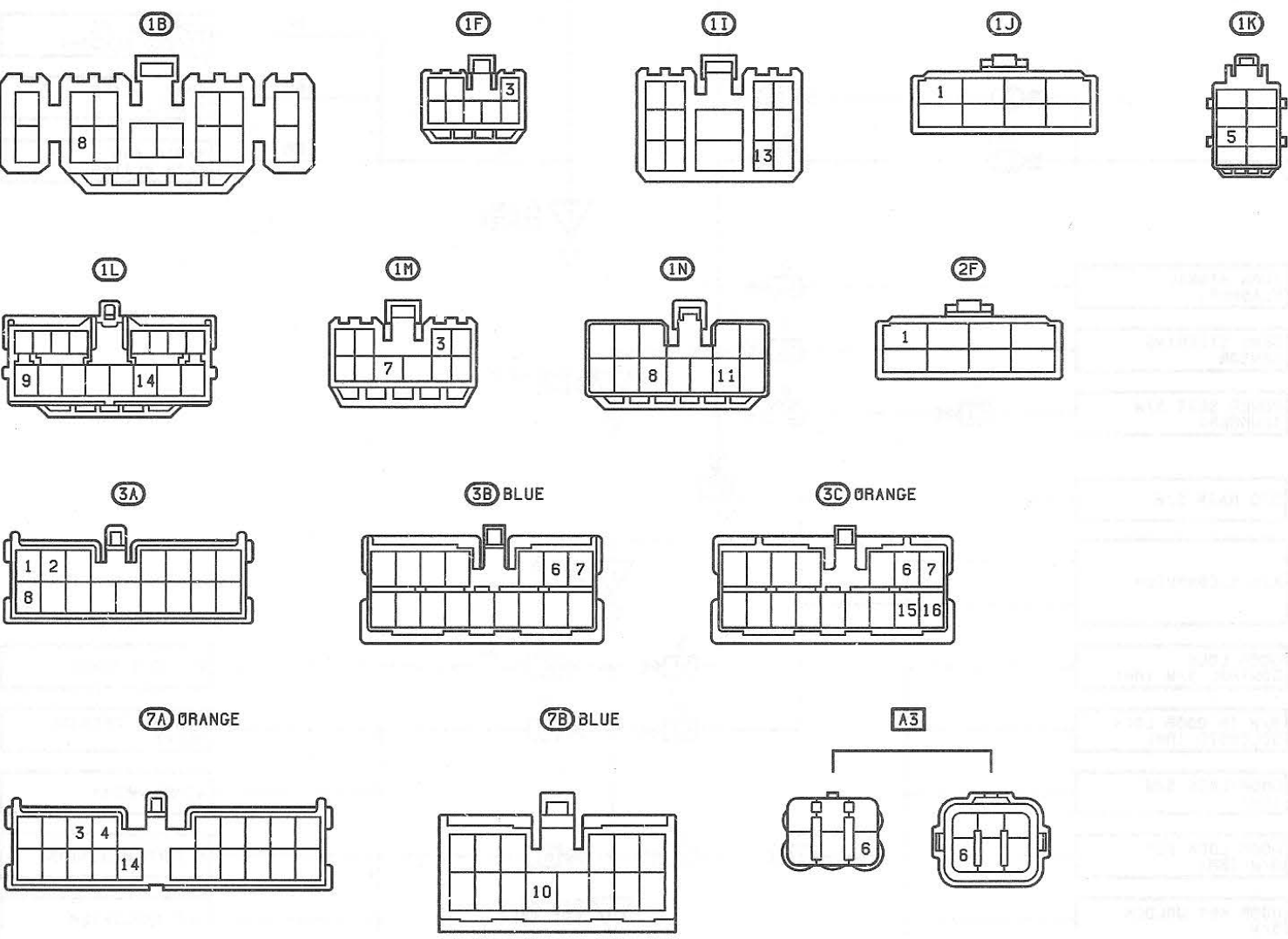
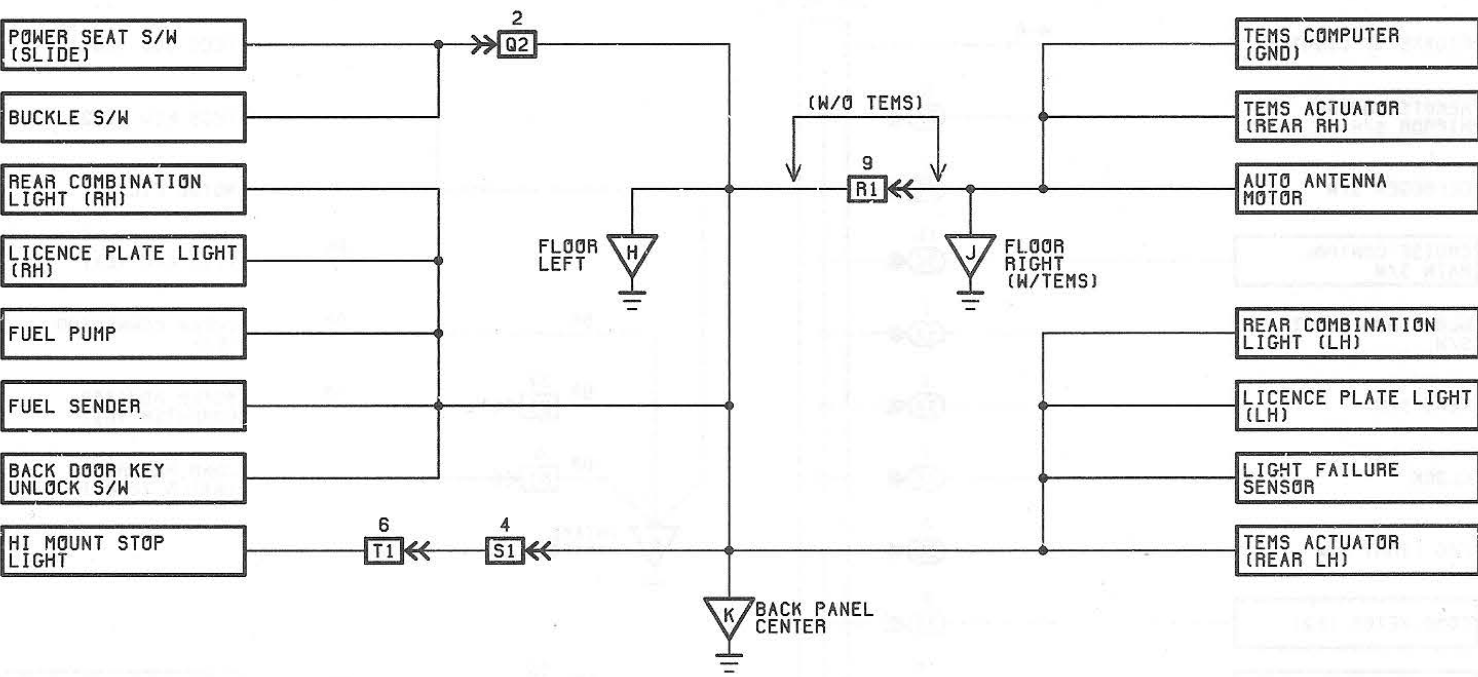


E3 BLUE**E4****K1****K2****K3****L1****M1** YELLOW**N1**

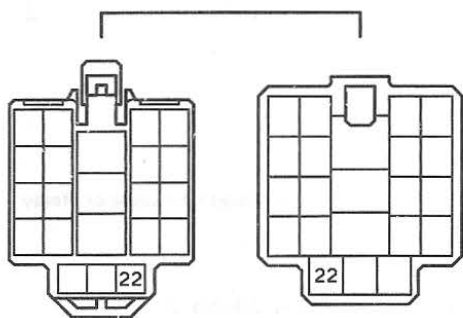




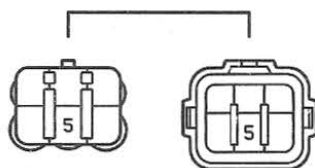
34 GROUND POINTS



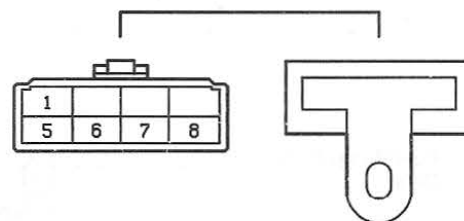
B1 YELLOW



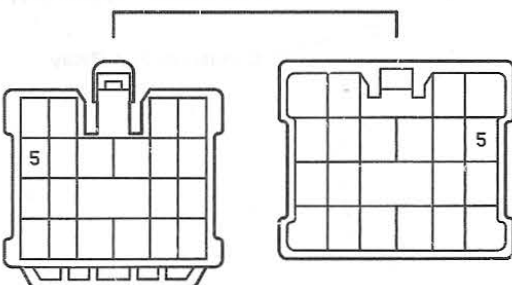
C1



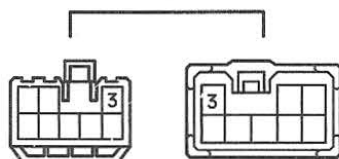
D1



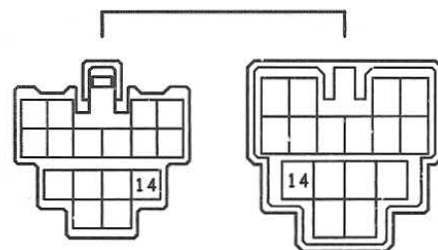
E1



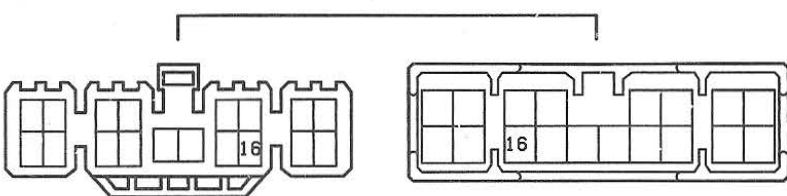
E3 BLUE



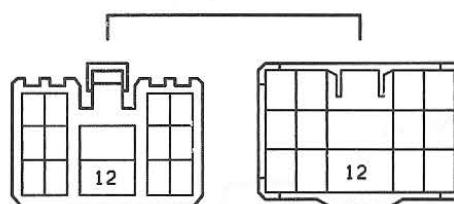
F1 BLUE



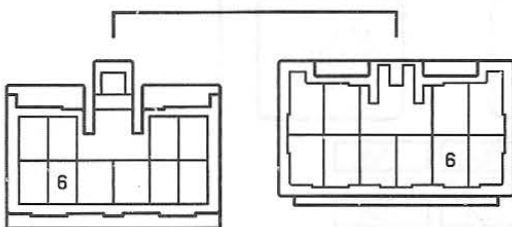
H1 GREEN



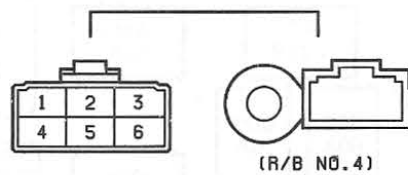
K1



M1 YELLOW

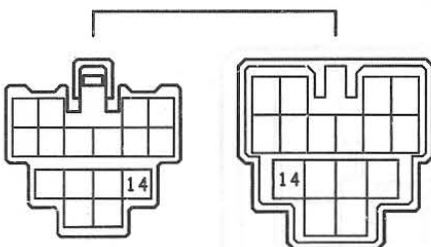


N1

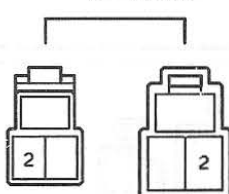


(R/B NO. 4)

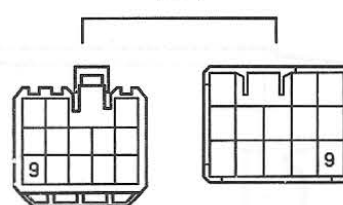
P1 BLUE



Q2 BLACK



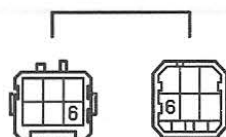
R1



S1

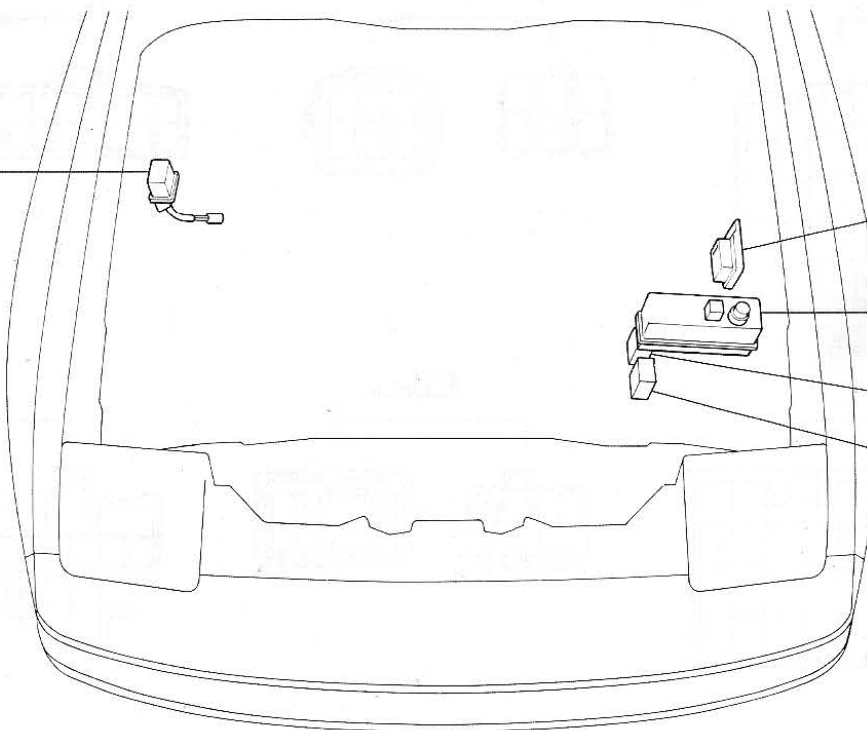


T1



RELAY LOCATIONS

Fuel Pump Control
Relay

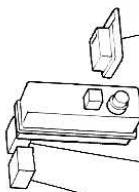


Headlight Cleaner Relay

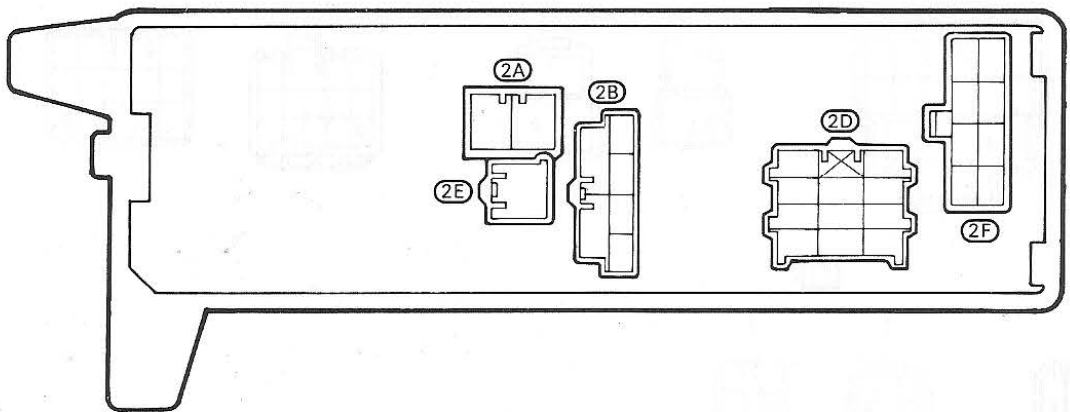
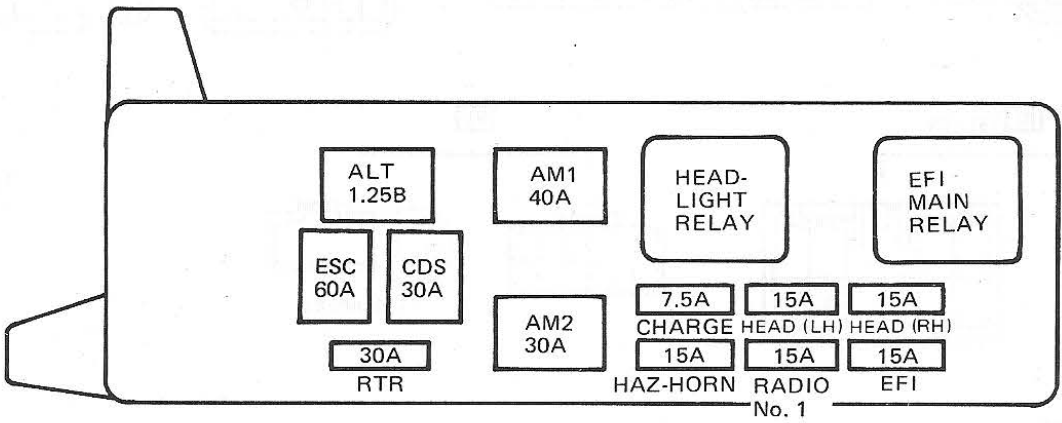
J/B No. 2

A/C Magnet Clutch Relay

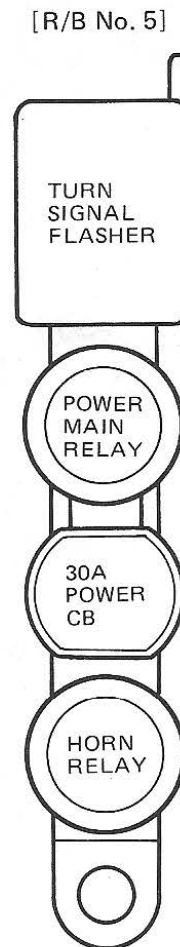
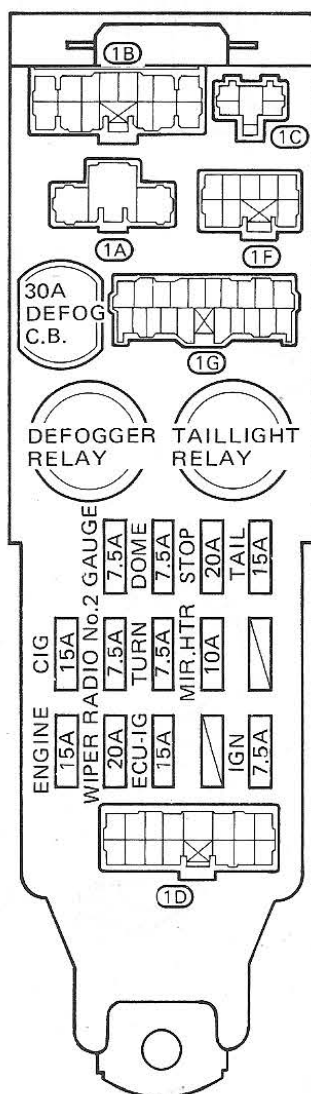
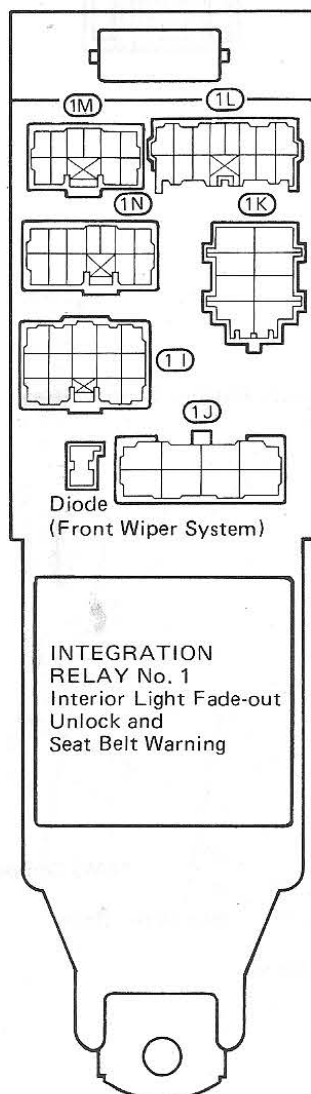
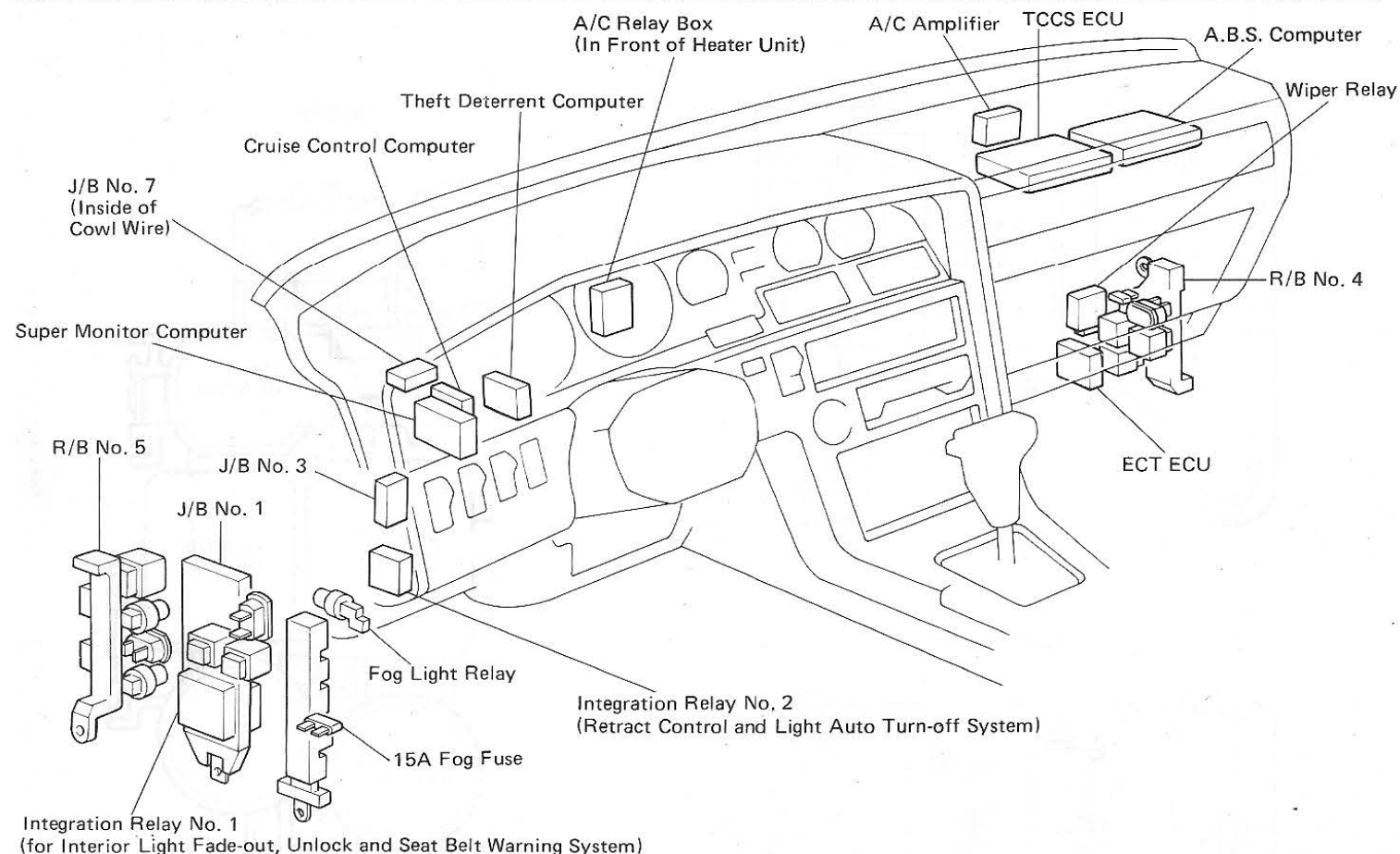
Condenser Fan Relay



J/B No. 2]

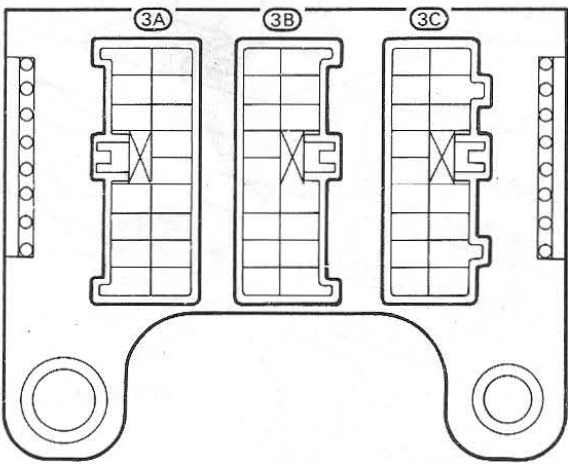


RELAY LOCATIONS

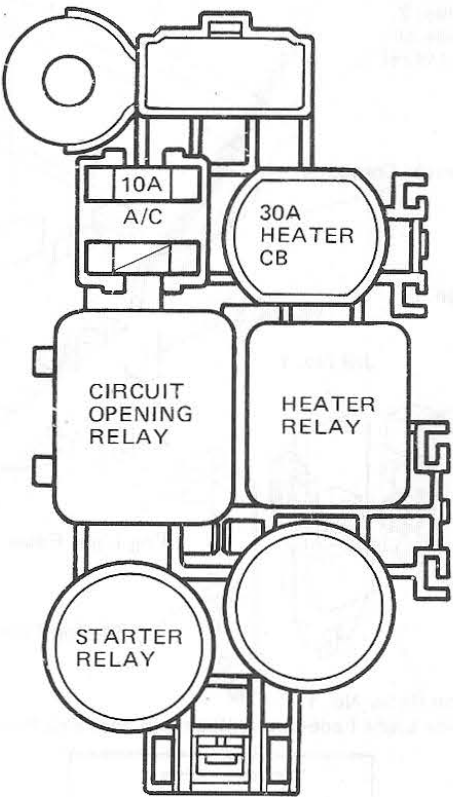


RELAY LOCATIONS

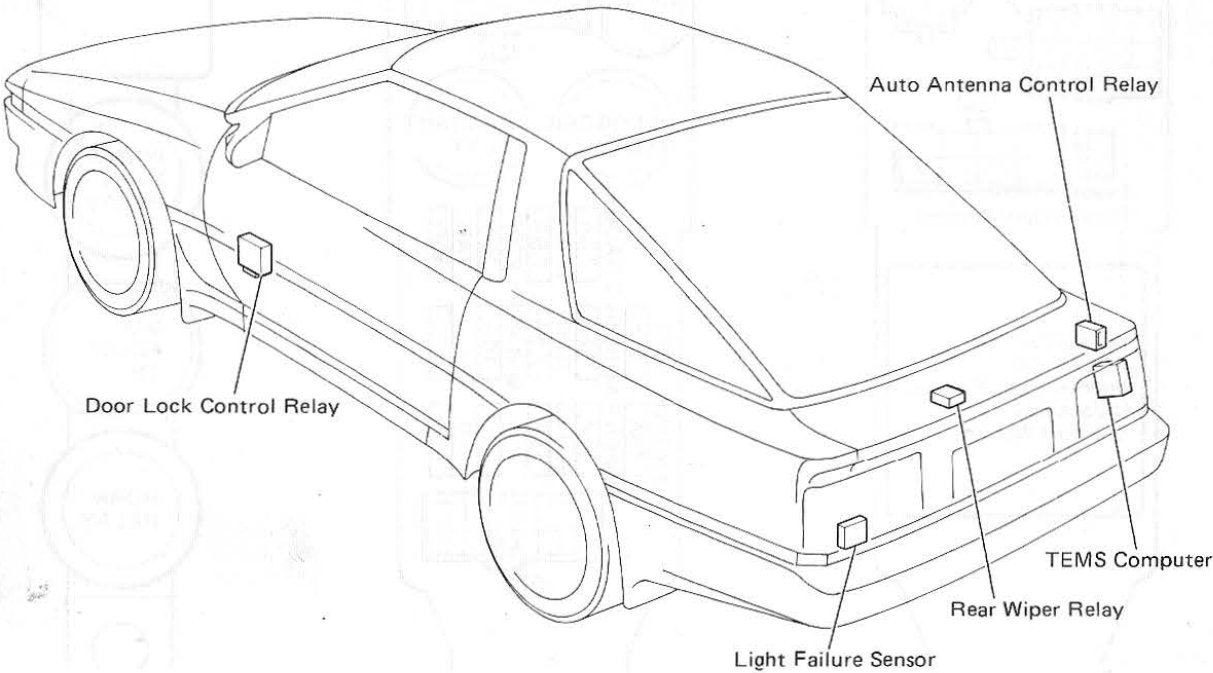
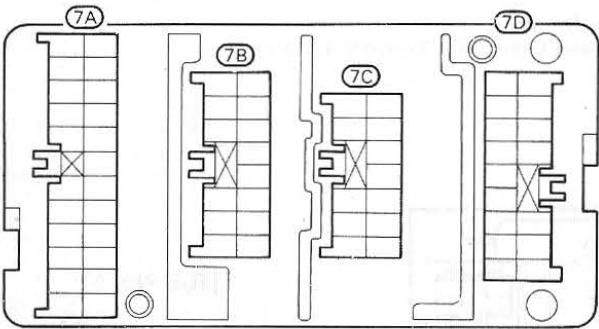
[J/B No.3]



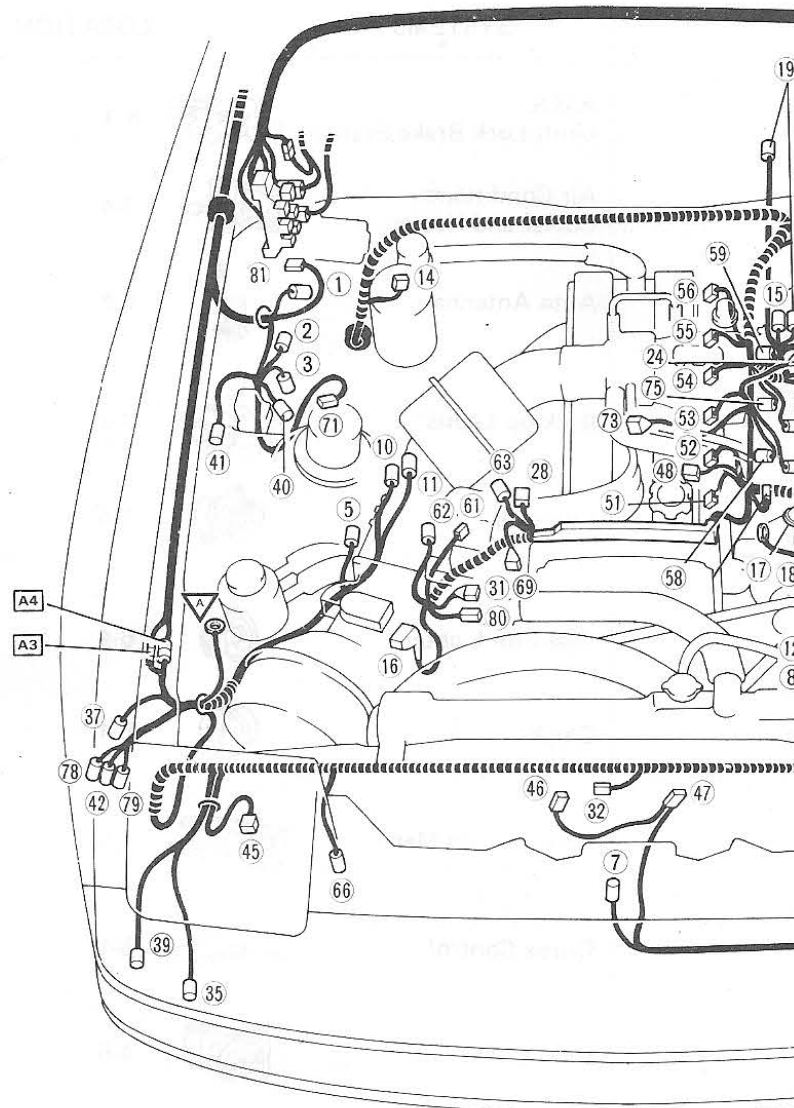
[R/B No. 4]



[J/B No. 7]



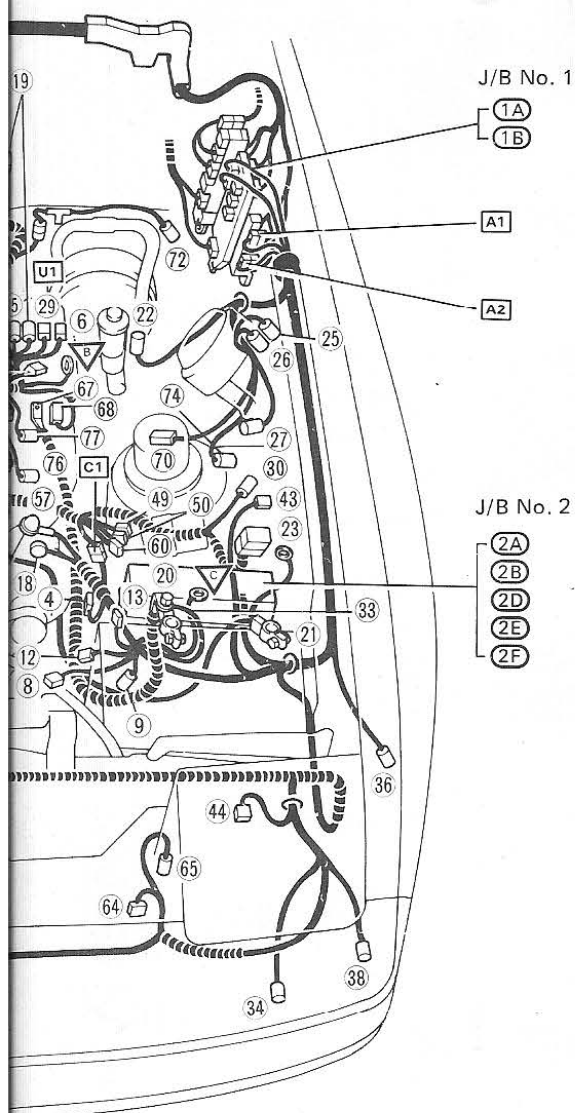
ELECTRICAL WIRING ROUTING



- ① } A.B.S. Actuator
- ② } A.B.S. Speed Sensor (Front LH)
- ③ } A.B.S. Speed Sensor (Front RH)
- ④ } A.B.S. Speed Sensor (Rear)
- ⑤ } A/C Ambient Sensor
- ⑥ } A/C Condenser Fan Motor
- ⑦ } A/C Condenser Fan Relay
- ⑧ } A/C Dual Pressure S/W
- ⑨ } A/C Hi Pressure S/W (for Condenser Fan)
- ⑩ } A/C Magnet Clutch
- ⑪ } A/C Magnet Clutch Relay
- ⑫ } A/C Water Valve VSV
- ⑬ } A/T Indicator S/W (ECT)
- ⑭ } Air Flow Meter
- ⑮ } Alternator
- ⑯ } Back-up Light S/W (M/T) or Neutral Start S/W (A/T)
- ⑰ } Battery +
- ⑱ } Battery -
- ⑲ } Brake Fluid Lever S/W
- ⑳ } Check Connector
- ㉑ } Cold Start Injector
- ㉒ } Cruise Control Actuator
- ㉓ } Cruise Control Vacuum Pump [7M-GTE]

- ㉔ } Cruise Control Vacuum S/W [7G-GTE]
- ㉕ } Distributor [7M-GE] or Cam Position Sensor [7M-GTE]
- ㉖ } ECT Solenoid (ECT)
- ㉗ } EFI Resistor
- ㉘ } EFI Water Thermo Sensor
- ㉙ } Engine Hood Courtesy S/W (for Theft Deterrent System)
- ㉚ } FL 2.0L
- ㉛ } Fog Light LH
- ㉜ } Fog Light RH
- ㉝ } Front Side Marker Light LH
- ㉞ } Front Side Marker Light RH
- ㉟ } Front Turn Signal and Clearance Light LH
- ㊱ } Front Turn Signal and Clearance Light RH
- ㊲ } Fuel Pump Control Relay
- ㊳ } Fuel Pump Resistor
- ㊴ } Headlight Cleaner Motor
- ㊵ } Headlight Cleaner Relay
- ㊶ } Headlight LH
- ㊷ } Headlight RH
- ㊸ } Horn
- ㊹ } Ignition Coil [7M-GTE]
- ㊺ } Ignition Coil and Igniter [7M-GE]
- ㊻ } or Igniter [7M-GTE]
- ㊼ } Injector No. 1

- ㊽ } Injector
- ㊾ } Injector
- ㊿ } Injector
- 80 } Injector
- 81 } ISC Valve
- 82 } Knock
- 83 } Knock
- 84 } Noise F
- 85 } Oil Pres
- 86 } Ox Sen
- 87 } Ox Sen
- 88 } Radiator
- 89 } Retractable
- 90 } Retractable
- 91 } Starter
- 92 } Start In
- 93 } TEMS /
- 94 } TEMS /
- 95 } Theft D
- 96 } Throttle
- 97 } Turbo I
- 98 } VSV (f
- 99 } VSV (f
- 100 } VSV (f or VSV



Injector No. 2
 Injector No. 3
 Injector No. 4
 Injector No. 5
 Injector No. 6
 Valve
 Check Sensor
 Check Sensor [7M-GTE]
 Air Filter (for Ignition System)
 Pressure Sender
 Sensor [7M-GE]
 Sensor [7M-GTE]
 Motor Fluid Level S/W
 Actuator LH
 Actuator RH
 Starter
 Injector Time S/W
 S Actuator Front LH
 S Actuator Front RH
 Deterrent Horn
 Throttle Position sensor
 Pressure Sensor
 (for EGR) [7M-GE]
 (for Fuel Pressure Up)
 (for Intake Air Control) [7M-GE]
 SV (for EGR) [7M-GTE]

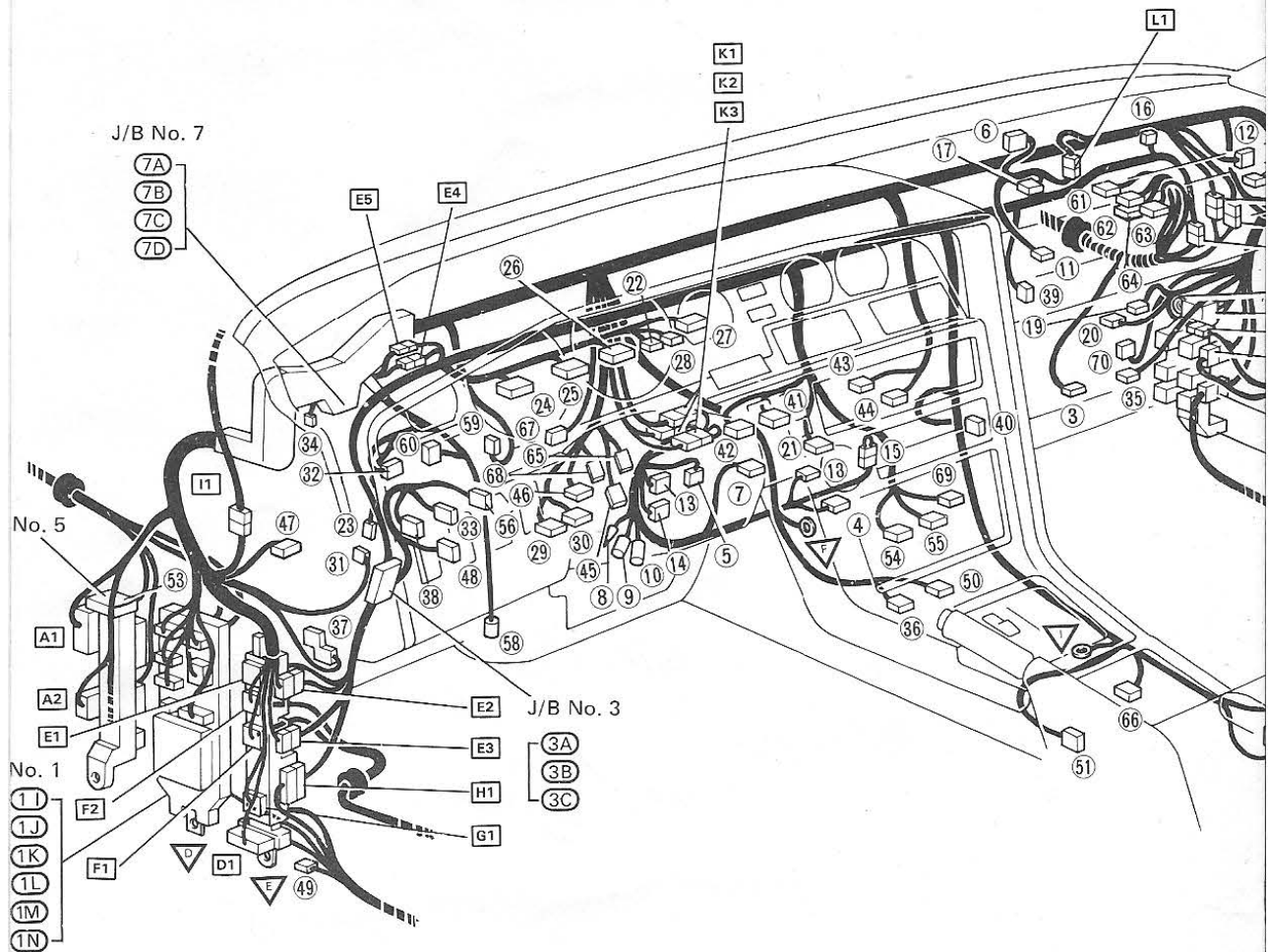
78 Washer Motor (Front)
 79 Washer Motor (Rear)
 80 Water Temp. Sender
 81 Wiper Motor
 1A } Engine Room Main Wire and J/B No. 1
 1B }
 2A }
 2B } Engine Room Main Wire and J/B No. 2
 2D }
 2E }
 2F }
 A1 } Engine Room Main Wire and Cowl Wire
 A2 } (Left Kick Panel)
 A3 } Engine Room Main Wire and, Cowl Wire
 A4 } (Right Fender)
 C1 Engine Room Main Wire and Engine Wire
 (Engine Front Left)
 U1 Engine Wire and Engine No.4 Wire
 (Engine Rear Left)
 A Ground Right Fender
 B Ground Intake Manifold
 C Ground Left Fender

R/B

J/B

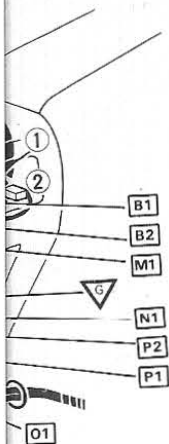
1A
 1B
 1C
 1D
 1F
 1G

1 } A.B.S. Computer
 2 }
 3 AC Sensor [7M-GTE]
 4 A/C Air Mix Control
 5 A/C Air Vent Mode C
 6 A/C Amplifier
 7 A/C Blower Speed Co
 8 }
 9 } A/C Check Connect
 10 }
 11 A/C In-car Sensor
 12 A/C Recirc/Fresh Cor
 13 } A/C Relay Box
 14 }
 15 A/C Short Pin
 16 A/C Solar Sensor
 17 A/C Thermistor
 18 A/C Water Temp. S/W
 19 Blower Motor
 20 Blower Resistor
 21 Cigarette Lighter
 22 Clock
 23 Clutch Start S/W
 24 }
 25 } Combination Meter
 26 }
 27 }
 28 Combination Meter (C
 29 }
 30 } Combination S/W
 31 Cruise Control Clutch
 32 Cruise Control Compu
 33 Cruise Control Main S

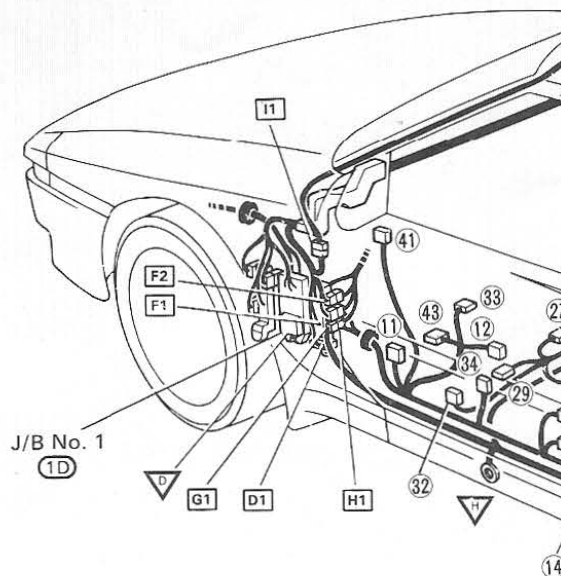
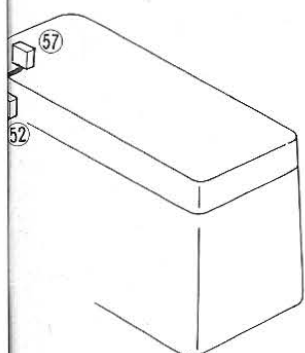


- 34 Diode (for Fog Light System)
- 35 ECT ECU
- 36 ECT Pattern Select S/W
- 37 Fog Light Relay
- 38 Fog Light S/W
- 39 Glove Box Light
- 40 Glove Box Light S/W
- 41 Hazard S/W
- 42 Headlight Cleaner S/W
- 43 } Heater Control Assembly
- 44 }
- 45 Ignition Key Cylinder Light
- 46 Ignition S/W
- 47 Integration Relay No.2 (Retract Control Relay)
- 48 Light Control Rheostat
- 49 Noise Filter (for Rear Window Defogger)
- 50 O/D Main S/W and A/T Indicator Light
- 51 Parking Brake S/W
- 52 Power Seat S/W (for Lumber and Side Support)
- 53 R/B No.5 (Turn Signal Flasher, Power Main Relay, 30A Power CB, Horn Relay)
- 54 } Radio and Tape Player
- 55 }
- 56 Rear Window Defogger S/W
- 57 Remote Control Mirror S/W
- 58 Step Light
- 59 Stop Light S/W and Cruise Control Stop S/W
- 60 Super Monitor Computer
- 61 }
- 62 } TCCS ECU
- 63 }

- 64 TCCS ECU [7M-GTE]
- 65 TEMS Steering Sensor
- 66 TEMS S/W
- 67 Theft Deterrent Computer
- 68 Unlock Warning S/W
- 69 Window Antenna Amplifier
- 70 Wiper Relay
- 1A } Engine Room Main Wire and J/B No.
- 1B }
- 1C }
- 1F }
- 1G }
- 1I }
- 1J } Cowl Wire and J/B No.1
- 1K }
- 1L }
- 1M }
- 1N }
- 1D Floor Wire and J/B No.1
- 3A } Instrument Panel Wire and J/B No. 3 (Instrument Panel)
- 3B }
- 3C }
- 7A }
- 7B } Cowl Wire and J/B No.7 (Instrument Panel Left)
- 7C }
- 7D }
- A1 } Engine Room Main Wire and Cowl W (Left Kick Panel)
- A2 }
- B1 } Engine Wire and Cowl Wire (Behind Glove Box)
- B2 }
- D1 Cowl Wire and Ground Left Kick Pane (Left Kick Panel)



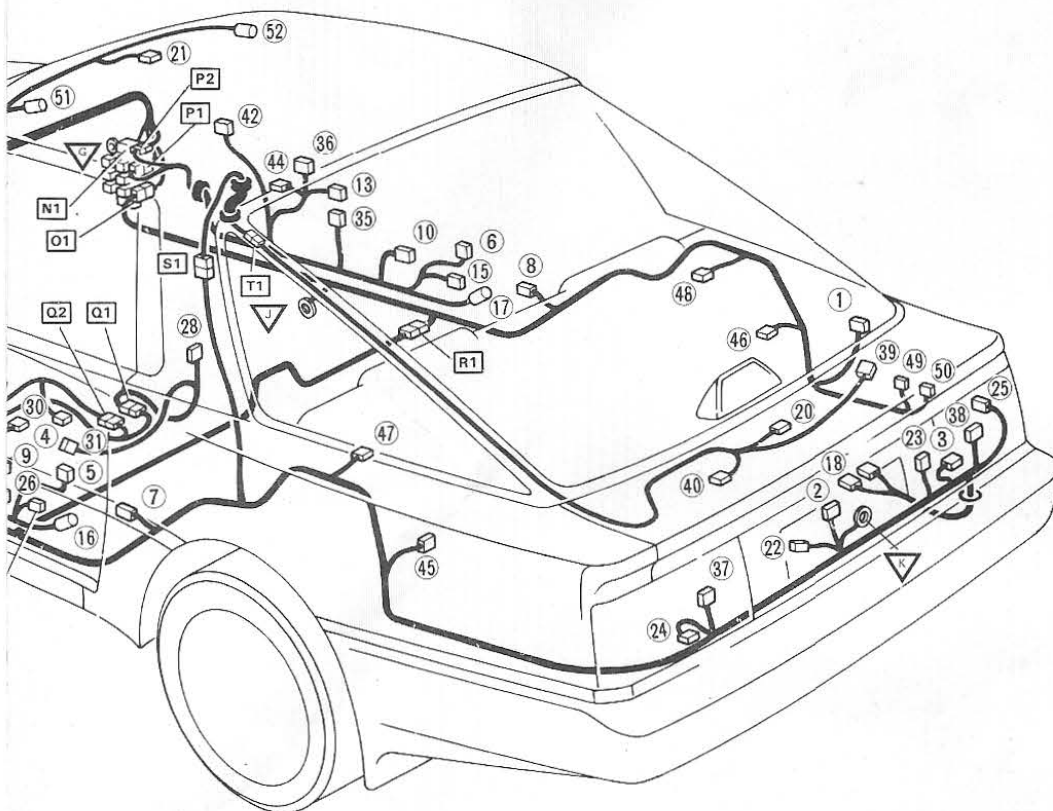
R/B No. 4



- E1** } Cowl Wire and Instrument Panel Wire
- E2** } (Left Kick Panel)
- E3** }
- E4** Cowl Wire and Instrument Panel Wire
- (Instrument Panel Left)
- E5** Cowl Wire and Instrument Panel Wire
- (Instrument Panel Left) [7M-GTE]
- F1** } Cowl Wire and Front Door LH Wire
- F2** } (Left Kick Panel)
- G1** Cowl Wire and Floor Wire
- (Left Kick Panel)
- H1** Instrument Wire and Floor Wire
- (Left Kick Panel)
- I1** Cowl Wire and Roof Wire
- (Left Kick Panel)
- K1** } Cowl Wire and Heater Wire
- K2** } (Instrument Panel Center)
- K3** }
- L1** Cowl Wire and A/C Wire
- (Behind Glove Box)
- M1** Engine Wire and Instrument Panel Wire
- (Behind Glove Box)
- N1** Cowl Wire and R/B No.4 Set Bolt
- (Right Kick Panel)
- O1** Cowl Wire and Floor No.2 Wire
- (Right Kick Panel)
- P1** } Cowl Wire and Front Door RH Wire
- P2** } (Right Kick Panel)
- D** Ground J/B No.1 Set Bolt
- E** Ground Left Kick Panel
- F** Ground Radio Left
- G** Ground R/B No.4 Set Bolt
- I** Ground Floor Center

- 1** Auto Antenna Motor and Control Relay
- 2** Back Door Courtesy S/W
- 3** Back Door Key Unlock S/W
- (for Theft Deterrent System)
- 4** Buckle S/W
- 5** Door Courtesy Light LH
- 6** Door Courtesy Light RH
- 7** Door Courtesy S/W LH
- 8** Door Courtesy S/W RH
- 9** Door Key Unlock S/W LH
- (for Theft Deterrent System) and Door
- Key Cylinder Light
- 10** Door Key Unlock S/W RH
- (for Theft Deterrent System)
- 11** Door Lock Control Relay
- 12** Door Lock Control S/W LH
- 13** Door Lock Control S/W RH
- 14** Door Lock S/W LH
- (for Theft Deterrent System) and Door
- Lock Key S/W LH (for Door Lock System)
- 15** Door Lock S/W RH
- (for Theft Deterrent System) and Door
- Lock Key S/W RH (for Door Lock System)
- 16** Door Lock Solenoid and S/W LH
- 17** Door Lock Solenoid and S/W RH
- 18** Fuel Pump
- 19** Fuel Sender
- 20** High Mount Stop Light
- 21** Interior Light
- 22** Licence Light LH
- 23** Licence Light RH
- 24** Light Failure Sensor

ELECTRICAL WIRING ROUTING



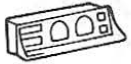
- 25 Luggage Compartment Light
- 26 Outside Handle S/W
(for Interior Light System)
- 27 Power Seat Motor (for Front Vertical)
- 28 Power Seat Motor (for Lumber Support)
- 29 Power Seat Motor (for Rear Vertical)
- 30 Power Seat Motor (for Seat Slide)
- 31 Power Seat Motor (for Side Support)
- 32 Power Seat S/W (for Vertical and Slide)
- 33 Power Window Master S/W
- 34 Power Window Motor LH
- 35 Power Window Motor RH
- 36 Power Window S/W (Assistant)
- 37 Rear Combination and Side Marker
Light LH
- 38 Rear Combination and Side Marker
Light RH
- 39 Rear Window Defogger Choke Coil
- 40 Rear Wiper Motor and Relay
- 41 Remote Control Mirror and Mirror
Heater LH
- 42 Remote Control Mirror and Mirror
Heater RH
- 43 Speaker Front LH
- 44 Speaker Front RH
- 45 Speaker Rear LH
- 46 Speaker Rear RH
- 47 TEMS Actuator Rear LH
- 48 TEMS Actuator Rear RH
- 49 } TEMS Computer
- 50 }
- 51 Vanity Mirror Light LH

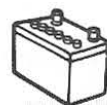
- 52 Vanity Mirror Light RH
- 1D Floor Wire and J/B No.1
- D1 Cowl Wire and Ground Left Kick Panel
(Left Kick Panel!)
- F1 } Cowl Wire and Front Door LH Wire
- F2 } (Left Kick Panel)
- G1 Cowl Wire and Floor Wire
(Left Kick Panel)
- H1 Instrument Panel Wire and Floor Wire
(Left Kick Panel)
- I1 Cowl Wire and Roof Wire
- N1 Cowl Wire and R/B No.4 Set Bolt
(Right Kick Panel)
- O1 Cowl Wire and Floor No.2 Wire
(Right Kick Panel)
- P1 } Cowl Wire and Front Door RH Wire
- P2 } (Right Kick Panel)
- Q1 Floor Wire and Seat Wire (Lumber and
Side Support) (Under LH Seat)
- Q2 Floor Wire and Seat Wire (Vertical and
Slide) (Under LH Seat)
- R1 Floor Wire and Floor No.2 Wire
(Floor Right)
- S1 Floor Wire and Back Door No.1 Wire
(Left Center Pillar)
- T1 Back Door No.1 Wire and Back Door
No. 2 Wire (Back Door Left)
- D Ground J/B No.1 Set Bolt
- E Ground Left Kick Panel
- H Ground Floor Left
- J Ground Floor Right
- K Ground Back Panel Center

SYSTEM INDEX

TOYOTA SUPRA

1987 Model (Page 1 to Page 8)

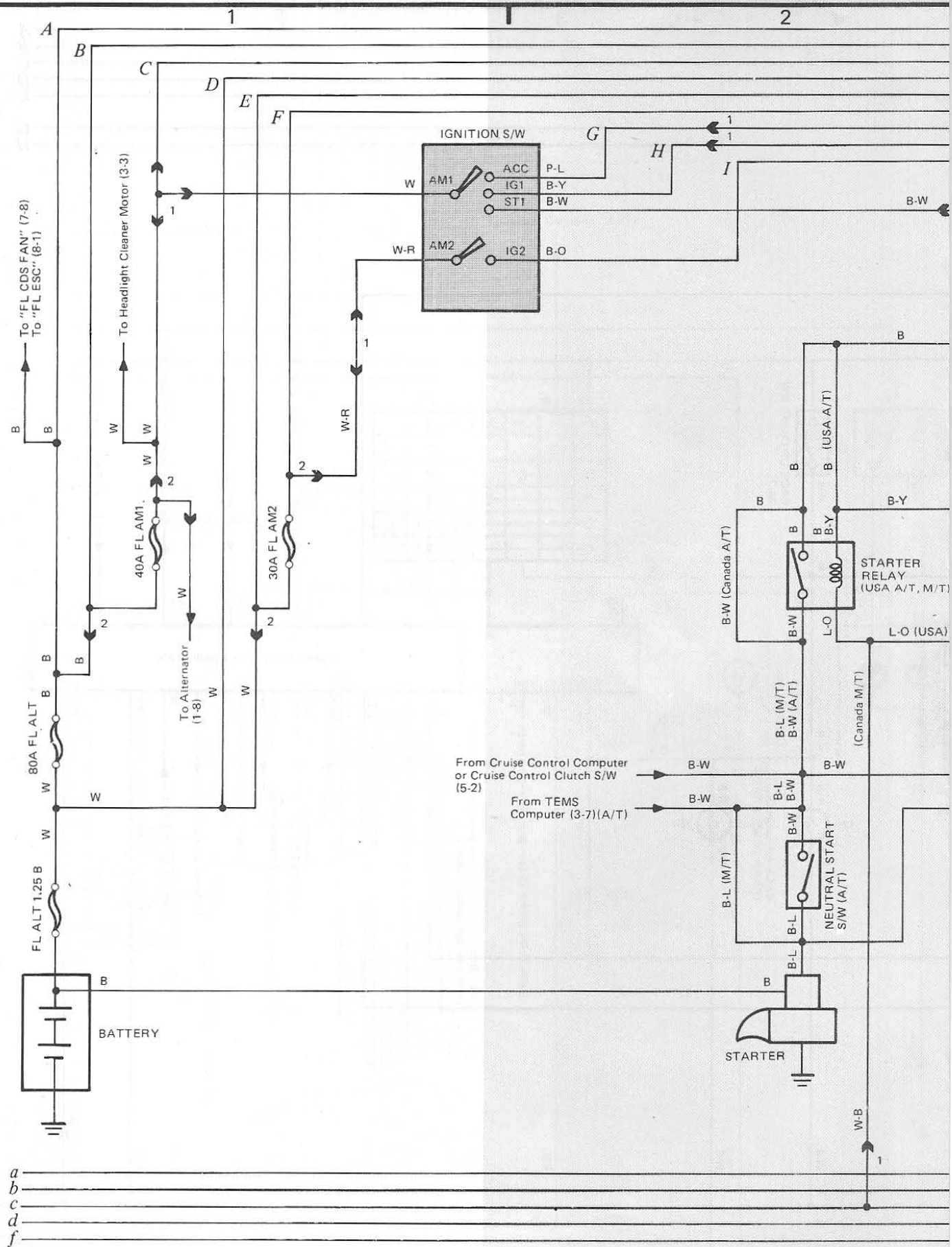
SYSTEMS	LOCATION	SYSTEMS	LOCATION
A.B.S. (Anti-Lock Brake System) 	8-1	Power Source 	1-1, 8-3
Air Conditioner, Cooler and Heater 	7-4	Power Windows 	4-1
Auto Antenna 	6-5	Radio and Tape Player 	6-6
Back-up Lights 	2-7	Rear Window Defogger 	2-4
Charging 	1-8	Rear Wiper and Washer 	3-2
Cigarette Lighter 	6-4	Remote Control Mirrors with Heater 	6-8
Clock 	6-4	Starting 	1-2, 8-3
Combination Meter 	2-2	Stop Lights 	5-3
Cruise Control 	5-1	Super Monitor 	2-8
Door Locks 	4-6	Taillights and Illumination 	5-4
ECT (Electronic Control Transmission) 	2-6	TCCS 	1-5, 8-6
Fog Lights 	5-8	TEMS 	3-7
Front Wiper and Washer 	3-1	Theft Deterrent System 	4-8
Headlight Cleaner 	3-3	Turn Signal and Hazard 	3-4
Headlights 	5-7	Unlock and Seat Belt Warning 	6-1
Horn 	3-5		
Interior Lights 	6-2		
Power Seat 	4-3		



Power Source



Starting



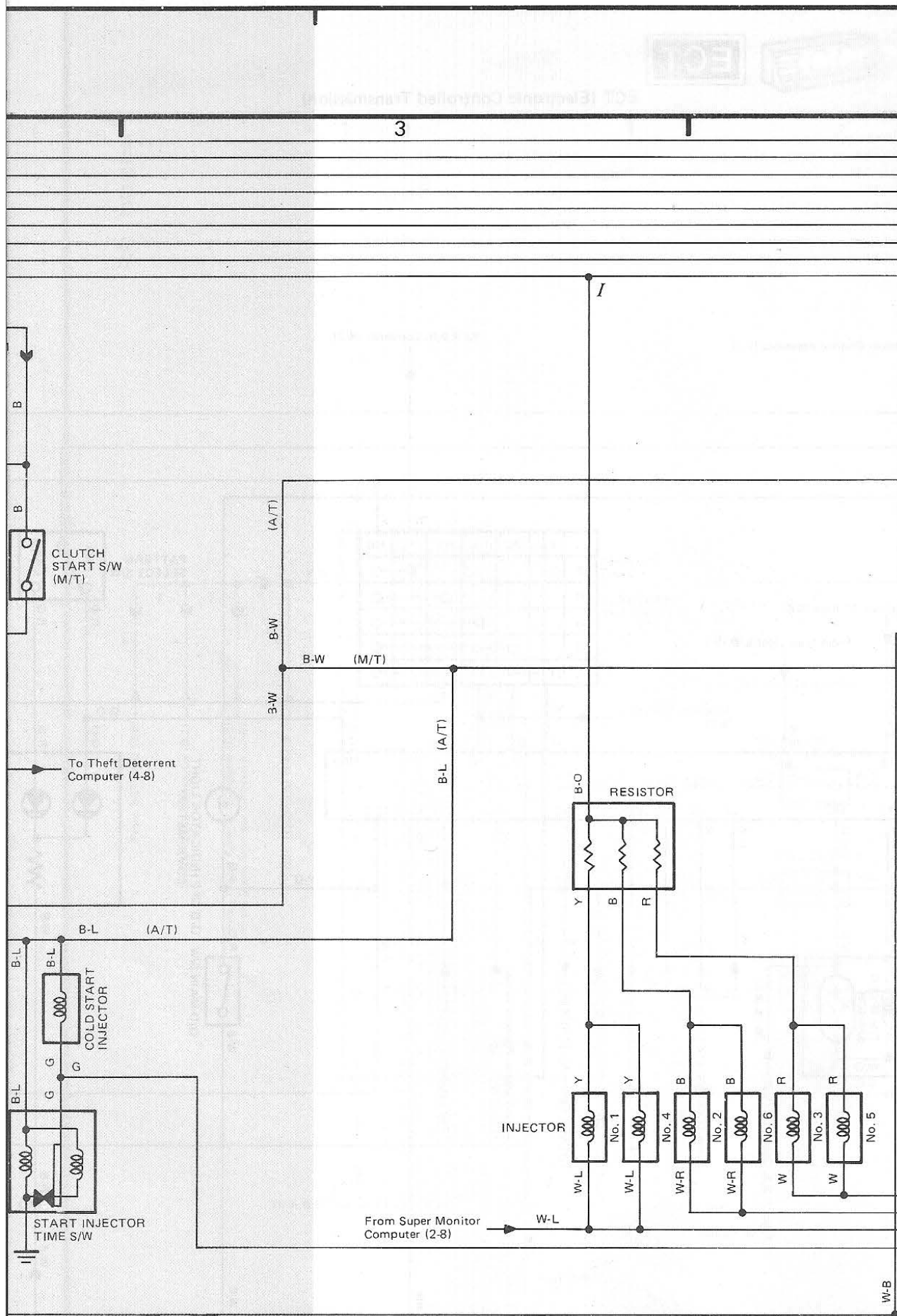
Ground points

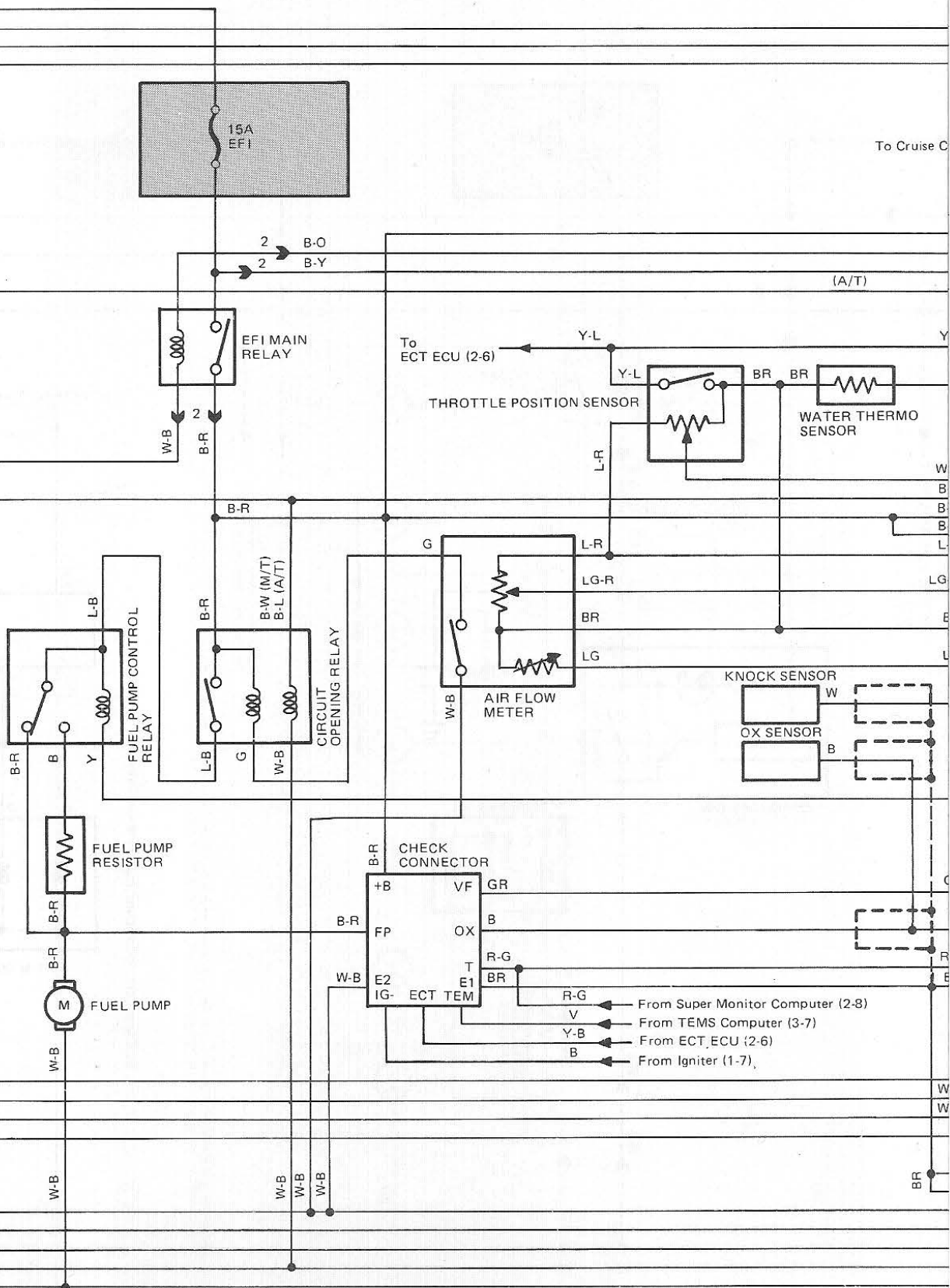
a = Located on left fender

b = Located on engine block

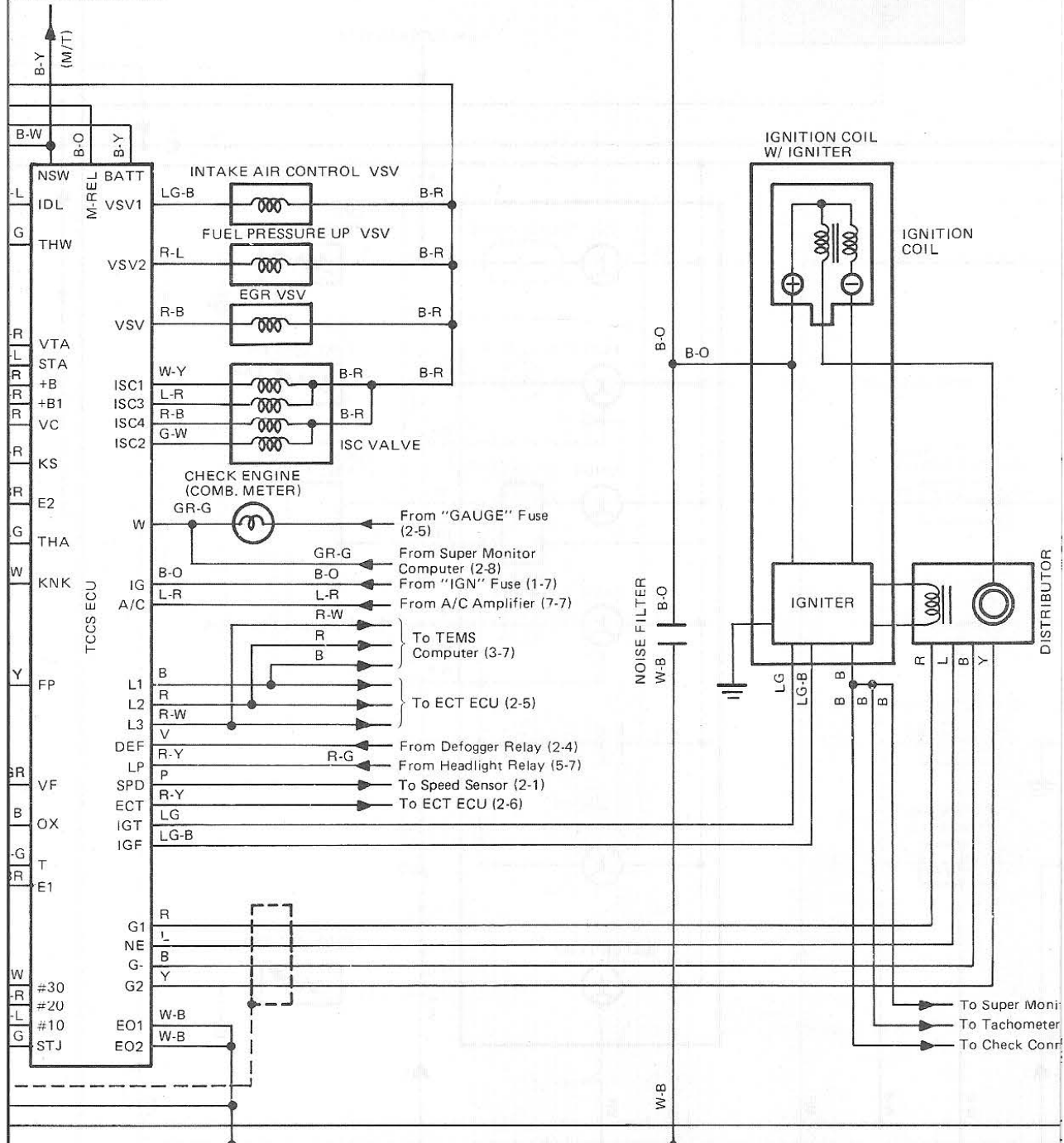
c = Located under left front pillar

d = Located

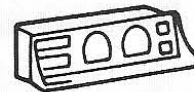




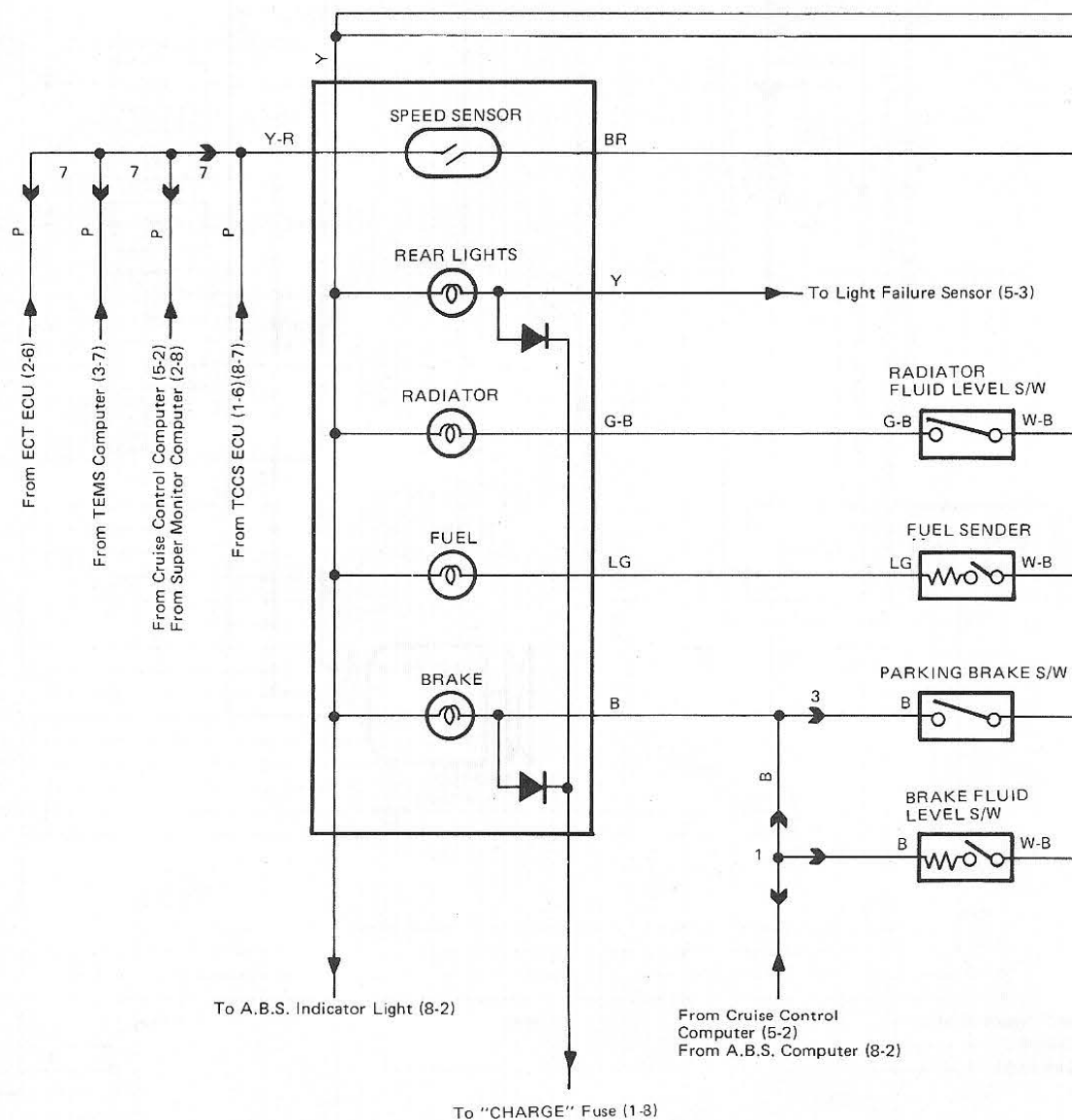
Control Clutch S/W (5-2)



2 TOYOTA SUPRA (Cont'd)



A
B
C
D
E
G
H



a
b
c
d
e
f

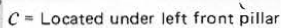
Ground points

a = Located on left fender

b = Located on engine block

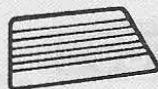
2

3

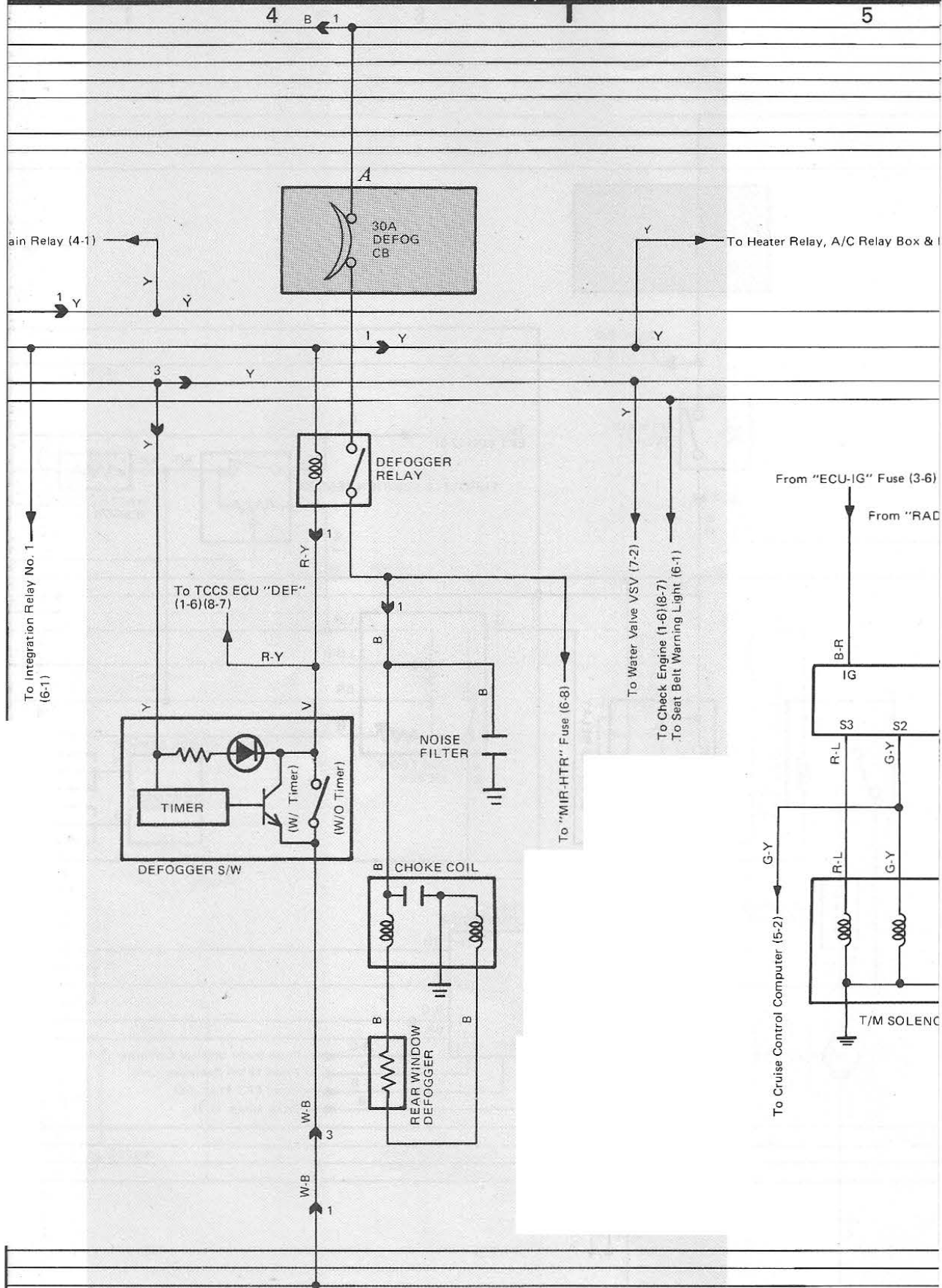


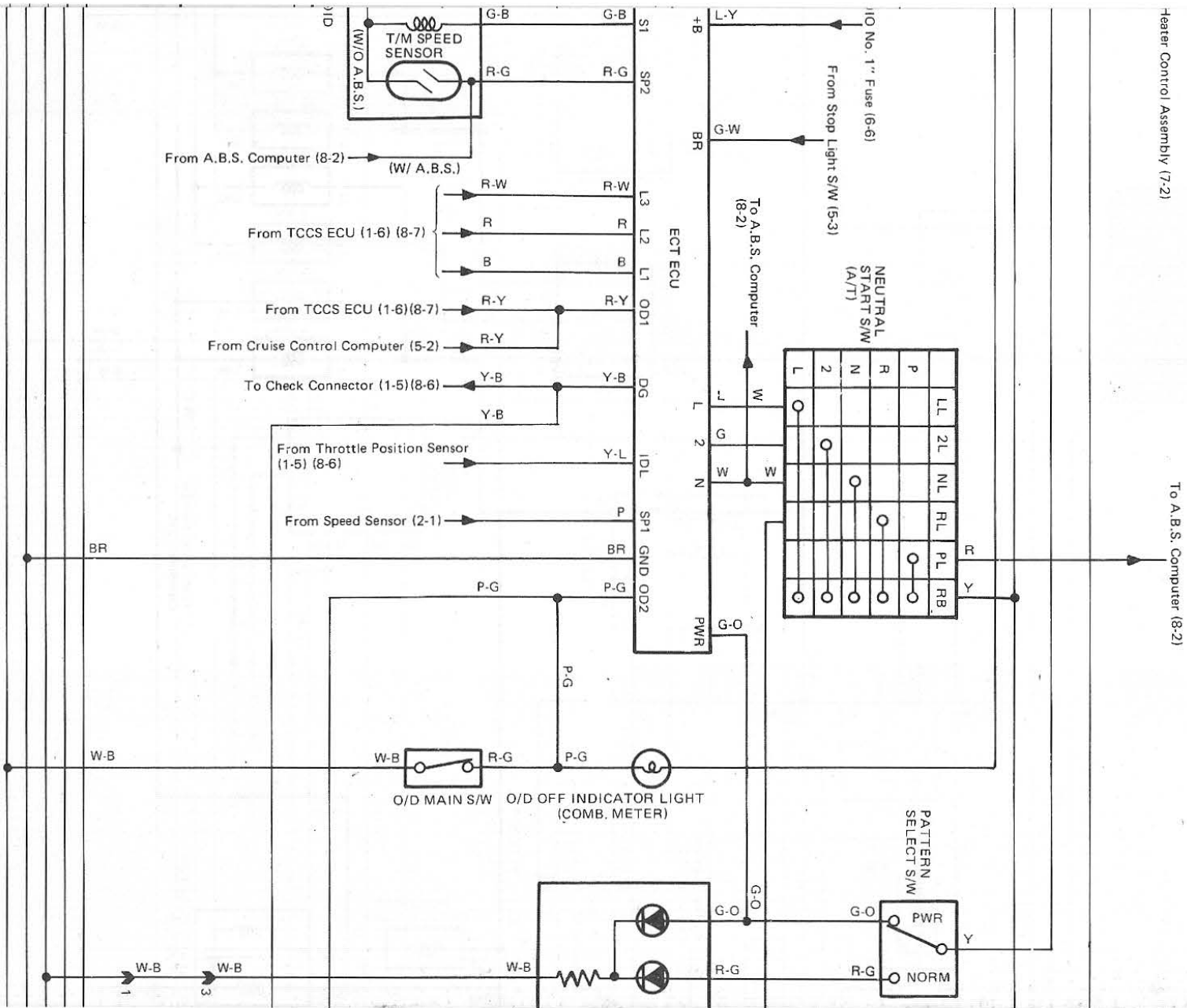
d = Located under right front pillar

e = Located behind radio



Rear Window Defogger







Back-up Lights



Super Monitor

7

8

A
B
C
D
E
F
G
H

A/T INDICATOR
(COMB. METER)

LH

W-B R-B

BACK-UP LIGHTS
(REAR COMB. LIGHT)

W-B R-B

RH

BACK-UP LIGHT S/W
(M/T)

P-G

Y-B

GR-G

W-L

R-G

B

BR

W-B

SUPER MONITOR COMPUTER

B-O

Y

L-Y

L-R

G-Y

G

From "ING" Fuse (1-7)

From "RADIO No. 1" Fuse (6-6)

From "CIG" Fuse (6-4)

To Cruise Control Computer (5-1)

From "TAIL" Fuse (5-4)

To TCCS ECU
(1-6)
(8-7)
(1-3)
(1-5)
(8-1)

To Speed Sensor (2-1)

From Igniter (1-7)(8-8)

W-B

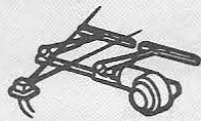
W-B

BR

W-B
1

a
b
c
d
e
f

TOYOTA SUPRA (Cont'd)



Front Wiper and Washer

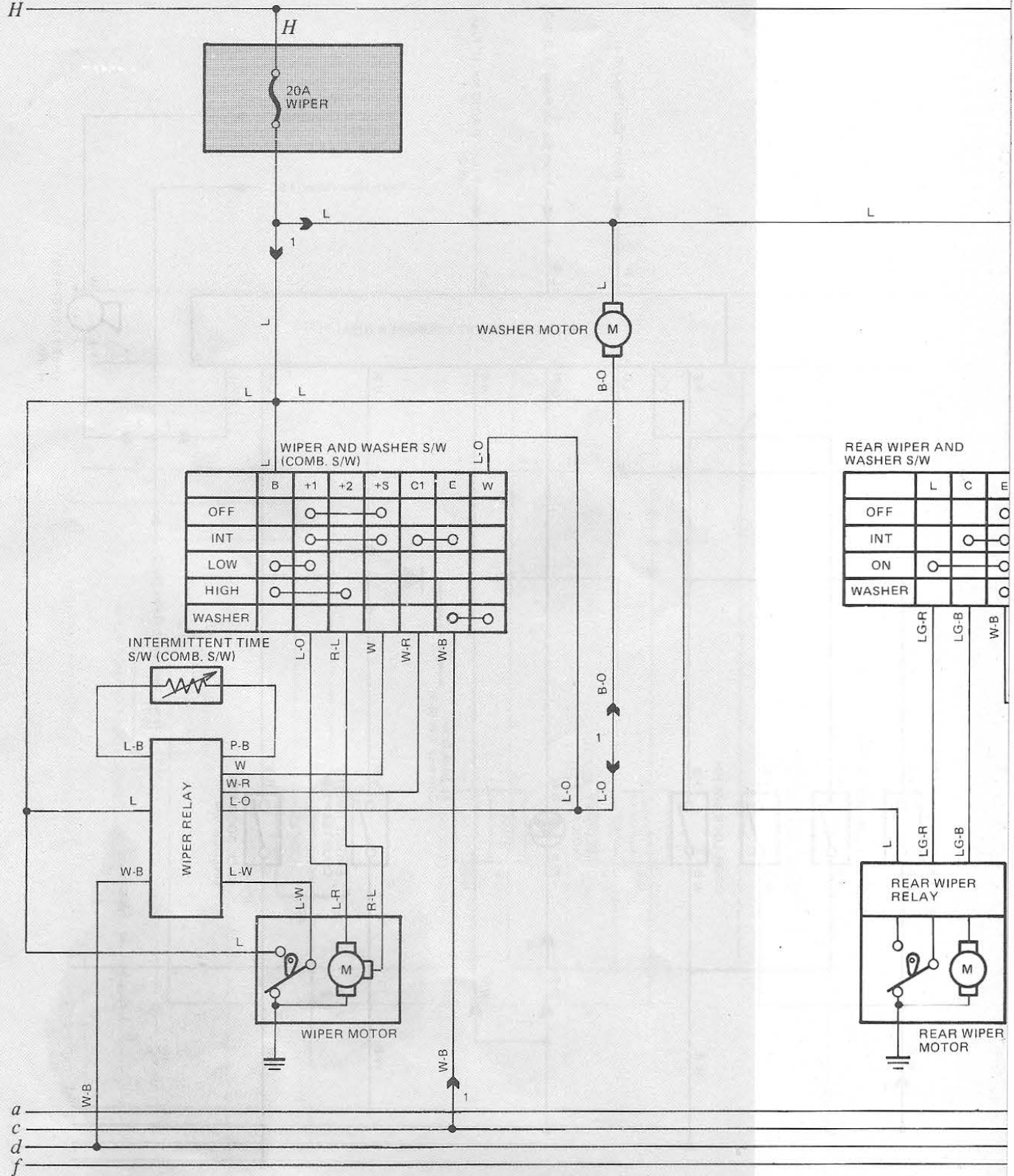


Rear

A
B
C
D
E
G
H

1

2

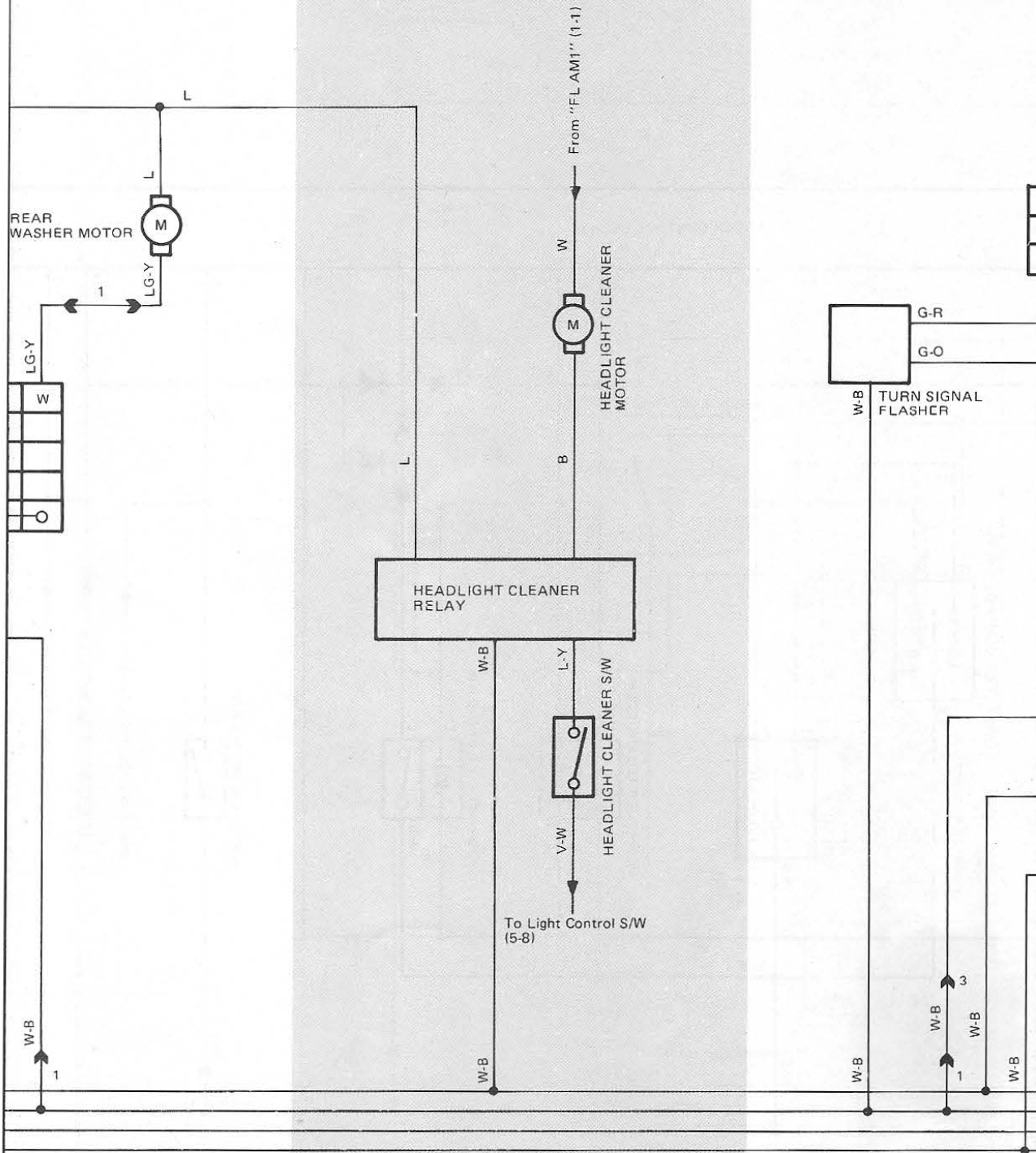


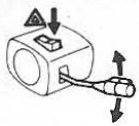
Wiper and Washer



Headlight Cleaner

3





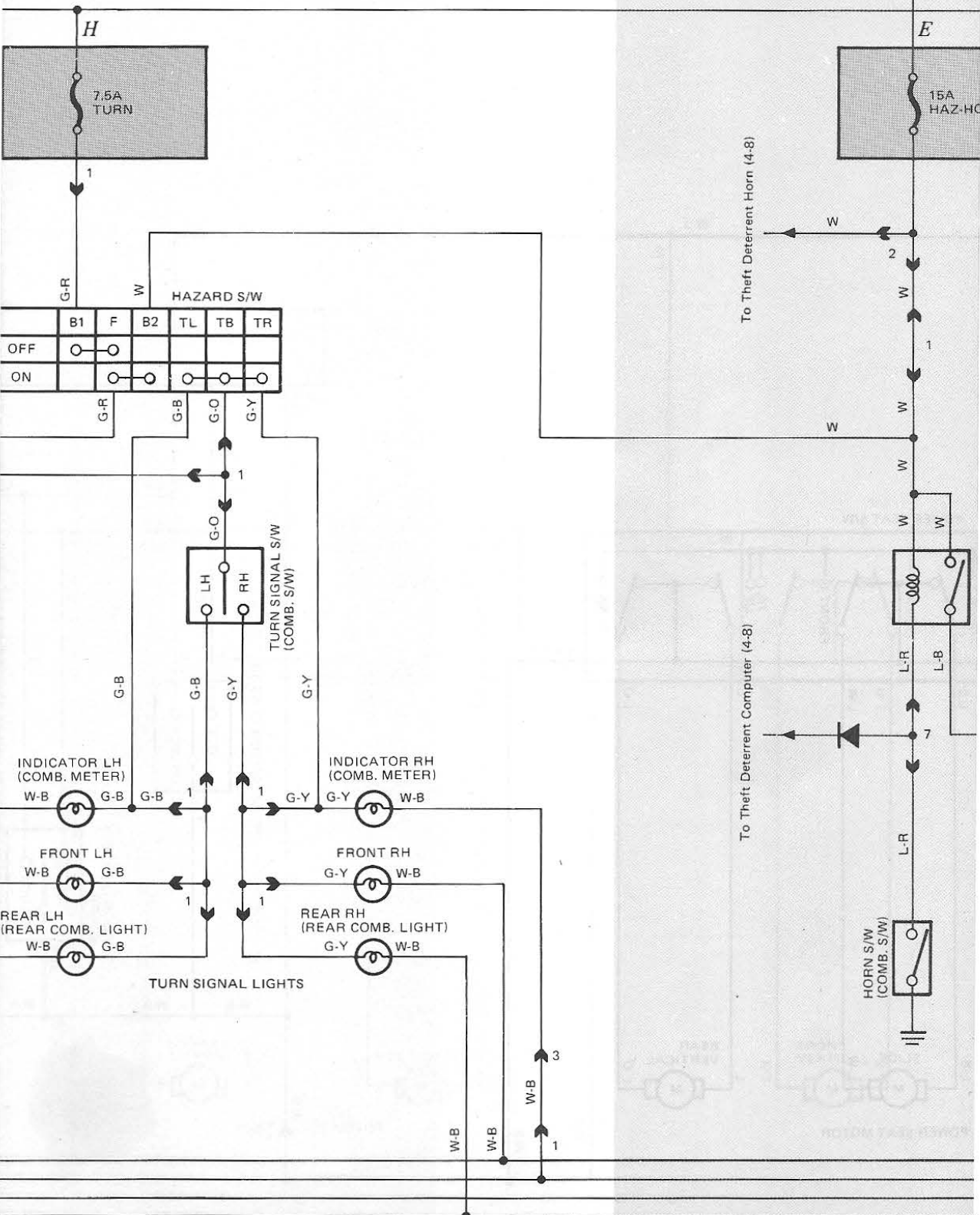
Turn Signal and Hazard

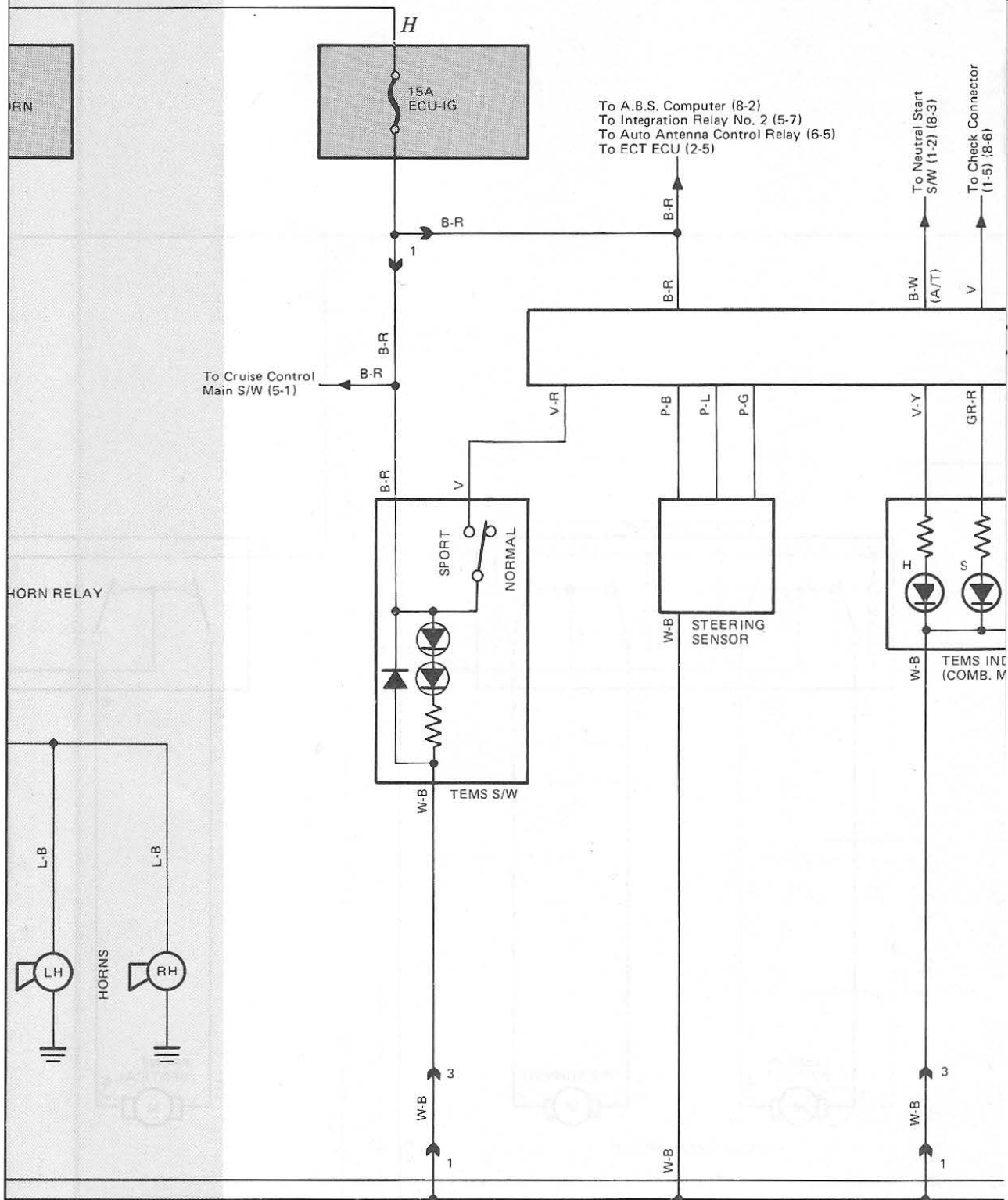


Horn

4

5

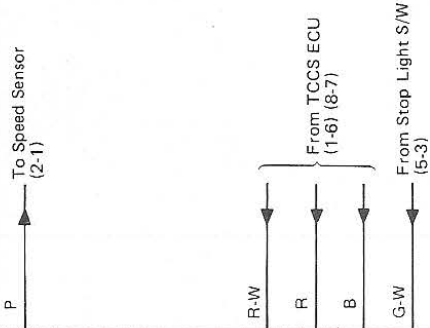




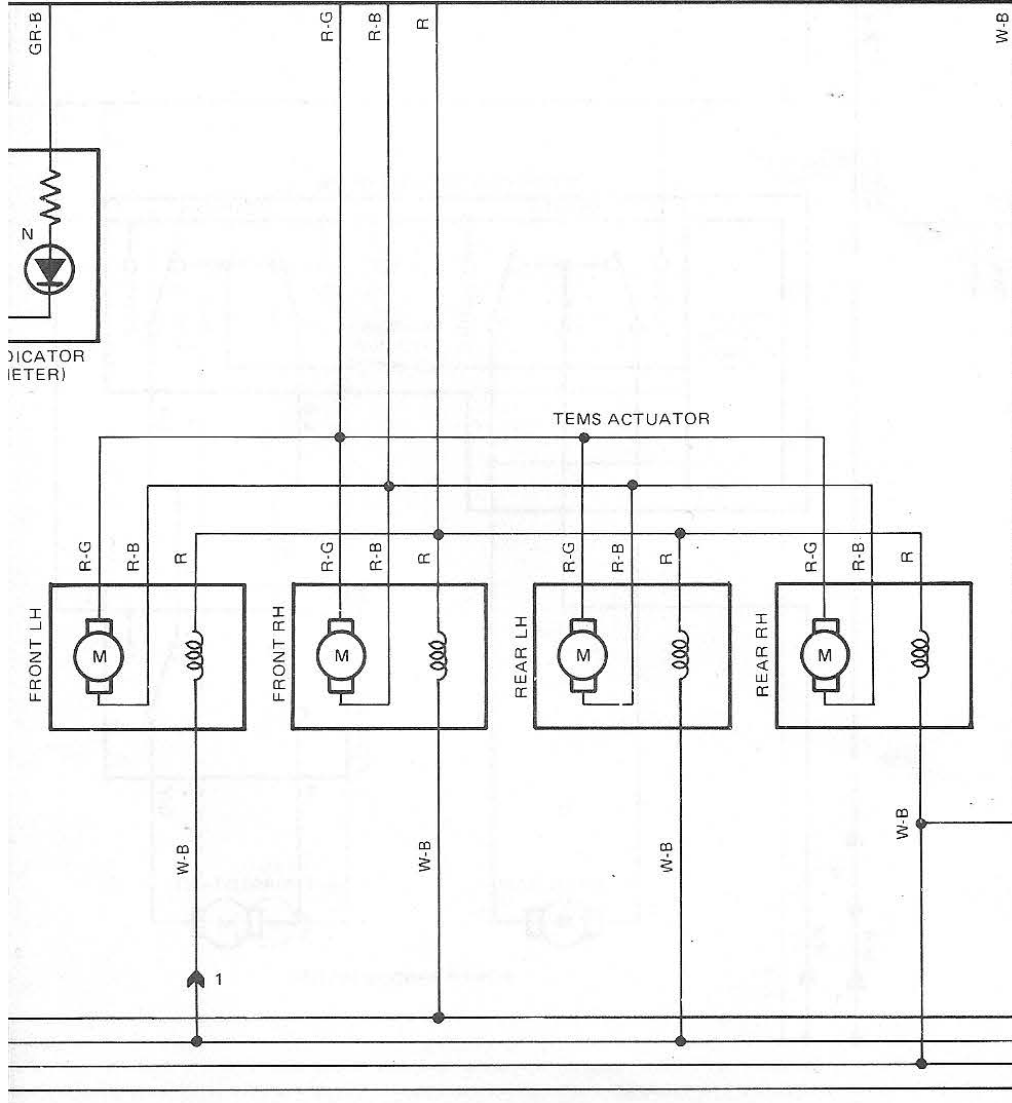
TEMS

8

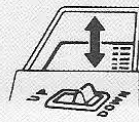
A
B
C
D
E
G



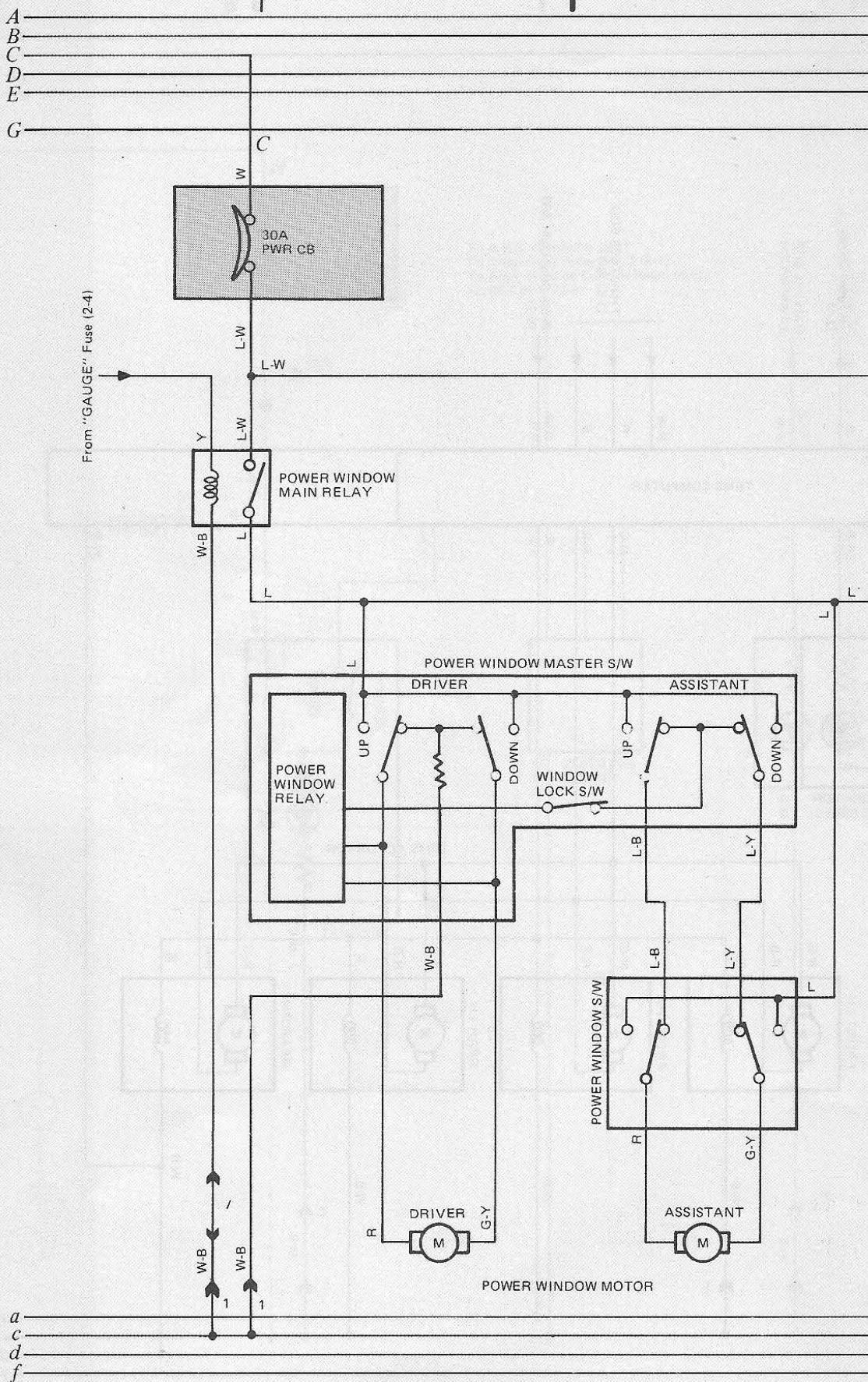
TEMS COMPUTER



4 TOYOTA SUPRA (Cont'd)



Power Windows



Ground points

a = Located on left fender

c = Located under left front pillar

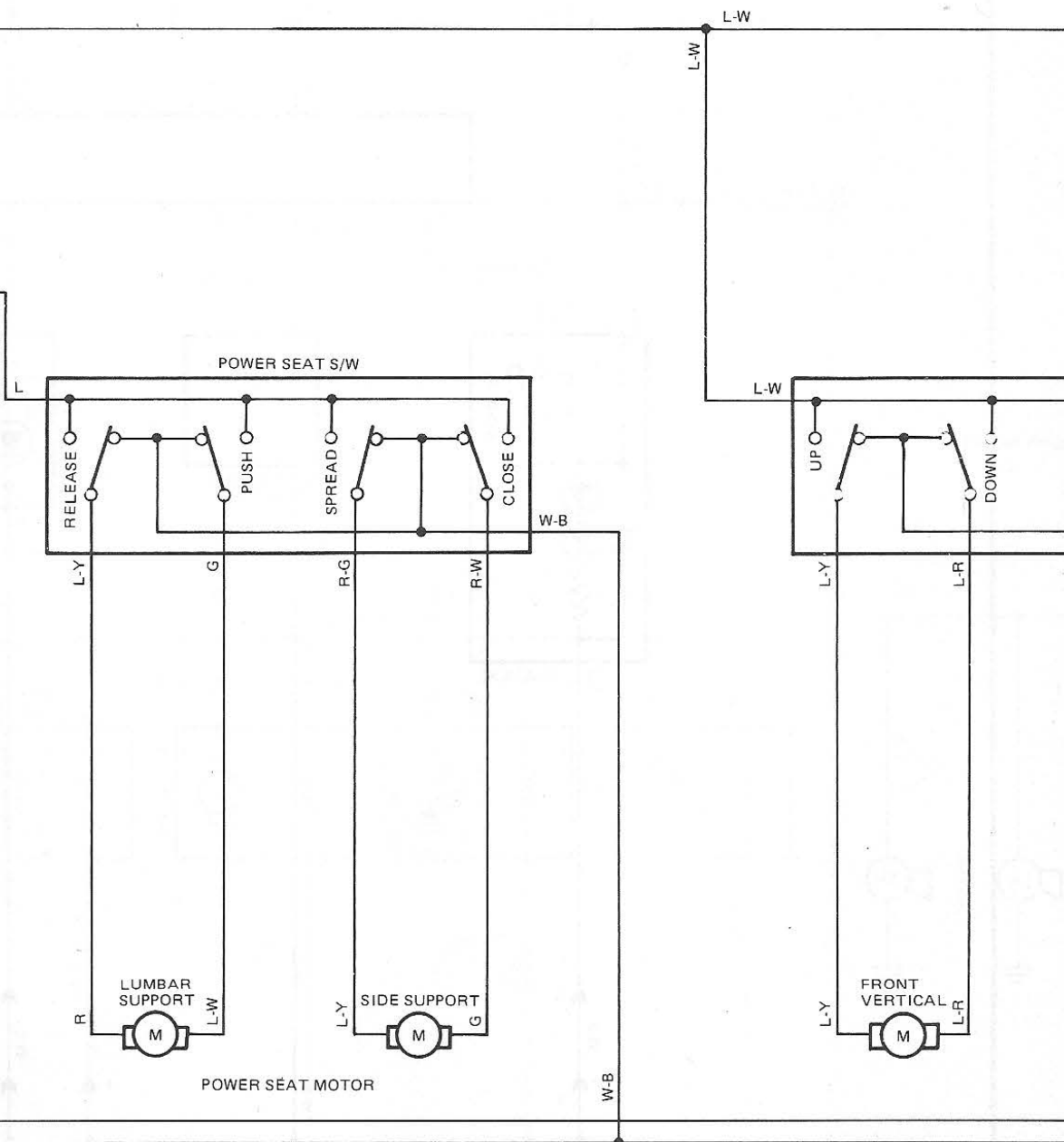
d = Located under right front pillar



Power Seat

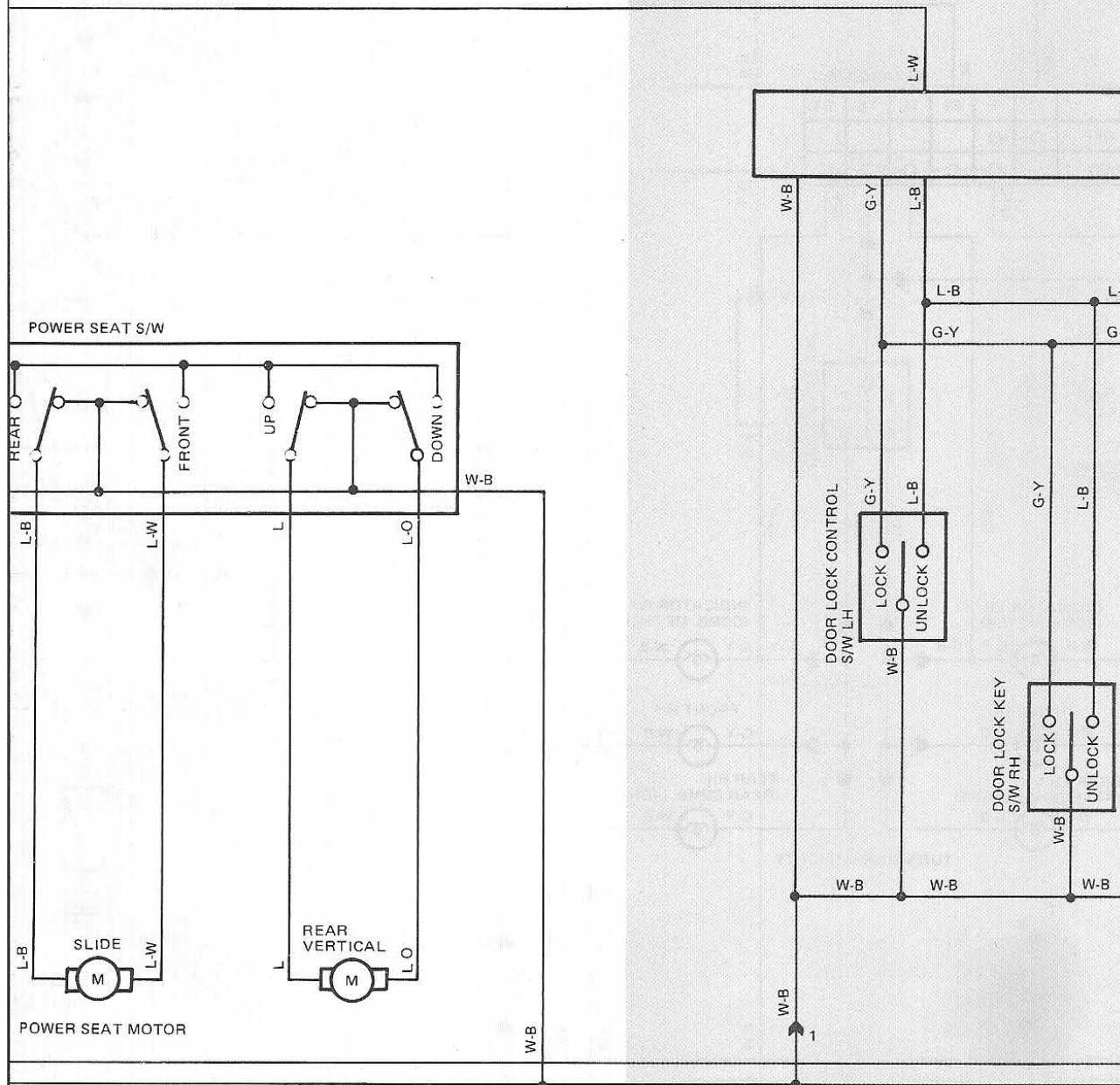
2

3



4

5

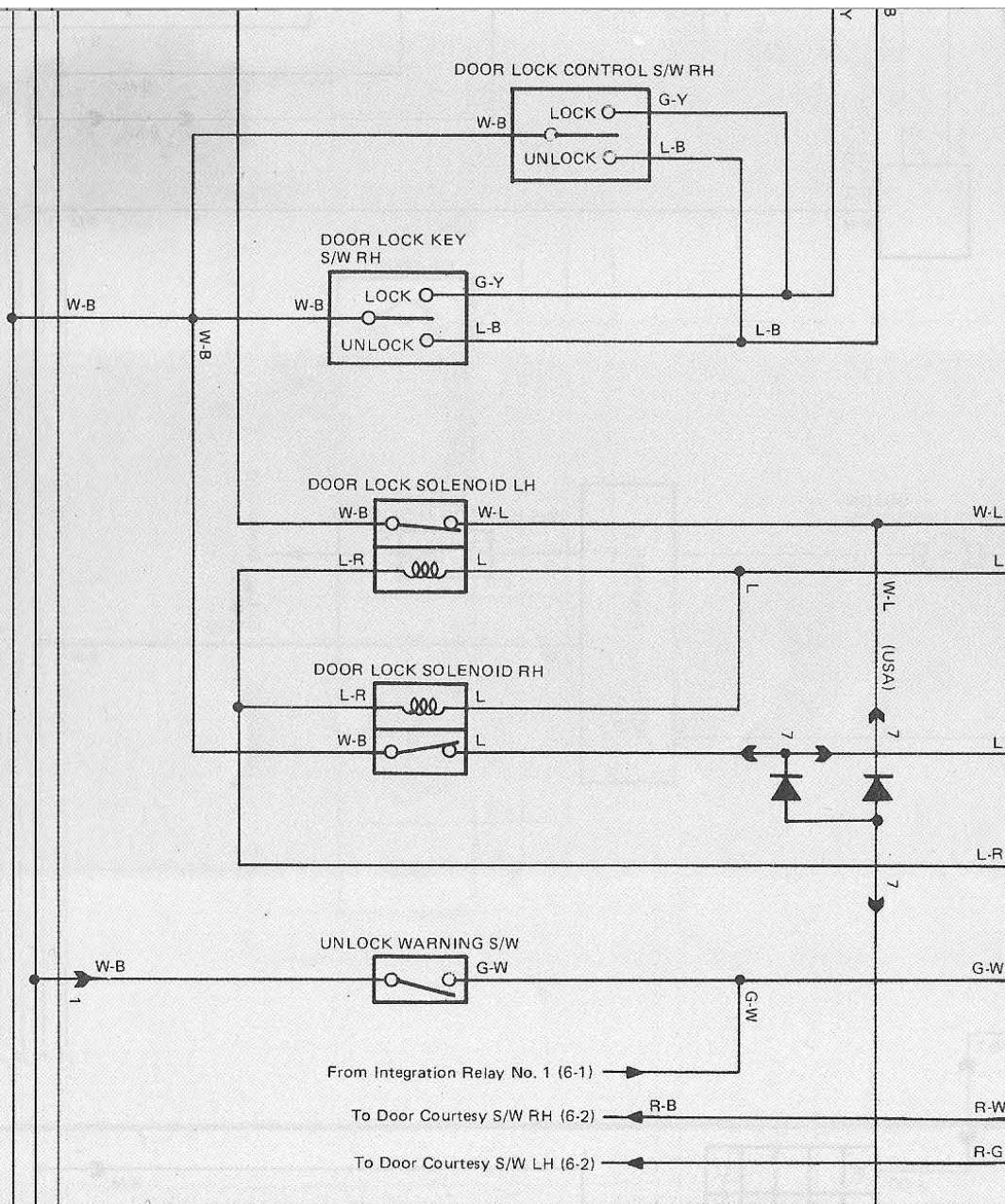




Door Locks

6

DOOR LOCK CONTROL RELAY



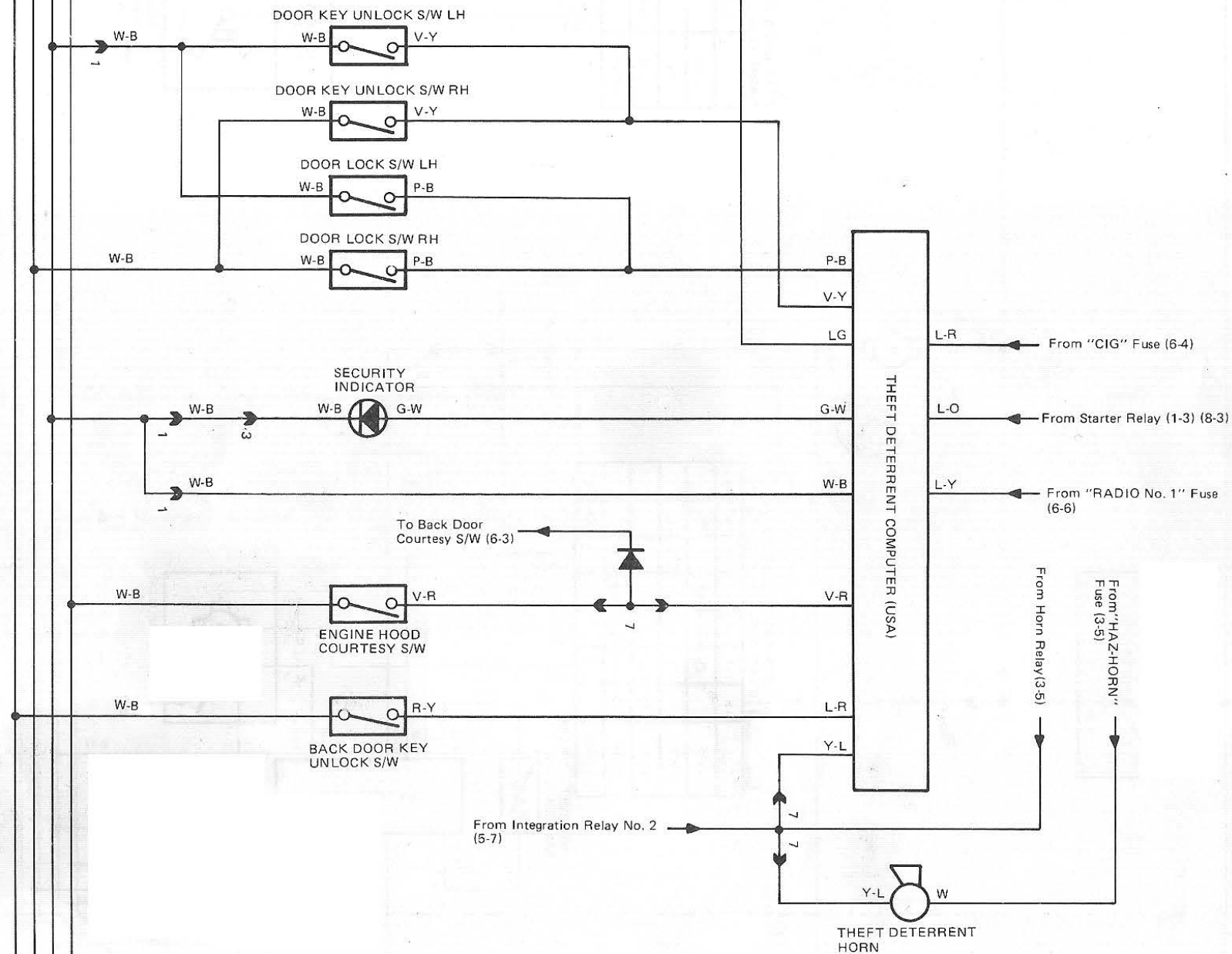


Theft Deterrent System

7

8

A
B
D
E
G

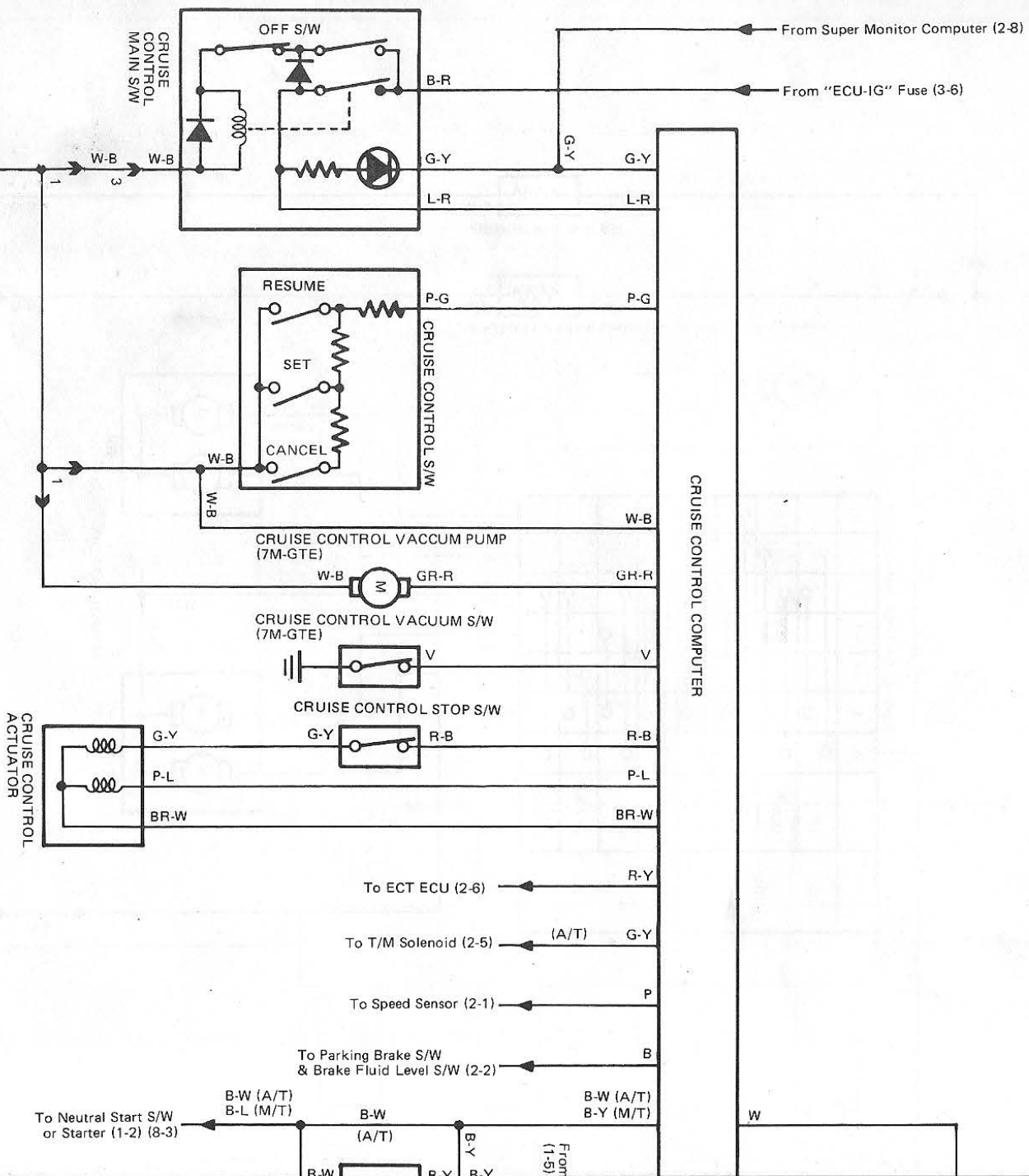


a
c
d
f



Cruise Control

A	1	2
B		
D		
F		
G		

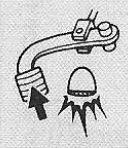


Ground points

a = Located on left fender

c = Located under left front pillar

f = Located on back panel



Stop Lights

3

4

20A
STOP

To A.B.S. Computer (8-2)

STOP LIGHT S/W

To ECT ECU (2-5)
To TEMS Computer (3-8)

From A.B.S. Computer (8-2)

CRUISE CONTROL
CLUTCH S/W (M/T)

TCCS ECU
(8-7)

LIGHT FAILURE SENSOR

From "GAUGE" Fuse (2-3)

From Rear Lights Failure
Warning Light (2-2)

LICENCE PLATE RH

LICENCE PLATE LH

REAR SIDE MARKER RH
(REAR COMB. LIGHT)

REAR SIDE MARKER LH
(REAR COMB. LIGHT)

TAIL RH
(REAR COMB. LIGHT)

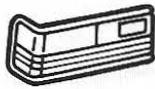
TAIL LH
(REAR COMB. LIGHT)

STOP LIGHTS
(REAR COMB. LIGHT)

HIGHT MOUNTED STOP LIGHT

To Super Monitor

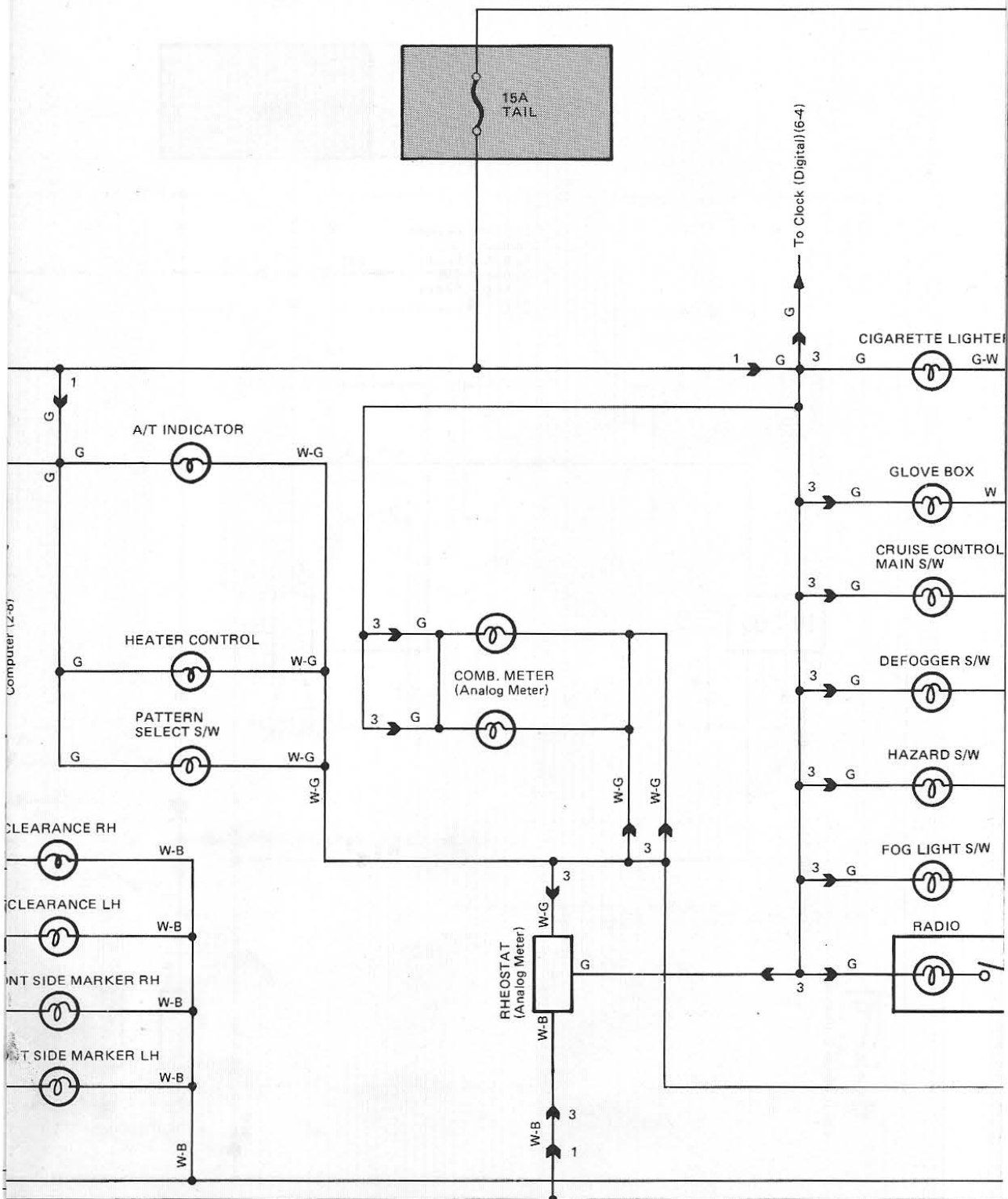
FRC
FRC
FRC

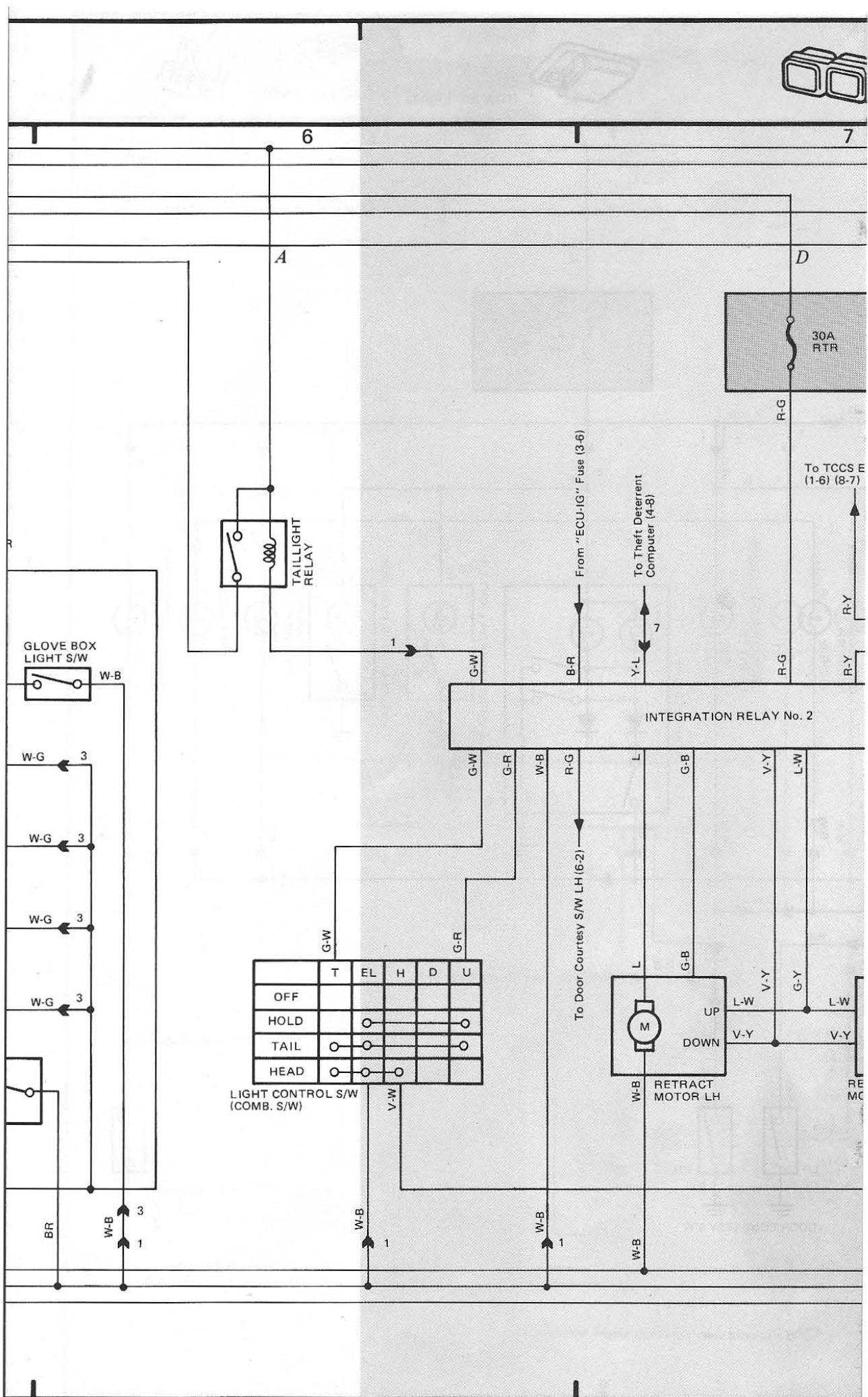


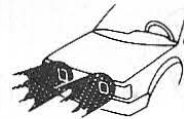
Taillights and Illumination

4

5







Headlights

Fog Lights

8

A

B

E

G

1

B

A

15A HEAD (LH)

15A HEAD (RH)

15A FOG

2

2

R-Y

LH

RH

HEADLIGHTS

FOG LIGHT S/W

W-G

R-G

W-G

R-G

FOG LIGHT RELAY

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

W-G

R-G

	HF	HU	HL	ED
FLASH	☐	☐	☐	☐
LOW	☐	☐	☐	☐
HIGH	☐	☐	☐	☐

DIMMER S/W (COMB. S/W)

HIGH BEAM INDICATOR LIGHT (COMB. METER)

From Headlight Cleaner S/W (3-3)

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

a

c

f

6 TOYOTA SUPRA (Cont'd)

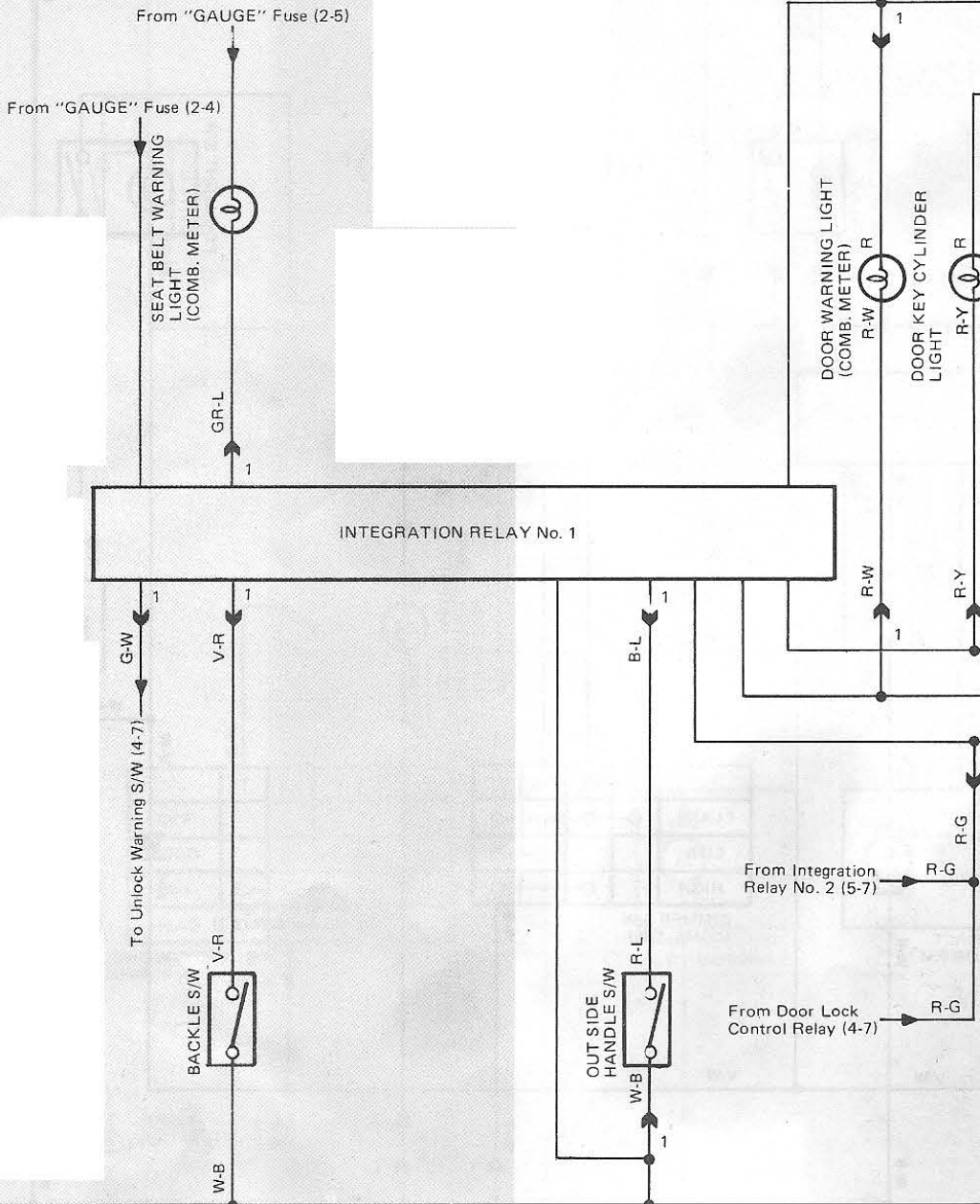


Unlock and Seat Belt Warning

A
B

E

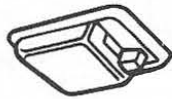
G



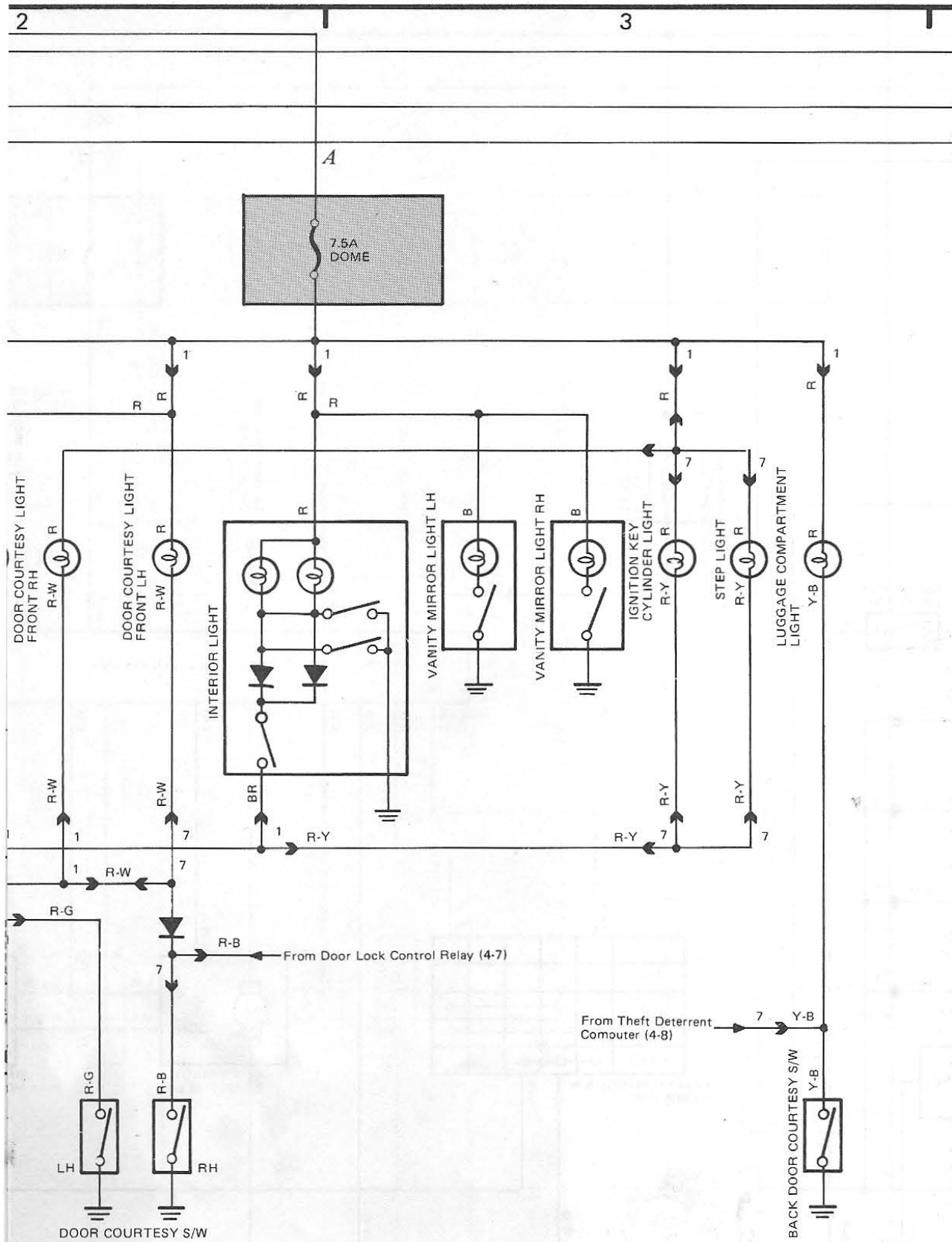
c
d

Ground points

C = Located under left front pillar



Interior Lights



d = Located under right front pillar



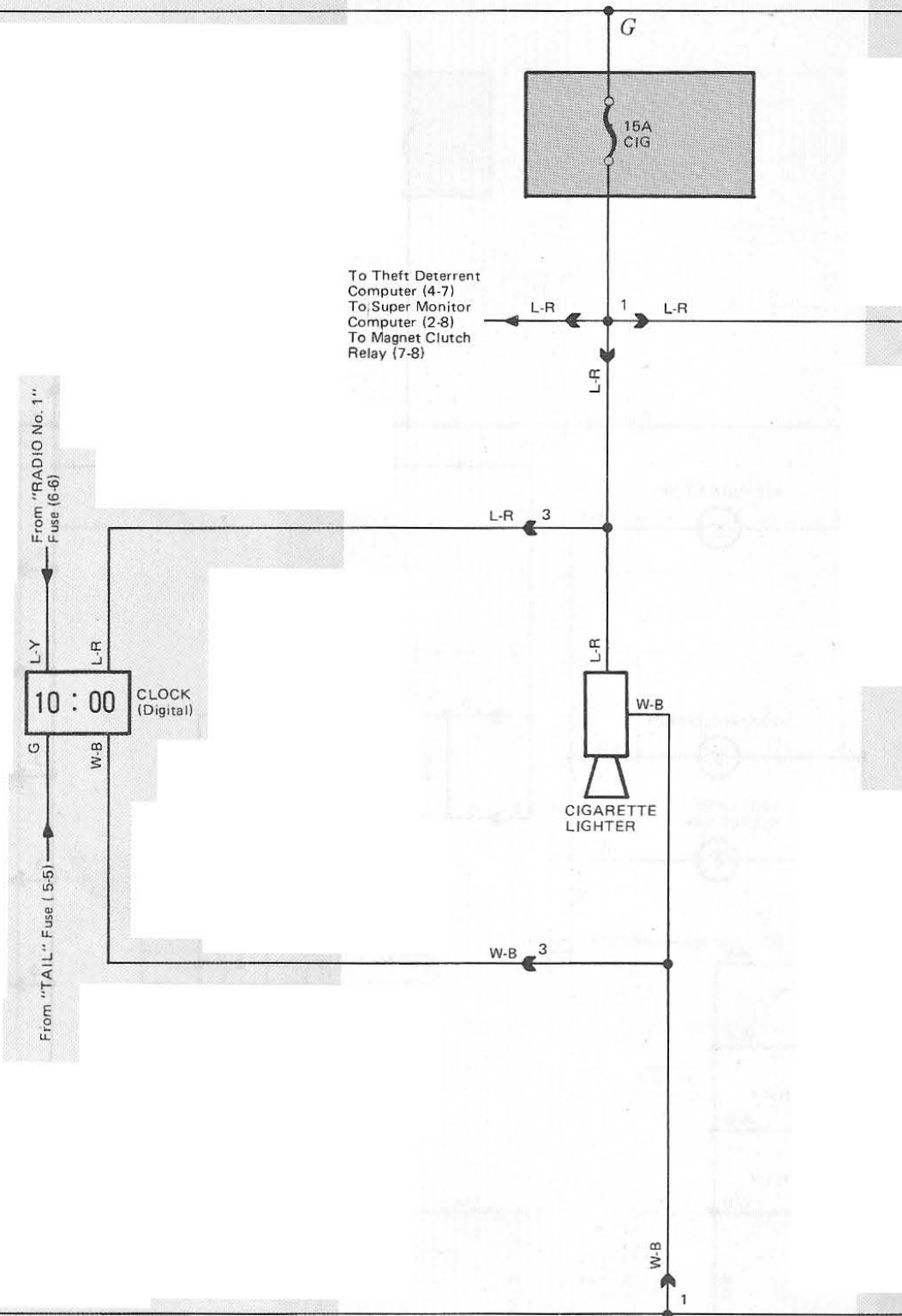
Clock

4



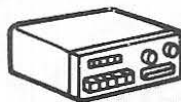
Cigarette Lighter

5





Auto Antenna

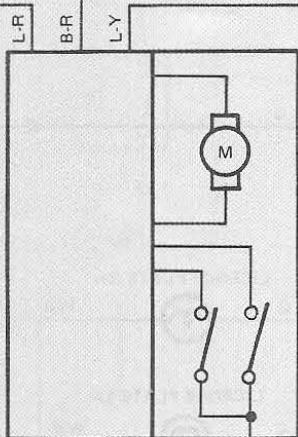


Radio and Tape Player

6

From "ECU-IG" Fuse (3-6)

AUTO ANTENNA CONTROL
RELAY AND MOTOR

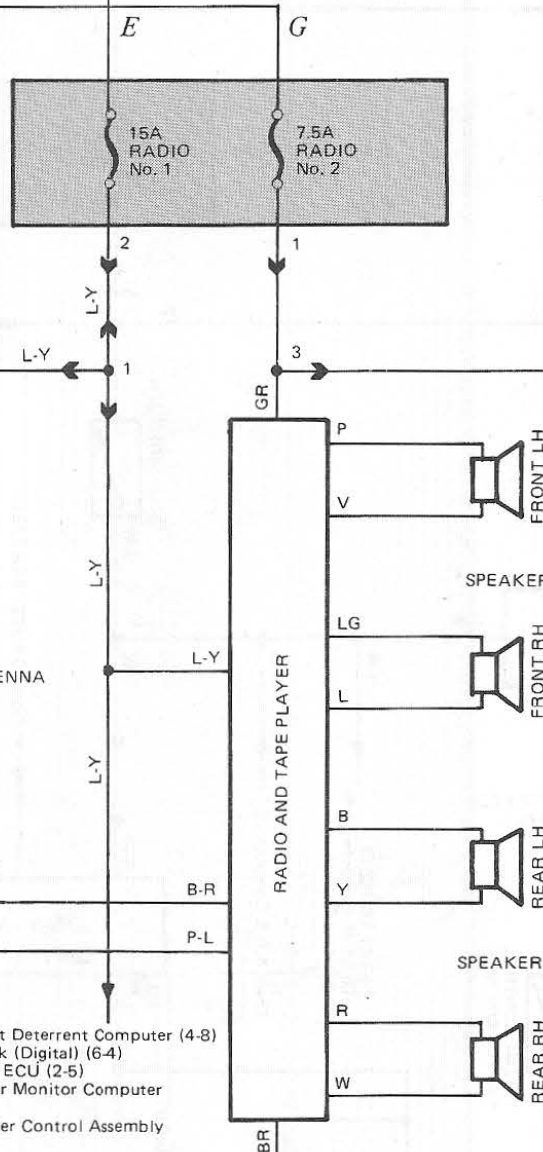


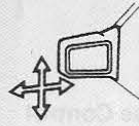
WINDOW ANTENNA
AMPLIFIER



B-R

To Theft Deterrent Computer (4-8)
To Clock (Digital) (6-4)
To ECT ECU (2-5)
To Super Monitor Computer
(2-8)
To Heater Control Assembly
(7-7)





Remote Control Mirrors with Heater

7

8

B

From Defogger Relay
(2-4)

10A
MIR-HTR

1

GR

REMOTE CONTROL MIRROR S/W

		B	E	HI	V1	C	V2	H2
RH	UP	○	○	○	○	○	○	
	DOWN	○	○	○	○	○	○	
	LEFT	○	○	○	○	○	○	○
	RIGHT	○	○	○	○	○	○	○
LH	UP	○	○	○	○	○	○	
	DOWN	○	○	○	○	○	○	
	LEFT	○	○	○	○	○	○	○
	RIGHT	○	○	○	○	○	○	○

W-B

BR-B

BR-Y

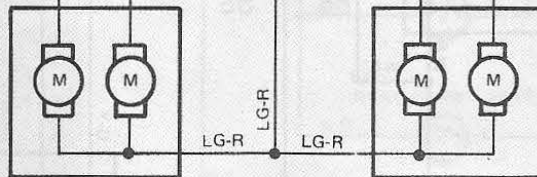
LG-R

LG-B

BR-R

MIRROR HEATER LH
W-B V-R

MIRROR HEATER RH
W-B V-R



LH

RH

MIRROR MOTORS

3

W-B

1

W-B

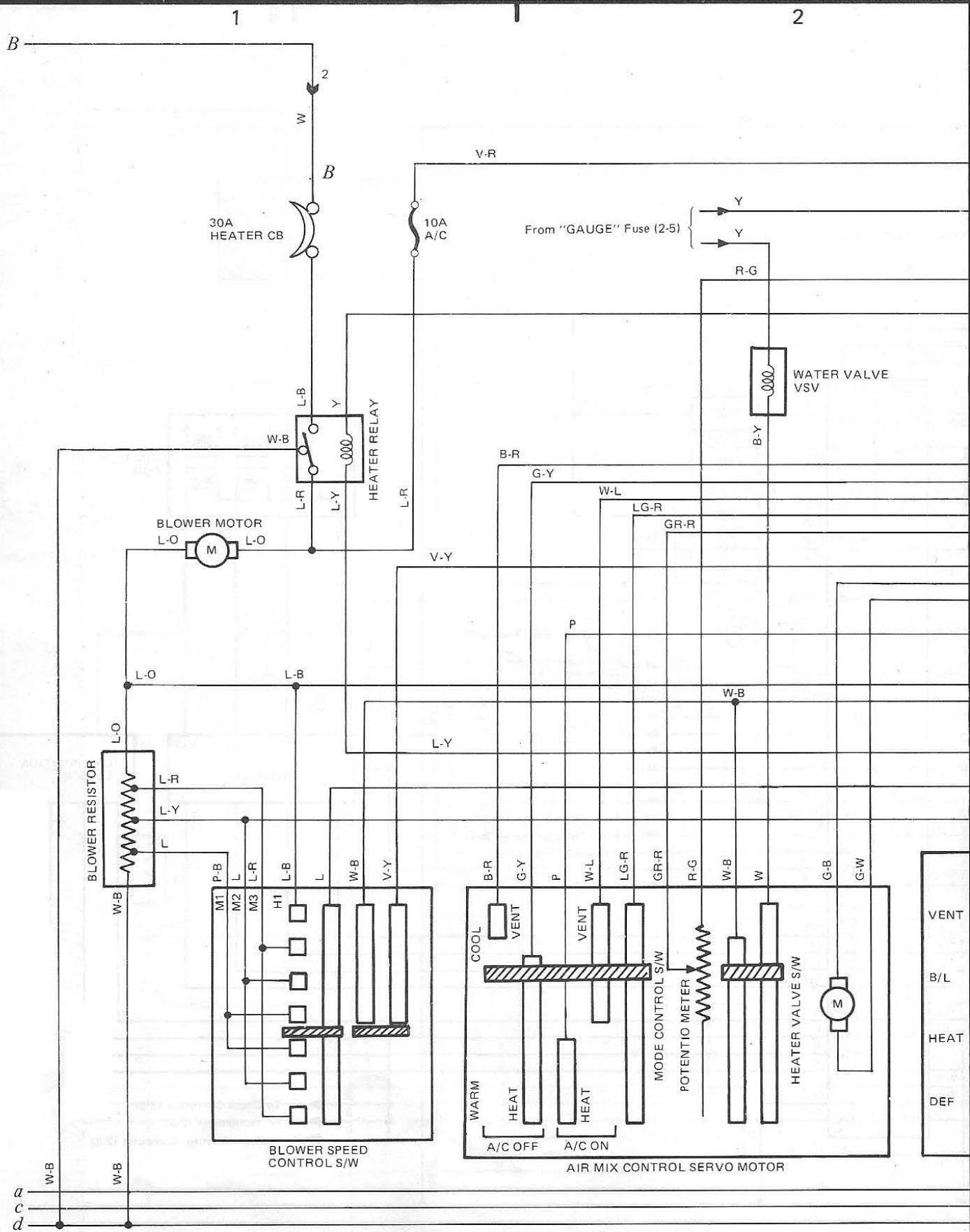
1

W-B

c

d

TOYOTA SUPRA (Cont'd)



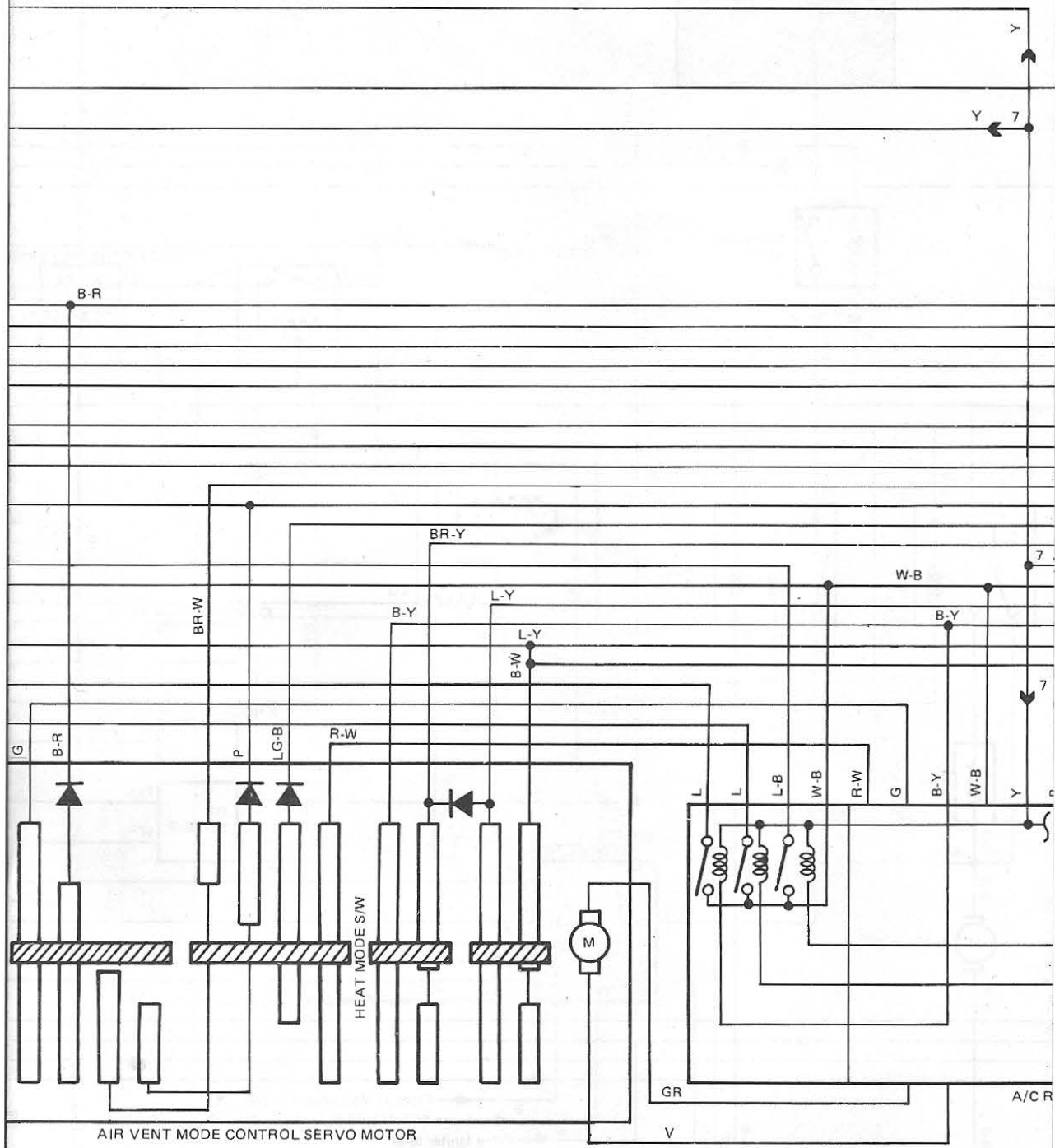
Ground points

a = Located on left fender

c = Located under left front pillar

d = Located under right front pillar

239AT

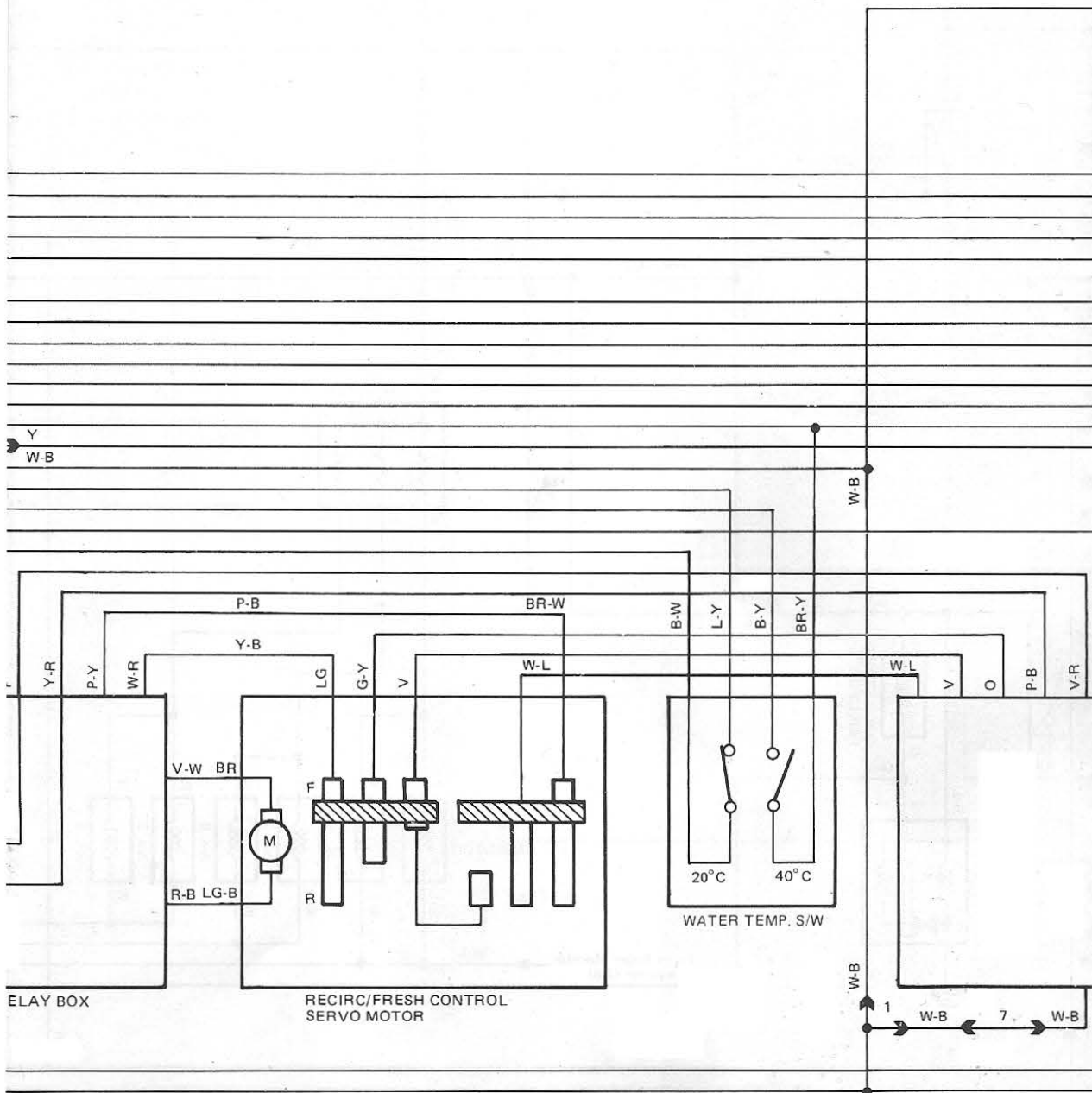


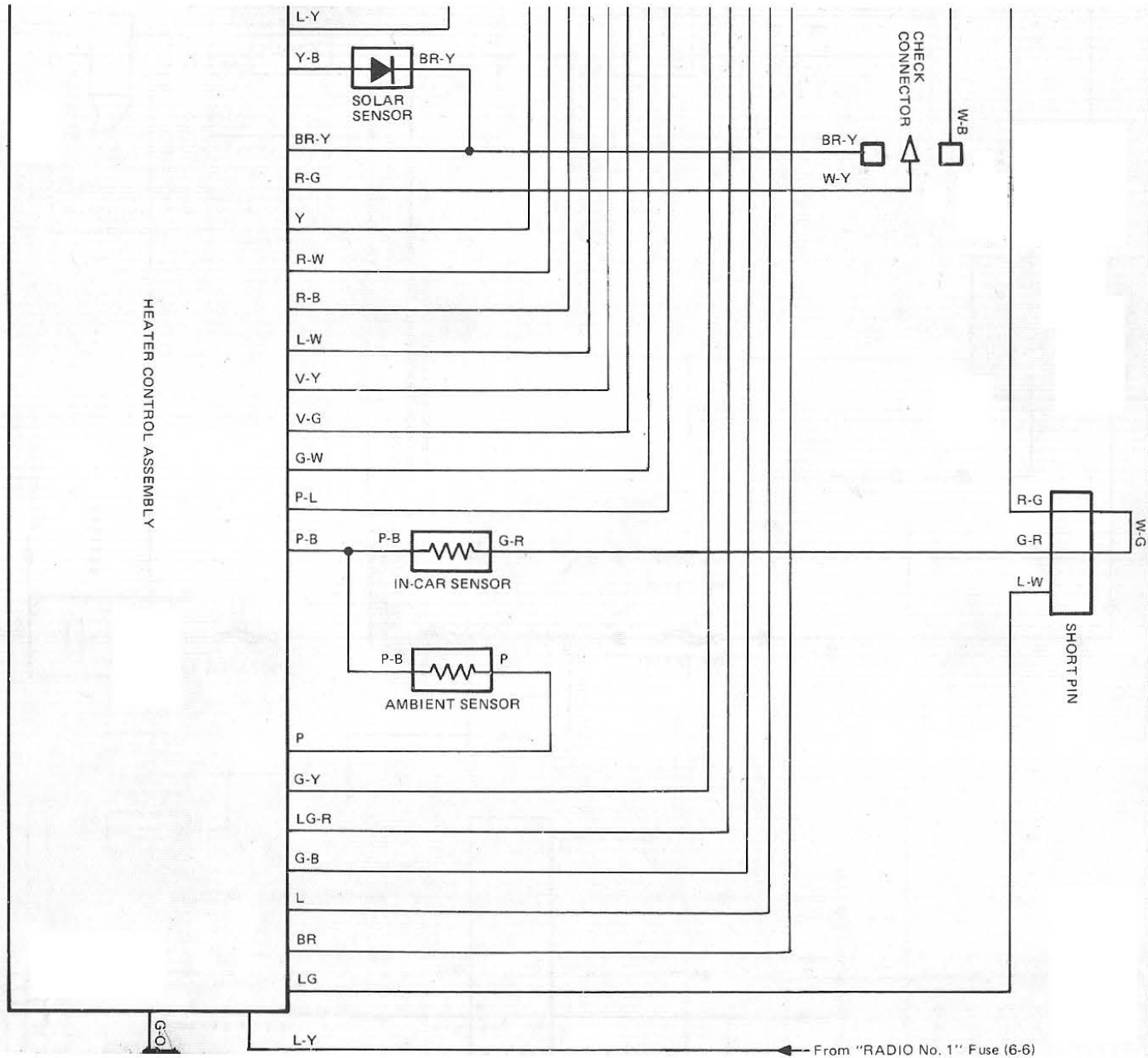


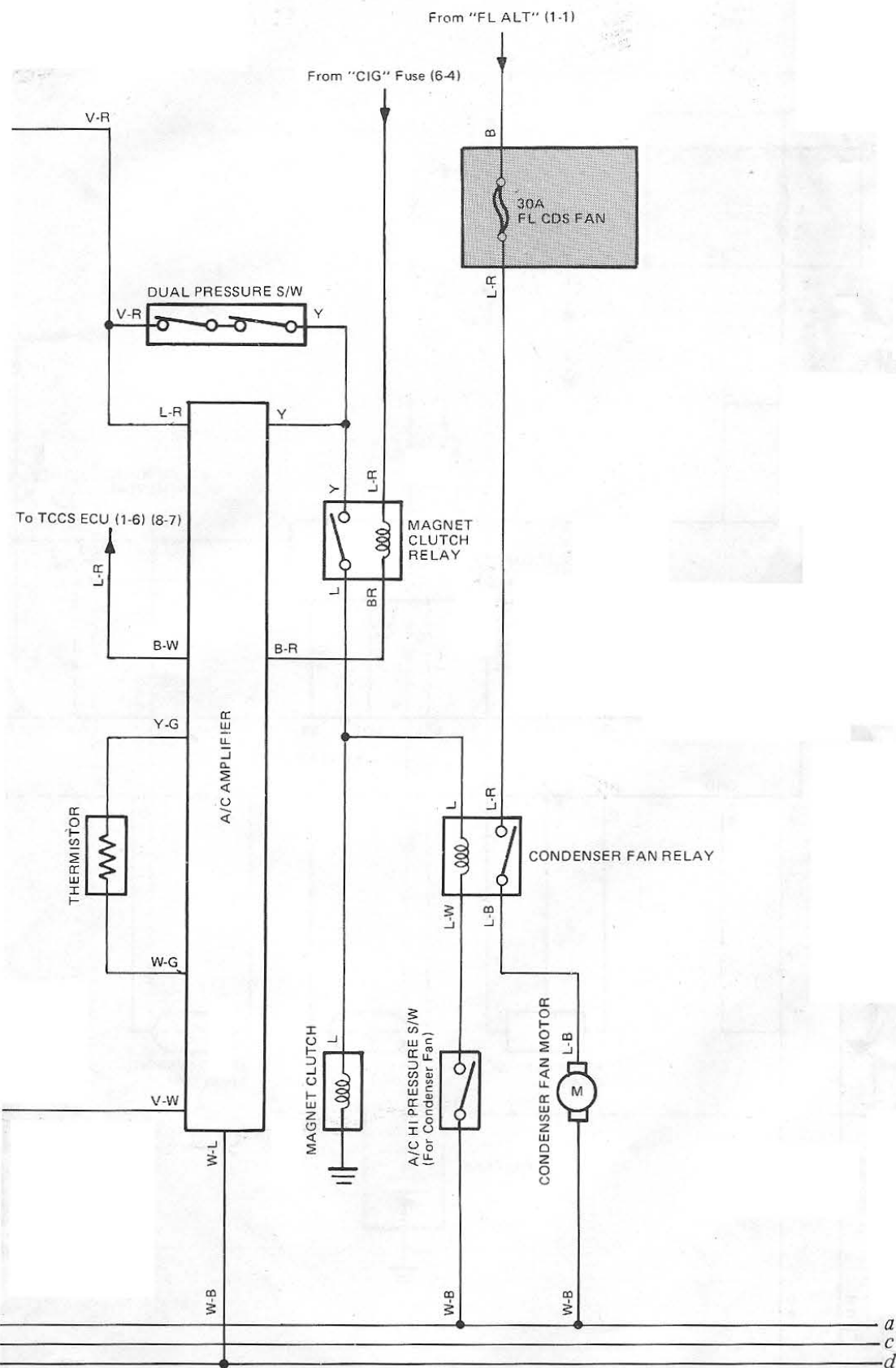
Air Conditioner, Cooler and Heater

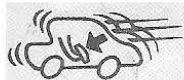
4

5

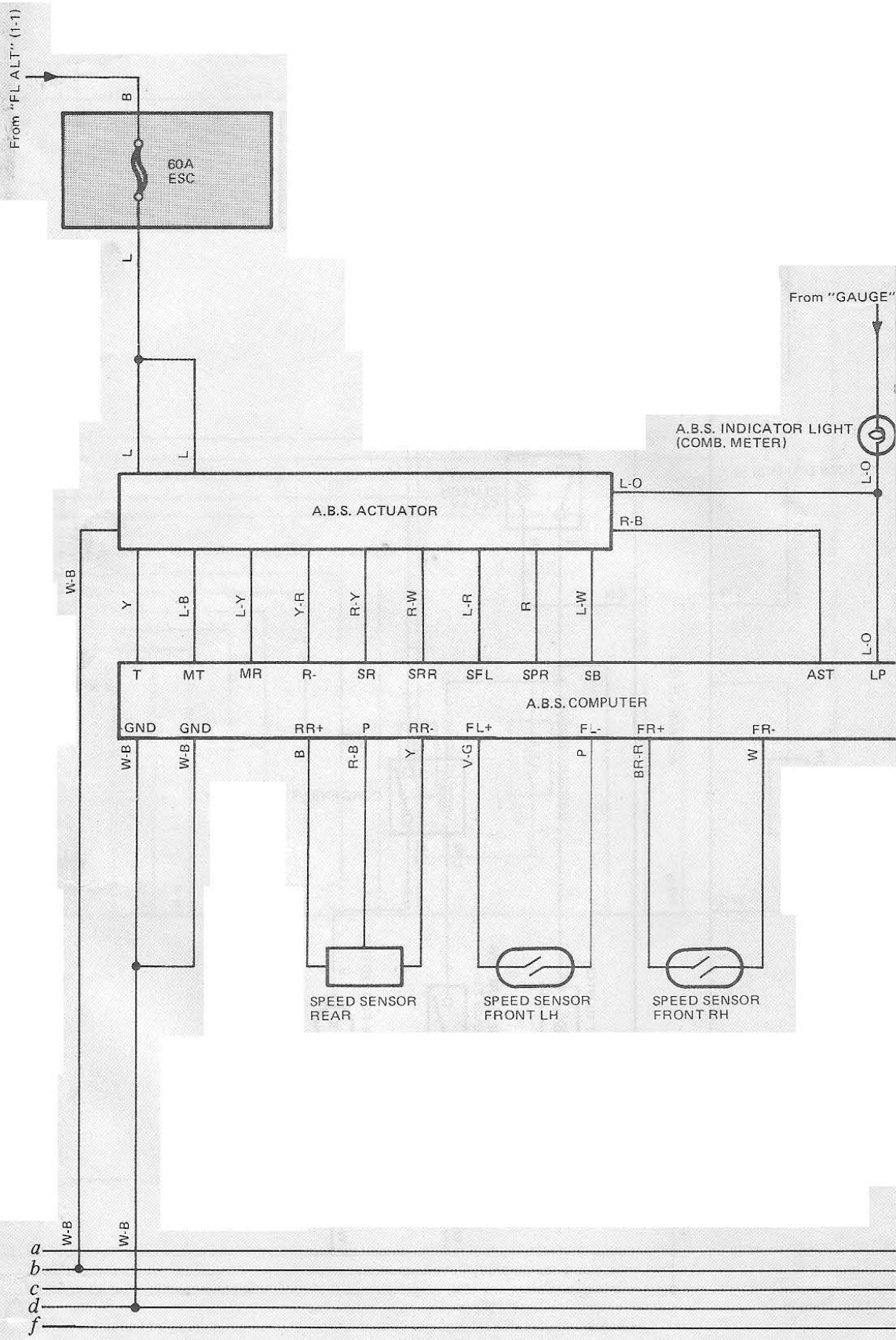








A.B.S. (Anti-Lock Brake System)

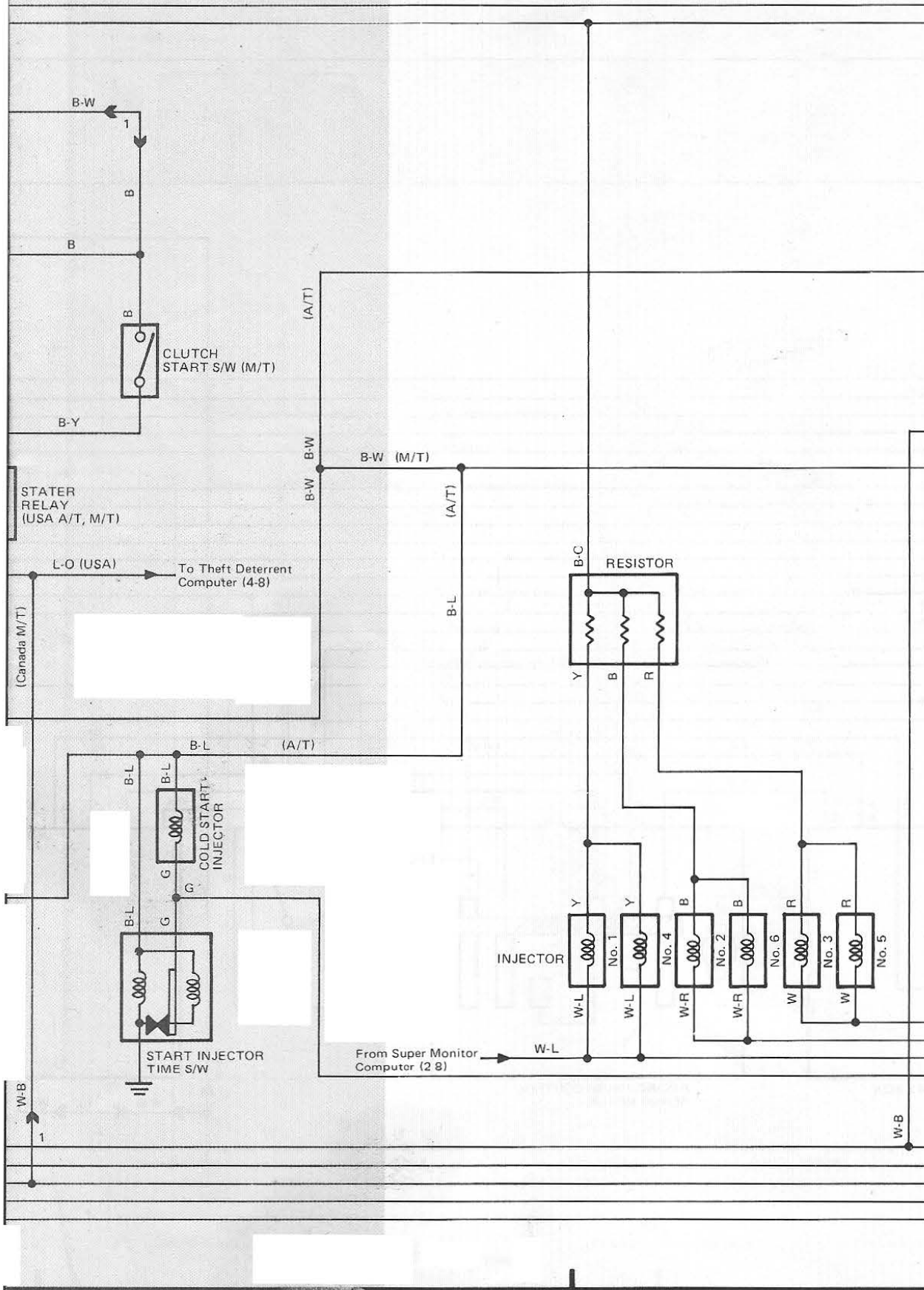


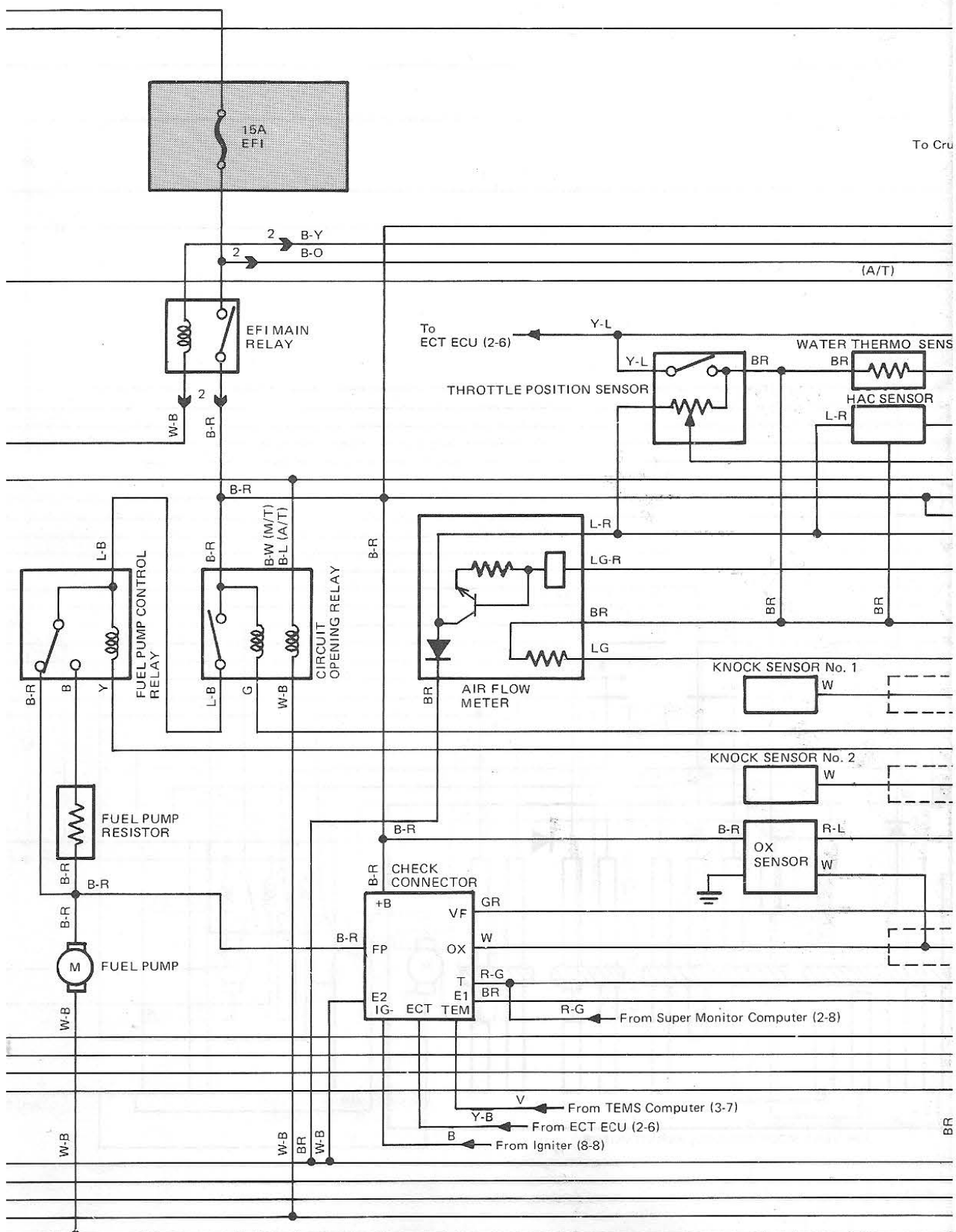
Ground points a = Located on left fender b = Located on engine block c = Located un

Starting

4

5





7

8

