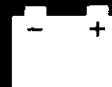


Electrical

Special Tools	23-2	*Ignition Switch	23-89
Troubleshooting		Ignition System	23-102
Tips and Precautions	23-3	*Integrated Control Unit	23-156
Five-step Troubleshooting	23-5	Interlock System	23-144
Wire Color Codes	23-5	Lighting System	23-161
Schematic Symbols	23-6	Lights, Exterior	
Relay and Control Unit Locations		Back-up Lights	23-177
Engine Compartment	23-7	Brake Lights	23-178
Dashboard	23-8	Daytime Running Lights (Canada)	23-166
Dashboard/Door	23-12	Front Parking Lights	23-167
*Airbags	Section 24	Front Turn Signal Lights	23-167
Air Conditioning	Section 21	Headlights	23-167
Alternator	23-112	High Mount Brake Light	23-179
Anti-lock Brake System (ABS)	Section 19	License Plate Lights	23-176
*A/T Gear Position Indicator	23-149	Taillights	23-171
Automatic Transmission System	Section 14	Interior Lights	23-182
Battery	23-91	Moonroof	23-235
Blower Controls	Section 21	Power Distribution	23-67
Charging System	23-112	Power Door Locks	23-251
Connector Identification and Wire Harness		Power Mirrors	23-206
Routing	23-13	Power Relays	23-86
Cruise Control	23-240	Power Windows	23-220
Dash Lights Brightness Controller	23-180	Rear Window Defogger	23-200
Fan Controls	23-126	Spark Plugs	23-111
Fuel Pump	Section 11	Starting System	23-93
Fuses/Relay	23-62	*Stereo Sound System	23-187
PGM-FI Control System	Section 11	*Supplemental Restraint System (SRS)	Section 24
*Gauges		Turn Signal/Hazard Flasher System	23-173
Circuit Diagram	23-131	*Under-dash Fuse/Relay Box	23-85
Fuel Gauge	23-142	Vehicle Speed Sensor (VSS)	23-140
Gauge/Indicator	23-129	*Wipers/Washers	23-214
Ground Distribution	23-75		
Heater Controls	Section 21		
*Horn	23-196		

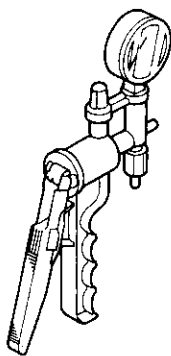
NOTE: Unless otherwise specified, references to automatic transmission (A/T) in this section include the CVT.



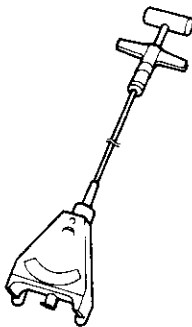
Special Tools

Ref. No.	Tool Number	Description	Qty	Page Reference
①	A973X - 041 - XXXXX	Vacuum Pump Gauge, 0 - 30 in.Hg.	1	23-245
②*	07JGG - 001010A	Belt Tension Gauge	1	23-125
③	07LAJ - PT3020A	Test Harness	1	23-140, 141
④	07NAC - SR20100	Fuel Sender Wrench	1	23-142
⑤	07PAZ - 0010100	SCS Service Connector	1	23-105
⑥	07MAJ - SP00300	Keyless Entry Checker	1	23-264

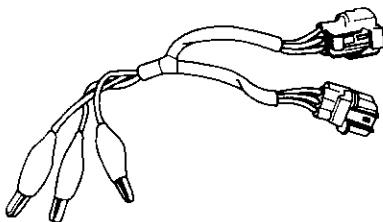
*: Included in Belt Tension Gauge Set 07T66 - 001000A



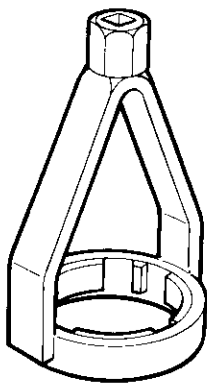
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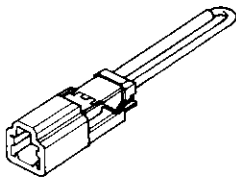
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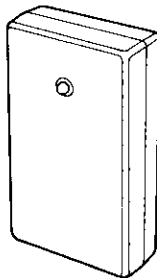
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⑥



Tips and Precautions

Before Troubleshooting

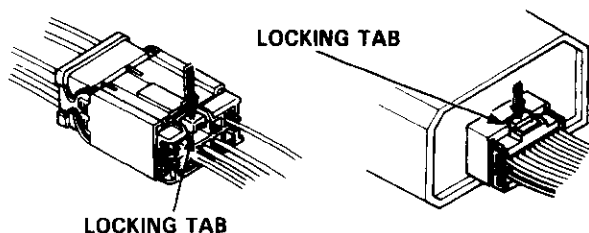
- Check applicable fuses in the appropriate fuse/relay box.
- Check the battery for damage, state of charge, and clean and tight connections.
- Check the alternator belt tension.

CAUTION:

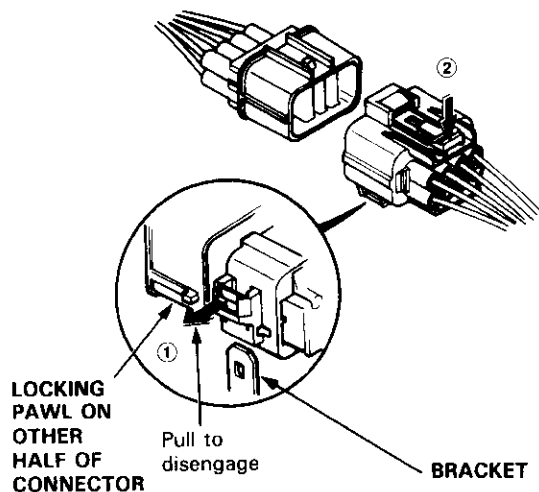
- Do not quick-charge a battery unless the battery ground cable has been disconnected, otherwise you will damage the alternator diodes.
- Do not attempt to crank the engine with the battery ground cable loosely connected or you will severely damage the wiring.

Handling Connectors

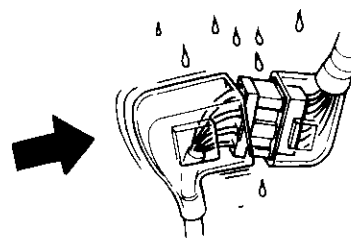
- Make sure the connectors are clean and have no loose wire terminals.
- Make sure multiple cavity connectors are packed with grease (except watertight connectors).
- All connectors have push-down release type locks.



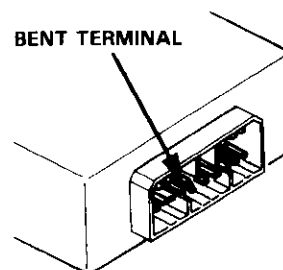
- Some connectors have a clip on their side used to attach them to a mount bracket on the body or on another component. This clip has a pull type lock.
- Some mounted connectors cannot be disconnected unless you first release the lock and remove the connector from its mount bracket.



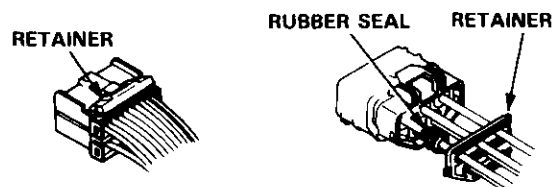
- Never try to disconnect connectors by pulling on their wires; pull on the connector halves instead.
- Always reinstall plastic covers.



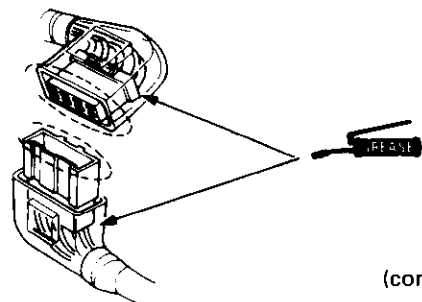
- Before connecting connectors, make sure the terminals are in place and not bent.



- Check for loose retainer and rubber seals.



- The backs of some connectors are packed with grease. Add grease if necessary. If the grease is contaminated, replace it.

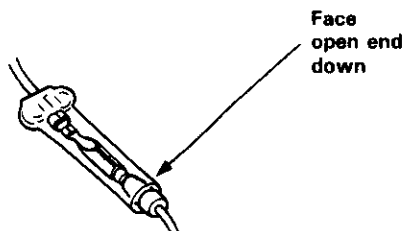


(cont'd)

Troubleshooting

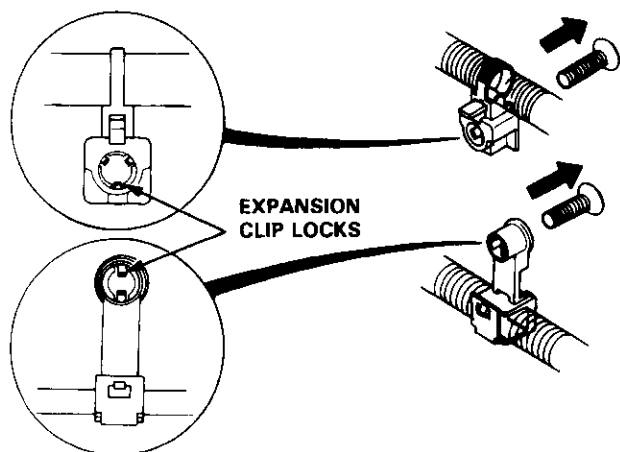
Tips and Precautions (cont'd)

- Insert the connector all the way and make sure it is securely locked.
- Position wires so that the open end of the cover faces down.

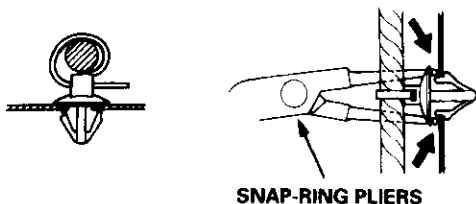


Handling Wires and Harnesses

- Secure wires and wire harnesses to the frame with their respective wire ties at the designated locations.
- Remove clips carefully; don't damage their locks.

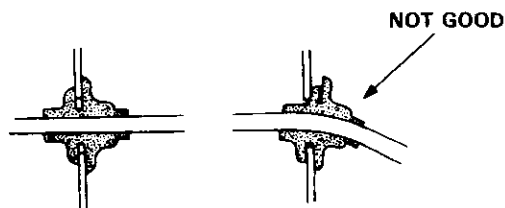


Slip pliers under the clip base and through the hole at an angle, then squeeze the expansion tabs to release the clip.



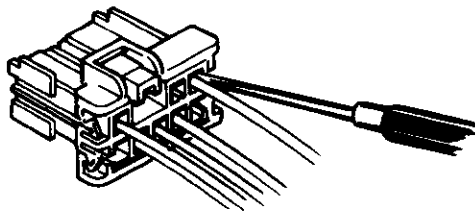
- After installing harness clips, make sure the harness doesn't interfere with any moving parts.
- Keep wire harnesses away from exhaust pipes and other hot parts, from sharp edges of brackets and holes, and from exposed screws and bolts.

- Seat grommets in their grooves properly.

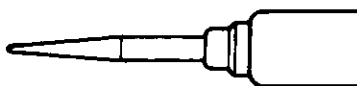


Testing and Repairs

- Do not use wires or harnesses with broken insulation. Replace them or repair them by wrapping the break with electrical tape.
- After installing parts, make sure that no wires are pinched under them.
- When using electrical test equipment, follow the manufacturer's instructions and those described in this manual.
- If possible, insert the probe of the tester from the wire side (except waterproof connector).



- Use a probe with a tapered tip.



- Refer to the instructions in the Honda Terminal Kit for identification and replacement of connector terminals.



Five-step Troubleshooting

1. **Verify The Complaint**
Turn on all the components in the problem circuit to verify the customer complaint. Note the symptoms. Do not begin disassembly or testing until you have narrowed down the problem area.

2. **Analyze The Schematic**
Look up the schematic for the problem circuit. Determine how the circuit is supposed to work by tracing the current paths from the power feed through the circuit components to ground. If several circuits fail at the same time, the fuse or ground is a likely cause.

Based on the symptoms and your understanding of the circuit operation, identify one or more possible causes of the problem.

3. **Isolate The Problem By Testing The Circuit**
Make circuit tests to check the diagnosis you made in step 2. Keep in mind that a logical, simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points that are easily accessible.

4. **Fix The Problem**
Once the specific problem is identified, make the repair. Be sure to use proper tools and safe procedures.

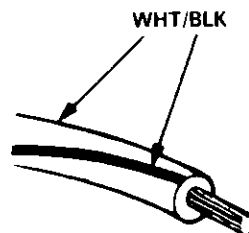
5. **Make Sure The Circuit Works**
Turn on all components in the repaired circuit in all modes to make sure you've fixed the entire problem. If the problem was a blown fuse, be sure to test all of the circuits on the fuse. Make sure no new problems turn up and the original problem does not recur.

Wire Color Codes

The following abbreviations are used to identify wire colors in the circuit schematics:







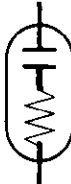

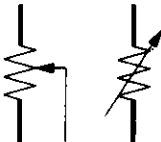

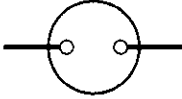









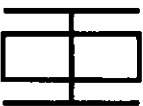
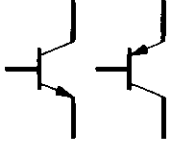


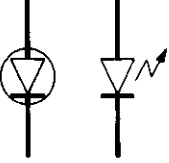
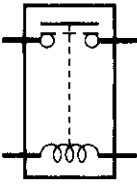
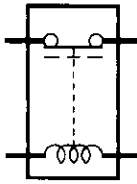



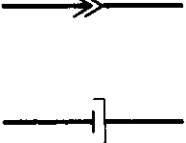

WHT	.....	White
YEL	.....	Yellow
BLK	.....	Black
BLU	.....	Blue
GRN	.....	Green
RED	.....	Red
ORN	.....	Orange
PNK	.....	Pink
BRN	.....	Brown
GRY	.....	Gray
PUR	.....	Purple
LT BLU	.....	Light Blue
LT GRN	.....	Light Green

The wire insulation has one color or one color with another color stripe. The second color is the stripe.

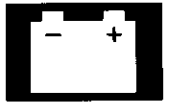


Troubleshooting

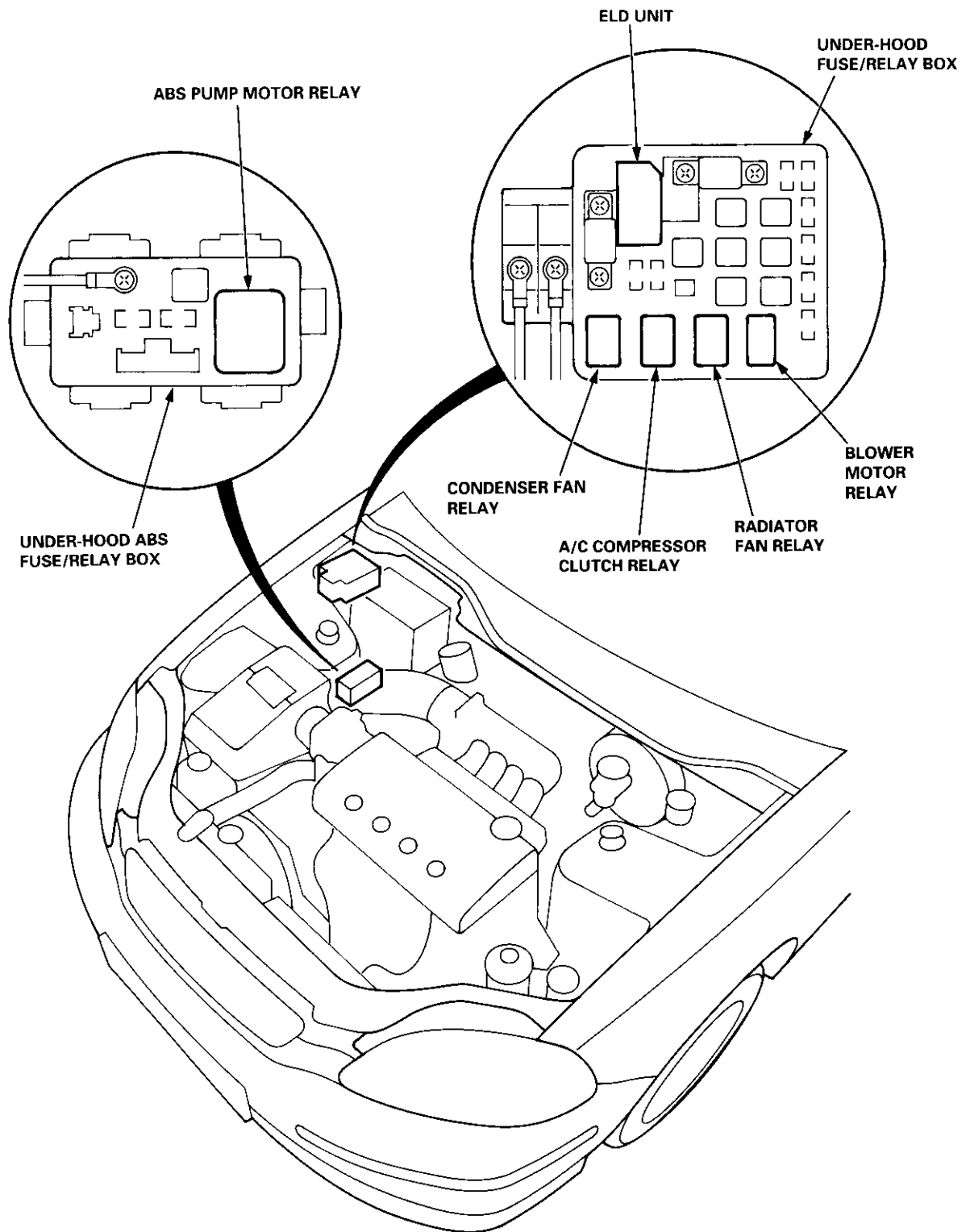
Schematic Symbols

BATTERY  	GROUND Ground terminal  Component ground 		FUSE 	COIL, SOLENOID 	CIGARETTE LIGHTER 
RESISTOR 	VARIABLE RESISTOR 	THERMISTOR 	IGNITION SWITCH 	BULB 	HEATER 
MOTOR 	PUMP 	CIRCUIT BREAKER 	HORN 	DIODE 	SPEAKER, BUZZER 
ANTENNA Mast  Window 		TRANSISTOR (Tr) 	SWITCH (In normal position) Normally open switch  Normally closed switch 		LIGHT EMITTING DIODE (LED) 
RELAY (In normal position) Normally open relay  Normally closed relay 		CONDENSER 	CONNECTION Input  Output 	CONNECTOR 	REED SWITCH 

Relay and Control Unit Locations



Engine Compartment



Relay and Control Unit Locations

Dashboard: '96 – 97 models

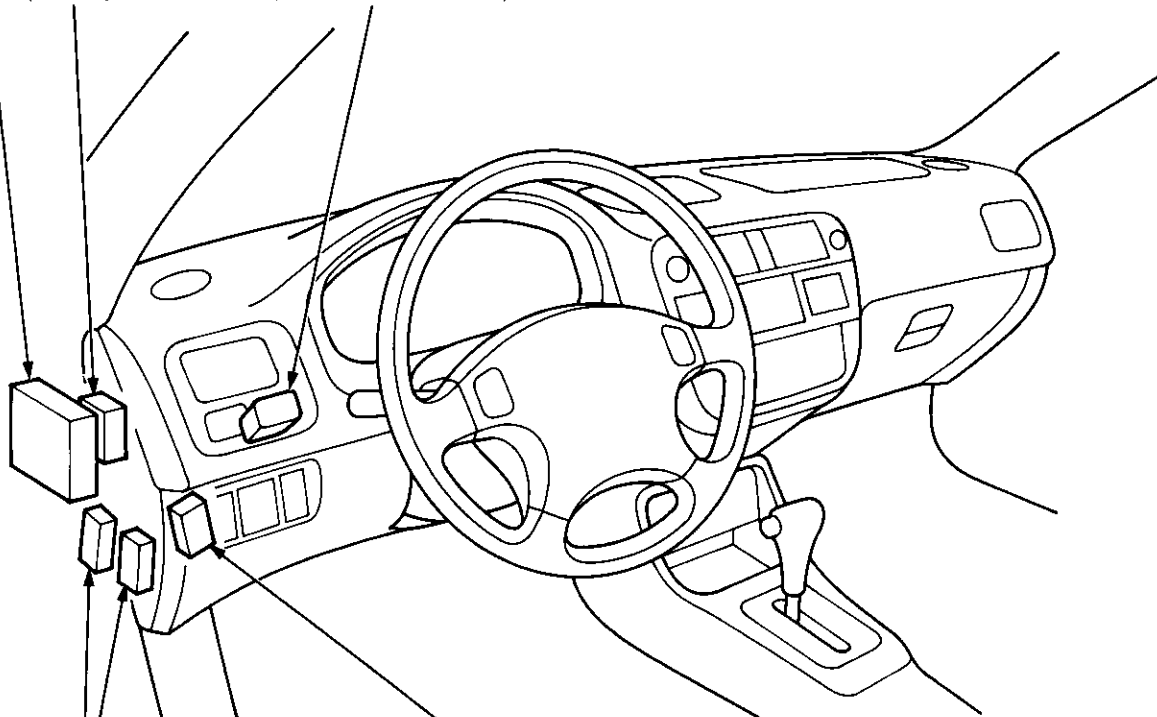
CRUISE CONTROL UNIT

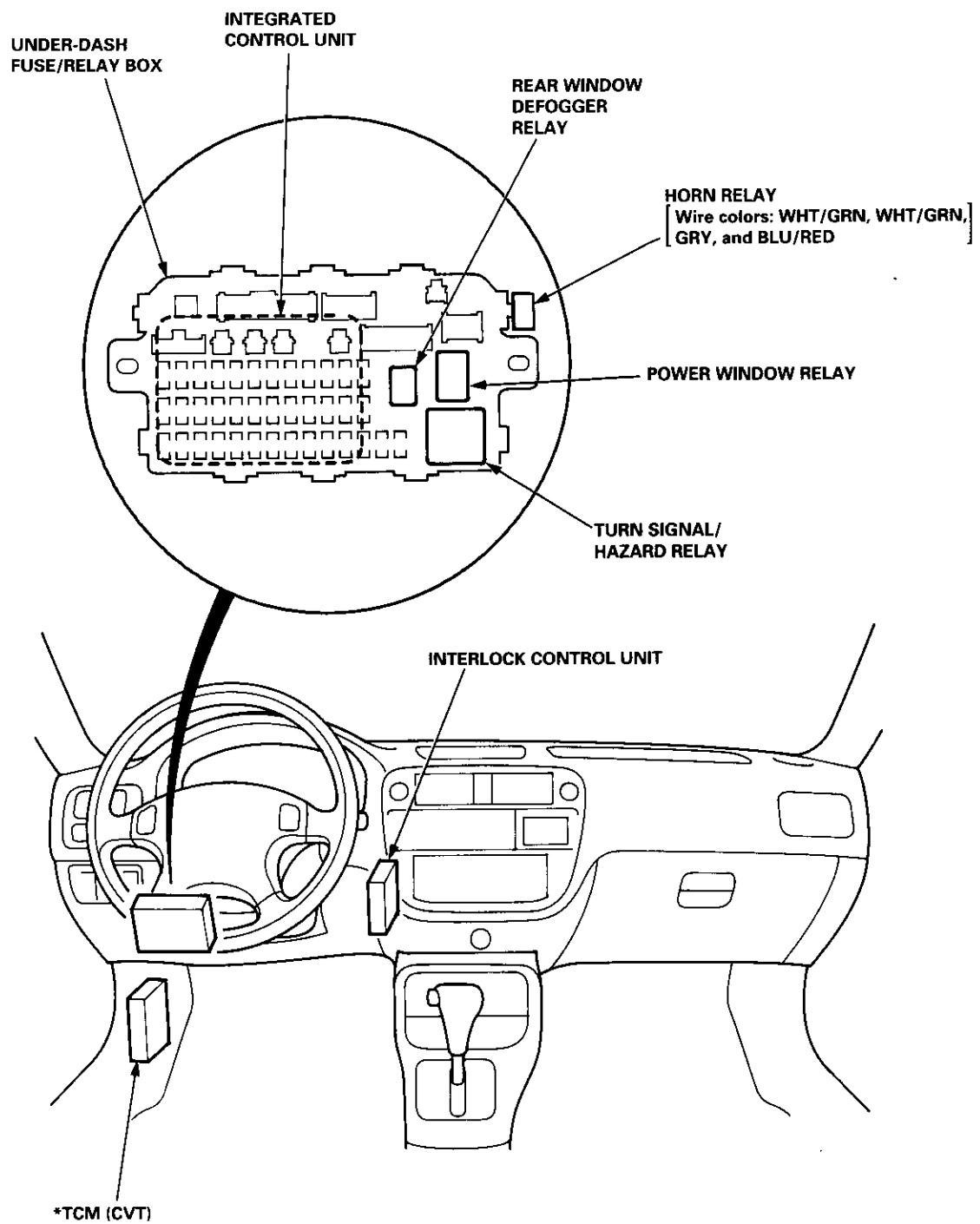
DAYTIME
RUNNING LIGHTS
CONTROL UNIT
(Canada)

DASH LIGHTS BRIGHTNESS CONTROLLER
(Has built-in control unit)

- MOONROOF OPEN RELAY
[Wire colors: GRN/ORN, GRN/RED,
WHT, YEL, and BLK]
- MOONROOF CLOSE RELAY
[Wire colors: GRN/ORN, GRN/YEL,
WHT, GRN/RED, and BLK]

STARTER CUT RELAY
[Wire colors: BLK/WHT, BLK/WHT,
BLU/BLK, and BLK/RED]





*: Coupe

Relay and Control Unit Locations

Dashboard: '98 – 00 models

CRUISE CONTROL UNIT

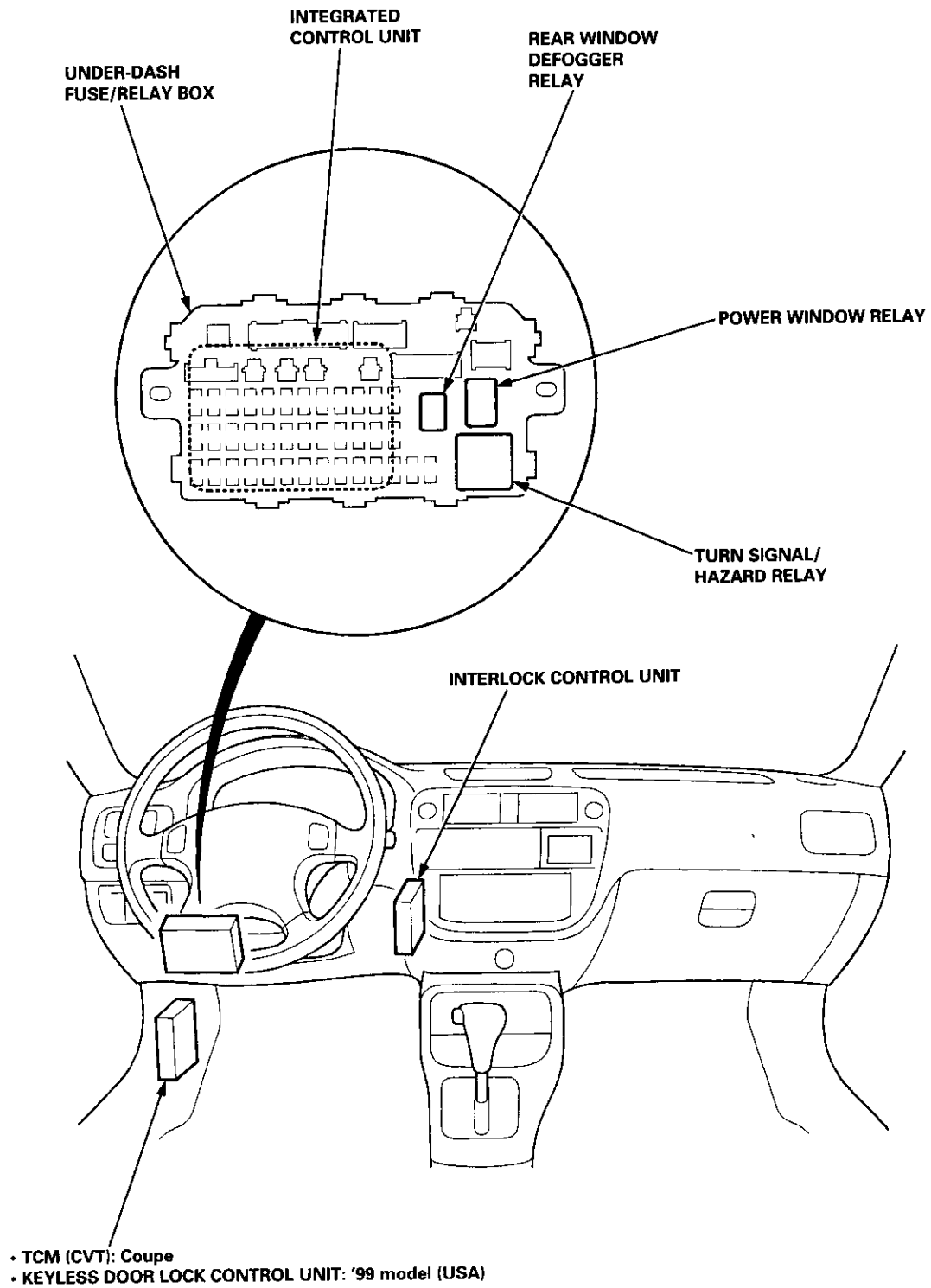
DAYTIME
RUNNING LIGHTS
CONTROL UNIT
(Canada)

DASH LIGHTS BRIGHTNESS CONTROLLER
(Has built-in control unit)

STARTER CUT RELAY
[Wire colors: BLK/WHT, BLK/WHT,
BLU/BLK, and BLK/RED]

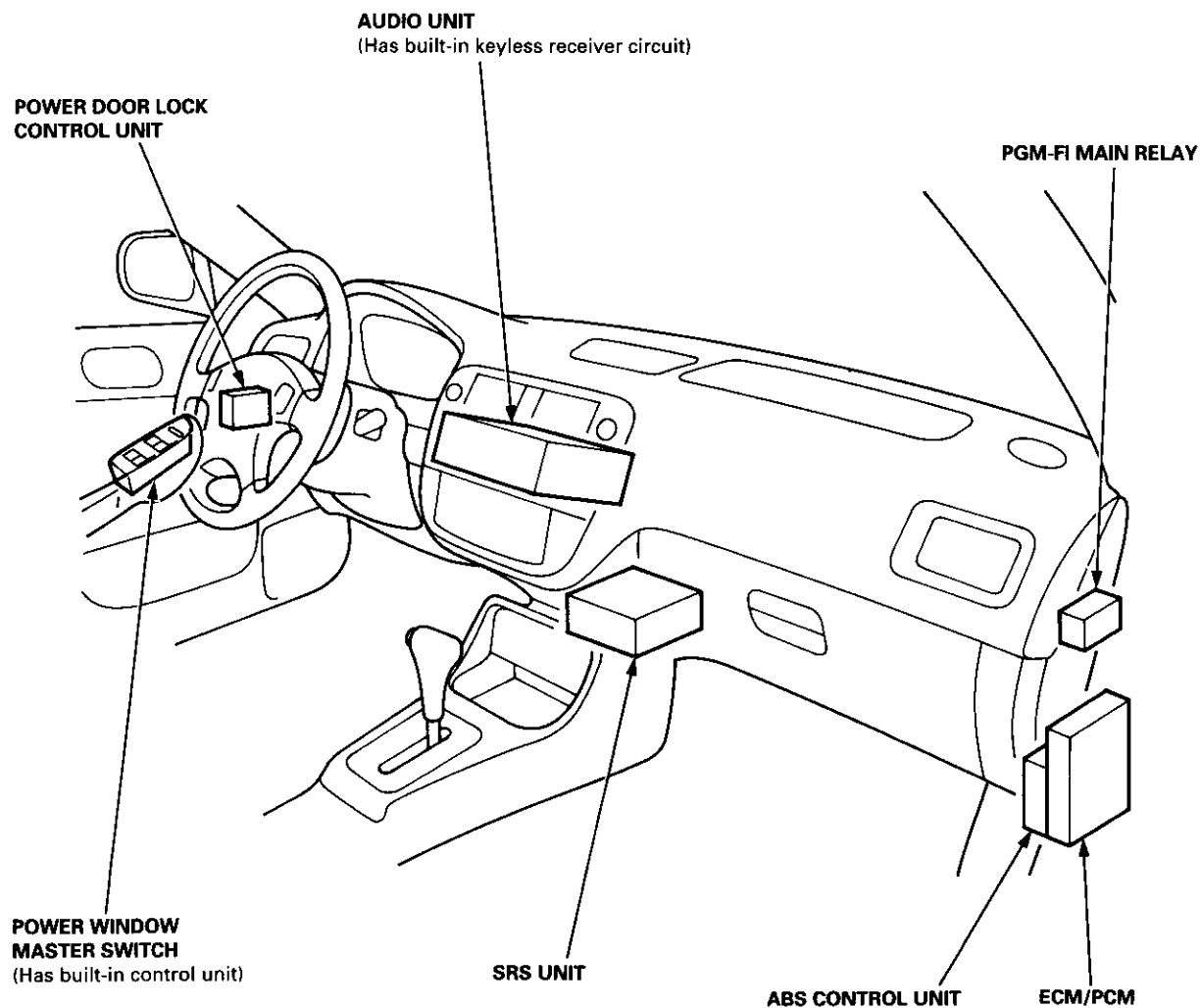
HORN RELAY
[Wire colors: WHT/GRN, BLU/RED,
GRY and WHT/GRN]

- MOONROOF OPEN RELAY
[Wire colors: GRN/ORN, GRN/RED,
WHT, YEL, and BLK]
- MOONROOF CLOSE RELAY
[Wire colors: GRN/ORN, GRN/YEL,
WHT, GRN/RED, and BLK]



Relay and Control Unit Locations

Dashboard/Door



Connector Identification and Wire Harness Routing



How to Identify Connectors:

Identification numbers have been assigned to all connectors. The number is preceded by the letter "C" for connectors, "G" for ground terminals or "T" for non-ground terminals.

Harness	Location	Engine Compartment	Dashboard	Others (Floor, Door, Trunk/Hatch, and Roof)
Starter cables		T1, T2 and ⊕		
Battery ground cable		G1 and ⊖		
Engine ground cable A		T3 G2		
Engine ground cable B		T4 G3		
Under-hood ABS fuse/relay box wire harness (With ABS)		T5 and ⊕		
Engine wire harness		C101 thru C147 T101 and T102 G101		
Engine compartment wire harness		C201 thru C215 G201 and G202		
Main wire harness		C301 thru C310 C351 thru C361	C401 thru C452 G401 and G402	
Dashboard wire harness			C501 thru C520 G501	
Floor wire harness			C551 thru C573 G551 and G552	
Rear wire harness				C601 thru C621 G601 and G602
Driver's door wire harness				C631 thru C640
Passenger's door wire harness				C651 thru C657
Left rear door wire harness (Sedan)				C661 thru C664
Right rear door wire harness (Sedan)				C671 thru C674
Roof wire harness (Without moonroof)				C701 thru C719
Moonroof wire harness (With moonroof)				C711 thru C719
Heater sub-harness A			C721 thru C729	
Heater sub-harness B			C741 thru C744	
A/C wire harness		C751 thru C754 G751		
Hatch wire harness (Hatchback)				C761 thru C768 G761
Rear window defogger ground wire				C771 G771
Secondary heated oxygen sensor sub-harness				C781 and C782
Fuel tank pressure sensor sub-harness				C791 thru C793
SRS main harness				C801 thru C807 G801
Rear window defogger wire				C831 thru C833

Connector Identification and Wire Harness Routing

Starter Cables

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
T1		Right side of engine compartment	Under-hood fuse/relay box	
T2		Right side of engine compartment	Starter motor	
⊕		Battery	Battery positive terminal	

Battery Ground Cable

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
G1		Right front shock tower	Body ground, via battery ground cable	
⊖		Battery	Battery negative terminal	

Engine Ground Cable A

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
T3		Left side of engine	Power steering pump bracket	
G2		Left side of engine compartment	Body ground, via engine ground cable A	

Engine Ground Cable B

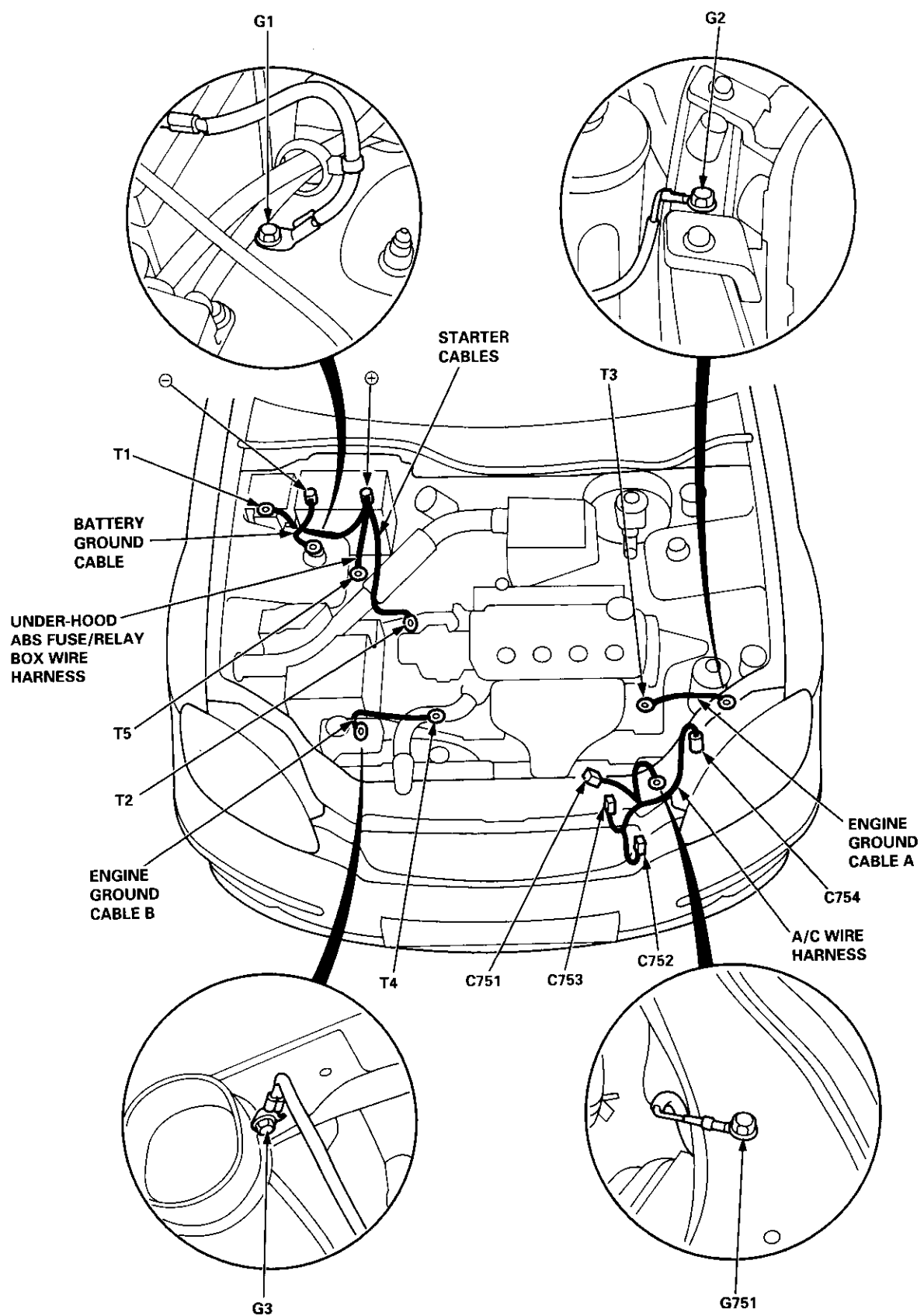
Connector or Terminal	Number of Cavities	Location	Connects to	Notes
T4		Right side of engine compartment	Transmission	
G3		Right side of front frame	Body ground, via engine ground cable B	

Under-hood ABS Fuse/Relay Box Wire Harness

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
T5		Right side of engine compartment	Under-hood fuse/relay box	
⊕		Battery	Battery positive terminal	

A/C Wire Harness

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C751	4	Right side of engine compartment	Engine compartment wire harness (C209)	
C752	1	Right side of engine compartment	Compressor clutch	
C753	2	Right side of engine compartment	Condenser fan motor	
C754	2	Right side of engine compartment	A/C pressure switch	
G751		Left side of engine compartment	Body ground, via A/C wire harness	



Connector Identification and Wire Harness Routing

Engine Wire Harness (D16Y5, D16Y8 engines): '96 – 98 models

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C101	10	Left side of engine compartment	Main wire harness (C303)	
C102	3	Middle of engine	Crankshaft speed fluctuation (CKF) sensor	
C103	1	Middle of engine	Engine oil pressure switch	
C104	4	Left side of engine compartment	Alternator	USA
C104	3	Left side of engine compartment	Alternator	Canada
C105	2	Middle of engine	No. 1 fuel injector	
C106	2	Middle of engine	No. 2 fuel injector	
C107	2	Middle of engine	No. 3 fuel injector	
C108	2	Middle of engine	No. 4 fuel injector	
C109	3	Middle of engine	IAC valve	A/T
C110	3	Middle of engine	Throttle position (TP) sensor	
C111	3	Middle of engine	Manifold absolute pressure (MAP) sensor	
C112	2	Middle of engine	Intake air temperature (IAT) sensor	
C113	2	Middle of engine	Power steering pressure (PSP) switch	USA
C114	2	Middle of engine	EVAP purge control solenoid valve	
C115	14	Middle of engine	Junction connector	
C116	14	Middle of engine	Junction connector	
C117	3	Left side of engine compartment	Vehicle speed sensor (VSS)	
C118	2	Middle of engine	Countershaft speed sensor	*2 (A/T)
C119	2	Middle of engine	Engine coolant temperature (ECT) switch A	
C120	10	Middle of engine	Distributor	
C121	1	Middle of engine	Engine coolant temperature (ECT) sending unit	
C122	2	Middle of engine	Engine coolant temperature (ECT) sensor	
C123	4	Middle of engine	Primary HO2S (sensor 1)	*3
C123	8	Middle of engine	Primary HO2S (sensor 1)	*1 (M/T)
C124	2	Middle of engine	Back-up light switch	M/T
C124	2	Middle of engine	Lock-up control solenoid valve	*2 (A/T)
C125	4	Middle of engine	Secondary HO2S (sensor 2)	*1
C126	2	Middle of engine	Mainshaft speed sensor	*2
C127	2	Middle of engine	Linear solenoid valve	*2
C128	2	Middle of engine	Shift control solenoid valve	*2
C129	1	Right side of engine compartment	Starter solenoid	
C130	20	Behind right kick panel	Junction connector	
C131	22	Under right side of dash	Main wire harness (C446)	
C132	32	Under right side of dash	ECM/PCM	
C133	25	Under right side of dash	PCM	*2 (A/T)
C134	31	Under right side of dash	ECM/PCM	
C135	16	Under right side of dash	ECM/PCM	
C136	14	Under right side of dash	Main wire harness (C305)	A/T: '96 model
C136	14	Under right side of dash	Main wire harness (C305)	*1 (A/T): '97 – 98 models
C136	8	Under right side of dash	Main wire harness (C305)	A/T: '97 – 98 models
C137	2	Middle of engine	Knock sensor (KS)	
C138	2	Middle of engine	IAC valve	M/T
C139	1	Middle of engine	VTEC solenoid valve	
C140	2	Middle of engine	VTEC pressure switch	
C141	2	Middle of engine	EVAP control canister vent shut valve	*2
C142	2	Middle of engine	EGR control solenoid valve	*1 (A/T)
C143	2	Left side of engine compartment	Secondary gear shaft speed sensor	*1 (A/T)
C144	3	Middle of engine	EGR valve	*1 (A/T)
C144	6	Middle of engine	EGR valve	*1 (M/T)
C145	2	Right side of engine compartment	Drive pulley speed sensor	*1 (A/T)
C146	8	Right side of engine compartment	Solenoid connector (CVT)	*1 (CVT)
C147	2	Right side of engine compartment	Driven pulley speed sensor	*1 (A/T)
T101		Left side of engine compartment	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Middle of engine	Engine ground, via engine wire harness	

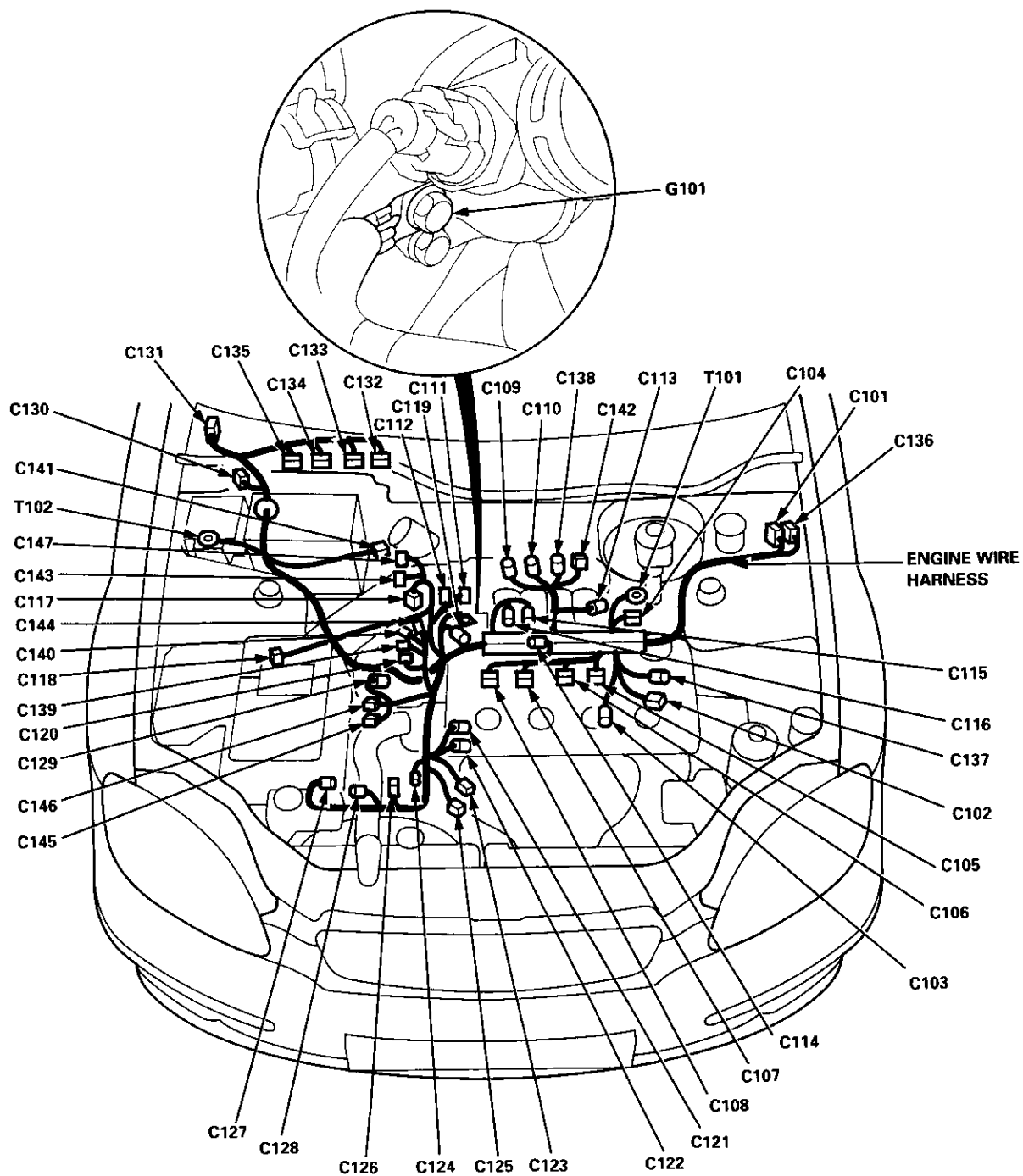
*1: D16Y5 engine

*2: D16Y8 engine

*3: D16Y5 (A/T), D16Y8 engines



'96 - 98 models:



Connector Identification and Wire Harness Routing

Engine Wire Harness (D16Y5, D16Y8 engines): '99 - 00 models

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C101	10	Left side of engine compartment	Main wire harness (C303)	
C102	3	Middle of engine	Crankshaft speed fluctuation (CKF) sensor	
C103	1	Middle of engine	Engine oil pressure switch	
C104	4	Left side of engine compartment	Alternator	USA
C104	3	Left side of engine compartment	Alternator	Canada
C105	2	Middle of engine	No. 1 fuel injector	
C106	2	Middle of engine	No. 2 fuel injector	
C107	2	Middle of engine	No. 3 fuel injector	
C108	2	Middle of engine	No. 4 fuel injector	
C109	3	Middle of engine	IAC valve	A/T
C110	3	Middle of engine	Throttle position (TP) sensor	
C111	3	Middle of engine	Manifold absolute pressure (MAP) sensor	
C112	2	Middle of engine	Intake air temperature (IAT) sensor	
C113	2	Middle of engine	Power steering pressure (PSP) switch	USA
C114	2	Middle of engine	EVAP purge control solenoid valve	
C115	14	Middle of engine	Junction connector	
C116	14	Middle of engine	Junction connector	
C117	3	Middle of engine	Vehicle speed sensor (VSS)	
C118	2	Right side of engine compartment	Countershaft speed sensor	*2 (A/T)
C119	2	Middle of engine	Engine coolant temperature (ECT) switch A	
C120	10	Middle of engine	Distributor	*1
C120	8	Middle of engine	Distributor	*2
C121	1	Middle of engine	Engine coolant temperature (ECT) sending unit	
C122	2	Middle of engine	Engine coolant temperature (ECT) sensor	
C123	4	Middle of engine	Primary HO2S (sensor 1)	*1 (CVT)
C123	8	Middle of engine	Primary HO2S (sensor 1)	*1 (M/T)
C123	4	Middle of engine	Primary HO2S (sensor 1)	*2
C124	2	Middle of engine	Back-up light switch	M/T
C124	2	Middle of engine	Lock-up control solenoid valve	*2 (A/T)
C125	4	Middle of engine	Secondary HO2S (sensor 2)	*1
C126	2	Middle of engine	Mainshaft speed sensor	*2 (A/T)
C127	2	Middle of engine	Linear solenoid valve	*2 (A/T)
C128	2	Middle of engine	Shift control solenoid valve	*2 (A/T)
C129	1	Right side of engine compartment	Starter solenoid	
C130	20	Behind right kick panel	Junction connector	
C131	22	Under right side of dash	Main wire harness (C446)	
C132	32	Behind right kick panel	ECM/PCM	*1 (M/T)
C133	25	Behind right kick panel	ECM/PCM	*3
C134	31	Behind right kick panel	ECM/PCM	
C135	16	Behind right kick panel	PCM	A/T
C137	2	Middle of engine	Knock sensor (KS)	
C138	2	Middle of engine	IAC valve	M/T
C139	1	Middle of engine	VTEC solenoid valve	
C140	2	Middle of engine	VTEC pressure switch	
C142	2	Middle of engine	EGR control solenoid valve	*1 (CVT)
C143	2	Left side of engine compartment	Secondary gear shaft speed sensor	*1 (CVT)
C144	3	Middle of engine	EGR valve	*1 (CVT)
C144	6	Middle of engine	EGR valve	*1 (M/T)
C145	2	Right side of engine compartment	Drive pulley speed sensor	*1 (CVT)
C146	8	Right side of engine compartment	Solenoid connector (CVT)	*1 (CVT)
C147	2	Right side of engine compartment	Driven pulley speed sensor	*1 (CVT)
T101		Left side of engine compartment	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Middle of engine	Engine ground, via engine wire harness	

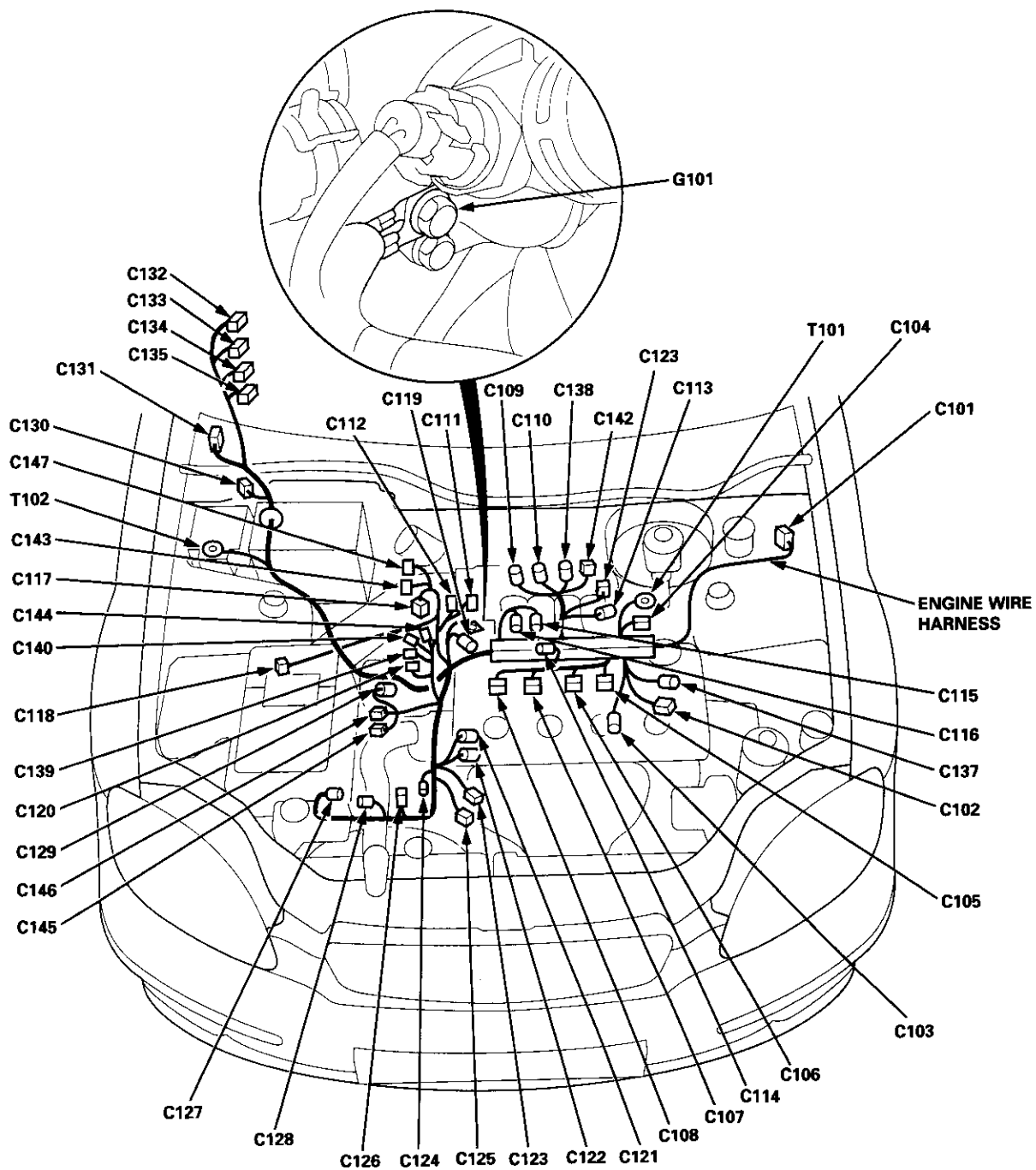
*1: D16Y5 engine

*2: D16Y8 engine

*3: D16Y5 (CVT), D16Y8 engines



'99 - 00 models:



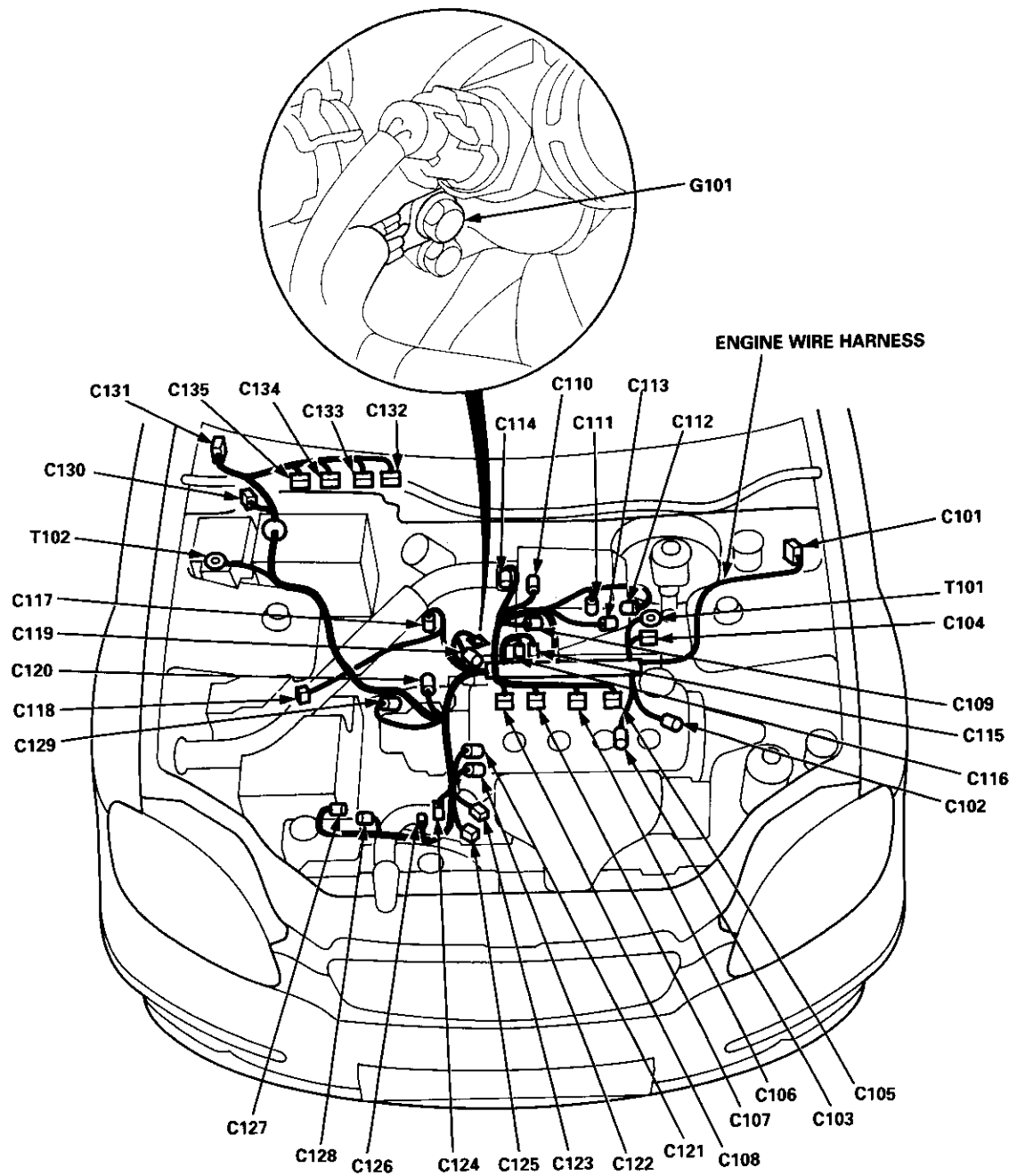
Connector Identification and Wire Harness Routing

Engine Wire Harness (D16Y7 engine): '96 model

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C101	10	Left side of engine compartment	Main wire harness (C303)	USA Canada
C102	3	Middle of engine	Crankshaft speed fluctuation (CKF) sensor	
C103	1	Middle of engine	Engine oil pressure switch	
C104	4	Left side of engine compartment	Alternator	
C104	3	Left side of engine compartment	Alternator	
C105	2	Middle of engine	No. 1 fuel injector	
C106	2	Middle of engine	No. 2 fuel injector	
C107	2	Middle of engine	No. 3 fuel injector	
C108	2	Middle of engine	No. 4 fuel injector	
C109	3	Middle of engine	IAC valve	
C110	3	Middle of engine	Throttle position (TP) sensor	USA
C111	3	Middle of engine	Manifold absolute pressure (MAP) sensor	
C112	2	Middle of engine	Intake air temperature (IAT) sensor	
C113	2	Middle of engine	Power steering pressure (PSP) switch	
C114	2	Middle of engine	EVAP purge control solenoid valve	A/T
C115	14	Middle of engine	Junction connector	
C116	14	Middle of engine	Junction connector	
C117	3	Left side of engine compartment	Vehicle speed sensor (VSS)	
C118	2	Middle of engine	Countershaft speed sensor	A/T
C119	2	Middle of engine	Engine coolant temperature (ECT) switch A	
C120	10	Middle of engine	Distributor	
C121	1	Middle of engine	Engine coolant temperature (ECT) sending unit	
C122	2	Middle of engine	Engine coolant temperature (ECT) sensor	M/T
C123	4	Middle of engine	Primary HO2S (sensor 1)	
C124	2	Middle of engine	Back-up light switch	
C124	2	Middle of engine	Lock-up control solenoid valve	
C125	4	Middle of engine	Secondary HO2S (sensor 2)	A/T
C126	2	Middle of engine	Mainshaft speed sensor	
C127	2	Middle of engine	Linear solenoid valve	
C128	2	Middle of engine	Shift control solenoid valve	
C129	1	Right side of engine compartment	Starter solenoid	A/T
C130	20	Behind right kick panel	Junction Connector	
C131	22	Under right side of dash	Main wire harness (C446)	
C132	32	Under right side of dash	ECM/PCM	
C133	25	Under right side of dash	PCM	
C134	31	Under right side of dash	ECM/PCM	
C135	16	Under right side of dash	ECM/PCM	
T101		Left side of engine compartment	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Middle of engine	Engine ground, via engine wire harness	



'96 model:



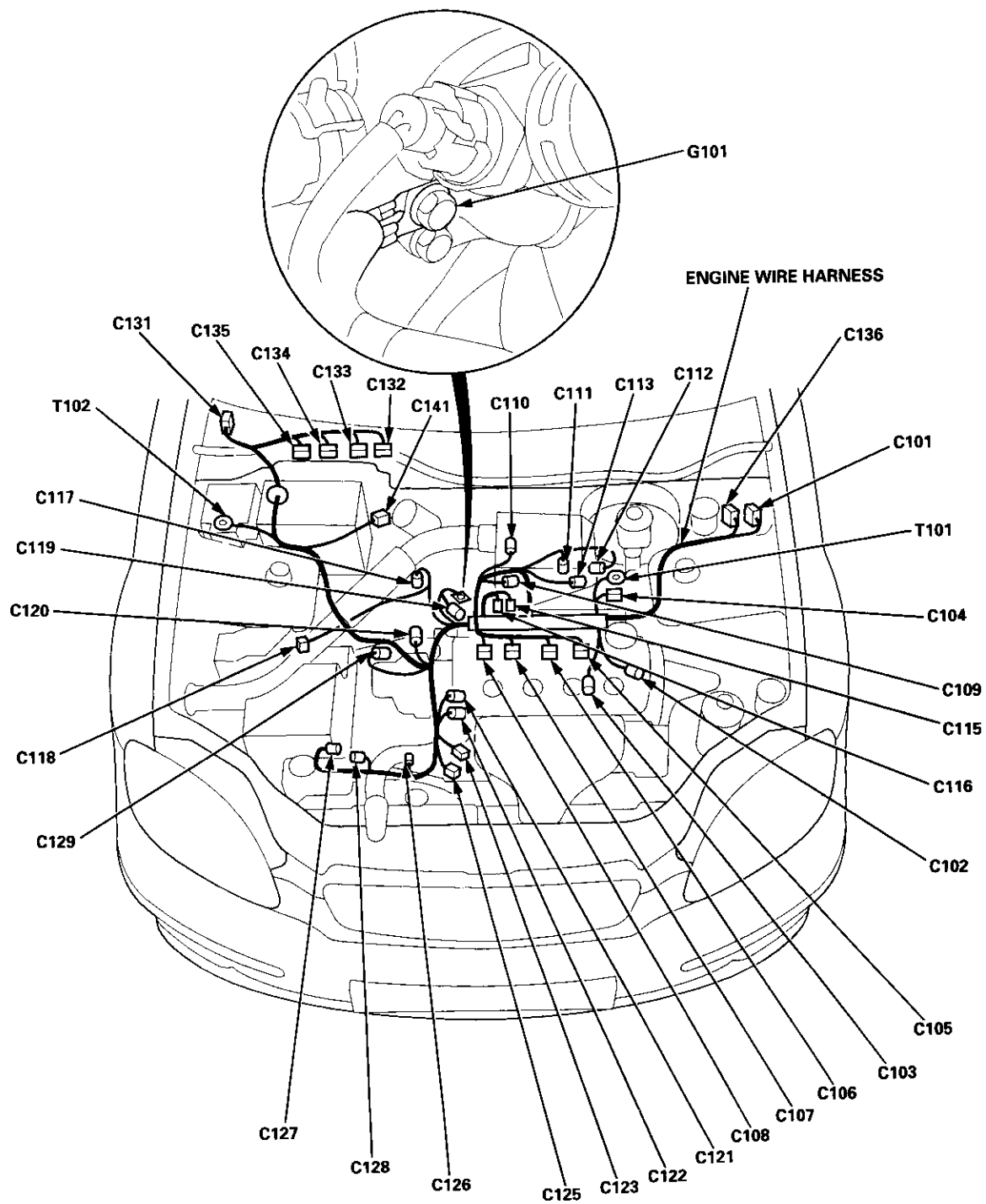
Connector Identification and Wire Harness Routing

Engine Wire Harness (D16Y7 engine): '97 - 98 models

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C101	10	Left side of engine compartment	Main wire harness (C303)	USA Canada
C102	3	Middle of engine	Crankshaft speed fluctuation (CKF) sensor	
C103	1	Middle of engine	Engine oil pressure switch	
C104	4	Left side of engine compartment	Alternator	
C104	3	Left side of engine compartment	Alternator	
C105	2	Middle of engine	No. 1 fuel injector	
C106	2	Middle of engine	No. 2 fuel injector	
C107	2	Middle of engine	No. 3 fuel injector	
C108	2	Middle of engine	No. 4 fuel injector	
C109	3	Middle of engine	IAC valve	
C110	3	Middle of engine	Throttle position (TP) sensor	USA
C111	3	Middle of engine	Manifold absolute pressure (MAP) sensor	
C112	2	Middle of engine	Intake air temperature (IAT) sensor	
C113	2	Middle of engine	Power steering pressure (PSP) switch	
C114	2	Middle of engine	EVAP purge control solenoid valve	
C115	14	Middle of engine	Junction connector	
C116	14	Middle of engine	Junction connector	
C117	3	Left side of engine compartment	Vehicle speed sensor (VSS)	
C118	2	Middle of engine	Countershaft speed sensor	
C119	2	Middle of engine	Engine coolant temperature (ECT) switch A	
C120	10	Middle of engine	Distributor	A/T
C121	1	Middle of engine	Engine coolant temperature (ECT) sending unit	
C122	2	Middle of engine	Engine coolant temperature (ECT) sensor	
C123	4	Middle of engine	Primary HO2S (sensor 1)	
C124	2	Middle of engine	Back-up light switch	
C124	2	Middle of engine	Lock-up control solenoid valve	
C125	4	Middle of engine	Secondary HO2S (sensor 2)	
C126	2	Middle of engine	Mainshaft speed sensor	
C127	2	Middle of engine	Linear solenoid valve	
C128	2	Middle of engine	Shift control solenoid valve	
C129	1	Right side of engine compartment	Starter solenoid	A/T
C130	20	Behind right kick panel	Junction connector	
C131	22	Under right side of dash	Main wire harness (C446)	
C132	32	Under right side of dash	ECM/PCM	
C133	25	Under right side of dash	PCM	
C134	31	Under right side of dash	ECM/PCM	
C135	16	Under right side of dash	ECM/PCM	
C136	8	Left side of engine compartment	Main wire harness (C305)	
C141	2	Middle of engine	EVAP control canister vent shut valve	
T101		Left side of engine compartment	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Middle of engine	Engine ground, via engine wire harness	



'97 - 98 models:



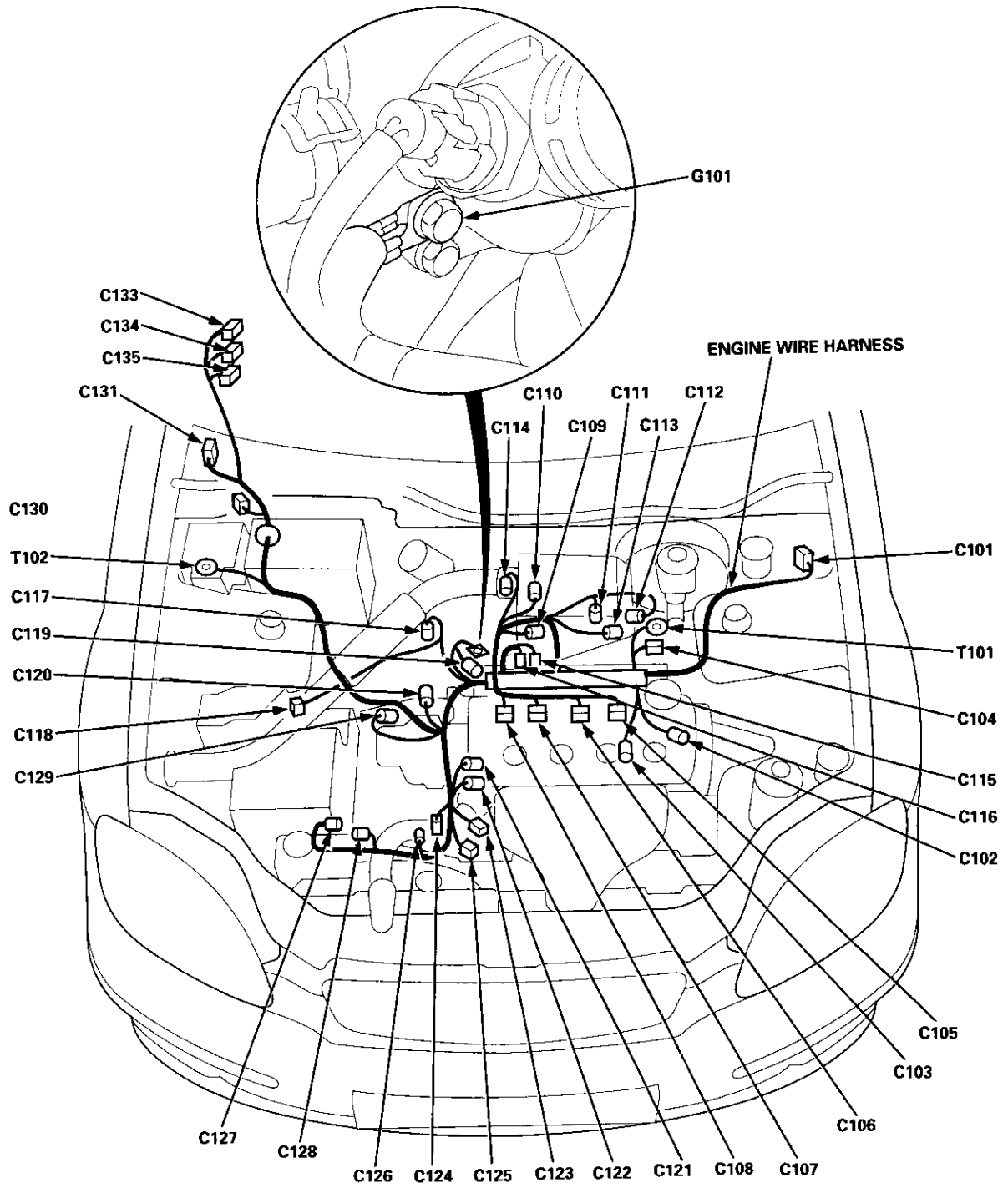
Connector Identification and Wire Harness Routing

Engine Wire Harness (D16Y7 engine): '99 - 00 models

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C101	10	Left side of engine compartment	Main wire harness (C303)	USA Canada
C102	3	Middle of engine	Crankshaft speed fluctuation (CKF) sensor	
C103	1	Middle of engine	Engine oil pressure switch	
C104	4	Left side of engine compartment	Alternator	
C104	3	Left side of engine compartment	Alternator	
C105	2	Middle of engine	No. 1 fuel injector	
C106	2	Middle of engine	No. 2 fuel injector	
C107	2	Middle of engine	No. 3 fuel injector	
C108	2	Middle of engine	No. 4 fuel injector	
C109	3	Middle of engine	IAC valve	
C110	3	Middle of engine	Throttle position (TP) sensor	
C111	3	Middle of engine	Manifold absolute pressure (MAP) sensor	
C112	2	Middle of engine	Intake air temperature (IAT) sensor	
C113	2	Middle of engine	Power steering pressure (PSP) switch	
C114	2	Middle of engine	EVAP purge control solenoid valve	
C115	14	Middle of engine	Junction connector	
C116	14	Middle of engine	Junction connector	
C117	3	Middle of engine	Vehicle speed sensor (VSS)	
C118	2	Right side of engine compartment	Countershaft speed sensor	
C119	2	Middle of engine	Engine coolant temperature (ECT) switch A	
C120	8	Middle of engine	Distributor	A/T
C121	1	Middle of engine	Engine coolant temperature (ECT) sending unit	
C122	2	Middle of engine	Engine coolant temperature (ECT) sensor	
C123	4	Middle of engine	Primary HO2S (sensor 1)	
C124	2	Middle of engine	Back-up light switch	
C124	2	Middle of engine	Lock-up control solenoid valve	
C125	4	Middle of engine	Secondary HO2S (sensor 2)	
C126	2	Middle of engine	Mainshaft speed sensor	
C127	2	Middle of engine	Linear solenoid valve	
C128	2	Middle of engine	Shift control solenoid valve	
C129	1	Right side of engine compartment	Starter solenoid	A/T
C130	20	Behind right kick panel	Junction Connector	
C131	22	Under right side of dash	Main wire harness (C446)	
C133	25	Behind right kick panel	ECM/PCM	
C134	31	Behind right kick panel	ECM/PCM	
C135	16	Behind right kick panel	PCM	
T101		Left side of engine compartment	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Middle of engine	Engine ground, via engine wire harness	



'99 - 00 models:



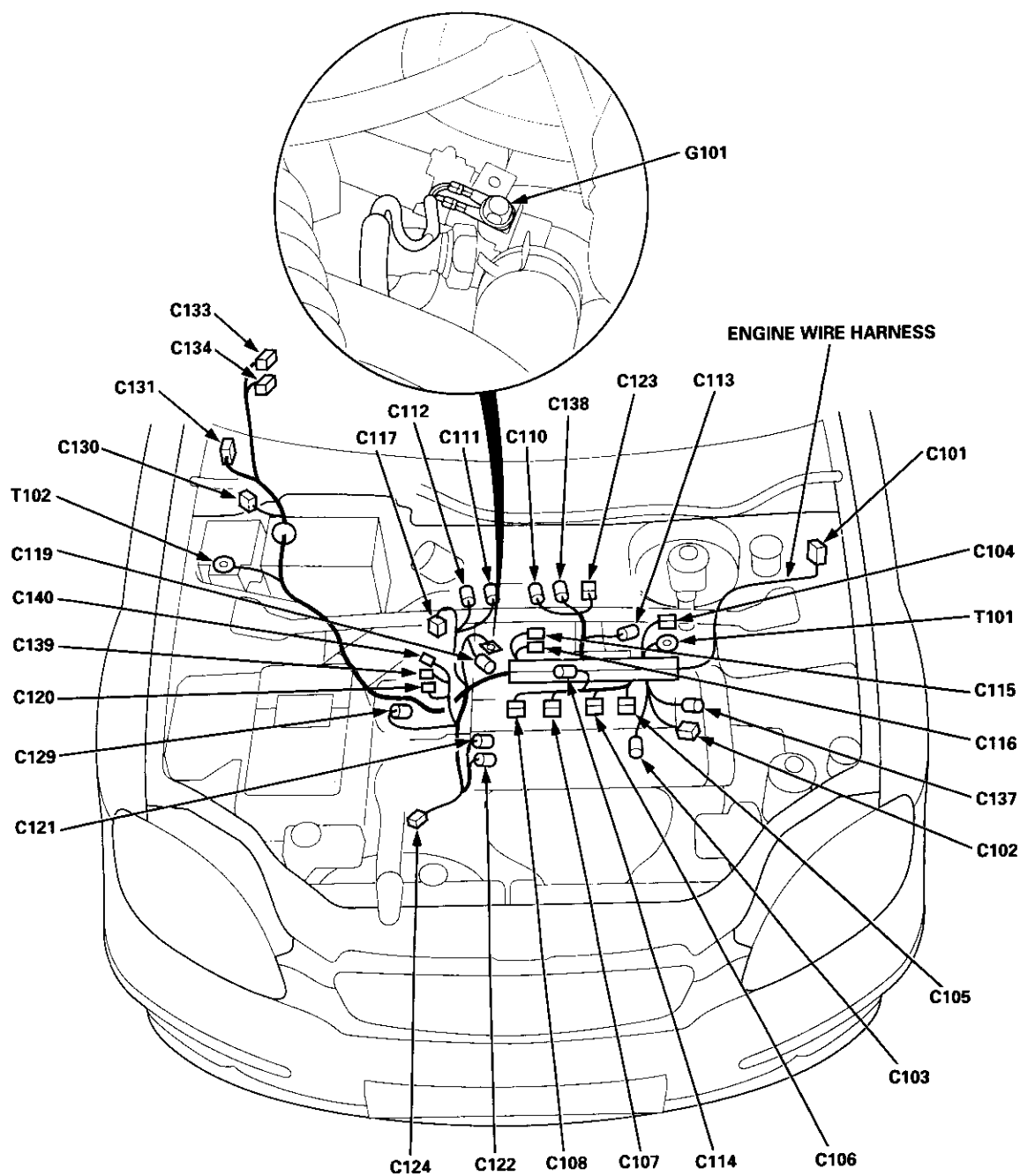
Connector Identification and Wire Harness Routing

Engine Wire Harness (B16A2 engine): '99 – 00 models

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C101	10	Left side of engine compartment	Main wire harness (C303)	USA Canada
C102	2	Middle of engine	Crankshaft speed fluctuation (CKF) sensor	
C103	1	Middle of engine	Engine oil pressure switch	
C104	4	Left side of engine compartment	Alternator	
C104	3	Left side of engine compartment	Alternator	
C105	2	Middle of engine	No. 1 fuel injector	
C106	2	Middle of engine	No. 2 fuel injector	
C107	2	Middle of engine	No. 3 fuel injector	
C108	2	Middle of engine	No. 4 fuel injector	
C110	3	Middle of engine	Throttle position (TP) sensor	
C111	3	Middle of engine	Manifold absolute pressure (MAP) sensor	
C112	2	Middle of engine	Intake air temperature (IAT) sensor	
C113	2	Middle of engine	Power steering pressure (PSP) switch	
C114	2	Middle of engine	EVAP purge control solenoid valve	
C115	14	Middle of engine	Junction connector	
C116	14	Middle of engine	Junction connector	
C117	3	Middle of engine compartment	Vehicle speed sensor (VSS)	
C119	2	Middle of engine	Engine coolant temperature (ECT) switch A	
C120	10	Middle of engine	Distributor	
C121	1	Middle of engine	Engine coolant temperature (ECT) sending unit	
C122	2	Middle of engine	Engine coolant temperature (ECT) sensor	USA
C123	4	Middle of engine	Primary HO2S (sensor 1)	
C124	2	Middle of engine	Back-up light switch	
C129	1	Right side of engine compartment	Starter solenoid	
C130	20	Behind right kick panel	Junction connector	
C131	22	Under right side of dash	Main wire harness (C446)	
C133	25	Behind right kick panel	ECM	
C134	31	Behind right kick panel	ECM	
C137	2	Middle of engine	Knock Sensor (KS)	
C138	2	Middle of engine	IAC valve	
C139	1	Middle of engine	VTEC solenoid valve	
C140	2	Middle of engine	VTEC pressure switch	
T101		Left side of engine compartment	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Middle of engine	Engine ground, via engine wire harness	



'99 - 00 models:



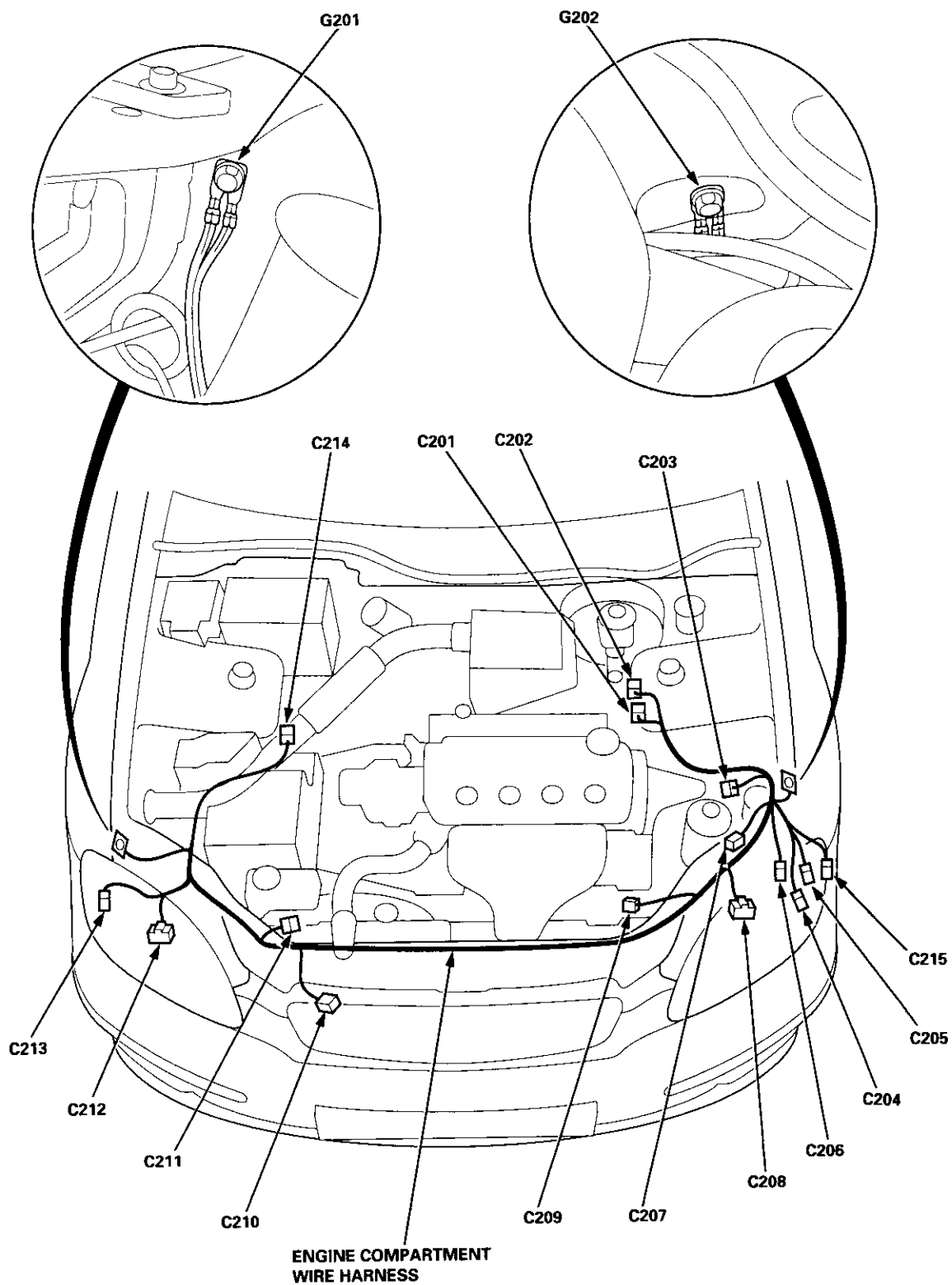
Connector Identification and Wire Harness Routing

Engine Compartment Wire Harness

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C201	10	Left side of engine compartment	Main wire harness (C308)	
C202	6	Left side of engine compartment	Main wire harness (C309)	*1
C202	2	Left side of engine compartment	Main wire harness (C309)	*2
C203	4	Left side of engine compartment	Cruise actuator	*1
C204	2	Behind front bumper	Windshield washer motor	
C205	2	Behind front bumper	Rear window washer motor	
C206	3	Left side of engine compartment	Left front turn signal/parking light	
C207	1	Behind front bumper	Front fog light	Optional
C208	3	Left side of engine compartment	Left headlight	
C209	4	Left side of engine compartment	A/C wire harness (C751)	
C210	2	Behind front bumper	Horn	'96 – 97 models
C210	1	Behind front bumper	Horn	'98 – 99 models
C211	2	Right side of engine compartment	Radiator fan motor	
C212	3	Right side of engine compartment	Right headlight	
C213	3	Right side of engine compartment	Right front turn signal/parking light	
C214	8	Right side of engine compartment	Main wire harness (C355)	
C215	2	Behind front bumper	Washer level switch	Canada '99 model
G201		Right side of engine compartment	Body ground, via engine compartment wire harness	
G202		Left side of engine compartment	Body ground, via engine compartment wire harness	

*1: With cruise control

*2: Without cruise control



Connector Identification and Wire Harness Routing

Main Wire Harness (Left side of engine compartment branch)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C301	5	Left side of engine compartment	Windshield wiper motor	Canada *1 } *5 *2 } *3 *4 ABS
C302	2	Left side of engine compartment	Test tachometer connector	
C303	10	Left side of engine compartment	Engine wire harness (C101)	
C304	3	Left side of engine compartment	Daytime running lights resistor	
C305	14	Left side of engine compartment	Engine wire harness (C136)	
C305	8	Left side of engine compartment	Engine wire harness (C136)	
C306	1	Left side of engine compartment	Brake fluid level switch (+)	
C307	1	Left side of engine compartment	Brake fluid level switch (-)	
C308	10	Left side of engine compartment	Engine compartment wire harness (C201)	
C309	6	Left side of engine compartment	Engine compartment wire harness (C202)	
C309	2	Left side of engine compartment	Engine compartment wire harness (C202)	
C310	2	Left side of engine compartment	Left front ABS wheel sensor	

*1: D16Y5 engine

*5: '96 - 98 models

*2: D16Y8 engine

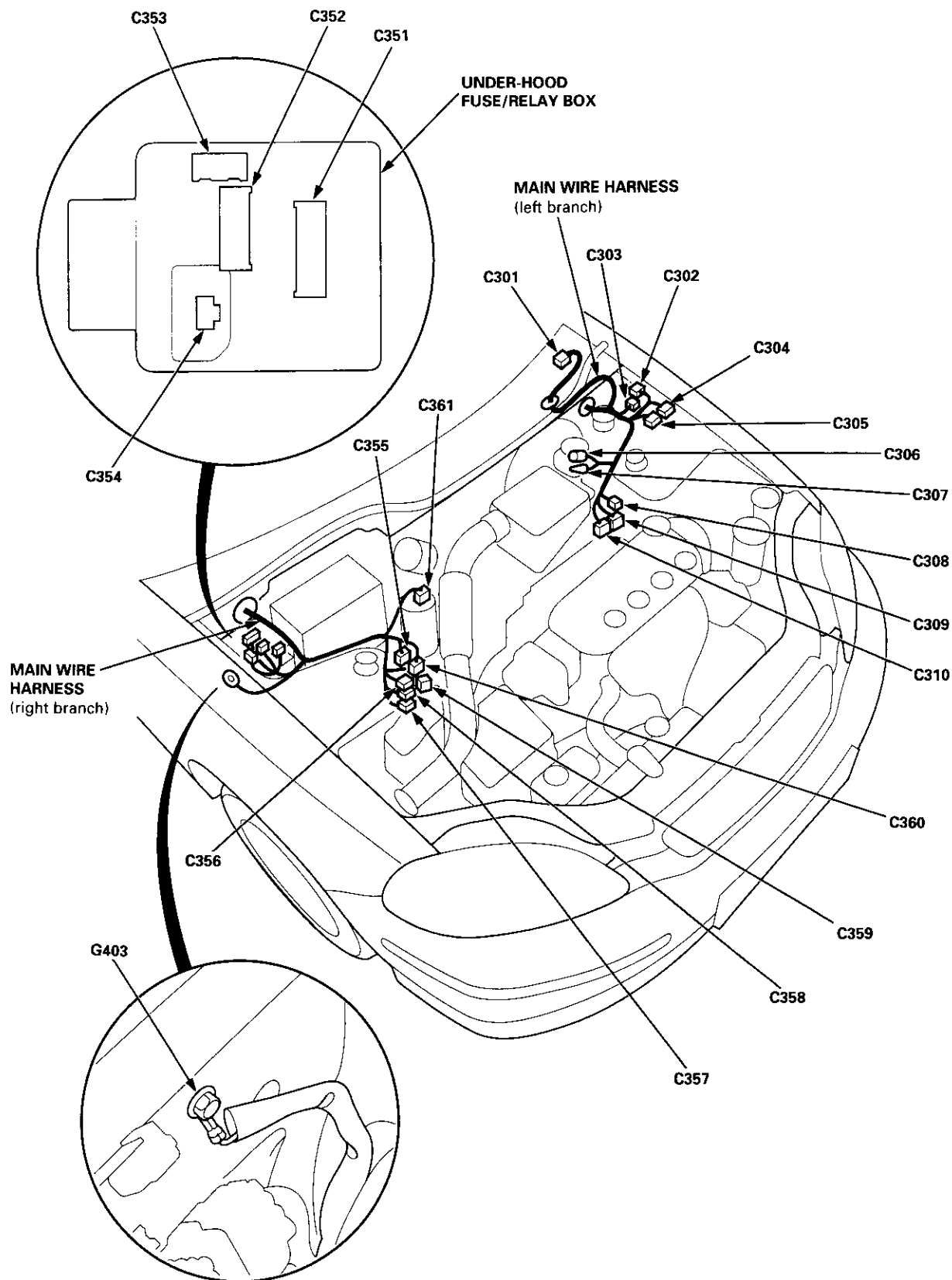
*3: With cruise control

*4: Without cruise control

Main Wire Harness (Right side of engine compartment branch)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C351	11	Right side of engine compartment	Under-hood fuse/relay box (C908)	USA ABS ABS ABS ABS ABS *1
C352	9	Right side of engine compartment	Under-hood fuse/relay box (C906)	
C353	5	Right side of engine compartment	Under-hood fuse/relay box (C905)	
C354	3	Right side of engine compartment	Under-hood fuse/relay box (C907)	
C355	8	Right side of engine compartment	Engine compartment wire harness (C214)	
C356	3	Right side of engine compartment	Under-hood ABS fuse/relay box (C927)	
C357	2	Right side of engine compartment	Under-hood ABS fuse/relay box (C926)	
C358	2	Right side of engine compartment	Right front ABS wheel sensor	
C359	10	Right side of engine compartment	ABS solenoid	
C360	2	Right side of engine compartment	ABS pump motor	
C361	2	Right side of engine compartment	EVAP control canister vent shut valve	
G403		Right side of engine compartment	Body ground, via main wire harness	

*1: '99 - 00 models



Connector Identification and Wire Harness Routing

Main Wire Harness (Left side of dash and floor branch): '96 – 97 models

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C401	14	Above under-dash fuse/relay box	Floor wire harness (C555)	
C402	4	Under left side of dash	Floor wire harness (C554)	ABS
C403	4	Under left side of dash	Security system	Optional
C404	14	Under left side of dash	Cruise control unit	
C405	4	Under left side of dash	Daytime running lights control unit	Canada
C406	8	Under left side of dash	Daytime running lights control unit	Canada
C407	2	Under left side of dash	Roof wire harness (C701)	*2
C407	2	Under left side of dash	Moonroof wire harness (C711)	*4
C408	1	Under left side of dash	Front fog light connector	Optional
C409	10	Behind under-dash fuse/relay box	Integrated control unit	
C410	12	Under left side of dash	Dashboard wire harness (C504)	A/T
C411	24	Under left side of dash	Dashboard wire harness (C502)	
C412	3	Above under-dash fuse/relay box	SRS main harness (C802)	
C413	16	Under left side of dash	Data link connector	
C414	4	Under left side of dash	Starter cut relay	M/T
C415	7	Above under-dash fuse/relay box	Ignition switch	
C416	6	Under left side of dash	Security system	Optional
C417	2	Under left side of dash	Clutch switch	*5
C418	2	Under left side of dash	Clutch interlock switch	M/T
C419	18	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C919)	
C420	20	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C920)	
C421	18	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C922)	
C422	7	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C914)	
C423	6	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C915)	
C424	4	Under left side of dash	Horn relay	
C425	4	Under left side of dash	Brake switch	
C426	8	In the steering column cover	Windshield wiper/washer switch	
C427	6	In the steering column cover	Rear window wiper/washer switch	
C428	4	In the steering column cover	Turn signal switch	
C429	7	In the steering column cover	Combination light/turn signal switch	
C430	3	Under left side of dash	Cable reel	
C431	8	Under left side of dash	Interlock control unit	A/T
C432	4	Under middle of dash	Secondary heated oxygen sensor sub-harness (C781)	*6
C433	14	Under middle of dash	A/T gear position switch	A/T
C434	2	Under middle of dash	Shift lock solenoid	A/T
C435	4	Under middle of dash	Park pin switch and A/T gear position console light	A/T
C437	26	Under left side of dash	Transmission control module (TCM)	CVT
C438	22	Under left side of dash	Transmission control module (TCM)	CVT
C439	1	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C925)	Optional
G401		Left kick panel	Body ground, via main wire harness	

*2: Without moonroof

*4: With moonroof

*5: M/T (with cruise control or for D16Y5 engine)

*6: With secondary heated oxygen sensor (H02S)

Connector Identification and Wire Harness Routing

Main Wire Harness (Left side of dash and floor branch): '98 model

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C401	14	Above under-dash fuse/relay box	Floor wire harness (C555)	
C402	4	Under left side of dash	Floor wire harness (C554)	ABS
C403	4	Under left side of dash	Security system	Optional
C404	14	Under left side of dash	Cruise control unit	
C405	4	Under left side of dash	Daytime running lights control unit	Canada
C406	8	Under left side of dash	Daytime running lights control unit	Canada
C407	2	Under left side of dash	Roof wire harness (C701)	*2
C407	2	Under left side of dash	Moonroof wire harness (C711)	*4
C408	1	Under left side of dash	Front fog light connector	Optional
C409	10	Behind under-dash fuse/relay box	Integrated control unit	
C410	12	Under left side of dash	Dashboard wire harness (C504)	A/T
C411	24	Under left side of dash	Dashboard wire harness (C502)	
C412	3	Above under-dash fuse/relay box	SRS main harness (C802)	
C413	16	Under left side of dash	Data link connector	
C414	4	Under-dash relay box	Starter cut relay	M/T
C415	7	Above under-dash fuse/relay box	Ignition switch	
C416	6	Under left side of dash	Security system	Optional
C417	2	Under left side of dash	Clutch switch	*5
C418	2	Under left side of dash	Clutch interlock switch	M/T
C419	18	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C919)	
C420	20	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C920)	
C421	18	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C922)	
C422	7	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C914)	
C423	6	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C915)	
C424	4	Under-dash relay box	Horn relay	
C425	4	Under left side of dash	Brake switch	
C426	8	In the steering column cover	Windshield wiper/washer switch	
C427	6	In the steering column cover	Rear window wiper/washer switch	
C428	4	In the steering column cover	Turn signal switch	
C429	7	In the steering column cover	Combination light/turn signal switch	
C430	3	Under left side of dash	Cable reel	
C431	8	Under left side of dash	Interlock control unit	A/T
C432	4	Under middle of dash	Secondary heated oxygen sensor sub-harness (C781)	*6
C433	14	Under middle of dash	A/T gear position switch	A/T
C434	2	Under middle of dash	Shift lock solenoid	A/T
C435	4	Under middle of dash	Park pin switch and A/T gear position console light	A/T
C437	26	Under left side of dash	Transmission control module (TCM)	CVT
C438	22	Under left side of dash	Transmission control module (TCM)	CVT
G401		Left kick panel	Body ground, via main wire harness	

*2: Without moonroof

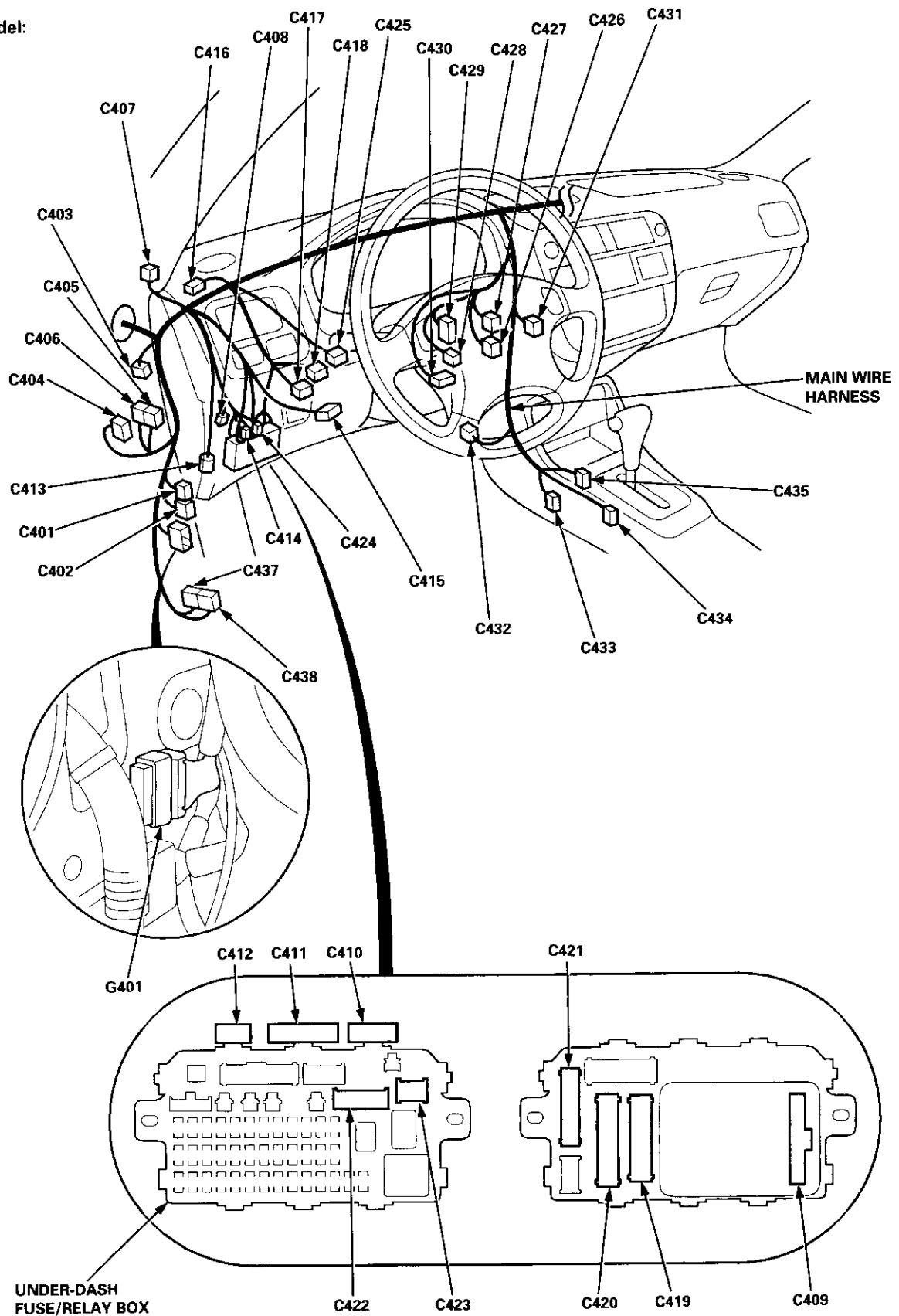
*4: With moonroof

*5: M/T (with cruise control or for D16Y5 engine)

*6: With secondary heated oxygen sensor (H02S)



'98 model:



Connector Identification and Wire Harness Routing

Main Wire Harness (Left side of dash and floor branch): '99 – 00 models

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C401	20	Above under-dash fuse/relay box	Floor wire harness (C555)	
C402	4	Under left side of dash	Floor wire harness (C554)	ABS
C403	4	Under left side of dash	Security system	Optional
C404	14	Under left side of dash	Cruise control unit	
C405	4	Under left side of dash	Daytime running lights control unit	Canada
C406	8	Under left side of dash	Daytime running lights control unit	Canada
C407	6	Under left side of dash	Roof wire harness (C701)	*2
C407	6	Under left side of dash	Moonroof wire harness (C711)	*4
C408	1	Under left side of dash	Front fog light connector	Optional
C409	10	Behind under-dash fuse/relay box	Integrated control unit	
C410	12	Under left side of dash	Dashboard wire harness (C504)	A/T
C411	24	Under left side of dash	Dashboard wire harness (C502)	
C412	3	Above under-dash fuse/relay box	SRS main harness (C802)	
C413	16	Under left side of dash	Data link connector	
C414	4	Under-dash relay box	Starter cut relay	M/T
C415	7	Above under-dash fuse/relay box	Ignition switch	
C416	6	Under left side of dash	Security system	Optional
C417	2	Under left side of dash	Clutch switch	*5
C418	2	Under left side of dash	Clutch interlock switch	M/T
C419	18	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C919)	
C420	20	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C920)	
C421	18	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C922)	
C422	7	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C914)	
C423	6	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C915)	
C424	4	Under-dash relay box	Horn relay	
C425	4	Under left side of dash	Brake switch	
C426	8	In the steering column cover	Windshield wiper/washer switch	
C427	6	In the steering column cover	Rear window wiper/washer switch	
C428	4	In the steering column cover	Turn signal switch	
C429	7	In the steering column cover	Combination light/turn signal switch	
C430	3	Under left side of dash	Cable reel	
C431	8	Under left side of dash	Interlock control unit	A/T
C432	4	Under middle of dash	Secondary heated oxygen sensor sub-harness (C781)	*6
C433	14	Under middle of dash	A/T gear position switch	A/T
C434	2	Under middle of dash	Shift lock solenoid	A/T
C435	4	Under middle of dash	Park pin switch and A/T gear position console light	A/T
C447	22	Under left side of dash	Security system	Optional
C448	2	Under left side of dash	Security system	Optional
C449	2	Under middle of dash	A/T gear position indicator trim light	
C450	3	Under left side of dash	Security system	Optional
C451	18	Under left side of dash	Keyless door lock control unit	
G401		Left kick panel	Body ground, via main wire harness	

*2: Without moonroof

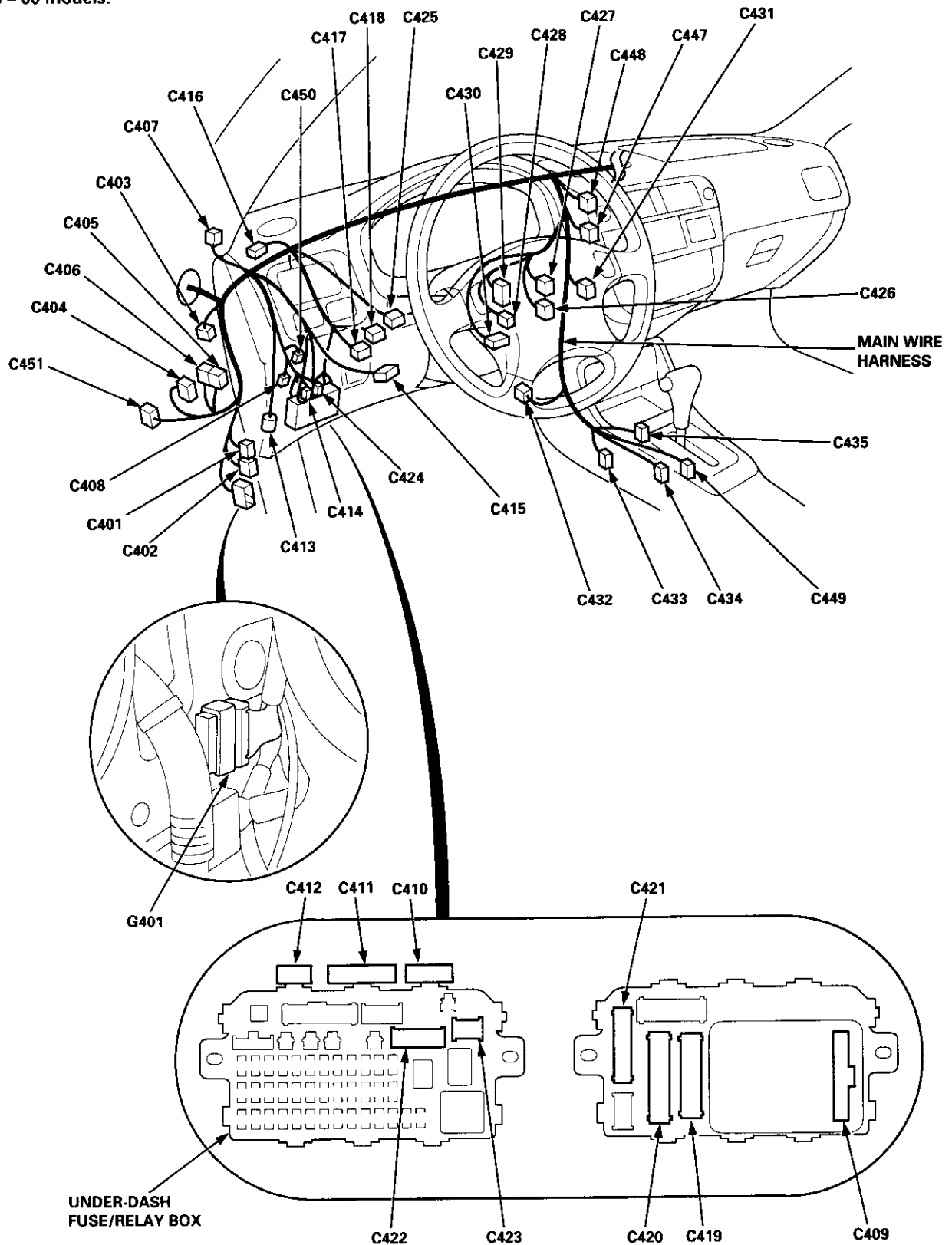
*4: With moonroof

*5: M/T (with cruise control or for D16Y5 engine)

*6: With secondary heated oxygen sensor (H02S)



'99 - 00 models:

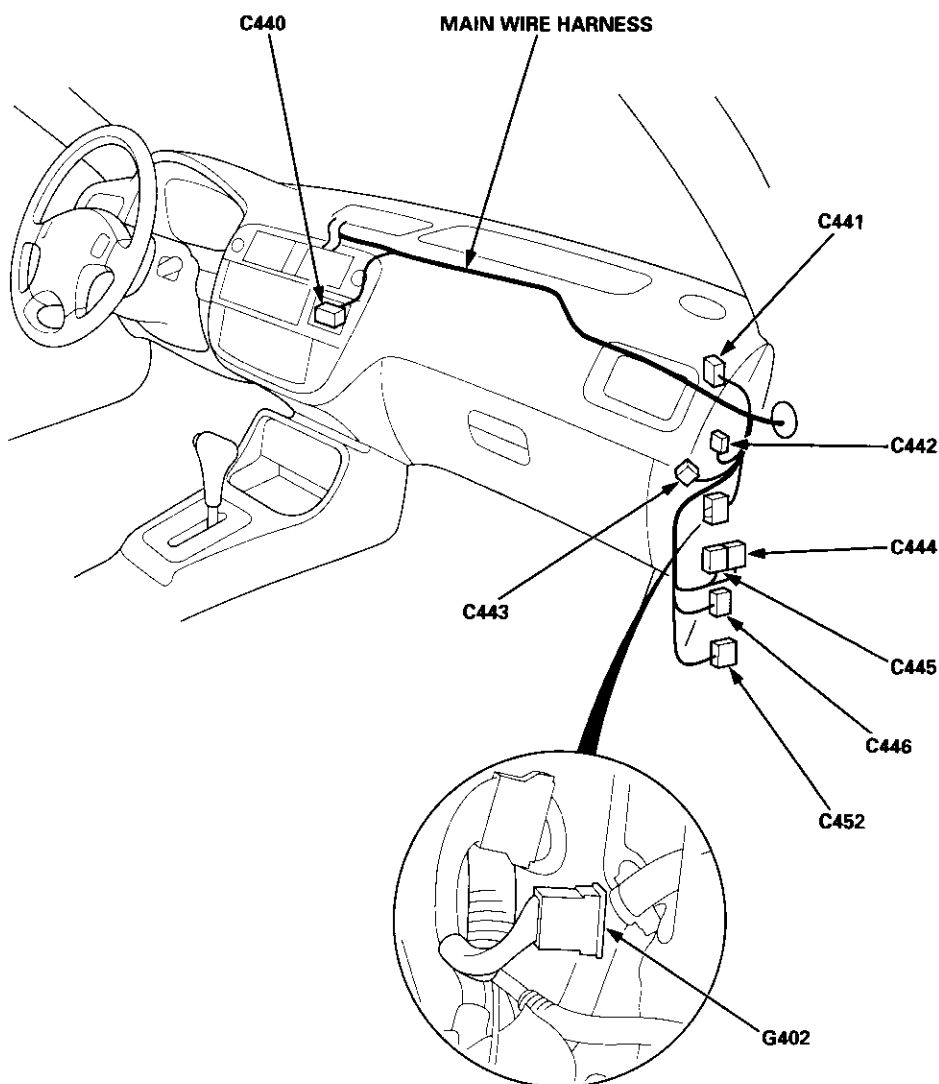


Connector Identification and Wire Harness Routing

Main Wire Harness (Right side of dash branch)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C440	16	Under middle of dash	Heater sub-harness A (C721)	
C441	2	Under right side of dash	Service check connector	
C442	20	Under right side of dash	Junction connector	
C443	7	Under right side of dash	PGM-FI main relay	
C444	22	Behind right side of kick panel	ABS control unit	
C445	26	Behind right side of kick panel	ABS control unit	
C446	22	Under right side of dash	Engine wire harness (C131)	
C452	32	Under right side of dash	ECM/PCM	*1
G402		Right kick panel	Body ground, via main wire harness	

*1: '99 – 00 models





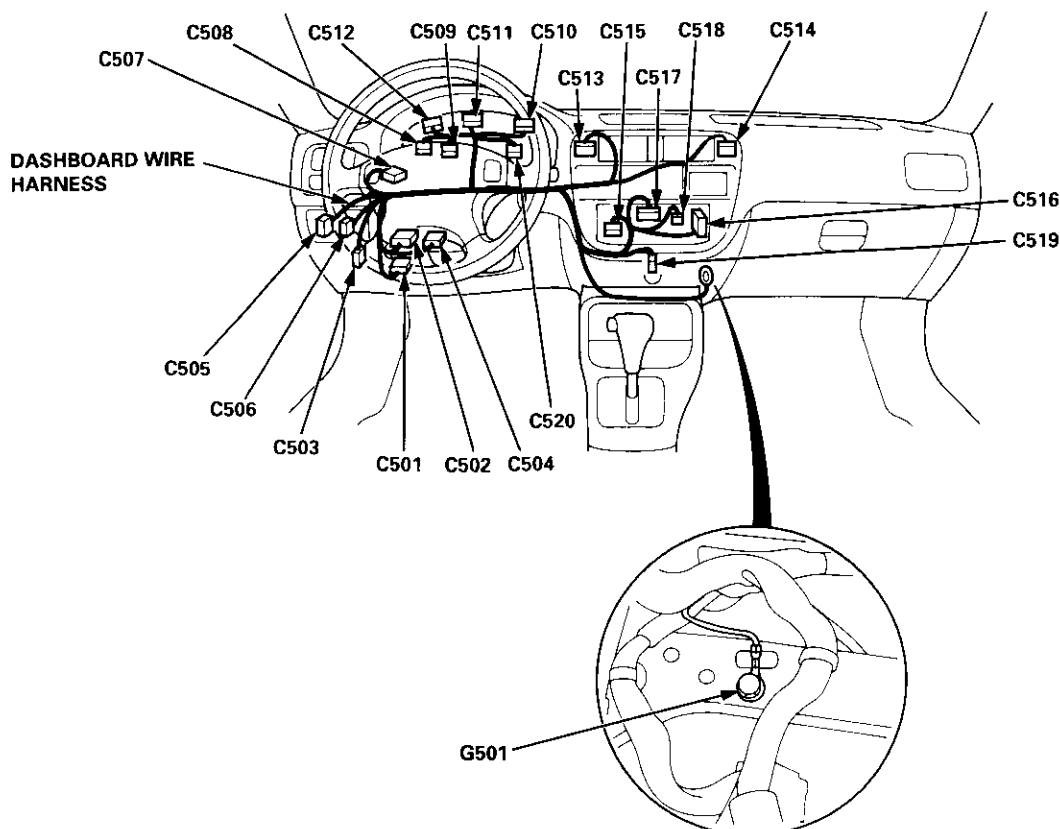
Dashboard Wire Harness

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C501	20	Behind dashboard lower panel	Under-dash fuse/relay box (C912)	A/T
C502	24	Above under-dash fuse/relay box	Main wire harness (C411)	
C503	16	Above under-dash fuse/relay box	Floor wire harness (C553)	
C504	12	Above under-dash fuse/relay box	Main wire harness (C410)	
C505	5	Left side of steering wheel	Cruise main switch	
C506	3	Left side of steering wheel	Dash lights brightness controller	SRS *1
C507	20	Below gauges	Junction connector	
C508	5	Behind gauges	Gauge assembly	
C509	5	Behind gauges	Gauge assembly	
C510	14	Behind gauges	Gauge assembly	
C511	16	Behind gauges	Gauge assembly	A/T
C512	13	Behind gauges	Gauge assembly	
C513	10	Right side of gauges	Hazard warning switch	
C514	5	Right side of gauges	Rear window defogger switch	
C515	16	Behind middle of dash	Audio unit (Keyless receiver circuit)	
C515	20	Behind middle of dash	Audio unit	Optional*2 *2
C516	22	Behind middle of dash	Security control unit	
C517	16	Behind middle of dash	Audio unit	
C518	5	Behind middle of dash	Security system	
C519	2	Behind middle of dash	Accessory power outlet	
C520	5	Behind gauges	Gauge assembly	ABS
G501		Under middle of dash	Body ground, via dashboard wire harness	

*1: With shift-up indicator or cruise control system ('96 - 97 models)
With cruise control system ('98 model)

*2: '96 - 98 models

*3: '99 - 00 models



Connector Identification and Wire Harness Routing

Floor Wire Harness (Coupe/Hatchback)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C551	16	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C923)	
C552	8	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C921)	
C553	16	Above under-dash fuse/relay box	Dashboard wire harness (C503)	
C554	4	Under left side of dash	Main wire harness (C402)	ABS
C555	14	Above under-dash fuse/relay box	Main wire harness (C401)	*4
C555	20	Above under-dash fuse/relay box	Main wire harness (C401)	*5
C556	25	Driver's door	Driver's door wire harness (C631)	*1
C556	2	Driver's door	Driver's door wire harness (C631)	*2
C557	25	Passenger's door	Passenger's door wire harness (C651)	*1
C557	2	Passenger's door	Passenger's door wire harness (C651)	*2
C558	1	Middle of floor	Parking brake switch	
C559	2	Left side of floor	Driver's seat belt switch	
C560	1	Left B-pillar	Driver's door switch	
C561	2	Inside of left rear wheel	Left rear ABS wheel sensor	ABS
C562	14	Left C-pillar	Rear wire harness (C601)	*4
C562	20	Left C-pillar	Rear wire harness (C601)	*5
C563	2	Left C-pillar	Rear wire harness (C602)	*4
C564	3	Fuel tank	Fuel gauge sending unit	
C565	2	Fuel tank	Fuel pump	
C566	2	Inside of right rear wheel	Right rear ABS wheel sensor	ABS
C567	1	Right B-pillar	Passenger's door switch	
C568	6	Fuel tank	Fuel tank pressure sensor sub-harness (C791)	*3
C569	10	Left side of dash	Power mirror switch	
G551		Left kick panel	Body ground, via floor wire harness	
G552		Left side of floor	Body ground, via floor wire harness	

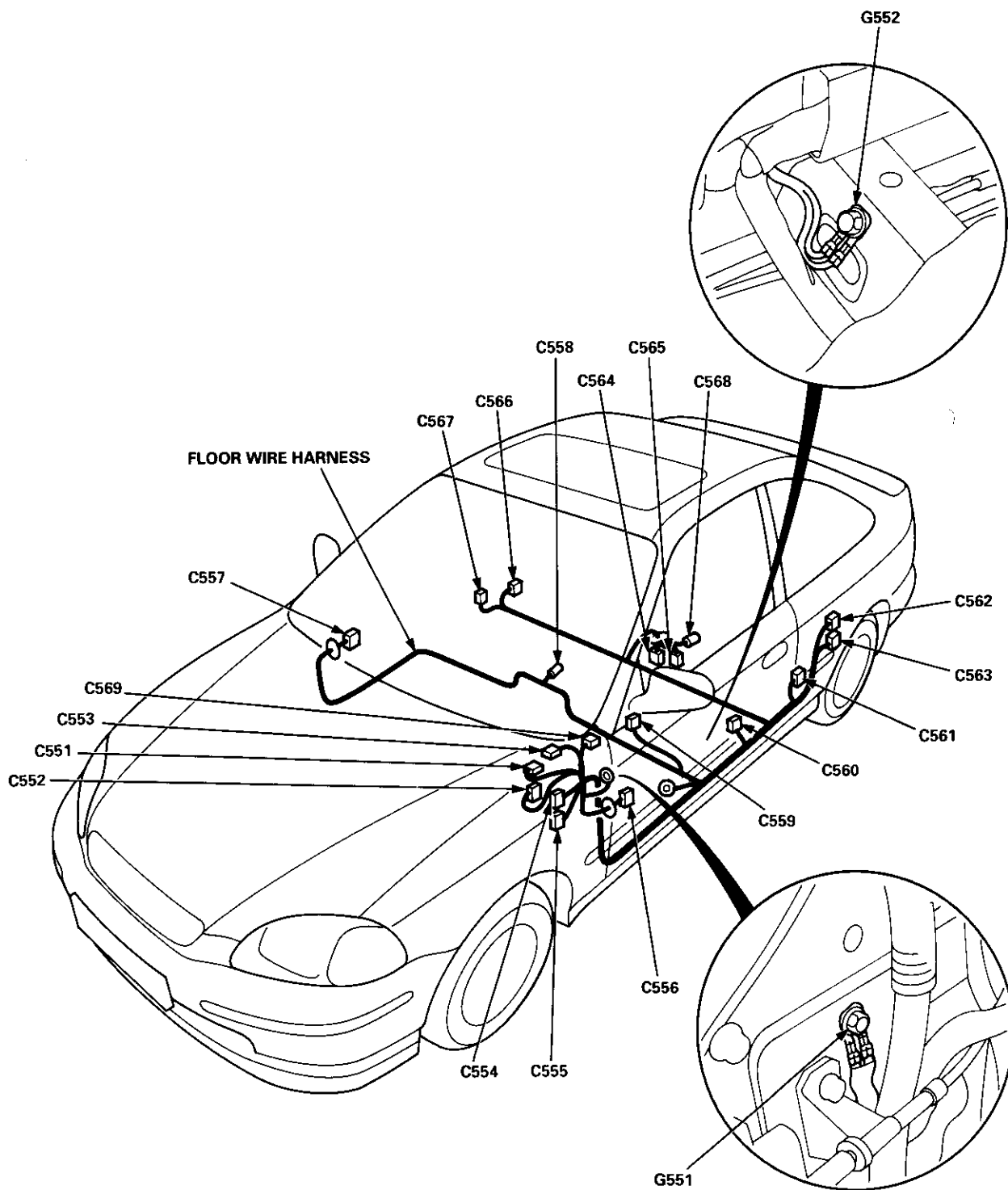
*1: With power windows

*2: Without power windows

*3: D16Y8 engine (Coupe)

*4: '96 - 98 models

*5: '99 - 00 models



Connector Identification and Wire Harness Routing

Floor Wire Harness (Sedan): '96 model

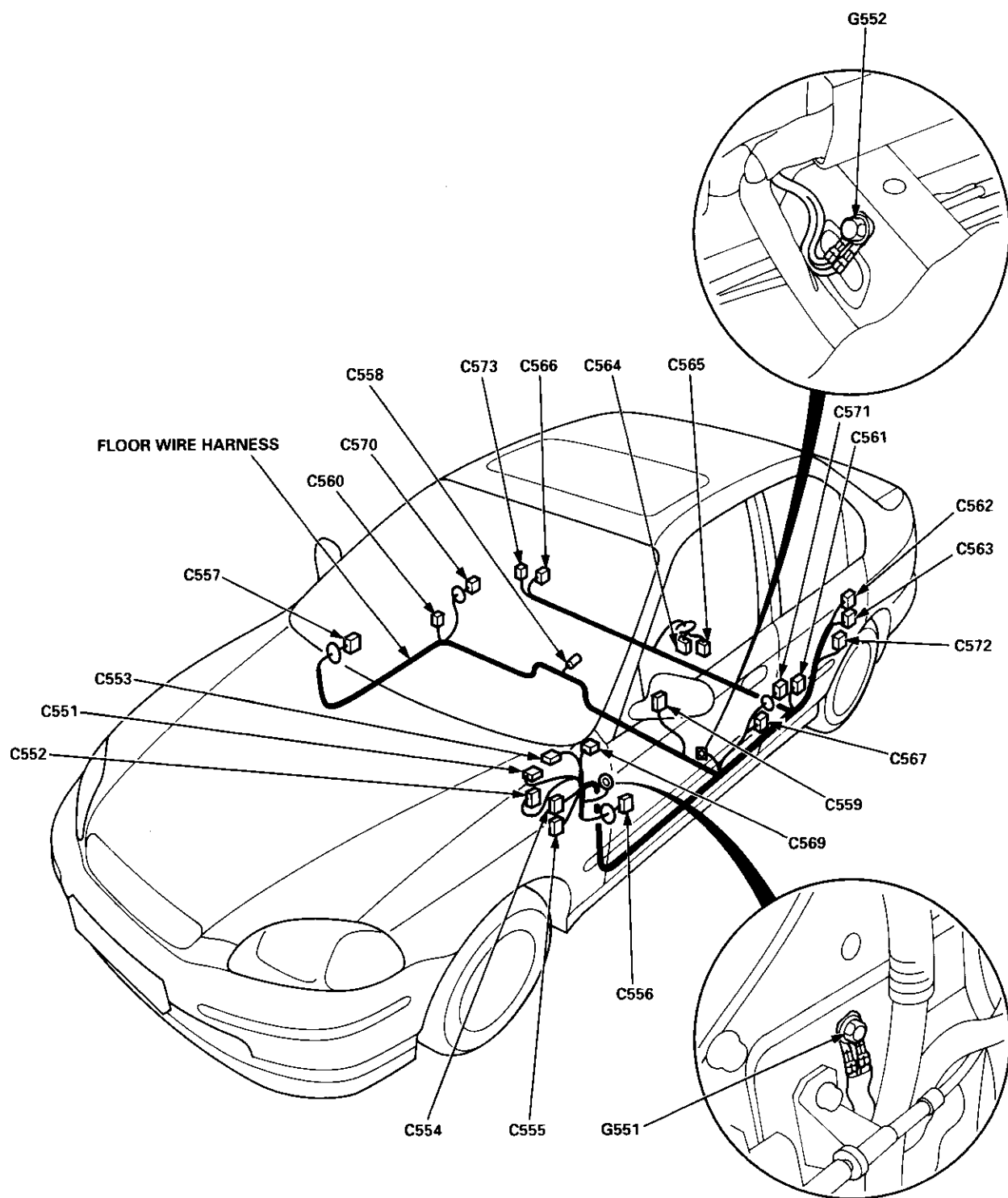
Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C551	16	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C923)	
C552	8	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C921)	
C553	16	Above under-dash fuse/relay box	Dashboard wire harness (C503)	
C554	4	Under left side of dash	Main wire harness (C402)	ABS
C555	14	Above under-dash fuse/relay box	Main wire harness (C401)	
C556	25	Driver's door	Driver's door wire harness (C631)	*1
C556	2	Driver's door	Driver's door wire harness (C631)	*2
C557	25	Passenger's door	Front passenger's door wire harness (C651)	*1
C557	2	Passenger's door	Front passenger's door wire harness (C651)	*2
C558	1	Middle of floor	Parking brake switch	
C559	2	Left side of floor	Driver's seat belt switch	
C560	1	Right B-pillar	Front passenger's door switch	
C561	2	Inside of left rear wheel	Left rear ABS wheel sensor	ABS
C562	14	Left C-pillar	Rear wire harness (C601)	
C563	2	Left C-pillar	Rear wire harness (C602)	
C564	3	Fuel tank	Fuel gauge sending unit	
C565	2	Fuel tank	Fuel pump (FP)	
C566	2	Inside of right rear wheel	Right rear ABS wheel sensor	ABS
C567	1	Left B-pillar	Driver's door switch	
C569	10	Left side of steering wheel	Power mirror switch	
C570	6	Right B-pillar	Right rear door wire harness (C671)	
C571	6	Left B-pillar	Left rear door wire harness (C661)	
C572	1	Left quarter panel	Left rear door switch	
C573	1	Right quarter panel	Right rear door switch	
G551		Left kick panel	Body ground, via floor wire harness	
G552		Left side of floor	Body ground, via floor wire harness	

*1: With power windows

*2: Without power windows



'96 model:



Connector Identification and Wire Harness Routing

Floor Wire Harness (Sedan): '97 – 00 models

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C551	16	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C923)	
C552	8	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C921)	
C553	16	Above under-dash fuse/relay box	Dashboard wire harness (C503)	
C554	4	Under left side of dash	Main wire harness (C402)	ABS
C555	14	Above under-dash fuse/relay box	Main wire harness (C401)	*3
C555	20	Above under-dash fuse/relay box	Main wire harness (C401)	*4
C556	25	Driver's door	Driver's door wire harness (C631)	*1
C556	2	Driver's door	Driver's door wire harness (C631)	*2
C557	25	Passenger's door	Front passenger's door wire harness (C651)	*1
C557	2	Passenger's door	Front passenger's door wire harness (C651)	*2
C558	1	Middle of floor	Parking brake switch	
C559	2	Left side of floor	Driver's seat belt switch	
C560	1	Right B-pillar	Front passenger's door switch	
C561	2	Inside of left rear wheel	Left rear ABS wheel sensor	ABS
C562	16	Left C-pillar	Rear wire harness (C601)	*3
C562	20	Left C-pillar	Rear wire harness (C601)	*4
C563	2	Left C-pillar	Rear wire harness (C602)	*3
C564	3	Fuel tank	Fuel gauge sending unit	
C565	2	Fuel tank	Fuel pump (FP)	
C566	2	Inside of right rear wheel	Right rear ABS wheel sensor	ABS
C567	1	Left B-pillar	Driver's door switch	
C568	6	Fuel tank	Fuel tank pressure sensor sub-harness (C791)	
C569	10	Left side of steering wheel	Power mirror switch	
C570	6	Right B-pillar	Right rear door wire harness (C671)	
C571	6	Left B-pillar	Left rear door wire harness (C661)	
C572	1	Left quarter panel	Left rear door switch	
C573	1	Right quarter panel	Right rear door switch	
G551		Left kick panel	Body ground, via floor wire harness	
G552		Left side of floor	Body ground, via floor wire harness	

*1: With power windows

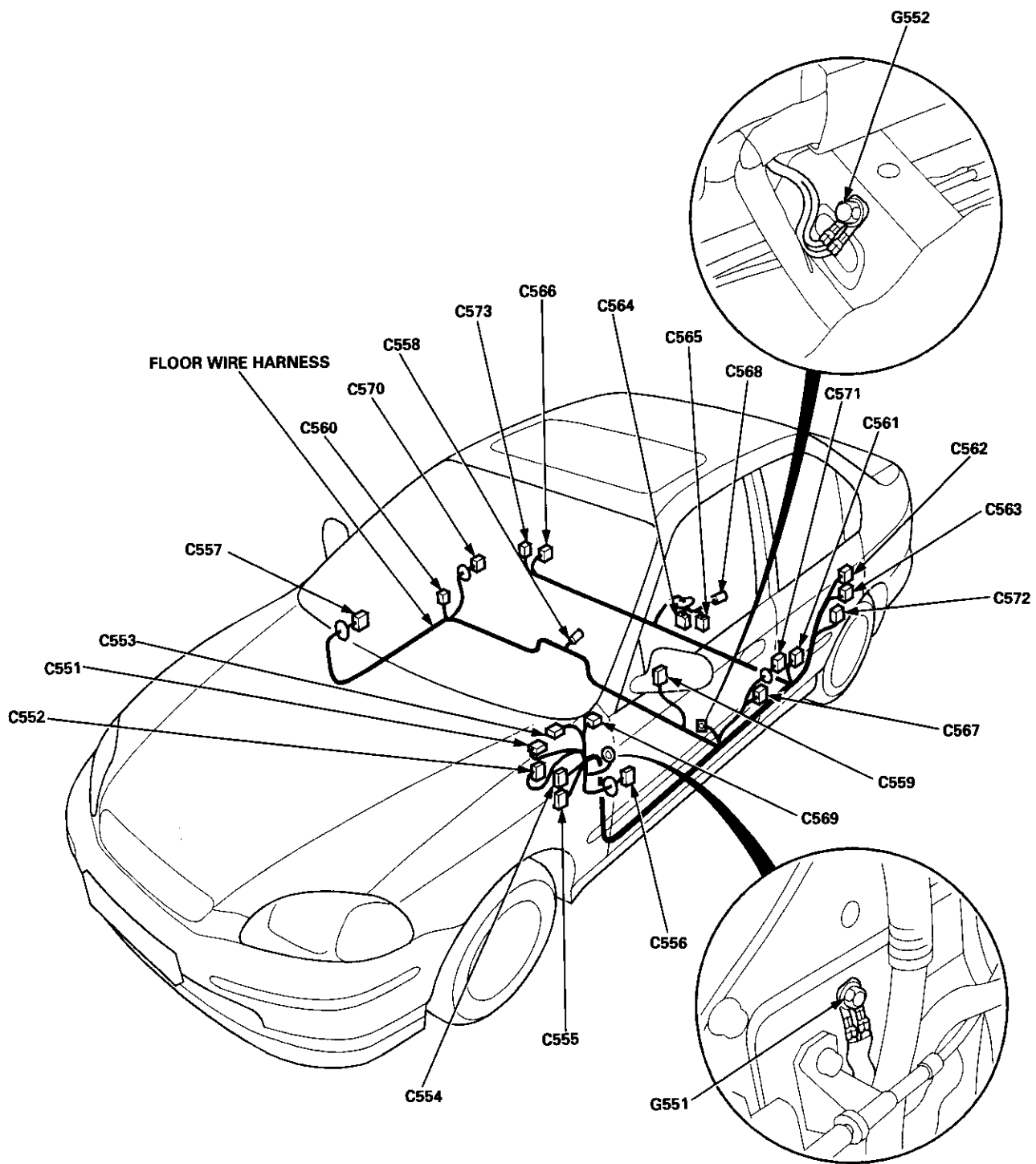
*2: Without power windows

*3: '97 – '98 models

*4: '99 – 00 models



'97 - 00 models:



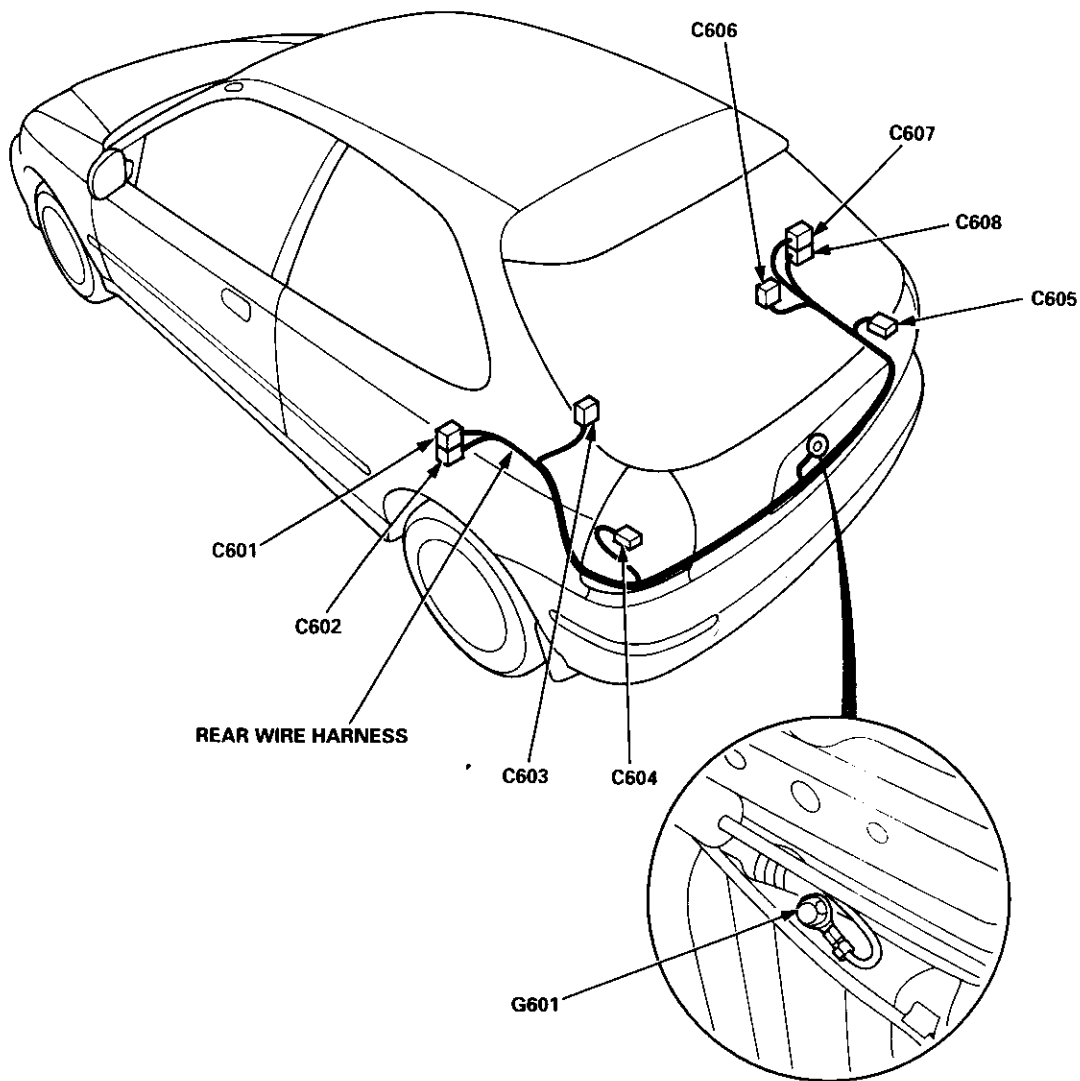
Connector Identification and Wire Harness Routing

Rear Wire Harness (Hatchback)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C601	14	Left quarter panel	Floor wire harness (C562)	*1
C601	20	Left quarter panel	Floor wire harness (C562)	*2
C602	2	Left quarter panel	Floor wire harness (C563)	*1
C603	2	Left quarter panel	Left rear speaker	Optional
C604	6	Left side of cargo area	Left outer taillight	
C605	6	Right side of cargo area	Right outer taillight	Optional
C606	2	Right quarter panel	Right rear speaker	
C607	6	Right quarter panel	Hatch wire harness (C761)	
C608	2	Right quarter panel	Hatch wire harness (C762)	
G601		Middle of cargo area	Body ground, via rear wire harness	

*1: '96 – 98 models

*2: '99 – 00 models

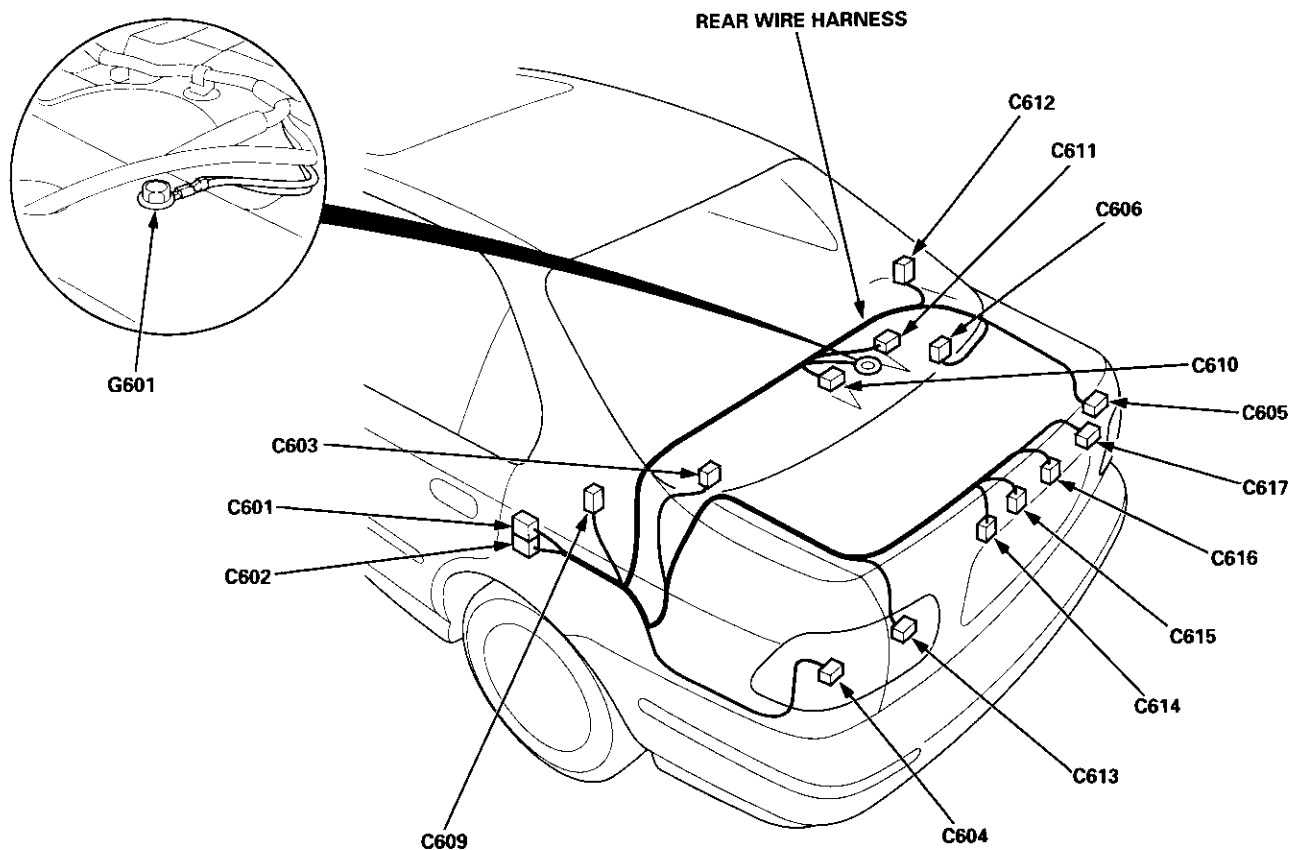




Rear Wire Harness (Coupe: '96 - 99 models/Sedan: '96 - 98 models)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C601	16	Left quarter panel	Floor wire harness (C562)	*
C601	20	Left quarter panel	Floor wire harness (C562)	
C602	2	Left quarter panel	Floor wire harness (C563)	
C603	2	Left quarter panel	Left rear speaker	
C604	4	Left side of trunk	Left outer taillight	
C605	4	Right side of trunk	Right outer taillight	
C606	2	Right quarter panel	Right rear speaker	
C609	1	Left side of rear window	Rear window defogger (+)	
C610	2	Middle of rear shelf	High mount brake light	
C611	2	Middle of rear shelf	Trunk light	
C612	1	Right side of rear window	Rear window defogger (-)	
C613	4	Left side of trunk	Left inner taillight	
C614	2	Middle of trunk	Left license plate light	
C615	2	Middle of trunk	Trunk latch switch	
C616	2	Middle of trunk	Right license plate light	
C617	4	Right side of trunk	Right inner taillight	
G601		Middle of trunk	Body ground, via rear wire harness	

*: Coupe: '99 - 00 models



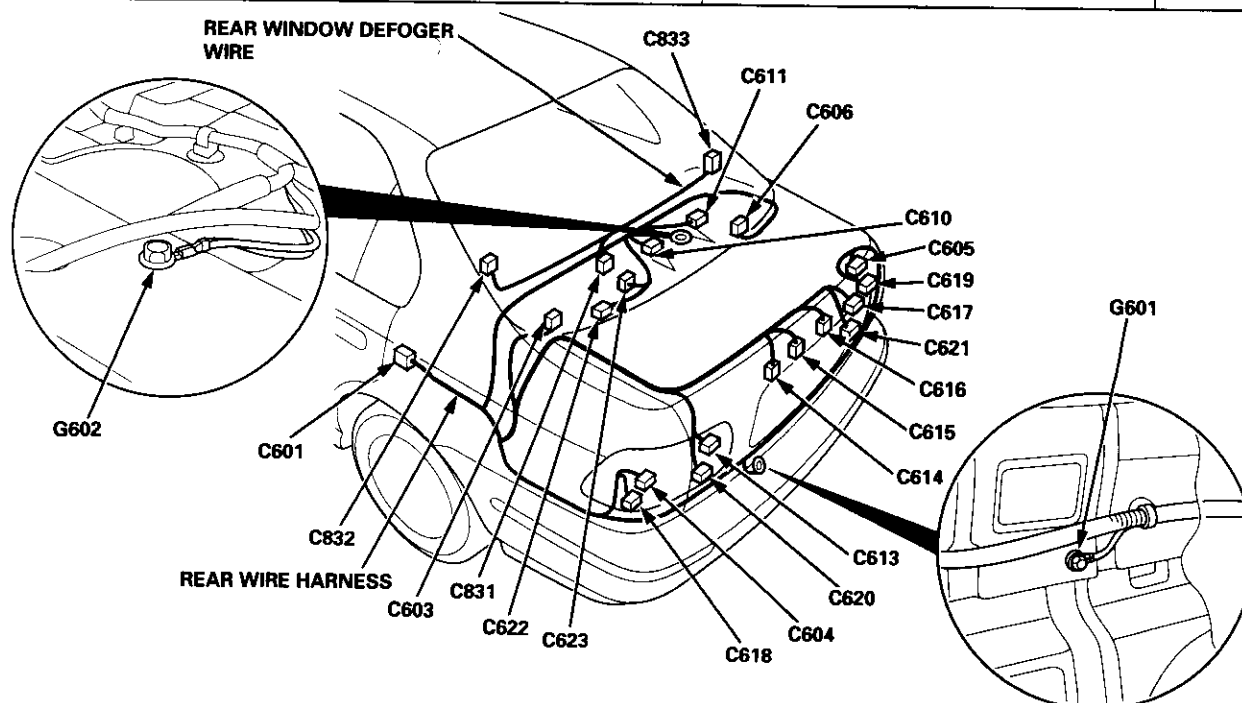
Connector Identification and Wire Harness Routing

Rear Wire Harness (Sedan): '99 – 00 models

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C601	20	Left quarter panel	Floor wire harness (C562)	
C603	2	Left quarter panel	Left rear speaker	
C604	4	Left side of trunk	Left outer taillight	
C605	4	Right side of trunk	Right outer taillight	
C606	2	Right quarter panel	Right rear speaker	
C610	2	Middle of rear shelf	High mount brake light	
C611	2	Middle of rear shelf	Trunk light	
C613	3	Left side of trunk	Left inner taillight	
C614	2	Middle of trunk	Left license plate light	
C615	2	Middle of trunk	Trunk latch switch	
C616	2	Middle of trunk	Right license plate light	
C617	3	Right side of trunk	Right inner taillight	
C618	2	Left side of trunk	Left outer taillight	
C619	2	Right side of trunk	Right outer taillight	
C620	2	Left side of trunk	Left inner taillight	
C621	2	Right side of trunk	Right inner taillight	
C622	1	Middle of rear shelf	Window antenna coil	
C623	2	Middle of rear shelf	Window antenna coil	
G601		Middle of trunk	Body ground, via rear wire harness	
G602		Middle of rear shelf	Body ground, via rear wire harness	

Rear Window Defogger Wire

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C831	2	Middle of rear shelf	Window antenna coil	
C832	1	Left side of rear window	Rear window defogger ⊕	
C833	1	Right side of rear window	Rear window defogger ⊖	





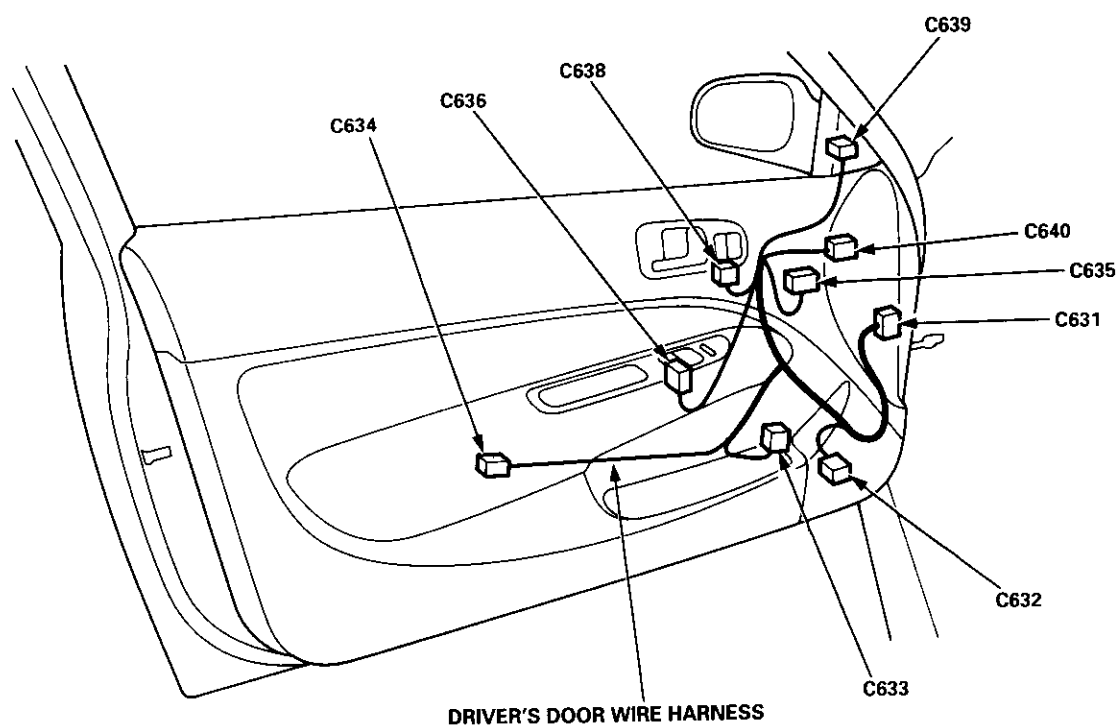
Driver's Door Wire Harness (Coupe/Hatchback)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C631	25	Driver's door	Floor wire harness (C556)	*1
C631	2	Driver's door	Floor wire harness (C556)	*2
C632	2	Driver's door	Left front door speaker	
C633	4	Driver's door	Driver's power window motor	Coupe
C634	4	Driver's door	Driver's door lock actuator	Coupe
C635	2	Driver's door	Tweeter	Coupe
C636	12	Driver's door	Power window master switch	Coupe
C638	3	Driver's door	Driver's door lock switch	Coupe
C639	8	Inside of left power mirror	Left power mirror	Coupe
C640	12	Driver's door	Power door lock control unit	Coupe*3

*1: With power windows

*2: Without power windows

*3: Without keyless

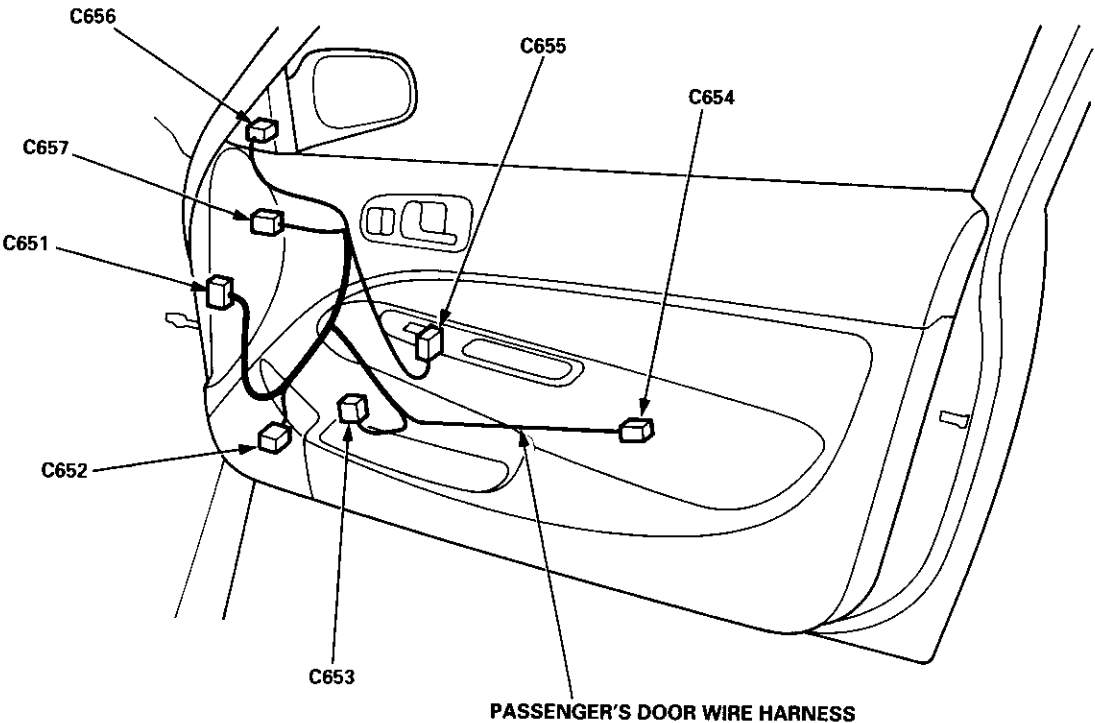


Connector Identification and Wire Harness Routing

Passenger's Door Wire Harness (Coupe/Hatchback)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C651	25	Passenger's door	Floor wire harness (C557)	*1
C651	2	Passenger's door	Floor wire harness (C557)	*2
C652	2	Passenger's door	Right front door speaker	
C653	2	Passenger's door	Front passenger's power window motor	Coupe
C654	2	Passenger's door	Front passenger's door lock actuator	Coupe
C655	5	Passenger's door	Front passenger's power window switch	Coupe
C656	8	Inside of right power mirror	Right power mirror	Coupe
C657	2	Passenger's door	Tweeter	Coupe

*1: With power windows
*2: Without power windows



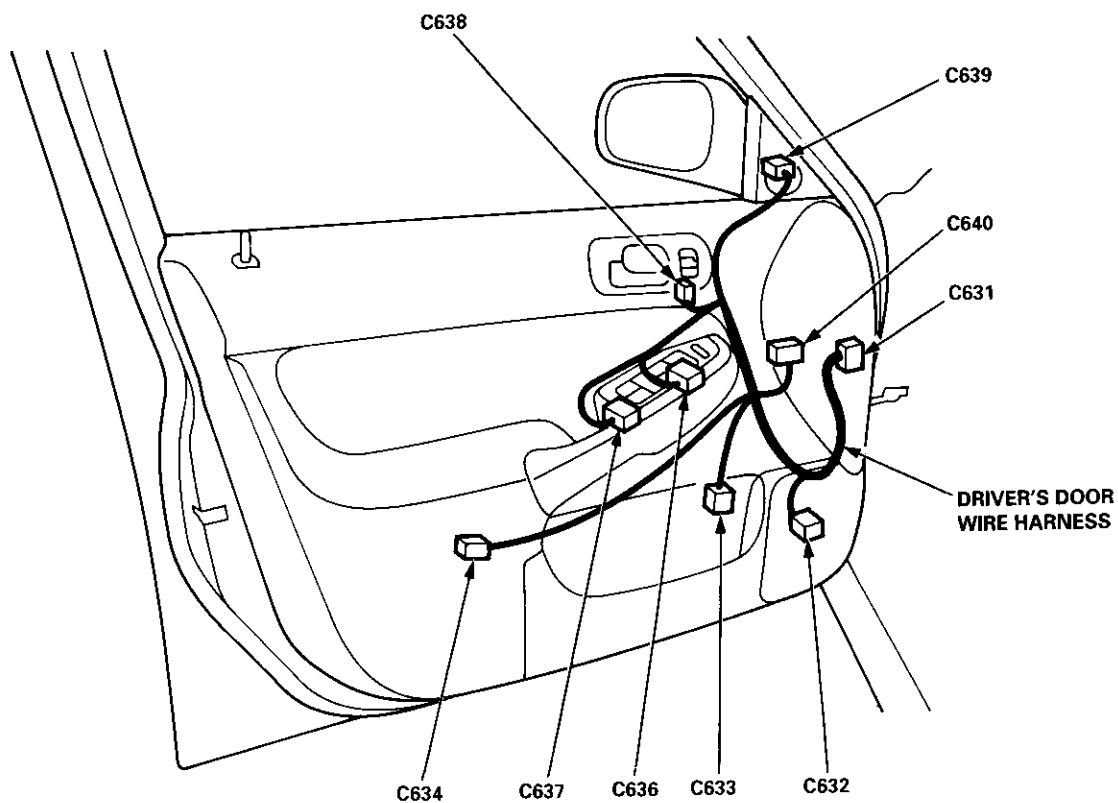


Driver's Door Wire Harness (Sedan)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C631	25	Driver's door	Floor wire harness (C556)	*1
C631	2	Driver's door	Floor wire harness (C556)	*2
C632	2	Driver's door	Left front door speaker	
C633	4	Driver's door	Driver's power window motor	*1
C634	4	Driver's door	Driver's door lock actuator	*1
C636	16	Driver's door	Power window master switch	*1
C637	1	Driver's door	Power window master switch	*1
C638	3	Driver's door	Driver's door lock switch	*1
C639	8	Inside of left power mirror	Left power mirror	*1
C640	12	Driver's door	Power door lock control unit	*1

*1: With power windows

*2: Without power windows

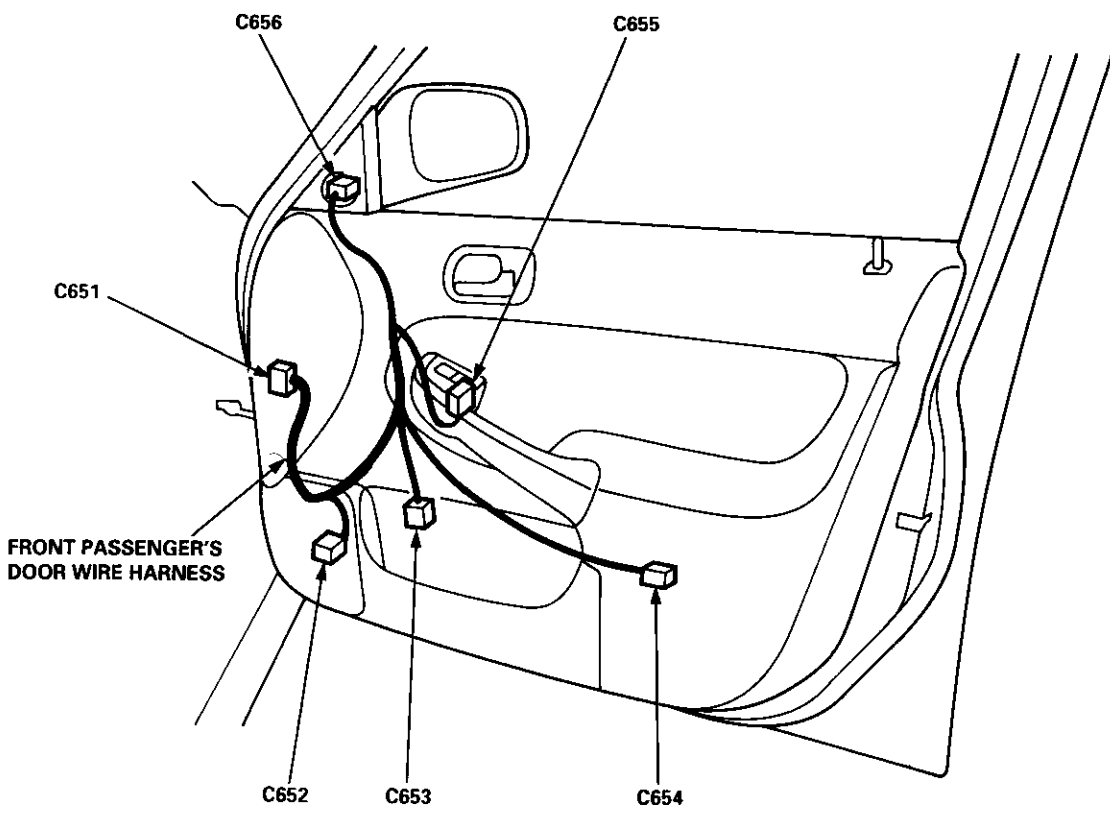


Connector Identification and Wire Harness Routing

Front Passenger's Door Wire Harness (Sedan)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C651	25	Passenger's door	Floor wire harness (C557)	*1
C651	2	Passenger's door	Floor wire harness (C557)	*2
C652	2	Passenger's door	Right front door speaker	
C653	2	Passenger's door	Front passenger's power window motor	*1
C654	2	Passenger's door	Front passenger's door lock actuator	*1
C655	5	Passenger's door	Front passenger's power window switch	*1
C656	8	Inside of right power mirror	Right power mirror	*1

*1: With power windows
 *2: Without power windows





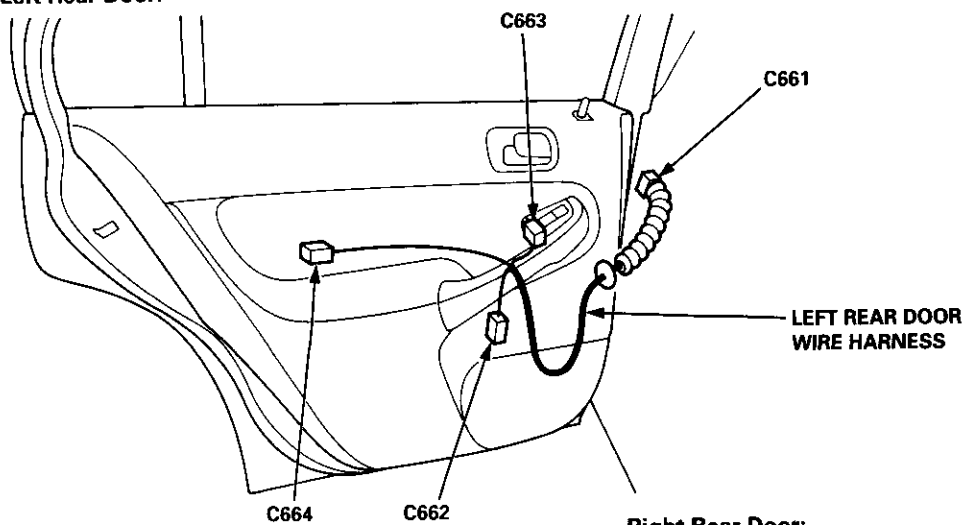
Left Rear Door Wire Harness (Sedan)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C661	6	Left B-pillar	Floor wire harness (C571)	
C662	2	Left rear door	Left rear power window motor	
C663	5	Left rear door	Left rear power window switch	
C664	2	Left rear door	Left rear door lock actuator	

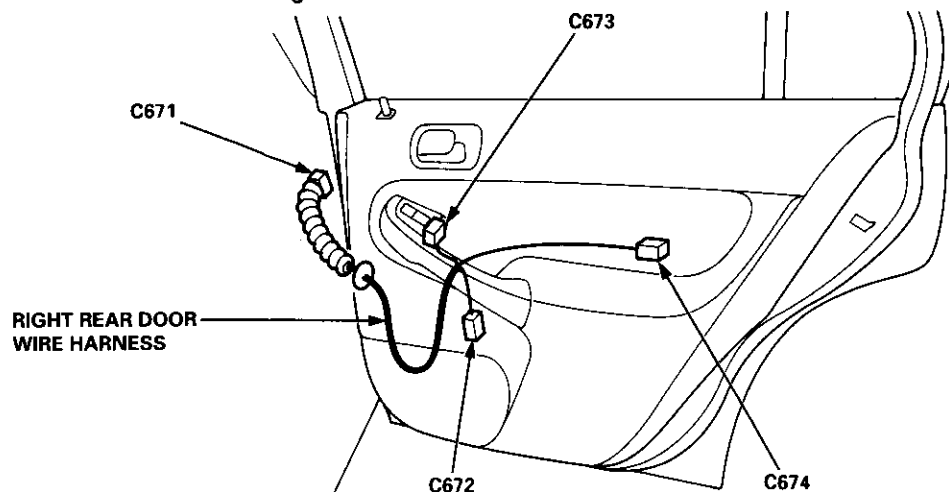
Right Rear Door Wire Harness (Sedan)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C671	6	Right B-pillar	Floor wire harness (C570)	
C672	2	Right rear door	Right rear power window motor	
C673	5	Right rear door	Right rear power window switch	
C674	2	Right rear door	Right rear door lock actuator	

Left Rear Door:



Right Rear Door:



Connector Identification and Wire Harness Routing

Roof Wire Harness (Coupe/Hatchback)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C701	2	Under left side of dash	Main wire harness (C407)	*1
C701	6	Under left side of dash	Main wire harness (C407)	*2
C702	2	Middle of roof	Ceiling light	
C719	1	Front of roof	Spotlight	*2

*1: '96 – 98 models

*2: '99 – 00 models

Roof Wire Harness (Sedan)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C701	2	Under left side of dash	Main wire harness (C407)	*1
C701	6	Under left side of dash	Main wire harness (C407)	*2
C702	1	Middle of roof	Ceiling light (Power)	
C703	1	Middle of roof	Ceiling light (Ground)	
C719	1	Front of roof	Spotlight	*2

*1: '96 – 98 models

*2: '99 – 00 models

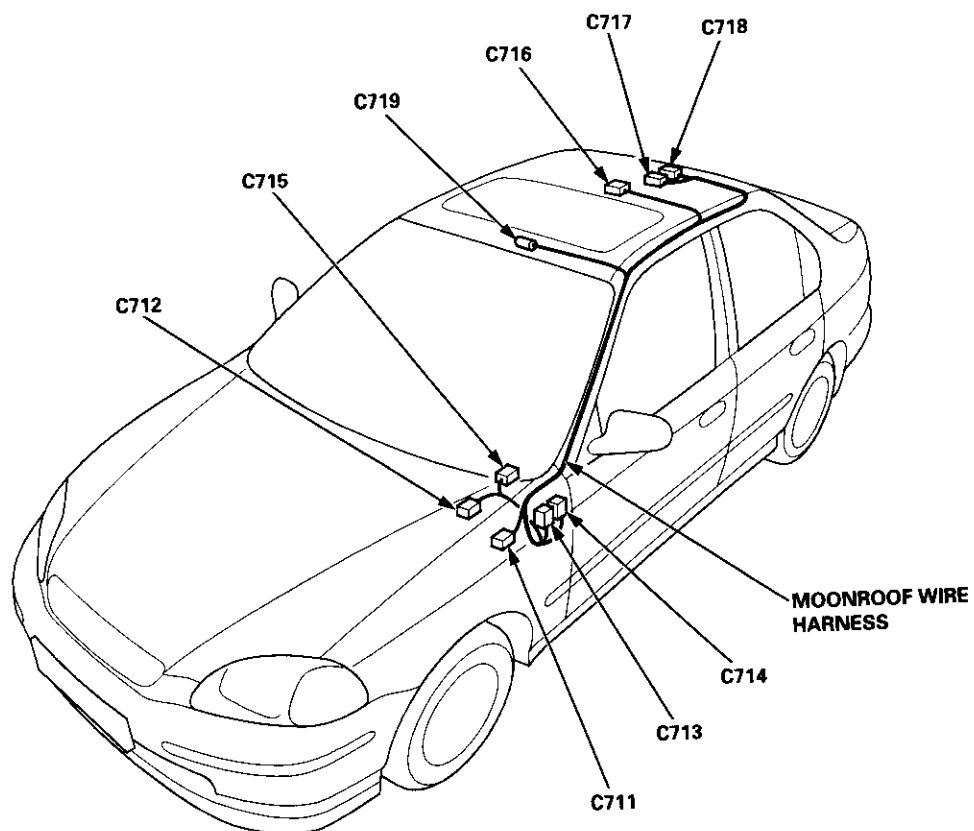
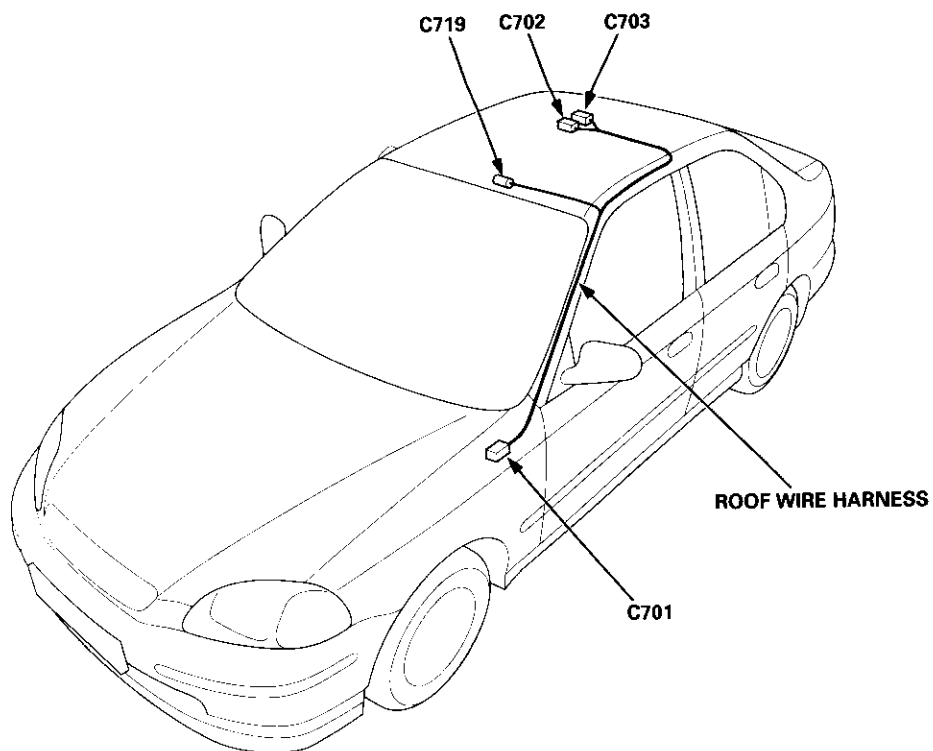
Moonroof Wire Harness (Coupe/Sedan)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C711	2	Under left side of dash	Main wire harness (C407)	*1, *2
C711	6	Under left side of dash	Main wire harness (C407)	*3
C712	3	Behind dashboard lower panel	Under-dash fuse/relay box (C910)	Optional
C713	6	Left side of dashboard bracket	Moonroof open relay	*1, *2
C713	5	Left side of dashboard bracket	Moonroof open relay	*3
C714	6	Left side of dashboard bracket	Moonroof close relay	*1, *2
C714	5	Left side of dashboard bracket	Moonroof close relay	*3
C715	4	Left side of steering wheel	Moonroof switch	
C716	3	Middle of roof	Ceiling light	
C717	2	Rear of roof	Moonroof motor	
C718	4	Rear of roof	Moonroof motor (Tilt switch)	
C719	1	Front of roof	Spotlight	*2, *3

*1: '96 – 97 models

*2: '98 model

*3: '99 – 00 models



Connector Identification and Wire Harness Routing

Hatch Wire Harness (Hatchback)

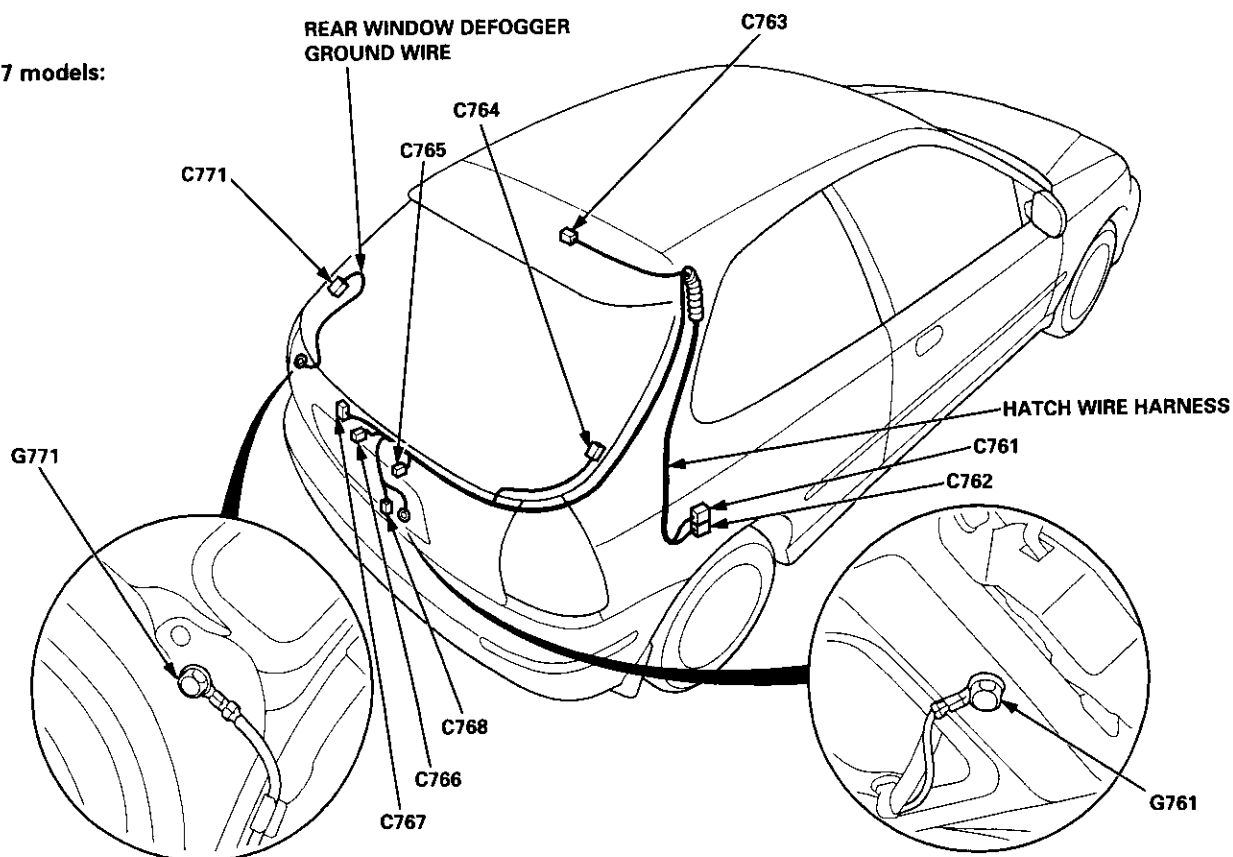
Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C761	6	Right quarter panel	Rear wire harness (C607)	
C762	2	Right quarter panel	Rear wire harness (C608)	
C763	2	Rear of roof	High mount brake light	
C764	1	Right side of hatch	Rear window defogger (+)	
C765	2	Middle of hatch	Right license light	
C766	2	Middle of hatch	Left license light	
C767	4	Middle of hatch	Rear window wiper motor	
C768	2	Middle of hatch	Hatch latch switch	
G761		Middle of tailgate	Body ground, via tailgate wire harness	

Rear Window Defogger Ground Wire (Hatchback)

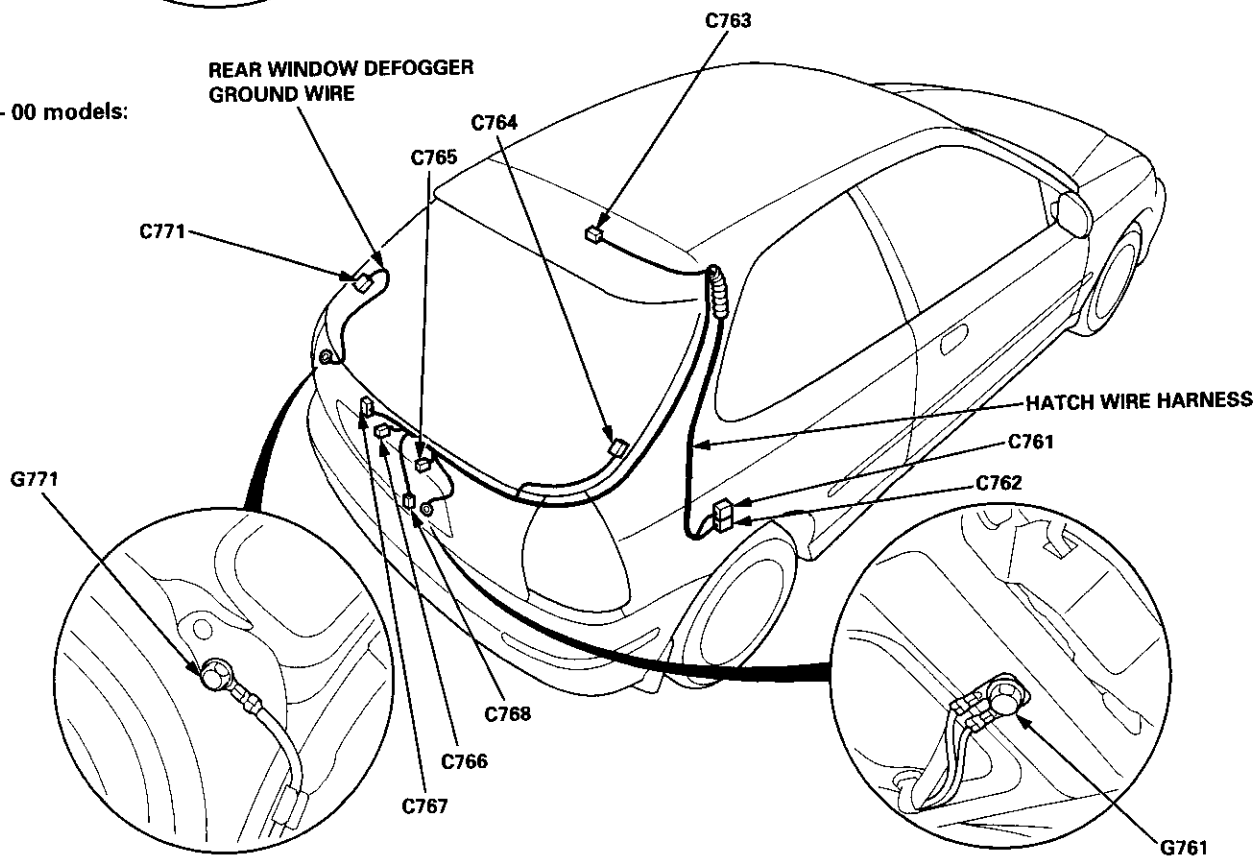
Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C771	1	Left side of hatch	Rear window defogger (-)	
G771		Left side of hatch	Body ground, via rear window defogger ground wire	



'96 - 97 models:



'98 - 00 models:



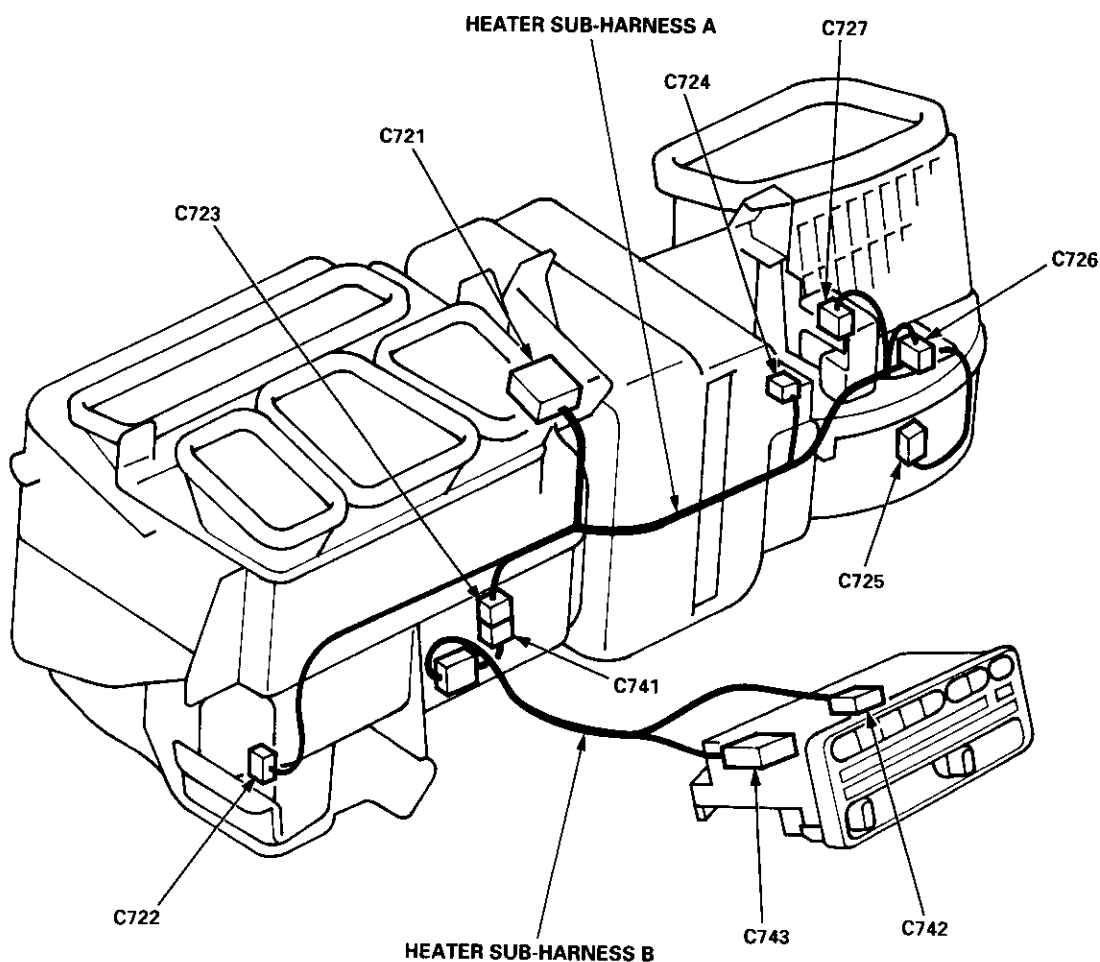
Connector Identification and Wire Harness Routing

Heater Sub-harness A: '96 - 98 models

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C721	16	Under left side of dash	Main wire harness (C440)	
C722	7	Behind glove box	Mode control motor	
C723	20	Behind glove box	Heater sub-harness B (C741)	
C724	3	Behind glove box	A/C thermostat	
C725	2	Behind glove box	Blower motor	
C726	4	Behind glove box	Blower resistor	
C727	4	Behind glove box	Recirculation control motor	

Heater Sub-harness B: '96 - 98 models

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C741	20	Behind glove box	Heater sub-harness A (C723)	
C742	6	Behind middle of dash	Heater fan switch	
C743	14	Behind middle of dash	Heater control panel	



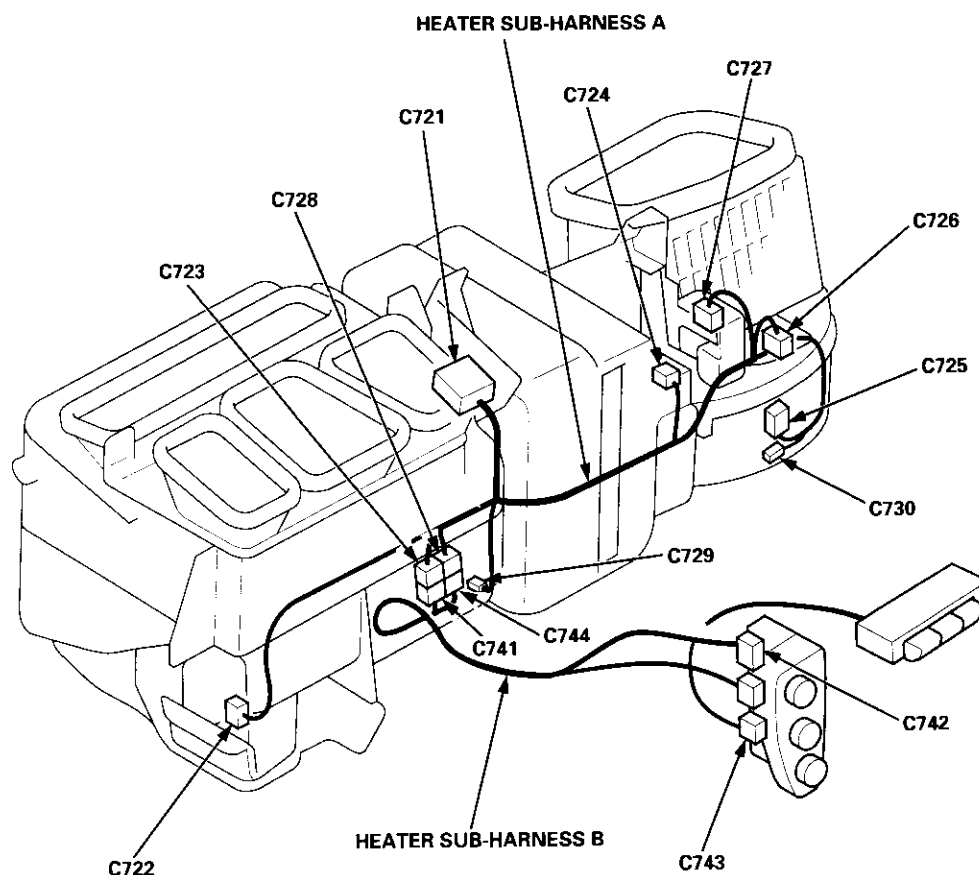


Heater Sub-harness A: '99 – 00 models

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C721	16	Under left side of dash	Main wire harness (C440)	
C722	7	Behind glove box	Mode control motor	
C723	24	Behind glove box	Heater sub-harness B (C741)	
C724	3	Behind glove box	A/C thermostat	
C725	2	Behind glove box	Blower motor	
C726	3	Behind glove box	Power transistor	
C727	4	Behind glove box	Recirculation control motor	
C728	1	Behind glove box	Heater sub-harness B (C744)	
C729	5	Behind glove box	Air mix control motor	
C730	4	Behind glove box	Blower motor high relay	

Heater Sub-harness B: '99 – 00 models

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C741	20	Behind glove box	Heater sub-harness A (C723)	
C742	8	Behind middle of dash	Heater control panel	
C743	20	Behind middle of dash	Heater control panel	
C744	1	Behind glove box	Heater sub-harness A (C728)	



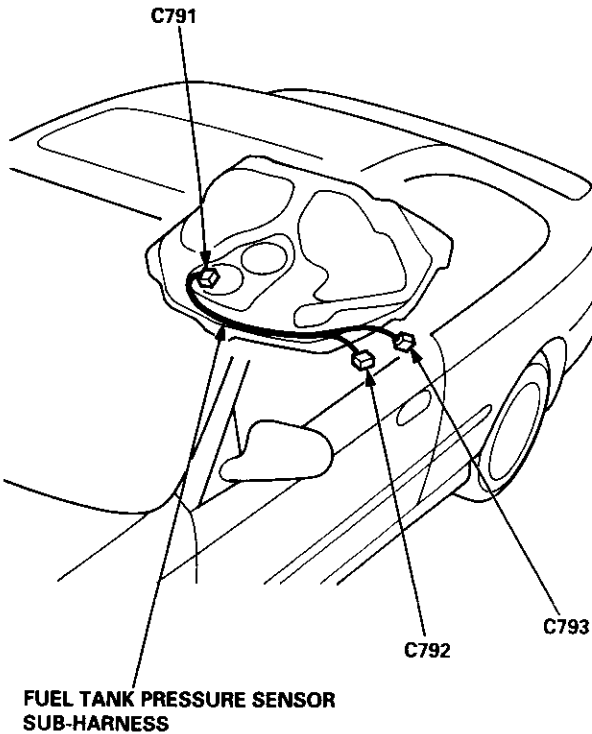
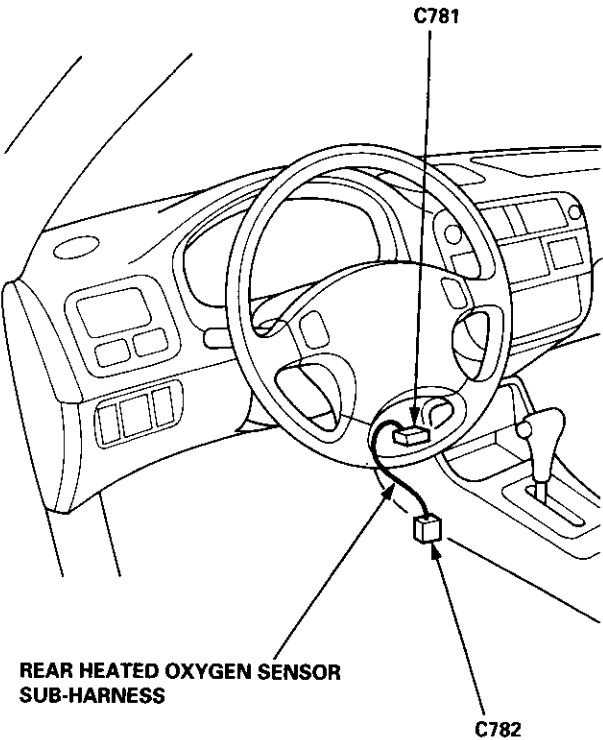
Connector Identification and Wire Harness Routing

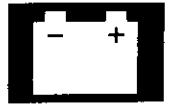
Rear Heated Oxygen Sensor Sub-harness

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C781	4	Under middle of dash	Main wire harness (C432)	
C782	4	Under middle of dash	Secondary heated oxygen sensor (Secondary HO2S)	

Fuel Tank Pressure Sensor Sub-harness

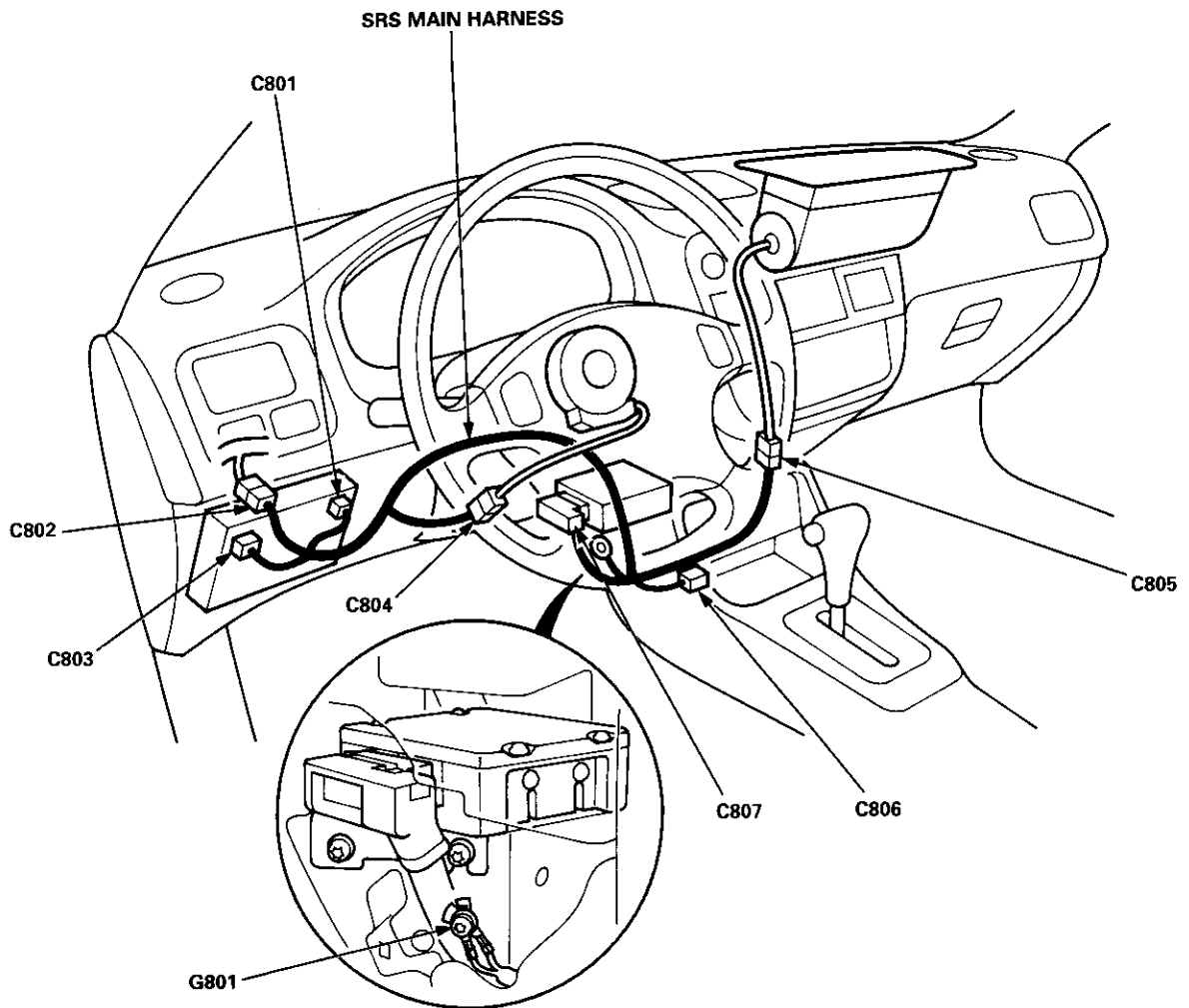
Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C791	6	Middle of floor	Floor wire harness (C568: Coupe/Hatchback, C574: Sedan)	
C792	3	Left side of fuel tank	Fuel tank pressure sensor	
C793	2	Left side of fuel tank	EVAP two way valve	





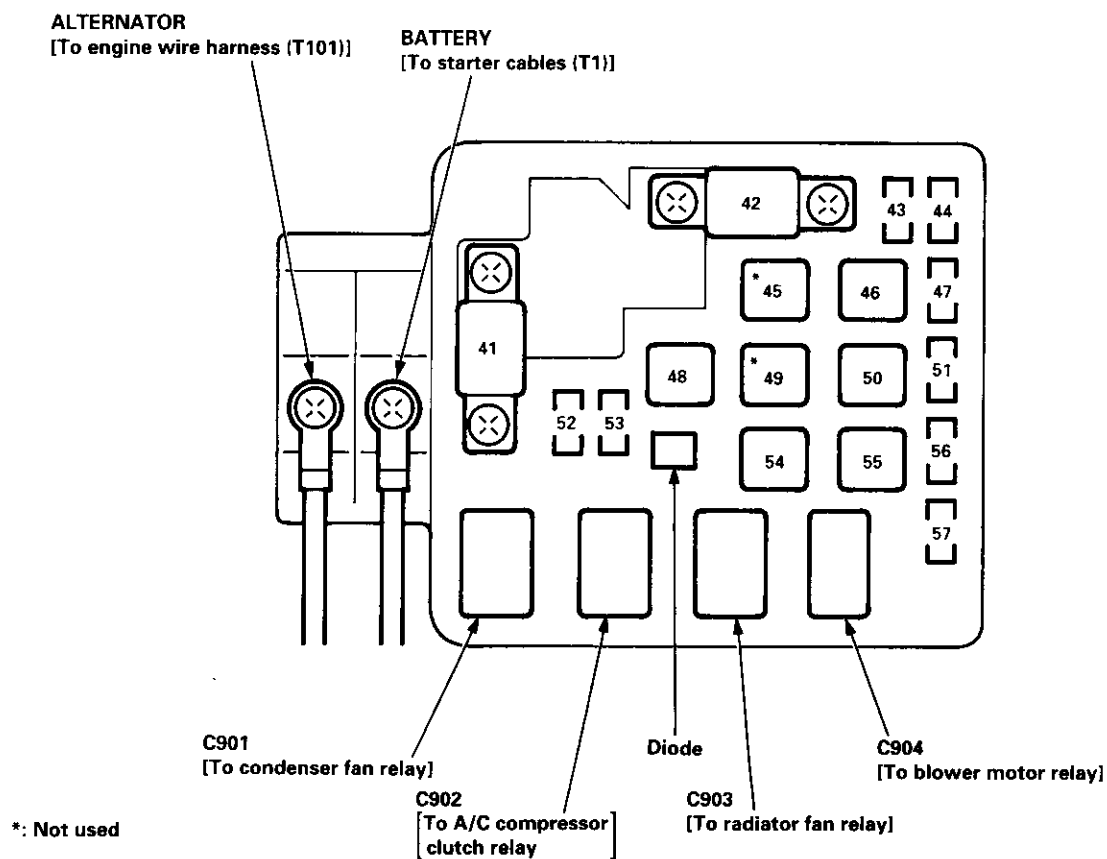
SRS Main Harness

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C801	2	Under left side of dash	Under-dash fuse/relay box (C911)	USA Canada
C802	3	Above under-dash fuse/relay box	Main wire harness (C412)	
C803	2	Right side of under-dash fuse/relay box	Memory erase signal (MES) connector	
C804	2	Under left side of dash	Cable reel	
C805	2	Under right side of dash	Passenger's airbag assembly	
C806	2	Middle of floor	Dummy resistor connector	
C807	18	Middle of floor	SRS unit	
G801		Middle of floor	Body ground, via SRS main harness	

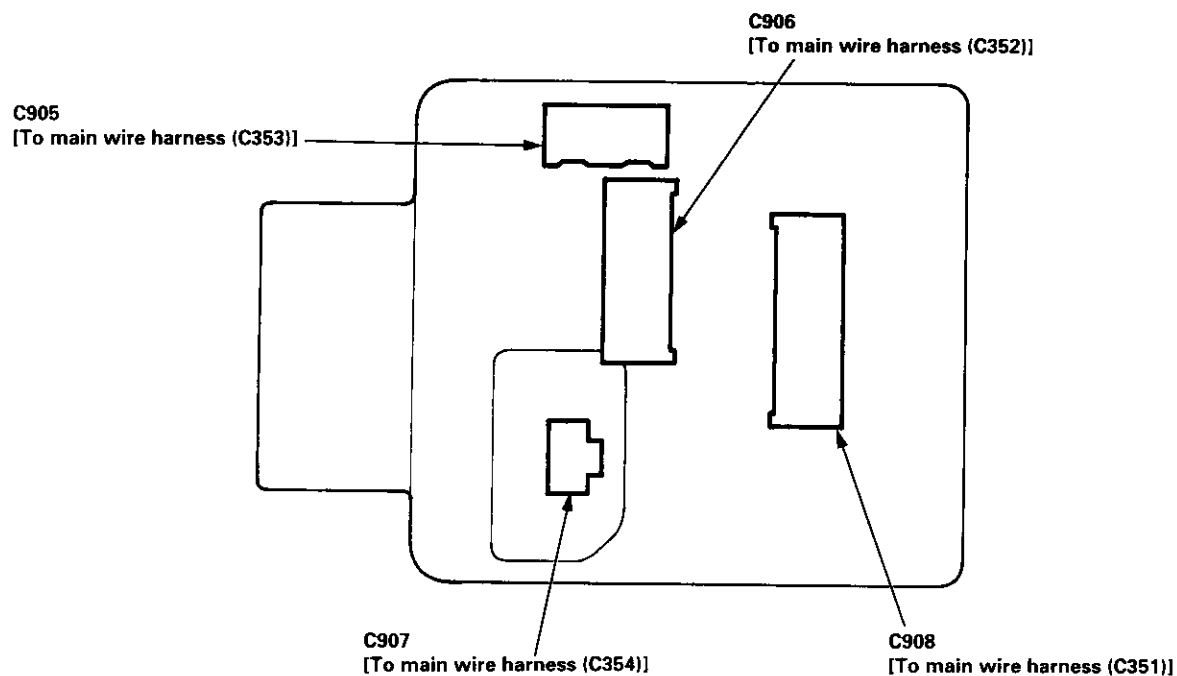


Fuses

Under-hood Fuse/Relay Box



NOTE: View from the backside of the under-hood fuse/relay box.

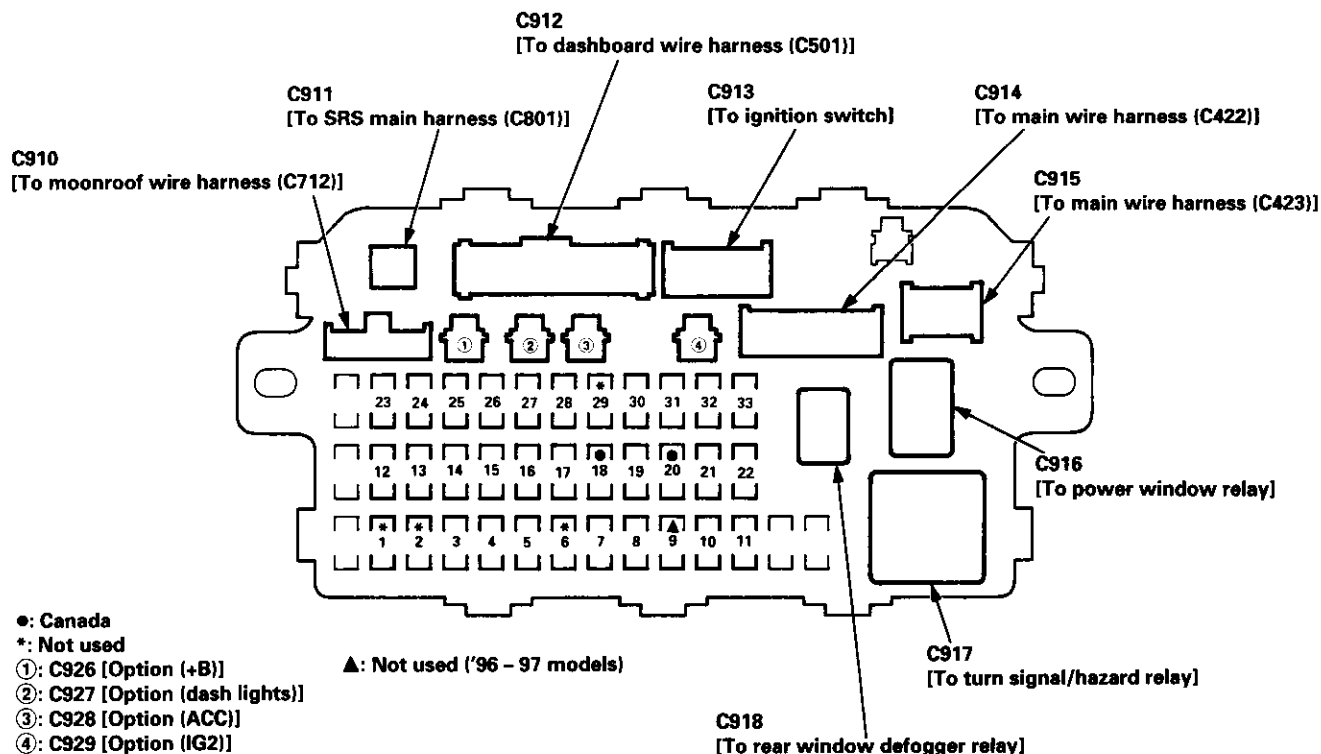




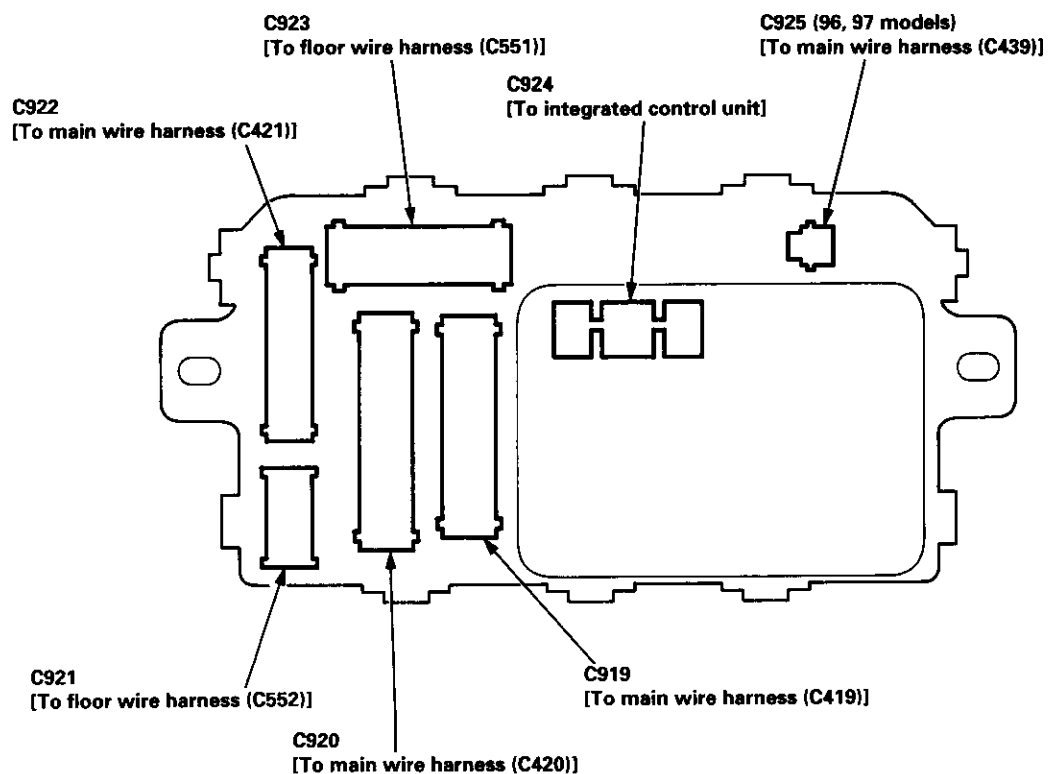
Fuse Number	Amps	Wire Color	Component(s) or Circuit(s) Protected
41	80 A	—	Power distribution
42	40 A	WHT/BLK	To ignition switch (BAT)
43	7.5 A	WHT/RED	Ceiling light, data link connector, trunk light
44	15 A	WHT/BLK	PGM-FI main relay
45	—	—	Not used
46	40 A	WHT/BLU	Power window motors (via power window relay)
47	7.5 A	WHT/BLU	Audio unit, clock, TCM (CVT), ECM/PCM (VBU)
48	30 A	WHT	No. 33 (7.5 A) fuse, To combination light switch (headlight)
49	—	—	Not used
50	30 A	WHT/GRN	Rear window defogger (via rear window defogger relay)
51	20 A	WHT/GRN	Power door lock control unit, moonroof motor
52	15 A	WHT/GRN	Horn system, brake lights, brake signal
53	10 A	WHT/BLK	Hazard warning light, turn signal/hazard relay
54	40 A	WHT/RED	Option (+B)
55	40 A	BLU/WHT	Blower motor (via blower motor relay)
56	20 A	WHT	Condenser fan motor (via condenser fan relay)
		RED	A/C compressor clutch (via A/C compressor clutch relay)
57	20 A	BLK/RED	Radiator fan motor (via radiator fan relay)

Fuses

Under-dash Fuse/Relay Box



NOTE: View from the backside of the under-dash fuse/relay box.





Fuse Number	Amps	Wire Color	Component(s) or Circuit(s) Protected
1	—	—	Not used
2	—	—	Not used
3	10 A	GRN	Rear window wiper motor, rear window washer motor
4	10 A	RED/BLU	Right headlight (high beam)
5	10 A	RED/GRN	Left headlight (high beam), high beam indicator light
6	—	—	Not used
7	20 A	RED/WHT	Left rear power window motor
8	20 A	YEL/BLK	Right rear power window motor
9	—	—	Not used ('96 – 97 models)
	15 A	RED	Distributor (ignition control module) ('98 – 99 models)
10	20 A	GRN/BLK	Front passenger's power window motor
11	20 A	BLU/BLK	Driver's power window motor
12	7.5 A	YEL/BLK	Turn signal/hazard relay (via turn signal/hazard switch)
13	15 A	YEL/GRN	PGM-FI main relay
		GRY or BLK/YEL	SRS unit (VA)
14	7.5 A	BLK/YEL	Cruise control system, audio unit* ¹ , keyless door lock control unit* ³
15	7.5 A	BLK/WHT	Alternator, VSS, ELD unit (USA), EVAP purge vent shut valve, oxygen sensors, TCM (CVT)* ¹
16	7.5 A	BLK/BLU	ABS pump motor, rear window defogger, power mirror* ³ , mirror defogger* ³
17	7.5 A	BLK/YEL	A/C system, power mirror* ¹ , option (IG2)
18	7.5 A	YEL/BLK	Daytime running lights relay (Canada)
19	7.5 A	YEL/RED	Back-up lights
20	10 A	BLK/WHT	Daytime running lights control unit (Canada)
21	10 A	RED/WHT	Right headlight (low beam)
22	10 A	RED/YEL	Left headlight (low beam)
23	10 A	GRY or PNK	SRS unit (VB)
24	7.5 A	GRN/ORN	Moonroof relays
25	7.5 A	YEL	Gauge and indicator lights, interlock control unit
26	20 A	GRN/BLK	Windshield wiper motor, windshield washer motor, integrated control unit (Canada)
27	15 A	YEL/GRN	Accessory socket (ACC)
28	10 A/15A* ²	YEL/RED	Audio unit, option (ACC)
29	—	—	Not used
30	7.5 A	RED/BLK	Dash lights, option (dash lights)
31	7.5 A	BLU/WHT	ECM/PCM, PGM-FI main relay, integrated control unit
32	7.5 A	RED/BLK	Front parking lights, taillights, license plate lights
33	7.5 A	WHT/GRN	Interlock control unit, key interlock solenoid

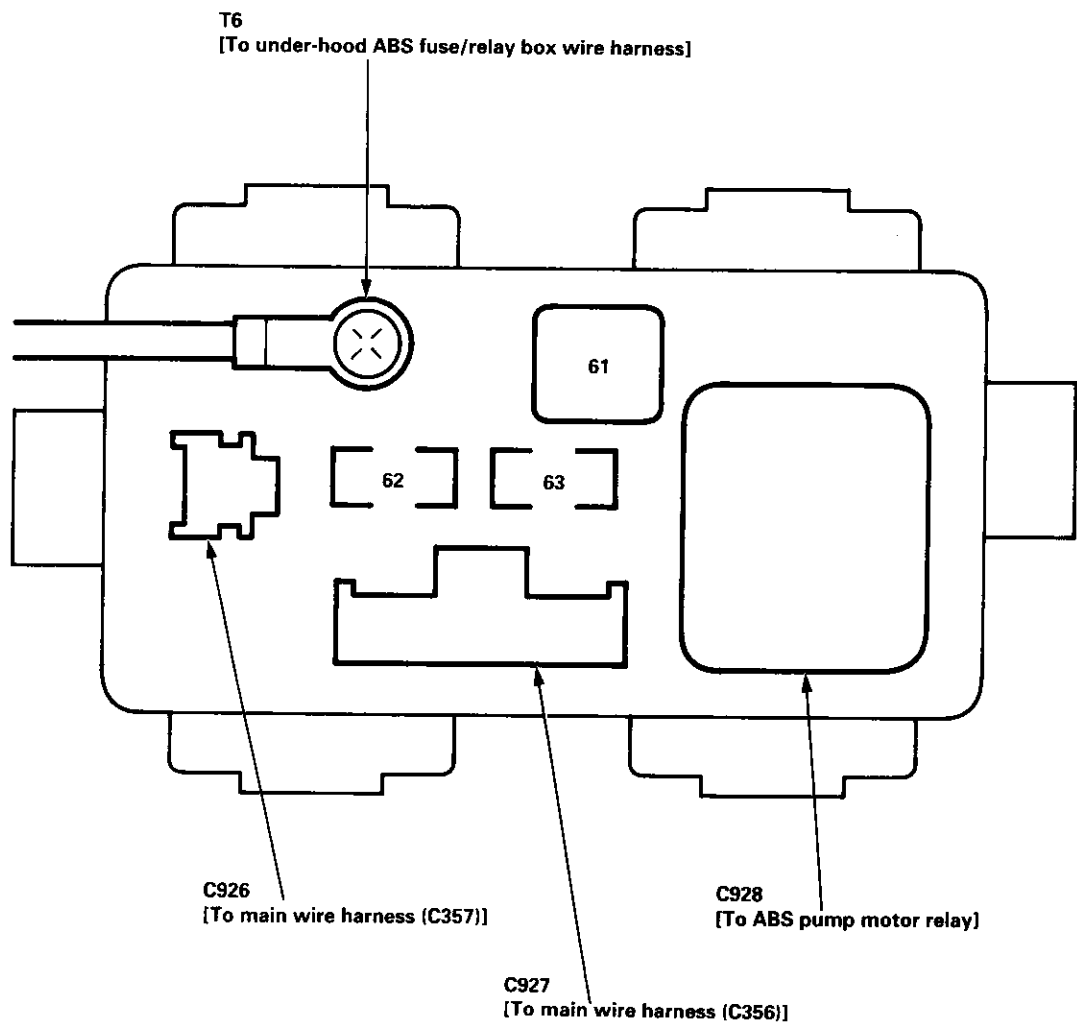
*1: '96 – 98 models

*2: '98 model

*3: '99 – 00 models

Fuses

Under-hood ABS Fuse/Relay Box

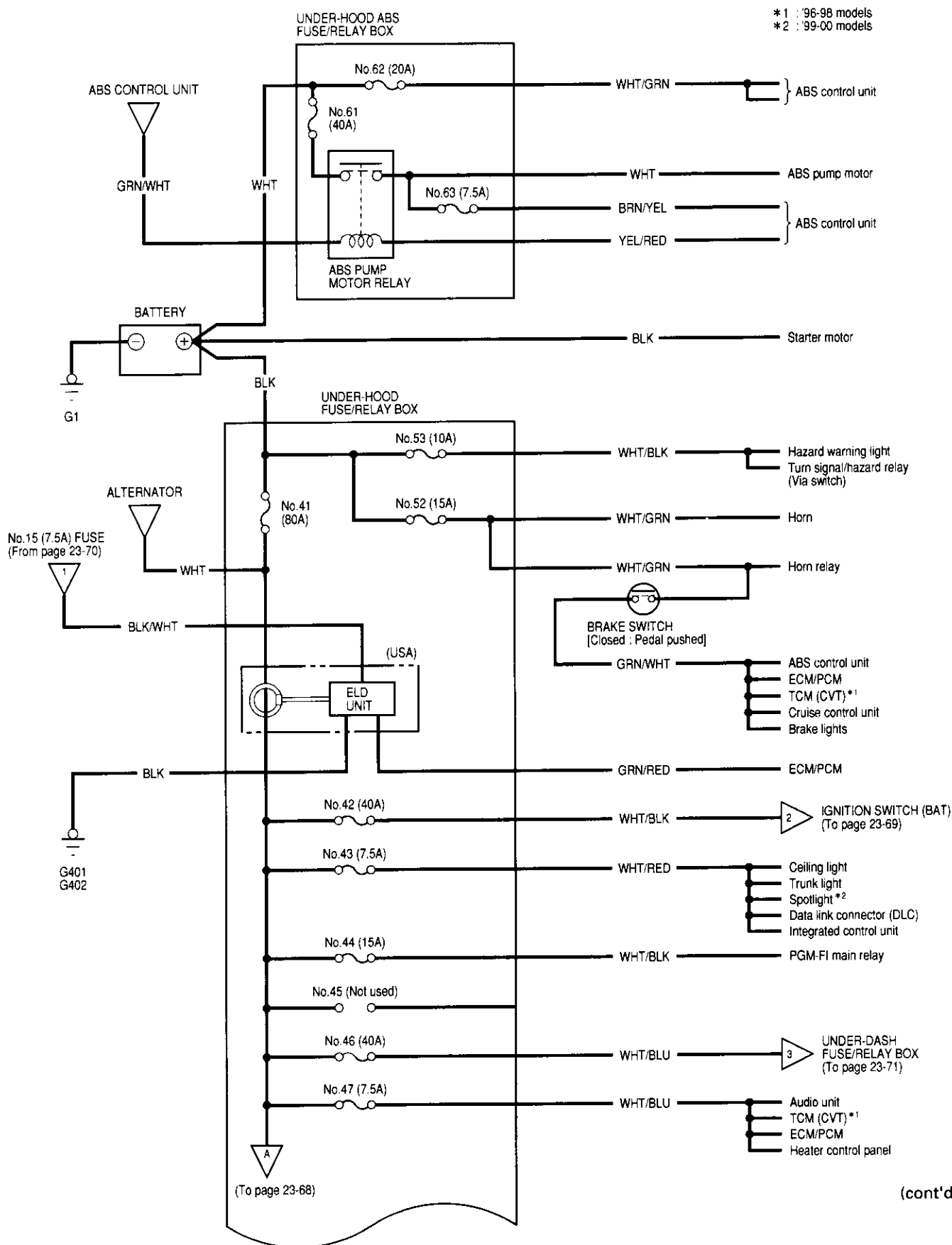


Fuse Number	Amps	Wire Color	Component(s) or Circuit(s) Protected
61	40 A	WHT	ABS pump motor (via ABS pump motor relay)
63	7.5 A	BRN/YEL	ABS control unit (motor check)
62	20 A	WHT/GRN	ABS control unit (+B1)

Power Distribution



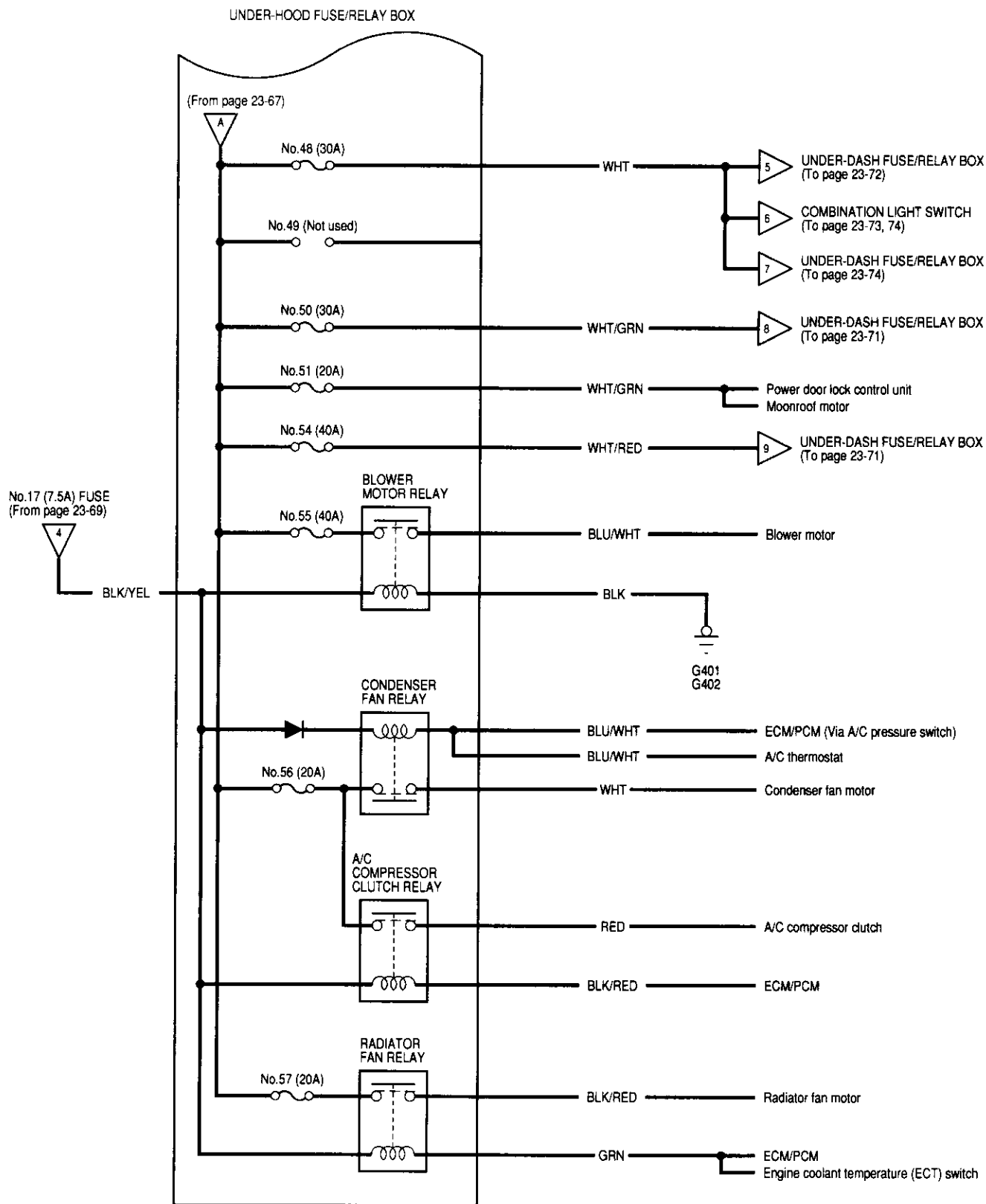
Circuit Identification



(cont'd)

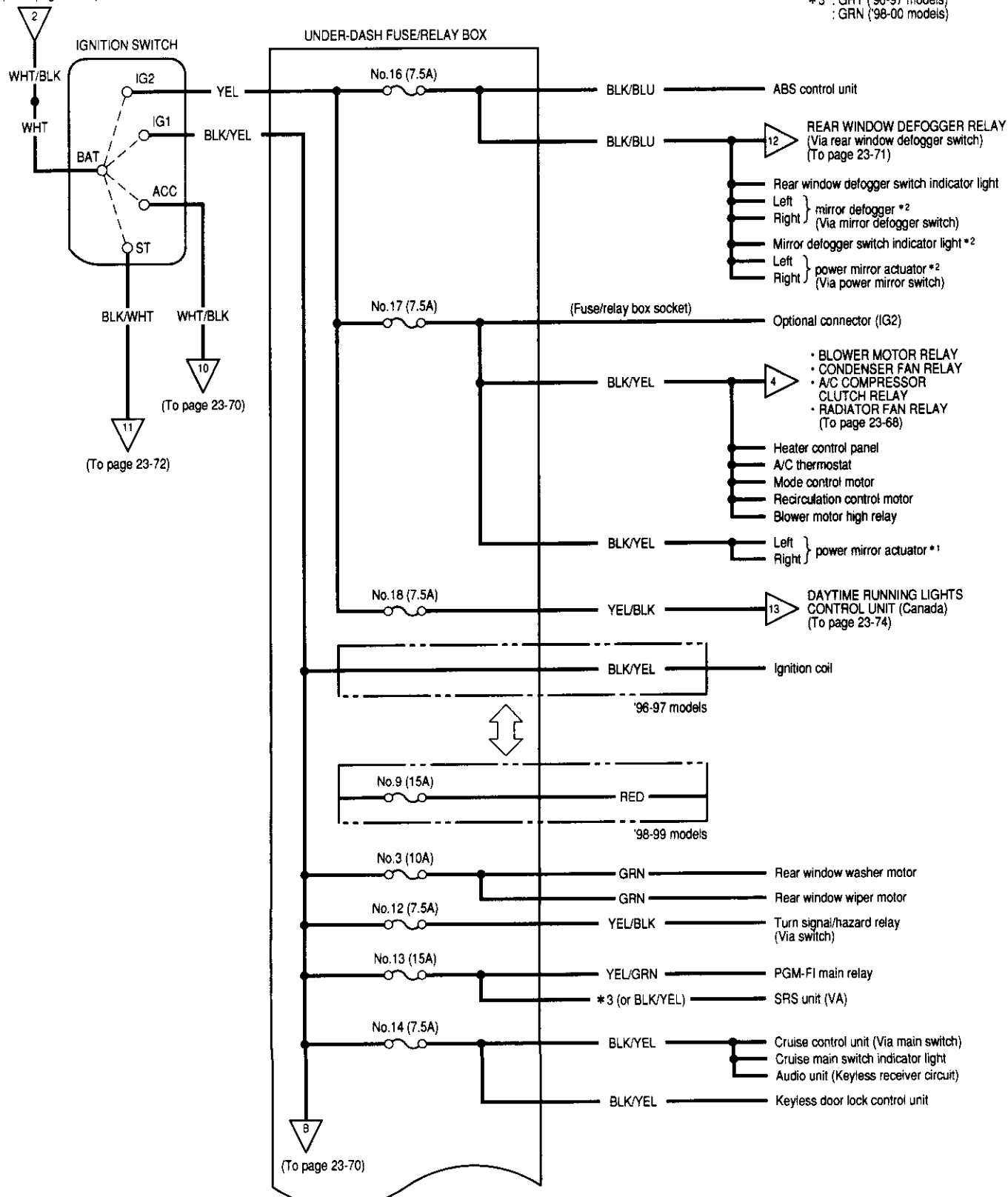
Power Distribution

Circuit Identification (cont'd)





No.42 (40A) FUSE
(From page 23-67)

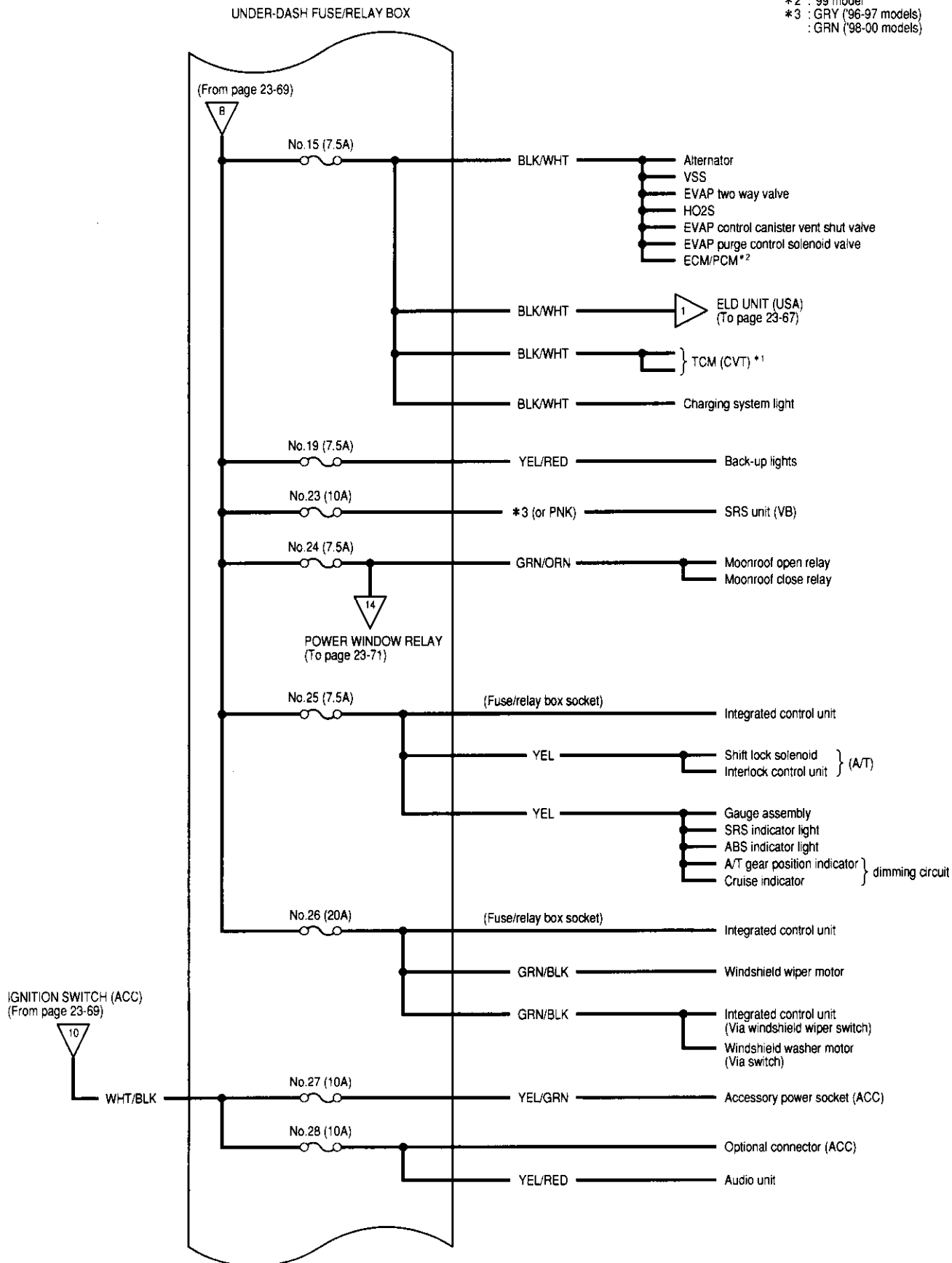


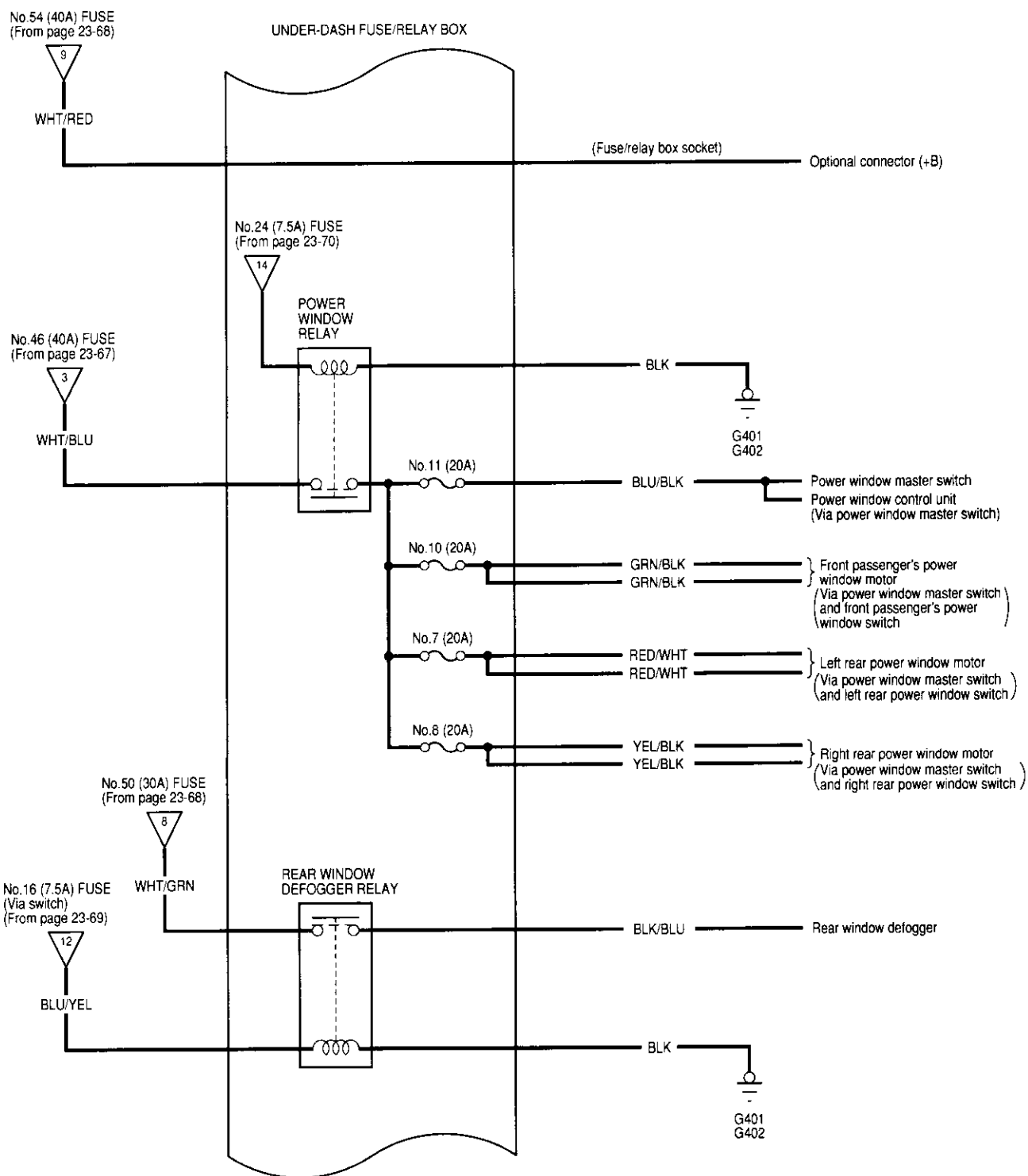
(cont'd)

Power Distribution

Circuit Identification (cont'd)

*1 : '96-98 models
 *2 : '99 model
 *3 : GRY ('96-97 models)
 : GRN ('98-00 models)



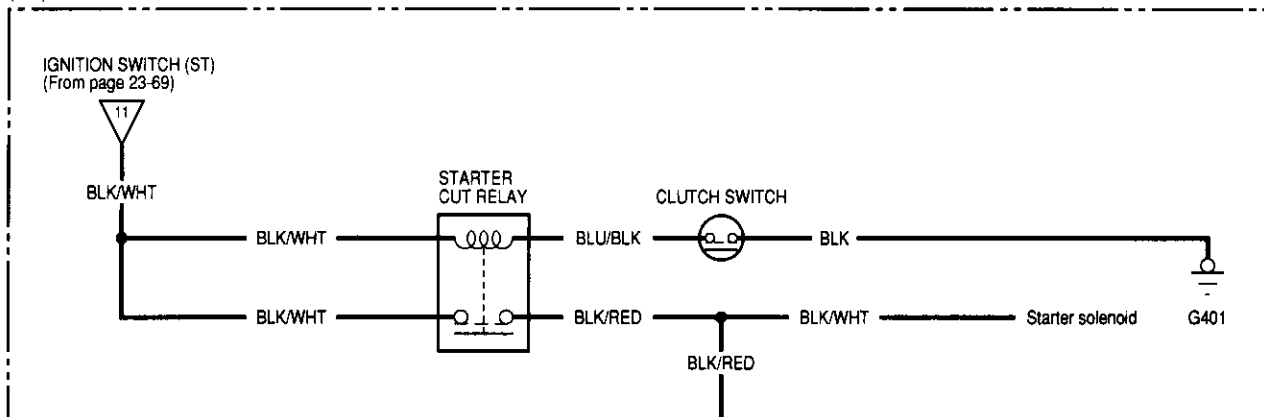


(cont'd)

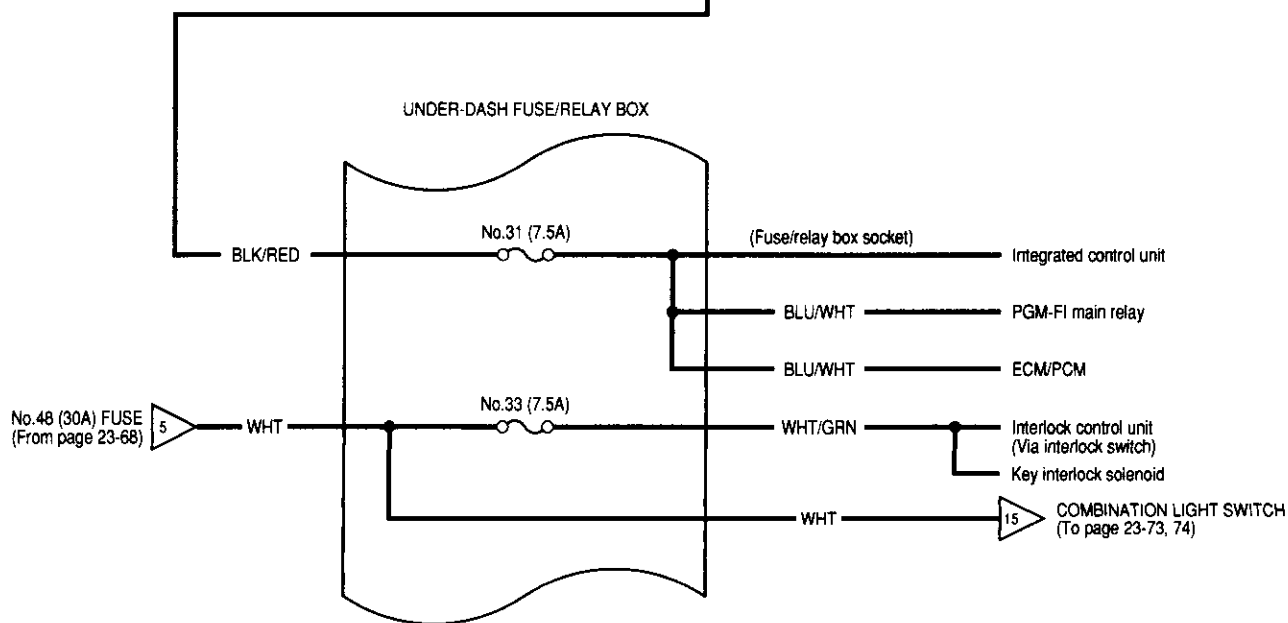
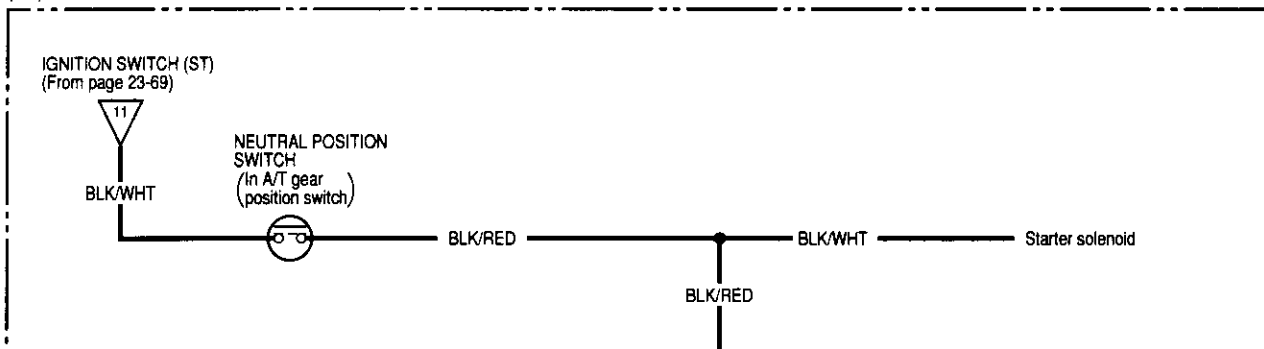
Power Distribution

Circuit Identification (cont'd)

(M/T)



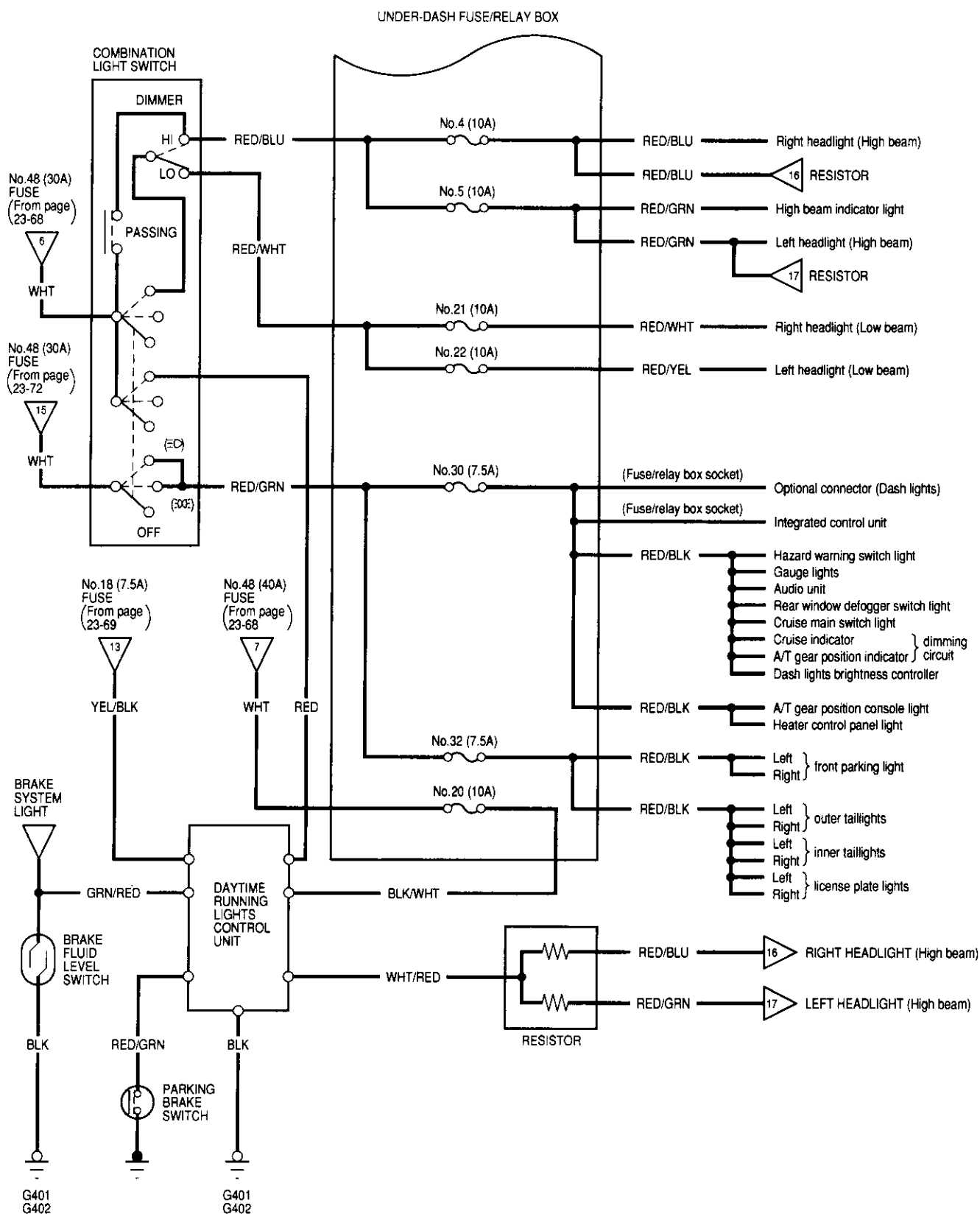
(A/T)



Power Distribution

Circuit Identification (cont'd)

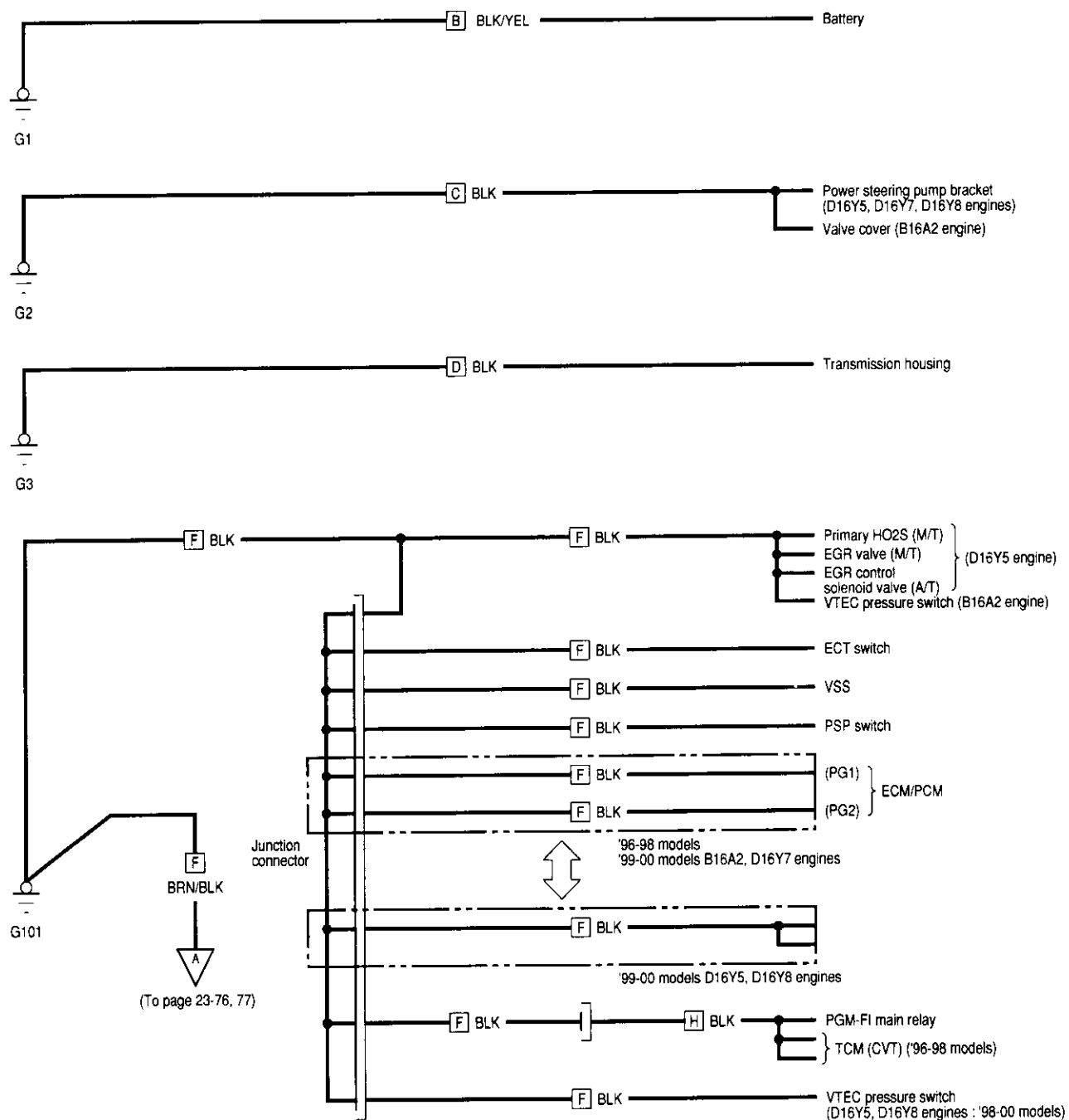
Canada:



Ground Distribution



Circuit Identification



[B] : Battery ground cable
[C] : Engine ground cable A

[D] : Engine ground cable B
[F] : Engine wire harness

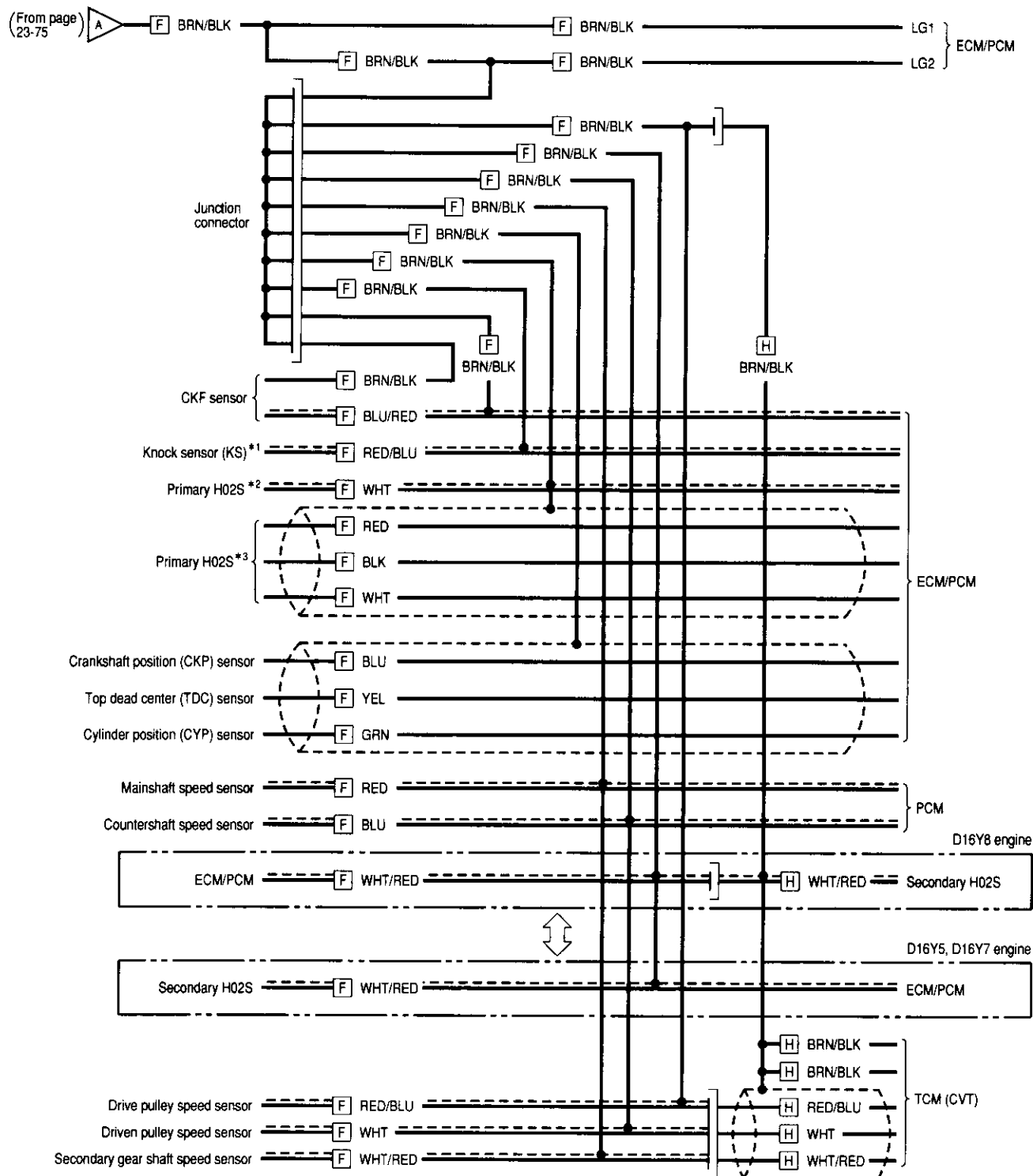
[H] : Main wire harness

(cont'd)

Ground Distribution

Circuit Identification (cont'd)

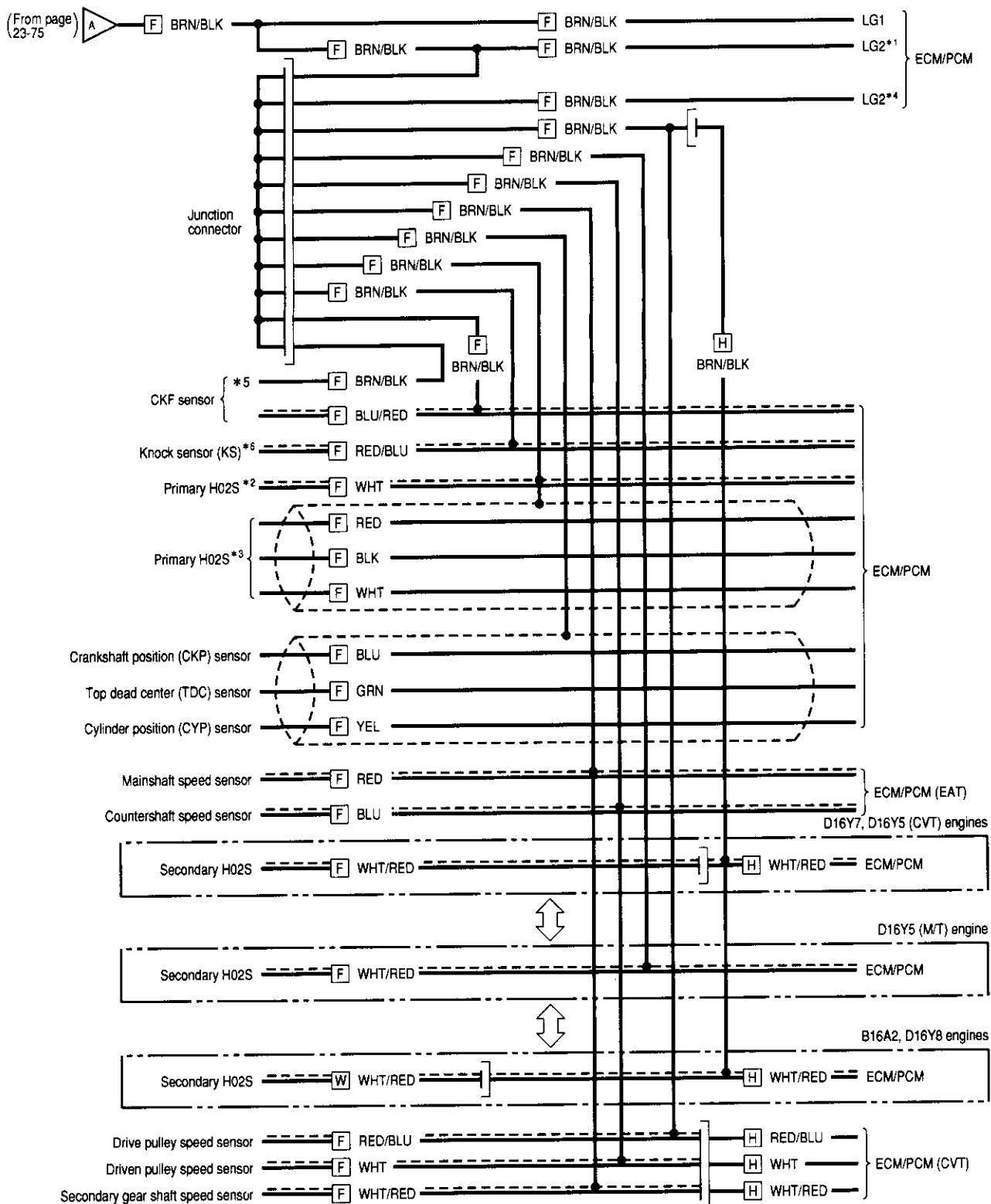
'96-98 models:



*1 : D16Y5, D16Y8 engine
 *2 : Except D16Y5 engine (M/T)
 *3 : D16Y5 engine (M/T)



'99-00 models:



[F] : Engine wire harness

[W] : Rear heated oxygen sensor sub harness

[H] : Main wire harness

----- : Shielding

*1 : D16Y5, D16Y8 engines

*2 : Except D16Y5 engine (M/T)

*3 : D16Y5 engine (M/T)

*4 : D16Y7, B16A2 engines

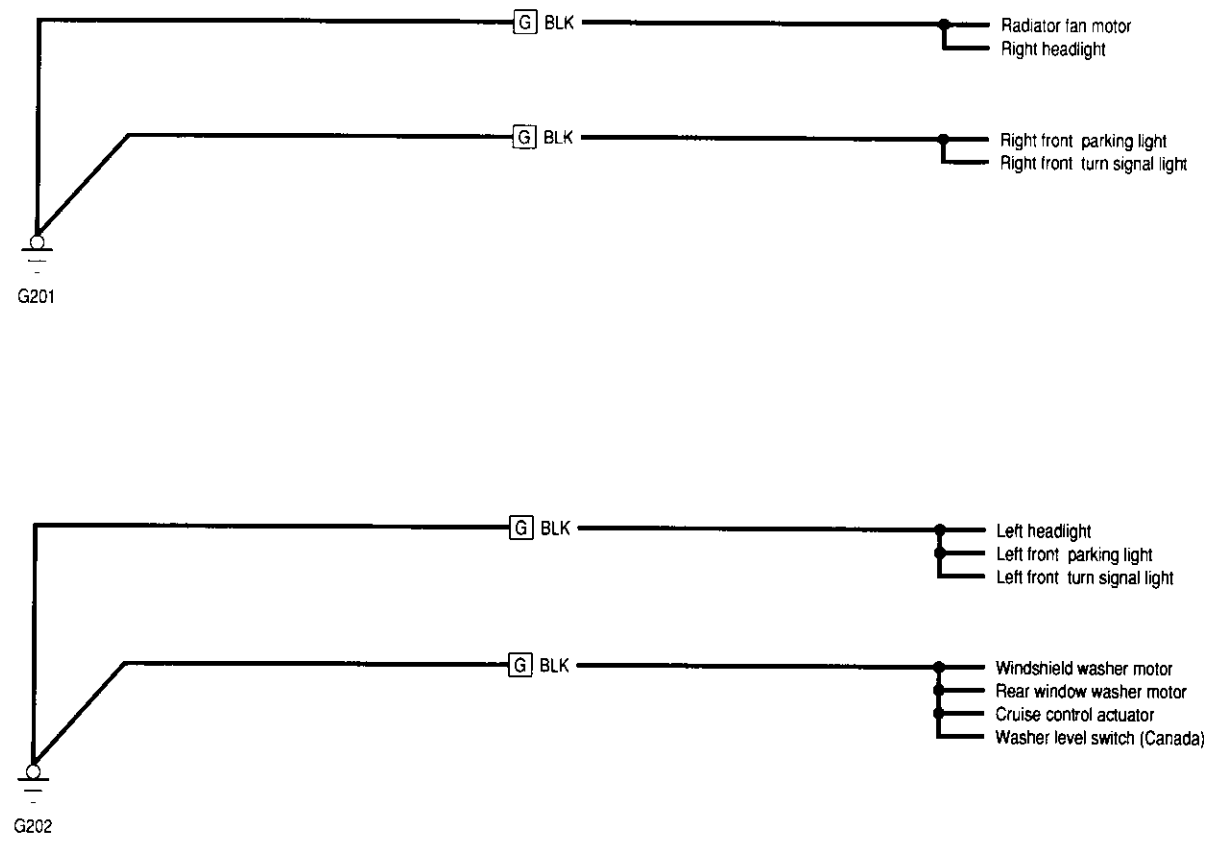
*5 : D16Y5, D16Y7, D16Y8 engines

*6 : B16A2, D16Y8, D16Y5 (CVT) engines

(cont'd)

Ground Distribution

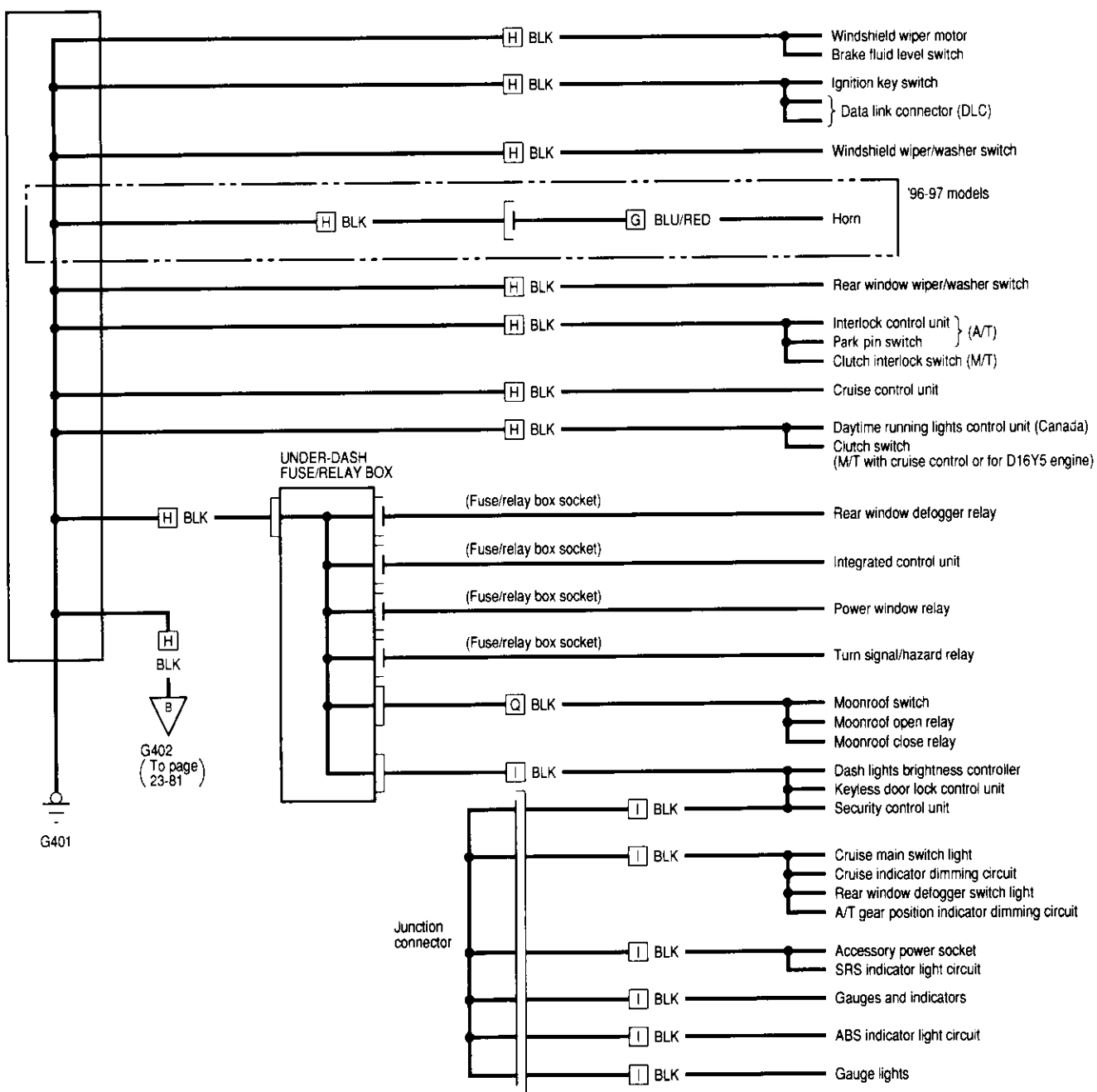
Circuit Identification (cont'd)



G : Engine compartment wire harness



'96-98 models:

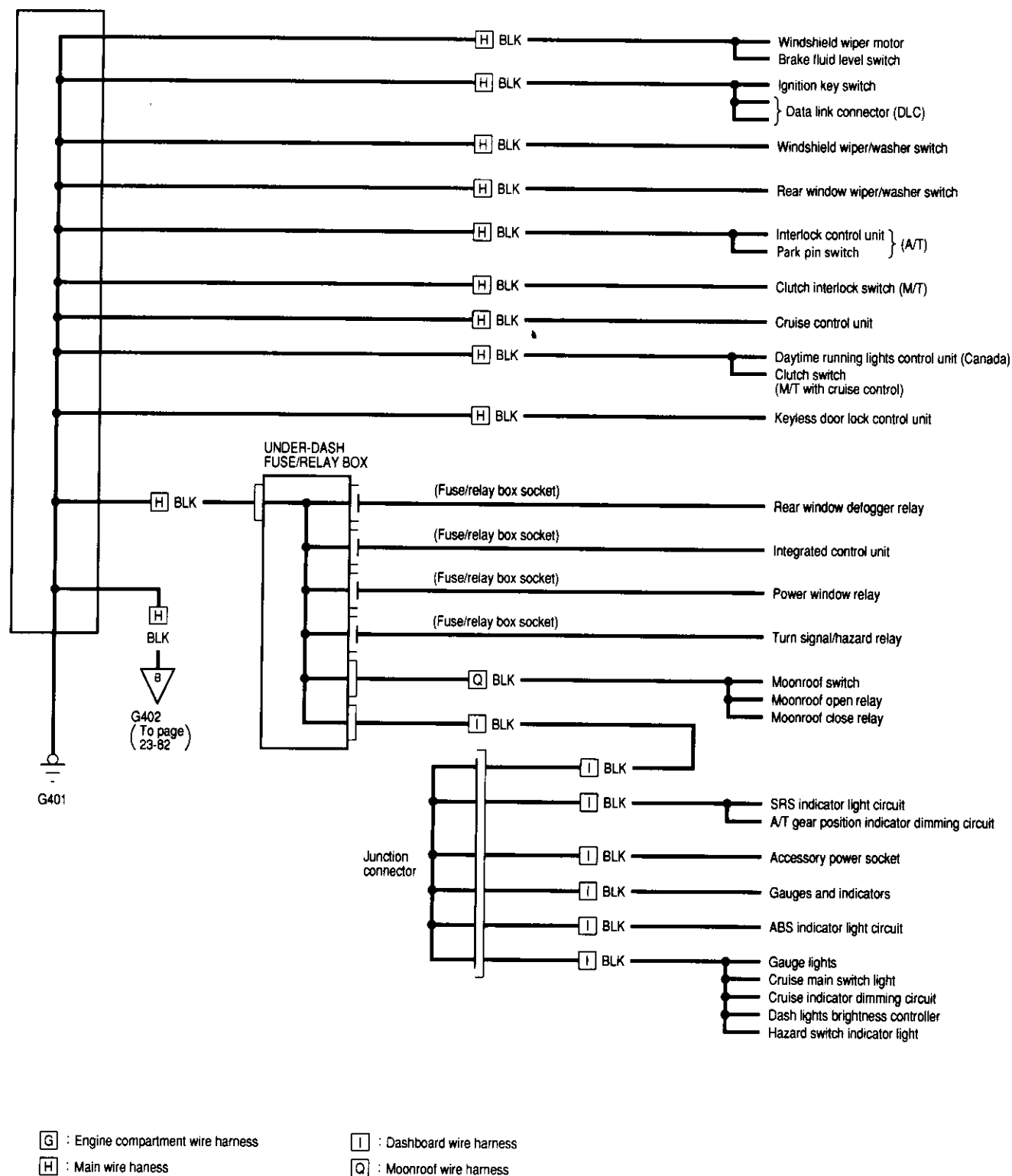


(cont'd)

Ground Distribution

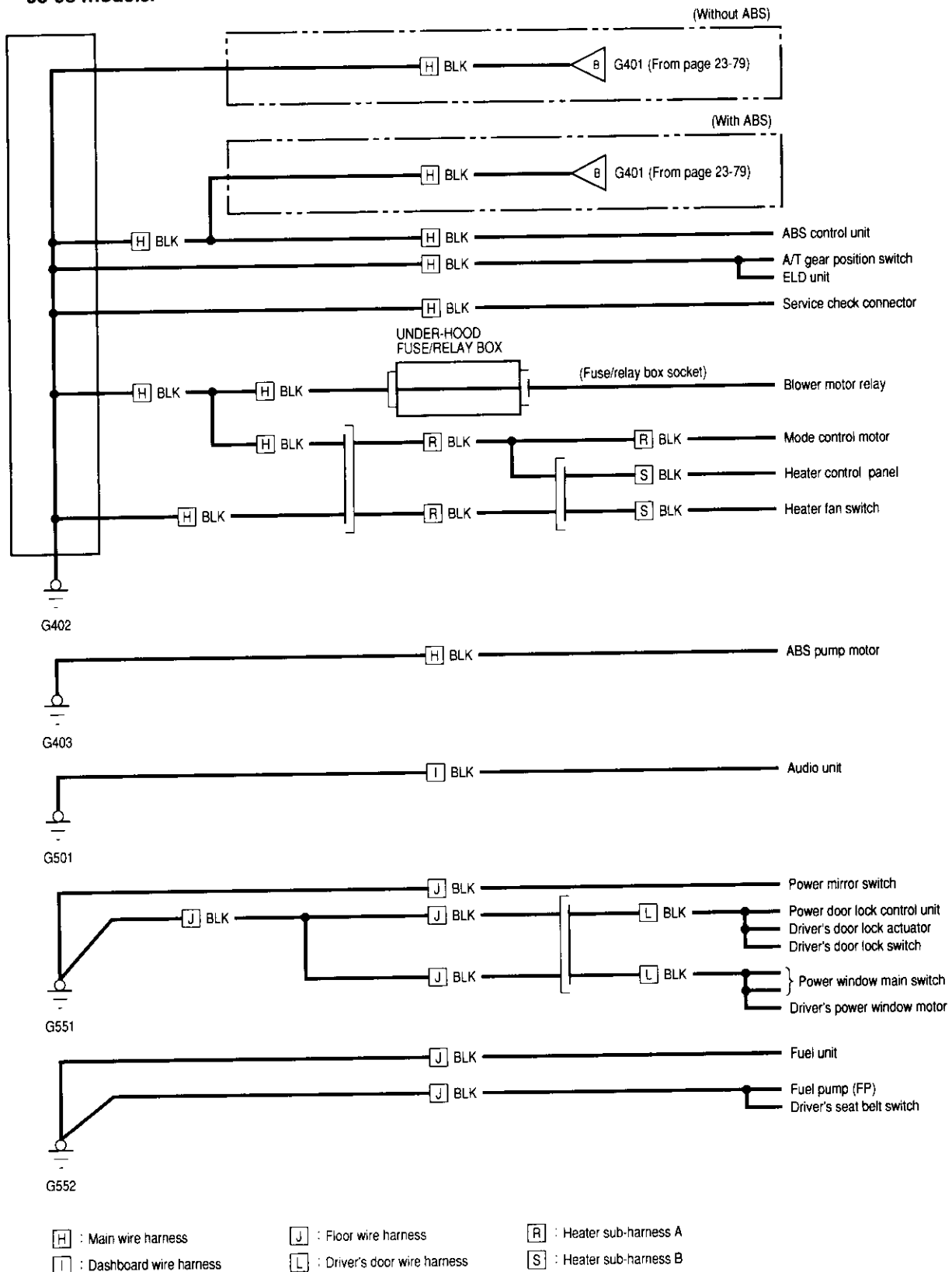
Circuit Identification (cont'd)

'99-00 models:





'96-98 models:

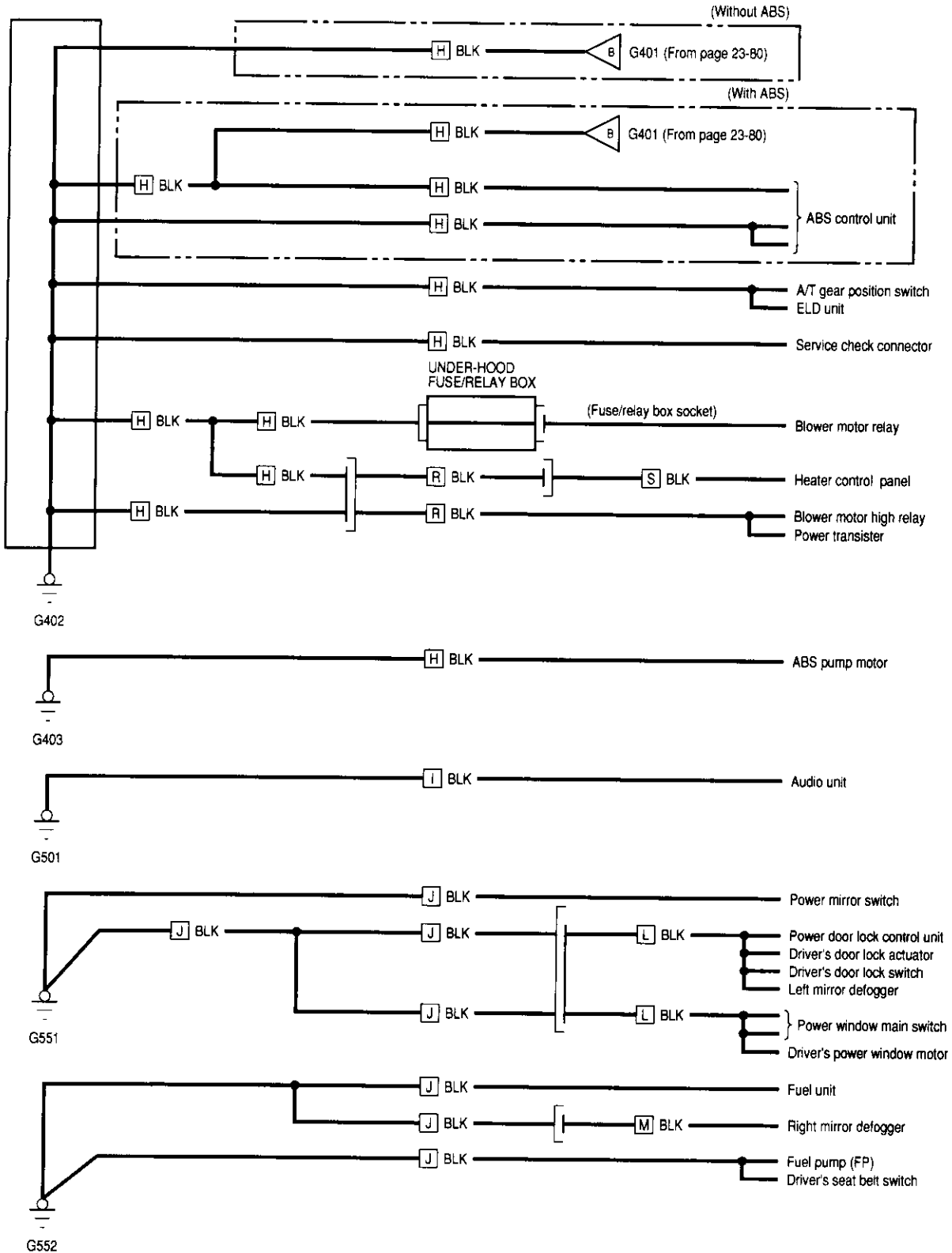


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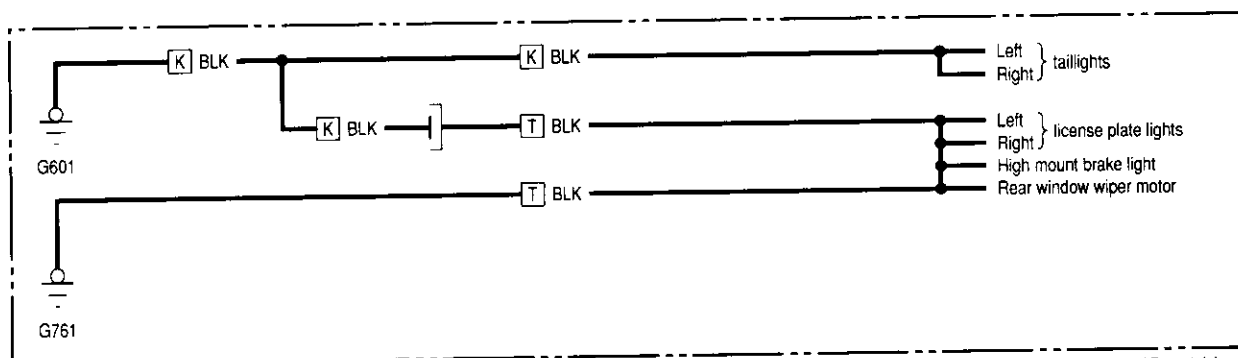
Ground Distribution

Circuit Identification (cont'd)

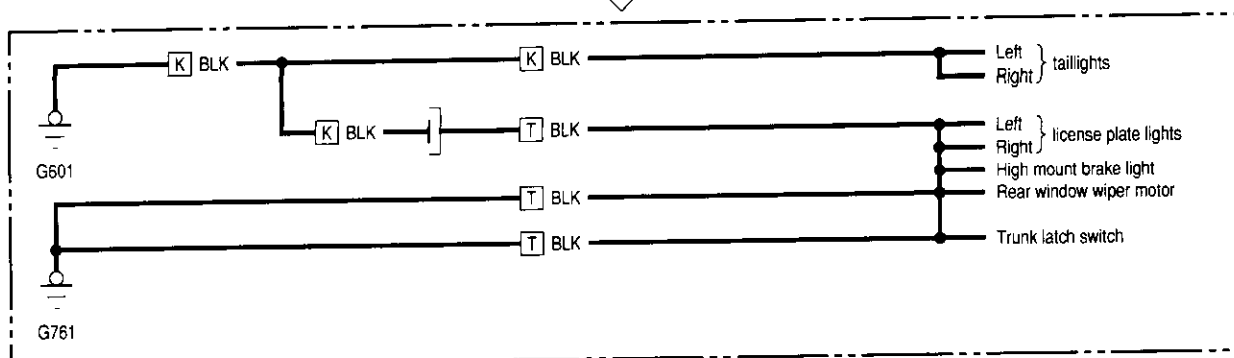
'99-00 models:



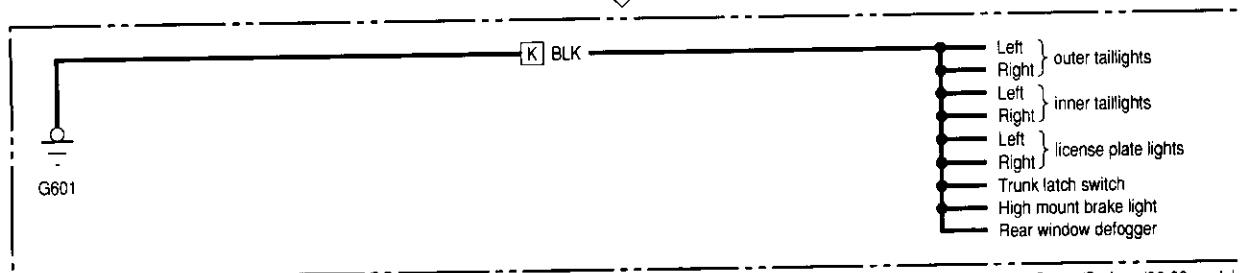
[H] : Main wire harness	[J] : Floor wire harness	[R] : Heater sub-harness A	[M] : Passenger's door wire harness
[I] : Dashboard wire harness	[L] : Driver's door wire harness	[S] : Heater sub-harness B	



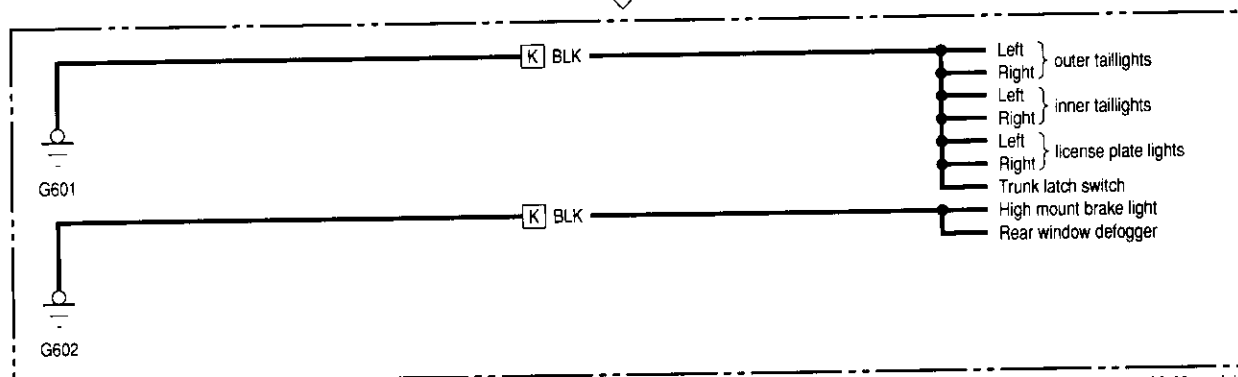
(Hatchback : '96-97 models)



(Hatchback : '98 model)



(Coupe/Sedan : '96-98 models)



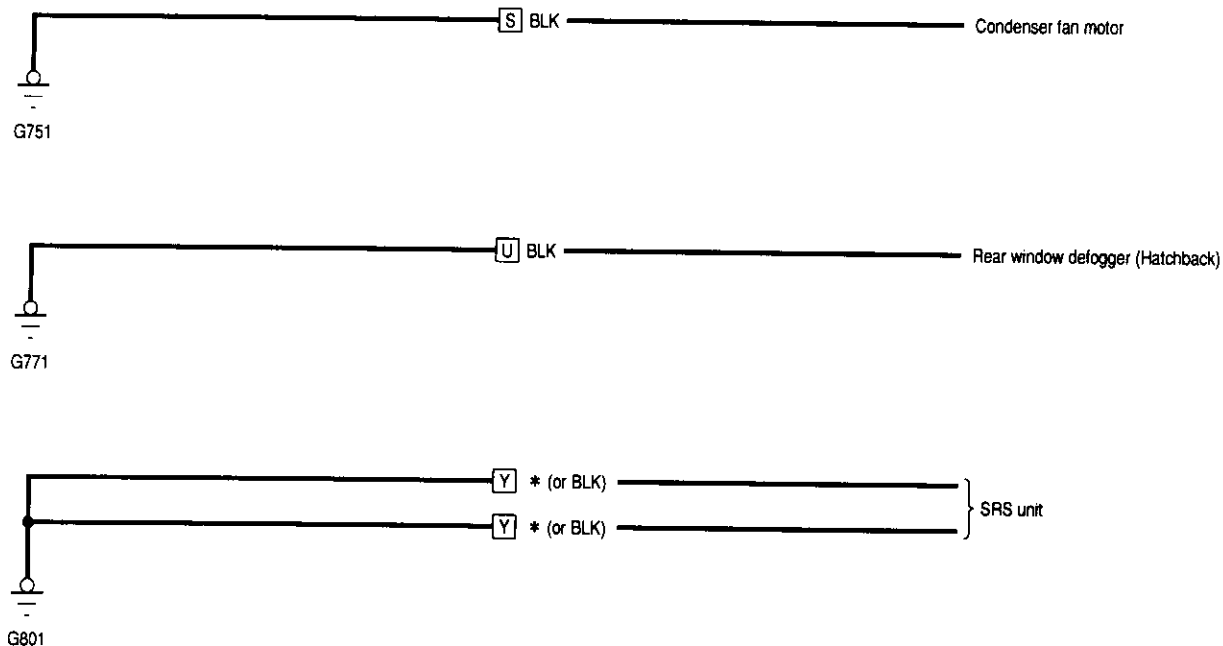
(Sedan : '99-00 models)

[K] : Rear wire harness
[T] : Hatch wire harness

(cont'd)

Ground Distribution

Circuit Identification (cont`d)



- [S] : A/C wire harness
- [U] : Rear window defogger ground wire
- [Y] : SRS main harness

* GRY : '96-97 models
GRN : '98-00 models

Under-dash Fuse/Relay Box

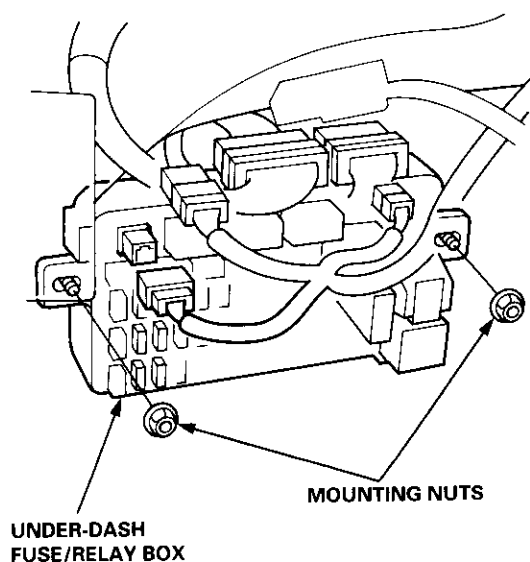


Removal/Installation

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.

Removal:

1. Make sure you have the anti-theft code for the radio then write down the frequencies for the radio's preset buttons ('99 – 00 models).
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait at least three minutes.
3. Disconnect the airbag connectors (see section 24).
4. Remove the driver's dashboard lower cover and knee bolster (see section 20).
5. Remove the two mounting nuts, and pull the under-dash fuse/relay box out from under the dash.



Installation:

1. Connect the connectors to the under-dash fuse/relay box, then install the under-dash fuse/relay box in the reverse order of removal (see section 24).
2. Install the driver's dashboard lower cover (see section 20).
3. Connect the airbag connectors (see section 24).
4. Connect the battery positive cable, then connect the negative cable.
5. Enter the anti-theft code for the radio, then enter the customer's radio station presets ('99 – 00 models).
6. Confirm that all systems work properly.

6. Disconnect the connectors from the under-dash fuse/relay box, and take out the under-dash fuse/relay box (see section 24).

Power Relays

Relay Test

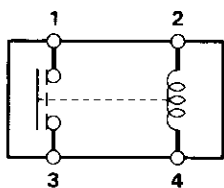
Turn Signal/Hazard Relay:

See page 23-172

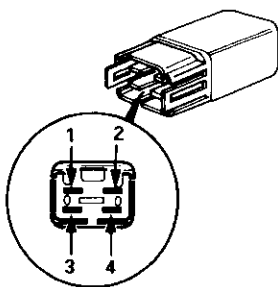
Normally-open type:

1. Check for continuity between the terminals.
 - There should be continuity between the No. 1 and No. 3 terminals when power and ground are connected to the No. 2 and No. 4 terminals.
 - There should be no continuity between the No. 1 and No. 3 terminals when power is disconnected.

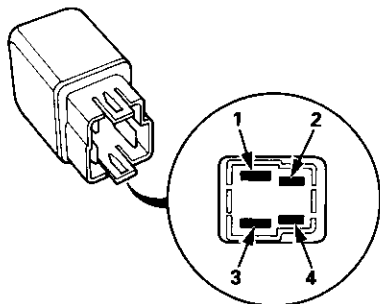
Terminal	1	3
Power (No. 2 – No. 4)		
Disconnected		
Connected	○	○



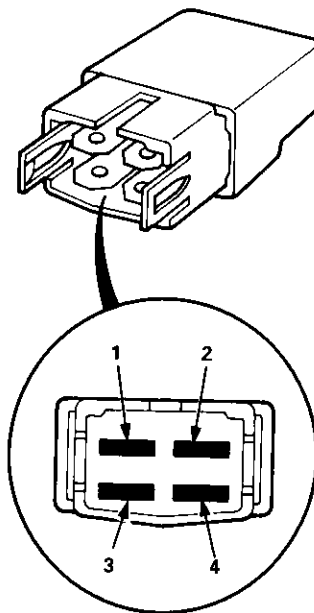
• Blower motor relay



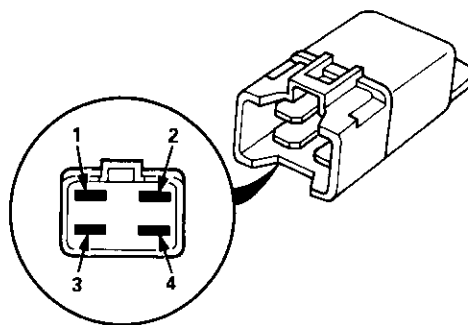
• ABS pump motor relay



• Rear window defogger relay



- Starter cut relay: '96 – 97 models
- Horn relay: '96 – 97 models
- Blower motor high relay: '99 – 00 models



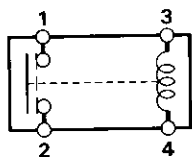


Normally-open type:

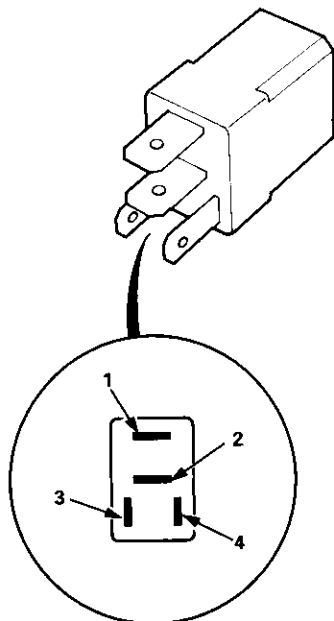
1. Check for continuity between the terminals.

- There should be continuity between the No. 1 and No. 2 terminals when power and ground are connected to the No. 3 and No. 4 terminals.
- There should be no continuity between the No. 1 and No. 2 terminals when power is disconnected.

Terminal	1	2
Power (No.3 - No.4)		
Disconnected		
Connected		



- Power window relay
- Radiator fan relay
- Condenser fan relay
- A/C compressor clutch relay
- Starter cut relay: '98 - 00 models
- Horn relay: '98 - 00 models

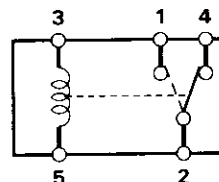


Five-terminal type:

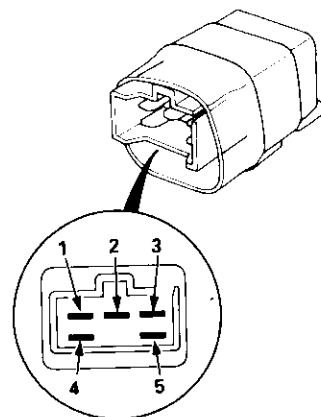
1. Check for continuity between the terminals.

- There should be continuity between the No. 1 and No. 2 terminals when power and ground are connected to the No. 3 and No. 5 terminals.
- There should be continuity between the No. 2 and No. 4 terminals when power is disconnected.

Terminal	1	2	4
Power (No. 3 - No. 5)			
Disconnected			
Connected			



- Moonroof open relay: '96 - 97 models
- Moonroof close relay: '96 - 97 models



(cont'd)

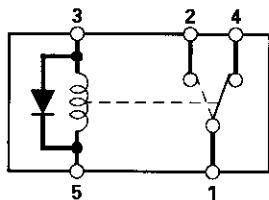
Power Relays

Relay Test (cont'd)

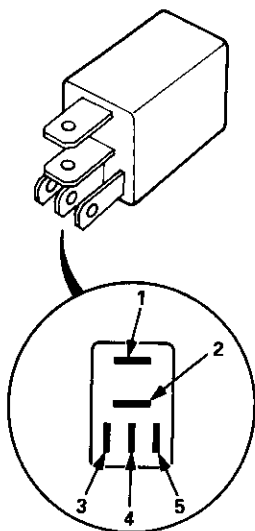
Five-terminal type:

1. Check for continuity between the terminals.
 - There should be continuity between the No. 1 and No. 2 terminals when power and ground are connected to the No. 5 and No. 3 terminals.
 - There should be continuity between the No. 1 and No. 4 terminals when power is disconnected.

Terminal	1	2	4
Power (No. 5 – No. 3)			
Disconnected	○	○	○
Connected	○	○	



- Moonroof open relay: '98 – 00 models
- Moonroof close relay: '98 – 00 models



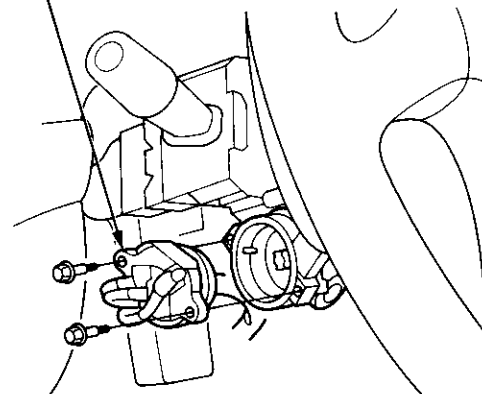


Electrical Switch Replacement

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.

1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons ('99 – 00 models).
2. Disconnect the battery negative cable.
3. Remove the driver's dashboard lower cover (see section 20).
4. Disconnect the 5P connector from the under-dash fuse/relay box and the 7P connector from the main wire harness (see left column).
5. Remove the steering column covers (see section 17).
6. Insert the ignition key, and turn it to "0 (LOCK)".
7. Remove the two screws and the electrical switch from the steering lock.

[]: 7P connector



8. Install in the reverse order of removal.

Ignition Switch

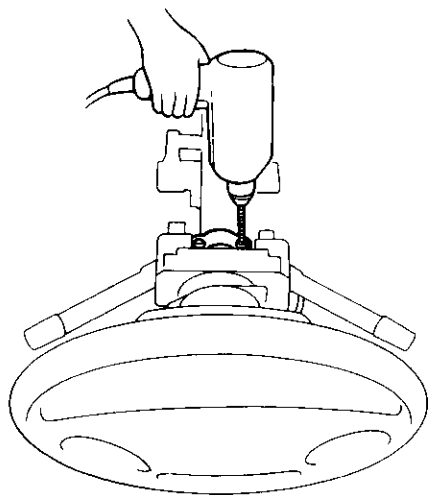
Steering Lock Replacement

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.

Remove:

1. Make sure you have the anti-theft code for the radio, then wire down the frequencies for the radio's preset buttons ('99 – 00 models).
2. Disconnect the battery negative cable.
3. Remove the driver's dashboard lower cover and knee bolster (see section 20).
4. Disconnect the 5P connector from the under-dash fuse/relay box and the 7P connector from the main wire harness (see previous page).
5. Remove the steering column covers, then remove the mounting bolts and nuts from the steering column (see section 17).
6. Lower the steering column assembly.
7. Center-punch each of the two shear bolts, then drill their heads off with a 5 mm (3/16 in) drill bit.

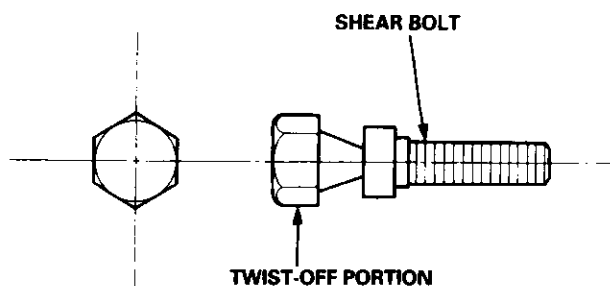
CAUTION: Do not damage the steering lock body.



8. Remove the shear bolts and the steering lock assembly.

Installation:

1. Install the new steering lock assembly without the key inserted.
2. Loosely tighten the new shear bolts.
3. Insert the ignition key, and check for proper operation of the steering wheel lock and that the ignition key turns freely.
4. Tighten the shear bolts until the hex heads twist off.



5. Install in the reverse order of removal.
6. Enter the anti-theft code for the radio, then enter the customer's radio station presets.

Battery



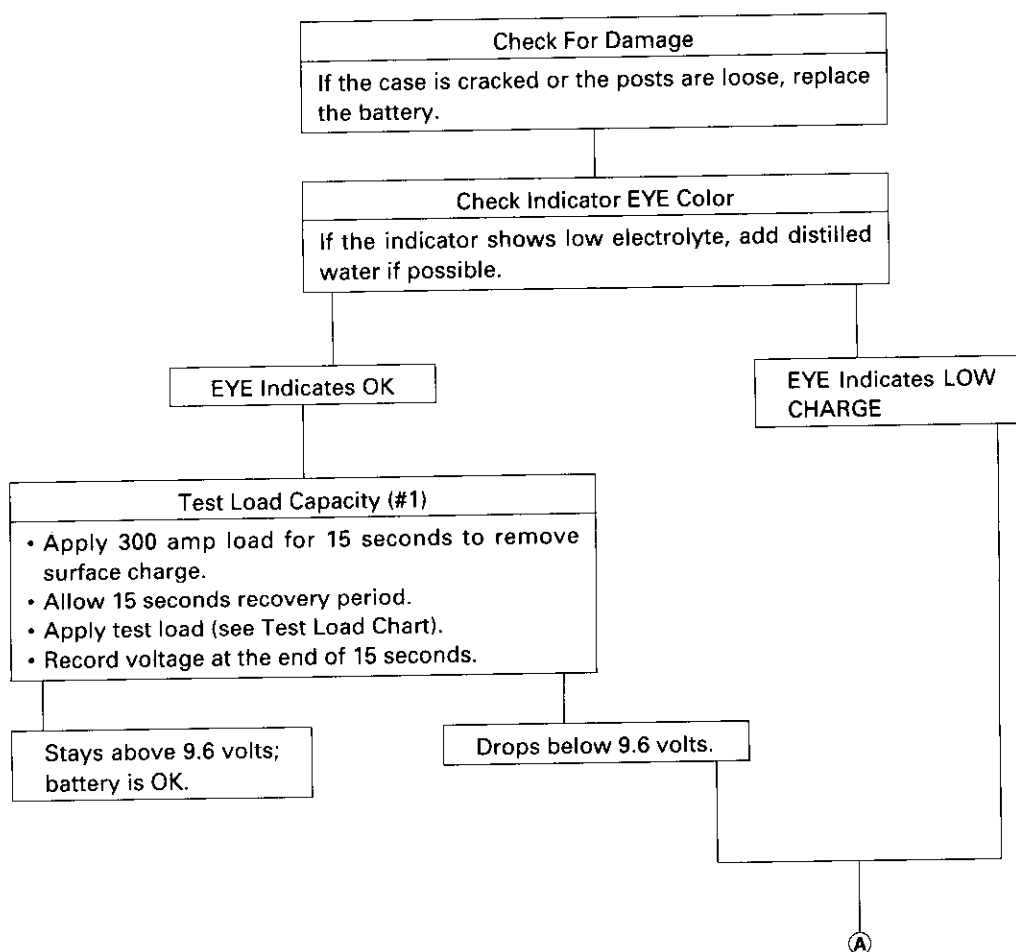
Test

⚠ WARNING

- Battery fluid (electrolyte) contains sulfuric acid. It may cause severe burns if it gets on your skin or in your eyes. Wear protective clothing and a face shield.
 - If electrolyte gets on your skin or clothes, rinse it off with water immediately.
 - If electrolyte gets in your eyes, flush it out by splashing water in your eyes for at least 15 minutes; call a physician immediately.
- A battery gives off hydrogen gas. If ignited, the hydrogen will explode and could crack the battery case and splatter acid on you. Keep sparks, flames, and cigarettes away from the battery.
- Overcharging will raise the temperature of the electrolyte. This may force electrolyte to spray out of the battery vents. Follow the charger manufacturer's instructions, and charge the battery at a proper rate.

Use either a JCI or Bear ARBST tester, and follow the manufacturer's procedures. If you don't have one of these computerized testers, follow this conventional test procedure:

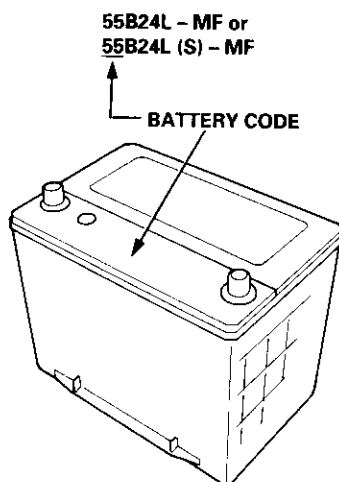
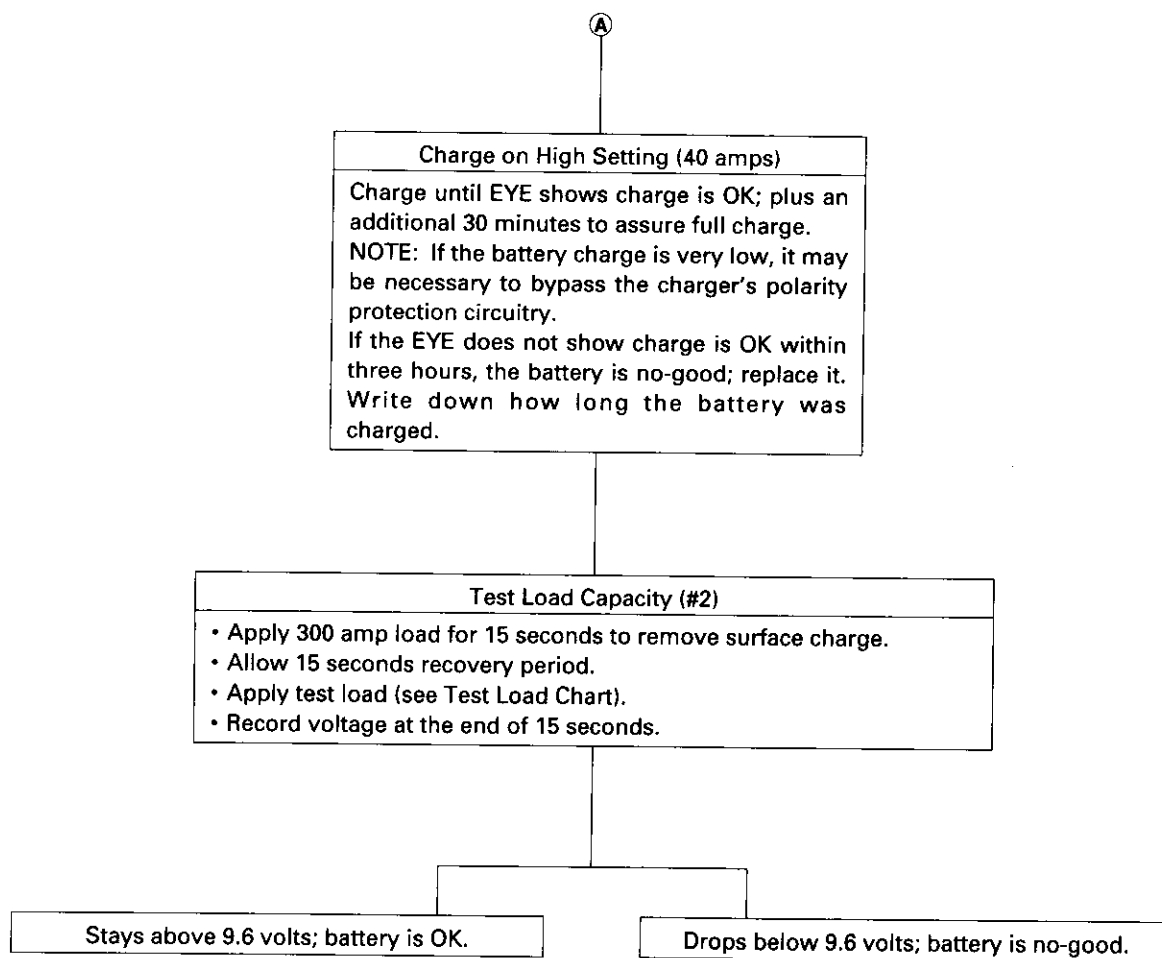
To get accurate results, the temperature of the electrolyte must be between 70°F (21°C) and 100°F (38°C).



(cont'd)

Battery

Test (cont'd)



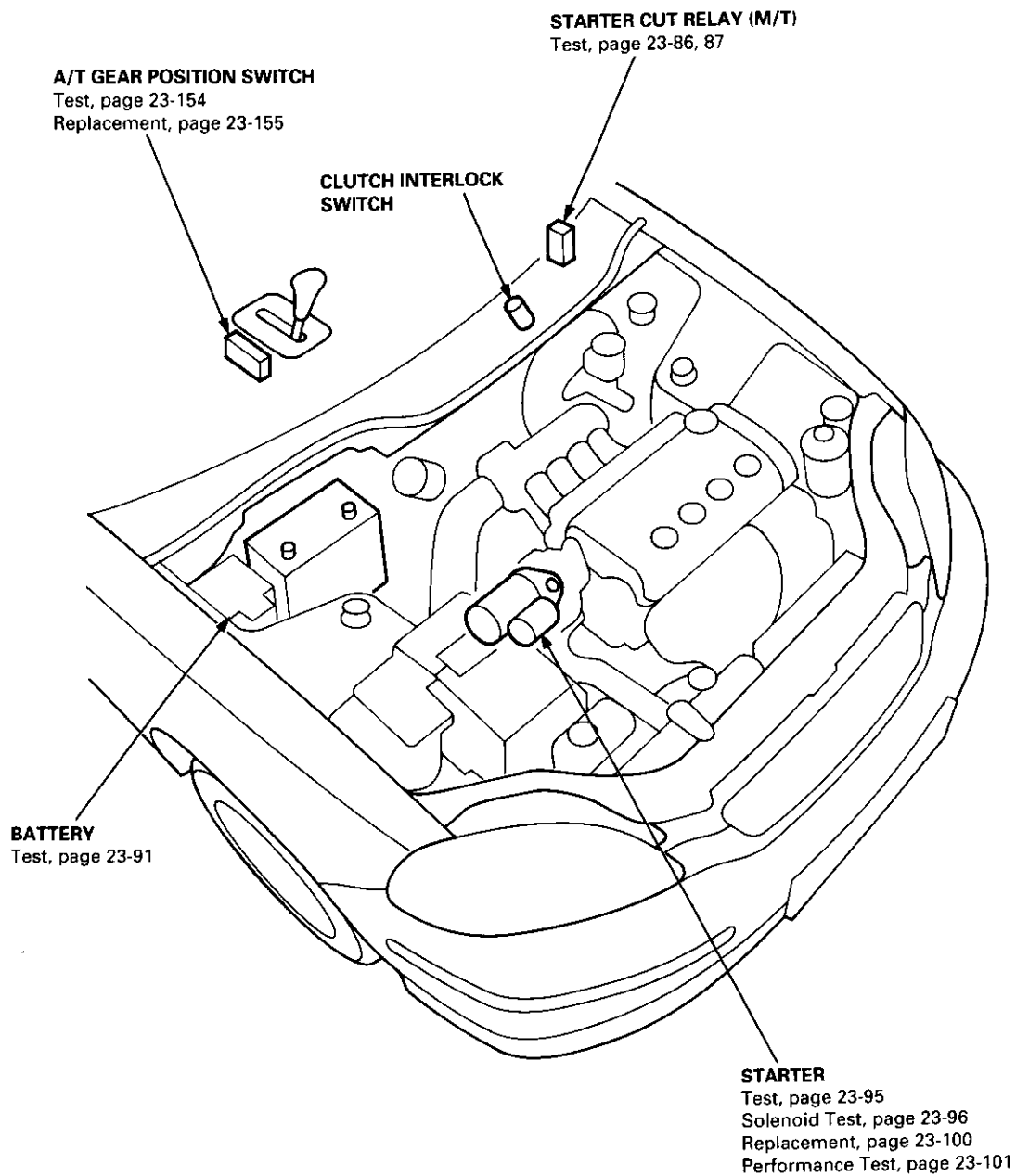
TEST LOAD CHART		
Use the test load or 1/2 the cold cranking amps (CCA) printed on the label on the top of the battery. If neither is indicated, use the information below:		
BATTERY CODE	COLD CRANKING AMPS (CCA)	LOAD (amps)
55	405 (*410)	200

*: 55B24L (S) – MF

Starting System

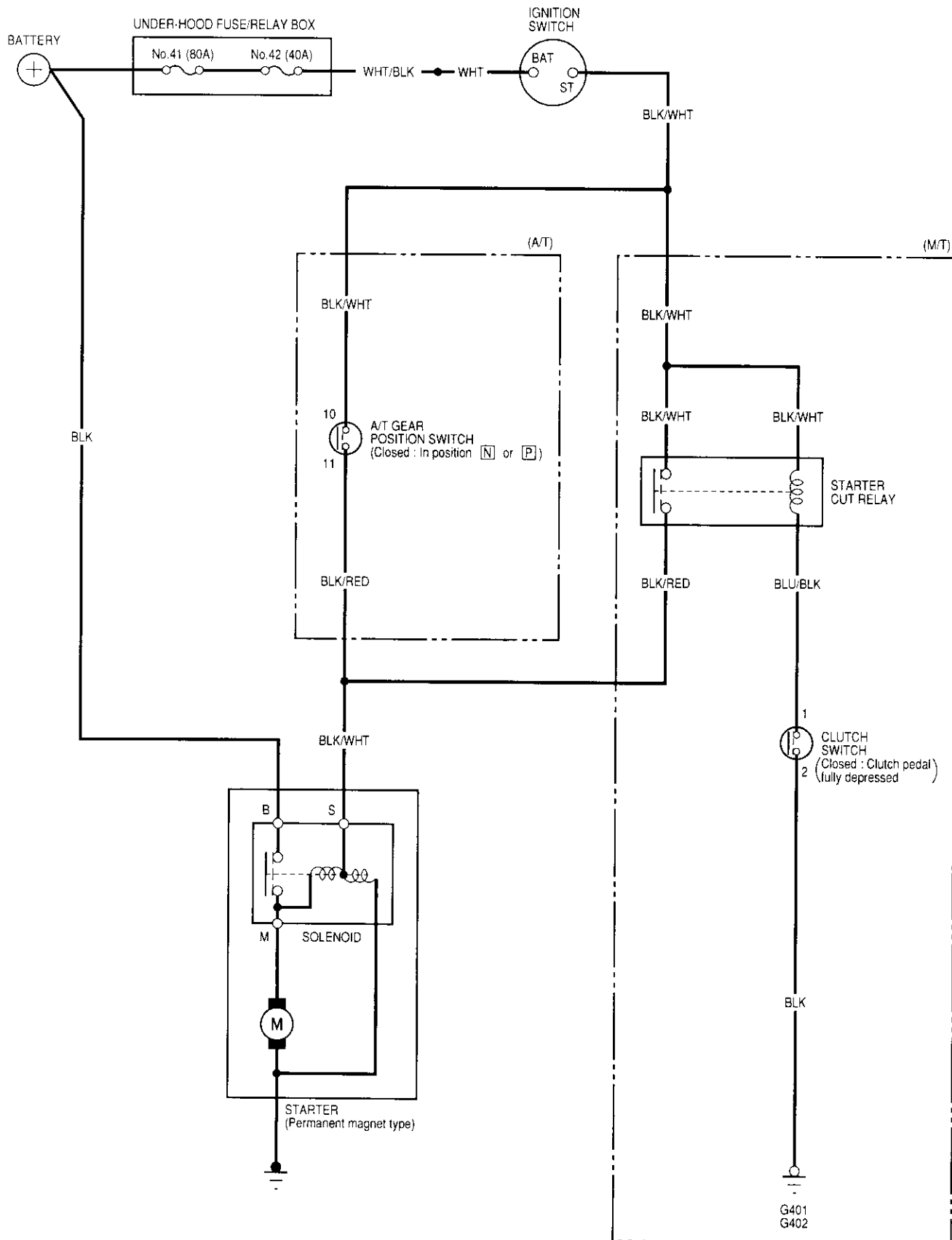


Component Location Index



Starting System

Component Location Index





Starter Test

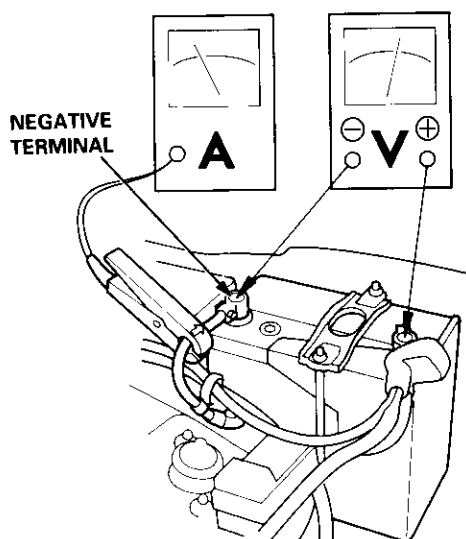
NOTE: The air temperature must be between 59 and 100°F (15 and 38°C) before testing.

Recommended Procedure:

- Use a starter system tester.
- Connect and operate the equipment in accordance with the manufacturer's instructions.
- Test and troubleshoot as described.

Alternate Procedure:

- Use the following equipment:
 - Ammeter, 0 – 400 A
 - Voltmeter, 0 – 20 V (accurate within 0.1 volt)
 - Tachometer, 0 – 1,200 rpm
- Hook up a voltmeter and ammeter as shown.

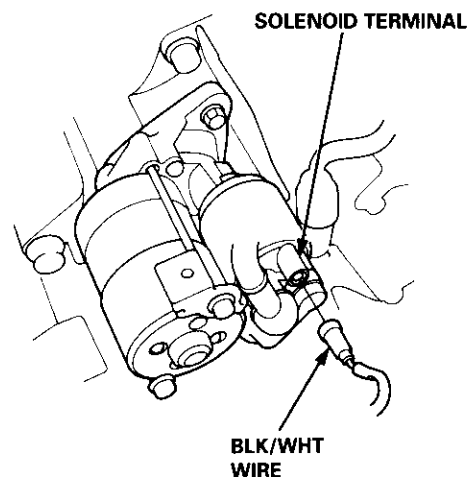


NOTE: After this test, or any subsequent repair, reset the ECM/PCM to clear any codes (see section 11).

Check the Starter Engagement:

1. Remove the No. 44 (15 A) fuse from the under-hood fuse/relay box.
2. Turn the ignition switch to START (III) with the shift lever in **N** or **P** position (A/T) or with the clutch pedal depressed (M/T). The starter should crank the engine.
 - If the starter does not crank the engine, go to step 3.
 - If it cranks the engine erratically or too slowly, go to "Check for Wear and Damage" on the next page.

3. Check the battery, battery positive cable, ground, starter cut relay, and the wire connections for looseness and corrosion. Test again. If the starter still does not crank the engine, go to step 4.
4. Unplug the connector (BLK/WHT wire and solenoid terminal) from the starter.
5. Connect a jumper wire from the battery positive (+) terminal to the solenoid terminal. The starter should crank the engine.



- If the starter still does not crank the engine, remove it, and diagnose its internal problem.
 - If the starter cranks the engine, go to step 6.
6. Check the ignition switch (see page 23-89).
 7. Check the starter cut relay and clutch interlock switch (see page 23-86, 87).
 8. Check the A/T gear position switch (see page 23-154).
 9. Check for an open in the wire between the ignition switch and starter.

(cont'd)

Starting System

Starter Test (cont'd)

Check for Wear and Damage

The starter should crank the engine smoothly and steadily. If the starter engages, but cranks the engine erratically, remove it, and inspect the starter drive gear and torque converter or flywheel ring gear for damage.

- Check the drive gear overrunning clutch for binding or slipping when the armature is rotated with the drive gear held.
 - If damaged, replace the gears.

Check Cranking Voltage and Current Draw

Cranking voltage should be no less than 8.5 volts. Current draw should be no more than 350 amperes.

If cranking voltage is too low, or current draw too high, check for:

- dead or low battery.
- open circuit in starter armature commutator segments.
- starter armature dragging.
- shorted armature winding.
- excessive drag in engine.

Check Cranking rpm

Engine speed during cranking should be above 100 rpm. If speed is too low, check for:

- loose battery or starter terminals.
- excessively worn starter brushes.
- open circuit in commutator segments.
- dirty or damaged helical spline or drive gear.
- defective drive gear overrunning clutch.

Check Starter Disengagement

With the shift lever in **N** or **P** position (A/T) or with the clutch pedal depressed (M/T), turn the ignition switch to START (III), and release to ON (II).

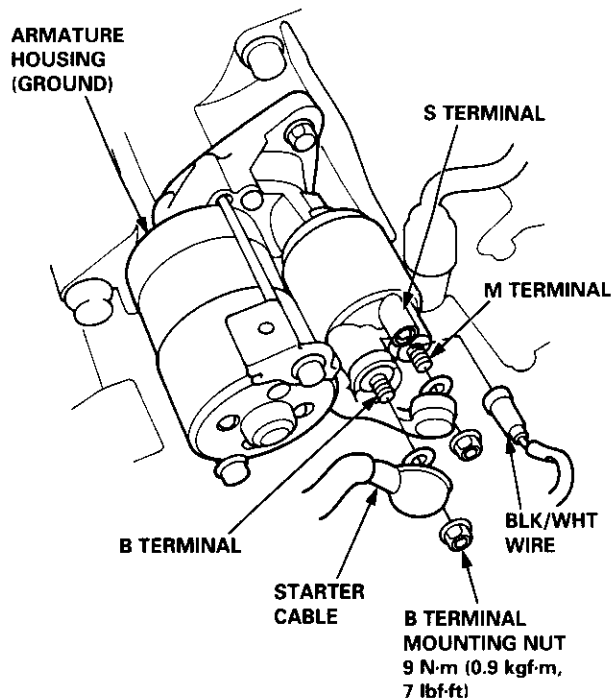
The starter drive gear should disengage from the torque converter or flywheel ring gear when you release the key.

If the drive gear hangs up on the torque converter or flywheel ring gear, check for:

- solenoid plunger and switch malfunction.
- dirty drive gear assembly or damaged overrunning clutch.

Starter Solenoid Test

1. Check the hold-in coil for continuity between the S terminal and the armature housing (ground). The coil is OK if there is continuity.



2. Check the pull-in coil for continuity between the S and M terminals. The coil is OK if there is continuity.

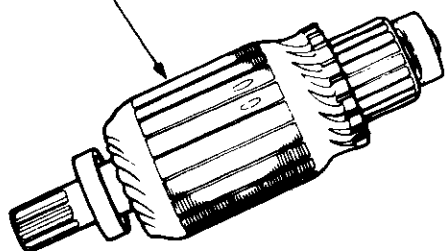


Armature Inspection and Test

1. Inspect the armature for wear or damage due to contact with the permanent magnet or field winding.

- If there is wear or damage, replace the armature.

Inspect for damage.

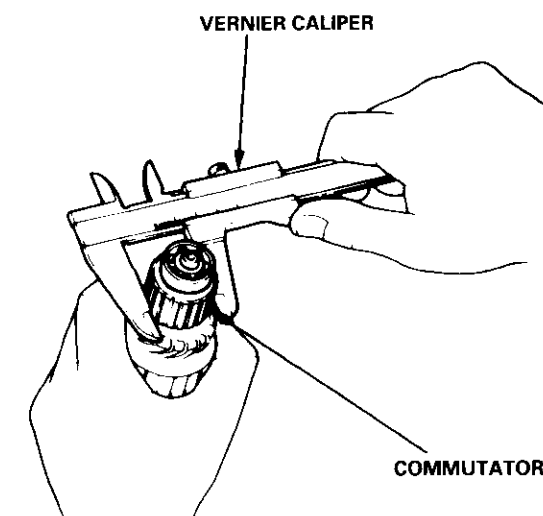
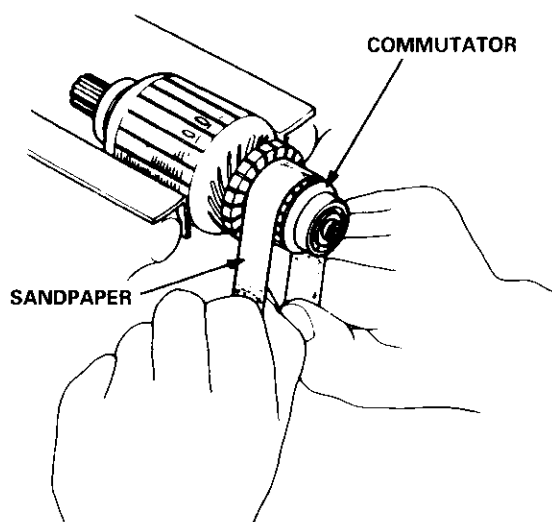


2. Check commutator surface and diameter.

- If the surface is dirty or burnt, resurface with emery cloth or a lathe within the following specifications, or recondition with #500 or #600 sandpaper.
- If commutator diameter is below the service limit, replace the armature.

Commutator Diameter

Standard (NEW)	Service Limit
28.0 – 28.1 mm (1.102 – 1.106 in)	27.5 mm (1.083 in)

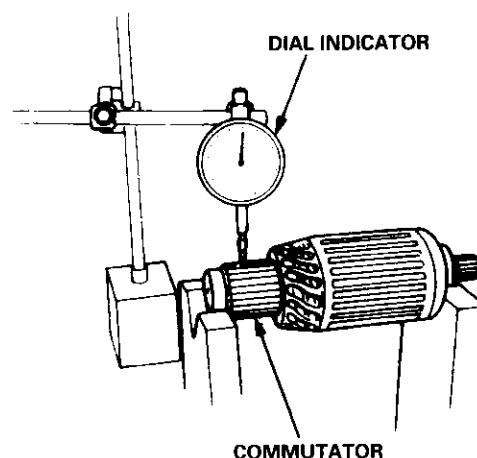


3. Measure the commutator runout.

- If the commutator runout is within the service limit, check the commutator for carbon dust or brass chips between the segments.
- If the commutator runout is not within the service limit, replace the armature.

Commutator Runout

Standard (NEW)	Service Limit
0 – 0.02 mm (0 – 0.0008 in)	0.05 mm (0.002 in)

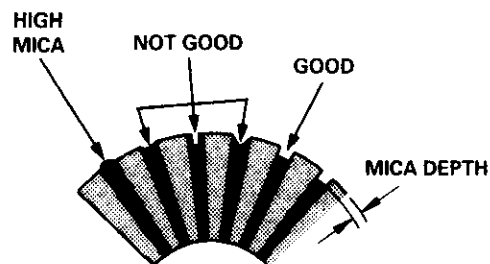


(cont'd)

Starting System

Armature Inspection and Test (cont'd)

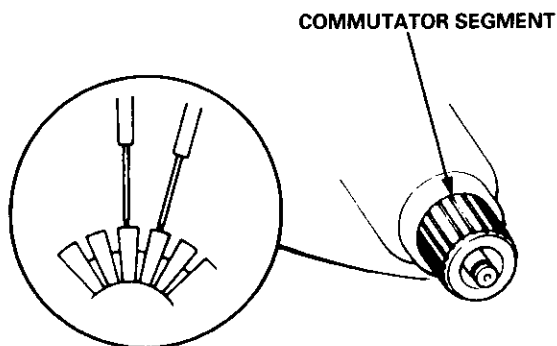
4. Check for mica depth. If necessary, undercut mica with a hacksaw blade to achieve proper depth. If service limit cannot be maintained, replace the armature.



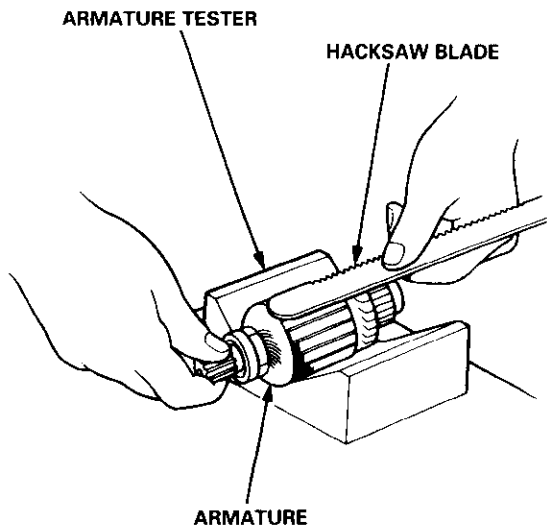
Commutator Mica Depth

Standard (NEW)	Service Limit
0.4 – 0.5 mm (0.016 – 0.02 in)	0.15 mm (0.006 in)

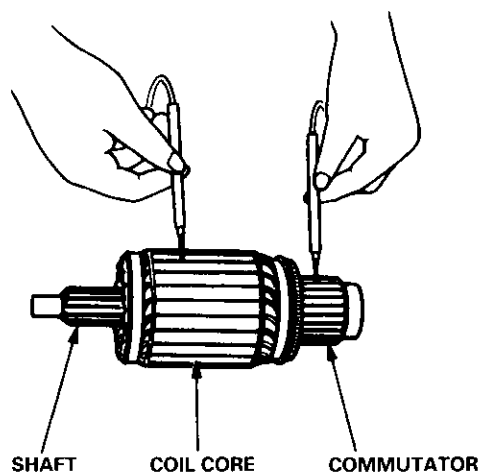
5. Check for continuity between the segments of the commutator. If an open circuit exists between any segments, replace the armature.



6. Place the armature on an armature tester. Hold a hacksaw blade on the armature core.



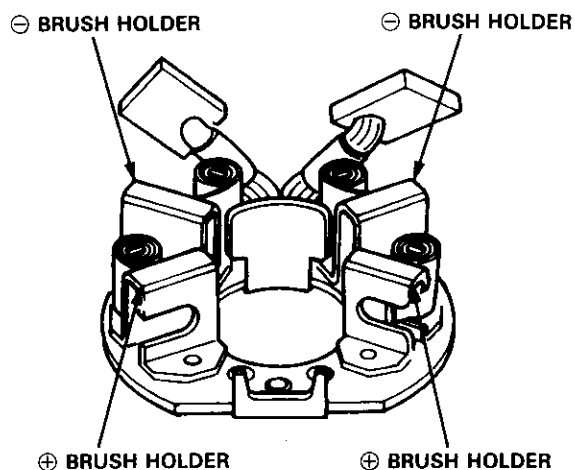
- If the blade is attracted to the core or vibrates while the core is turned, the armature is shorted. Replace the armature.
7. Check with an ohmmeter that no continuity exists between the commutator and armature coil core, and between the commutator and armature shaft. If there is continuity, replace the armature.



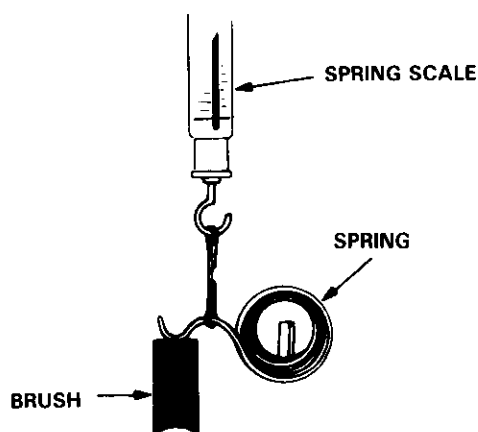


Brush Holder Test

1. Check that there is no continuity between the ⊕ and ⊖ brush holders.
If there is continuity, replace the brush holder assembly.



2. Insert the brush into the brush holder, and bring the brush into contact with the commutator, then attach a spring scale to the spring. Measure the spring tension at the moment the spring lifts off the brush.



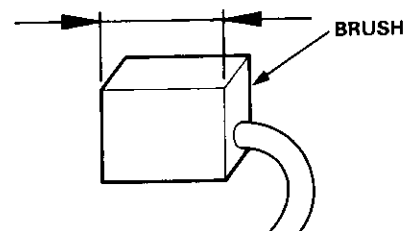
Spring Tension
15.7 – 17.7 N (1.60 – 1.80 kgf, 3.5 – 4.0 lbf)

Brush Inspection

Measure the brush length. If not within the service limit, replace the brush (or brush holder assembly).

Brush Length

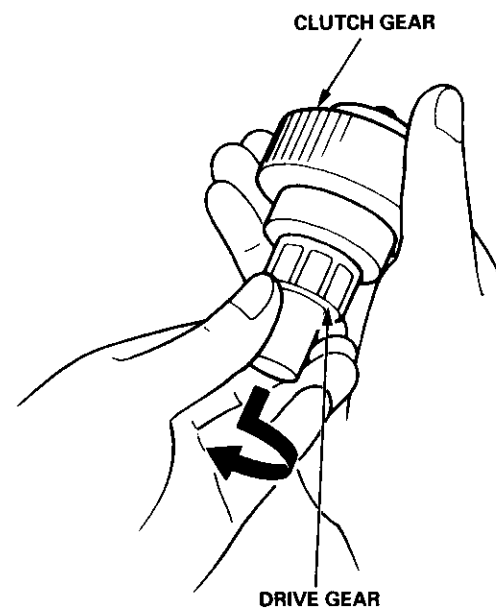
Standard (NEW)	Service Limit
15.8 – 16.2 mm (0.62 – 0.64 in)	11.0 mm (0.43 in)



NOTE: To seat new brushes after installing them in their holders, slip a strip of #500 or #600 sandpaper, with the grit side up, over the commutator and smoothly rotate the armature. The contact surface of the brushes will be sanded to the same contour as the commutator.

Overrunning Clutch Inspection

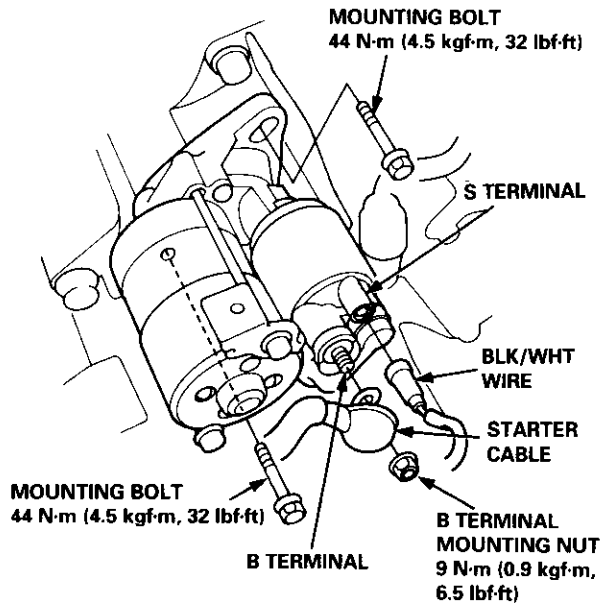
1. Slide the overrunning clutch along the shaft. Does it move freely? If not, replace it.
2. Rotate the overrunning clutch both ways. Does it lock in one direction and rotate smoothly in reverse? If it does not lock in either direction or it locks in both directions, replace it.



Starting System

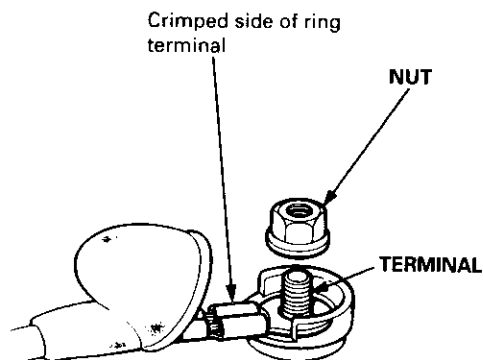
Starter Replacement

1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons ('99 - 00 models).
2. Disconnect the battery negative cable.
3. Disconnect the starter cable from the B terminal on the solenoid, then disconnect the BLK/WHT wire from the S terminal.



4. Remove the two bolts holding the starter, then remove the starter.
5. Install in the reverse order of removal.

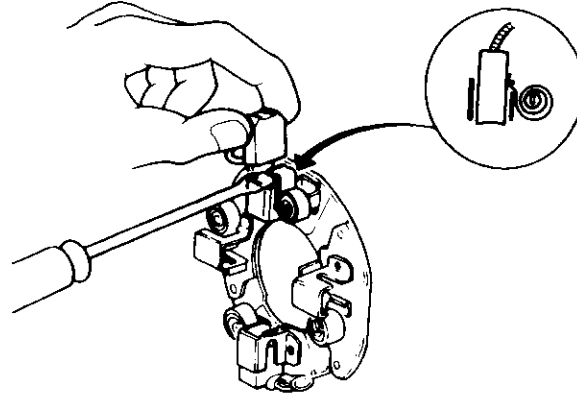
NOTE: When installing the starter cable, make sure that the crimped side of the ring terminal is facing out.



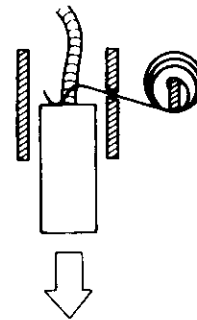
6. Connect the battery positive cable and negative cable to the battery.
7. Enter the anti-theft code for the radio, then enter the customer's radio station presets ('99 - 00 models).

Starter Reassembly

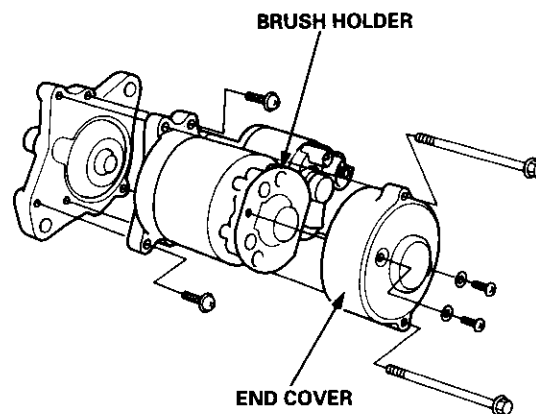
1. Pry back each brush spring with a screwdriver, then position the brush about halfway out of its holder, and release the spring to hold it there.



2. Install the armature in the housing. Next, pry back each brush spring again, and push the brush down until it seats against the commutator, then release the spring against the end of the brush.



3. Install the end cover on the brush holder.





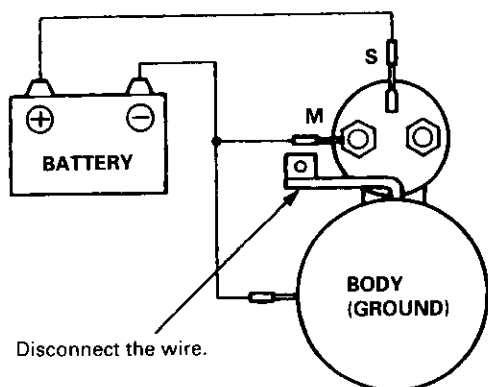
Performance Test

NOTE: Before starting the following checks, disconnect the wire from terminal M, and make a connection as described below using as heavy a wire as possible (preferably equivalent to the wire used for the car).

Pull-in Coil Test:

Connect the battery as shown. If the starter pinion pops out, it is working properly.

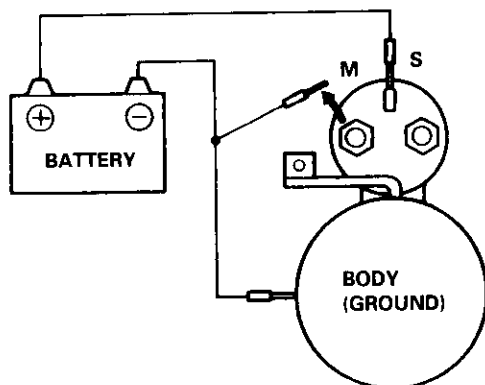
CAUTION: Do not leave the battery connected for more than 10 seconds.



Hold-in Coil Test:

Disconnect the battery from the M terminal. If the pinion does not retract, the hold-in coil is working properly.

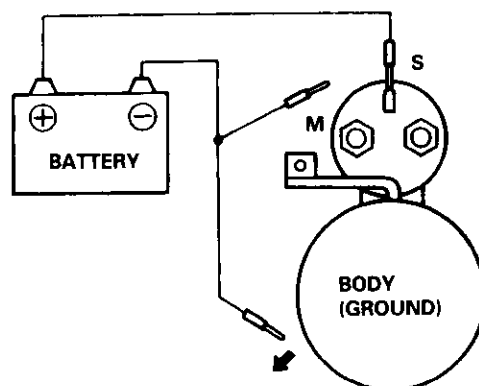
CAUTION: Do not leave the battery connected for more than 10 seconds.



Retracting Test:

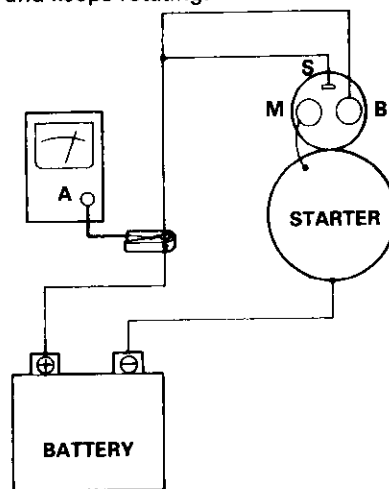
Disconnect the battery also from the body. If the pinion retracts immediately, it is working properly.

CAUTION: Do not leave the battery connected for more than 10 seconds.



Starter No-load Test:

1. Clamp the starter firmly in a vise.
2. Connect the starter to the battery as described in the diagram below, and confirm that the motor starts and keeps rotating.



3. If the electric current and motor speed meet the specifications when the battery voltage is at 11.5 V, the starter is working properly.

Specifications:

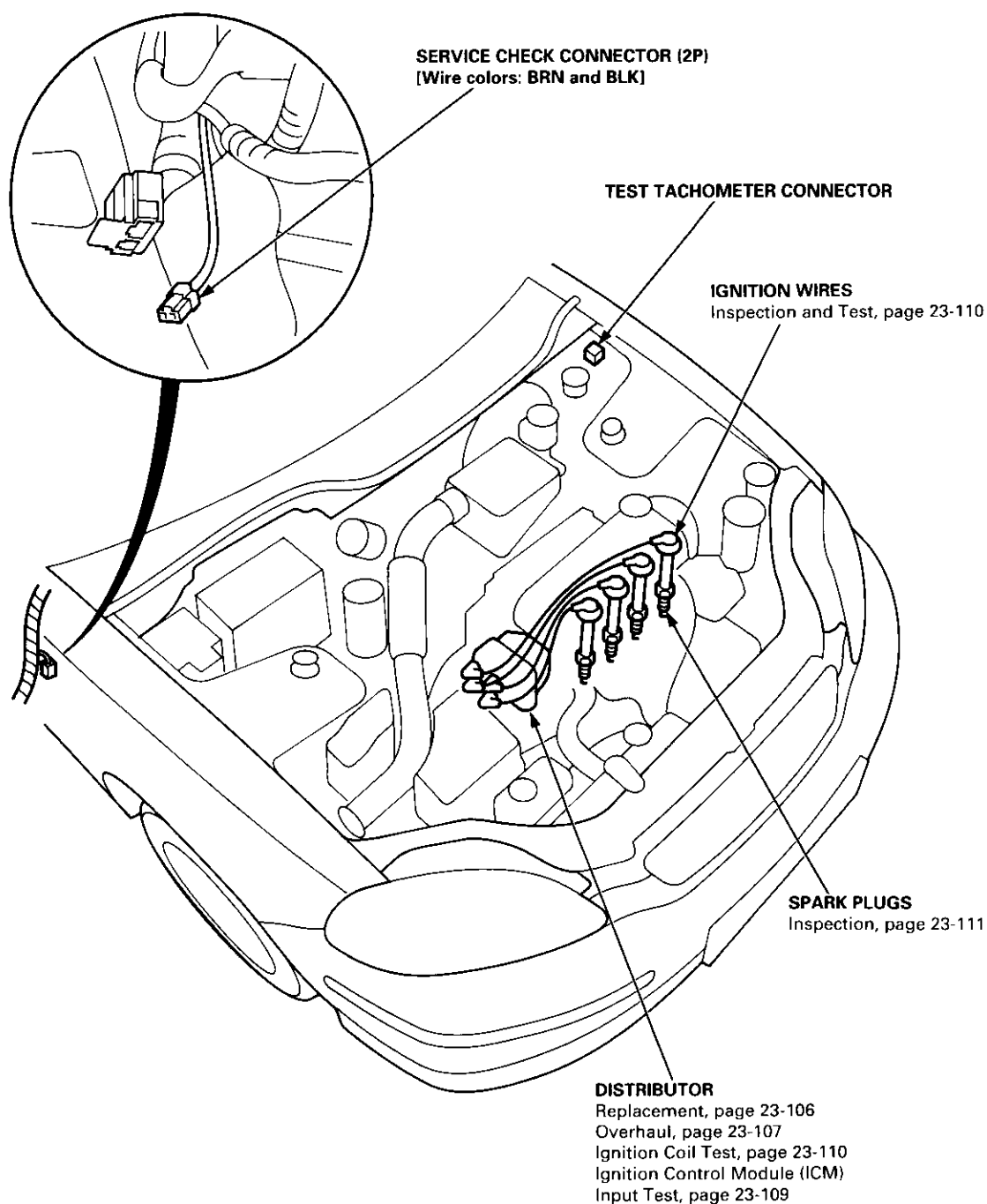
80 A or less (Electric current), 2,600 rpm or more (Motor-speed)

Ignition System

Component Location Index

IGNITION TIMING CONTROL SYSTEM

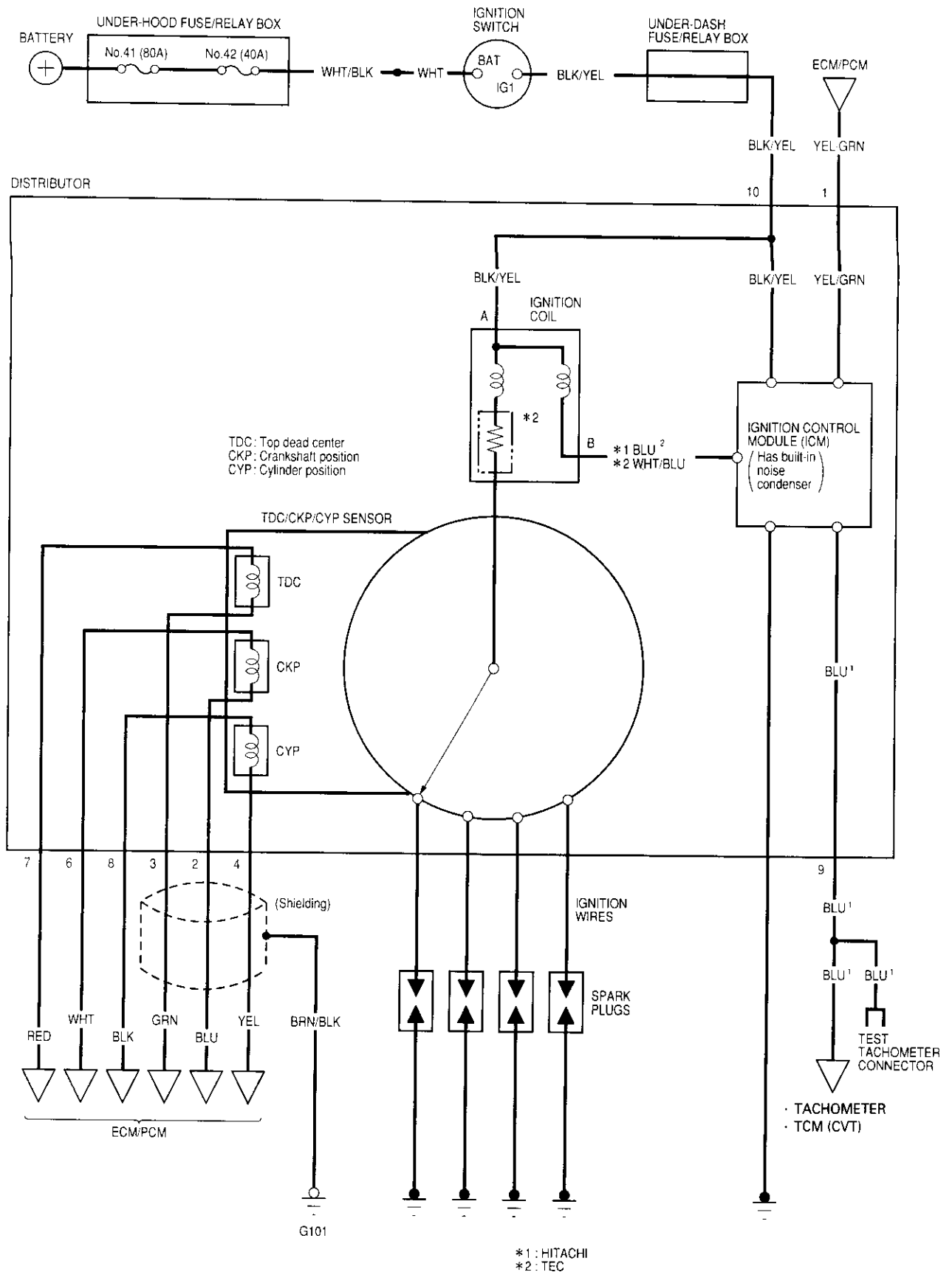
- Troubleshooting, section 11
- Idle speed Inspection/Adjustment, section 11
- Inspection and Setting, page 23-105



Ignition System

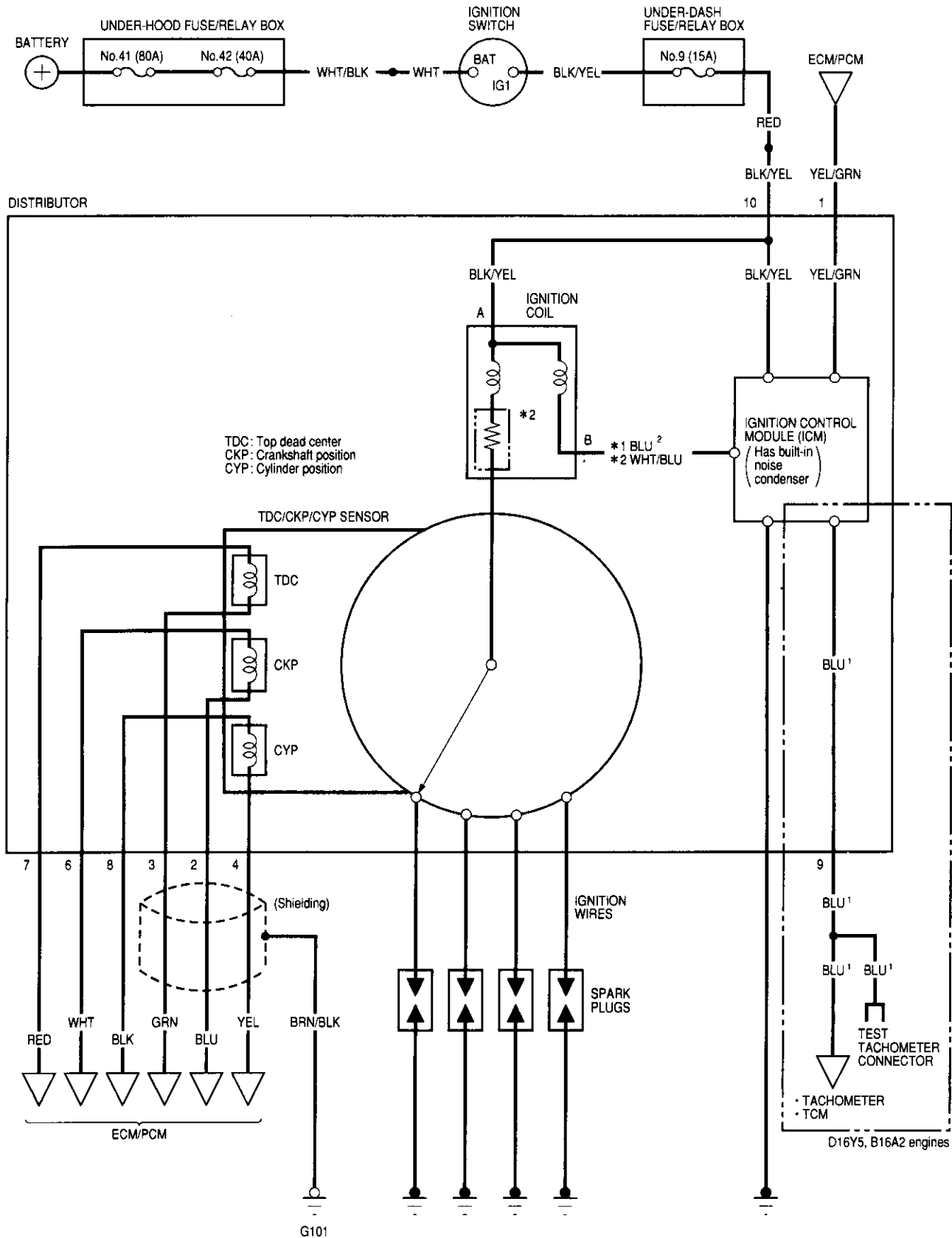


Circuit Diagram: '96 – 97 models



Ignition System

Circuit Diagram : '98-00 models



*1 : HITACHI
*2 : TEC



Ignition Timing Inspection and Setting

1. Check the idle speed, and adjust it if necessary (see section 11).
2. Pull out the service check connector 2P (BRN and BLK wires) from the connector holder located under the dash on the front passenger side, then connect the SCS service connector (T/N 07PAZ - 0010100) to it.
3. Start the engine. Hold the engine at 3,000 rpm with no load (A/T in **N** or **P**, M/T in neutral) until the radiator fan comes on, then let it idle.
4. Connect the timing light to the No. 1 ignition wire, then point the light toward the pointer on the timing belt cover.
5. Check the ignition timing in no load conditions: headlights, blower fan, rear window defogger, and air conditioner are not operating.

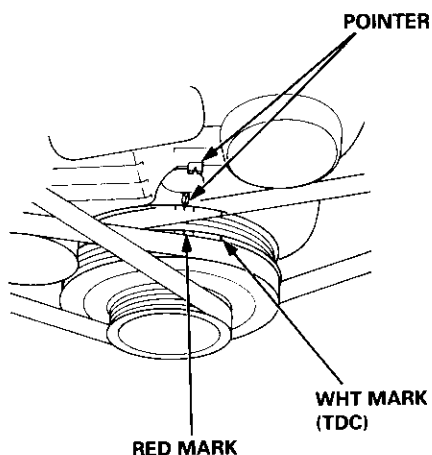
Ignition Timing:

D16Y5, D16Y7, D16Y8 engines

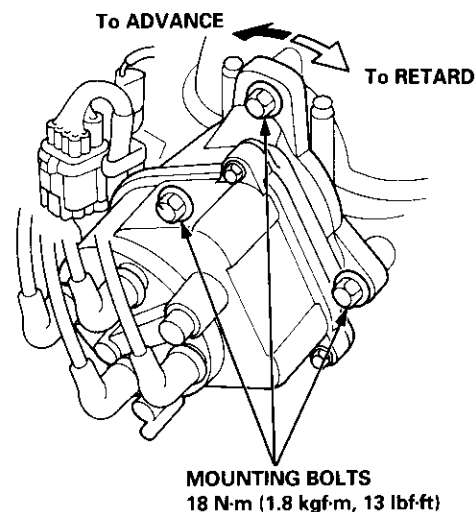
M/T	$12^{\circ} \pm 2^{\circ}$ BTDC (RED) during idling in neutral
A/T	$12^{\circ} \pm 2^{\circ}$ BTDC (RED) during idling in N or P

B16A2 engine

M/T	$16^{\circ} \pm 2^{\circ}$ BTDC (RED) during idling in neutral
-----	--



6. Adjust the ignition timing if necessary, as follows. Loosen the distributor mounting bolts, and turn the distributor ignition (DI) housing counterclockwise to advance the timing, or clockwise to retard the timing.



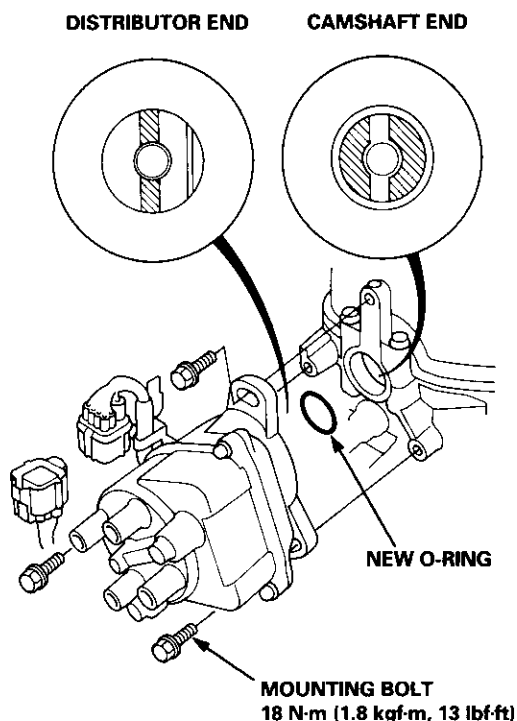
7. Tighten the distributor mounting bolts, and recheck the ignition timing.
8. Disconnect the SCS service connector from the service check connector.

Ignition System

Distributor Replacement

Removal:

1. Disconnect the connector from the distributor.
2. Disconnect the ignition wires from the distributor ignition (DI) cap.
3. Remove the mounting bolts from the distributor, then remove the distributor from the cylinder head.



Installation:

NOTE: Before you install the distributor, bring the No. 1 piston to compression stroke TDC.

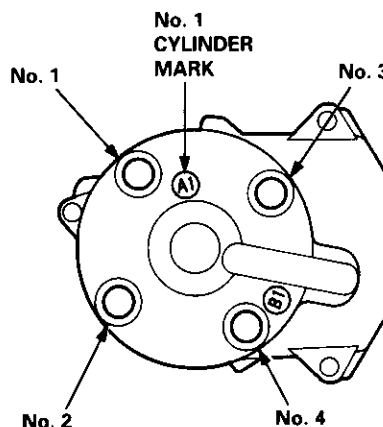
1. Coat a new O-ring with engine oil, then install it.
2. Slip the distributor into position.

NOTE: The lug on the end of the distributor and its mating grooves in the camshaft end are both offset to eliminate the possibility of installing the distributor 180° out of time.

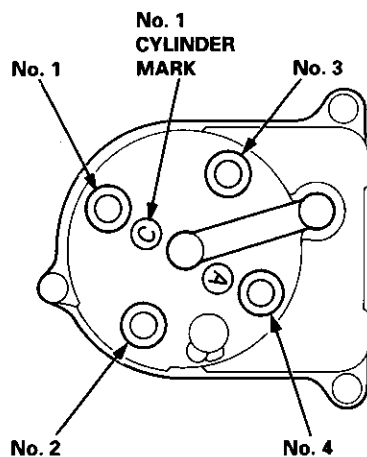
3. Install the mounting bolts, and tighten them lightly.

4. Connect the ignition wires to the distributor ignition (DI) cap as shown.

HITACHI:



TEC:

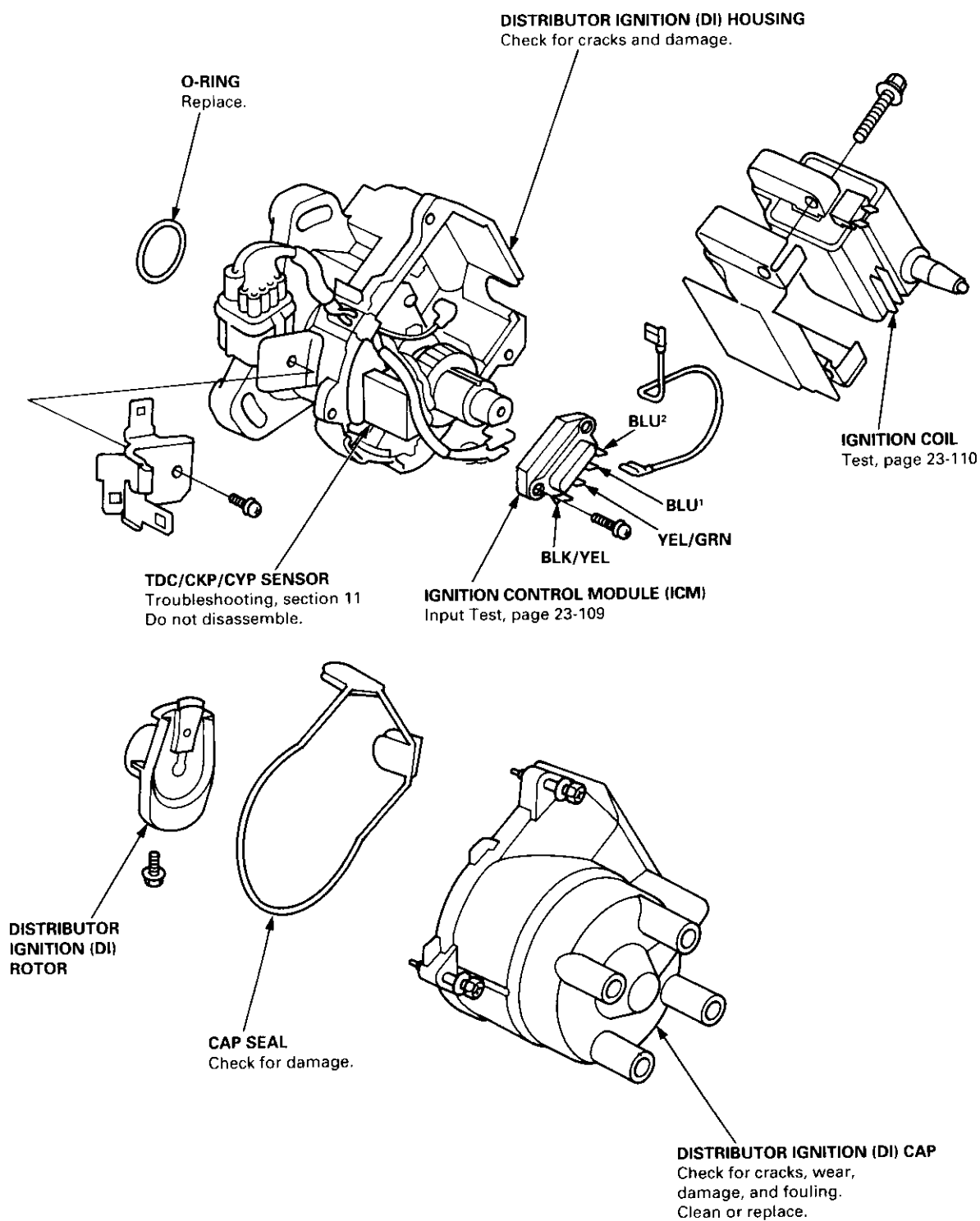


5. Connect the connector to the distributor.
6. Set the ignition timing (see previous page).
7. After setting the ignition timing, tighten the mounting bolts.



Distributor Overhaul

HITACHI:

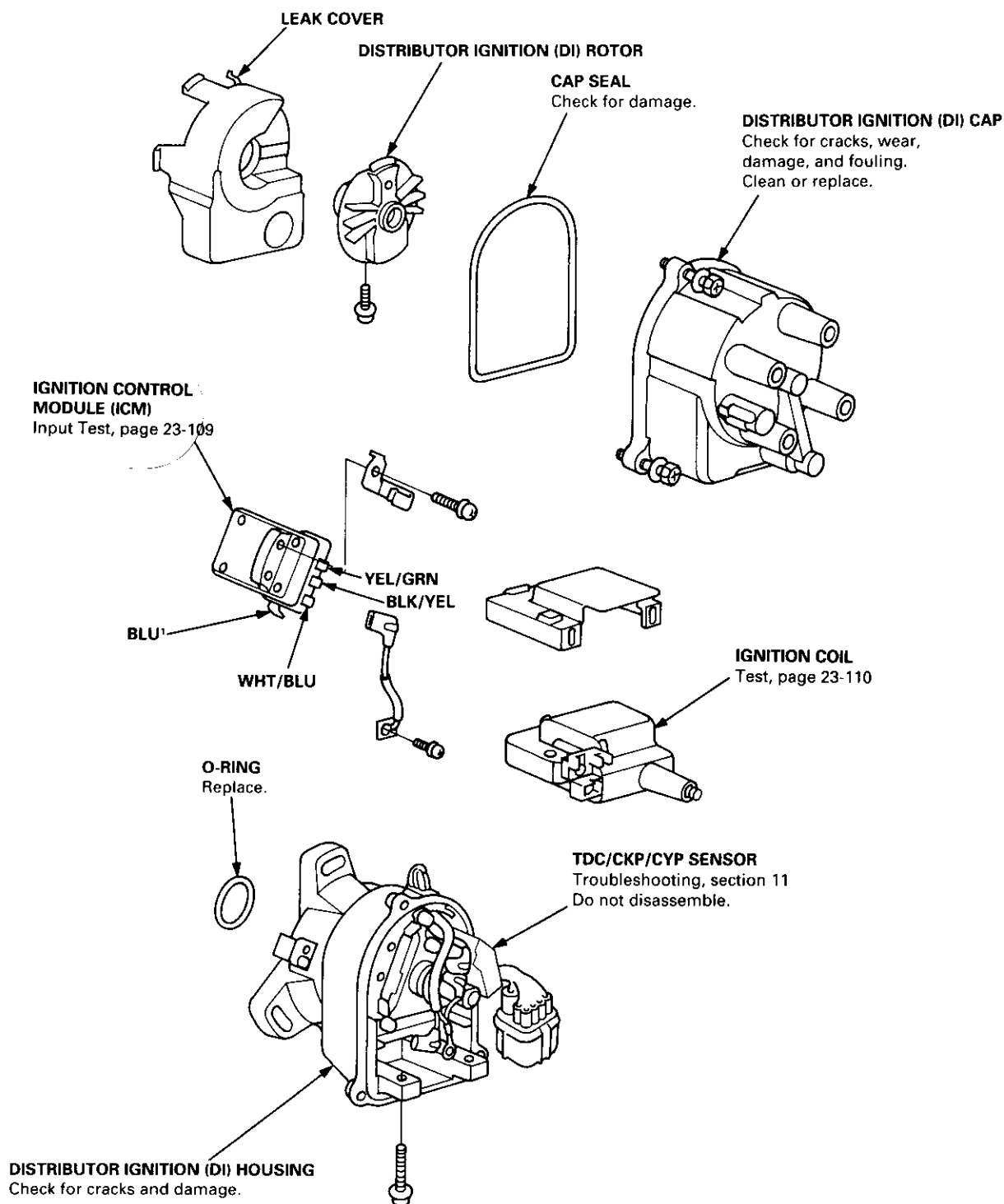


(cont'd)

Ignition System

Distributor Overhaul (cont'd)

TEC:





Ignition Control Module (ICM) Input Test

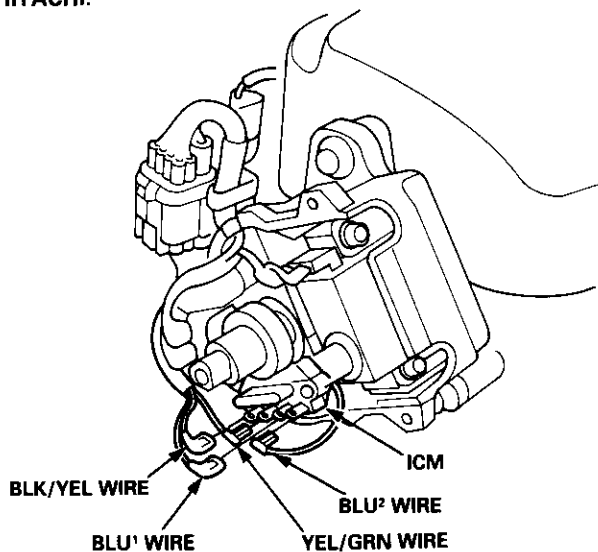
NOTE:

- See section 11 when the malfunction indicator lamp (MIL) turned on.
- Perform an input test for the ignition control module (ICM) after finishing the fundamental tests for the ignition system and the fuel and emissions systems.

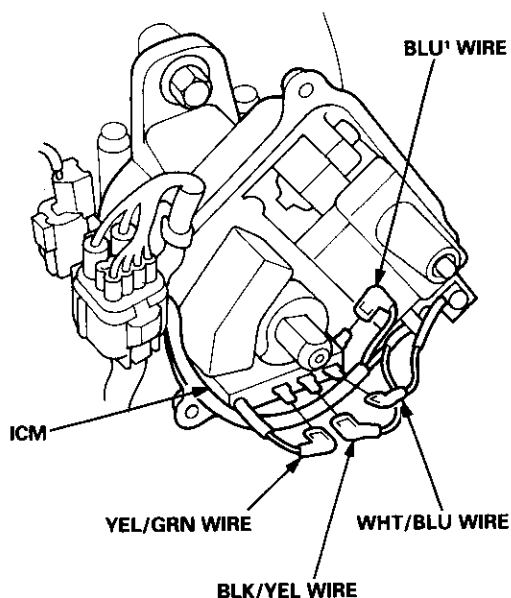
1. Remove the distributor ignition (DI) cap, the distributor ignition (DI) rotor and the leak cover (TEC).

2. Disconnect the wires from the ICM.

HITACHI:



TEC:



3. Turn the ignition switch ON (II). Check for voltage between the BLK/YEL wire and body ground. There should be battery voltage.

- If there is no battery voltage, check the BLK/YEL wire between the under-dash fuse/relay box and the ICM.
- If there is battery voltage, go to step 4.

4. Turn the ignition switch ON (II). Check for voltage between the wire*1 and body ground. There should be battery voltage.

- If there is no battery voltage, check:
 - the ignition coil.
 - the wire*1 between the ignition coil and the ICM.
- If there is battery voltage, go to step 5.

*1: BLU² wire (HITACHI)
WHT/BLU wire (TEC)

5. Disconnect the ECM/PCM connector A (32P). Check for continuity on the YEL/GRN wire between the ECM/PCM and the ICM. There should be continuity.

6. Check for continuity on the YEL/GRN wire to body ground. There should be no continuity.

7. Check for continuity on the BLU¹ wire between the test tachometer connector and the ICM. There should be continuity.

8. Check for continuity on the BLU¹ wire to body ground. There should be no continuity.

9. If all the tests are normal, replace the ICM.

Ignition System

Ignition Coil Test

Using an ohmmeter, measure resistance between the terminals. If the resistance is not within specifications, replace the ignition coil.

NOTE: Resistance will vary with the coil temperature; specifications are at 68°F (20°C).

HITACHI:

Primary Winding Resistance

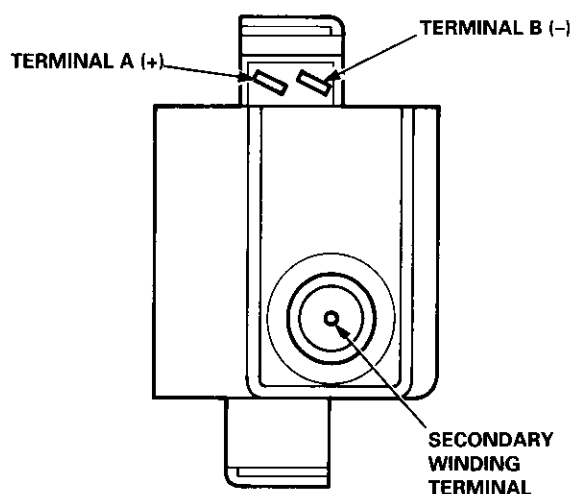
(Between the A and B terminals):

0.45 – 0.55 Ω

Secondary Winding Resistance

(Between the A and secondary winding terminals):

22.4 – 33.6 k Ω



TEC:

Primary Winding Resistance

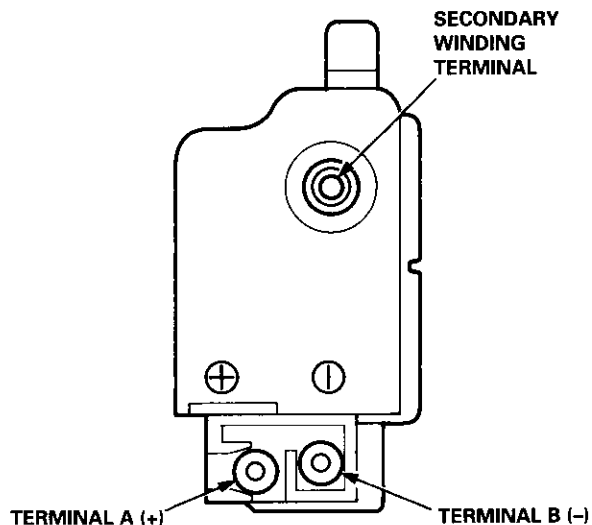
(Between the A and B terminals):

0.63 – 0.77 Ω

Secondary Winding Resistance

(Between the A and secondary winding terminals):

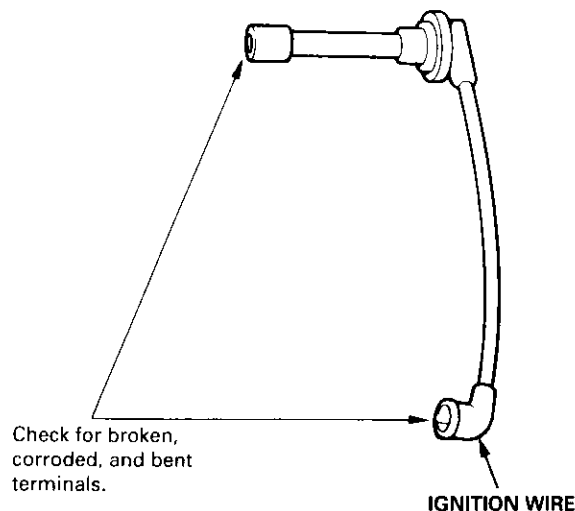
12.8 – 19.2 k Ω



Ignition Wire Inspection and Test

CAUTION: Carefully remove the ignition wires by pulling on the rubber boots. Do not bend the wires; you might break them inside.

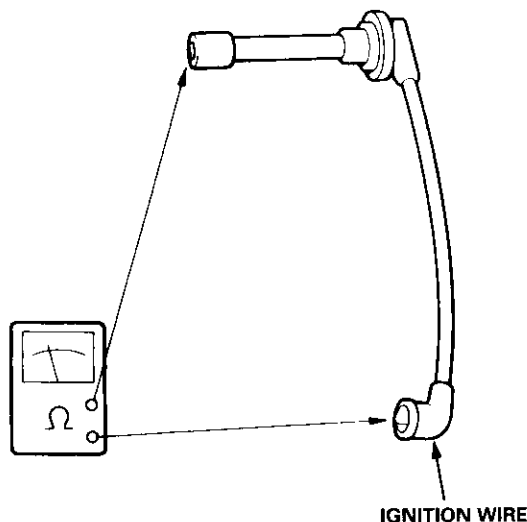
1. Check the condition of the ignition wire terminals. If any terminal is corroded, clean it, and if it is broken or distorted, replace the ignition wire.



2. Connect ohmmeter probes and measure resistance.

Ignition Wire Resistance:

25 k Ω max. at 68°F (20°C)

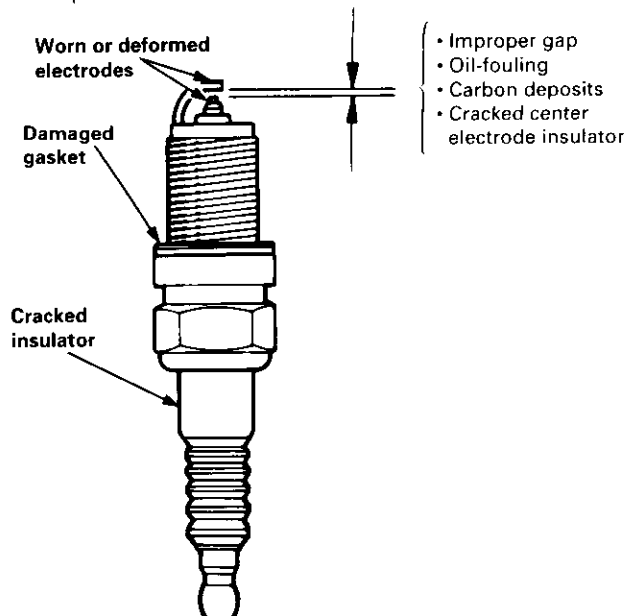


3. If resistance exceeds 25 k Ω , replace the ignition wire.



Spark Plug Inspection

1. Inspect the electrodes and ceramic insulator for:



Burned or worn electrodes may be caused by:

- Advanced ignition timing
- Loose spark plug
- Plug heat range too low
- Insufficient cooling

Fouled plugs may be caused by:

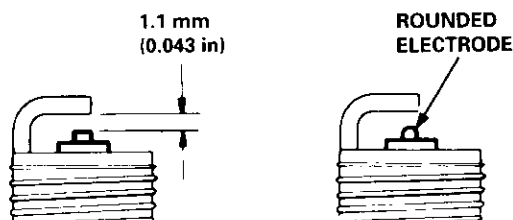
- Retarded ignition timing
- Oil in combustion chamber
- Incorrect spark plug gap
- Plug heat range too high
- Excessive idling/low speed running
- Clogged air cleaner element
- Deteriorated ignition coil or ignition wires

2. D16Y5, D16Y7, D16Y8 engine:

- Adjust the gap with a suitable gapping tool, and replace the plug if the center electrode is rounded as shown below.

Electrode Gap:

Standard	1.1 ± 0.1 mm (0.043 ± 0.004 in)
----------	--

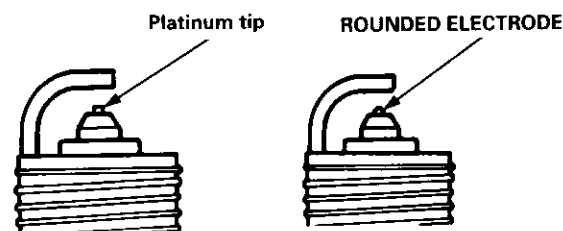


3. B16A2 engine:

- Do not adjust the gap of a platinum tip plug; replace the spark plug if the center electrode is rounded or if the gap is not within the specifications.

Electrode Gap:

Standard	1.3 ± 0.1 mm (0.051 ± 0.004 in)
----------	--



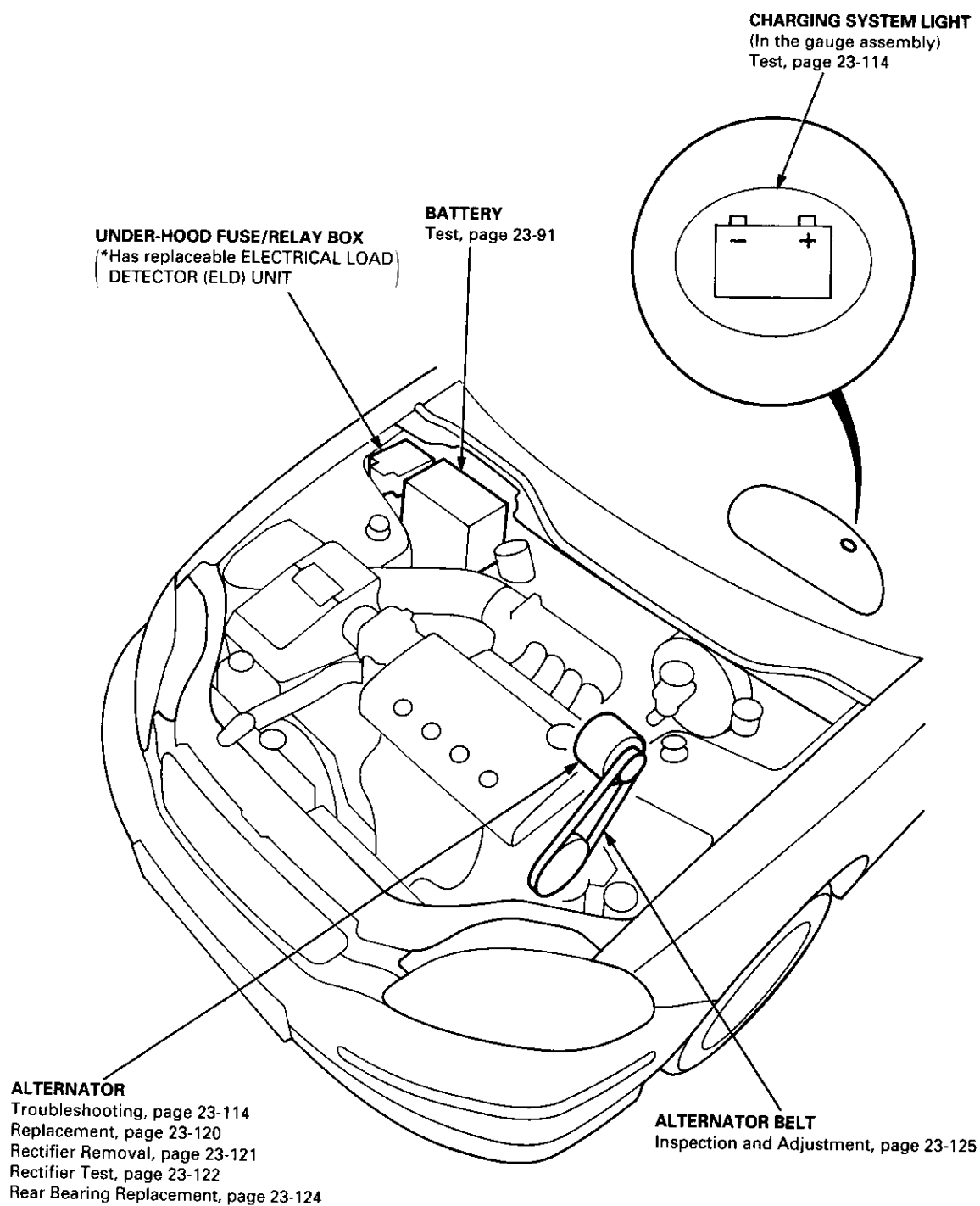
NOTE: Use only the spark plugs listed below.

Engine Types	Spark Plugs
D16Y5	ZFR4F-11 (NGK) KJ14CR-L11 (DENSO)
D16Y7, D16Y8	ZFR5F-11 (NGK) KJ16CR-L11 (DENSO)
B16A2	PFR6L-13 (NGK) PK20PR-L13 (DENSO)

4. Apply a small quantity of anti-seize compound to the plug threads, and screw the plugs into the cylinder head finger-tight. Then torque them to 18 N·m (1.8 kgf·m, 13 lbf·ft).

Charging System

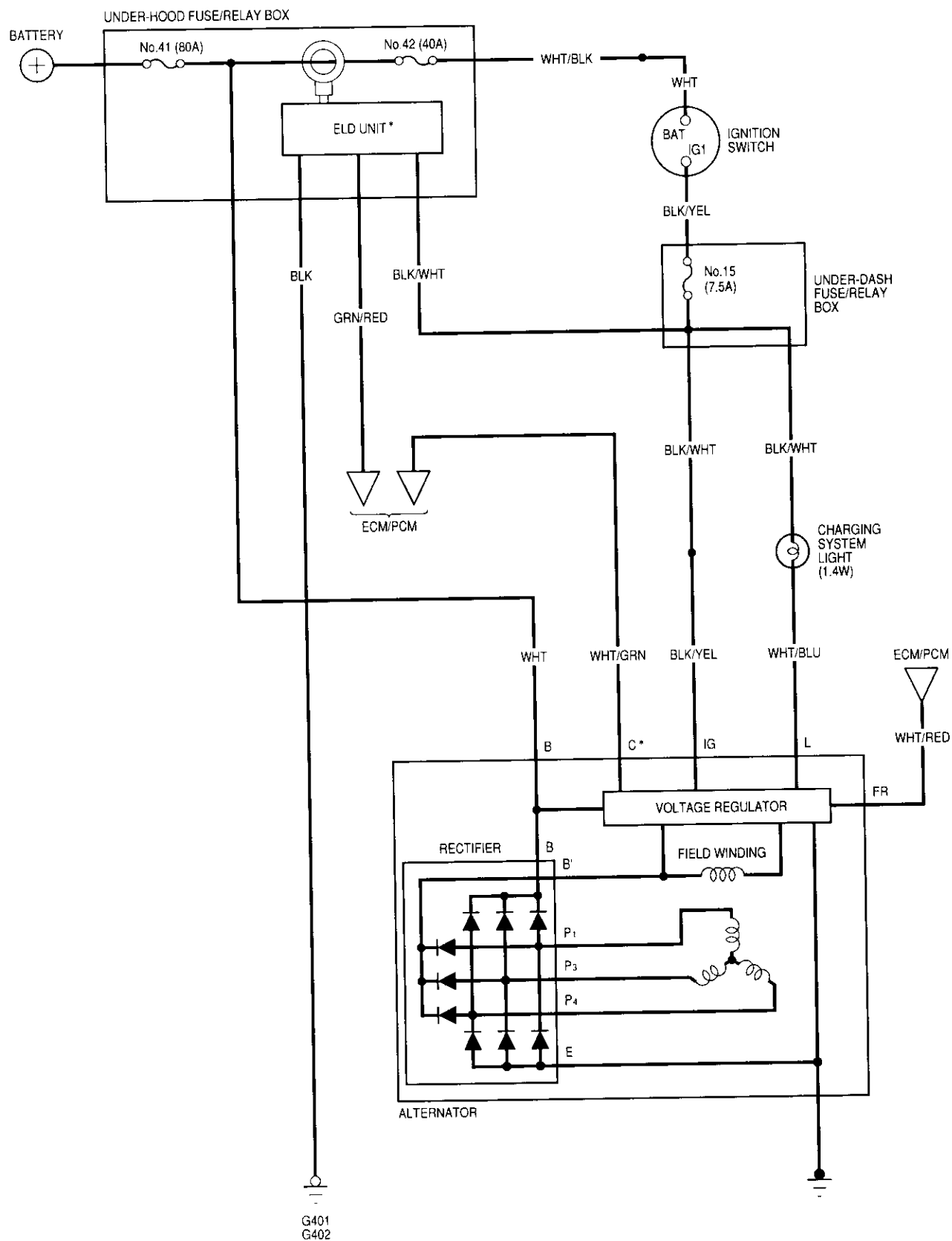
Component Location Index



*ELD unit: USA



Circuit Diagram



* : USA

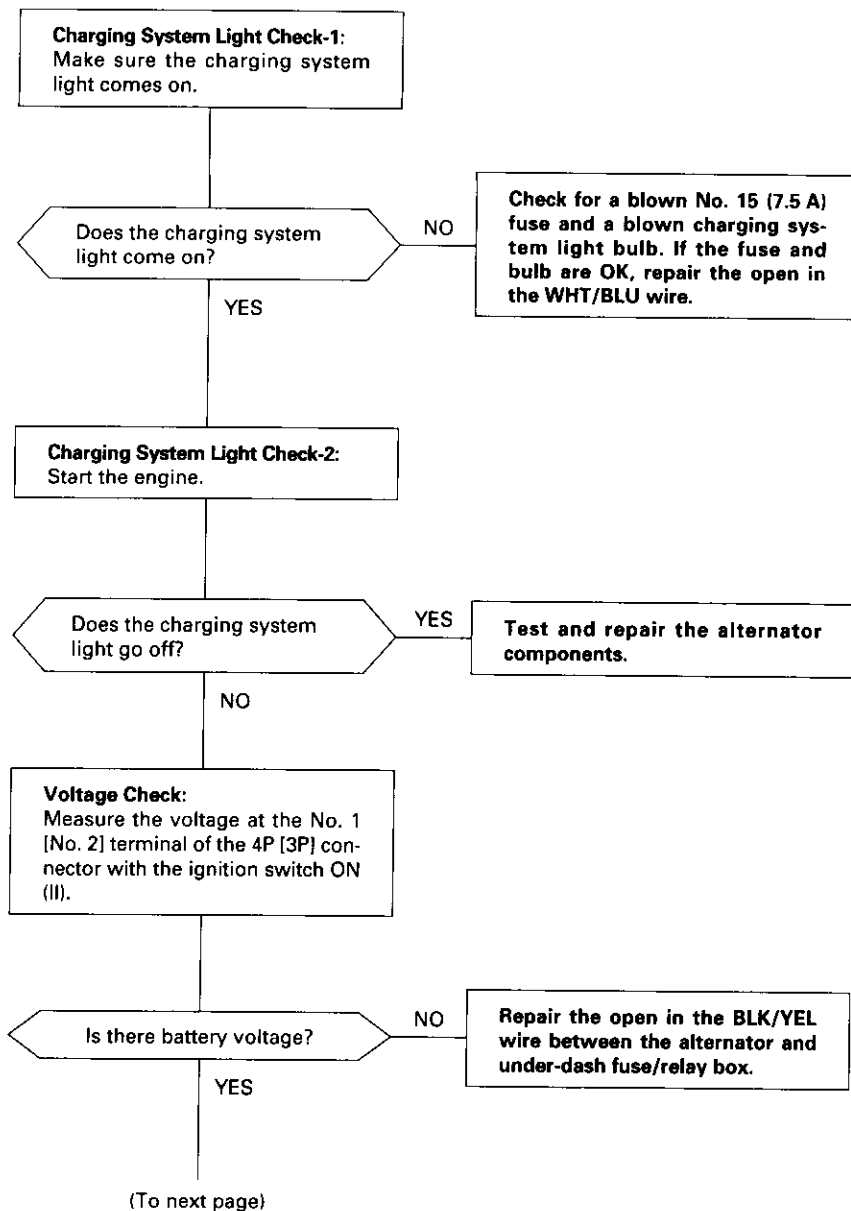
Charging System

Troubleshooting

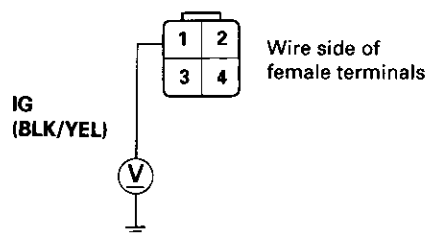
If the charging system light does not come on or does not go off, or the battery is dead or low, test the following items in the order listed below:

1. Battery (see page 23-91)
2. Charging system light
3. Voltage
4. Alternator control system (USA)
5. Alternator/regulator

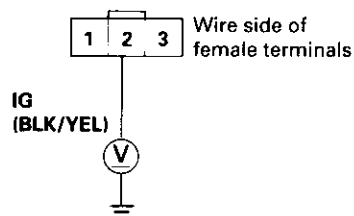
Charging System Light Test



ALTERNATOR 4P CONNECTOR (USA)



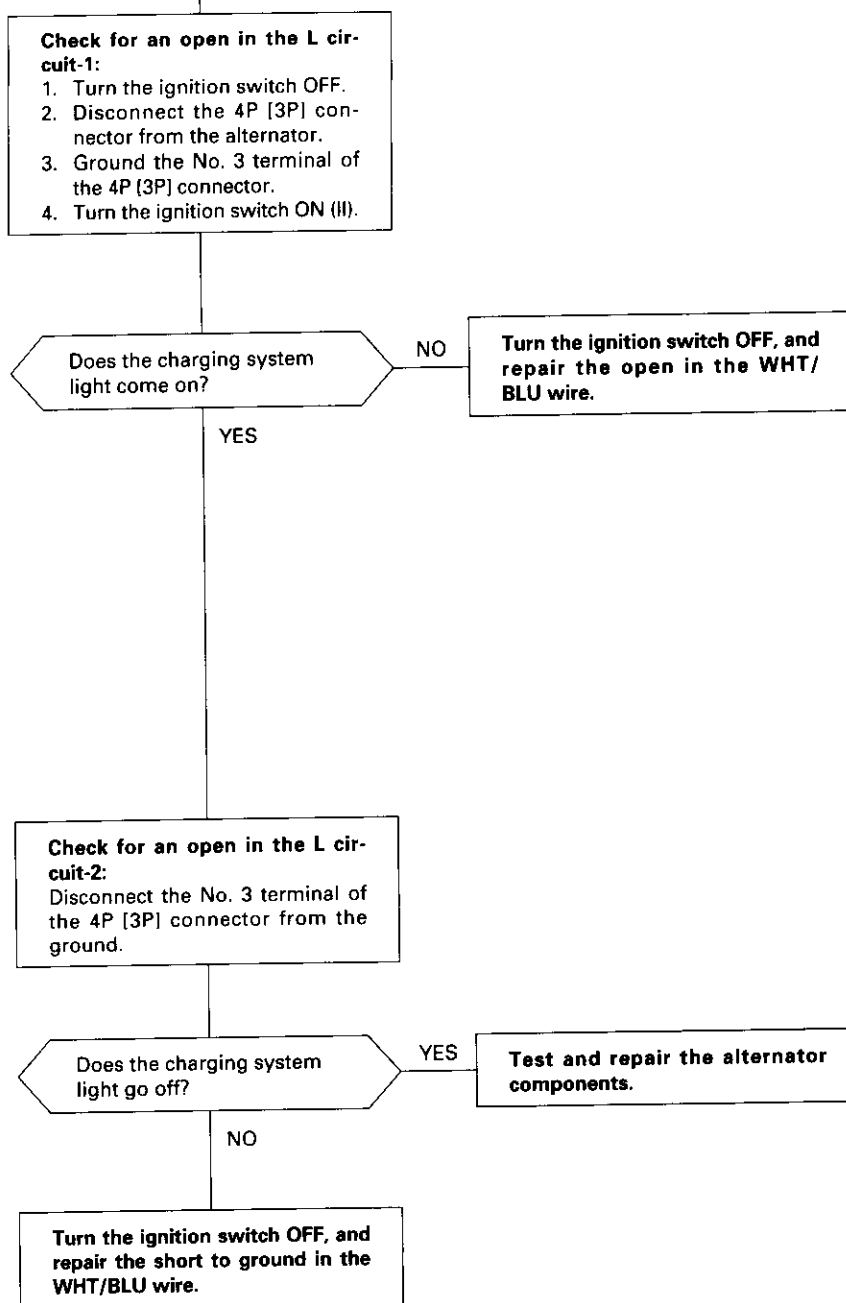
ALTERNATOR 3P CONNECTOR (Canada)



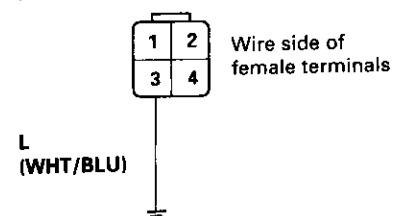
[] : Canada



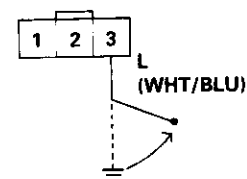
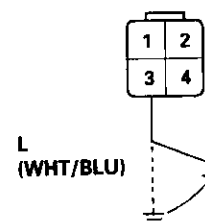
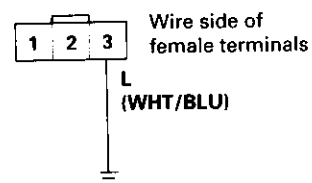
(From previous page)



ALTERNATOR 4P CONNECTOR (USA)



ALTERNATOR 3P CONNECTOR (Canada)



[] : Canada

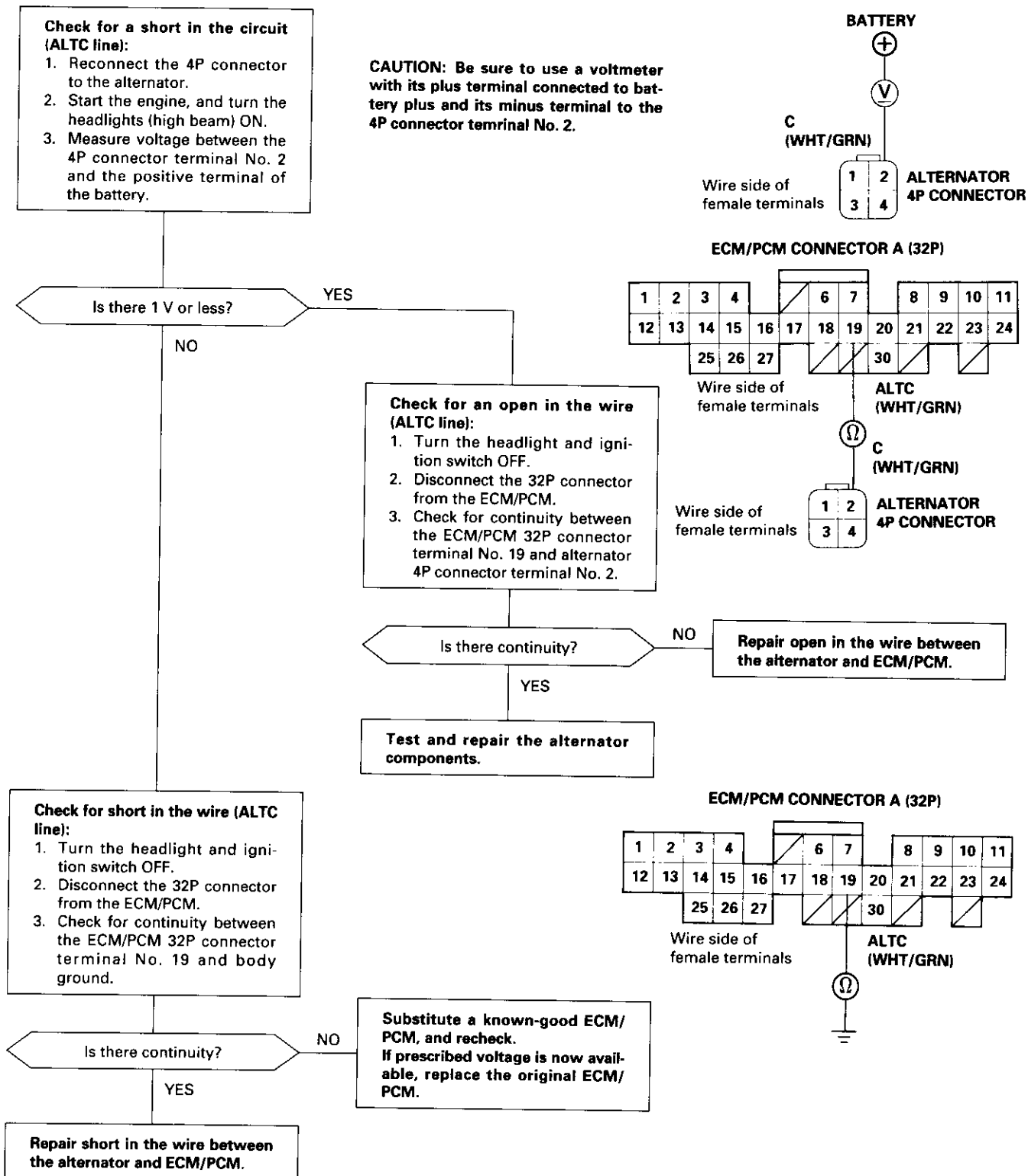
(cont'd)

Charging System

Troubleshooting (cont'd)

Alternator Control System Test (USA): '96 – 98 models, '99 – 00 D16Y5 (M/T) engine

NOTE: Before testing, check proper operation of the ELD by confirming with the MIL (see section 11).





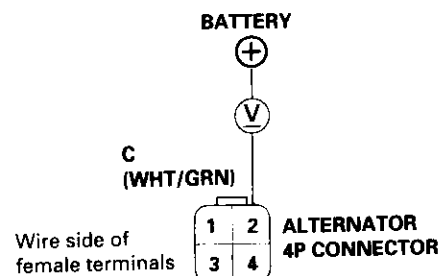
Alternator Control System Test (USA): '99 - 00 models, except D16Y5 (M/T) engine

NOTE: Before testing, check proper operation of the ELD by confirming with the MIL (see section 11).

Check for a short in the circuit (ALTC line):

1. Reconnect the 4P connector to the alternator.
2. Start the engine, and turn the headlights (high beam) ON.
3. Measure voltage between the 4P connector terminal No. 2 and the positive terminal of the battery.

CAUTION: Be sure to use a voltmeter with its plus terminal connected to battery plus and its minus terminal to the 4P connector terminal No. 2.



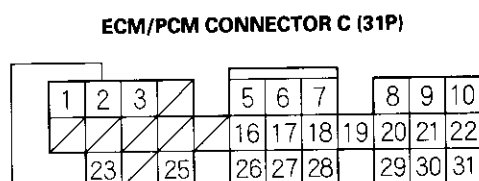
Is there 1 V or less?

YES

NO

Check for an open in the wire (ALTC line):

1. Turn the headlight and ignition switch OFF.
2. Disconnect the 31P connector from the ECM/PCM.
3. Check for continuity between the ECM/PCM 31P connector terminal No. 2 and alternator 4P connector terminal No. 2.



ALTC (WHT/GRN)



C (WHT/GRN)



Wire side of female terminals

Is there continuity?

NO

Repair open in the wire between the alternator and ECM/PCM.

YES

Test and repair the alternator components.

Check for short in the wire (ALTC line):

1. Turn the headlight and ignition switch OFF.
2. Disconnect the 31P connector from the ECM/PCM.
3. Check for continuity between the ECM/PCM 31P connector terminal No. 2 and body ground.

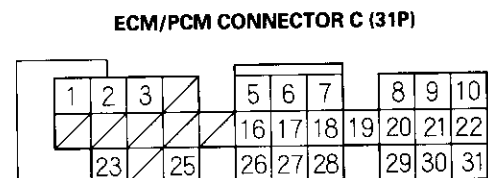
Is there continuity?

NO

Substitute a known-good ECM/PCM, and recheck. If prescribed voltage is now available, replace the original ECM/PCM.

YES

Repair short in the wire between the alternator and ECM/PCM.



ALTC (WHT/GRN)



Wire side of female terminals

(cont'd)

Charging System

Troubleshooting (cont'd)

Alternator/Regulator Test

NOTE: Make sure the battery is sufficiently charged (see page 23-91).

Alternator/Regulator Test-1:

1. Connect a Sun VAT-40 (or equivalent tester), and turn the selector switch to position 1 (starting).
2. Shift to neutral (A/T in **P** or **N**) position, and start the engine. Hold the engine at 3,000 rpm with no load until the radiator fan comes on, then let it idle.
3. Raise the engine speed to 2,000 rpm, and hold it there.

Is the voltage over 15.1 V?

NO

Alternator/Regulator Test-2:

1. Release the accelerator pedal, and let the engine idle.
2. Make sure all accessories are turned off. Turn the selector switch to position 2 (charging).
3. Remove the inductive pick-up, and zero the ammeter.
4. Place the inductive pick-up over the battery ground cable so that the arrow points to the battery negative terminal.
5. Raise the engine speed to 2,000 rpm, and hold it there.

Is the voltage less than 13.5 V?

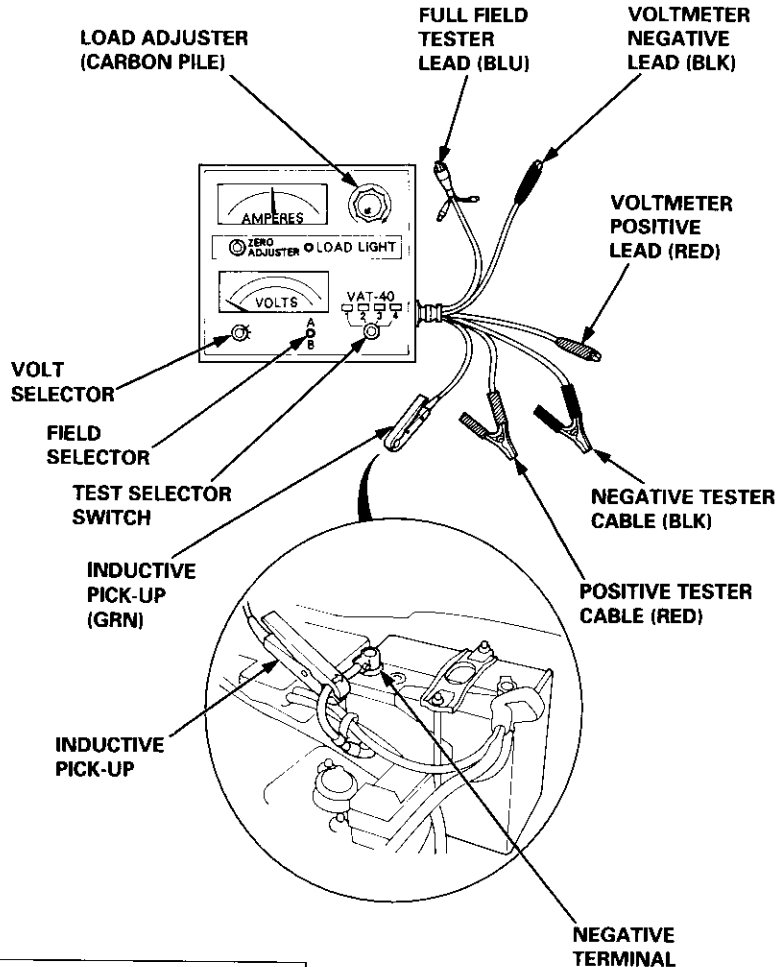
NO

Alternator/Regulator Test-3:

Apply a load with a VAT-40 until the battery voltage drops to between 12 - 13.5 V.

2

To next page



Replace the voltage regulator.

Test and repair the alternator components.



From previous page

2

Is the amperage 50 A or more?

YES

The charging system is OK.

NO

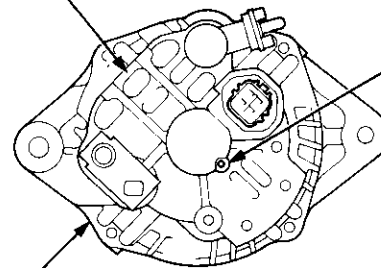
Alternator/Regulator Test-4:
With the engine speed still at 2,000 rpm, full-field the alternator.

CAUTION: The voltage will rise quickly when the alternator is full-fielded. Do not allow the voltage to exceed 18 V; it may damage the electrical system.

NOTE: Attach a probe to a VAT-40 full field test lead, and insert the probe into the full field access hole at the back of the alternator. Switch the field selector to the "A (Ground)" position momentarily, and check the amperage reading.

REGULATOR
(Located inside the end cover)

FULL FIELD ACCESS HOLE



END COVER

Is the alternator output 50 A or more?

NO

Test and repair the alternator components.

YES

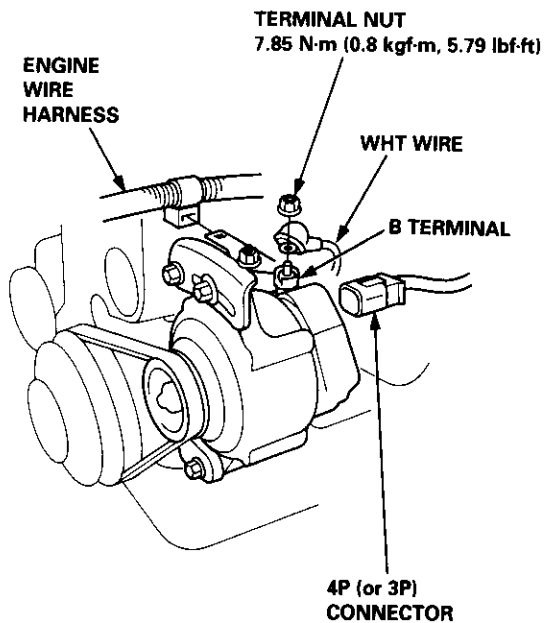
Replace the voltage regulator.

Charging System

Alternator Replacement

NOTE: Remove the alternator from below the vehicle.

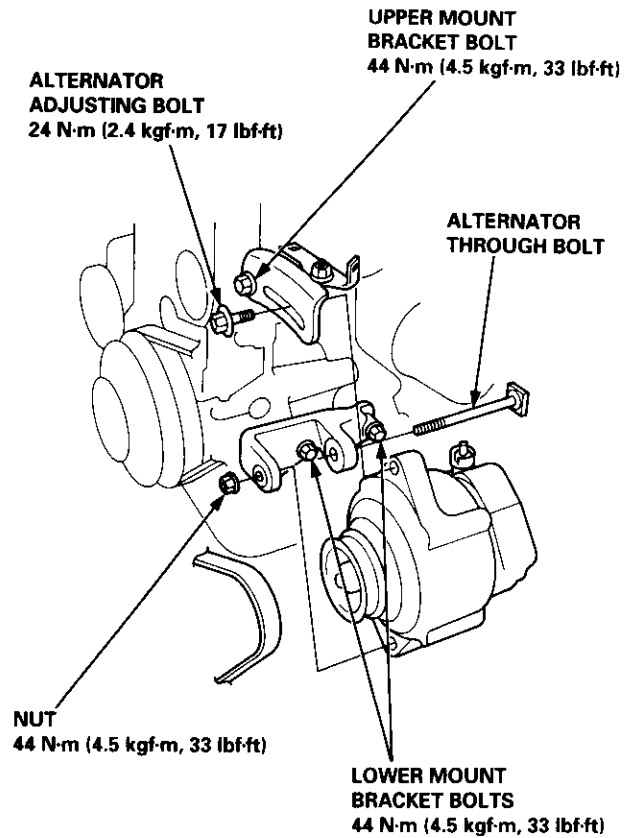
1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons ('99 - 00 models).
2. Remove the battery negative cable, then disconnect the positive cable.
3. Disconnect the 4P (or 3P) connector from the alternator.



(): Canada

4. Remove the terminal nut and the WHT wire from the B terminal.

5. Remove the adjusting bolt and through bolt nut, then remove the alternator belt from the pulley.

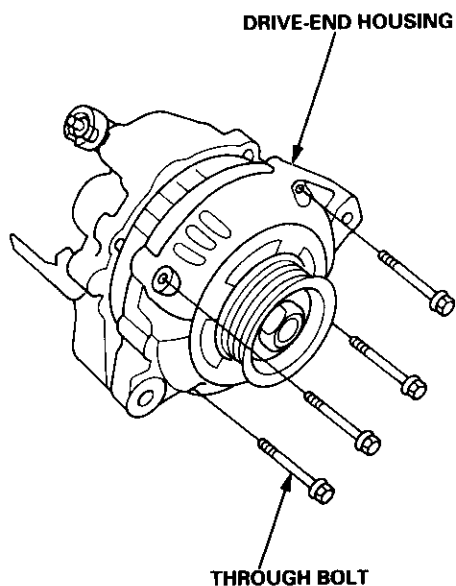


6. Pull out the alternator through bolt, then remove the alternator.
7. If necessary, remove the mount bracket bolts, and the upper and lower mount brackets.
8. Adjust the alternator belt tension after installation (see page 23-125).
9. Enter the anti-theft code for the radio, then enter the customer's radio station presets ('99 - 00 models).

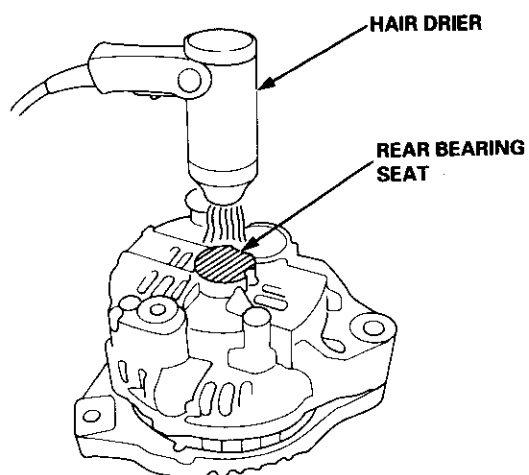


Rectifier Removal

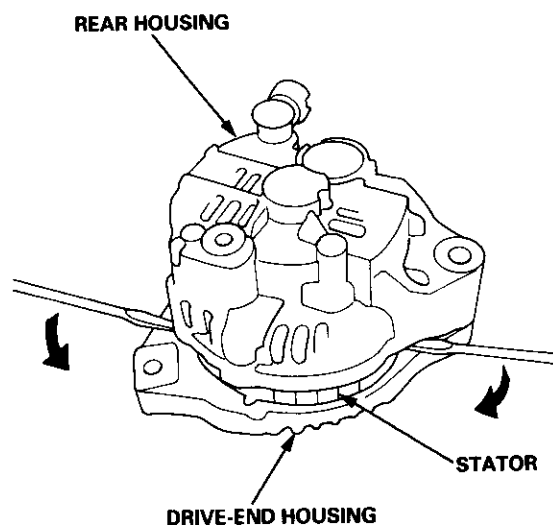
1. Remove the four through bolts.



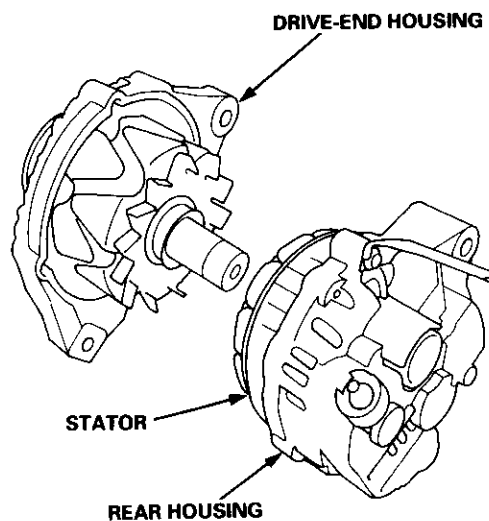
2. Heat the rear bearing seat with a 1,000 W hair drier for about five minutes (120 – 140°F, 50 – 60°C).



3. Separate the rear housing from the drive-end housing by inserting a flat tip screwdriver into the openings and prying them apart. Be careful not to damage the stator with the tip of the screwdriver.



4. Separate the rear housing and drive-end housing with the stator attached to the rear housing.

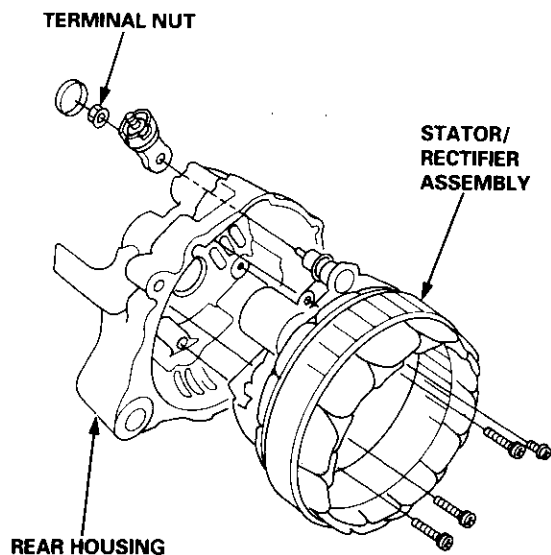


(cont'd)

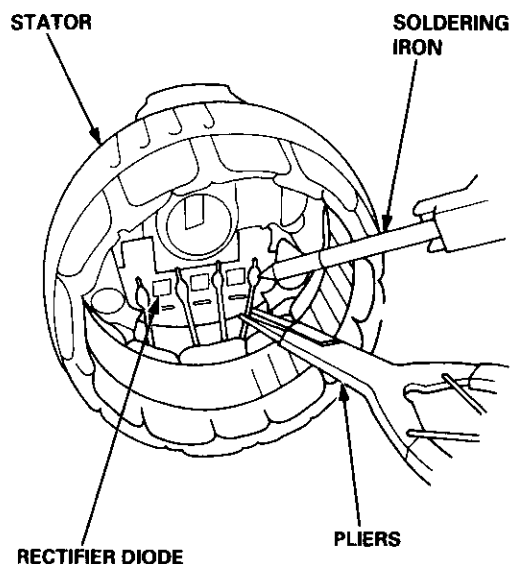
Charging System

Rectifier Removal (cont'd)

5. Separate the rear housing from the stator/rectifier assembly by removing the four screws and the terminal nut.



6. Unsolder the rectifier from the stator leads.
 - To avoid damaging the diodes with heat, pinch the stator leads between pliers to carry heat off, and apply the soldering iron only long enough to separate the leads from the rectifier.
 - Use a 100 W soldering iron.

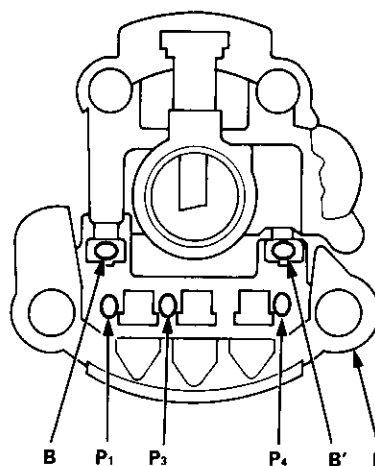


7. Install the new rectifier in the reverse order of removal.
 - Apply the soldering iron only long enough to ensure a good connection so the heat will not damage the diodes.
 - Use only a rosin core type solder or solder joints will corrode.

Rectifier Test

NOTE: The diodes are designed to allow current to pass in one direction while blocking it in the opposite direction. Since the alternator rectifier is made up of nine diodes, each diode must be tested for continuity in both directions with an ohmmeter that has diode checking capability; a total of 18 checks.

1. Check for continuity in each direction between
 - the B and P terminals.
 - the B' and P terminals.
 - E (ground) and the P terminals.All diodes should have continuity in only one direction.

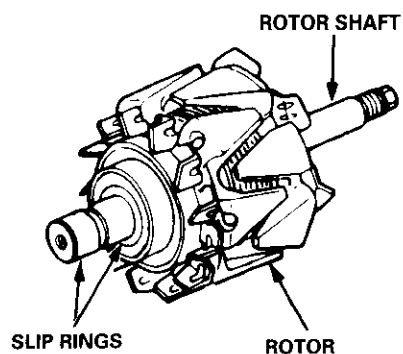


2. If any of the diodes fails, replace the rectifier assembly. (Diodes are not available separately.)



Rotor Slip Ring Test

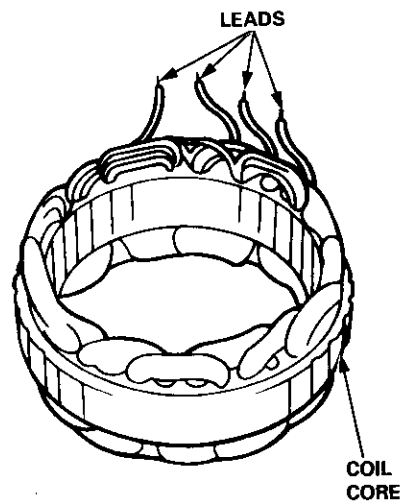
1. Check the resistance between the slip rings. There should be 1.8 – 3.0 ohms.
 - If resistance meets the specification, go to step 2.
 - If resistance does not meet the specification, replace the alternator.



2. Check that there is no continuity between the slip rings and the rotor or rotor shaft.
3. If the rotor fails either continuity check, replace the alternator.

Stator Test

1. Check that there is continuity between each pair of leads.



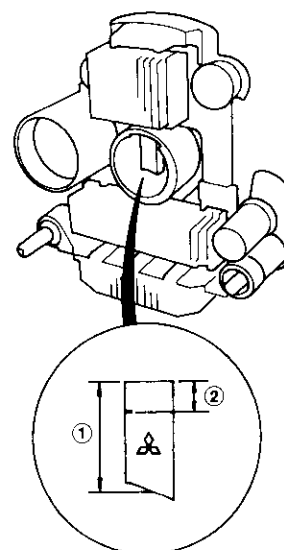
2. Check that there is no continuity between each lead and the coil core.
3. If the coil fails either continuity check, replace the alternator.

Alternator Brush Inspection

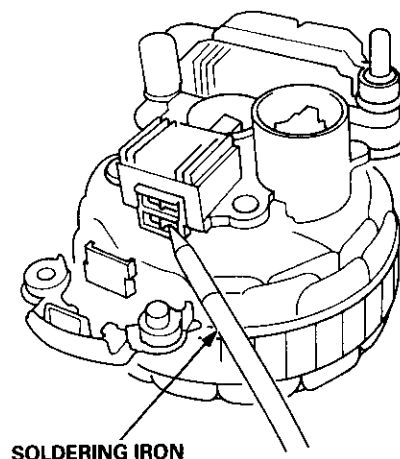
1. Separate the drive-end housing from the rear housing as described on page 23-121.
2. Separate the rear housing from the stator/rectifier assembly by removing the four screws and the terminal nut from the rear housing (see page 23-121).
3. Measure the length of the brushes with vernier calipers.

Alternator Brush Length:

① Standard (NEW)	② Service Limit
19.0 mm (0.75 in)	5.0 mm (0.20 in)



4. If the brushes are less than the service limit, replace them.

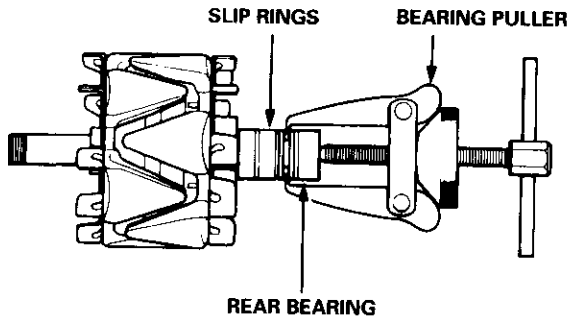


SOLDERING IRON

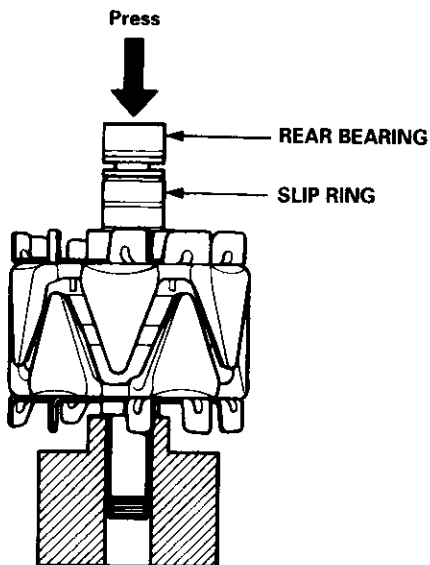
Charging System

Rear Bearing Replacement

1. Pull off the rear bearing.
 - Make sure the tips of the bearing puller jaws are thin enough to fit between the bearing and the slip rings.
 - Do not reuse the bearing.

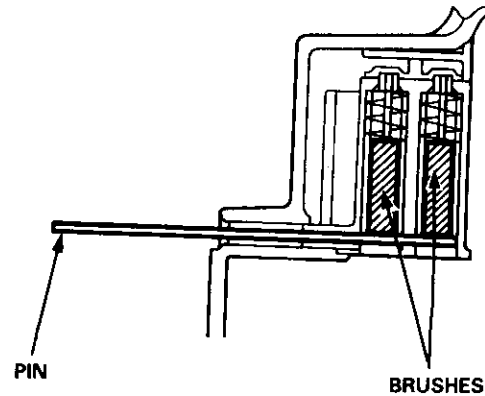


2. Use a hand press to install the new bearing. Apply pressure only on the inner race to avoid damaging the bearing.

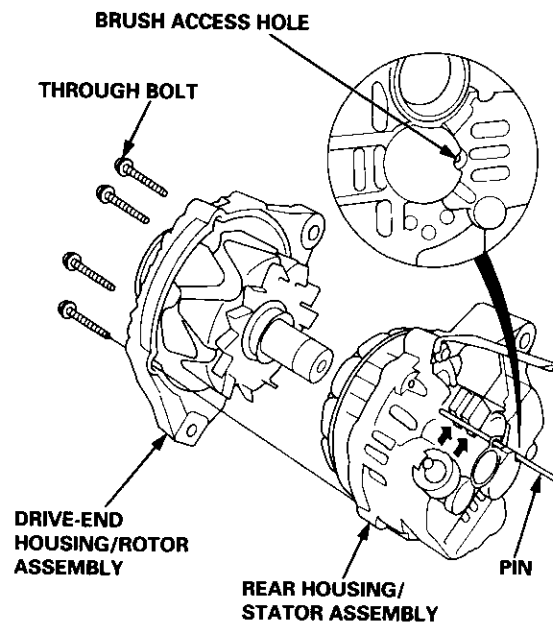


Alternator Reassembly

1. Push the brushes in, then insert a pin or drill bit (about 1.8 mm diameter) to hold them there.



2. Heat the rear bearing seat in the rear housing as described on page 23-121. After heating, continue immediately with assembling before the rear bearing seat cools completely.
3. Put the rear housing/stator assembly and drive-end housing/rotor assembly together, tighten the four through bolts and pull out the pin.



4. After assembling the alternator, turn the pulley by hand to make sure the rotor rotates smoothly and without noise.



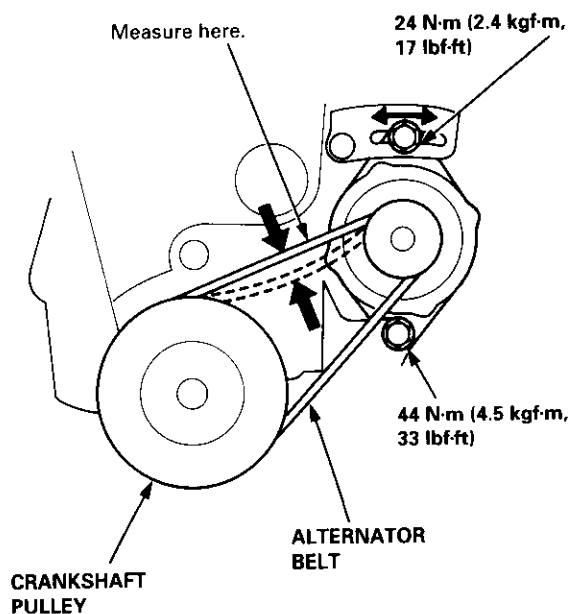
Alternator Belt Inspection and Adjustment

Deflection Method:

Apply a force of 98 N (10 kgf, 22 lbf), and measure the deflection between the alternator and the crankshaft pulley.

Deflection	8.0 – 10.5 mm (0.31 – 0.41 in)
------------	--------------------------------

NOTE: On a brand-new belt (one that has been run for less than five minutes), the deflection should be 6.0 – 8.5 mm (0.26 – 0.33 in) when first measured. If the belt is worn or damaged, replace it.



If adjustment is necessary:

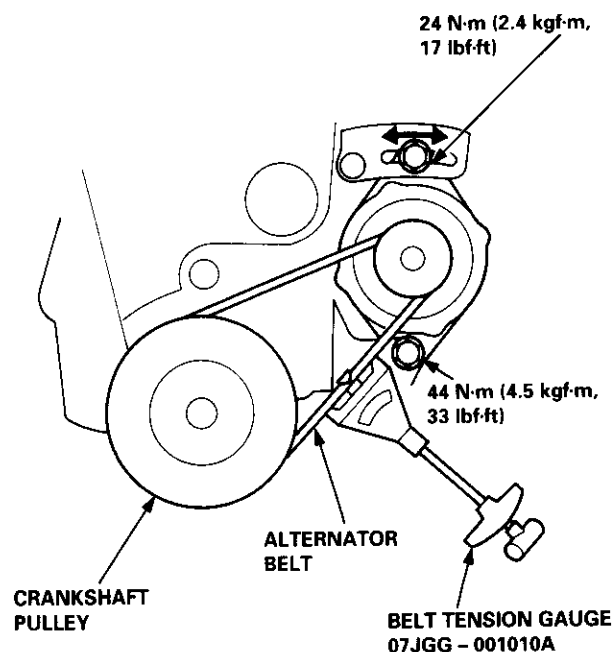
1. Loosen the lower mounting nut and the upper mounting bolt.
2. Move the alternator to obtain the proper belt tension, then retighten the upper mounting bolt and the lower mounting nut to the specified torques.
3. Recheck the deflection of the belt.

Belt Tension Gauge Method:

Following the gauge manufacturer's instructions, attach the special tool to the belt, and measure the tension.

Tension	340 – 490 N (35 – 50 kgf, 77 – 110 lbf)
---------	---

NOTE: On a brand-new belt (one that has been run for less than five minutes), the tension should be 540 – 740 N (55 – 75 kgf, 121 – 165 lbf) when first measured. If the belt is worn or damaged, replace it.

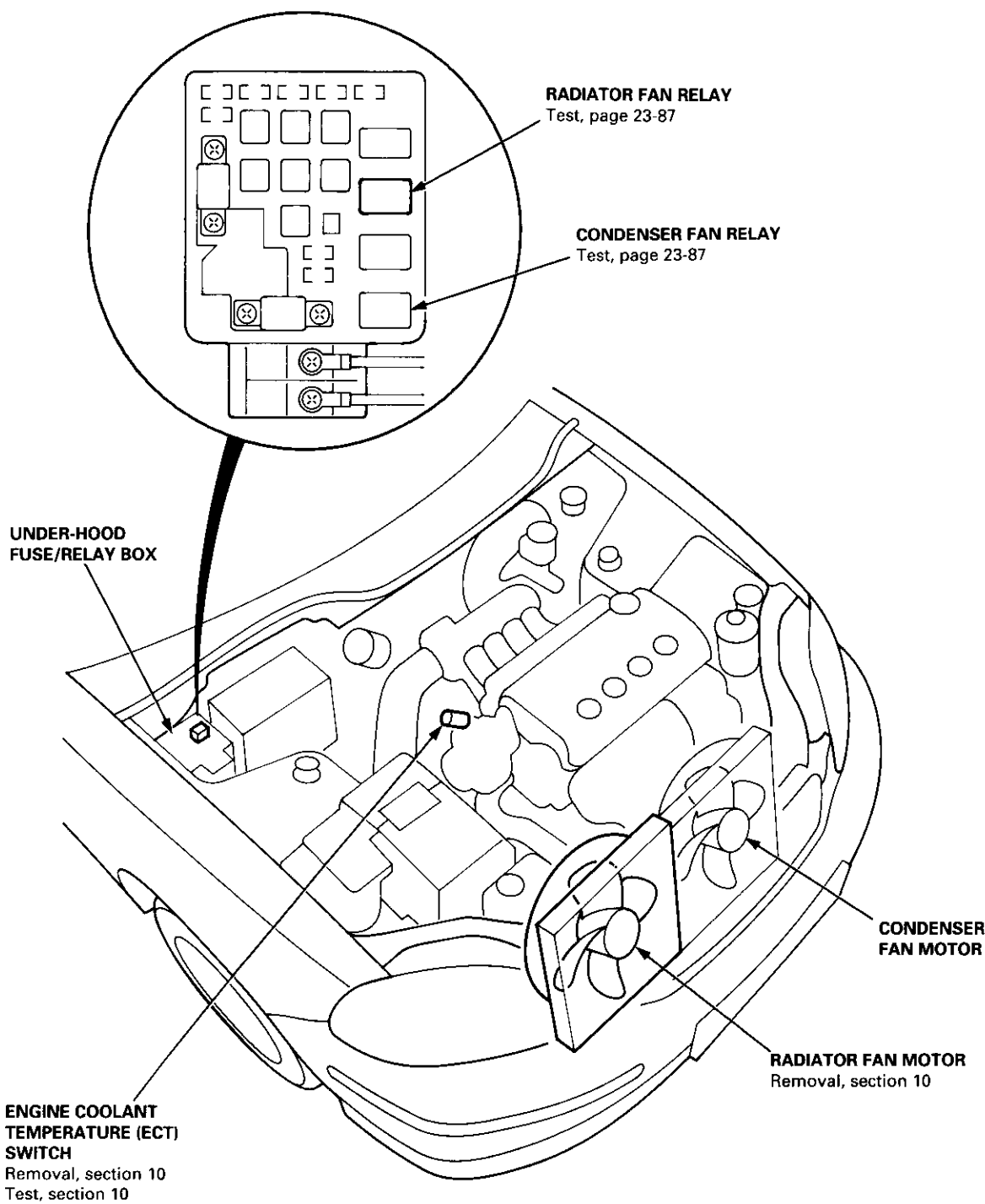


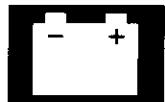
If adjustment is necessary:

1. Loosen the lower mounting nut and the upper mounting bolt.
2. Move the alternator to obtain the proper belt tension, then retighten the upper mounting bolt and the lower mounting nut to the specified torques.
3. Recheck the tension of the belt.

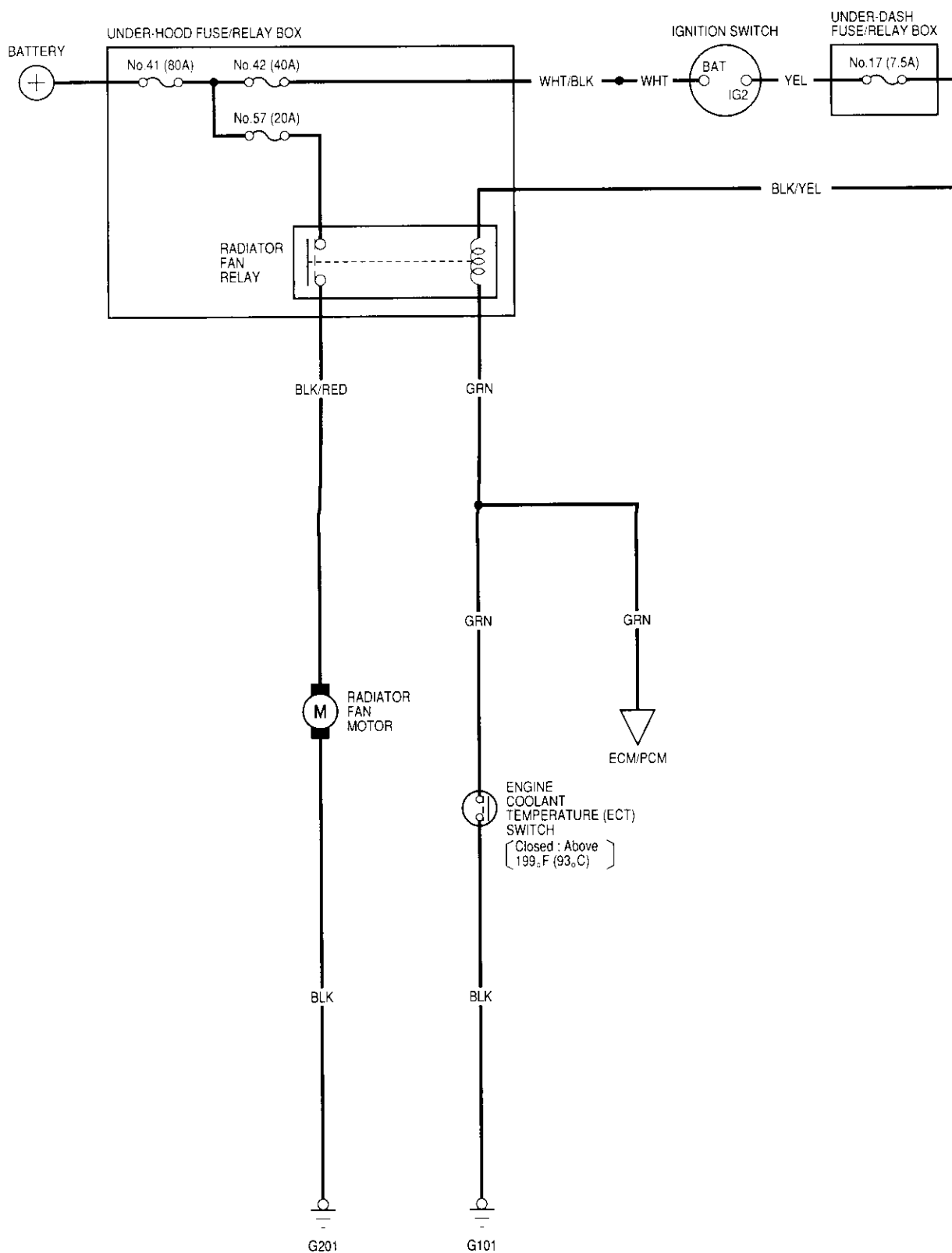
Fan Controls

Component Location Index





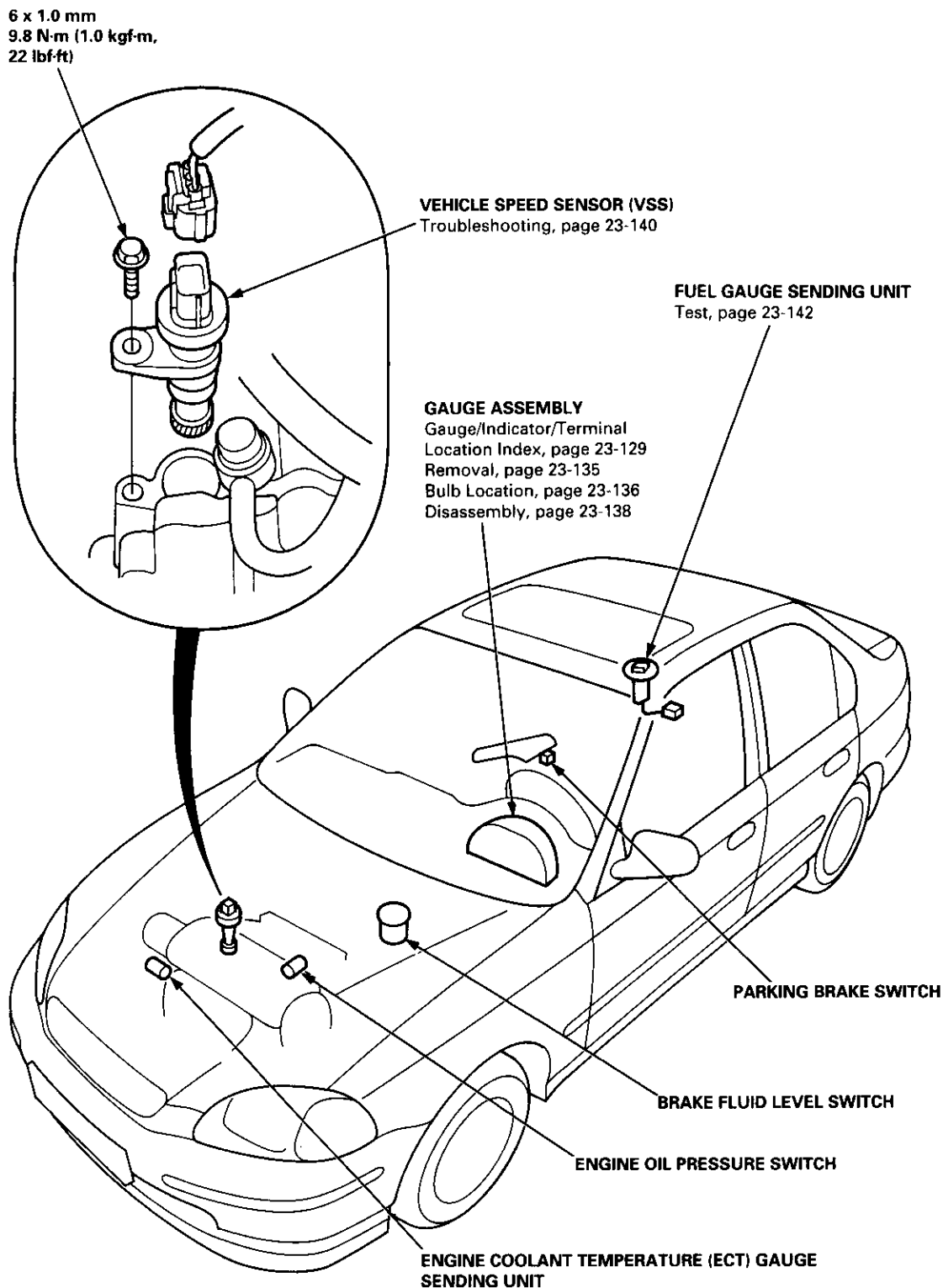
Circuit Diagram



Gauge Assembly

Component Location Index

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.

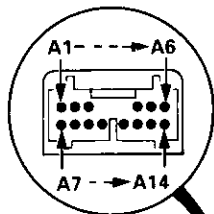




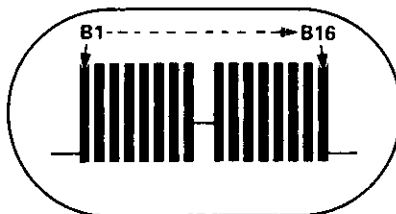
Gauge/Indicator/Terminal Location Index

With tachometer:

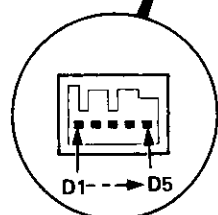
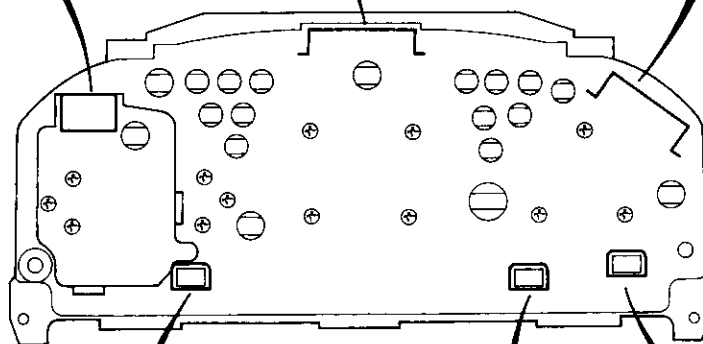
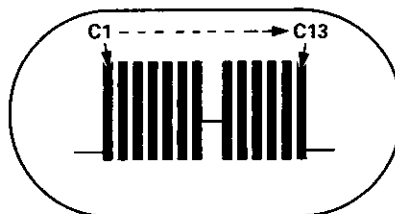
CONNECTOR "A"
(A/T GEAR POSITION INDICATOR)



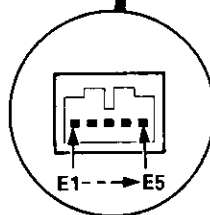
CONNECTOR "B"
(GAUGE and INDICATOR)



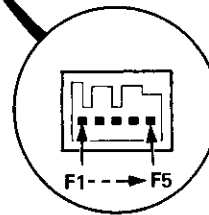
CONNECTOR "C"
(GAUGE and INDICATOR)



CONNECTOR "D"
(ABS INDICATOR)



CONNECTOR "E"
(SHIFT-UP or CRUISE
INDICATOR)



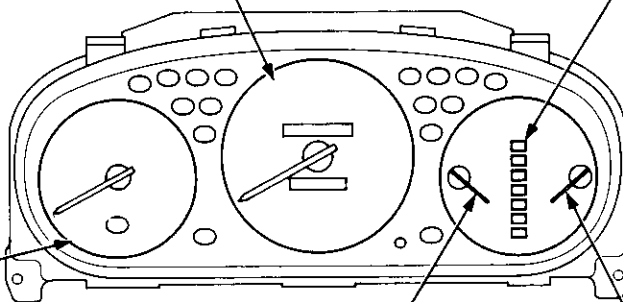
CONNECTOR "F"
(SRS INDICATOR)

SPEEDOMETER:

Indicates 60 km/h at 637 rpm or
60 mph at 1,025 rpm of the
vehicle speed sensor (VSS).

**A/T GEAR POSITION
INDICATOR**

See page 23-149



TACHOMETER:

Indicates 100 rpm at
200 pulses per minute
of the ignition control
module (ICM).

FUEL GAUGE

Gauge/Sending Unit Test, page 23-142

ENGINE COOLANT TEMPERATURE (ECT) GAUGE

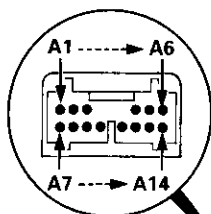
(cont'd)

Gauge Assembly

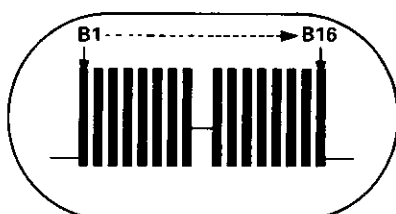
Gauge/Indicator/Terminal Location Index (cont'd)

Without tachometer:

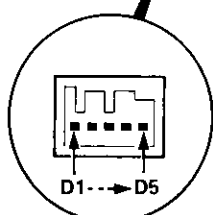
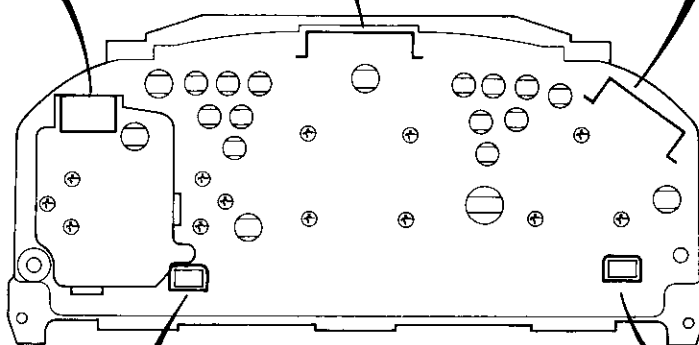
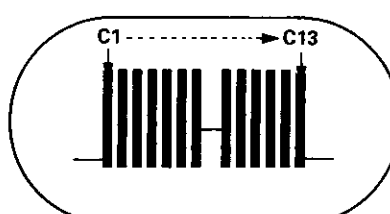
CONNECTOR "A"
(A/T GEAR POSITION INDICATOR)



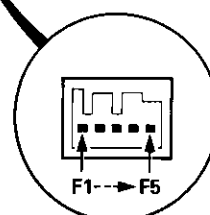
CONNECTOR "B"
(GAUGE and INDICATOR)



CONNECTOR "C"
(GAUGE and INDICATOR)



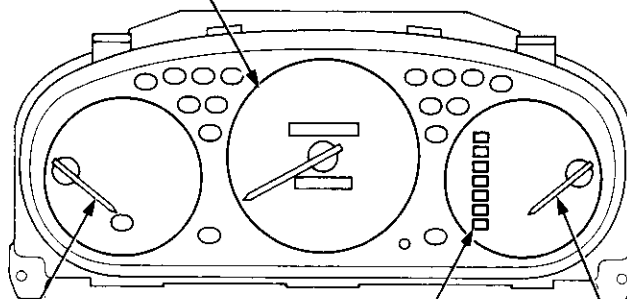
CONNECTOR "D"
(ABS INDICATOR)



CONNECTOR "F"
(SRS INDICATOR)

SPEEDOMETER:

Indicates 60 km/h at 637 rpm or
60 mph at 1,025 rpm of the
vehicle speed sensor (VSS).

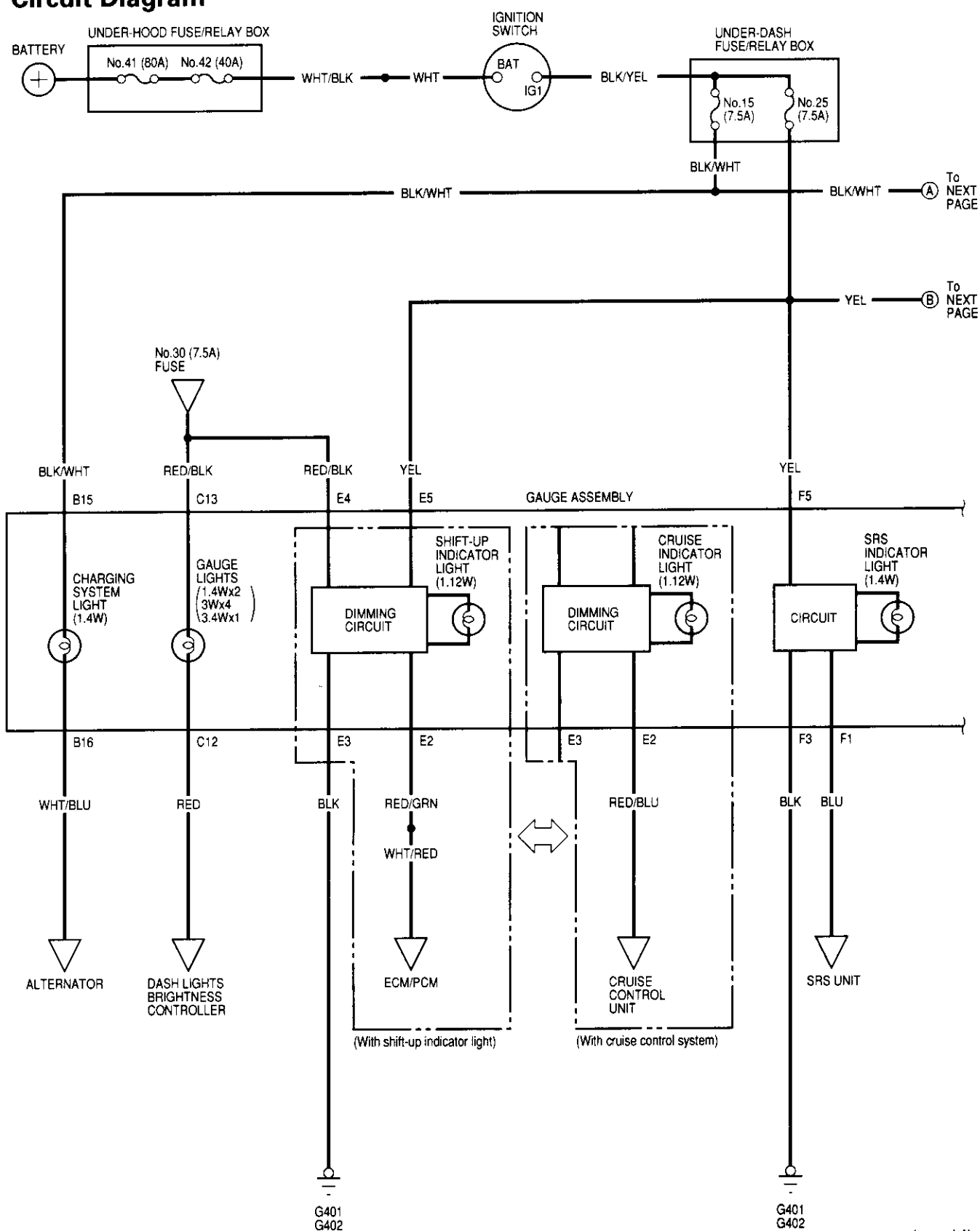


ENGINE COOLANT TEMPERATURE (ECT) GAUGE

A/T GEAR POSITION
INDICATOR
See page 23-149

FUEL GAUGE
Gauge/Sending Unit Test, page 23-142

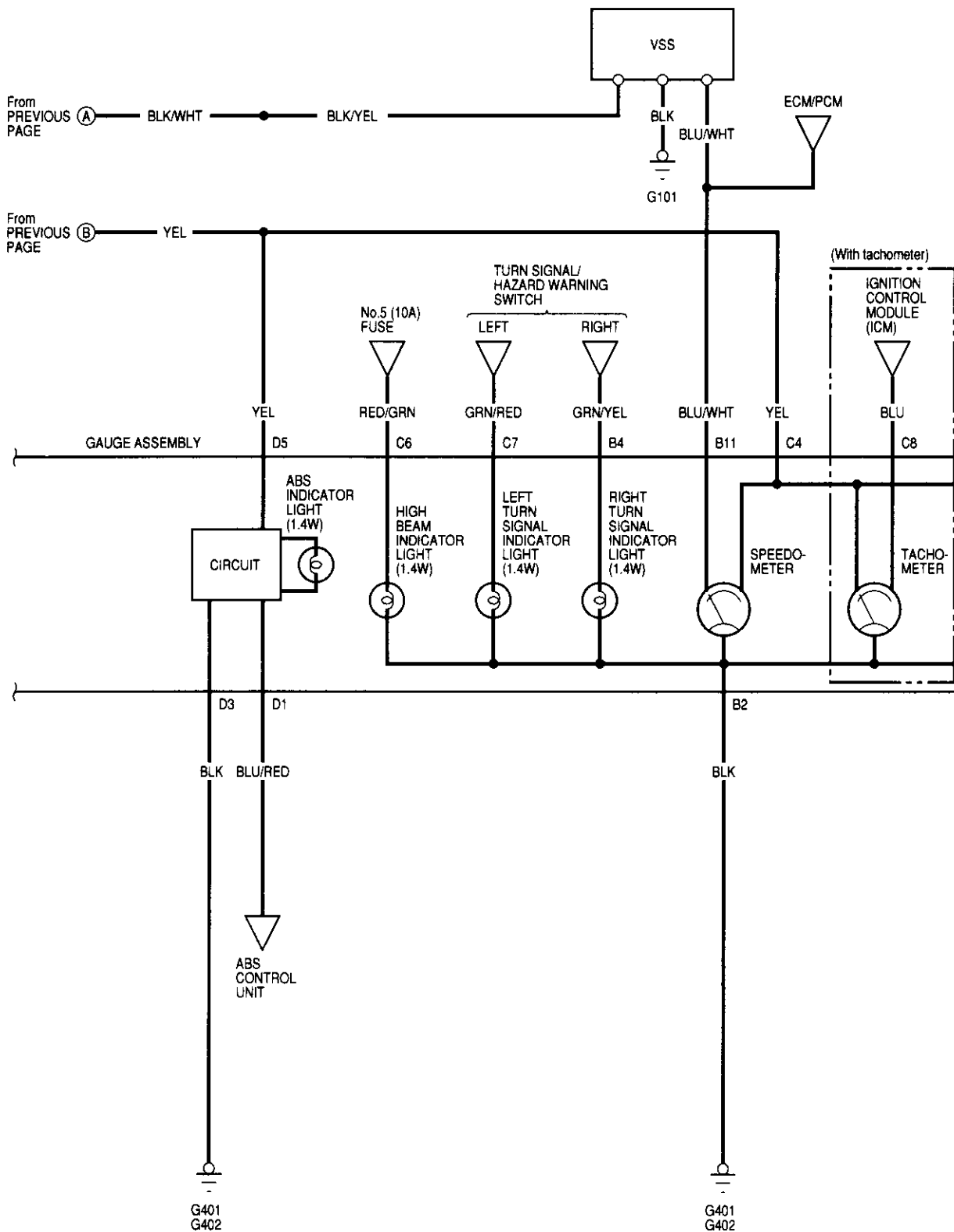
Circuit Diagram



(cont'd)

Gauge Assembly

Circuit Diagram (cont'd)





GAUGE ASSEMBLY

Ⓒ To
NEXT
PAGE

ENGINE
COOLANT
TEMPERATURE
(ECT)
GAUGE



B12

YEL/GRN



ENGINE
COOLANT
TEMPERATURE
(ECT)
SENDING UNIT



FUEL
GAUGE



B10

YEL/BLK



FUEL
GAUGE
SENDING
UNIT

BLK



G552

LOW FUEL
INDICATOR
LIGHT
(3W)



B8

GRN/YEL



LOW
FUEL
SENSOR

FUEL UNIT

BRAKE
SYSTEM
LIGHT
(1.4W)



B5

GRN/RED

GRN/RED



TCM

RED/GRN



PARKING
BRAKE
SWITCH
(Closed : Lever up
Open : Lever down)



GRN/RED



BRAKE
FLUID
LEVEL
SWITCH
(Closed : Float down
Open : Float up)

BLK

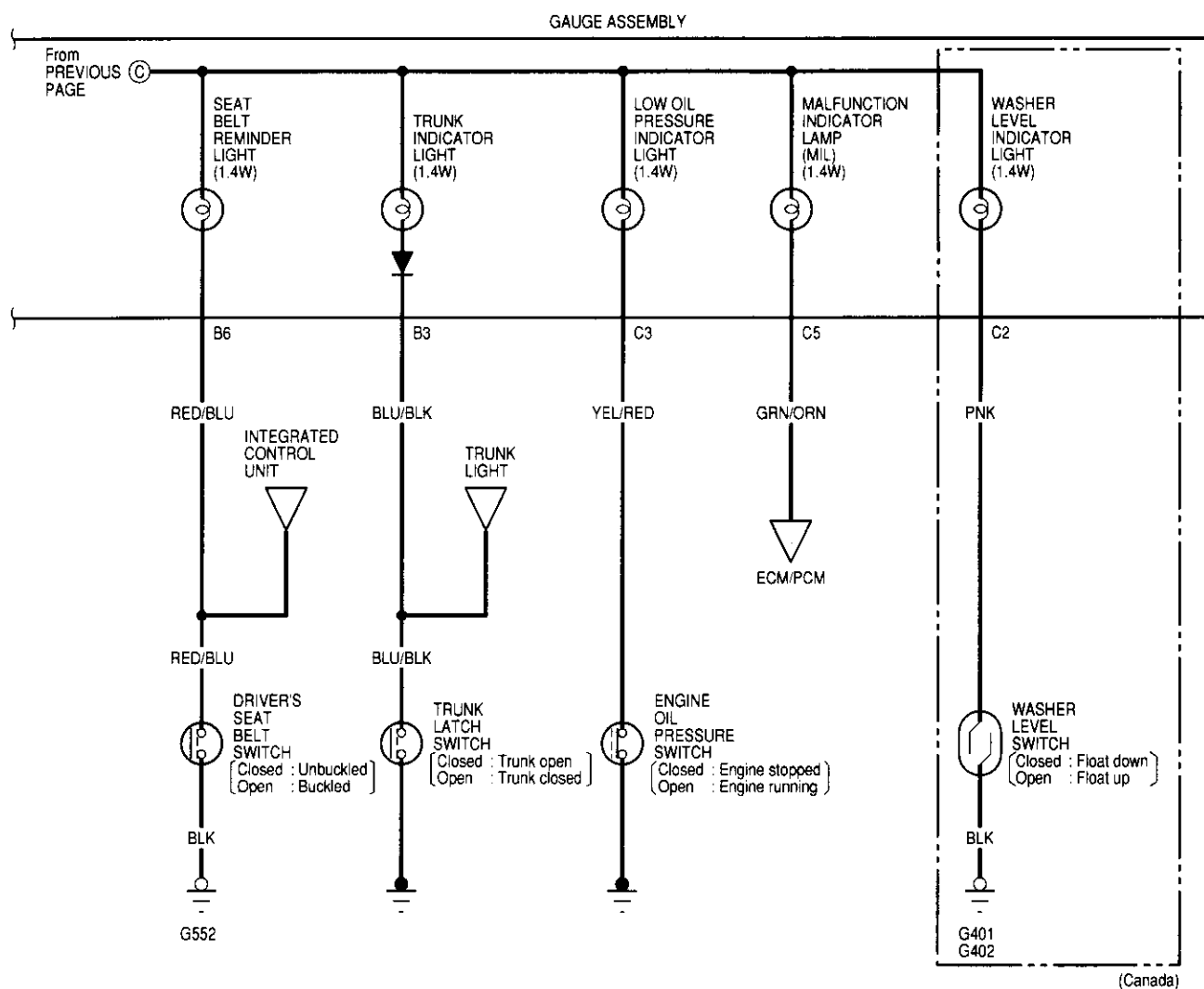


G401
G402

(cont'd)

Gauge Assembly

Circuit Diagram (cont'd)



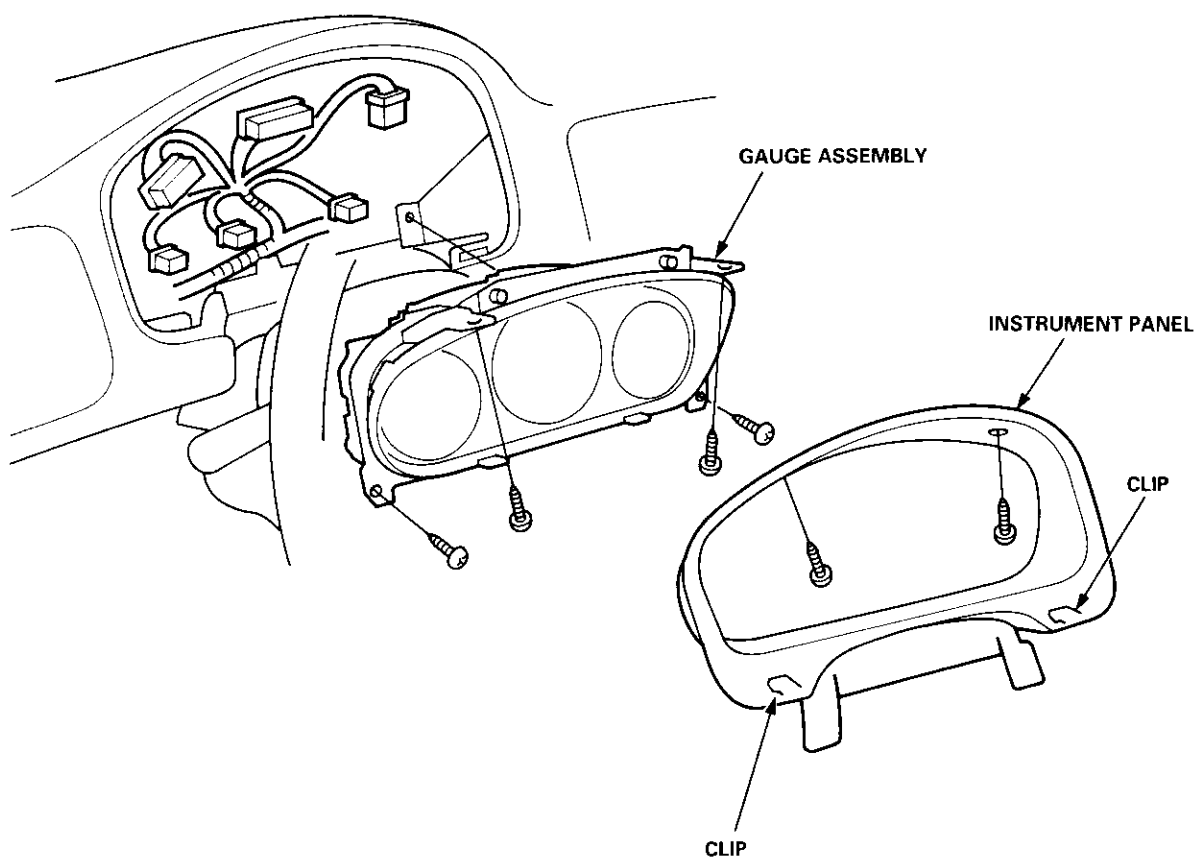


Removal

1. Remove the two screws from the instrument panel.
2. Remove the instrument panel.

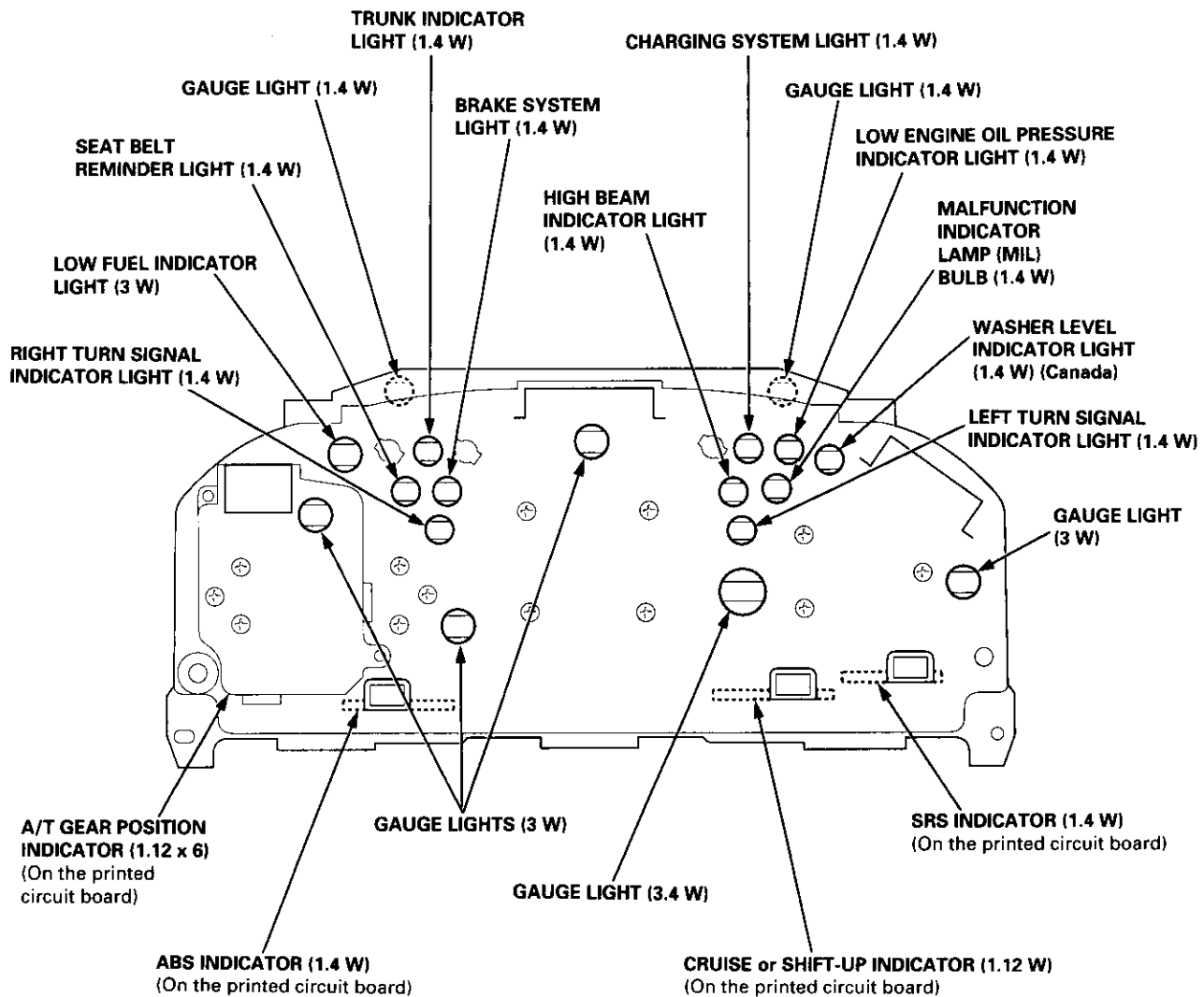
CAUTION: Carefully remove the instrument panel without damaging the clips.

3. Tilt the steering wheel down with the tilt adjustment lever.
4. Spread a protective cloth over the steering column.
5. Remove the four mounting screws from the gauge assembly.
6. Pry the gauge assembly out, and disconnect all connectors from it.
7. Take out the gauge assembly.



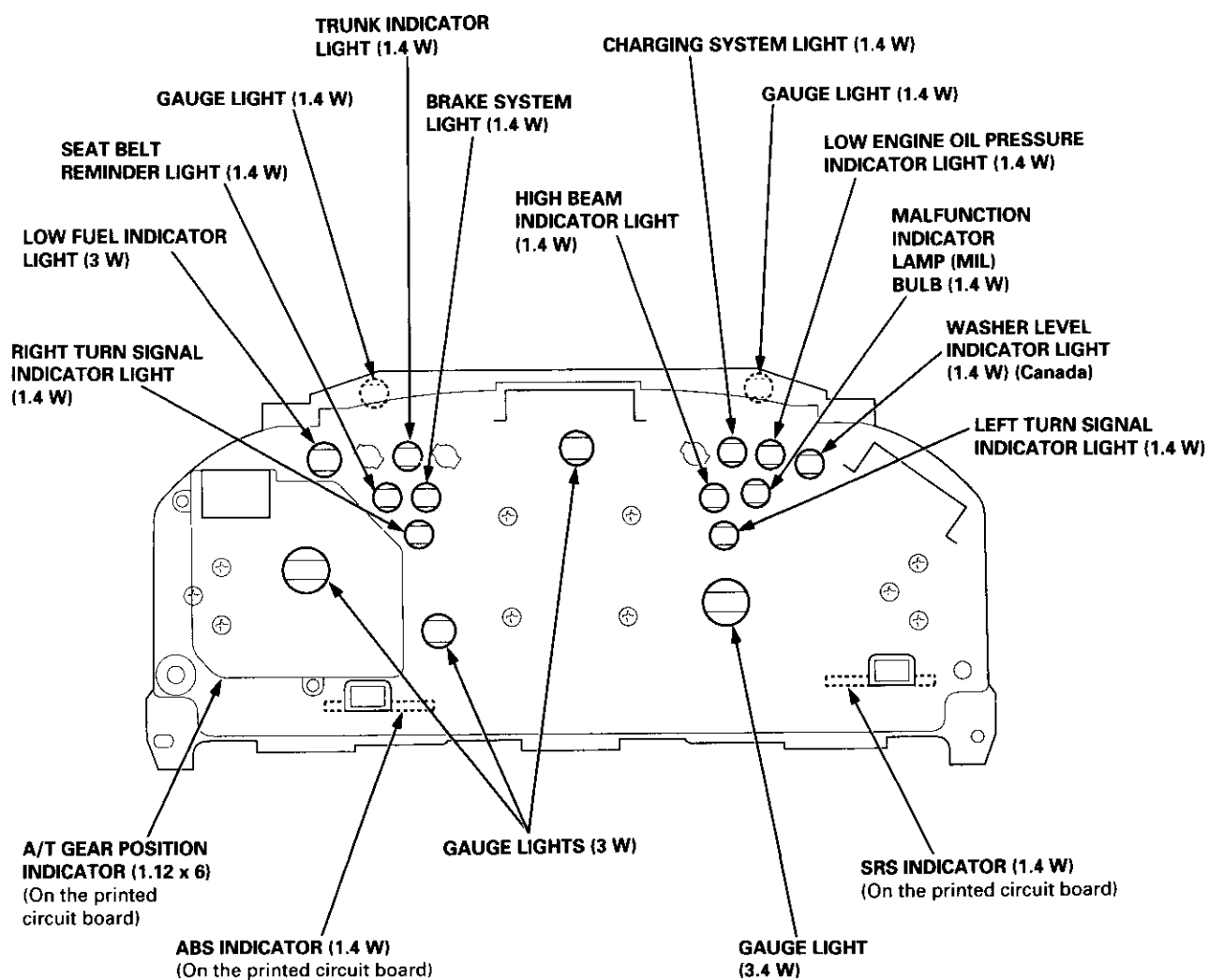
Gauge Assembly

Bulb Locations (With Tachometer)





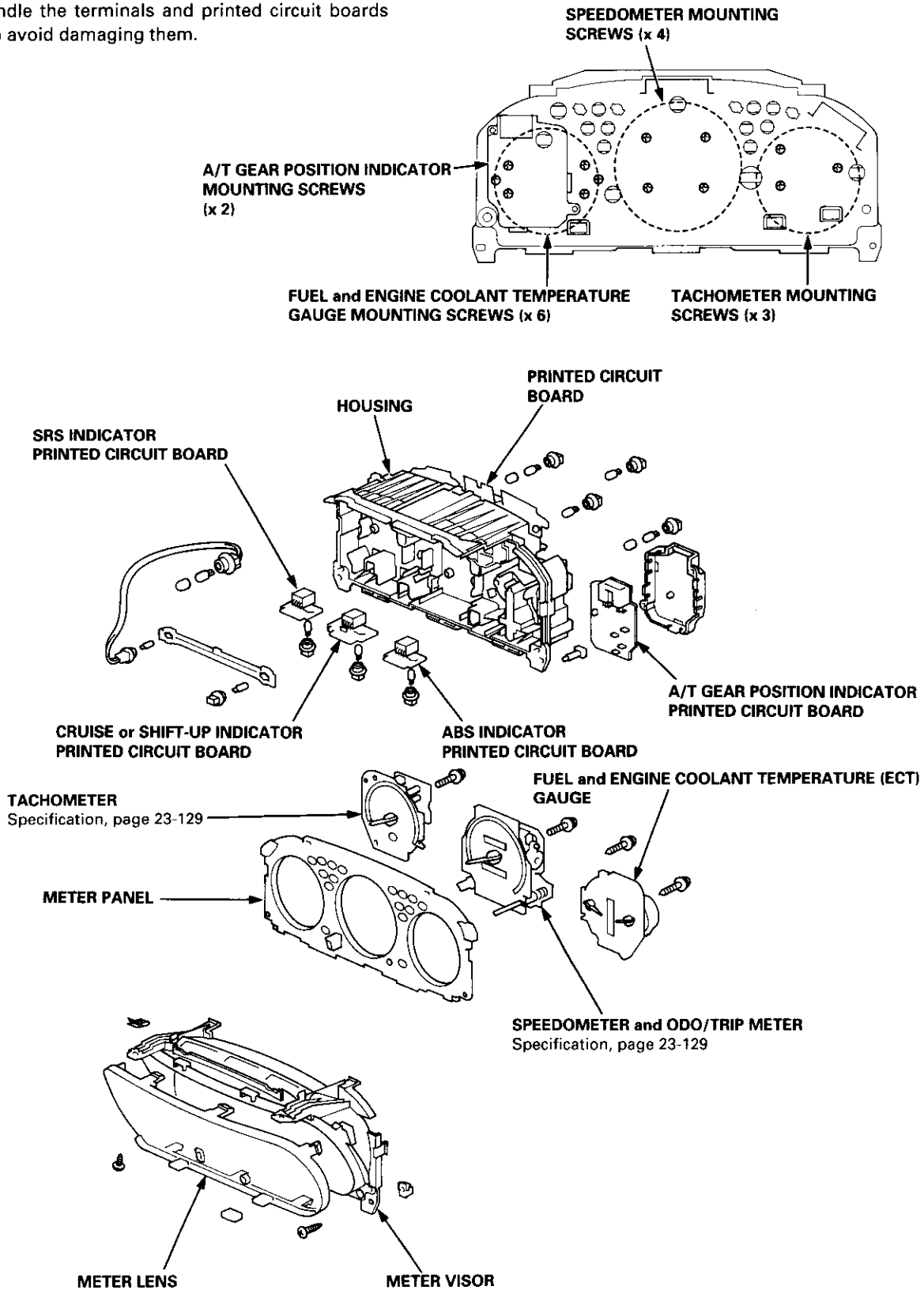
Bulb Locations (Without Tachometer)



Gauge Assembly

Disassembly (With Tachometer)

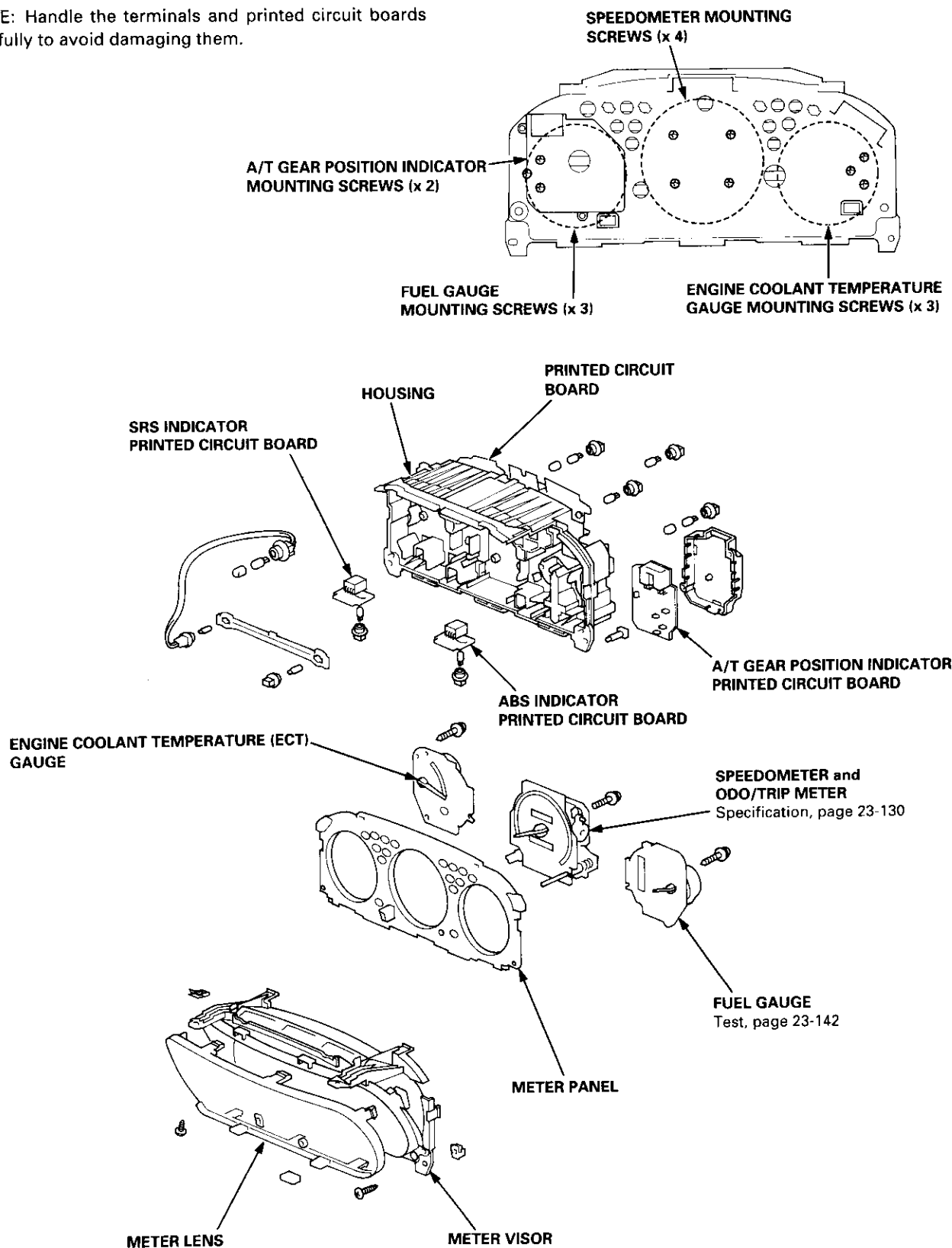
NOTE: Handle the terminals and printed circuit boards carefully to avoid damaging them.





Disassembly (Without Tachometer)

NOTE: Handle the terminals and printed circuit boards carefully to avoid damaging them.



Vehicle Speed Sensor (VSS)

Troubleshooting

Before testing, inspect the No. 15 (7.5 A) fuse in the under-dash fuse/relay box.

Test the BLK wire:

1. Disconnect the 3P connector from the vehicle speed sensor (VSS).
2. Connect the test harness (07LAJ - PT30200) only to the engine wire harness.
3. Connect the RED test harness clip to the positive probe of a ohmmeter.
4. Check for continuity between the RED test harness clip and body ground.

TEST HARNESS
07LAJ - PT3020A

RED TEST HARNESS
CLIP

PROTECTIVE
TAPE

VSS

Is there continuity?

NO

Repair open in the BLK wire
between the VSS and G101.

YES

Test the BLK/YEL wire:

1. Connect the WHT test harness clip to the positive probe of a voltmeter, and connect the RED test harness clip to the negative probe.
2. Turn the ignition switch ON (II).

GRN TEST HARNESS
CLIP

TEST HARNESS
07LAJ - PT3020A

RED TEST HARNESS
CLIP

PROTECTIVE
TAPE

VSS

Is there battery voltage?

NO

Repair open in the BLK/YEL wire
between the VSS and the under-
dash fuse/relay box.

YES

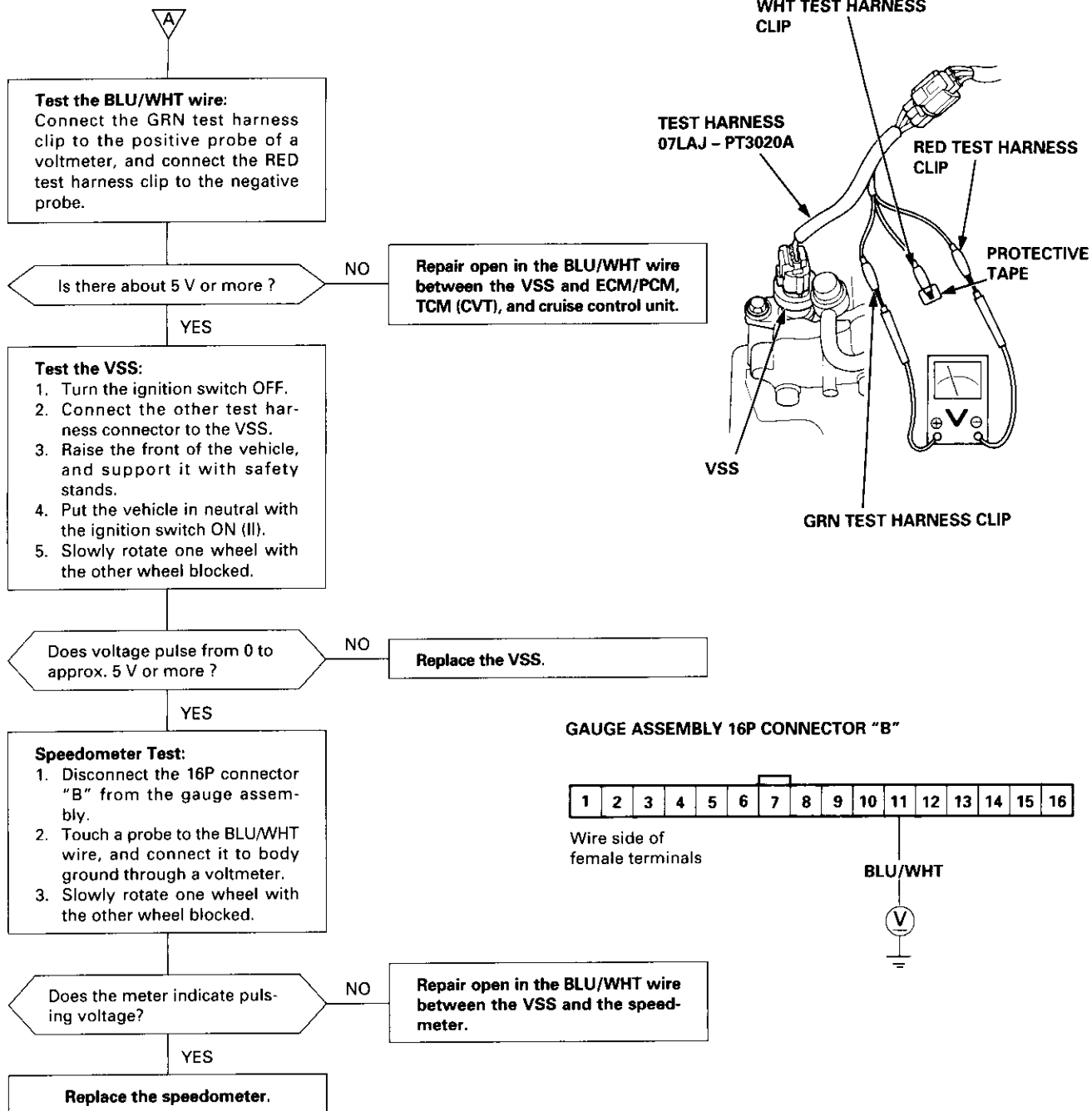


(To next page)

WHT TEST HARNESS CLIP



(From previous page)



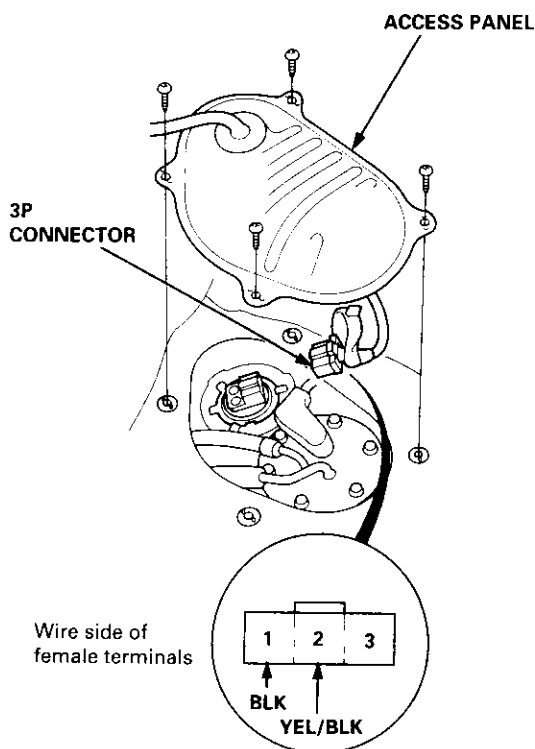
Fuel Gauge

Gauge/Sending Unit Test

⚠ WARNING Do not smoke while working on the fuel system. Keep open flame away from your work area.

NOTE: Refer to page 23-133 for the fuel gauge system circuit.

1. Check the No. 25 (7.5 A) fuse in the under-dash fuse/relay box before testing.
2. Remove the access panel from the floor.



3. Disconnect the 3P connector from the fuel gauge sending unit.
4. Connect the voltmeter positive probe to the No. 2 terminal and the negative probe to the No. 1 terminal, then turn the ignition switch ON (II). There should be between 5 and 8 V.
 - If the voltage is as specified, go to step 5.
 - If the voltage is not as specified, check for:
 - an open in the YEL/BLK or BLK wire.
 - poor ground (G552).
5. Turn the ignition switch OFF.
6. Attach a jumper wire between the No. 1 and No. 2 terminals, then turn the ignition switch ON (II).

7. Check that the pointer of the fuel gauge starts moving toward the "F" mark.

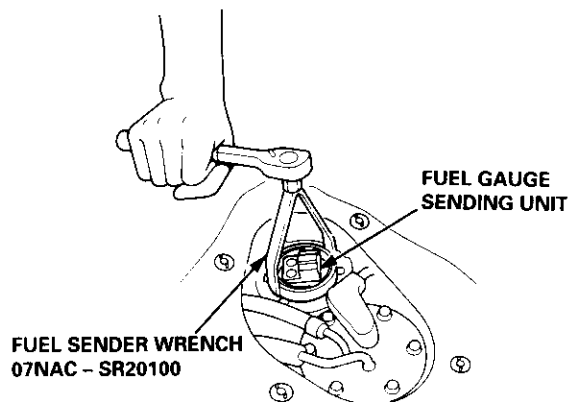
CAUTION: Turn the ignition switch OFF before the pointer reaches "F" on the gauge dial. Failure to do so may damage the fuel gauge.

NOTE: The fuel gauge is a bobbin (cross-coil) type, hence the fuel level is continuously indicated even when the ignition switch is OFF, and the pointer moves more slowly than that of a bimetal type.

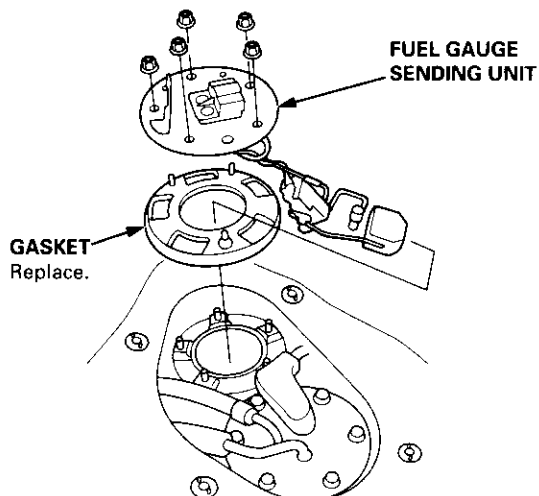
- If the pointer of the fuel gauge does not move at all, replace the gauge.
- If the gauge is OK, inspect the fuel gauge sending unit.

8. Remove the fuel gauge sending unit as shown.

Japan-produced



USA, Canada-produced





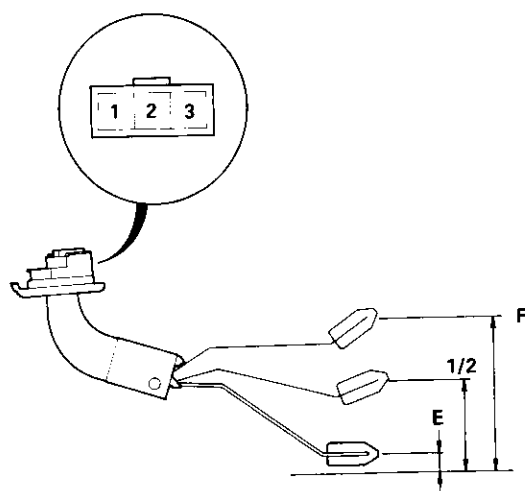
9. Measure the resistance between the No. 1 and No. 2 terminals at E (EMPTY), 1/2 (HALF FULL) and F (FULL) by moving the float.

USA, Canada-produced (Ceramic board type):

Float Position	E	1/2	F
Resistance (Ω)	105 – 108	29.5 – 35.5	3.5 – 5

Japan-Produced (Wire-wound type):

Float Position	E	1/2	F
Resistance (Ω)	105 – 110	25.5 – 39.5	2 – 5



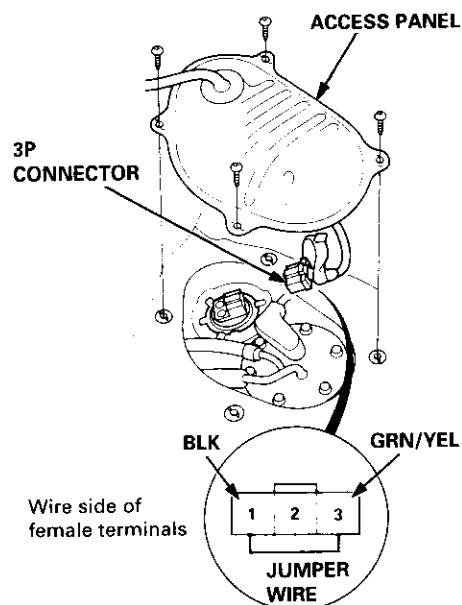
Top of the workbench (Bottom of the fuel tank)

If the resistance readings are beyond the range, replace the fuel gauge sending unit.

Low Fuel Indicator Light Test

NOTE: For the low fuel indicator circuit diagram, refer to the gauge assembly circuit diagram (see page 23-231).

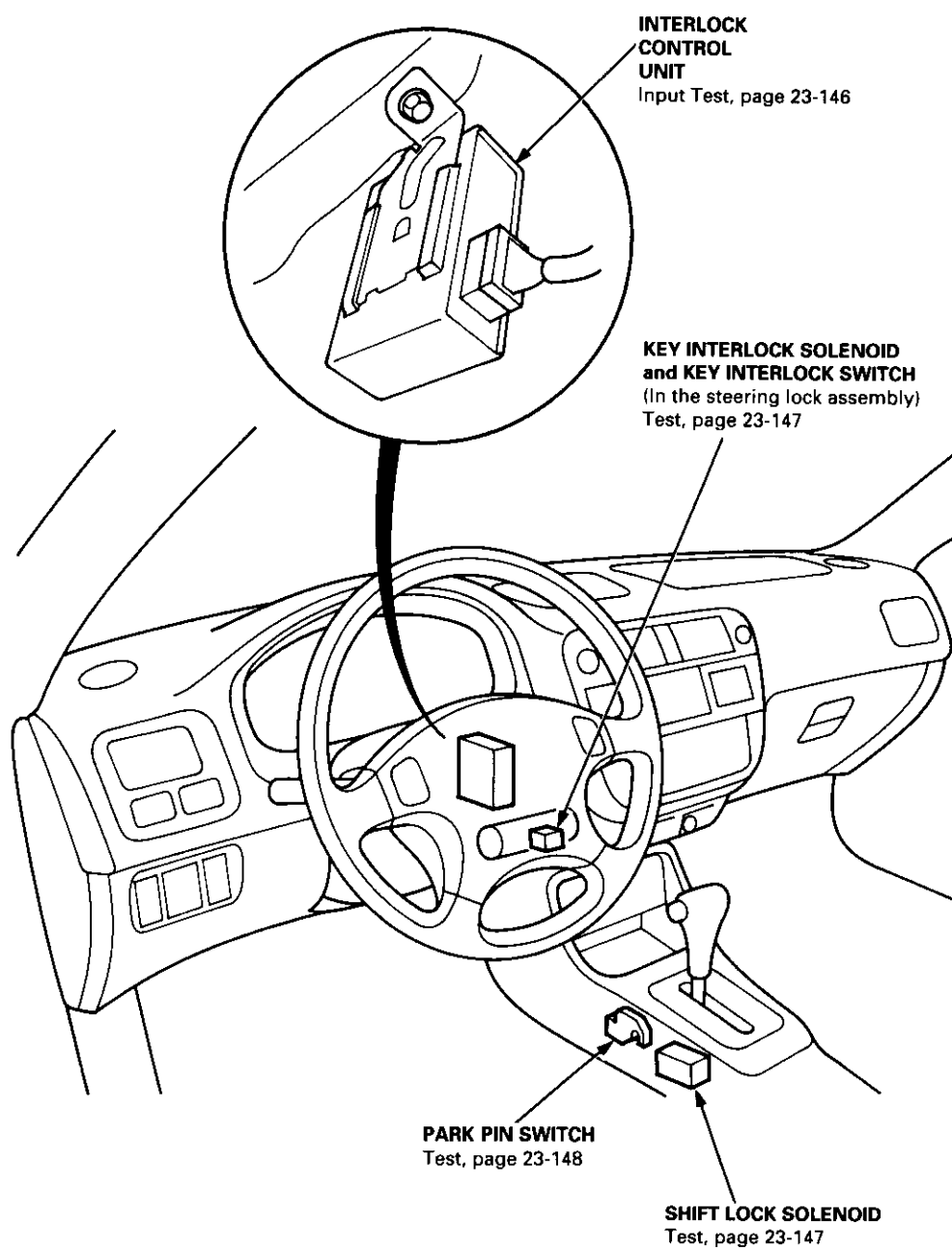
1. Check the No. 25 (7.5 A) fuse in the driver's under-dash fuse/relay box before testing.
2. Park the vehicle on level ground.
3. Drain the fuel into an approved container. Reinstall the fuel tank drain bolt with a new washer.
4. Add less than 4L (1.1 U.S. Gal, 0.9 Imp. Gal) of fuel, and turn the ignition switch ON (II). The low fuel indicator light should come on within four minutes.
 - If the light comes on within four minutes, go to step 8.
 - If the light does not come on within four minutes, go to step 5.
5. Remove the access panel from the floor.
6. Turn the ignition switch OFF, then disconnect the fuel tank sending unit 3P connector.
7. Connect the fuel tank sending unit 3P terminals No. 1 and No. 3 with a jumper wire.
 - If the light comes on, replace the fuel gauge sending unit (see page 23-142).
 - If the light does not come on, check for:
 - An open in the GRN/YEL wire between the fuel gauge sending unit and the fuel gauge.
 - A blown bulb.
 - A poor ground (G552)

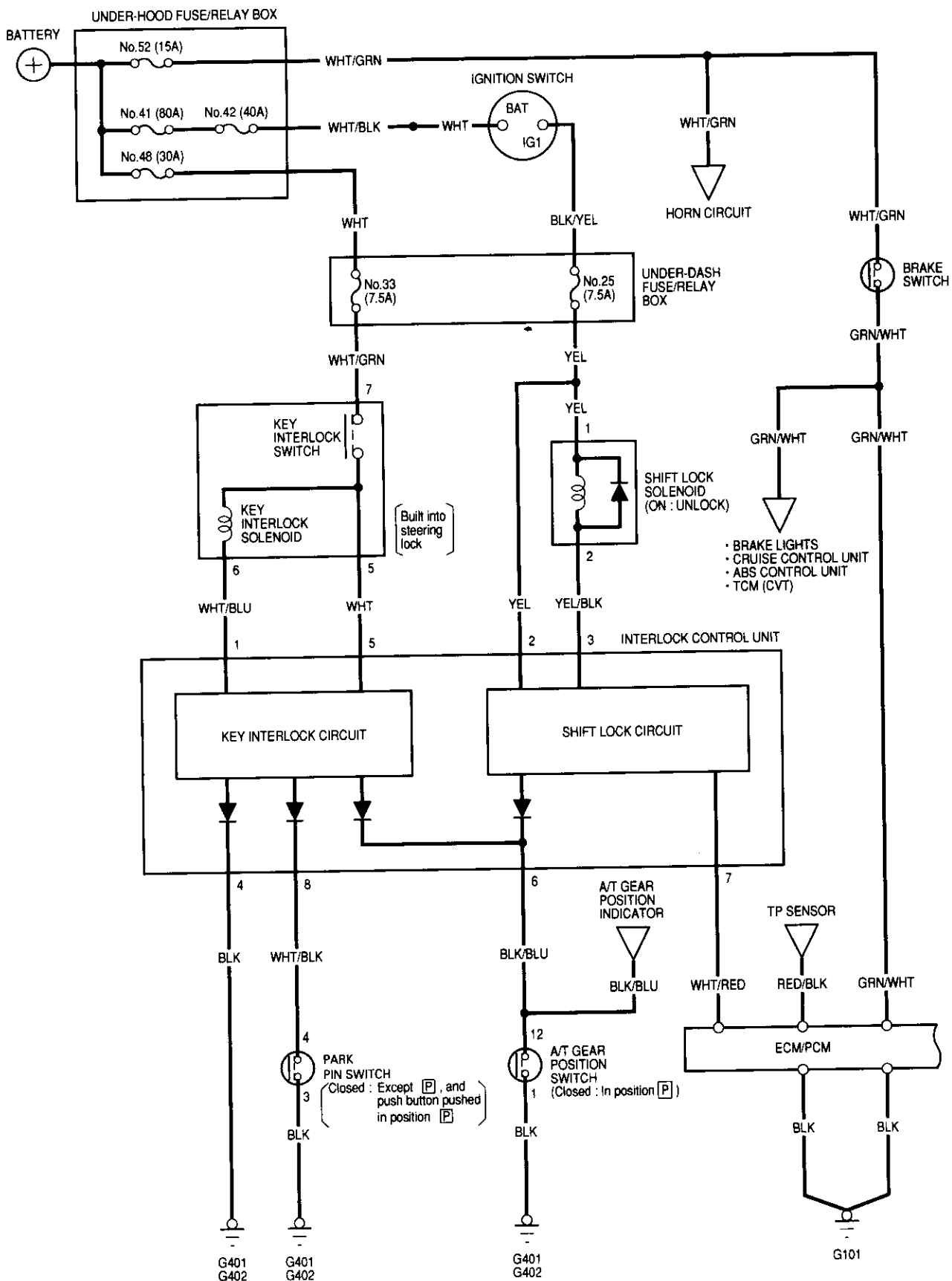


8. Add 4L (1.1 U.S. Gal, 0.9 Imp. Gal) of fuel. The light should go off within four minutes.

Interlock System

Component Location Index



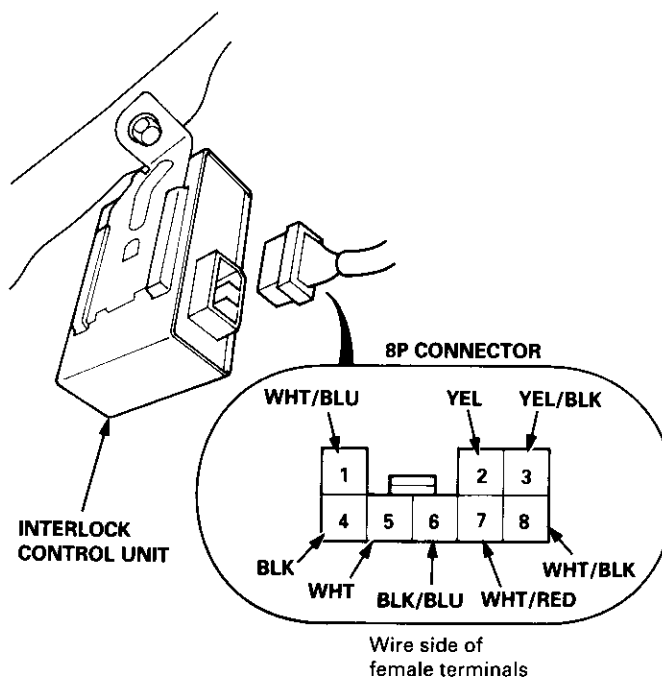


Interlock System

Control Unit Input Test

1. Disconnect the 8P connector from the interlock control unit.
2. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If a test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, substitute a known-good control unit, and recheck the system. If the check is OK, the control unit must be faulty; replace it.

NOTE: If the shift lock solenoid clicks when the ignition switch is turned ON (II) and you step on the brake pedal (with the shift lever in **P**), the shift lock system is electronically normal; if the shift lever cannot be shifted from **P**, test the A/T gear position switch, park pin switch, and see section 14.



Key Interlock System:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	WHT/BLU	Ignition switch turned to ACC (I) and key pushed in	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 48 (30 A) fuse in the under-hood fuse/relay box • Blown No. 33 (7.5 A) fuse in the under-dash fuse/relay box • Faulty steering lock assembly (key interlock solenoid) • An open in the wire
5	WHT			
4	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G401, G402) • An open in the wire
6	BLK/BLU	Shift lever in P	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G401, G402) • Faulty A/T gear position switch • An open in the wire

Reconnect the 8P connector to the interlock control unit.

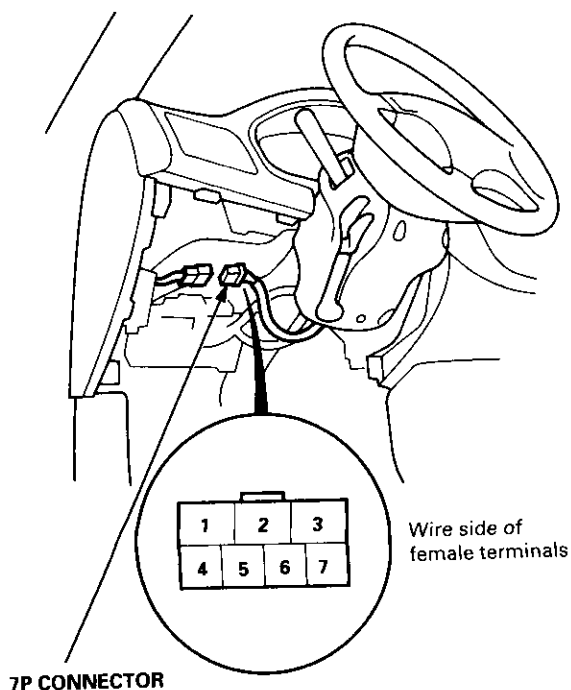
Shift Lock System:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
2	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 25 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire
3	YEL/BLK	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 25 (7.5 A) fuse in the under-dash fuse/relay box • Faulty shift lock solenoid • An open in the wire
6	BLK/BLU	Shift lever in P	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> • Poor ground (G401, G402) • Faulty A/T gear position switch • An open in the wire
7	WHT/RED	Ignition switch ON (II) Brake pedal depressed	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> • Blown No. 52 (15 A) fuse in the under-hood fuse/relay box • Faulty PCM • Faulty brake switch (see section 11) • Faulty throttle position (TP) sensor (see section 11) • An open in the wire
		Ignition switch ON (II) Brake pedal and accelerator depressed at the same time	Check for voltage to ground: There should be battery voltage.	



Key Interlock Solenoid Test

1. Remove the driver's dashboard lower cover and knee bolster (see section 20).
2. Disconnect the 7P connector from the main wire harness.



3. Check for continuity between the terminals in each key position according to the table.

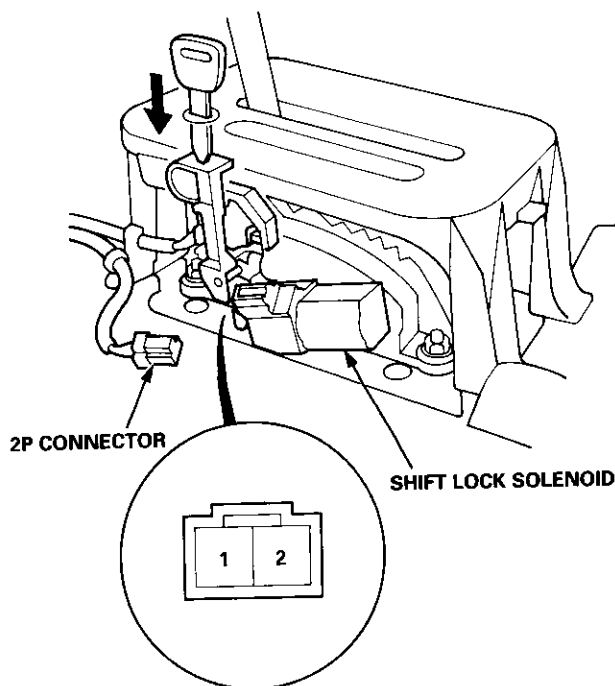
Terminal		5	6	7
Position				
Ignition switch ACC (I)	Key pushed in	○	○	○
	Key released	○	○	

4. Check that the key cannot be removed with power and ground connected to the No. 7 and No. 6 terminals.
 - If the key cannot be removed, the key interlock solenoid is OK.
 - If the key can be removed, replace the steering lock assembly (the interlock solenoid is not available separately).

Shift Lock Solenoid Test

1. Remove the front console (see section 20).
2. Disconnect the shift lock solenoid 2P connector.
3. Connect battery power to the No. 1 terminal and ground to the No. 2 terminal of the solenoid momentarily.

NOTE: Do not connect power to the No. 2 (–) terminal (reverse polarity) or you will damage the diode inside the solenoid.

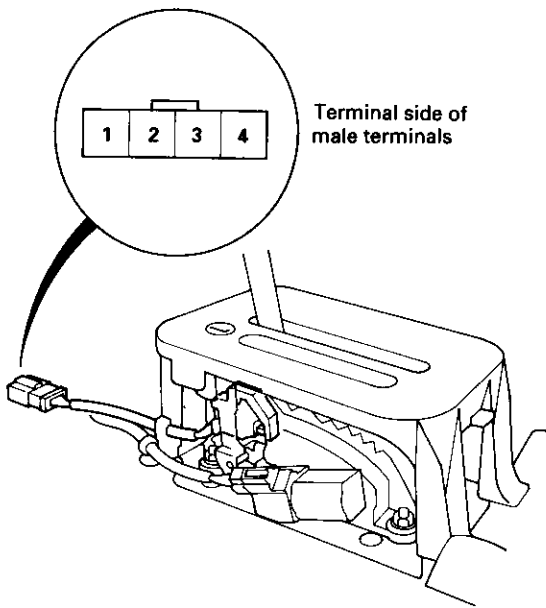


4. Check that the shift lock releases when the release lever is pushed, and check that it locks when the release lever is released.
5. If the solenoid does not work, replace the solenoid.

Interlock System

Park Pin Switch Test

1. Remove the front console (see section 20).
2. Disconnect the 4P connector from the park pin switch.
3. Check for continuity between the No. 3 and No. 4 terminals with:
 - the shift lever any position other than **P**, or
 - the push button pushed in **P**.There should be continuity.
4. Check for continuity between the No. 3 and No. 4 terminals with the shift lever in **P** and the push button released. There should be no continuity. If necessary, replace the park pin switch.



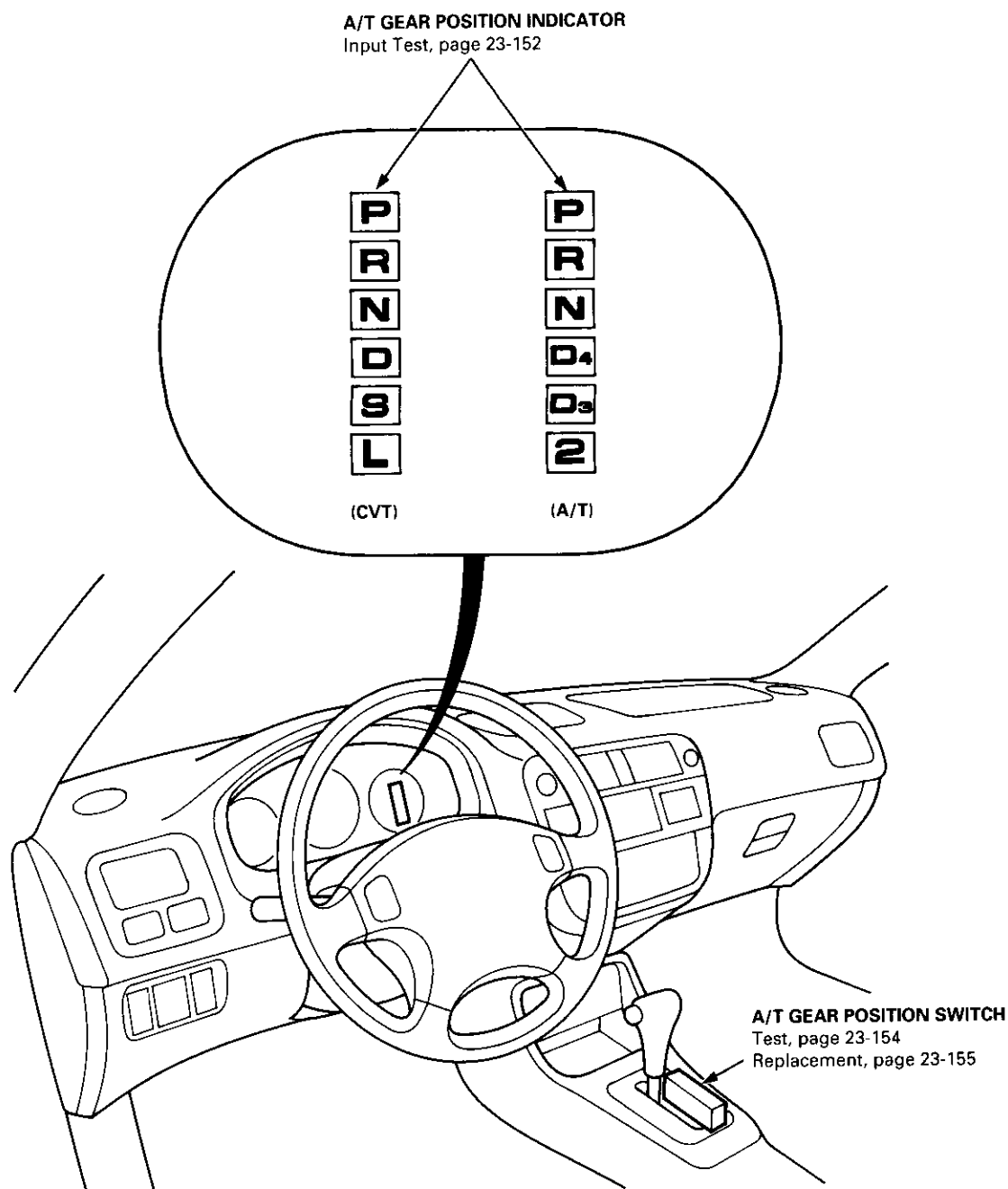
NOTE: Park pin switch 4P connector No. 1 and No. 2 terminals are for A/T gear position console light, refer to the circuit diagram on page 23-150.

A/T Gear Position Indicator

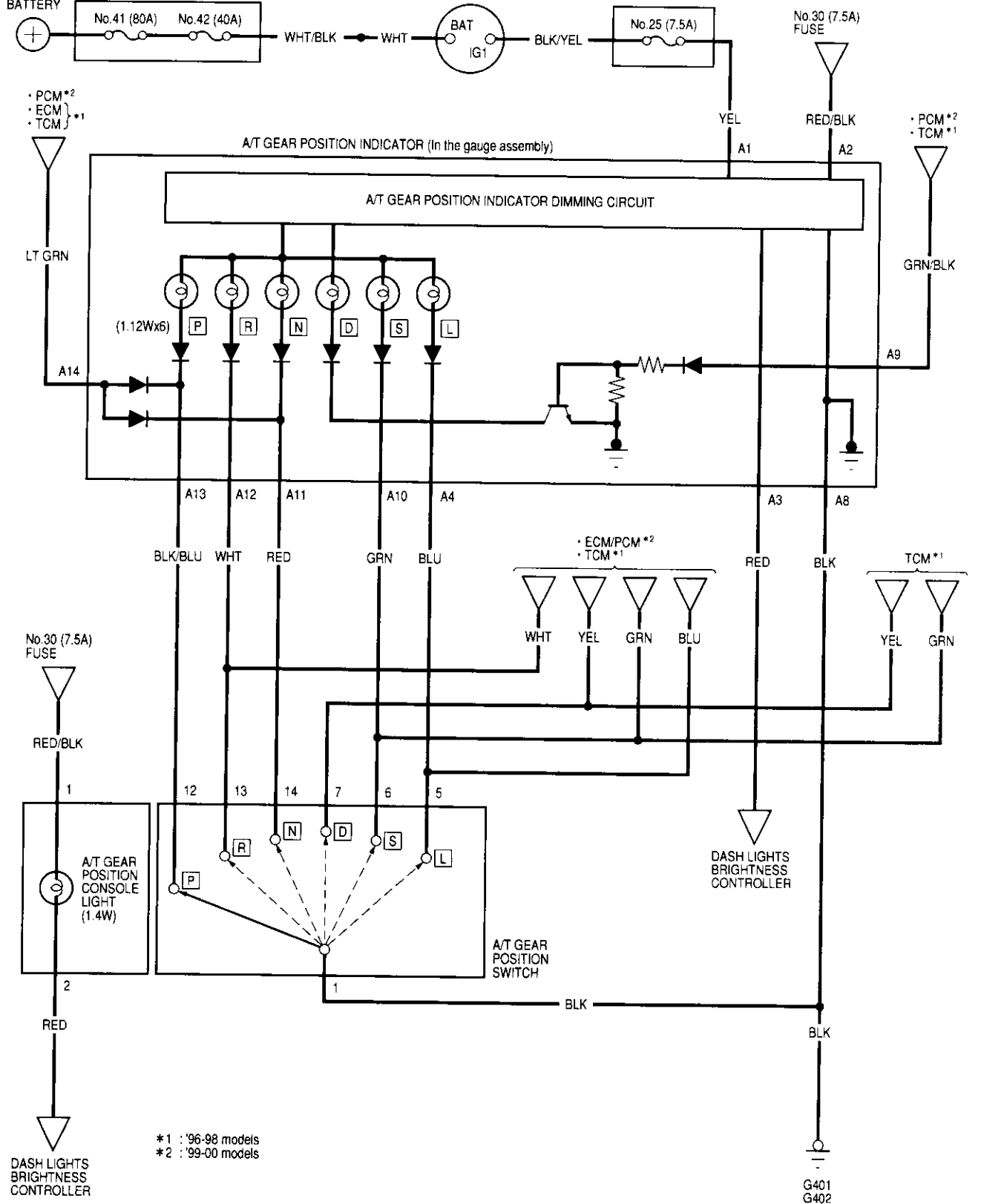


Component Location Index

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.



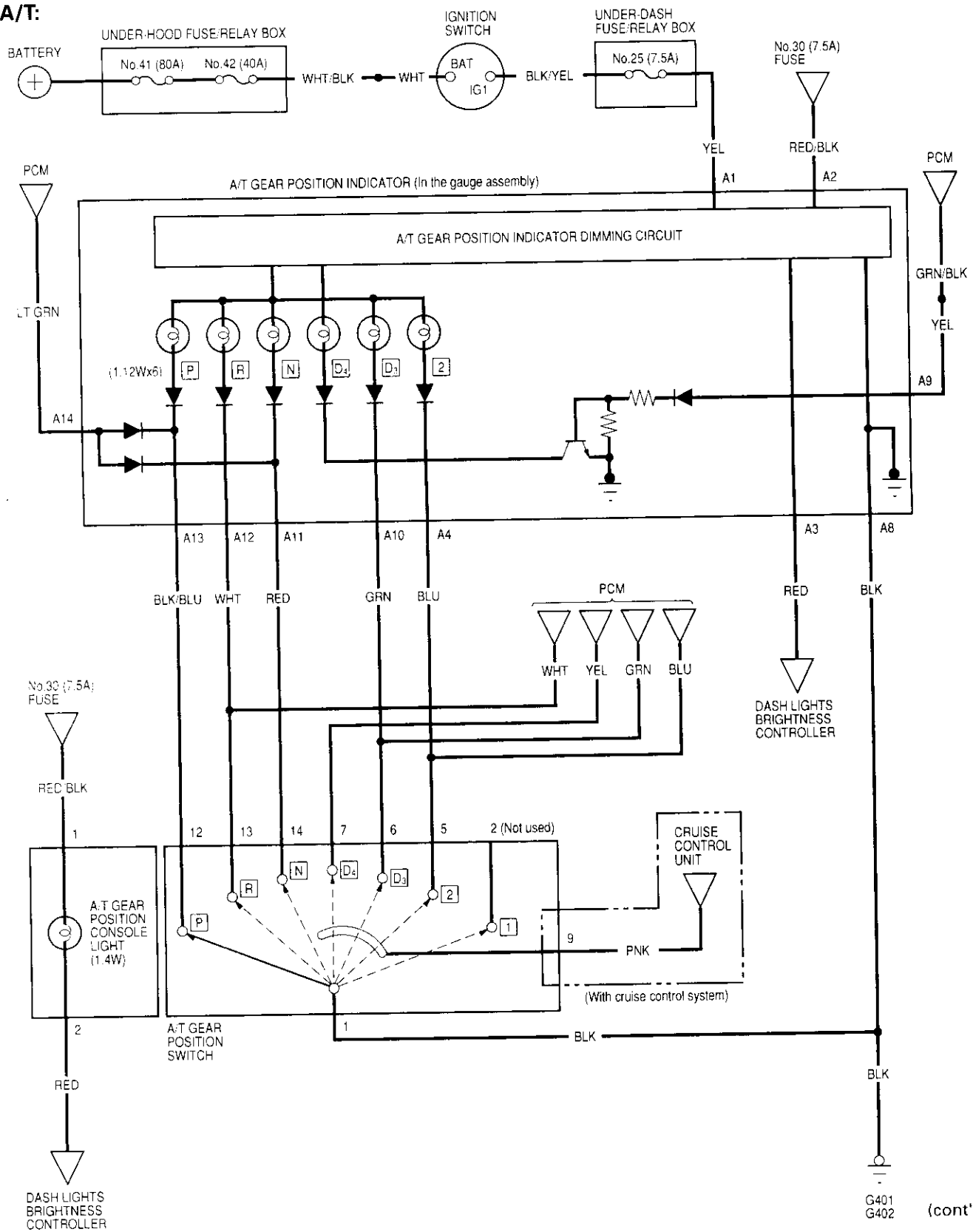
BATTERY	UNDER-HOOD FUSE/RELAY BOX	IGNITION SWITCH	UNDER-DASH FUSE/RELAY BOX
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
10	10	10	10
11	11	11	11
12	12	12	12
13	13	13	13
14	14	14	14
15	15	15	15
16	16	16	16
17	17	17	17
18	18	18	18
19	19	19	19
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92	92	92	92
93	93	93	93
94	94	94	94
95	95	95	95
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97	97	97	97
98	98	98	98
99	99	99	99
100	100	100	100





Circuit Diagram

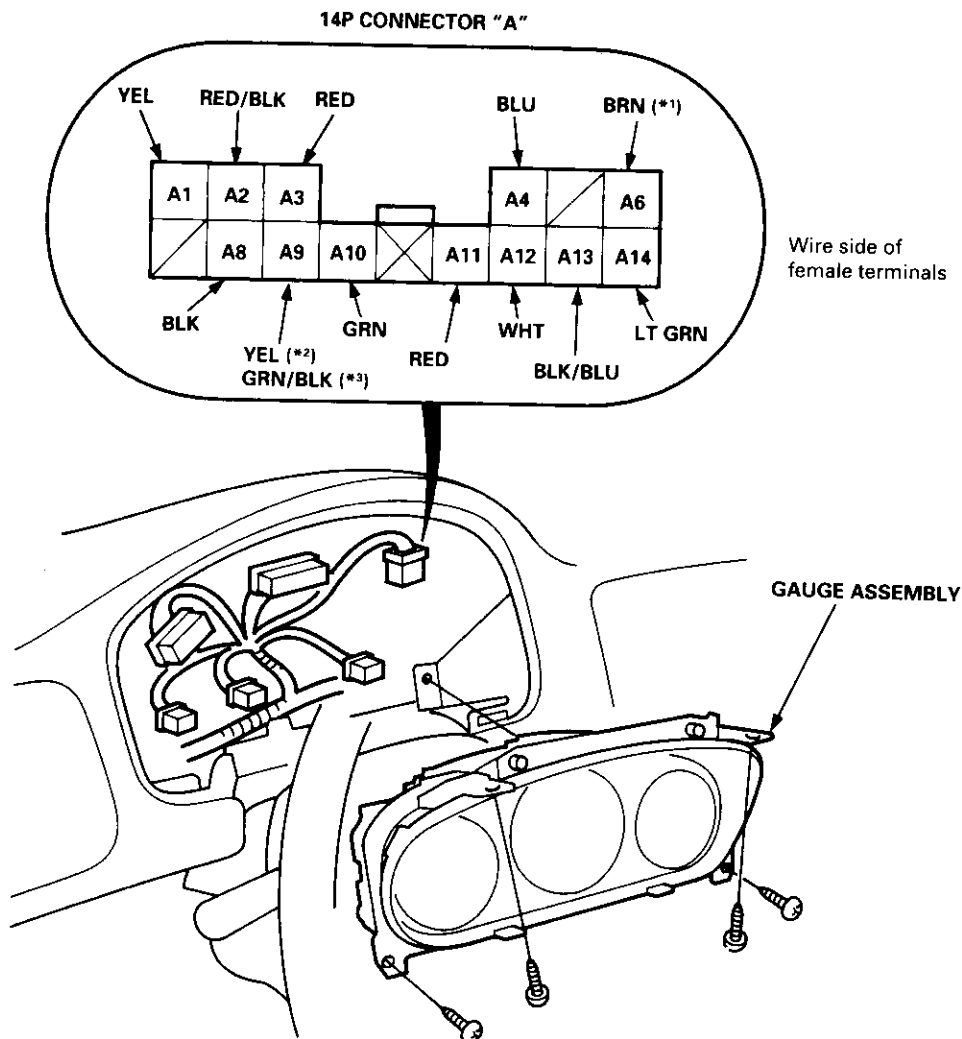
A/T:



A/T Gear Position Indicator

Indicator Input Test

1. Remove the gauge assembly from the dashboard (see page 23-135), and disconnect the 14P connector from the gauge assembly.
2. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the 14P connector.
 - If a test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, but the indicator is faulty, replace the printed circuit board.



*1: Not used
*2: A/T
*3: CVT



Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A1	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 25 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire
A2	RED/BLK	Combination light switch ON and dash lights brightness control dial on full bright	Check for voltage between RED/BLK and RED terminals: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 30 (7.5 A) fuse in the under-dash fuse/relay box • Faulty combination light switch • Faulty dash lights brightness controller • An open in the wire
A3	RED			
A4	BLU	Shift lever in 2 or L	Check for continuity to ground: There should be continuity. NOTE: There should be no continuity in any other position.	<ul style="list-style-type: none"> • Faulty A/T gear position switch • An open in the wire
A10	GRN	Shift lever in D_s or S		
A11	RED	Shift lever in N		
A12	WHT	Shift lever in R		
A13	BLK/BLU	Shift lever in P NOTE: Don't depress the brake pedal.		
A9	YEL* ¹	Ignition switch ON (II) and shift lever in any position except D_s	Check for voltage to ground: There should be battery voltage for two seconds after the ignition switch is turned ON (II), and then less than 1 V.	<ul style="list-style-type: none"> • Faulty TCM*², PCM*³ • Faulty PCM*¹ • An open in the wire
	GRN/BLK* ²	Ignition switch ON (II) and shift lever in any position except D		
A8	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G401, G402) • An open in the wire
A14	LT GRN	Ignition switch ON (II)	Check for voltage to ground: <ul style="list-style-type: none"> • There should be battery voltage*² • There should be about 5 V*¹ 	<ul style="list-style-type: none"> • Faulty TCM*², ECM/PCM*³ • Faulty PCM*¹ • An open in the wire

*1: A/T

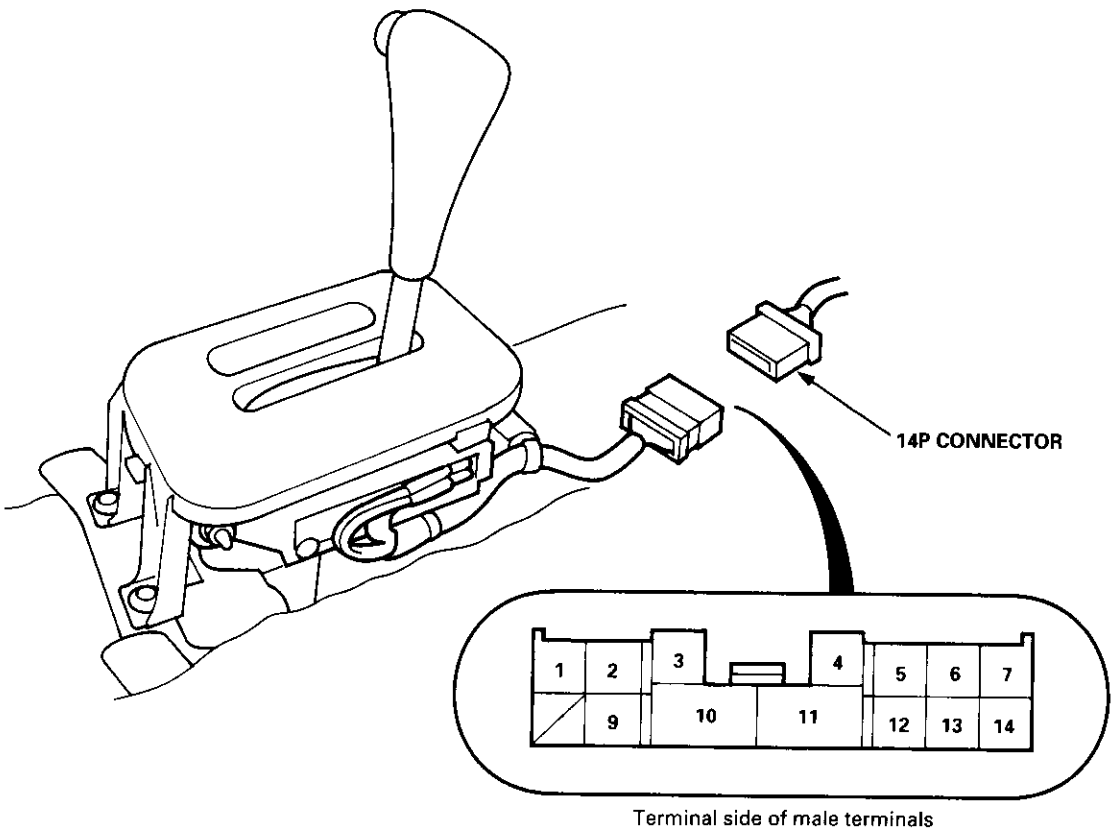
*2: CVT ('96 – 98 models)

*3: CVT ('99 – 00 models)

A/T Gear Position Indicator

A/T Gear Position Switch Test

1. Remove the front console (see section 20).
2. Disconnect the 14P connector from the A/T gear position switch.
3. Check for continuity between the terminals in each switch position according to the table.
 - Move the shift lever back and forth without pushing the shift lever at each switch position, and check for continuity within the range of free play of the shift lever.
 - If there is no continuity within the range of free play, adjust the position of the switch as described on the next page.



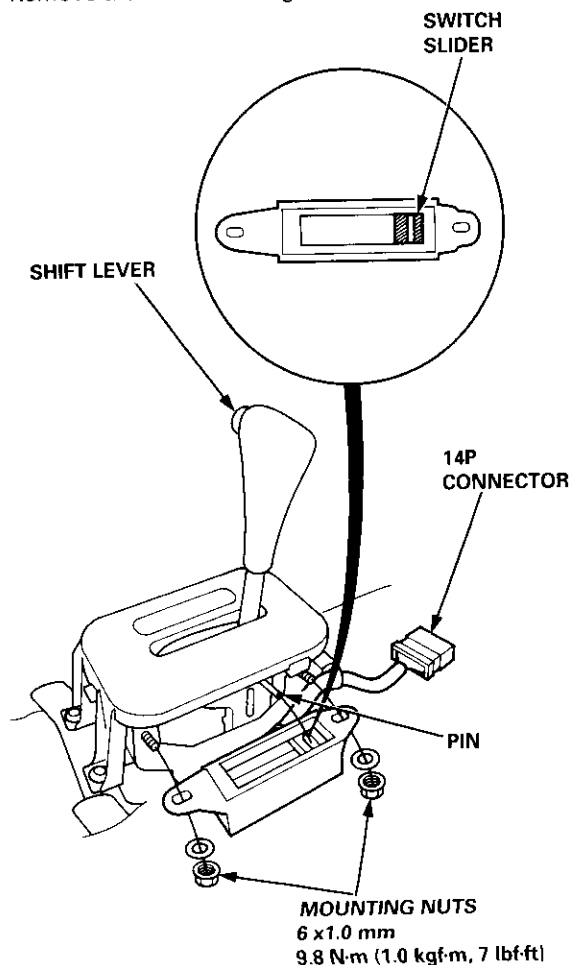
A/T Gear Position Switch										Back – up Light Switch		Neutral Position Switch	
Terminal Position	1	2	5	6	7	* 1 9	12	13	14	3	4	10	11
(Not used)	○	○											
2 L	○		○			○							
D ₃ S	○			○		○							
D ₄ D	○				○	○							
N N	○								○			○	○
R R	○							○		○	○		
P P	○						○					○	○

* 1 : With cruise control system



A/T Gear Position Switch Replacement

1. Remove the front console, then disconnect the 14P connector from the A/T gear position switch.
2. Remove the two mounting nuts.



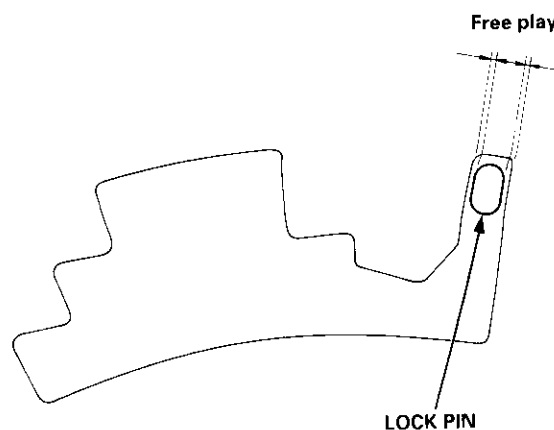
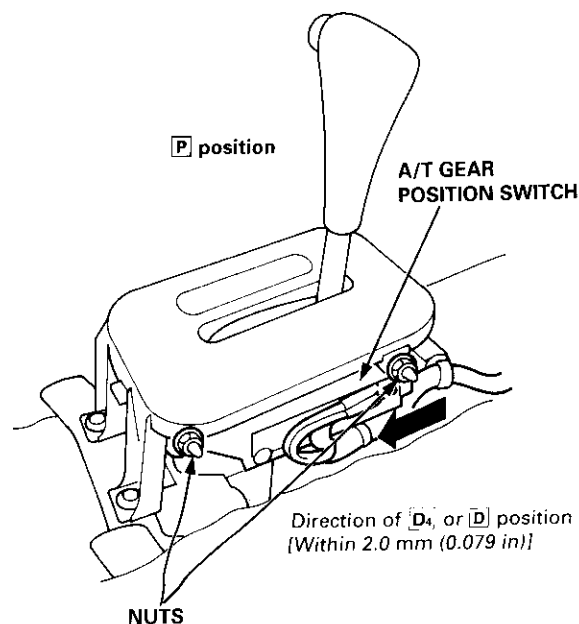
3. Position the switch slider to "Neutral" as shown above.
4. Move the shift lever to "Neutral", then slip the switch into position.
5. Attach the switch with the two mounting nuts.
6. Test the switch in the **P** and **N** position of the shift lever. The engine should start when the shift lever is in position **P** anywhere in the range of free play.
7. Connect the 14P connector, clamp the harness, and install the front console.

A/T Gear Position Switch Adjustment

1. Shift to the **P** position, and loosen the nuts.
2. Slide the switch in the direction of **D₊** or **D** position [within 2.0 mm (0.079 in.)] so that there is continuity between the No. 1 and No. 7 terminals in the range of free play of the shift lever.
3. Recheck for continuity between each of the terminals.

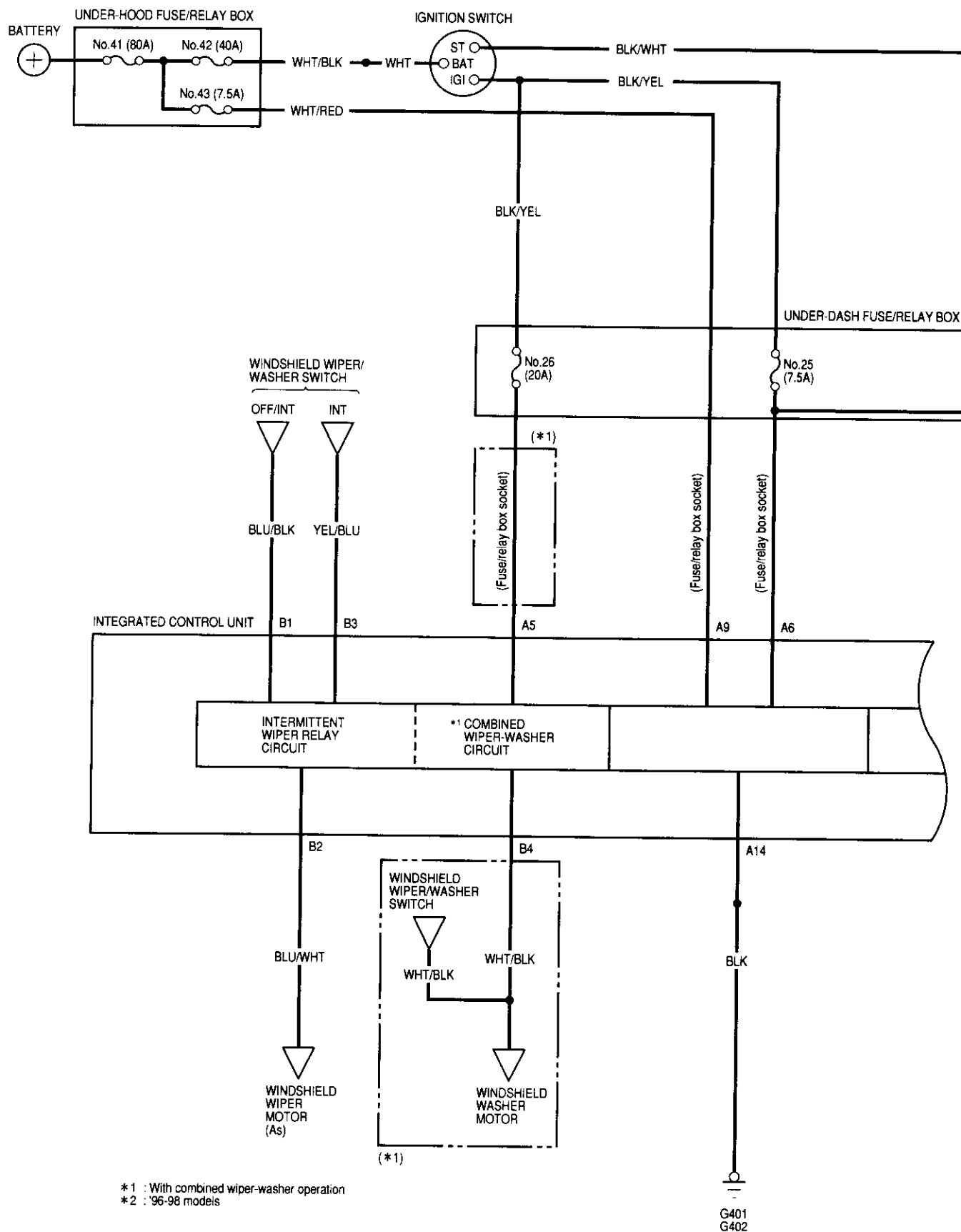
NOTE:

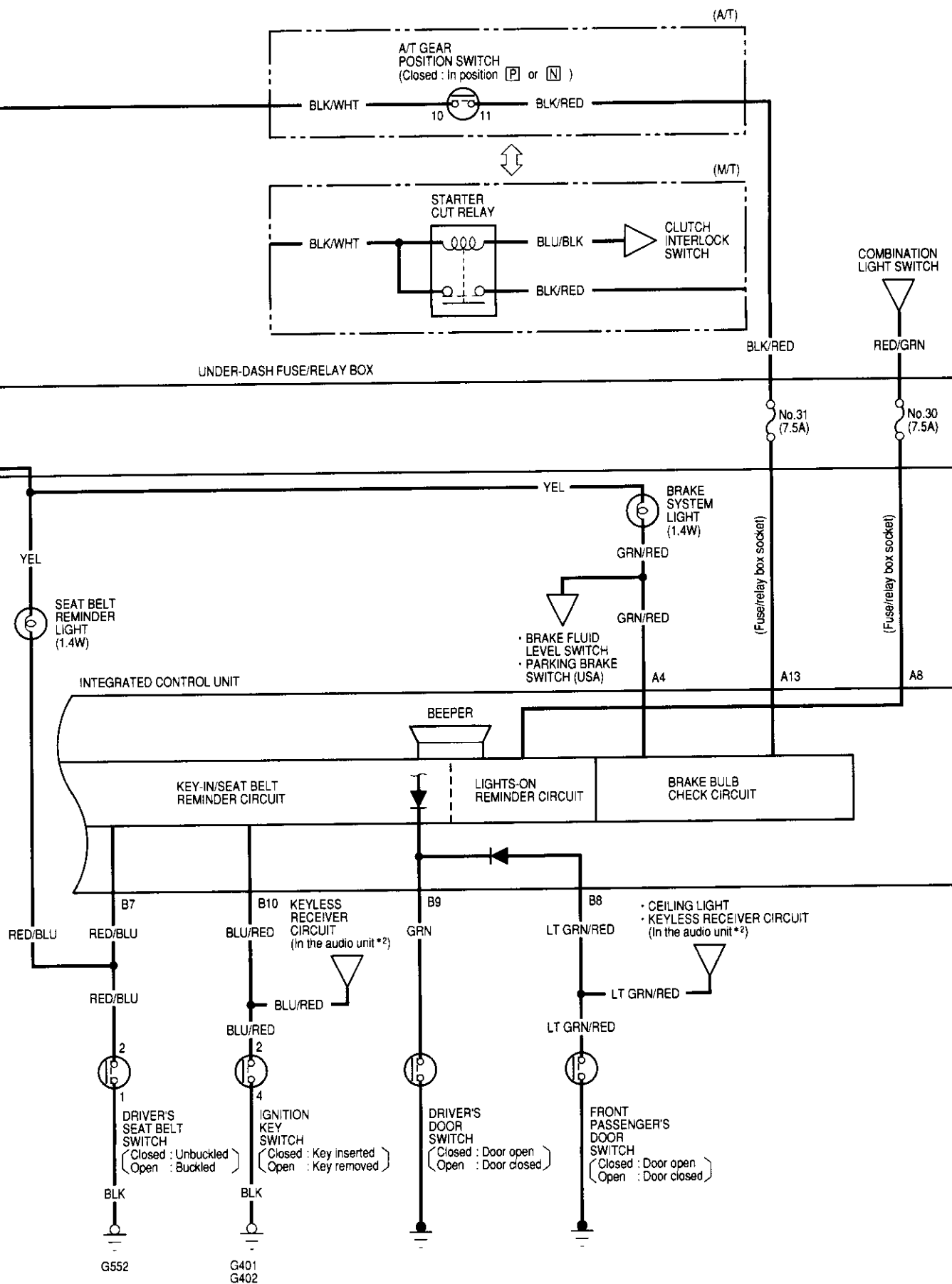
- If adjustment is not possible, check for damage to the shift lever detent and/or the bracket. If there is no damage, replace the console switch.
- The engine should start when the shift lever is in position **N** in the range of free play.



Integrated Control Unit

Circuit Diagram



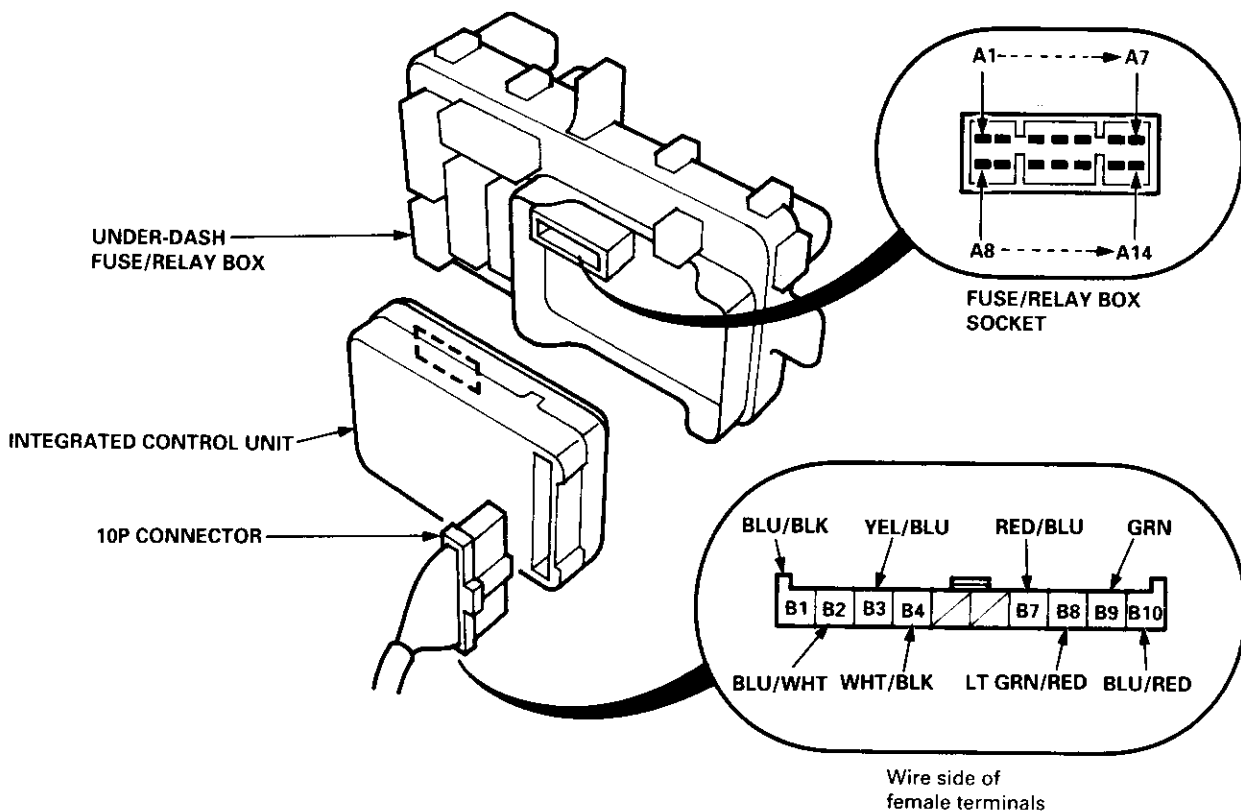


Integrated Control Unit

Input Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.

1. Remove the driver's dashboard lower cover and knee bolster (see section 20).
2. Disconnect the 10P connector from the integrated control unit.
3. Remove the integrated control unit from the under-dash fuse/relay box.
4. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector and the fuse/relay box socket.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.



**All Systems:**

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A14	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none">• Poor ground (G401, G402)• An open in the wire
A9	_____	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none">• Blown No. 43 (7.5 A) fuse in the under-hood fuse/relay box• An open in the wire
A6	_____	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none">• Blown No. 25 (7.5 A) fuse in the under-dash fuse/relay box• An open in the wire

Intermittent Wiper System:

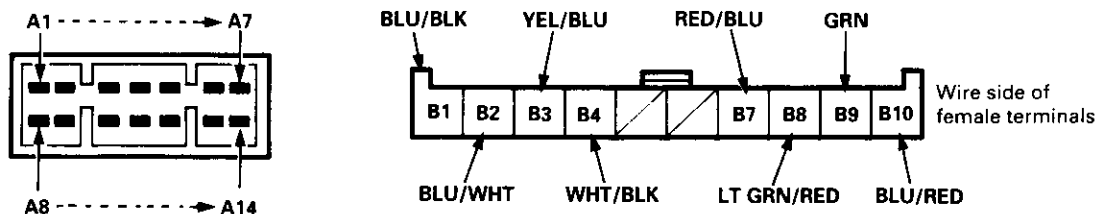
Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B1 • B2	BLU/BLK and BLU/WHT	Ignition switch ON (II), and windshield wiper switch at OFF or INT	Check for continuity between the BLU/BLK and BLU/WHT terminals: There should be continuity.	<ul style="list-style-type: none">• Blown No. 26 (20 A) fuse in the under-dash fuse/relay box• Faulty windshield wiper switch• Faulty windshield wiper motor• An open in the wire
B3	YEL/BLU	Ignition switch ON (II), and windshield wiper switch at INT	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none">• Blown No. 26 (20 A) fuse in the under-dash fuse/relay box• Faulty windshield wiper switch• An open in the wire
*A5	_____	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none">• Blown No. 26 (20 A) fuse in the under-dash fuse/relay box• An open in the wire
*B4	WHT/BLK	Ignition switch ON (II), and windshield washer switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none">• Faulty windshield washer switch• An open in the wire

*: With combined wiper-washer operation

(cont'd)

Integrated Control Unit

Input Test (cont'd)



Key-in/Seat Belt Reminder, Lights-on Reminder System:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A8	—	Combination light switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 30 (7.5 A) fuse in the under-dash fuse/relay box • Faulty combination light switch • An open in the wire
B7	RED/BLU	Ignition switch ON (II), and driver's seat belt switch unbuckled	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> • Poor ground (G552) • Faulty seat belt switch • An open in the wire
B9	GRN	Driver's door open	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> • Faulty driver's door switch • An open in the wire
B10	BLU/RED	Ignition key inserted into the ignition key switch	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> • Poor ground (G401, G402) • Faulty ignition key switch • An open in the wire

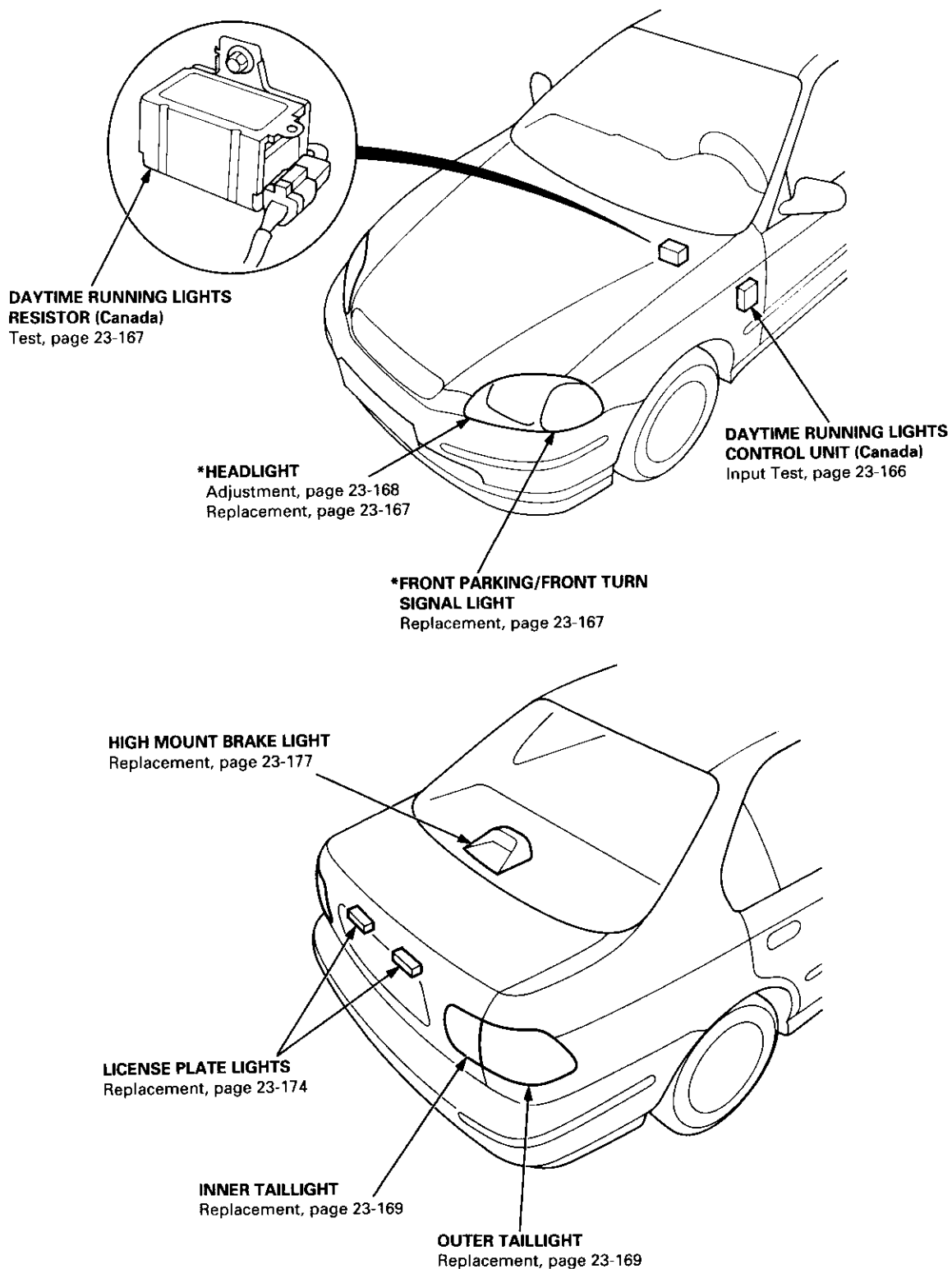
Bulb Check System (Brake System Light):

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A4	GRN/RED	Ignition switch ON (II), brake fluid reservoir full, and parking brake lever down	Connect to ground: Brake system light should come on.	<ul style="list-style-type: none"> • Blown No. 25 (7.5 A) fuse in the under-dash fuse/relay box • Blown brake system light bulb • An open in the wire
A13	BLU/WHT	Ignition switch at START (III)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 31 (7.5 A) fuse in the under-dash fuse/relay box • Faulty starter cut relay • An open in the wire

Lighting System



Component Location Index

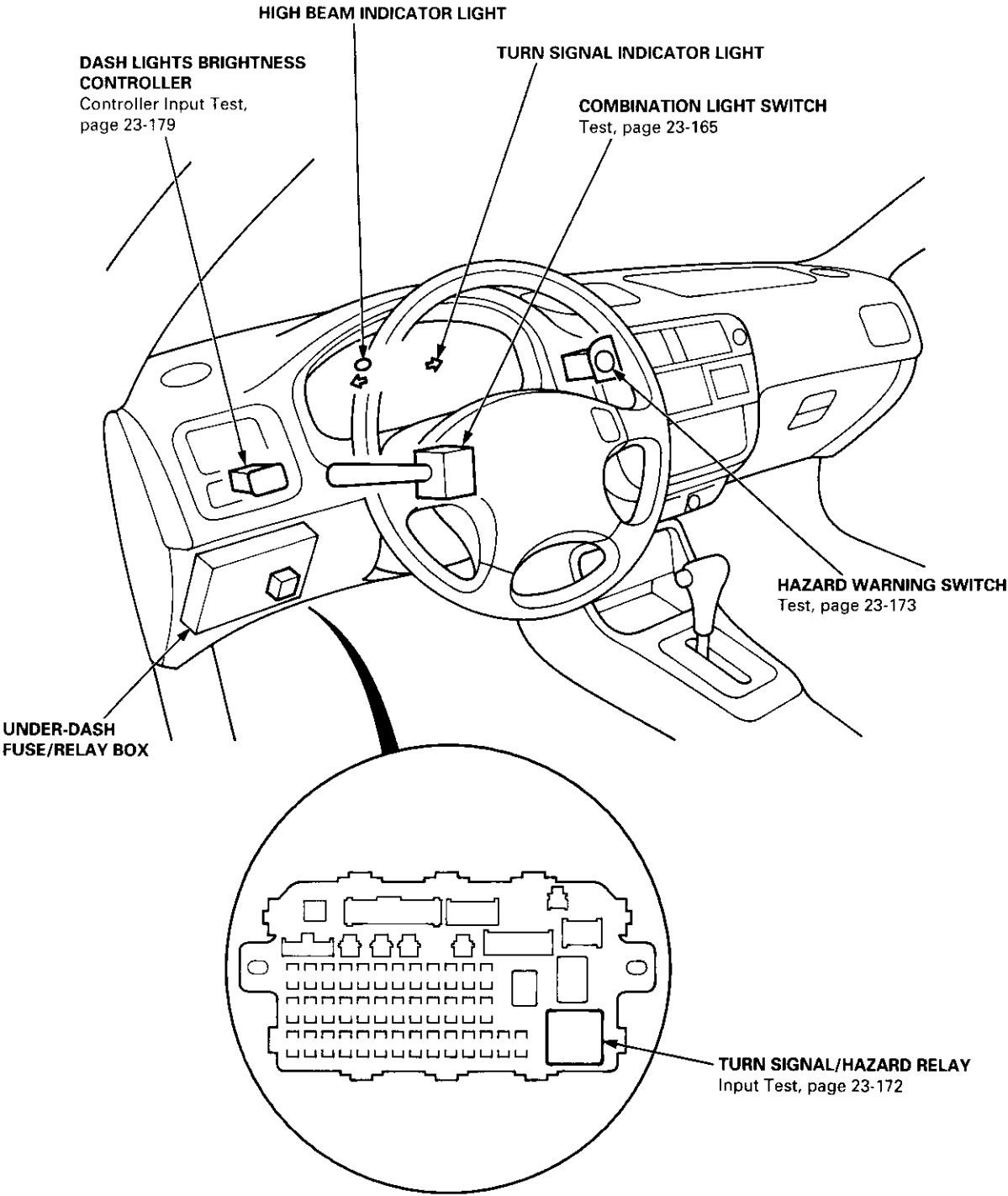


*: Headlight and front parking/front turn signal light cannot be separated.

(cont'd)

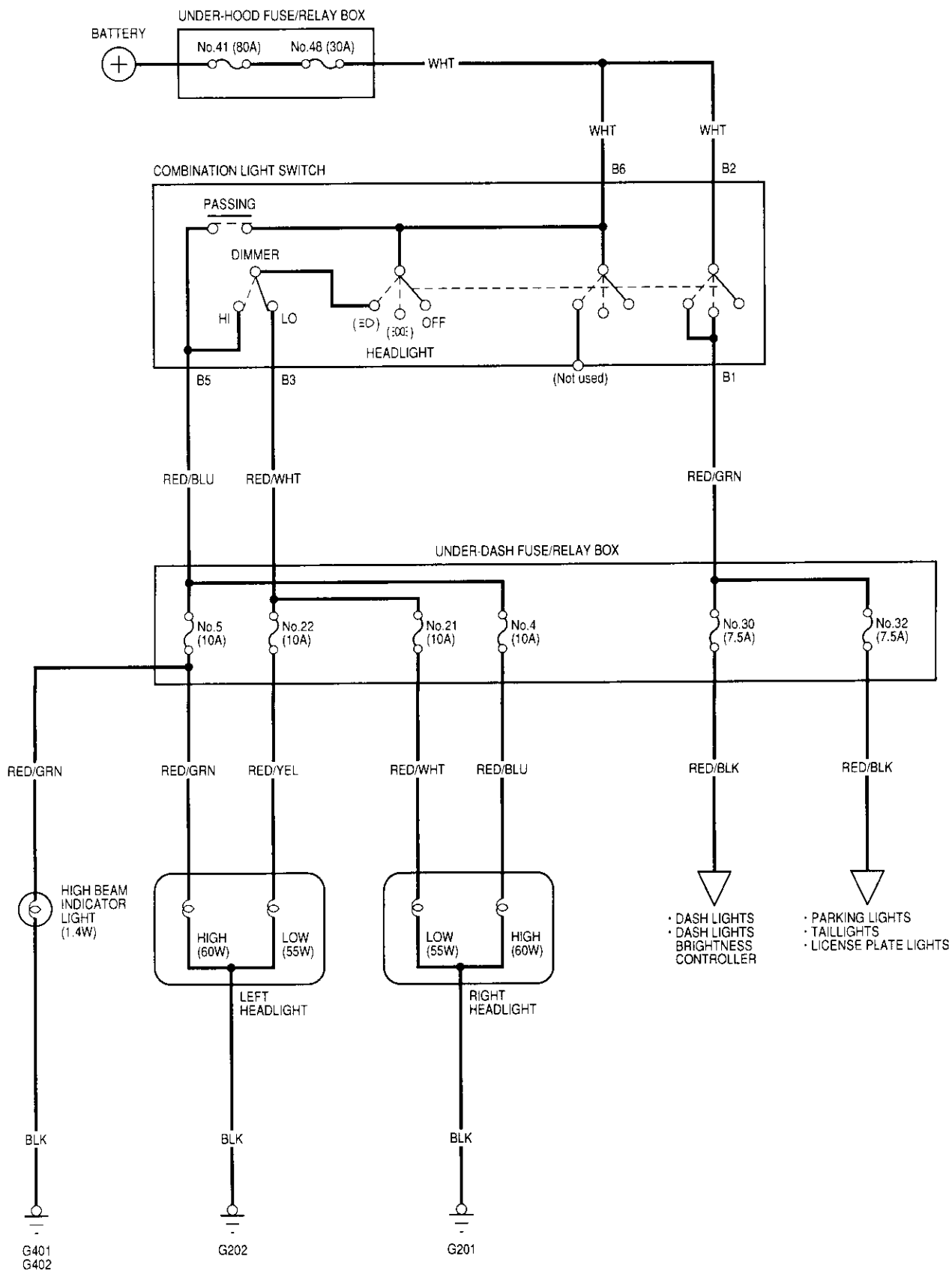
Lighting System

Component Location Index (cont'd)



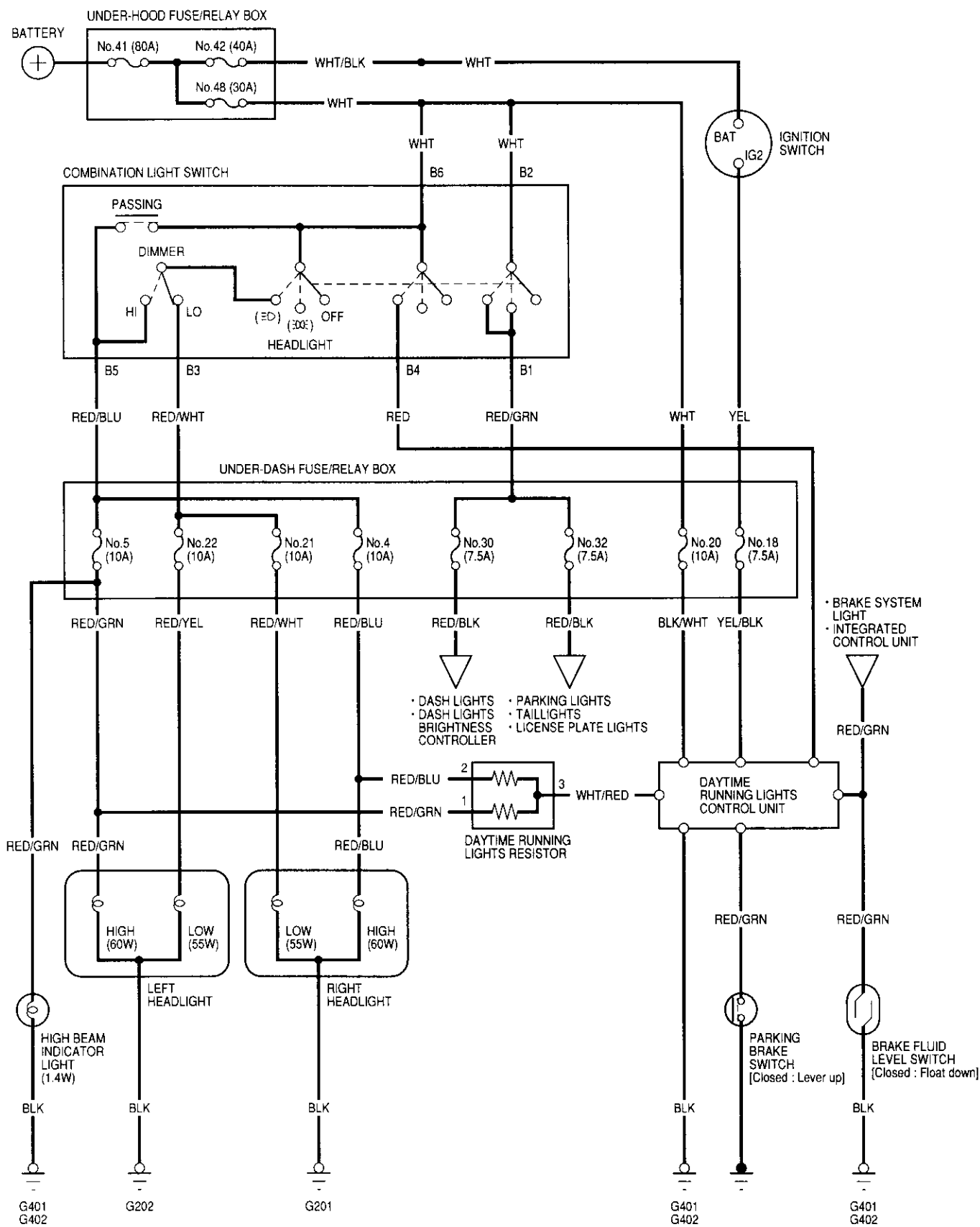


Circuit Diagram (USA)



Lighting System

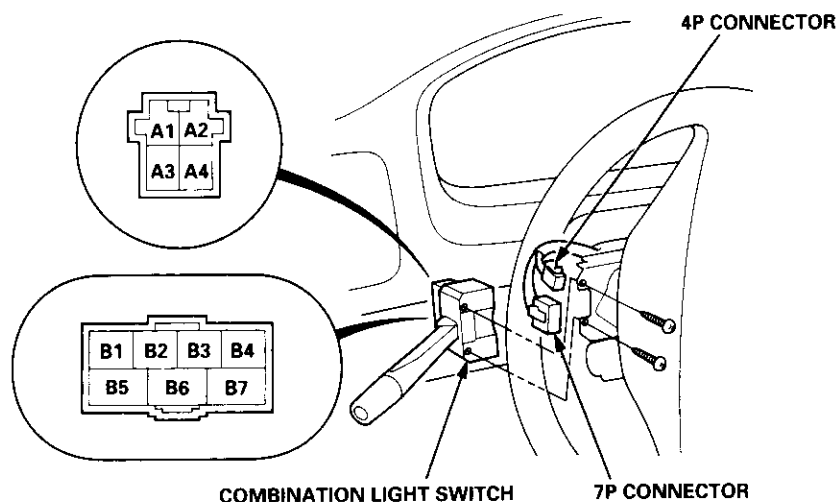
Circuit Diagram (Canada)





Combination Light Switch Test

1. Remove the driver's dashboard lower cover and steering column covers (see section 20).
2. Disconnect the 4P and 7P connectors from the switch.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, check for continuity between them in each switch position according to the tables. If there is no continuity between any of them, check for continuity in the switch harness.
 - If there is continuity in the switch harness, replace the combination light switch.
 - If there is no continuity in the switch harness, replace it.



Headlight/Dimmer/Passing Switch :

Terminal		B1	B2	B3	* B4	B5	B6
Position							
Headlight switch	OFF						
	000	○ — ○					
	ED	○ — ○		○ — ○		○ — ○	○ — ○
		○ — ○			○ — ○	○ — ○	○ — ○
Passing switch	OFF						
	ON					○ — ○	

* : Canada

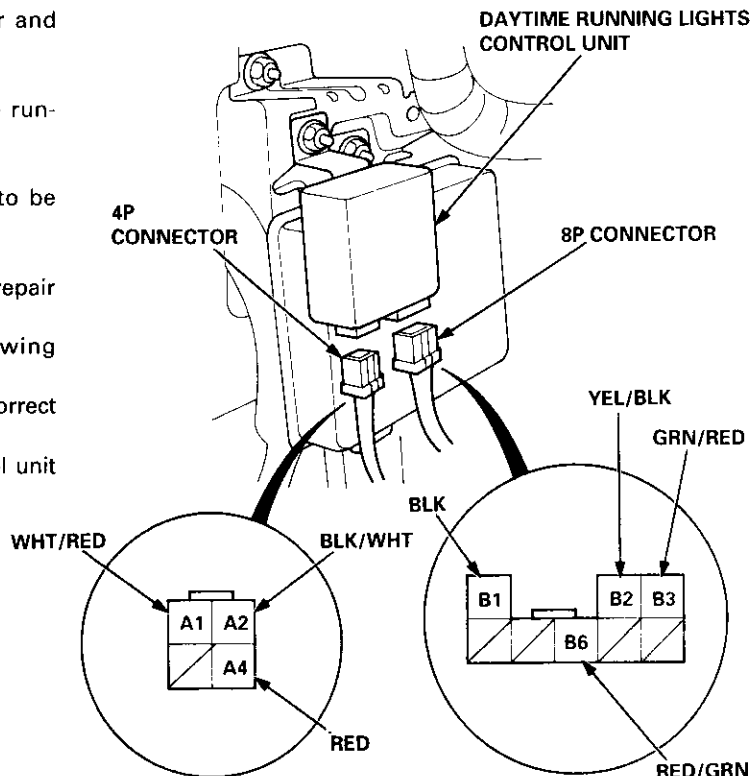
Turn Signal Switch :

Terminal		A1	A2	A4
Position				
RIGHT		○ — ○		
NEUTRAL				
LEFT		○ — ○		

Lighting System

Daytime Running Lights Control Unit Input Test (Canada)

1. Remove the driver's dashboard lower cover and knee bolster (see section 20).
2. Disconnect the connectors from the daytime running lights control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.



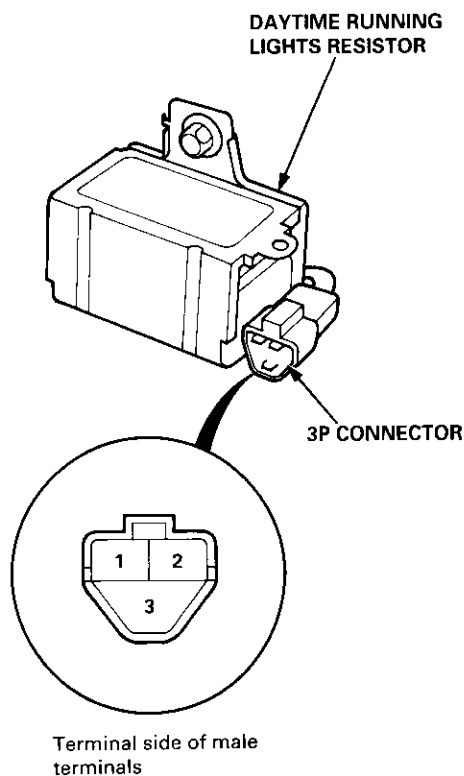
Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G401, G402) • An open in the wire
A2	BLK/WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 20 (10 A) fuse in the under-dash fuse/relay box • An open in the wire
B2	YEL/BLK	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 18 (7.5 A) fuse in the under-dash fuse/relay box • Faulty ignition switch • An open in the wire
A4	RED	Combination light switch in "⊞" position	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 48 (30 A) fuse in the under-hood fuse/relay box • Faulty combination light switch • An open in the wire
A1	WHT/RED	Combination light switch OFF; connect a jumper wire between the YEL/BLK and WHT/RED terminals, then turn the ignition switch ON (II)	Headlights (high beam) should come on, (and high beam indicator should come on).	<ul style="list-style-type: none"> • Poor ground (G201, G202, G401, G402) • Blown bulbs • Faulty daytime running lights resistor • An open in the wire
B3	GRN/RED	Ignition switch ON (II), brake fluid reservoir full, and parking brake lever down	Connect to ground: The brake system light should come on.	<ul style="list-style-type: none"> • Blown No. 25 (7.5 A) fuse in the under-dash fuse/relay box • Blown brake system light • An open in the wire
B6	RED/GRN	Parking brake lever up	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Faulty parking brake switch • An open in the wire



Daytime Running Lights Resistor Test (Canada)

CAUTION: The daytime running lights resistor becomes very hot when the daytime running lights are on; do not touch it or the attaching hardware immediately after the lights have been turned off.

1. Disconnect the 3P connector from the resistor.



2. Measure the resistance between the resistor terminals (No. 1 and No. 2) and the power terminal No. 3.

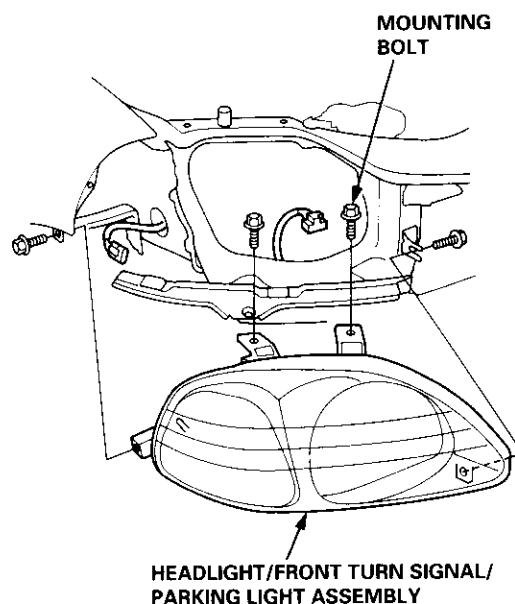
Resistance: $1.6 \Omega \pm 0.08 \Omega$

3. Replace the resistor with a new one if any of the resistances are beyond specification.

Replacement

CAUTION: Halogen headlights become very hot in use; do not touch them or the attaching hardware immediately after they have been turned off.

1. Remove the front bumper (see section 20).
2. Remove the mounting bolts.
3. Disconnect each connector, then remove the headlight/front turn signal/parking light assembly.



HEADLIGHT: 60/55 W

FRONT TURN SIGNAL/PARKING LIGHT: 21/5 W

Headlights

Adjustment

⚠ CAUTION

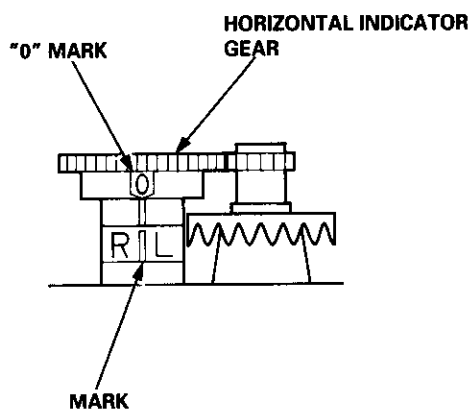
Headlight become very hot in use; do not touch them or any attaching hardware immediately after they have been turned off.

Before adjusting the headlights:

- Park the vehicle on level surface.
- Make sure the tire pressures are correct.
- The driver or someone who weighs the same should sit in the driver's seat.

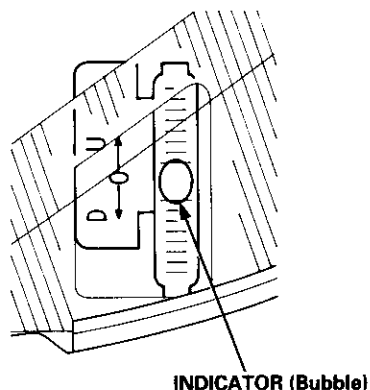
'96 - 98 models

1. Open the hood.
2. Check the horizontal adjustment indicator. The "0" mark on the horizontal indicator gear should be aligned with the mark on the horizontal indicator.



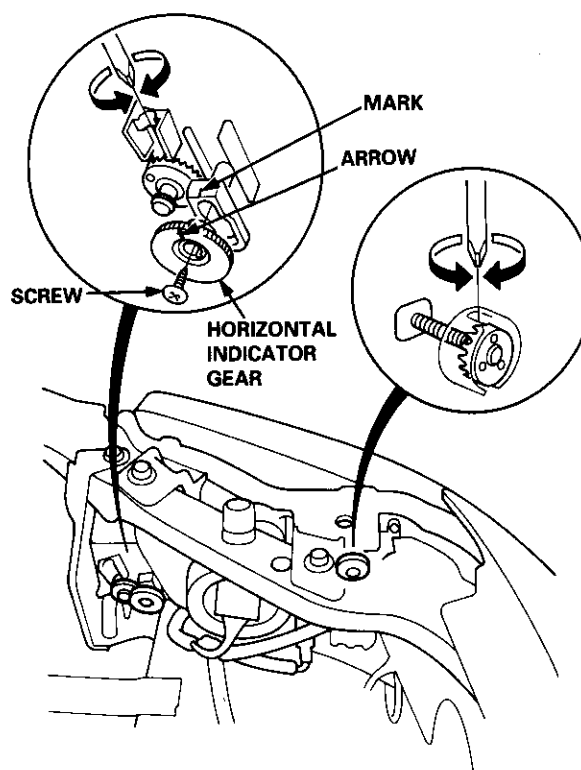
3. Check the vertical adjustment indicator. The bubble should be centered underneath the longest scribe mark on the gauge.

VERTICAL INDICATOR:



4. If either indicator is not aligned with its "0" mark as described left column, an adjustment can be made by using a Phillips screwdriver.
5. Adjust the headlights to local requirements by turning the adjusters.
6. After headlight replacement, it may be necessary to readjust the horizontal indicator gear.
 - First install the headlight, and adjust its horizontal and vertical aimings according to local requirements.
 - Then check that the arrow on the horizontal indicator gear is aligned with the mark on the horizontal indicator.
 - If they are not aligned, remove the screw, adjust the indicator gear, and retighten the screw.

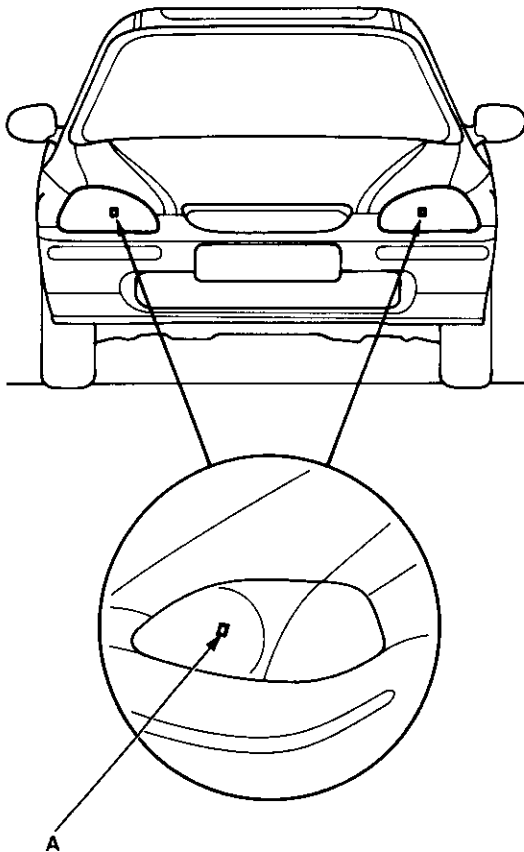
NOTE: As the outer lenses are made of an acrylic-coated, polycarbonated material, do not cover the headlights when they are turned on.



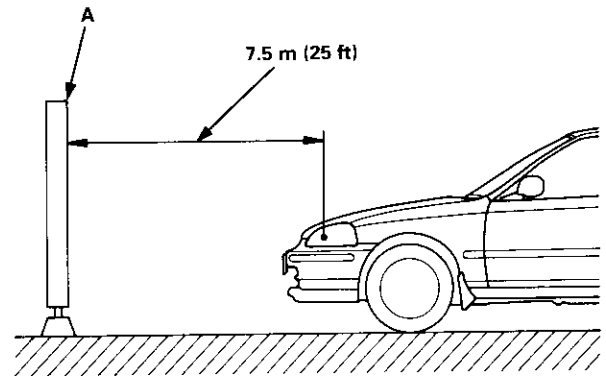


'99 – 00 models

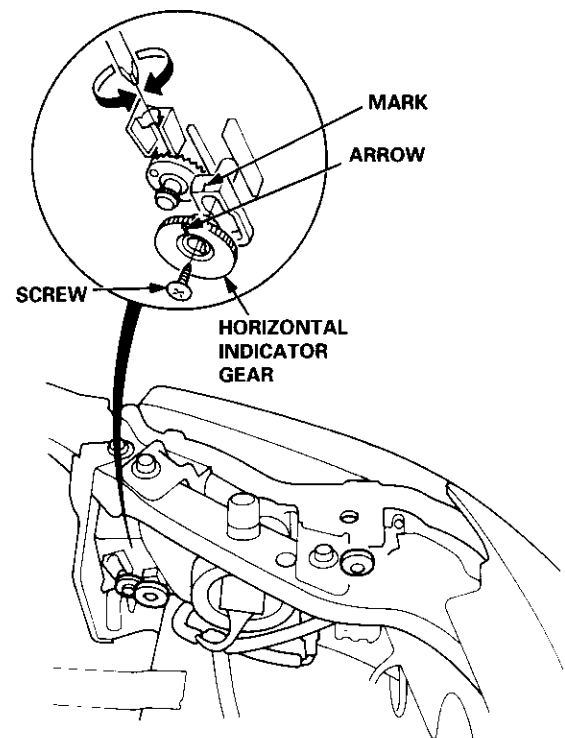
1. Clean the outer lens so that you can see the center of the headlights (A).



2. Park the vehicle in front of a wall or a screen (A).



3. Open the hood.
4. Turn the horizontal adjuster so that the arrow on the horizontal indicator gear (A) is pointing up.



(cont'd)

Headlights

Adjustment (cont'd)

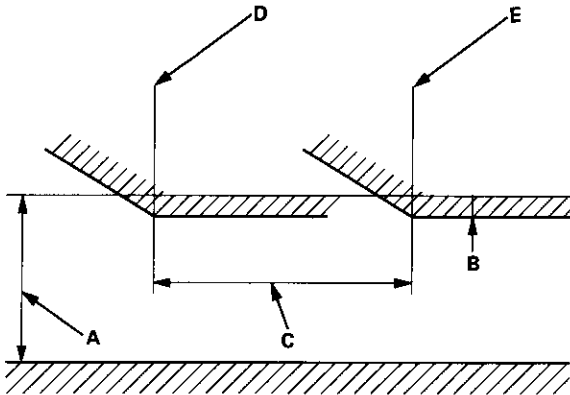
5. Turn the low beams on.
6. Determine if the headlights are aimed properly.

Vertical adjustment:

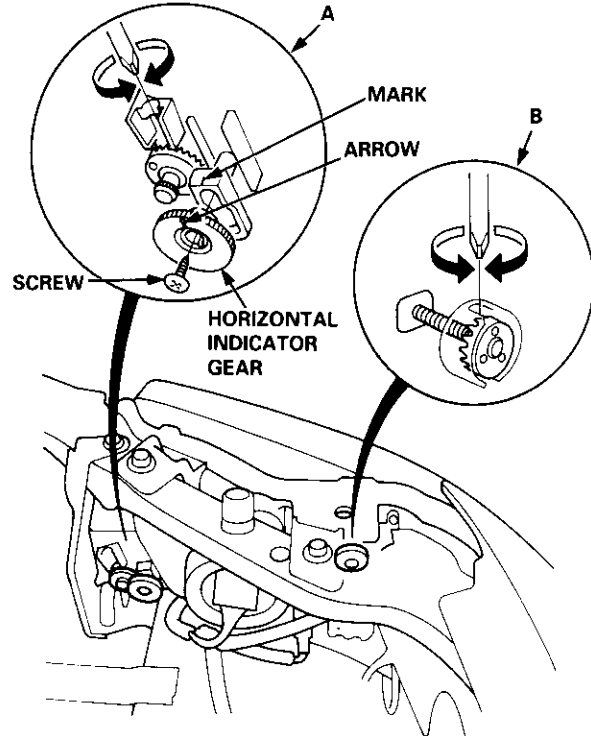
Measure the height of the headlights (A). The lights should reflect 52 mm (2.1 in.) below (B) headlight height.

Horizontal adjustment:

The width of the refracting points (C) should be the same as the width of the headlight central points (D, E).



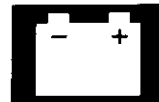
7. If necessary, adjust the headlights to local requirements by turning the horizontal adjuster (A) and the vertical adjuster (B).



8. After headlight replacement, it may be necessary to readjust the horizontal indicator gear.
 - First install the headlight, and adjust its horizontal and vertical aimings according to local requirements.
 - Then check that the arrow on the horizontal indicator gear is aligned with the mark on the horizontal indicator.
 - If they are not aligned, remove the screw, adjust the indicator gear, and retighten the screw.

NOTE: As the outer lenses are made of an acrylic-coated, polycarbonated material, do not cover the headlights when they are turned on.

Taillights



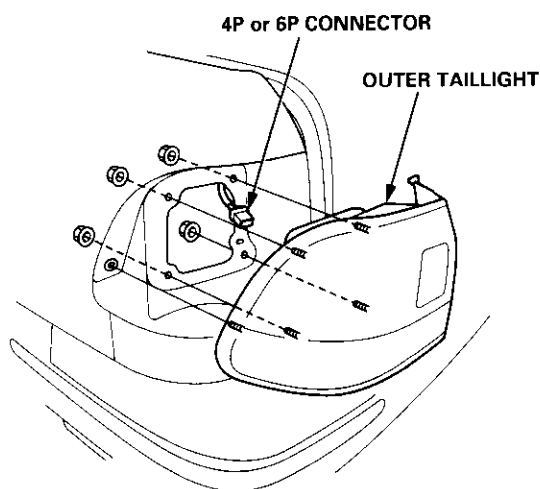
Replacement (Except '99 – 00 Sedan)

NOTE:

- Inspect the gasket; replace it if it is distorted or stays compressed.
- After installing the taillights, run water over them to make sure they do not leak.

Outer Taillights ('96 – 00 models, except '99 – 00 Sedan):

1. Open the trunk lid/hatch.
2. Disconnect the 4P or 6P connector from the outer taillight.
3. Remove the four mounting nuts, then pull out the outer taillight.



Hatchback:

BRAKE/TAILLIGHT: 21/5 W

TURN SIGNAL LIGHT: 21 W

BACK-UP LIGHT: 21 W

Coupe/Sedan:

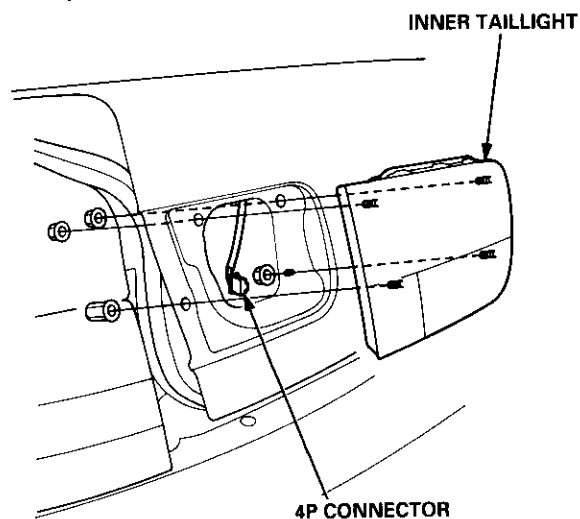
BRAKE/TAILLIGHT: 21/5 W

TURN SIGNAL LIGHT: 21 W

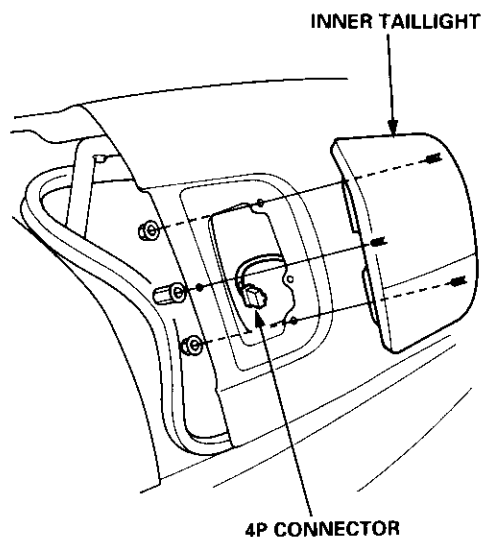
Inner Taillights (Coupe '96 – 00 models/Sedan '96 – 98 models):

1. Open the trunk lid, then remove the access panel.
2. Disconnect the 4P connector from the inner taillight.
3. Remove the four [three] mounting nuts, then pull out the inner taillight.
[]: Sedan

Coupe:



Sedan:



BRAKE/TAILLIGHT: 21/5 W

BACK-UP LIGHT: 21 W

Taillights

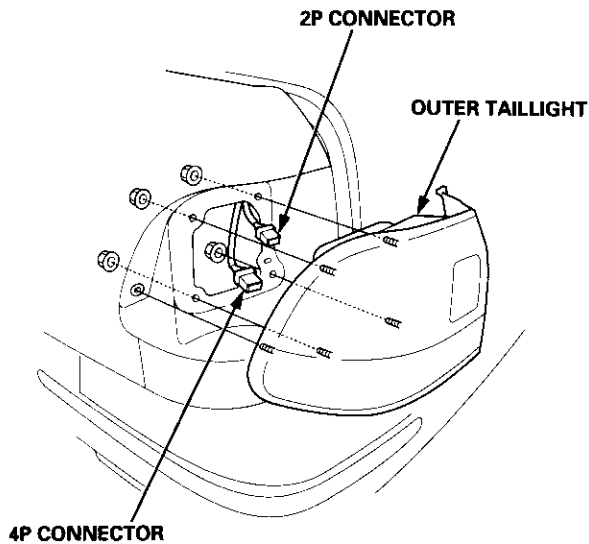
Replacement ('99 – 00 Sedan)

NOTE:

- Inspect the gasket; replace it if it is distorted or stays compressed.
- After installing the taillights, run water over them to make sure they do not leak.

Outer Taillights:

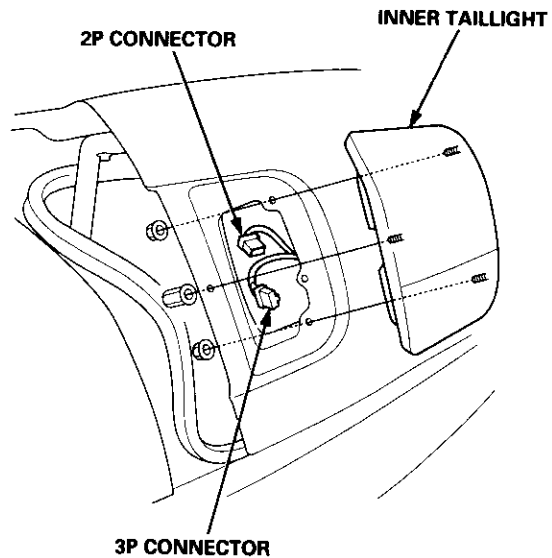
1. Open the trunk lid/hatch.
2. Disconnect the 4P and 2P connector from the outer taillight.
3. Remove the four mounting nuts, then pull out the outer taillight.



BRAKE/TAILLIGHT: 21/5 W
TURN SIGNAL LIGHT: 21 W

Inner Taillights:

1. Open the trunk lid, then remove the access panel.
2. Disconnect the 3P and 2P connector from the inner taillight.
3. Remove the three mounting nuts, then pull out the inner taillight.
[]: Sedan

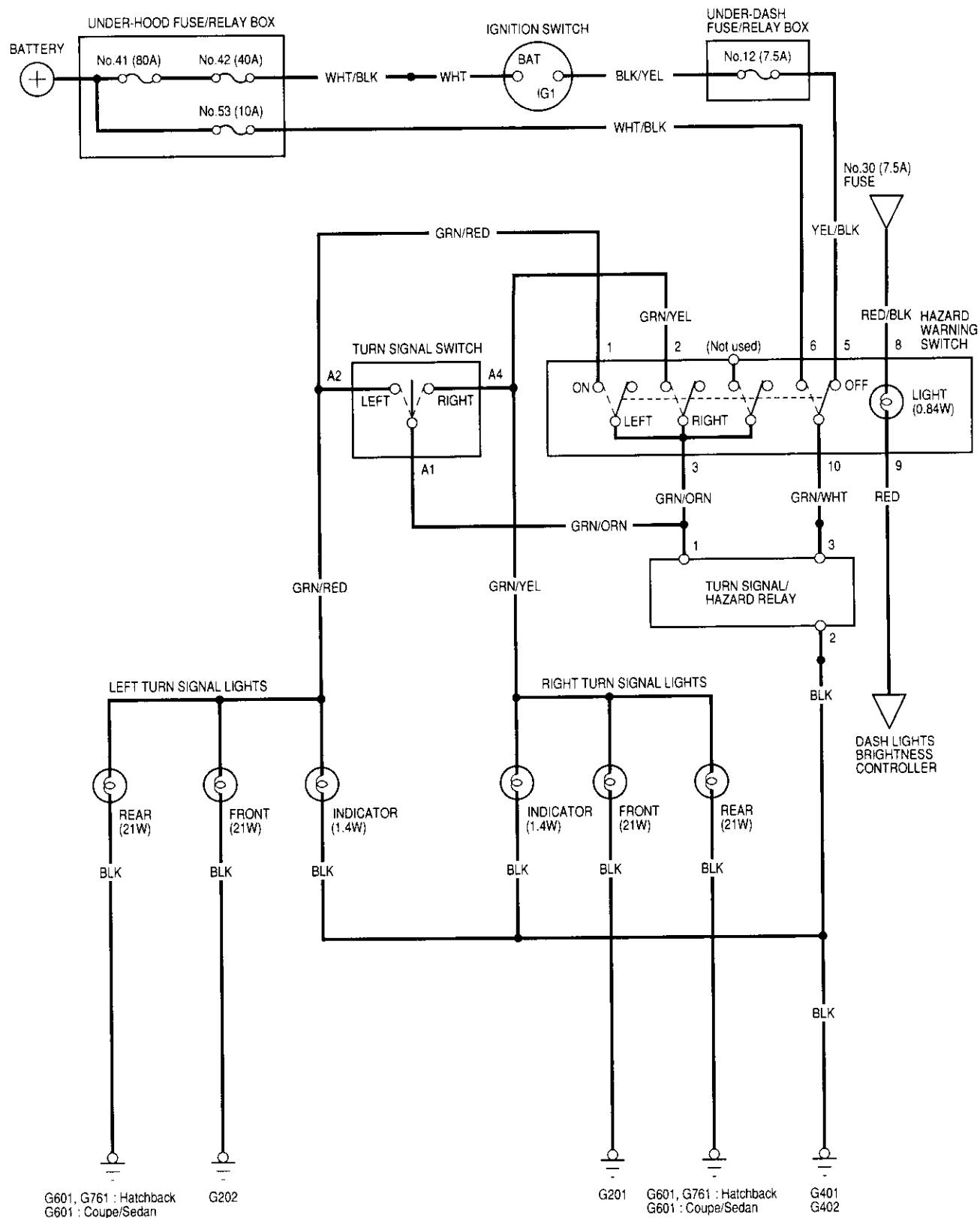


BRAKE/TAILLIGHT: 21/5 W
BACK-UP LIGHT: 21 W

Turn Signal/Hazard Flasher System



Circuit Diagram

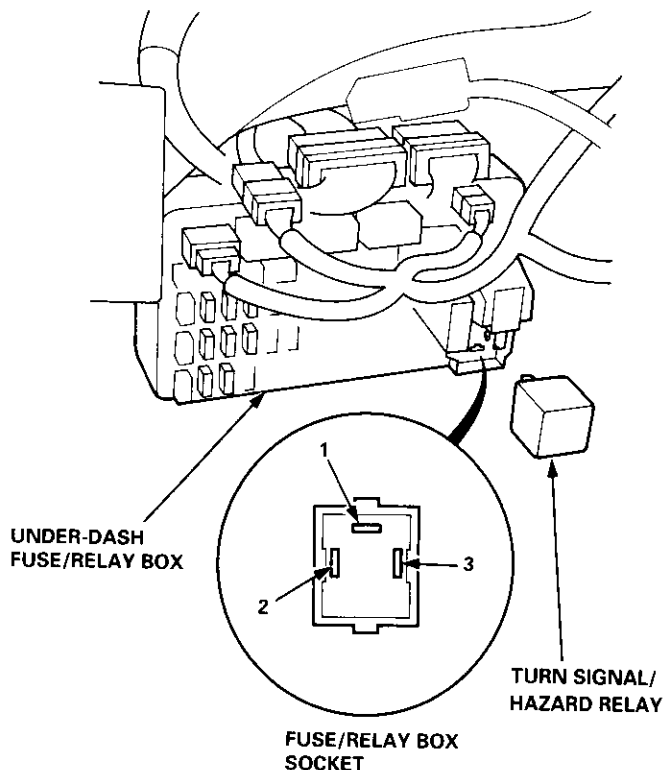


Turn Signal/Hazard Flasher System

Turn Signal/Hazard Relay Input Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.

1. Remove the turn signal/hazard relay from the under-dash fuse/relay box.
2. Inspect the relay and fuse/relay box socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the fuse/relay box socket.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the turn signal/hazard relay must be faulty; replace it.



Cavity	Test condition	Test: Desired results	Possible cause if result is not obtained
1	Hazard warning switch ON; connect the No. 1 terminal to the No. 3 terminal.	Hazard lights should come on.	<ul style="list-style-type: none"> • Poor ground (G201, G202, G401, G402, G551, G552, G601, G761) • Faulty hazard warning switch • An open in the wire
	Ignition switch ON (II) and turn signal switch in right or left; connect the No. 1 terminal to the No. 3 terminal.	Right or left turn signal lights should come on.	<ul style="list-style-type: none"> • Faulty turn signal switch
2	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G401, G402) • An open in the wire
3	Ignition switch ON (II)	Connect for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 12 (7.5 A) fuse in the under-dash fuse/relay box • Faulty hazard warning switch • An open in the wire
	Hazard warning switch ON	Connect for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 53 (10 A) fuse in the under-hood fuse/relay box • Faulty hazard warning switch • An open in the wire

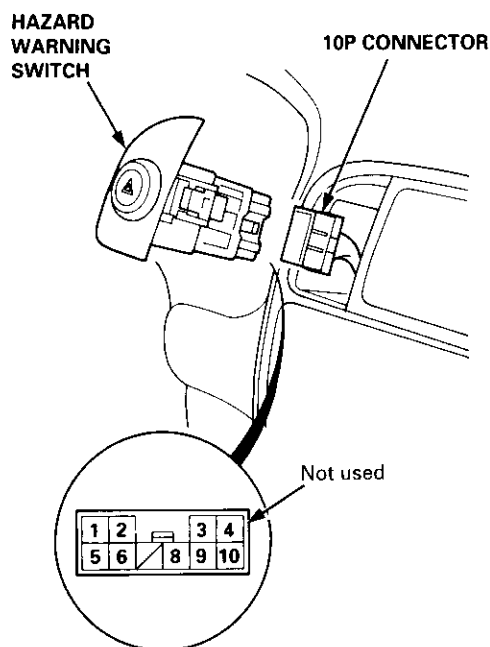


Hazard Warning Switch Test

CAUTION: Be careful not to damage the hazard warning switch or the center outlet panel when prying the switch out.

'96 – '98 models:

1. Pry the hazard warning switch out of the center outlet panel.
2. Disconnect the 10P connector from the hazard warning switch.
3. Check for continuity between the terminals in each switch position according to the table.

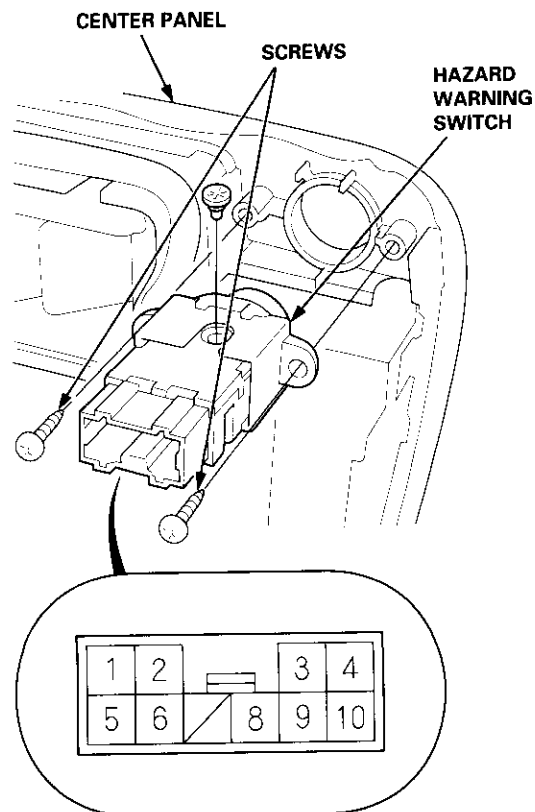


Terminal	1	2	3	4	5	6	8		9	10
Position										
OFF										
ON										

Terminal No. 4 is not used.

'99 – '00 models:

1. Remove the center panel (see section 20).
2. Remove the two screws, then remove the switch from the center panel.



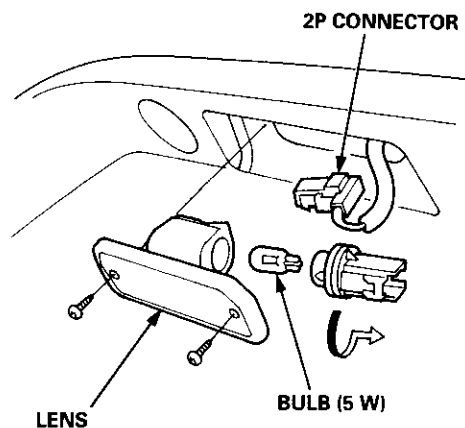
3. Check for continuity between the terminals in each switch position according to the table.

License Plate Lights

Replacement

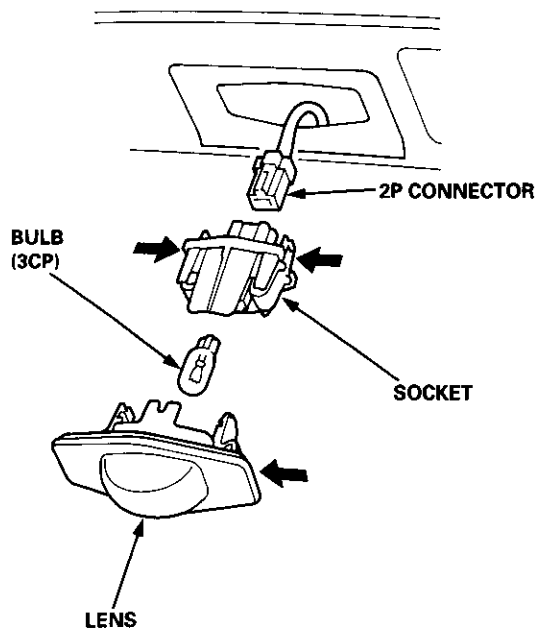
'96 – 98 Sedan/Coupe:

1. Remove the two screws from the license plate light, and pull the light out part of the way.
2. Disconnect the 2P connector from the light.
3. Take the lens off, then replace the bulb.



Hatchback/'99 – 00 Sedan:

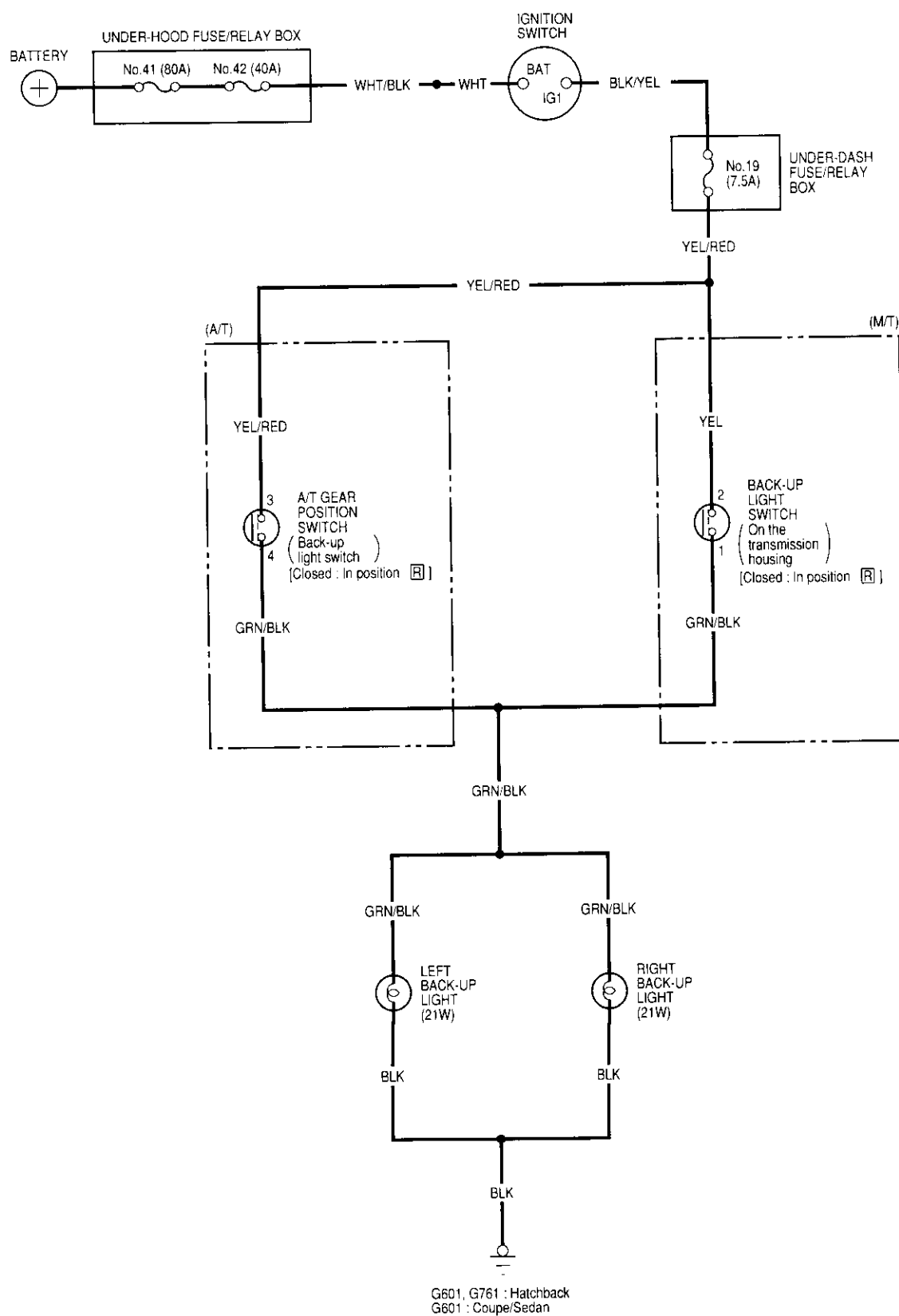
1. Carefully pry the licence plate light out of the license plate trim.
2. Disconnect the 2P connector from the light.





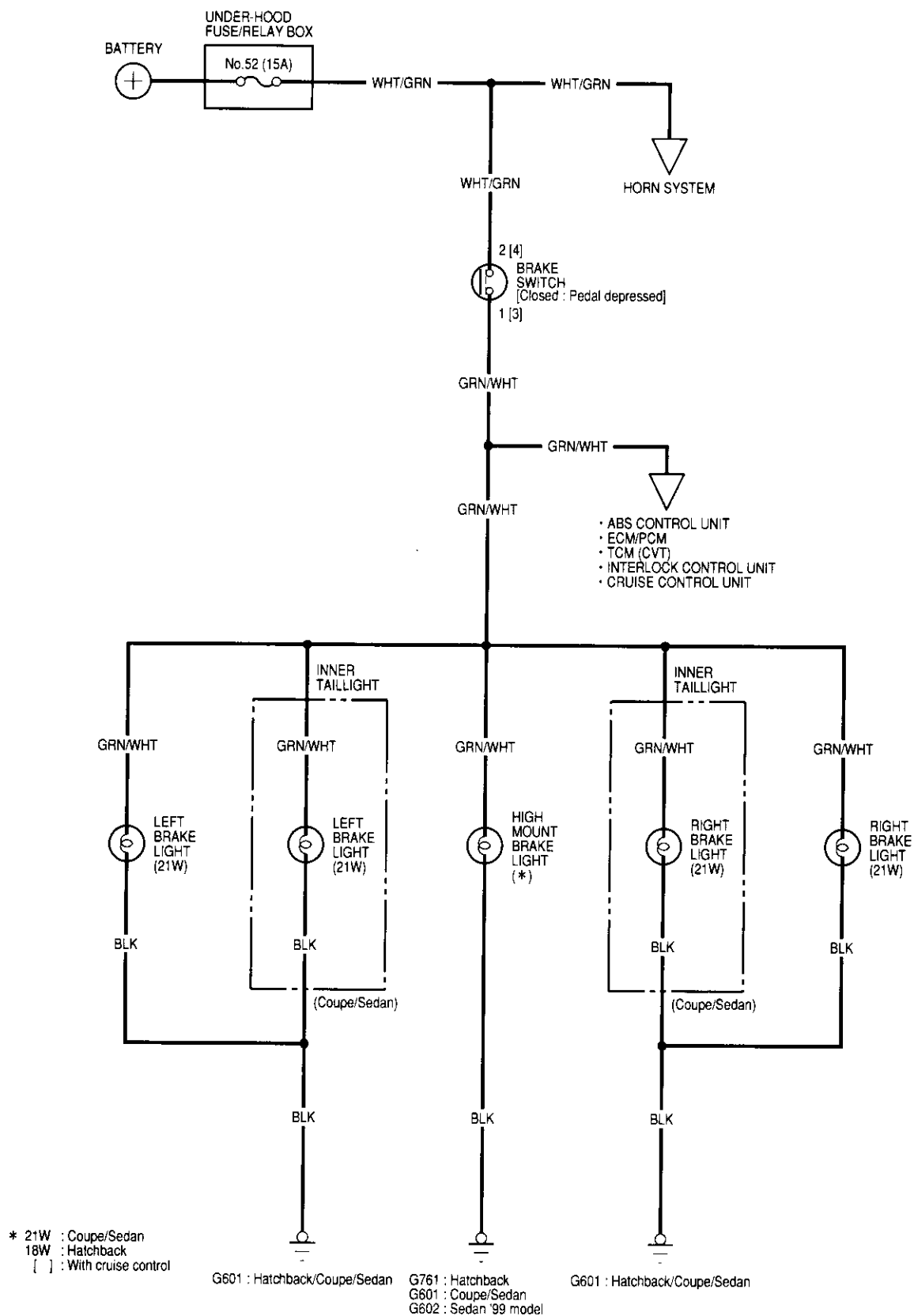
Back-up Lights

Circuit Diagram



Brake Lights

Circuit Diagram

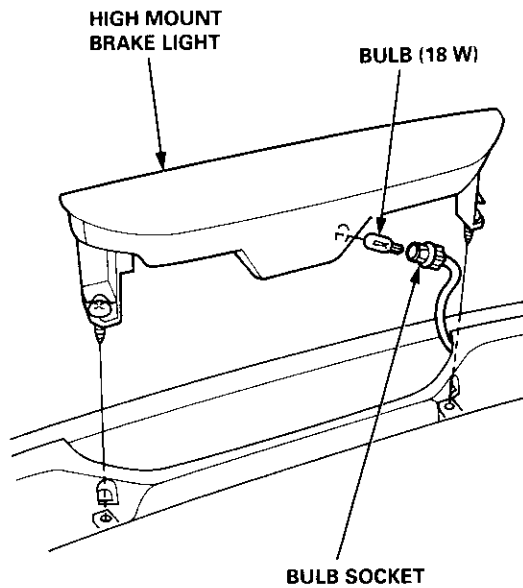




High Mount Brake Light Replacement

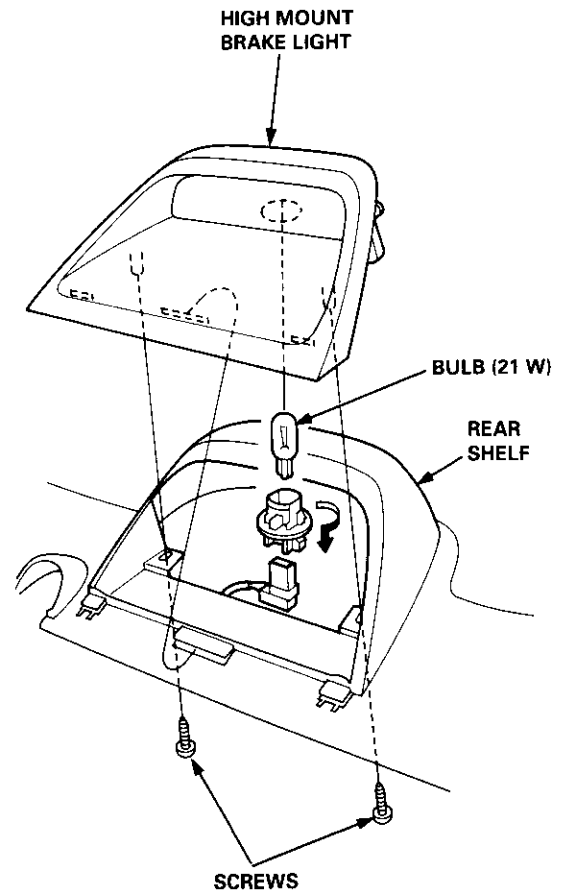
Hatchback:

1. Loosen the two screws, then remove the high mount brake light. Be careful not to damage the hatch spoiler.
2. Remove the bulb socket from the light.



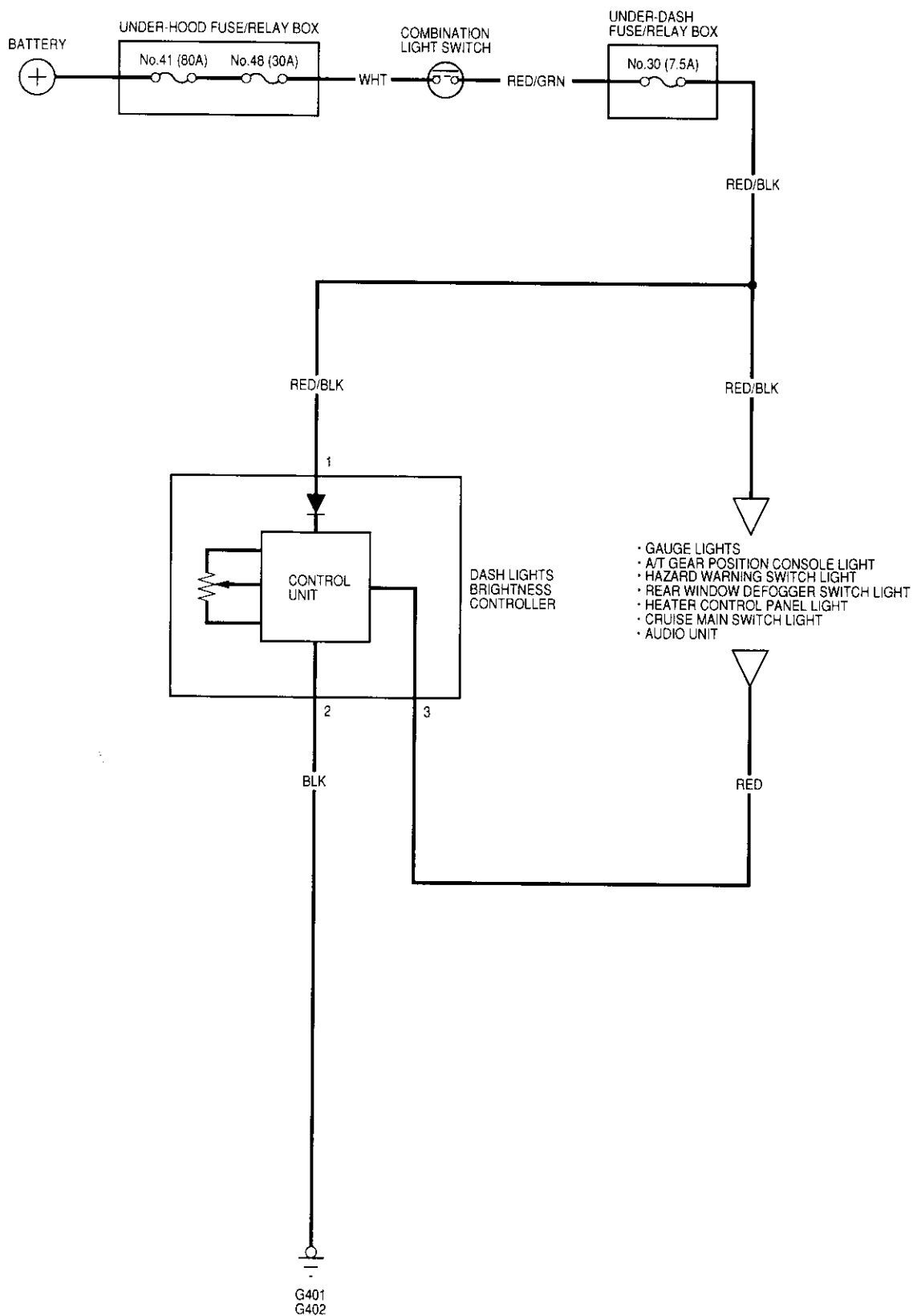
Coupe/Sedan:

1. Remove the rear shelf (see section 20).
2. Remove the two screws, then remove the high mount brake light from the rear shelf.



Dash Lights Brightness Controller

Circuit Diagram

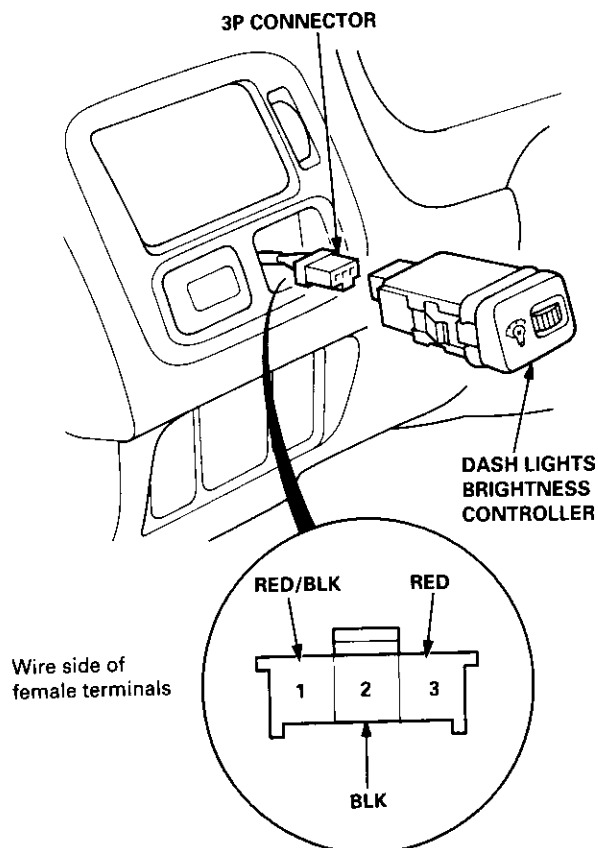




Controller Input test

NOTE: The control unit is built into the dash lights brightness controller.

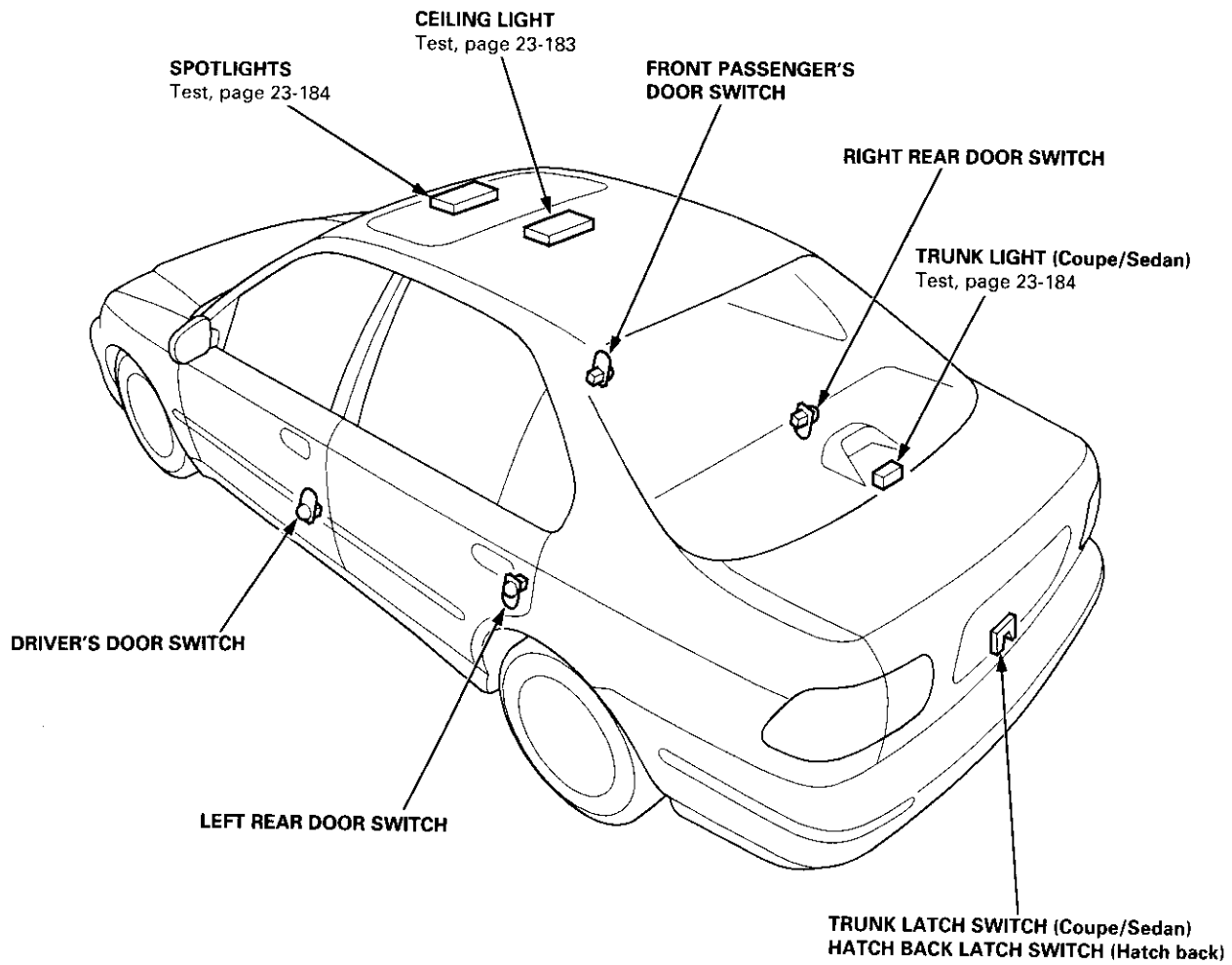
1. Carefully pry the controller out of the dashboard.
2. Disconnect the 3P connector from the controller.
3. Inspect the connector terminals to be sure they are all making good contact.
 - If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the controller must be faulty; replace it.



Cavity	Wire	Test condition	Test: Desired results	Possible cause if result is not obtained
1	RED/BLK	Combination light switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none">• Blown No. 30 (7.5 A) fuse in the under-dash fuse/relay box• Faulty combination light switch• An open in the wire
2	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none">• Poor ground (G401, G402)• An open in the wire
3	RED	Combination light switch ON	Connect to ground: Dash lights should come on full bright.	<ul style="list-style-type: none">• An open in the wire

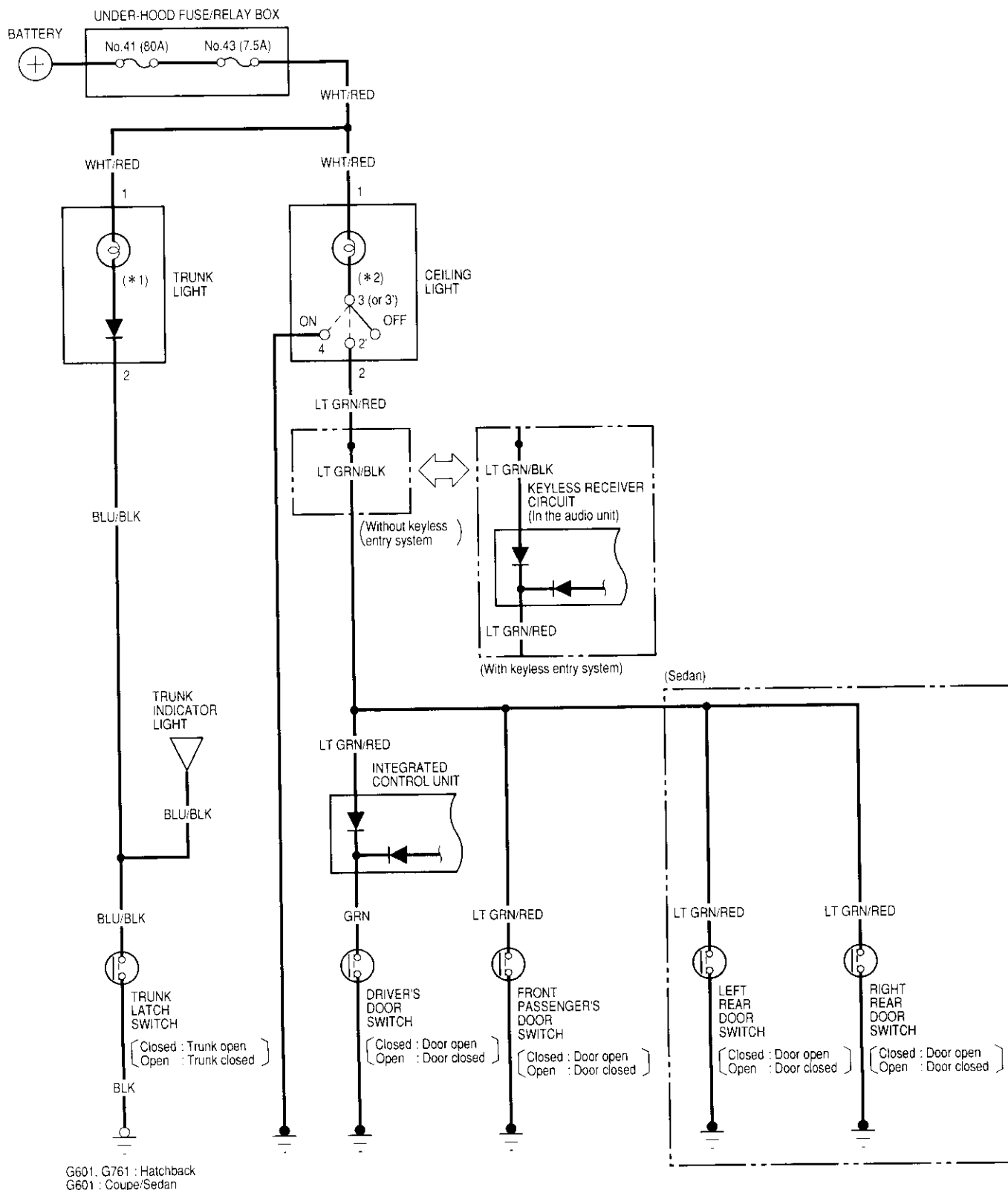
Interior Lights

Component Location Index





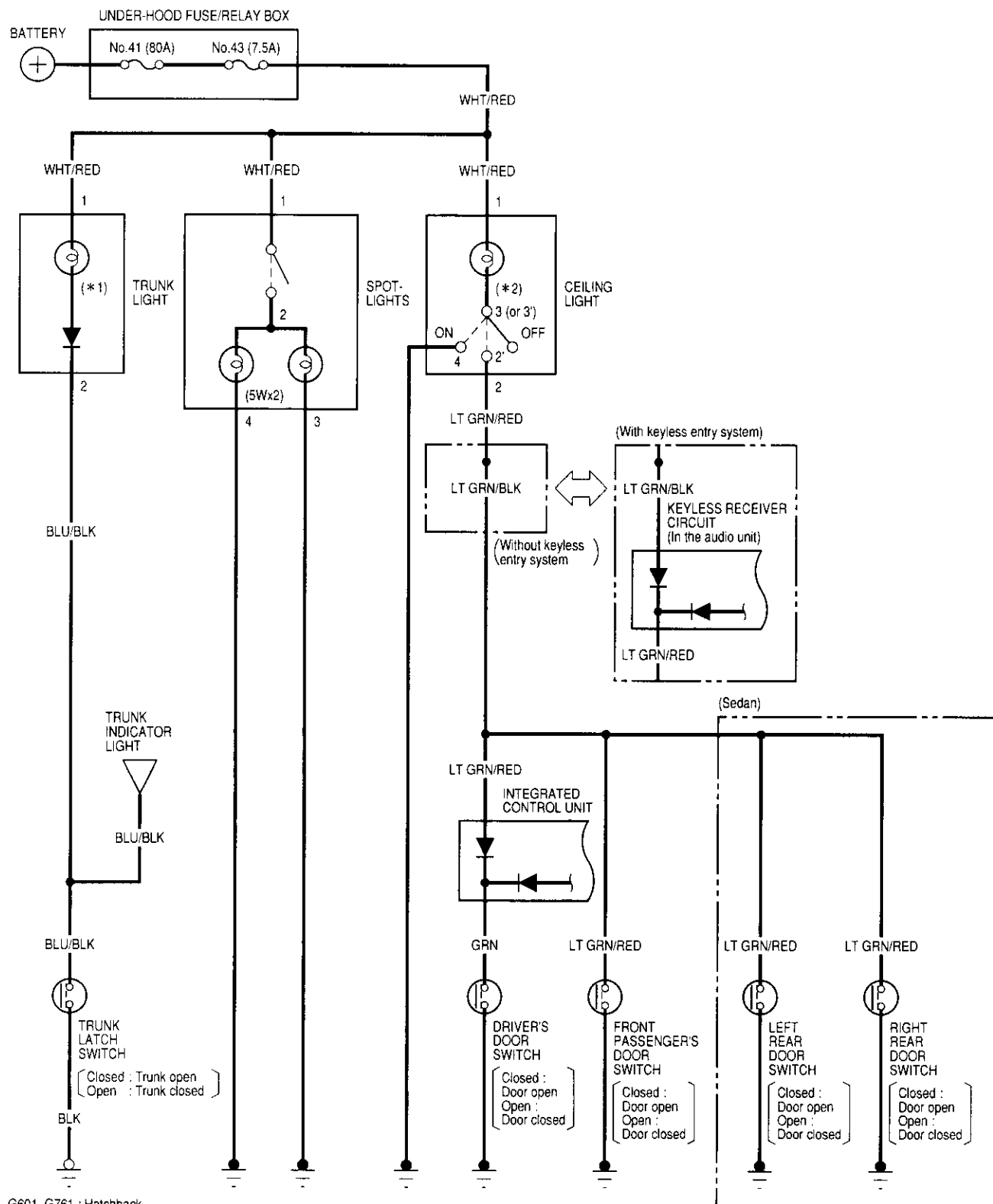
Circuit Diagram (Without Spotlights)



- *1 3.4W : USA, Canada-produced
5W : Japan-produced
- *2 8W : With moonroof
5W : Without moonroof

Interior Lights

Circuit Diagram (With Spotlights)



G601, G761 : Hatchback
 G601 : Coupe/Sedan

- *1 3.4W : USA, Canada-produced
 5W : Japan-produced
- *2 8W : With moonroof
 5W : Without moonroof

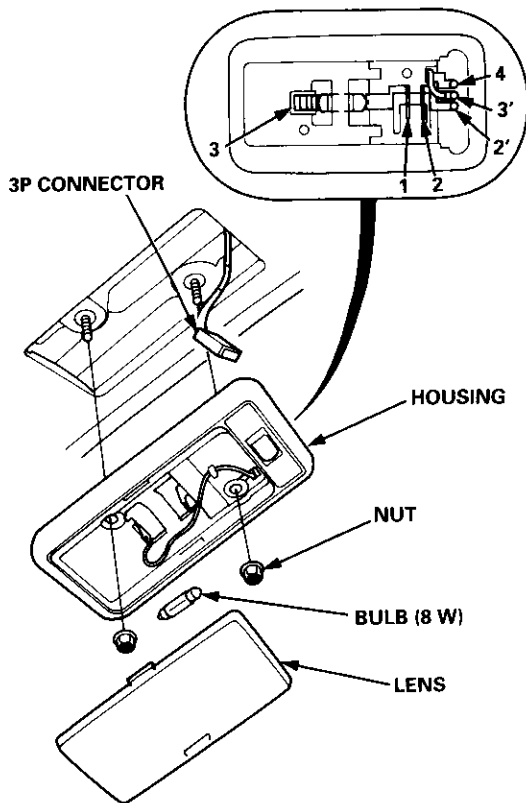


Ceiling Light Test

1. Turn the light switch OFF.
2. Pry off the lens.
3. Remove the two mounting nuts (or a bolt) from the housing, then remove the housing.
4. Disconnect the connector(s) from the housing.
5. Check for continuity between the terminals in each switch position according to the table.

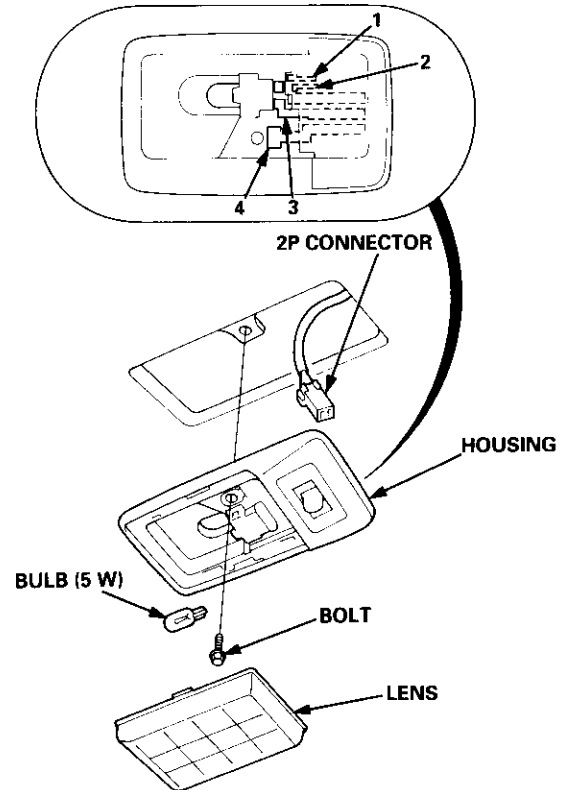
Terminal Position	1		2 or 2'	3 or 3'	4
OFF					
MIDDLE					
ON					

With moonroof:

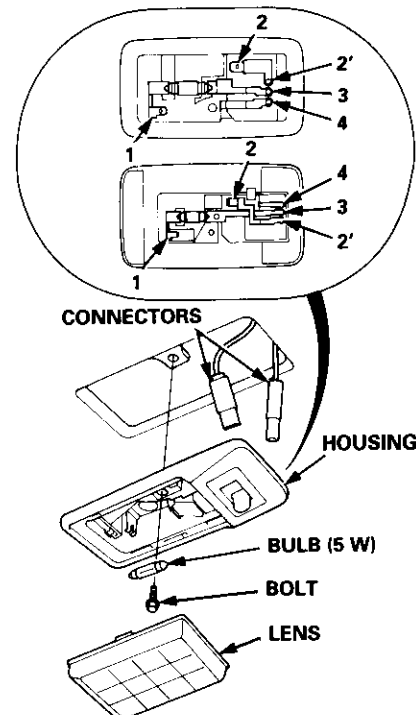


Without moonroof:

Coupe/Hatchback:



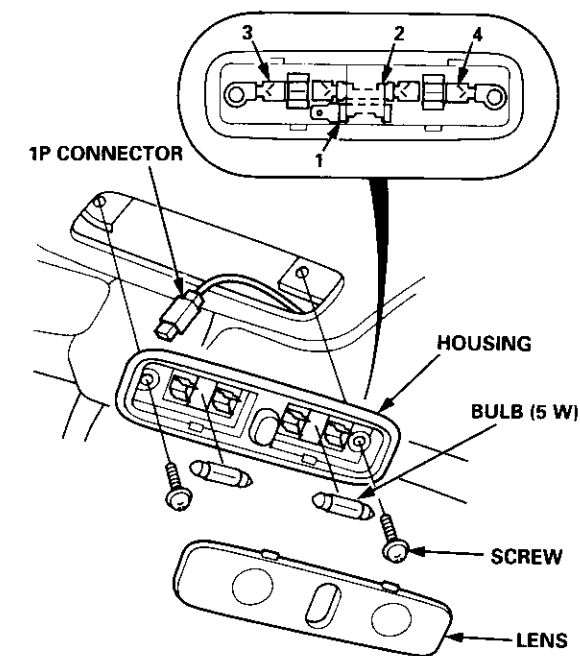
Sedan:



Interior Lights

Spotlights Test

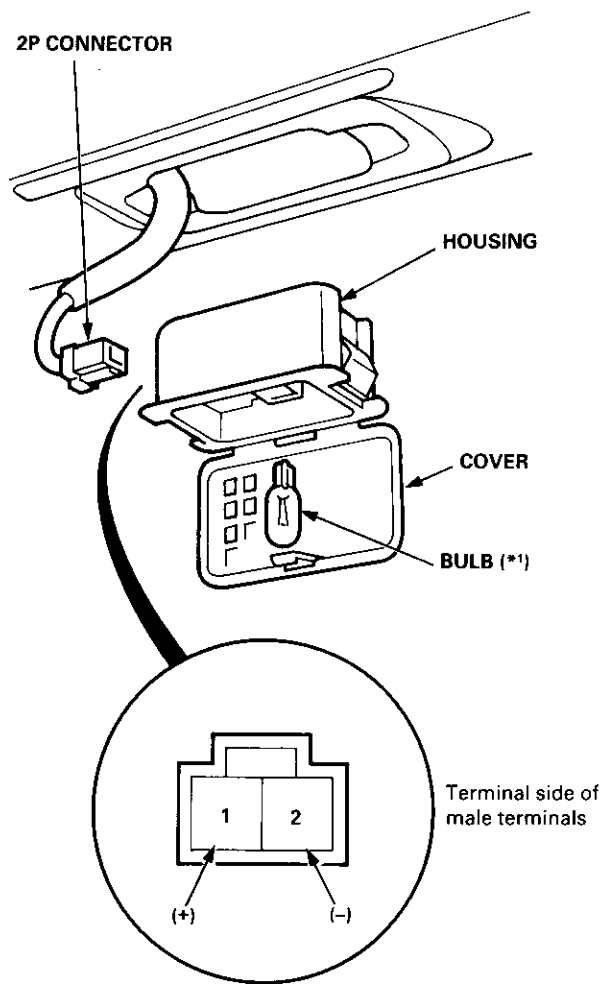
- 1. Turn the spotlight switch OFF.
- 2. Pry off the lens.
- 3. Remove the two screws and the housing.
- 4. Disconnect the 1P connector from the housing.
- 5. Check for continuity between the terminals in each switch position according to the table.



Terminal Position	1	2	3	4
OFF				
ON				

Trunk Light Test

- 1. Open the trunk light cover from the housing.
- 2. Pry out the light assembly.
- 3. Disconnect the 2P connector from the housing.
- 4. Make sure that the bulb is OK. Check for continuity between the No. 1 (+) and No. 2 (-) terminals.



*1 3.4 W: USA, Canada-produced
5 W: Japan-produced

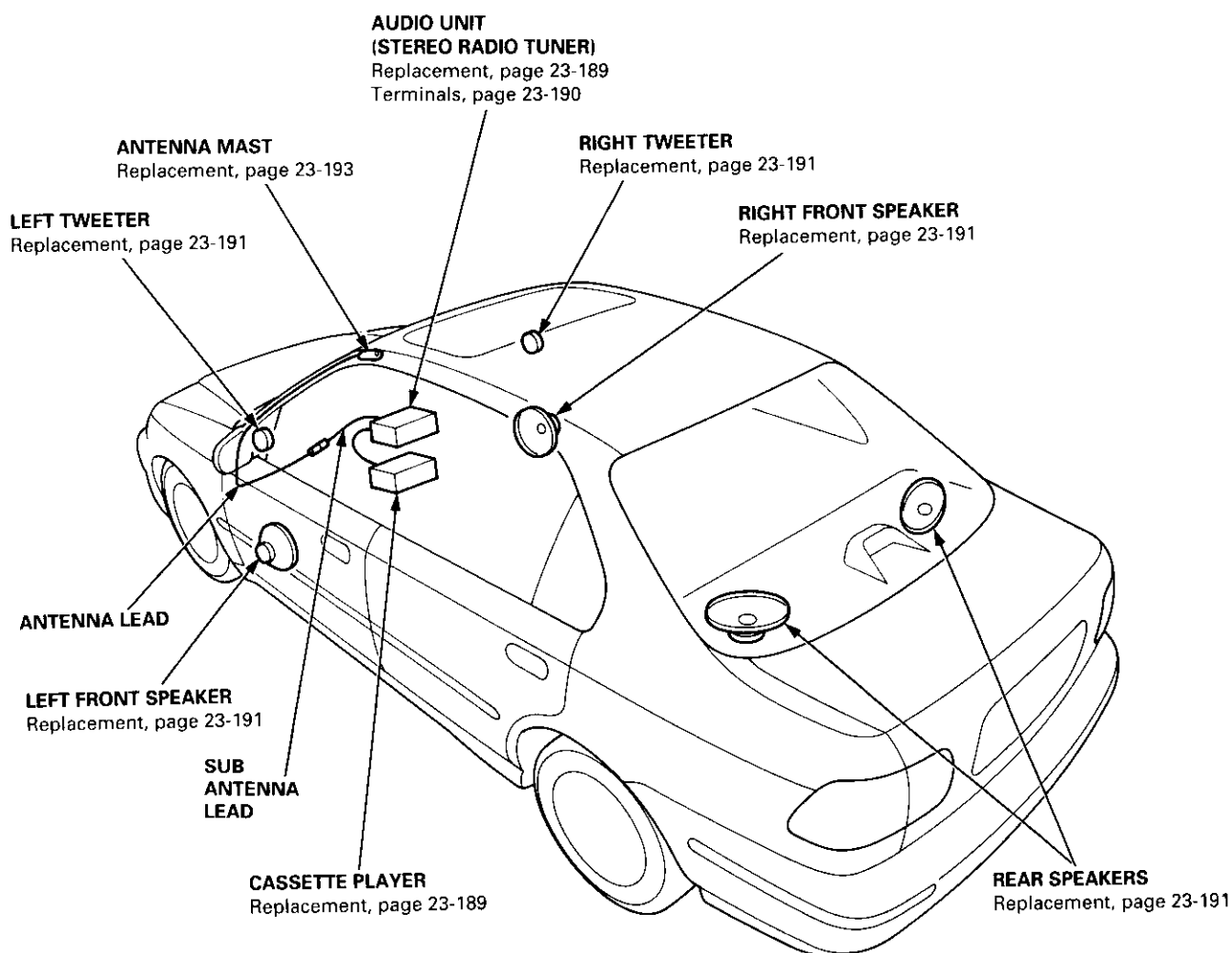
Stereo Sound System



Component Location Index

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.

'96 - 98 models



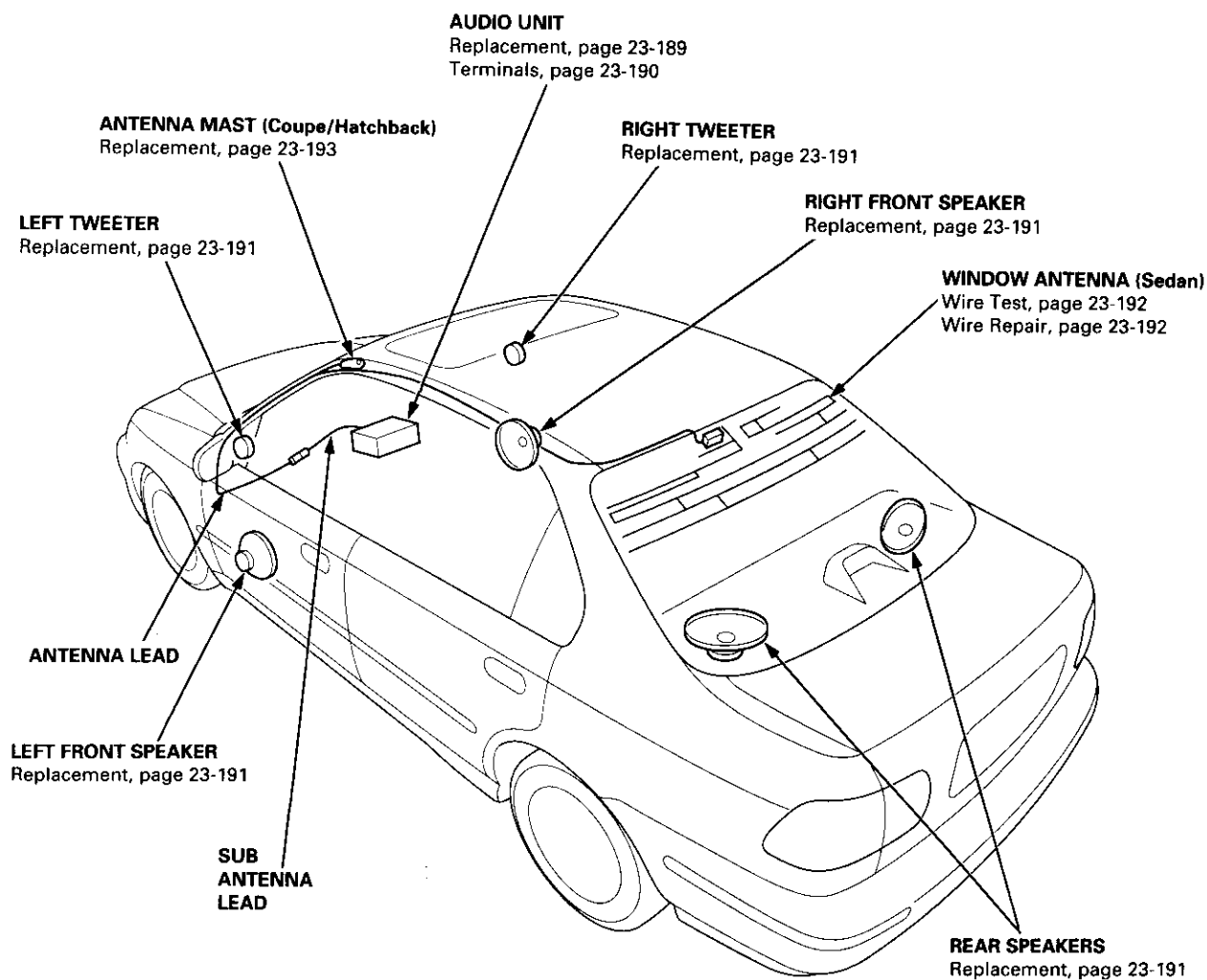
(cont'd)

Stereo Sound System

Component Location Index (cont'd)

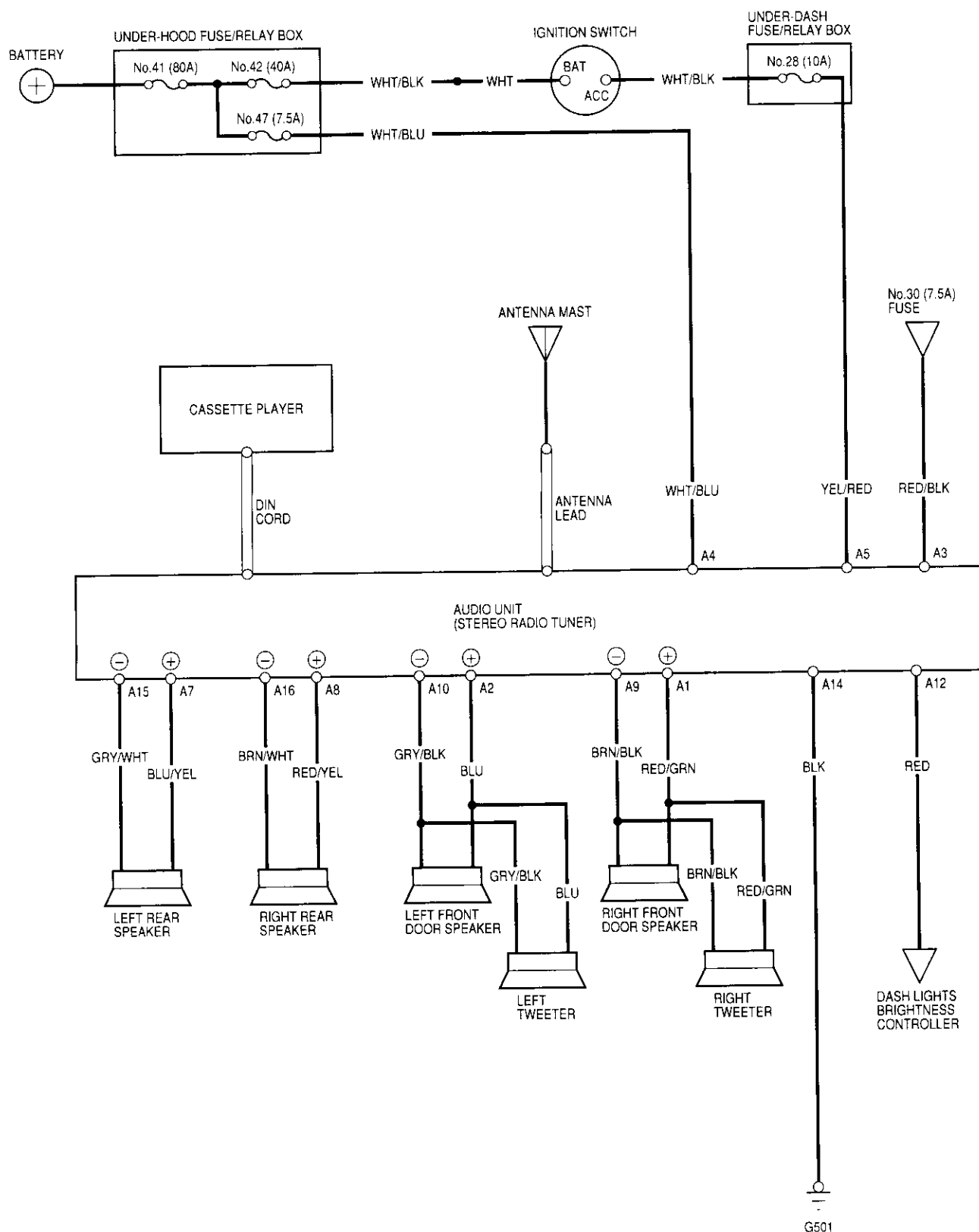
SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.

'99 - 00 models



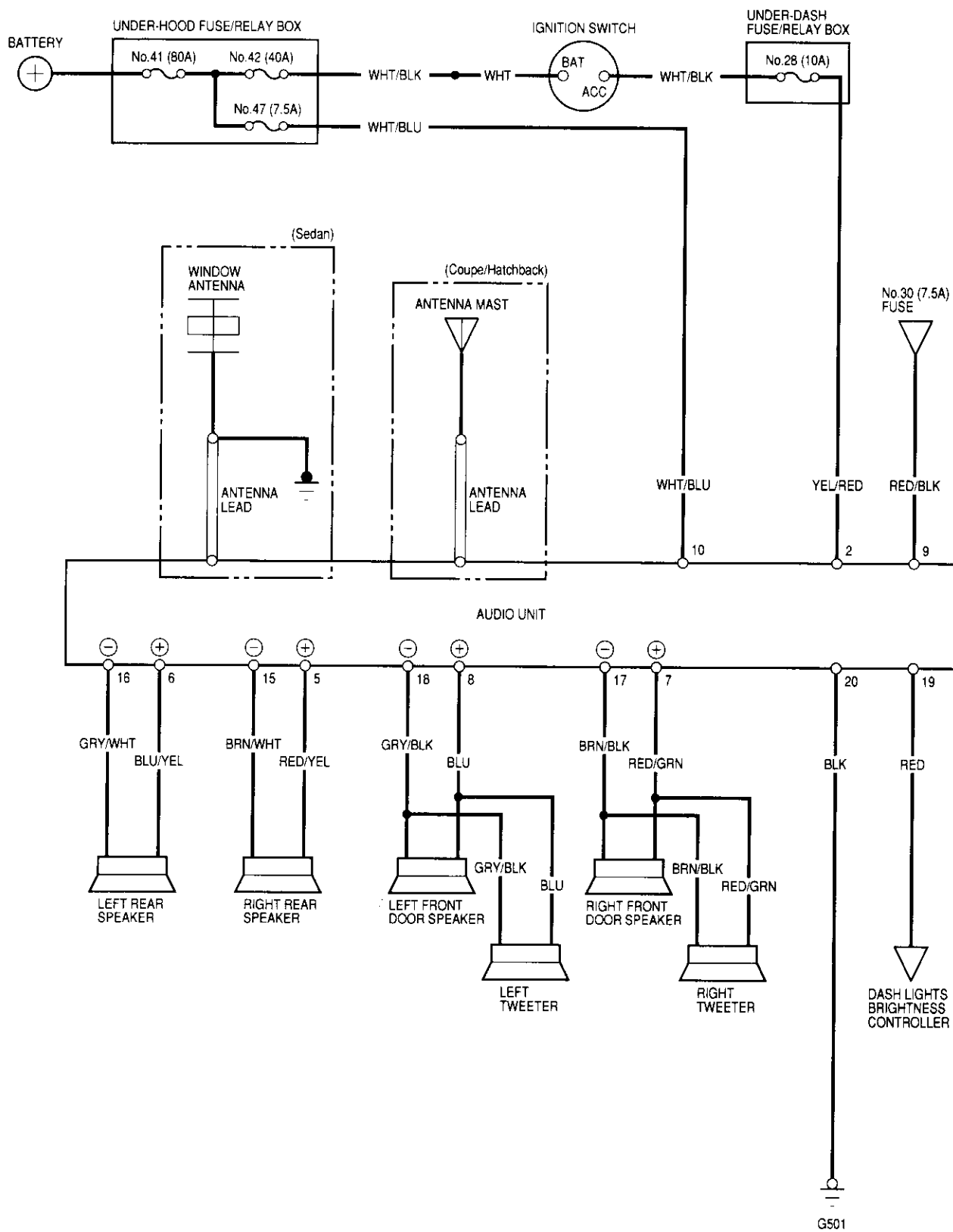


Circuit Diagram ('96 - 98 models)



Stereo Sound System

Circuit Diagram ('99 – 00 models)

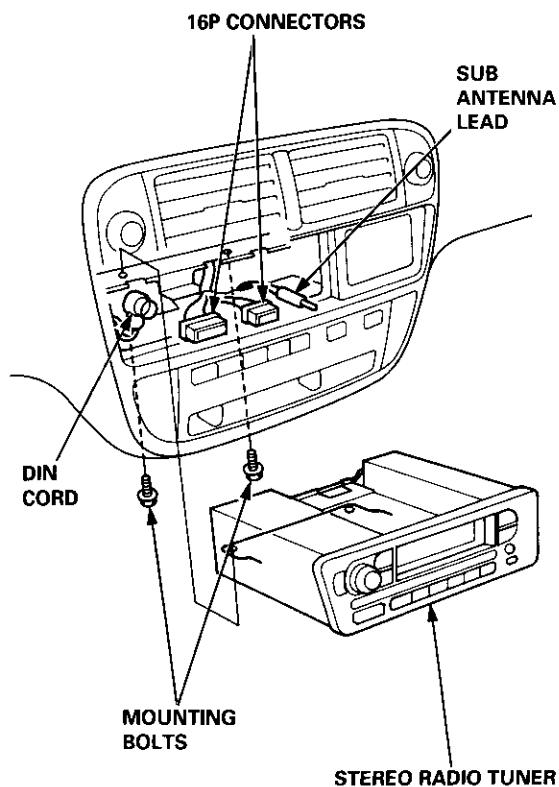




Removal

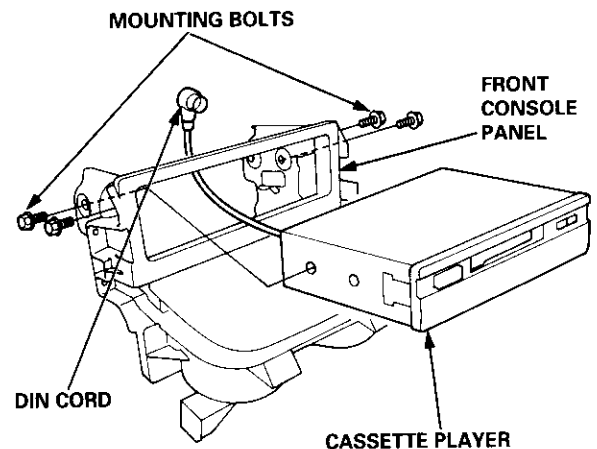
Stereo Radio Tuner ('96 – 98 models):

1. Remove the center dashboard lower cover (see section 20).
2. Remove the two mounting bolts, and pull the stereo radio tuner out.
3. Disconnect the 16P connectors, sub antenna lead and DIN cord (with cassette player), then remove the stereo radio tuner.



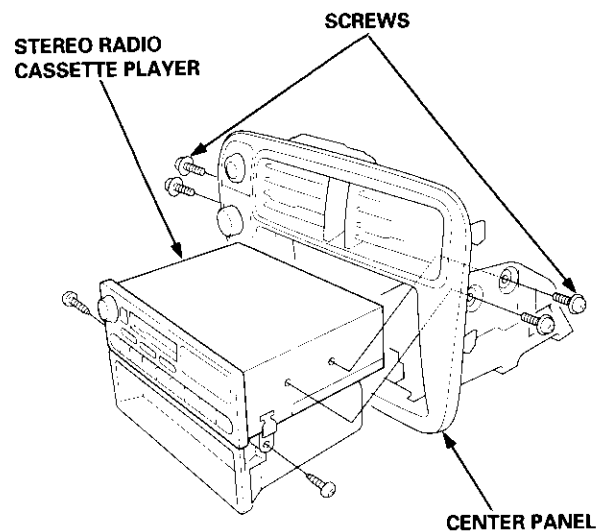
Cassette Player ('96 – 98 models):

1. Remove the front console panel (see section 20).
2. Remove the DIN cord from the stereo radio tuner.
3. Remove the four mounting bolts, then remove the cassette player.



Stereo Radio/Cassette Player ('99 – 00 models):

1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons.
2. Remove the center panel (see section 20).
3. Remove the four mounting screws, and disconnect the 20P connector and antenna lead, then remove the stereo radio/cassette player.

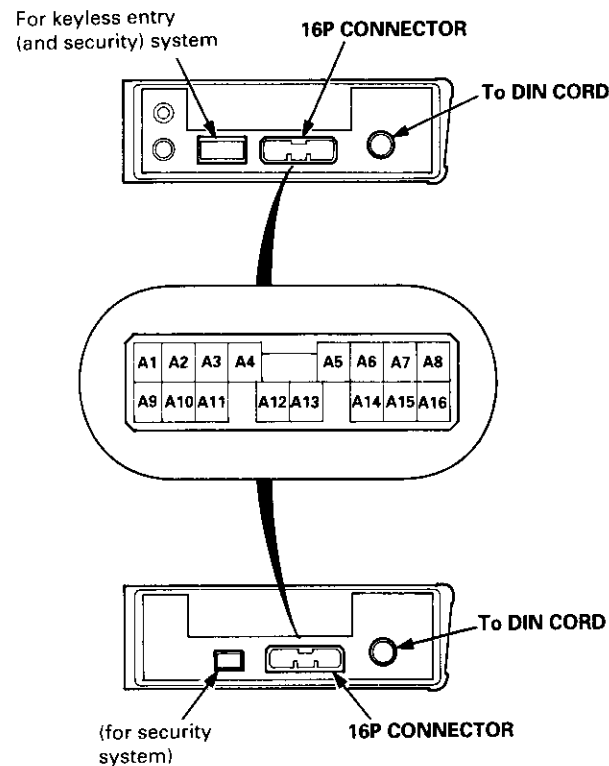


4. Enter the anti-theft code for the radio, then enter the customer's radio station presets.

Stereo Sound System

Stereo Radio Tuner Terminals

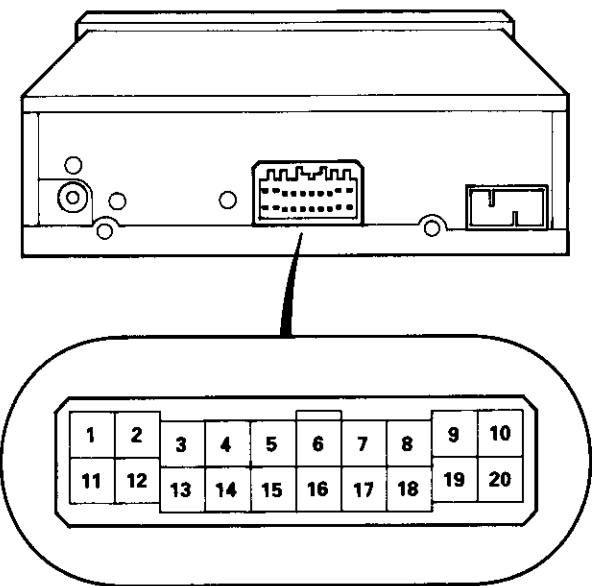
'96 – 98 models:



Cavity	Wire	Connects to
A1	RED/GRN	Right front door speaker ⊕, right tweeter ⊕
A2	BLU	Left front door speaker ⊕, left tweeter ⊕
A3	RED/BLK	Lights-on signal
A4	WHT/BLU	Constant power (tuning memory)
A5	YEL/RED	ACC (main stereo power supply)
A7	BLU/YEL	Left rear speaker ⊕
A8	RED/YEL	Right rear speaker ⊕
A9	BRN/BLK	Right front door speaker ⊖, right tweeter ⊖
A10	GRY/BLK	Left front door speaker ⊖, left tweeter ⊖
A12	RED	Dash lights brightness controller
A14	BLK	Ground (G501)
A15	GRY/WHT	Left rear speaker ⊖
A16	BRN/WHT	Right rear speaker ⊖

Terminals A6, A11 and A13: Not used

'99 – 00 models:



Cavity	Wire	Connects to
2	YEL/RED	ACC (main stereo power supply)
5	RED/YEL	Right rear speaker ⊕
6	BLU/YEL	Left rear speaker ⊕
7	RED/GRN	Right front door speaker ⊕, right tweeter ⊕
8	BLU	Left front door speaker ⊕, left tweeter ⊕
9	RED/BLK	Lights-on signal
10	WHT/BLU	Constant power (tuning memory)
15	BRN/WHT	Right rear speaker ⊖
16	GRY/WHT	Left rear speaker ⊖
17	BRN/BLK	Right front door speaker ⊖, right tweeter ⊖
18	GRY/BLK	Left front door speaker ⊖, left tweeter ⊖
19	RED	Dash lights brightness controller
20	BLK	Ground (G501)

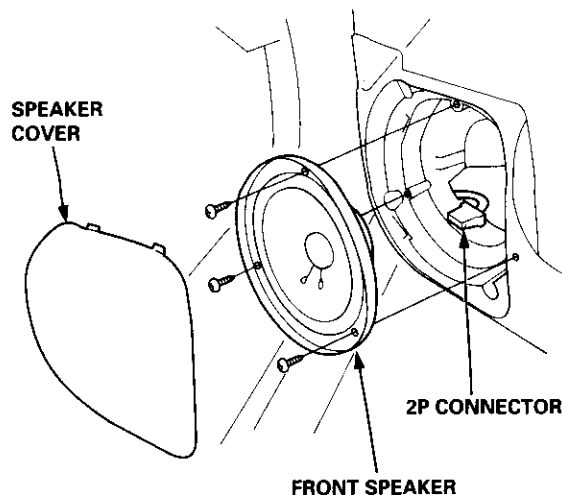
Terminals No. 1, 3, 4, 11, 12, 13, and 14: Not used



Speaker Replacement

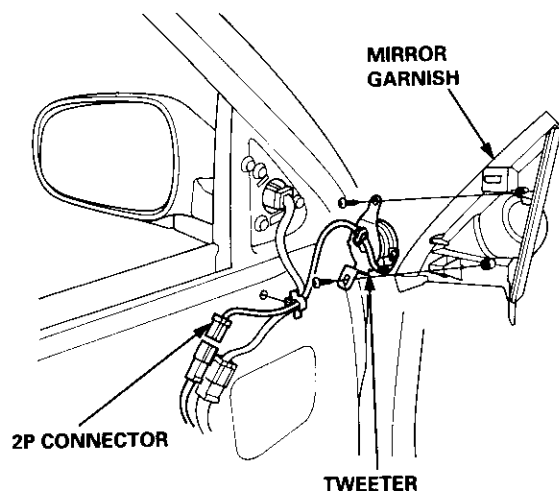
Front speaker:

1. Remove the speaker cover.
2. Remove the three screws from the speaker.
3. Disconnect the 2P connector, and remove the door speaker.



Tweeter:

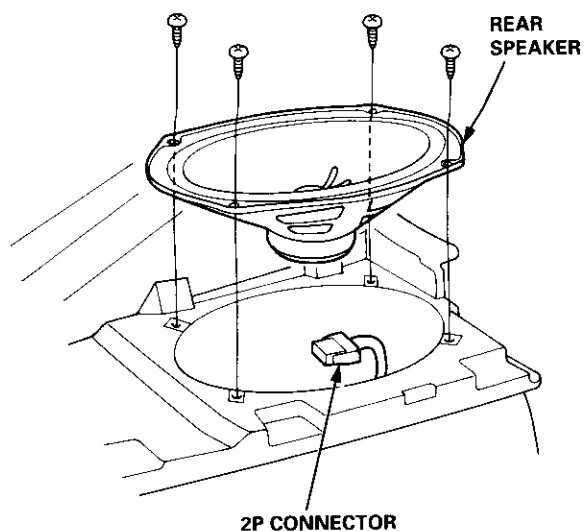
1. Remove the door panel (see section 20).
2. Disconnect the 2P connector from the tweeter.
3. Remove the mirror garnish.
4. Remove the two screws, then remove the tweeter.



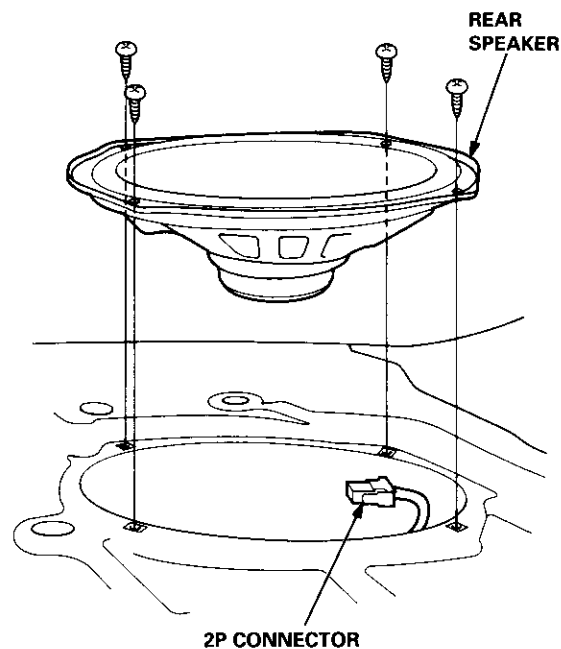
Rear speaker:

1. Remove the rear side shelf or rear shelf (see section 20).
2. Disconnect the 2P connector from the speaker.
3. Remove the four screws, then remove the speaker.

Hatchback:



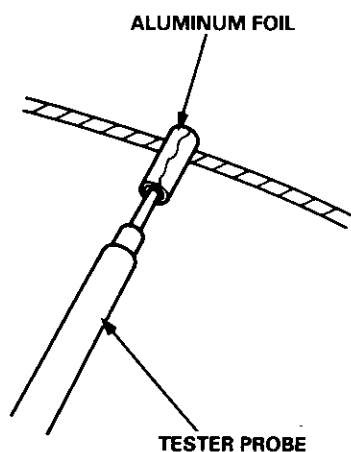
Coupe/Sedan:



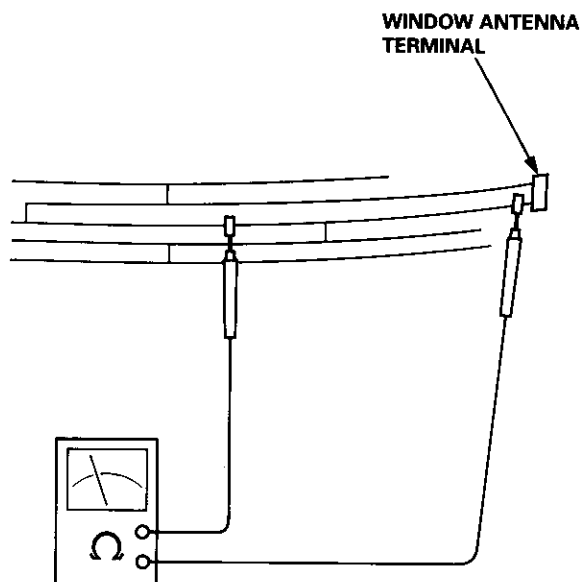
Stereo Sound System

Window Antenna Wire Test

1. Wrap aluminum foil around the tip of the tester probe as shown.



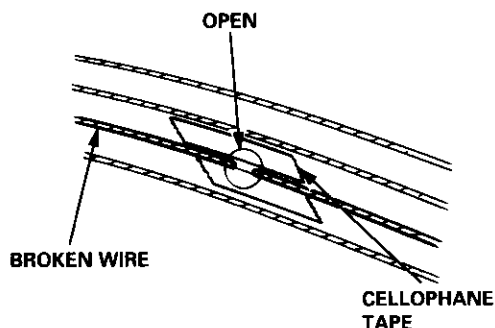
2. Touch one tester probe to the window antenna terminal near, and move the other tester probe along the antenna wires to check that continuity exists.



Window Antenna Wire Repair

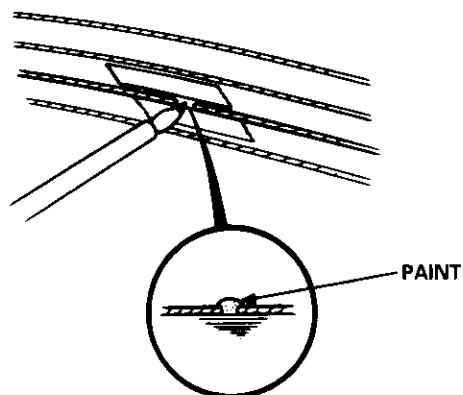
NOTE: To make an effective repair, the broken section must be no longer than one inch.

1. Lightly rub the area around the broken section with fine steel wool, then clean it with alcohol.
2. Carefully mask above and below the broken portion of the window antenna wire with cellophane tape.



3. Using a small brush, apply a heavy coat of silver conductive paint extending about 1/8" on both sides of the break. Allow 30 minutes to dry.

NOTE: Thoroughly mix the paint before use.

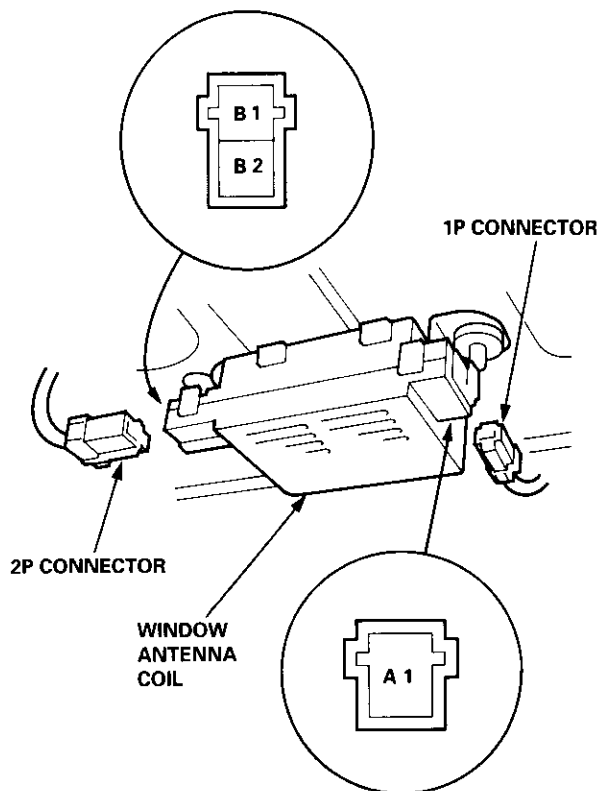


4. Check for continuity in the repaired wire.
5. Apply a second coat of paint in the same way. Let it dry three hours before removing the tape.



Window Antenna Coil Test

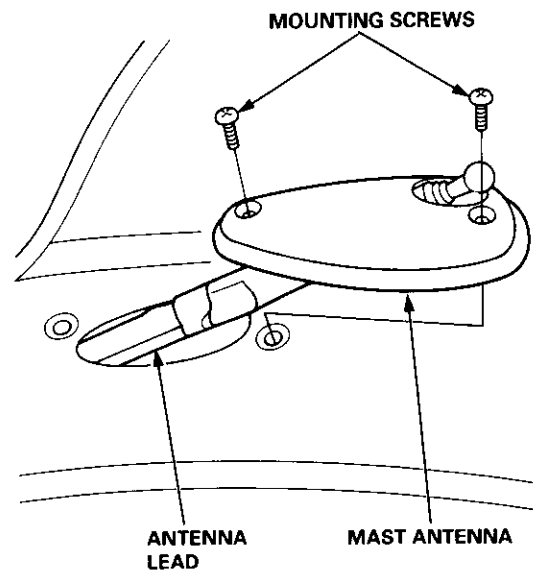
1. Remove the rear shelf (see section 20).
2. Disconnect the 2P and 1P connectors from the window antenna coil.



3. Check for continuity between terminal A1 and body ground and between terminals A1 and B1. If there is no continuity at either check, replace the window antenna coil.

Mast Antenna Replacement

1. Disconnect the connector between the antenna lead and sub antenna lead.
2. Remove the two mounting screws, then remove the mast antenna.



Horn

Component Location Index

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.

HORN ASSEMBLY

Test, page 23-195

HORN SWITCHES

Test, page 23-196

HORN RELAY: '98 - 00 models

Wire colors: WHT/GRN, GRN,
WHT/GRN, BLU/RED

Test, page 23-87

CABLE REEL

Replacement, section 24

HORN RELAY: '96 - 97 models

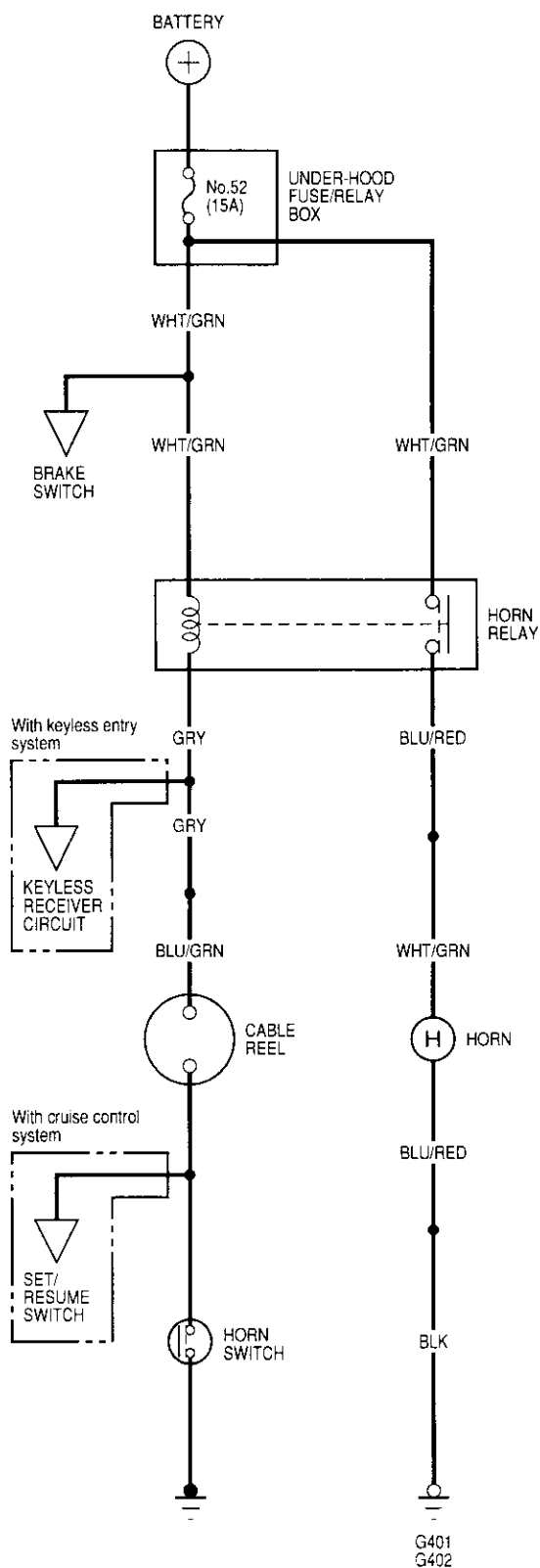
Wire colors: WHT/GRN, GRN,
WHT/GRN, BLU/RED

Test, page 23-86

UNDER-DASH FUSE/RELAY BOX

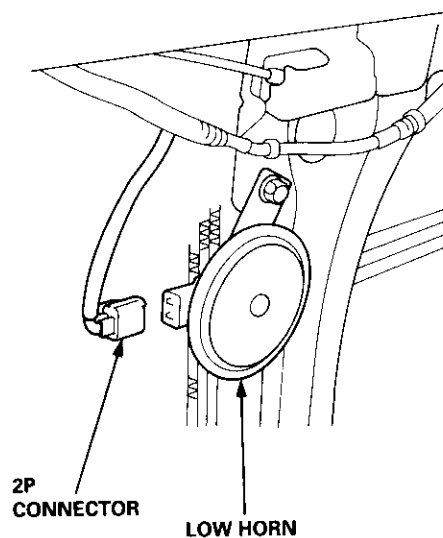


Circuit Diagram: '96 – 97 models

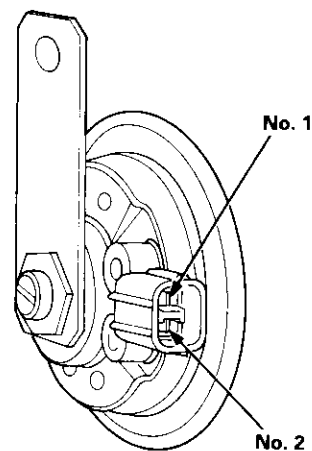


Horn Test: '96 – 97 models

1. Remove the front bumper (see section 20).
2. Disconnect the 2P connector from the horn.

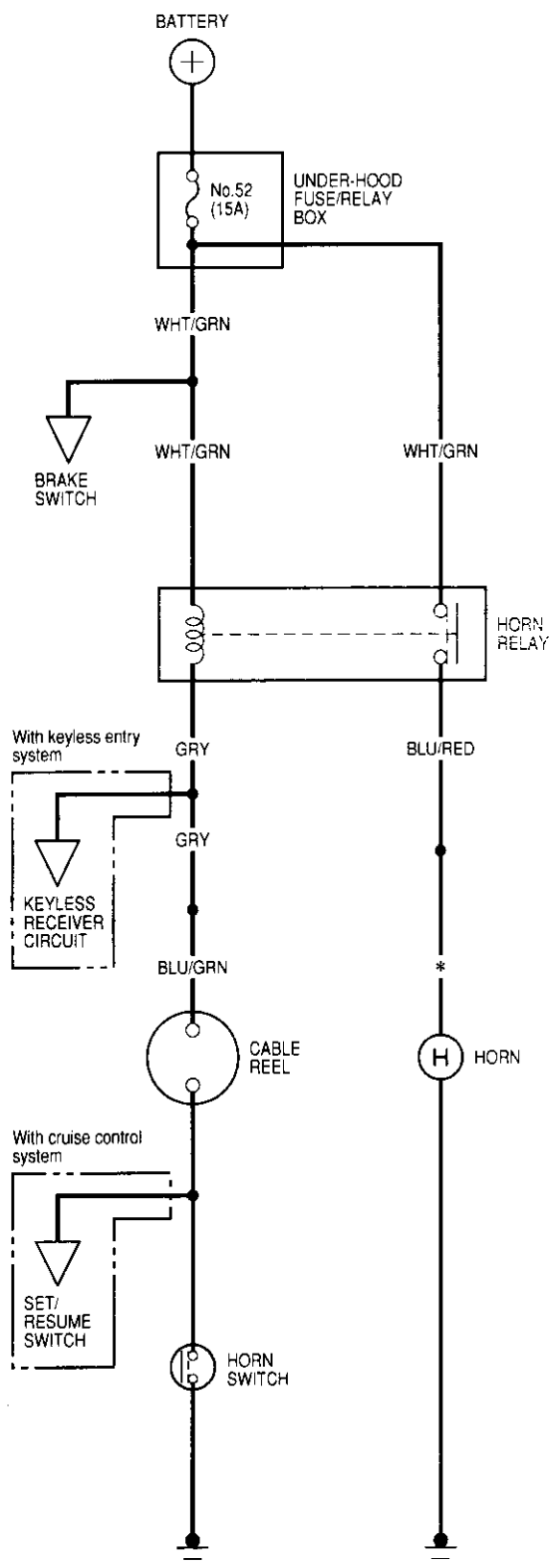


3. Remove the horn.
4. Test the horn by connecting battery power to one terminal and grounding the other. If the horn fails to sound, replace it.



Horn

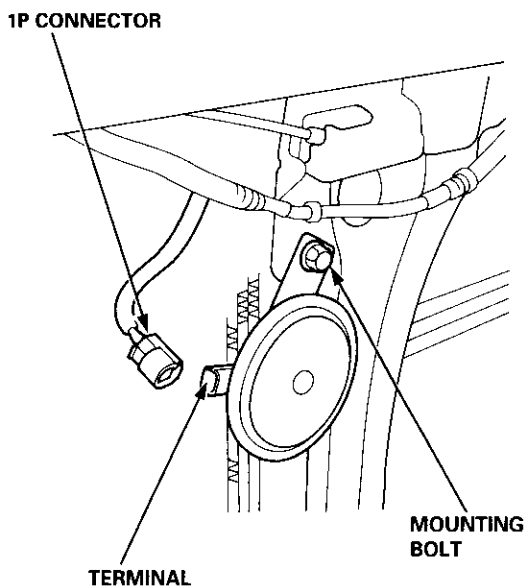
Circuit Diagram: '98 – 00 models



* '98 model: WHT/GRN
'99 – 00 models: BLU/RED

Horn Test: '98 – 00 models

1. Remove the front bumper (see section 20).
2. Disconnect the 1P connector from the horn.

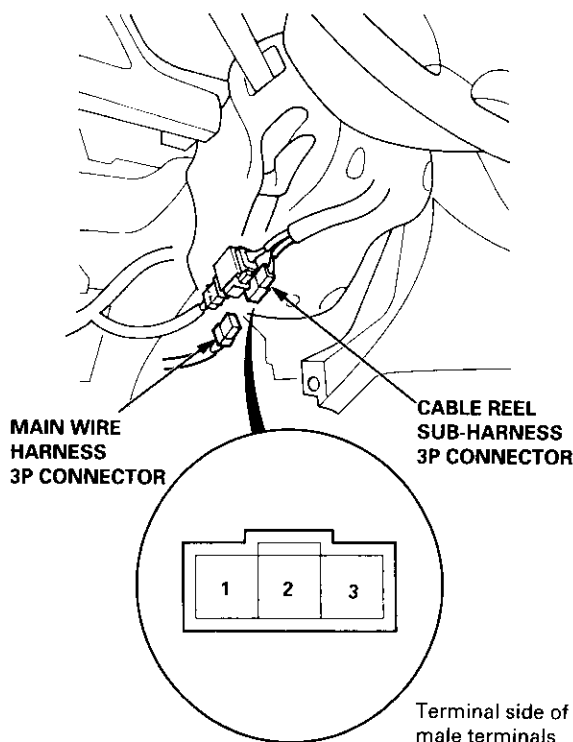


3. Test the horn by connecting battery power to the terminal and grounding the mounting bolt. If the horn fails to sound, replace it.

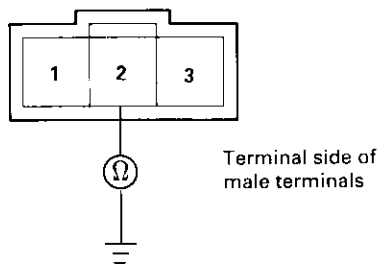


Switch Test

1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons ('99 - 00 models).
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait at least three minutes.
3. Disconnect the driver's airbag connector (see section 24).
4. Remove the driver's dashboard lower cover (see section 20).
5. Disconnect the cable reel sub-harness 3P connector from the main wire harness.

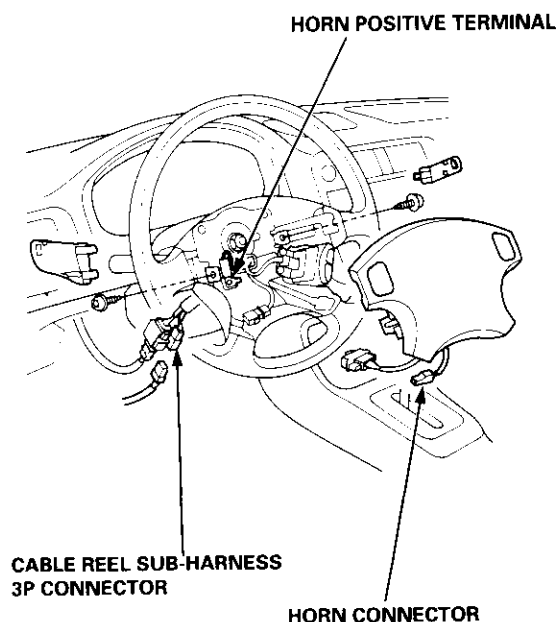


6. Check for continuity between the No. 2 terminal of the cable reel sub-harness and body ground with the horn switch pressed.



- If there is continuity, the horn switch is OK.
- If there is no continuity, go to step 6.

7. Remove the driver's airbag assembly (see section 24), then disconnect the horn connector from the steering wheel.
8. Check for continuity between the No. 2 terminal of the cable reel sub-harness 3P connector and horn positive terminal.



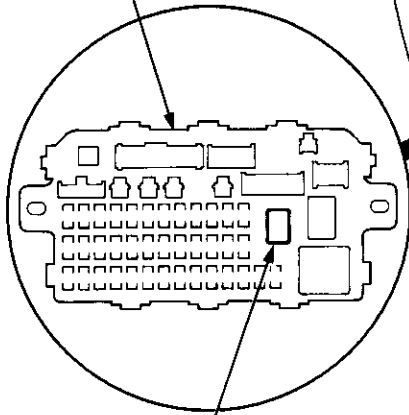
- If there is no continuity, replace the cable reel (see section 24).
 - If there is continuity, repair or replace the horn switch.
9. If all tests prove OK, reinstall the driver's airbag assembly (see section 24), and reconnect the cable reel sub-harness connector.
 10. Reconnect the driver's airbag connector, and reinstall the access panel on the steering wheel.
 11. Reconnect the battery positive cable, then the negative terminal.
 12. After installing the airbag assembly, confirm proper system operation:
 - Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.
 - Make sure both horn buttons work.
 13. Enter the anti-theft code for the radio, then enter the customer's radio station presets ('99 - 00 models).

Rear Window Defogger

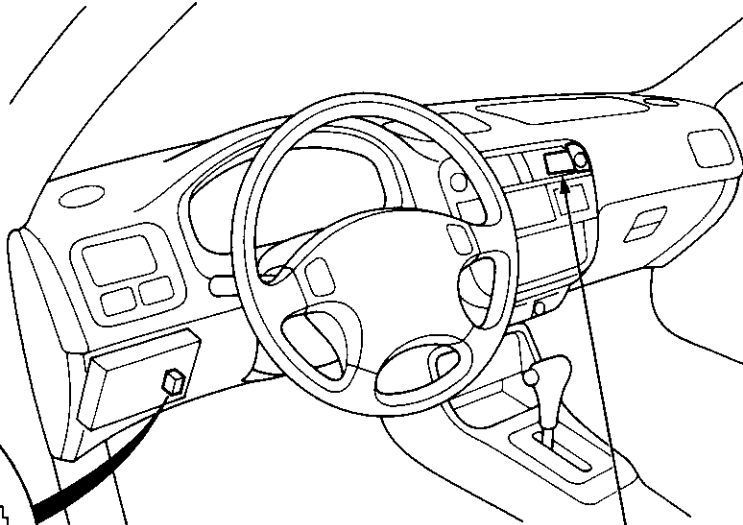
Component Location Index

'96 - 98 models:

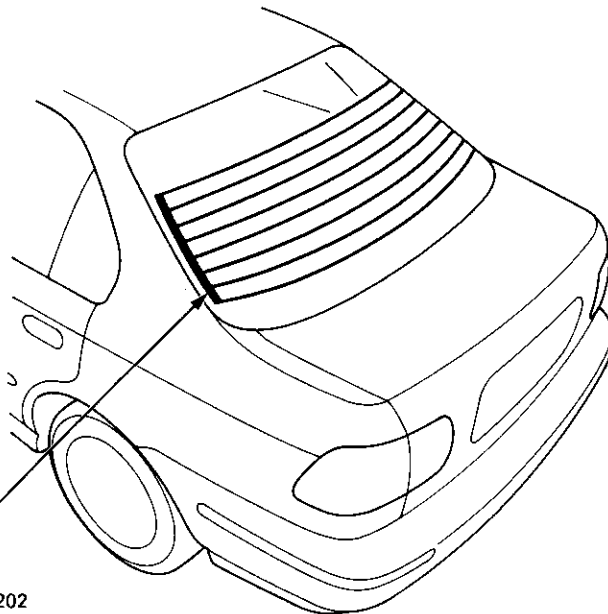
UNDER-DASH FUSE/RELAY BOX



REAR WINDOW DEFOGGER
RELAY
Test, page 23-86



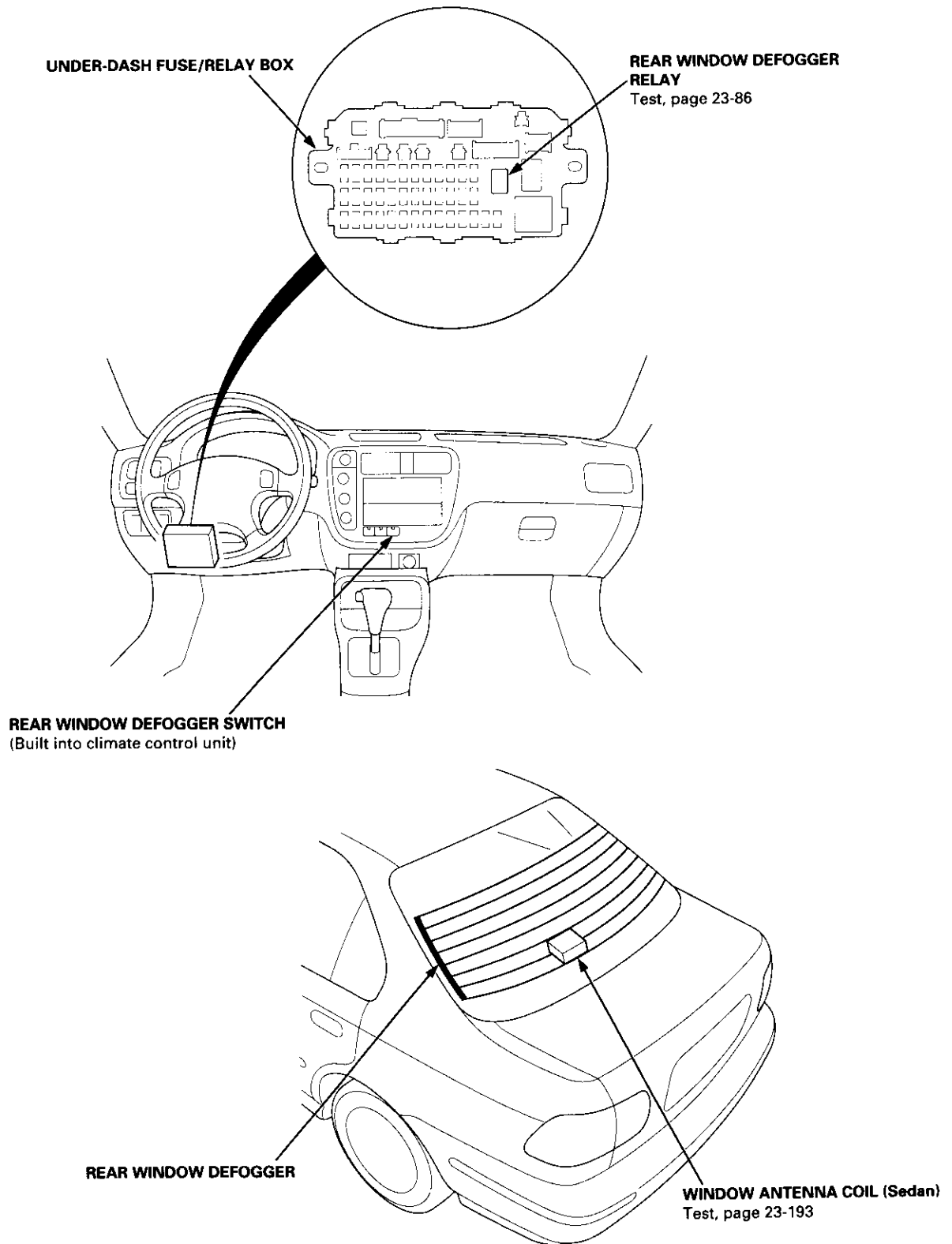
REAR WINDOW DEFOGGER SWITCH
Input Test, page 23-203



REAR WINDOW DEFOGGER
Function Test, page 23-202
Defogger Wire Repair, page 23-202



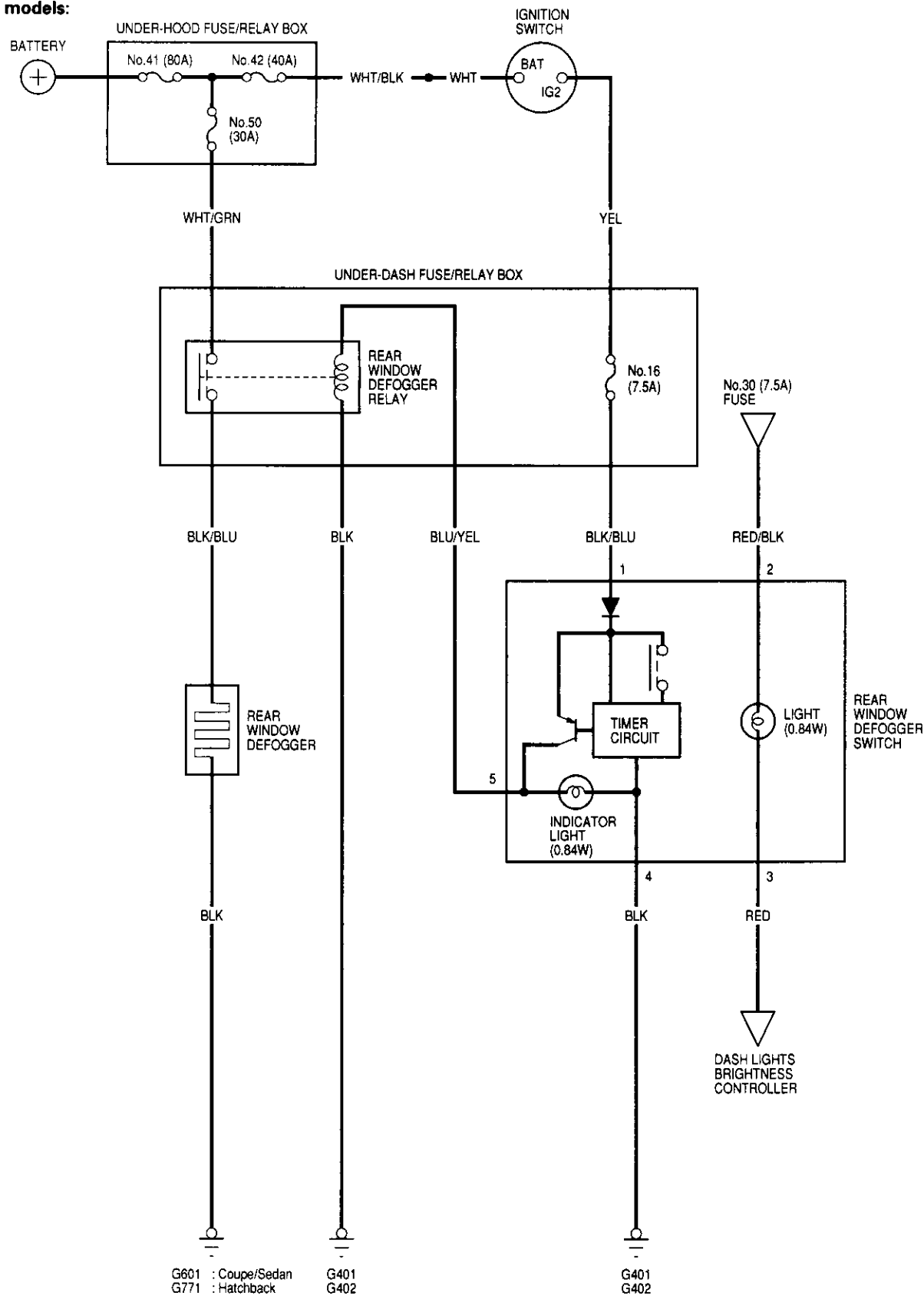
'99 – 00 models:





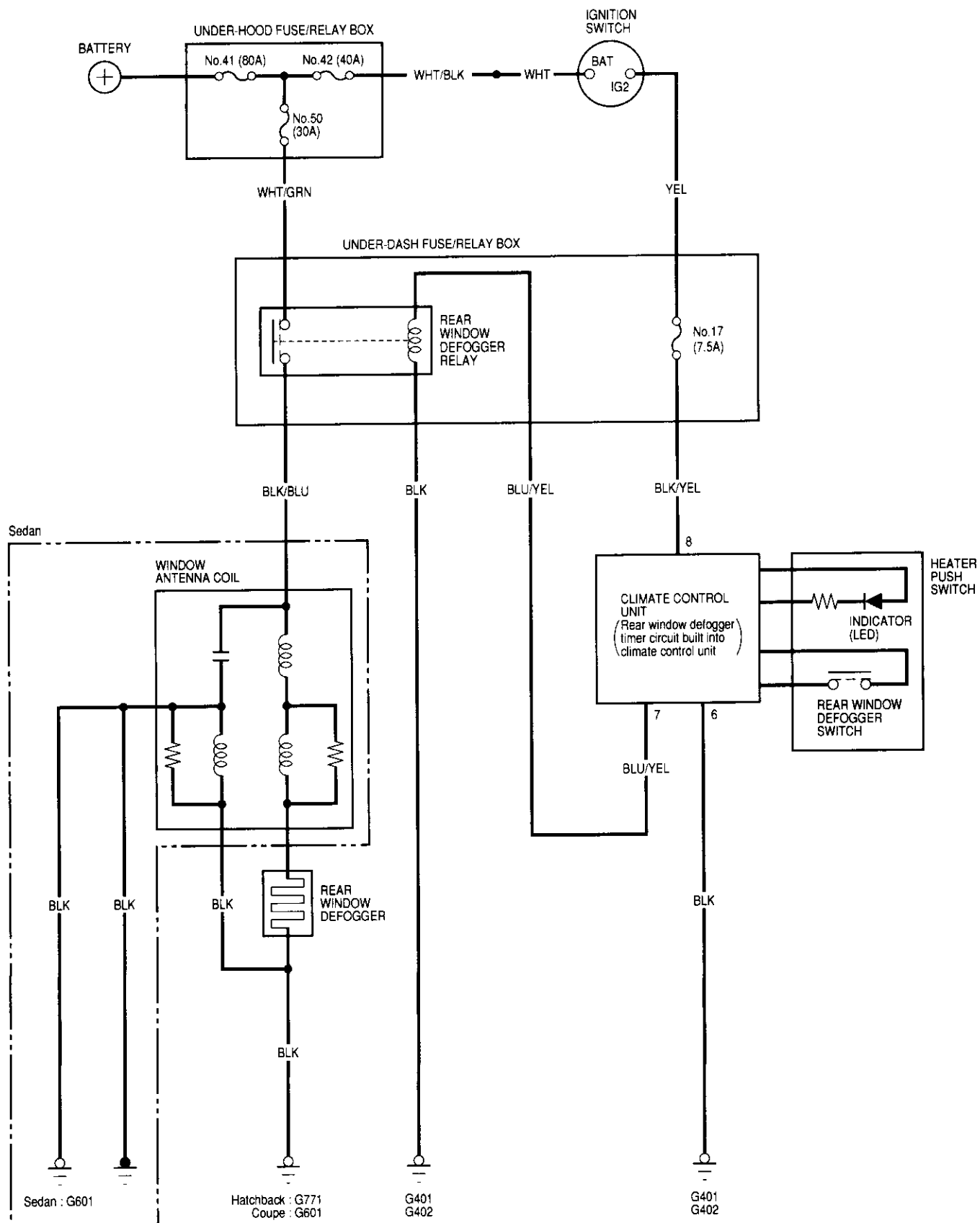
Circuit Diagram

'96 – 98 models:





'99 - 00 models

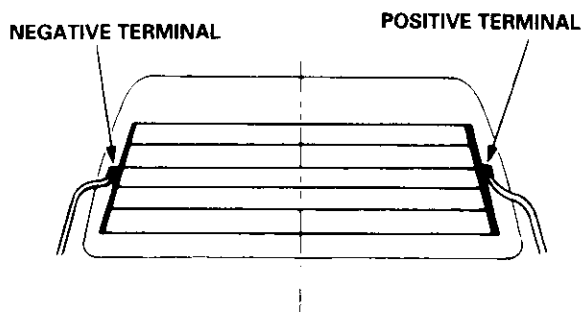


Rear Window Defogger

Function Test

CAUTION: Be careful not to scratch or damage the defogger wires with the tester probe.

1. Check for voltage between the positive terminal and body ground with the ignition switch and defogger switch ON.
There should be battery voltage.
 - If there is no voltage, check for:
 - faulty defogger relay.
 - faulty defogger switch.
 - an open in the BLK/BLU wire.
 - If there is battery voltage, go to step 2.

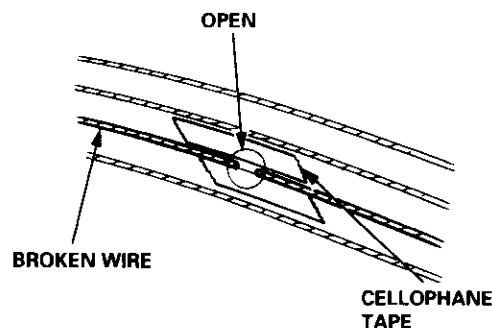


2. Check for continuity between the negative terminal and body ground.
If there is no continuity, check for an open in the defogger ground wire.
3. Touch the voltmeter positive probe to the halfway point of each defogger wire, and the negative probe to the negative terminal.
There should be approximately 6 V with the ignition switch and the defogger switch ON.
 - If the voltage is as specified, the defogger wire is OK.
 - If the voltage is not as specified, repair the defogger wire.
 - If it is more than 6 V, there is a break in the negative half of the wire.
 - If it is less than 6 V, there is a break in the positive half of the wire.

Defogger Wire Repair

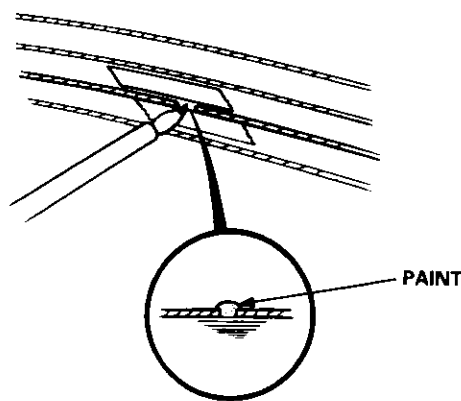
NOTE: To make an effective repair, the broken section must be no longer than one inch.

1. Lightly rub the area around the broken section with fine steel wool, then clean it with alcohol.
2. Carefully mask above and below the broken portion of the defogger wire with cellophane tape.



3. Using a small brush, apply a heavy coat of silver conductive paint extending about 1/8" on both sides of the break. Allow 30 minutes to dry.

NOTE: Thoroughly mix the paint before use.



4. Check for continuity in the repaired wire.
5. Apply a second coat of paint in the same way. Let it dry three hours before removing the tape.

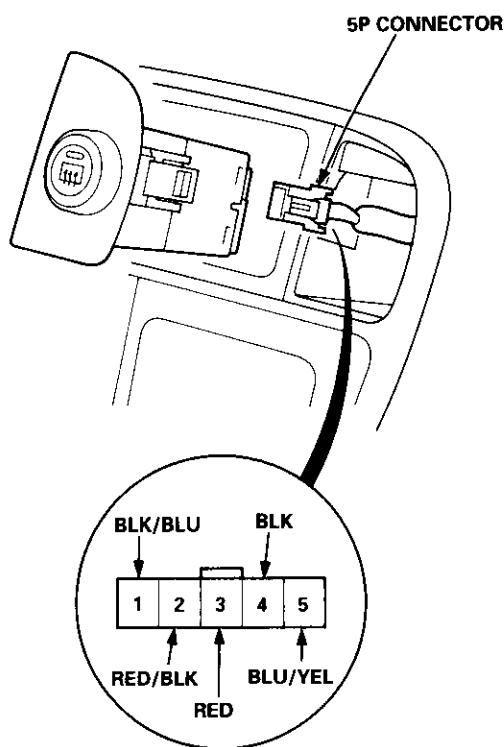


Switch Input Test

CAUTION: Be careful not to damage the rear window defogger switch or the center panel when prying the switch out.

NOTE: Before testing, check for blown No. 16 (7.5 A) fuse in the under-dash fuse/relay box.

1. Pry the switch out of the center panel (see section 20).
2. Disconnect the 5P connector from the switch.
3. Turn the ignition switch ON (II), and check the voltage between the BLK/BLU (+) and the BLK (-) terminals. There should be battery voltage.
 - If there is no voltage, check for an open in the BLK/BLU wire.
 - If there is battery voltage, go to step 4.



Wire side of female terminals

4. Connect a jumper wire between the BLK/BLU and the BLU/YEL terminals.
5. Turn the ignition switch ON (II), and check that the rear window defogger works; if it does, replace the defogger switch.

Power Mirrors

Component Location Index

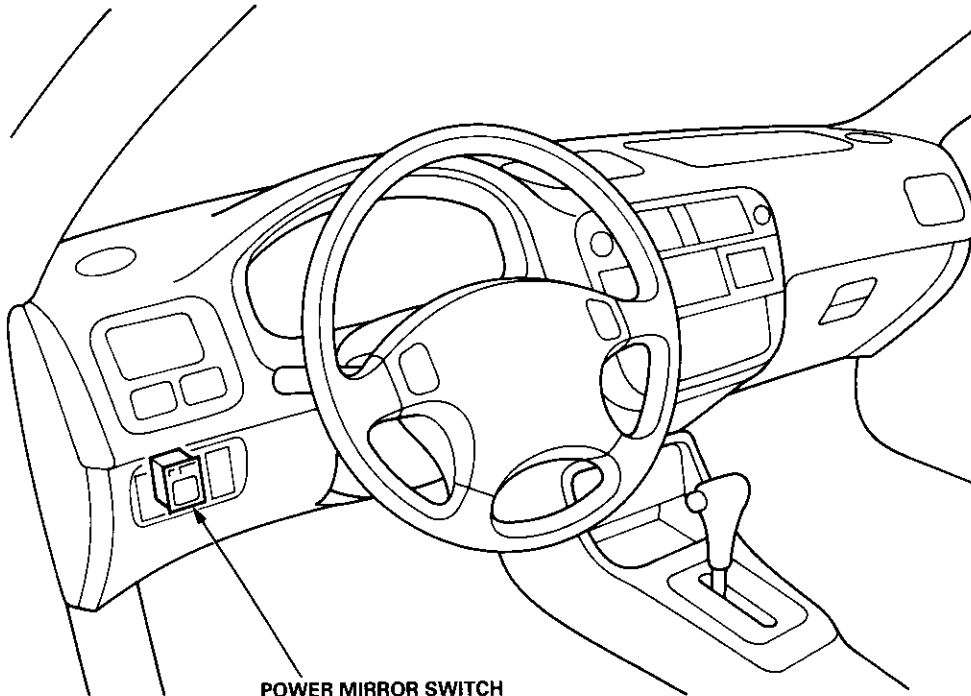
Power Mirror

Function Test, page 23-207

Power Mirror Test, page 23-210

Replacement, section 20

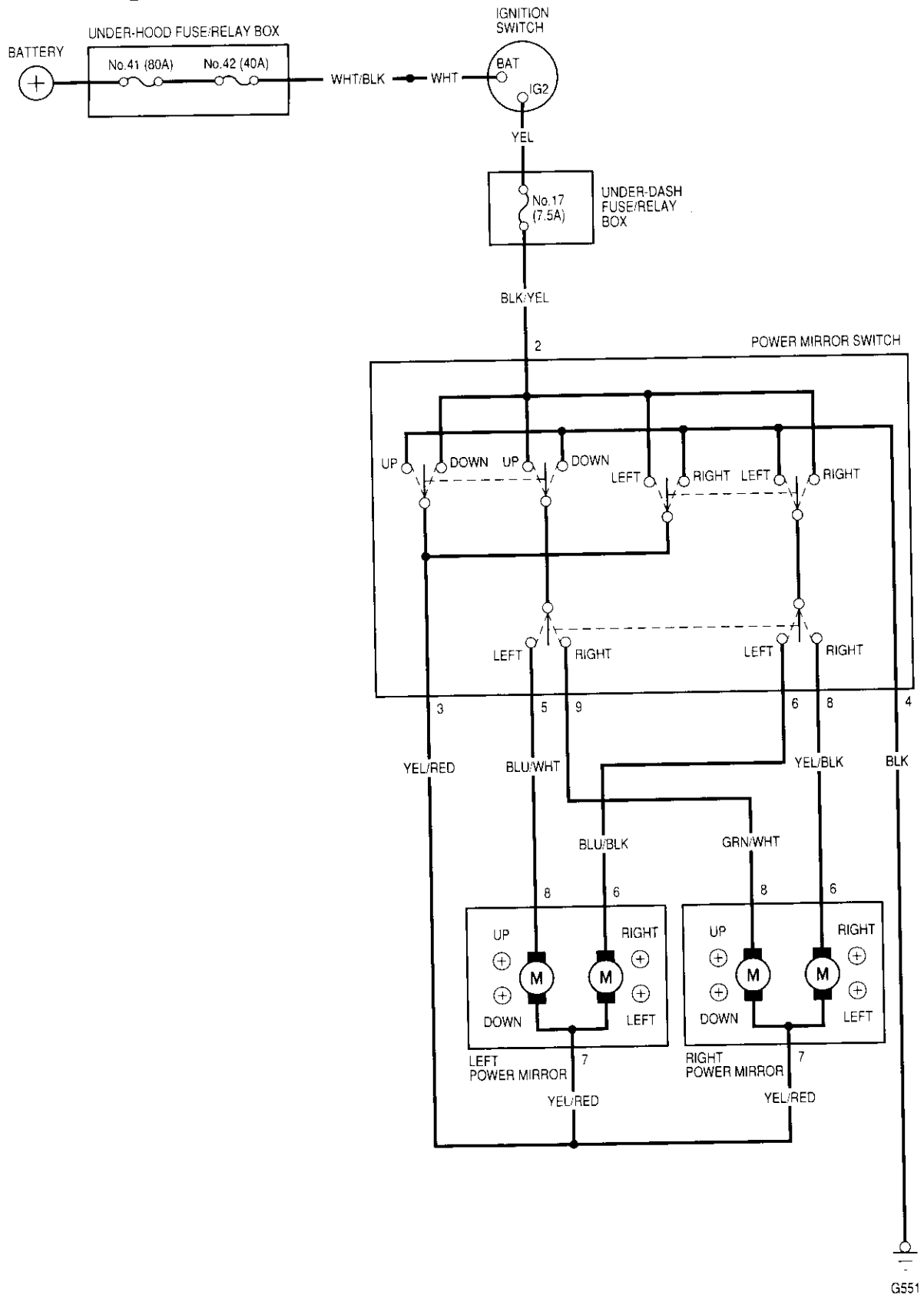
Actuator Replacement, page 23-210



POWER MIRROR SWITCH
Test, page 23-209

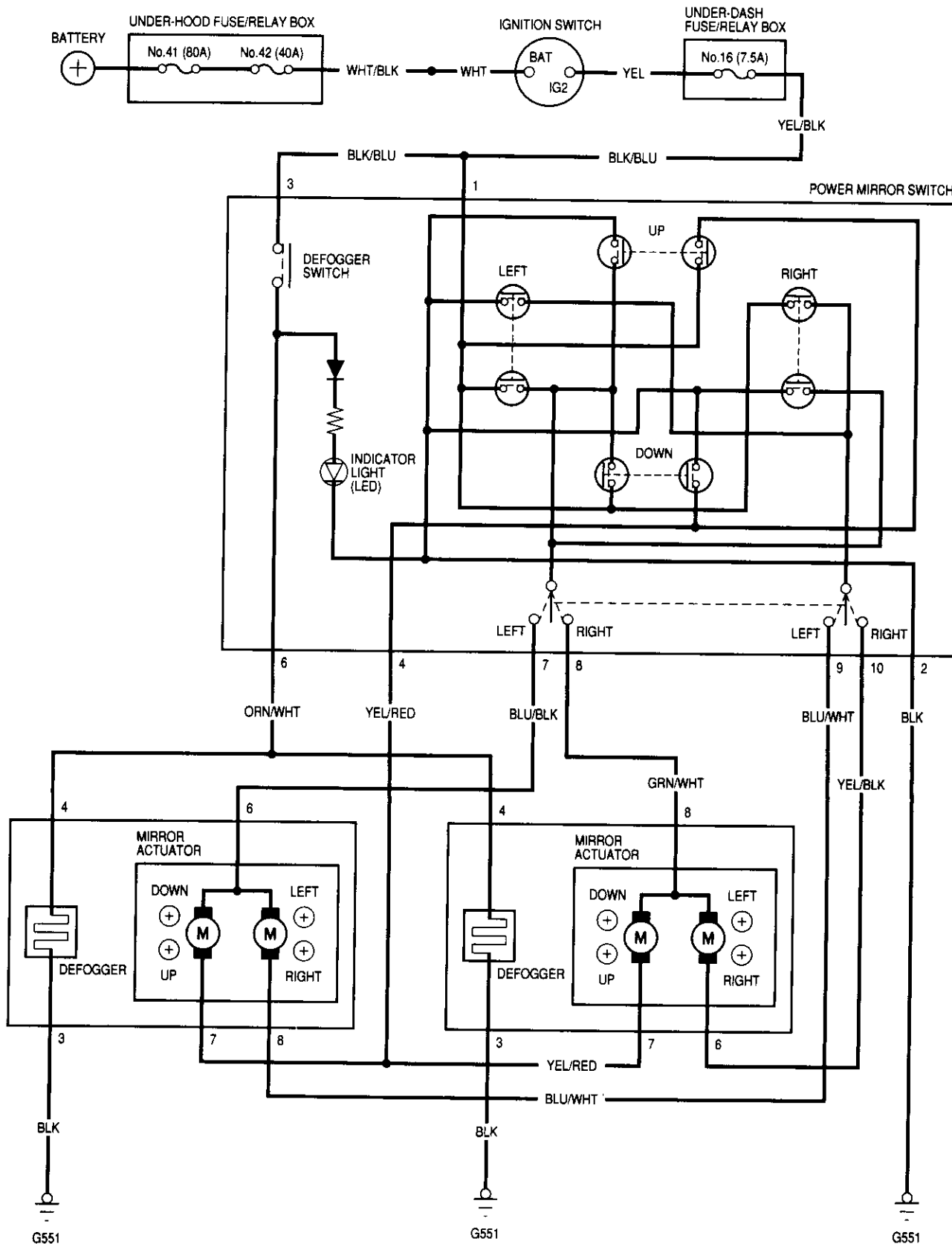


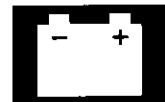
Circuit Diagram (Without Defogger)



Power Mirrors

Circuit Diagram (With Defogger)



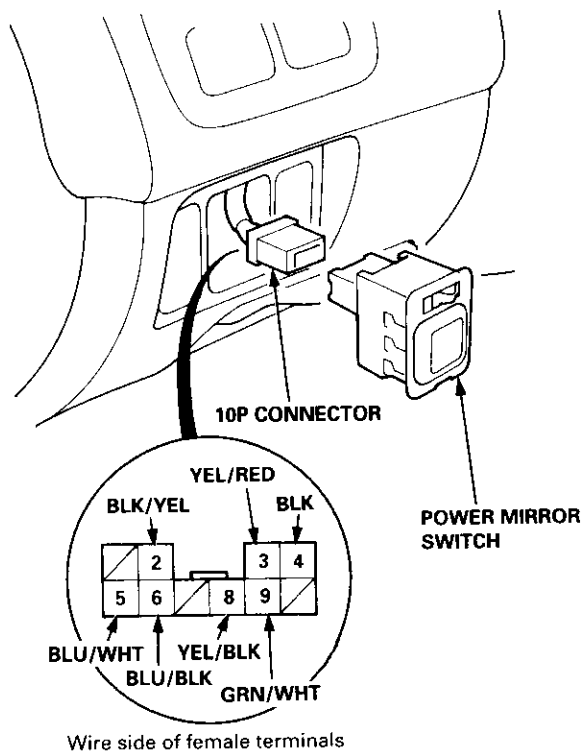


Function Test

CAUTION: Be careful not to damage the mirror switch or the dashboard driver's lower cover when prying the switch out.

Without defogger:

1. Pry the switch out of the driver's dashboard lower cover.
2. Disconnect the 10P connector from the switch.



Mirror Test

Both inoperative:

1. Check for voltage between the No. 2 (BLK/YEL) terminal and body ground with the ignition switch ON (II).
There should be battery voltage.
 - If there is no voltage, check for:
 - blown No. 17 (7.5 A) fuse in the under-dash fuse/relay box.
 - an open in the BLK/YEL wire.
 - If there is battery voltage, go to step 2.
2. Check for continuity between the No. 4 (BLK) terminal and body ground.
There should be continuity.
 - If there is no continuity, check for:
 - an open in the BLK wire.
 - poor ground (G551).

Left mirror inoperative:

Connect the No. 2 (BLK/YEL) terminal of the 10P connector to the No. 3 (YEL/RED) terminal and the No. 5 (or No. 6) terminal to body ground with jumper wires. The left mirror should tilt down (or swing left) when the ignition switch is turned ON (II).

- If the mirror does not tilt down (or does not swing left), remove the left door panel, and check for an open in the BLU/WHT (or BLU/BLK) wire between the left power mirror and the switch.
 - If the wire is OK, check the left power mirror actuator.
- If the mirror neither tilts down nor swings left, repair the YEL/RED wire.
- If the mirror operates properly, check the mirror switch.

Right mirror inoperative:

Connect the No. 2 (BLK/YEL) terminal of the 10P connector to the No. 3 (YEL/RED) terminal and the No. 9 (or No. 8) terminal to body ground with jumper wires. The right mirror should tilt down (or swing left) when the ignition switch is turned ON (II).

- If the mirror does not tilt down (or does not swing left), remove the right door panel, and check for an open in the GRN/WHT (or YEL/BLK) wire between the right power mirror and the switch.
 - If the wire is OK, check the right power mirror actuator.
- If the mirror neither tilts down nor swings left, repair the YEL/RED wire.
- If the mirror operates properly, check the mirror switch.

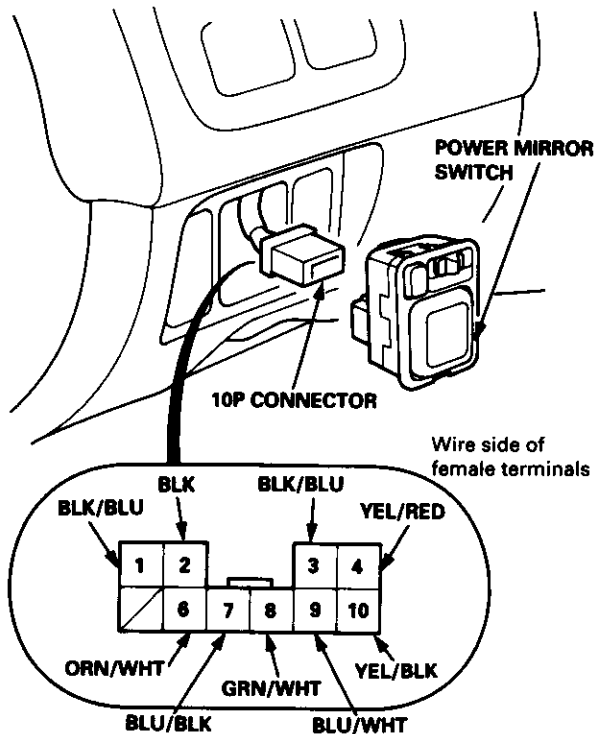
(cont'd)

Power Mirrors

Function Test (cont'd)

With defogger:

1. Pry the switch out of the driver's dashboard lower cover.



2. Disconnect the 10P connector from the power mirror switch.

Mirror Test

Both inoperative:

1. Check for voltage between the No. 1 terminal and body ground with the ignition switch ON (II). There should be battery voltage.
 - If there is no battery voltage, check for:
 - blown No. 16 (7.5 A) fuse in the under-dash fuse/relay box.
 - an open in the BLK/BLU wire.
 - If there is battery voltage, go to step 2.
2. Check for continuity between the No. 2 terminal and body ground. There should be continuity.
 - If there is no continuity, check for:
 - an open in the BLK wire.
 - poor ground (G551).
 - If there is continuity, check both mirrors individually as described in the next column.

Left mirror inoperative:

Connect the No. 1 terminal to the No. 7 terminal, and the No. 4 (or No. 9) terminal to body ground with jumper wires. The left mirror should tilt down (or swing left) with the ignition switch ON (II).

- If the mirror does not tilt down (or does not swing left), check for an open in the YEL/RED (or BLU/WHT) wire between the left mirror and the 10P connector. If the wire is OK, check the left mirror actuator.
- If the mirror neither tilts down nor swings left, repair the BLU/BLK wire.
- If the mirror works properly, check the mirror switch.

Right mirror inoperative:

Connect the No. 1 terminal to the No. 8 terminal, and the No. 4 (or No. 10) terminal to body ground with jumper wires. The right mirror should tilt down (or swing left) with the ignition switch ON (II).

- If the mirror does not tilt down (or does not swing left), check for an open in the YEL/RED (or YEL/BLK) wire between the right mirror and the 10P connector. If the wire is OK, check the right mirror actuator.
- If the mirror neither tilts down nor swings left, repair the GRN/WHT wire.
- If the mirror works properly, check the mirror switch.

Defogger inoperative:

1. Check for voltage between the No. 3 terminal and body ground with the ignition switch ON (II). There should be battery voltage.
 - If there is no battery voltage, check for:
 - blown No. 16 (7.5 A) fuse in the under-dash fuse/relay box.
 - An open in the BLK/BLU wire.
 - If there is battery voltage, go to step 2.
2. Connect the No. 3 terminal to the No. 6 terminal with a jumper wire. Both mirrors should gradually warm up when the ignition switch ON (II).
 - If neither mirror warms up, check for an open in the ORN/WHT wire.
 - If only one fails to warm up, check its mirror defogger element.
 - If both mirrors warm up, check the switch.



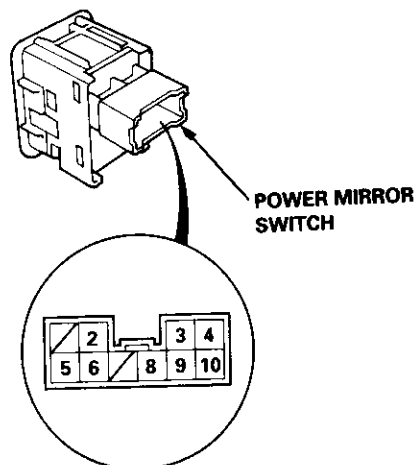
Switch Test

Without defogger:

1. Remove the switch as described in Function Test (see page 23-207).
2. Check for continuity between the terminals in each switch position according to the table.

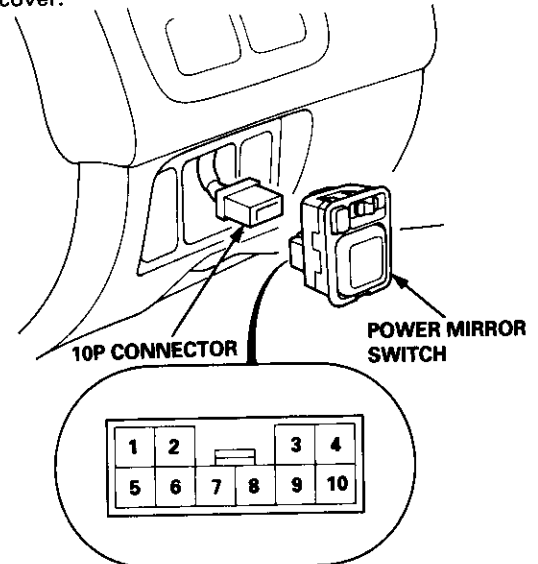
Mirror Switch:

Terminal		2	3	4	5	6	8	9
Position								
L	UP	○	○	○	○			
	DOWN	○	○	○	○			
	LEFT	○	○	○	○	○		
	RIGHT	○	○	○	○	○		
R	UP	○	○	○				○
	DOWN	○	○	○				○
	LEFT	○	○	○			○	
	RIGHT	○	○	○			○	



With defogger:

1. Pry the switch out of the dashboard driver's lower cover.



2. Disconnect the 10P connector from the switch.
3. Check for continuity between the terminals in each switch position according to the table.

Mirror Switch:

Terminal		1	2	4	7	8	9	10
Position								
L	UP	○	○	○	○			
	DOWN	○	○	○	○			
	LEFT	○	○	○	○	○		
	RIGHT	○	○	○	○	○		
R	UP	○	○	○	○	○		
	DOWN	○	○	○	○	○		
	LEFT	○	○	○	○	○	○	
	RIGHT	○	○	○	○	○	○	

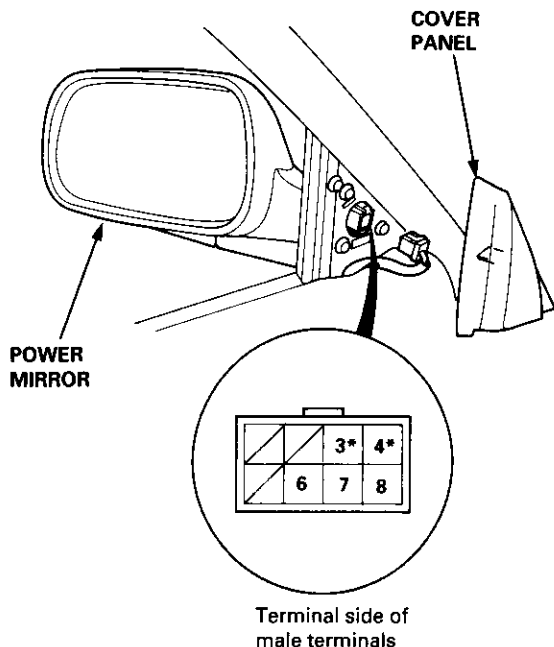
Defogger Switch:

Terminal		2		3	6
Position					
ON		○	⊗	○	○
OFF		○	⊗	○	

Power Mirrors

Power Mirror Test

1. Pry out the cover panel (see section 20).



*: Canada '99 - 00 models

2. Disconnect the 8P connector from the power mirror.
3. Check actuator operation by connecting power and ground according to the tables.

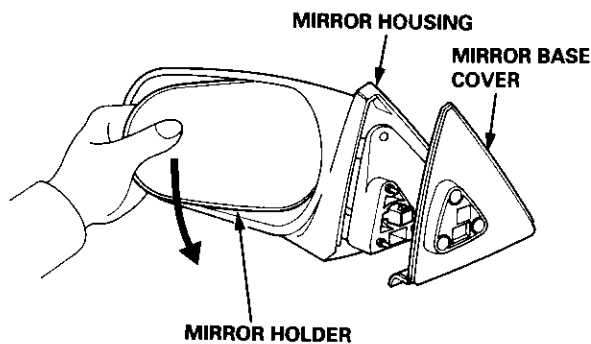
Terminal	6	7	8
Position			
TILT UP		⊖	⊕
TILT DOWN		⊕	⊖
SWING LEFT	⊖	⊕	
SWING RIGHT	⊕	⊖	

Defogger Test:

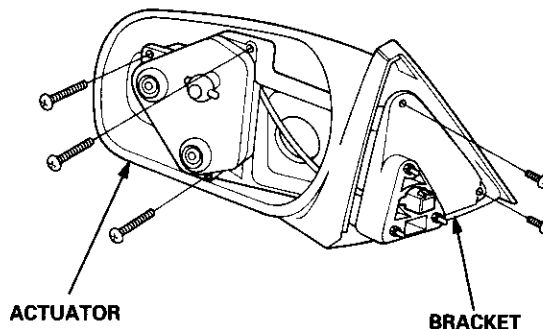
4. Check for continuity between the No. 3 and No. 4 terminals of the 8P connector. There should be continuity.

Mirror Actuator Replacement (Donnelly Type)

1. Remove the power mirror from the door (see section 20), and disconnect the 8P connector.
2. Remove the mirror base cover from the mirror housing.



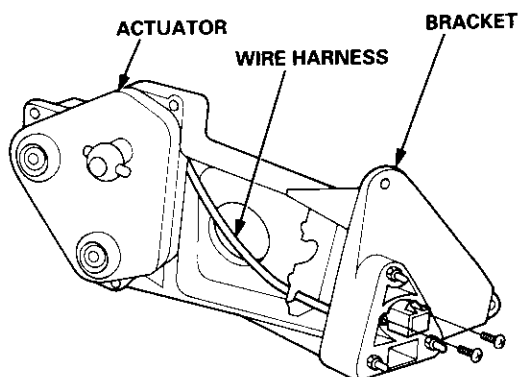
3. Remove the mirror holder from the mirror housing. Gently pull it out by hand.
4. Remove the three screws from the actuator and the two screws from the bracket at the base of the assembly.



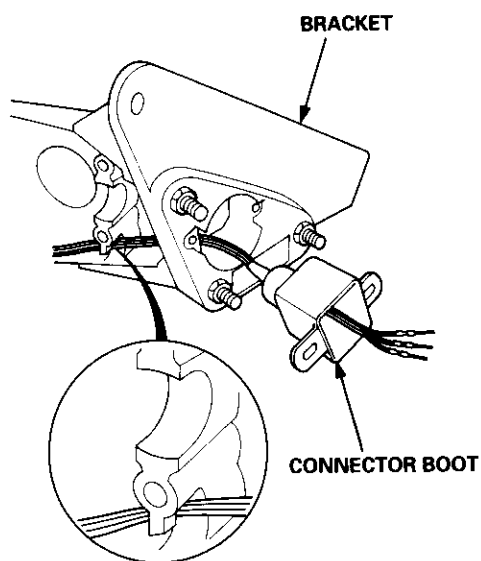
5. Remove the bracket from the housing.



6. Remove the two screws, cut the wire harness, and remove the actuator.

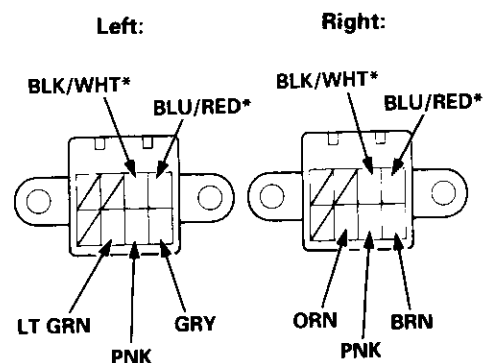


7. Record the terminal locations and wire colors.
8. Route the wire harness of the new actuator through the hole in the bracket. Be sure to pass the wire under the bracket clip.



9. Pass the connector boot over the wire harness.

10. Insert the terminals into the connector in the original arrangement (recorded in step 7), as shown below.



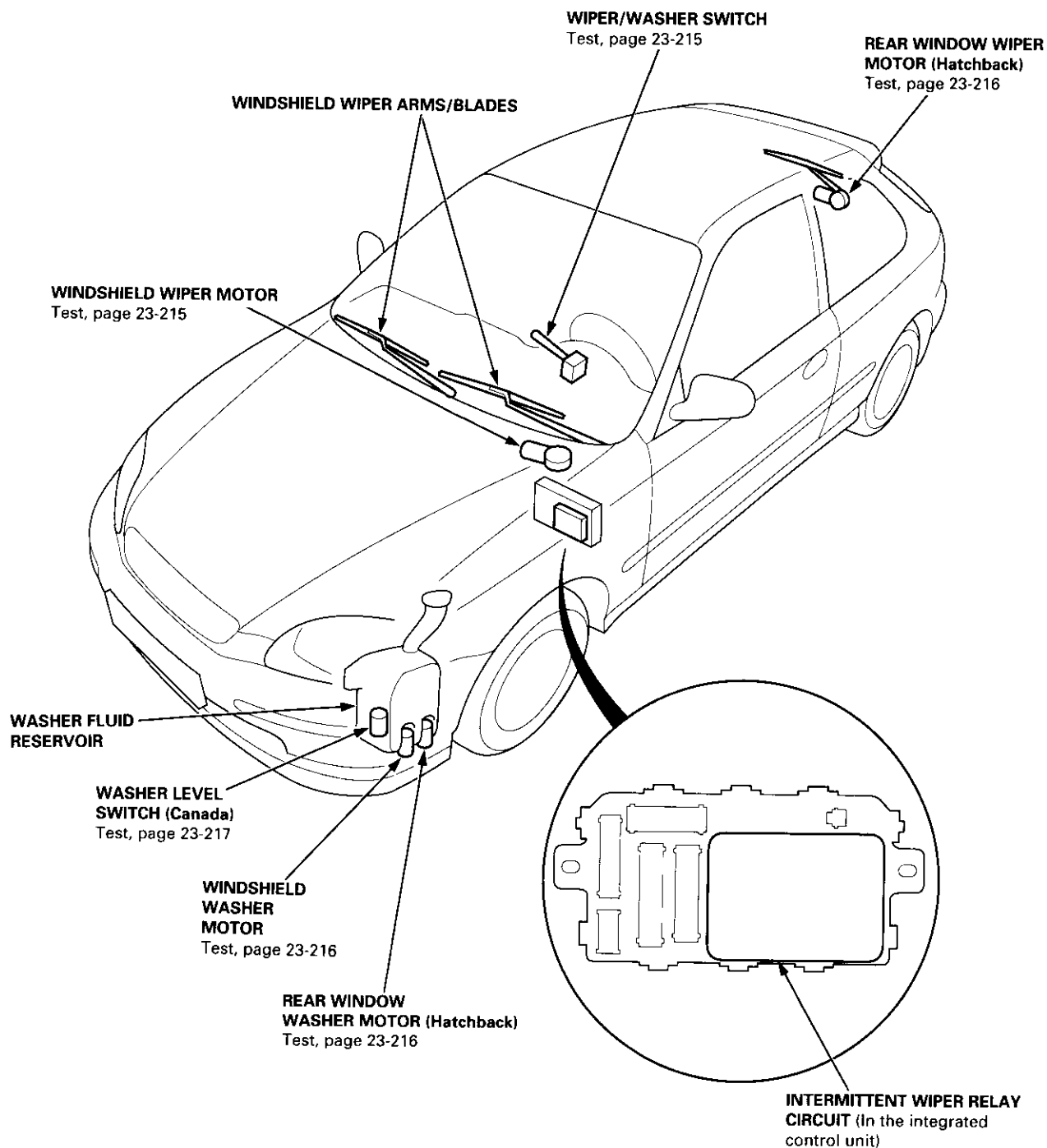
*: Canada '99 - 00 models

11. Apply tape to seal the intersection of the connector boot and the wire harness.
12. Reassemble in the reverse order of disassembly. Be careful not to break the mirror when reinstalling it to the actuator.
13. Reinstall the mirror assembly to the door.
14. Operate the power mirror to check that the actuator works smoothly.

Wipers/Washers

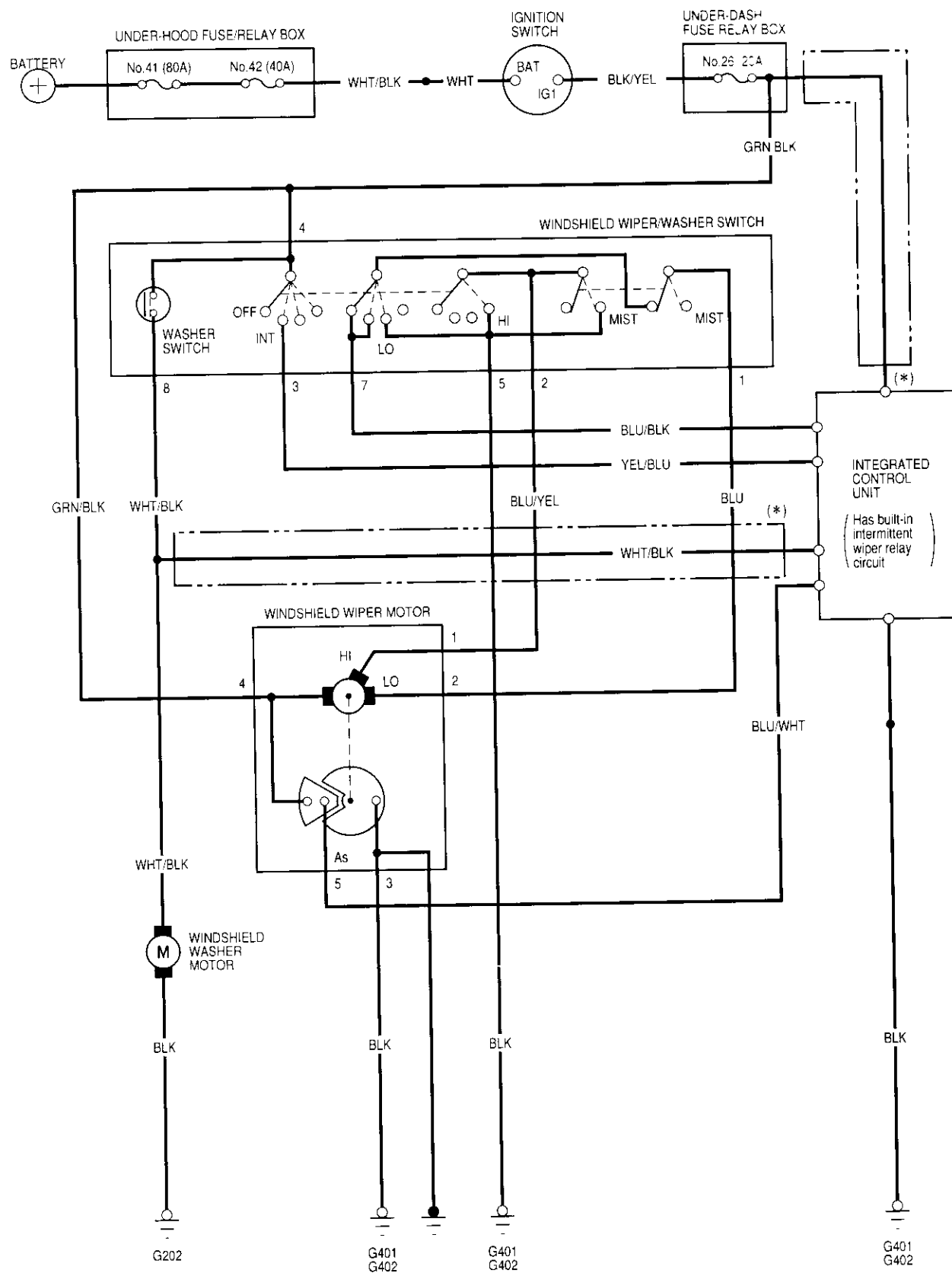
Component Location Index

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.





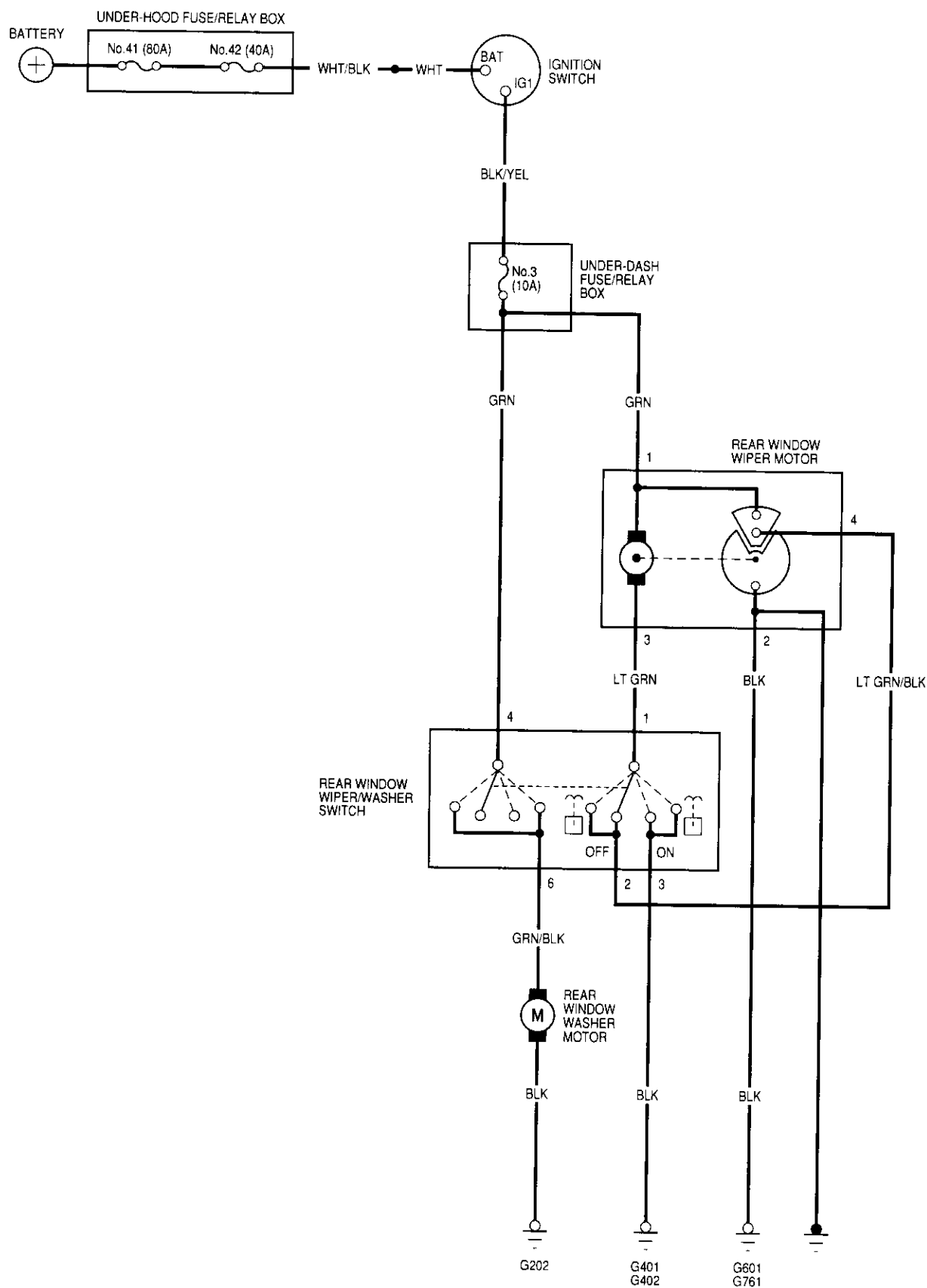
Circuit Diagram (Windshield)



* : With COMBINED OPERATION WIPER/WASHER

Wipers/Washers

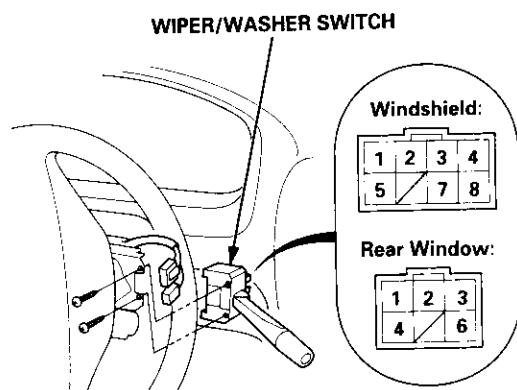
Circuit Diagram (Rear Window)





Wiper/Washer Switch Test

1. Remove the driver's dashboard lower cover (see section 20).
2. Remove the steering column covers.
3. Disconnect the 8P and 6P connectors from the switch, remove the two screws, and pull out the switch.



4. Check for continuity between the terminals in each switch position according to the table.

Windshield Wiper/Washer Switch:

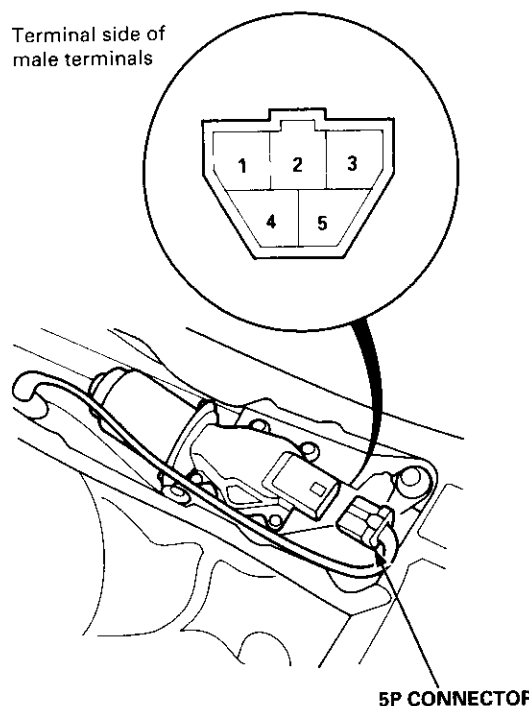
Terminal	1	2	3	4	5	7	8
Position							
OFF	○					○	
INT	○		○	○		○	
LO	○				○		
HI		○			○		
Mist switch "ON"		○			○		
Washer switch "ON"				○			○

Rear Window Wiper/Washer Switch:

Terminal	1	2	3	4	6
Position					
Washer switch "ON" (Wiper switch "OFF")	○	○		○	○
OFF	○	○			
ON	○		○		
Washer switch "ON" (Wiper switch "ON")	○		○	○	○

Windshield Wiper Motor Test

1. Open the hood, and remove the cap nuts. Carefully remove the wiper arms so that they do not touch the hood.
2. Remove the cowl cover by prying out the trim clips (see section 20).
3. Disconnect the 5P connector from the windshield wiper motor.



4. Test the motor by connecting battery power and ground according to the table.

Terminal	1	2	4
Position			
LOW SPEED		⊖	⊕
HIGH SPEED	⊖		⊕

If the motor does not run or fails to run smoothly, replace it.

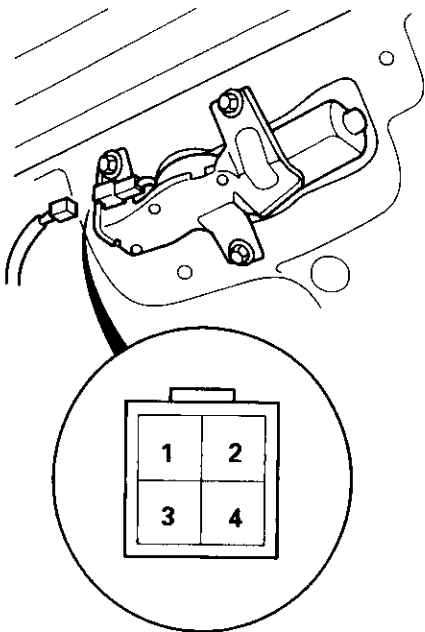
5. Connect an analog voltmeter between the No. 5 (+) and No. 3 (−) terminals, and run the motor at low or high speed.

The voltmeter should indicate 0 V and 4 V or less alternately.

Wipers/Washers

Rear Wiper Motor Test (Hatchback)

- 1. Remove the hatch lower trim panel (see section 20).
- 2. Disconnect the 4P connector from the wiper motor assembly.



- 3. Test the motor by connecting battery power to the No. 1 terminal and ground to the No. 3 terminal.

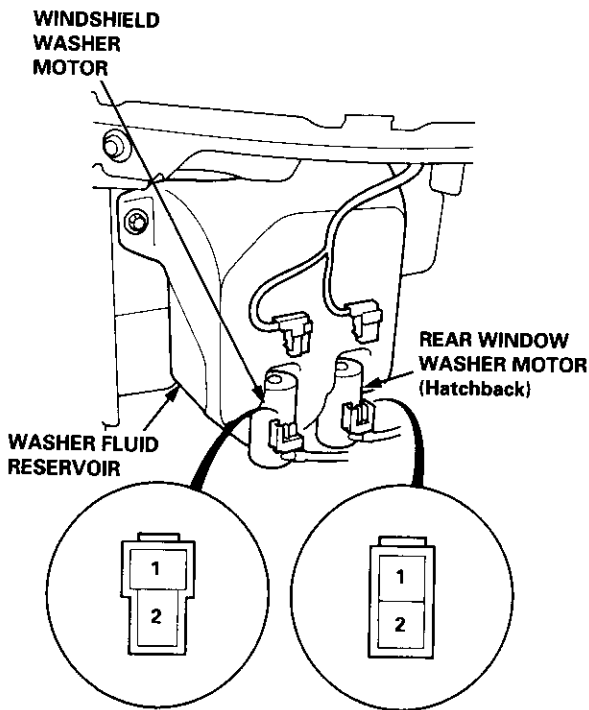
If the motor does not run or fails to run smoothly, replace it.

- 4. Reconnect the 4P connector to the wiper motor.
- 5. Connect an analog voltmeter between the No. 4 (+) and No. 2 (-) terminals.
- 6. Run the motor by turning the wiper switch ON.

The voltmeter should indicate 0 V and 4 V or less alternately.

Washer Motor Test

- 1. Remove the front bumper (see section 20).
- 2. Disconnect the 2P connectors from the washer.



- 3. Test the washer motor by connecting battery power and ground according to the table.

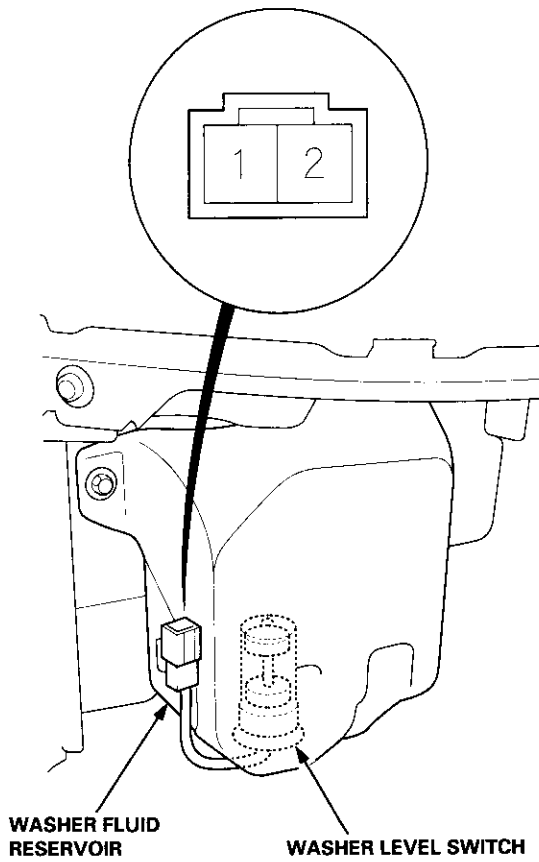
Terminal	1	2
Battery		
Disconnected		
Connected	⊕	⊖

- If the motor fails to run smoothly, replace it.
- If the motor runs smoothly, but little or no washer fluid is pumped, check for a disconnected or blocked washer hose, or a clogged pump outlet in the motor.



Washer Level Switch Test (Canada)

1. Remove the front bumper (see section 20).
2. Disconnect the 2P connectors from the washer.

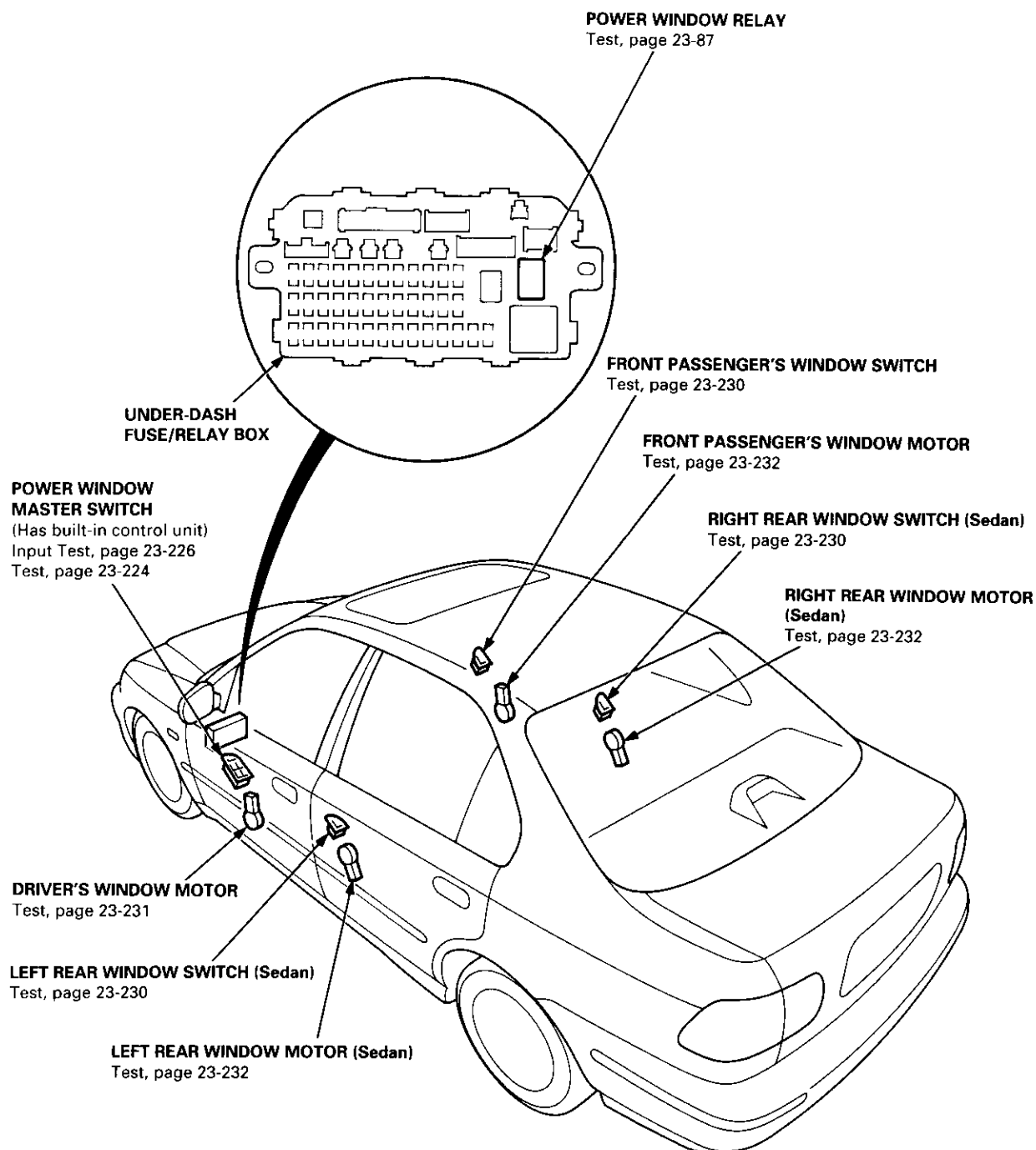


3. Check for continuity between the terminals in each float position according to the table.

Terminal	1	2
Position		
FLOAT UP		
FLOAT DOWN		

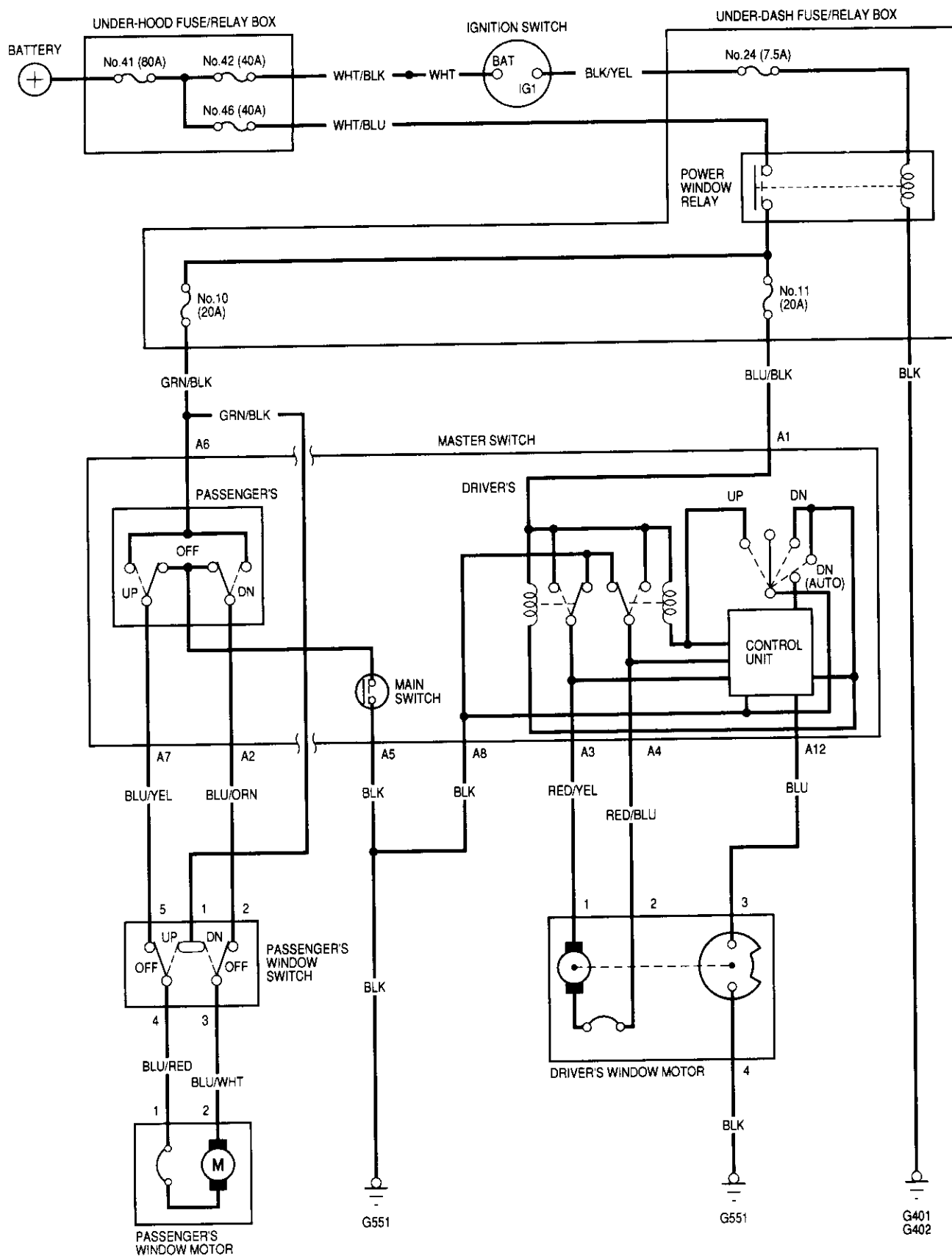
Power Windows

Component Location Index



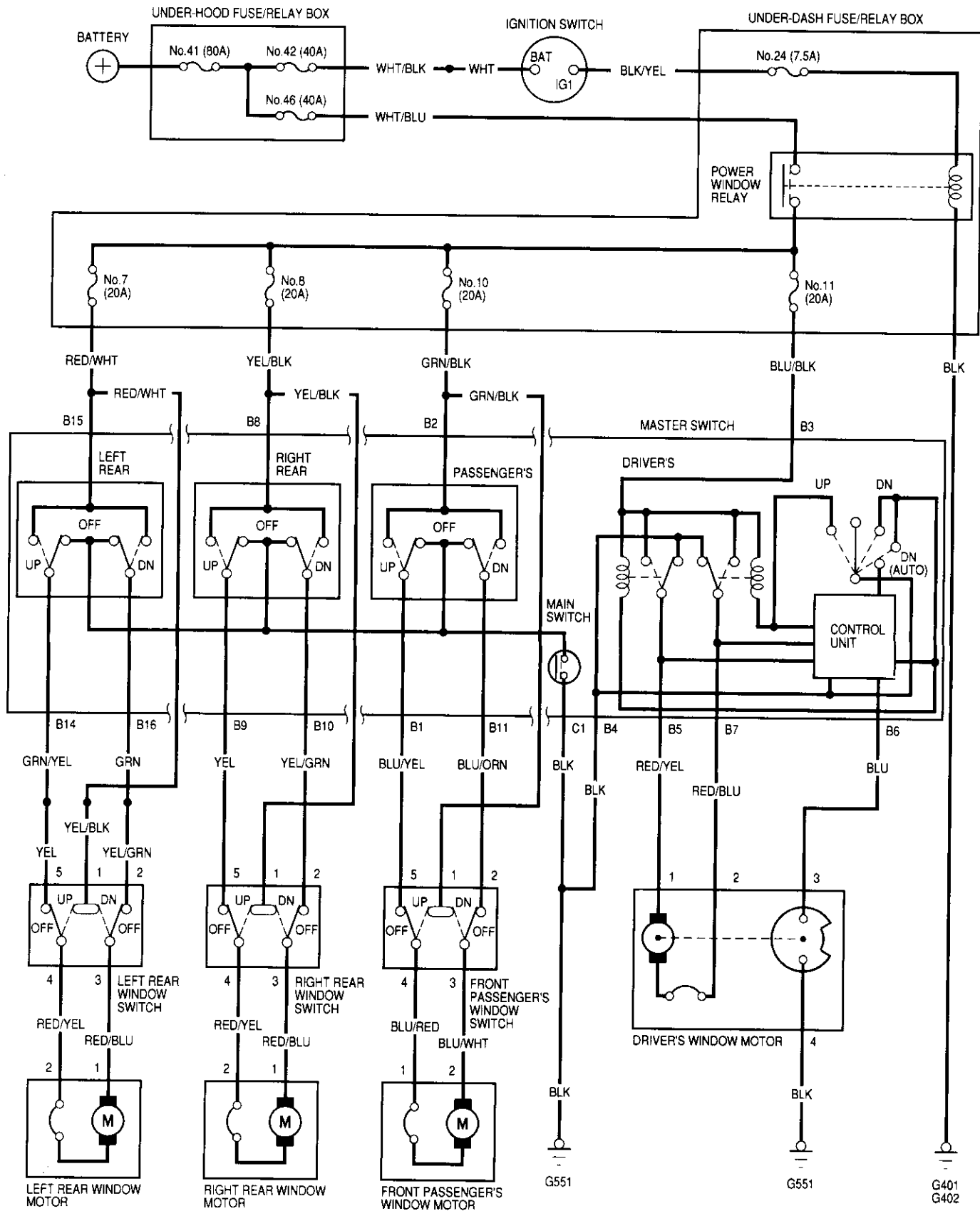


Circuit Diagram ('96-98 Coupe/Hatchback)



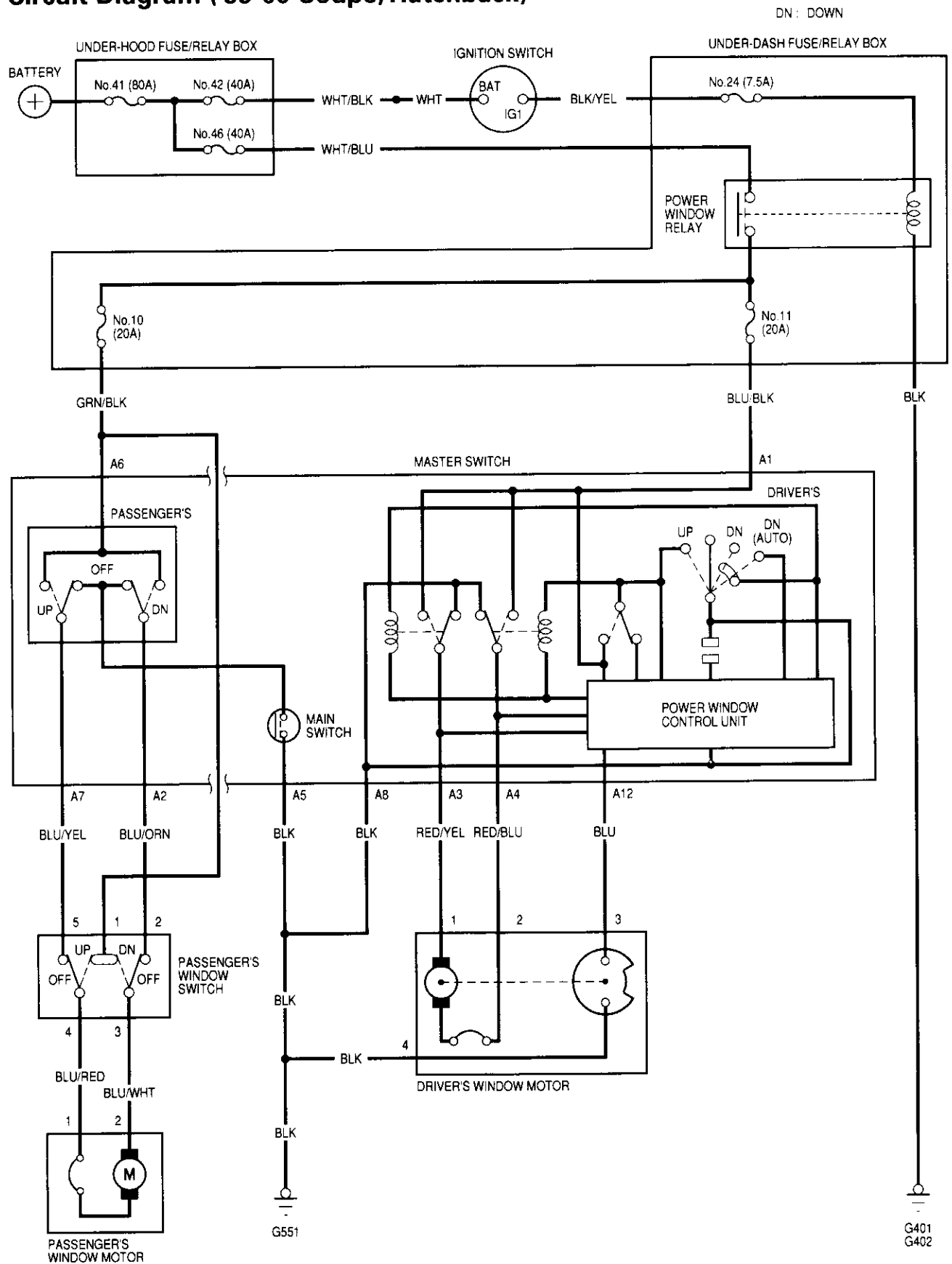
Power Windows

Circuit Diagram ('96-98 Sedan)



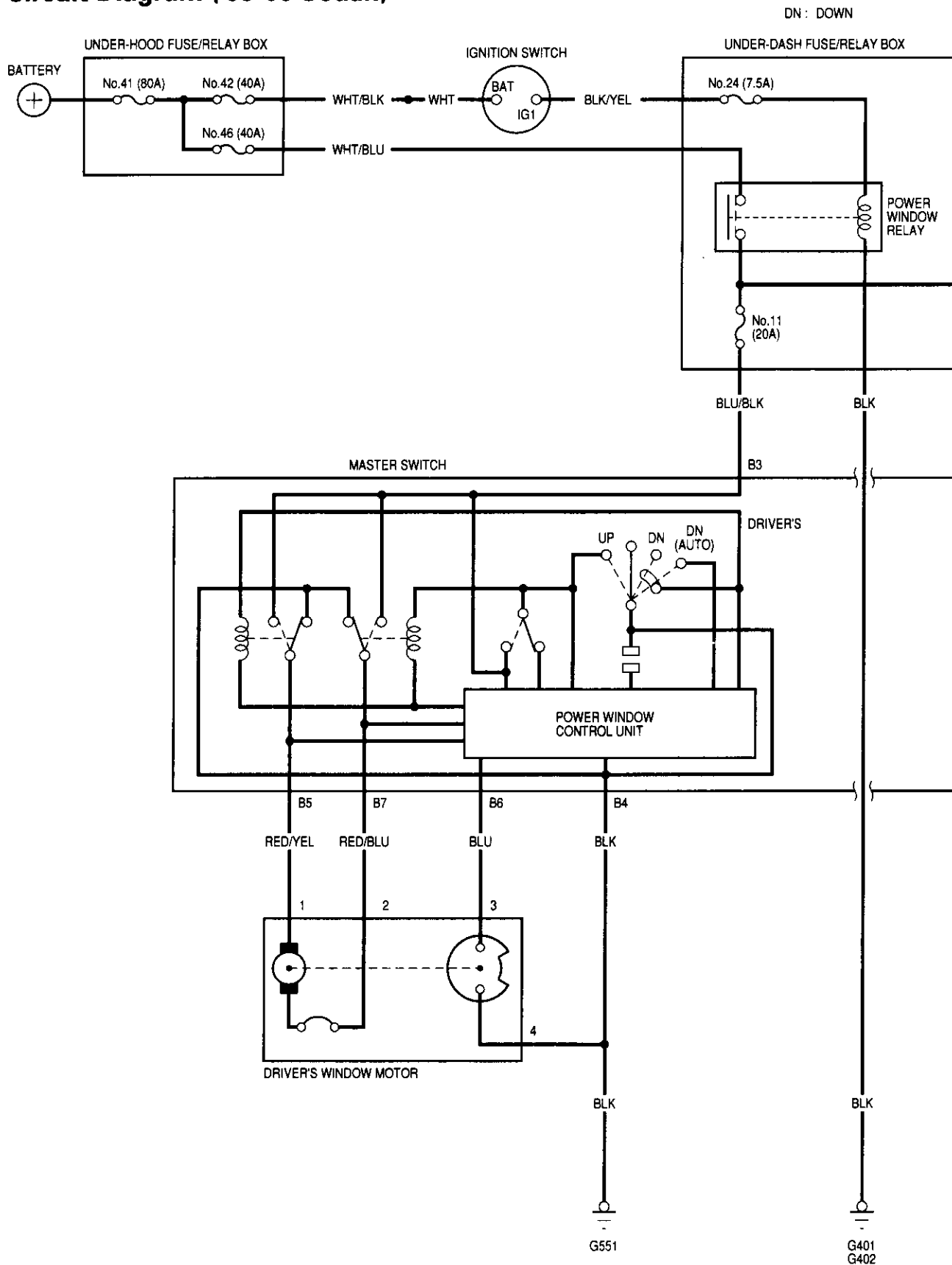


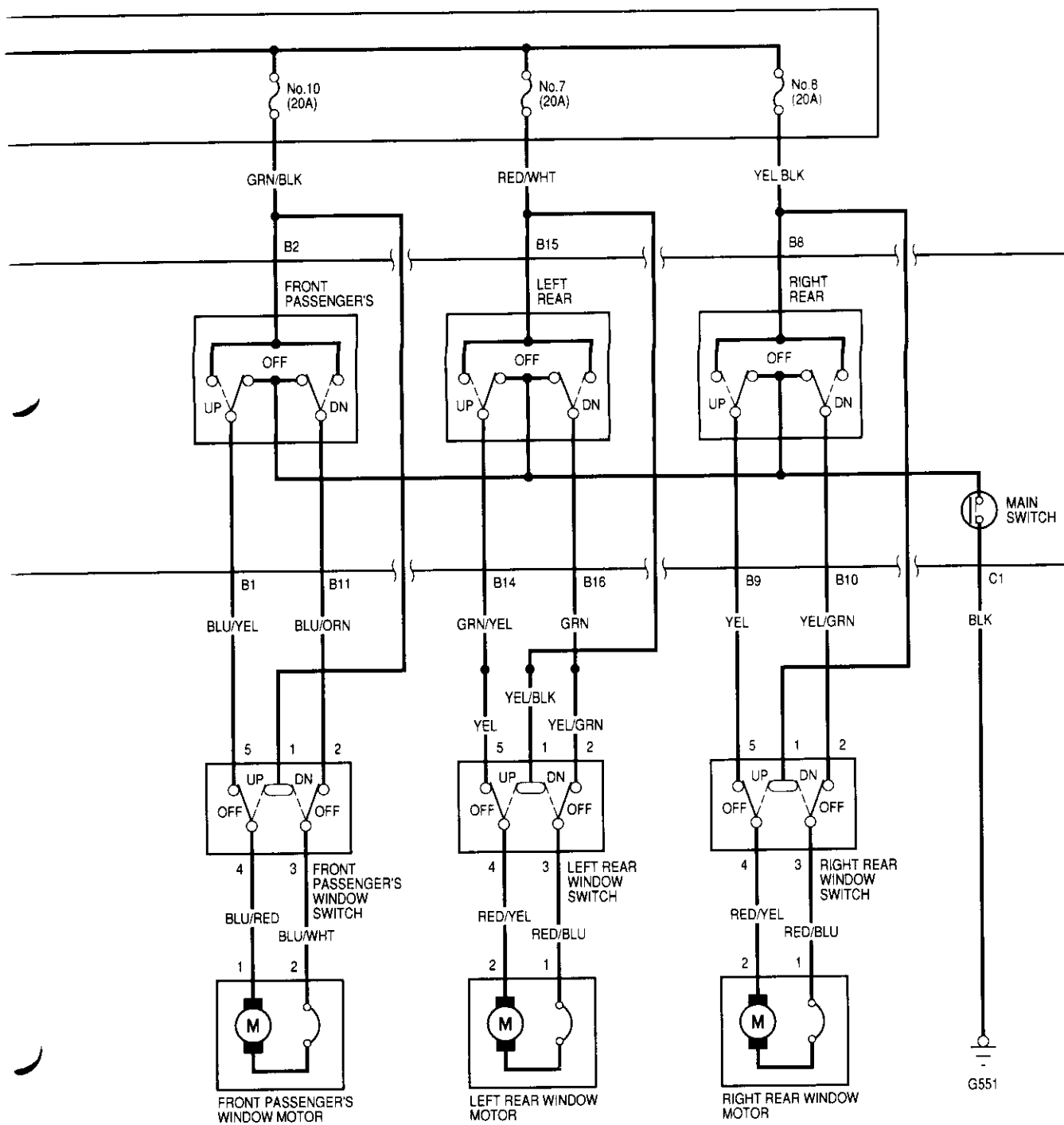
Circuit Diagram ('99-00 Coupe/Hatchback)



Power Windows

Circuit Diagram ('99-00 Sedan)

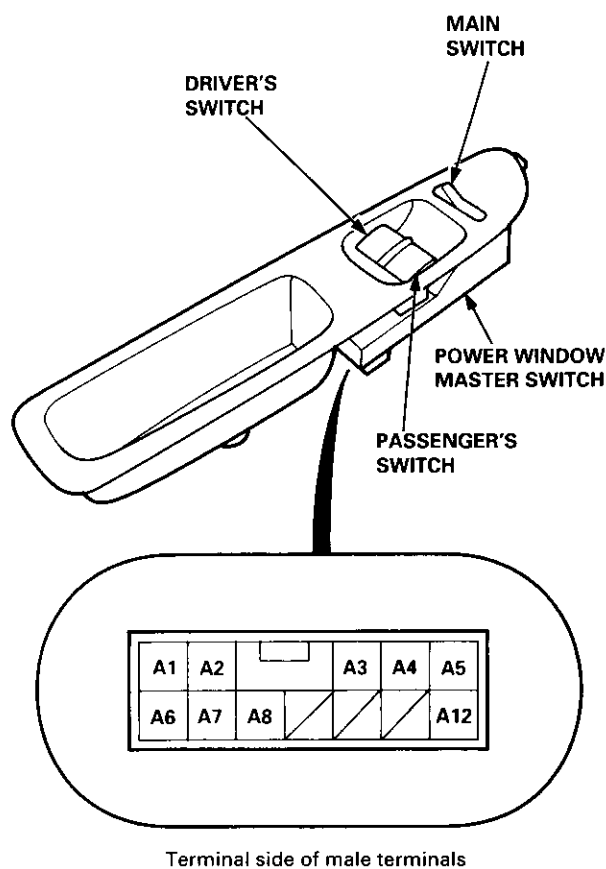




Power Windows

Master Switch Test (Coupe/Hatchback)

- 1. Remove the master switch from the driver's door panel (see page 23-228).
- 2. Disconnect the 12P connector from the master switch.



- 3. Check for continuity between the terminals in each switch position according to the table.

Driver's Switch:

The driver's switch is combined with the control unit so you cannot isolate the switch to test it. Instead, run the master switch input test procedures at terminals A1, A3, A4, A8 and A12 on page 23-226. If the tests are normal, the driver's switch must be faulty.

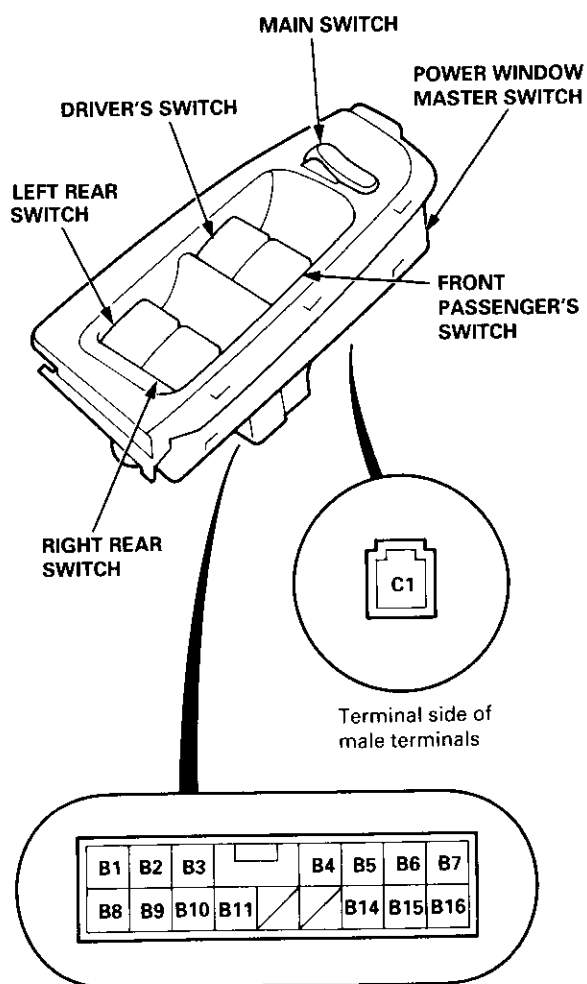
Passenger's Switch:

Terminal		A2	A5	A6	A7
Position	Main Switch				
OFF	ON	○	○	○	○
	OFF	○			○
UP	ON	○	○	○	○
	OFF			○	○
DOWN	ON	○		○	○
	OFF	○		○	



Master Switch Test (Sedan)

1. Remove the armrest from the driver's door panel (see page 23-228).
2. Disconnect the 16P and 1P connectors from the master switch.



3. Check for continuity between the terminals in each switch position according to the tables.

Driver's Switch:

The driver's switch is combined with the control unit so you cannot isolate the switch to test it. Instead, run the master switch input test procedures at terminals B3, B4, B5, B6 and B7 on page 23-228. If the tests are normal, the driver's switch must be faulty.

Front Passenger's Switch:

Position	Terminal		B1	B2	B11	C1
	Main	Switch				
OFF	ON		○	○	○	○
	OFF		○	○	○	○
UP	ON		○	○	○	○
	OFF		○	○	○	○
DOWN	ON		○	○	○	○
	OFF		○	○	○	○

Left Rear Switch:

Position	Terminal		B14	B15	B16	C1
	Main	Switch				
OFF	ON		○	○	○	○
	OFF		○	○	○	○
UP	ON		○	○	○	○
	OFF		○	○	○	○
DOWN	ON		○	○	○	○
	OFF		○	○	○	○

Right Rear Switch:

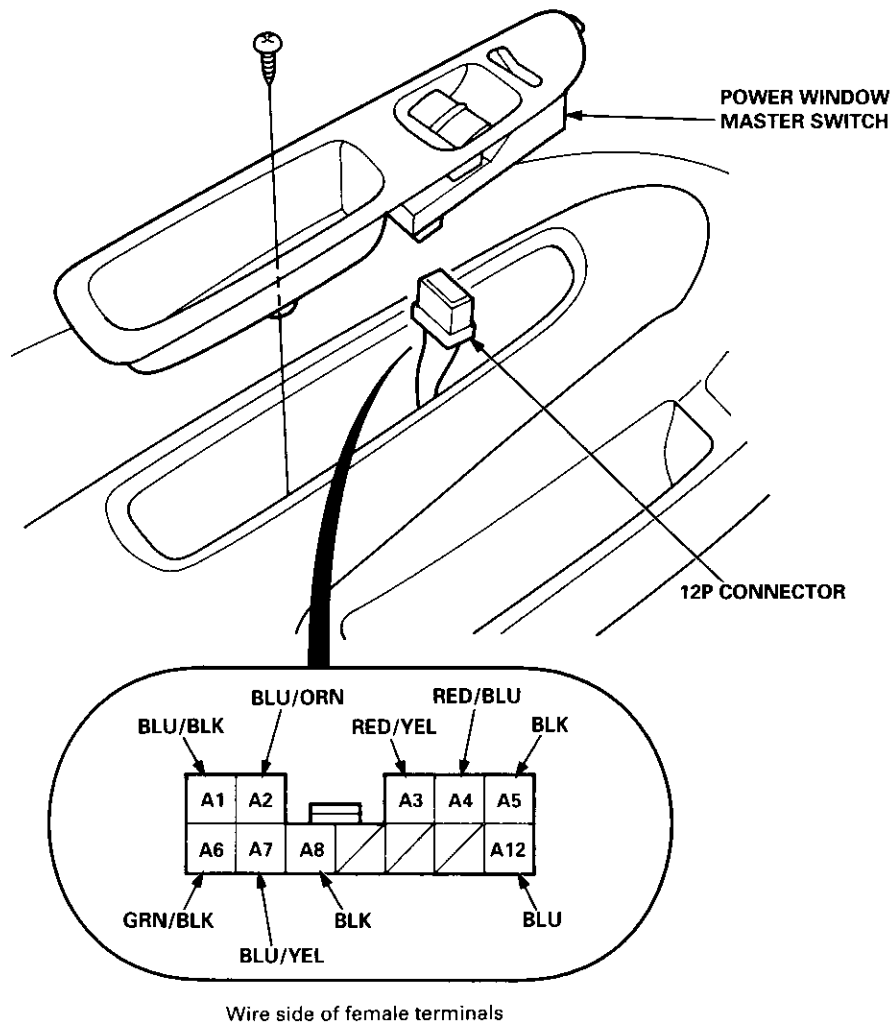
Position	Terminal		B8	B9	B10	C1
	Main	Switch				
OFF	ON		○	○	○	○
	OFF		○	○	○	○
UP	ON		○	○	○	○
	OFF		○	○	○	○
DOWN	ON		○	○	○	○
	OFF		○	○	○	○

Power Windows

Master Switch Input Test (Coupe/Hatchback)

NOTE: The control unit is built into the power window master switch, and only controls driver's door window operations.

1. Remove the driver's door panel, and disconnect the 12P connector from the master switch.
2. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If a test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the power window master switch must be faulty; replace it.





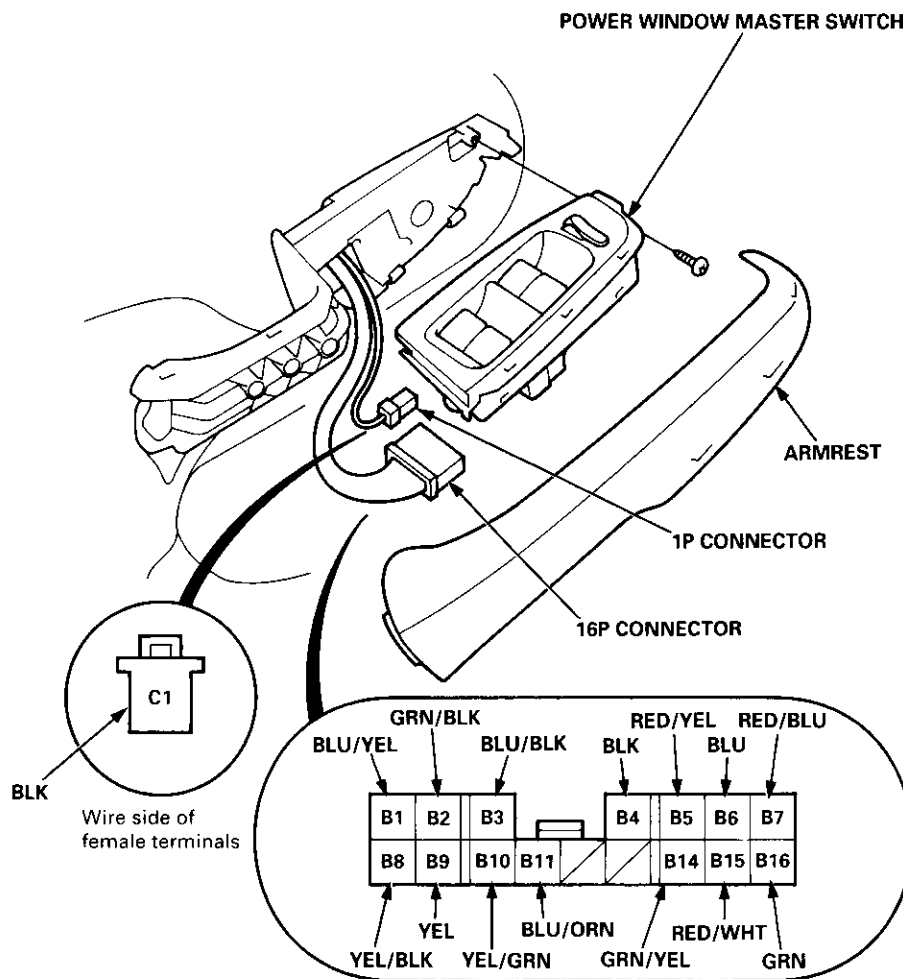
Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A5	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none">• Poor ground (G551)• An open in the wire
A8				
A1	BLU/BLK	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none">• Blown No. 10 or 11 (20 A) fuse in the under-dash fuse/relay box• Faulty power window relay• An open in the wire
A6	GRN/BLK			
A4	RED/BLU	Connect the BLU/BLK terminal to the RED/YEL terminal, and the RED/BLU terminal to the BLK terminal, then turn the ignition switch ON (II).	Check the driver's window motor: It should run (the window moves down).	<ul style="list-style-type: none">• Faulty driver's window motor• An open in the wire
A3	RED/YEL			
A7	BLU/YEL	Connect the GRN/BLK terminal to the BLU/YEL terminal, and the BLU/ORN terminal to the BLK terminal, then turn the ignition switch ON (II).	Check the passenger's window motor: It should run (the window moves down).	<ul style="list-style-type: none">• Faulty passenger's window motor• Faulty passenger's window switch• An open in the wire
A2	BLU/ORN			
A12	BLU	Connect the BLU/BLK terminal to the RED/YEL terminal, and the BLK terminal to the RED/BLU terminal, then turn the ignition switch ON (II).	Check for voltage between the BLU and BLK terminals: Approx. 6 V should be indicated as the driver's window motor runs.	<ul style="list-style-type: none">• Faulty pulser• Faulty driver's window motor• An open in the wire
A8	BLK			

Power Windows

Master Switch Input Test (Sedan)

NOTE: The control unit is built into the power window master switch, and only controls driver's door window operations.

1. Remove the driver's armrest, and disconnect the 16P and 1P connectors from the master switch.
2. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If a test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the power window master switch must be faulty; replace it.





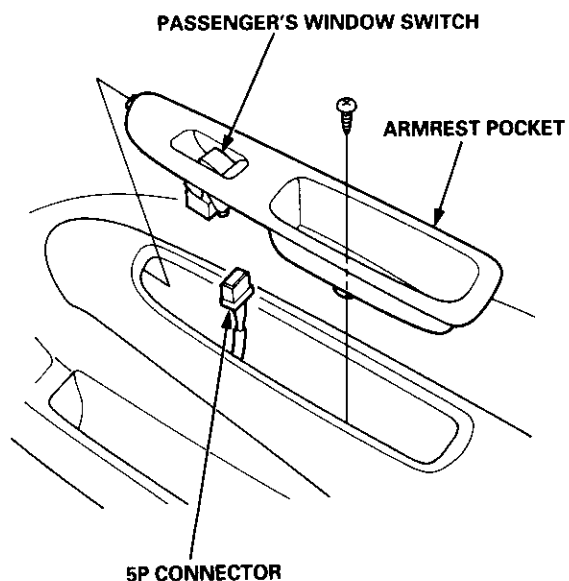
Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B4	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground G55* • An open in the wire
C1				
B3	BLU/BLK	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 7, 8, 10 or 11 20 A fuse in the under-dash fuse area, box • Faulty power window relay • An open in the wire
B2	GRN/BLK			
B8	YEL/BLK			
B15	RED/WHT			
B7	RED/BLU	Connect the BLU/BLK terminal to the RED/YEL terminal, and the RED/BLU terminal to the BLK terminal, then turn the ignition switch ON (II).	Check the driver's window motor: It should run (the window moves down).	<ul style="list-style-type: none"> • Faulty driver's window motor • An open in the wire
B5	RED/YEL			
B1	BLU/YEL	Connect the GRN/BLK terminal to the BLU/YEL terminal, and the BLU/ORN terminal to the BLK terminal, then turn the ignition switch ON (II).	Check the front passenger's window motor: It should run (the window moves down).	<ul style="list-style-type: none"> • Faulty front passenger's window motor • Faulty front passenger's window switch • An open in the wire
B11	BLU/ORN			
B9	YEL	Connect the YEL/BLK terminal to the YEL terminal, and the YEL/GRN terminal to the BLK terminal, then turn the ignition switch ON (II).	Check the right rear motor: It should run (the window moves down).	<ul style="list-style-type: none"> • Faulty right rear window motor • Faulty right window switch • An open in the wire
B10	YEL/GRN			
B14	GRN/YEL	Connect the RED/WHT terminal to the GRN/YEL terminal, and the GRN terminal to the BLK terminal, then turn the ignition switch ON (II).	Check the left rear motor: It should run (the window moves down).	<ul style="list-style-type: none"> • Faulty left rear window motor • Faulty left rear window switch • An open in the wire
B16	GRN			
B6	BLU	Connect the BLU/BLK terminal to the RED/YEL terminal, and the BLK terminal to the RED/BLU terminal, then turn the ignition switch ON (II).	Check for voltage between the BLU and BLK terminals: Approx. 6 V should be indicated as the driver's window motor runs.	<ul style="list-style-type: none"> • Faulty pulser • Faulty driver's window motor • An open in the wire
B4	BLK			

Power Windows

Passenger's Window Switch Test

Coupe/Hatchback:

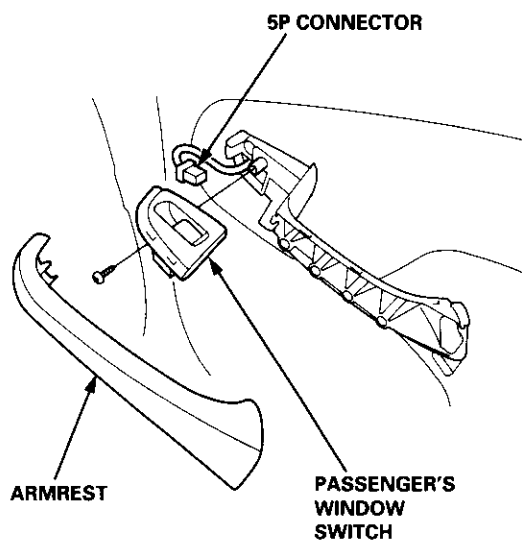
1. Remove the armrest pocket from the door panel (see section 20).



2. Disconnect the 5P connector from the passenger's window switch.

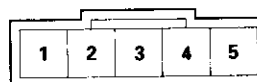
Sedan:

1. Remove the armrest (see section 20).



2. Disconnect the 5P connector, then remove the mounting screw from the passenger's switch.

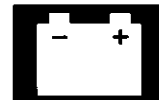
Switch side of 5P terminal:



Terminal side of
male terminals

3. Check for continuity between the terminals in each switch position according to the table.

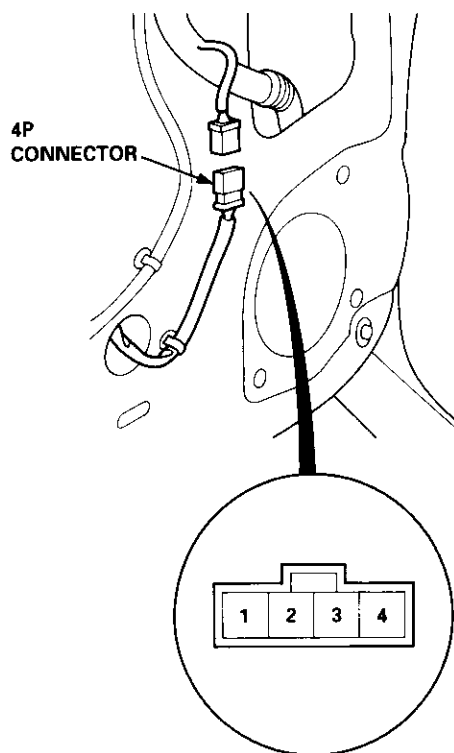
Terminal	1	2	3	4	5
Position					
UP	○	○	○	○	
OFF		○	○	○	○
DOWN	○		○	○	○



Driver's Window Motor Test

Motor Test:

1. Remove the driver's door panel (see section 20).



Terminal side of male terminals

2. Disconnect the 4P connector from the motor.
3. Test the motor in each direction by connecting battery power and ground according to the table.

Terminal	1	2
Direction		
UP	⊖	⊕
DOWN	⊕	⊖

CAUTION: When the motor stops running, disconnect one lead immediately.

4. If the motor does not run or fails to run smoothly, replace it.

Pulser Test:

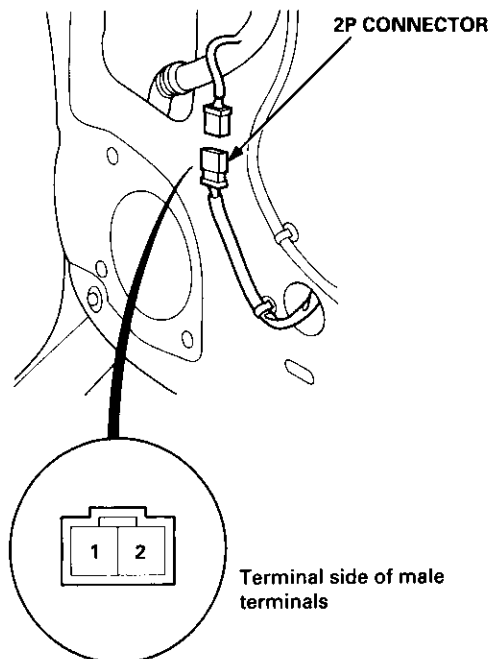
5. Connect the test leads of an analog ohmmeter to the No. 3 and No. 4 terminals.
6. Run the motor by connecting power and ground to the No. 1 and No. 2 terminals. The ohmmeter needle should move back and forth alternately.

Power Windows

Passenger's Window Motor Test

Front:

1. Remove the passenger's door panel (see section 20).
2. Disconnect the 2P connector from the window motor.



3. Check window motor operation by connecting power and ground according to the table.

Terminal	1	2
Direction		
UP	⊕	⊖
DOWN	⊖	⊕

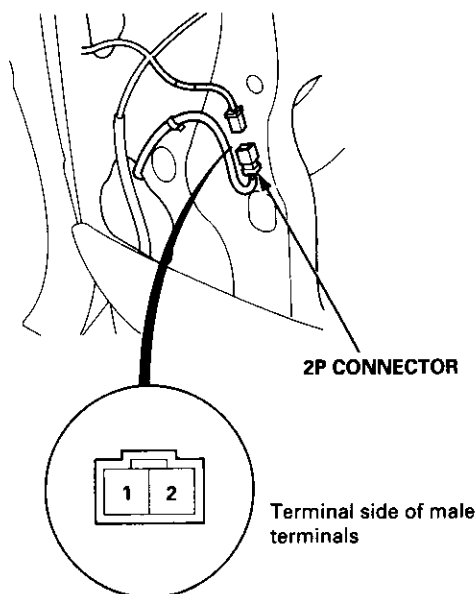
CAUTION: When the motor stops running, disconnect one lead immediately.

4. If the motor does not run or fails to run smoothly, replace it.

Rear:

1. Remove the passenger's door panel (see section 20).
2. Disconnect the 2P connector from the window motor.

NOTE: The illustration shows the right rear window motor; the left rear window motor is symmetrical.



3. Check window motor operation by connecting power and ground according to the table.

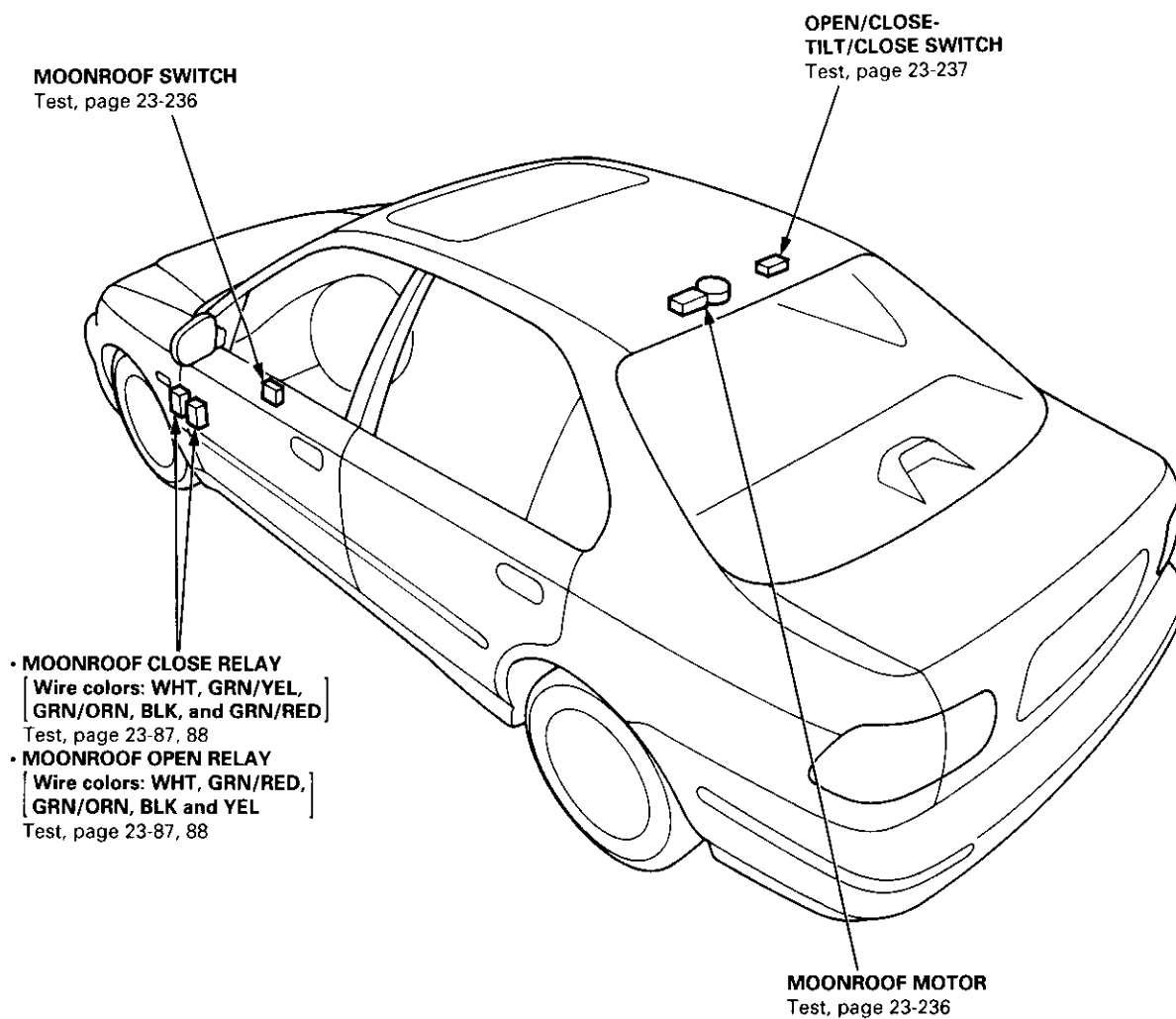
Terminal	1	2
Direction		
UP	⊖	⊕
DOWN	⊕	⊖

CAUTION: When the motor stops running, disconnect one lead immediately.

4. If the motor does not run or fails to run smoothly, replace it.

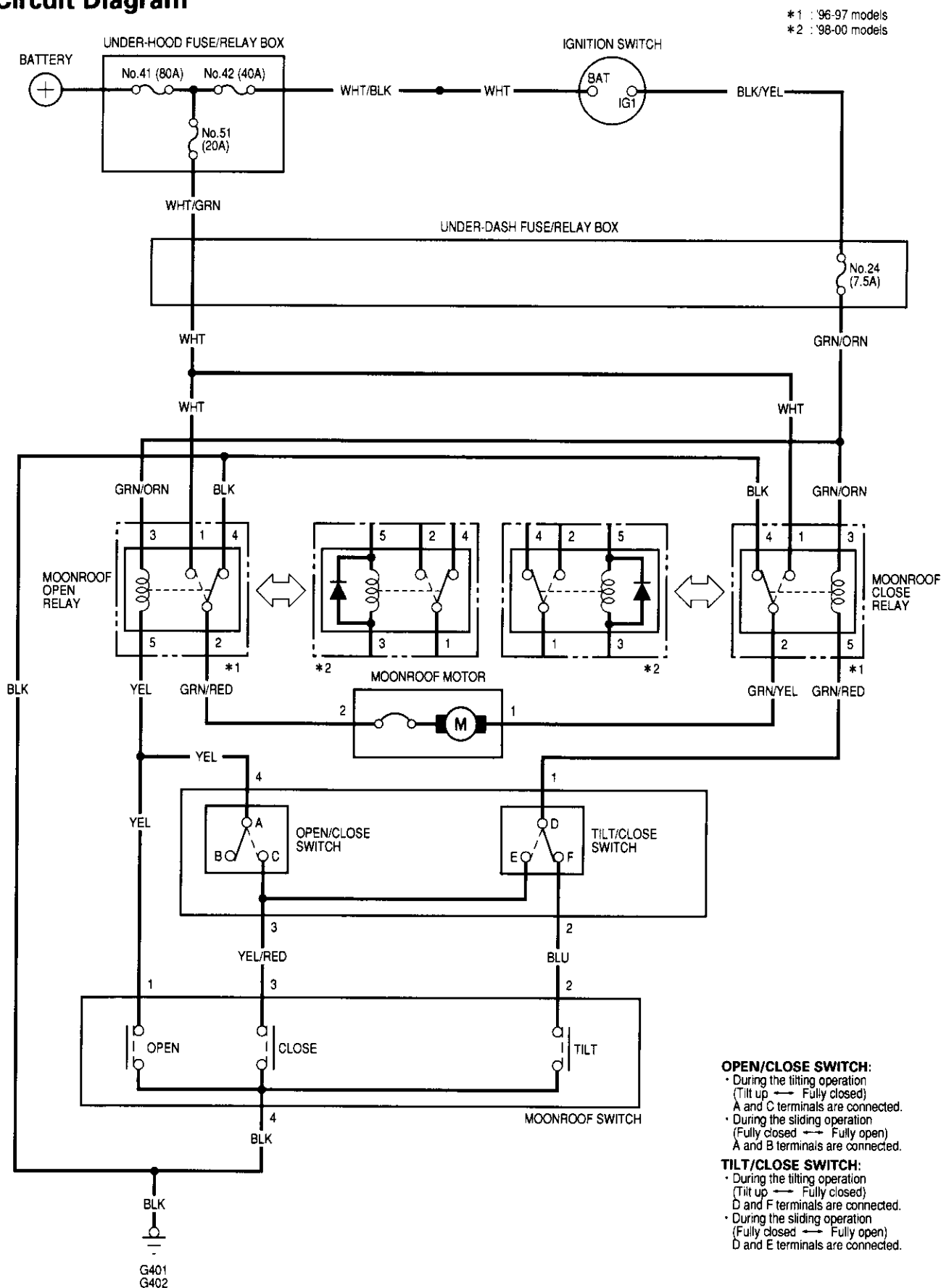


Component Location Index



Moonroof

Circuit Diagram



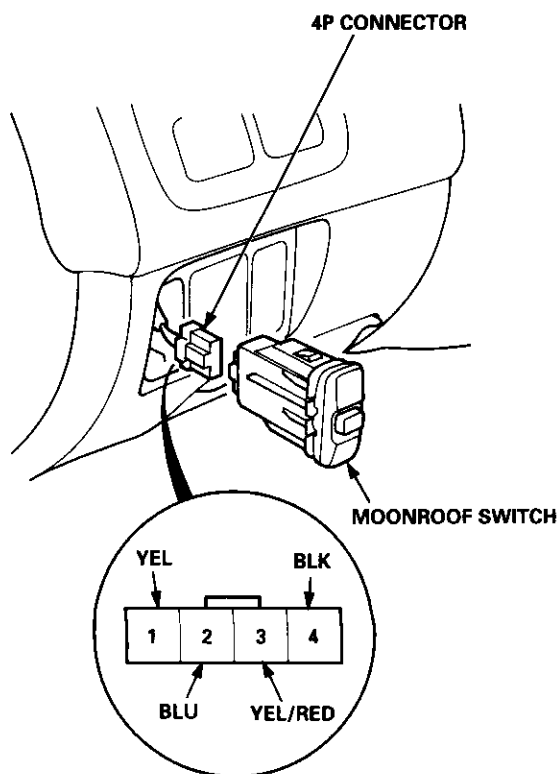


Function Test

CAUTION: Be careful not to damage the moonroof switch or the driver's dashboard lower cover when prying the switch out.

NOTE: Check the No. 51 (20 A) fuse in the under-hood fuse/relay box and No. 24 (7.5 A) fuse in the under-dash fuse/relay box, before testing.

1. Pry the switch out of the driver's dashboard lower cover.



Wire side of female terminals

2. Disconnect the 4P connector from the switch.

3. Connect the No. 1 (YEL) terminal to body ground with a jumper wire, then turn the ignition switch ON (II). The moonroof should open.

- If the moonroof opens, check the switch.
- If the moonroof does not open, check for:
 - an open in the YEL wire.
 - faulty moonroof open relay.
 - faulty moonroof close relay.
 - poor ground (G401, G402).
 - faulty open/close switch.

4. Connect the No. 3 (YEL/RED) terminal to body ground with a jumper wire, then turn the ignition switch ON (II). The moonroof should close.

- If the moonroof closes, check the switch.
- If the moonroof does not close, check for:
 - an open in the YEL/RED or GRN/RED wire.
 - faulty moonroof close relay.
 - faulty moonroof open relay.
 - faulty tilt/close switch.

5. Connect the No. 2 (BLU) terminal to body ground with a jumper wire, then turn the ignition switch ON (II). The moonroof should tilt up.

- If the moonroof tilts up, check the switch.
- If the moonroof does not tilt up, check for:
 - an open in the BLU wire.
 - faulty tilt/close switch.

6. Connect the No. 3 (YEL/RED) terminal to body ground with a jumper wire, then turn the ignition switch ON (II). The moonroof should tilt down.

If the moonroof does not tilt down, the open/close relay must be faulty.

7. Check for continuity to body ground on the No. 4 (BLK) terminal. There should be continuity.

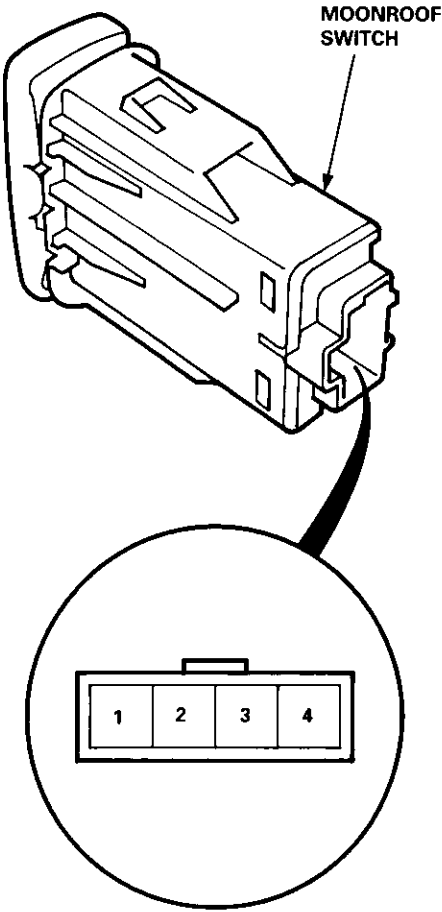
- If there is continuity, check the switch.
- If there is no continuity, check for:
 - an open in the BLK wire.
 - poor ground (G401, G402).

Moonroof

Switch Test

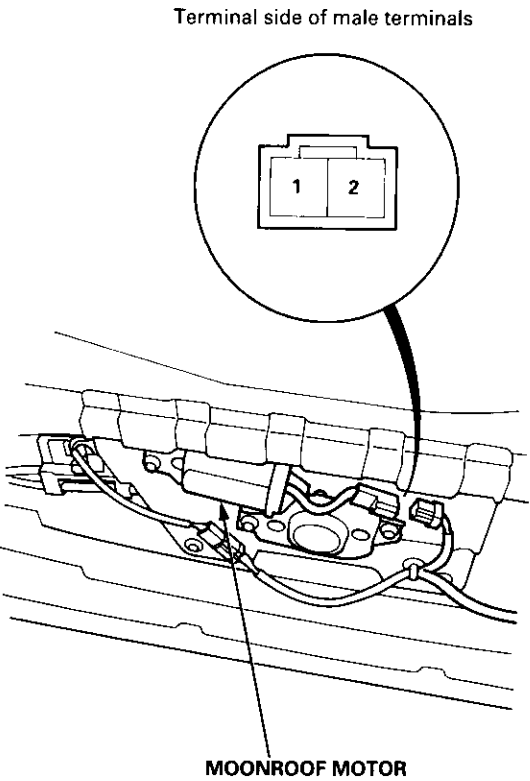
- 1. Carefully remove the switch from the driver's dashboard lower cover (see page 23-205).
- 2. Check for continuity between the terminals in each switch position according to the table.

Terminal	1	2	3	4
Position				
OFF				
OPEN	○			○
CLOSE			○	○
TILT		○		○



Motor Test

- 1. Remove the headliner (see section 20).
- 2. Disconnect the 2P connector from the moonroof motor.



- 3. Check the motor by connecting power and ground according to the table.

Terminal	1	2
Position		
OPEN	⊖	⊕
CLOSE	⊕	⊖

- 4. If the motor does not run, replace it (see section 20).

NOTE: See Closing Force Check in section 20 for motor clutch test.

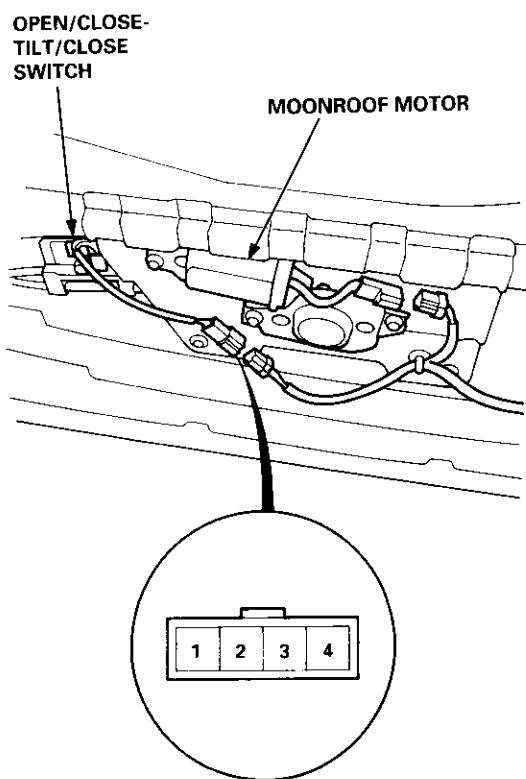


Open/Close-Tilt/Close Switch Test

1. Remove the headliner (see section 20).
2. Disconnect the 2P and 4P connectors from the moonroof motor and the switch.
3. Check for continuity between the terminals in each switch position according to the table.

Terminal	1	2	3	4
Position				
CLOSE ↔ TILT	○	○	○	○
CLOSE ↔ OPEN	○		○	

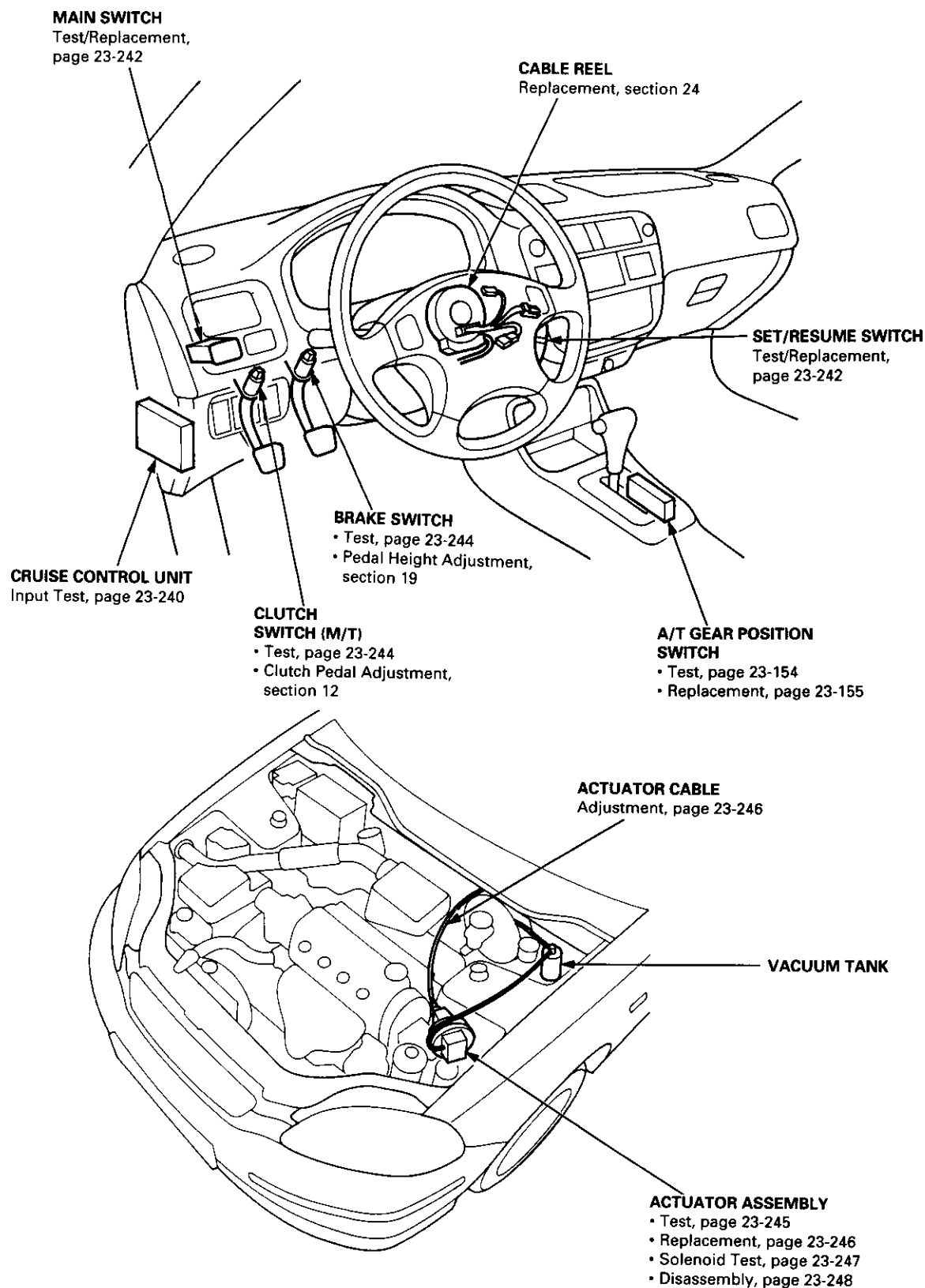
4. If there is no continuity, adjust or replace the switch.



Terminal side of male terminals

Cruise Control

Component Location Index



Cruise Control

Control Unit Input Test

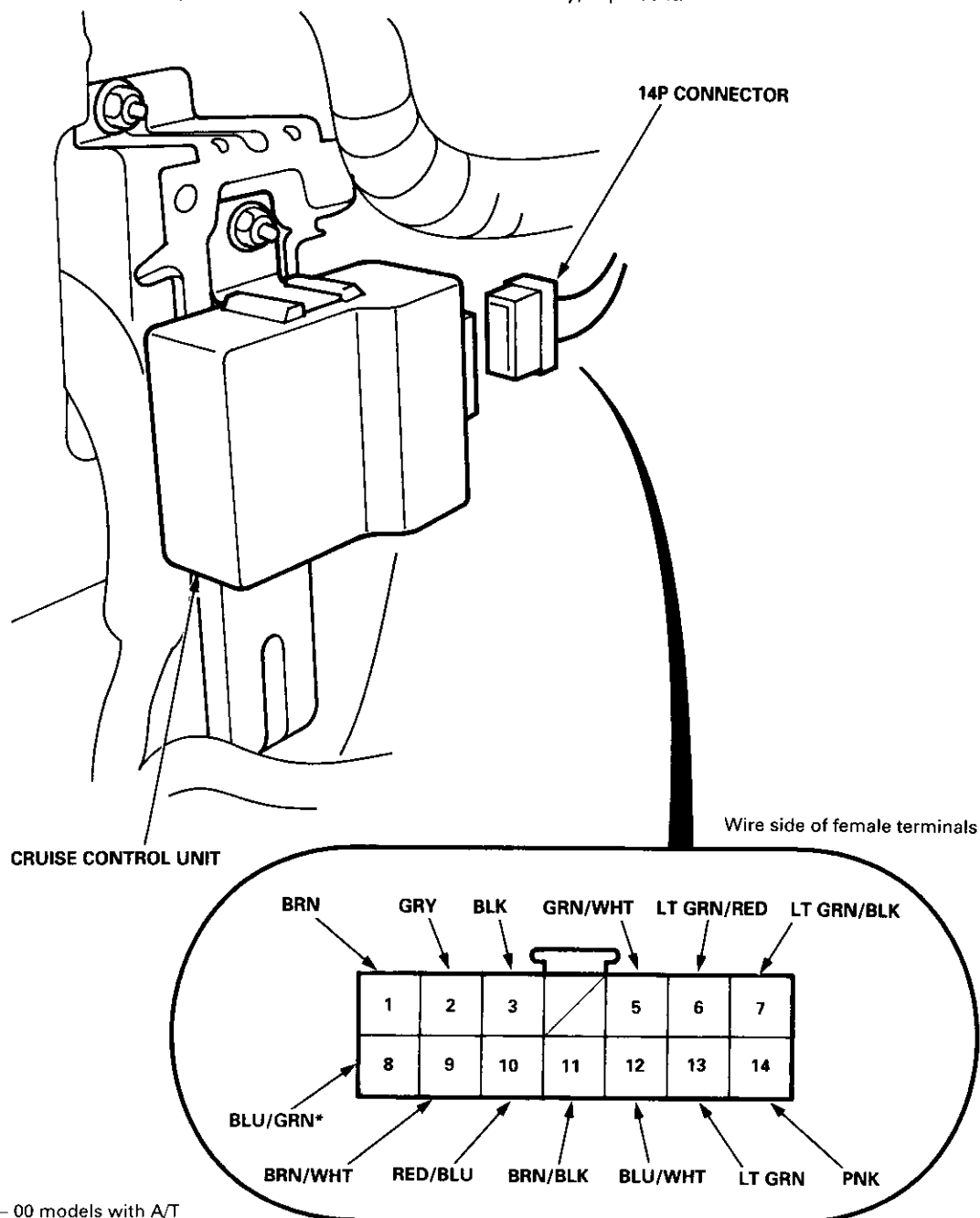
SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.

1. Remove the driver's dashboard lower cover and knee bolster (see section 20).
2. Disconnect the 14P connector from the control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.

If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.

If the terminals look OK, make the following input tests at the connector.

- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, the control unit must be faulty; replace it.



*: '99 - 00 models with A/T



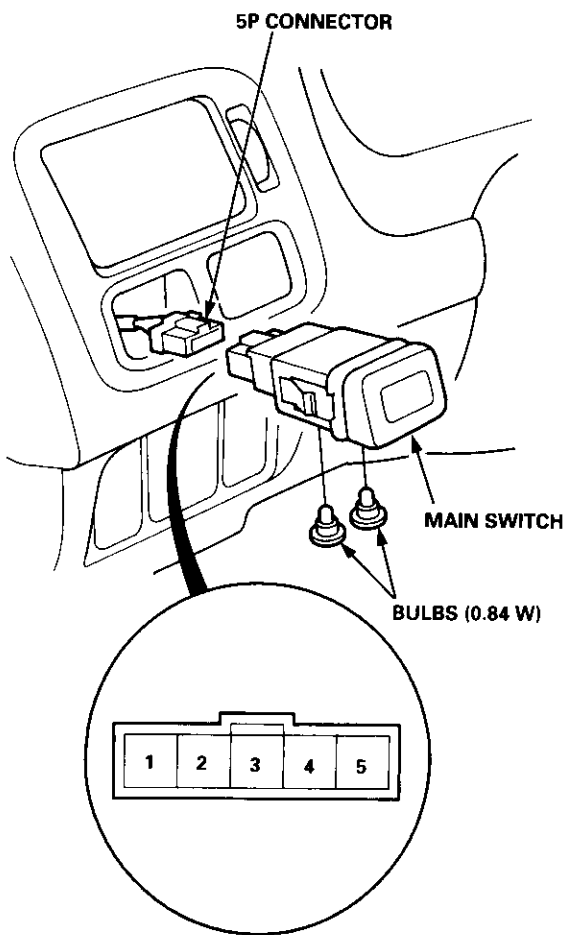
Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
9	BRN/WHT	Under all conditions	Check for resistance to ground: There should be 80 – 120 Ω .	<ul style="list-style-type: none"> Faulty actuator solenoid Poor ground (G202) An open in the wire
1	BRN	Under all conditions	Check for resistance to ground: There should be 40 – 60 Ω .	
11	BRN/BLK	Under all conditions	Check for resistance to ground: There should be 70 – 110 Ω .	
2	GRY	Ignition switch ON (II), main switch ON and brake pedal pushed, then released	Check for voltage to ground: There should be 0 V with the pedal pushed and battery voltage with the pedal released.	<ul style="list-style-type: none"> Faulty brake switch An open in the wire
3	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Poor ground (G401, G402) An open in the wire
5	GRN/WHT	Brake pedal pushed, then released	Check for voltage to ground: There should be battery voltage with the pedal pushed, and 0 V with the pedal released.	<ul style="list-style-type: none"> Blown No. 52 (15 A) fuse in the under-hood fuse/relay box Faulty brake switch An open in the wire
6	LT GRN/ RED	Set button pushed	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> Blown No. 52 (15 A) fuse in the under-hood fuse/relay box Faulty horn relay Faulty set/resume switch Faulty cable reel An open in the wire
7	LT GRN/ BLK	Resume button pushed		
10	RED/BLU	Ignition switch ON (II)	Attach to ground: Cruise indicator light in the gauge assembly should come on.	<ul style="list-style-type: none"> Blown bulb Blown No. 25 (7.5 A) fuse in the under-dash fuse/relay box Faulty dimming circuit in the gauge assembly An open in the wire
12	BLU/WHT	Ignition switch ON (II) and main switch ON; raise the front of the car, and rotate one wheel slowly with the other wheel blocked.	Check for voltage between the BLU/WHT \oplus and BLK \ominus terminals: There should be 0 – 5 V or more –0 – 5 V or more repeatedly.	<ul style="list-style-type: none"> Faulty vehicle speed sensor (VSS) An open in the wire
13	LT GRN	Ignition switch ON (II) and main switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> Blown No. 14 (7.5 A) fuse in the under-dash fuse/relay box Faulty main switch An open in the wire
14	PNK	A/T: Shift lever in 2 , D₃ or D₄ M/T: Clutch pedal released	Check for continuity to ground: There should be continuity. NOTE: There should be no conti- nuity when the clutch pedal is depressed or when the shift lever is in other positions.	<ul style="list-style-type: none"> Faulty A/T gear position switch Faulty or misadjusted clutch switch (M/T) Poor ground (G401, G402) An open in the wire
8*	BLU/GRN	Under all conditions	Check for continuity between No. 8 terminal and No. 5 terminal of the PCM connector A. There should be continuity.	<ul style="list-style-type: none"> An open in the wire

*: '99 – 00 models with A/T

Cruise Control

Main Switch Test/Replacement

- 1. Remove the driver's dashboard lower cover (see section 20).
- 2. Carefully push out the switch from behind the dashboard.
- 3. Disconnect the connector from the switch.



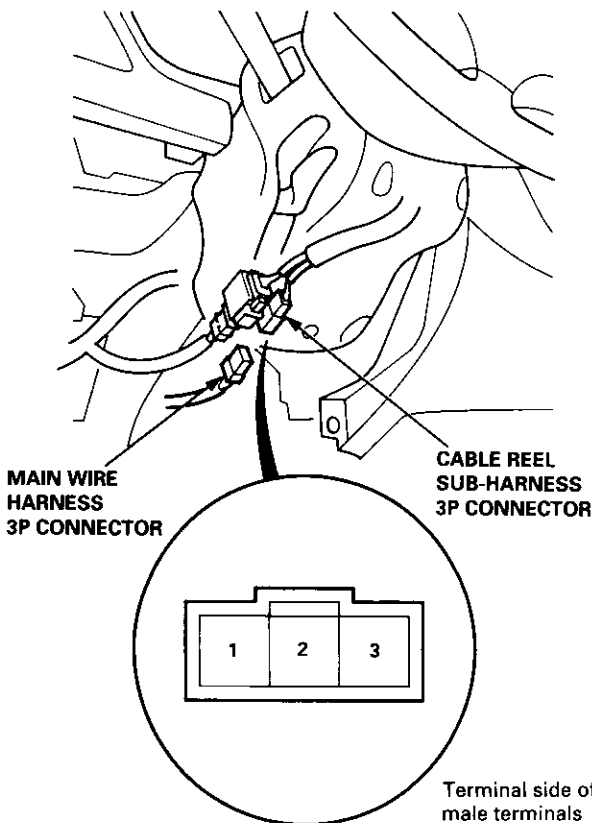
- 4. Check for continuity between the terminals in each switch position according to the table.

Terminal	1	2	3	4	5
Position					
OFF	○	⊗	○	○	⊗
ON	○	⊗	○	○	⊗

If there is no continuity, replace the switch.

Set/Resume Switch Test/Replacement

- 1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons. ('99 - 00 models).
- 2. Disconnect the battery negative cable, then disconnect the positive cable, and wait at least three minutes.
- 3. Disconnect the driver's airbag connector (see section 24).
- 4. Remove the dashboard driver's lower cover (see section 20).
- 5. Disconnect the cable reel sub-harness 3P connector from the main wire harness.



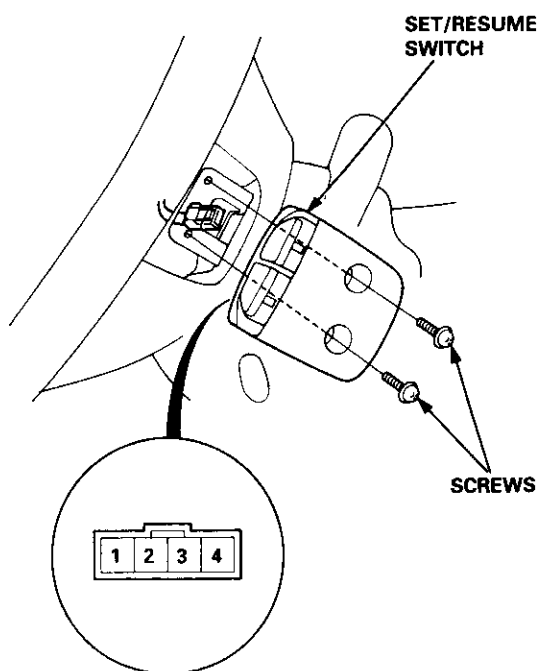
- 6. Check for continuity between the terminals of the cable reel sub-harness 3P connector in each switch position according to the table.

Terminal	1	2	3
Position			
SET (ON)	○	○	
RESUME (ON)		○	○

- If there is continuity, and it matches the table, the switch is OK.
- If there is no continuity in one or both positions, go to step 7.



7. Remove the two screws, then remove the switch.



8. Check for continuity between the terminals in switch position according to the table.

Terminal	1	2	3
Position			
SET (ON)	○	—	○
RESUME (ON)	○	○	

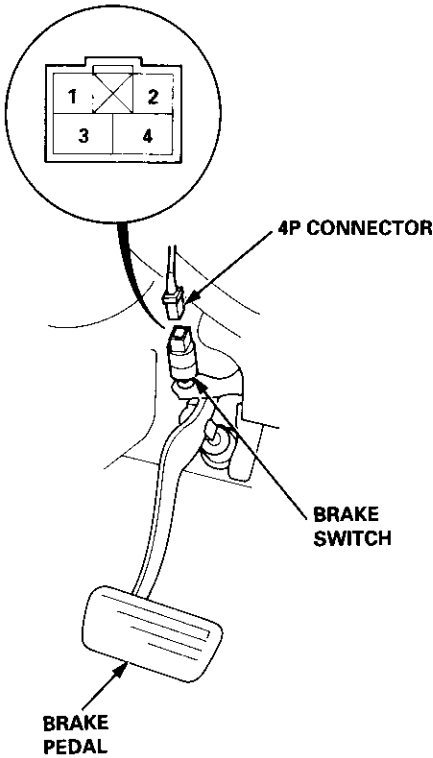
- If there is continuity, and it matches the table, replace the cable reel.
- If there is no continuity in one or both positions, replace the switch.

9. If all tests prove OK, reconnect the cable reel and cable reel sub-harness connector, then reinstall the steering column covers.
10. Reconnect the driver's airbag connector, and reinstall the access panel on the steering wheel.
11. Reconnect the battery positive cable, then the negative cable.
12. After connecting the airbag connectors, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.
13. Enter the anti-theft code for the radio, then enter the customer's radio station presets. ('99 - 00 models).

Cruise Control

Brake Switch Test

1. Disconnect the 4P connector from the switch.



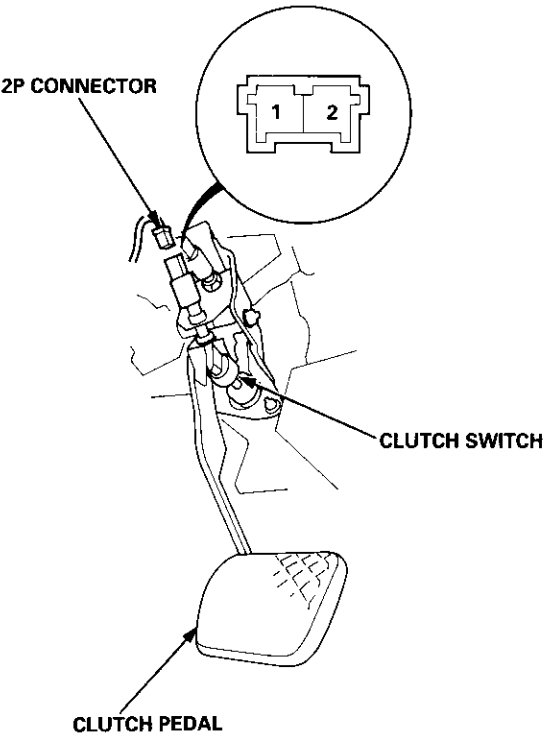
2. Check for continuity between the terminals according to the table.

Terminal	1	2	3	4
Brake pedal				
RELEASED	○	○		
DEPRESSED			○	○

3. If necessary, replace the switch or adjust pedal height (see section 19).

Clutch Switch Test (M/T)

1. Disconnect the 2P connector from the switch.



2. Check for continuity between the terminals according to the table.

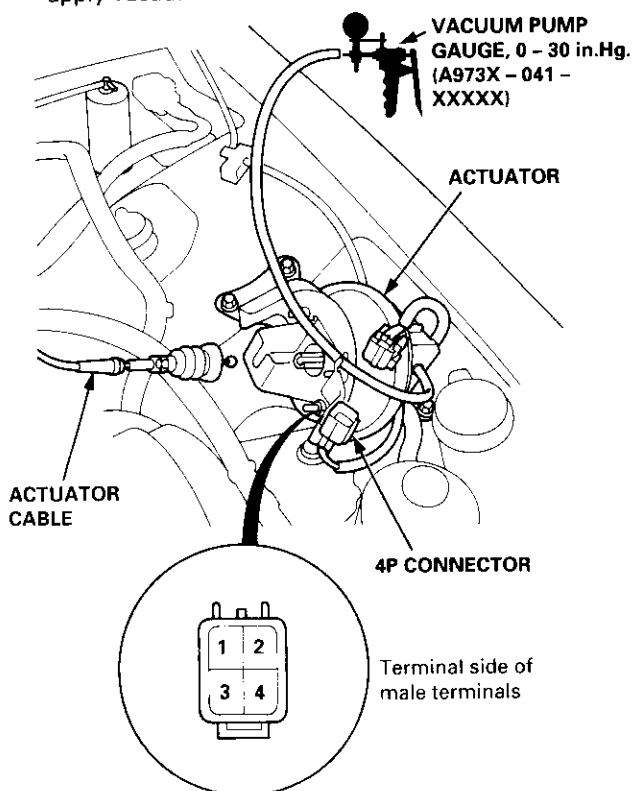
Terminal	1	2
Clutch pedal		
RELEASED		
DEPRESSED	○	○

3. If necessary, replace the switch or adjust pedal height (see section 12).

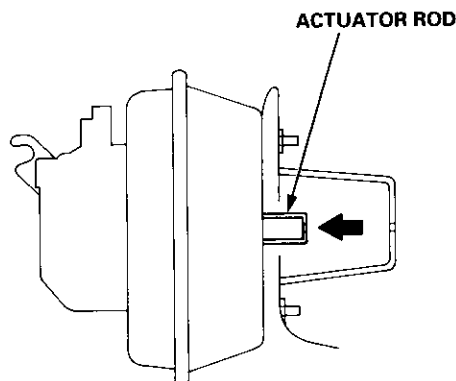


Actuator Test

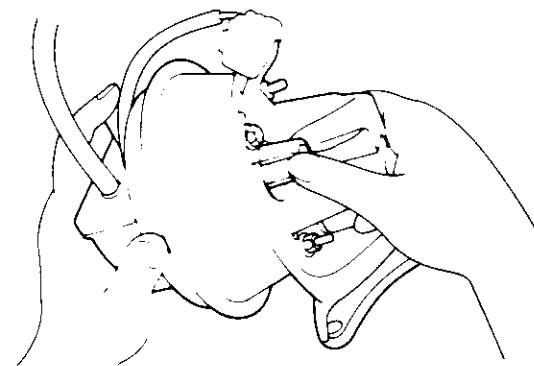
1. Disconnect the actuator cable from the actuator rod and the 4P connector.
2. Connect battery power to the No. 4 terminal and ground to the No. 1, No. 2 and No. 3 terminals.
3. Connect a vacuum pump to the vacuum hose. Then apply vacuum to the actuator.



4. The actuator rod should pull in completely. If the rod pulls in only part-way or not at all, check for a leaking vacuum line or defective solenoid.



5. With voltage and vacuum still applied, try to pull the actuator rod out by hand. You should not be able to pull it out. If you can, it is defective.

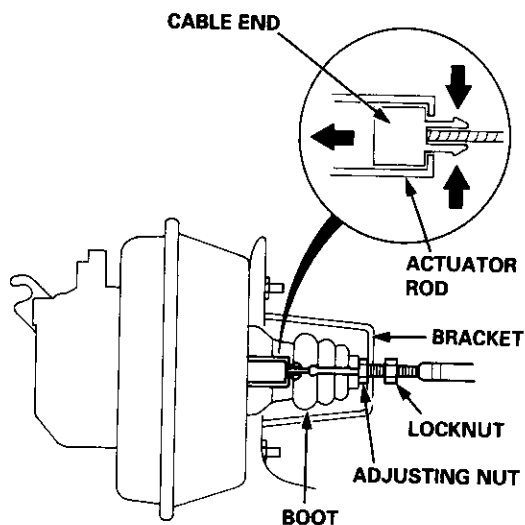


6. Disconnect ground from the No. 3 terminal. The actuator rod should return. If it does not return, but the vent hose and filter are not plugged, the solenoid valve assembly is defective.
7. Repeat steps 2 through 5, and disconnect ground from the No. 1 terminal. The actuator rod should return. If it does not return, but the vent hose and filter are not plugged, the solenoid valve assembly is defective.
8. If you replace the solenoid valve assembly, be sure to use new O-rings on each solenoid.
9. Disconnect power and ground from the 4P connector. Disconnect the vent hose from the actuator. Connect a vacuum pump to the actuator vent hose port, and apply vacuum. The actuator rod should pull in completely. If not, the vacuum valve is stuck open. Replace the actuator.

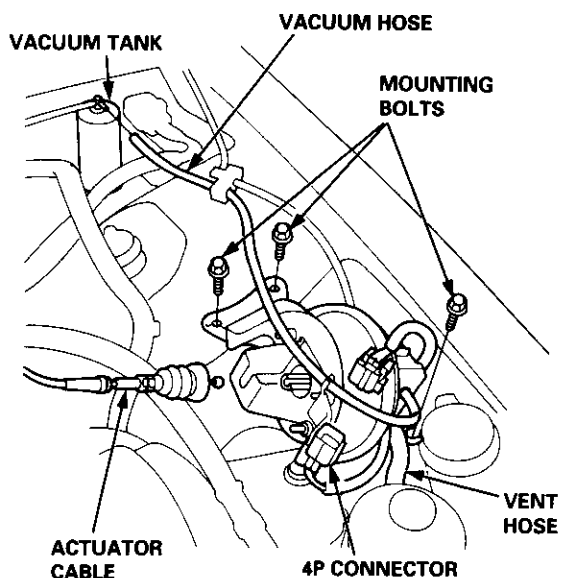
Cruise Control

Actuator Replacement

1. Pull back the boot, and loosen the locknut. Then disconnect the cable from the bracket.
2. Disconnect the cable end from the actuator rod.



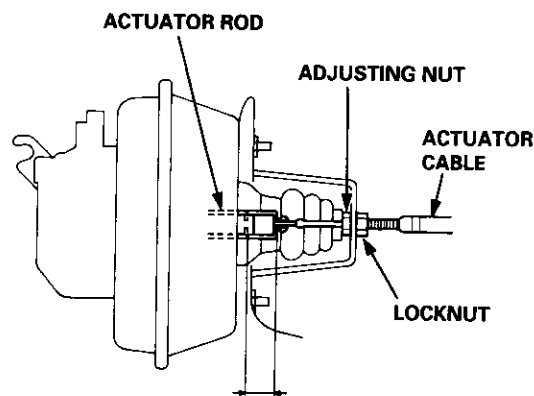
3. Disconnect the 4P connector from the actuator.
4. Disconnect the vacuum hose from the vacuum tank. Pull out the vent hose.
5. Remove the three mounting bolts and the actuator with the bracket.



6. If necessary, disconnect the cable end from the linkage over the accelerator pedal, then turn the grommet 90° in the bulkhead, and remove the cable.
7. Install in the reverse order of removal, and adjust free play at the actuator rod after connecting the cable (see next column).

Actuator Cable Adjustment

1. Check that the actuator cable operates smoothly with no binding or sticking.
2. Start the engine. Hold the engine at 3,000 rpm with no load (A/T in **N** or **P**, M/T in neutral) until the radiator fan comes on, then let it idle.
3. Measure the amount of movement of the actuator rod until the cable pulls on the accelerator lever (engine speed starts to increase). Free play should be 11 ± 1.0 mm (0.43 ± 0.04 in).



LOCKNUT FREE PLAY: 11 ± 1.0 mm
(0.43 ± 0.04 in)

4. If free play is not within specs, loosen the locknut, and turn the adjusting nut as required.

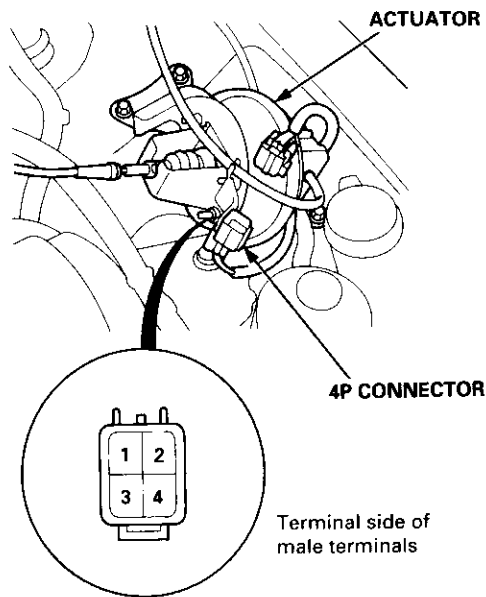
NOTE: If necessary, check the throttle cable free play (see section 11), then recheck the actuator rod free play.

5. Retighten the locknut, and recheck the free play.



Actuator Solenoid Test

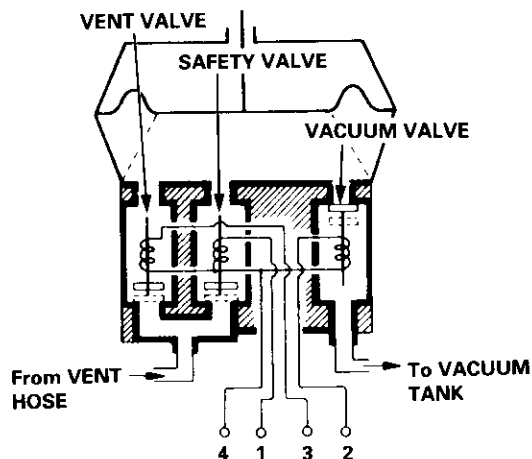
1. Disconnect the 4P connector from the actuator.



2. Check for resistance between the terminals according to the table.

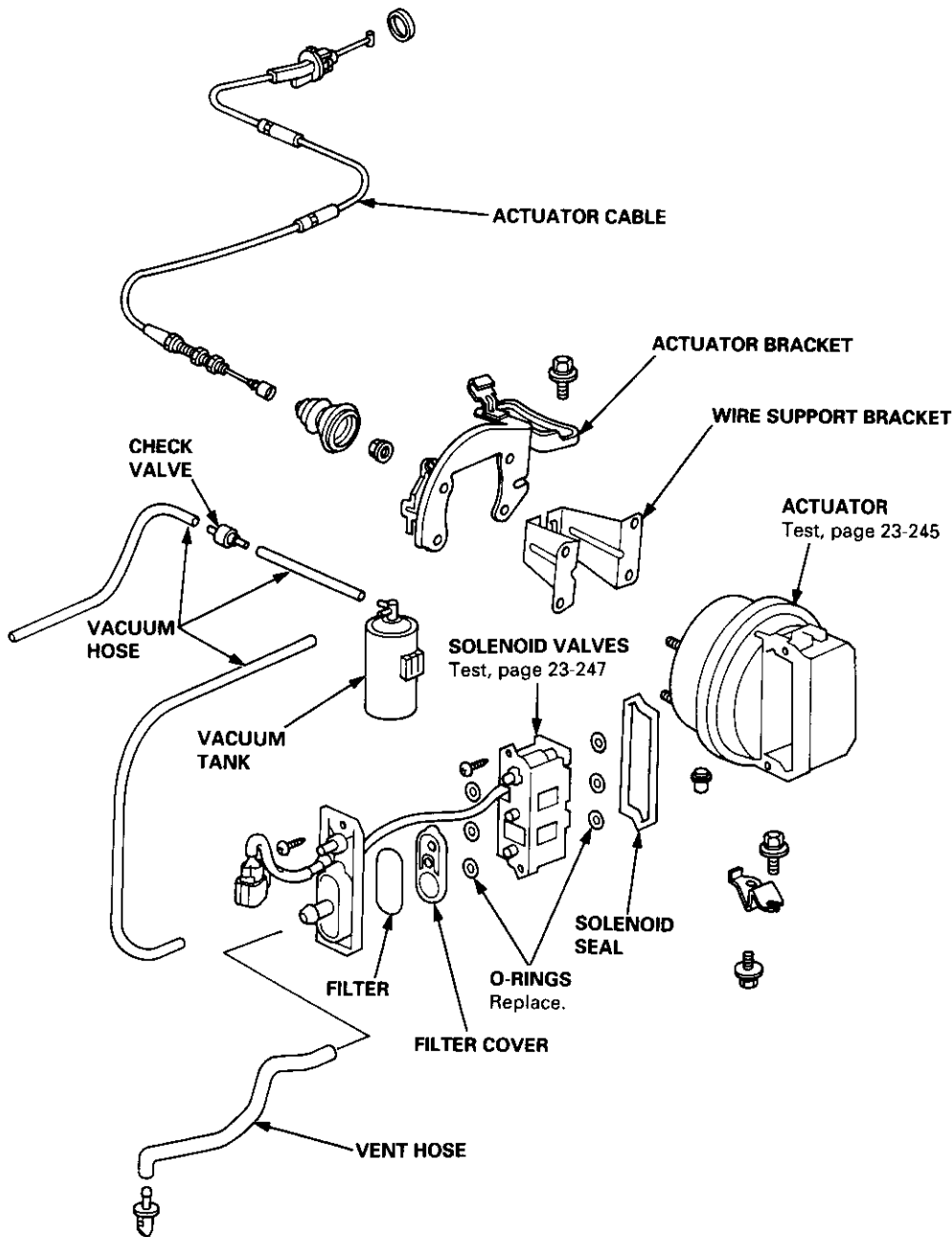
Terminal	1	2	3	4
Resistance (Ω)				
VENT SOLENOID 40 – 60 Ω			○ — ○	
VACUUM SOLENOID 30 – 50 Ω		○ — ○		
SAFETY SOLENOID 40 – 60 Ω	○ — ○			

NOTE: Resistance will vary slightly with temperature; specified resistance is at 70°F (20°C).



Cruise Control

Actuator Disassembly



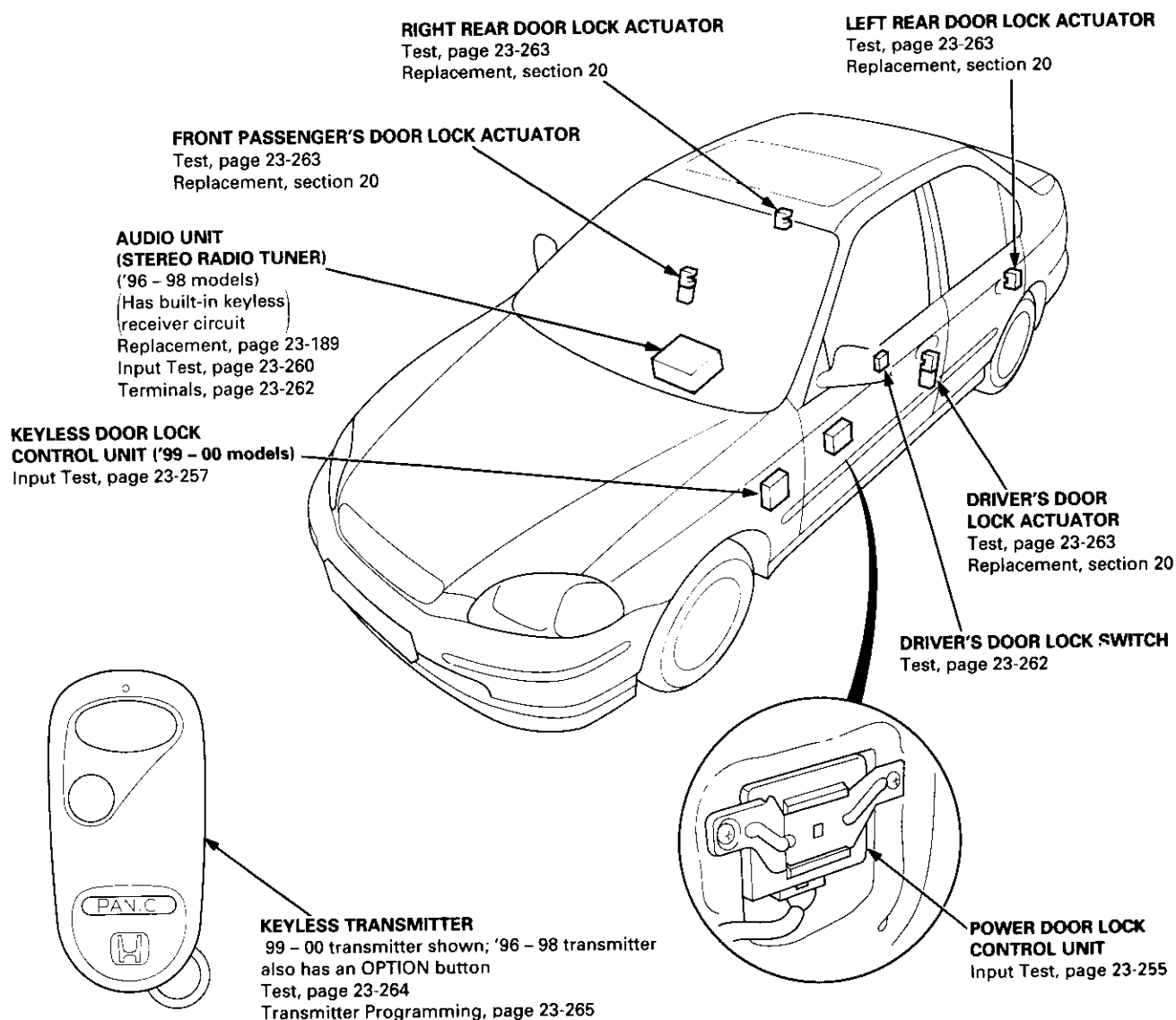
Power Door Locks



Component Location Index

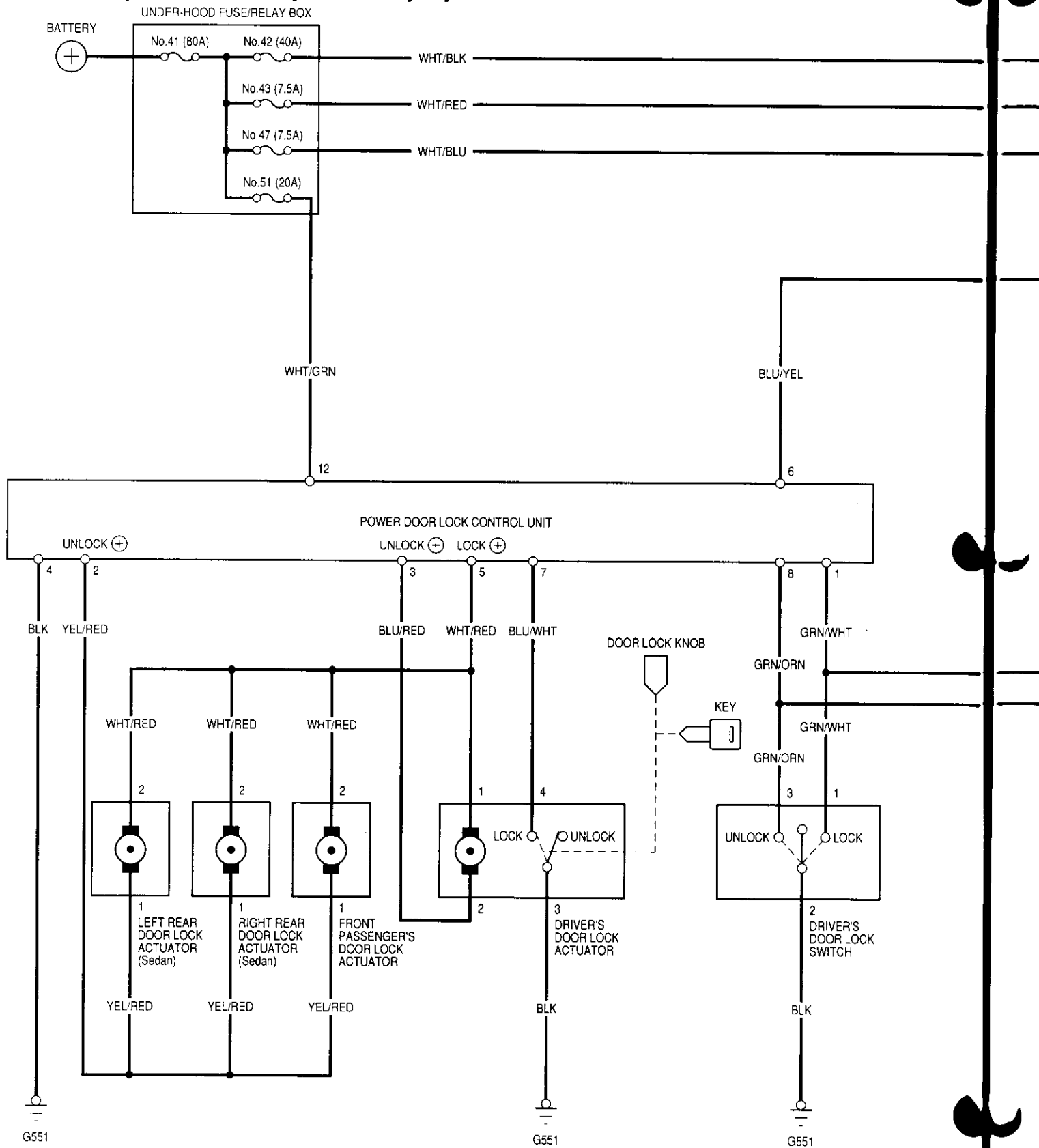
NOTE (With keyless entry system):

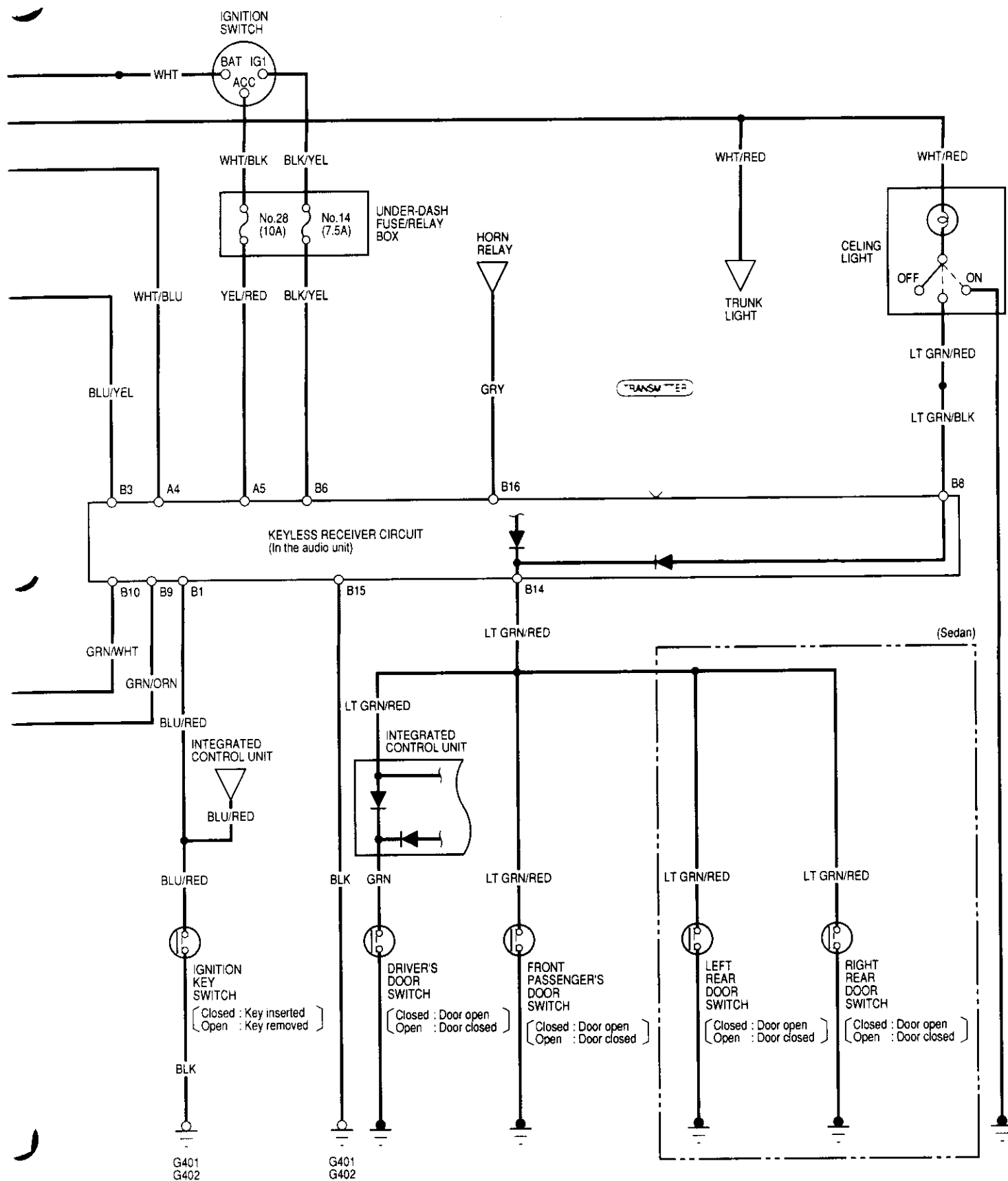
- If the doors unlock or lock with the transmitter, but the LED on the transmitter does not come on, the LED is faulty; replace the transmitter.
- When you unlock the doors with the transmitter, the ceiling light (middle position) comes on for 30 seconds. (However, if the audio unit is not installed, the light does not come on.)
- If any door is open, you cannot lock or unlock the doors with the transmitter.
- The horn sounds only the first time you press a transmitter button. (Pressing repeatedly does not activate the horn again.)
- If you unlocked the doors with the transmitter, but do not open any of the doors within 30 seconds, the doors relock automatically.
- The doors do not lock or unlock with the transmitter if the ignition key is inserted in the ignition switch.
- If you press the PANIC button for more than two seconds, the horn sounds for about 30 seconds, and the transmitter LED comes on. (The panic mode will not be activated if the ignition key is in the ignition switch.) The panic mode is cancelled by pressing any of the transmitter buttons.
- After replacing the transmitter battery, press the lock and unlock buttons five or six times to activate the transmitter.



Power Door Locks

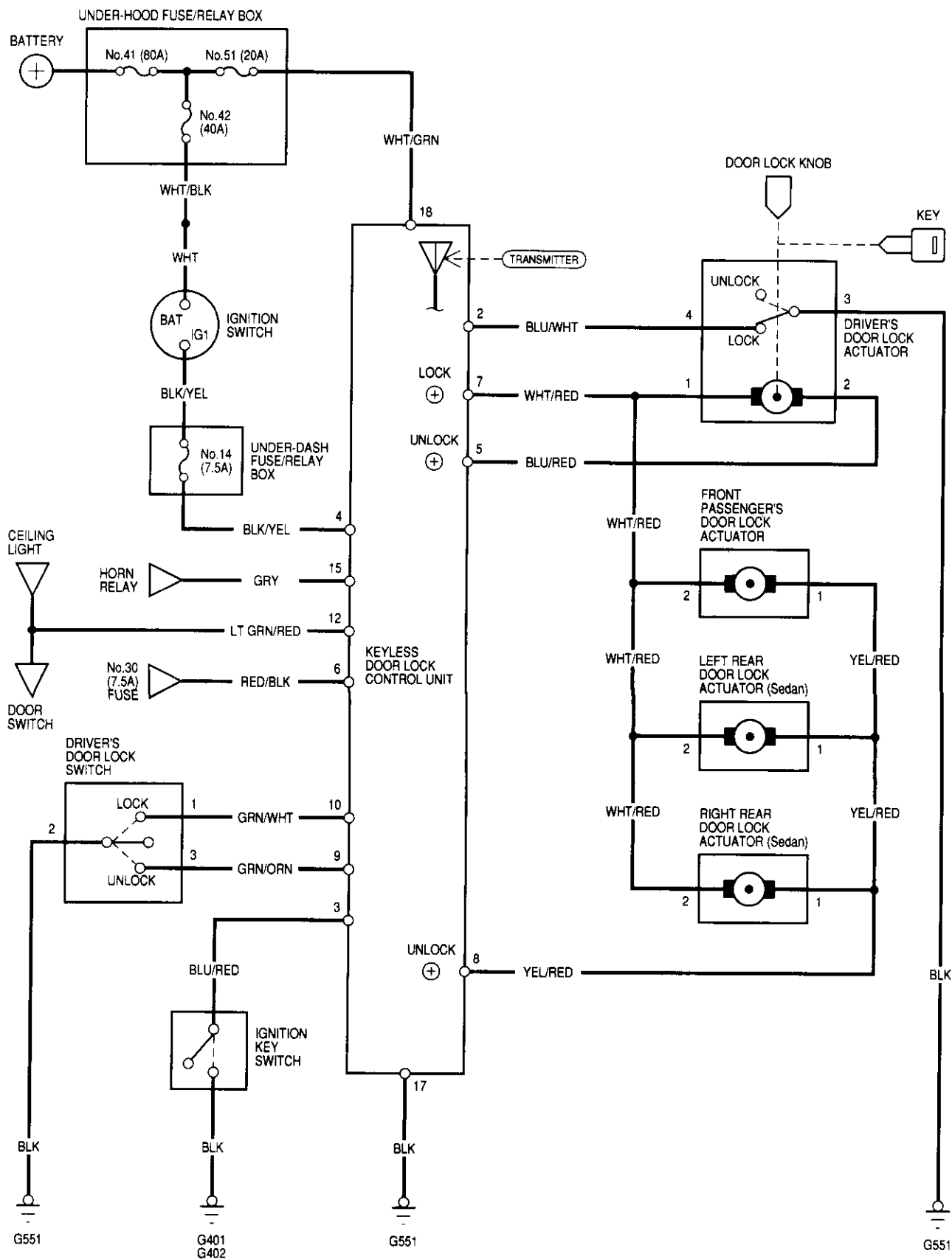
Circuit Diagram (With Keyless Entry System: '96 - 98 models)





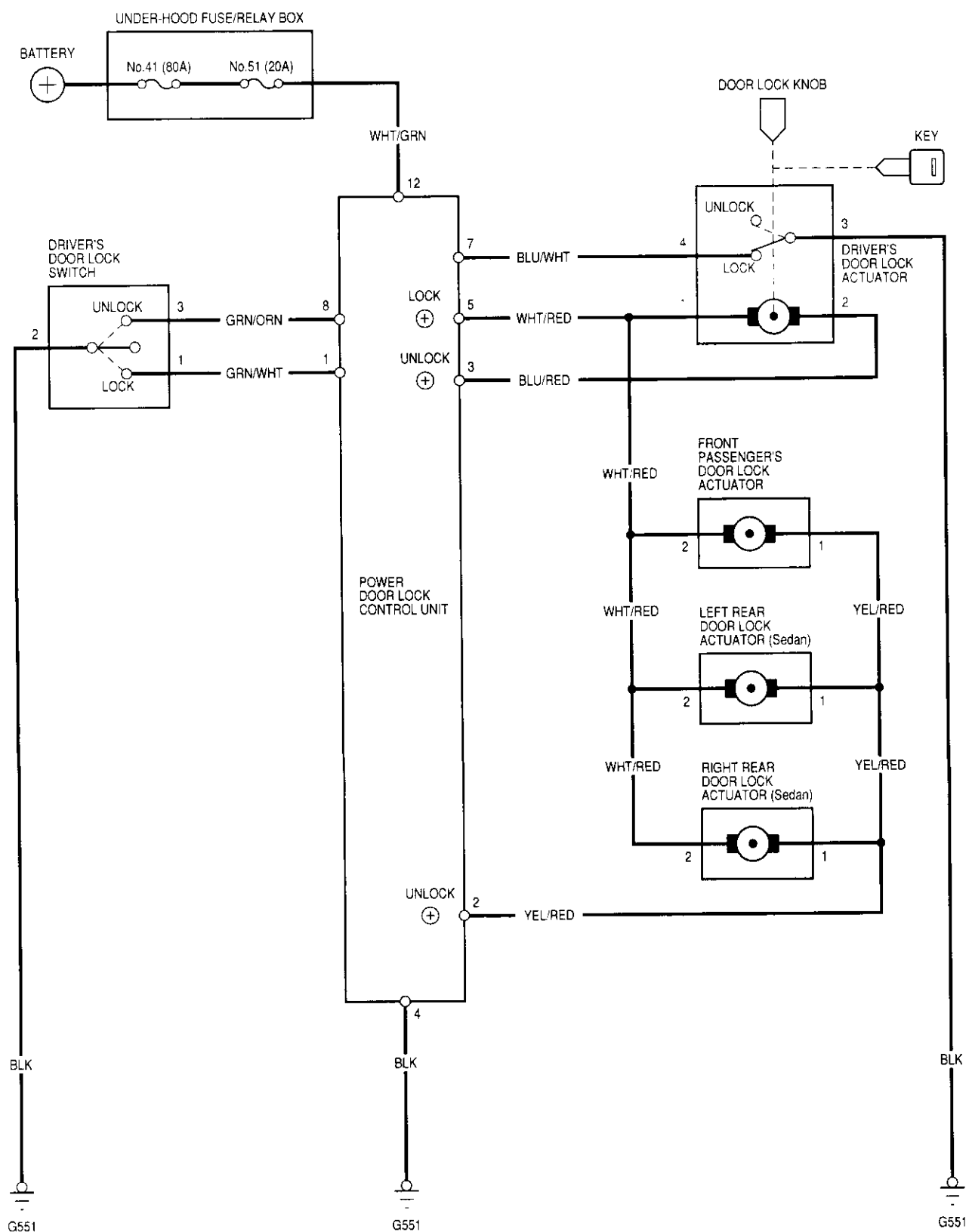
Power Door Locks

Circuit Diagram (With Keyless Entry System : '99-00 models)





Circuit Diagram (Without Keyless Entry System)



Power Door Locks

Troubleshooting

NOTE: The numbers in the table show the troubleshooting sequence.

Item to be inspected		Blown No. 51 (20 A) fuse (In the under-hood fuse/relay box)	Driver's door lock knob switch (In the driver's door lock actuator)	Control unit input	Passenger's door actuator	Disconnected or obstructed door lock rod/linkage	Driver's door lock switch	Transmitter inspection	Audio unit input (Has built-in keyless receiver circuit)	Poor ground	Open circuit, loose or disconnected terminals
Symptom											
Power door lock system does not work at all.		1		2						G551	WHT/GRN
Doors don't lock with driver's door lock knob switch.	All doors	1	2	3							BLU/WHT
	One or more doors				1	2					YEL/RED or WHT/RED
Doors don't lock or unlock with driver's door lock switch.	All doors	1		3			2				GRN/WHT, GRN/ORN, YEL/RED or WHT/RED
	One or more doors				1	2					YEL/RED or WHT/RED
* The power door lock system works properly but the keyless entry system doesn't.								1	2	G401 G402	GRN/WHT or GRN/ORN

*: With keyless entry system

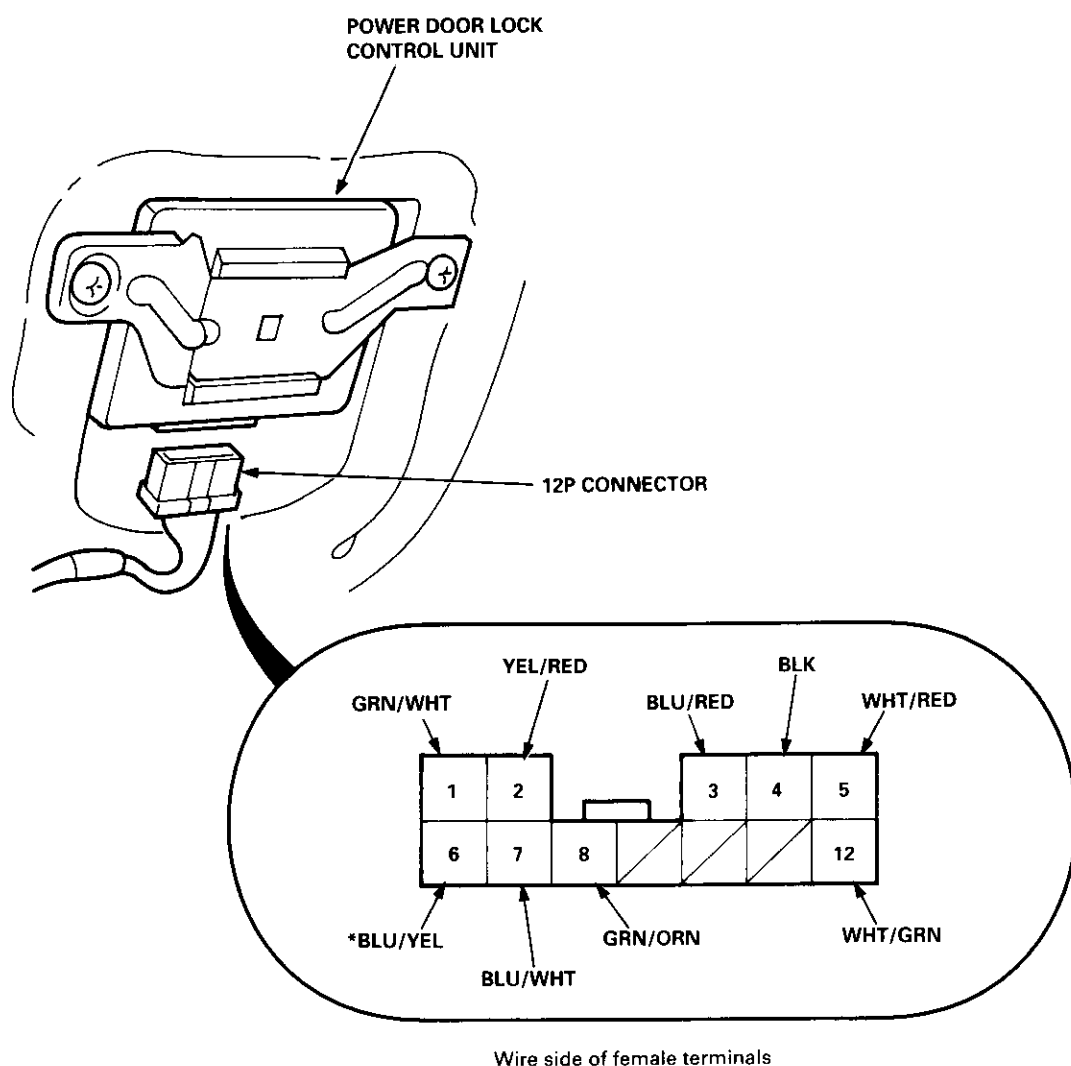
NOTE:

- When the remote transmitter button is pressed the first time, only the driver's door will unlock. When the button is pressed the second time, all the doors will unlock.
- The doors will relock automatically after 30 seconds if a door is not opened, or the key is out of the ignition switch.
- The keyless entry system will not lock or unlock the doors when the key is in the ignition switch.



Control Unit Input Test ('96 – 98 models and '99 – 00 models without Keyless Entry System)

1. Remove the driver's door panel (see section 20).
2. Disconnect the 12P connector from the control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.



*: With keyless entry system

(cont'd)

Power Door Locks

Control Unit Input Test ('96 – 98 models and '99 – 00 models without Keyless Entry System) (cont'd)

Disconnect the 12P connector from the power door lock control unit.

CAUTION: To prevent damage to the actuator, apply battery voltage only momentarily.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
4	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G551) • An open in the wire
12	WHT/GRN	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 51 (20 A) fuse in the under-hood fuse/relay box • An open in the wire
2	YEL/RED	Connect the YEL/RED terminal to the WHT/GRN terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door lock operation: All passenger's doors should unlock.	<ul style="list-style-type: none"> • Blown No. 51 (20 A) fuse in the under-hood fuse/relay box • Faulty actuator • An open in the wire
3	BLU/RED	Connect the BLU/RED terminal to the WHT/GRN terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door lock operation: Driver's door should unlock.	
5	WHT/RED	Connect the WHT/RED terminal to the WHT/GRN terminal, and the YEL/RED terminal to the BLK terminal momentarily.	Check door lock operation: All passenger doors should lock.	
*6	BLU/YEL	Under all conditions.	Check for continuity between the power door lock control unit 12P connector No. 6 terminal and audio unit 16P connector No. 3 terminal: There should be continuity.	An open in the wire

*: With keyless entry system

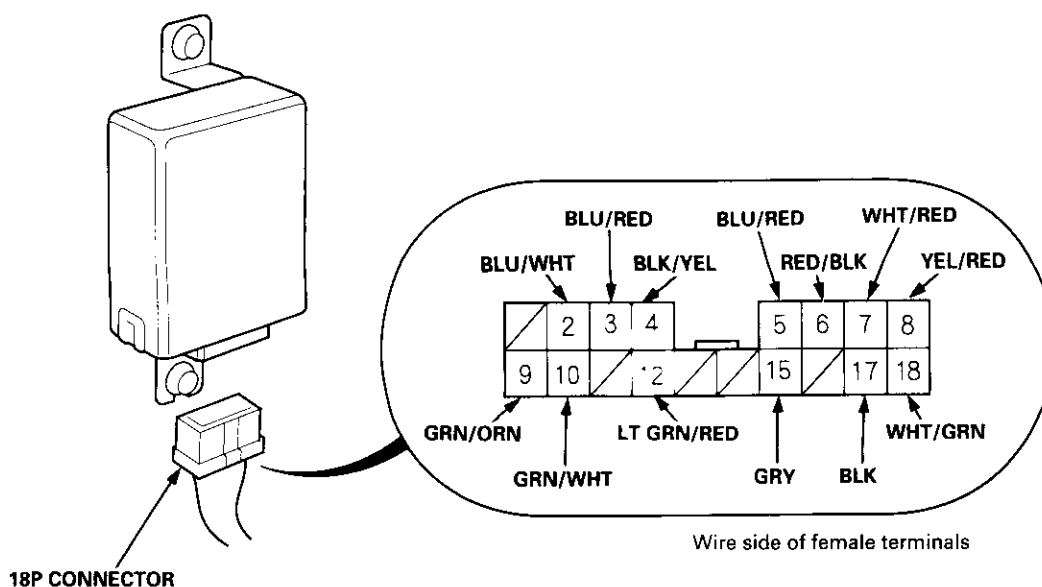
Reconnect the 12P connector to the power door lock control unit.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	GRN/WHT	Driver's door lock switch in LOCK	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> • Faulty driver's door lock switch • Poor ground (G551) • An open in the wire
8	GRN/ORN	Driver's door lock switch in UNLOCK		
7	BLU/WHT	Driver's door lock knob in LOCK	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> • Faulty driver's door lock actuator • Poor ground (G551) • An open in the wire



Control Unit Input Test ('99 – 00 models with Keyless Entry System)

1. Remove the driver's kick panel.
2. Disconnect the 18P connector from the control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.



Disconnect the 18P connector from the power door lock control unit.

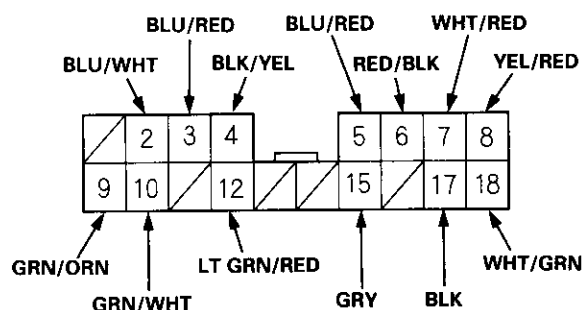
CAUTION: To prevent damage to the actuator, apply battery voltage only momentarily.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
17	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none">• Poor ground (G551)• An open in the wire
18	WHT/GRN	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none">• Blown No. 51 (20 A) fuse in the under-hood fuse/relay box• An open in the wire
4	BLK/YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none">• Blown No. 14 (7.5 A) fuse in the under-dash fuse/relay box• An open in the wire

(cont'd)

Power Door Locks

Control Unit Input Test ('99 – 00 models with Keyless Entry System) (cont'd)



Wire side of female terminals

Disconnect the 18P connector from the power door lock control unit.

CAUTION: To prevent damage to the actuator, apply battery voltage only momentarily.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
8	YEL/RED	Connect the YEL/RED terminal to the WHT/GRN terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door lock operation: All passenger's doors should unlock.	<ul style="list-style-type: none"> • Blown No. 51 (20 A) fuse in the under-hood fuse/relay box • Faulty actuator • An open in the wire
5	BLU/RED	Connect the BLU/RED ¹ terminal to the WHT/GRN terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door lock operation: Driver's door should unlock.	
7	WHT/RED	Connect the WHT/RED terminal to the WHT/GRN terminal, and the YEL/RED terminal to the BLK terminal momentarily.	Check door lock operation: All passenger doors should lock.	



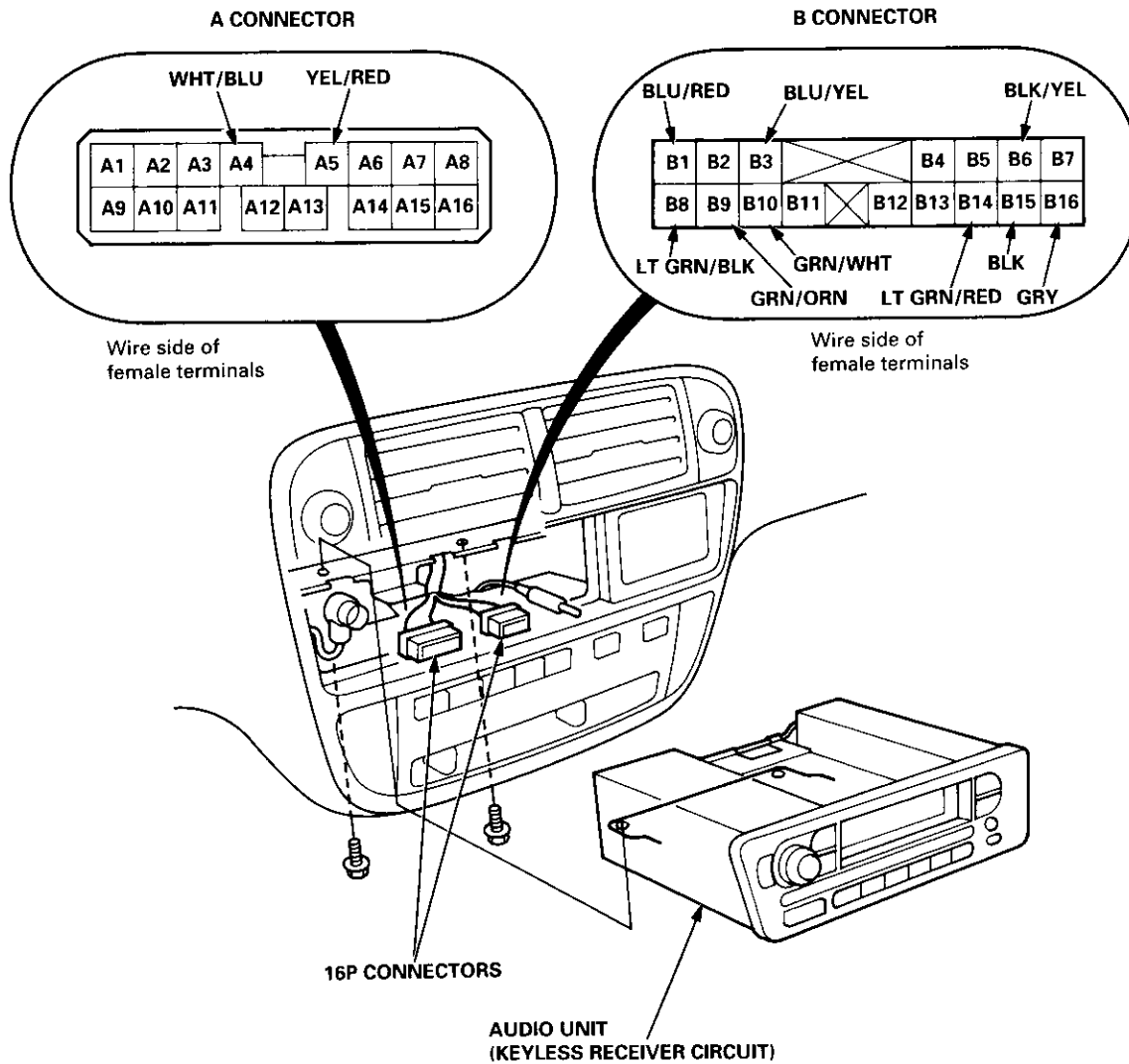
Reconnect the 18P connector to the power door lock control unit.

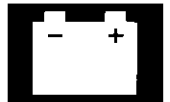
Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
10	GRN/WHT	Driver's door lock switch in LOCK	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none">Faulty driver's door lock switchPoor ground (G551)An open in the wire
9	GRN/ORN	Driver's door lock switch in UNLOCK		
2	BLU/WHT	Driver's door lock knob in LOCK	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none">Faulty driver's door lock actuatorPoor ground (G551)An open in the wire
3	BLU/RED	Ignition key inserted into the ignition key switch	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none">Poor ground (G401, G402)Faulty ignition key switchAn open in the wireShort in the wire
		Ignition key removed from the ignition key switch	Check for voltage to ground: There should be 4 V or more.	
6	RED/BLK	Combination light switch in "OFF" position	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none">Blown No. 30 (7.5 A) fuse in the under-hood fuse/relay boxFaulty combination light switchAn open in the wire
12	LT GRN/RED	Each door open, one at a time	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none">Faulty door switchAn open in the wire
15	GRY	Under all conditions	Connect to ground: Horn should sound.	<ul style="list-style-type: none">Blown No. 52 (15 A) fuse in the under-hood fuse/relay boxFaulty hornFaulty horn relayAn open in the wire

Power Door Locks

Audio Unit (Keyless Receiver Circuit) Input Test ('96 – 98 models)

1. Remove the audio unit, then disconnect the A and B connectors (see page 23-189).
2. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.





Disconnect the A and B connectors from the audio unit.

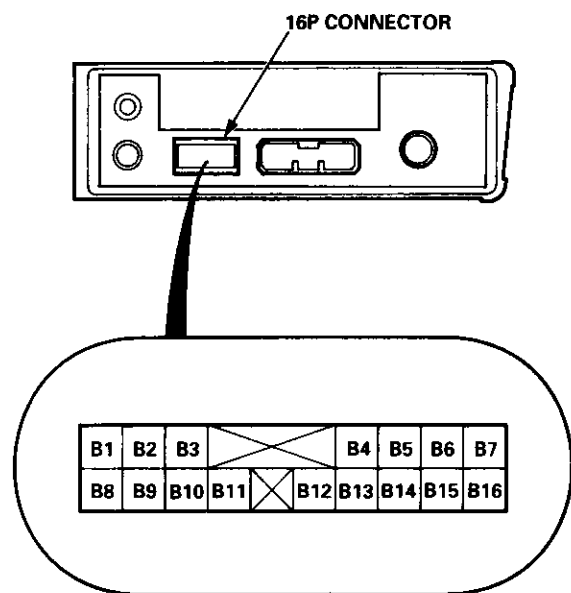
Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A4	WHT/BLU	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 47 (7.5 A) fuse in the under-hood fuse/relay box • An open in the wire
A5	YEL/RED	Ignition switch ACC (I)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 28 (10 A) fuse in the under-dash fuse relay box • An open in the wire
B6	BLK/YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 14 (7.5 A) fuse in the under-dash fuse relay box • An open in the wire
B15	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G401, G402) • An open in the wire
B1	BLU/RED	Ignition key inserted into the ignition key switch	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> • Poor ground (G401, G402) • Faulty ignition key switch • An open in the wire • Short in the wire
		Ignition key removed from the ignition key switch	Check for voltage to ground: There should be 4 V or more.	
B3	BLU/YEL	Under all conditions	Check for continuity between the audio unit 16P connector No. 3 terminal and power door lock control unit 12P connector No. 6 terminal: There should be continuity.	<ul style="list-style-type: none"> • An open in the wire
B8	LT GRN/BLK	Ceiling light switch in "middle position"	Connect to ground: The ceiling light should come on.	<ul style="list-style-type: none"> • Blown No. 43 (7.5 A) fuse in the under-hood fuse/relay box • Blown ceiling light bulb • Faulty ceiling light • An open in the wire
B14	LT GRN/RED	Each door open, one at a time	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> • Faulty door switch • An open in the wire
B16	GRY	Under all conditions	Connect to ground: Horn should sound.	<ul style="list-style-type: none"> • Blown No. 52 (15 A) fuse in the under-hood fuse/relay box • Faulty horn • Faulty horn relay • An open in the wire

Reconnect the B connector only to the audio unit.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B9	GRN/ORN	Driver's door lock switch in UNLOCK	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> • Poor ground (G551) • Faulty driver's door lock switch • An open in the wire • Short in the wire
		Driver's door lock switch in LOCK	Check for voltage to ground: There should be 4 V or more.	
B10	GRN/WHT	Driver's door lock switch in UNLOCK	Check for voltage to ground: There should be 4 V or more.	<ul style="list-style-type: none"> • Poor ground (G551) • Faulty driver's door lock switch • An open in the wire • Short in the wire
		Driver's door lock switch in LOCK	Check for voltage to ground: There should be 1 V or less.	

Power Door Locks

Audio Unit (Keyless Receiver Circuit) Terminals ('96 – 98 models)

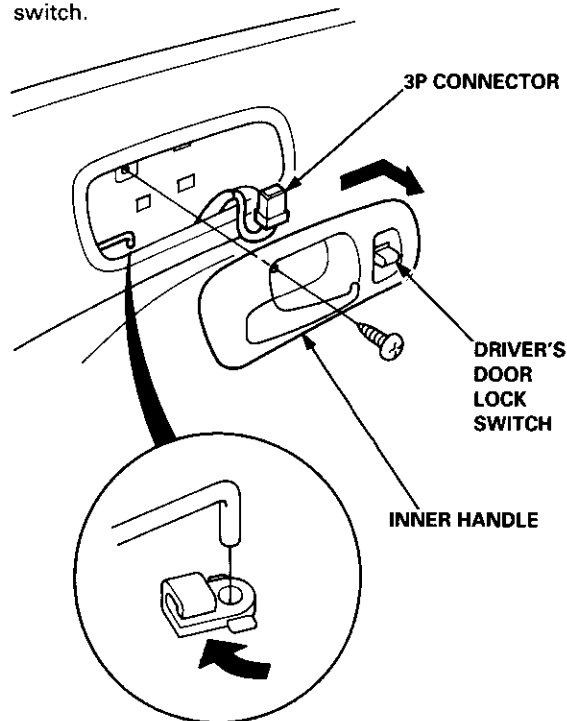


Cavity	Wire	Destination
B1	BLU/RED	Ignition key switch
*B2	LT GRN	Trunk latch switch
B3	BLU/YEL	Unlock (Driver's door)
B4	BLU	Valet switch
*B5	LT BLU	Security (IN)
B6	BLK/YEL	No. 14 (7.5 A) fuse
*B7	ORN	Security (D2)
B8	LT GRN/BLK	Ceiling light
B9	GRN/ORN	Unlock (All doors)
B10	GRN/WHT	Lock (Output)
*B11	BLU/WHT	LED ⊖
*B12	WHT/BLK	Security (D0)
*B13	YEL/BLU	Security (D1)
B14	LT GRN/RED	Door switch
B15	BLK	Ground (G401, G402)
B16	GRY	Horn

*: For security system (option)

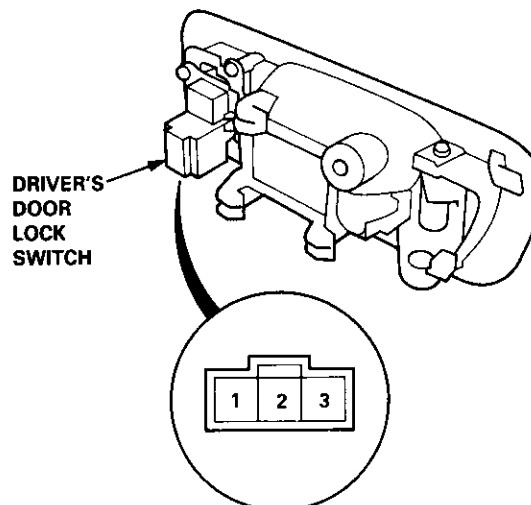
Driver's Door Lock Switch Test

1. Remove the inner handle (see section 20).
2. Disconnect the 3P connector from the door lock switch.



3. Check for continuity between the terminals in each switch position according to the table.

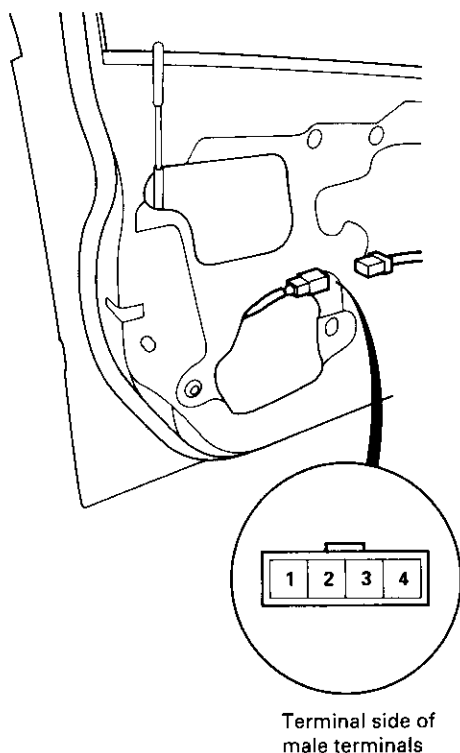
Terminal	1	2	3
Position			
LOCK	○	○	
OFF			
UNLOCK		○	○





Driver's Door Lock Actuator Test

1. Remove the driver's door panel (see section 20).
2. Disconnect the 4P connector from the actuator.



3. Check for continuity between the terminals in each knob switch position according to the table.

Terminal Position	3	4
LOCK		
UNLOCK		

4. Check actuator operation by connecting power and ground according to the table. To prevent damage to the actuator, apply battery voltage only momentarily.

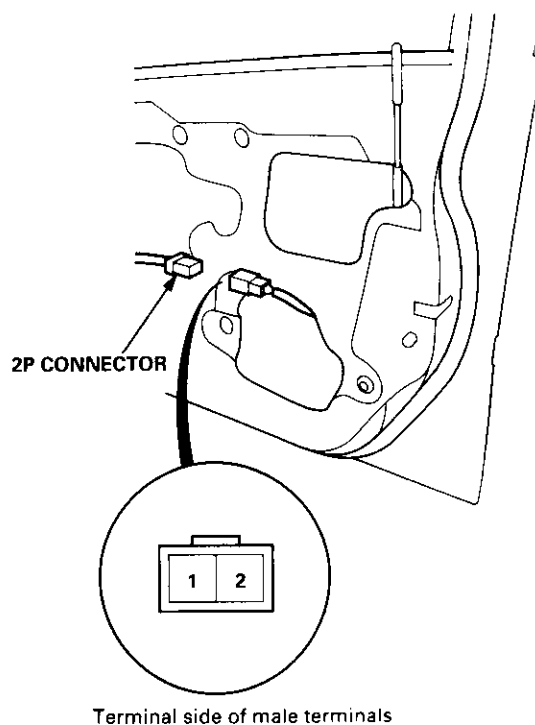
Terminal Position	1	2
LOCK	⊕	⊖
UNLOCK	⊖	⊕

5. If the actuator fails to work properly, replace it.

Passenger's Door Lock Actuator Test

1. Remove the passenger's door panel (see section 20).
2. Disconnect the 2P connector from the actuator.

NOTE: The front passenger's door lock actuator is shown; the left rear and right rear door lock actuators are similar.



3. Check actuator operation by connecting power and ground according to the table. To prevent damage to the actuator, apply battery voltage only momentarily.

Terminal Position	1	2
LOCK	⊖	⊕
UNLOCK	⊕	⊖

4. If the actuator fails to work properly, replace it.

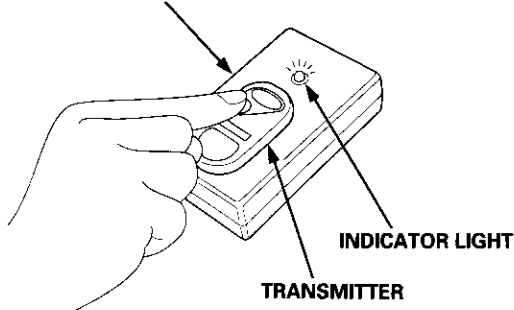
Power Door Locks

Transmitter Test

NOTE:

- If the doors unlock or lock with the transmitter, but the LED on the transmitter does not come on, the LED is faulty; replace the transmitter.
 - If any door is open, you cannot lock or unlock the door with the transmitter.
 - If you unlocked the doors with the transmitter, but do not open any of the doors within 30 seconds, the doors relock automatically.
 - The doors do not lock or unlock with the transmitter if the ignition key is inserted in the ignition switch.
1. Using a keyless entry checker (07MAJ – SP00300):
 - Place the transmitter on the keyless entry checker, and press the transmitter button.
 - If the indicator light does not come on, check for:
 - a dead or low battery
 - Faulty transmitter
 - If the indicator light comes on, the transmitter is OK.

KEYLESS ENTRY CHECKER



NOTE: After a transmitter battery has been replaced, aim the transmitter at the receiver, and press the transmitter button six times. Confirm you can hear the sound of the door lock actuators when you press the sixth time.



Transmitter Programming ('96 – 98 models)

Storing Transmitter Codes

- The codes of up to four transmitters can be stored in the control unit. (If a fifth code is stored, the code which was stored first will be erased.)
- When the system enters the registration mode, all previously stored codes will be erased.
- The system leaves the registration mode and returns to the normal mode if you
 - turn the valet switch OFF, or
 - turn the ignition switch OFF, or
 - do not press the transmitter button for more than 10 seconds.

Procedure:

NOTE: It is important to maintain the time limits between steps.

1. Insert the ignition key into the ignition switch.
2. Turn the ignition switch ON (II).

Within 10 seconds, go to step 3.

3. Press and hold the valet switch for at least five seconds. (You will hear the sound of the actuators turning to UNLOCK.)

NOTE: If the tuner is turned ON, it will go off and come on again when the registration procedure is completed.

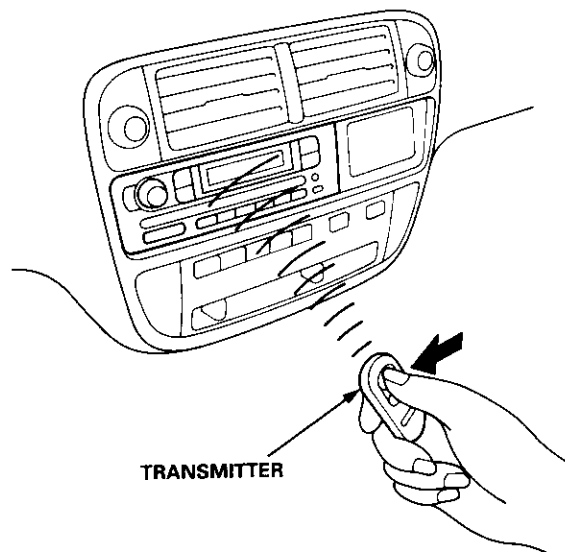
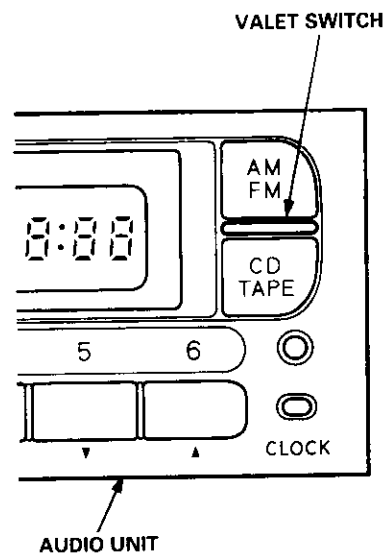
Within 10 seconds, go to step 4.

4. Press one of the transmitter buttons. (You will hear the sound of the actuators turning to UNLOCK.)

NOTE: If you want to register the codes of more than one transmitter, repeat step 4 within 10 seconds with the next transmitter.

5. Turn the ignition switch OFF; the registration procedure is completed.

NOTE: After storing its code, make sure the transmitter works properly by repeatedly pressing one of its buttons. (The system starts to work when you press any transmitter button six times.)



Power Door Locks

Transmitter Programming ('99 – 00 models)

Storing transmitter codes:

The codes of up to three transmitters can be read into the keyless receiver unit memory. (If a fourth code is stored, the code which was input first will be erased.)

NOTE: It is important to maintain the time limits between the steps.

1. Turn the ignition switch ON (II).
2. Within 1 to 4 sec., push the transmitter lock or unlock button with the transmitter aimed at the vehicle.
3. Within 1 to 4 sec., turn the ignition switch OFF.
4. Within 1 to 4 sec., turn the ignition switch ON (II).
5. Within 1 to 4 sec., push the transmitter lock or unlock button with the transmitter aimed at the vehicle.
6. Within 1 to 4 sec., turn the ignition switch OFF.
7. Within 4 sec., turn the ignition switch ON (II).
8. Within 1 to 4 sec., push the transmitter lock or unlock button with the transmitter aimed at the vehicle.
9. Within 1 to 4 sec., turn the ignition switch OFF.
10. Within 4 sec., turn the ignition switch ON (II).
11. Within 1 to 4 sec., push the transmitter lock or unlock button with the transmitter aimed at the vehicle.
12. Confirm you can hear the sound of the door lock actuators.
13. Within 8 sec., aim the transmitters (up to three) whose codes you want to store at the receiver, and press the transmitter lock or unlock buttons.
Confirm that you can hear the sound of the door lock actuators after each transmitter code is stored.
14. Turn the ignition switch OFF, and pull out the key.
15. Confirm proper operation with the new code(s).