INTRODUCTION EF4CEAFB

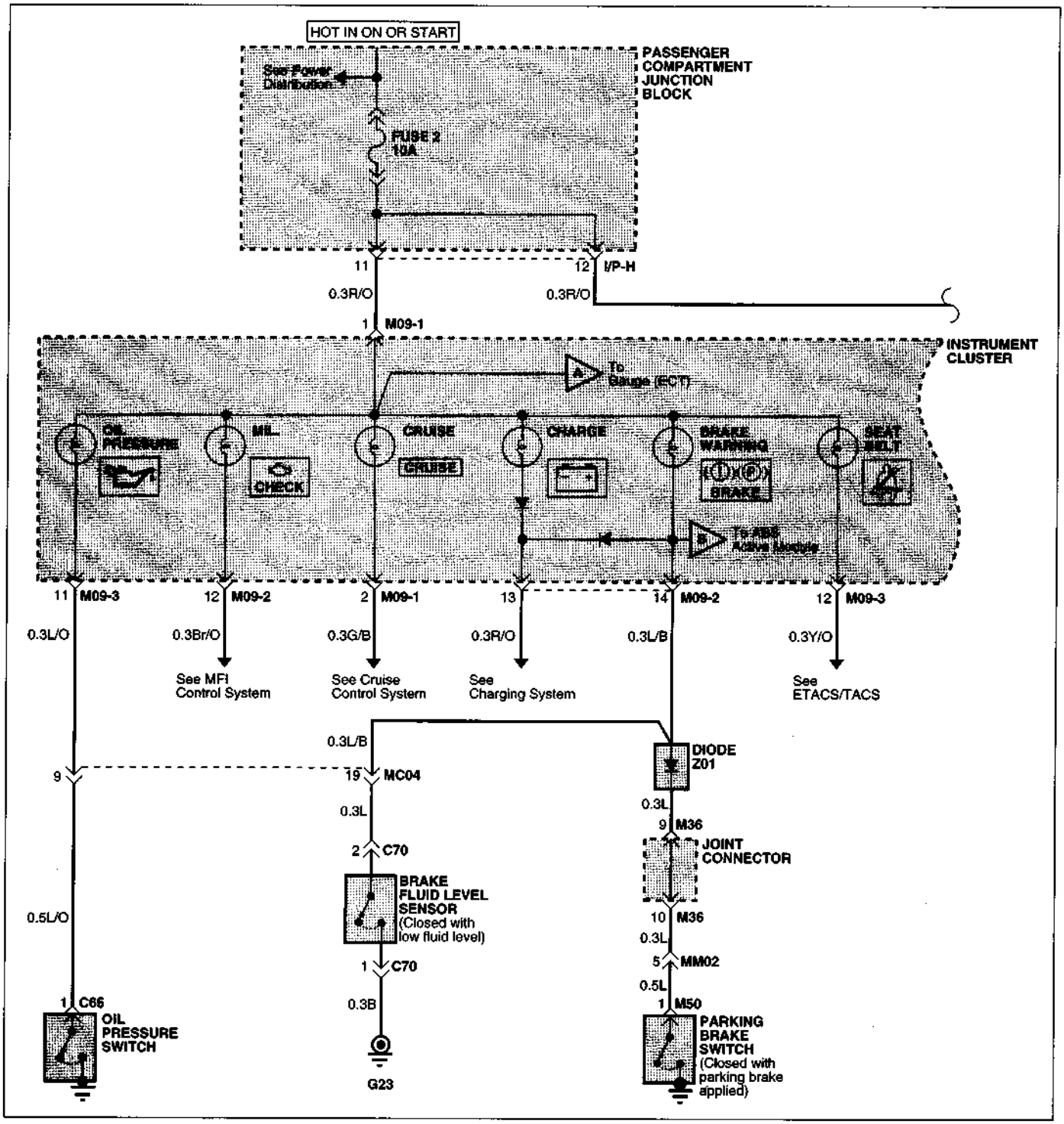
This Manual consists of five major diagnostic sections for electrical problem troubleshooting.

- Schematic diagrams
- Component location indexes
- Component locations
- Connector configurations
- Harness layouts

SCHEMATIC DIAGRAMS

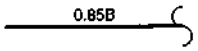
The starting point of each system section is the schematic diagram. These diagrams show how all the components work together, such as electrical current paths from power source to ground(via electrical load), switch connections at each position, and other related circuit functions.

It is important to fully understand how a circuit works prior to troubleshooting and diagnosis.

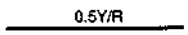


EGI001A

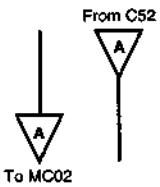
Wires



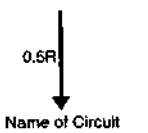
A wavy line means the wire is broken but is to be continued.



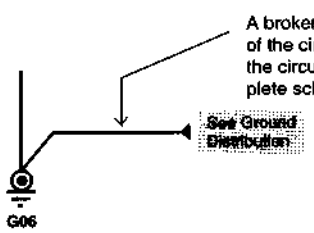
Wire insulation is yellow with a red strip.



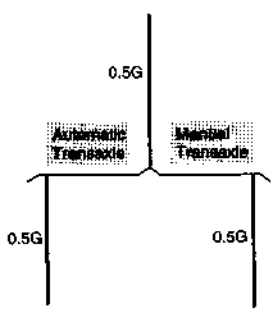
Current path is continued on the same page or another page. The arrow shows the direction of current flow. You should look for the "A" in the marked position.



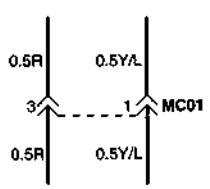
A wire connects to another circuit. The wire is shown again on that circuit which the arrow is pointing.



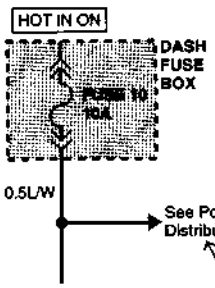
A broken line means only some of the circuit is shown: refer to the circuit listed for the complete schematic.



Wire choices for options or different models are labeled and shown with a "choice" bracket like this.

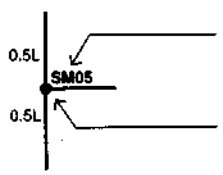


This dashed line means the R(red) and Y/L(yellow/blue) wires are both in connector MC01.



Where separate wires join, only the splice is shown: for details on the additional wiring, refer to the circuit listed.

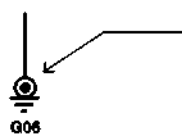
Splices



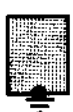
Splice number

Splices are numbered and shown as a dot with circle. The exact location and connection of these splices may vary among vehicles.

Ground - "G"

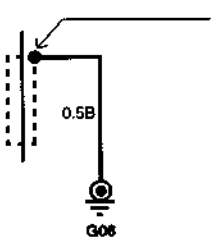


This symbol means the end of the wire is attached to a metal part of the vehicle.



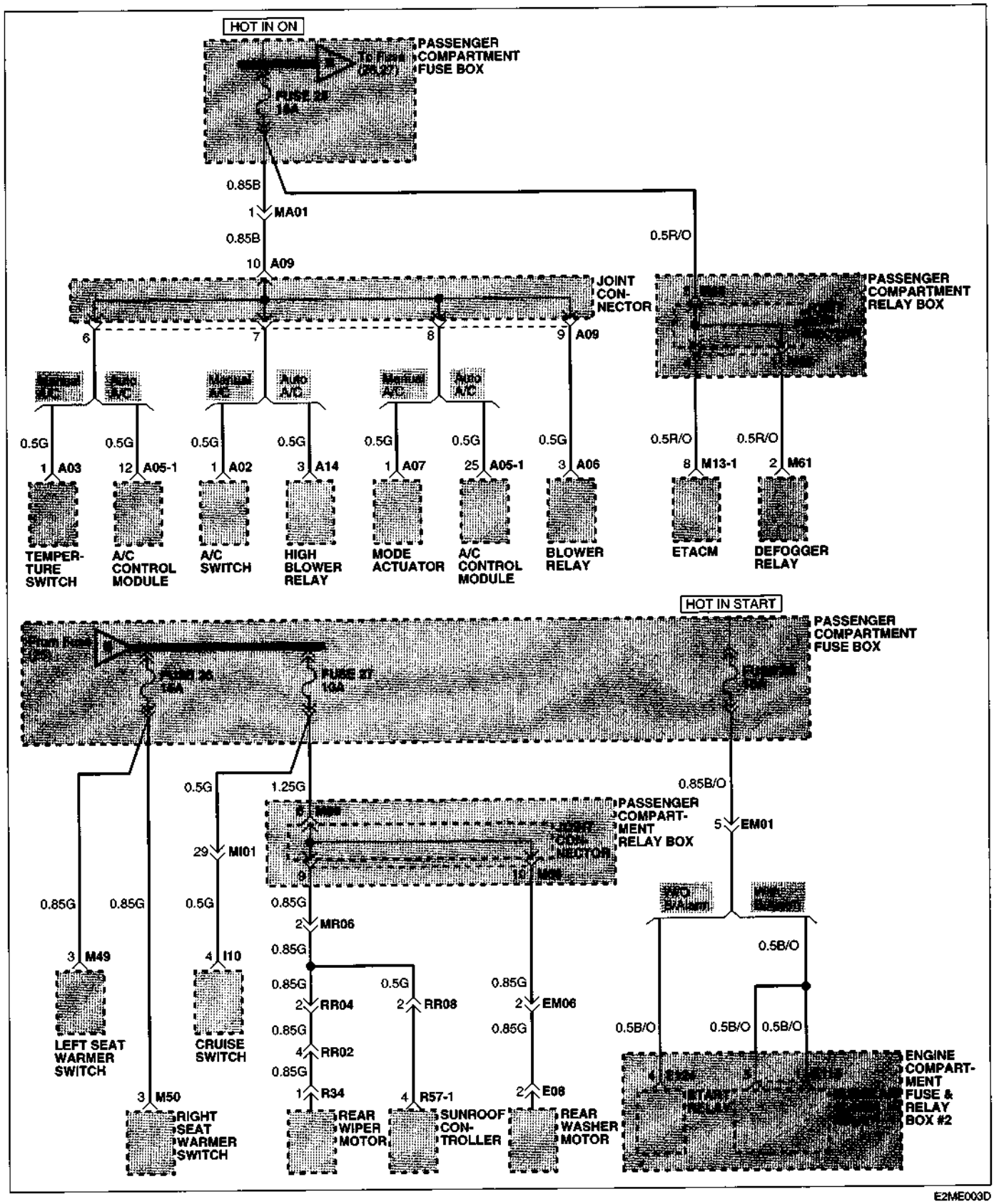
This ground symbol (dot and 3 lines overlapping the component) means the housing of the component is attached to a metal part of the vehicle.

Shield Wire

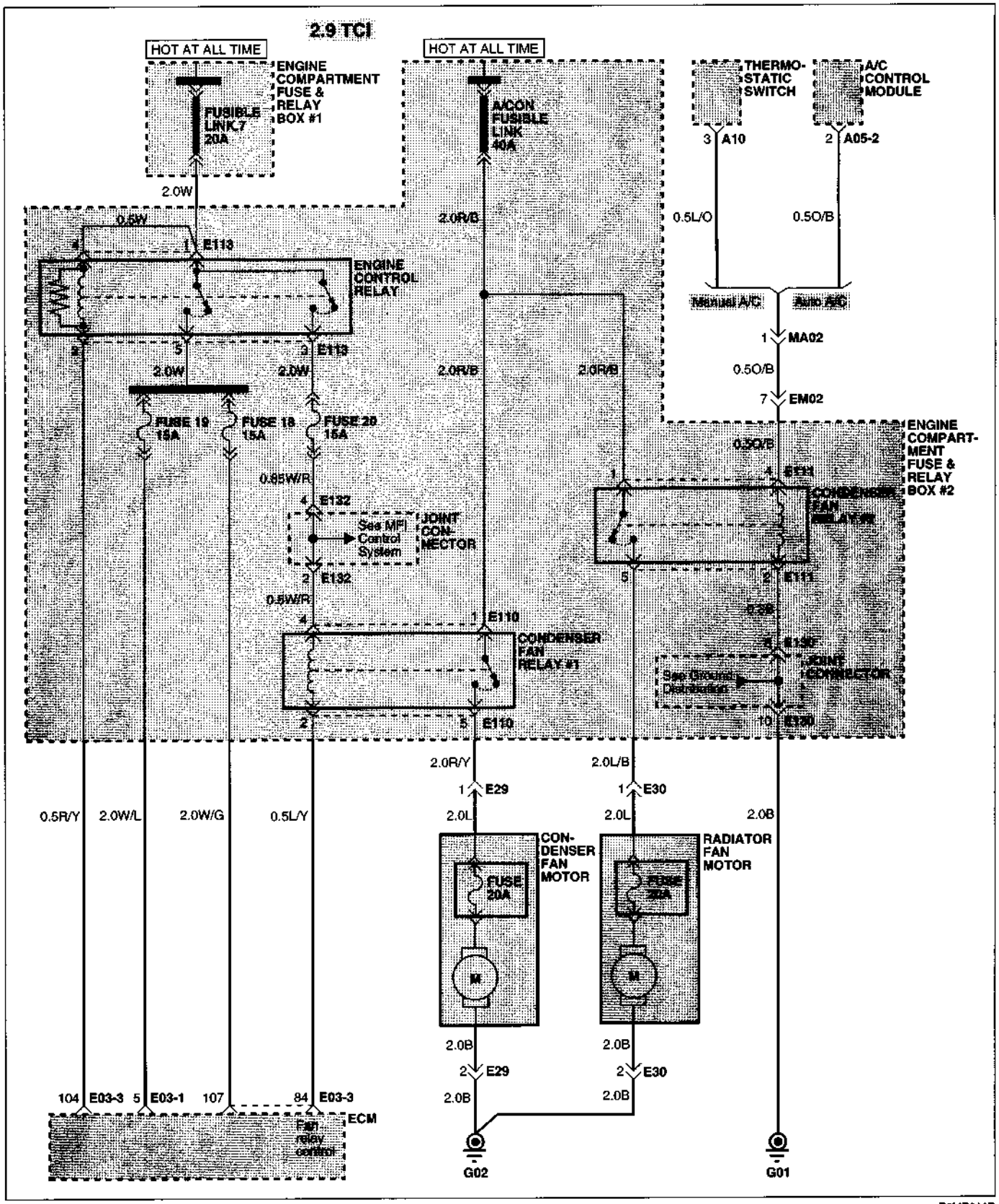


This represents RFI (Radio Frequency Interference) Shielding around a wire. The shielding is always connected to ground.

PASSENGER COMPARTMENT FUSE DETAILS (4)



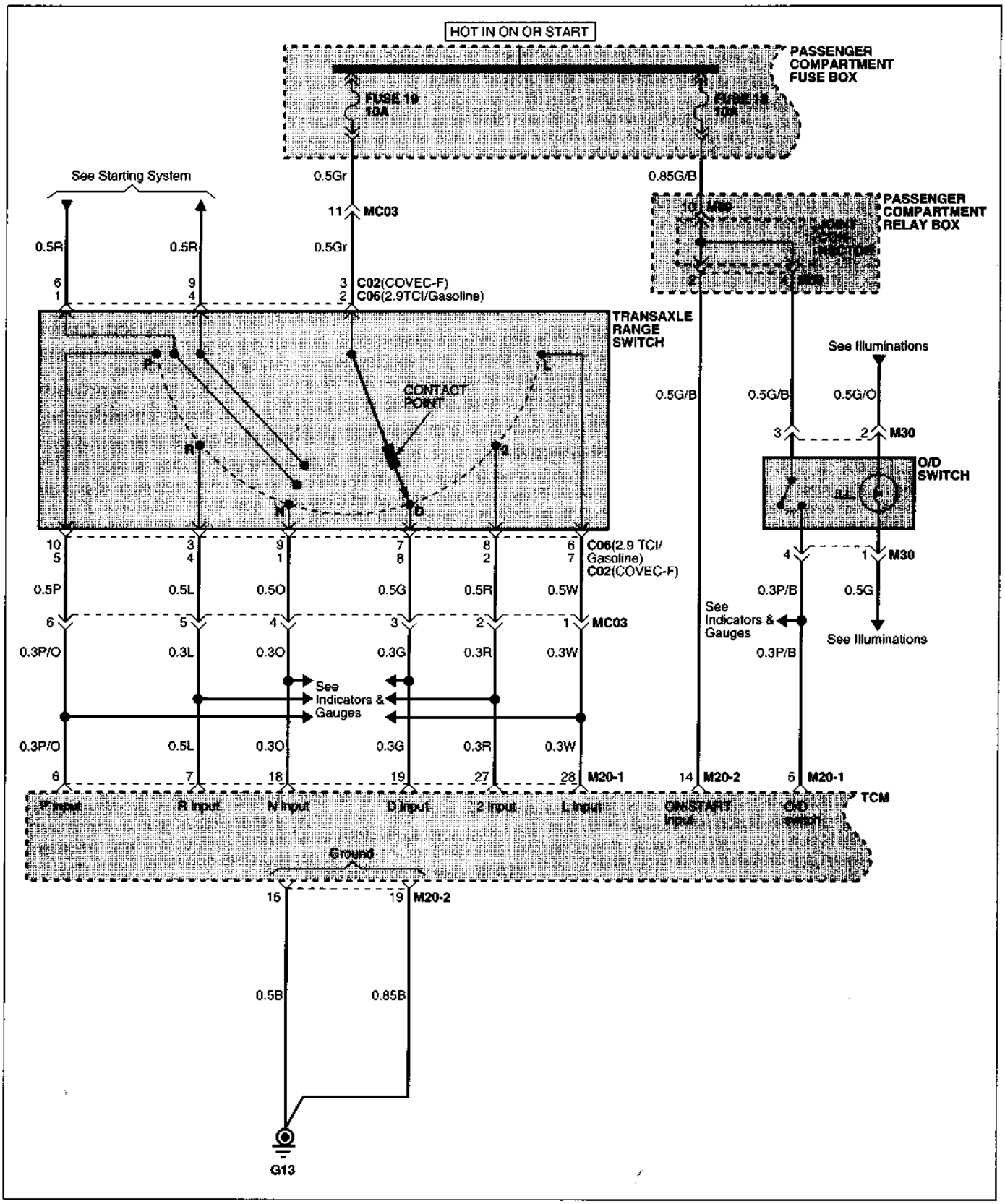
COOLING SYSTEM (2)



E2ME011B

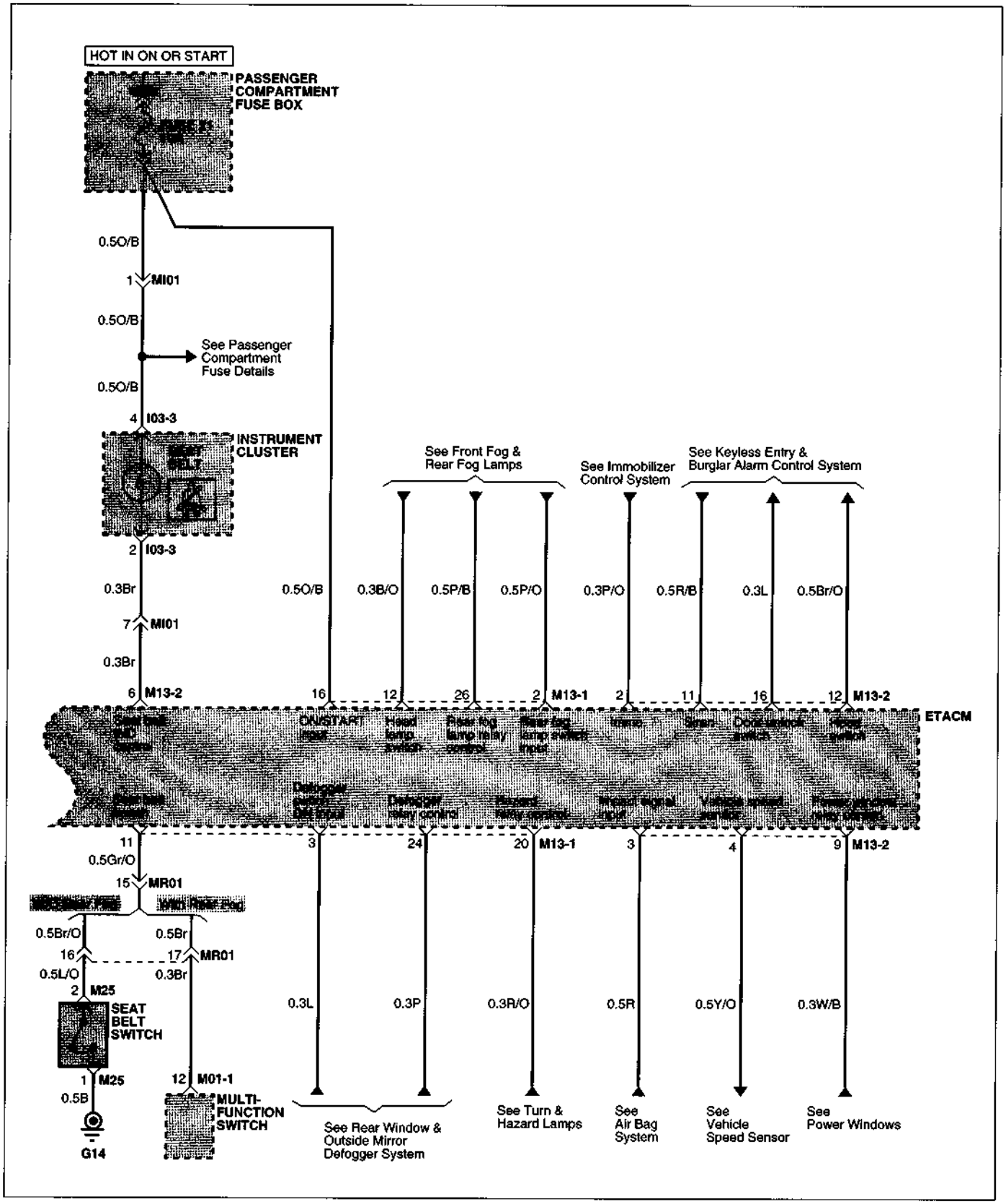
AUTOMATIC TRANSAXLE CONTROL SYSTEM EADBCB2E

AUTOMATIC TRANSAXLE CONTROL SYSTEM (1)



E2ME019A

ETACS (ELECTRONIC TIME & ALARM CONTROL SYSTEM) (3)



E2ME025C

COMPONENT LOCATION INDEX

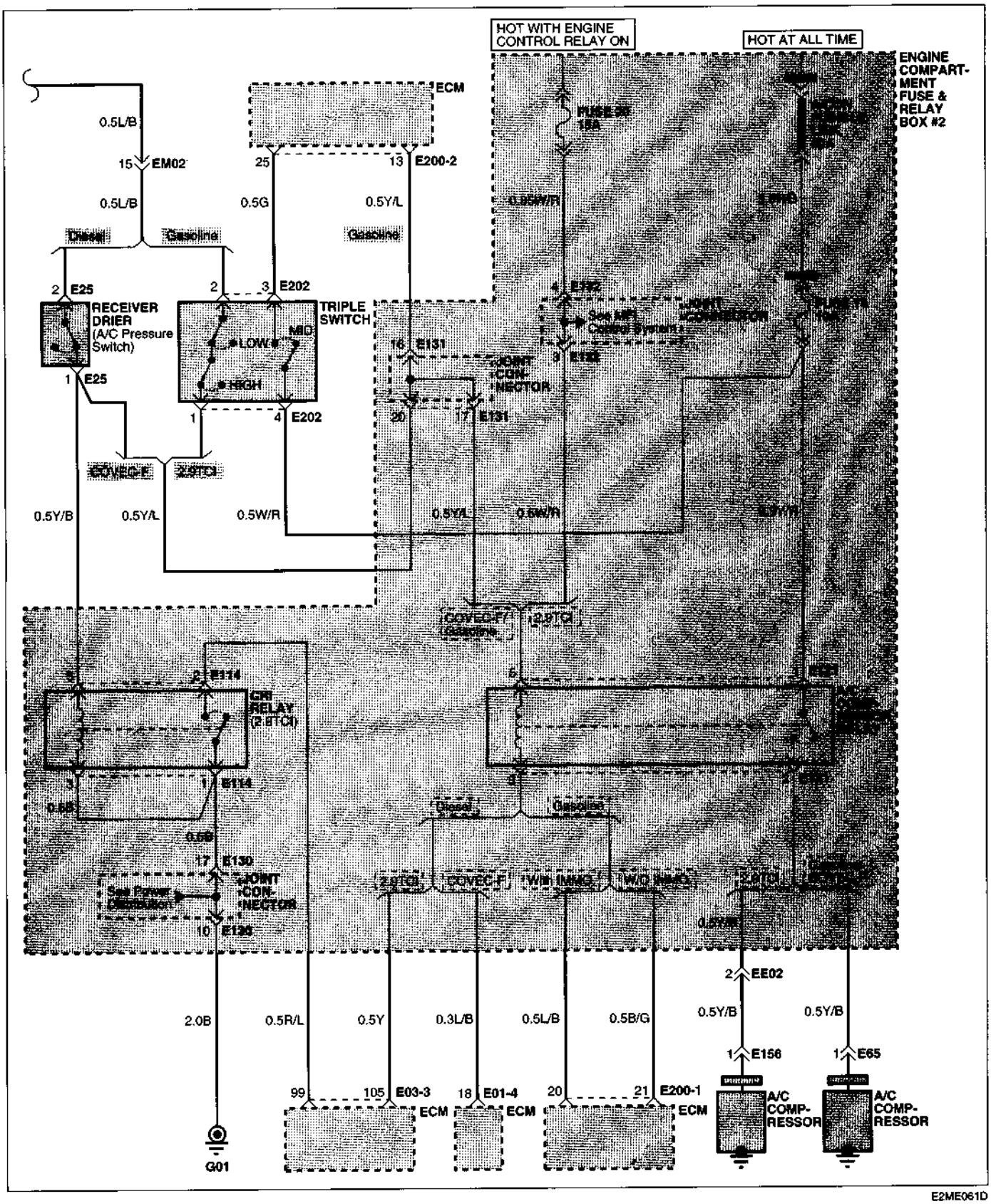
Components		Location reference - page
E23	Right head lamp	CL- 9
E72	Left head lamp	CL-13
E117	Tail lamp relay	CL-14
E118	Head lamp relay (Low)	CL-14
E119	Head lamp relay (High)	CL-14
E131	Joint connector	CL-14
E133	Joint connector	CL-14
E134	Joint connector	CL-14
E152	Generator (L,S) (COVEC-F)	CL-15
E155	Generator (L,S) (2.9TCI)	CL-15
E250	Generator sensor (Gasoline)	CL-18
I01	Joint connector	CL-20
I03-2	Instrument cluster	CL-20
M01-1	Multifunction switch	CL- 2
M13-2	ETACM	CL- 2
M18	DRL control module	CL- 3
M70	Joint connector	CL- 5
Connectors		
EE01		CL-18
EE02		CL-18
EE03		CL-18
EM02		CL-19
EM03		CL-19
MI01		CL- 6
MI03		CL- 6
Grounds		
G02		CL-29
G14		CL-29

Circuit Description

For the visibility and safty of drivers, the daytime running lights will turn on automatically when the engine is running. Under this condition, the head lamps will illuminate with a minimal amount of load on the charging system.
As the DRL control module detects the generator running signals (engine running signal), the DRL control module controls the operation of the low beam head lamps through DRL relay coil control. Battery voltage from fusible link is then provided to the low beam head lamps through the DRL relay contact.

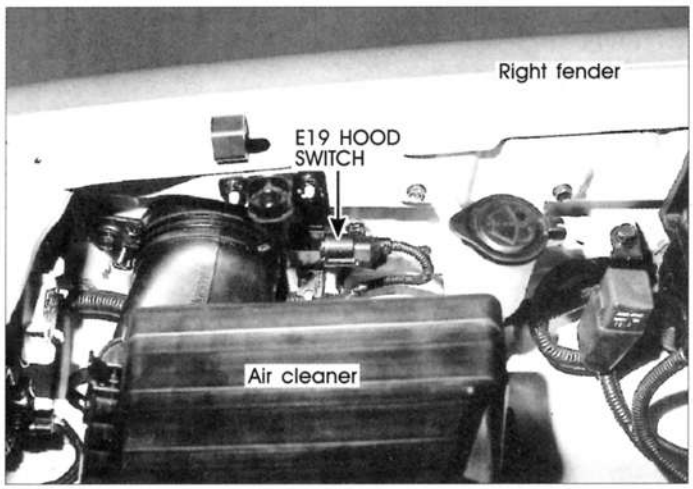
In addition to the DRL relay control, the DRL control module controls the tail relay (built in to the DRL control module) coil. Battery voltage is applied to the closed contact of the tail lamp relay and the interior illumination lamps turn on.
When the DRL module detects the engine running OFF signal, the DRL control module turns the lights off. When the DRL module detects the light switch in ON (PARK or HEAD) signal, the DRL control module stops it's functions.

BLOWER & A/C CONTROLS (AUTO) (4)

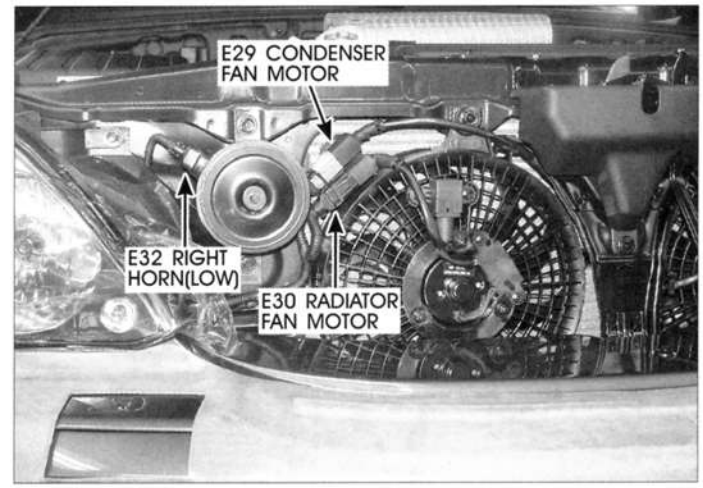


E2ME061D

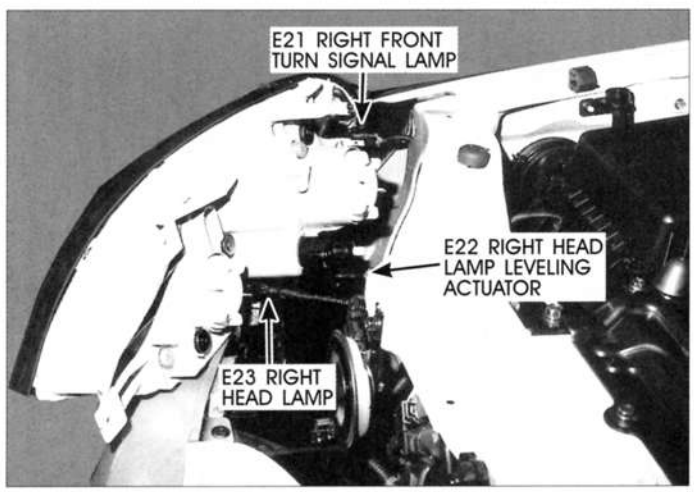
FRONT HARNESS(2)



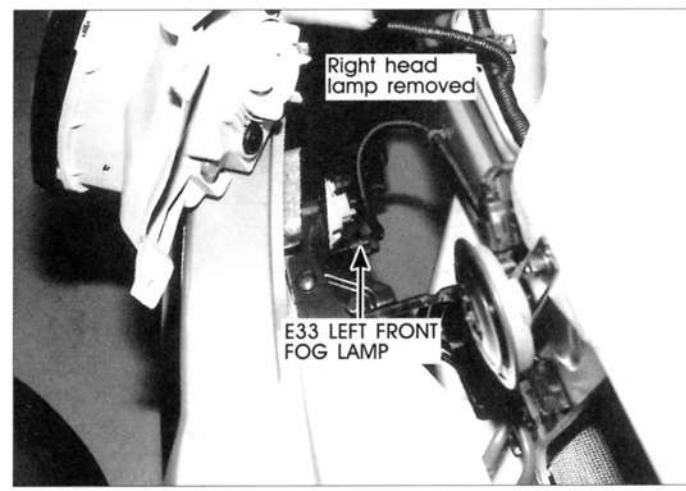
E19 E3ME002G



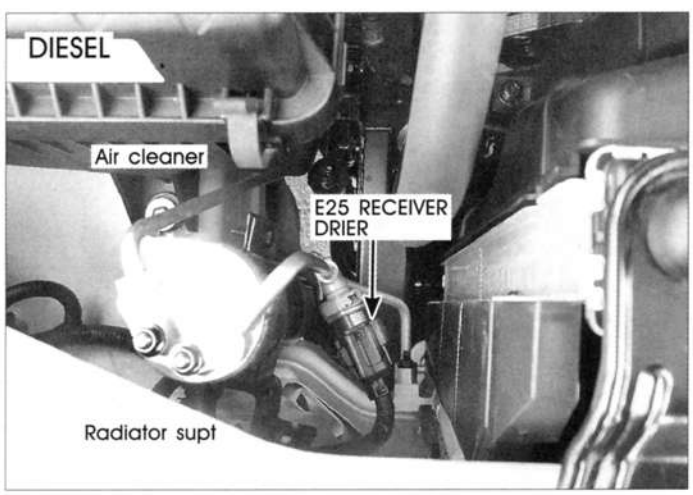
E29,E30,E32 E3ME002K



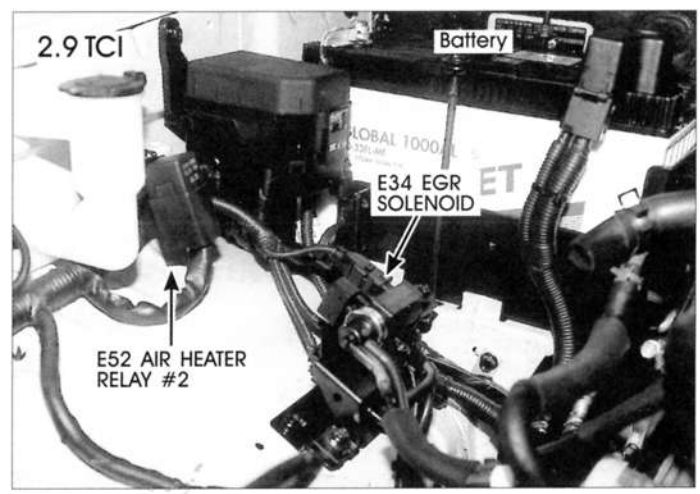
E21,E22,E23 E3ME002H



E33 E3ME002L



E25 E3ME002J

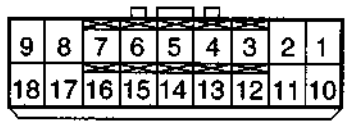


E34,E52 E3ME002M

MAIN HARNESS EFA43C7B

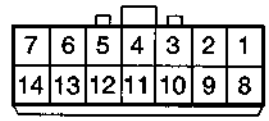
MAIN HARNESS (1)

M01-1



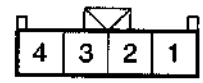
CR18F007

M01-2



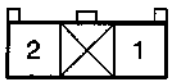
CR14F010

M01-3



CR04F037

M02



CR02F072

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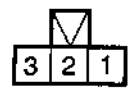
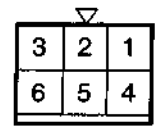
M04



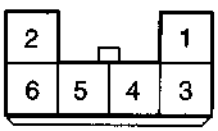
CR03F007

M05



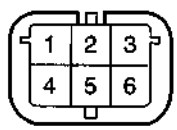
CR06F037

M06



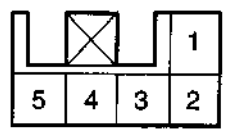
CR06F017

M07



CR06M011

M08



CR05F013

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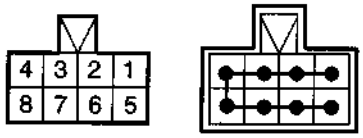
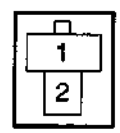
M09



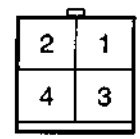
CR08F039

M10



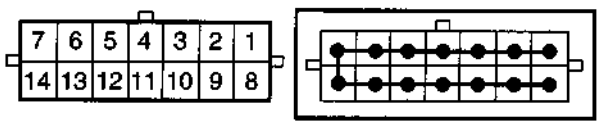
CR02M008

M11



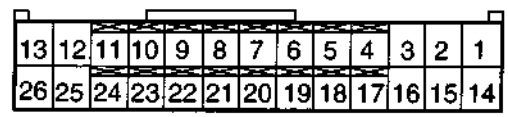
CR04F016

M12



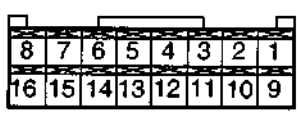
CR14F022

M13-1



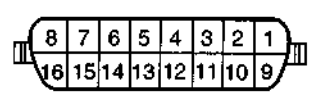
CR26F006

M13-2



CR16F016

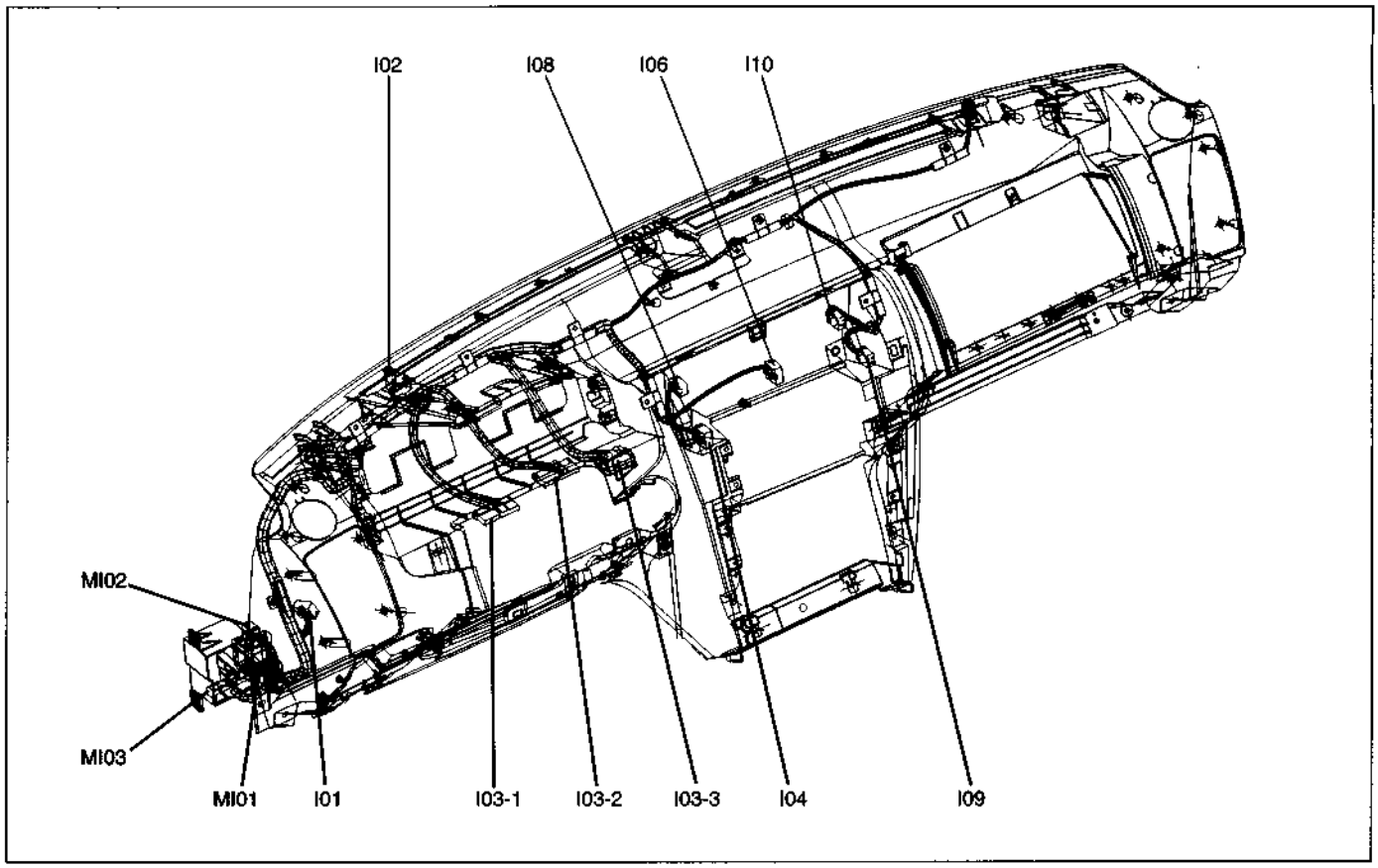
M14



CR16F022

INSTRUMENT HARNESS E274D45C

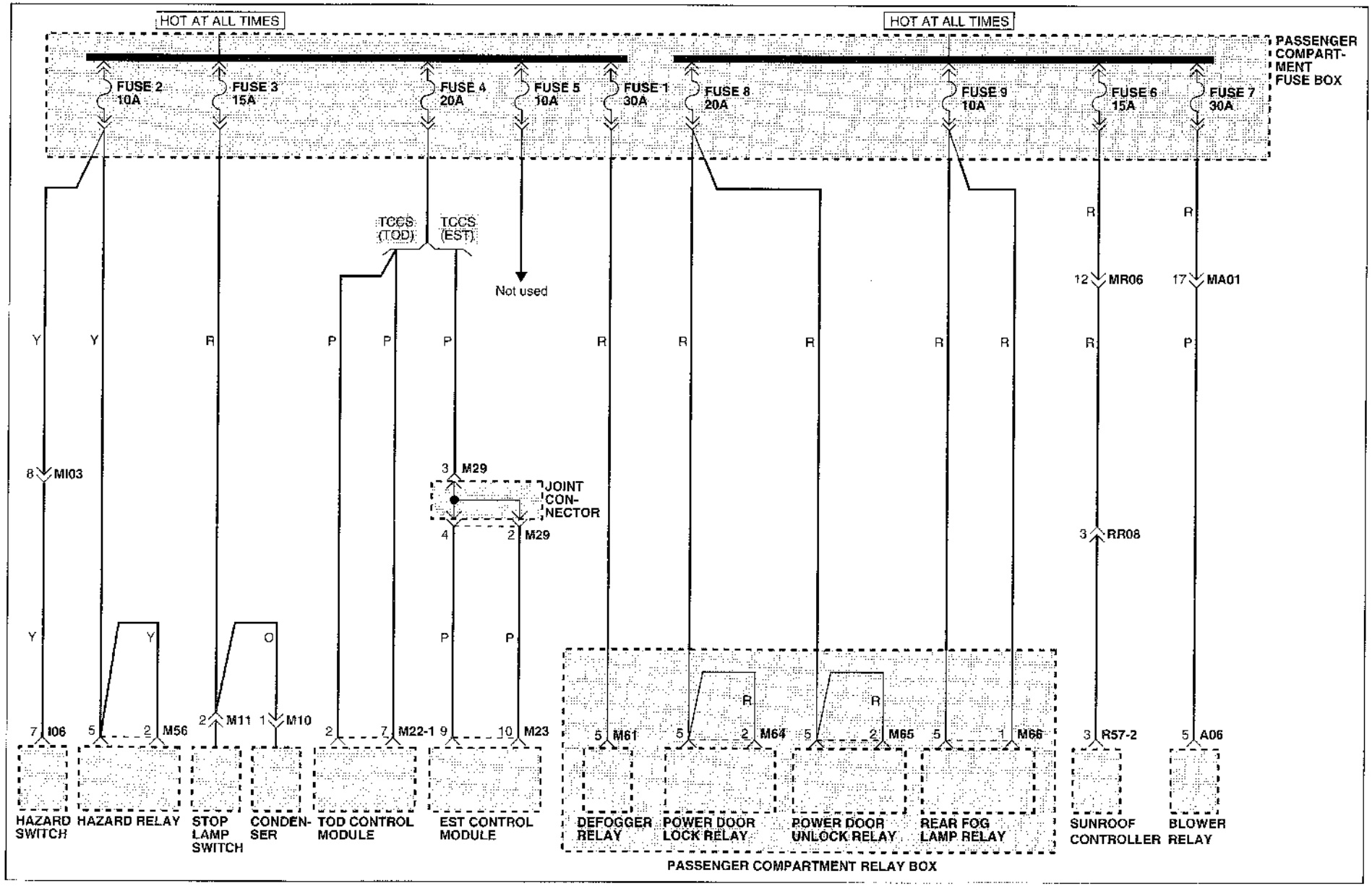
INSTRUMENT HARNESS (1)



E5ME003A

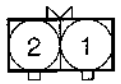
I01	Joint connector	I08	Rear fog lamp switch
I02	Photo sensor	I09	Head lamp leveling switch
I03-1	Instrument cluster	I10	Cruise switch
I03-2	Instrument cluster	MI01	Connection with MAIN harness
I03-3	Instrument cluster	MI02	Connection with MAIN harness
I04	Rheostat	MI03	Connection with MAIN harness
I06	Hazard switch		

PASSENGER COMPARTMENT FUSE DETAILS (1)



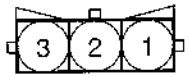
MFI CONTROL SYSTEM (COVEC-F) (4)

C05



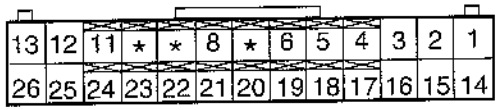
CR02F040

C09



CR03F021

E01-1



CR26F013

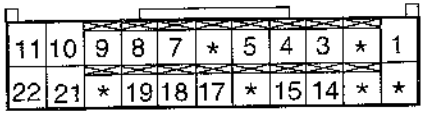
E01-2

CR16F016

E01-3

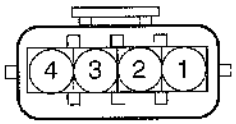
CR12F006

E01-4



CR22F004

E35

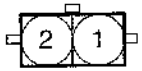


CR04F054

E36

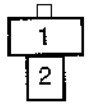
CR01F002

E37



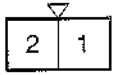
CR02F009

E39



CR02F012

E40



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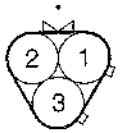
E48



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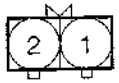
E49

CR03F047

E53



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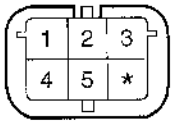
E61



CR06M011

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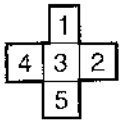

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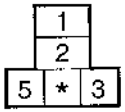

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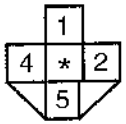
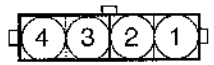


CR05F031

E2MF013D

MFI CONTROL SYSTEM (GASOLINE) (6)

E217



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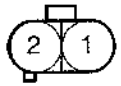

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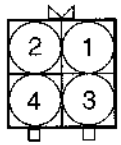

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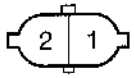

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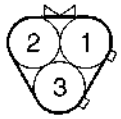
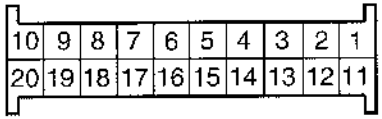


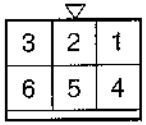
CR03F020

I03-3



CR20F020

M05



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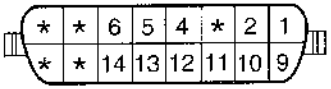
M14



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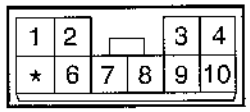
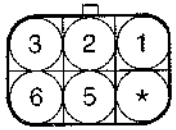
M15



CR10M003

R05



CR06F011

Circuit Description

The Multiport Fuel Injection (MFI) control system is an electronic fuel metering system with fuel injectors located near the inlet ports of each cylinder. The amount of fuel injection is determined by the ECM according to engine speed and intake air-flow quantity.

The emission control system includes Oxygen sensors and catalystic converters. The MFI's three major functions are to control air-fuel mixture, idle speed and ignition timing. Refer to the shop Manual, section FL for details.

E2MF015F

WINDOW & OUTSIDE MIRROR DEFOGGER SYSTEM (1)