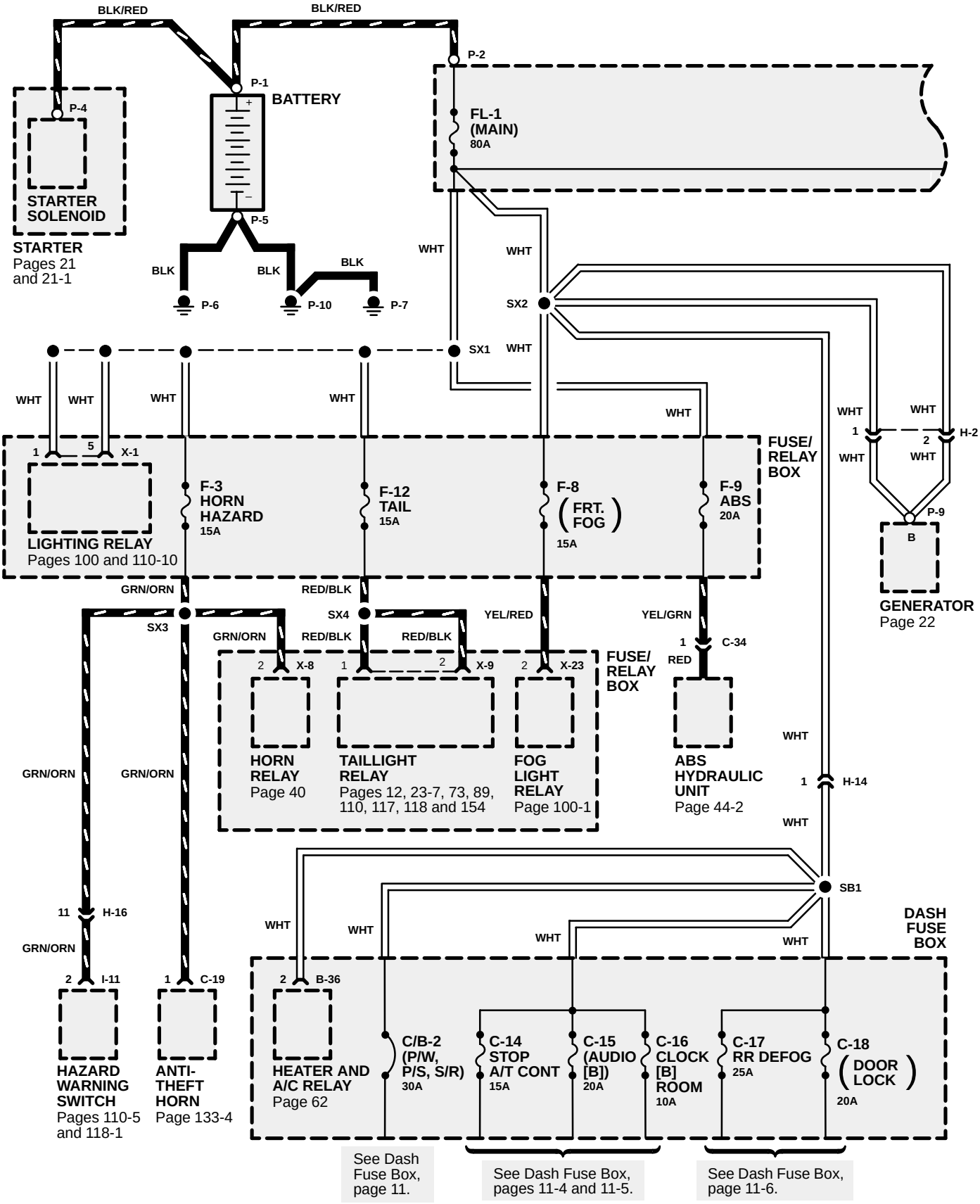
POWER DISTRIBUTION

Circuit Schematic



POWER DISTRIBUTION

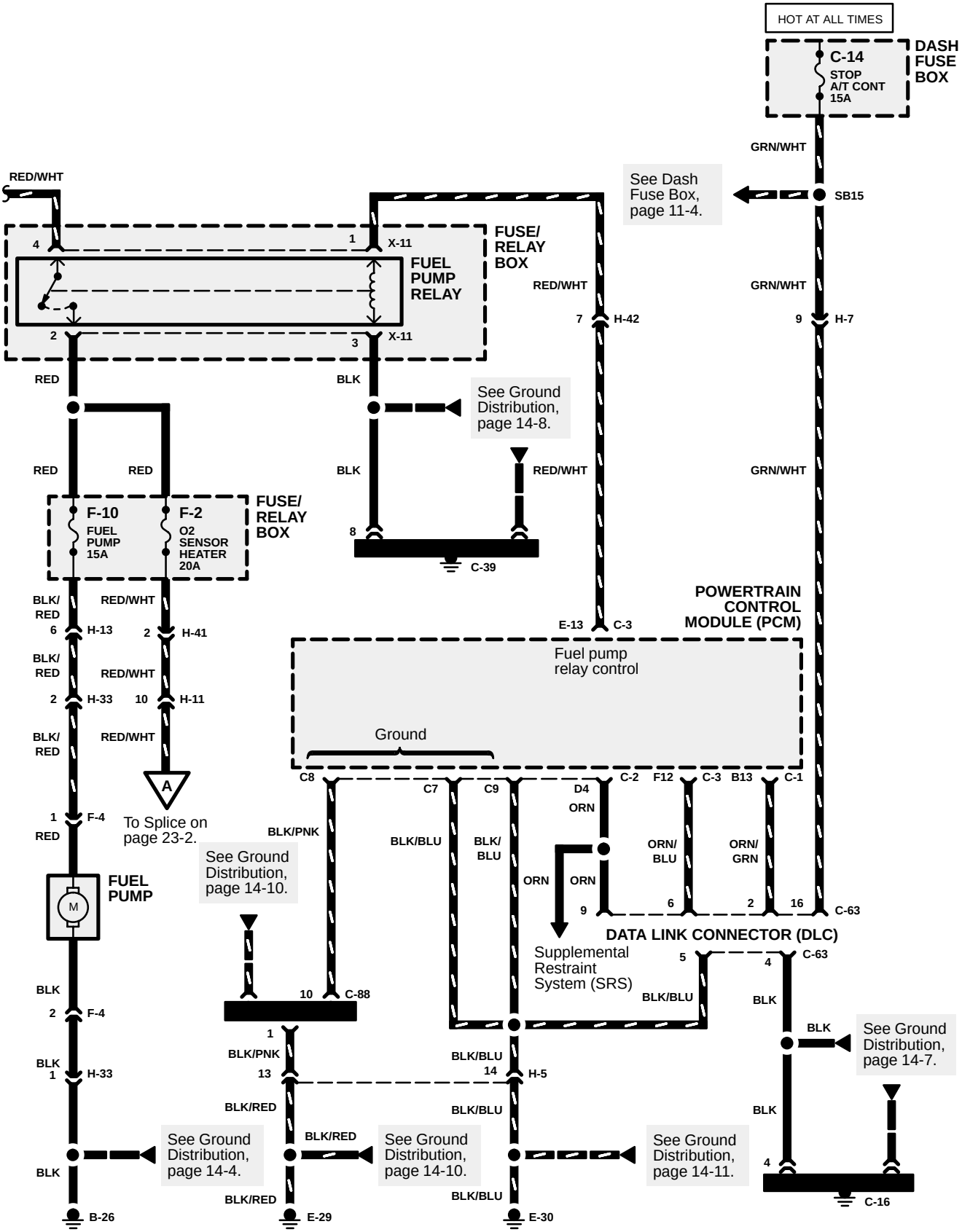
Component Location Index

(Refer to Section 201 for photographs.)

Component		Photo No.
ABS Hydraulic Unit	Right side of engine compartment	
Anti-theft Horn	Right rear corner of engine compartment	39
Dash Fuse Box	Behind left dash side trim panel	51
Fog Light Relay	In fuse/relay box	35
Fuel Pump Relay	In fuse/relay box	38
Fuse/Relay Box	Right side of engine compartment, on inner fender panel	33
Generator	Lower right front of engine	5
Heater and A/C Relay	In dash fuse box	50
Horn Relay	In fuse/relay box	37
Lighting Relay	In fuse/relay box	35
PCM Main Relay	In fuse/relay box	38
Powertrain Control Module (PCM)	Behind the lower cluster assembly	62
SRS Fuse Box	On top of dash fuse box	51
Starter	Lower left rear of engine	24
Starter Relay	In fuse/relay box	38
Starter Switch	Underside of steering column	46
Taillight Relay	In fuse/relay box	35
Connector		
B-11 (8-WHT)	Below I/P, right of steering column	58
C-34 (16-BLK)	Right front corner of engine compartment	32
H-2 (2-GRY)	Right side of engine compartment	40
H-13 (6-GRY)	Below I/P, above right dash side trim panel, on bracket	69
H-14 (2-RED)	Below I/P, above right dash side trim panel, on bracket	70
H-16 (22-WHT)	Behind right dash side trim panel	73
H-42 (16-BLK)	Right front of engine compartment	31
H-49 (4-WHT)	On top of dash fuse box	51
Ground		
P-6	Right side of engine compartment, on rear of battery tray	40
P-7	Lower right front of engine compartment	5
P-10	Lower right side of engine compartment	
Terminal		
P-2	In fuse/relay box	37
P-4	On starter solenoid	24

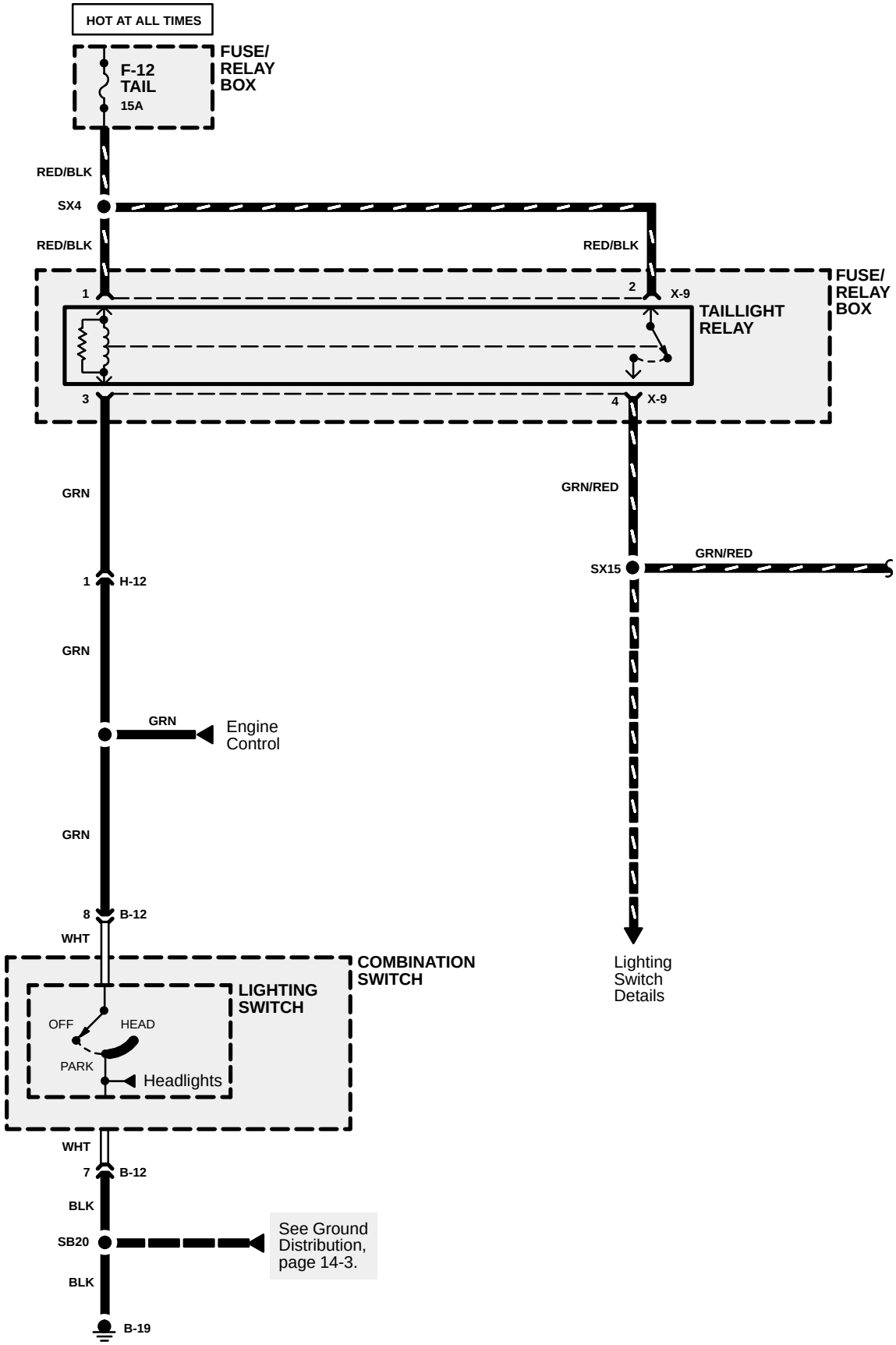
ENGINE CONTROL

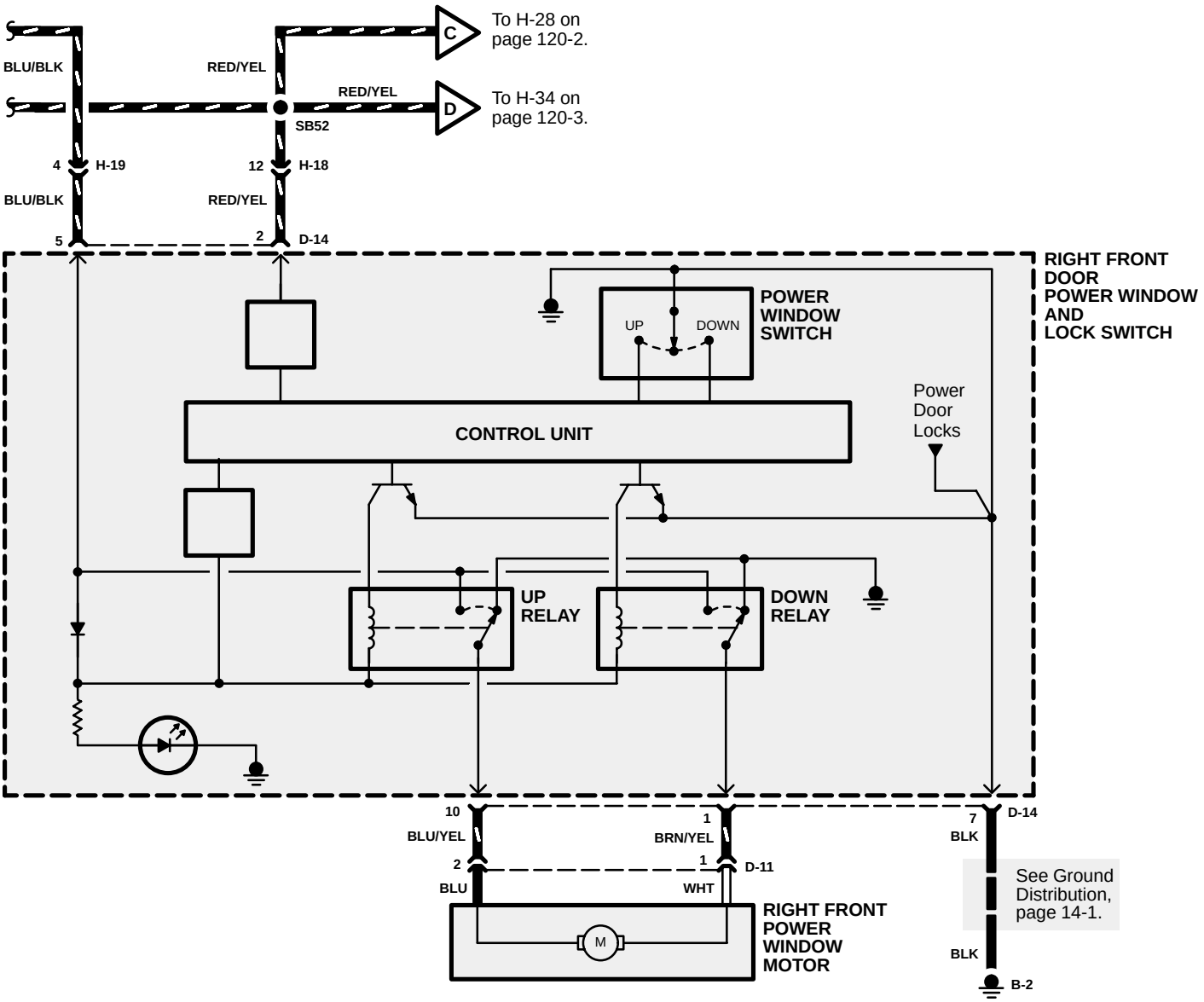
Circuit Schematic



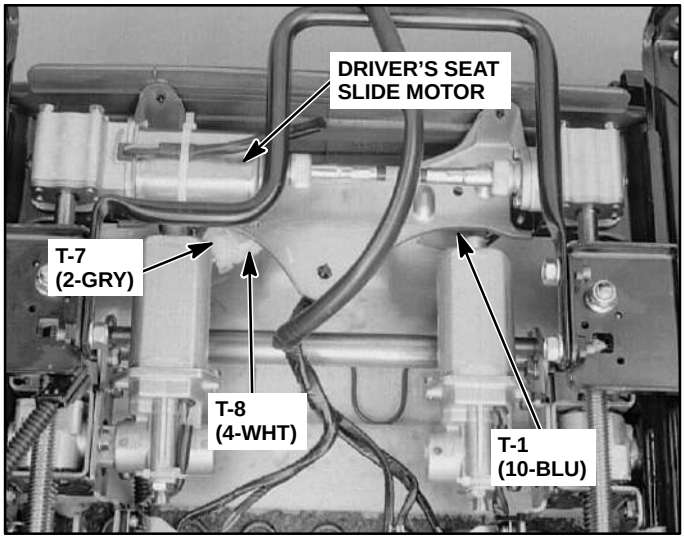
A/T SHIFT INDICATOR

Circuit Schematic




To H-28 on page 120-2.
To H-34 on page 120-3.
BLU/BLK
RED/YEL
RED/YEL
SB52
4
H-19
12
H-18
BLU/BLK
RED/YEL
5
2
D-14
RIGHT FRONT DOOR POWER WINDOW AND LOCK SWITCH
POWER WINDOW SWITCH
UP
DOWN
Power Door Locks
CONTROL UNIT
UP RELAY
DOWN RELAY
10
BLU/YEL
2
BLU
1
BRN/YEL
1
WHT
D-11
7
BLK
D-14
See Ground Distribution, page 14-1.
BLK
B-2
RIGHT FRONT POWER WINDOW MOTOR
M

107. Underside of Driver's Seat



BLOWER CONTROLS

Component Location Index

(Refer to Section 201 for photographs.)

Component		Photo No.
Anti-theft and Keyless Entry Control Unit	Behind front console	62
Automatic Transmission Mode Switch	Beneath vehicle, on left side of transmission	43
Blower Motor	Below right side of I/P	116
Blower Resistors	Right side of I/P, behind glove box	72
Clutch Start Switch	Below I/P, top of clutch pedal support	57
Dash Fuse Box	Behind left dash side trim panel	55
Fuse/Relay Box	Right side of engine compartment, on inner fender panel	41
Generator	Lower right front of engine	5
Heater and A/C Relay	In dash fuse box	56
Starter Relay	In fuse/relay box	38

Connector		
H-3 (3-BLK)	Right side of engine compartment	40
H-8 (16-WHT)	Below I/P, above left dash side trim panel, on bracket	70
H-10 (16-BLU)	Left front of engine compartment	27
H-12 (20-WHT)	Below I/P, above right dash side trim panel, on bracket	100
H-13 (6-GRY)	Below I/P, above right dash side trim panel, on bracket	100
H-14 (2-RED)	Below I/P, above right dash side trim panel, on bracket	115
H-20 (4-WHT)	Behind right dash side trim panel	120
H-48 (16-BLK)	Behind right dash side trim panel	120
I-18 (6-WHT)	On rear of heater-A/C control panel	64

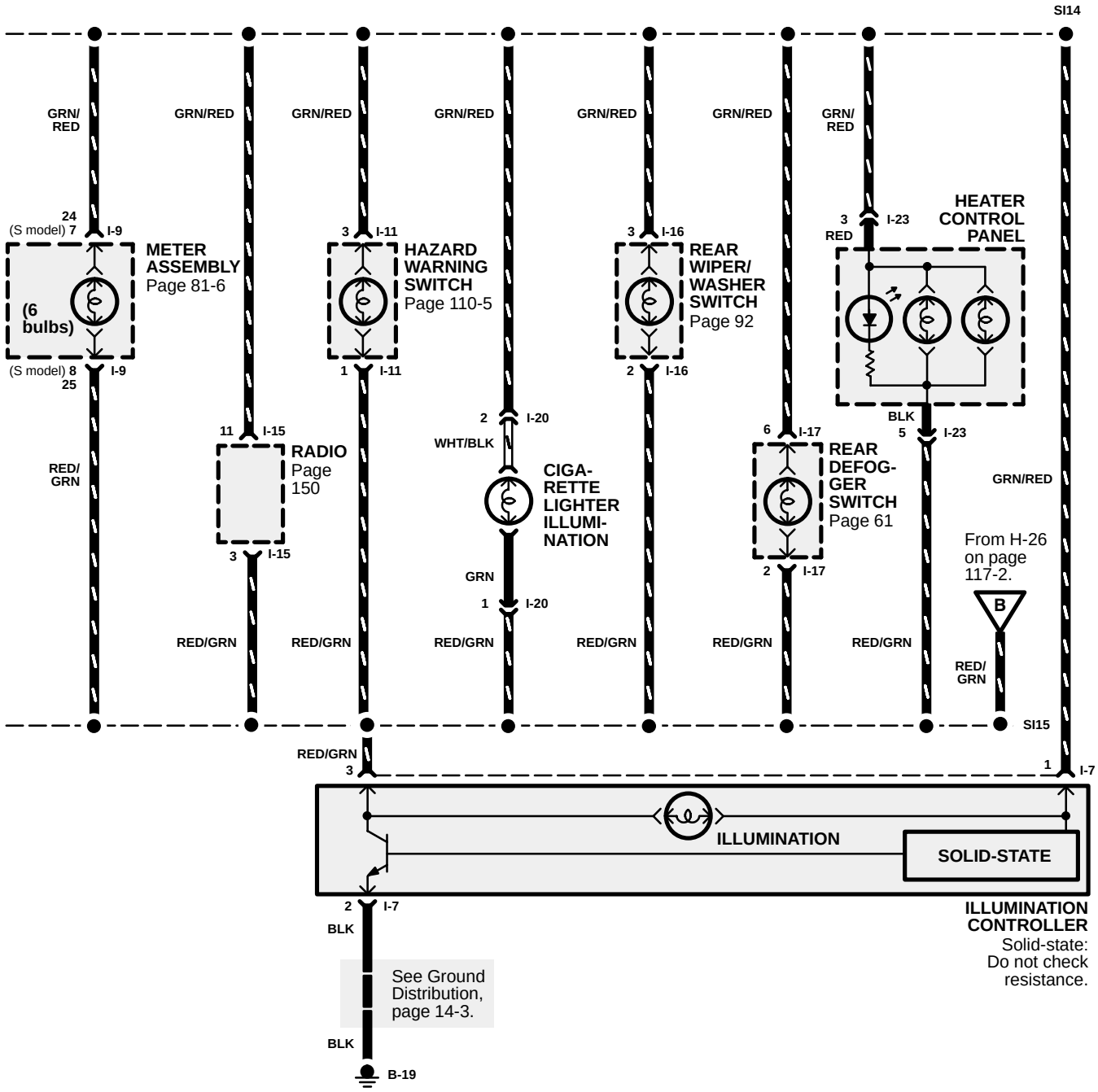
Ground		
B-2	Above right dash side trim panel	116
B-19	Behind top of left dash side trim panel	71

Circuit Operation

With the starter switch in START and the transmission control lever in PARK or NEUTRAL (automatic transmission), or with the clutch pedal depressed (manual transmission), voltage is applied to the starter relay and the relay energizes. When the starter switch is turned to ON with the engine running, the relay de-energizes and voltage is applied from the generator to the heater and A/C relay through the normally closed contacts of the starter relay. The heater and A/C relay energizes allowing voltage to be applied from FL-1 (MAIN) fusible link to the blower motor through fuse C-19.The blower switch then applies ground to the blower resistors for the desired blower motor speed. As the blower switch moves from OFF to position 4, resistors are bypassed. As the resistance to ground is decreased, blower speed increases. When the blower switch is in position 4, all of the resistors are bypassed and the blower motor runs at the highest speed.

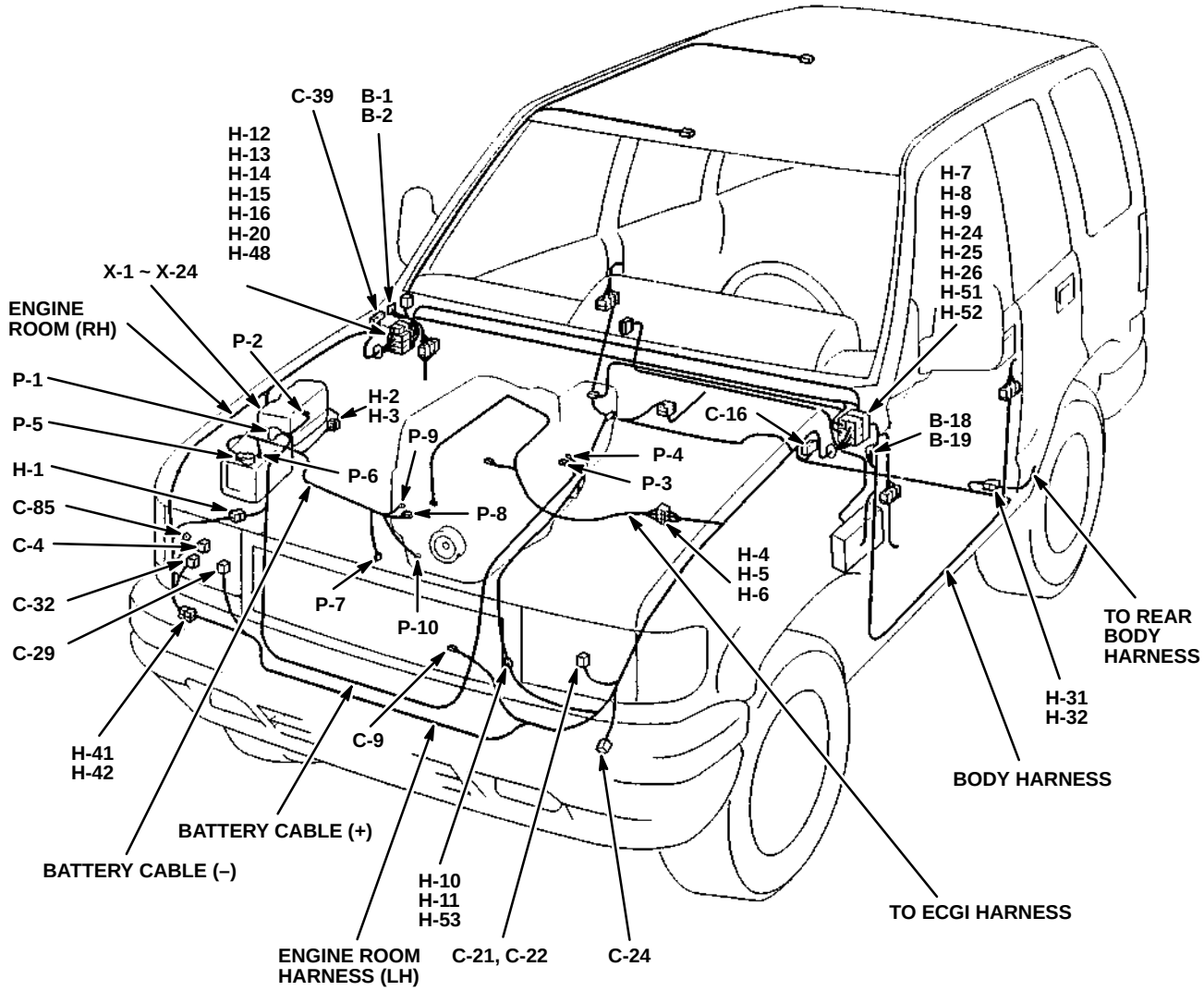
DASH AND CONSOLE LIGHTS

Circuit Schematic



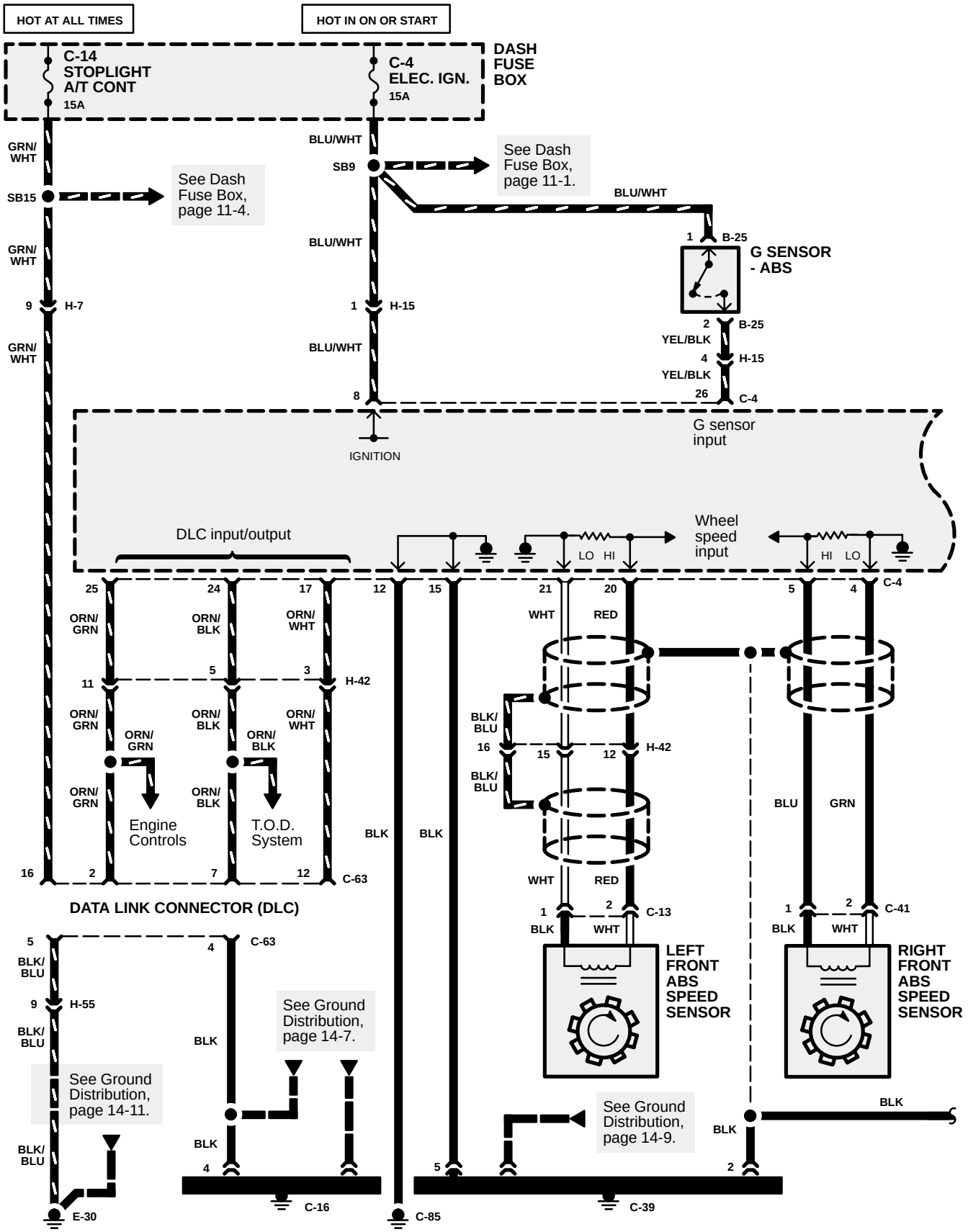
CONNECTOR AND WIRE HARNESS ROUTING

BATTERY CABLE (–)
BATTERY CABLE (+)
BODY HARNESS
ENGINE ROOM HARNESS (LH)
ENGINE ROOM HARNESS (RH)



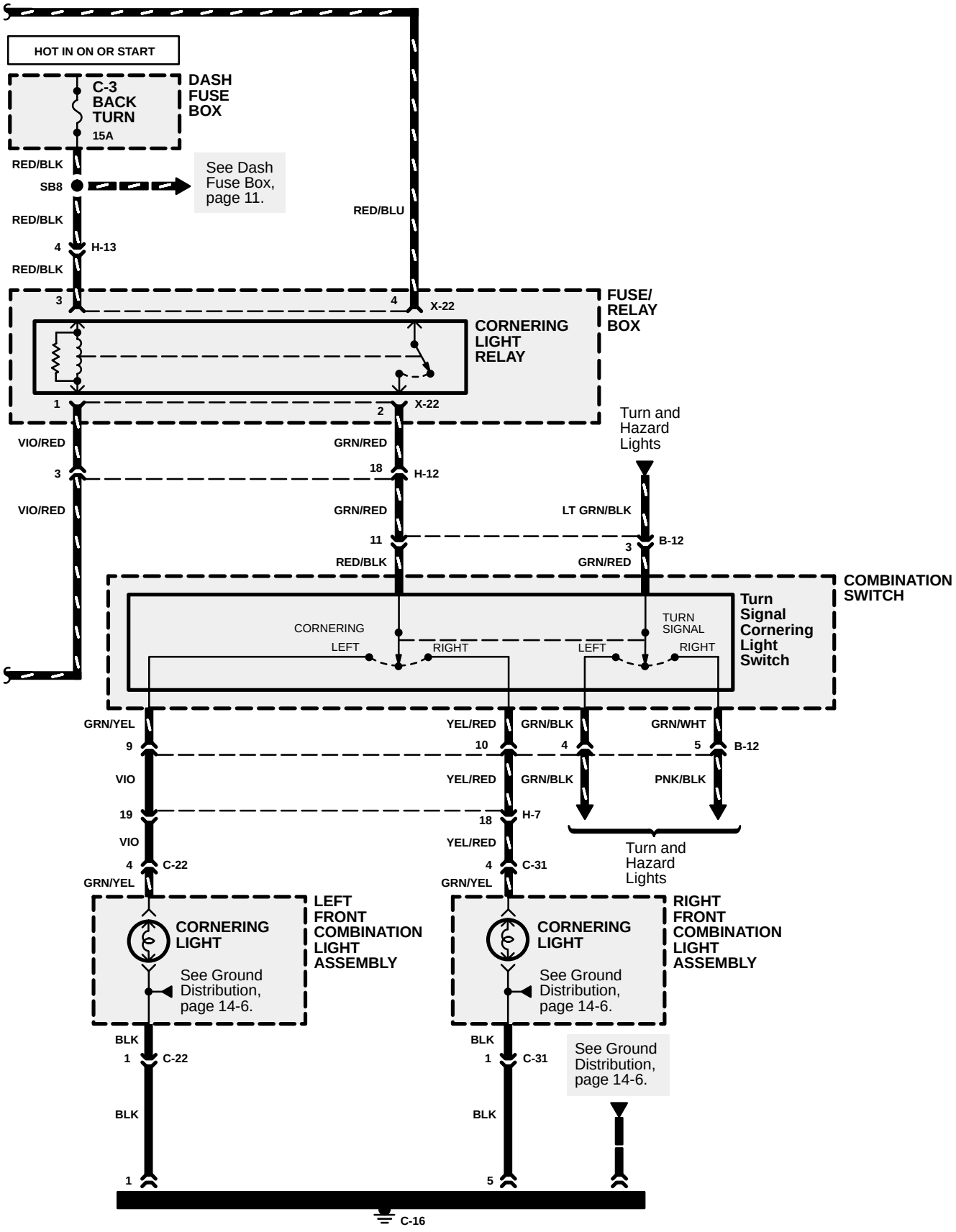
ANTI-LOCK BRAKE SYSTEM (ABS)

Circuit Schematic



CORNERING LIGHTS

Circuit Schematic



ANTI-THEFT SYSTEM

Component Location Index

(Refer to Section 201 for photographs.)

Connector (cont'd)		Photo No.
H-22 (18-WHT)	Behind left dash side trim panel, in access hole	54
H-26 (20-WHT)	Below I/P, above left dash side trim panel, on bracket	71
H-28 (6-WHT)	In left center pillar	81
H-29 (3-BLU)	In left center pillar	81
H-32 (22-WHT)	Below left front seat	105
H-34 (6-WHT)	In right center pillar	81
H-35 (3-BLU)	In right center pillar	81
H-37 (4-GRY)	Left rear of luggage room	89
H-38 (10-WHT)	Left rear of luggage room	89
H-41 (16-BLK)	Right front of engine compartment	31
R-1 (2-WHT)	Left front of luggage room, behind grommet	90
R-11 (2-WHT)	Right front of luggage room, behind grommet	90
Ground		
B-2	Above right dash side trim panel	116
B-18	Behind top of left dash side trim panel	71
B-19	Behind top of left dash side trim panel	71
B-26	Below rear of center console	67
R-3	Left side of luggage room	90

Circuit Operation

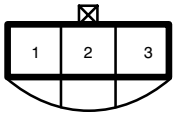
The Anti-theft System consists of the following components:

- Anti-theft and Keyless Entry control unit
- Left and right door switches
- Left front, right front, and tailgate door key detect and tamper switches
- Tailgate switch
- Engine hood switch
- Door lock actuators
- Left and right front door lock switches
- Lighting relay
- Starter relay
- Headlights
- "ANTI-THEFT" indicator light
- Anti-theft horn

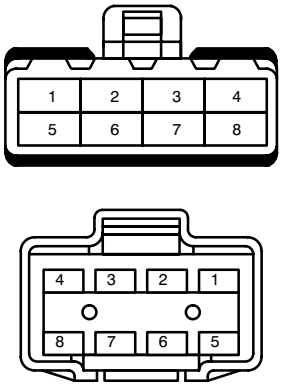
The arming sequence is initiated with the starter switch in the LOCK position and all doors closed. This results in all theft related switches to be open to ground. The "ANTI-THEFT" indicator then flashes for about 30 seconds or until the arming sequence is completed. When the driver's door is locked using the door key, the door lock actuator internal switch will open, removing the ground signal from the anti-theft and keyless entry control unit input. Now all inputs to the anti-theft and keyless entry control unit are open to ground and the "ANTI-THEFT" indicator stays lit for about 8 seconds. The anti-theft system is now armed. If any of the theft related switches are grounded, the theft alarm is activated. The anti-theft and keyless entry control unit does not allow the vehicle to be started by not applying ground to the starter relay. The anti-theft and keyless entry control unit pulses a ground signal to the lighting relay causing the headlights to flash. At the same time, the anti-theft and keyless entry control unit pulses a ground signal to the anti-theft horn, causing it to sound. The system alarm is cancelled when the anti-theft and keyless entry control unit sees battery voltage at its ignition input or a ground signal at its key detect input.

HARNESS CONNECTOR VIEWS

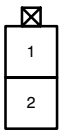
C-32



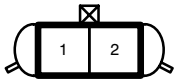
C-39



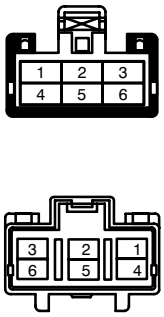
C-35



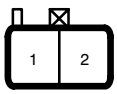
C-41



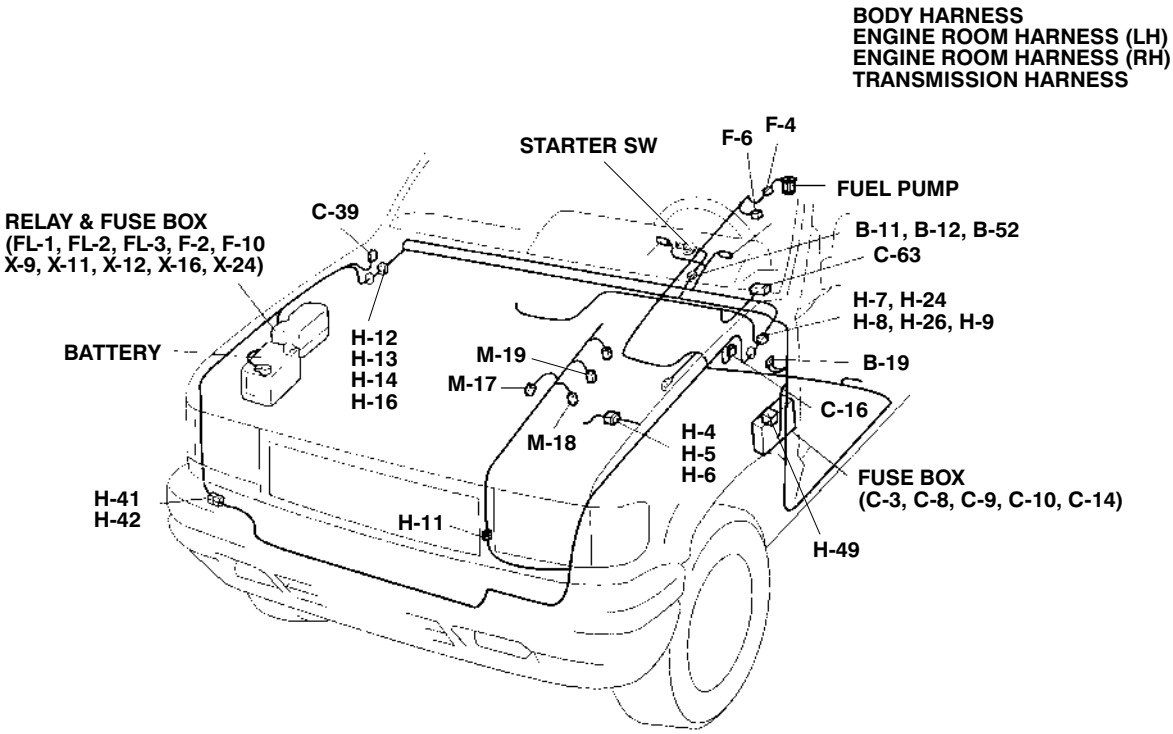
C-38

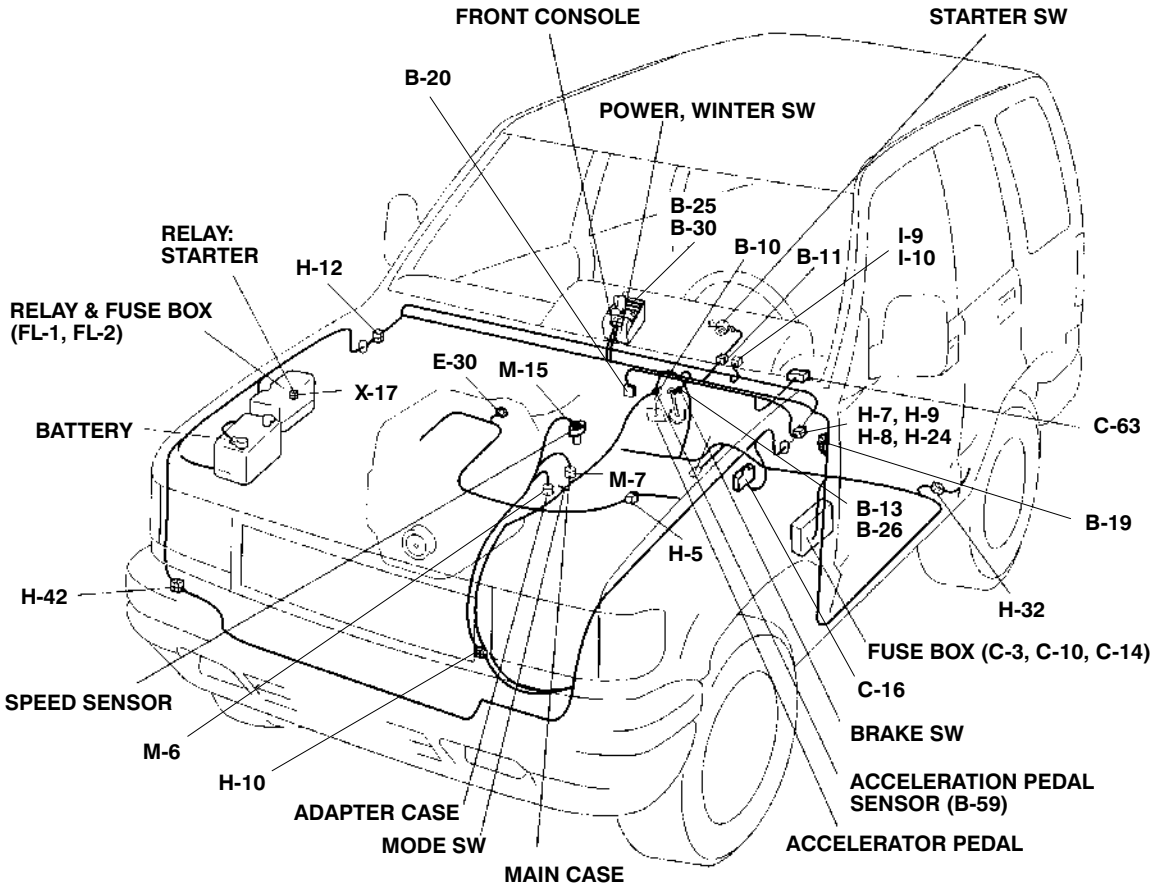


C-42



CONNECTOR AND WIRE HARNESS ROUTING





CONNECTOR AND WIRE HARNESS ROUTING

SRS HARNESS