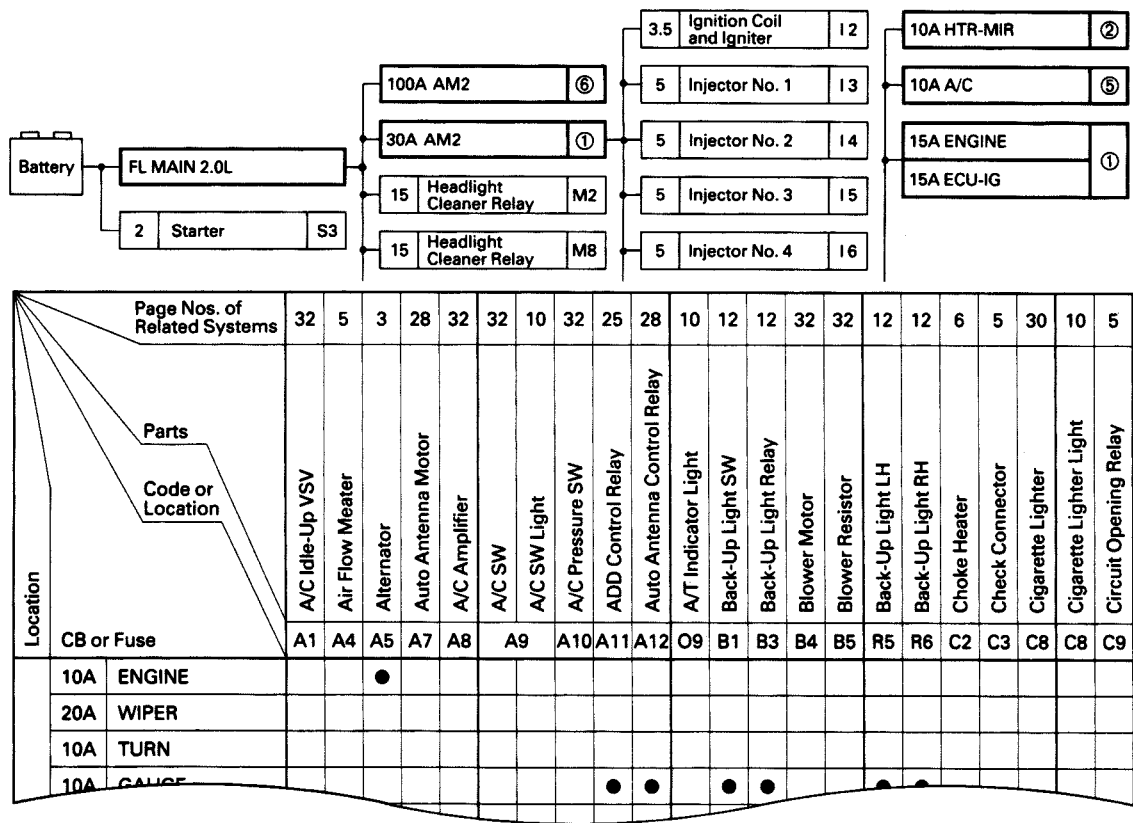


HOW TO USE THIS MANUAL

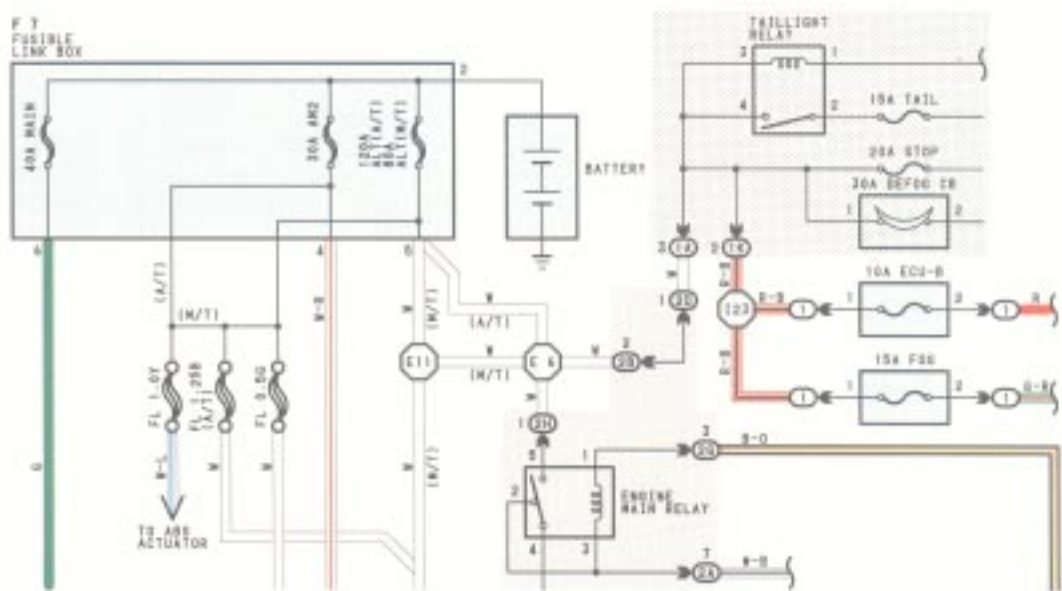
The “Current Flow Chart” section, describes which parts each power source (fuses, fusible links, and circuit breakers) transmits current to. In the Power Source circuit diagram, the conditions when battery power is supplied to each system are explained. Since all System Circuit diagrams start from the power source, the power source system must be fully understood.

POWER SOURCE (Current Flow Chart)

The chart below shows the route by which current flows from the battery to each electrical source (Fusible Link, Circuit Breaker, Fuse, etc.) and other parts.
The next page and following pages shown the parts to which each electrical source outputs current.

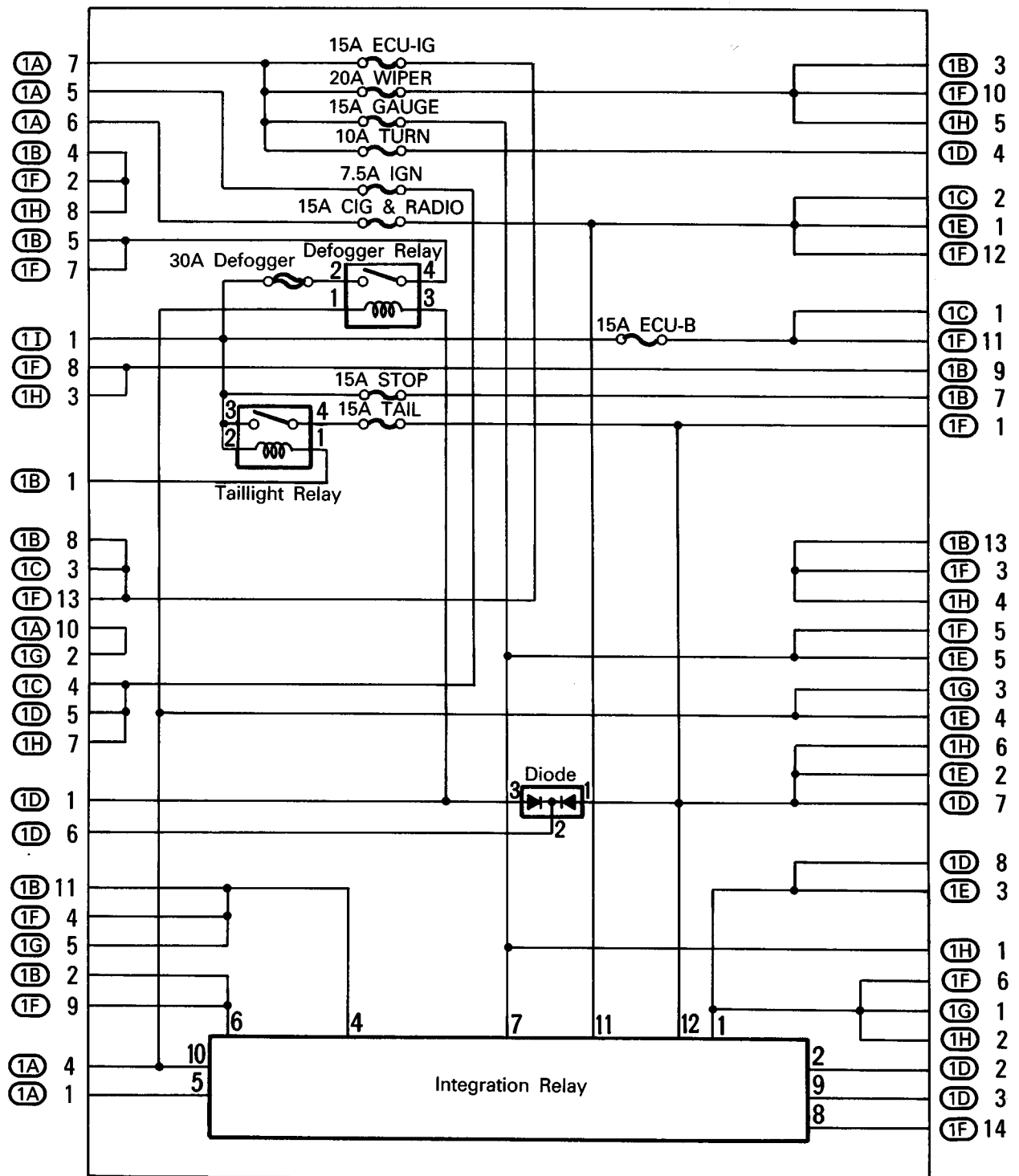


POWER SOURCE



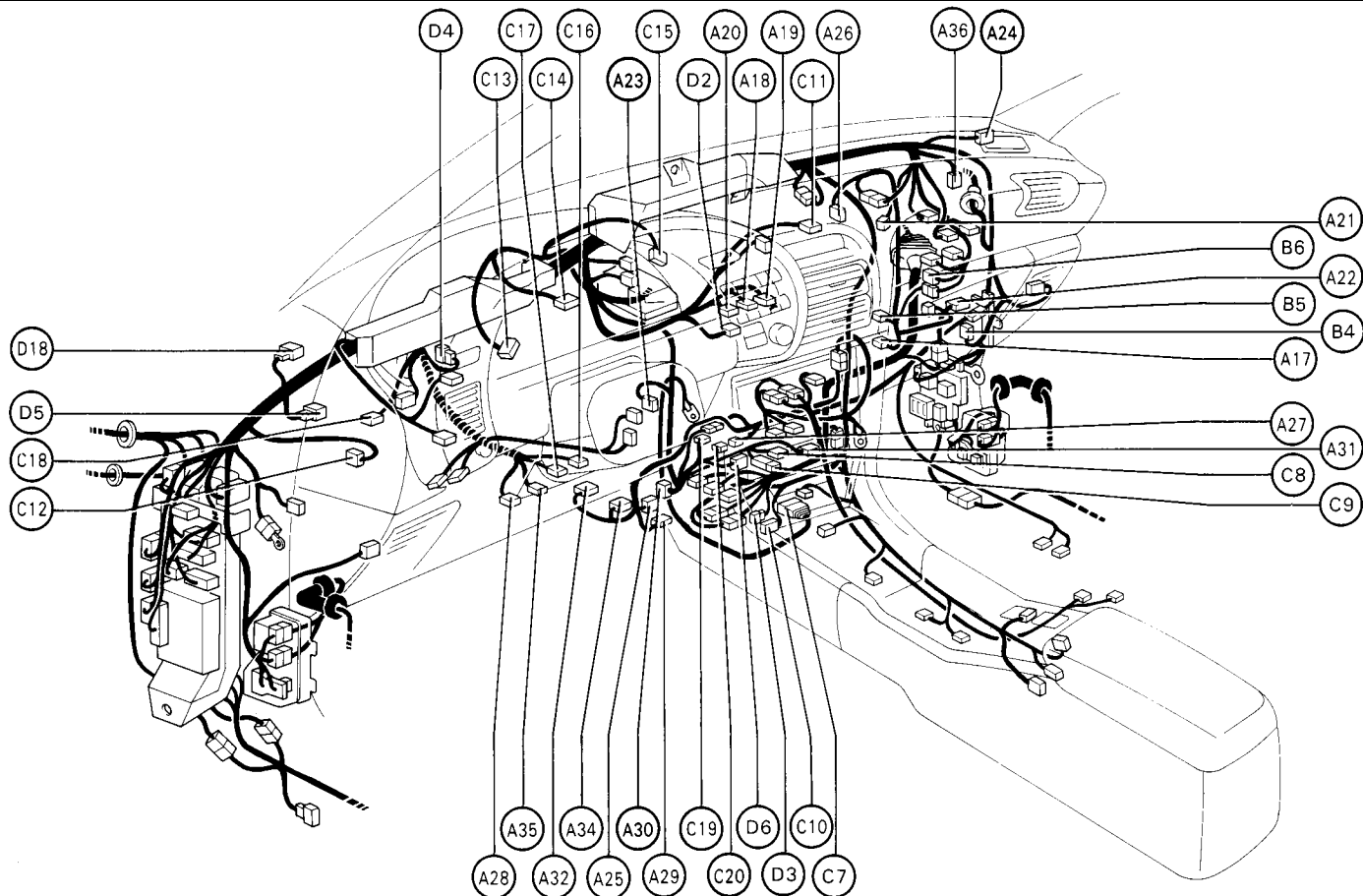
* The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the SYSTEM CIRCUITS SECTION.

[J/B No. 1 Inner Circuit]



ELECTRICAL WIRING ROUTING

Position of Parts in Instrument Panel



- | | | | |
|------|-----------------------------------|------|--|
| A 17 | A/C Amplifier | C 7 | Center Airbag Sensor Assembly |
| A 18 | A/C Control Assembly | C 8 | Cigarette Lighter |
| A 19 | A/C Control Assembly | C 9 | Cigarette Lighter Illumination |
| A 20 | A/C Control Assembly | C 10 | Circuit Opening Relay |
| A 21 | A/C Evaporator Temp. Sensor | C 11 | Clock |
| A 22 | A/C Power Transistor | C 12 | Clutch Start SW |
| A 23 | A/C Room Temp. Sensor | C 13 | Combination Meter |
| A 24 | A/C Solar Sensor | C 14 | Combination Meter |
| A 25 | A/C System Amplifier | C 15 | Combination Meter |
| A 26 | A/C Thermistor | C 16 | Combination SW |
| A 27 | A/C Water Temp. Sensor | C 17 | Combination SW |
| A 28 | Airbag Squib | C 18 | Cruise Control Clutch SW |
| A 29 | Air Mix Control Servo Motor | C 19 | Cruise Control ECU |
| A 30 | Air Vent Mode Control Servo Motor | C 20 | Cruise Control ECU |
| A 31 | Ashtray Illumination | | |
| A 32 | Auto A/C Amplifier | D 2 | Defogger SW |
| A 33 | Auto A/C Amplifier | D 3 | Diode (for O/D System) |
| A 34 | Auto A/C Amplifier | D 4 | Diode (for Cruise Control System) |
| A 35 | Auto Tilt Away Actuator | D 5 | Diode (for Key Off) |
| A 36 | Auto Tilt Away ECU | D 6 | Door Lock ECU |
| A 44 | Air Inlet Control Servo Motor | D 18 | Diode (for Daytime Running Light System) |
| B 3 | Blower Control Relay | | |
| B 4 | Blower Motor | | |
| B 5 | Blower Resistor | | |
| B 6 | Blower Resistor | | |

[illegible]

STARTING AND IGNITION (ALL-TRAC/4WD)

SERVICE HINTS

STARTER

POINTS CLOSED WITH CLUTCH START SW ON AND IGNITION SW AT **ST** POSITION

STARTER RELAY

(4) 2-(4) 4 : CLOSED WITH CLUTCH START SW ON AND IGNITION SW AT **ST** POSITION

C 4 COLD START INJECTOR

1-2 : APPROX. 12 VOLTS WHILE START INJECTOR TIME SW IS CLOSED AND STARTER CRANKING

C12 CLUTCH START SW

1-2 : CLOSED WITH CLUTCH PEDAL FULLY DEPRESSED

I12 IGNITION SW

4-7 : CLOSED WITH IGNITION SW AT **ST** POSITION

9-10 : CLOSED WITH IGNITION SW AT **ON** OR **ST** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 1	28 (3S-GTE)	F10	28 (3S-GTE)	S 4	29 (3S-GTE)
C 4	28 (3S-GTE)	I 4	29 (3S-GTE)	S 5	29 (3S-GTE)
C12	32	I 5	29 (3S-GTE)	S 6	29 (3S-GTE)
D 1	28 (3S-GTE)	I12	33		
E 6	33	N 3	29 (3S-GTE)		

○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
4	27	R/B NO. 4 (RIGHT KICK PANEL)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
2A	23 (ALL-TRAC/4WD)	ENGINE ROOM MAIN WIRE AND J/B NO.2 (NEAR THE BATTERY)
2B	23 (ALL-TRAC/4WD)	ENGINE WIRE AND J/B NO.2 (NEAR THE BATTERY)
2C	23 (ALL-TRAC/4WD)	ENGINE WIRE AND J/B NO.2 (NEAR THE BATTERY)
2E	23 (ALL-TRAC/4WD)	ENGINE ROOM MAIN WIRE AND J/B NO.2 (NEAR THE BATTERY)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	38 (3S-GTE)	ENGINE WIRE AND COWL WIRE (REAR SIDE OF RIGHT FRONT FENDER)
ES2	38 (3S-GTE)	ENGINE WIRE AND ENGINE ROOM NO. 2 WIRE (NEAR THE DISTRIBUTOR)
IE1	44	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	38 (3S-GTE)	FRONT LEFT FENDER
EC	38 (3S-GTE)	INTAKE MANIFOLD
IG	44	R/B NO. 4 SET BOLT

○ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 5			I 7	46	ENGINE WIRE
E 7	38 (3S-GTE)	ENGINE WIRE	I 8	46	
E 9			I 9	46	COWL WIRE

ENGINE CONTROL (5S-FE)

SYSTEM OUTLINE

THE ENGINE CONTROL SYSTEM UTILIZES A MICROCOMPUTER AND MAINTAINS OVERALL CONTROL OF THE ENGINE, TRANSMISSION, ETC. AN OUTLINE OF ENGINE CONTROL IS GIVEN HERE.

1. INPUT SIGNALS

(1) WATER TEMP. SIGNAL SYSTEM

THE WATER TEMP. SENSOR DETECTS THE ENGINE COOLANT TEMP. AND HAS A BUILT-IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE WATER TEMP. THUS THE WATER TEMP. IS INPUT IN THE FORM OF A CONTROL SIGNAL TO **TERMINAL THW** OF THE ECU.

(2) INTAKE AIR TEMP. SIGNAL SYSTEM

THE INTAKE AIR TEMP. SENSOR IS DETECTS THE INTAKE AIR TEMP., WHICH IS INPUT AS A CONTROL SIGNAL TO **TERMINAL THA** OF THE ECU.

(3) OXYGEN SENSOR SIGNAL SYSTEM

THE OXYGEN DENSITY IN THE EXHAUST EMISSIONS IS DETECTED AND INPUT AS A CONTROL SIGNAL TO **TERMINAL OX1** AND **OX2** (CALIFORNIA) OF THE ECU.

(4) RPM SIGNAL SYSTEM

CRANKSHAFT POSITION AND ENGINE RPM ARE DETECTED BY THE PICK-UP COIL INSTALLED INSIDE THE DISTRIBUTOR. CRANKSHAFT POSITION IS INPUT AS A CONTROL SIGNAL TO **TERMINAL G+** OF THE ECU, AND RPM IS INPUT TO **TERMINAL NE+**.

(5) THROTTLE SIGNAL SYSTEM

THE THROTTLE POSITION SENSOR DETECTS THE THROTTLE VALVE OPENING ANGLE, WHICH IS INPUT AS A CONTROL SIGNAL TO **TERMINAL PSW** OF THE ECU, OR WHEN THE VALVE IS FULLY CLOSED, TO **TERMINAL IDL**.

(6) VEHICLE SPEED SIGNAL SYSTEM

THE SPEED SENSOR, INSTALLED INSIDE THE COMBINATION METER, DETECTS THE VEHICLE SPEED AND INPUTS A CONTROL SIGNAL TO **TERMINAL SPD** OF THE ECU.

(7) NEUTRAL START SW SIGNAL SYSTEM

THE NEUTRAL START SW DETECTS WHETHER THE SHIFT POSITION IS IN NEUTRAL OR NOT, AND INPUTS A CONTROL SIGNAL TO **TERMINAL NSW** OF THE ECU.

(8) A/C SW SIGNAL SYSTEM

THE OPERATING VOLTAGE OF THE A/C MAGNETIC CLUTCH IS DETECTED AND INPUT IN THE FORM OF A CONTROL SIGNAL TO **TERMINAL ACT** OF THE ECU, AND OPERATION A/C IDLE-UP VSV IS DETECTED AND INPUT IN THE FORM OF A CONTROL SIGNAL TO **TERMINAL ACA** OF THE ECU.

(9) BATTERY SIGNAL SYSTEM

VOLTAGE IS CONSTANTLY APPLIED TO **TERMINAL BATT** OF THE ECU. WHEN THE IGNITION SW IS TURNED TO ON, VOLTAGE FOR ECU OPERATION IS APPLIED VIA THE EFI MAIN RELAY TO **TERMINALS +B** AND **+B1** OF THE ECU.

(10) INTAKE AIR VOLUME SIGNAL SYSTEM

INTAKE AIR VOLUME IS DETECTED BY THE VACUUM SENSOR AND IS INPUT AS A CONTROL SIGNAL TO **TERMINAL PIM** OF THE ECU.

(11) STA SIGNAL SYSTEM

TO CONFIRM THAT THE ENGINE IS CRANKING, THE VOLTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND IS INPUT AS A CONTROL SIGNAL TO **TERMINAL STA** OF THE ECU.

(12) ELECTRICAL LOAD SIGNAL SYSTEM

THE SIGNAL WHEN SYSTEMS SUCH AS THE REAR WINDOW DEFOGGER, HEADLIGHTS, ETC. WHICH CAUSE A HIGH ELECTRICAL BURDEN ARE ON IS INPUT TO **TERMINAL ELS** AS A CONTROL SIGNAL.

2. CONTROL SYSTEM

* EFI (ELECTRONIC FUEL INJECTION) SYSTEM

THE EFI SYSTEM MONITORS THE ENGINE CONDITIONS THROUGH THE SIGNALS EACH SENSOR (INPUT SIGNALS (1) TO (12)) INPUTS TO THE ECU. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ECU, THE MOST APPROPRIATE FUEL INJECTION TIMING IS DECIDED AND CURRENT IS OUTPUT TO **TERMINALS #10** AND **#20** OF THE ECU, CAUSING THE INJECTORS TO OPERATE (TO INJECT FUEL). IT IS THIS SYSTEM WHICH, THROUGH THE WORK OF THE ECU, FINELY CONTROLS FUEL INJECTION IN RESPONSE TO DRIVING CONDITIONS.

DURING ENGINE CRANKING (SIGNAL INPUT TO **TERMINAL STA**) OR FOR APPROX. 2 SECONDS AFTER NE SIGNAL INPUT, ECU OPERATION ENERGIZES (POINT CLOSED) THE FUEL PUMP CIRCUIT INSIDE THE CIRCUIT OPENING RELAY, CAUSING THE FUEL PUMP TO OPERATE.

* ESA (ELECTRONIC SPARK ADVANCE) SYSTEM

THE ESA SYSTEM MONITORS THE ENGINE CONDITIONS USING THE SIGNALS (INPUT SIGNALS (1, 4, 5, 10, 11)) INPUT TO THE ECU FROM EACH SENSOR. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ECU, THE MOST APPROPRIATE IGNITION TIMING IS DECIDED AND CURRENT IS OUTPUT TO **TERMINAL IGT** OF THE ECU. THIS OUTPUT CONTROLS THE IGNITER TO PRODUCE THE MOST APPROPRIATE IGNITION TIMING FOR THE DRIVING CONDITIONS.

ENGINE CONTROL (4A-FE)

SERVICE HINTS

E 5, E 8 ENGINE ECU

VOLTAGE AT ECU WIRING CONNECTOR

BATT-E1	: ALWAYS 10.0–14.0 VOLTS
+B-E1	: 10.0–14.0 VOLTS (IGNITION SW AT ON POSITION)
+B1-E1	: 10.0–14.0 VOLTS (IGNITION SW AT ON POSITION)
IDL-E1	: 8.0–14.0 VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
PSW-E1	: 4.0–5.0 VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED)
PIM-E2	: 3.3–3.9 VOLTS (IGNITION SW AT ON POSITION)
VC-E2	: 4.5–5.5 VOLTS (IGNITION SW AT ON POSITION)
#10, #20-E01, E02	: 10.0–14.0 VOLTS (IGNITION SW AT ON POSITION)
THA-E2	: 1.0–3.0 VOLTS (IGNITION SW ON AND INTAKE AIR TEMP. 20°C (68°F))
THW-E2	: 0.1–1.0 VOLTS (IGNITION SW ON AND COOLANT TEMP. 80°C (176°F))
STA-E1	: 6.0–14.0 VOLTS (ENGINE CRANKING)
IGT-E1	: 0.7–1.0 VOLTS (ENGINE CRANKING OR IDLING)
WRN-E1	: 10.0–14.0 VOLTS (IGNITION SW ON, NO TROUBLE AND ENGINE RUNNING)
AC-E1	: 8.0–14.0 VOLTS (IGNITION SW ON AND AIR CONDITIONING ON)
ACT-E1	: 4.0–6.0 VOLTS (IGNITION SW ON AND HEATER BLOWER SW ON)
T-E1	: 10.0–14.0 VOLTS (IGNITION SW ON AND CHECK CONNECTOR T-E1 NOT CONNECTED)
	: 0.5 OR LESS (IGNITION SW ON AND CHECK CONNECTOR T-E1 CONNECTOR)
NSW-E1	: 0–2.0 VOLTS (IGNITION SW ON AND NEUTRAL START SW POSITION P OR N RANGE)
	: 10.0–14.0 VOLTS (IGNITION SW ON AND EX. NEUTRAL START SW POSITION P OR N RANGE)
V-ISC-E1	: 10.0–14.0 VOLTS (CRANKING FOR 10 SECONDS AFTER STARTING)

RESISTANCE AT ECU WIRING CONNECTORS

(DISCONNECT WIRING CONNECTOR)

IDL-E2	: INFINITY (THROTTLE VALVE OPEN) 0 Ω (THROTTLE VALVE FULLY CLOSED)
PSW-E2	: 0 Ω (THROTTLE VALVE FULLY OPEN) INFINITY (THROTTLE VALVE FULLY CLOSED)
THA-E1	: 2.0 – 3.0 KΩ (INTAKE AIR TEMP. 20°C, 68°F)
THW-E1	: 0.2 – 0.4 KΩ (COOLANT TEMP. 80°C, 176°F)
G1, NE-G-	: 0.17–0.21 KΩ

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 1	31 (4A-FE)	F16	35 (C/P)	J 6	33
C10	32	I 1 A	31 (4A-FE)	N 1	31 (4A-FE)
C12	32	I 2 B	31 (4A-FE)	O 5	31 (4A-FE)
C13 B	32	I 6	31 (4A-FE)	O 6	31 (4A-FE)
C14 A	32	I 7	31 (4A-FE)	T 1	31 (4A-FE)
E 2	31 (4A-FE)	I 8	31 (4A-FE)	V 1	31 (4A-FE)
E 3	31 (4A-FE)	I 9	31 (4A-FE)	V 2	31 (4A-FE)
E 5 A	33	I10	31 (4A-FE)	V 3	31 (4A-FE)
E 8 B	33	I12	33		
F10	31 (4A-FE)	J 2	33		

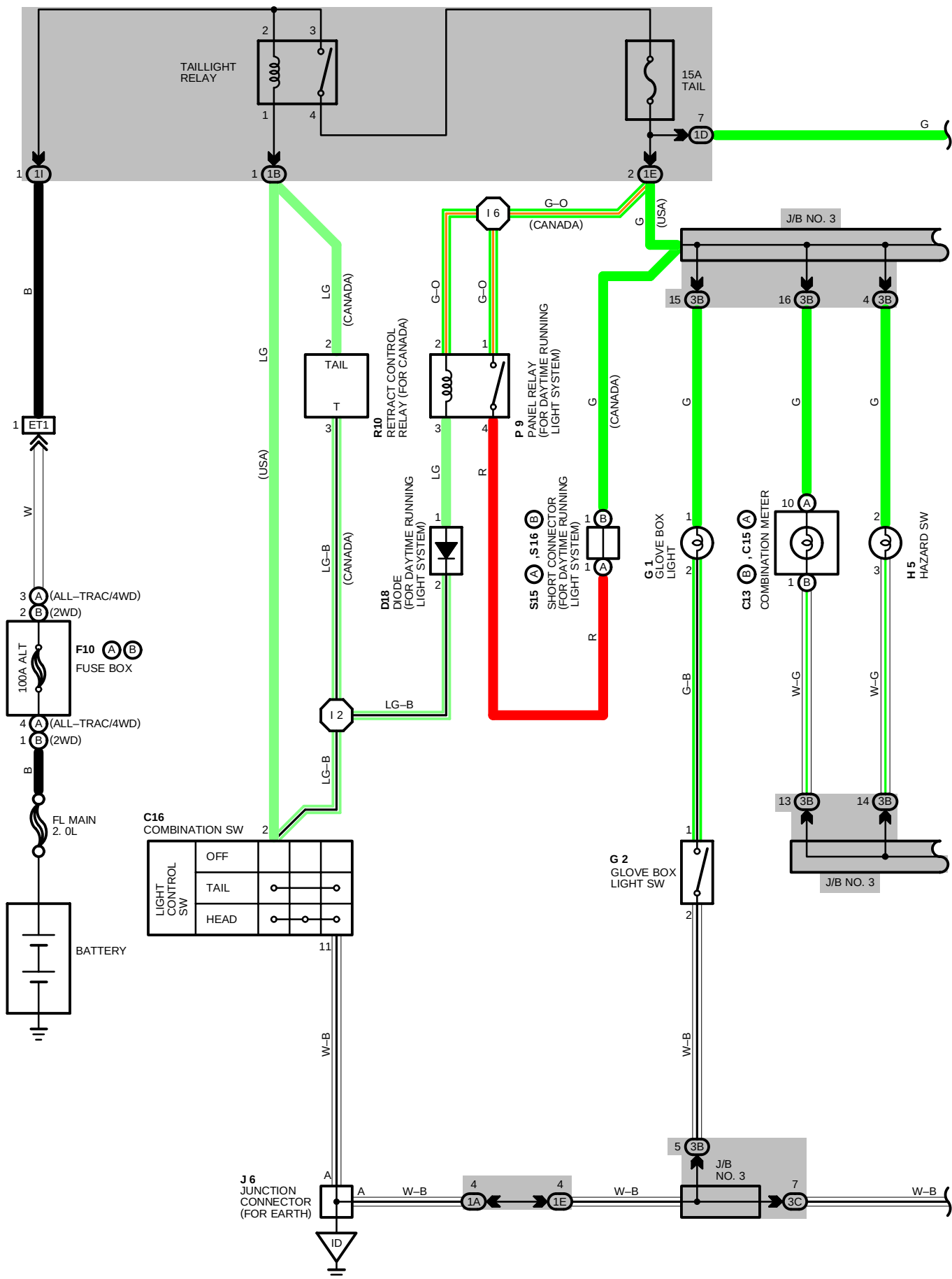
: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
4	27	R/B NO. 4 (RIGHT KICK PANEL)

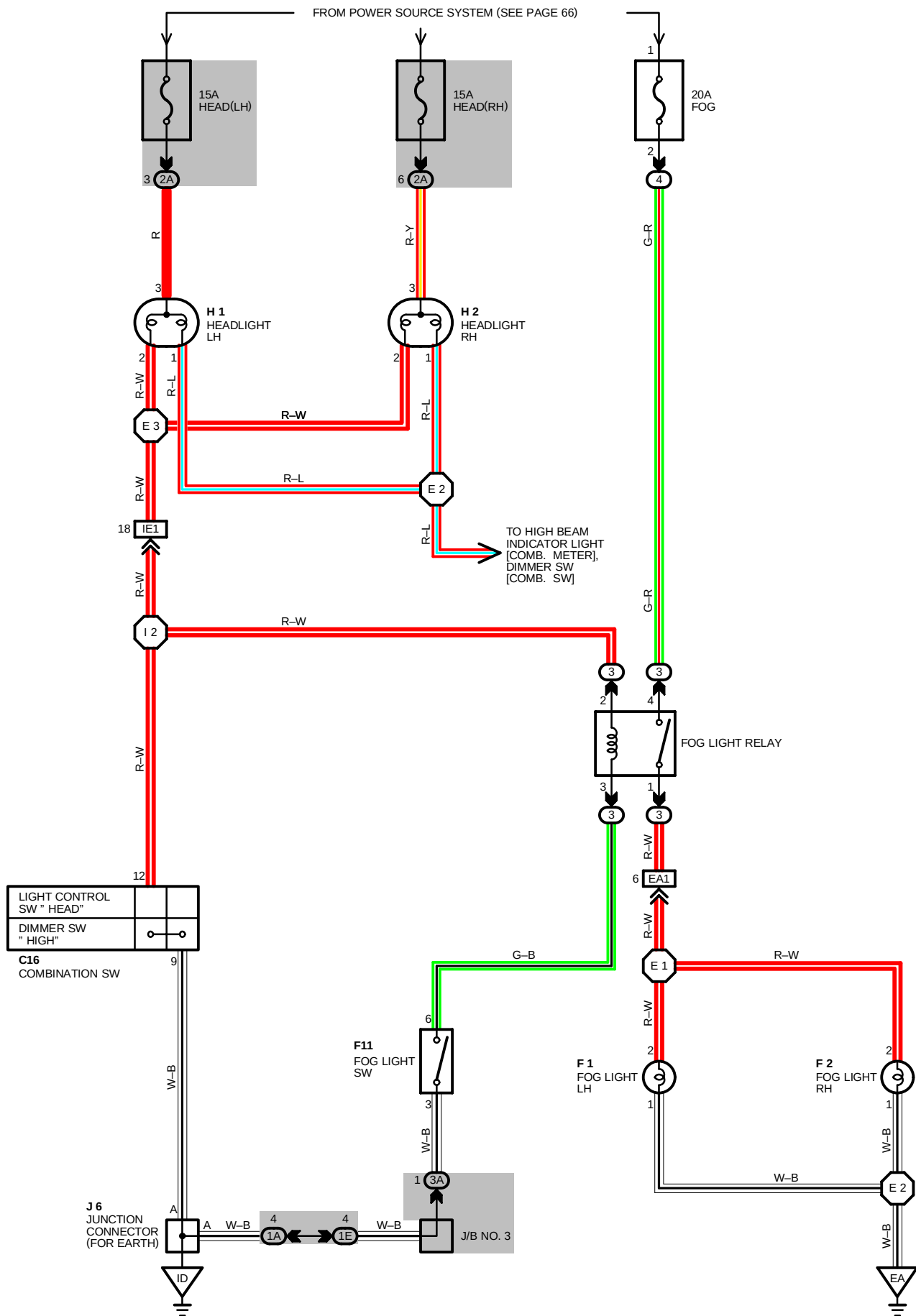
: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

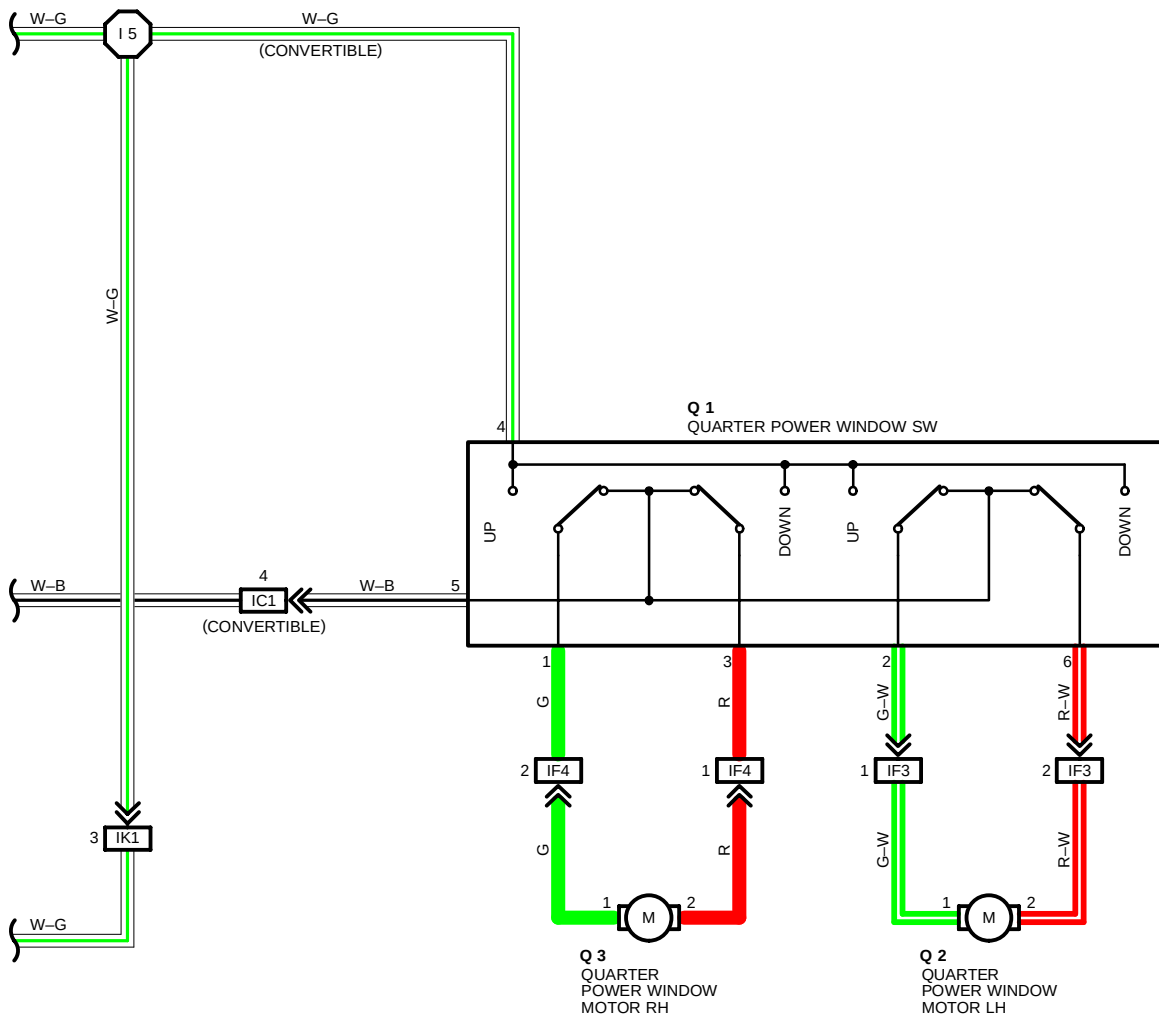
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1E		
1H	20	ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL)
2A	22 (2WD)	ENGINE ROOM MAIN WIRE AND J/B NO. 2 (NEAR THE BATTERY)
2B	22 (2WD)	ENGINE WIRE AND J/B NO. 2 (NEAR THE BATTERY)
2C		
2D	22 (2WD)	ENGINE ROOM MAIN WIRE AND J/B NO. 2 (NEAR THE BATTERY)
2E		
3B	25	COWL WIRE AND J/B NO. 3 (BEHIND COMBINATION METER)

ILLUMINATION



FOG LIGHT (FOR USA)





- 1-GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
 9-GROUND : **0** VOLTS WITH DRIVER'S DOOR LOCK CYLINDER UNLOCKED WITH KEY
 15-GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
 12-GROUND : **0** VOLTS WITH DRIVER'S, PASSENGER'S DOOR LOCK CYLINDER LOCKED WITH KEY

D 6 DOOR LOCK ECU

- 16-GROUND : ALWAYS CONTINUOUS
 2-GROUND : CONTINUITY WITH DRIVER'S DOOR OPEN
 8-GROUND : ALWAYS APPROX. **12** VOLTS
 3-GROUND : APPROX. **12** VOLTS **0.2** SECONDS WITH FOLLOWING OPERATION
 * DOOR LOCK CONTROL SW UNLOCKED
 * DOOR LOCK CONTROL SW LOCKED WITH IGNITION KEY IN CYLINDER AND DRIVER'S DOOR OPEN (IGNITION KEY REMINDER FUNCTION)
 * DOOR LOCK KNOB LOCKED WITH IGNITION KEY IN CYLINDER AND DRIVER'S DOOR OPEN (IGNITION KEY REMINDER FUNCTION)
 * UNLOCKING THE DRIVER'S, PASSENGER'S DOOR CYLINDER WITH KEY
 4-GROUND : APPROX. **12** VOLTS **0.2** SECONDS WITH FOLLOWING OPERATION
 * DOOR LOCK CONTROL SW LOCKED
 * LOCKING THE DRIVER'S, PASSENGER'S DOOR CYLINDER WITH KEY
 10-GROUND : **0** VOLTS WITH DOOR LOCK CONTROL SW LOCKED
 14-GROUND : CONTINUITY WITH PASSENGER'S DOOR OPEN
 6-GROUND : CONTINUITY WITH DRIVER'S DOOR LOCK KNOB UNLOCKED
 5-GROUND : CONTINUITY WITH PASSENGER'S DOOR LOCK KNOB UNLOCKED
 11-GROUND : **0** VOLTS WITH DOOR LOCK CONTROL SW UNLOCKED, PASSENGER'S DOOR LOCK CYLINDER UNLOCKED WITH KEY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D 6	32	D13	34 (L/B), 35 (C/P), 36 (CONVERT.)	J 1	33
D10	34 (L/B), 35 (C/P), 36 (CONVERT.)	D14	34 (L/B), 35 (C/P), 36 (CONVERT.)	J 4	33
D11	34 (L/B), 35 (C/P), 36 (CONVERT.)	D15	34 (L/B), 35 (C/P), 36 (CONVERT.)	J 6	33
D12	34 (L/B), 35 (C/P), 36 (CONVERT.)	I12	33		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	R/B NO. 2 (LEFT KICK PANEL)
4	27	R/B NO. 4 (RIGHT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1E		
1F	20	FLOOR WIRE AND J/B NO. 1 (LEFT KICK PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC1	44	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IF1	44	FLOOR WIRE AND COWL WIRE (LEFT KICK PANEL)
IK1	46	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	44	LEFT KICK PANEL
IG	44	R/B NO. 4 SET BOLT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 1	46	COWL WIRE	B 3	48 (L/B)	FRONT DOOR RH WIRE
I 2				50 (C/P)	
I 4				52 (CONVERTIBLE)	
I 5			B14	48 (L/B)	
B 2	50 (C/P)				
	52 (CONVERTIBLE)				



CRUISE CONTROL (MOTOR TYPE)

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 1	28 (3S-GTE), 30 (5S-FE)	C20	B	J 3	33
C 5	28 (3S-GTE), 30 (5S-FE)	D 4	32	J 6	33
C13	B	E 6	D	P 1	33
C14	A	E 7	B	R10	33
C17	32		C	S 1	29 (3S-GTE), 30 (5S-FE)
C18	32	E 8	A	S10	33
C19	A	J 2	33		

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1E		
2A	23 (ALL-TRAC/4WD)	ENGINE ROOM MAIN WIRE AND J/B NO. 2 (NEAR THE BATTERY)
2C	23 (ALL-TRAC/4WD)	ENGINE WIRE AND J/B NO. 2 (NEAR THE BATTERY)
3B	25	COWL WIRE AND J/B NO.3 (BEHIND COMBINATION METER)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	44	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2		
IF1	44	FLOOR WIRE AND COWL WIRE (LEFT KICK PANEL)
IG1	44	ENGINE WIRE AND COWL WIRE (UNDER THE ENGINE ECU)
IG2		

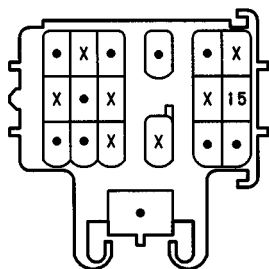
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	38 (3S-GTE) 40 (5S-FE)	FRONT LEFT FENDER
ID	44	LEFT KICK PANEL
IE	44	INSTRUMENT PANEL BRACE LH

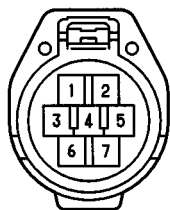
○ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 2	46	COWL WIRE	I 4	46	COWL WIRE

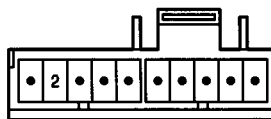
C 1 DARK GRAY



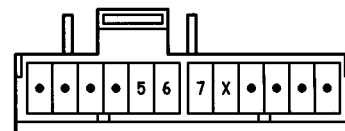
C 5 GRAY



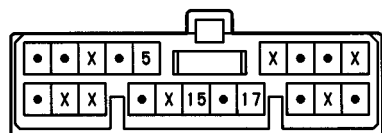
C13 (B) BROWN



C14 (A)



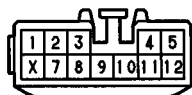
C17 BLACK



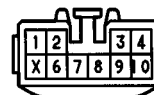
C18



C19 (A)



C20 (B) BLUE



D 4





: GROUND POINTS

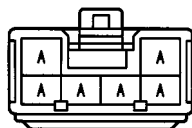
CODE	SEE PAGE	GROUND POINTS LOCATION
EA	38 (3S-GTE)	FRONT RIGHT FENDER
	40 (5S-FE)	
	42 (4A-FE)	
EB	38 (3S-GTE)	FRONT LEFT FENDER
	40 (5S-FE)	
	42 (4A-FE)	
EC	38 (3S-GTE)	INTAKE MANIFOLD
	40 (5S-FE)	
	42 (4A-FE)	
ID	44	LEFT KICK PANEL
IE	44	INSTRUMENT PANEL BRACE LH
IF	44	INSTRUMENT PANEL BRACE RH
IG	44	R/B NO. 4 SET BOLT
BH	48 (L/B)	ROOF LEFT
	50 (C/P)	
BI	48 (L/B)	UNDER THE LEFT CENTER PILLAR
	50 (C/P)	
BJ	50 (C/P)	RIGHT REAR PILLAR (C/P)
BK	48 (L/B)	BACK DOOR RIGHT (L/B)
BL	48 (L/B)	BACK PANEL CENTER
	50 (C/P)	
BM	50 (C/P)	LEFT REAR PILLAR (C/P)



: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	38 (3S-GTE)	ENGINE ROOM MAIN WIRE	I11	46	A/C NO. 2 WIRE
	40 (5S-FE)		I12	46	A/C NO. 1 WIRE
	42 (4A-FE)		B 2	48 (L/B)	FRONT DOOR LH WIRE
E 2	38 (3S-GTE)			50 (C/P)	
	40 (5S-FE)		B 3	48 (L/B)	FRONT DOOR RH WIRE
	42 (4A-FE)			50 (C/P)	
E 3	38 (3S-GTE)		B 5	48 (L/B)	ROOF WIRE
	40 (5S-FE)			50 (C/P)	
	42 (4A-FE)		B 6	48 (L/B)	
E 4	38 (3S-GTE)			50 (C/P)	
	40 (5S-FE)		B 8	48 (L/B)	FRAME WIRE
	42 (4A-FE)			50 (C/P)	
E 5	38 (3S-GTE)	ENGINE WIRE	B10	48 (L/B)	FLOOR WIRE
	40 (5S-FE)			50 (C/P)	
	42 (4A-FE)		B11	48 (L/B)	LUGGAGE ROOM WIRE
E 7	38 (3S-GTE)			50 (C/P)	
	40 (5S-FE)		B13	48 (L/B)	FLOOR WIRE
	42 (4A-FE)			50 (C/P)	
E 8	38 (3S-GTE)		B15	48 (L/B)	
	40 (5S-FE)		B16	48 (L/B)	
I 2	46	COWL WIRE		50 (C/P)	
I 3		B17	48 (L/B)		
I 4			50 (C/P)		
I 5			52 (CONVERTIBLE)		
I 6		B18	48 (LB)		
I 7	46		ENGINE WIRE	50 (C/P)	
I 8	46		COWL WIRE		
I 9					

J 6



(HINT:SEE PAGE 7)