

TOYOTA

ELECTRICAL WIRING DIAGRAM

1986 MODEL

FOREWORD

This wiring diagram has been prepared to provide information on the electrical system of the 1986 TOYOTA COROLLA FR AE86L series.

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

TOYOTA MOTOR CORPORATION

1986 TOYOTA COROLLA FR

ELECTRICAL WIRING DIAGRAM

INTRODUCTION	A
HOW TO USE THIS MANUAL	B
TROUBLESHOOTING	C
GLOSSARY OF TERMS AND SYMBOLS	D
POWER SOURCE	1
STARTING AND IGNITION SYSTEM	2
CHARGING SYSTEM	3
EFI SYSTEM	4
EMISSION CONTROL	5
IDLE-UP	6
HEADLIGHTS	7
STOP LIGHTS	8
TAILLIGHTS AND ILLUMINATION	9
BACK-UP LIGHTS	10
INTERIOR LIGHTS	11
TURN SIGNAL AND HAZARD WARNING LIGHTS	12
LIGHT AUTO TURN OFF SYSTEM	13
FRONT WIPERS AND WASHER	14
REAR WIPER AND WASHER	15
OVERDRIVE	16
SEAT BELT WARNING	17
POWER WINDOW	18
REAR WINDOW DEFOGGER	19
REMOTE CONTROL MIRRORS	20
CRUISE CONTROL	21
CIGARETTE LIGHTER AND CLOCK	22
SUN ROOF	23
RADIO AND HORN	24
COMBINATION METER	25
AIR CONDITIONER	26
GROUND POINTS	27
RELAY LOCATIONS	
ELECTRICAL WIRING ROUTING	
OVER ALL ELECTRICAL WIRING DIAGRAM	

1985 TOYOTA MOTOR CORPORATION

All rights reserved. This book may not be reproduced or copied, in whole or in part, without the written permission of Toyota Motor Corporation.

A INTRODUCTION

This manual is composed of the following 5 elements.

Power Source

System Circuit

Ground Points

Relay Location
& Wiring Routing

Over all Wiring
Diagram

Circuit from
battery to
each fuse

Each circuit
classified by
system

Relation between
ground points of
each component

Relay & Connector
location

Shows relation
between each
system

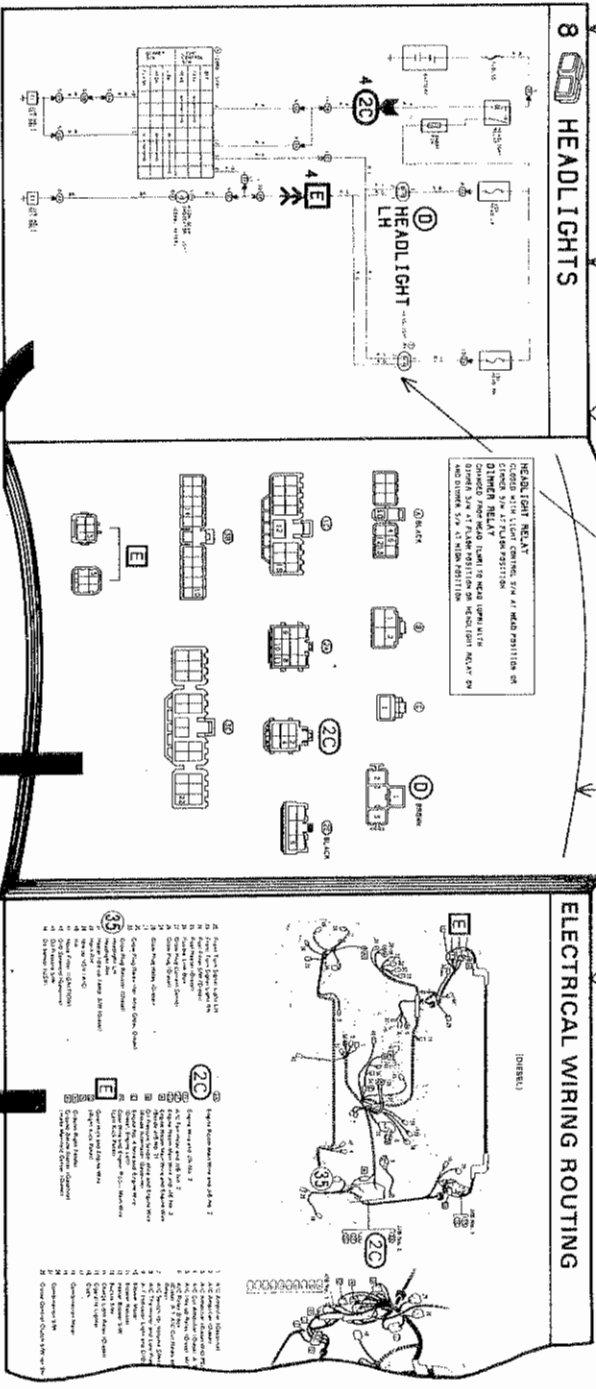
System No.

System Title

System Circuit

Connector
Illustration

ELECTRICAL WIRING ROUTING

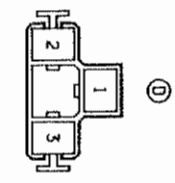
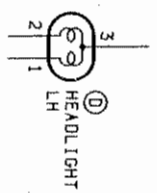


Components

Circuit

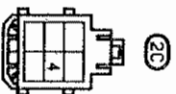
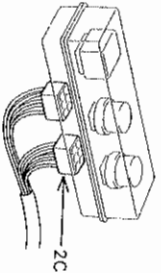
Connector

Location



(Wire Harness Side)

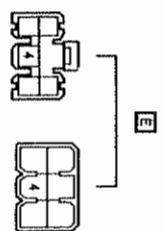
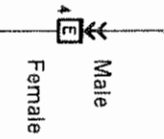
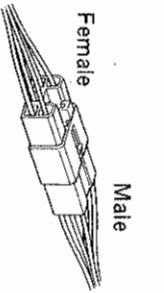
35 Headlight LH
Wiring routing com-
ponents listed in
(alphabetical order)



(Wire Harness Side)

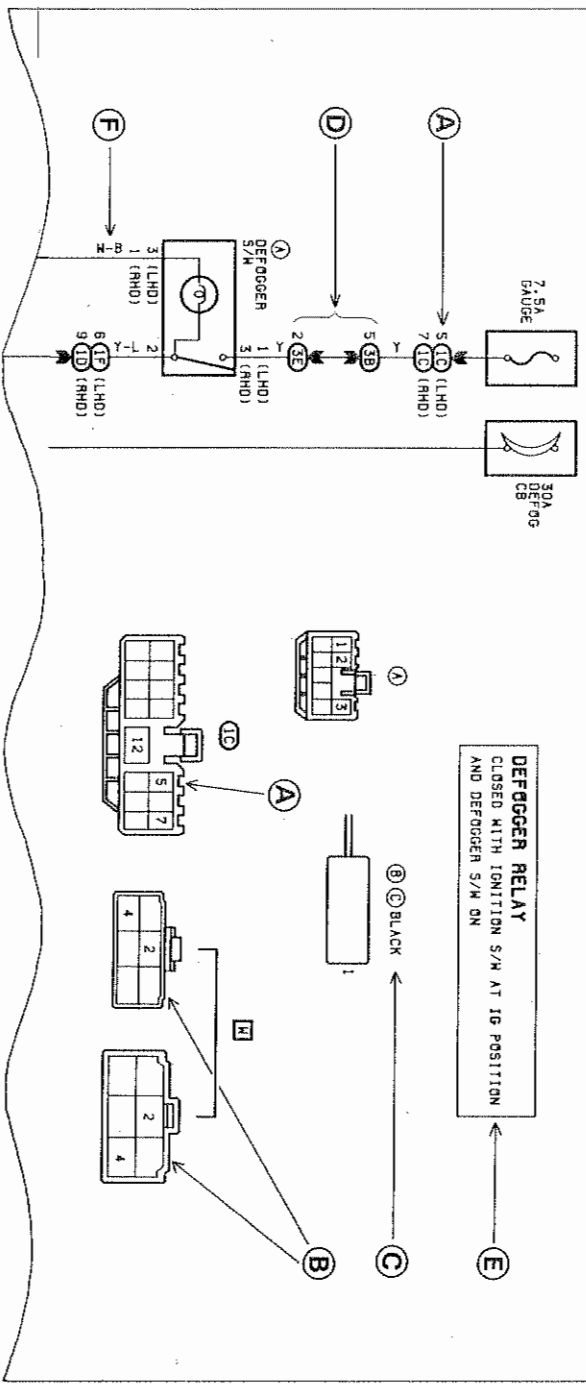
2C Engine Room Main
Wire & Junction
Block No. 2

Junction Block No. 2
Note: The number indicates the number of the junction block.



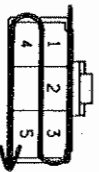
E Engine Room Main
Wire & Cowl Wire

14 REAR WINDOW DEFOGGER

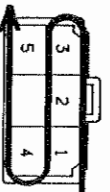


A Pin Number

Numbered in order from upper left to lower right



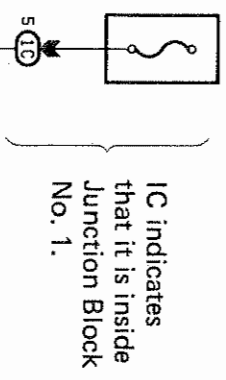
Female



Male

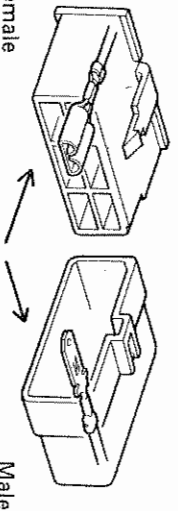
D Indicates circuit in Junction Block No. 3.

Example:



B Male & female connectors distinguished by shape of their internal pins.

- All connectors are shown from the open end, and the lock is on top.



Female

Male

C Connector Color

Connectors not indicated are milky white in color.

E Troubleshooting Hints & Components Operation

F Wire Color

Wire colors are indicated by an alphabetical code.

B = Black L = Light Blue R = Red
 BR = Brown LG = Light Green V = Violet
 G = Green O = Orange W = White
 GR = Grey P = Pink Y = Yellow

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

Example: R-G



ABBREVIATIONS

The following abbreviations are used in this manual.

A/C = Air Conditioner	IIA = Integrated Ignition Assembly	RH = Right-hand
A/T = Automatic Transmission	J/B = Junction Block	S/W = Switch
CB = Circuit Breaker	LH = Left-hand	VSV = Vacuum Switching Valve
CMH = Cold Mixture Heater	O/D = Overdrive	W/ = With
FL = Fusible Link	OVCV = Outer Vent Control Valve	W/O = Without

B HOW TO USE THIS MANUAL

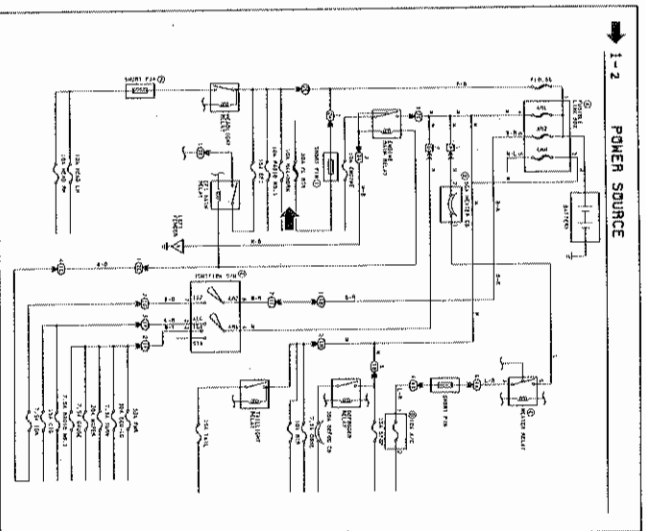
To better understand how to use this manual, let's assume that the headlights will not light, and go through an actual troubleshooting procedure.

CONFIRMATION OF TROUBLE

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

READ THE CIRCUIT DIAGRAM

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



PINPOINT THE TROUBLE

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

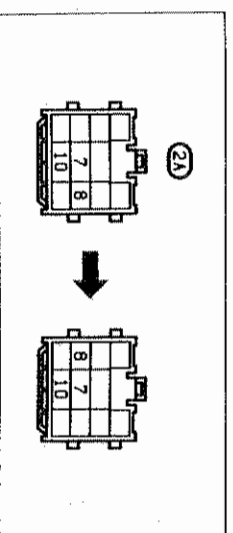
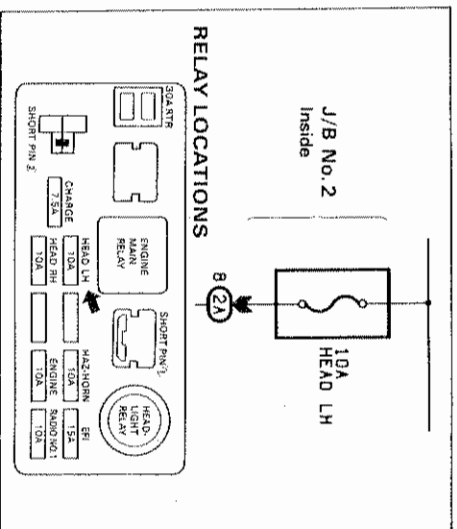
Okay Trouble lies within the headlight circuit.
Bad Check circuits in common.

1. Inspection of Headlight Circuit
(Return to HEADLIGHT page.)

(a) Check Headlight Fuse

- ① According to (2A) of the circuit, the headlight fuse is in J/B No. 2.
- ② The location of J/B No. 2 can be found by referring to the RELAY LOCATIONS page just before the ELECTRICAL WIRING ROUTING page.
- ③ Check if either fuse is blown.
- (b) Check if there is power to pin No. 8 of (2A).
 - ① Turn the light control switch to HEAD.
 - ② Using a voltmeter, check for voltage as shown below.

Negative (—) Probe Good ground point or negative battery terminal.
Positive (+) Probe Pin No. 8 of (2A).



Battery Voltage Trouble is past pin No. 8 of ^(2A)
 No Battery Voltage . . . Trouble is before pin No. 8 of ^(2A).

CAUTION:

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

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

- ① From the circuit we can see that ③ is the headlight connector and that there is power from pin No. 3 to 2 when the headlights are at high beam.
- ② Turn the light control switch to **HEAD**.
- ③ Place the dimmer switch at **H1**.
- ④ Using a voltmeter, check for voltage as shown below.

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

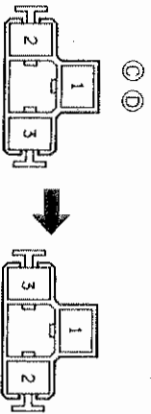
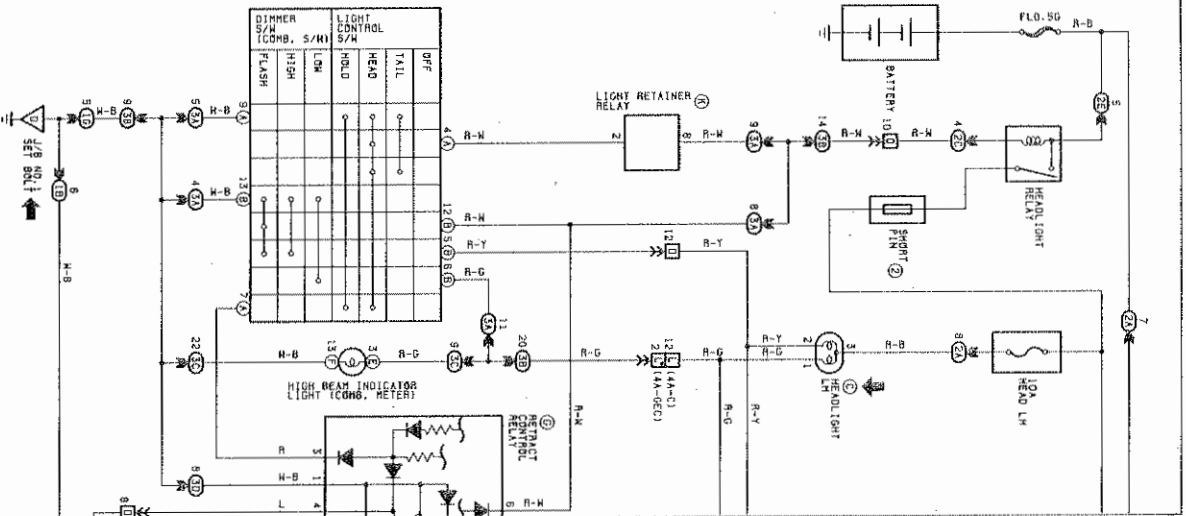
Voltage Trouble is in the headlight.
 No Voltage Probable defective ground past pin No.2
 so make contact with negative lead to a
 good ground point or battery negative
 terminal and check for voltage.

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

CAUTION:

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

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



ELECTRICAL WIRING ROUTING

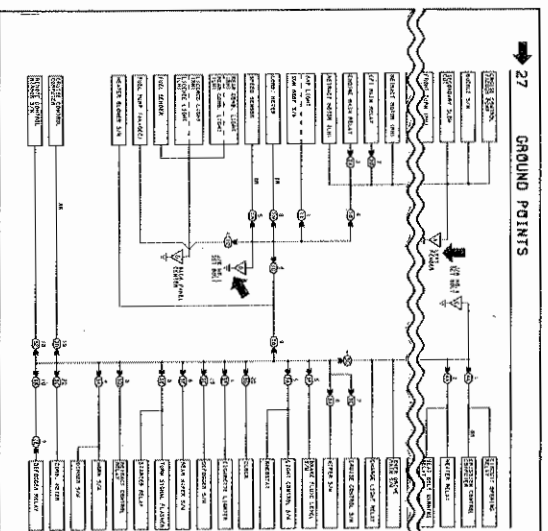
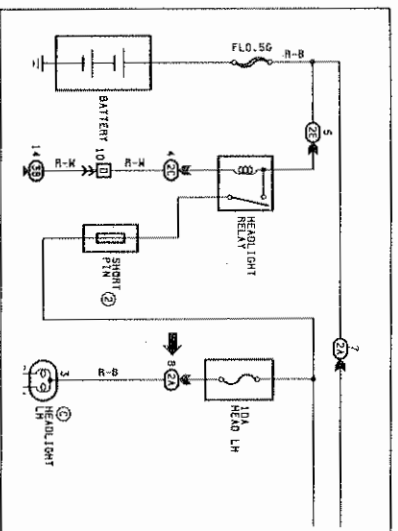


- (e) Check ground point
- 1 The ground point is indicated by the  J/B No. 1 SET BOLT in the circuit.
- 2 The location of the ground point on the vehicle can be found by referring to the same symbol  in ELECTRICAL WIRING ROUTING.

1. Headlight	2. Headlight	3. Headlight	4. Headlight
5. Headlight	6. Headlight	7. Headlight	8. Headlight
9. Headlight	10. Headlight	11. Headlight	12. Headlight
13. Headlight	14. Headlight	15. Headlight	16. Headlight
17. Headlight	18. Headlight	19. Headlight	20. Headlight
21. Headlight	22. Headlight	23. Headlight	24. Headlight
25. Headlight	26. Headlight	27. Headlight	28. Headlight
29. Headlight	30. Headlight	31. Headlight	32. Headlight
33. Headlight	34. Headlight	35. Headlight	36. Headlight
37. Headlight	38. Headlight	39. Headlight	40. Headlight
41. Headlight	42. Headlight	43. Headlight	44. Headlight
45. Headlight	46. Headlight	47. Headlight	48. Headlight
49. Headlight	50. Headlight	51. Headlight	52. Headlight
53. Headlight	54. Headlight	55. Headlight	56. Headlight
57. Headlight	58. Headlight	59. Headlight	60. Headlight
61. Headlight	62. Headlight	63. Headlight	64. Headlight
65. Headlight	66. Headlight	67. Headlight	68. Headlight
69. Headlight	70. Headlight	71. Headlight	72. Headlight
73. Headlight	74. Headlight	75. Headlight	76. Headlight
77. Headlight	78. Headlight	79. Headlight	80. Headlight
81. Headlight	82. Headlight	83. Headlight	84. Headlight
85. Headlight	86. Headlight	87. Headlight	88. Headlight
89. Headlight	90. Headlight	91. Headlight	92. Headlight
93. Headlight	94. Headlight	95. Headlight	96. Headlight
97. Headlight	98. Headlight	99. Headlight	100. Headlight

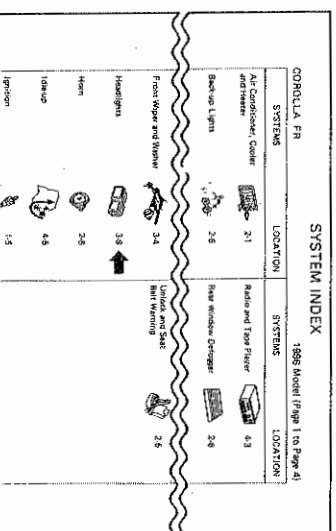
- 4 Next, check if the headlight relay points are closed and there is power to the pin No. 8 of (22) .
See step 1-(b)

If no voltage, trouble lies in the headlight relay.



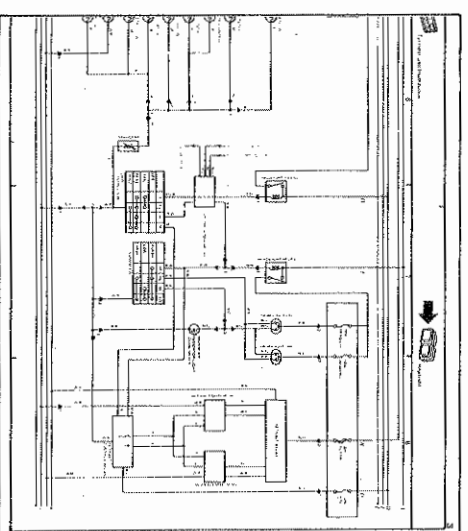
- (e) Check which systems (components) have the same ground point.

The ground points are listed in system No. 27 (GROUND POINTS). As shown, GROUND POINT ∇ is used for other components besides the HEADLIGHT SYSTEM, and it also connected to GROUND POINT ∇ .



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

1 From the EWD SYSTEM INDEX (facing the first EWD), we can find the location of the headlight system within the ELECTRICAL WIRING DIAGRAM at the back of the book (Page 3 of 4, grid 7 and 8).



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

NOTE:

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

- (g) Re-check

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

C TROUBLESHOOTING

TROUBLESHOOTING PROCEDURE

1. Determine what is wrong with the system.
2. First read the diagram so you understand the system. Refer to the component operation boxed within the system circuit.
3. Locate the cause of the problem.
 - a. Determine whether the problem is with the common circuit (power source or ground) or individual circuit.
Check other loads or switches which are in parallel with the problem component.
If they are normal, the problem lies within the particular system itself.
Refer to the **POWER SOURCE** or **GROUND POINTS** and check the related systems.
(NOTE: Each component is grounded at 2 or 3 points.)
If the related systems are normal, the common circuit (power source or ground points) is okay.
The problem lies within the individual system.
 - b. Locate the exact point of the problem by narrowing down the area with a voltmeter or test lamp.
4. Repair and re-check the circuit.
If any wiring was disconnected for troubleshooting, reconnect it and check the related circuits.

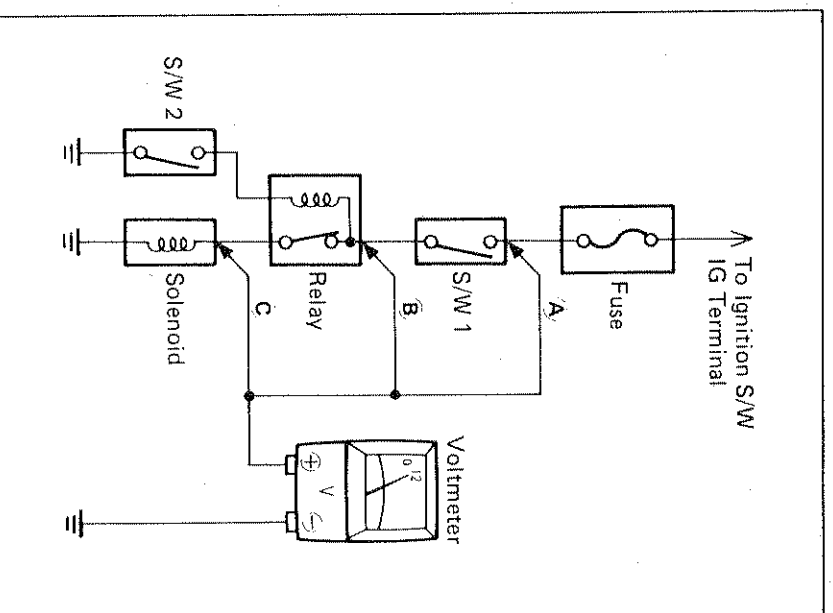
VOLTAGE CHECK

1. Establish conditions in which voltage is present at the check point.
(Refer to component operations.)

Example:

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

2. Using a voltmeter, connect the negative lead to a good ground point or negative battery terminal and the positive lead to the connector or component terminal. This check can be done with a test lamp instead of a voltmeter.



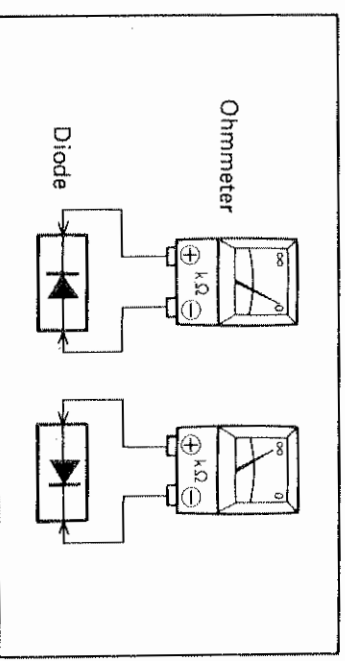
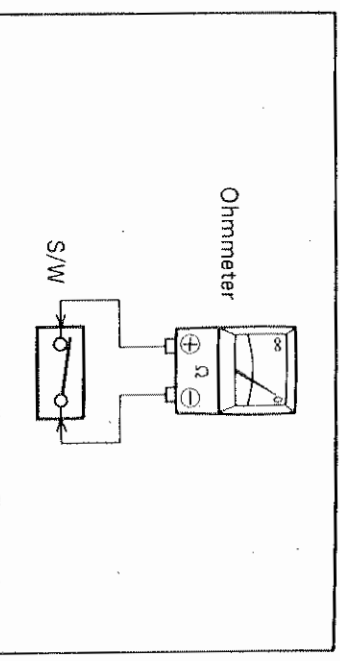
CONTINUITY AND RESISTANCE CHECK

1. Disconnect the battery terminal or wire so there is no voltage between the check points.
2. Contact the two leads of an ohmmeter to each of the check points.

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

When contacting the negative lead to the diode positive side and the positive lead to the negative side, there should be continuity.

When contacting the two leads in reverse, there should be no continuity.



FINDING A SHORT CIRCUIT

1. Remove the blown fuse and disconnect all loads of the fuse.
2. Connect a test lamp in place of the fuse.
3. Establish conditions in which the test lamp comes on.

(Refer to component operations.)

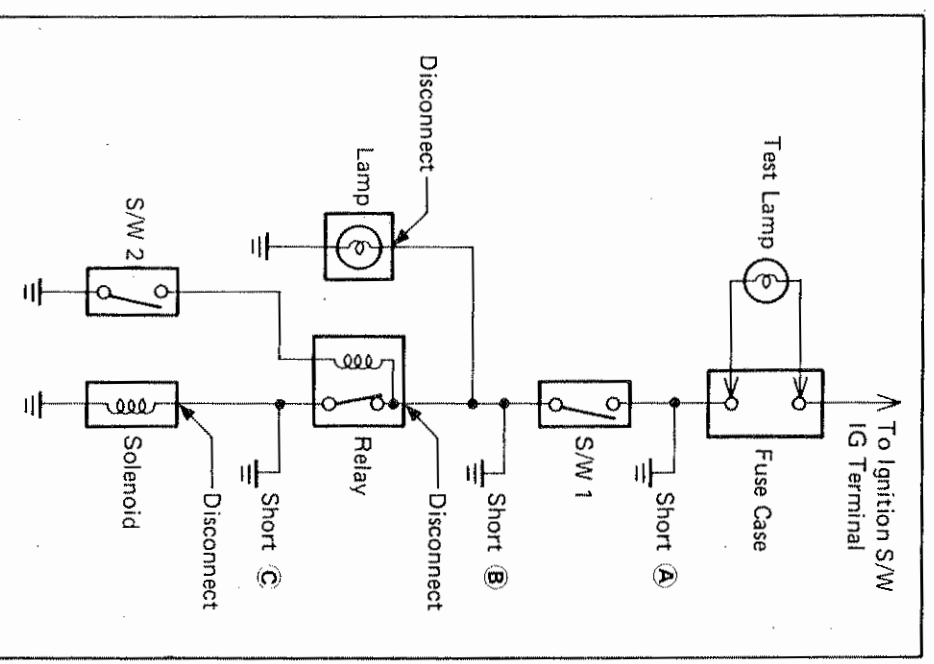
Example:

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

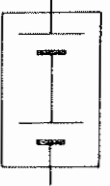
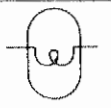
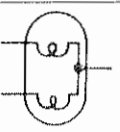
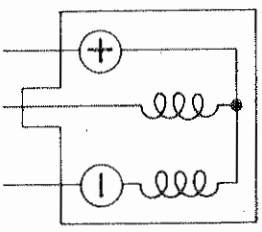
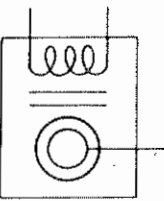
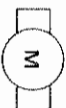
4. Disconnect and reconnect the connectors while watching the test lamp.

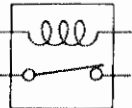
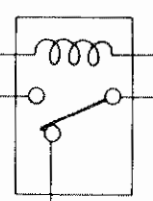
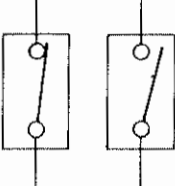
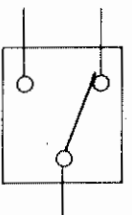
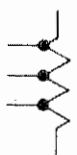
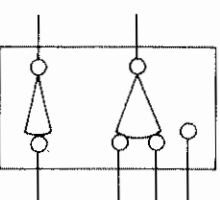
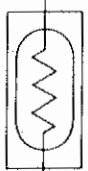
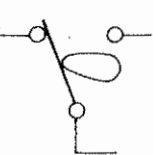
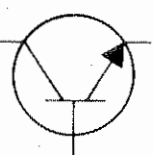
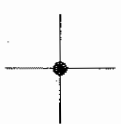
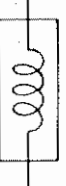
The short lies between the connector where the test lamp stays lit and the connector where the lamp goes out.

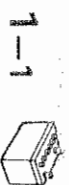
5. Find the exact location of the short by lightly shaking the problem wire along the body.



D GLOSSARY OF TERMS AND SYMBOLS

 BATTERY Stores chemical energy and convert it into electrical energy. Provides DC current for the auto's various electrical circuits.	 HEADLIGHTS 1. SINGLE FILAMENT Current flow causes a headlight filament to heat up and emit light. A headlight may have either a single (1) filament or a double (2) filament.
 CAPACITOR (Condenser) A small holding unit for temporary storage of electrical voltage. Capacitors with a ground connection are frequently called Condensers.	 2. DOUBLE FILAMENT
 CIGARETTE LIGHTER An electric resistance heating element.	 HORN An electric device which sounds a loud audible signal.
 CIRCUIT BREAKER Basically a reusable fuse, a circuit breaker will heat and open if too much current flows through it. Some units automatically reset when cool, others must be manually reset.	 IGNITION COIL Converts low-voltage DC current into high-voltage ignition current for firing the spark plugs.
 DIODE A semiconductor which allows current flow in only one direction.	 LIGHT Current flow through a filament causes the filament to heat up and emit light.
 DIODE, ZENER A diode which allows current flow in one direction but blocks reverse flow only up to a specific voltage. Above that potential, it passes the excess voltage. This acts as a simple voltage regulator.	 LED (LIGHT EMITTING DIODE) Upon current flow, these diodes emit light without producing the heat of a comparable light. Used in instrument displays.
 DISTRIBUTOR, I/A Channels high-voltage current from the ignition coil to the individual spark plugs.	 METER, ANALOG Current flow activates a magnetic coil which causes a needle to move, thereby providing a relative display against a background calibration.
 FUSE A thin metal strip which burns through when too much current flows through it, thereby stopping current flow and protecting a circuit from damage.	 METER, DIGITAL Current flow activates one or many LED's, LCD's, or fluorescent displays, which provide a relative or digital display.
 FUSIBLE LINK A heavy-gauge wire placed in high amperage circuits which burns through on overloads, thereby protecting the circuit.	 FUEL
 GROUND The point at which wiring attaches to the chassis, thereby providing a return path for an electrical circuit; without a ground, current cannot flow.	 MOTOR A power unit which converts electrical energy into mechanical energy, especially rotary motion.

RELAY  1. NORMALLY CLOSED 2. NORMALLY OPEN Basically, an electrically operated switch which may be normally closed (1) or open (2). Current flow through a small coil creates a magnetic field which either opens or closes an attached switch.	 SPEAKER An electromechanical device which creates sound waves from current flow.
RELAY, DOUBLE THROW  A relay which passes current through one set of contacts or the other.	 SWITCH, MANUAL Opens and closes circuits, thereby stopping (1) or allowing (2) current flow.
RESISTOR  An electrical component with a fixed resistance, placed in a circuit to reduce voltage to a specific value.	SWITCH, DOUBLE THROW  A switch which continuously passes current through one set of contacts or the other.
RESISTOR, TAPPED  A resistor which supplies two or more different non-adjustable resistance values.	SWITCH, IGNITION  A key operated switch with several positions which allow various circuits. Particularly the primary ignition circuit, to become operational.
RESISTOR, VARIABLE or RHEOSTAT  A controllable resistor with a variable rate of resistance. Also called a potentiometer or rheostat.	
SENSOR (Thermistor)  A resistor which varies its resistance with temperature.	SWITCH, WIPER PARK  Automatically returns wipers to the stop position when the wiper switch is turned off.
SENSOR, ANALOG SPEED  Uses magnetic impulses to open and close a switch to create a signal for activation of other components.	TRANSISTOR  A solidstate device typically used as an electronic relay; stops or passes current depending on the applied voltage at "base".
SHORT PIN  Used to provide an unbroken connection within a junction block.	WIRES 1. NOT CONNECTED  Wires are always drawn as straight lines on wiring diagrams. Crossed wires (1) without a black dot at the junction are not joined; 2. SPliced  crossed wires (2) with a black dot at the junction are spliced (joined) connections.
SOLENOID  An electromagnetic coil which creates a magnetic field upon current flow, to move a plunger, etc.	



1-1 POWER SOURCE (Power—Load Reference)

J/B No.1 (Left kick Panel)

Power		Load	System No.
7.5A	DOME	Digital Clock	22
		Interior Light, Map Light, Door Warning Light, Luggage Room Light	11
		Light Retainer Relay	13
		Unlock Warning S/W, Seat Belt Relay	17
30A	ECU-IG	Sun Roof Motor	23
7.5A	RADIO NO. 2	Radio and Tape Player	24
		Remote Control Mirrors	20
15A	CIG	Cigarette Lighter, Digital Clock	22
7.5A	TURN	Turn Signal Flasher, Turn Signal Light, Turn Signal S/W	12
		Combination Meter	25
		Back-up Light S/W, Back-up Light	10
		O/D Relay, O/D Off Indicator	16
		Defogger S/W, Defogger Relay	19
		Light Retainer Relay	13
		Heater Relay	26
		Cruise Control S/W	21
	GAUGE	Seat Belt Warning Relay, Seat Belt Warning Light	17
		Engine Main Relay	1
		EFI Main Relay	4
		Charge Warning Light	3
7.5A	IGN		
20A	WIPER	Washer Motor, Wiper Motor	14
		Rear Wiper Motor, Rear Washer Motor	15
		Stop Light S/W, Stop Light	8
15A	STOP	Cruise Control Computer	21
		ECU	4
10A	RTR	Retract Control Relay	7
15A	TAIL	Clearance Light, Taillight, Licence Plate Light, Radio Light, Cigarette Lighter Light, Heater Control Light, Combination Meter Light, A/T Indicator Light, Side Marker Light	9
		O/D MAIN S/W Light, Wiper S/W Light, Defogger S/W Light	
		Digital Clock	22
30A	DEFOG CB	Rear Window Defogger	19
30A	PWR	Power Window Relay	18

J/B No.2 (Engine Room)

Power		Load	System No.
10A	HEAD LH	Headlight LH	7
10A	HEAD RH	Headlight RH	7
10A	ENGINE	Alternator, Charge Light Relay (4A-C)	3
		Fuel Cut Solenoid, Emission Control Computer, OVCV, EBCV, CMH Relay, Secondary Slow Cut	5
10A	RADIO NO. 1	Radio and Tape Player	24
10A	HAZ-HORN	Horn	24
		Hazard S/W, Turn Signal Flasher	12
7.5A	CHARGE	Charge Warning Light, Charge Light Relay	3
		Choke Heater	5
30A	FL RTR	Retract Relay	7
15A	EFI	EFI Main Relay, ECU, Circuit Opening Relay	4

J/B No.4 (Right Kick Panel)

10A	A/C	A/C S/W, A/C Amplifier	26
30A	HEATER CB	Heater Relay, Blower Motor	26

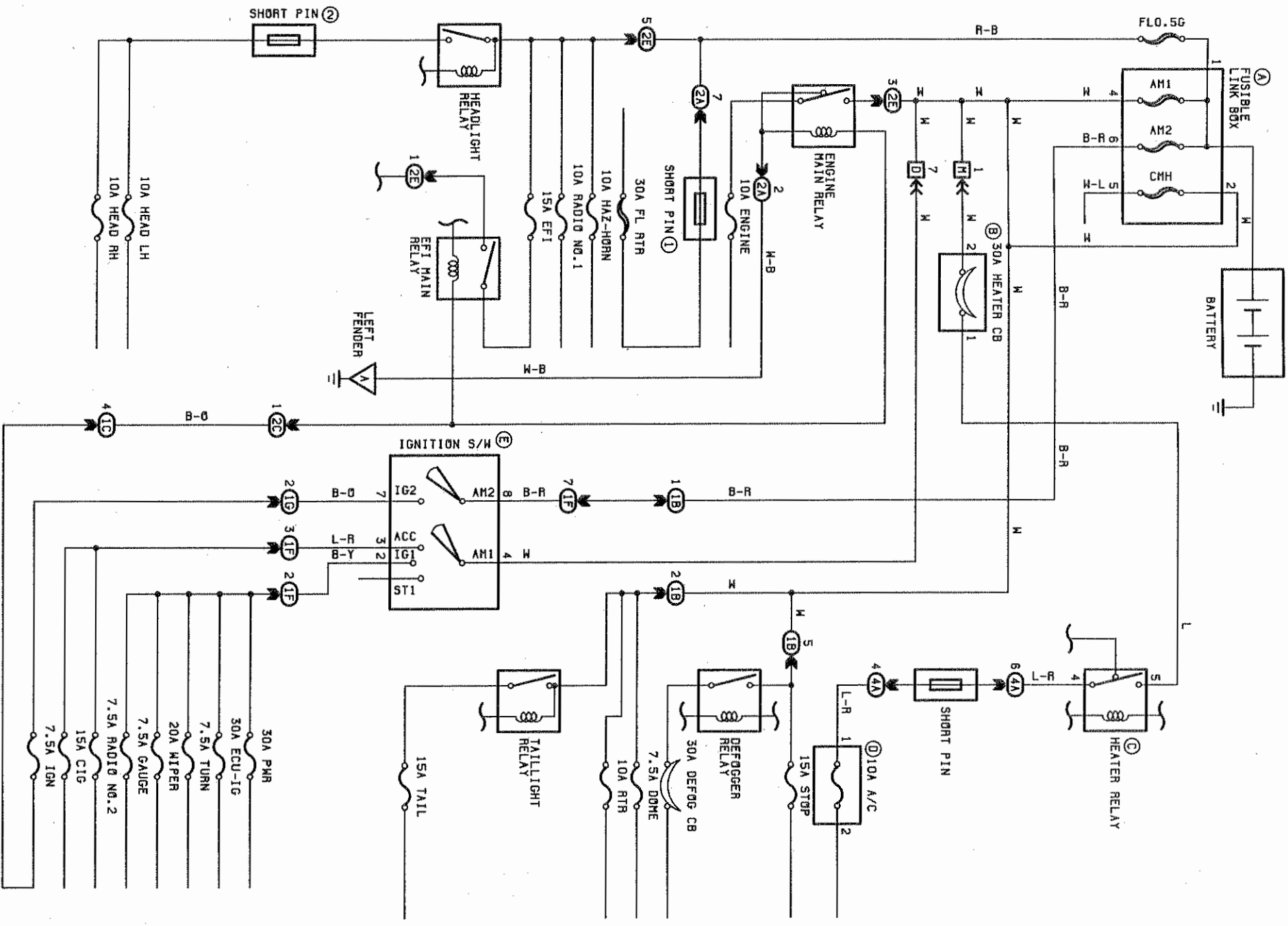
Fusible Link Box (Battery ⊕ Terminal)

80A (4A- GEC) 60A (4A-C)	FL AM1	Engine Main Relay, Ignition S/W (AM1)	1
		Alternator	3
		Defogger Relay	19
		Taillight Relay	9
30A	FL AM2	Ignition S/W (AM2)	1
40A	FL CMH	CMH, CMH Relay	5

Fusible Link (Near the Battery)

FL 0.5G	Headlight Relay	7
---------	-----------------	---

1-2 POWER SOURCE



(A) FUSIBLE LINK BOX

AM1: 60 A (4A-C), 80 A (4A-GEC)

AM2: 30 A

CMH: 40 A

TAILLIGHT RELAY

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

ENGINE MAIN RELAY

CHANGED WITH IGNITION S/W AT IG OR ST POSITION

HEADLIGHT RELAY

CLOSED WITH LIGHT CONTROL S/W AT HEAD POSITION
OR DIMMER S/W AT FLASH POSITION

EFI MAIN RELAY

CLOSED WITH IGNITION S/W ON

(C) HEATER RELAY

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

DEFROGGER RELAY

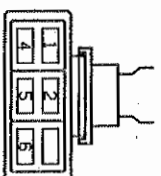
CLOSED WITH IGNITION S/W AT IG POSITION
AND DEFROGGER S/W ON

(E) IGNITION S/W

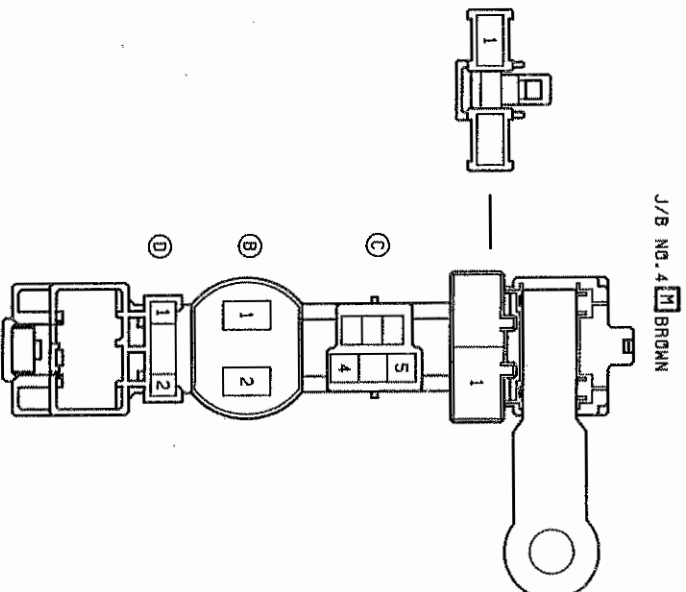
4-3: CLOSED WITH IGNITION KEY AT ACC OR IG POSITION

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

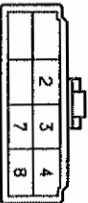
8-7: CLOSED WITH IGNITION KEY AT IG OR ST POSITION



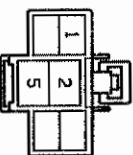
(A) BLACK



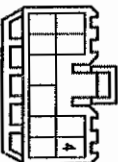
(E) BLACK



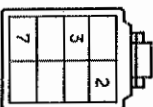
(1B) BLACK



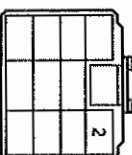
(1C)



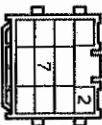
(1F) ORANGE



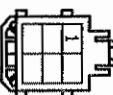
(1G)



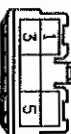
(2A)



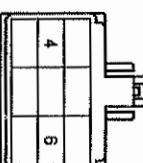
(2C)



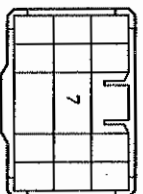
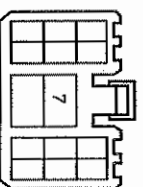
(2E) BLACK



(4A)

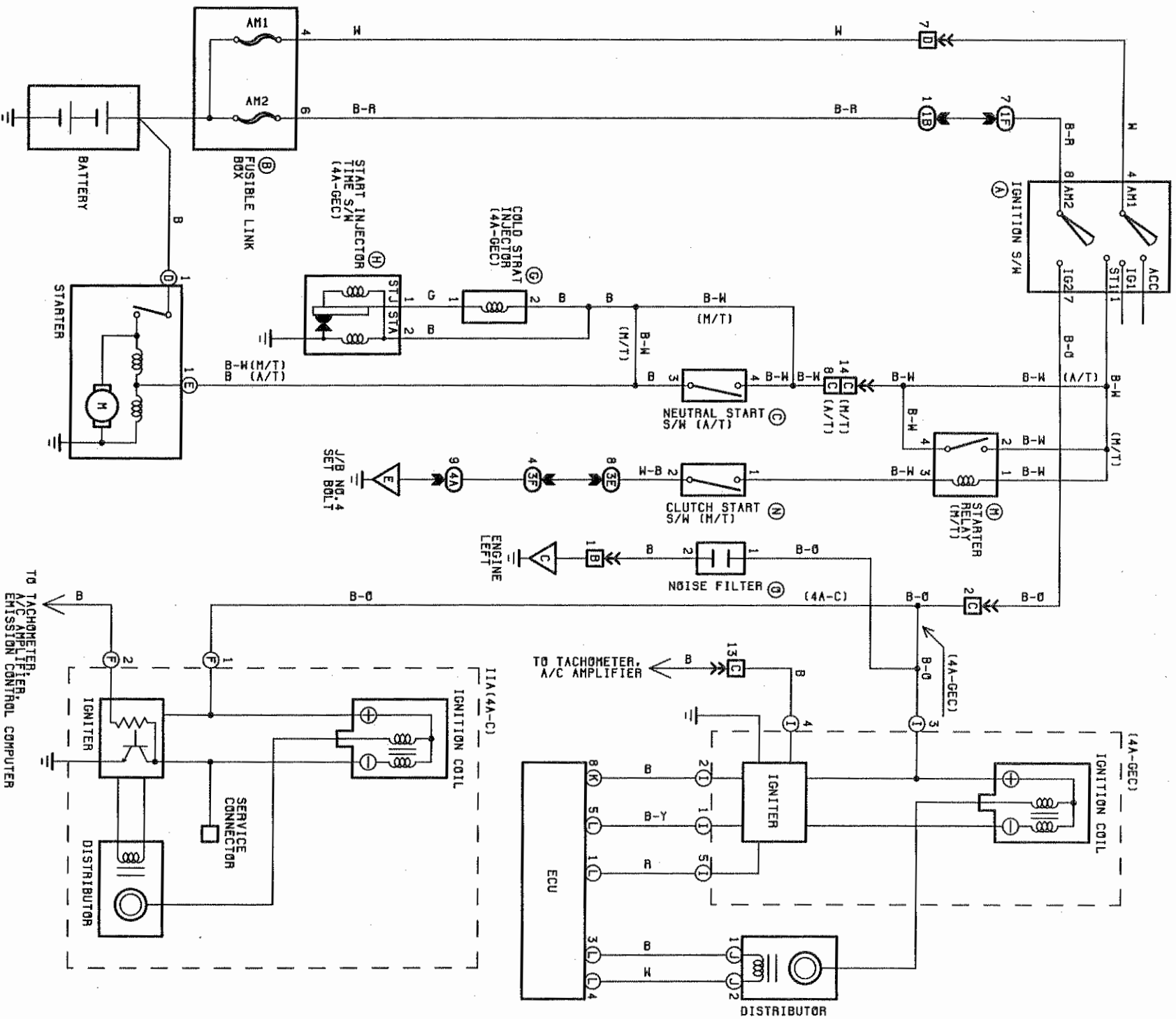


(D)





STARTING AND IGNITION SYSTEMS



① IGNITION S/M

4-1: CLOSED WITH IGNITION S/M AT ST POSITION
8-7: CLOSED WITH IGNITION S/M AT IG OR ST POSITION

② FUSIBLE LINK BOX

AM1: 50 A (4A-C), 80 A (4A-GEC)

AM2: 30 A

③ NEUTRAL START S/M (A/T)

CLOSED WITH A/T SHIFT LEVER IN P OR N POSITION

STARTER

POINTS CLOSED WITH NEUTRAL START S/M ON (A/T) AND
IGNITION S/M AT ST POSITION

④ COLD START INJECTOR (4A-GEC)

1-2: 12 VOLTS WHILE START INJECTOR TIME S/M
POINT IS CLOSED AND STATER CRANKING

⑤ START INJECTOR TIME S/M (4A-GEC)

POINT OPEN MORE THAN 35°C (95°F)

2-1: 20-40Ω BELOW 30°C (86°F)

40-60Ω ABOVE 40°C (104°F)

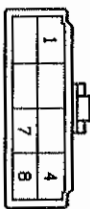
2-GROUND: 20-80Ω

⑥ STARTER RELAY

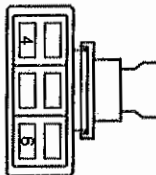
2-4: CLOSED WITH CLUTCH START S/M ON AND
IGNITION S/M AT ST POSITION

⑦ CLUTCH START S/M

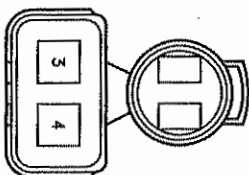
1-2: CLOSED WITH CLUTCH PEDAL FULLY DEPRESSED



① BLACK



② BLACK



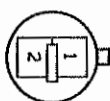
③



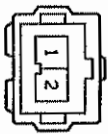
④



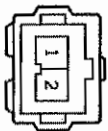
⑤ BLACK



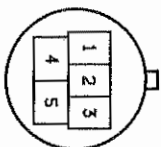
⑥ GREEN



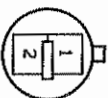
⑦ BLACK



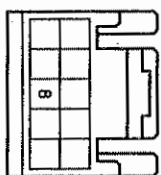
⑧ BROWN



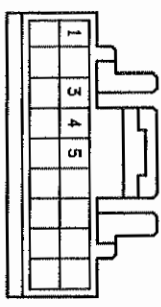
⑨ GREEN



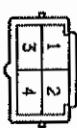
⑩ GREEN



⑪ YELLOW



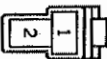
⑫ YELLOW



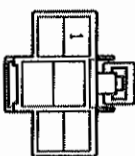
⑬



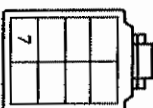
⑭



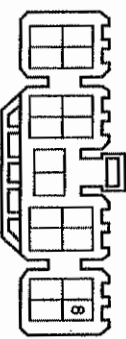
⑯ BLUE



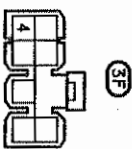
⑰ BLACK



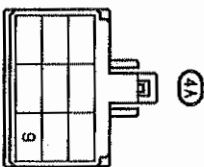
⑱ ORANGE



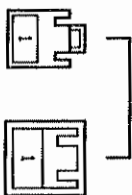
⑳



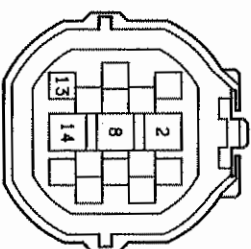
㉑



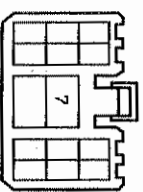
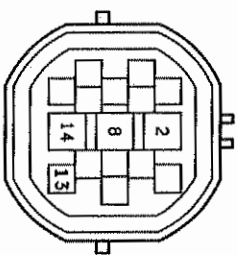
㉒



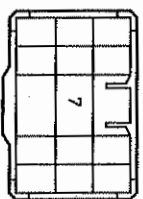
㉓



㉔ BLACK

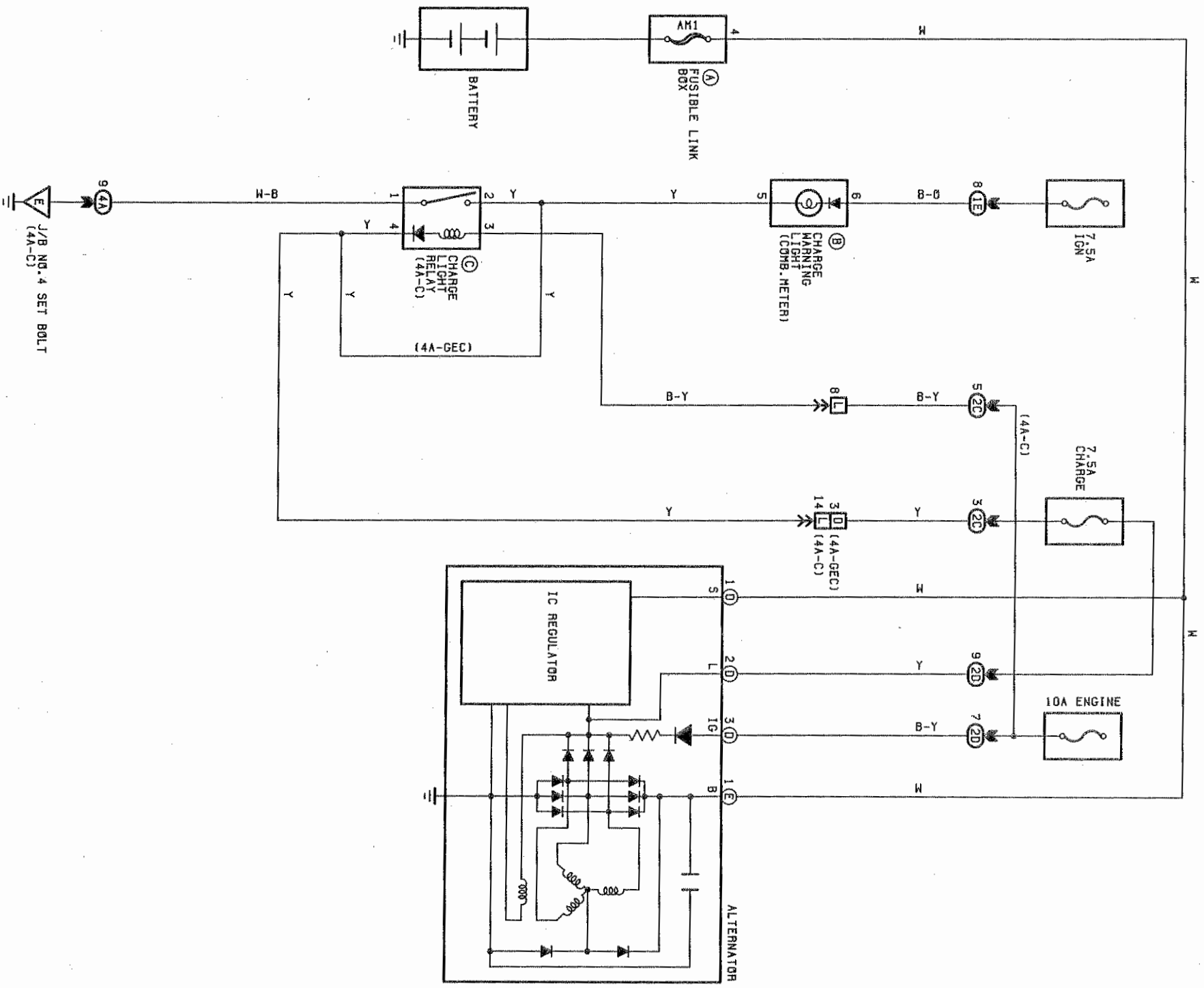


㉕





CHARGING SYSTEM



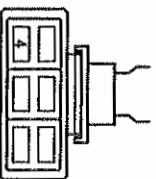
③ CHARGE LIGHT RELAY (4A-C)

OPEN WITH ALTERNATOR CHARGING
(4-GROUND: MORE THAN 10 VOLTS)
CLOSED WITH ALTERNATOR NOT CHARGING
(4-GROUND: LESS THAN 10 VOLTS)

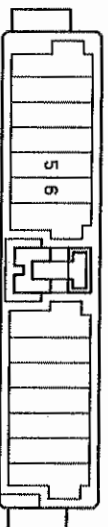
ALTERNATOR

- ① 1-GROUND: 13.5-14.3 VOLTS WITH ENGINE RUNNING AT 2000 RPM
- ② 2-GROUND: 0-4 VOLTS WITH IGNITION S/W AT 1G POSITION AND ENGINE NOT RUNNING

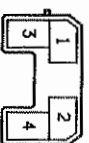
① BLACK



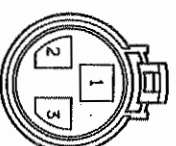
② BLUE



③



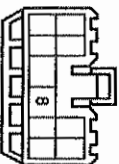
④ BLACK



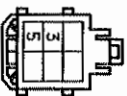
⑤



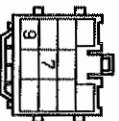
⑥



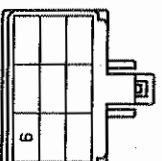
⑦



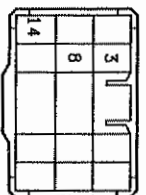
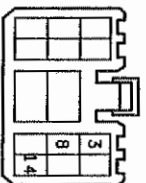
⑧ ORANGE



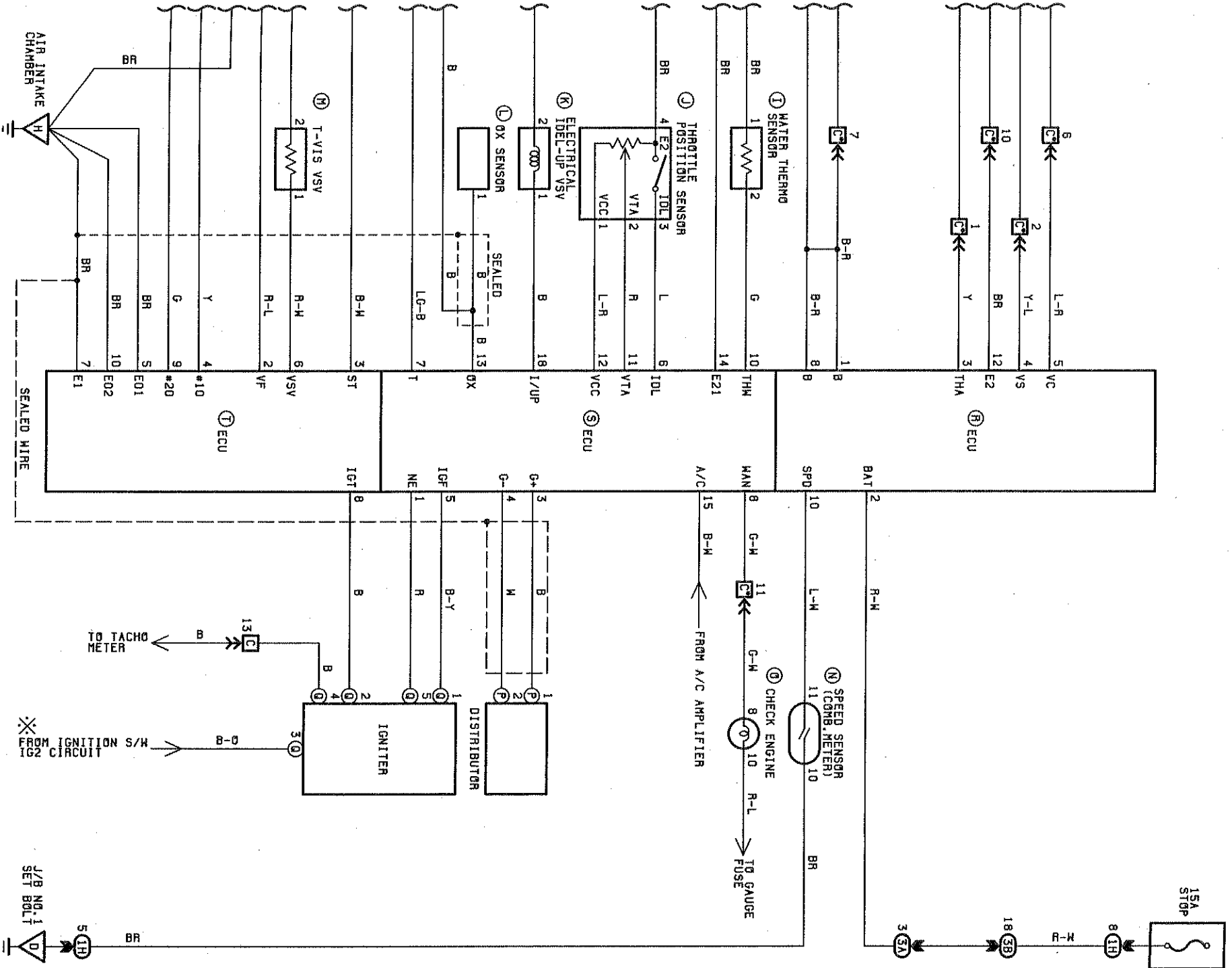
⑨



⑩







EFI MAIN RELAY

CLOSED WITH IGNITION S/W AT 1G OR ST POSITION

⑧ AIR FLOW METER

- 1-2: CLOSED WITH STARTER RUNNING OR MEASURING PLATE OPEN
- 3-6: 20-400 Ω (MEASURING PLATE FULLY CLOSED)
- 20-1000 Ω (MEASURING PLATE FULLY OPEN)

- 3-4: 200-400 Ω
- 3-5: 100-300 Ω

- 3-7: 10-20 $K\Omega$ (-20°C, -4°F)

- 4-7 $K\Omega$ (0°C, 32°F)

- 2-3 $K\Omega$ (20°C, 68°F)

- 0.9-1.3 $K\Omega$ (40°C, 104°F)

- 0.4-0.7 $K\Omega$ (60°C, 140°F)

③ RESISTOR

- 1-2, 1-3: EACH 2.0-3.0 Ω

⑩ INJECTOR

- 1-2: EACH 1.5-3.0 Ω

⑨ CIRCUIT OPENING RELAY

CLOSED WITH STARTER RUNNING OR MEASURING PLATE (AIR FLOW METER) OPEN

⑨ STARTER RELAY

- 2-4: CLOSED WITH CLUTCH START S/W ON AND IGNITION S/W AT ST POSITION
- (PLEASE REFER TO STARTING AND IGNITION SYSTEMS)

① WATER THERMO SENSOR

- 1-2: 10-20 $K\Omega$ (-20°C, -4°F)

- 4-7 $K\Omega$ (0°C, 32°F)

- 2-3 $K\Omega$ (20°C, 68°F)

- 0.9-1.3 $K\Omega$ (40°C, 104°F)

- 0.4-0.7 $K\Omega$ (60°C, 140°F)

- 0.2-0.4 $K\Omega$ (80°C, 176°F)

④ THROTTLE POSITION SENSOR

- 2-4: 0.2-0.8 $K\Omega$ WITH CLEARANCE BETWEEN LEVER AND STOP SCREEN 0MM (0 IN)

- 3-4: LESS THAN 2.3 $K\Omega$ WITH CLEARANCE BETWEEN LEVER AND STOP SCREEN 0.35MM (0.0138 IN)

- CO Ω WITH 0.59MM (0.0232 IN)

- 2-4: 3.3-10 $K\Omega$ WITH THROTTLE VALVE FULLY OPEN

- 1-4: 3-7 $K\Omega$

ECU (ELECTRONIC CONTROLLED UNIT)

VOLTAGES AT ECU CONNECTORS

- ⑧ 2-⑦ 7: 10-14 VOLTS (ALWAYS)

- ⑧ 1-8-⑦ 7: 10-14 VOLTS

- ⑤ 6-⑤ 14: 4-6 VOLTS (THROTTLE VALVE OPEN)

- ⑤ 11-⑤ 14: 0.1-1.0 VOLTS (THROTTLE VALVE FULLY CLOSED)

- 4-5 VOLTS (THROTTLE VALVE FULLY OPEN)

- ⑤ 12-⑤ 14: 4-6 VOLTS

- ⑤ 4-9-⑦ 7: 9-14 VOLTS

- ③ 3-⑧ 12: 1-3 VOLTS (INTAKE AIR TEMP, 20°C, 68°F)

- ⑤ 10-⑤ 14: 0.1-0.5 VOLTS COOLANT TEMP, 90°C, 176°F

- ⑦ 3-⑦ 7: 6-12 VOLTS (IGNITION S/W ST)

- ⑦ 8-⑦ 7: 0.7-1.0 VOLTS (IDLING)

- ⑤ 8-⑦ 7: 0-1.0 VOLTS

- 10-14 VOLTS (START ENGINE)

- ⑤ 15-⑦ 7: 10-14 VOLTS (A/C S/W ON)

- 0 VOLT (A/C S/W OFF)

- ⑧ 5-⑧ 12: 4-9 VOLTS (IGNITION S/W ON)

- ⑧ 4-⑧ 12: 0.5-2.5 VOLTS (MEASURING PLATE, FULLY CLOSED)

- 5-8 VOLTS (MEASURING PLATE FULLY OPEN)

- 2.5-5.5 VOLTS (IDLING)

RESISTANCE AT COMPUTER WIRING CONNECTOR

(DISCONNECT WIRING CONNECTOR)

- ⑤ 6-⑤ 14: CO Ω (THROTTLE VALVE OPEN)

- LESS THAN 2.3 $K\Omega$ (THROTTLE VALVE FULLY CLOSED)

- ⑤ 11-⑤ 14: 3.3-10 $K\Omega$ (THROTTLE VALVE FULLY OPEN)

- 0.2-0.8 $K\Omega$ (THROTTLE VALVE FULLY CLOSED)

- ⑤ 12-⑤ 14: 3-7 $K\Omega$

- ⑧ 3-⑧ 12: 2-3 $K\Omega$ (INTAKE AIR TEMP, 20°C, 68°F)

- ⑤ ⑤ 14: 0.2-0.4 $K\Omega$ (COOLANT TEMP, 90°C, 176°F)

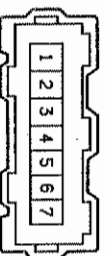
- ⑤ 3-⑤ 4: 140-180 Ω

- ⑤ 1-⑤ 4: CO Ω

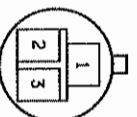
⑧ BLACK



③ BLACK



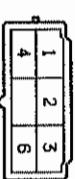
③ YELLOW



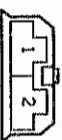
⑩ GRAY



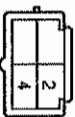
⑤ YELLOW



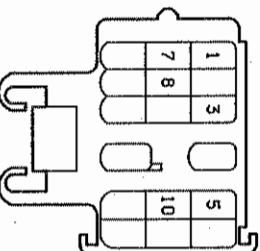
⑦ YELLOW



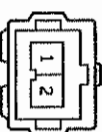
⑤



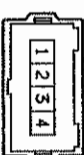
⑨



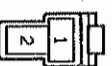
① GREEN



③ BLACK



⑧ GREEN

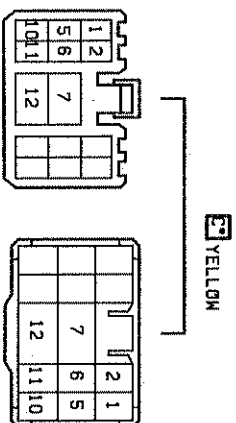
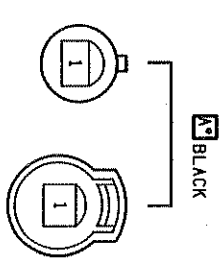
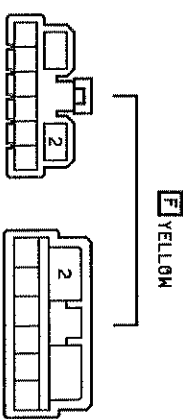
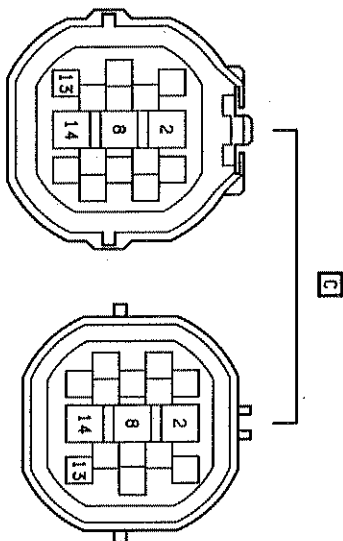
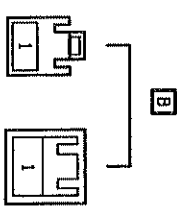
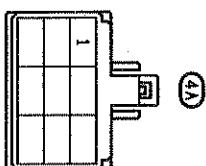
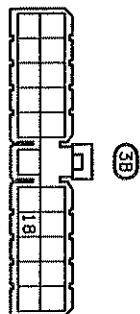
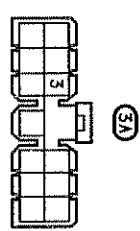
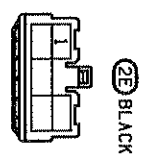
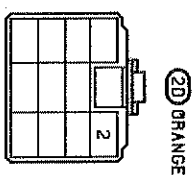
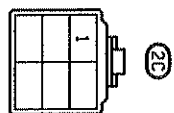
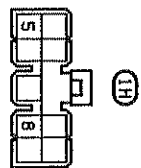
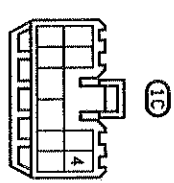
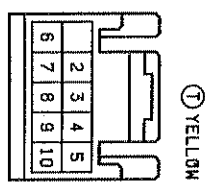
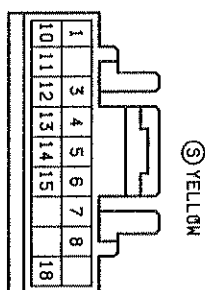
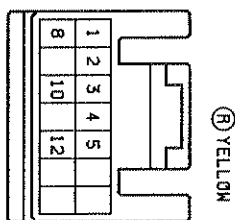
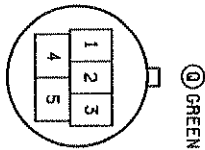
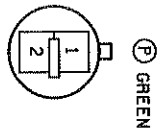
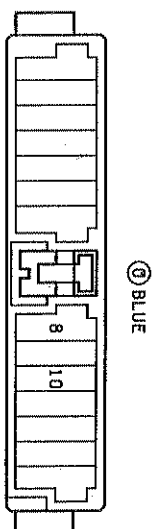
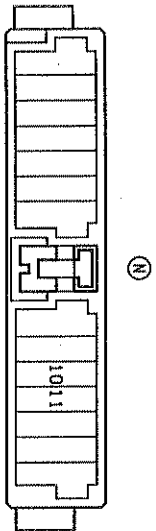


① YELLOW



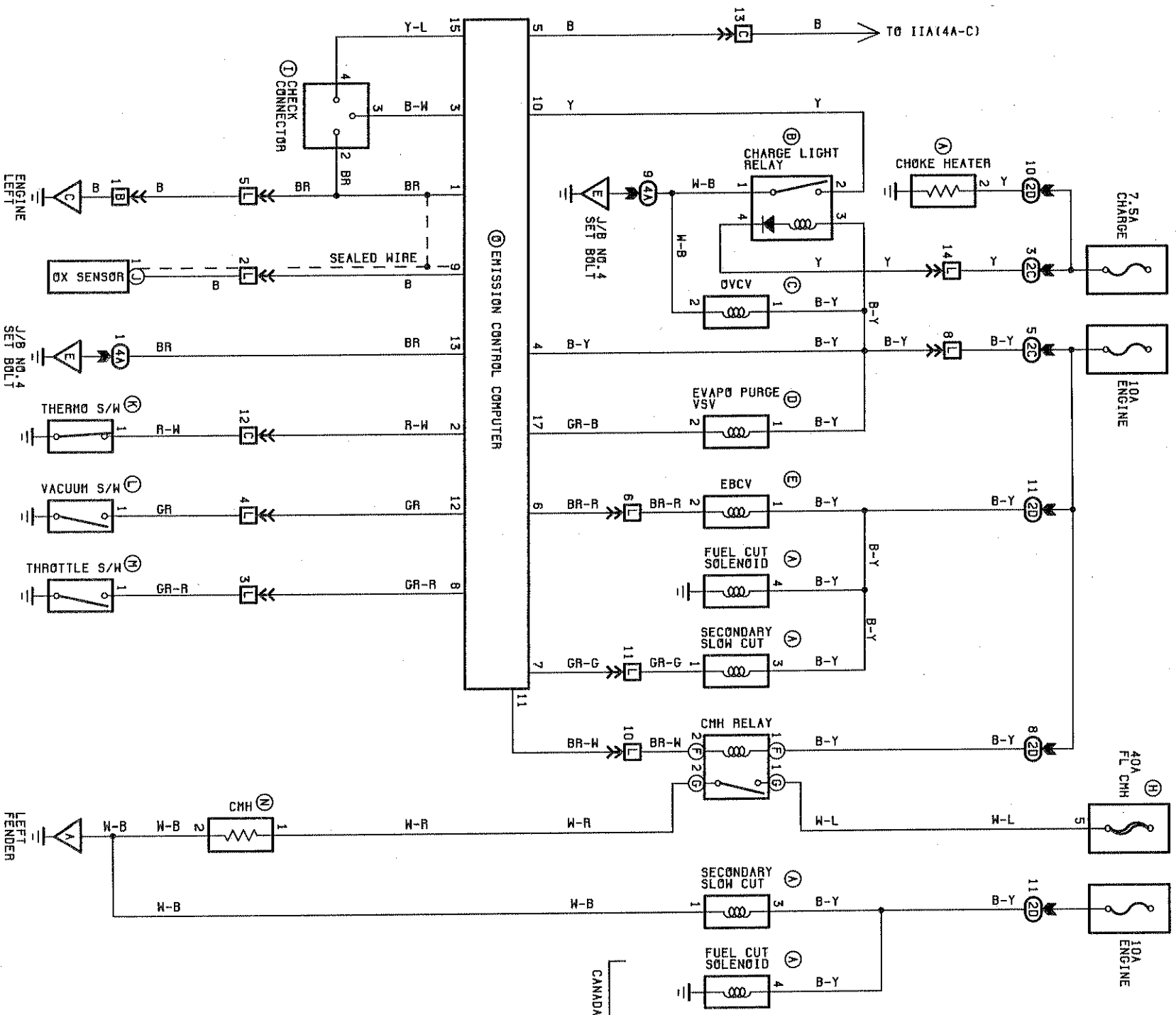
⑨ BLUE







EMISSION CONTROL



USA

CANADA



CHOKE HEATER
2-GROUND: 19-24 Ω

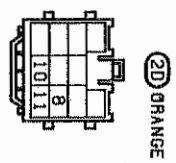
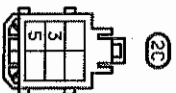
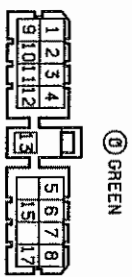
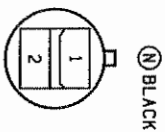
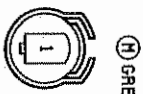
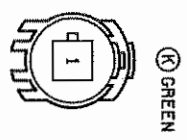
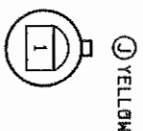
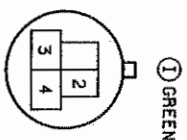
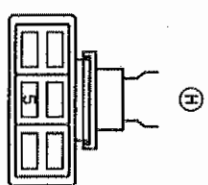
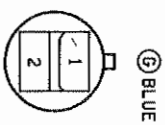
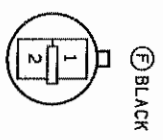
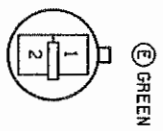
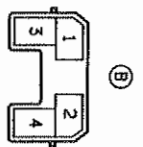
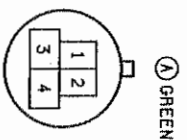
(B) CHARGE LIGHT RELAY
1-2: OPEN WITH ALTERNATOR CHARGING
(4-GROUND: MORE THAN 10 VOLTS)
CLOSED WITH ALTERNATOR NOT CHARGING
(4-GROUND: LESS THAN 10 VOLTS)

(C) QVCV (OUTER VENT CONTROL VALVE)
1-2: 41 Ω
FUEL CUT SOLENOID
4-GROUND: 90 Ω
SECONDARY SLOW CUT
1-3: 90 Ω

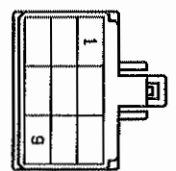
CMH RELAY
(G) 1 - (G) 2: CLOSED WITH ENGINE RUNNING
AND COOLANT TEMP BELOW 43°C (109°F)

(K) THERMO S/W
1-GROUND: CLOSED BELOW 43°C (109°F)
OPEN ABOVE 55°C (131°F)

(L) VACUUM S/W
1-GROUND: CLOSED ABOVE 95 mmHG (3.74 IN. HG)
OPEN BELOW 80 mmHG (3.15 IN. HG)



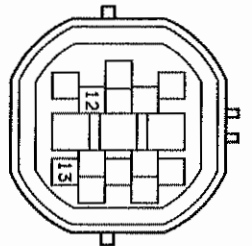
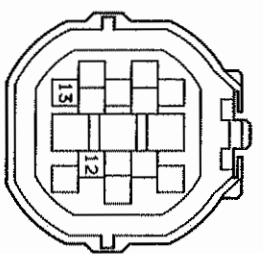
(4A)



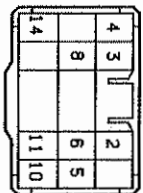
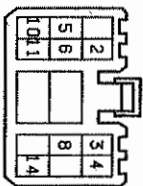
(B)



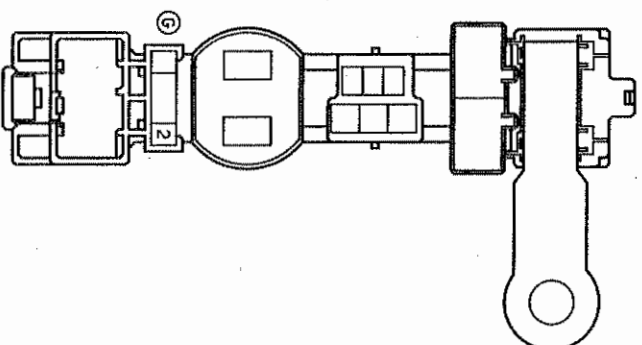
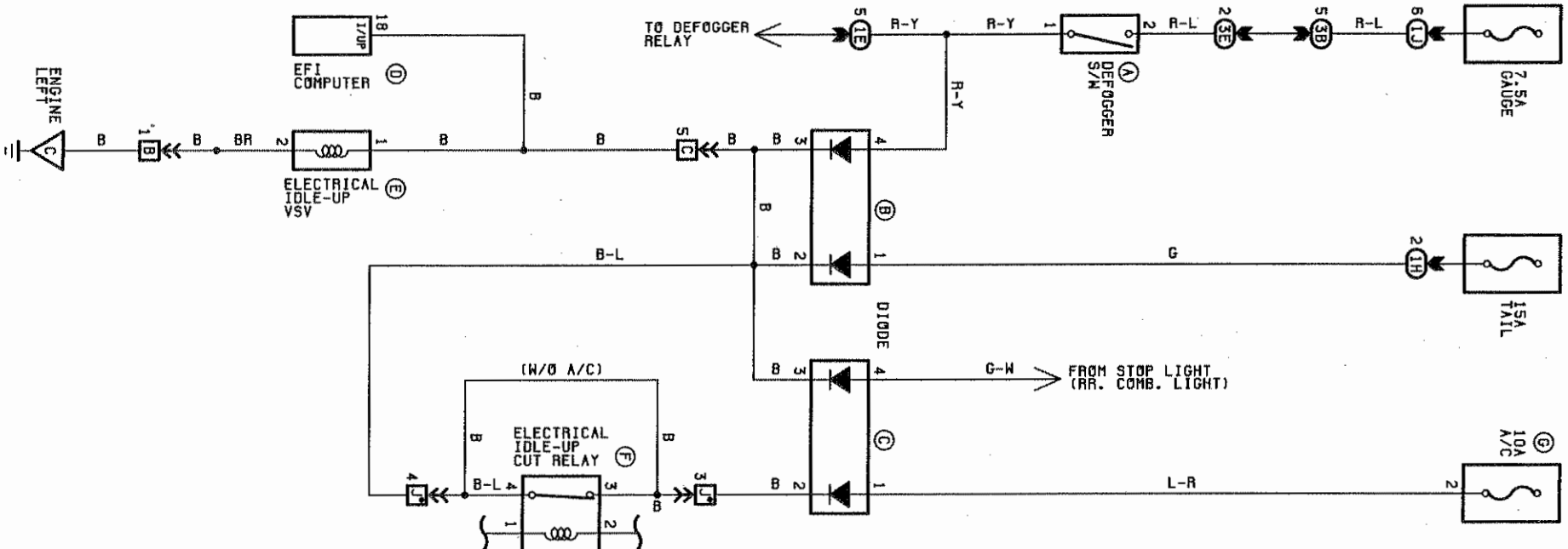
(C) BLACK



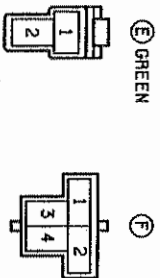
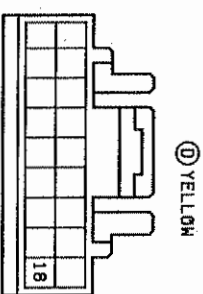
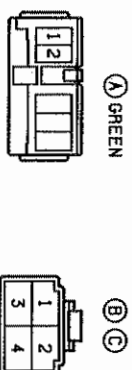
(L)

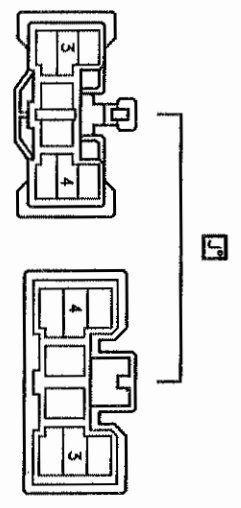
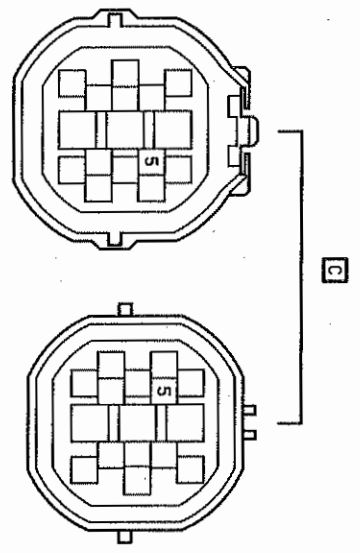
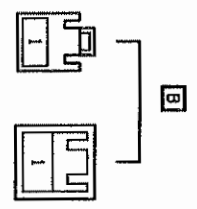
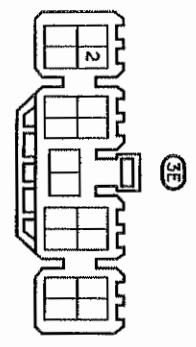
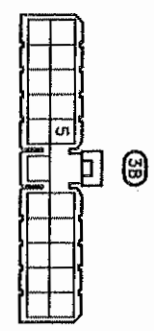
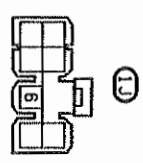
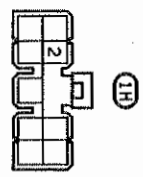
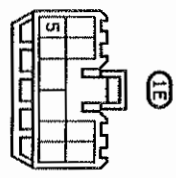


6 IDLE-UP

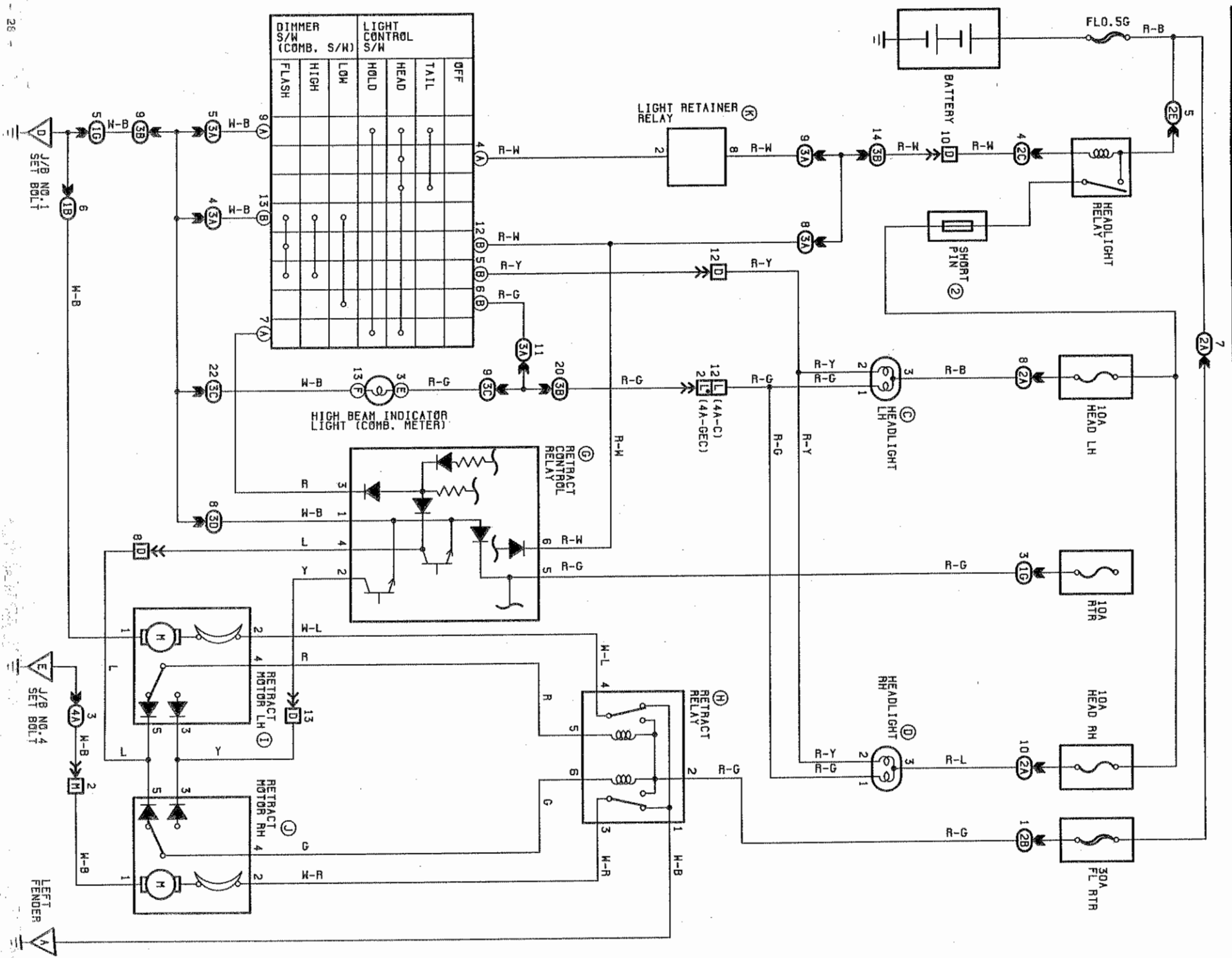


- (E) ELECTRICAL IDLE-UP VSV**
 1-2 : APPROX 42Ω
 1-GROUND: 12 VOLTS WITH TAILLIGHTS OR HEADLIGHTS ON,
 HEATER BLOWER MOTOR ON OR REAR WINDOW DEFROGGER ON
- (F) ELECTRICAL IDLE-UP CUT RELAY**
 3-4: OPEN WITH IGNITION S/W, A/C S/W AND
 LOW PRESSURE S/W ON





7 HEADLIGHTS



HEADLIGHT RELAY

CLOSED WITH LIGHT CONTROL S/W AT HEAD POSITION
OR DIMMER S/W AT FLASH POSITION

Ⓔ RETRACT CONTROL RELAY

5-GROUND: ALWAYS 12 VOLTS

1-GROUND: ALWAYS CONTINUITY

1-4 : CONTINUITY WITH LIGHT CONTROL S/W AT HEAD POSITION
OR DIMMER S/W AT FLASH POSITION

1-4 : CONTINUITY FOR 2-4 SECONDS AFTER S/W AT OFF POSITION

1-2 : CONTINUITY FOR 2-4 SECONDS WITH LIGHT CONTROL S/W AT OFF POSITION
FROM TAIL, HEAD OR HOLD POSITION

1-2 : CONTINUITY BETWEEN TERMINALS FOR 6-14 SECONDS 2-4 SECONDS
AFTER LIGHT CONTROL S/W OFF

Ⓕ RETRACT RELAY

2-4, 2-3: CLOSED WITH LIGHT CONTROL S/W AT HEAD POSITION

UNTIL RETRACT MOTOR AT UP POSITION

2-4, 2-3: CLOSED WITH LIGHT CONTROL S/W AT OFF POSITION

UNTIL RETRACT MOTOR AT DOWN POSITION

2-4, 2-3: CLOSED WITH DIMMER S/W AT FLASH POSITION

UNTIL RETRACT MOTOR AT UP POSITION

2-4, 2-3: CLOSED UNLESS DIMMER S/W AT FLASH POSITION
UNTIL RETRACT MOTOR AT DOWN POSITION

Ⓖ RETRACT MOTOR

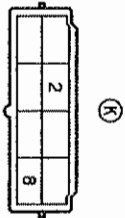
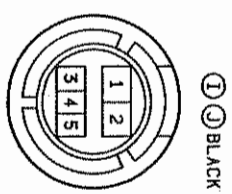
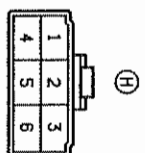
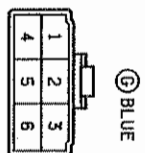
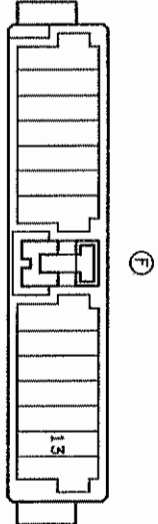
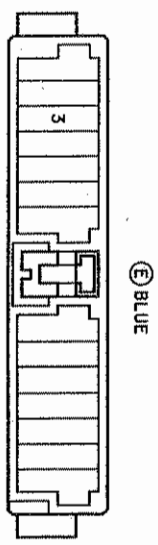
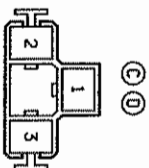
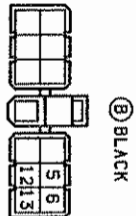
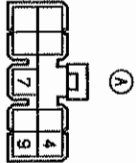
4-5 : CLOSED UNLESS RETRACT MOTOR AT UP POSITION
(S/W FOR RETRACT RELAY)

4-3 : CLOSED UNLESS RETRACT MOTOR AT DOWN POSITION
(S/W FOR RETRACT RELAY)

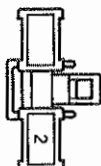
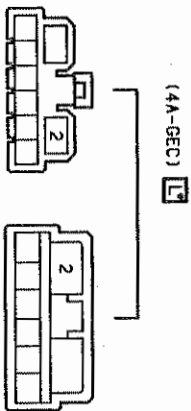
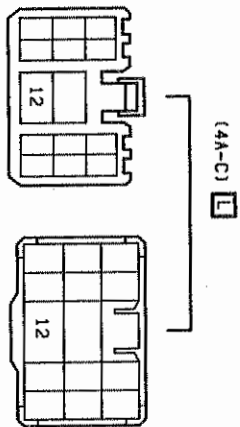
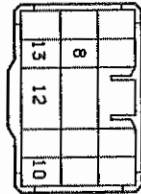
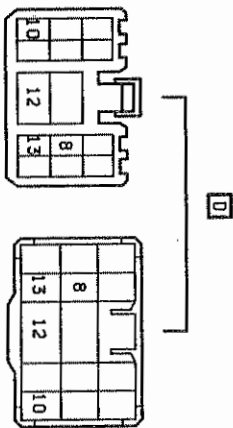
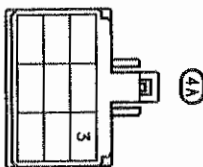
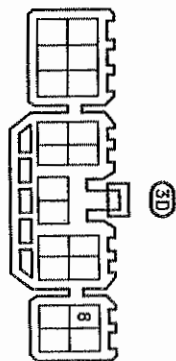
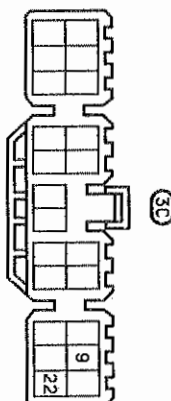
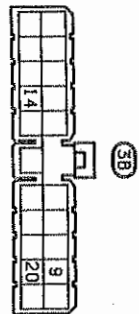
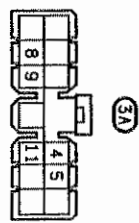
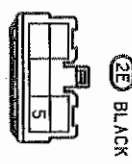
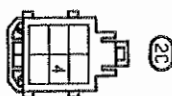
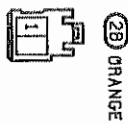
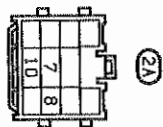
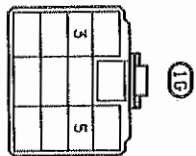
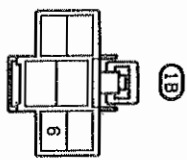
2-GROUND: 12 VOLTS WITH RETRACT RELAY ON

Ⓖ LIGHT RETAINER RELAY

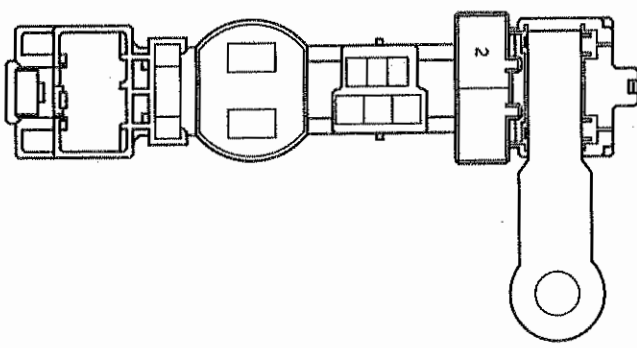
PLEASE REFER TO LIGHT AUTO TURN OFF SYSTEM (SYSTEM NO.13)

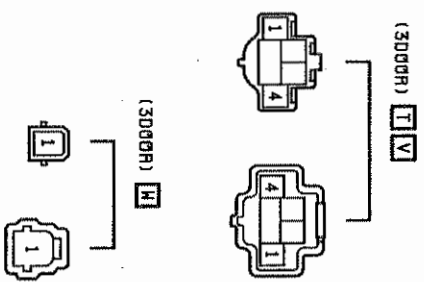
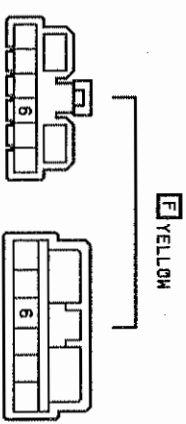
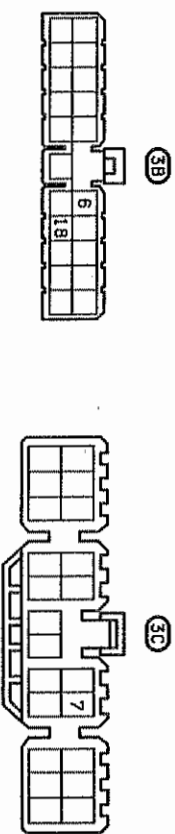
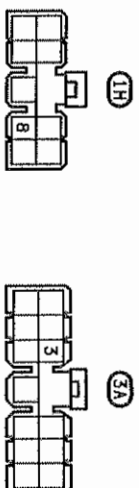
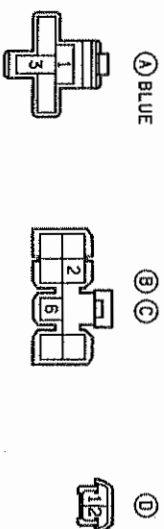
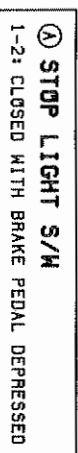
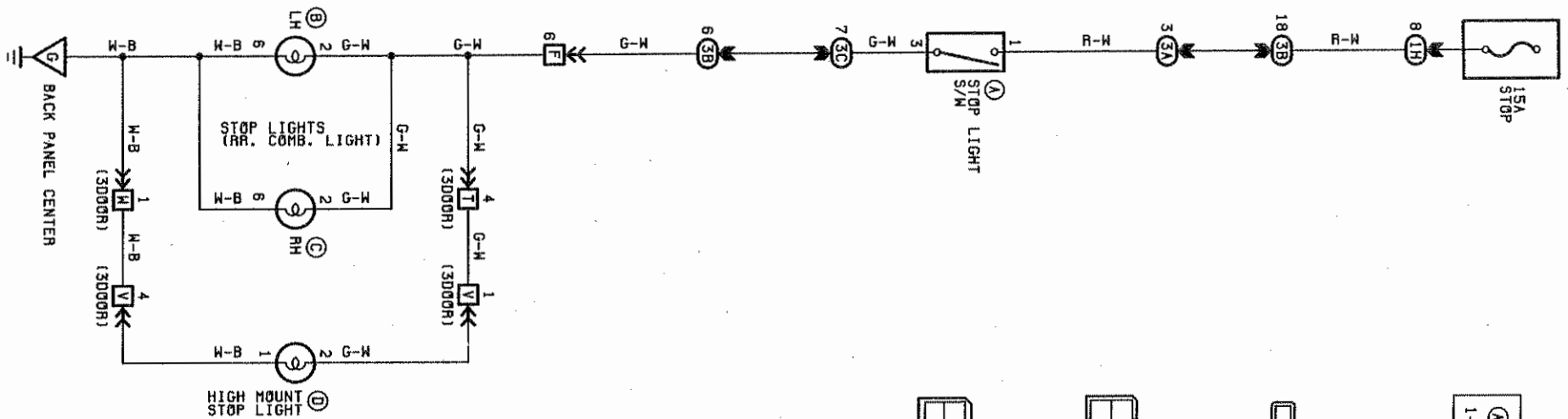


7 HEADLIGHTS

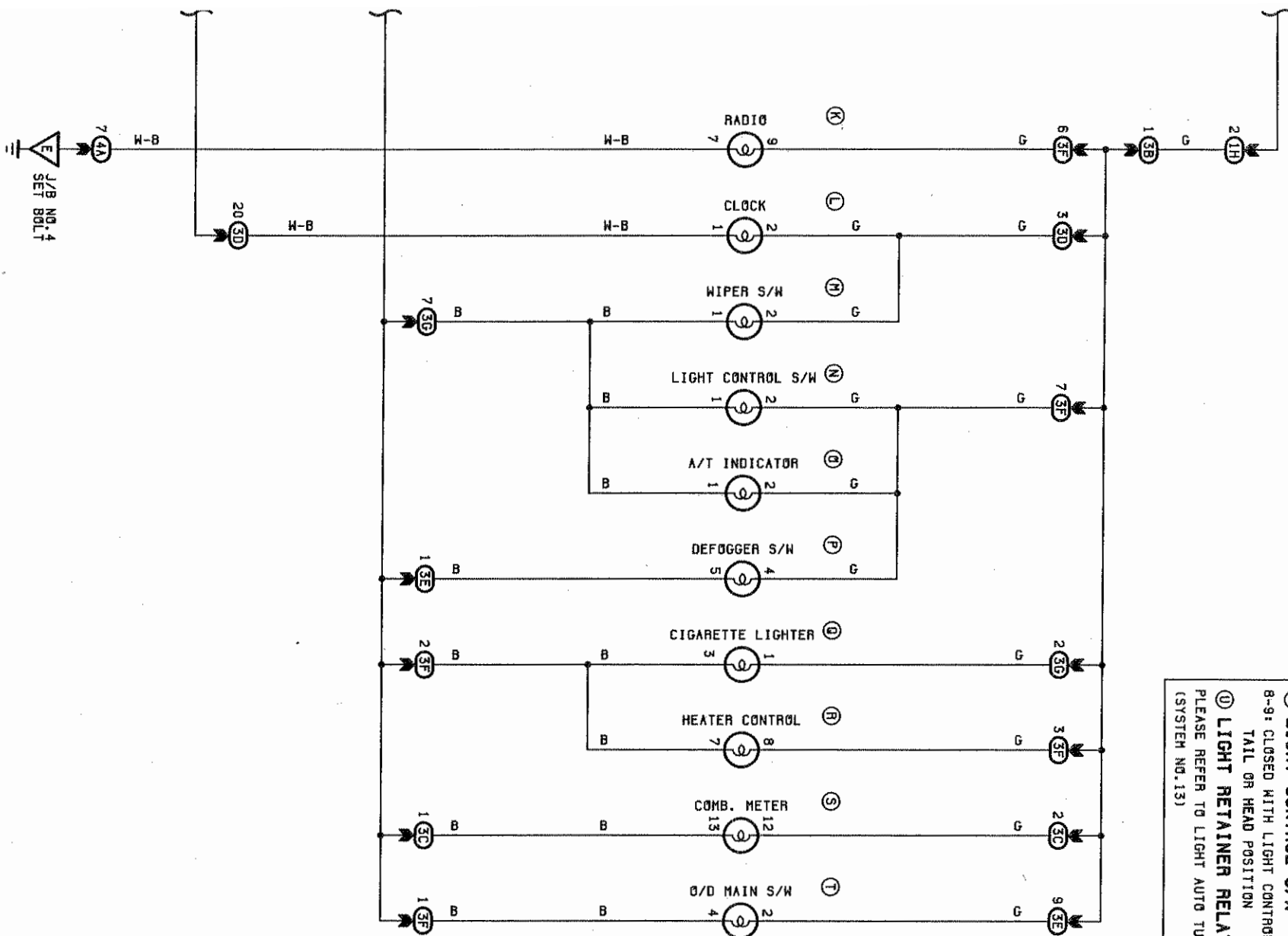


J/B NO. 4 H BROWN



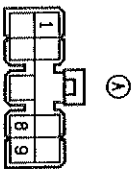


TAILLIGHT RELAY
 CLOSED WITH LIGHT CONTROL S/W AT TAIL OR
 HEAD POSITION
 Ⓐ LIGHT CONTROL S/W
 8-9: CLOSED WITH LIGHT CONTROL S/W AT
 TAIL OR HEAD POSITION
 ⓓ LIGHT RETAINER RELAY
 PLEASE REFER TO LIGHT AUTO TURN OFF SYSTEM
 (SYSTEM NO.13)

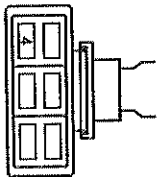




TAILLIGHTS AND ILLUMINATION



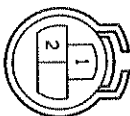
A



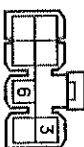
B



C/D



E/F



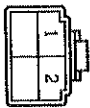
G/H



I/J



K BLUE



L



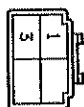
M/N



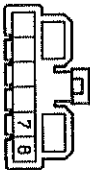
O



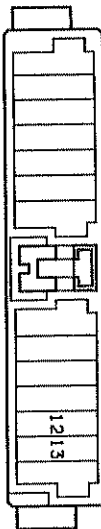
P GREEN



Q



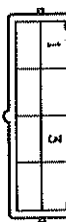
R



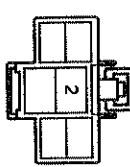
S BLUE



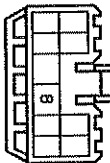
T



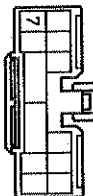
U



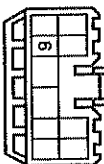
V BLACK



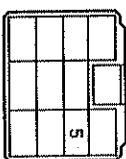
W



X



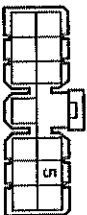
Y



Z



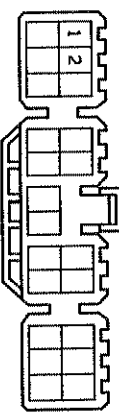
AA



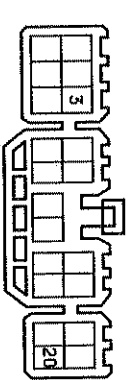
AB



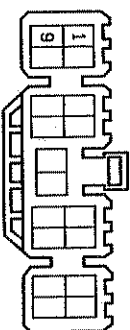
AC



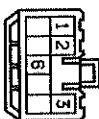
AD



AE



AF

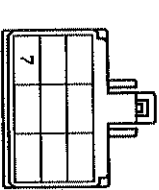


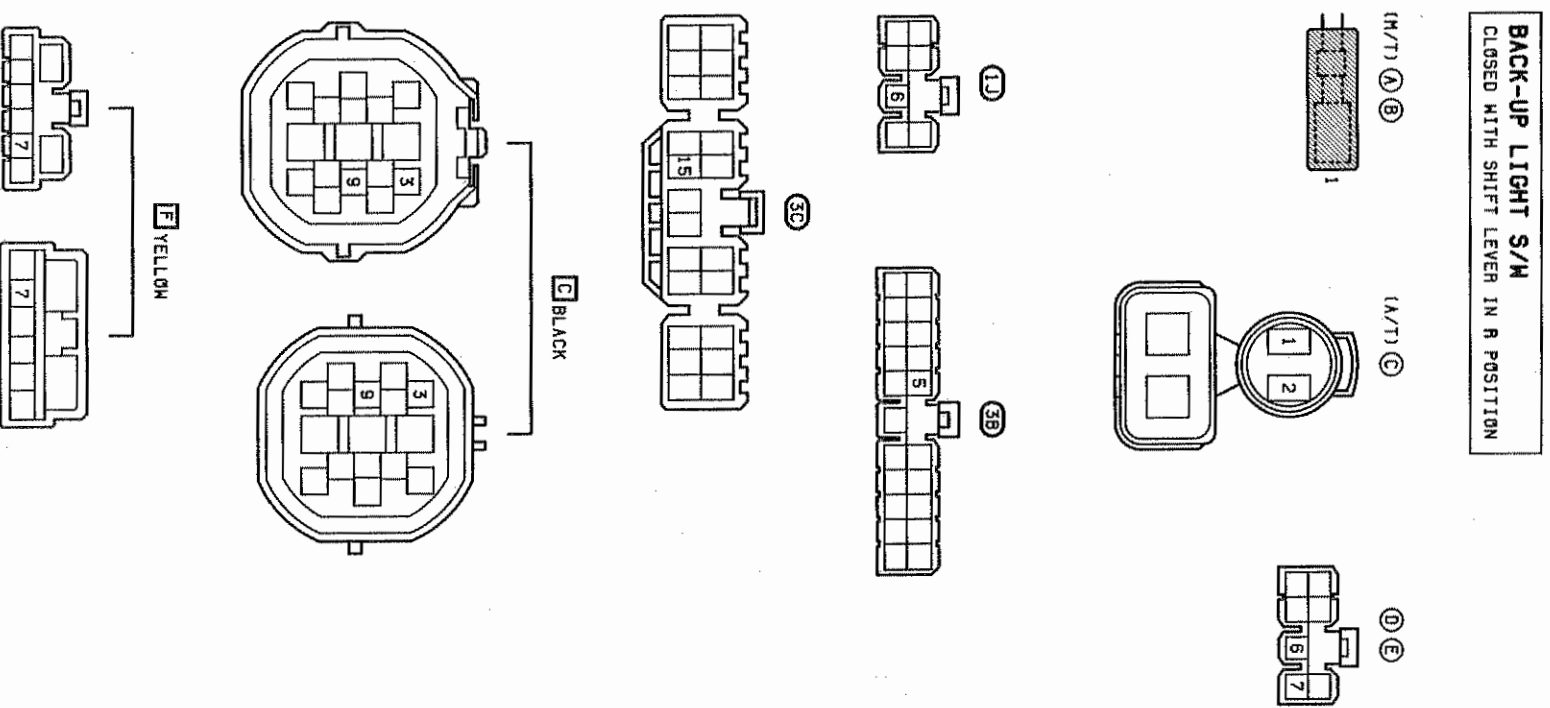
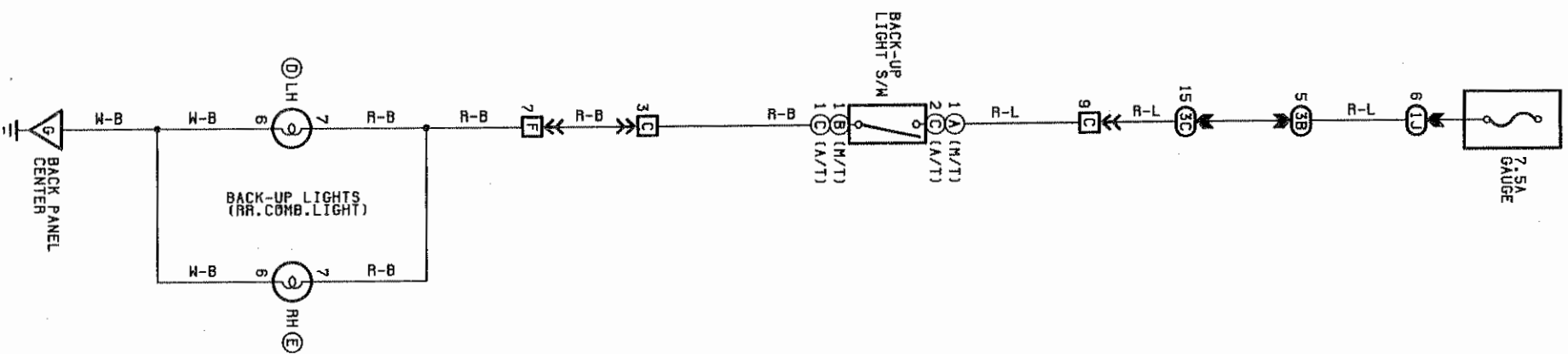
AG

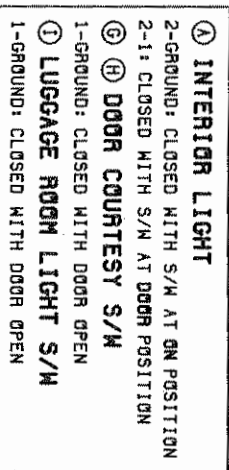


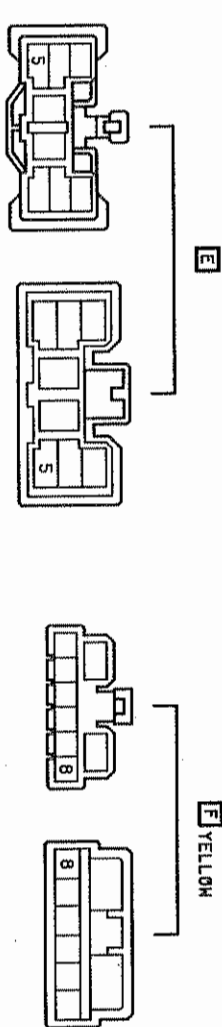
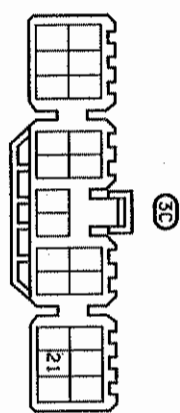
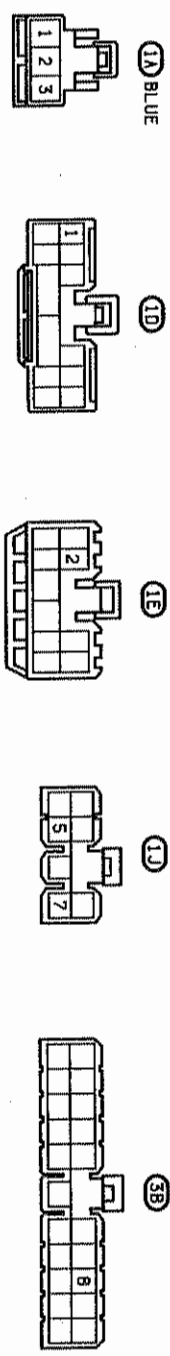
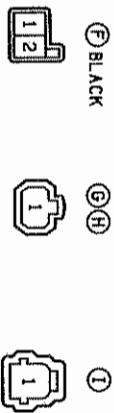
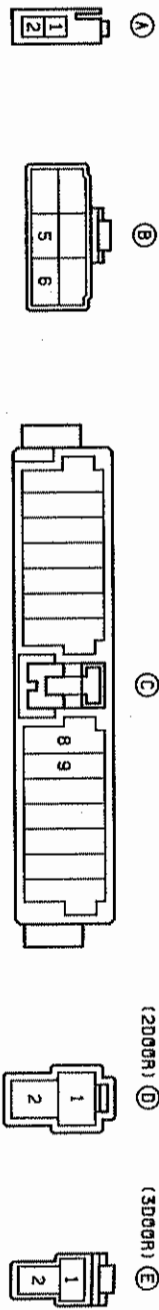
AH

AI







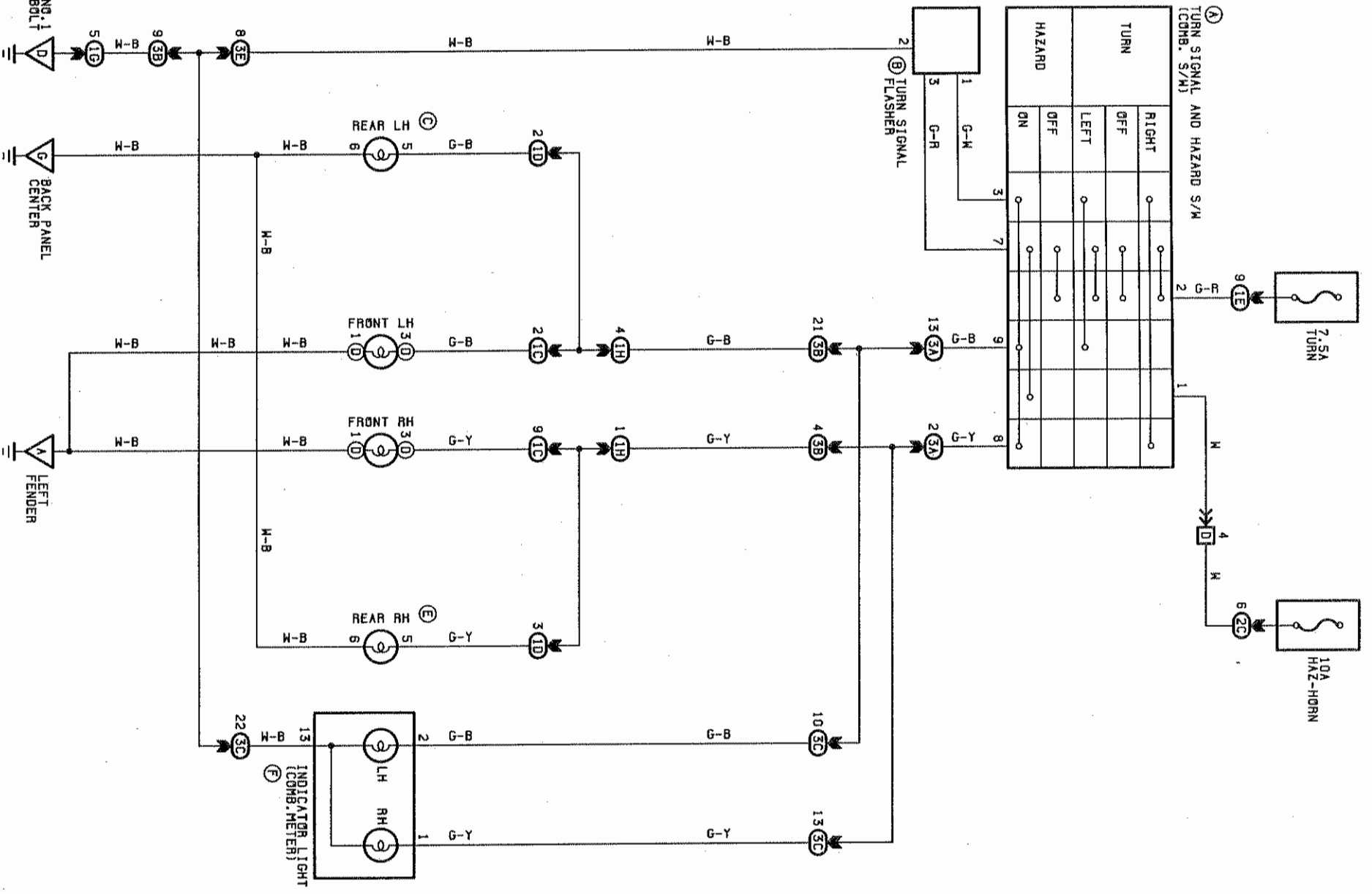


12 TURN SIGNAL AND HAZARD WARNING LIGHTS

J/B NO.1
SET BOLT

BACK PANEL

LEFT FENDER



A TURN SIGNAL AND HAZARD S/W

1-GROUND: ALWAYS 12 VOLTS

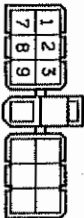
2-GROUND: 12 VOLTS WITH IGNITION S/W ON

B TURN SIGNAL FLASHER

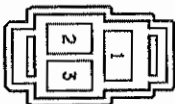
3-GROUND: 12 VOLTS WITH IGNITION S/W ON OR HAZARD S/W ON

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

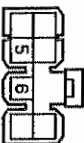
A BLACK



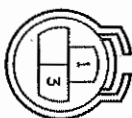
B



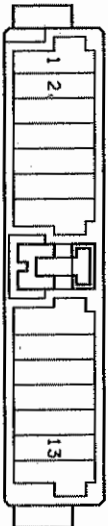
C E



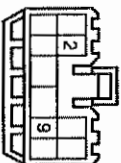
D



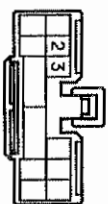
E



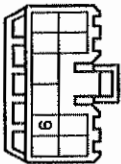
IC



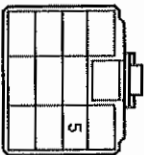
ID



IE



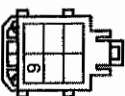
IG



IH



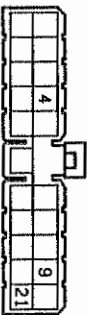
IC



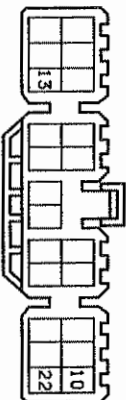
IA



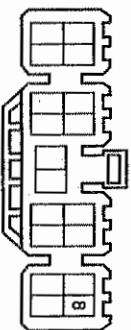
IB



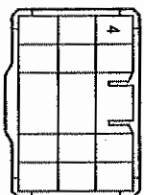
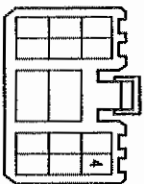
IC

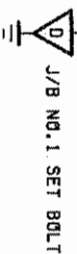


IE



ID





⑤ LIGHT RETAINER RELAY

2-GROUND, 3-GROUND: APPROX. 12 VOLTS WITH LIGHT CONTROL S/W OFF

(HEADLIGHT, TAILLIGHT OFF)

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

(HEADLIGHTS ON)

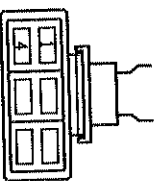
3-GROUND : 0 VOLT WITH LIGHT CONTROL S/W A/T TAIL POSITION(TAILLIGHTS ON)

2-GROUND, 3-GROUND: 0 VOLT WITH LIGHT CONTROL S/W A/T HEAD, TAIL POSITION AFTER IGNITION S/W TURNED OFF AND LH DOOR OPEN

(HEADLIGHT, TAILLIGHT OFF)

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

① BLACK



②



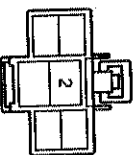
③



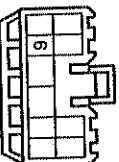
④



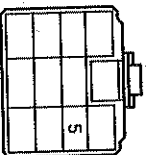
①B BLACK



①E



①G



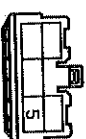
①J



②C



②E BLACK



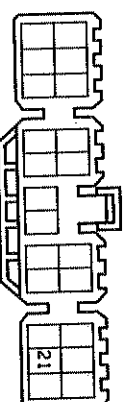
③A



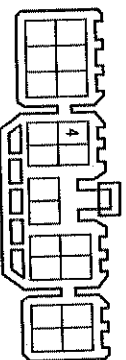
③B



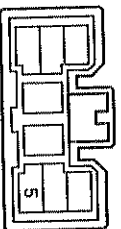
③C



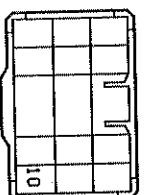
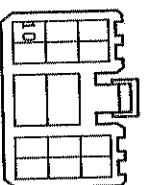
③D



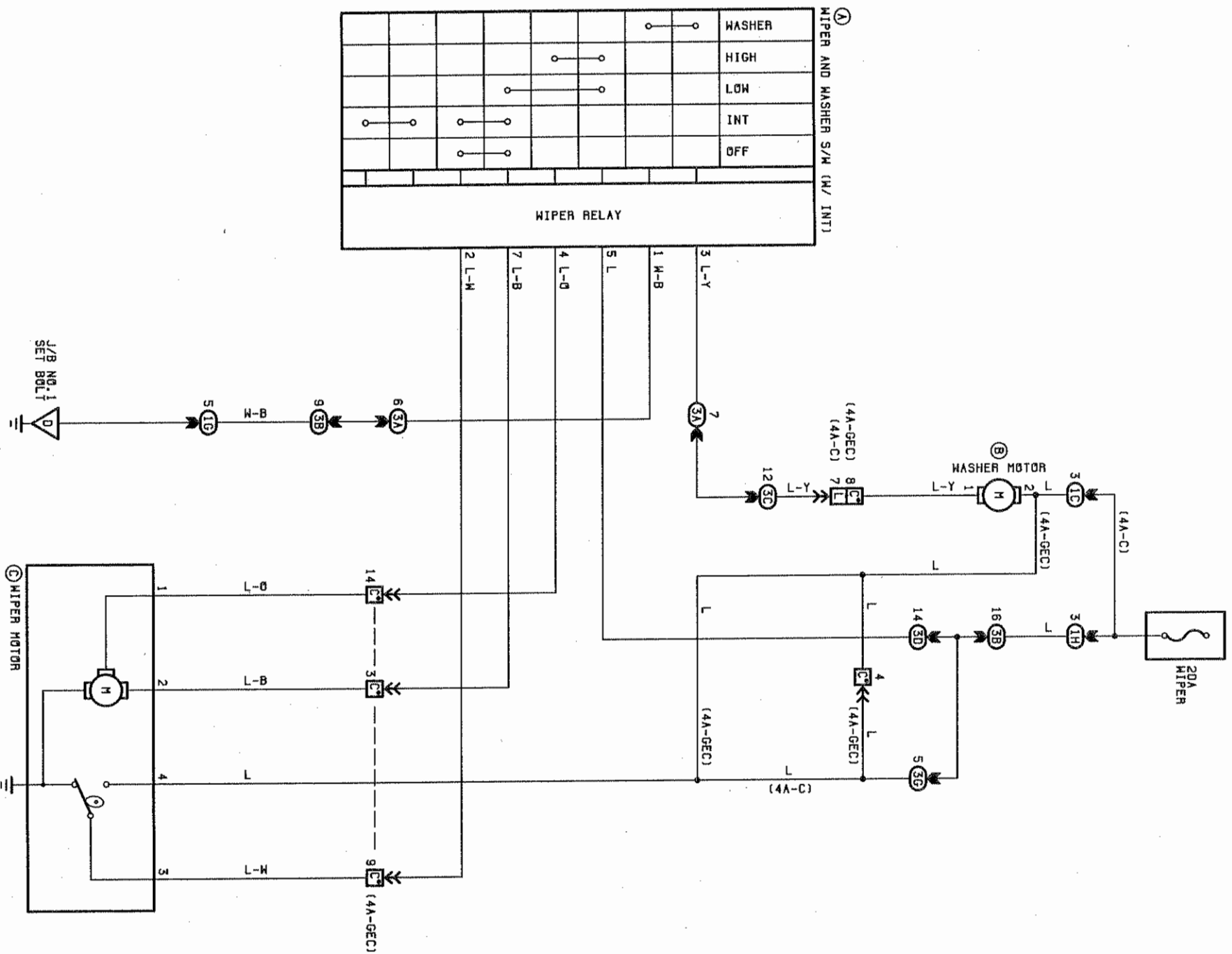
⑤



⑥



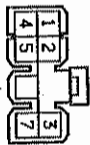
FRONT TIPSERS AND WASHER



(A) WIPER AND WASHER S/W

- 5-GROUND: 12 VOLTS WITH IGNITION S/W ON
- 7-GROUND: 12 VOLTS EVERY 4 SECONDS INTERMITTENTLY WITH WIPER S/W AT INT POSITION
- 2-GROUND: 12 VOLTS WITH IGNITION S/W ON UNLESS WIPER MOTOR AT STOP POSITION
- 7-GROUND: 12 VOLTS WITH IGNITION S/W ON AND AFTER WIPER S/W OFF UNTIL WIPER MOTOR STOPS
- (C) WIPER MOTOR**
- 3-4: CLOSED UNLESS WIPER MOTOR AT STOP POSITION

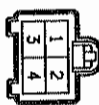
(A) BLUE



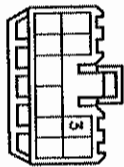
(B)



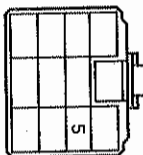
(C) BLACK



(1C)



(1G)



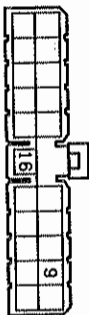
(1H)



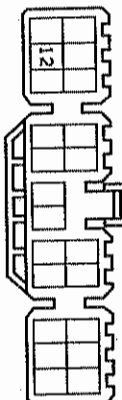
(3A)



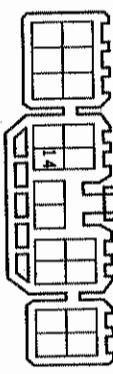
(3B)



(3C)



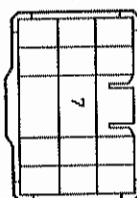
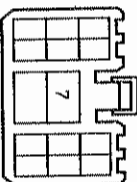
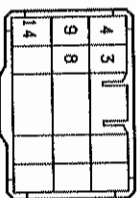
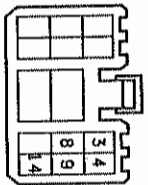
(3D)



(3E)

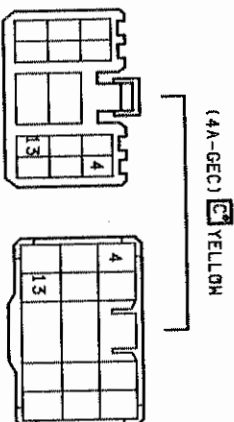
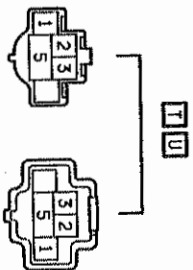
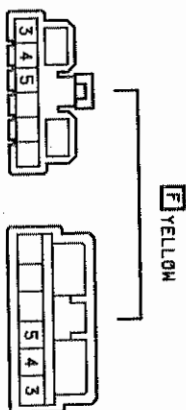
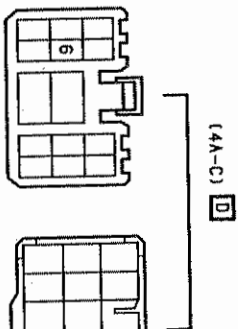
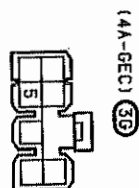
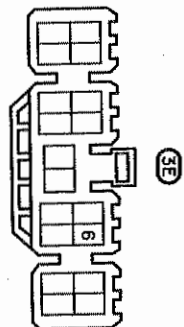
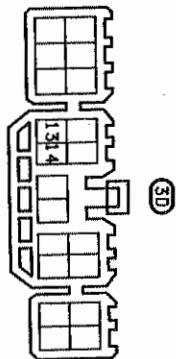
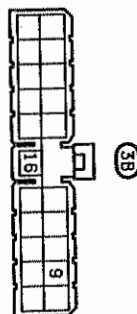
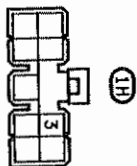
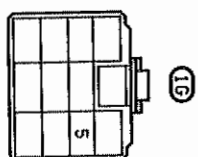
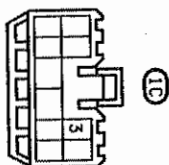
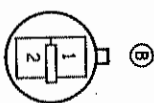
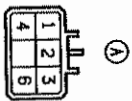


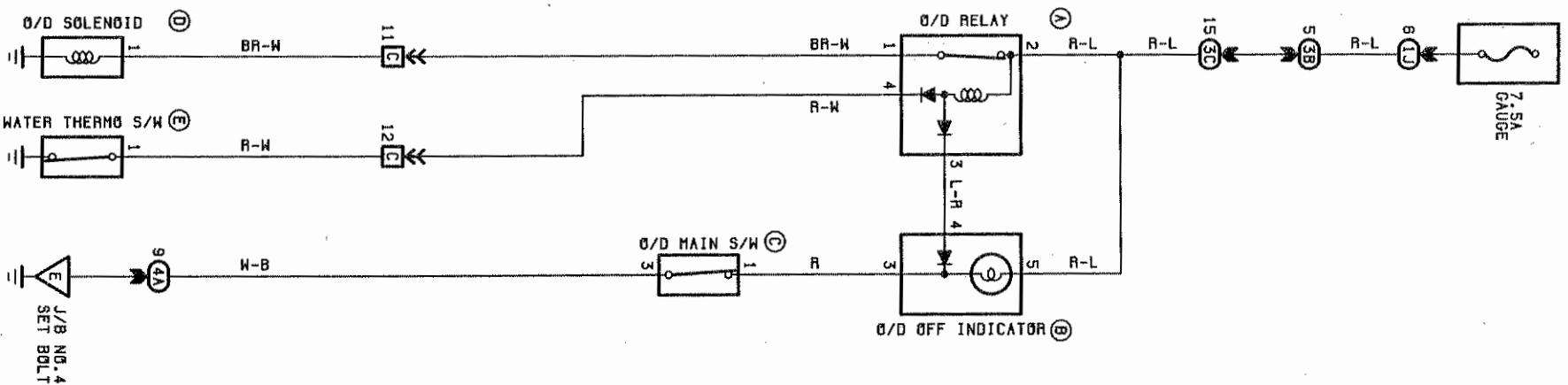
(4A-GE) (C) YELLOW



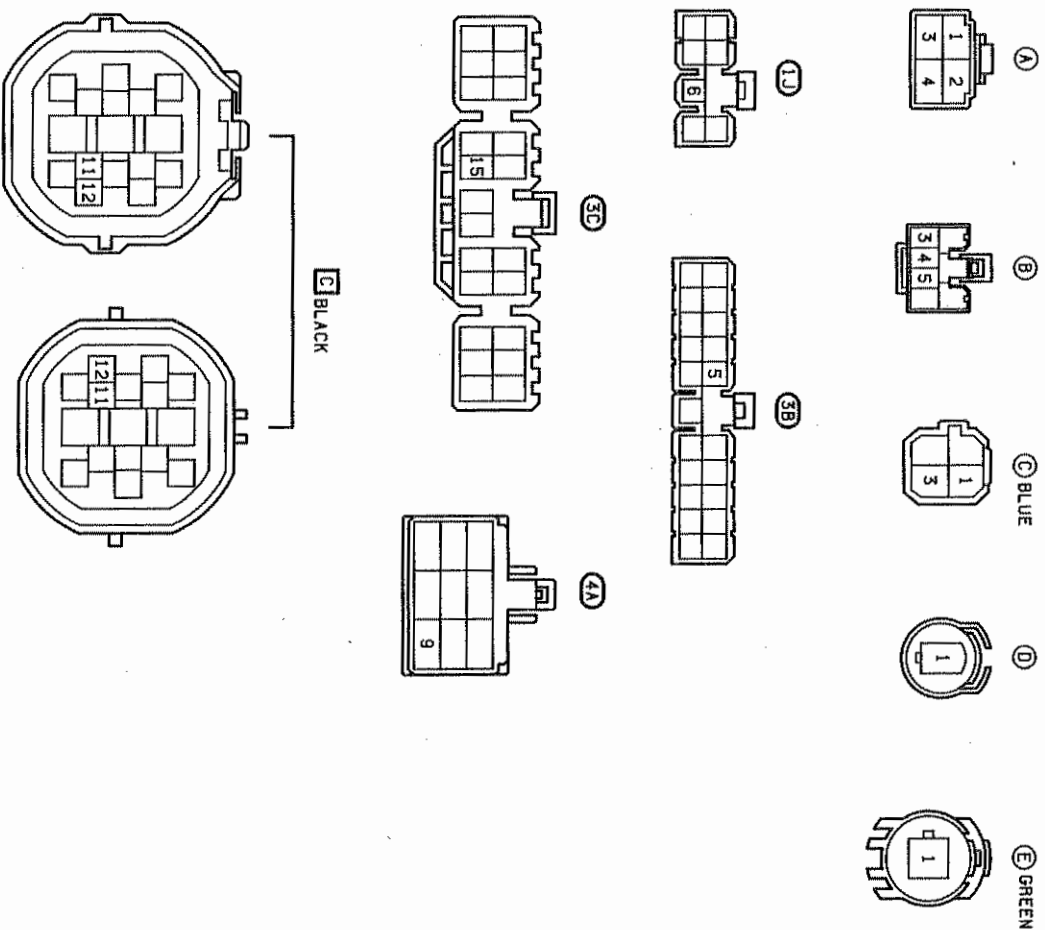
REAR WIPER MOTOR

1-4: CLOSED UNLESS REAR WIPER MOTOR AT STOP POSITION





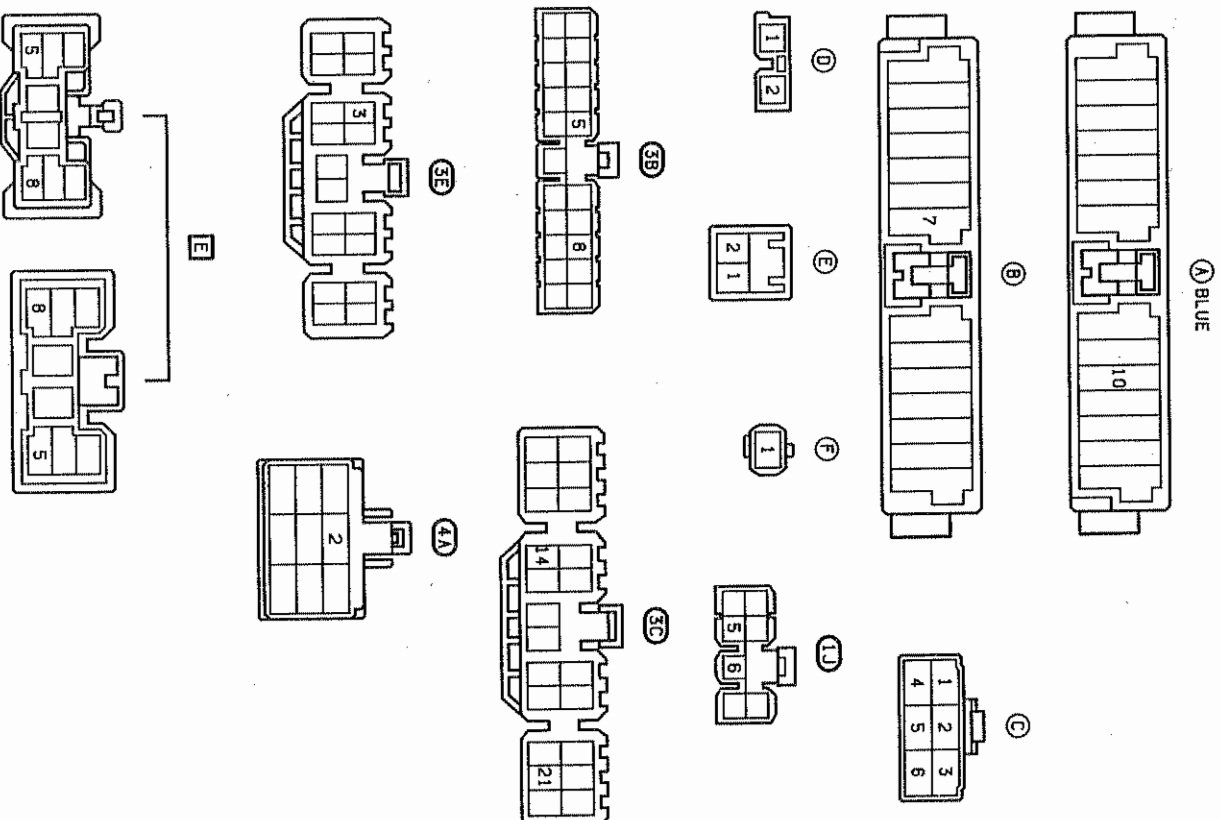
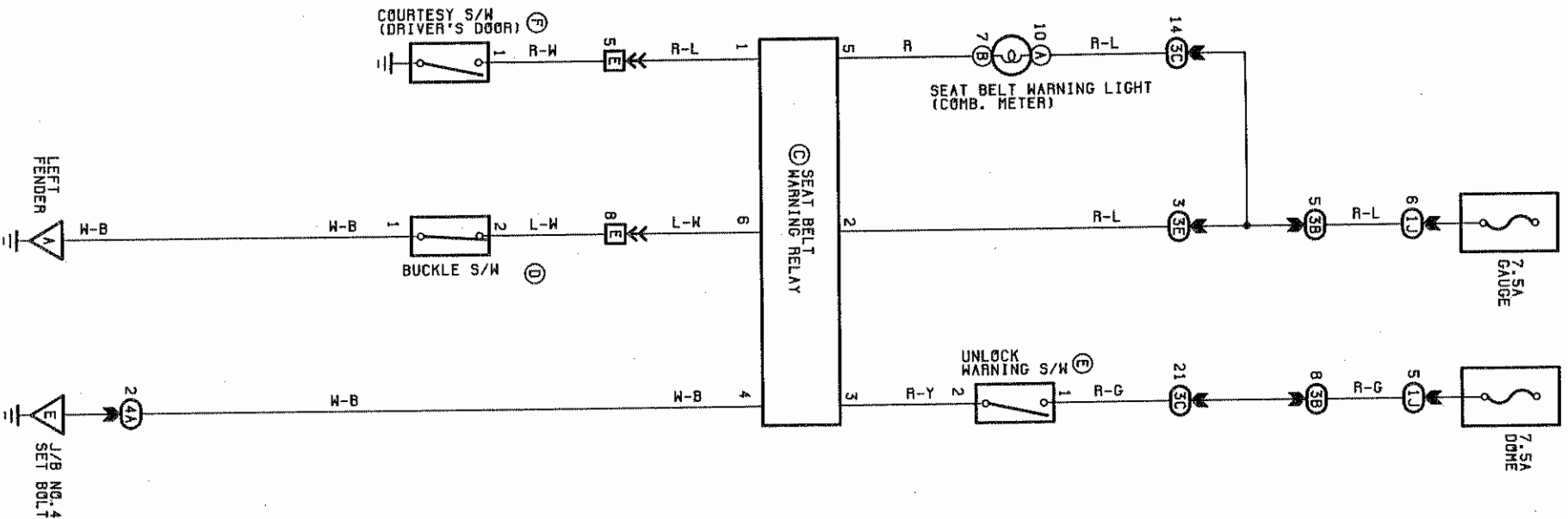
- Ⓐ 0/D RELAY**
 1-2: OPEN WITH IGNITION S/M ON AND
 WATER THERMO S/M CLOSED
 2-4: APPROX. 71 Ω
Ⓑ 0/D MAIN S/M
 1-4: CLOSED WITH 0/D S/M ON
 OPEN WITH 0/D S/M OFF
Ⓒ 0/D SOLENOID
 1-GROUND: APPROX. 13 Ω
Ⓓ WATER THERMO S/M
 1-GROUND: CLOSED BELOW 43°C (109°F)
 OPEN ABOVE 55°C (131°F)

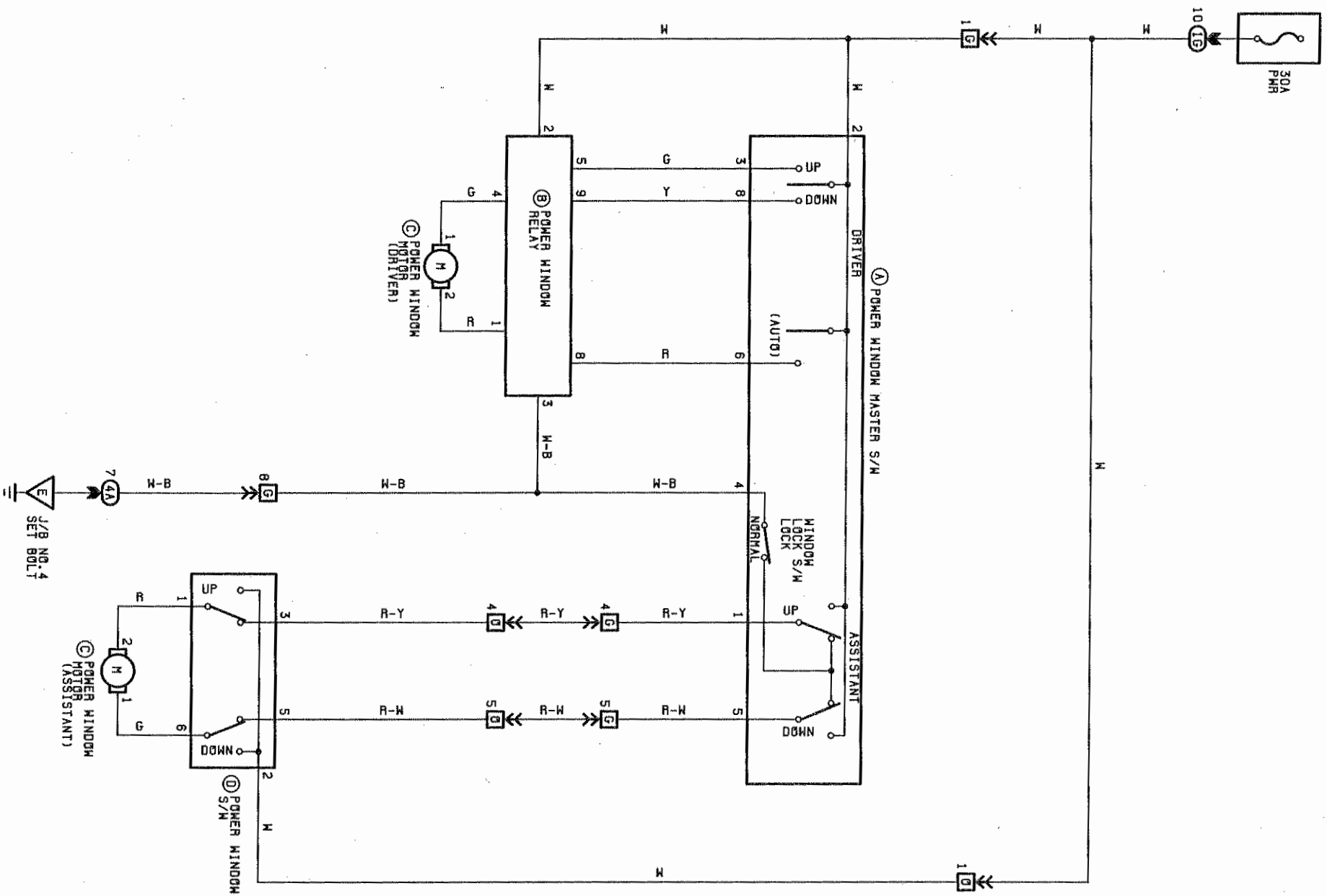


SEAT BELT WARNING 17



- © SEAT BELT WARNING RELAY**
- 2-GROUND: 12 VOLTS WITH IGNITION S/W AT 1G POSITION (POWER AND SIGNAL OF BELT WARNING BUZZER FOR 4-8 SECONDS)
 - 5-GROUND: 0 VOLT FOR 4-8 SECONDS WITH IGNITION S/W ON AND 12 VOLTS THEREAFTER
 - 6-GROUND: CONTINUITY UNLESS DRIVER'S LAP BELT IN USE (SIGNAL OF BELT WARNING BUZZER)
 - ① BUCKLE S/W**
1-2: OPEN WITH DRIVER'S LAP BELT IN USE





(A) POWER WINDOW MASTER S/M

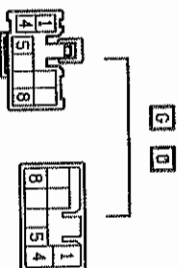
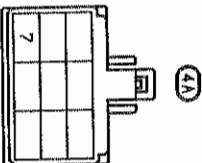
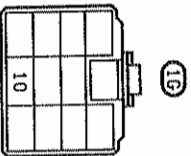
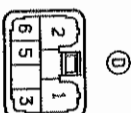
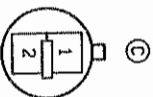
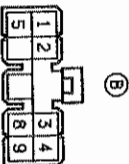
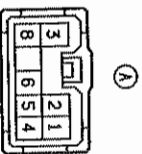
2-GROUND: 12 VOLTS WITH IGNITION S/M AT IG OR ST POSITION
 4-GROUND: ALWAYS CONTINUITY

(B) POWER WINDOW RELAY

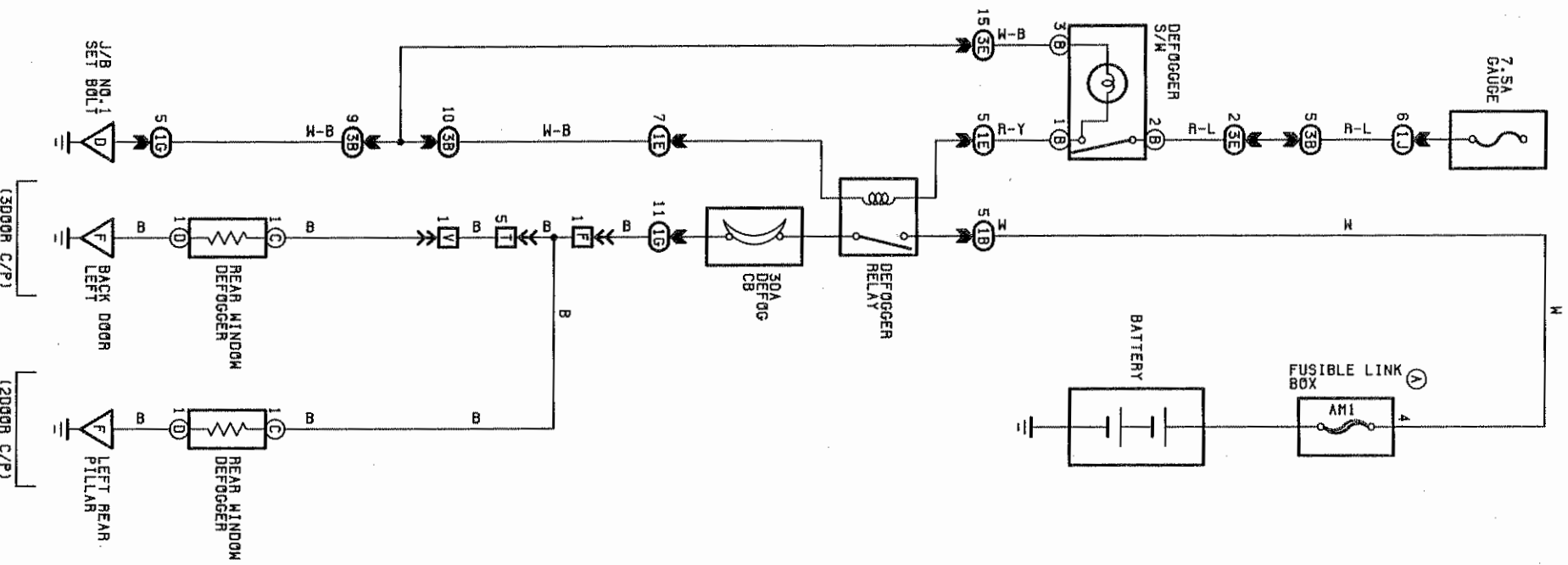
2-GROUND: 12 VOLTS WITH IGNITION S/M AT IG OR ST POSITION
 3-GROUND: ALWAYS CONTINUITY
 5-GROUND: 12 VOLTS WITH IGNITION S/M AT IG OR ST POSITION AND MASTER S/M
 (DRIVER'S WINDOW) AT UP POSITION
 8-GROUND: 12 VOLTS WITH IGNITION S/M AT IG OR ST POSITION AND MASTER S/M
 (DRIVER'S WINDOW) AT DOWN AUTO POSITION
 9-GROUND: 12 VOLTS WITH IGNITION S/M AT IG OR ST POSITION AND MASTER S/M
 (DRIVER'S WINDOW) AT DOWN

WINDOW LOCK S/M

OPEN WITH WINDOW LOCK S/M AT LOCK POSITION



19 REAR WINDOW DEFOGGER

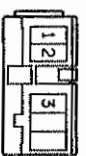
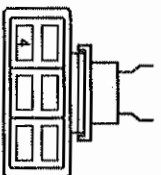


(A) FUSIBLE LINK BOX
 AH1:60A (4A-C), 80A (4A-GEC)
DEFOGGER RELAY
 CLOSED WITH IGNITION S/M AT IG POSITION
 AND DEFOGGER S/M ON
DEFUG CB
 OPEN ABOVE 30A

(A) BLACK

(B)

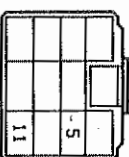
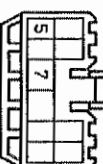
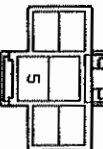
(C) (D) BLACK



(1B) BLACK

(1E)

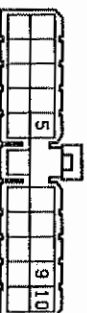
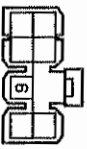
(1D)



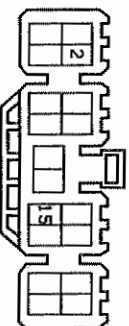
(1D)

(3B)

(1D)

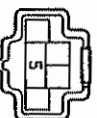
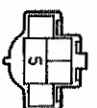
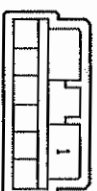
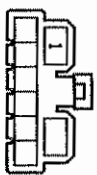


(3E)



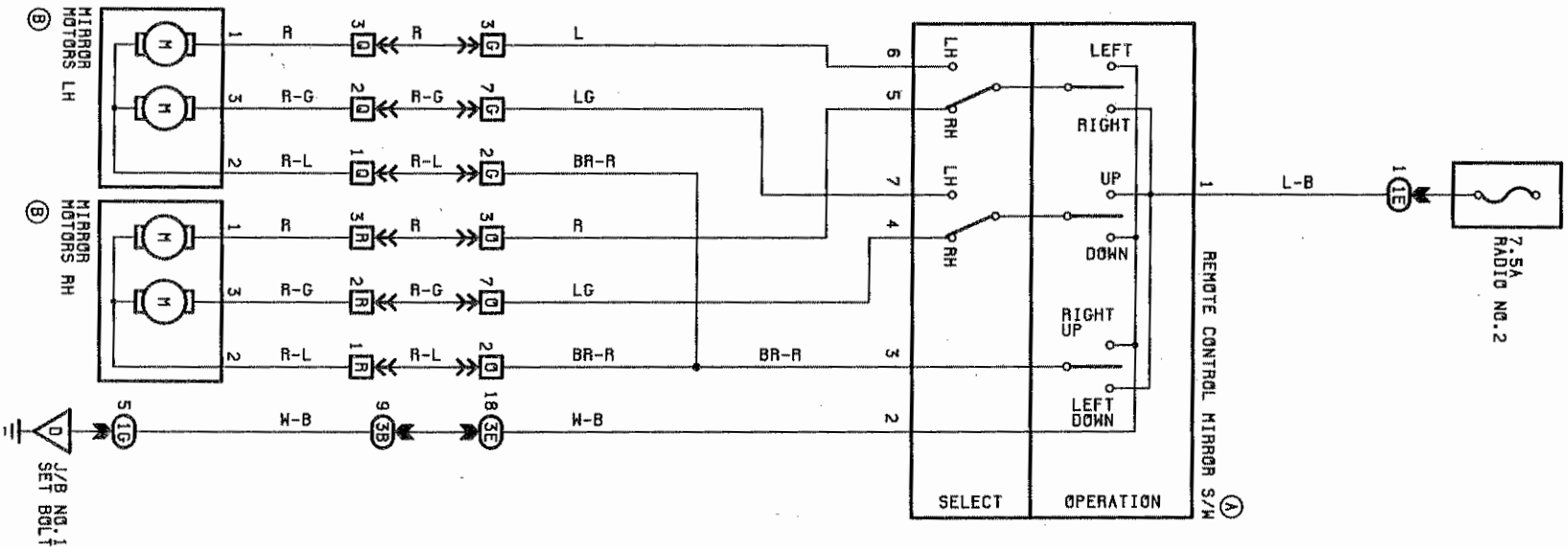
(F) YELLOW

(T)

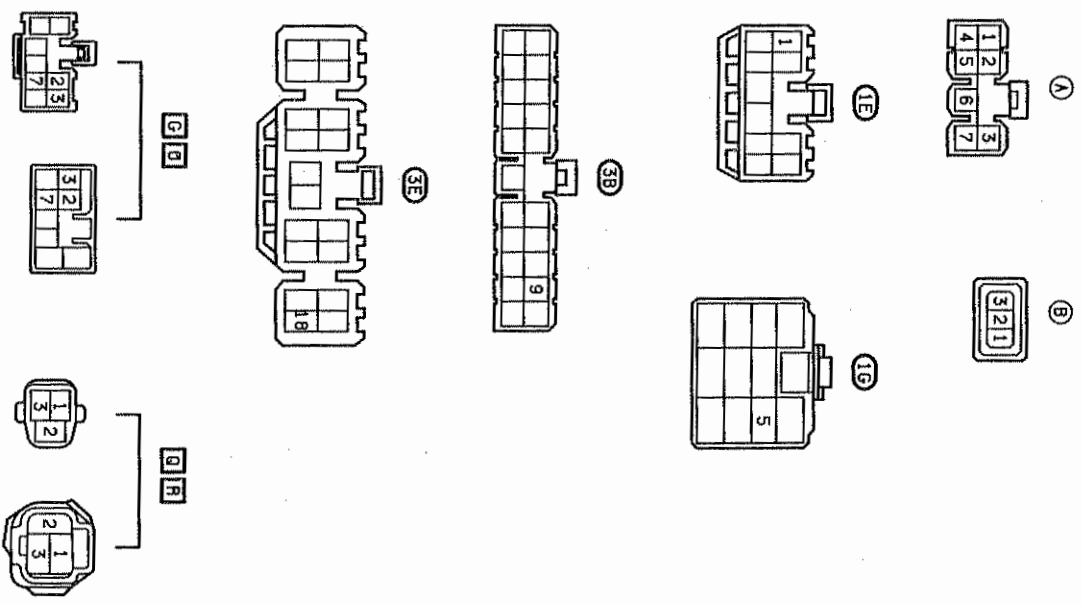


(V)





- A REMOTE CONTROL MIRROR S/M**
- 1-GROUND: 12 VOLTS WITH IGNITION S/M AT ACC OR IG POSITION
- 3-2 : CONTINUITY WITH OPERATION S/M AT UP OR LEFT POSITION
- 1-3 : CONTINUITY WITH OPERATION S/M AT DOWN OR RIGHT POSITION



21 CRUISE CONTROL

Ⓐ CRUISE CONTROL COMPUTER

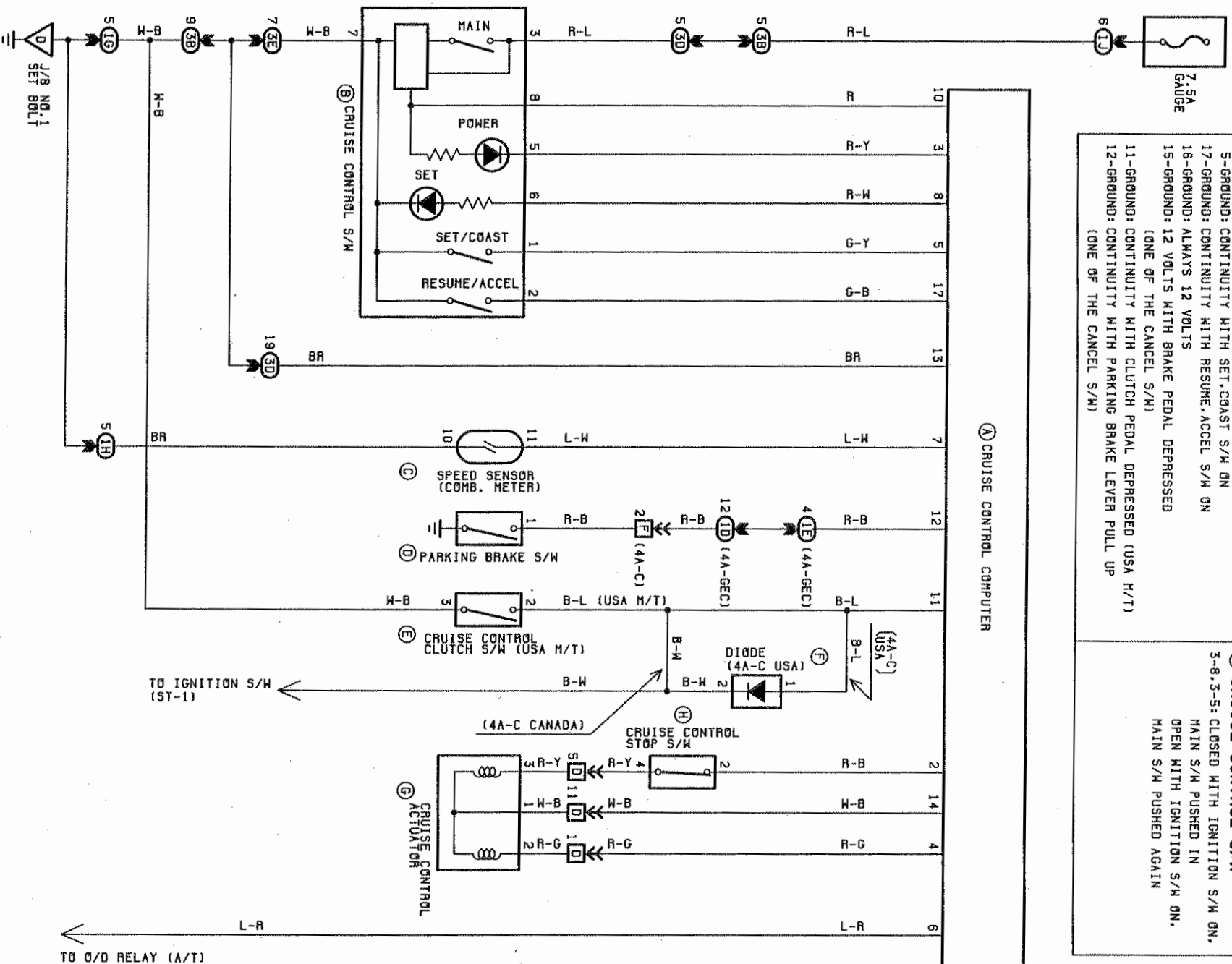
(DISCONNECT THE COMPUTER CONNECTOR)

- 10-GROUND: 12 VOLTS WITH IGNITION S/W AND MAIN S/W ON (POWER)
- 13-GROUND: CONTINUITY (GROUND)
- 7-GROUND: 1 PULSE EACH 40CM (15.75IN) (DRIVE VEHICLE SLOWLY)
- 5-GROUND: CONTINUITY WITH SET, COAST S/W ON
- 17-GROUND: CONTINUITY WITH RESUME, ACCEL S/W ON
- 18-GROUND: ALWAYS 12 VOLTS
- 15-GROUND: 12 VOLTS WITH BRAKE PEDAL DEPRESSED
(ONE OF THE CANCEL S/W)
- 11-GROUND: CONTINUITY WITH CLUTCH PEDAL DEPRESSED (USA M/T)
- 12-GROUND: CONTINUITY WITH PARKING BRAKE LEVER PULL UP
(ONE OF THE CANCEL S/W)

- 4-14: 30Ω (ACTUATOR CONTROL VALVE)
- 2-14: 68Ω (ACTUATOR RELEASE VALVE)

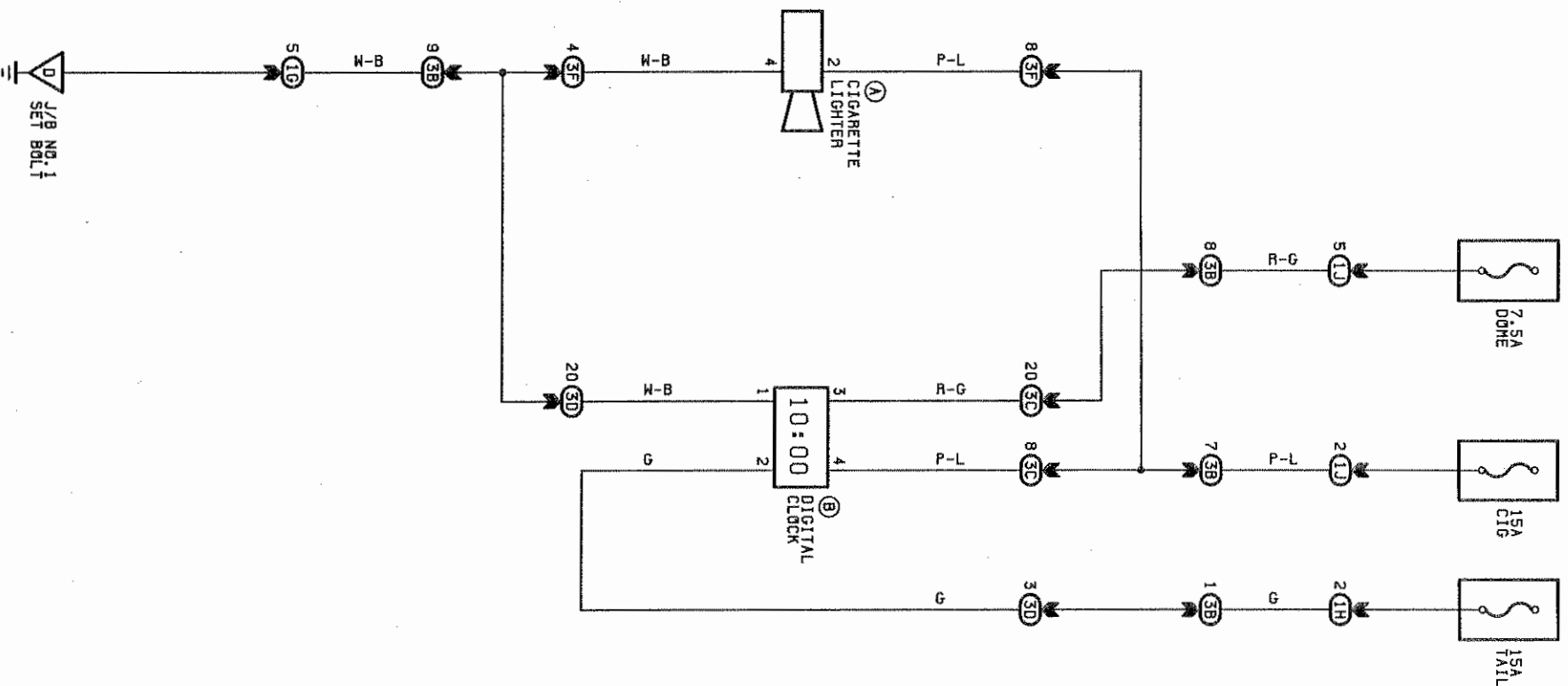
Ⓑ CRUISE CONTROL S/W

- 3-8, 3-5: CLOSED WITH IGNITION S/W ON, MAIN S/W PUSHED IN
- OPEN WITH IGNITION S/W ON, MAIN S/W PUSHED AGAIN



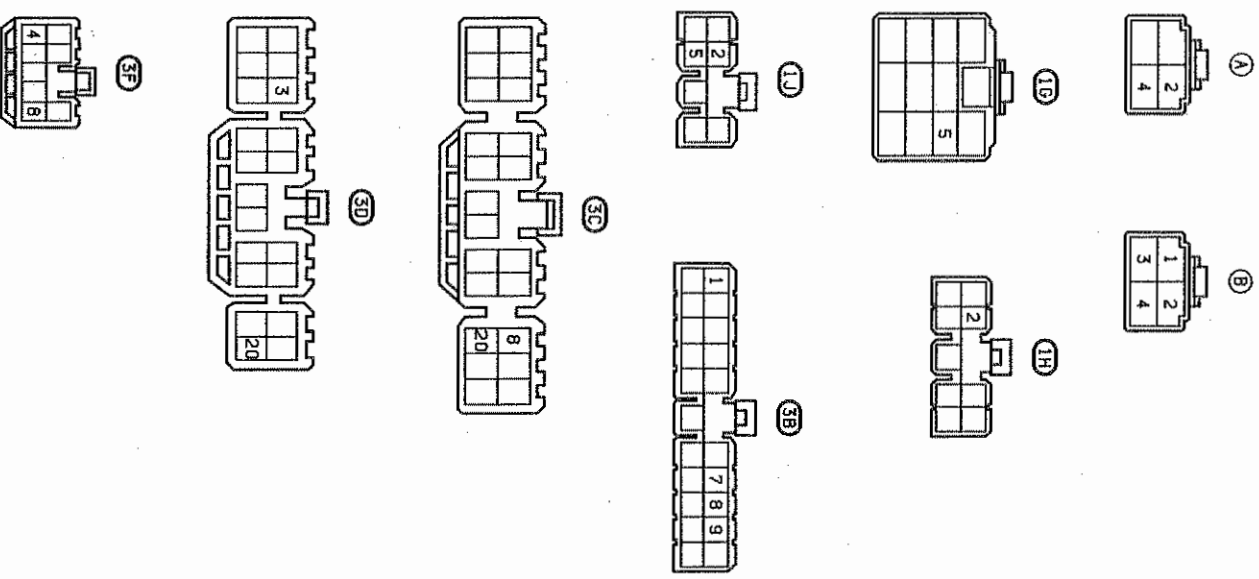


22 CIGARETTE LIGHTER AND CLOCK

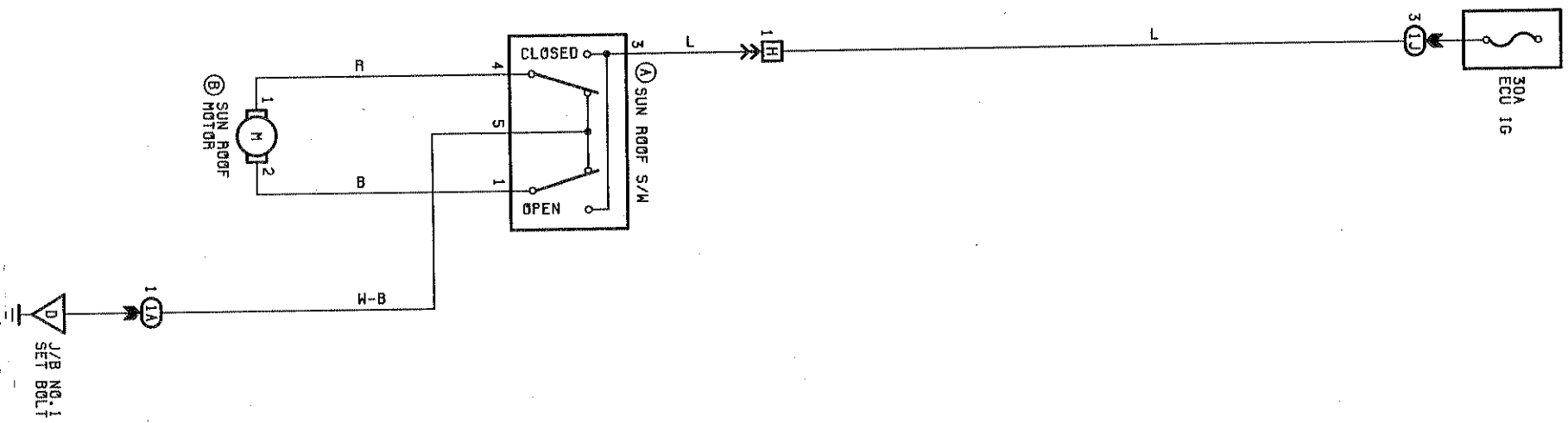
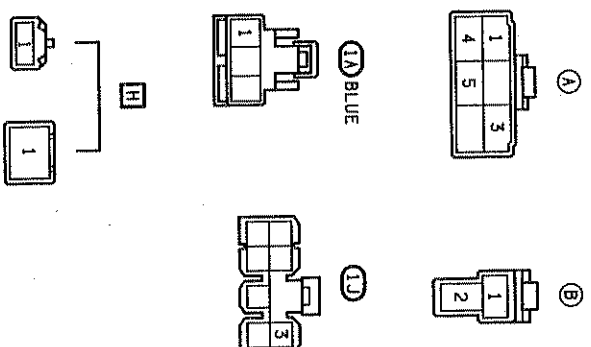


DIGITAL CLOCK

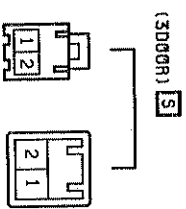
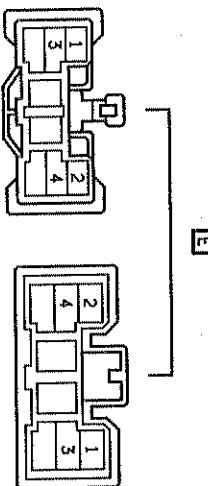
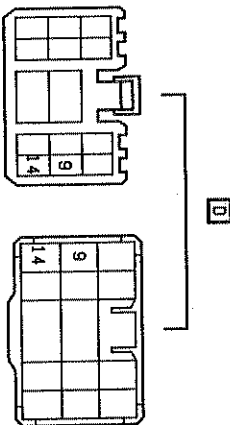
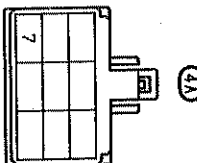
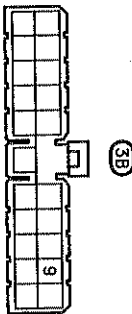
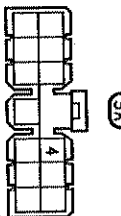
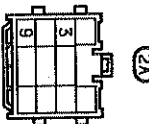
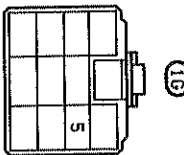
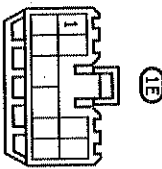
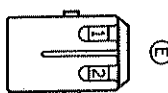
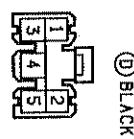
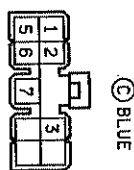
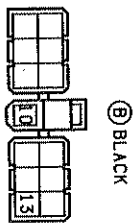
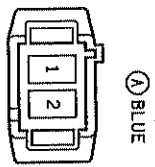
- (B) 3-GROUND
ALWAYS 12 VOLTS (POWER FOR CLOCK)
- (B) 4-GROUND
12 VOLTS WITH IGNITION S/W AT IG OR ACC
POSITION (POWER FOR INDICATION)
- (B) 2-GROUND
12 VOLTS WITH LIGHT CONTROL S/W AT TAIL
OR HEAD POSITION (SIGNAL OF DIM INDICATION)



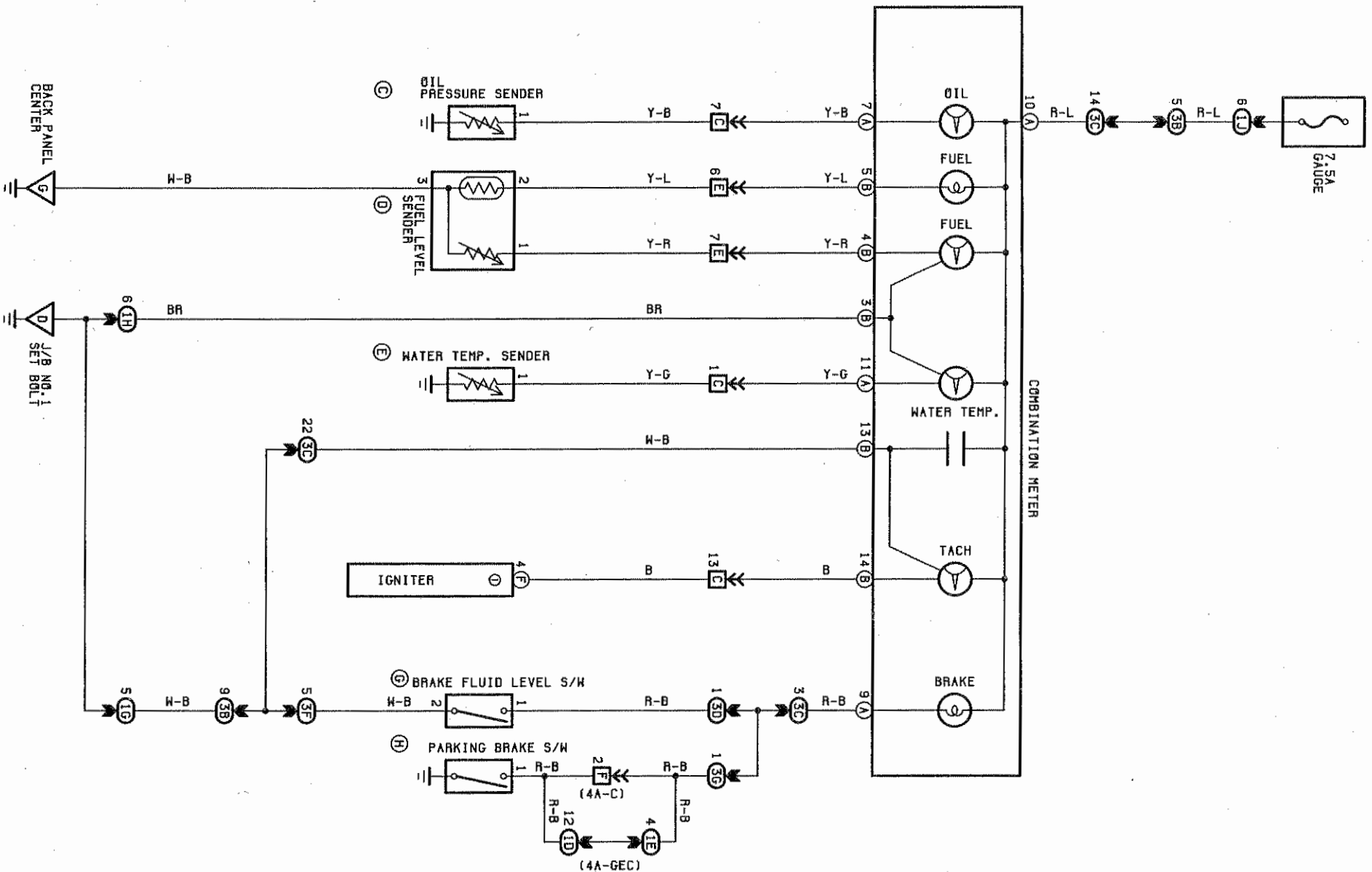
SUN ROOF 23



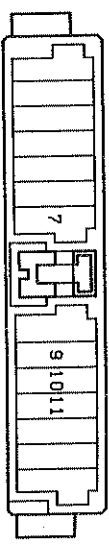




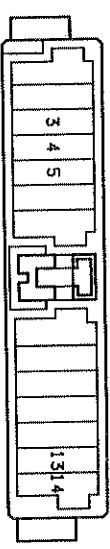
25 COMBINATION METER



(A) BLUE



(B)



(D) FUEL LEVEL SENDER

1-GROUND: APPROX. 5 Ω WITH FUEL FULL
APPROX. 32.5 Ω WITH FUEL HALF FULL
APPROX. 110 Ω WITH FUEL EMPTY

(E) WATER TEMP. SENDER

1-GROUND: APPROX. 226 Ω AT 50°C (122°F)
APPROX. 26.4 Ω AT 115°C (239°F)

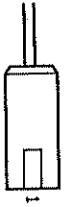
(G) BRAKE FLUID LEVEL S/M

1-2: CLOSED WITH FLOAT DOWN

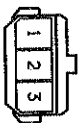
(H) PARKING BRAKE S/M

1-GROUND: CLOSED WITH PARKING BRAKE LEVER PULLED UP

(C)



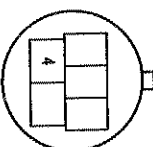
(D)



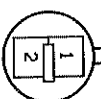
(E)



(F) GREEN



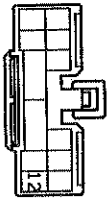
(G)



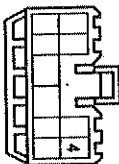
(H)



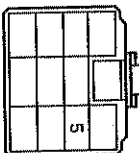
(4A-GEC) (1D)



(4A-GEC) (1E)



(1F)



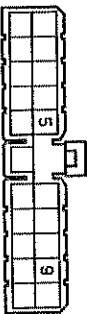
(1H)



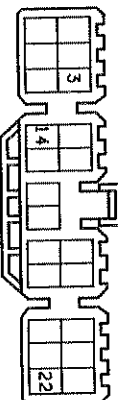
(1J)



(3B)



(3C)



(3D)



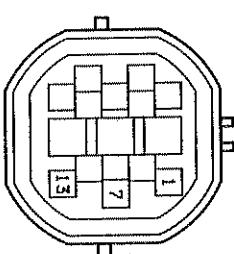
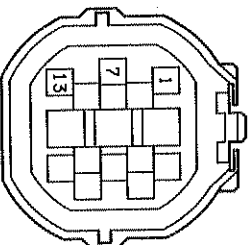
(3F)



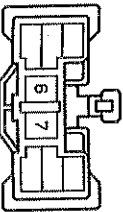
(3G)



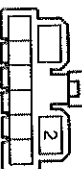
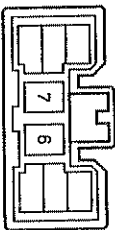
(C) BLACK

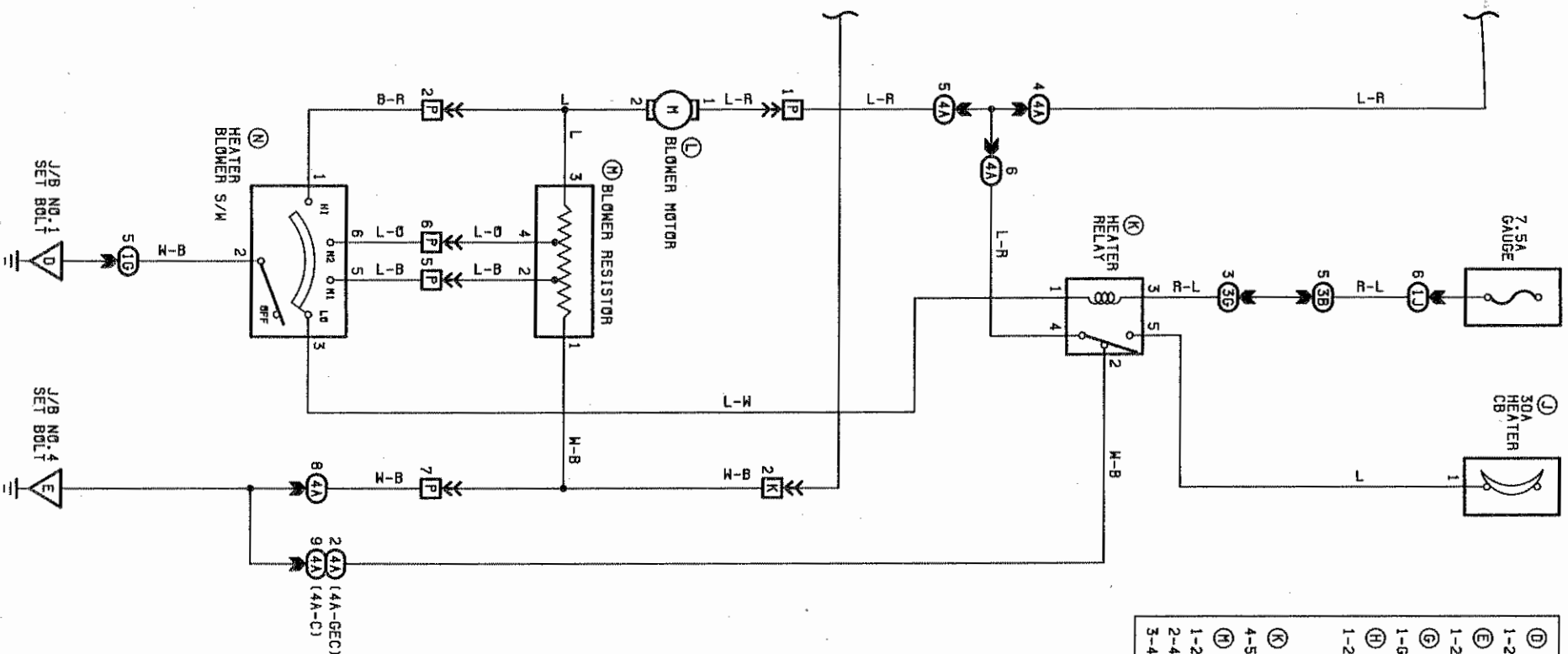


(E)

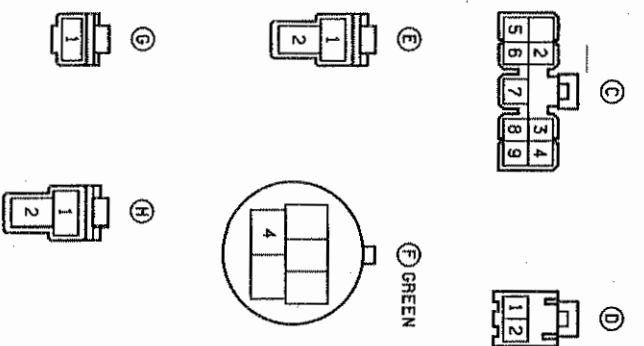
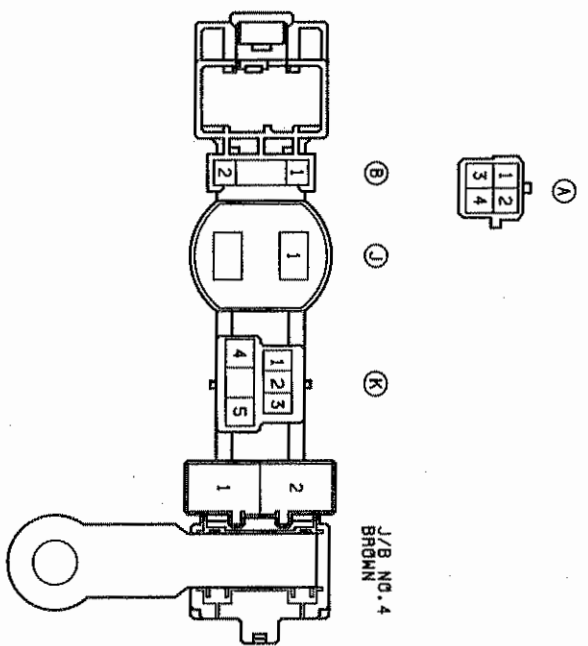


(4A-C) (F)





- (D) LOW PRESSURE S/W
1-2: OPEN WITH PRESSURE LESS THAN 2.1KG/CM² (30PSI, 206KPA)
- (E) IDLE-UP VSV
1-2: APPROX. 40Ω
- (G) MAGNET CLUTCH
1-GROUND: APPROX. 3.7Ω
- (H) THERMISTOR
1-2: APPROX. 4.8KΩ AT 0°C (32°F)
APPROX. 4.4KΩ AT 2°C (36°F)
APPROX. 4.0KΩ AT 4°C (39°F)
- (K) HEATER RELAY
4-5: CLOSED WITH IGNITION S/W ON AND BLOWER S/W ON
- (N) BLOWER RESISTOR
1-2: APPROX. 2.1Ω
2-4: APPROX. 0.73Ω
3-4: APPROX. 0.2Ω

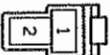


26-1 AIR CONDITIONER (4A-C AND 4A-GEC WITHOUT P/S)

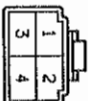
(W/O HEATER) ①



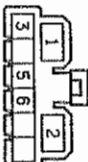
①



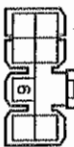
(H)



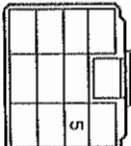
(N)



①D



①G



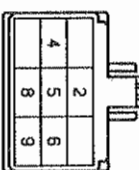
③B



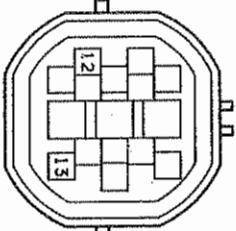
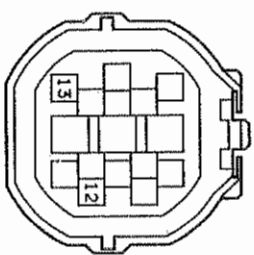
③G



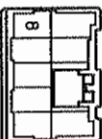
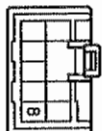
④A



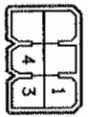
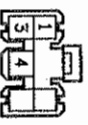
[C] BLACK



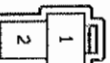
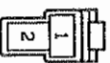
[I]



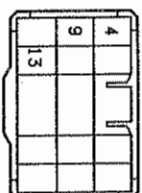
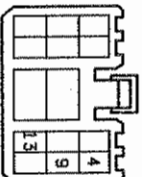
(4A-C) [J]



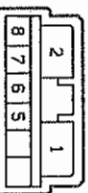
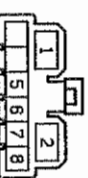
[K] BLUE



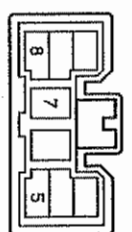
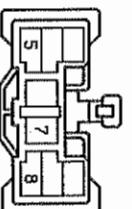
(4A-C) [L]



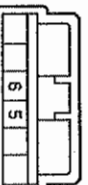
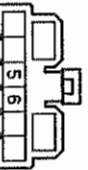
[P]



(4A-GEC) [U]

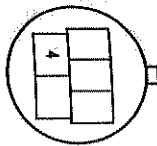


(4A-GEC) [V]



AIR CONDITIONER (4A-GEC WITH P/S) 26-2

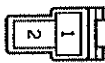
① GREEN



⑦



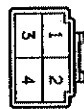
(K) (O) (R)



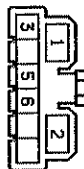
①



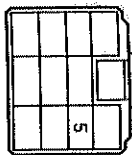
P



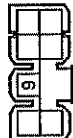
⑧



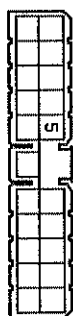
⑩B



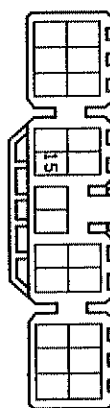
⑩C



⑩D



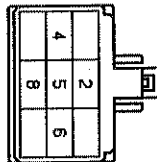
⑩E



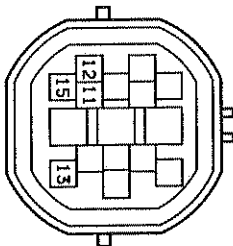
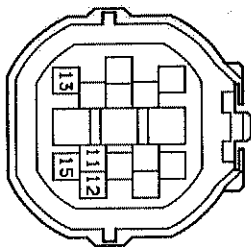
⑩F



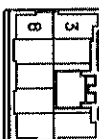
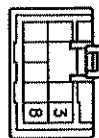
⑩G



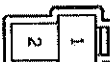
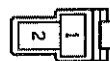
C BLACK



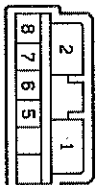
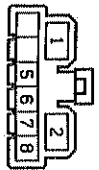
I



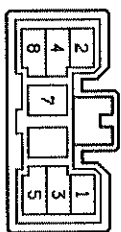
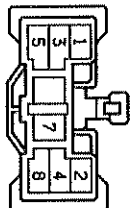
K BLUE



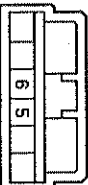
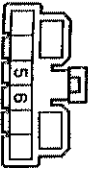
P

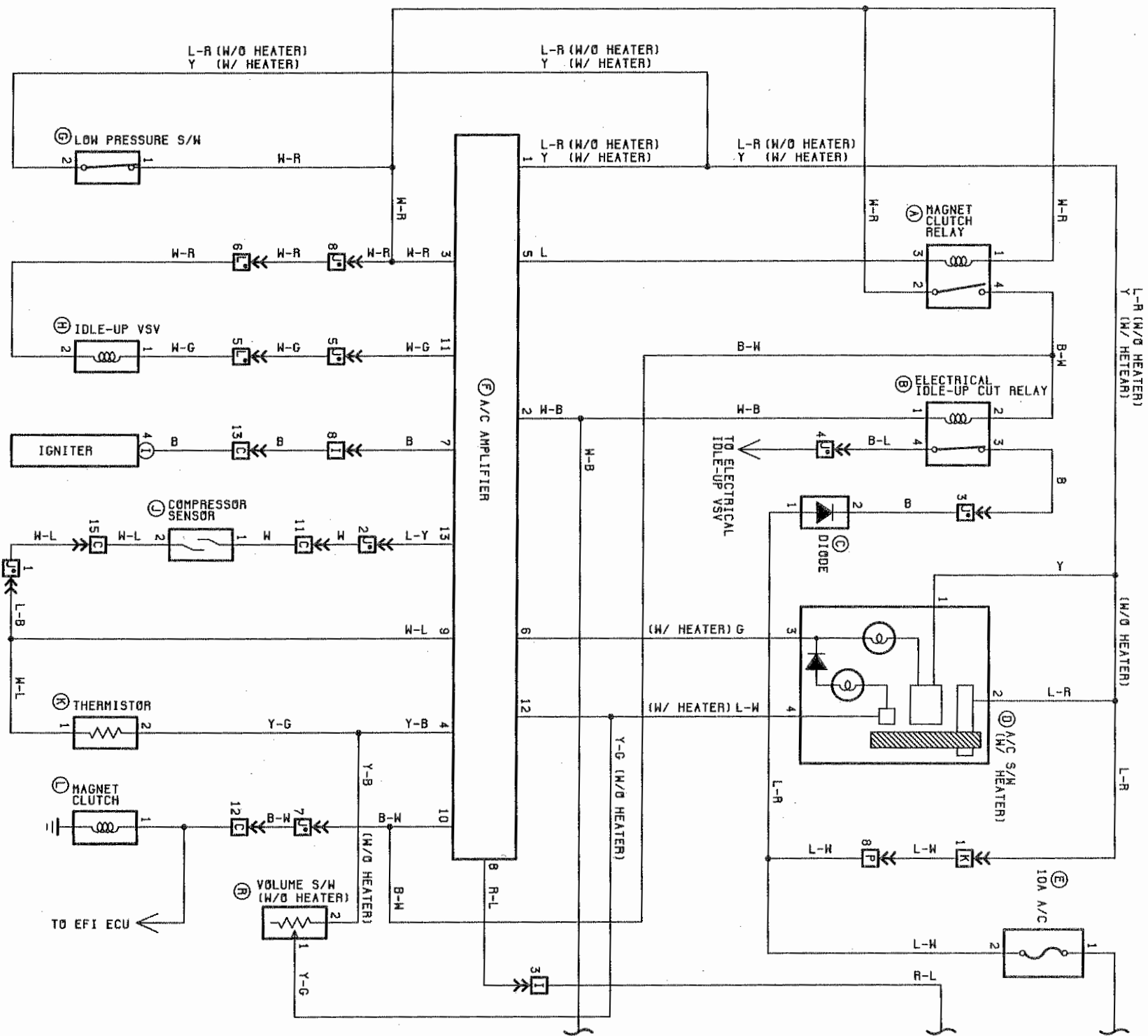


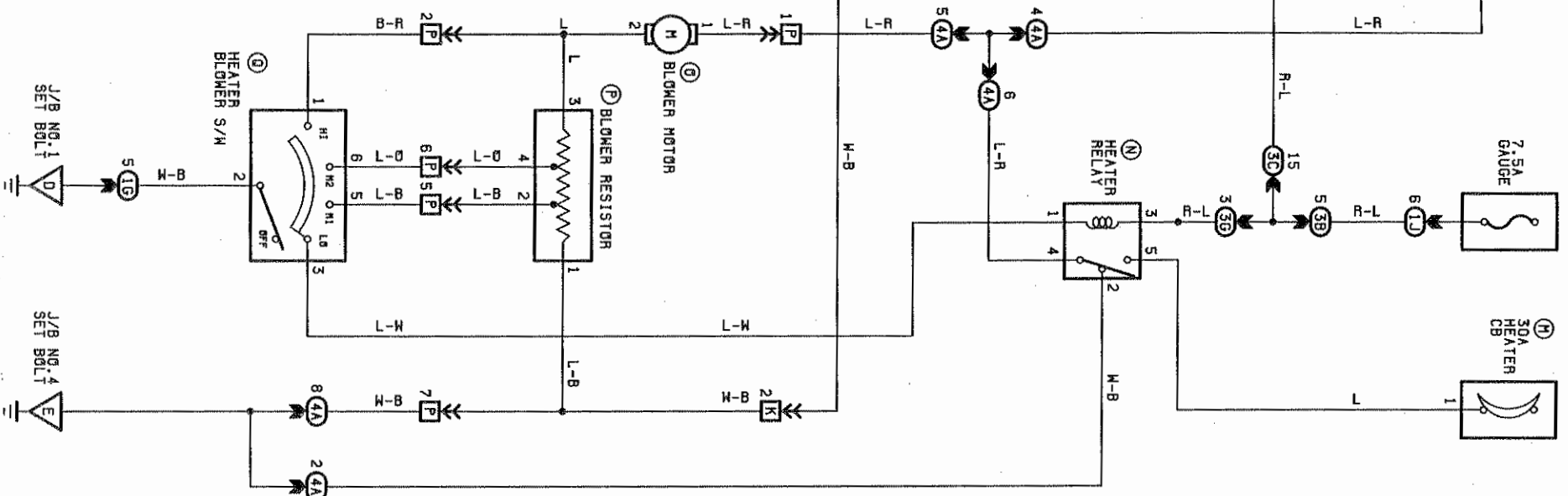
J



L







(A) MAGNET CLUTCH RELAY

2-4: CLOSED WITH IGNITION S/W, A/C S/W AND LOW PRESSURE S/W ON (POWER FOR MAGNET CLUTCH)

(B) ELECTRICAL IDLE-UP CUT RELAY

3-4: OPEN WITH MAGNET CLUTCH RELAY 2-4: CLOSED

(C) LOW PRESSURE S/W

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

(D) IDLE-UP VSV

1-2: APPROX. 40Ω

(K) THERMISTOR

1-2: APPROX. 4.8KΩ AT 0°C (32°F)
APPROX. 4.4KΩ AT 2°C (36°F)
APPROX. 4.0KΩ AT 4°C (39°F)

(L) MAGNET CLUTCH

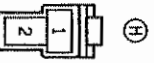
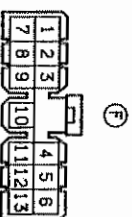
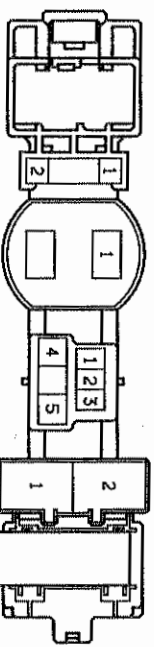
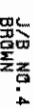
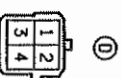
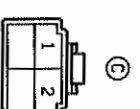
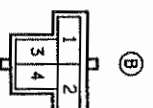
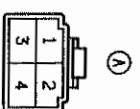
1-GROUND: APPROX. 3.7Ω

(N) HEATER RELAY

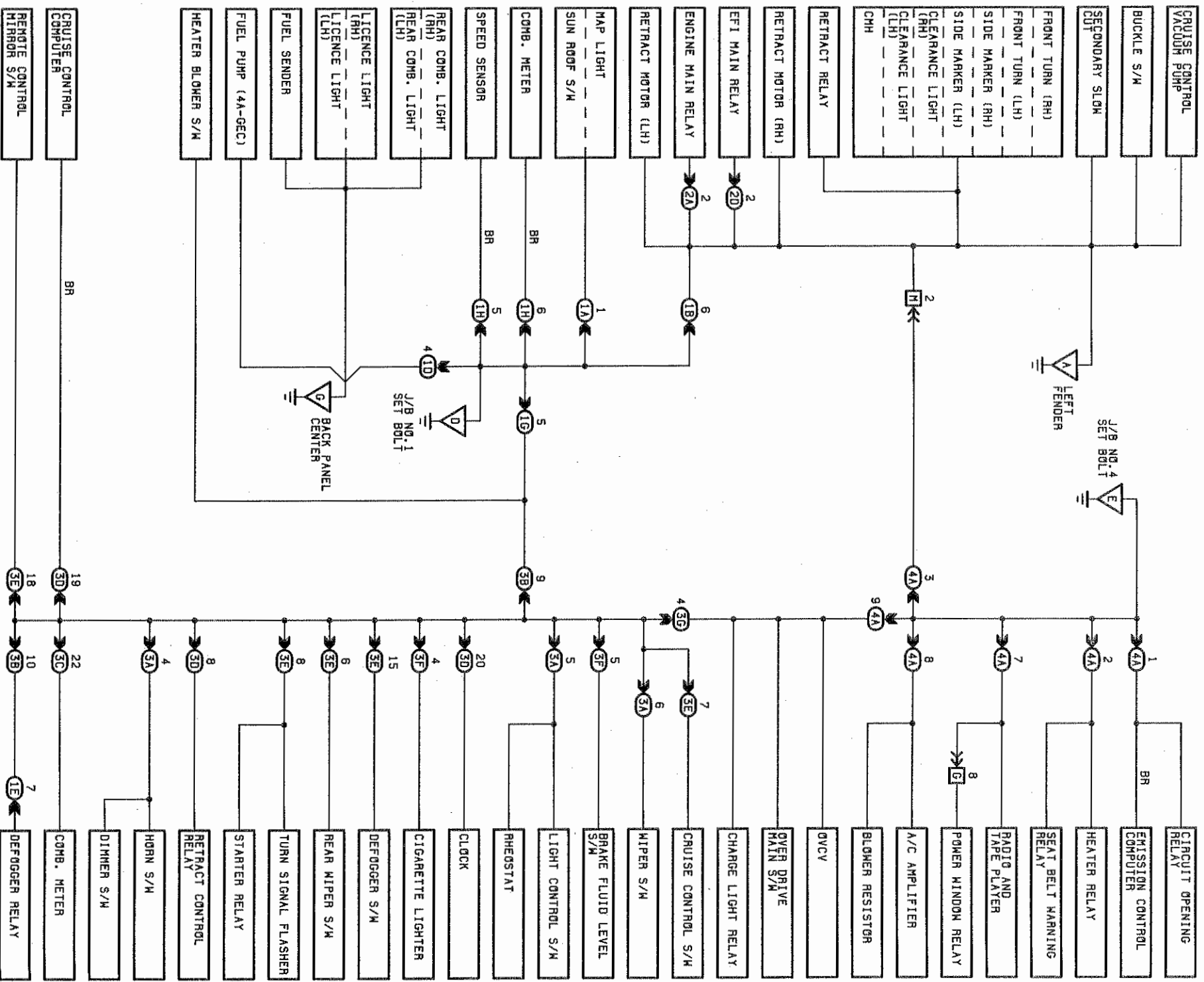
4-5: CLOSED WITH IGNITION S/W ON AND BLOWER S/W ON

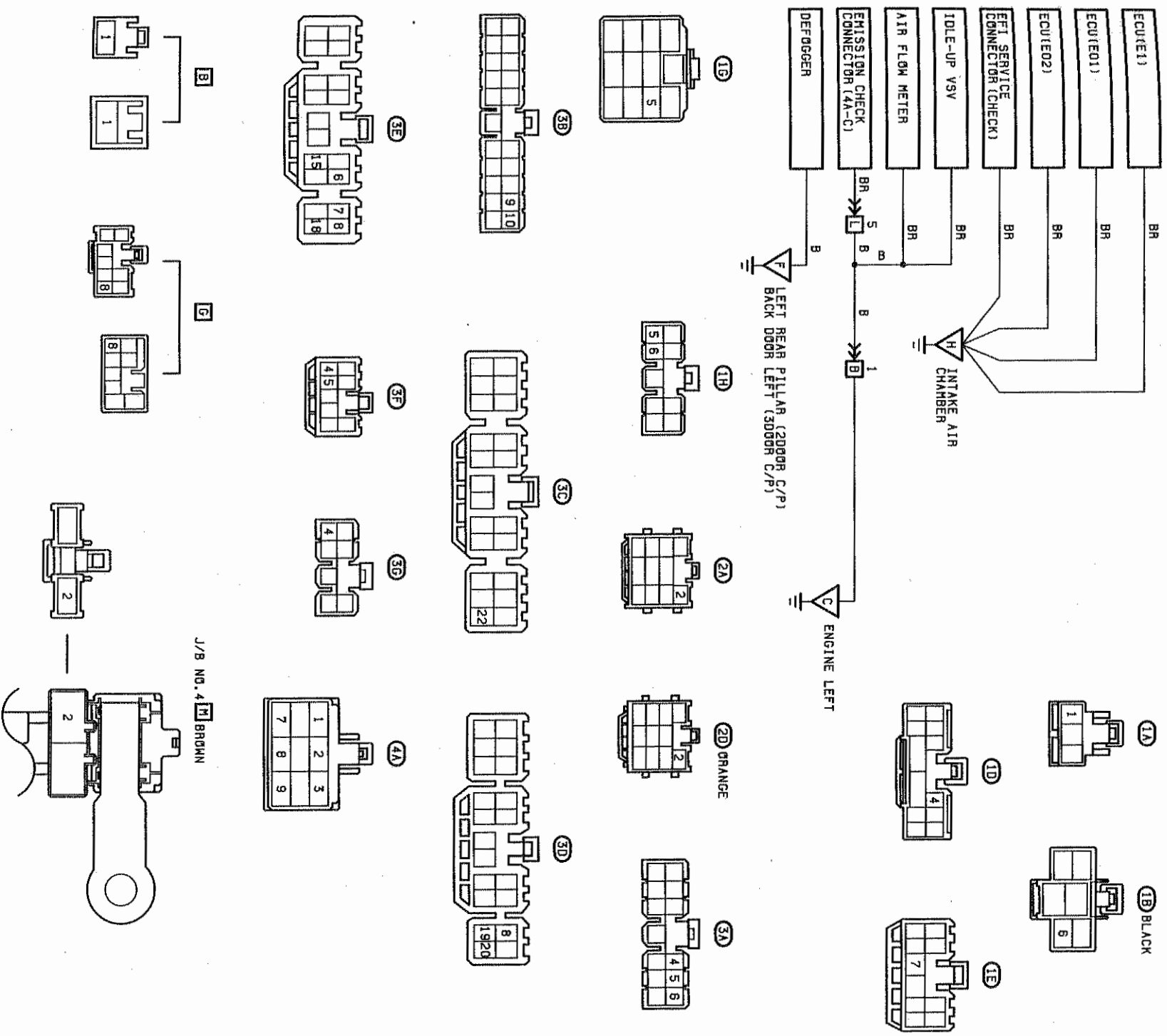
(P) BLOWER RESISTOR

1-2: APPROX. 2.1Ω
2-4: APPROX. 0.73Ω
3-4: APPROX. 0.2Ω

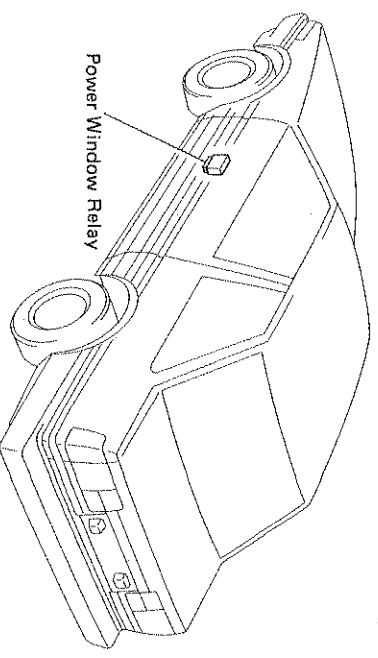
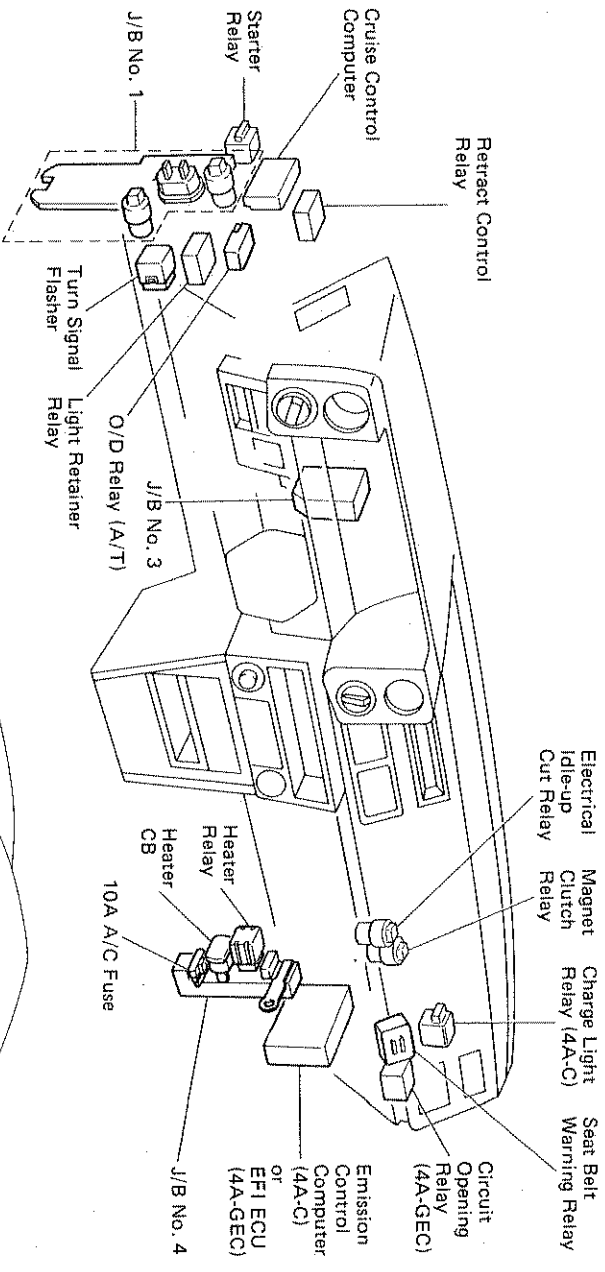
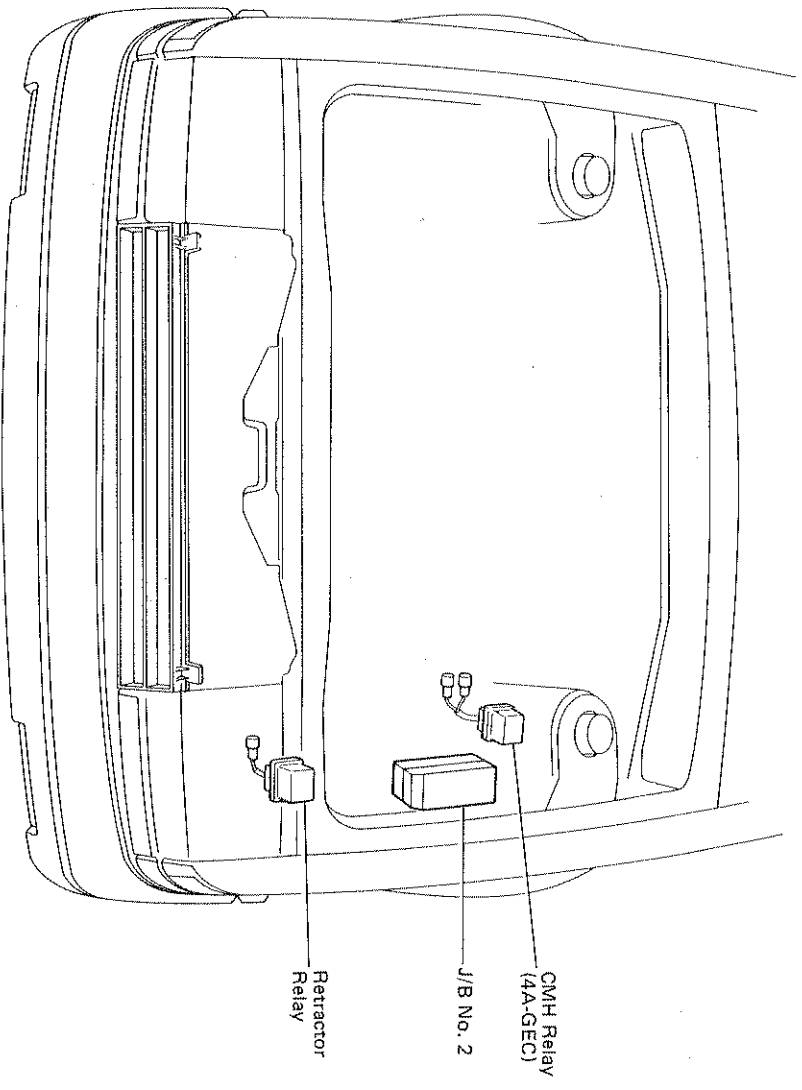


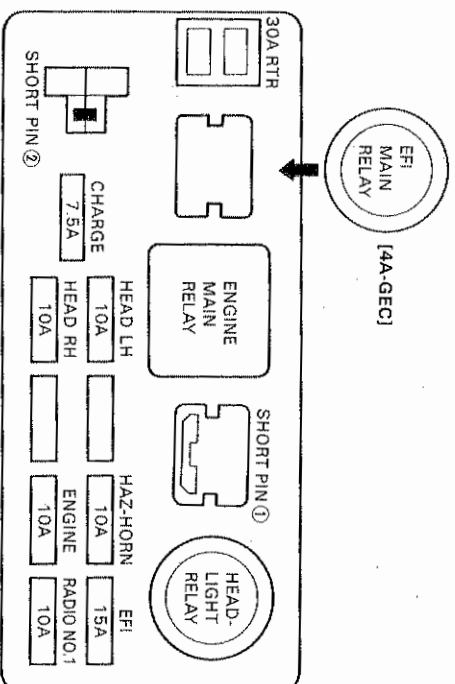
GROUND POINTS



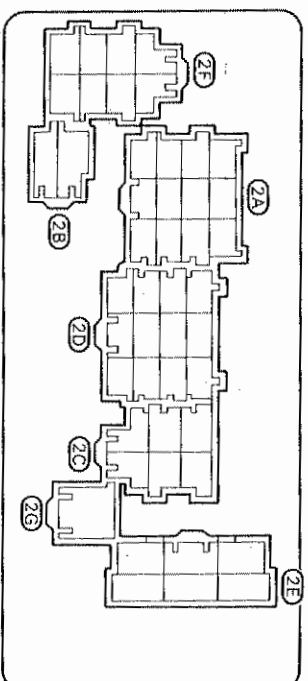


RELAY LOCATIONS

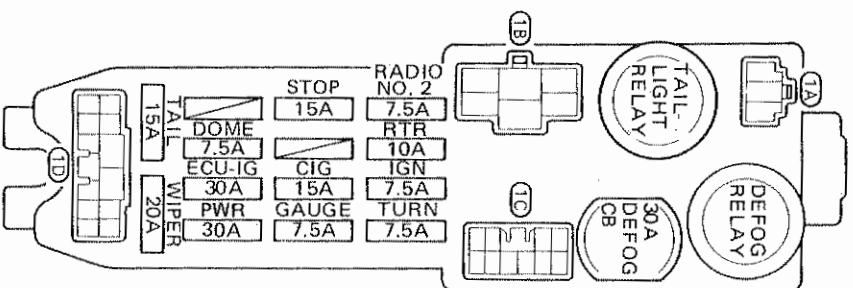




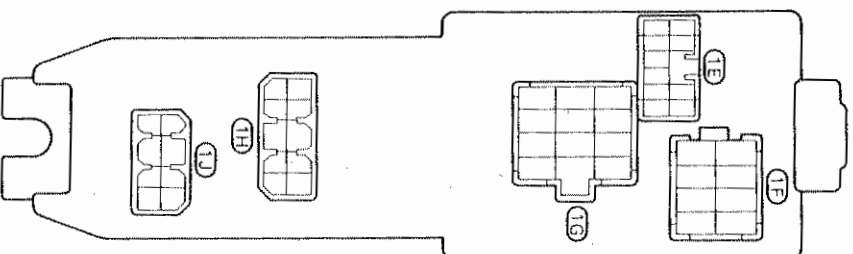
J/B NO. 2



J/B NO. 1

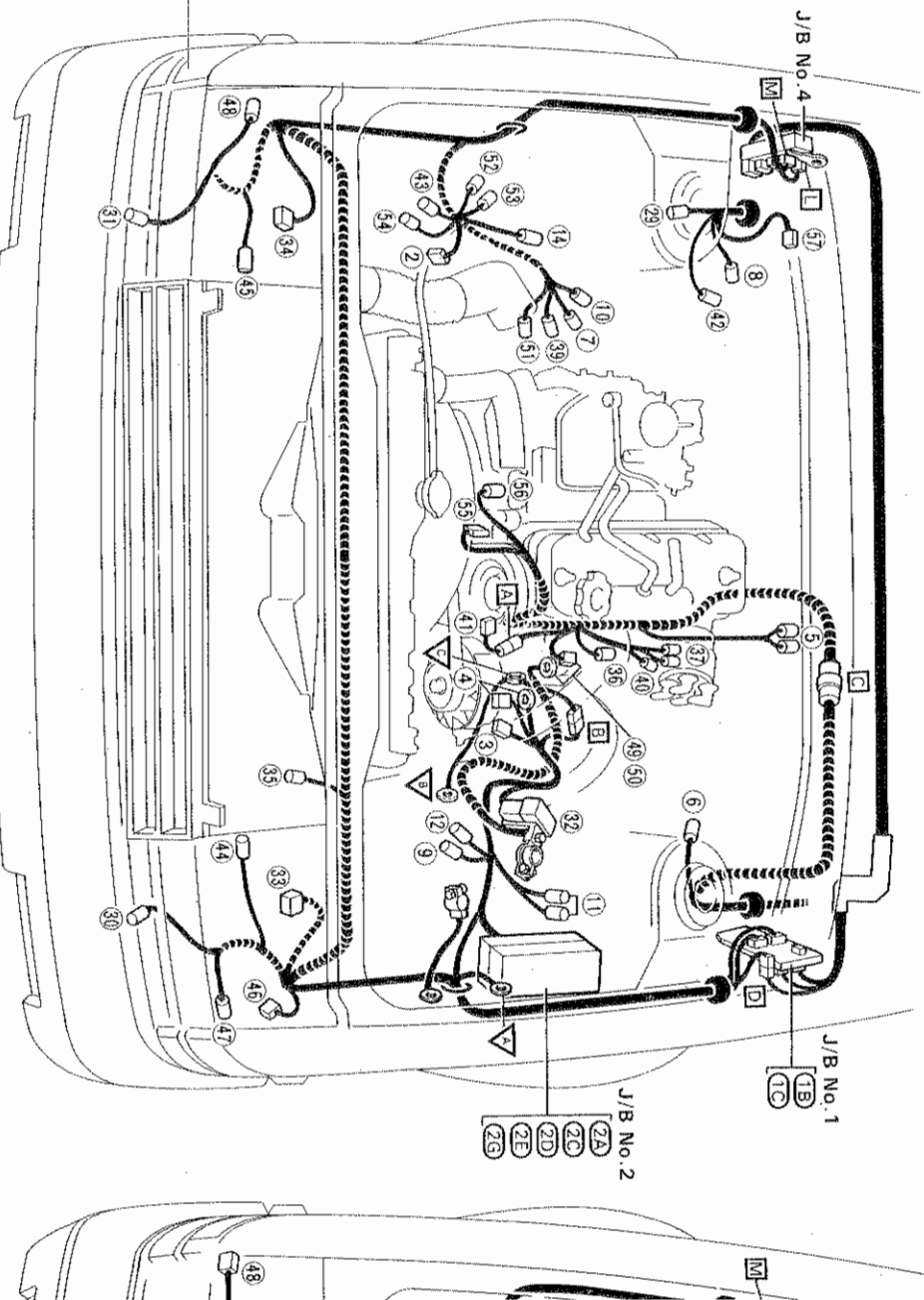


J/B NO. 3



ELECTRICAL WIRING ROUTING

[4A-C]

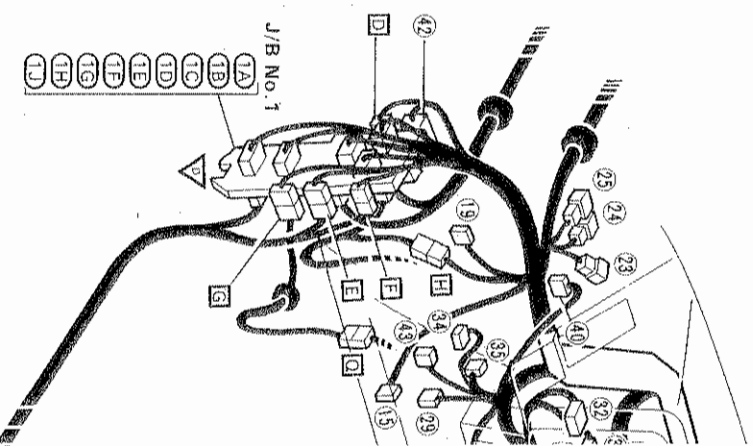
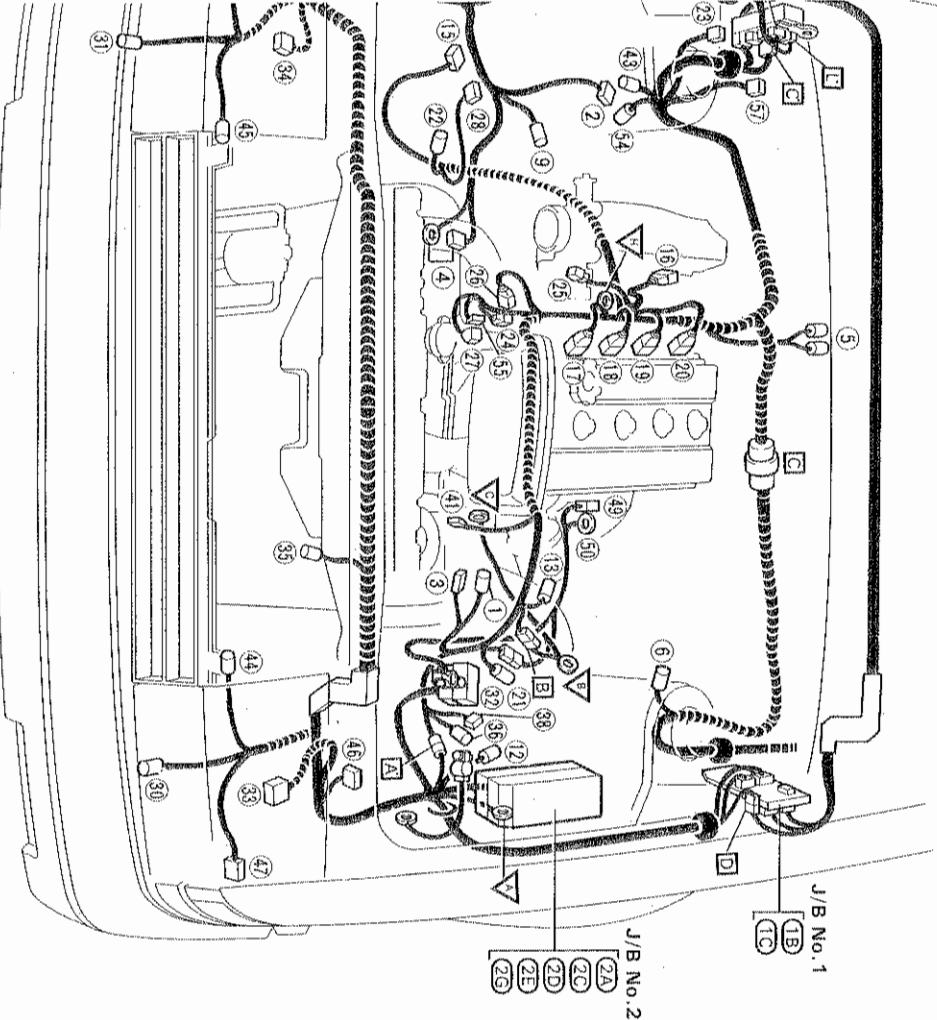


- 1 A/C Compressor Sensor
- 2 A/C Idle-up VSV
- 3 A/C Magnet Clutch
- 4 Alternator
- 5 Back-up Light S/W (M/T)
- 6 Brake Fluid Level S/W
- 7 Carburetor
- 8 Choke Heater, Fuel Cut, Secondary Slow Cut
- 9 Check Connector (EMISSION CONTROL)
- 10 Cruise Control Vacuum Pump
- 11 CMH (USA)
- 12 CMH Relay (USA)
- 13 Cruise Control Actuator
- 14 Distributor (4A-GEC)
- 15 EBCV
- 16 EFI Air Flow Meter
- 17 EFI Cold Start Injector
- 18 EFI Injector
- 19
- 20

- 21 EFI Ox Sensor
- 22 EFI Resistor
- 23 EFI Service Connector (Check Connector)
- 24 EFI Start Injector Time S/W
- 25 EFI Throttle Position Sensor
- 26 EFI VSV (T-VIS)
- 27 EFI Water Thermo Sensor
- 28 Electrical Idle-up VSV
- 29 Evapo Purge VSV
- 30 Front Turn Signal Light LH
- 31 Front Turn Signal Light RH
- 32 Fusible Link Box
- 33 Headlight LH
- 34 Headlight RH
- 35 Horn
- 36 I/A or Igniter
- 37 Neutral Start S/W and Back-up Light S/W (A/T)
- 38 Noise Filter (Ignition System)
- 39 Ox Sensor (USA)
- 40 O/D Solenoid (A/T)
- 41 Oil Pressure Sender

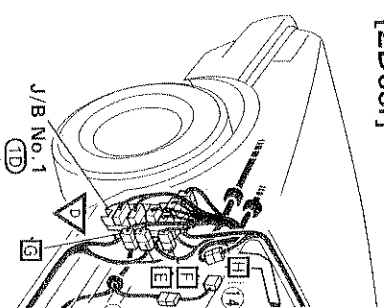
- 42 Outer V
- 43 Rear W
- 44 Retractor
- 45 Retractor
- 46 Retractor
- 47 Side M
- 48 Side M
- 49 Starter
- 50 Throttle
- 51 Vacuum
- 52 Vacuum
- 53 Washer
- 54 Washer
- 55 Water
- 56 Water
- 57 Wiper
- 58
- 59
- 60
- 61
- 62
- 63
- 64
- 65
- 66
- 67
- 68
- 69
- 70
- 71
- 72
- 73
- 74
- 75
- 76
- 77
- 78
- 79
- 80
- 81
- 82
- 83
- 84
- 85
- 86
- 87
- 88
- 89
- 90
- 91
- 92
- 93
- 94
- 95
- 96
- 97
- 98
- 99
- 100

[4A-GEC]



- | | | | | | | |
|---------------|---|--|----|--|----|-------------|
| Control Valve | A | Oil Pressure Wire and Engine Wire (4A-C Engine Front) | 1 | A/C Amplifier | 23 | Diode (1N) |
| Motor LH | A | Engine Wire and Engine Room Main Wire (4A-GEC, Beside Battery) | 2 | A/C Electrical Idle-up Cut Relay | 24 | Diode (1N) |
| Motor RH | B | Ground Wire and Engine Room Main Wire (Engine Left) | 3 | A/C Magnet Clutch Relay | 25 | Diode (1N) |
| Relay | B | Cowl Wire and Engine Wire (Engine Rear) | 4 | A/C Pressure S/W | 26 | EFI ECU |
| er Light LH | C | Cowl Wire and Engine Wire (4A-GEC Right Kick Panel) | 5 | A/C S/W (or Volume S/W) | 27 | EFI Circuit |
| er Light RH | C | Cowl Wire and Engine Room Main Wire (Left Kick Panel) | 6 | A/C Thermistor | 28 | Emission |
| /W | D | Cowl Wire and Engine Room Main Wire (Right Kick Panel) | 7 | A/T Indicator Light and O/D S/W | 29 | Front Sp |
| /W (USA) | L | Cowl Wire and Engine Room Main Wire (Right Kick Panel) | 8 | Blower Motor | 30 | Front Sp |
| Motor | M | Ground Left Fender Apron | 9 | Blower Resistor | 31 | Ignition S |
| Motor | N | Ground Left Fender Apron | 10 | Charge Light Relay | 32 | Light Cor |
| Motor | O | Ground Engine Left | 11 | Cigarette Lighter | 33 | Light Cor |
| Motor | P | Ground Intake Air Chamber | 12 | Clock | 34 | Light Cor |
| Motor | Q | | 13 | Clutch S/W (or Short Pin) | 35 | O/D Rel |
| Motor | R | | 14 | Clutch Start S/W | 36 | Radio an |
| Motor | S | | 15 | Combination Meter | 37 | Rear W/p |
| Motor | T | | 16 | Combination S/W | 38 | Remote C |
| Motor | U | | 17 | Cruise Control Computer | 39 | Retract C |
| Motor | V | | 18 | Cruise Control Stop S/W and Stop Light S/W | 40 | Seat Belt |
| Motor | W | | 19 | Cruise Control S/W | 41 | Starter R |
| Motor | X | | 20 | Defogger S/W | 42 | Turn Sigt |
| Motor | Y | | 21 | | 43 | Unlock W |
| Motor | Z | | 22 | | 44 | Wiper S/V |

om Main Wire and J/B No. 2

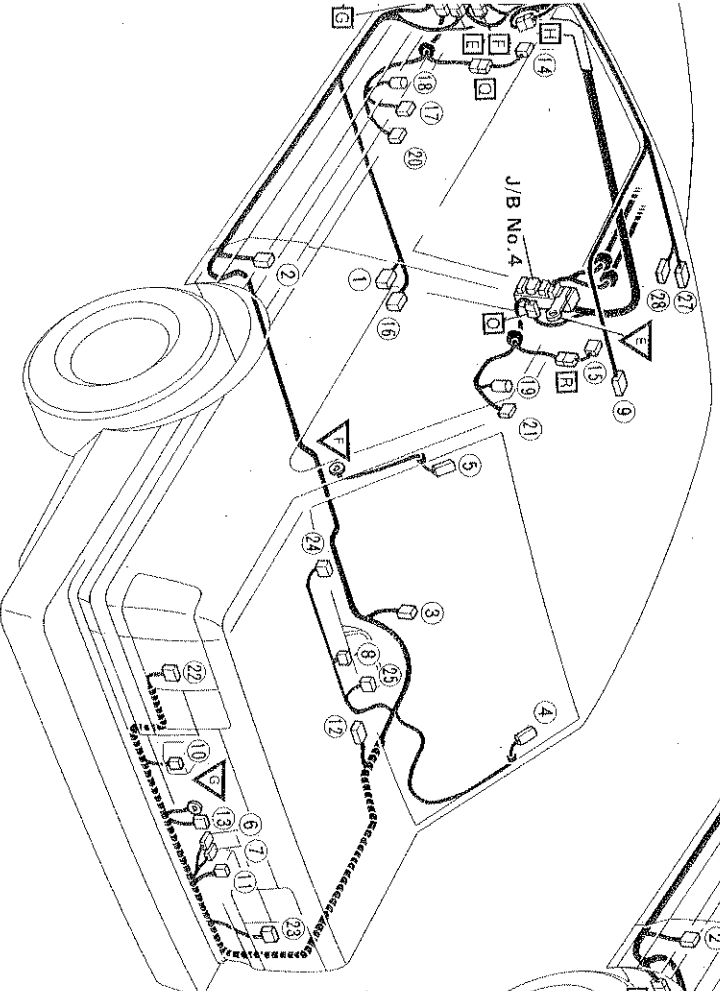
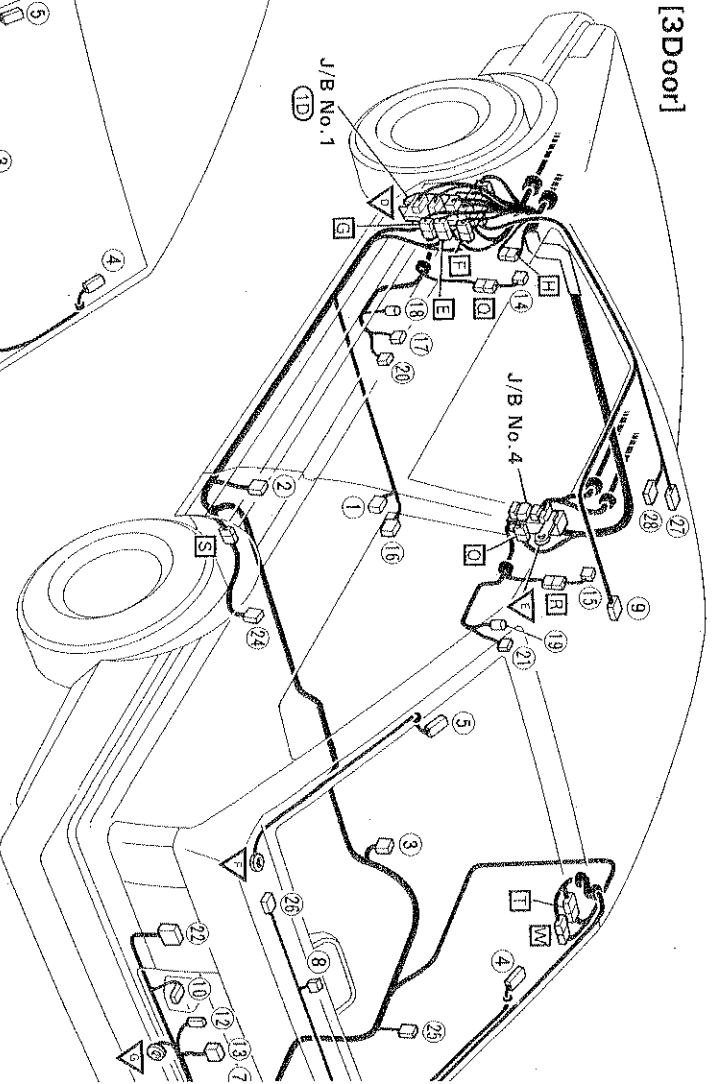


- [2Door]

- | | | |
|--|---|---|
| (23) Diode (INTERIOR LIGHTS) | (46) Wiper S/W Indicator Light | (E) Floor Wire and Cowl Wire
(Left Kick Panel) |
| (24) Diode (Idle-up, Tail, Defogger) | (1A) Roof Wire and J/B No. 1 | (F) Left Door Wire and Cowl Wire
(Left Kick Panel) |
| (25) Diode (Idle-up, Heater, Stop) | (1B) Engine Room Main Wire and
J/B No. 1 | (G) Left Door Wire and Cowl Wire
(Left Kick Panel) |
| (26) EFI ECU | (1C) Floor Wire and J/B No. 1 | (H) A/C Wire and Cowl Wire
(Instrument Panel Right) |
| (27) EFI Circuit Opening Relay | (1D) Cowl Wire and J/B No. 1 | (I) Heater Wire and A/C Wire
(Instrument Panel Right) |
| (28) Emission Control Computer | (1E) Cowl Wire and J/B No. 1 | (J) Engine Room Main Wire and Cowl Wire
(Right Kick Panel) |
| (29) Front Speaker LH | (1F) Cowl Wire and J/B No. 1 | (K) Right Door Wire and Cowl Wire
(Right Kick Panel) |
| (30) Front Speaker RH | (1G) Cowl Wire and J/B No. 1 | (L) Heater Wire and A/C Wire
(Instrument Panel Right) |
| (31) Ignition S/W | (1H) Cowl Wire and J/B No. 1 | (M) Engine Room Main Wire and Cowl Wire
(Right Kick Panel) |
| (32) Light Control S/W and Rheostat | (1I) Cowl Wire and J/B No. 1 | (N) Right Door Wire and Cowl Wire
(Right Kick Panel) |
| (33) Light Control S/W Indicator Light | (3A) Cowl Wire and J/B No. 3 | (O) Heater Wire and Cowl Wire
(Instrument Panel Right) |
| (34) Light Retainer Relay | (3B) Cowl Wire and J/B No. 3 | (P) Left Mirror Wire and Left Door Wire
(Left Door Front) |
| (35) O/D Relay (A/T) | (3C) Cowl Wire and J/B No. 3 | (Q) Right Mirror Wire and Right Door Wire
(Right Door Front) |
| (36) Radio and Tape Player | (3D) Cowl Wire and J/B No. 3 | (R) Ground J/B No. 1 Set Bolt
(Ground J/B No. 4 Set Bolt) |
| (37) Rear Wiper S/W | (3E) Cowl Wire and J/B No. 3 | (S) Ground J/B No. 4 Set Bolt
(Ground J/B No. 4 Set Bolt) |
| (38) Remote Control Mirror S/W | (3F) Cowl Wire and J/B No. 3 | (T) Ground J/B No. 4 Set Bolt
(Ground J/B No. 4 Set Bolt) |
| (39) Retract Control Relay | (3G) Cowl Wire and J/B No. 3 | (U) Ground J/B No. 4 Set Bolt
(Ground J/B No. 4 Set Bolt) |
| (40) Seat Belt Warning Relay | (4A) Cowl Wire and J/B No. 4 | (V) Ground J/B No. 4 Set Bolt
(Ground J/B No. 4 Set Bolt) |
| (41) Starter Relay | (4B) Cowl Wire and J/B No. 4 | (W) Ground J/B No. 4 Set Bolt
(Ground J/B No. 4 Set Bolt) |
| (42) Turn Signal Flasher | (4C) Cowl Wire and J/B No. 4 | (X) Ground J/B No. 4 Set Bolt
(Ground J/B No. 4 Set Bolt) |
| (43) Unlock Warning S/W | (4D) Cowl Wire and J/B No. 4 | (Y) Ground J/B No. 4 Set Bolt
(Ground J/B No. 4 Set Bolt) |
| (44) Wiper S/W | (4E) Cowl Wire and J/B No. 4 | (Z) Ground J/B No. 4 Set Bolt
(Ground J/B No. 4 Set Bolt) |

ELECTRICAL WIRING R

[3Door]



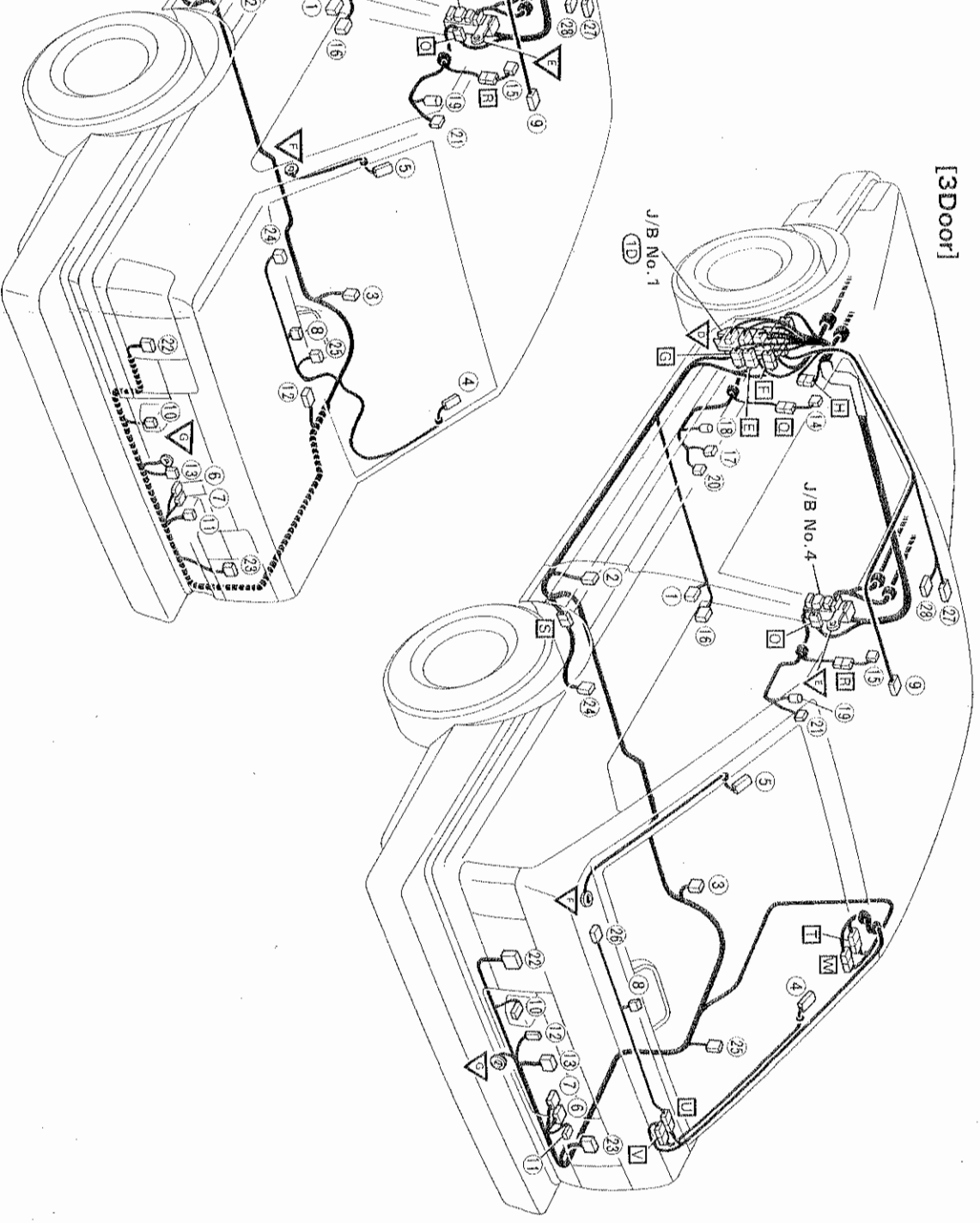
- ① Buckle S/W
- ② Courtesy S/W
- ③ Defogger +
- ④ Defogger -
- ⑤ Fuel Level Sender
- ⑥ Fuel Pump [4A-GEC]
- ⑦ High Mount Stop Light
- ⑧ Interior Light
- ⑨ Licence Light LH
- ⑩ Licence Light RH
- ⑪ Luggage Room Light
- ⑫ Luggage Room Light S/W
- ⑬ Mirror Motor LH
- ⑭ Mirror Motor RH
- ⑮ Parking Brake S/W
- ⑯ Power Window Master S/W
- ⑰ Power Window Motor
- ⑱ Power Window Relay
- ⑲ Power Window S/W

- ⑳ Rear Combination Light LH
- ㉑ Rear Combination Light RH
- ㉒ Rear Speaker LH
- ㉓ Rear Speaker RH
- ㉔ Rear Wiper Motor
- ㉕ Sun Roof and Map Light S/W
- ㉖ Sun Roof Motor
- ㉗ Floor Wire and J/B No. 1
- ㉘ Floor Wire and Cowl Wire
- ㉙ (Left Kick Panel)
- ㉚ Left Door Wire and Cowl Wire
- ㉛ (Left Kick Panel)
- ㉜ Roof Wire and Cowl Wire
- ㉝ (Left Kick Panel)
- ㉞ Right Door Wire and Cowl Wire
- ㉟ (Right Kick Panel)
- ㊱ Left Mirror Wire and Left Door Wire
- ㊲ (Left Door Front)
- ㊳ Right Mirror Wire and Right Door Wire
- ㊴ (Right Door Front)
- ㊵ Rear Speaker Wire and Floor Wire
- ㊶ (3 Door C/P, Rear Seat Left)

- ㊷ Back Door No. 1 Wire and Floor Wire
- ㊸ (3 Door C/P, Roof Right Rear)
- ㊹ Back Door No. 2 Wire and Back Door No. 1 Wire
- ㊺ (3 Door C/P, Back Door Right)
- ㊻ Defogger Wire and Back Door No. 1 Wire
- ㊼ (3 Door C/P, Back Door Right)
- ㊽ Back Door No. 2 Wire and Back Door No. 1 Wire
- ㊾ (3 Door C/P, Back Door Right)
- ㊿ Ground J/B No. 1 Set Bolt
- Ⓚ Ground J/B No. 4 Set Bolt
- Ⓛ Ground Left Rear Pillar (2 Door C/P)
- Ⓜ Ground Back Door Left (3 Door C/P)
- Ⓨ Ground Back Panel Center

ELECTRICAL WIRING ROUTING

[3Door]



- 22 Rear Combination Light LH
- 23 Rear Combination Light RH
- 24 Rear Speaker LH
- 25 Rear Speaker RH
- 26 Rear Wiper Motor
- 27 Sun Roof and Map Light S/W
- 28 Sun Roof Motor
- 10 Floor Wire and J/B No. 1
- 9 Floor Wire and Cowl Wire
- 8 Left Kick Panel
- 7 Left Door Wire and Cowl Wire
- 6 Left Kick Panel
- 5 Roof Wire and Cowl Wire
- 4 Left Kick Panel
- 3 Right Door Wire and Cowl Wire
- 2 Right Kick Panel
- 1 Left Mirror Wire and Left Door Wire
- 18 Left Door Front
- 17 Right Mirror Wire and Right Door Wire
- 16 Right Door Front
- 15 Rear Speaker Wire and Floor Wire
- 14 3 Door C/P, Rear Seat Left

- T Back Door No. 1 Wire and Floor Wire
- U 3 Door C/P, Roof Right Rear
- V Back Door No. 2 Wire and Back Door No. 1 Wire
- W Defogger Wire and Back Door No. 1 Wire
- X 3 Door C/P, Back Door Right
- Y 3 Door C/P, Back Door Right
- Z 3 Door C/P, Back Door Right
- AA 3 Door C/P, Back Door Right
- AB Ground J/B No. 1 Set Bolt
- AC Ground J/B No. 4 Set Bolt
- AD Ground Left Rear Pillar (2 Door C/P)
- AE Ground Back Door Left (3 Door C/P)
- AF Ground Back Panel Center

ender
4A-GEC]
Stop Light
nt
ht LH
ht RH
om Light
om Light S/W
or LH
or RH
ke S/W
ow Master S/W
ow Motor
ow Relay
ow S/W

SYSTEM INDEX

COROLLA FR

1986 Model (Page 1 to Page 4)

SYSTEMS	LOCATION	SYSTEMS	LOCATION
Air Conditioner, Cooler and Heater	 2-1	Radio and Tape Player	 4-3
Back-up Lights	 2-5	Rear Window Defogger	 2-6
Charging	 1-6	Rear Wiper and Washer	 3-3
Cigarette Lighter	 4-2	Remote Control Mirrors	 4-4
Clock	 4-2	Starting	 1-1
Combination Meter	 2-3	Stop Lights	 3-2
Cruise Control	 3-1	Sun Roof	 2-7
EFI	 1-3	Taillights and Illumination	 3-6
Emission Control	 1-7	Turn Signal and Hazard	 2-7
Front Wiper and Washer	 3-4	Unlock and Seat Belt Warning	 2-5
Headlights	 3-8		
Horn	 2-8		
Idle-up	 4-5		
Ignition	 1-5		
Interior Lights	 4-1		
Overdrive	 2-6		
Power Source	 1-1		
Power Windows	 4-6		

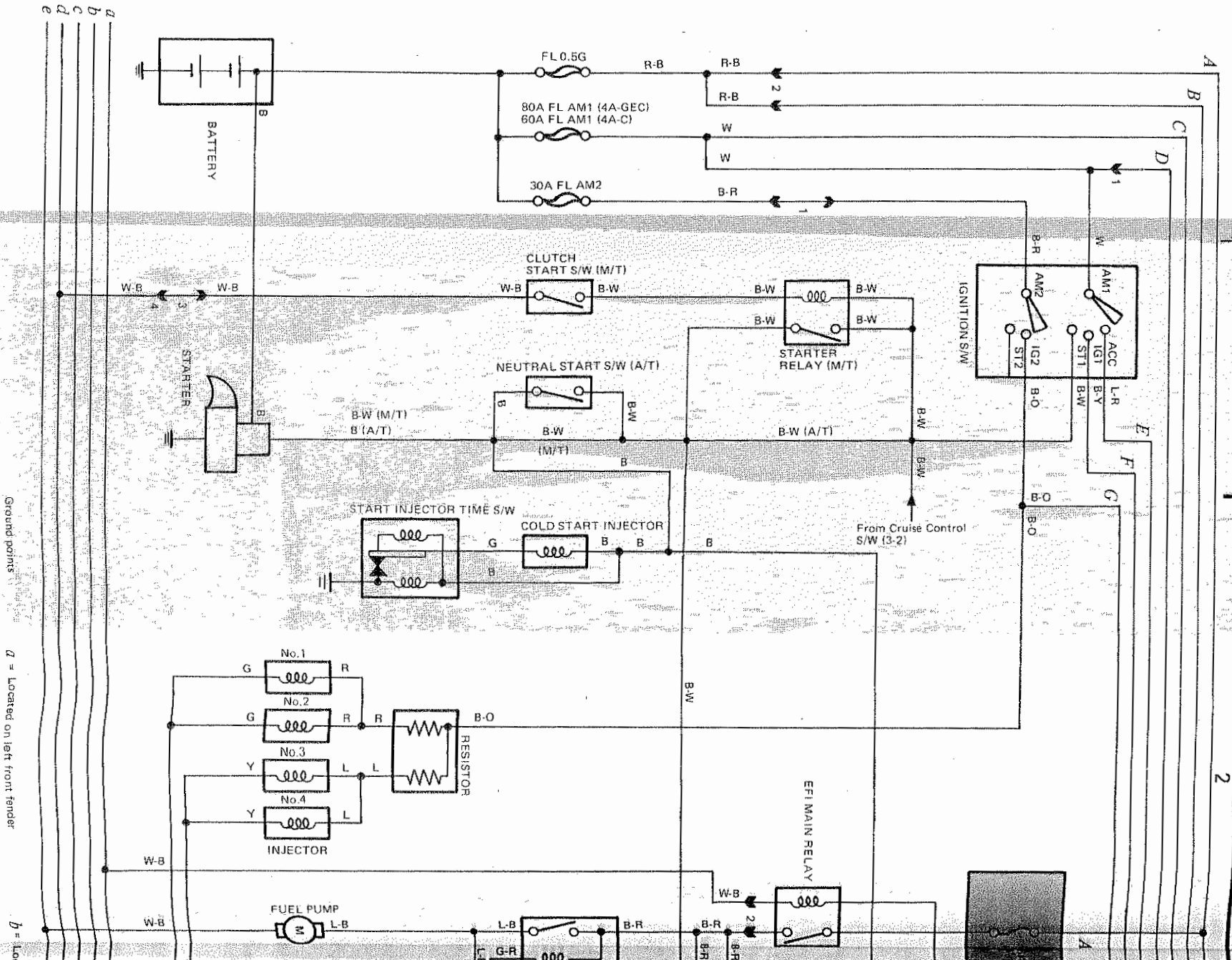
COROLLA *FR* ELECTRICAL WIRING DIAGRAM-1986 Model (Page 1 of 2)



Power Source



Starting



Ground points

a = Located on left front fender

b = Located on left front fender



C = Located on center of back panel



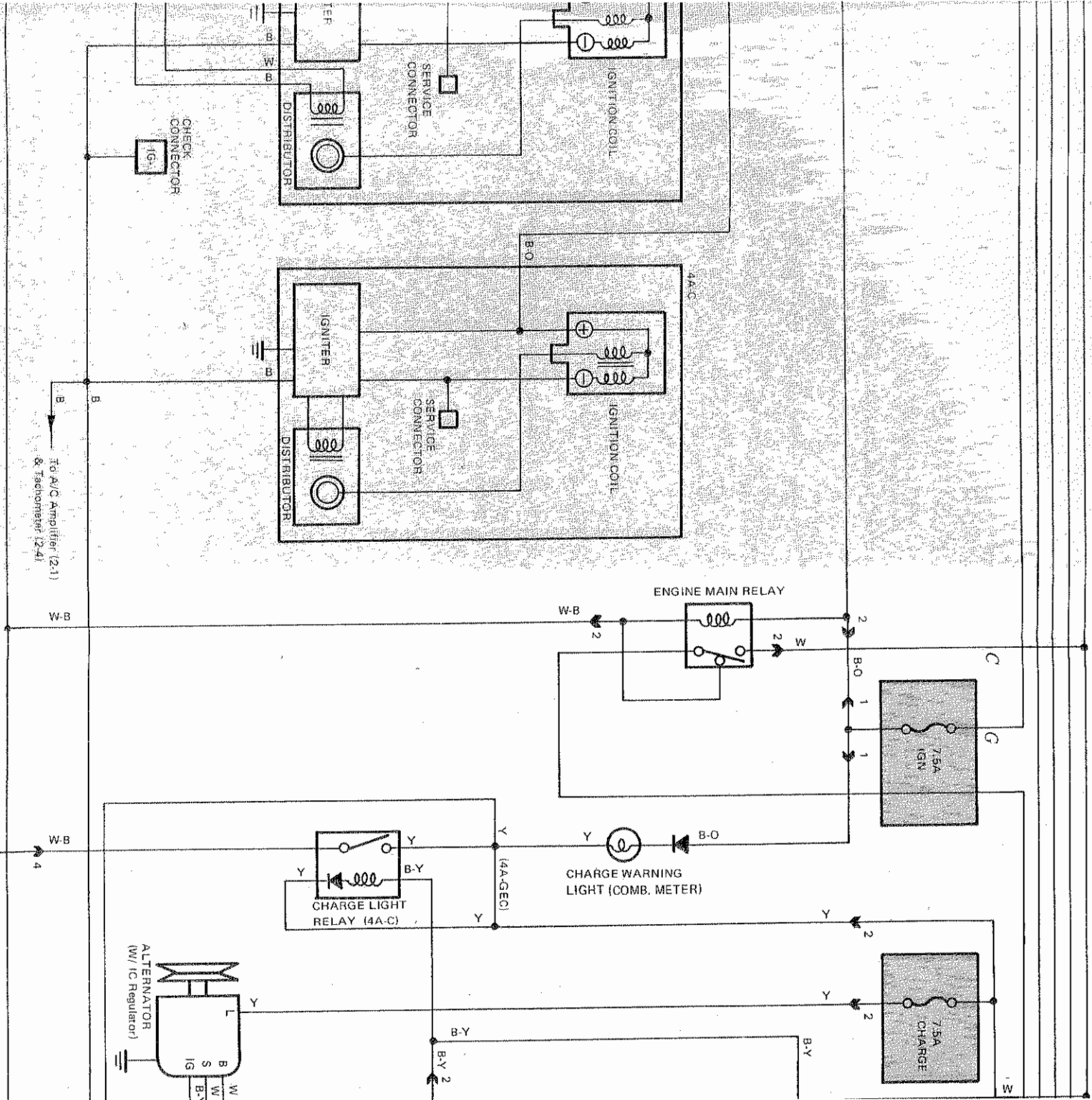
Ignition

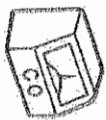
၆



Charging

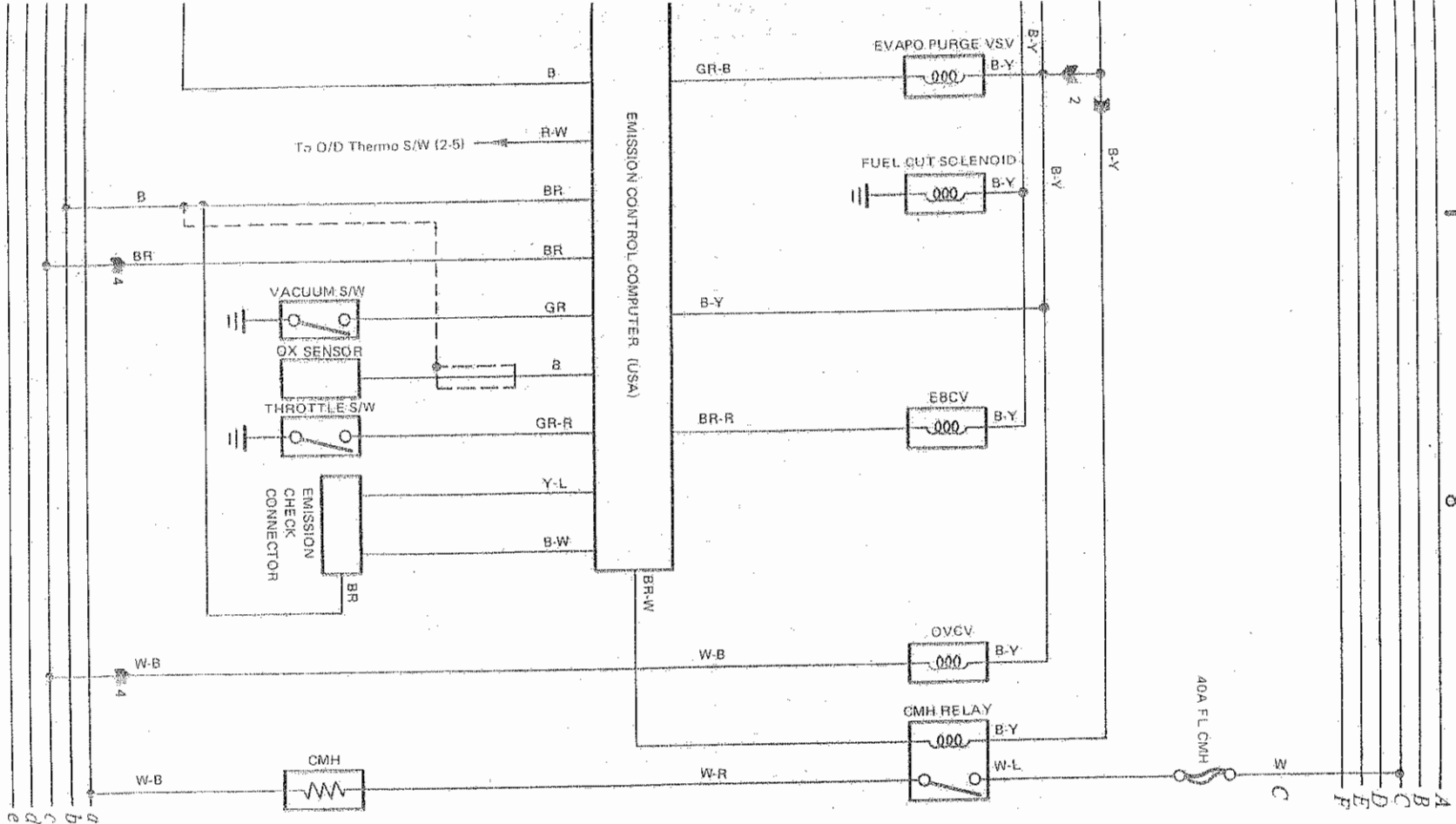
८





Emission Control

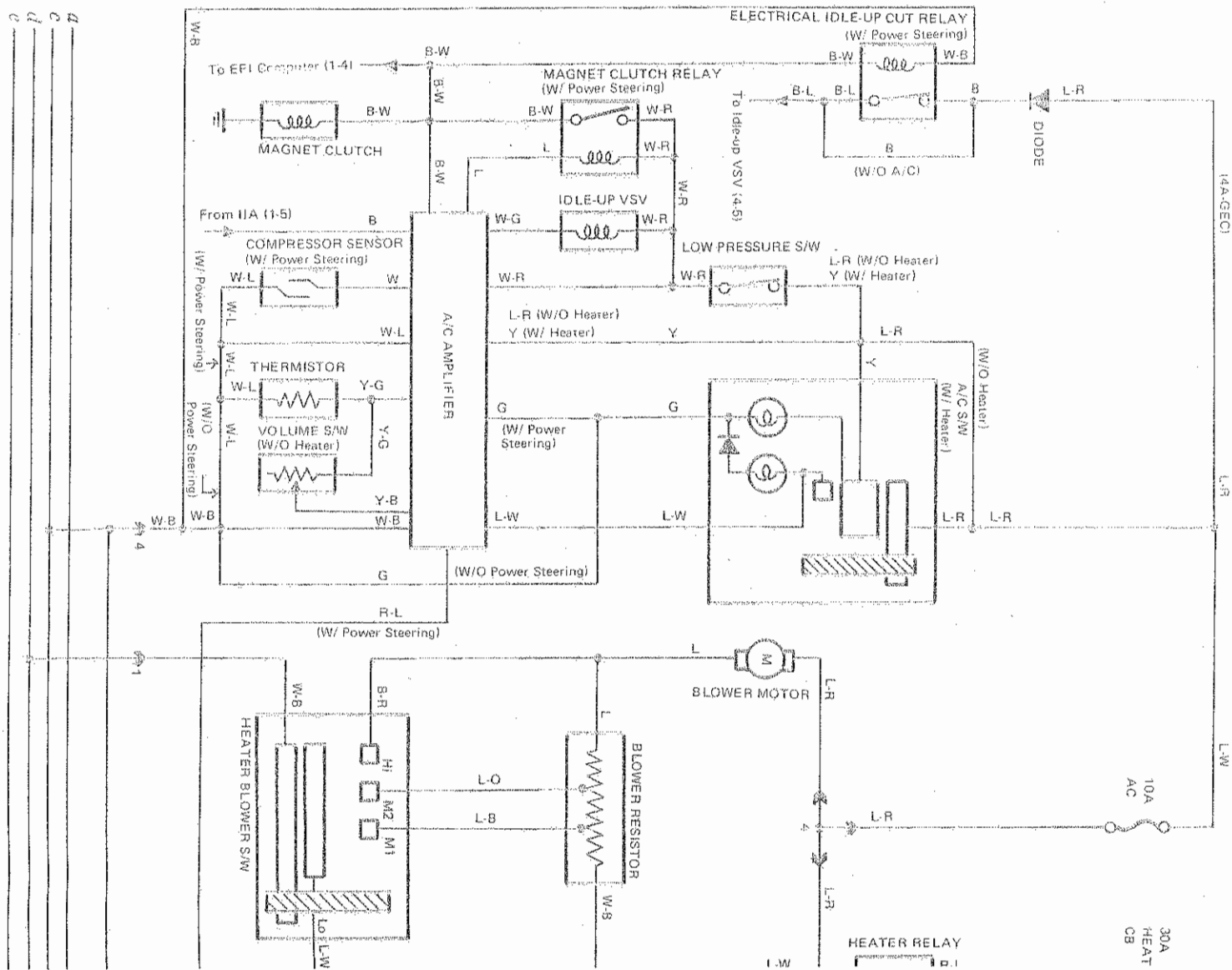
8

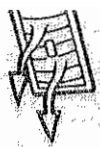




Air Conditioner, Cooler and Heater

A	1	2
B	1	2
C	1	2
D	1	2
E	1	2
F	1	2

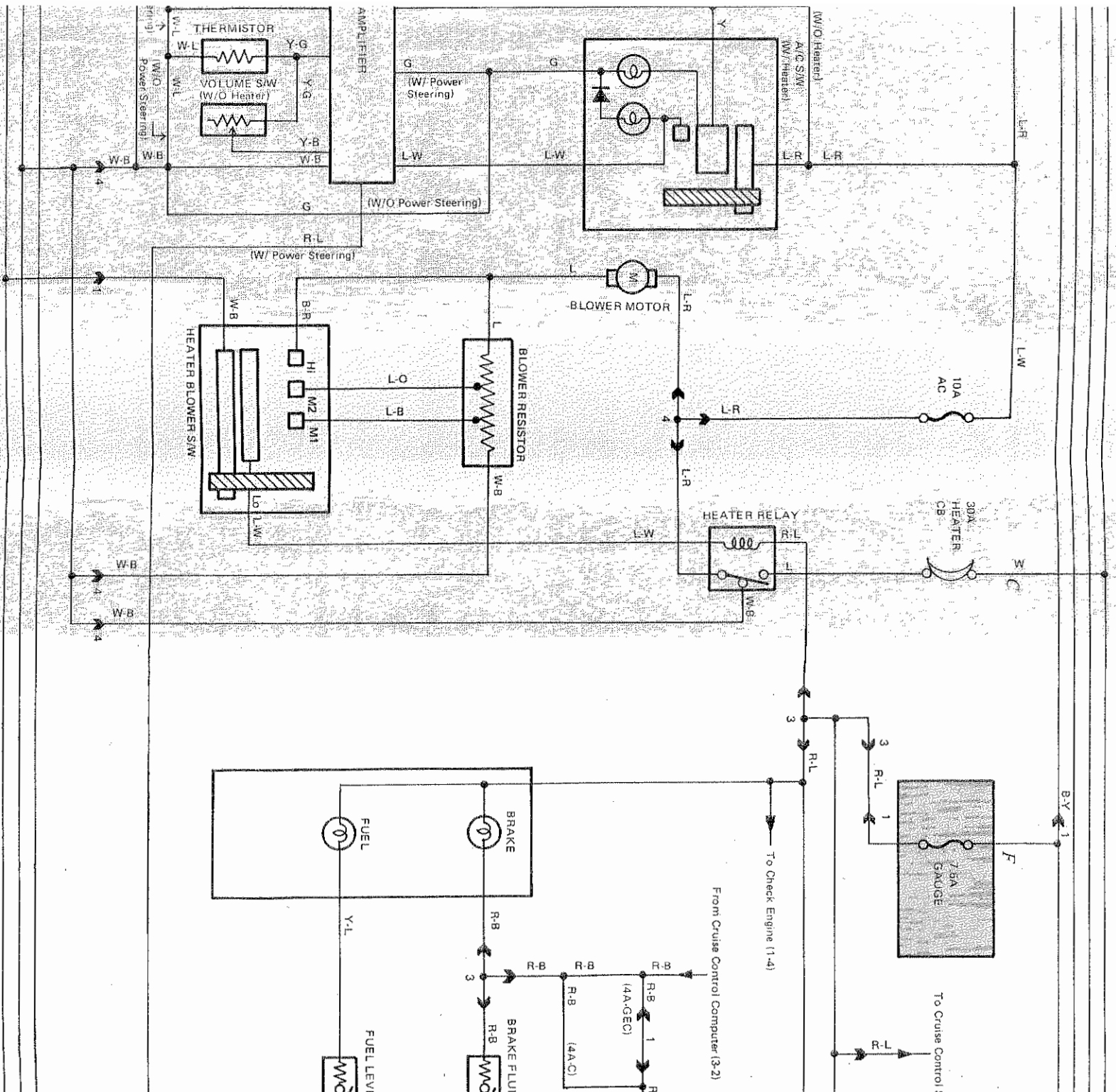




Air Conditioner, Cooler and Heater

2

3



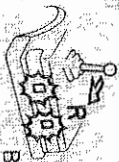
C = Located under right front pillar

d = Located under left front pillar

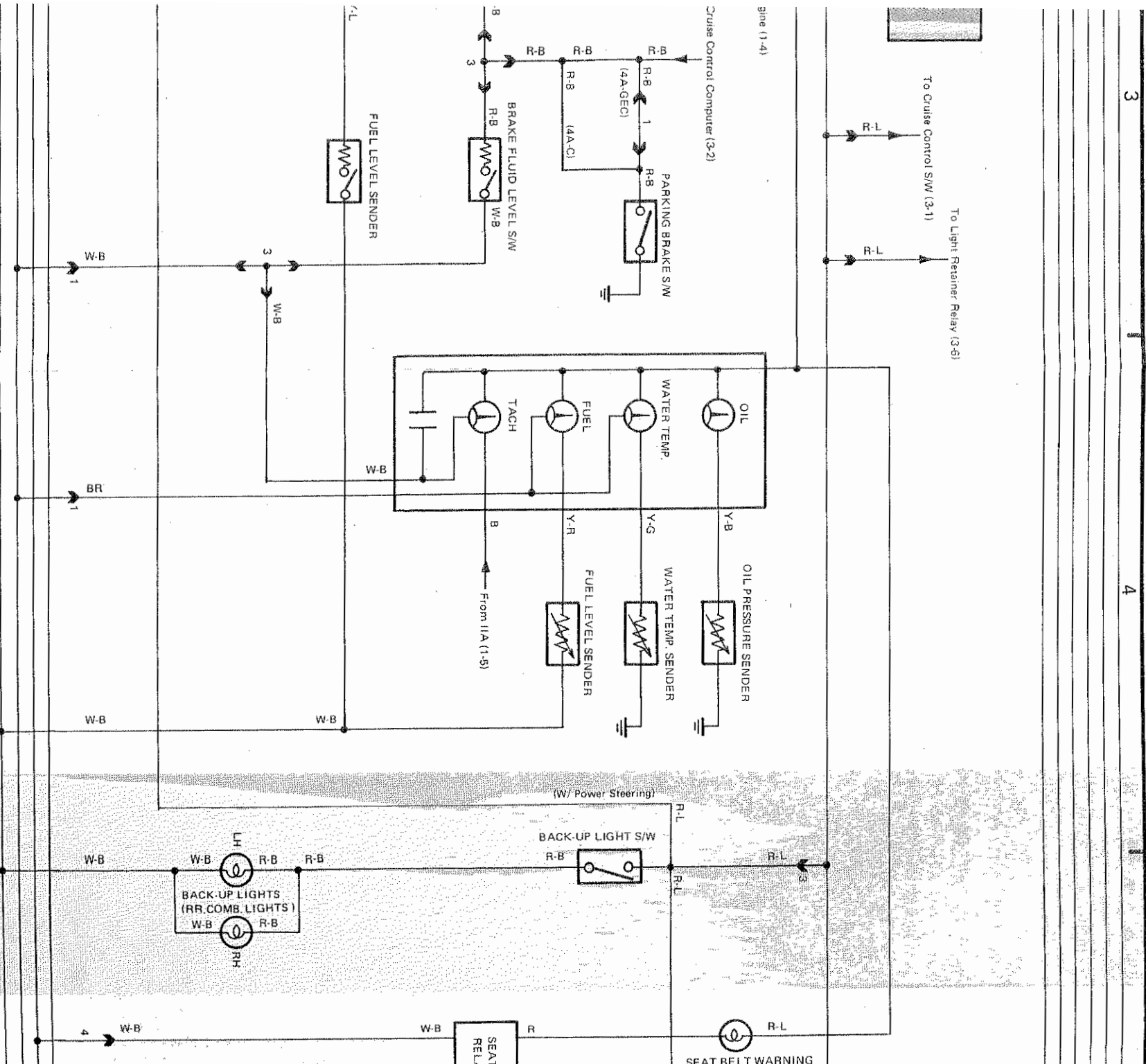
e = Located on center of back panel

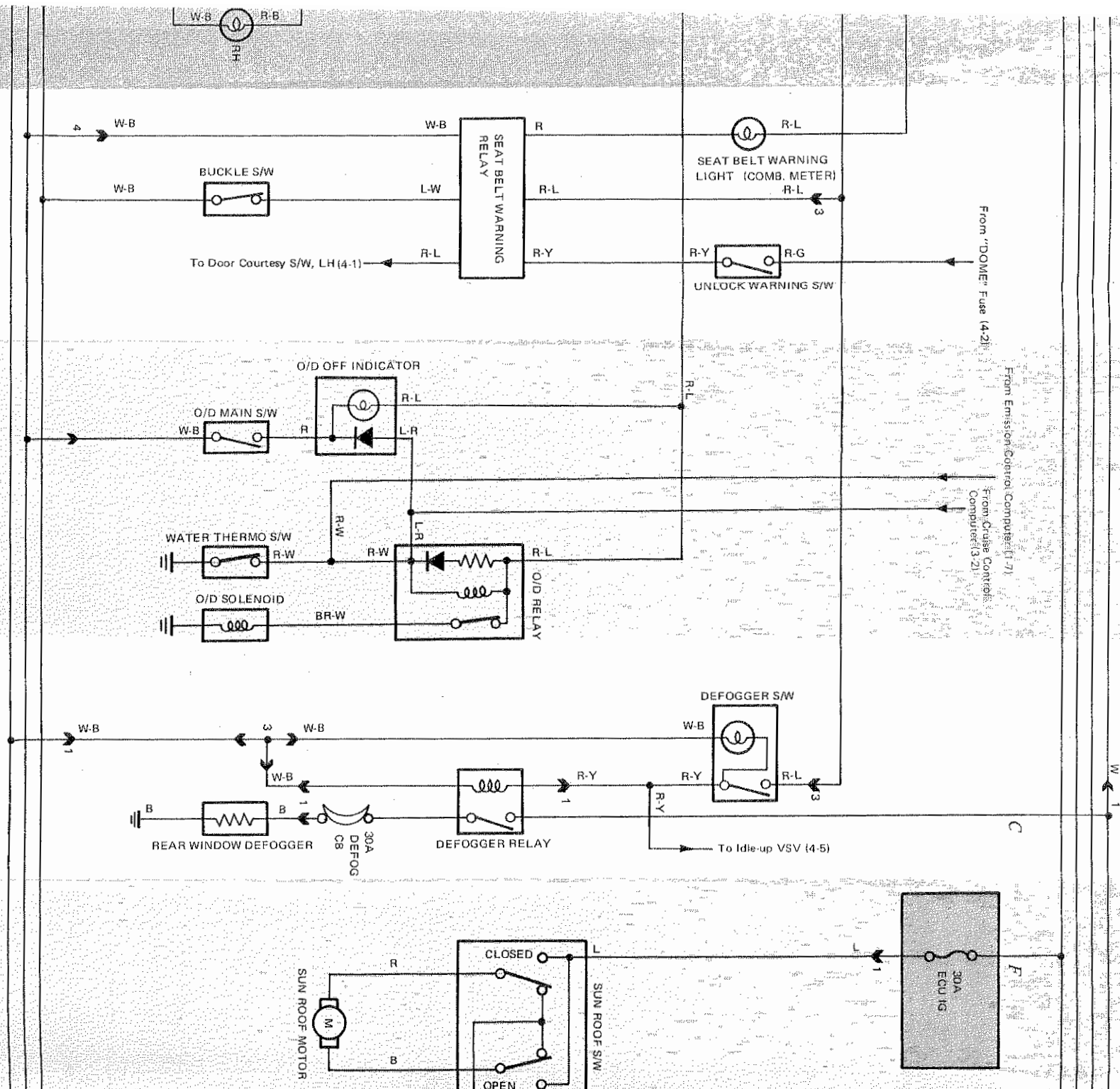


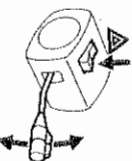
Combination Meter



Back-up Lights







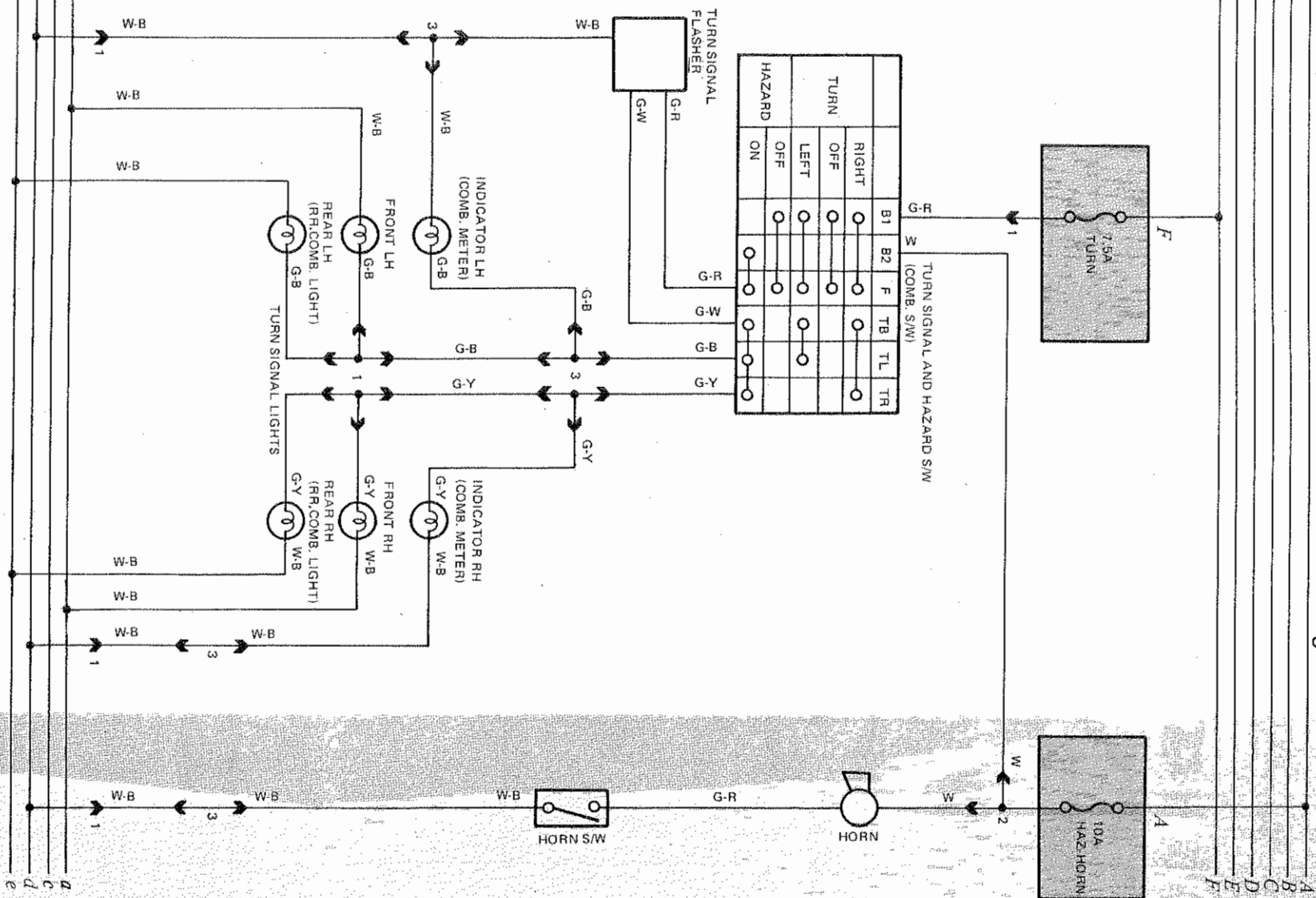
Turn Signal and Hazard



Horn

7

8



COROLLA FR (Cont'd)



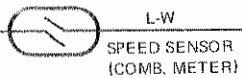
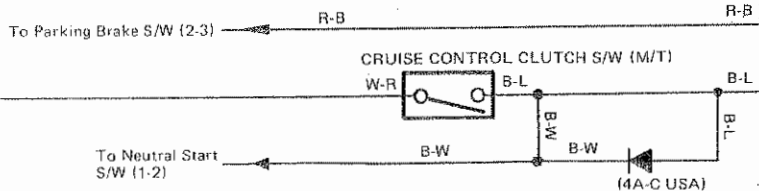
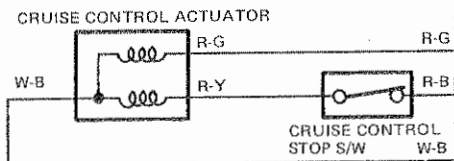
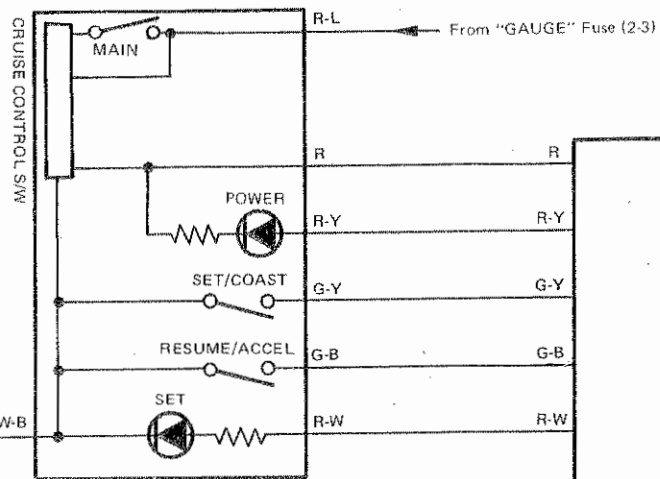
Cruise Control

A
B
C
D
E
F

1

1

2



From ECU (1-4)

To Idle-up VSV (4-5)

STOP LIGHT S/W

To O/D Relay (2-5)

Ground points

1 = Located on left front fender

2 = Located under right front pillar

3 = Located under left front pillar



Rear Wiper and Washer



Front Wiper and Washer

Stop Lights

3

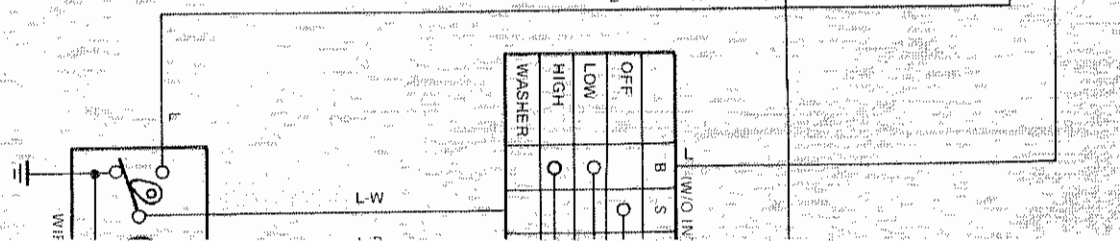
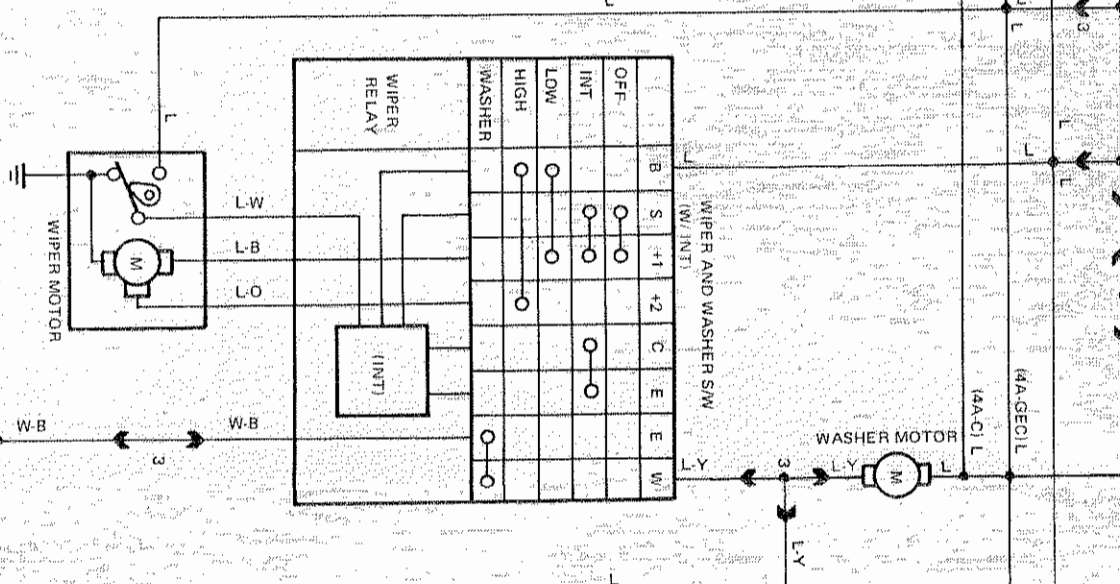
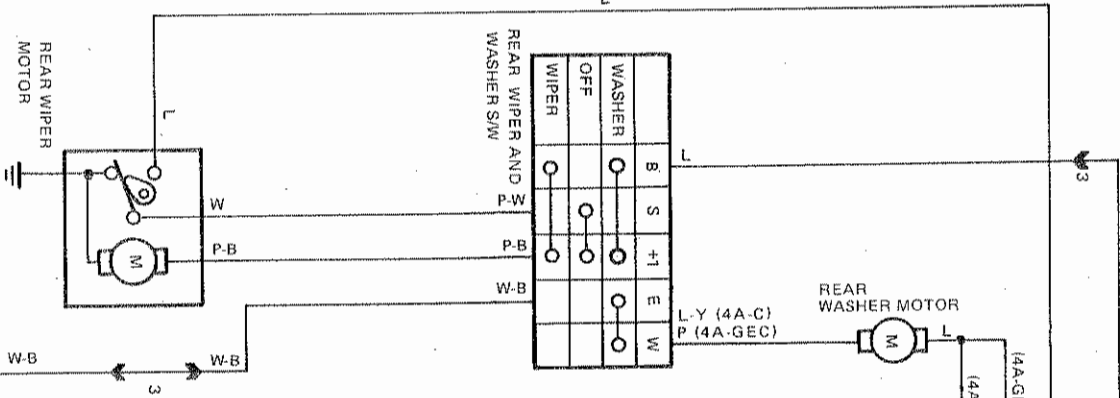
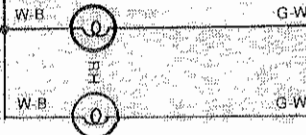
4

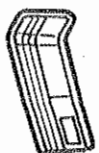
To EFI Computer (1-4)

15A STOP

HIGH MOUNT STOP LIGHT

STOP LIGHTS (RR.COMB. LIGHTS)

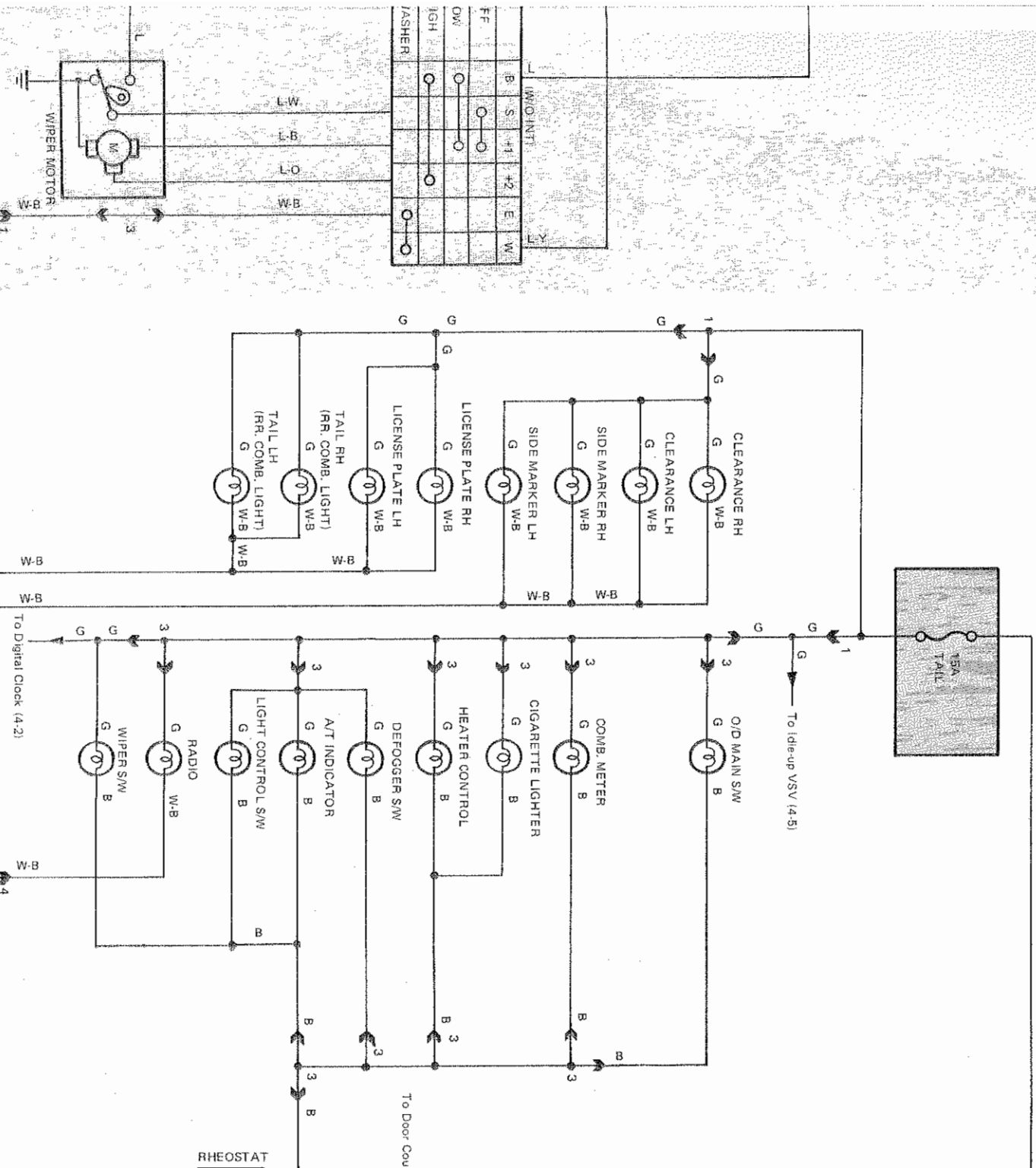


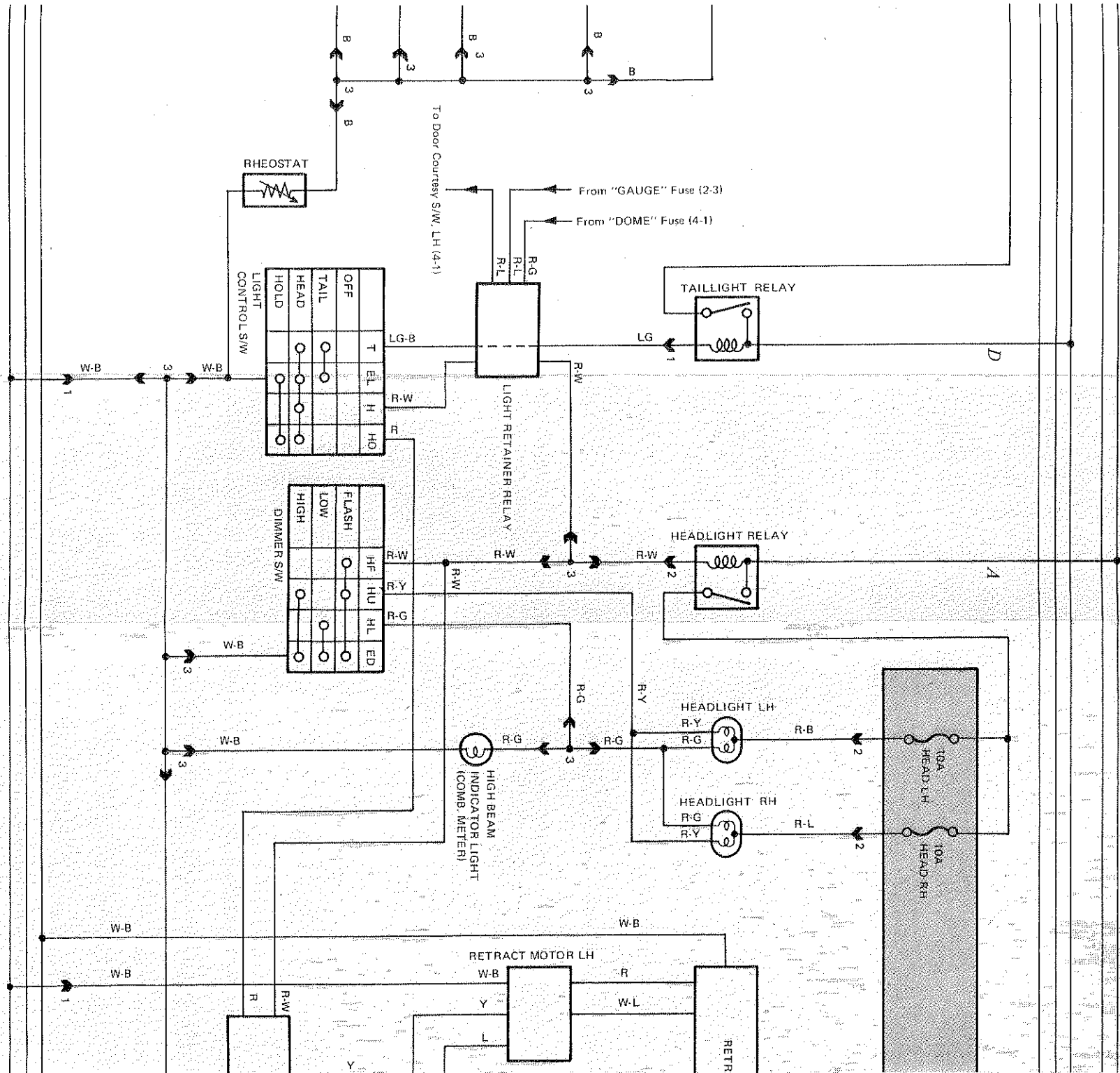
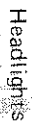


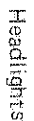
Tailights and Illumination

5

6

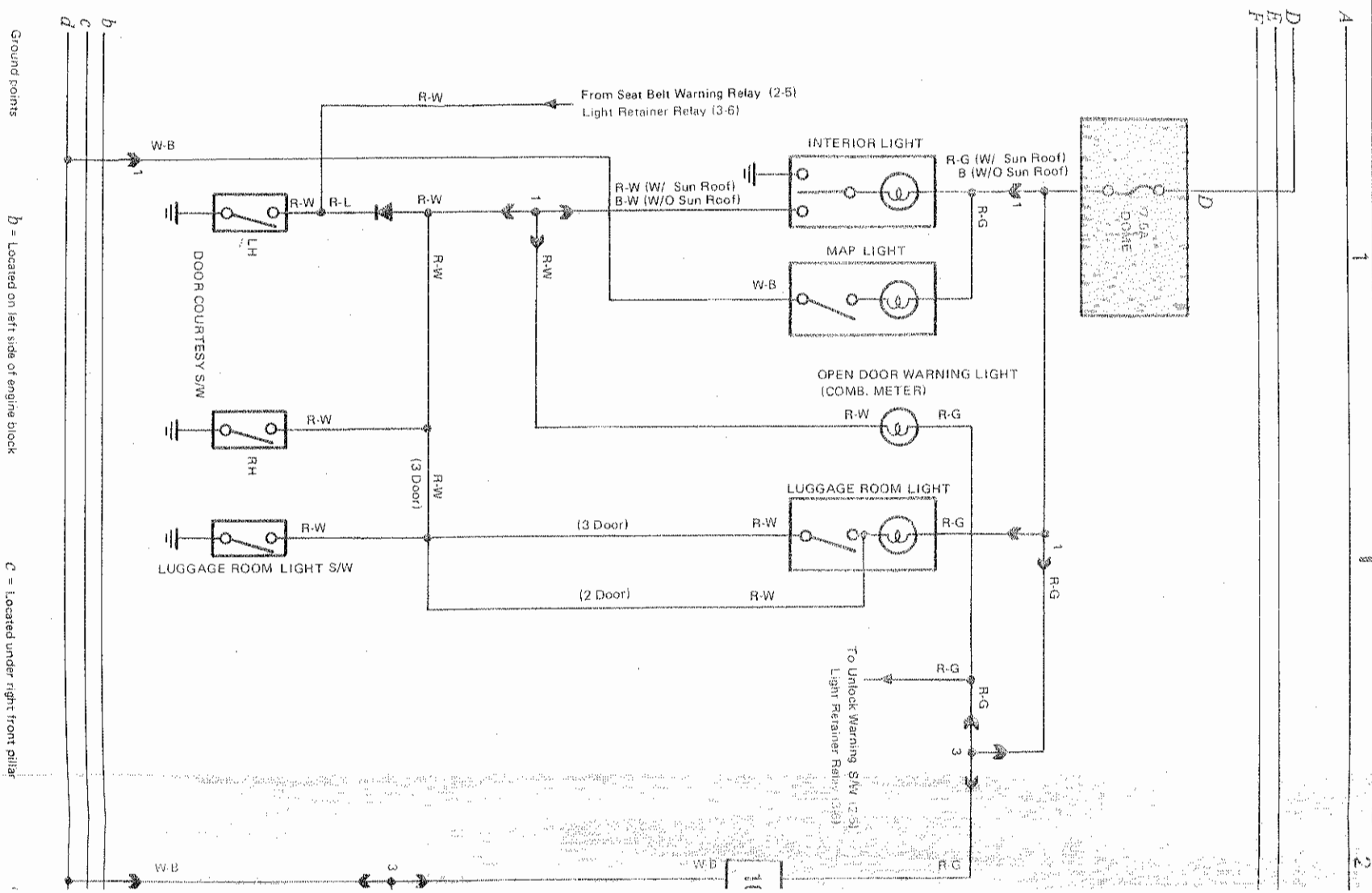








Interior Lights





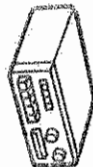
Interior Lights



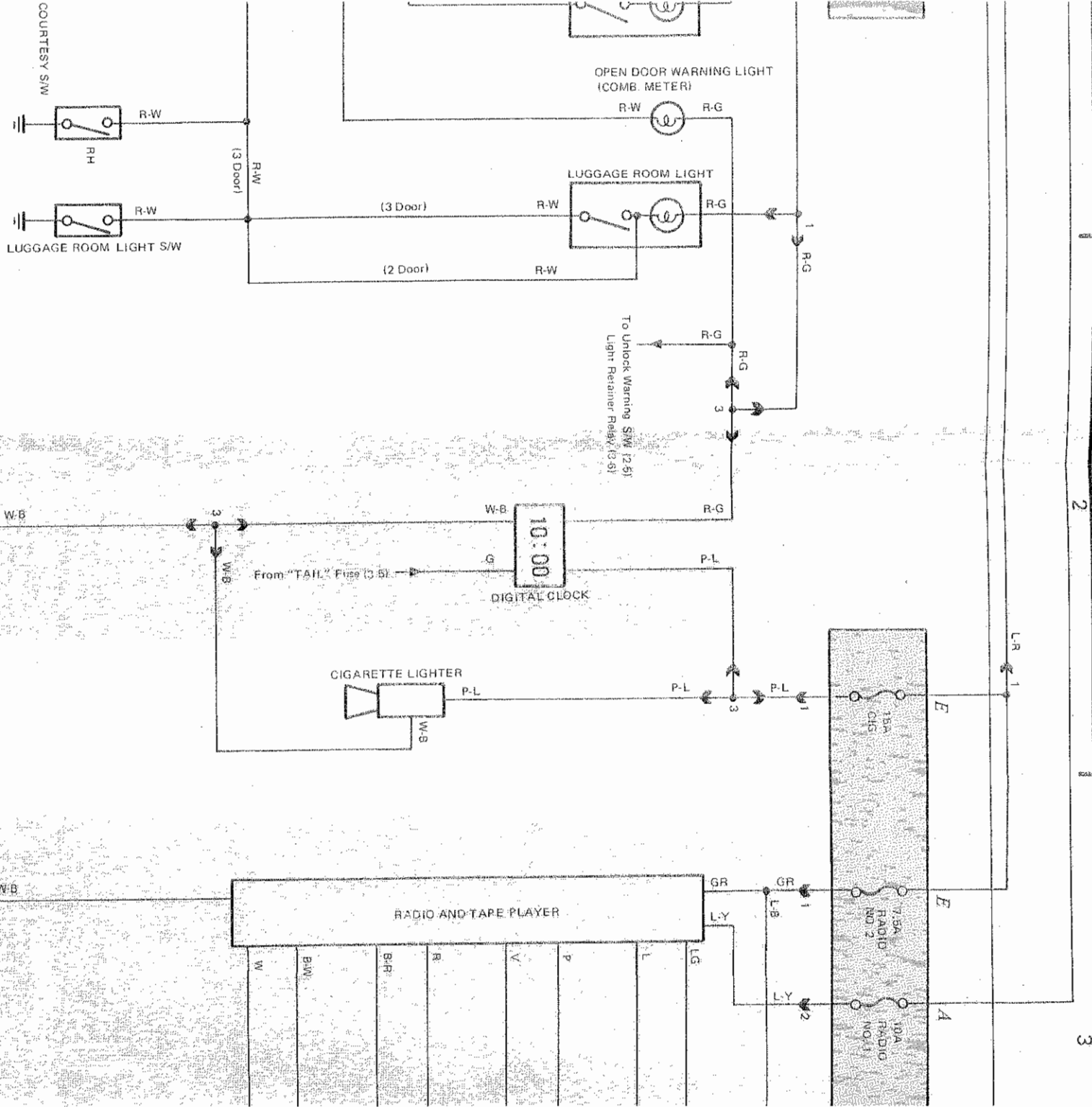
Clock



Cigarette Lighter



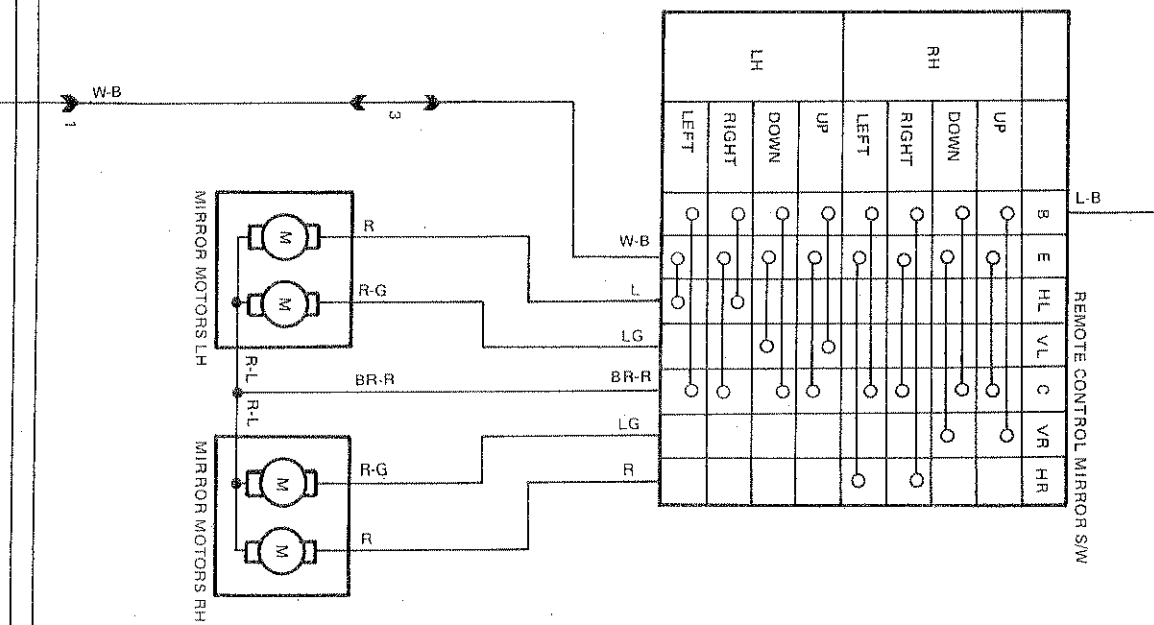
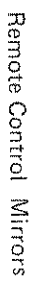
Radio

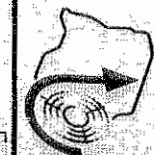
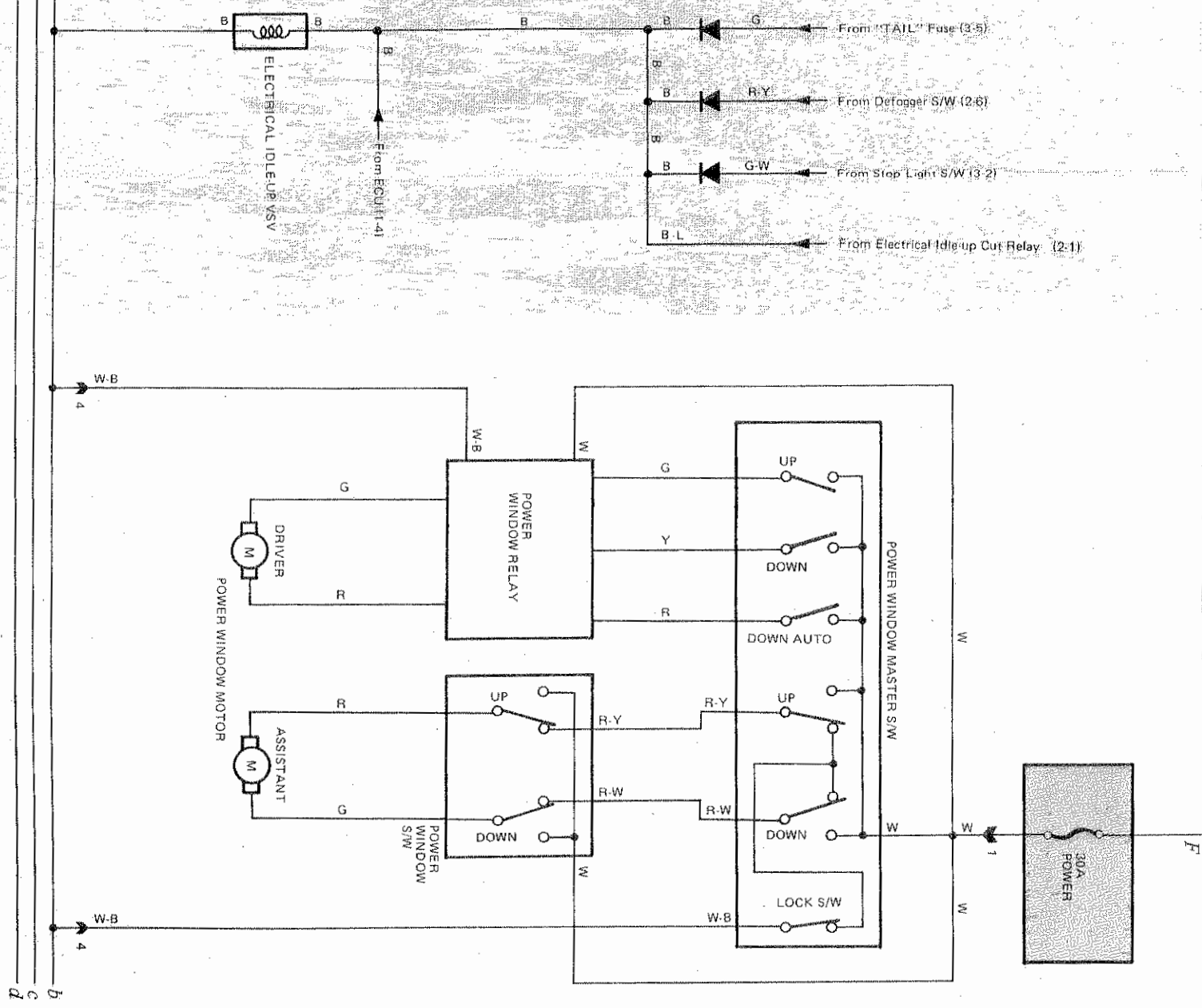


on left side of engine block

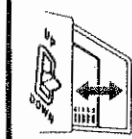
C = Located under right front pillar

C = Located under left front pillar





Idle-up



Power Windows