SYSTEM OUTLINE

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

1. INPUT SIGNALS

(1) ENGINE COOLANT TEMP. SIGNAL CIRCUIT
THE ENGINE COOLANT TEMP. SENSOR DETECTS THE ENGINE COOLANT TEMP. AND HAS A BUILT-IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE WATER TEMP. IS INPUT INTO **TERMINAL THA** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

(2) INTAKE AIR TEMP. SIGNAL CIRCUIT
THE INTAKE AIR TEMP. SENSOR IS INSTALLED IN THE MASS AIR FLOW METER AND DETECTS THE INTAKE AIR TEMP. WHICH IS INPUT AS A CONTROL SIGNAL TO **TERMINAL THA** OF THE ENGINE CONTROL MODULE.

(3) OXYGEN DENSITY SIGNAL CIRCUIT
OXYGEN DENSITY IN THE EXHAUST EMISSION IS DETECTED AND INPUT AS A CONTROL SIGNAL FROM THE HEATED OXYGEN SENSOR (BANK 1 SENSOR 1, BANK 1 SENSOR 2) TO **TERMINALS OX1**, **OX2** OF THE ENGINE CONTROL MODULE.
TO STABILIZE DETECTION PERFORMANCE BY THE HEATED OXYGEN SENSOR IS WARMED.

(4) RPM SIGNAL CIRCUIT
CRANKSHAFT POSITION IS DETECTED BY THE CRANKSHAFT POSITION SENSOR AND THE PICK-UP COIL INSTALLED INSIDE THE DISTRIBUTOR. CRANKSHAFT POSITION IS INPUT AS A CONTROL SIGNAL TO **TERMINAL NE2+** OF THE ENGINE CONTROL MODULE, AND ENGINE SPEED IS INPUT TO **TERMINAL NE**.

(5) THROTTLE POSITION SIGNAL CIRCUIT
THE THROTTLE POSITION SENSOR DETECTS THE THROTTLE VALVE OPENING ANGLE AS A CONTROL SIGNAL WHICH IS INPUT INTO **TERMINAL VTA** OF THE ENGINE CONTROL MODULE. WHEN THE VALVE IS COMPLETELY CLOSED, THE ENGINE IDLING SIGNAL IS INPUT INTO **TERMINAL IDL**.

(6) VEHICLE SPEED CIRCUIT
THE VEHICLE SPEED IS DETECTED BY VEHICLE SPEED SENSOR INSTALLED IN THE TRANSMISSION, AND THE SIGNAL IS INPUT TO **TERMINAL SPD** OF THE ENGINE CONTROL MODULE VIA THE COMBINATION METER.

(7) NEUTRAL POSITION SIGNAL CIRCUIT
THE PARK/NEUTRAL POSITION SW DETECTS WHETHER THE SHIFT POSITION IS IN “N” AND “P” OR NOT, AND THE SIGNAL IS INPUT INTO **TERMINAL NSW** OF THE ENGINE CONTROL MODULE.

(8) A/C SW SIGNAL CIRCUIT
THE OPERATING VOLTAGE OF THE A/C MAGNETIC CLUTCH IS DETECTED, AND THE SIGNAL IS INPUT INTO **TERMINAL A/C** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

(9) BATTERY SIGNAL CIRCUIT
VOLTAGE IS CONSTANTLY APPLIED TO **TERMINAL BATT** OF THE ENGINE CONTROL MODULE. WITH THE IGNITION SW TURNED ON, THE VOLTAGE FOR ENGINE CONTROL MODULE START-UP POWER SUPPLY IS APPLIED TO **TERMINAL +B** OF THE ENGINE CONTROL MODULE VIA THW EFI MAIN RELAY.
THE CURRENT FLOW THROUGH THE **IGN** FUSE FLOWS TO **TERMINAL IGSW** OF THE ENGINE CONTROL MODULE**.**

(10) INTAKE AIR VOLUME SIGNAL CIRCUIT
INTAKE AIR VOLUME IS DETECTED BY THE MASS AIR FLOW METER, AND THE SIGNAL IS INPUT TO **TERMINAL VG** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

(11) STOP LIGHT SW SIGNAL CIRCUIT
THE STOP LIGHT SW IS USED TO DETECT WHETHER THE VEHICLE IS BRAKING OR NOT, AND THE SIGNAL IS INPUT INTO **TERMINAL STP** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

(12) STARTER SIGNAL CIRCUIT
TO CONFIRM WHETHER THE ENGINE IS CRANKING, THE VOLTAGE IS APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND THE SIGNAL IS INPUT INTO **TERMINAL STA** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

(13) ENGINE KNOCK SIGNAL CIRCUIT
ENGINE KNOCKING IS DETECTED BY THE KNOCK SENSOR 1 AND 2 , AND THE SIGNAL IS INPUT INTO **TERMINAL KNK1 AND KNK2** AS A CONTROL SIGNAL.

2. CONTROL SYSTEM

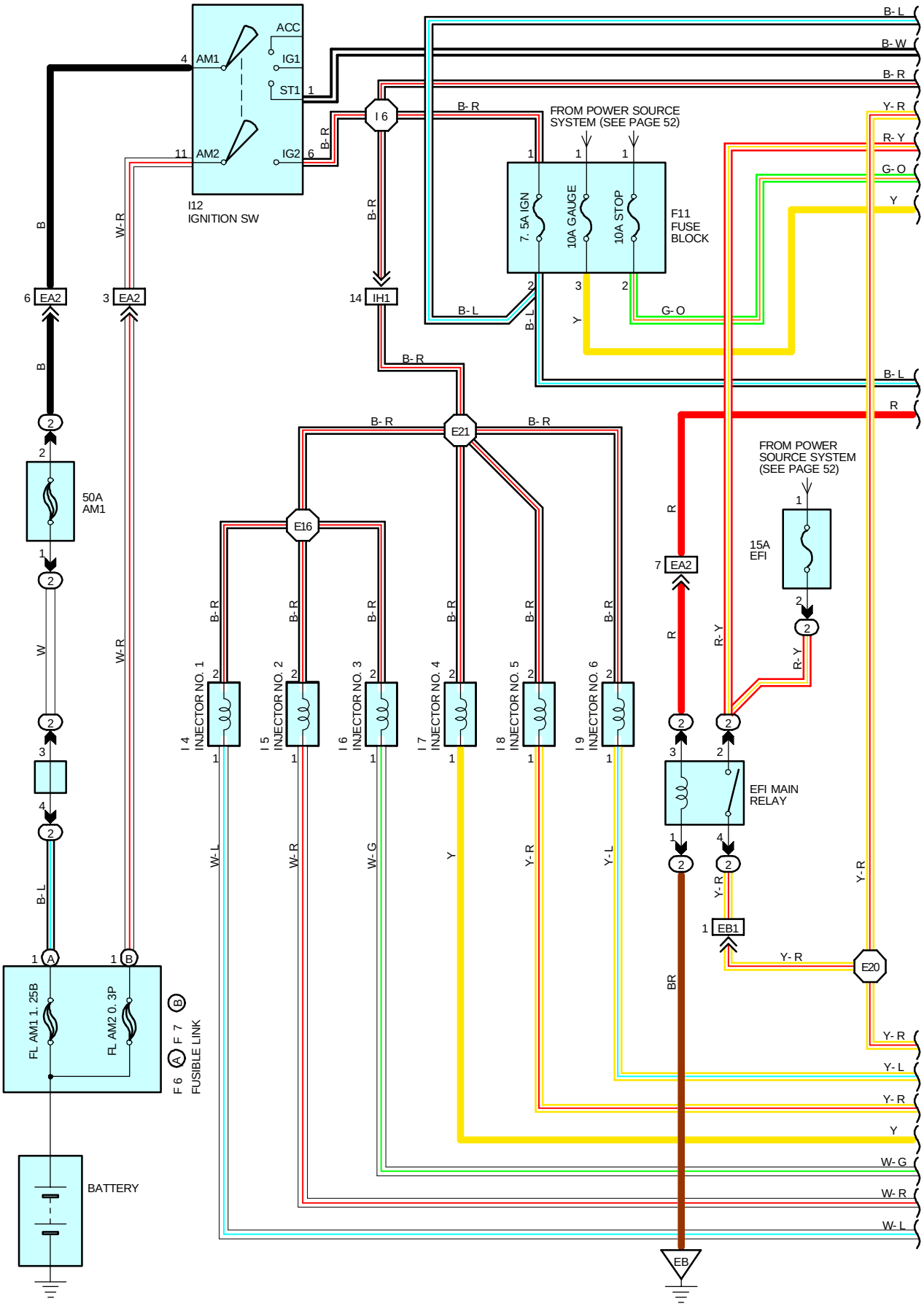
* SFI SYSTEM
  THE SFI SYSTEM MONITORS THE ENGINE CONDITION THROUGH THE SIGNALS INPUT FROM EACH SENSOR (INPUT SIGNALS FROM (1) TO (13) ETC.) TO THE ENGINE CONTROL MODULE. THE BEST FUEL INJECTION TIMING IS DECIDED BASED ON THIS DATA AND THE PROGRAM MEMORIZED BY THE ENGINE CONTROL MODULE, AND THE CONTROL SIGNAL IS INPUT TO **TERMINALS #10, #20, #30, #40, #50 AND #60** OF THE ENGINE CONTROL MODULE TO OPERATE THE INJECTOR. (INJECT THE FUEL). THE SFI SYSTEM PRODUCES CONTROL OF FUEL INJECTION OPERATION BY THE ENGINE CONTROL MODULE IN RESPONSE TO THE DRIVING CONDITIONS.
* ESA SYSTEM
  THE ESA SYSTEM MONITORS THE ENGINE CONDITION THROUGH THE SIGNALS INPUT TO THE ENGINE CONTROL MODULE FROM EACH SENSOR (INPUT SIGNALS FROM (1), (2), (4) TO (13) ETC.). THE BEST IGNITION TIMING IS DECIDED ACCORDING TO THIS DATA AND THE MEMORIZED DATA IN THE ENGINE CONTROL MODULE, AND THE CONTROL SIGNAL IS INPUT TO **TERMINAL IGT** THIS SIGNAL, WHICH CONTROLS THE IGNITER TO PROVIDE THE BEST IGNITION TIMING FOR THE DRIVING CONDITIONS.
* HEATED OXYGEN SENSOR HEATER CONTROL SYSTEM
  THE HEATED OXYGEN SENSOR HEATER CONTROL SYSTEM TURNS THE HEATER ON WHEN THE INTAKE AIR VOLUME IS LOW (TEMP. OF EXHAUST EMISSIONS IS LOW), AND WARMS UP THE OXYGEN SENSOR TO IMPROVE DETECTION PERFORMANCE OF THE SENSOR. THE ENGINE CONTROL MODULE EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS FROM (1), (2), (4), (9) TO (11) ETC.), AND OUTPUTS CURRENT TO **TERMINALS HTI AND HT2** TO CONTROL THE HEATER.
* IDLE AIR CONTROL SYSTEM
  THE IDLE AIR CONTROL SYSTEM (STEP MOTOR TYPE) INCREASES THE ENGINE SPEED AND PROVIDES IDLING STABILITY FOR FAST IDLE-UP WHEN THE ENGINE IS COLD AND WHEN THE IDLE SPEED HAS DROPPED DUE TO ELECTRICAL LOAD AND SO ON. THE ENGINE CONTROL MODULE EVALUATES THE SIGNAL FROM EACH SENSOR (INPUT SIGNALS FROM (1), (4), (5), (8), (9), (11) ETC.) AND OUTPUTS CURRENT TO **TERMINAL ISC1, ISC2, ISC3** AND **ISC4** TO CONTROL THE IDLE AIR CONTROL VALVE.
* EGR CUT CONTROL SYSTEM
  THE EGR CUT CONTROL SYSTEM CONTROLS THE VSV (EGR) BY EVALUATING THE SIGNAL FROM EACH SENSOR (INPUT SIGNALS FROM (1), (5), (9)), AND OUTPUTS CURRRENT TO **TERMINAL EGR** OF THE ENGINE CONTROL MODULE.
* FUEL PRESSURE CONTROL SYSTEM
  THE FUEL PRESSURE UP SYSTEM CAUSES THE VSV (FUEL PRESSURE CONTROL) TO COME ON FOR HIGH TEMP. STARTS AND IMMEDIATELY AFTER STARTING IN ORDER TO INCREASE THE FUEL PRESSURE, IMPROVE STARTABILITY AT HIGH TEMPERATURES AND PROVIDE STABLE IDLING. THE ENGINE CONTROL MODULE EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS FROM (1), (2), (5), (11)), OUTPUTS CURRENT TO **TERMINAL FPU** AND CONTROLS THE VSV.
* FUEL PUMP CONTROL SYSTEMTHE ENGINE CONTROL MODULE OPERATION OUTPUTS TO **TERMINAL FPR** AND CONTROLS THE FUEL PUMP RELAY AND THUS CONTROLS THE FUEL PUMP DRIVE SPEED IN RESPONSE TO CONDITIONS.

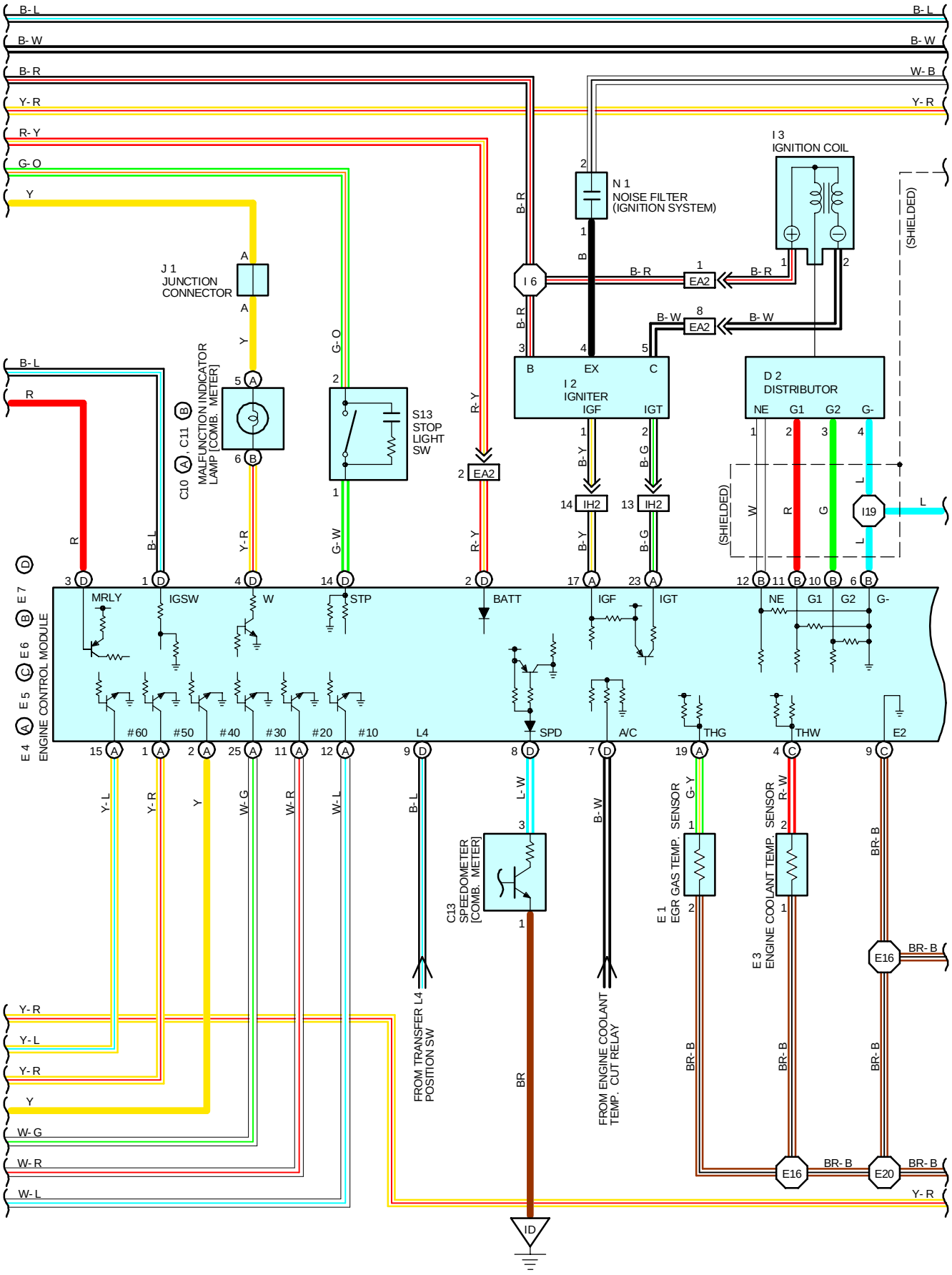
3. DIAGNOSIS SYSTEM

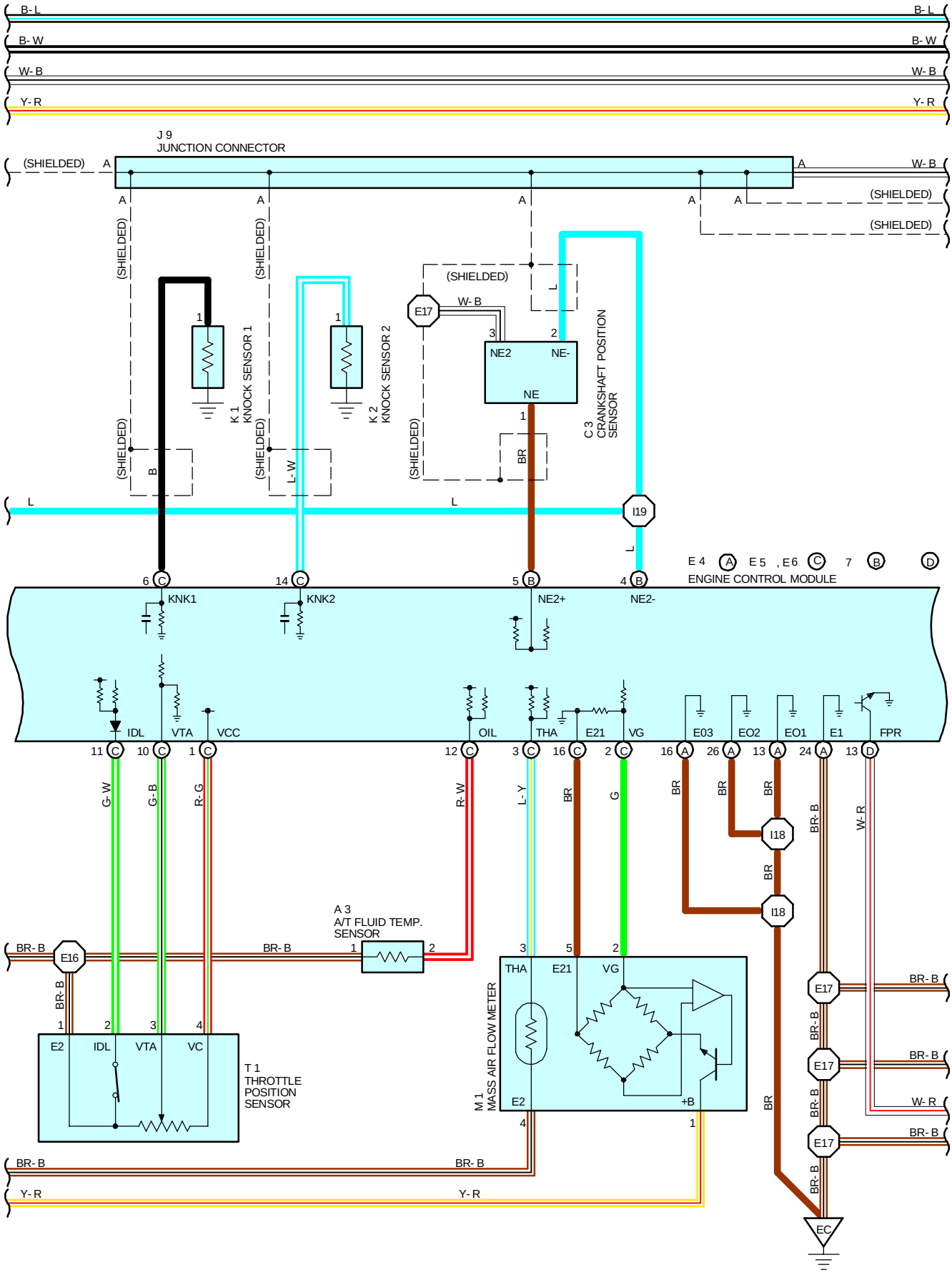
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTION IN THE ENGINE CONTROL MODULE SIGNAL SYSTEM, THE MALFUNCTIONING SYSTEM IS RECORDED IN THE MEMORY. THE MALFUNCTIONING SYSTEM CAN BE FOUND BY READING THE CODE DISPLAYED BY THE MALFUNCTION INDICATOR LAMP.

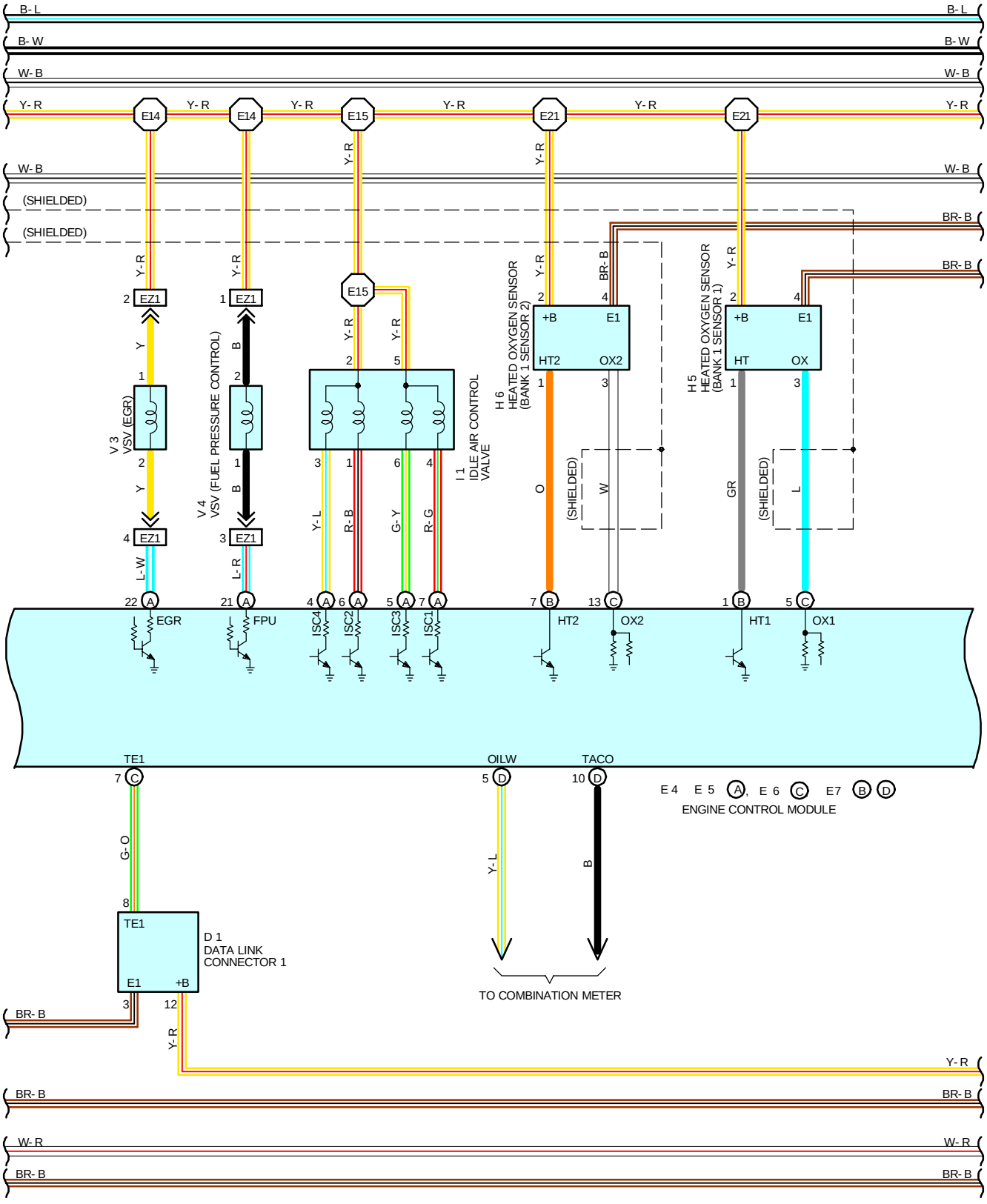
4. FAIL -SAFE SYSTEM

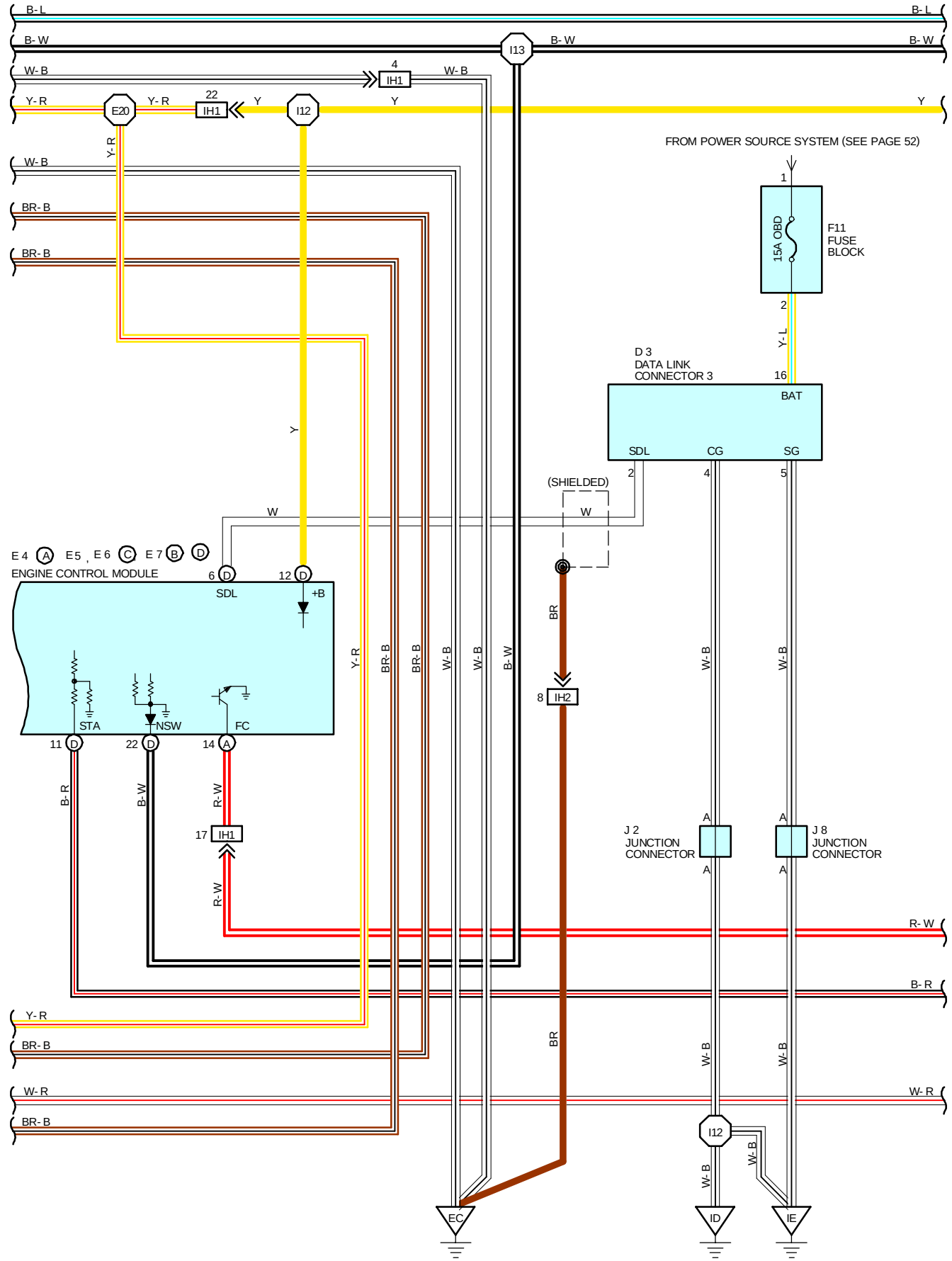
WHEN THE MALFUNCTION HAS OCCURRED IN ANY SYSTEM, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL-SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ENGINE CONTROL MODULE MEMORY OR ELSE STOPS THE ENGINE

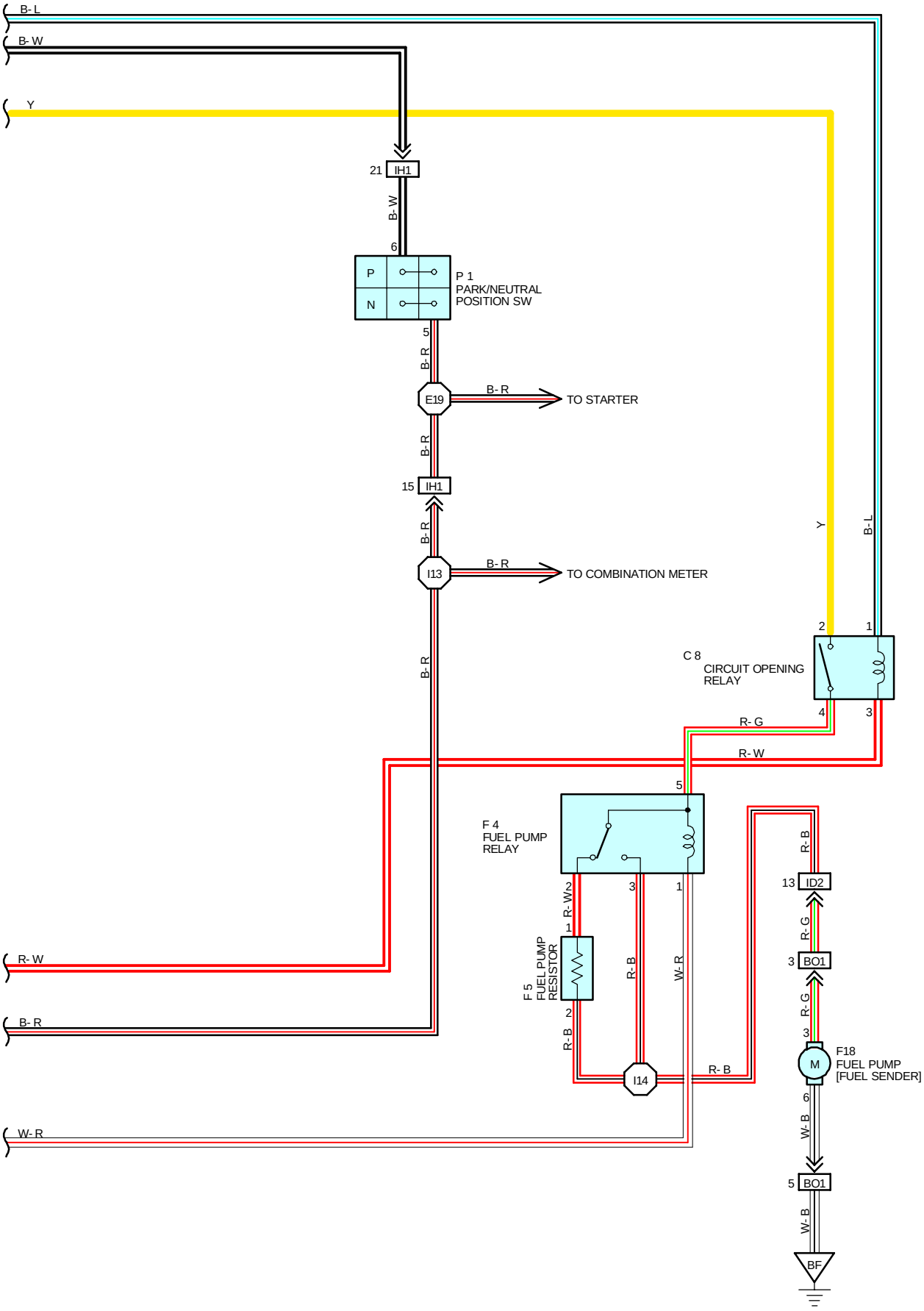

I12
IGNITION SW
ACC
IG1
ST1
AM1
AM2
IG2
I 6
FROM POWER SOURCE SYSTEM (SEE PAGE 52)
F11
FUSE
BLOCK
7. 5A IGN
10A GAUGE
10A STOP
EA2
IH1
E21
E16
50A
AM1
15A
EFI
EFI MAIN
RELAY
I 4
INJECTOR NO. 1
I 5
INJECTOR NO. 2
I 6
INJECTOR NO. 3
I 7
INJECTOR NO. 4
I 8
INJECTOR NO. 5
I 9
INJECTOR NO. 6
FL AM1 1. 25B
FL AM2 0. 3P
F 6
F 7
FUSIBLE LINK
BATTERY
EB1
E20
EB
B- L
B- W
B- R
Y- R
R- Y
G- O
Y
R
W- R
W- L
W- G
Y- L
BR


B- L
B- W
B- R
Y- R
R- Y
G- O
Y
W- B
J 1
JUNCTION
CONNECTOR
N 1
NOISE FILTER
(IGNITION SYSTEM)
I 3
IGNITION COIL
(SHIELDED)
I 6
EA2
I 2
IGNITER
B
EX
C
IGF
IGT
D 2
DISTRIBUTOR
NE
G1
G2
G-
I19
IH2
S13
STOP
LIGHT
SW
C10 A, C11 B
MALFUNCTION INDICATOR
LAMP [COMB. METER]
E 7
E 6
E 5
E 4
ENGINE CONTROL MODULE
MRLY
IGSW
W
STP
BATT
IGF
IGT
NE
G1
G2
G-
#60
#50
#40
#30
#20
#10
L4
SPD
A/C
THG
THW
E2
C13
SPEEDOMETER
[COMB. METER]
E 1
EGR GAS TEMP. SENSOR
E 3
ENGINE COOLANT TEMP. SENSOR
FROM TRANSFER L4
POSITION SW
FROM ENGINE COOLANT
TEMP. CUT RELAY
E16
E20
ID
BR- B


B- L
B- W
W- B
Y- R
J 9
JUNCTION CONNECTOR
(SHIELDED)
K 1
KNOCK SENSOR 1
K 2
KNOCK SENSOR 2
E17
W- B
NE2
NE-
NE
C 3
CRANKSHAFT POSITION
SENSOR
BR
L- W
L
I19
E 4
E 5
, E6
7
ENGINE CONTROL MODULE
KNK1
KNK2
NE2+
NE2-
IDL
VTA
VCC
OIL
THA
E21
VG
E03
EO2
EO1
E1
FPR
G- W
G- B
R- G
R- W
L- Y
BR
G
BR- B
W- R
I18
A 3
A/T FLUID TEMP.
SENSOR
E16
E2
VC
T 1
THROTTLE
POSITION
SENSOR
M 1
MASS AIR FLOW METER
+B
E17
EC
Y- R


B- L
B- W
W- B
Y- R
E14
E15
E21
(SHIELDED)
BR- B
EZ1
V 3
VSV (EGR)
V 4
VSV (FUEL PRESSURE CONTROL)
I 1
IDLE AIR CONTROL VALVE
H 6
HEATED OXYGEN SENSOR (BANK 1 SENSOR 2)
H 5
HEATED OXYGEN SENSOR (BANK 1 SENSOR 1)
+B
E1
HT2
OX2
HT
OX
EGR
FPU
ISC4
ISC2
ISC3
ISC1
HT1
OX1
TE1
OILW
TACO
G- O
Y- L
B
D 1
DATA LINK CONNECTOR 1
TO COMBINATION METER
E 4
E 5
E 6
E7
ENGINE CONTROL MODULE
W- R


B- L
B- W
W- B
Y- R
Y
BR- B
R- W
B- R
W- R
I13
IH1
IH2
E20
I12
FROM POWER SOURCE SYSTEM (SEE PAGE 52)
F11
FUSE
BLOCK
15A OBD
D 3
DATA LINK
CONNECTOR 3
BAT
SDL
CG
SG
(SHIELDED)
E 4
E 5
E 6
E 7
ENGINE CONTROL MODULE
+B
STA
NSW
FC
J 2
JUNCTION
CONNECTOR
J 8
JUNCTION
CONNECTOR
EC
ID
IE


B- L
B- W
Y
21
IH1
B- W
6
P
N
P 1
PARK/NEUTRAL
POSITION SW
5
B- R
E19
B- R
TO STARTER
B- R
15
IH1
B- R
I13
B- R
TO COMBINATION METER
B- R
Y
B- L
2
1
C 8
CIRCUIT OPENING
RELAY
4
3
R- G
R- W
5
F 4
FUEL PUMP
RELAY
2
3
1
R- W
1
F 5
FUEL PUMP
RESISTOR
2
R- B
R- B
W- R
R- B
I14
R- B
13
ID2
R- G
3
BO1
R- G
3
M
F18
FUEL PUMP
[FUEL SENDER]
6
W- B
5
BO1
W- B
BF
R- W
B- R
W- R

SERVICE HINTS

EFI MAIN RELAY
(2) 2- (2) 4:CLOSED WITH THE IGNITION SW AT **ON** OR **ST** POSITION
E 4 (A), E 5 (C), E 6 (B), E 7 (D) ENGINE CONTROL MODULE
(VOLTAGE AT THE ENGINE CONTROL MODULE)
BATT-E1:ALWAYS **9.0-14.0** VOLTS
VCC-E2 :**4.5-5.5** VOLTS WITH THE IGNITION SW ON
IDL-E2:**0-3.0** VOLTS WITH THE IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED
:**9.0-14.0** VOLTS WITH THE IGNITION SW ON AND THROTTLE VALVE FULLY OPEN
VTA-E2 :**0.3-0.80** VOLTS WITH THE IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED
:**3.2-4.9** VOLTS WITH THE IGNITION SW ON AND THROTTLE VALVE FULLY OPEN
THA-E2:**0.5-3.4** VOLTS WITH THE IGNITION SW ON AND INTAKE AIR TEMP. **20**°C (**68**°F)
THW-E2:**0.2-1.0** VOLTS WITH THE IGNITION SW ON AND ENGINE COOLANT TEMP. **80**°C **(176**°F)
STA-E1 :**6.0** VOLTS OR MORE WITH THE CLANKING
IGT-E1:PULSE GENERATION WITH THE ENGINE IDLING
IGF-E1:**2.0** VOLTS OR LESS WITH THE IGNITION SW ON
:PULSE GENERATION WITH THE ENGINE IDLING
NE-G- :PULSE GENERATION WITH THE ENGINE IDLING
STA-E1 :**9.0-14.0** VOLTS OR LESS WITH THE IGNITION SW ON AND PARK/NEUTRAL POSITION SW AT "**P**" OR **"N**" POSITION
:**3.0-14.0** VOLTS WITH THE IGNITION SW ON AND PARK/NEUTRAL POSITION SW AT OTHER THAN "**P** " OR "N"POSITION
SPD-E1-:PULSE GENERATION WITH THE IGNITION SW AND ROTATE DRIVING WHEEL SLOWLY
TEL-E1- :**9.0-14.0** VOLTS WITH THE IGNITION SW ON AND DATA LINK CONNECTOR 1 TE1-E1 NOT CONNECTED
:**1.5** VOLTS OR LESS WITH THE IGNITION SW ON AND DATA LINK CONNECTOR 1 TE1-E1 CONNECTED
W-E1:**9.0-14.0** VOLTS WITH THE ENGINE RUNNING AND NO TROUBLE (MALFUNCTION INDICATOR LAMP OFF)
A/C-E1:**7.5- 14.0** VOLTS WITH THE AIR CONDITIONING ON
:**1.5** VOLTS OR LESS WITH THE AIR CONDITIONING OFF
STP-E1:**7.5-14.0** VOLTS WITH THE STOP LIGHT SW ON (BRAKE PEDAL DEPRESSED)
:**1.5** VOLTS OR LESS WITH THE STOP LIGHT SW OFF
G1,G2-G:PULSE GENERATION WITH THE ENGINE IDLING
KNK1, KNK2-E1:PULSE GENERATION WITH THE ENGINE IDLING
IGSW,+B,MRLY-E1: **9.0-14.0** VOLTS WITH THE IGNITION SW ON
#10, #20, #30-E01, E02:**9.0-14.0** VOLTS WITH THE IGNITION SW ON
#40, #50, #60-E01, E02:**9.0-14.0** VOLTS WITH THE IGNITION SW ON
ISC1, ISC2, ISC3, ISC4-E1:**9.0-14.0** VOLTS WITH THE IGNITION SW ON
RESISTANCE AT ENGINE CONTROL MODULE CONNECTORS
(DISCONNECT WIRING CONNECTOR)
IDL-E2:INFINITY (THROTTLE VALVE FULLY OPEN)
:**2.3** KΩ OR LESS (THROTTLE VALVE FULLY CLOSED)
VTA-E2: **2.0-10.2** KΩ (THROTTLE VALVE FULLY OPEN)
:**0.2-5.7** KΩ (THROTTLE VALVE FULLY CLOSED)
VCC-E2:**2.5-5.9** KΩ
THA-E2:**2.0-3 .0** KΩ (INTAKE AIR TEMP. **20**°C (**68**°F))
THW-E2:**200-400** Ω (ENGINE COOLANT TEMP. **80**°C (**176**°F))
NE-G- :**185- 275** Ω (COLD (- **10**°C (**14**°F) TO **0**°C (**122**°F))
:**240- 325** Ω (HOT (**50**°C (**122**°F) TO **100**°C (**212**°F)
G1,G2-G-:**185- 275** Ω (COLD (- **10**°C (**14**°F) TO **0**°C (**122**°F))
:**240- 325** Ω (HOT (**50**°C (**122**°F) TO **100**°C **(212**°F)
ISC1, ISC2, ISC3, ISC4-+B:**10-30** Ω
I 1 IDLE AIR CONTROL VALVE
5-4, 6:**10- 30** Ω
2-1, 3:**10- 30** Ω
I 4, I 5, I 6, I 7, I 8, I 9 INJECTOR
1-2:12- **16** Ω
H 5, H 6 HEATED OXYGEN SENSOR (BANK 1 SENSOR 1, BANK 1 SENSOR 2)
1-2:5- **5 0-6.5** Ω

SERVICE HINTS

T 1 THROTTLE POSITION SENSOR

1-4 :**2.5-5.9** KΩ
1-3: **2.0-10.2** KΩ WITH THE THROTTLE VALVE FULLY OPEN
:**0.2-5.7** KΩ WITH THE THROTTLE VALVE FULLY CLOSED
1-2:INFINITY WITH THE CLEARANCE BETWEEN LEVER AND STOP SCREW **0.75** MM (**0.030** IN.)
:**2.3** KΩ LESS WITH THE CLEARANCE BETWEEN LEVER AND STOP SCREW **0.50** MM (**0.020** IN.)

F18 FUEL PUMP (FUEL SENDER)

3-6 :**0.2-3.0** Ω

F5 FUEL PUMP RESISTOR

1-2:APPROX. **0.73** Ω

E 1 EGR GAS TEMP. SENSOR

1-2: **69-89** Ω (**50**°C **(122**°F)
:**11-15** Ω (**100**°C (**212**°F)
: **2-4** Ω (**150**° C (**302**°F)

V 4 VSV (FUEL PRESSURE CONTROL)

1-2: **37-44** Ω (**20**°C (**68**°F)

V 3 VSV (EGR)

1-2 :**30-34** Ω (**20**°C, **68**°F),

E 3 ENGINE COOLANT TEMP. SENSOR

1-2: **10-20** KΩ (-**20**°C, 4°F),
:4-7 KΩ (**0**°C**, 32**°F),
:2-3 KΩ (**20**°C**, 68**°F),
:0.9-1.3 KΩ (**40**°C, **104**°F),
:0.4-0.7 KΩ (**60**°C, **140**°F),
:0.2-0.4 KΩ (**80**°C, **176**°F),

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 3	22	F 5	22	I12	25
C 3	22	F 6 A	22	J 1	25
C 8	24	F 7 B	22	J 2	25
C10 A	24	F11	25	J 8	25
C11 B	24	F18	26	J 9	25
C13	24	H 5	22	K 1	23
D 1	22	H 6	22	K 2	23
D 2	22	I 1	23	M 1	23
D 3	24	I 2	23	N 1	23
E 1	22	I 3	23	P 1	23
E 3	22	I 4	23	S13	25
E 4 A	24	I 5	23	T 1	23
E 5 C	24	I 6	23	V 3	23
E 6 B	24	I 7	23	V 4	23
E 7 D	24	I 8	23		
F 4	22	I 9	23		

⬭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	18	R/B NO. 2 (LEFT KICK PANEL)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA2	30	COWL WIRE AND ENGINE ROOM MAIN WIRE (LEFT FENDER)
EB1	30	ENGINE ROOM MAIN WIRE AND ENGINE WIRE (NEAR THE DISTRIBUTOR)
EZ1	30	ENGINE WIRE AND VSV SUB WIRE (NEAR THE THROTTLE POSITION SENSOR)
ID2	32	COWL WIRE AND FLOOR NO. 1 WIRE (LEFT KICK PANEL)
IH1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IH2		
BO1	34	FLOOR NO.1 WIRE AND LUGGAGE ROOM NO. 2 WIRE (SIDE THE FUEL TANK)

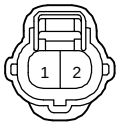
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	30	FRONT SIDE OFLEFT FENDER
EC	30	AIR INTAKE CHAMBER
ID	32	LEFT KICK PANEL
IE	32	RIGHT KICK PANEL
BF	34	LEFT KICK PANELUNDER THE CENTER CONSOLE BOX

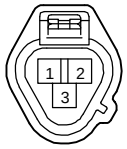
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E14			**I 6**		
E15			**I12**	32	COWL WIRE
E16			**I13**		
E17	30	ENGINE WIRE	**I14**		
E19			**I18**	32	ENGINE WIRE
E20			**I19**		
E21					

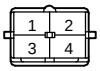
A 3



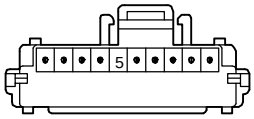
C 3 DARK GRAY



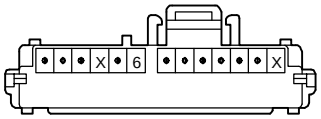
C 8



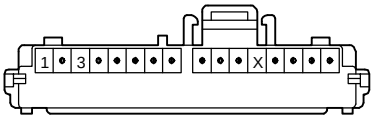
C10 (A) GRAY



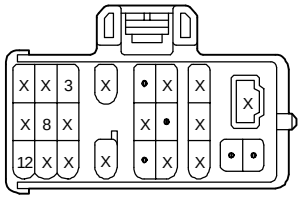
C11 (B) BLUE



C13



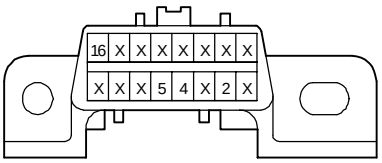
D 1 BLACK



D 2 BLACK



D 3



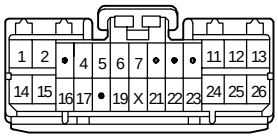
E 1 DARK GRAY



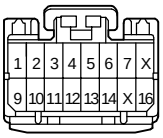
E 3 GREEN



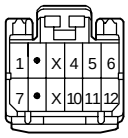
E 4 (A) DARK GRAY



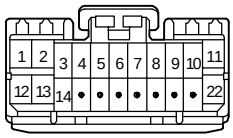
E 5 (C) DARK GRAY



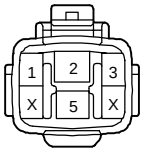
E 6 (B) DARK GRAY



E 7 (D) DARK GRAY



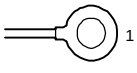
F 4 BLACK



F 5 DARK GRAY



F 6 (A)



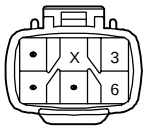
F 7 (B) GRAY



F11

(SEE PAGE 20)

F18 DARK GRAY



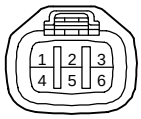
H 5 DARK GRAY



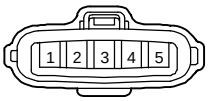
H 6 DARK GRAY



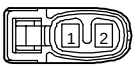
I 1 BLACK



I 2 DARK GRAY



I 3 BLACK



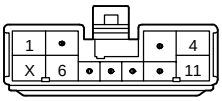
I 4, I 6, I 8 GRAY



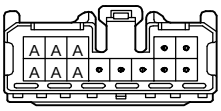
I 5, I 7, I 9 BROWN



I12 BLACK



J 1



(HINT : SEE PAGE 7)

J 2 BLUE



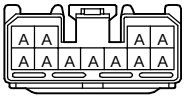
(HINT : SEE PAGE 7)

J 8 BLUE



(HINT : SEE PAGE 7)

J 9



(HINT : SEE PAGE 7)

K 1, K 2 DARK GRAY



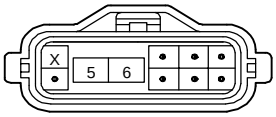
M 1 BLACK



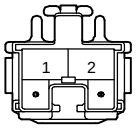
N 1 GRAY



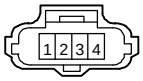
P 1 GRAY



S13 BLACK



T 1 BLACK



V 3 BLUE



V 4 BROWN

