TOYOTA

1985 Celica
Electrical Wiring Diagram

FOR USA & CANADA, Pub. No. 36704A

FOREWORD

This wiring diagram has been prepared to provide information on the electrical system of the 1985 TOYOTA CELICA RA64, 65 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.

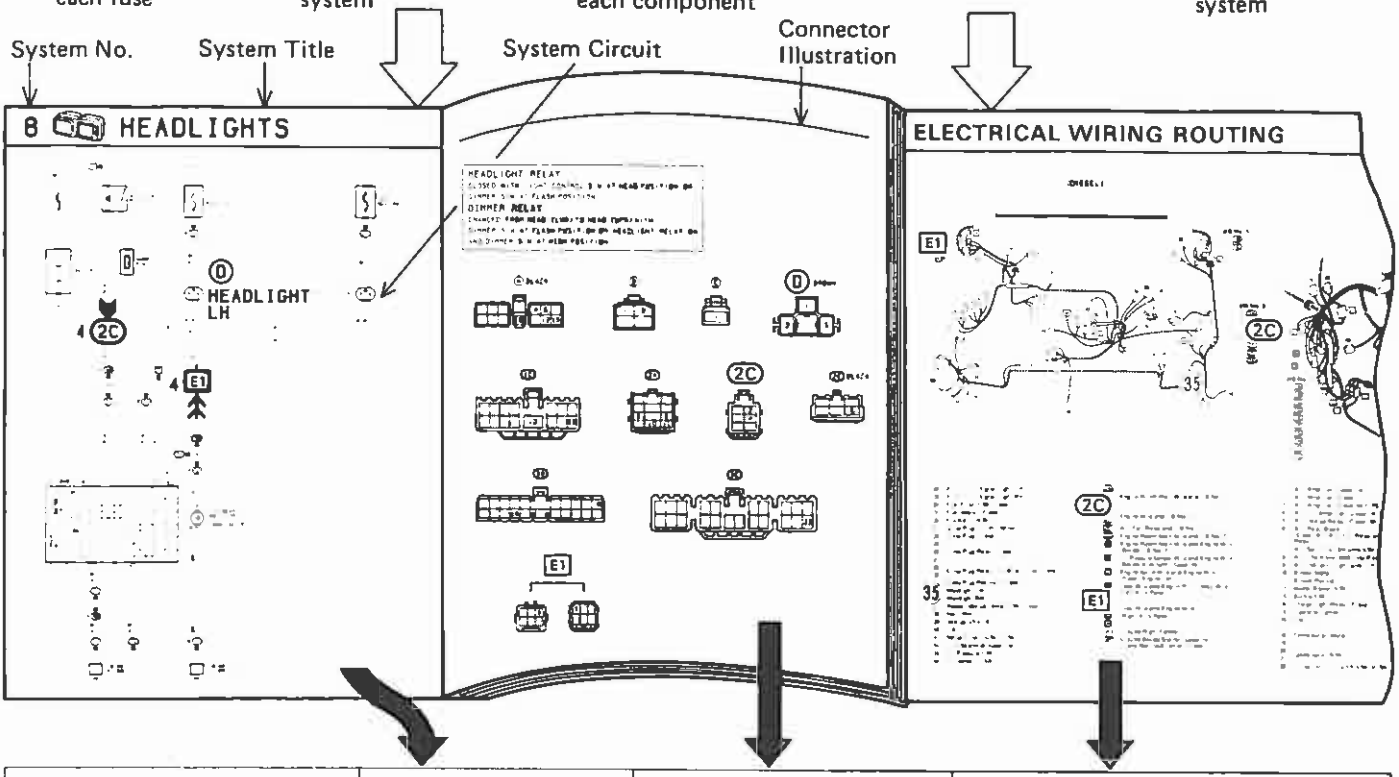
TOYOTA MOTOR CORPORATION

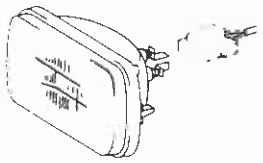
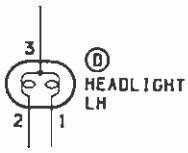
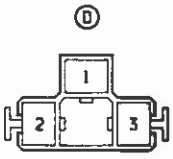
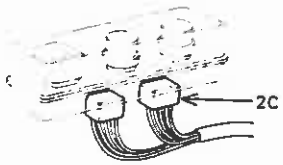
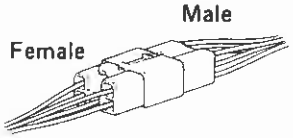
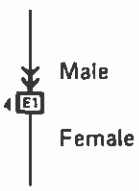
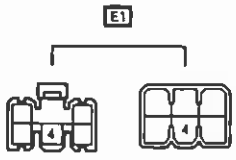
1985 TOYOTA CELICA ELECTRICAL WIRING DIAGRAM

A INTRODUCTION

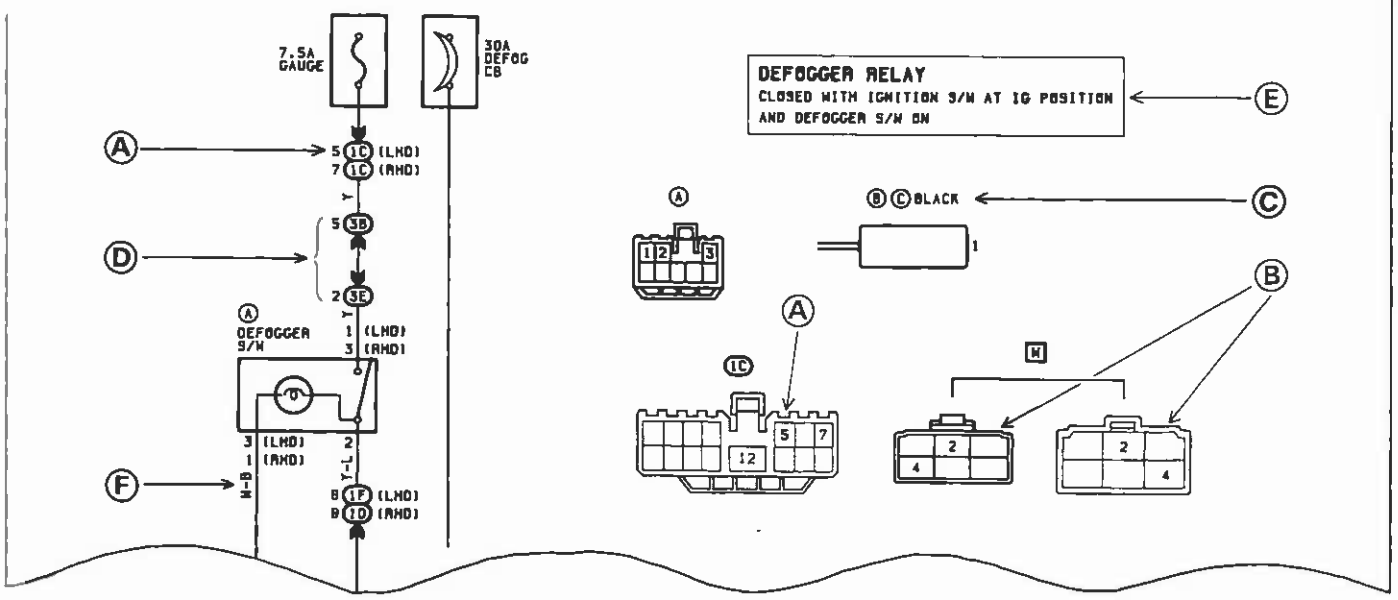
This manual is composed of the following 5 elements.

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



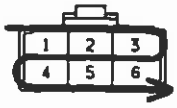
Components	Circuit	Connector	Location
		 (Wire Harness Side)	(35) Headlight LH Wiring routing components listed in alphabetical order
 Junction Block No. 2		 (Wire Harness Side)	(2C) Engine Room Main Wire & Junction Block No. 2
Note: The number indicates the number of the junction block.			
 Wire to Wire Connector			(E1) Engine Room Main Wire & Cowl Wire

14 REAR WINDOW DEFOGGER



Ⓐ Pin Number

Numbered in order from upper left to lower right



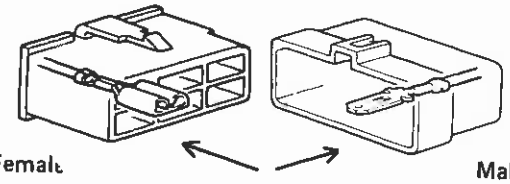
Female

Numbered in oder from upper right to lower left

Male

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

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



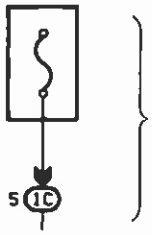
Female Male

Ⓒ Connector Color

Connectors not indicated are milky white in color.

Ⓓ Indicates circuit in Junction Block No. 3.

Example:



IC indicates that it is inside Junction Block No. 1.

Ⓔ Troubleshooting Hints & Components Operation

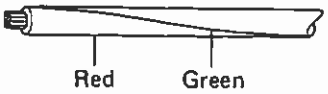
Ⓕ Wire Color

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 = Gray	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	FL = Fusible Link	RH = Right-hand
A/T = Automatic Transmission	J/B = Junction Block	S/W = Switch
CB = Circuit Breaker	LH = Left-hand	VSV = Vacuum Switching Valve
C/P = Coupe Type	M/T = Manual Transmission	W/ = With
EFI = Electrical Fuel Injection	O/D = Overdrive	W/O = Without

B HOW TO USE THIS MANUAL

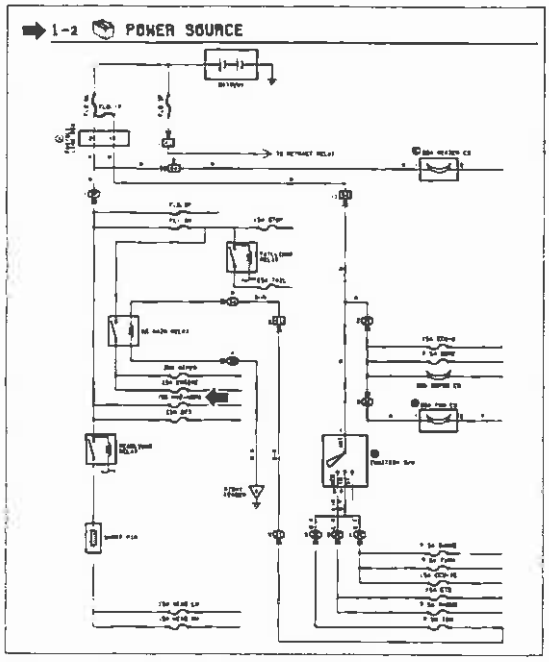
To better understand how to use this manual, let's assume that the headlights will not light, and go through an actual troubleshooting procedure.

CONFIRMATION OF TROUBLE

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

READ THE CIRCUIT DIAGRAM

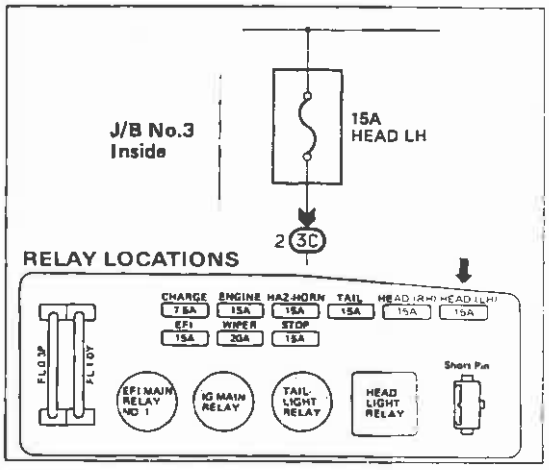
1. Locate the headlight system number in the index and open the manual to the page indicated. (The system number is written in bold at the top corner of each page).
2. Read the circuit diagram to learn how it works.
3. Unfold the ELECTRICAL WIRING ROUTING page at the back of the manual.

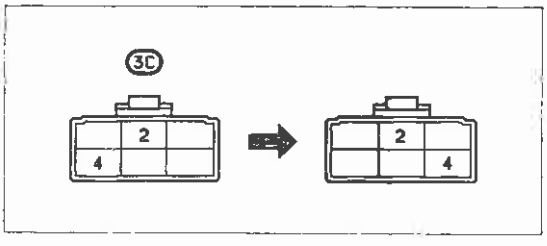


PINPOINT THE TROUBLE

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.

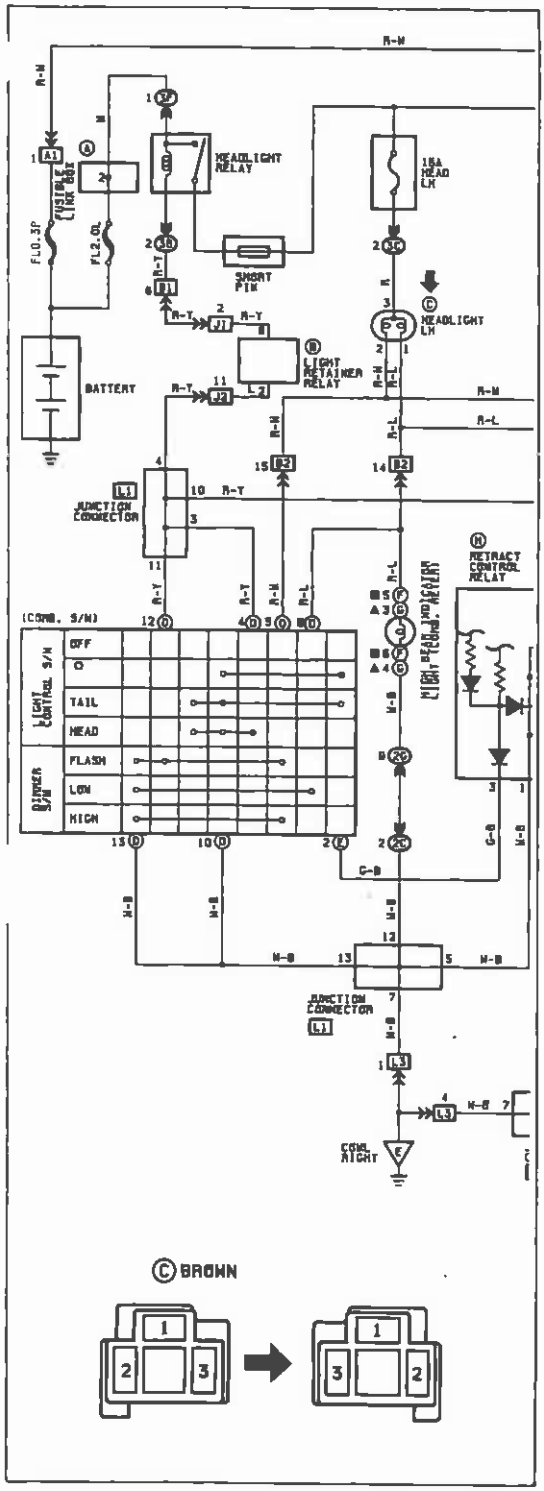
Okay	Trouble lies within the headlight circuit.
Bad	Check circuits in common.





1. Inspection of Headlight Circuit
(Return to HEADLIGHT page.)
   (a) Check Headlight Fuse
      ① Accoriding to 3C of the circuit, the headlight fuse is in J/B No. 3.
      ② The location of J/B No. 3 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. 2 of 3C .
      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. 2 of 3C .



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

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 Ⓒ 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 **HI**.

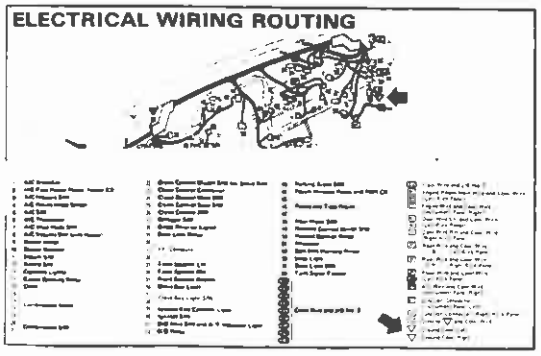
④ Using a voltmeter, check for voltage as shown below.

Negative (−) probe ... Pin No. 2 of connector Ⓒ .
Positive (+) probe .... Pin No. 3 of connector Ⓒ .

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 Ⓒ .
No Voltage	Trouble is before pin No. 3 of Ⓒ .

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.



(e) Check ground point

1 The ground point is indicated by the ▽E COWL RIGHT in the circuit.

2 The location of the ground point on the vehicle can be found by referring to the same symbol ▽E in ELECTRICAL WIRING ROUTING.

➡1–1 POWER SOURCE (Power–Load Refere

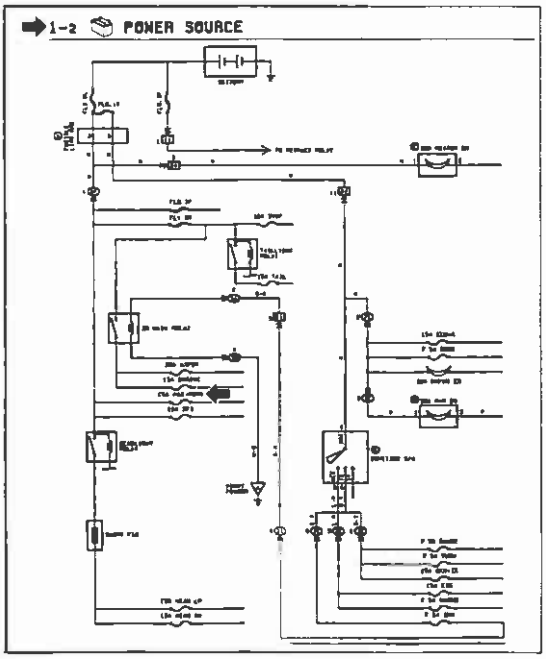
J/B No.3 (Engine Room)

	Power	Load
➡ 15A	HEAD LH	HeadLight (LH)
15A	HEAD RH	HeadLight (RH)
7.5A	CHARGE	Alternator
15A	TAIL	Taillight, Rear Side Marker Light, Licence Indicator Light, Heater Control Light, Cor Cigarette Lighter, O/D S/W, Defogger S/W, S/W, Front Side Marker Light, Radio, Clea
		Clock (Digital)
20A	WIPER	Front Wiper Motor, Washer Moter, Wiper F

2. Inspection of Common Circuits

(a) Check battery and fusible link

(b) Check related systems
Check how the HEAD FUSE is related to the system. In system No. 1-1 (POWER SOURCE), you will find a chart listing the relationship between the fuses and components. Here we can see that the HEAD fuses are related only to their respective headlights.

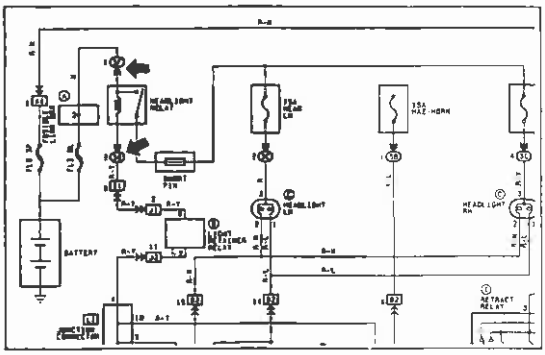


(c) Check the circuit from the battery to the HEAD FUSE.

① In system No. 1-2 (POWER SOURCE), tha power circuits for all fuses are listed. The circuit between the battery and HEAD fuse branches off with fuses HAZ-HORN 15A etc.

② Turn on the HAZARD switch

Okay	No trouble in circuit up to HAZ-HORN junction.
Bad	Trouble lies between fusible link and J/B No. 3.



(d) Check the HEADLIGHT RELAY
(Return to HEADLIGHT page)

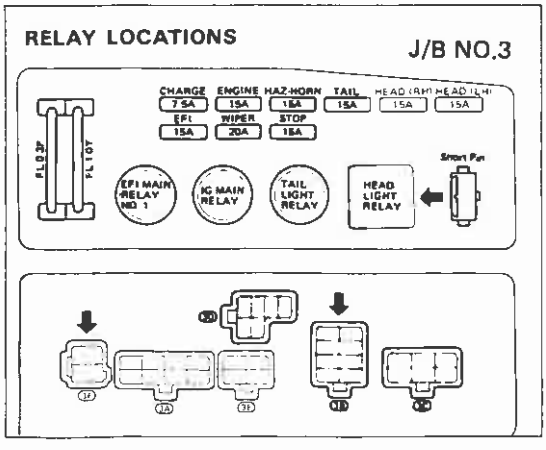
1 The circuit shows that the HEADLIGHT RELAY is in J/B No. 3.

2 Installation of the relay can be found by referring to the RELAY LOCATIONS. The HEADLIGHT RELAY is located in J/B No. 3 in the engine compartment as shown.

3 Check for power to the headlight relay coil.

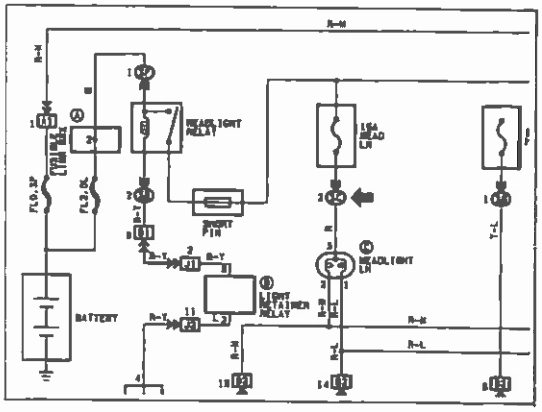
① Turn the headlight switch to HEAD.

② Using a voltmeter, check for voltage as showm below.



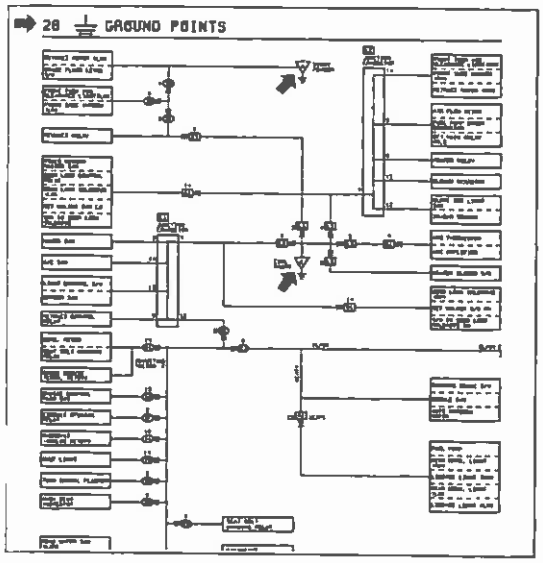
Nagative (–) Probe . . . . Pin No. 2 of ③B .
Positive (+) Probe . . . . . Pin No. 1 of ③F .

Confirm that there is voltage



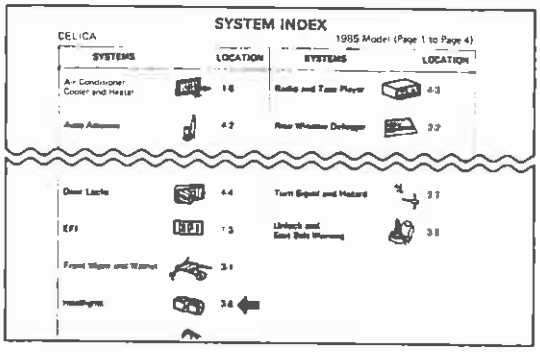
4 Next, check if the headlight relay points are closed and there is power to the pin No. 2 of (3C) .
See step 1-(b)

If no voltage, trouble lies in the headlight relay.



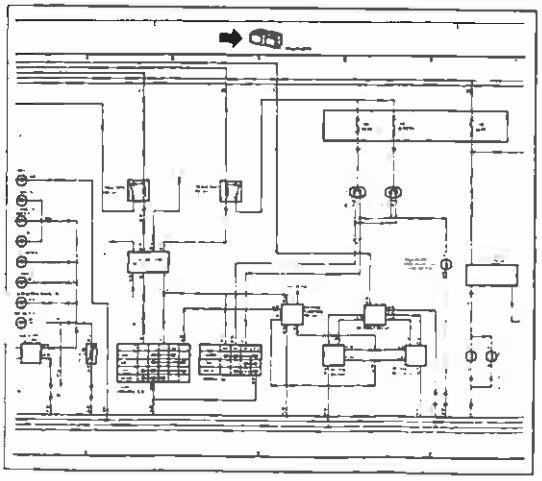
(e) Check which systems (components) have the same ground point.

The ground points are listed in system No. 26 (GROUND POINTS). As shown, GROUND POINT (E) is used for other components besides the HEADLIGHT SYSTEM, and it also connected to GROUND POINT (A) .



(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 5 and 6).



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.

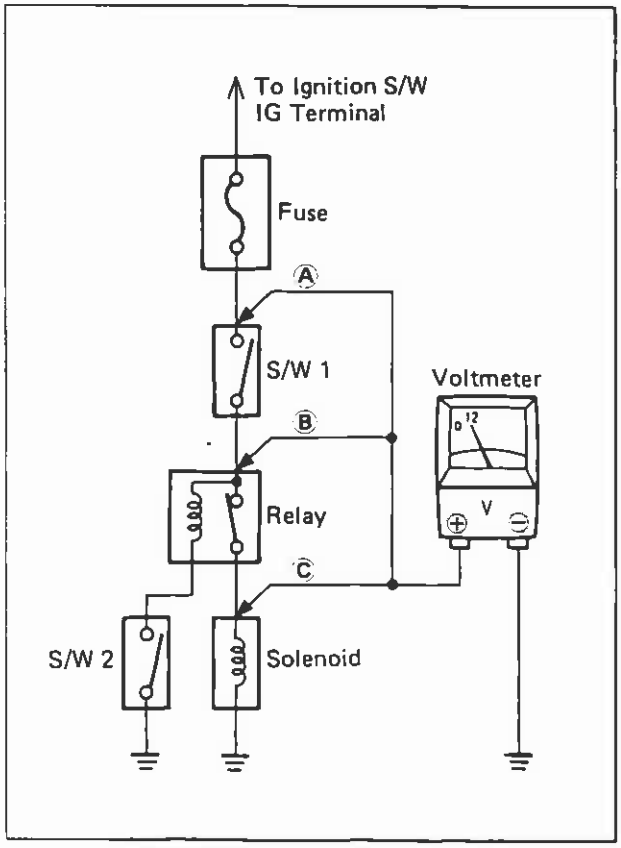
(g) Re-check
After repair, check that the circuit functions normally.
Always follow the steps described above to narrow down the possible range of the trouble.

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.

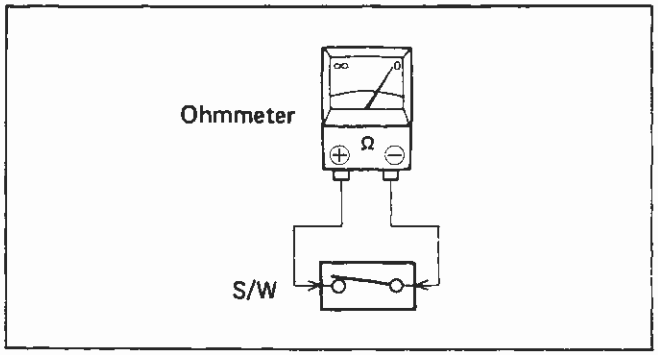
VOLTAGE CHECK

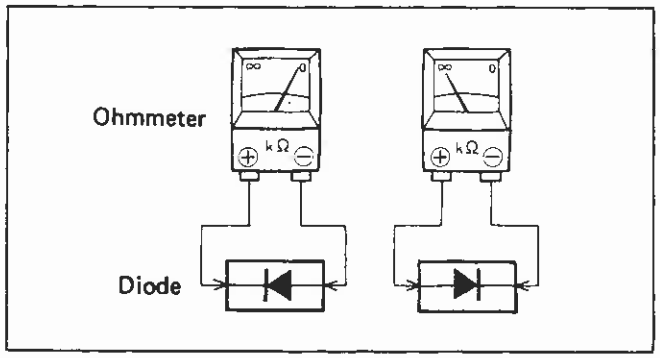
1. Establish conditions in which voltage is present at the check point.
   (Refer to component operations.)
   Example:
   - Ⓐ — Ignition S/W on
   - Ⓑ — Ignition S/W and S/W 1 on
   - Ⓒ — Ignition S/W, S/W 1 and Relay on (S/W 2 off)
2. Using a voltmeter, connect the negative lead to a good ground point 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

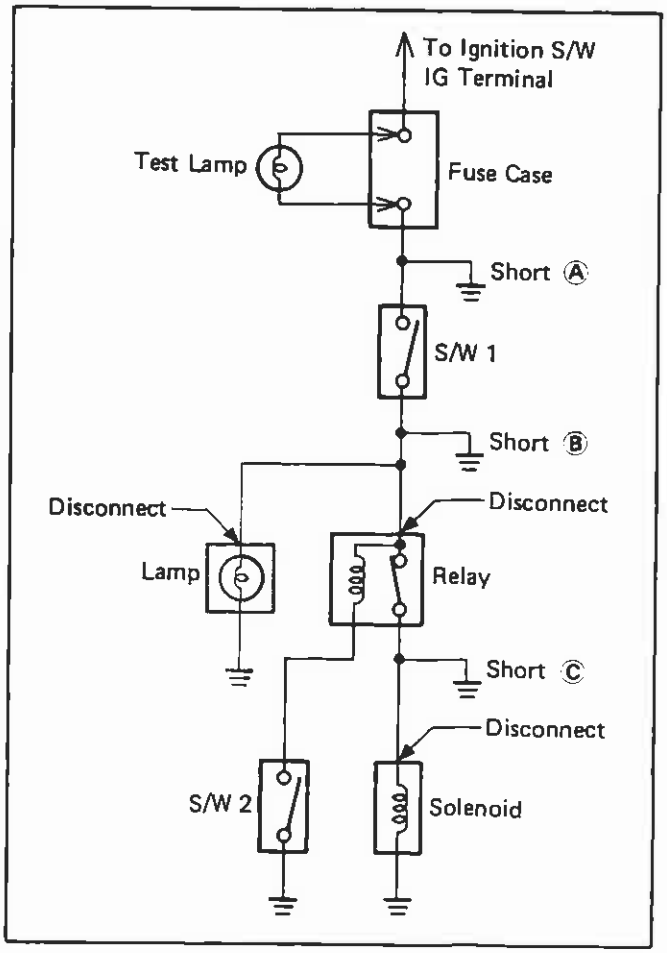
1. Disconnect the battery terminal or wire so there is no voltage between the check points.
2. Contact the two leads of an ohmmeter to each of the check points.
   If the circuit has diodes, reverse the two leads and check again.
   When contacting the negative lead to the diode positive side and the positive lead to the negative side, there should be continuity.
   When contacting the two leads in reverse, there should be no continuity.



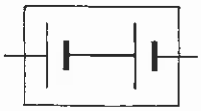


FINDING A SHORT CIRCUIT

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 and converts chemical energy into electrical energy. Provides DC current for the auto's various electrical circuits.

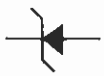
CAPACITOR (Condenser)
A small holding unit for temporary storage of electrical current. Capacitors with a ground connection are frequently called Condensers.

CIGARETTE LIGHTER
An electric resistance heating element.

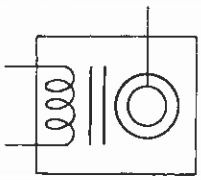
CIRCUIT BREAKER
Basically a reusable fuse, a circuit breaker will heat and open if too much current flows through it. Some units automatically reset when cool, others must be manually reset.

DIODE
A semiconductor which allows current flow in only one direction.

DIODE, ZENER



A diode which allows current flow in one direction but blocks reverse flow only up to a specific voltage. Above that potential, if passes the excess voltage. This acts as a simple voltage regulator.

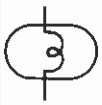


DISTRIBUTOR
(I.I.A.) Channels high-voltage current from the ignition coil to the individual spark plugs.

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.

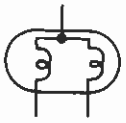
FUSIBLE LINK
A heavy-gauge wire placed in high amperage circuits which burns through on overloads, thereby protecting the circuit.

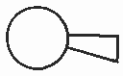
GROUND
The point at which wiring attaches to the chassis, thereby providing a return path for an electrical circuit; without a ground, current cannot flow.



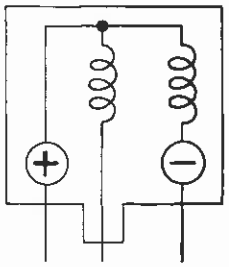
HEADLIGHTS,
1. SINGLE FILAMENT
Current flow causes a headlight filament to heat up and cast light. A headlight may have either a single (1) filament or a double (2) filament.

2. DOUBLE FILAMENT





HORN
An electric device which sounds a loud audible signal.



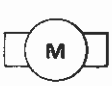
IGNITION COIL
Converts low-voltage DC current into high-voltage ignition current for firing the spark plugs.

LIGHT
Current flow through a filament causes a light to heat up and case light.

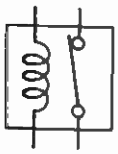
LED (LIGHT EMITTING DIODE)
Upon current flow, these diodes cast light without emitting the heat of a comparable light. Used in instrument displays.

METER, ANALOG
Current flow activates a magnetic coil which causes a needle to move, thereby providing a relative display against a background calibration.

METER, **DIGITAL**
Current flow activates one or many LED's, LCD's, or flourescent displays, which provide a relative or degital display.

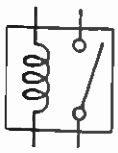


MOTOR
A power unit which converts electrical energy into mechanical energy or rotary motion.



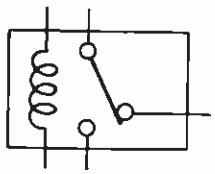
RELAY
1. NORMALLY CLOSED

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



2. NORMALLY OPEN

either opens or closes an attached switch.



RELAY DOUBLE THROW

A relay which passes current through one set of contacts or the other.

RESISTOR

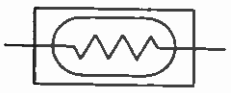
An electrical component with a fixed resistance, placed in a circuit to reduce voltage to a specific value.

RESISTOR, TAPPED

A resistor which supplies two or more different non-adjustable resistance values.

RESISTOR, VARIABLE or **RHEOSTAT**

A controllable resistor with a variable rate of resistance. Also called a potentiometer or rheostat.



SENSOR, (Thermistor)

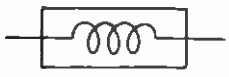
A resistor which varies its resistance with temperature.

SENSOR, ANALOG SPEED

Uses magnetic impulses to open and close a switch to create a signal for activation of other components.

SHORT PIN

Used to provide an unbroken connection within a junction block.

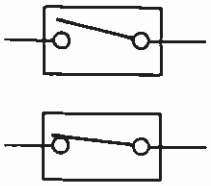


SOLENOID

An electromagnetic coil which creates its own mechanical movement or force upon current flow.

SPEAKER

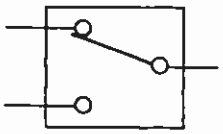
An electromechanical device which creates sound waves from current flow.



SWITCH, MANUAL
1. NORMALLY OPEN

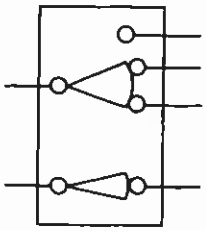
2. NORMALLY CLOSED

Opens and closes circuits, thereby stopping (1) or allowing (2) current flow.



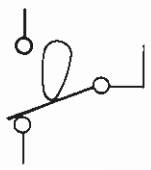
SWITCH, DOUBLE THROW

A switch which continuously passes current through one set of contacts or the other.



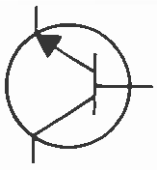
SWITCH, IGNITION

A key operated switch with several positions which allow various circuits to become operational, including the primary ignition circuit.



SWITCH, WIPER PARK

Automatically returns wipers to the stop position when the wiper switch is turned off.



TRANSISTOR

A solidstate device typically used as an electronic relay; stops or passes current depending on the applied voltage at "base".

WIRES,
1. NOT CONNECTED

2. SPLICED

Wires are always drawn as straight lines on wiring diagrams. Crossed wires (1) without a black dot at the junction are not joined; crossed wires (2) with a black dot at the junction are spliced (joined) connections.

J/B No.3 (Engine Room)

	Power	Load	System No.
15A	HEAD LH	HeadLight (LH)	5
15A	HEAD RH	HeadLight (RH)	5
7.5A	CHARGE	Alternator	4
15A	TAIL	Taillight, Rear Side Marker Light, Licence Plate Light, A/T Indicator Light, Heater Control Light, Comb. Meter Light, Cigarette Lighter, O/D S/W, Defogger S/W, Cruise Control S/W, Front Side Marker Light, Radio, Clearance Light	8
		Clock (Digital)	19
20A	WIPER	Front Wiper Motor, Washer Moter, Wiper Relay	12
		Rear Wiper Motor, Washer Motor, Wiper Relay	13
15A	ENGINE	Alternator	4
15A	HAZ-HORN	Turn Signal Light, Turn Signal Flasher	7
		Horn, Radio and Tape Player	20
		Retract Control Relay	5
15A	EFI	EFI Computer, Circuit Opening Relay, Fuel Pump, Air Valve	3
15A	STOP	EFI Computer	3
		Stop Lights	10
		Cruise Control Computer	22
FL 1.0Y		Ignition S/W, Cold Start Injector, Starter	2
		Alternator	4
		Taillight Relay	8
FL 0.3P		EFI Resistor, Injector	3
		Ignition Coil and Igniter	2

Fusible Links (Near the Battery)

FL 2.0L	Headlight Relay	5
FL 0.3P	Retract Relay, Retract Motor	5

A/C Relay Block (Right Kick Panel)

10A	A/C	A/C Amplifier, Idle-up VSV, A/C S/W	25
30A	Heater	Blower Motor	25

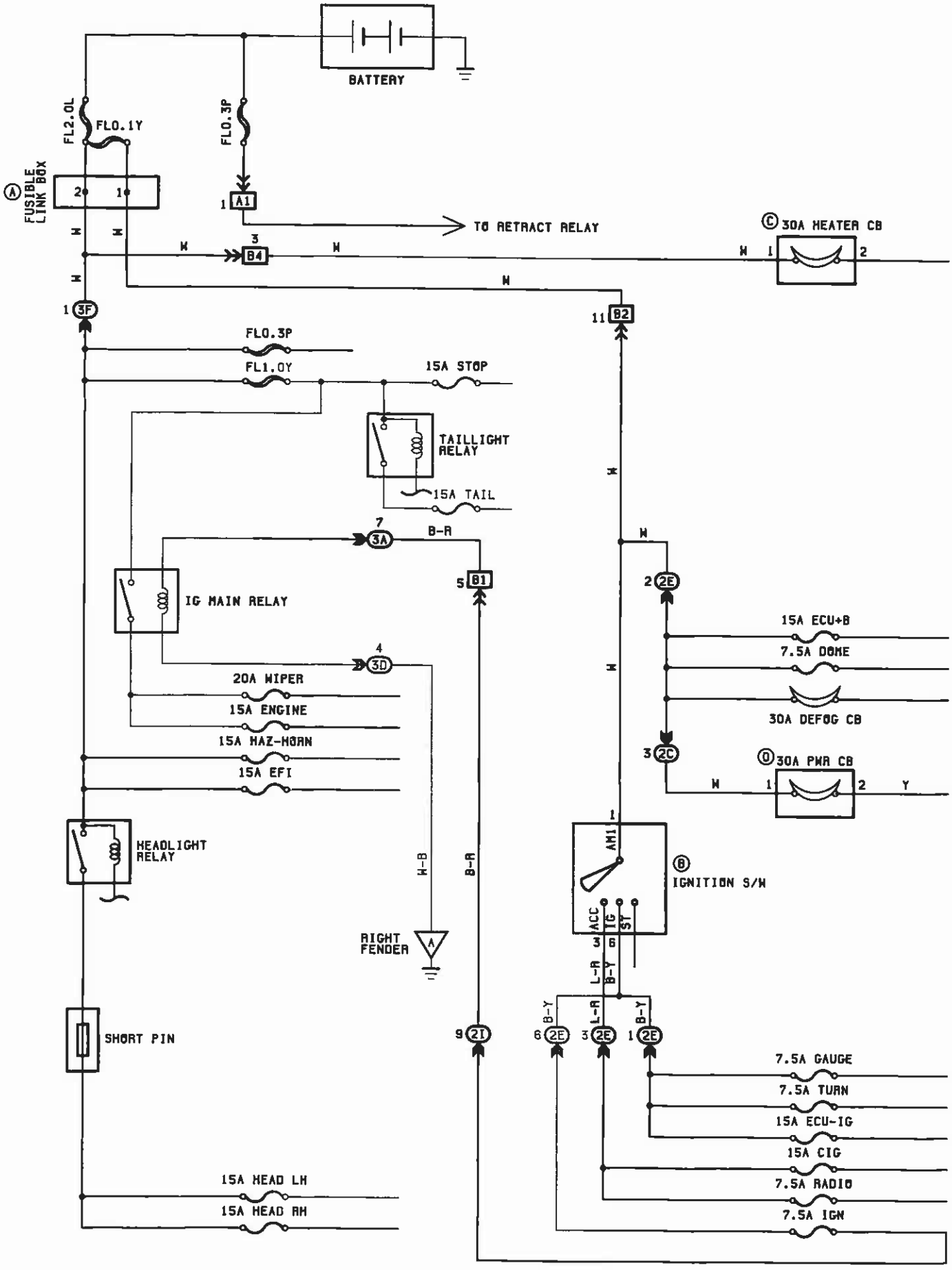
Power Window Relay Block (Left Kick Panel)

	Power	Load	System No.
30A	PWR CB	Sun Roof Motor, Power Window Motor	16
		Door Lock Relay, Door Lock Control Relay, Door Lock Solenoid	23

J/B No. 2 (Left Kick Panel)

7.5A	IGN	IG Main Relay	1
		EFI Main Relay No. 1, EFI Main Relay No. 2	3
		Charge Warning Light	4
7.5A	GAUGE	Check Engine Warning Light	3
		Back-up Light	11
		O/D Relay, O/D Off Indicator Light	15
		Defogger S/W, Defogger Relay	14
		Power Window Relay	16
		Auto Antenna Motor	21
		Seat Belt Warning Relay	17
		Combination Meter	24
		Heater Relay, Sub Dumper VSV	25
7.5A	TURN	Turn Signal Flasher, Turn Signal Light, Turn Signal Indicator Light	7
7.5A	RADIO	Radio and Tape Player	20
15A	ECU-IG	Light Retainer Relay	6
		Cruise Control Main S/W, Cruise Control Computer	22
15A	CIG	Remote Control Mirror Motor	18
		Auto Antenna Motor	21
		Clock (Digital), Cigarette Lighter	19
15A	ECU + B	Light Retainer Relay	6
		Clock (Digital)	19
		Auto Antenna Motor	21
7.5A	DOME	Door Warning Light, Step Light, Interior Light, Map Light, Door Courtesy Light, Rear Room Light, Ignition Key Light	9
		Seat Belt Warning Relay	17
		Clock	19
30A	DEFOG CB	Rear Window Defogger	14

1-2 POWER SOURCE

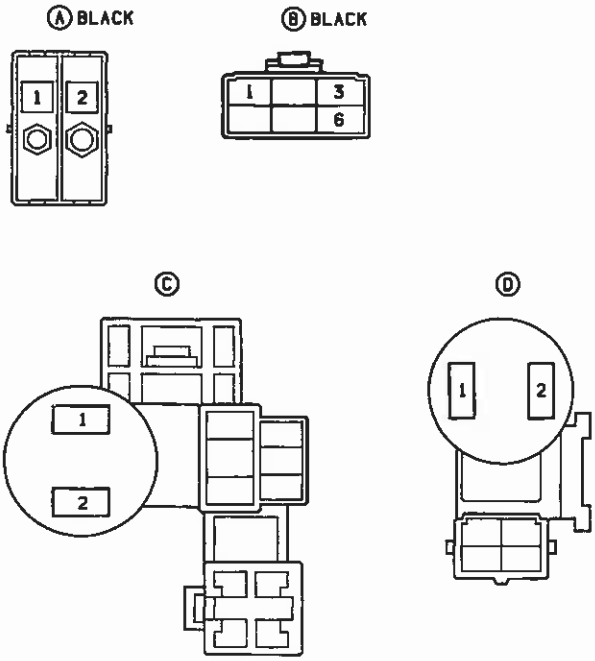


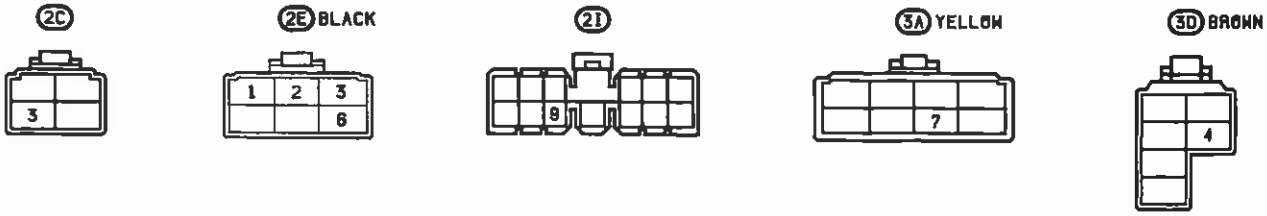
IG MAIN RELAY
CLOSED WITH IGNITION S/W AT IG OR ST POSITION

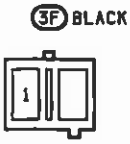
TAILLIGHT RELAY
CLOSED WITH LIGHT CONTROL S/W AT TAIL OR HEAD POSITION

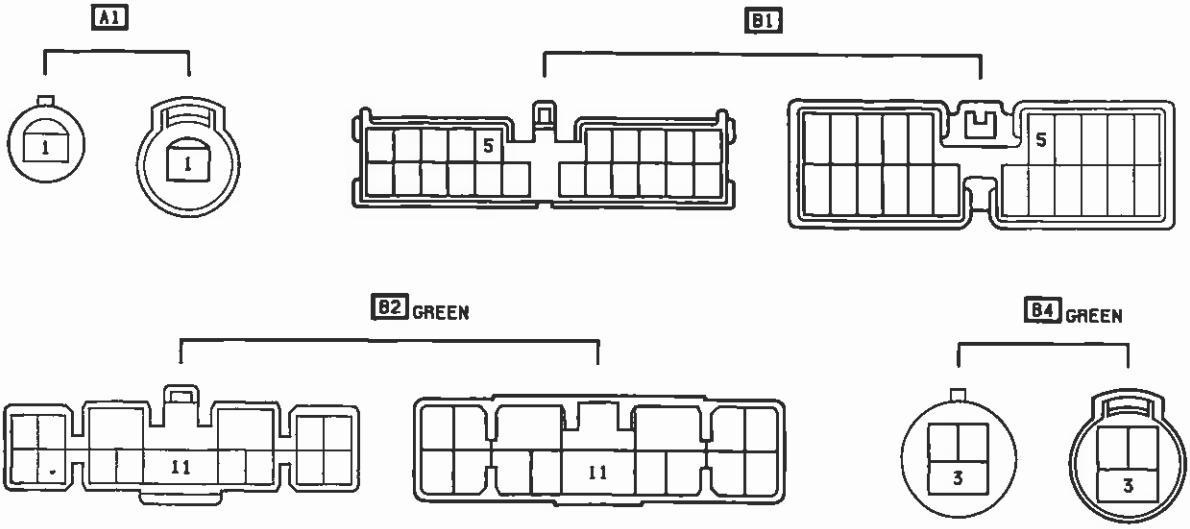
HEADLIGHT RELAY
CLOSED WITH LIGHT CONTROL S/W AT HEAD POSITION OR DIMMER S/W AT FLASH POSITION

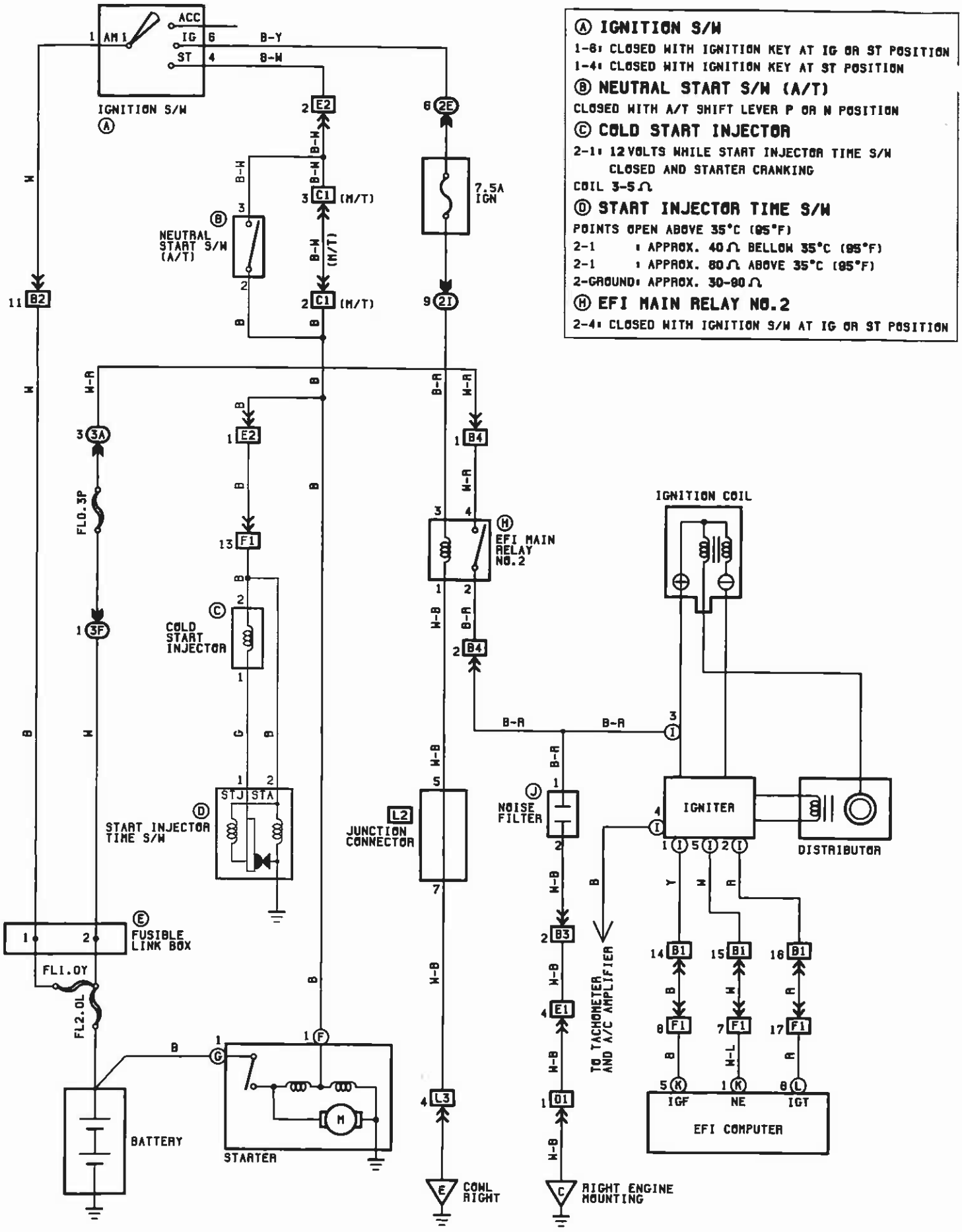
Ⓑ IGNITION S/W
1-3: CLOSED WITH IGNITION KEY AT ACC OR IG POSITION
1-6: CLOSED WITH IGNITION KEY AT IG OR ST POSITION

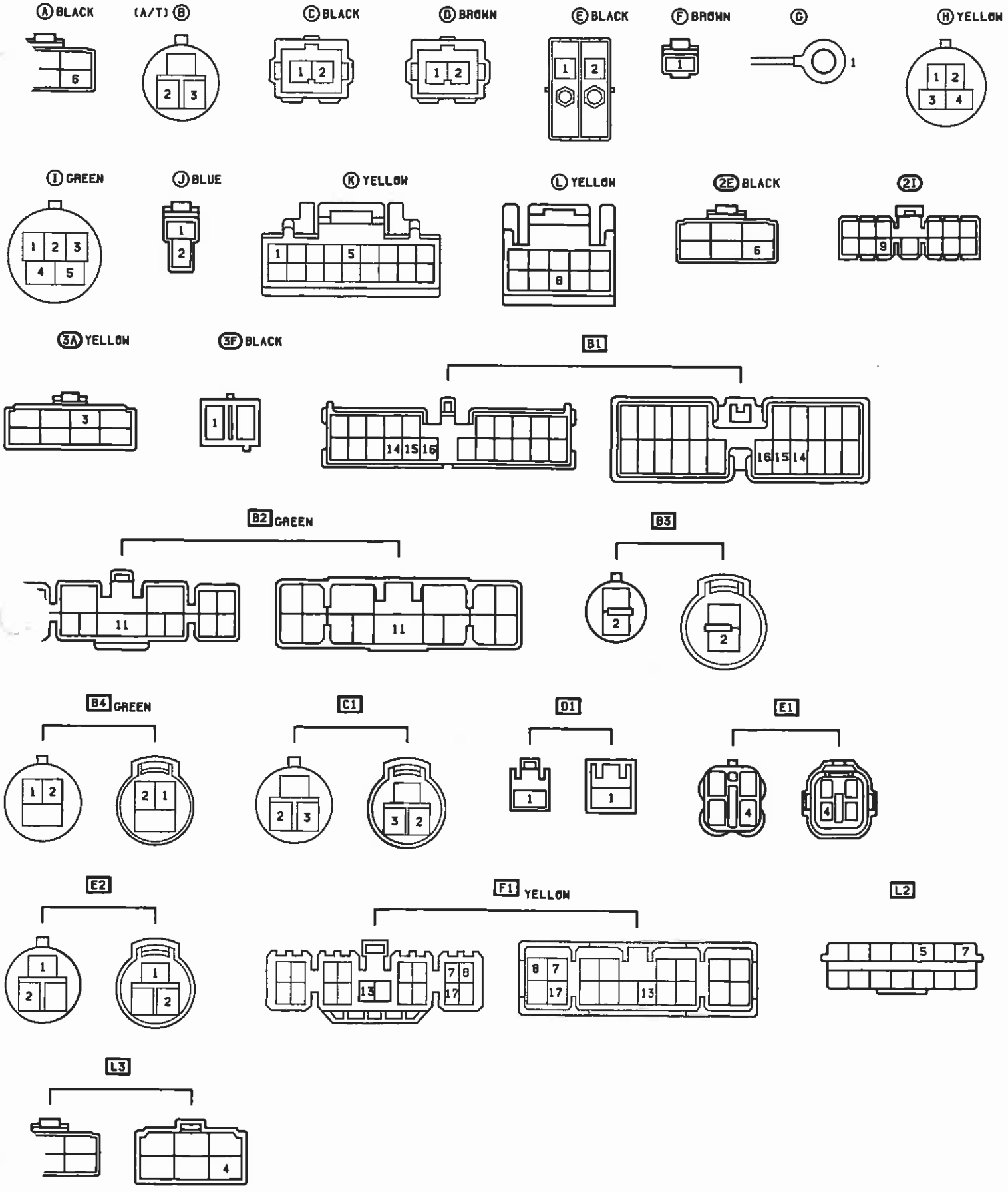


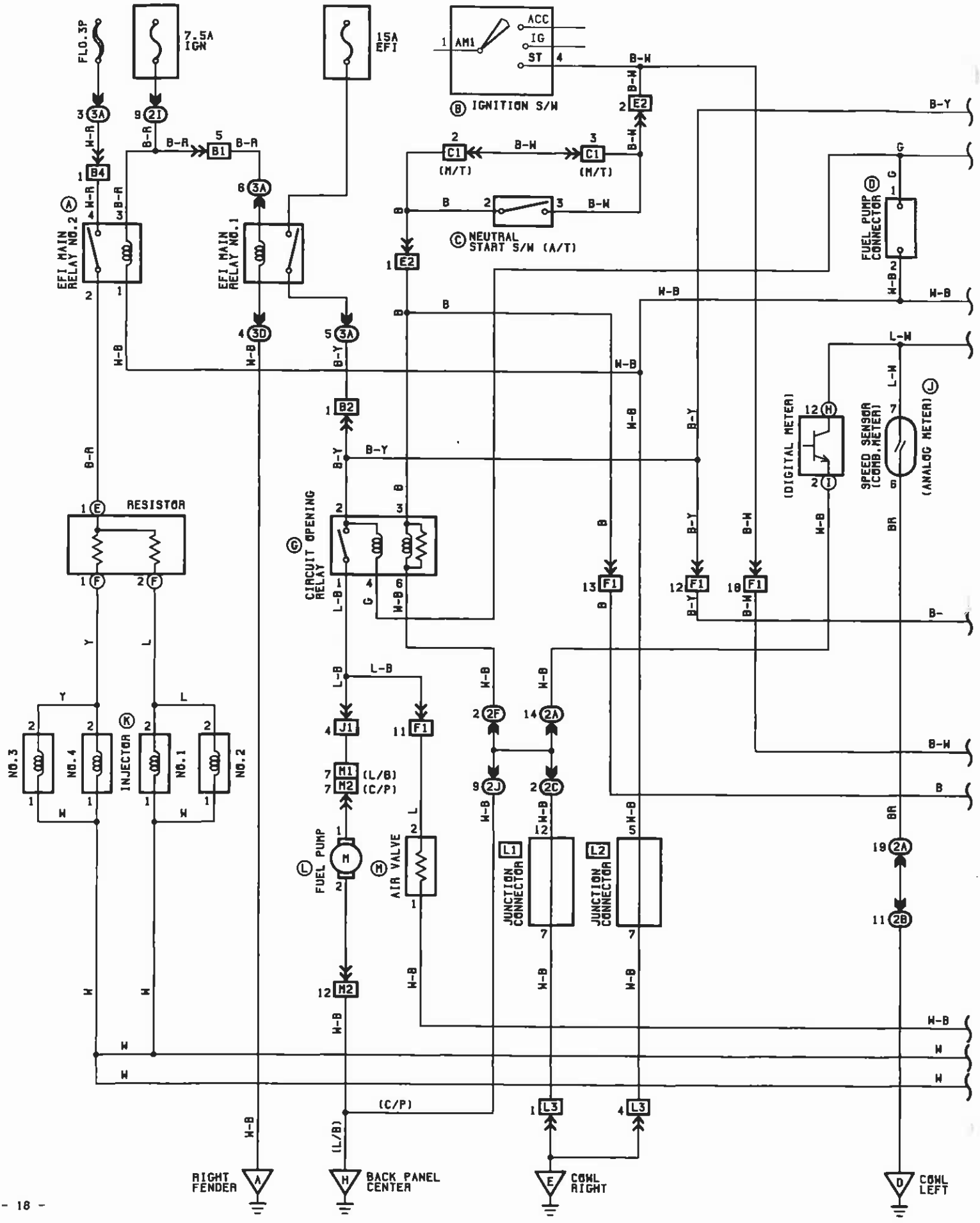


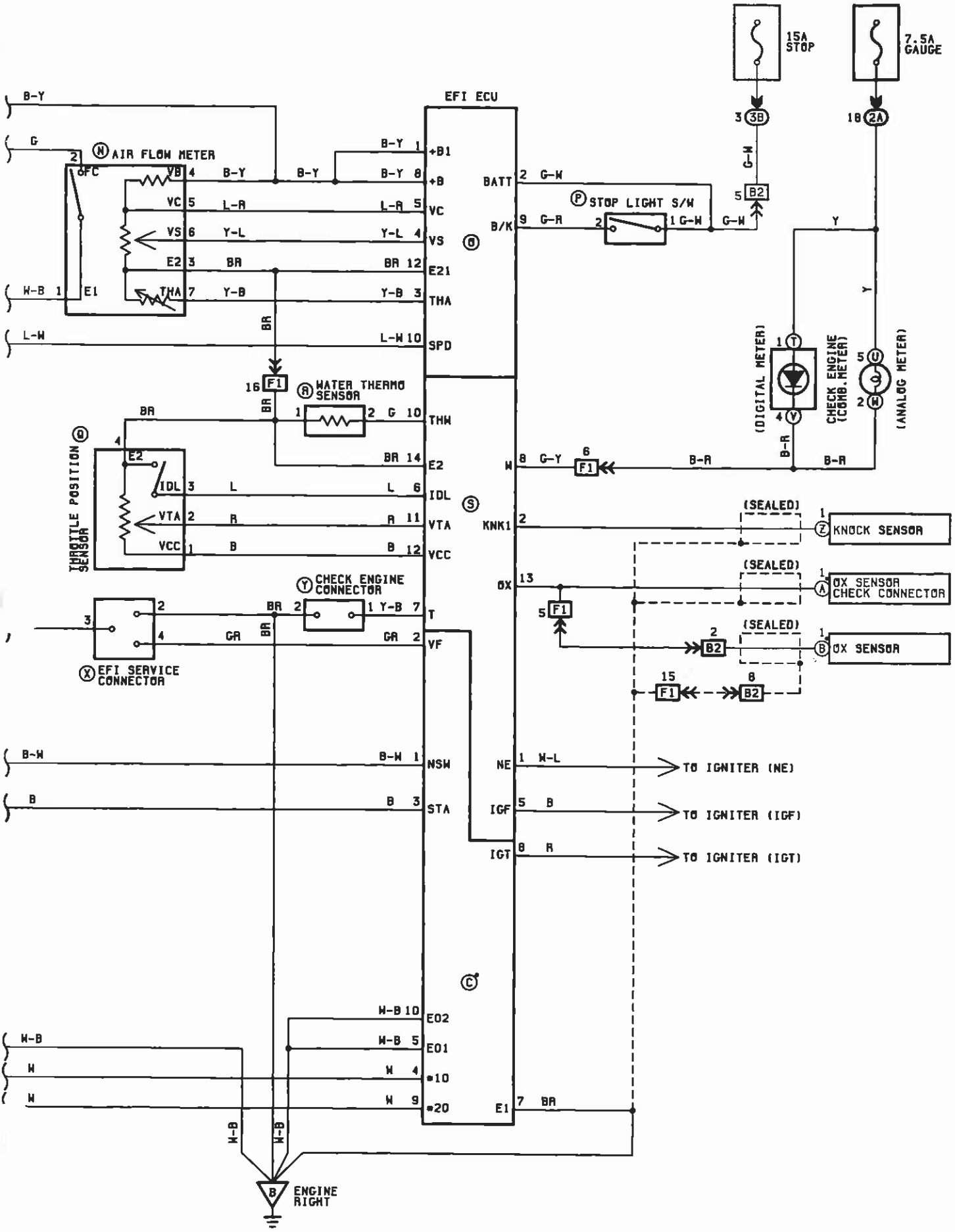





Ⓐ IGNITION S/W
1-6: CLOSED WITH IGNITION KEY AT IG OR ST POSITION
1-4: CLOSED WITH IGNITION KEY AT ST POSITION
Ⓑ NEUTRAL START S/W (A/T)
CLOSED WITH A/T SHIFT LEVER P OR N POSITION
Ⓒ COLD START INJECTOR
2-1: 12 VOLTS WHILE START INJECTOR TIME S/W CLOSED AND STARTER CRANKING
COIL 3-5Ω
Ⓓ START INJECTOR TIME S/W
POINTS OPEN ABOVE 35°C (95°F)
2-1 : APPROX. 40Ω BELLOW 35°C (95°F)
2-1 : APPROX. 80Ω ABOVE 35°C (95°F)
2-GROUND: APPROX. 30-80Ω
Ⓗ EFI MAIN RELAY NO.2
2-4: CLOSED WITH IGNITION S/W AT IG OR ST POSITION
IGNITION S/W
ACC
IG
ST
AM1
B-Y
B-W
7.5A IGN
NEUTRAL START S/W (A/T)
(M/T)
FLO.3P
FL1.0Y
FL2.0L
FUSIBLE LINK BOX
BATTERY
STARTER
COLD START INJECTOR
START INJECTOR TIME S/W
STJ
STA
JUNCTION CONNECTOR
EFI MAIN RELAY NO.2
NOISE FILTER
IGNITION COIL
IGNITER
DISTRIBUTOR
TO TACHOMETER AND A/C AMPLIFIER
IGF
NE
IGT
EFI COMPUTER
COWL RIGHT
RIGHT ENGINE MOUNTING


Ⓐ BLACK
6
(A/T) Ⓑ
2 3
Ⓒ BLACK
1 2
Ⓓ BROWN
1 2
Ⓔ BLACK
1 2
Ⓕ BROWN
1
Ⓖ
1
Ⓗ YELLOW
1 2
3 4
Ⓘ GREEN
1 2 3
4 5
Ⓙ BLUE
1
2
Ⓚ YELLOW
1 5
Ⓛ YELLOW
8
2E BLACK
6
2I
9
3A YELLOW
3
3F BLACK
1
B1
14 15 16
16 15 14
B2 GREEN
11
11
B3
2
2
B4 GREEN
1 2
2 1
C1
2 3
3 2
D1
1
1
E1
4
4
E2
1
2
1
2
F1 YELLOW
7 8
13
17
8 7
17
13
L2
5 7
L3
4


FLO.3P
7.5A IGN
15A EFI
ACC
IG
ST
AM1
IGNITION S/W
EFI MAIN RELAY NO.2
EFI MAIN RELAY NO.1
NEUTRAL START S/W (A/T)
FUEL PUMP CONNECTOR
RESISTOR
CIRCUIT OPENING RELAY
(DIGITAL METER)
SPEED SENSOR (COMB.METER)
(ANALOG METER)
INJECTOR
NO.3
NO.4
NO.1
NO.2
FUEL PUMP
AIR VALVE
JUNCTION CONNECTOR
JUNCTION CONNECTOR
(M/T)
(M/T)
(L/B)
(C/P)
(C/P)
(L/B)
RIGHT FENDER
BACK PANEL CENTER
COWL RIGHT
COWL LEFT


15A STOP
7.5A GAUGE
EFI ECU
AIR FLOW METER
WATER THERMO SENSOR
THROTTLE POSITION SENSOR
CHECK ENGINE CONNECTOR
EFI SERVICE CONNECTOR
STOP LIGHT S/W
(DIGITAL METER)
CHECK ENGINE (COMB. METER)
(ANALOG METER)
(SEALED)
KNOCK SENSOR
OX SENSOR CHECK CONNECTOR
OX SENSOR
TO IGNITER (NE)
TO IGNITER (IGF)
TO IGNITER (IGT)
ENGINE RIGHT
+B1
+B
VC
VS
E21
THA
SPD
THW
E2
IDL
VTA
VCC
NSW
STA
T
VF
BATT
B/K
KNK1
OX
NE
IGF
IGT
E02
E01
*10
*20
E1

EFI MAIN RELAY NO.1, NO.2
CLOSED WITH IGNITION S/W AT IG OR ST POSITION

RESISTOR
2 Ω EACH

Ⓒ NEUTRAL START S/W (A/T)
2-3: CLOSED WITH A/T SHIFT LEVER IN P OR N POSITION

Ⓖ CIRCUIT OPENING RELAY
2-1: CLOSED WITH STARTER RUNNING OR MEASURING PLATE (AIR FLOW METER) OPEN

Ⓚ INJECTOR
2-1: 1.5-3.0Ω

Ⓜ AIR VALVE
2-1: 40-60Ω

Ⓝ AIR FLOW METER
2-1: OPEN WITH MEASURING PLATE CLOSED
CLOSED WITH MEASURING PLATE OPEN
6-3: 20-400Ω (MEASURING PLATE FULLY CLOSED)
20-1000Ω (MEASURING PLATE FULLY OPEN)
5-3: 100-300Ω
4-3: 200-400Ω
7-3: 10-20KΩ (-20°C, 4°F)
4-7KΩ (0°C, 32°F)
2-3KΩ (20°C, 68°F)
0.8-1.3KΩ (40°C, 104°F)
0.4-0.7KΩ (80°C, 140°F)

Ⓞ THROTTLE POSITION SENSOR
2-4: 0.2-0.8KΩ WITH CLEARANCE BETWEEN LEVER AND STOP SCREW 0 MM (0 IN)
3-4: LESS THAN 2.3KΩ WITH CLEARANCE BETWEEN LEVER AND STOP SCREW 0.35 MM (0.0138 IN)
∞Ω WITH 0.50 MM (0.0232 IN)
2-4: 3.3-10KΩ WITH THROTTLE VALVE FULLY OPEN
1-4: 3-7KΩ

ECU (ELECTRONIC CONTROLLED UNIT)
VOLTAGE AT ECU WIRING CONNECTORS

Ⓞ 8-Ⓒ 7: 10-14 V (IGNITION S/W ON)

Ⓞ 2-Ⓒ 7: 10-14 V

Ⓢ 6-Ⓢ 14: 4-10 V (IGNITION S/W ON, THROTTLE VALVE OPEN)

Ⓢ 11-Ⓢ 14: 0.1-1.0 V (IGNITION S/W ON, THROTTLE VALVE FULLY CLOSED)
4-5 V (IGNITION S/W ON, THROTTLE VALVE FULLY OPEN)

Ⓢ 12-Ⓢ 14: 4-6 V (IGNITION S/W ON)

Ⓒ 8-Ⓒ 7: 0.7-1.0 V (IDLING)

Ⓒ 3-Ⓒ 7: 6-12 V (IGNITION S/W ST)

Ⓒ 4-Ⓒ 7, Ⓒ 9-Ⓒ 7: 9-14 V (IGNITION S/W ON)

Ⓢ 8-Ⓒ 7: 8-14 V (NO TROUBLE AND ENGINE RUNNING)

Ⓞ 5-Ⓢ 14: 4-8 V (IGNITION S/W ON)

Ⓞ 4-Ⓢ 14: 0.5-2.5 V (IGNITION S/W ON, MEASURING PLATE FULLY CLOSED)

Ⓞ 4-Ⓢ 14: 5-8 V (IGNITION S/W ON, MEASURING PLATE FULLY OPEN)

Ⓞ 4-Ⓢ 14: 2.5-7.5 V (IDLING)

Ⓞ 3-Ⓢ 14: 2-8 V (IGNITION S/W ON, INTAKE AIR TEMP. 20 °C, 68 °F)

Ⓢ 10-Ⓢ 14: 0.5-2.5 V (IGNITION S/W ON, COOLANT TEMP. 80 °C, 176 °F)

Ⓞ 9-Ⓢ 14: 8-14 V (STOP LIGHT S/W ON)

RESISTANCE AT ECU WIRING CONNECTORS
(DISCONNECT WIRING CONNECTOR)

Ⓢ 6-Ⓢ 14: ∞Ω (THROTTLE VALVE FULLY OPEN)
0-100Ω (THROTTLE VALVE FULLY CLOSED)

Ⓢ 11-Ⓢ 14: 3.3-10KΩ (THROTTLE VALVE FULLY OPEN)
0.2-0.8KΩ (THROTTLE VALVE FULLY CLOSED)

Ⓢ 12-Ⓢ 14: 3-7KΩ

Ⓞ 3-Ⓢ 14: 2-3KΩ (INTAKE AIR TEMP. 20 °C, 68 °F)

Ⓘ 10-Ⓢ 14: 0.2-0.4KΩ (COOLANT TEMP. 80 °C, 176 °F)

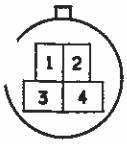
Ⓞ 8-Ⓢ 14: 0.2-0.4KΩ

Ⓞ 5-Ⓢ 14: 0.1-0.3KΩ

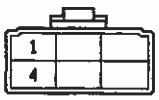
Ⓞ 4-Ⓢ 14: 0.22-0.20KΩ (MEASURING PLATE FULLY CLOSED)
0.22-1.00KΩ (MEASURING PLATE FULLY OPEN)

Ⓢ 1-Ⓒ 7: 140-180Ω

Ⓐ YELLOW



Ⓑ BLACK



Ⓒ

Ⓓ YELLOW

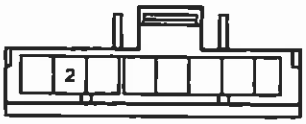
Ⓔ YELLOW

Ⓕ YELLOW

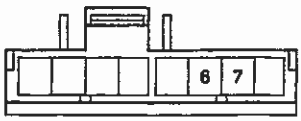
Ⓖ YELLOW

Ⓗ

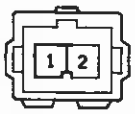
Ⓘ BLUE



Ⓙ GRAY

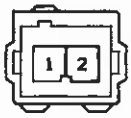


Ⓚ GRAY

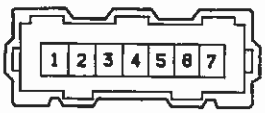


Ⓛ YELLOW

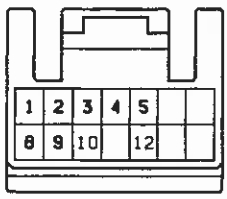
Ⓜ BLUE



Ⓝ BLACK



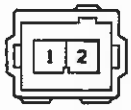
Ⓞ YELLOW



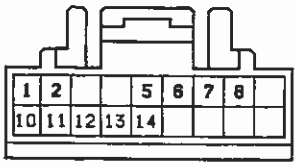
Ⓟ BLUE

Ⓠ BLACK

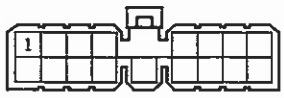
Ⓡ GREEN



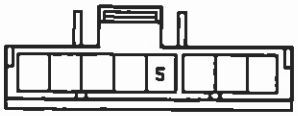
Ⓢ YELLOW



(DIGITAL METER) Ⓣ

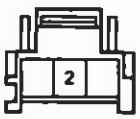


(ANALOG METER) Ⓤ

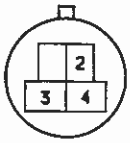


(DIGITAL METER) Ⓥ

(ANALOG METER) Ⓦ



Ⓧ YELLOW



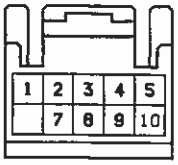
Ⓨ YELLOW

Ⓩ YELLOW

Ⓐ YELLOW

Ⓑ YELLOW

Ⓒ YELLOW



2A

2B

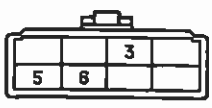
2C

2F YELLOW

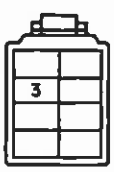
2I

2J GREEN

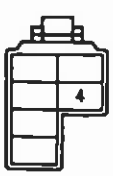
3A YELLOW



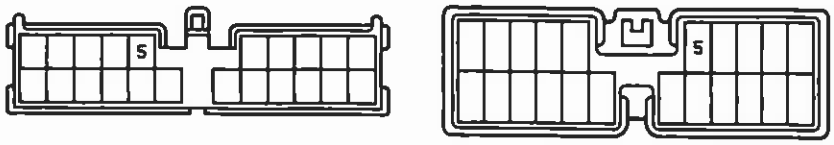
3B ORANGE



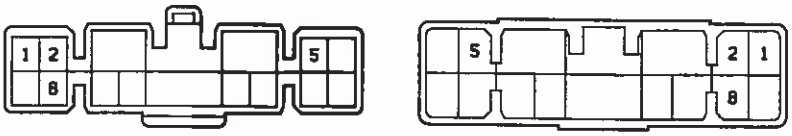
3D BROWN



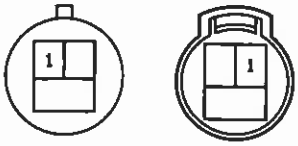
B1



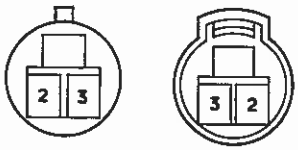
B2 GREEN



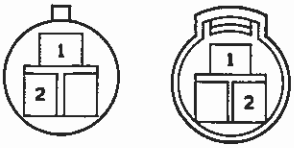
B4 GREEN



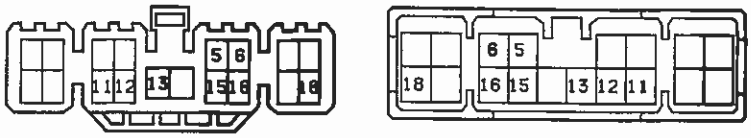
C1



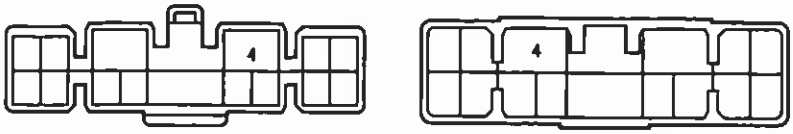
E2



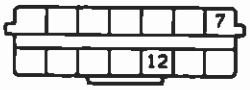
F1 YELLOW



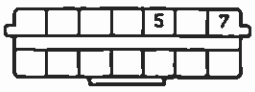
J1 GREEN



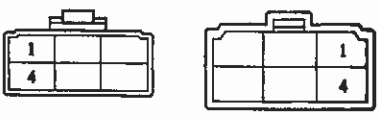
L1



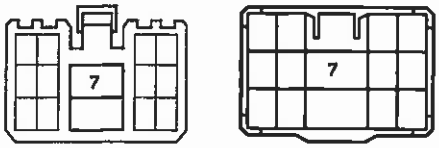
L2



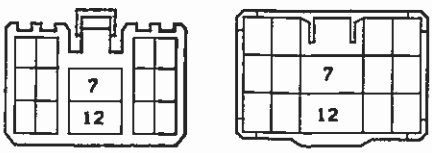
L3

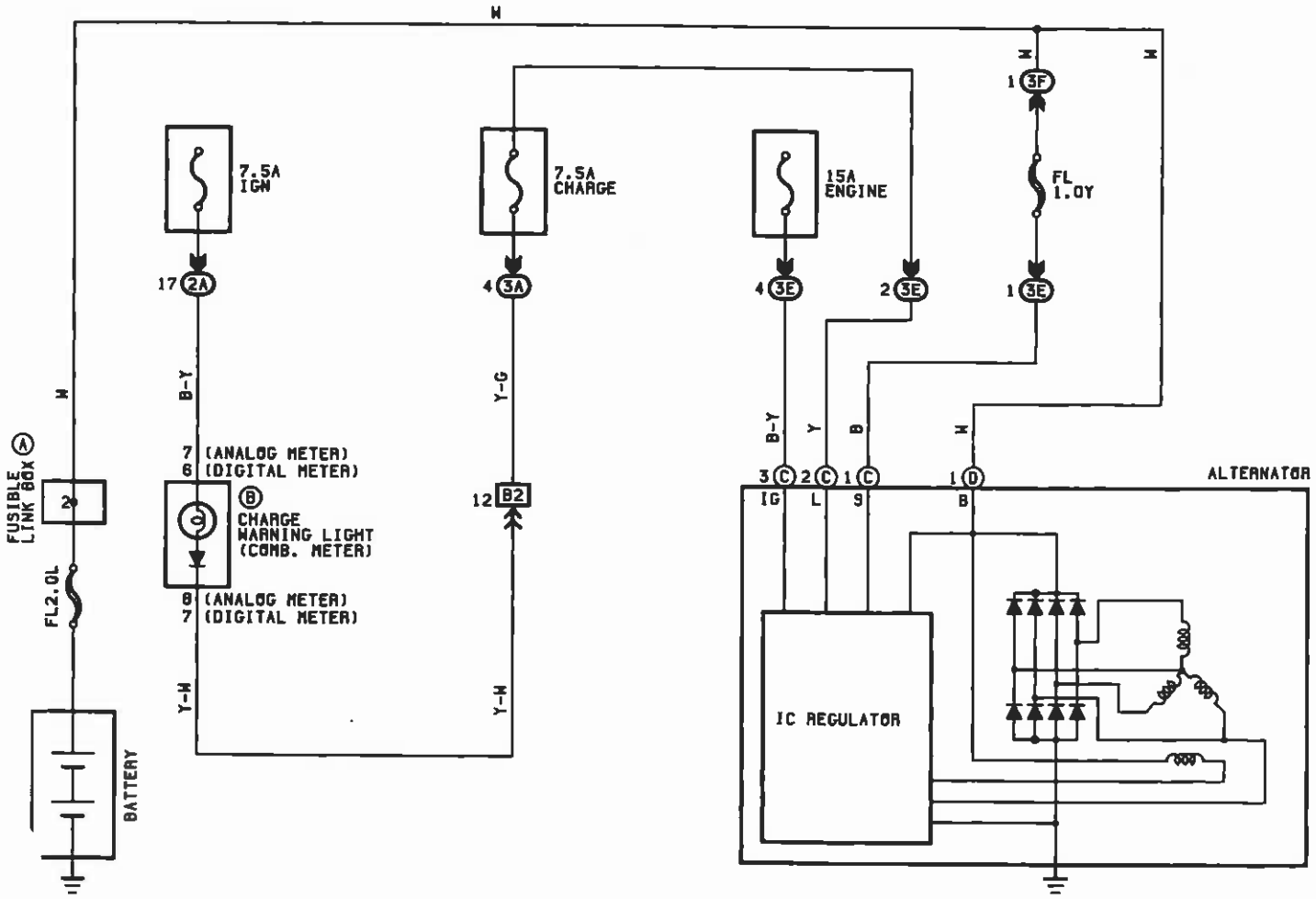


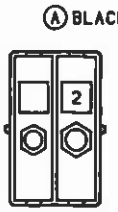
M1 YELLOW

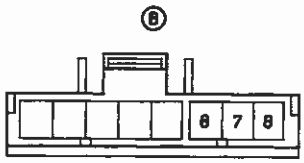


M2 YELLOW





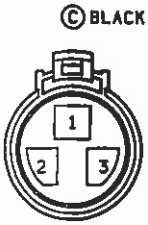


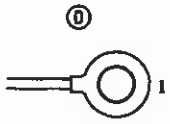


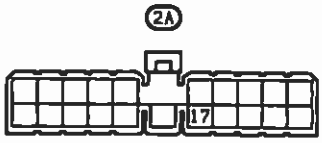
ALTERNATOR

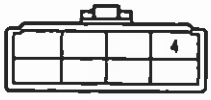
Ⓒ 1-GROUND: 13.8-14.4 VOLTS WITH ENGINE RUNNING AT 2000 RPM

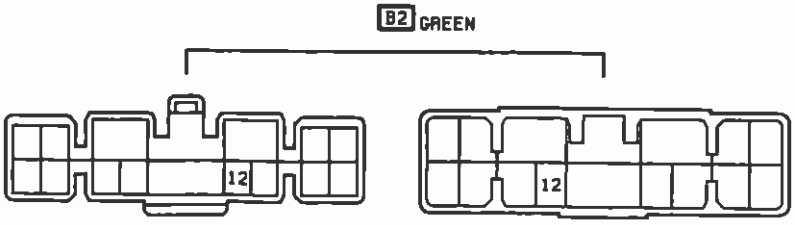
Ⓒ 2-GROUND: 0-4 VOLTS WITH IGNITION S/W AT IG POSITION AND ENGINE NOT RUNNING





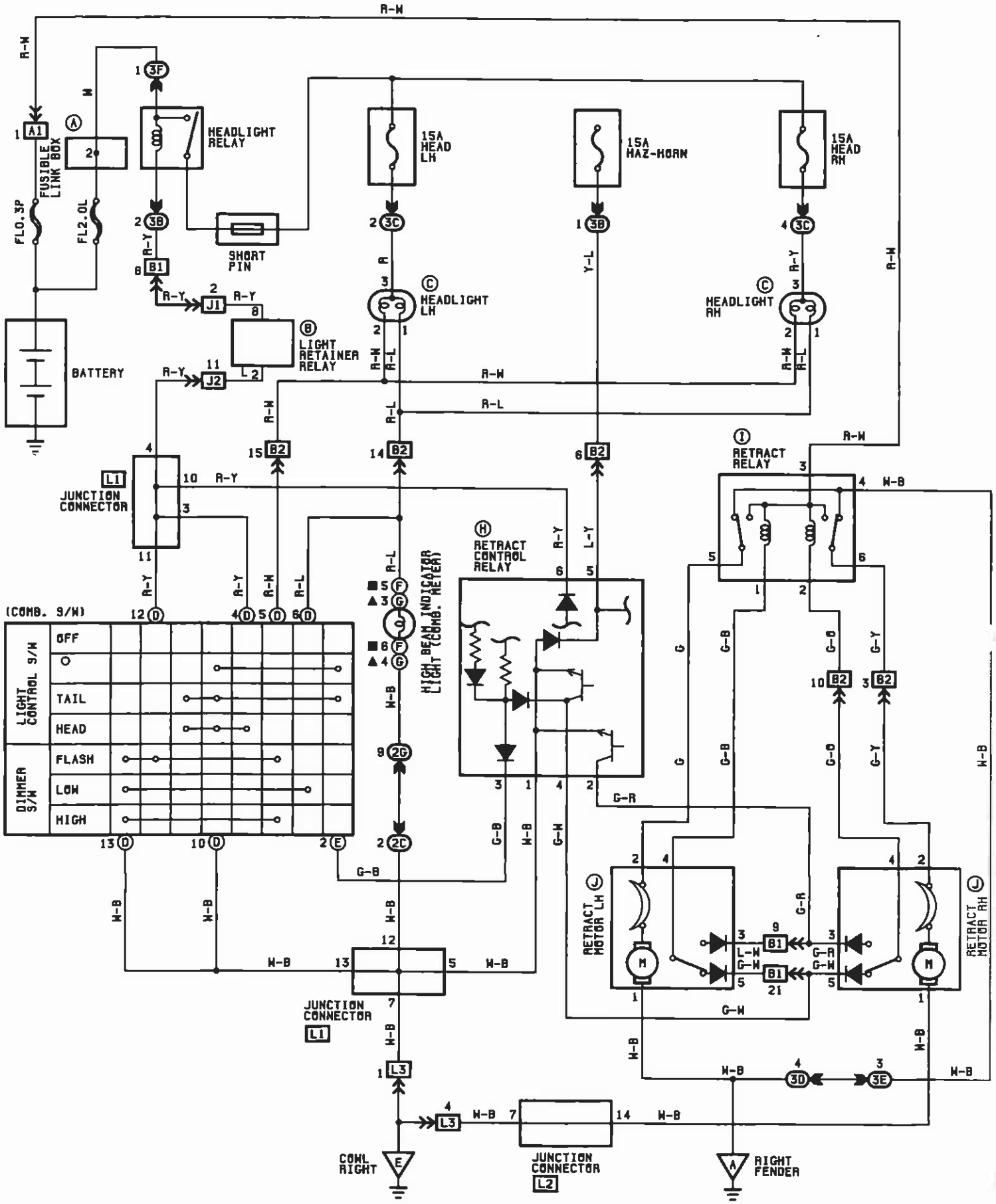






5 HEADLIGHTS

■ (DIGITAL METER)
▲ (ANALOG METER)



HEADLIGHT RELAY

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

I LIGHT RETAINER RELAY

PLEASE REFFER TO THE LIGHT AUTO TURN OFF SYSTEM (SYSTEM NO.6,PAGE37)

Ⓗ RETRACT CONTROL RELAY

5-GROUND: ALWAYS 12VOLTS
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 2-4SECONDS AFTER S/W AT OFF POSITION
1-2 : CONTINUITY FOR 8-14SECONDS 2-4SECONDS AFTER LIGHT CONTROL S/W OFF FROM TAIL, HEAD OR HOLD POSITION

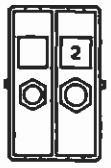
Ⓘ RETRACT RELAY

3-5,3-6: CLOSED WITH LIGHT CONTROL S/W AT HEAD POSITION UNTIL RETRACT MOTOR AT UP POSITION
3-5,3-6: CLOSED WITH LIGHT CONTROL S/W AT OFF POSITION UNTIL RETRACT MOTOR AT DOWN POSITION
3-5,3-6: CLOSED WITH DIMMER S/W AT FLASH POSITION UNTIL RETRACT MOTOR AT UP POSITION
3-5,3-6: CLOSED WITH DIMMER S/W AT FLASH POSITION UNTIL RETRACT MOTOR AT DOWN POSITION

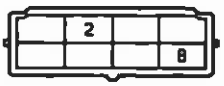
Ⓙ RETRACT MOTOR

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: 12VOLTS WITH RETRACT RELAY ON

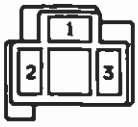
Ⓐ BLACK



Ⓑ BLACK



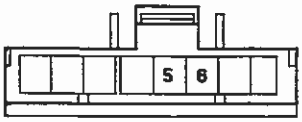
Ⓒ BROWN



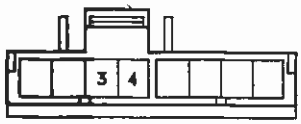
Ⓓ BLACK

Ⓔ

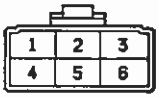
Ⓕ BLUE



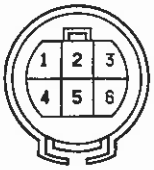
Ⓖ GRAY



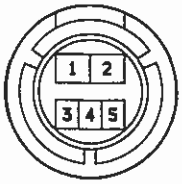
Ⓗ BLUE



Ⓘ



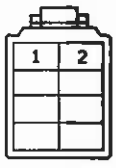
Ⓙ BLACK



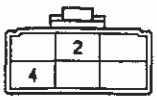
2C

2G

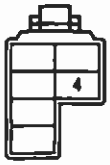
3B



3C



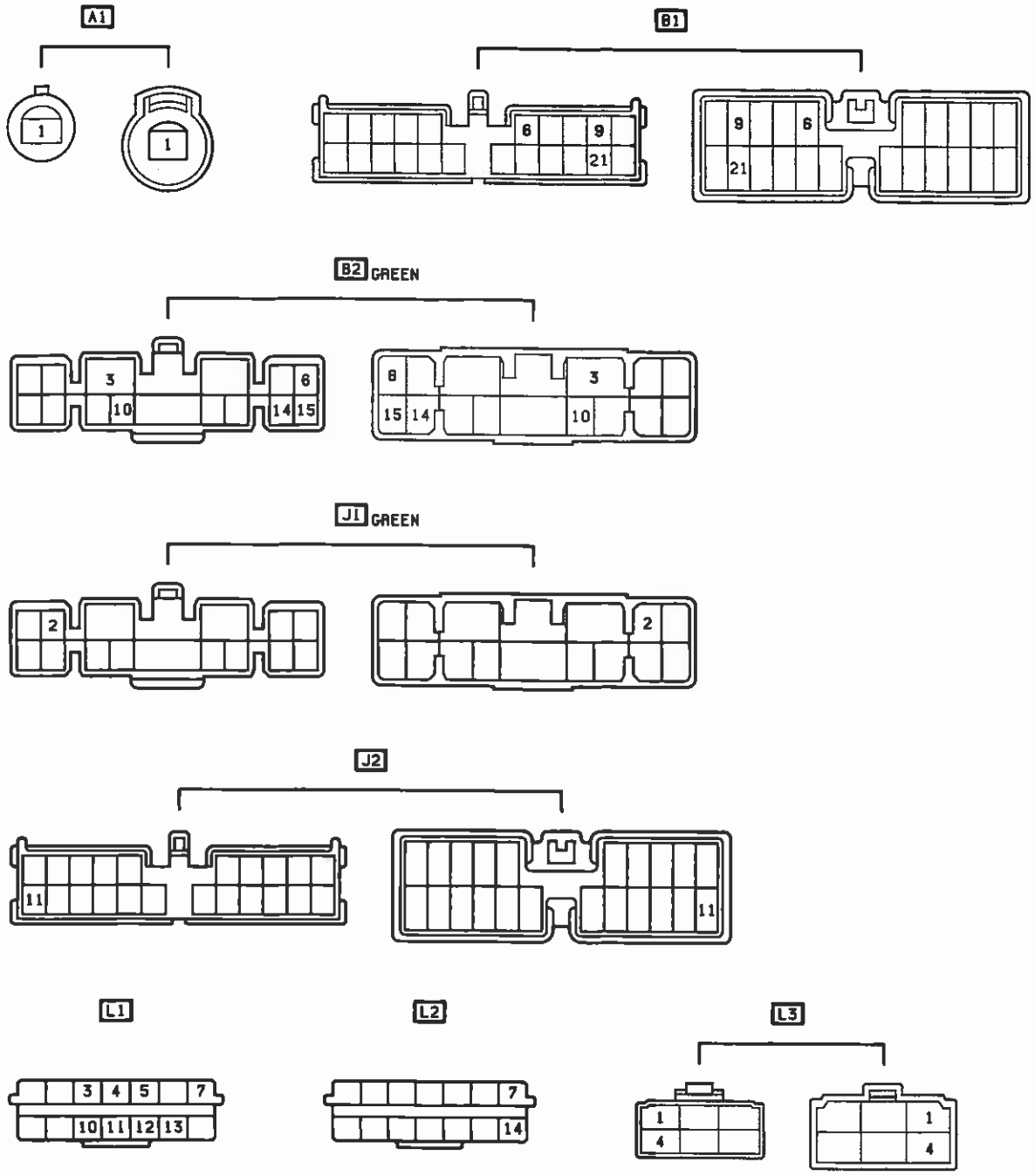
3D

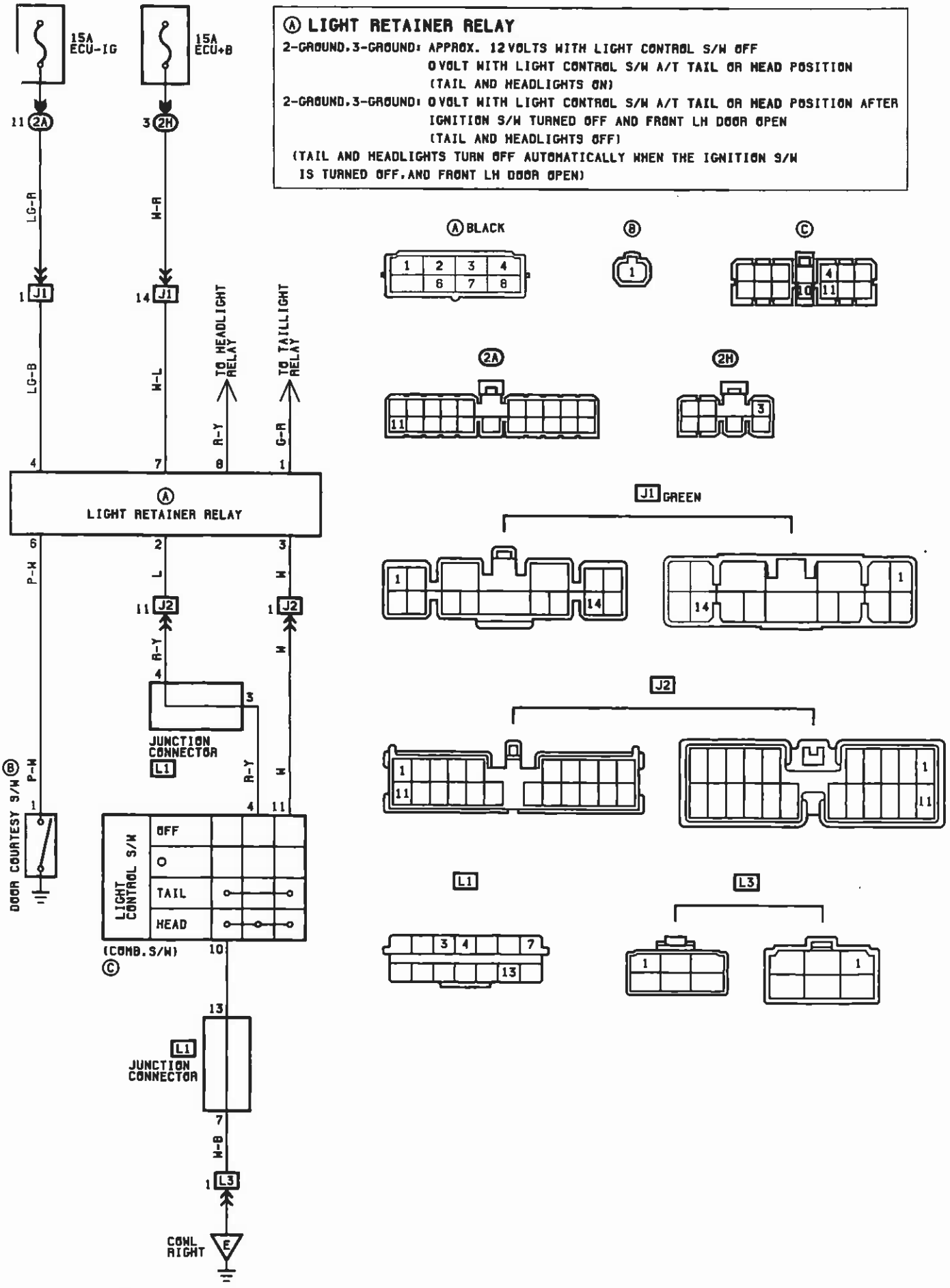


3E

3F

5 HEADLIGHTS





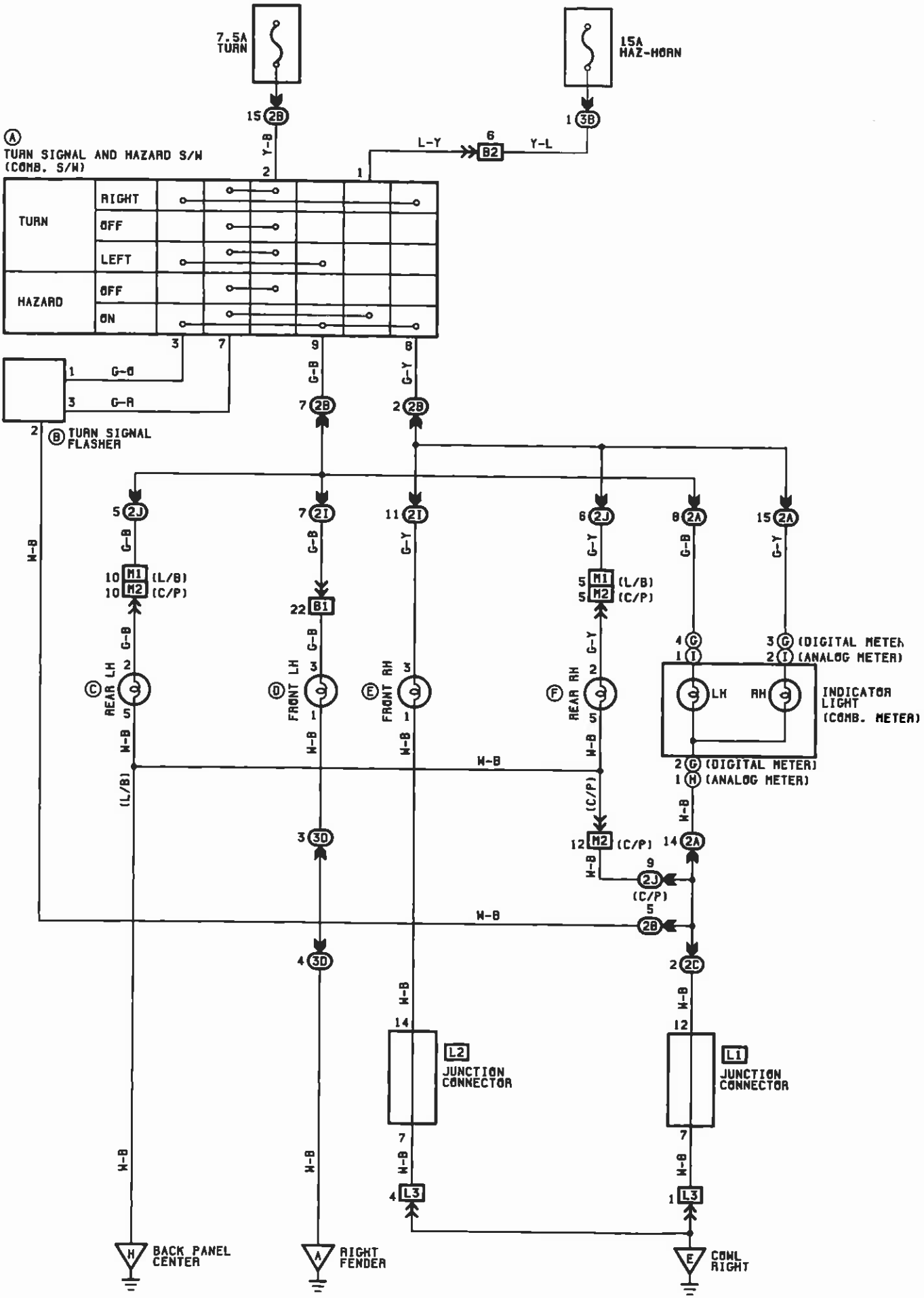
Ⓐ LIGHT RETAINER RELAY

2-GROUND.3-GROUND: APPROX. 12 VOLTS WITH LIGHT CONTROL S/W OFF
0 VOLT WITH LIGHT CONTROL S/W A/T TAIL OR HEAD POSITION
(TAIL AND HEADLIGHTS ON)

2-GROUND.3-GROUND: 0 VOLT WITH LIGHT CONTROL S/W A/T TAIL OR HEAD POSITION AFTER IGNITION S/W TURNED OFF AND FRONT LH DOOR OPEN
(TAIL AND HEADLIGHTS OFF)

(TAIL AND HEADLIGHTS TURN OFF AUTOMATICALLY WHEN THE IGNITION S/W IS TURNED OFF, AND FRONT LH DOOR OPEN)

7 TURN SIGNAL AND HAZARD WARNING LIGHTS



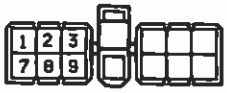
Ⓐ TURN SIGNAL AND HAZARD S/W (COMB.S/W)

GROUND: ALWAYS 12 VOLTS
IGUND: 12 VOLTS WITH IGNITION S/W ON

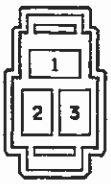
TURN SIGNAL FLASHER

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

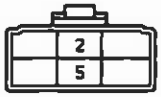
Ⓐ BLACK



Ⓑ

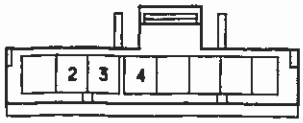


Ⓒ Ⓕ

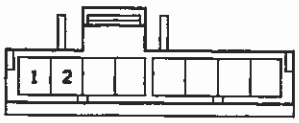


Ⓓ Ⓔ

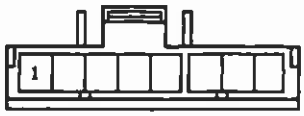
(DIGITAL METER) Ⓖ BLUE



(ANALOG METER) Ⓘ GRAY



(ANALOG METER) Ⓗ



(2A)

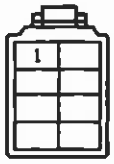
(2B)

(2C)

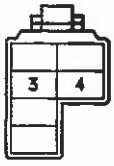
(2D)

(2J) GREEN

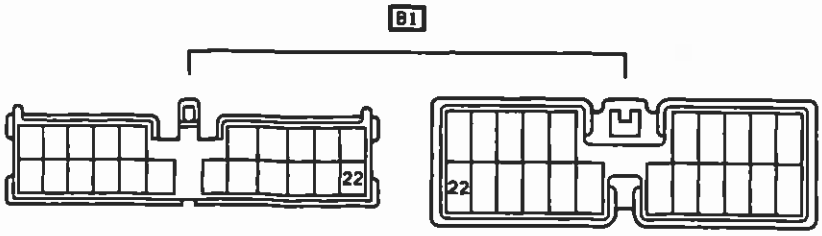
(3B) ORANGE



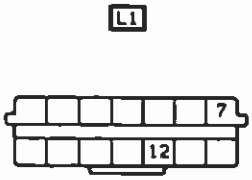
(3D) BROWN



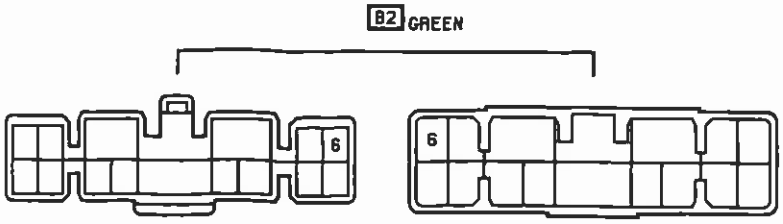
B1



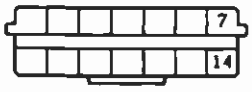
L1



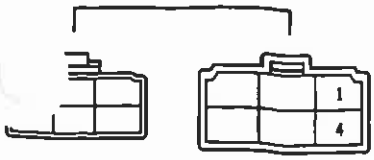
B2 GREEN



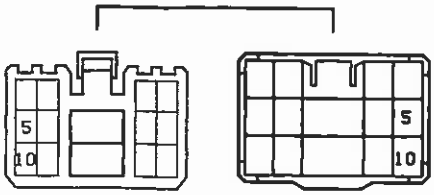
L2



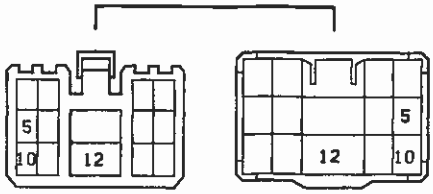
L3

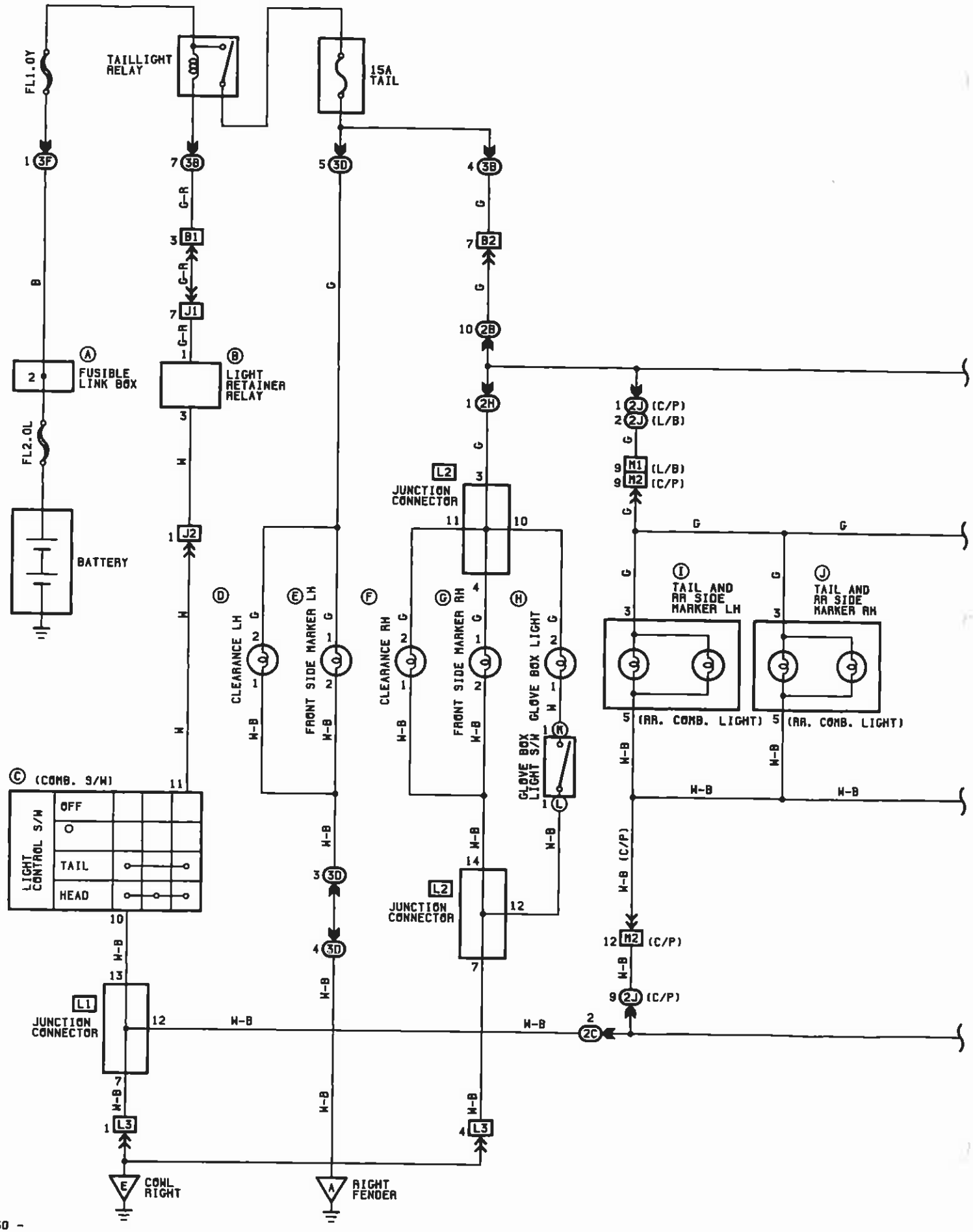


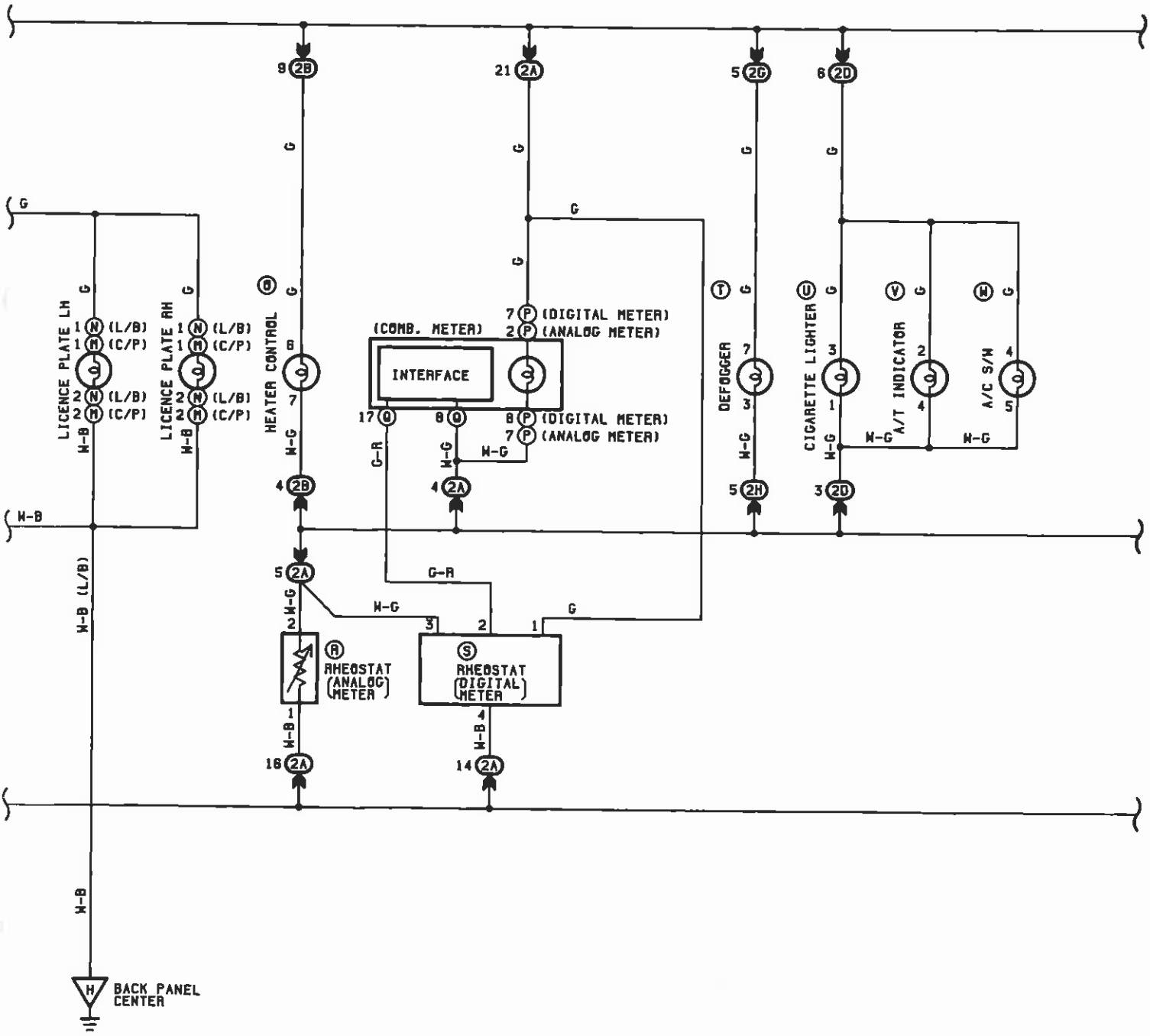
(L/B) M1 YELLOW



(C/P) M2 YELLOW




FL1.0Y
TAILLIGHT RELAY
15A TAIL
1 3F
7 3B
5 3D
4 3B
B
G-R
3 B1
7 J1
1
A
2
FUSIBLE LINK BOX
B
LIGHT RETAINER RELAY
3
FL2.0L
W
1 J2
BATTERY
G
7 B2
10 2B
1 2H
L2
JUNCTION CONNECTOR
11
10
3
4
D
CLEARANCE LH
E
FRONT SIDE MARKER LH
F
CLEARANCE RH
G
FRONT SIDE MARKER RH
H
GLOVE BOX LIGHT
GLOVE BOX LIGHT S/W
W-B
C (COMB. S/W)
11
LIGHT CONTROL S/W
OFF
TAIL
HEAD
10
3 3D
4 3D
14
12
7
L1
JUNCTION CONNECTOR
13
12
7
1 L3
4 L3
E
COWL RIGHT
A
RIGHT FENDER
1 2J (C/P)
2 2J (L/B)
9 M1 (L/B)
9 M2 (C/P)
I
TAIL AND RR SIDE MARKER LH
J
TAIL AND RR SIDE MARKER RH
5 (RR. COMB. LIGHT)
5 (RR. COMB. LIGHT)
W-B (C/P)
12 M2 (C/P)
9 2J (C/P)
2 2C

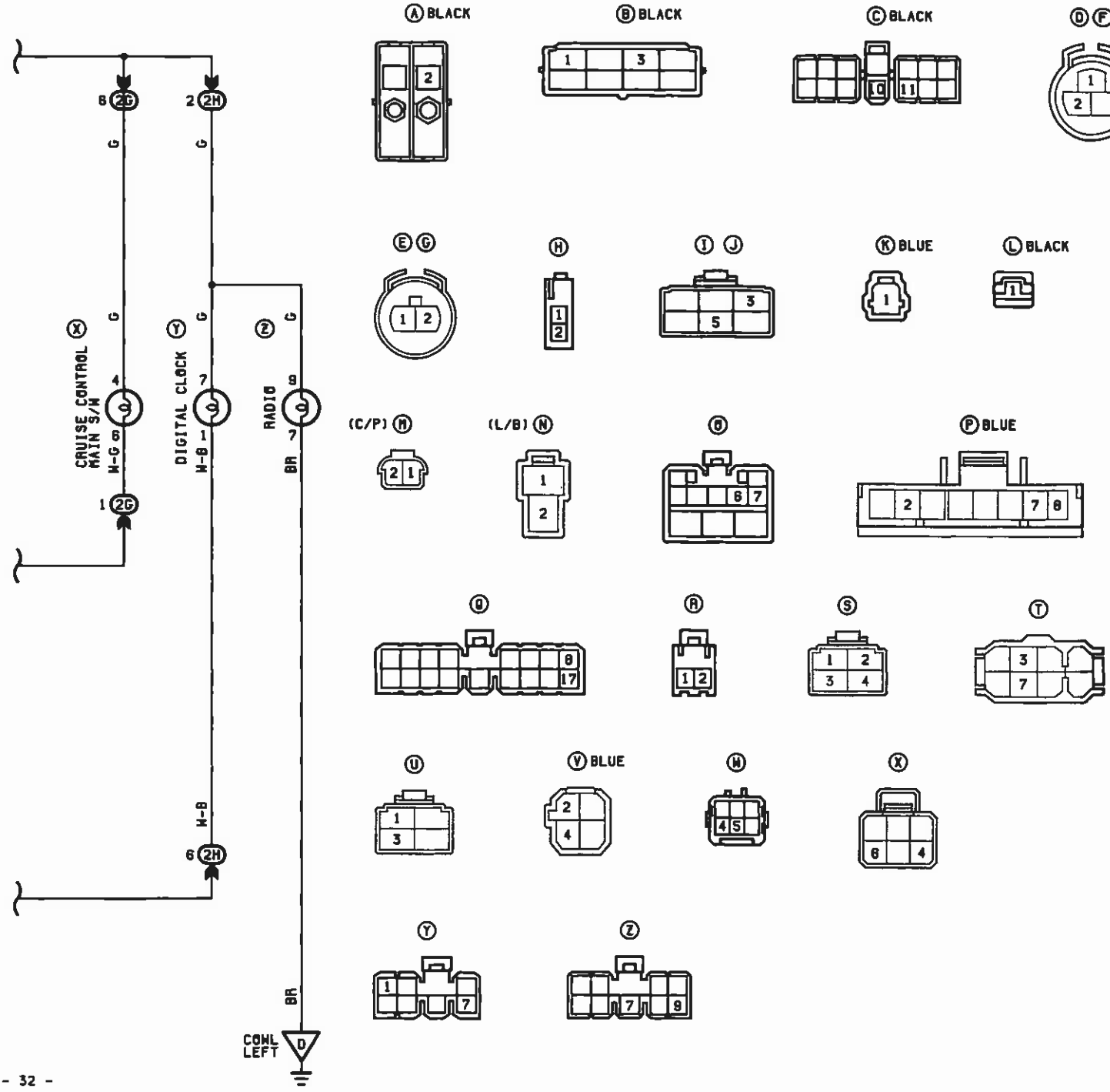

9 2B
21 2A
5 2G
6 2D
G
LICENCE PLATE LH
LICENCE PLATE RH
1 N (L/B)
1 M (C/P)
2 N (L/B)
2 M (C/P)
W-B
HEATER CONTROL
8
7
4 2B
(COMB. METER)
INTERFACE
7 P (DIGITAL METER)
2 P (ANALOG METER)
17 Q
8 Q
8 P (DIGITAL METER)
7 P (ANALOG METER)
G-R
W-G
4 2A
DEFOGGER
7
3
5 2H
CIGARETTE LIGHTER
A/T INDICATOR
A/C S/W
3
2
4
1
5
3 2D
W-B (L/B)
5 2A
2
3
2
1
R
RHEOSTAT (ANALOG METER)
S
RHEOSTAT (DIGITAL METER)
1
4
W-B
18 2A
14 2A
H
BACK PANEL CENTER

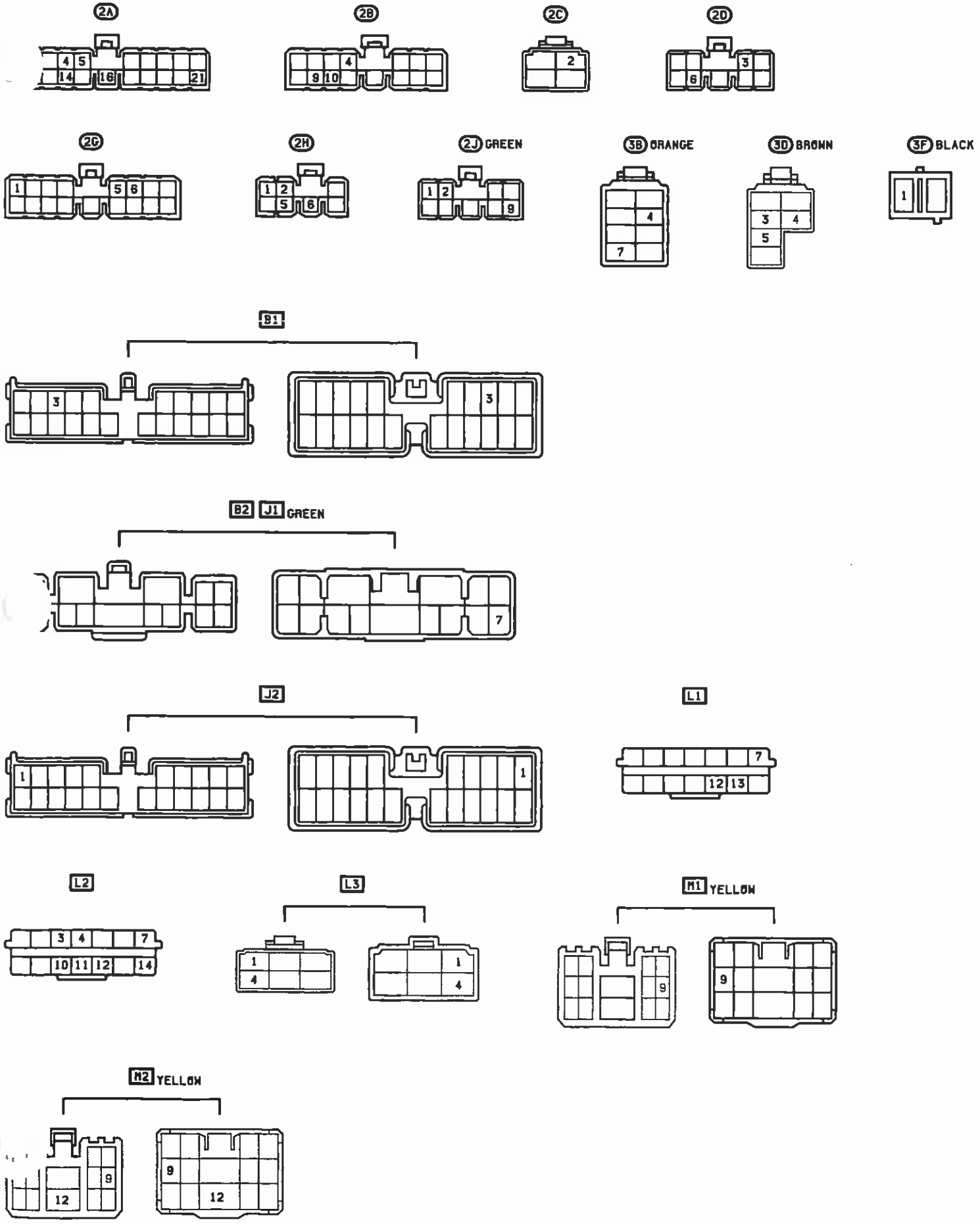
TAILLIGHT RELAY
CLOSED WITH LIGHT CONTROL S/W AT TAIL OR HEAD POSITION

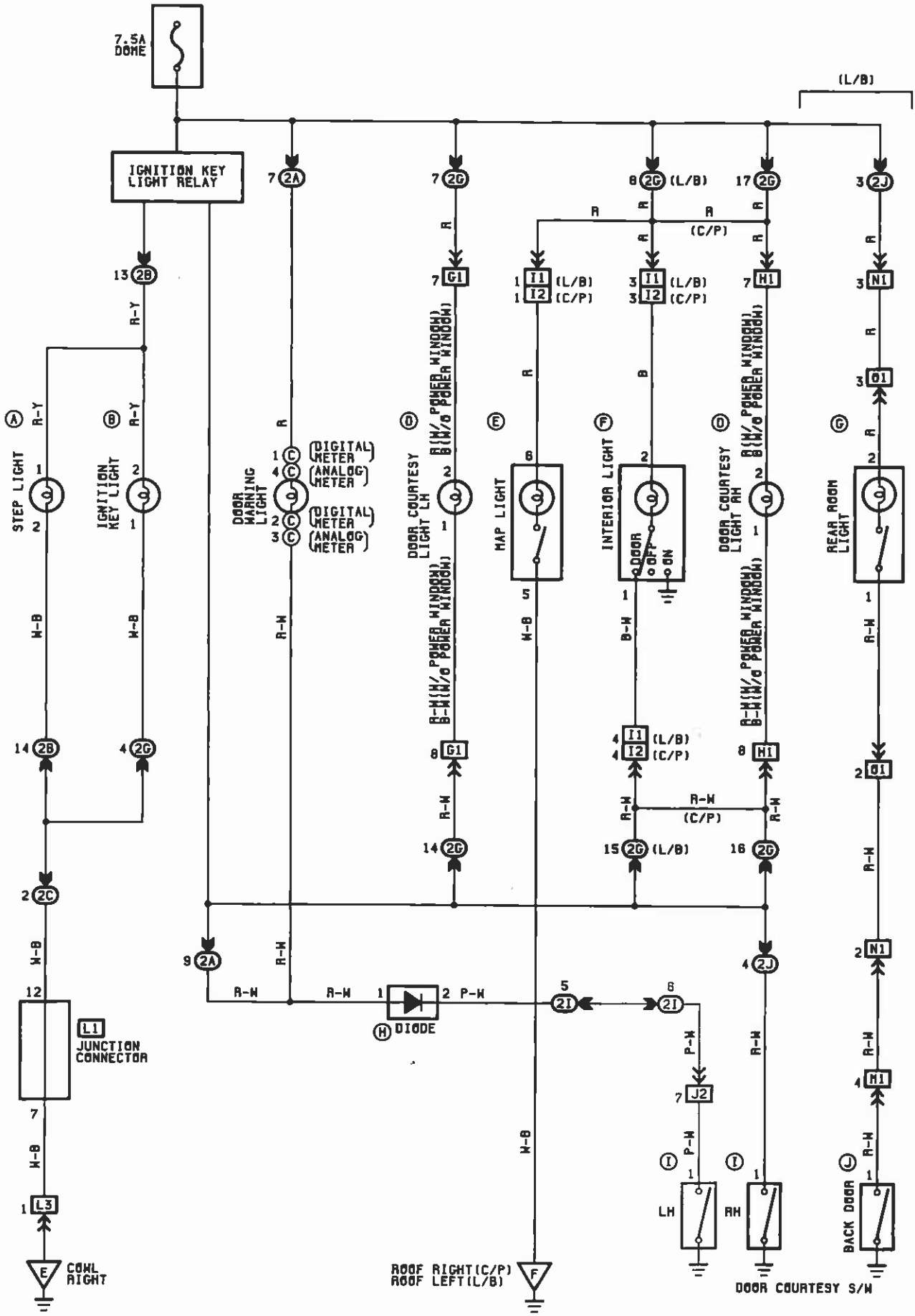
Ⓑ LIGHT RETAINER RELAY
PLEASE REFFER TO THE LIGHT AUTO TURN OFF SYSTEM (SYSTEM NO.6,PAGE 37)

Ⓒ LIGHT CONTROL S/W
10-11: CLOSED WITH LIGHT CONTROL S/W AT TAIL OR HEAD POSITION

ⓇⓈ RHEOSTAT
RESISTANCE CHANGES FROM 0Ω TO 10Ω AS RHEOSTAT IS TURNED CLOCKWISE




2A
4 5
14 16 21
2B
4
9 10
2C
2
2D
3
6
2G
1
5 6
2H
1 2
5 6
2J GREEN
1 2
9
3B ORANGE
4
7
3D BROWN
3 4
5
3F BLACK
1
B1
3
3
B2 J1 GREEN
7
J2
1
1
L1
7
12 13
L2
3 4 7
10 11 12 14
L3
1
4
1
4
M1 YELLOW
9
9
M2 YELLOW
9
12
9
12

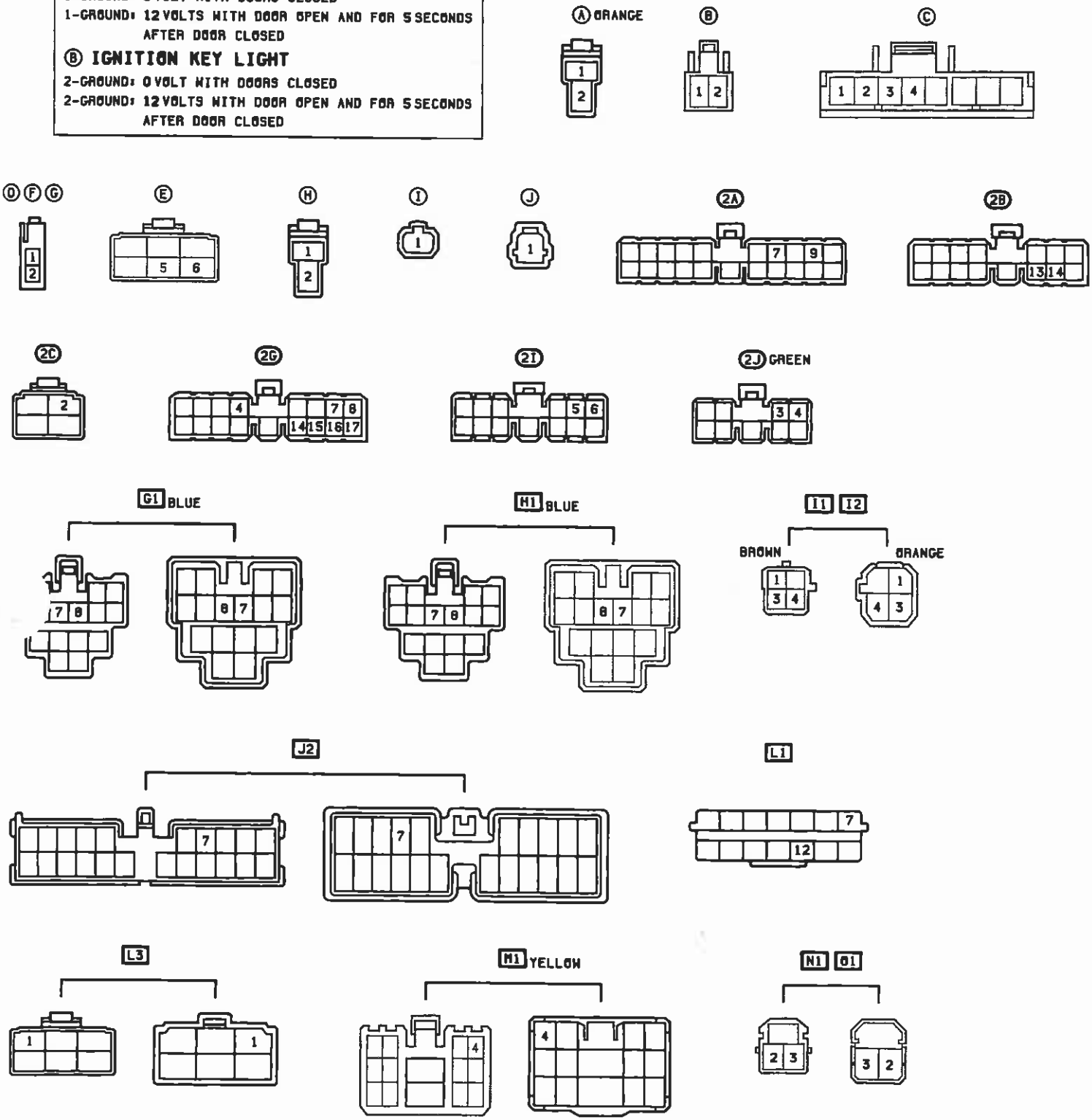

7.5A DOME
IGNITION KEY LIGHT RELAY
(L/B)
STEP LIGHT
IGNITION KEY LIGHT
DOOR WARNING LIGHT
(DIGITAL METER)
(ANALOG METER)
DOOR COURTESY LIGHT LH
B(W/o POWER WINDOW)
B-W(W/o POWER WINDOW)
MAP LIGHT
INTERIOR LIGHT
DOOR
OFF
ON
DOOR COURTESY LIGHT RH
REAR ROOM LIGHT
JUNCTION CONNECTOR
DIODE
COWL RIGHT
ROOF RIGHT(C/P)
ROOF LEFT(L/B)
LH
RH
BACK DOOR
DOOR COURTESY S/W

Ⓐ STEP LIGHT

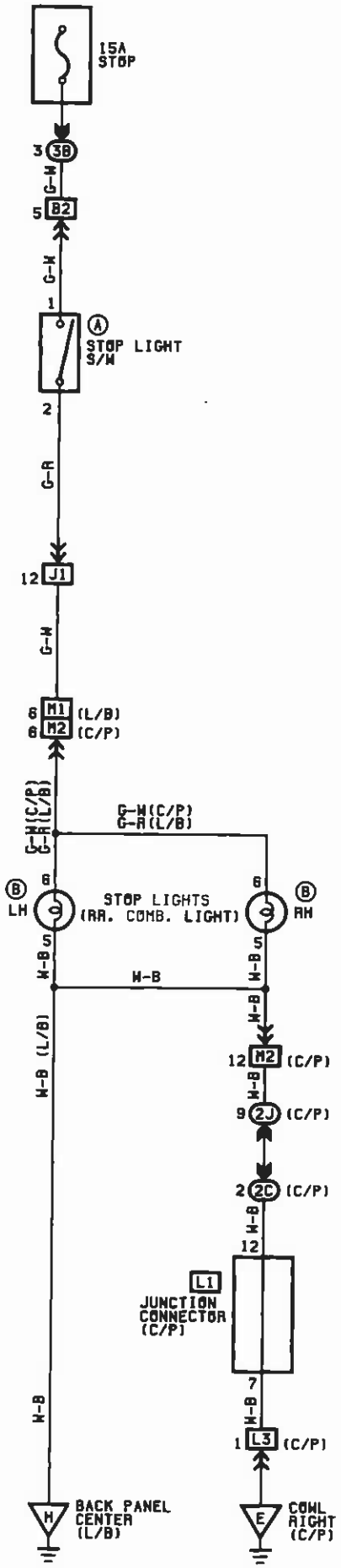
1-GROUND: 0 VOLT WITH DOORS CLOSED
1-GROUND: 12 VOLTS WITH DOOR OPEN AND FOR 5 SECONDS AFTER DOOR CLOSED

Ⓑ IGNITION KEY LIGHT

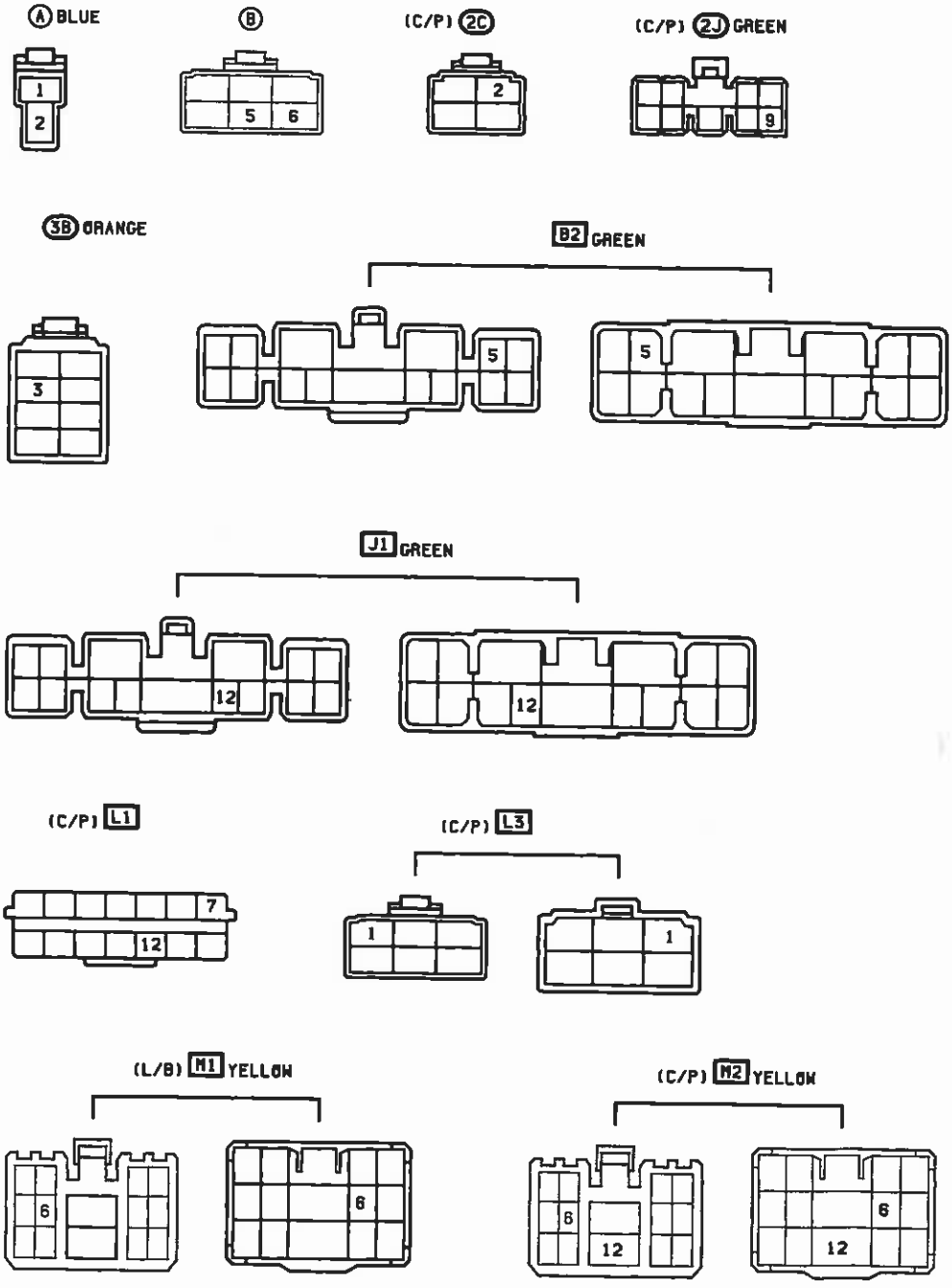
2-GROUND: 0 VOLT WITH DOORS CLOSED
2-GROUND: 12 VOLTS WITH DOOR OPEN AND FOR 5 SECONDS AFTER DOOR CLOSED

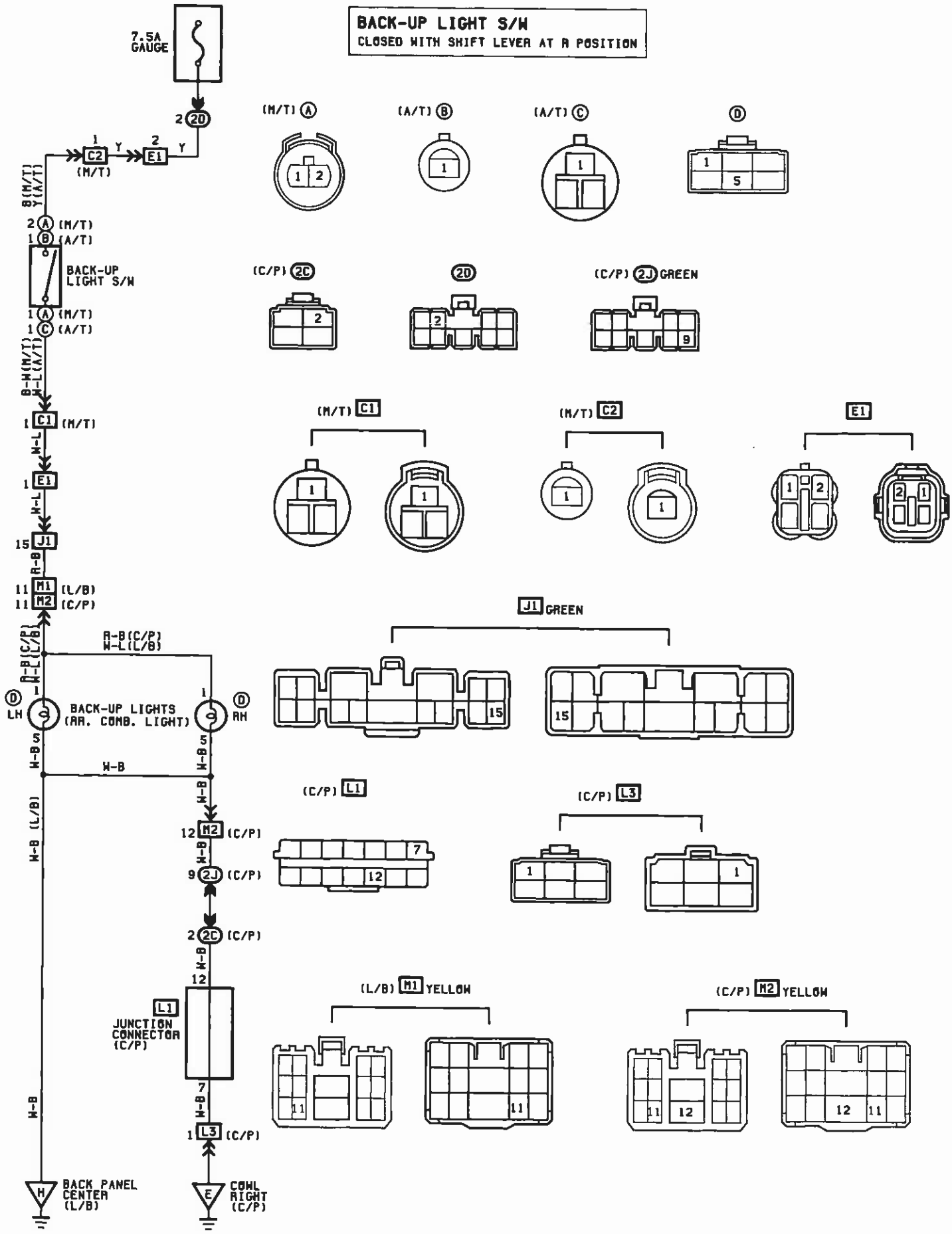


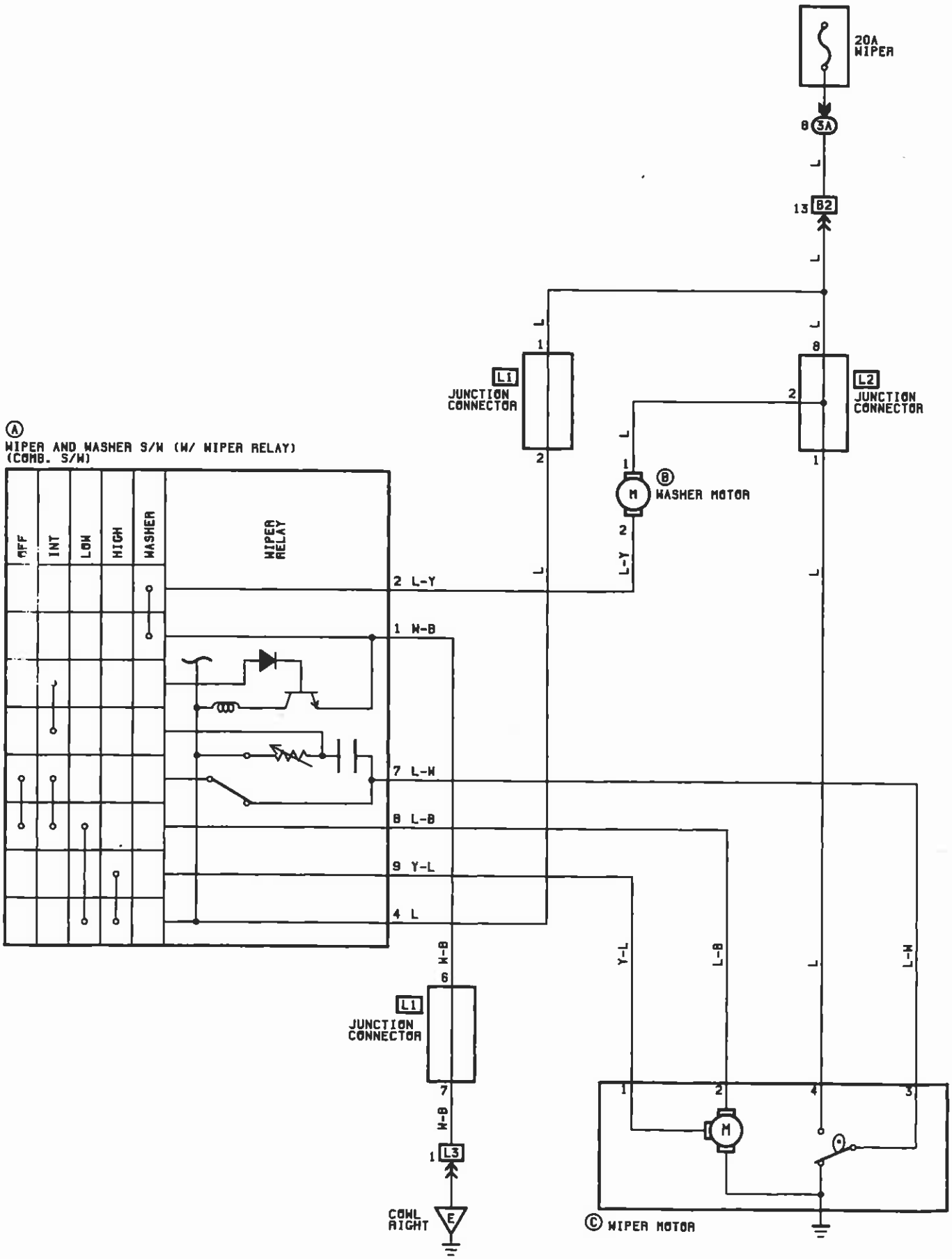
10 STOP LIGHTS



A STOP LIGHT S/W
1-2: CLOSED WITH BRAKE PEDAL DEPRESSED

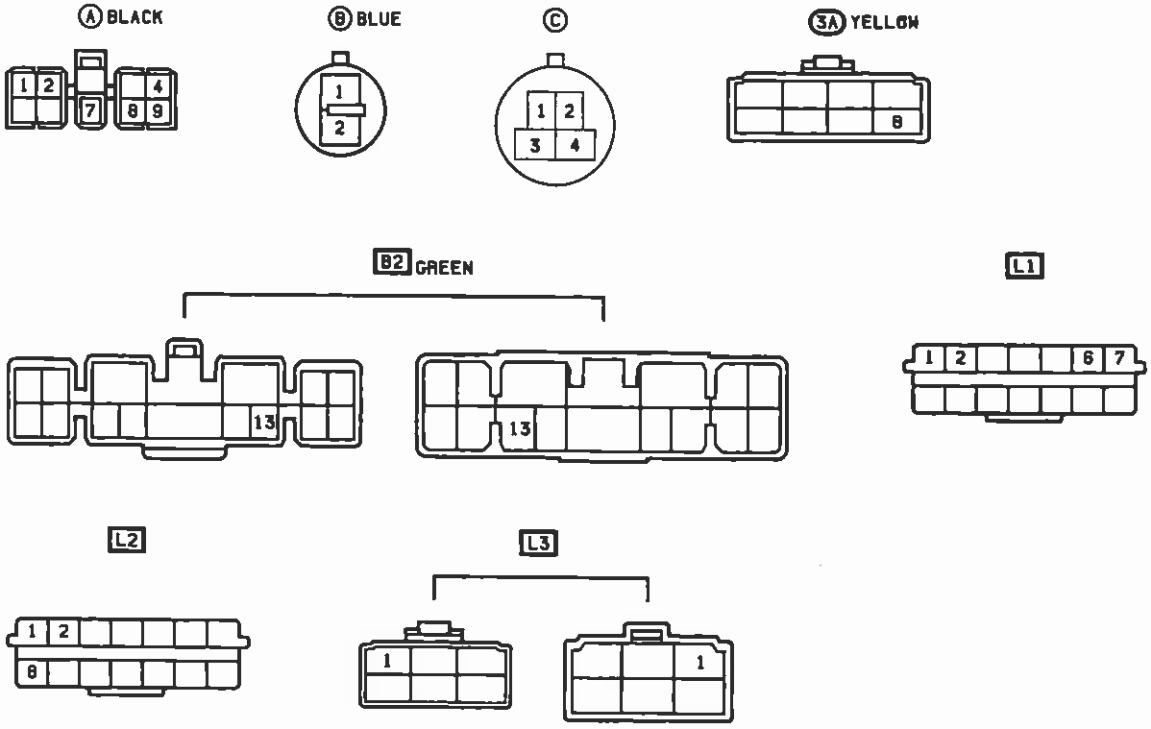



BACK-UP LIGHT S/W
CLOSED WITH SHIFT LEVER AT R POSITION
7.5A GAUGE
(M/T) A
(A/T) B
(A/T) C
D
(C/P) 2C
2D
(C/P) 2J GREEN
(M/T) C1
(M/T) C2
E1
J1 GREEN
(C/P) L1
(C/P) L3
(L/B) M1 YELLOW
(C/P) M2 YELLOW
BACK-UP LIGHT S/W
BACK-UP LIGHTS (RR. COMB. LIGHT)
LH
RH
JUNCTION CONNECTOR (C/P)
BACK PANEL CENTER (L/B)
COWL RIGHT (C/P)

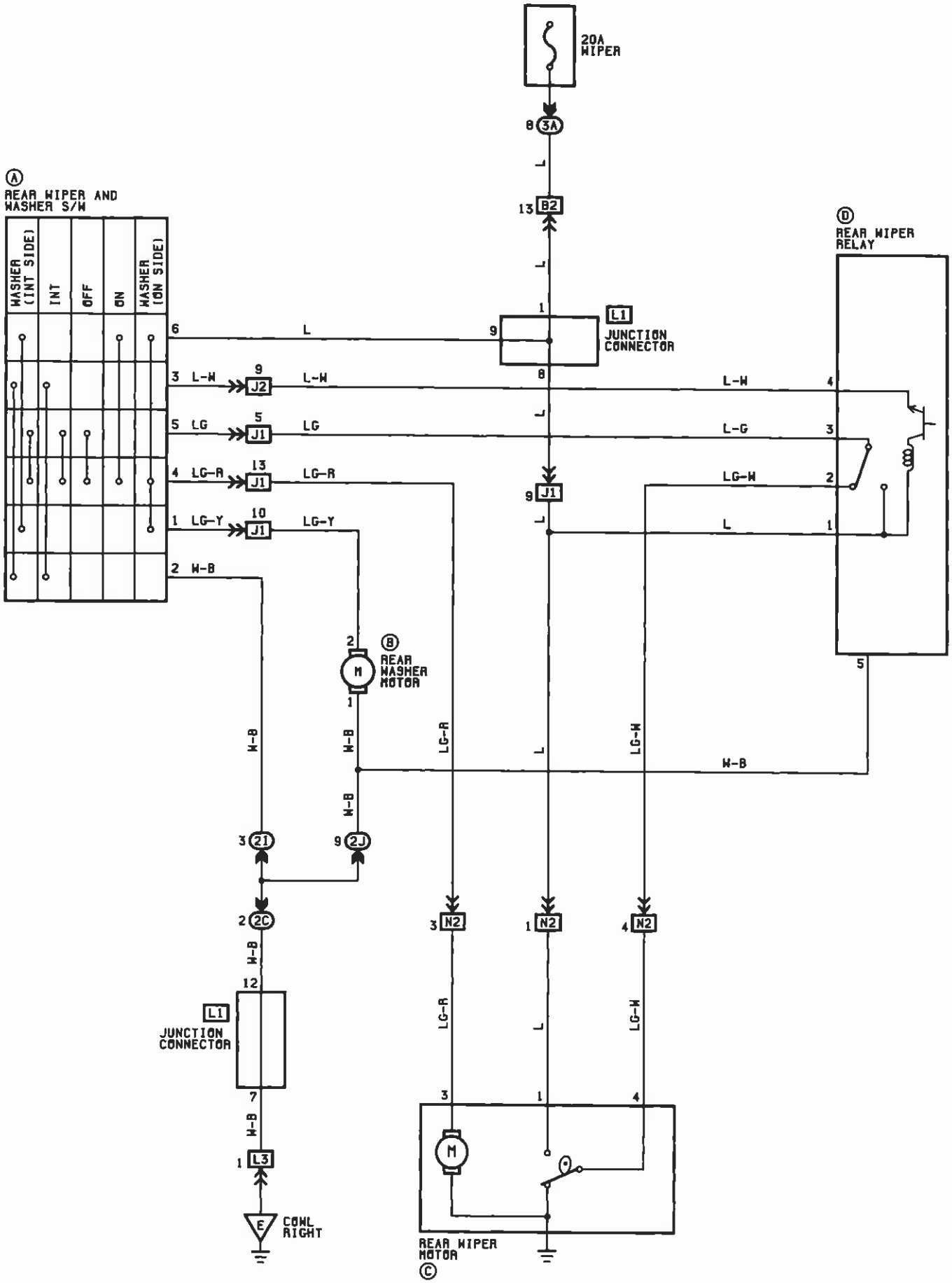

20A
WIPER
8 3A
L
13 B2
L
L
1
L1
JUNCTION
CONNECTOR
2
L
8
L2
JUNCTION
CONNECTOR
2
1
L
1
B
M
WASHER MOTOR
2
L-Y
L
L
A
WIPER AND WASHER S/W (W/ WIPER RELAY)
(COMB. S/W)
OFF
INT
LOW
HIGH
WASHER
WIPER
RELAY
2 L-Y
1 W-B
7 L-W
8 L-B
9 Y-L
4 L
W-B
6
L1
JUNCTION
CONNECTOR
7
W-B
1
L3
COWL
RIGHT
E
Y-L
L-B
L
L-W
1
2
4
3
M
C
C WIPER MOTOR

Ⓐ WIPER AND WASHER S/W (W/ WIPER RELAY)

4-GROUND: 12 VOLTS WITH IGNITION S/W ON
1-GROUND: ALWAYS CONTINUITY
7-GROUND: 12 VOLTS WITH IGNITION S/W ON UNLESS WIPER MOTOR AT STOP POSITION
8-GROUND: 12 VOLTS EVERY 2-10 SECONDS INTERMITTENTLY WITH WIPER S/W AT INT POSITION
8-GROUND: 12 VOLTS WITH IGNITION S/W ON AND AFTER WIPER S/W OFF UNTIL WIPER MOTOR STOPS

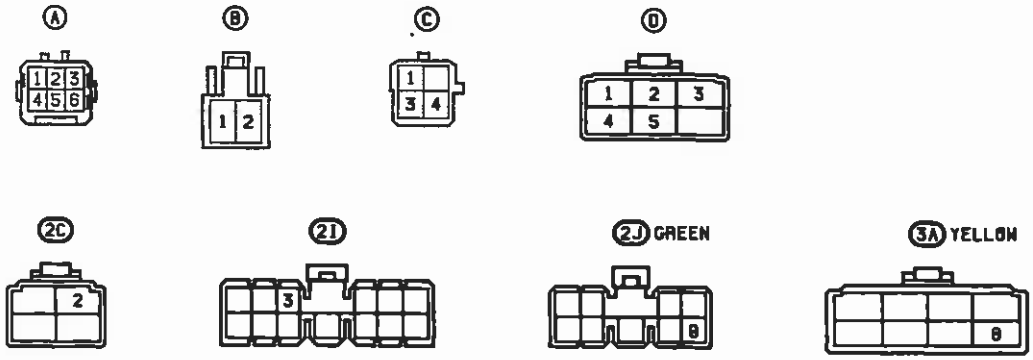


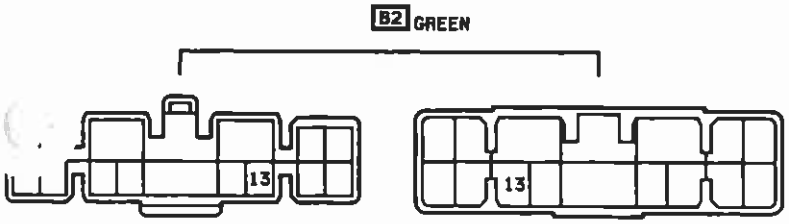
13 REAR WIPER AND WASHER

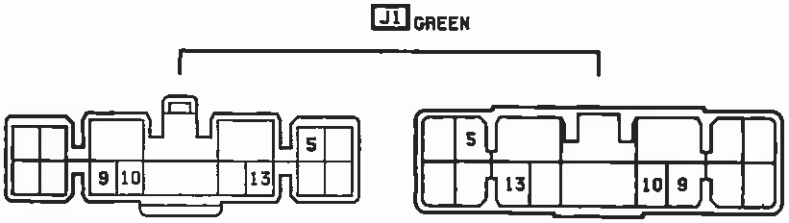


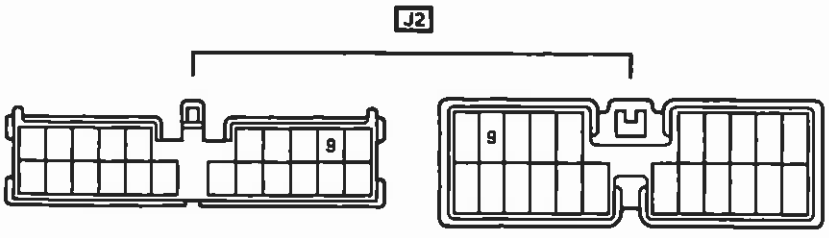
Ⓓ REAR WIPER RELAY

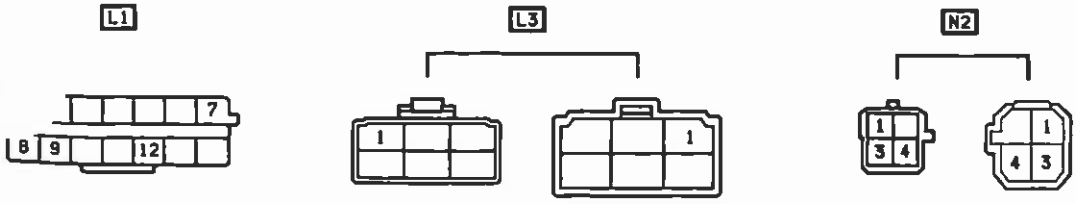
1-GROUND: 12 VOLTS WITH IGNITION S/W ON
3-GROUND: 12 VOLTS EVERY 12 SECONDS INTERMITTENTLY WITH IGNITION S/W ON AND WIPER S/W AT INT POSITION
3-GROUND: 12 VOLTS WITH IGNITION S/W AND WASHER S/W ON AND FOR 4 SECONDS AFTER WASHER S/W TURNED OFF
2-GROUND: 12 VOLTS WITH IGNITION S/W ON UNLESS WIPER MOTOR AT STOP POSITION
3-GROUND: 12 VOLTS WITH IGNITION S/W ON AND AFTER WIPER S/W OFF UNTIL WIPER MOTOR STOPS



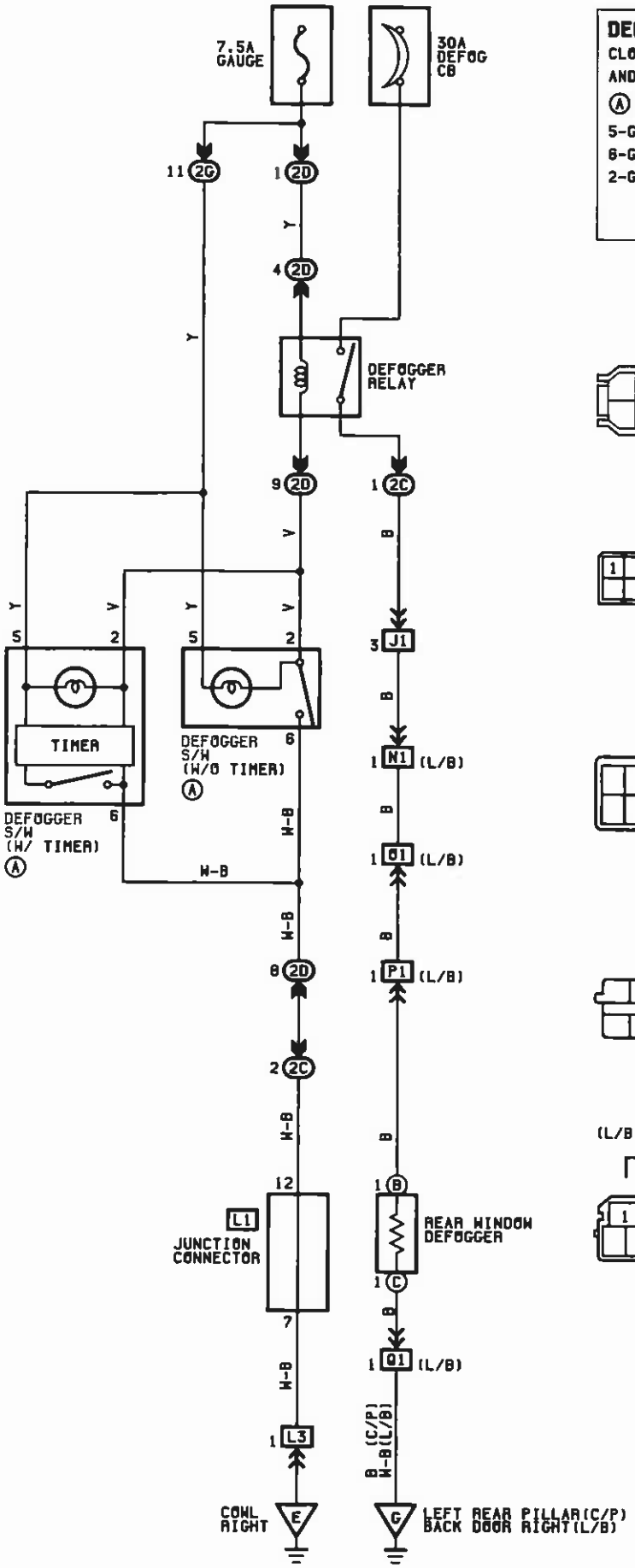






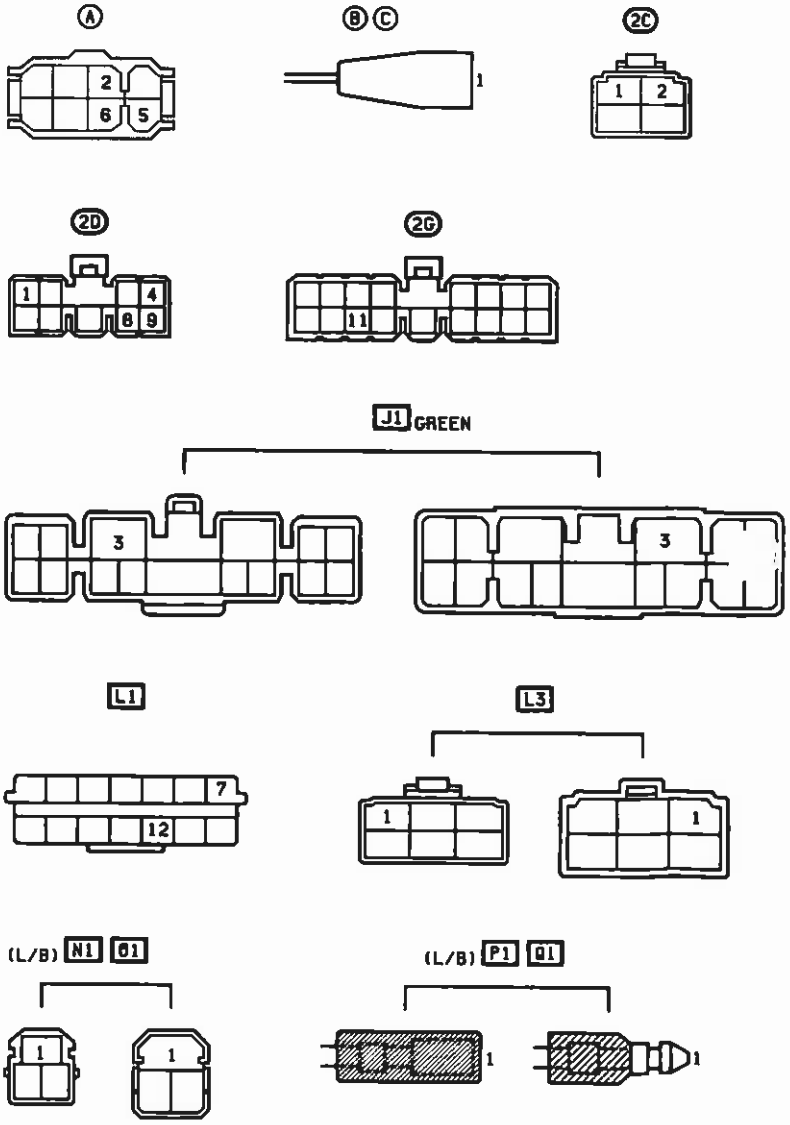


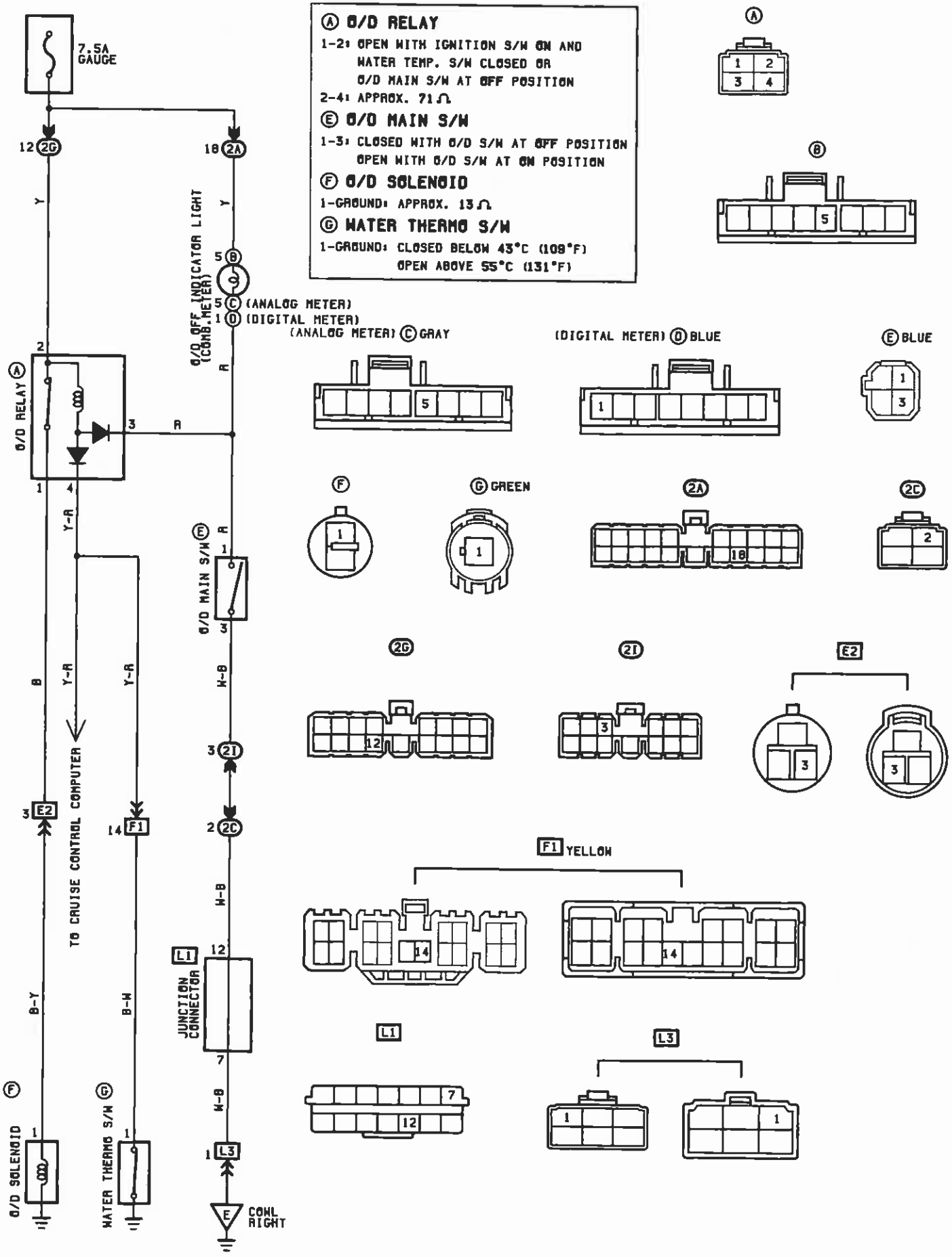
14 REAR WINDOW DEFOGGER

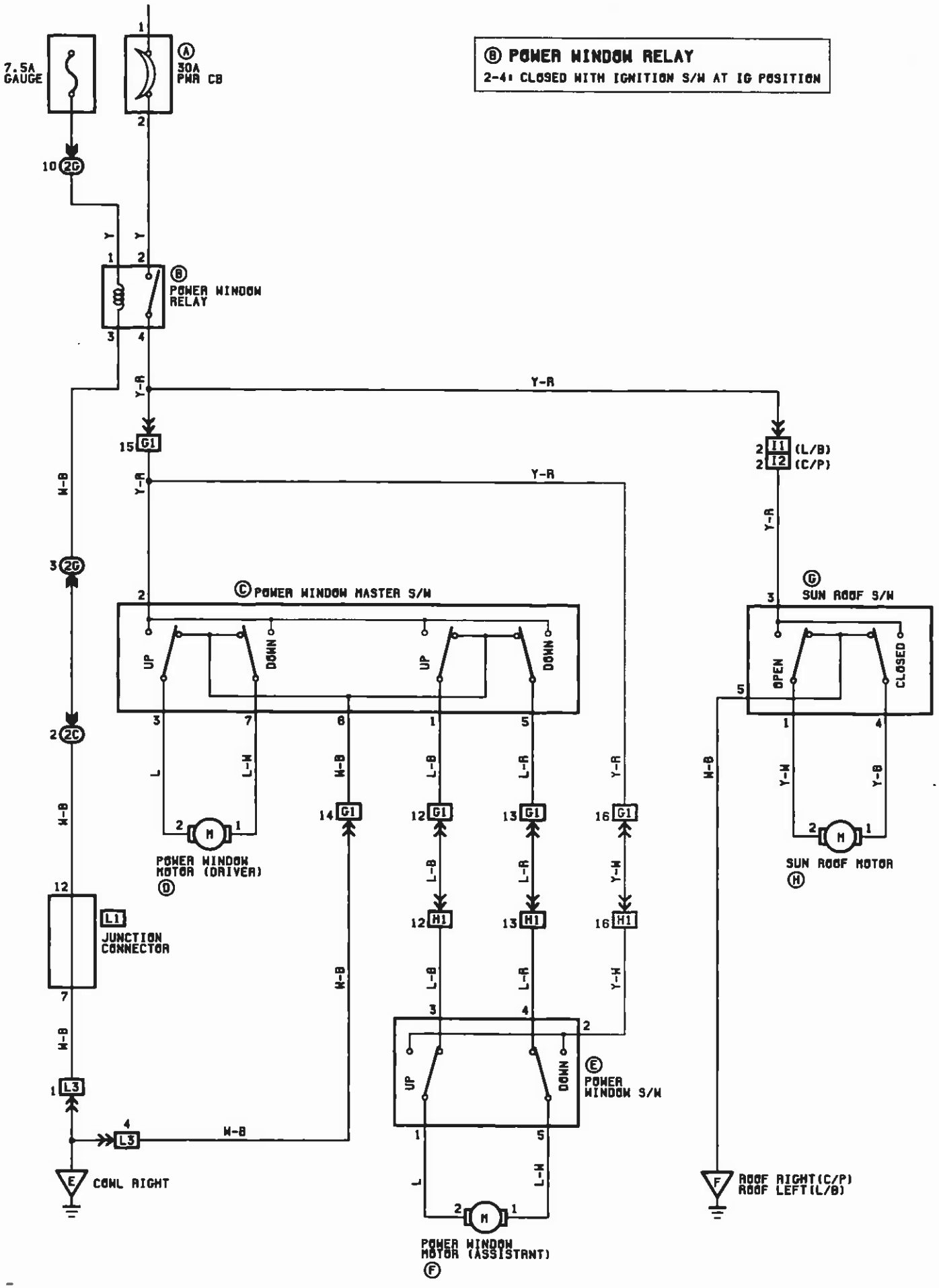


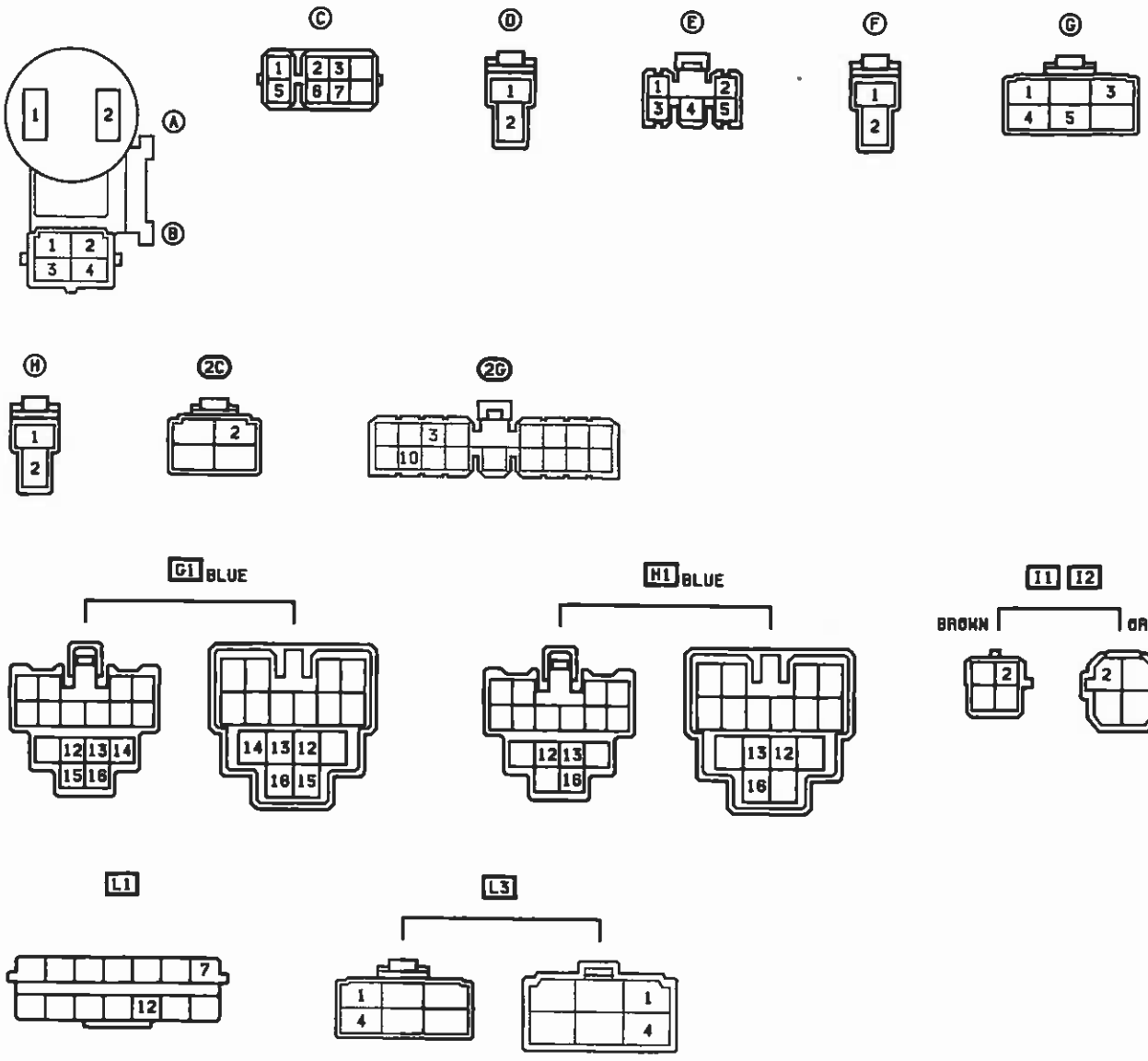
DEFOGGER RELAY
CLOSED WITH IGNITION S/W AT IG POSITION AND DEFOGGER S/W ON

Ⓐ DEFOGGER S/W (W/ TIMER)
5-GROUND: 12 VOLTS WITH IGNITION S/W AT IG POSITION
6-GROUND: ALWAYS CONTINUITY
2-GROUND: 12 VOLTS WITH IGNITION S/W ON AND DEFOGGER S/W OFF
0 VOLT WITH IGNITION S/W ON AND 15 MINUTES THEREAFTER. THEN 12 VOLTS

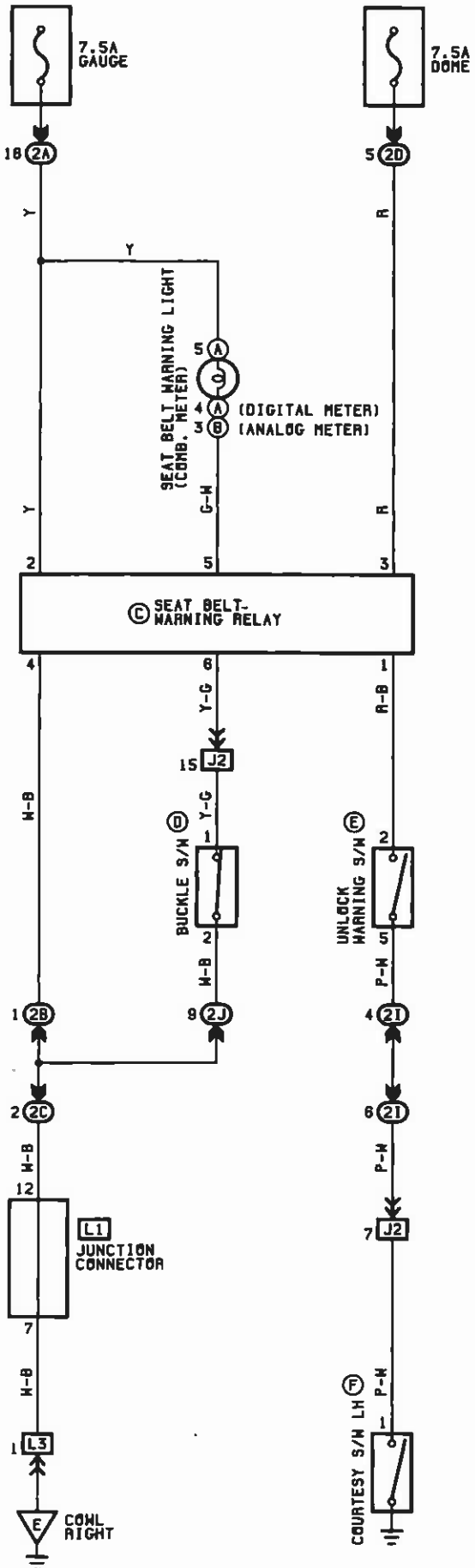



Ⓐ O/D RELAY
1-2: OPEN WITH IGNITION S/W ON AND WATER TEMP. S/W CLOSED OR O/D MAIN S/W AT OFF POSITION
2-4: APPROX. 71 Ω
Ⓔ O/D MAIN S/W
1-3: CLOSED WITH O/D S/W AT OFF POSITION
OPEN WITH O/D S/W AT ON POSITION
Ⓕ O/D SOLENOID
1-GROUND: APPROX. 13 Ω
Ⓖ WATER THERMO S/W
1-GROUND: CLOSED BELOW 43°C (109°F)
OPEN ABOVE 55°C (131°F)
7.5A GAUGE
O/D OFF INDICATOR LIGHT (COMB. METER)
(ANALOG METER)
(DIGITAL METER)
O/D RELAY
O/D MAIN S/W
TO CRUISE CONTROL COMPUTER
JUNCTION CONNECTOR
O/D SOLENOID
WATER THERMO S/W
COWL RIGHT
(ANALOG METER) Ⓒ GRAY
(DIGITAL METER) Ⓓ BLUE
Ⓔ BLUE
Ⓖ GREEN
F1 YELLOW


Ⓑ POWER WINDOW RELAY
2-4: CLOSED WITH IGNITION S/W AT IG POSITION
7.5A GAUGE
Ⓐ 30A PWR CB
POWER WINDOW RELAY
Ⓒ POWER WINDOW MASTER S/W
UP
DOWN
Ⓓ POWER WINDOW MOTOR (DRIVER)
JUNCTION CONNECTOR
Ⓔ POWER WINDOW S/W
Ⓕ POWER WINDOW MOTOR (ASSISTANT)
Ⓖ SUN ROOF S/W
OPEN
CLOSED
Ⓗ SUN ROOF MOTOR
COWL RIGHT
ROOF RIGHT(C/P)
ROOF LEFT(L/B)
Y-R
W-B
L-B
L-R
L-W
Y-W
Y-B
L


A
B
C
D
E
F
G
H
2C
2G
G1 BLUE
H1 BLUE
I1 I2
BROWN
ORANGE
L1
L3

17 UNLOCK AND SEAT BELT WARNING



© SEAT BELT WARNING RELAY

3-GROUND: ALWAYS 12 VOLTS
(POWER FOR IGNITION KEY WARNING BUZZER)

2-GROUND: 12 VOLTS WITH IGNITION S/W AT IG POSITION
(POWER AND SIGNAL OF BELT WARNING BUZZER FOR 4-8 SECONDS)

1-GROUND: CONTINUITY WITH DOOR OPEN AND IGNITION KEY IN CYLINDER
(SIGNAL OF IGNITION KEY WARNING BUZZER)

6-GROUND: CONTINUITY UNLESS DRIVER'S LAP BELT IN USE
(SIGNAL OF BELT WARNING BUZZER)

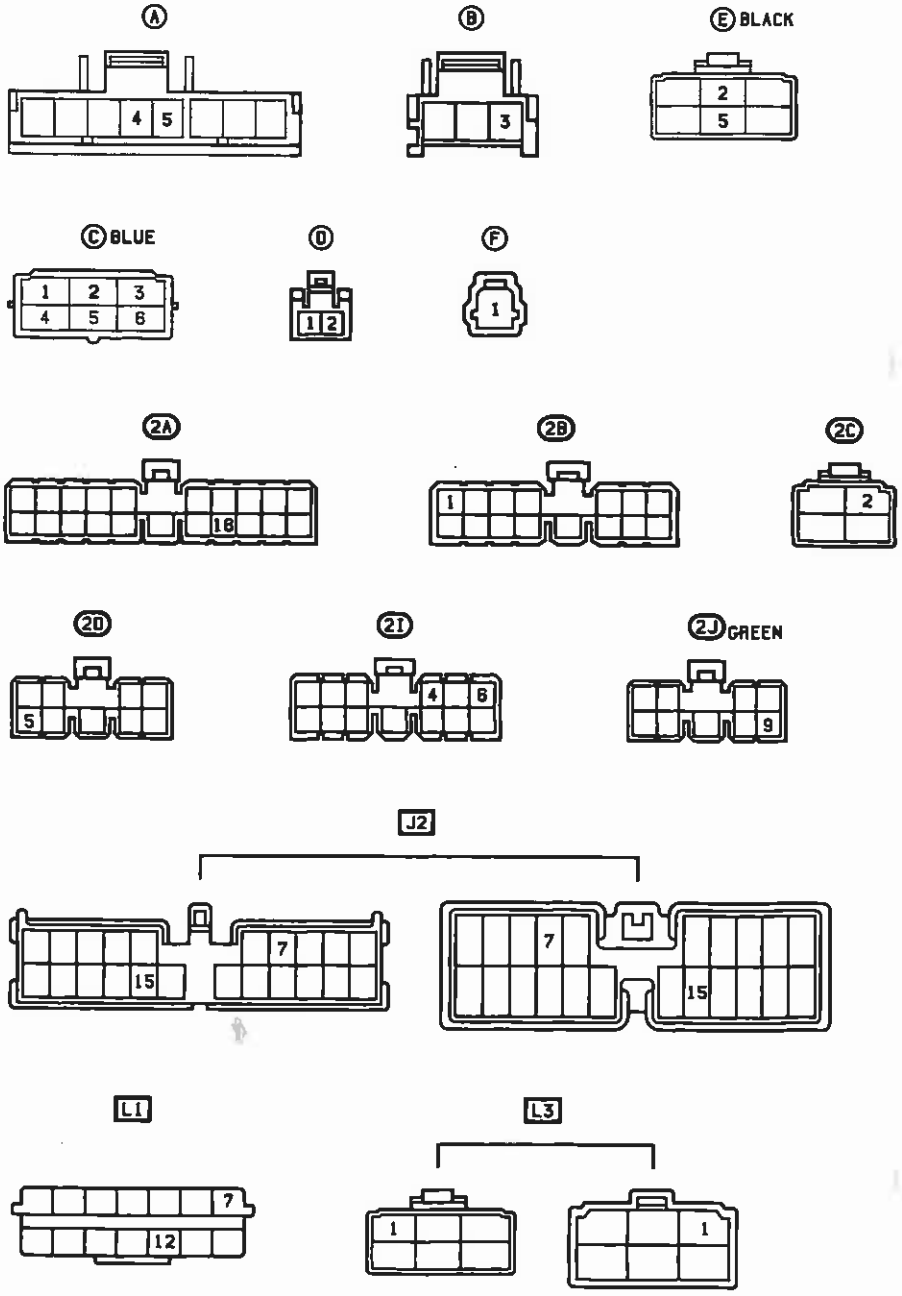
5-GROUND: 0 VOLT FOR 4-8 SECONDS WITH IGNITION S/W ON AND 12 VOLTS 4-8 SECONDS AFTER IGNITION S/W ON

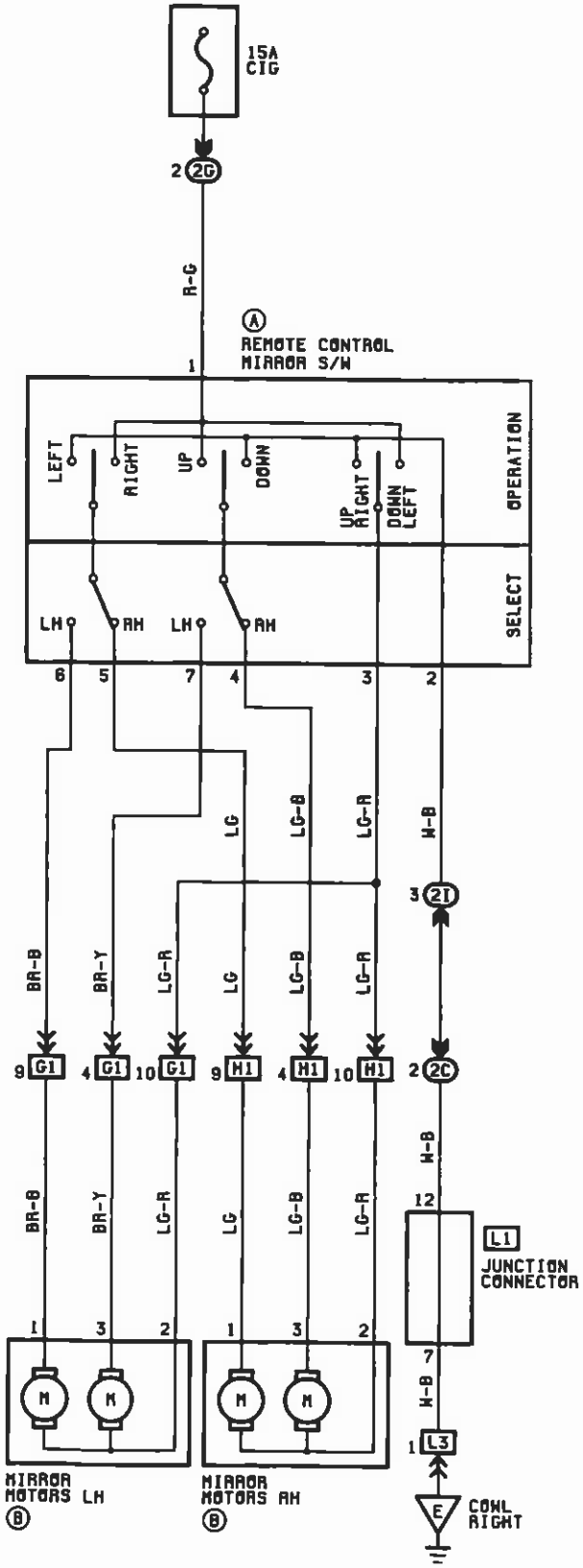
Ⓓ BUCKLE S/W

OPEN WITH DRIVER'S LAP BELT IN USE

Ⓔ UNLOCK WARNING S/W

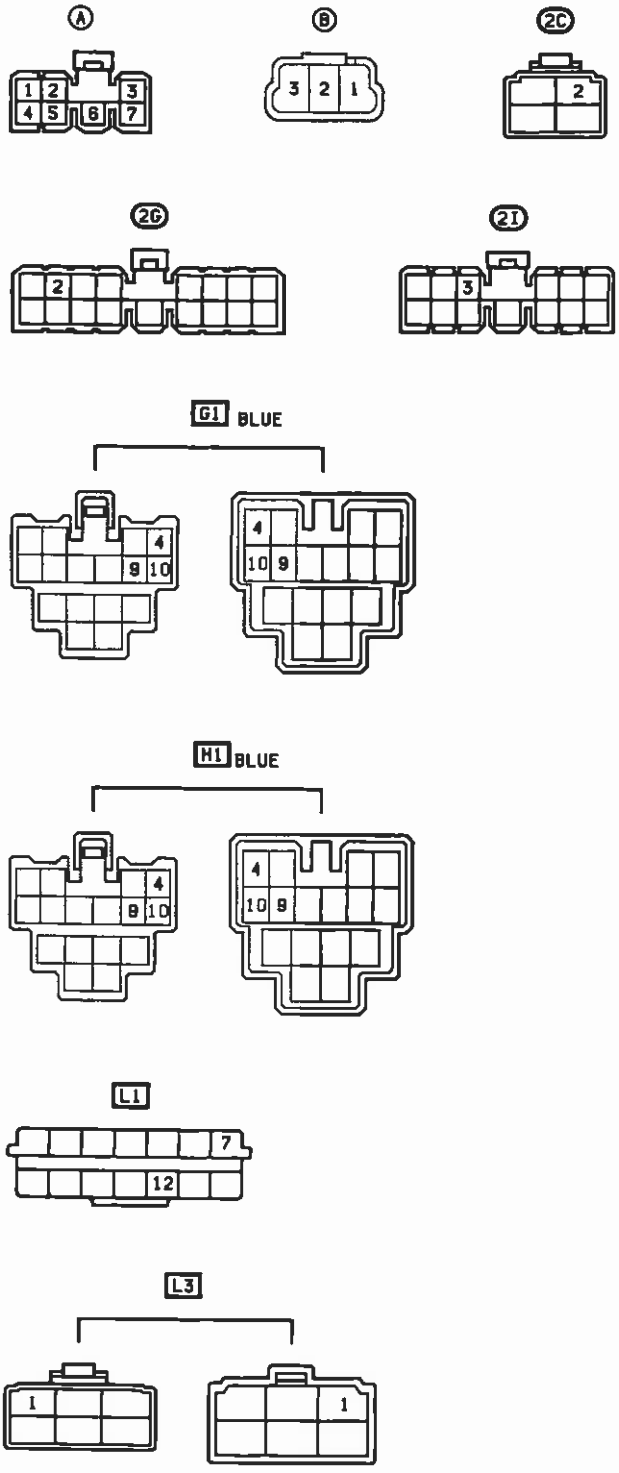
CLOSED WITH IGNITION KEY IN CYLINDER

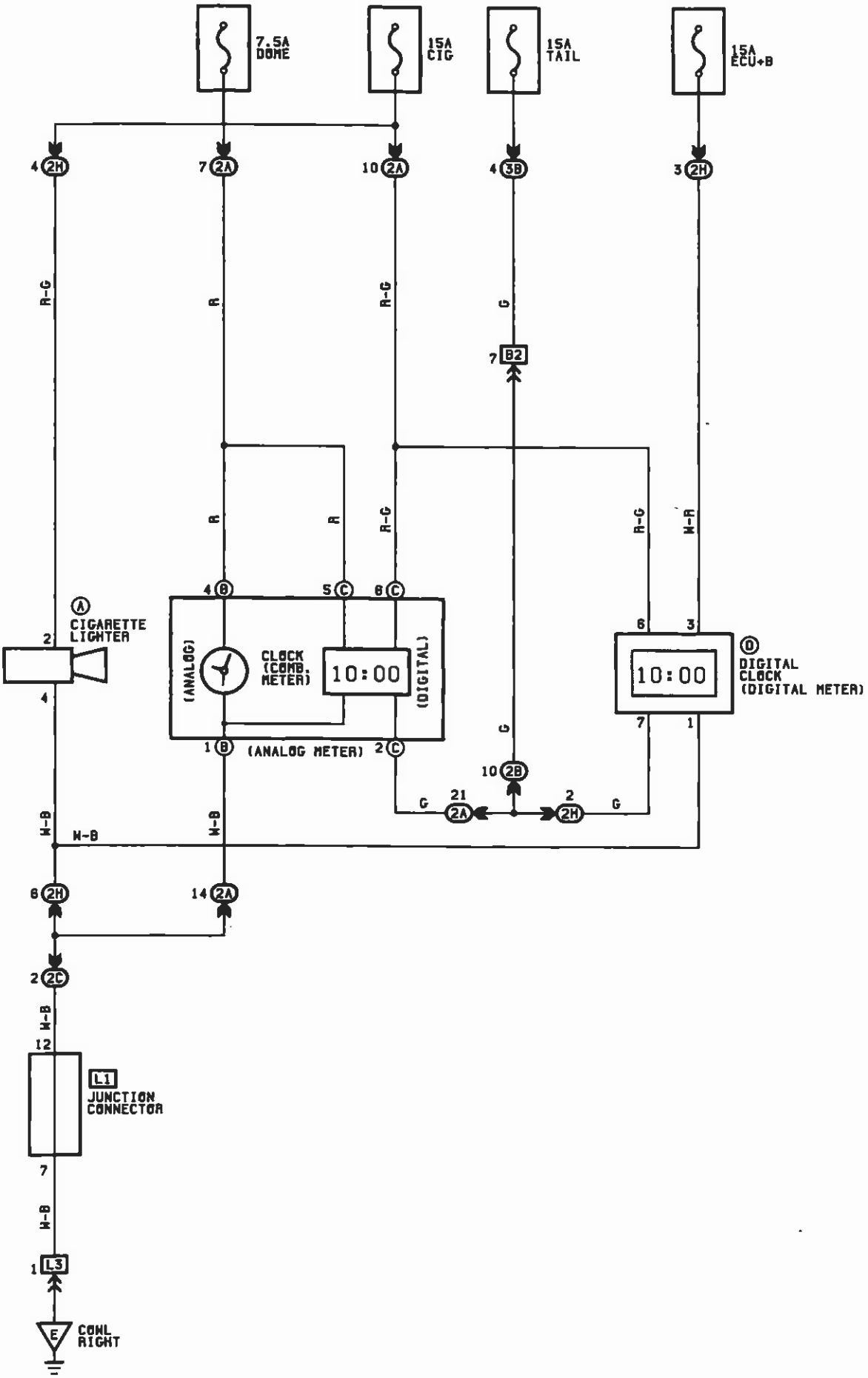




Ⓐ REMOTE CONTROL MIRROR S/W

1-GROUND : 12 VOLTS WITH IGNITION S/W AT ACC OR IG POSITION
3-2 : CONTINUITY WITH OPERATION S/W AT UP OR RIGHT POSITION
1-3 : CONTINUITY WITH OPERATION S/W AT DOWN OR LEFT POSITION




7.5A DOME
15A CIG
15A TAIL
15A ECU-B
4 2H
7 2A
10 2A
4 3B
3 2H
R-G
R
R-G
G
7 B2
R
R
R-G
R-G
W-R
A CIGARETTE LIGHTER
2
4
4 B
5 C
6 C
(ANALOG)
CLOCK (COMB. METER)
10:00
(DIGITAL)
1 B
(ANALOG METER)
2 C
6
3
D DIGITAL CLOCK (DIGITAL METER)
10:00
7
1
G
10 2B
G
21 2A
2 2H
G
W-B
W-B
W-B
6 2H
14 2A
2 2C
W-B
12
L1 JUNCTION CONNECTOR
7
W-B
1 L3
E CONL RIGHT

ANALOG CLOCK

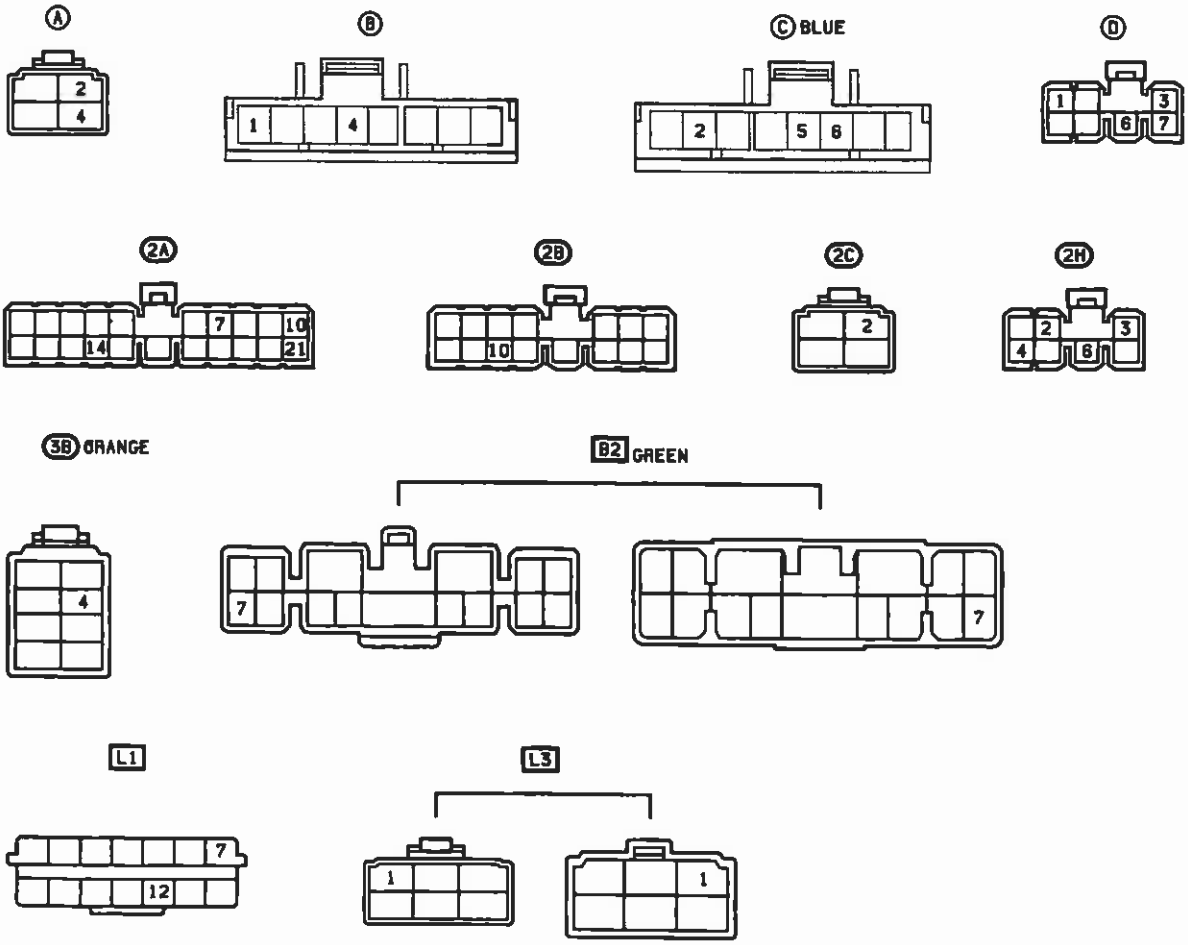
Ⓑ 4-GROUND: ALWAYS 12 VOLTS (POWER FOR CLOCK)

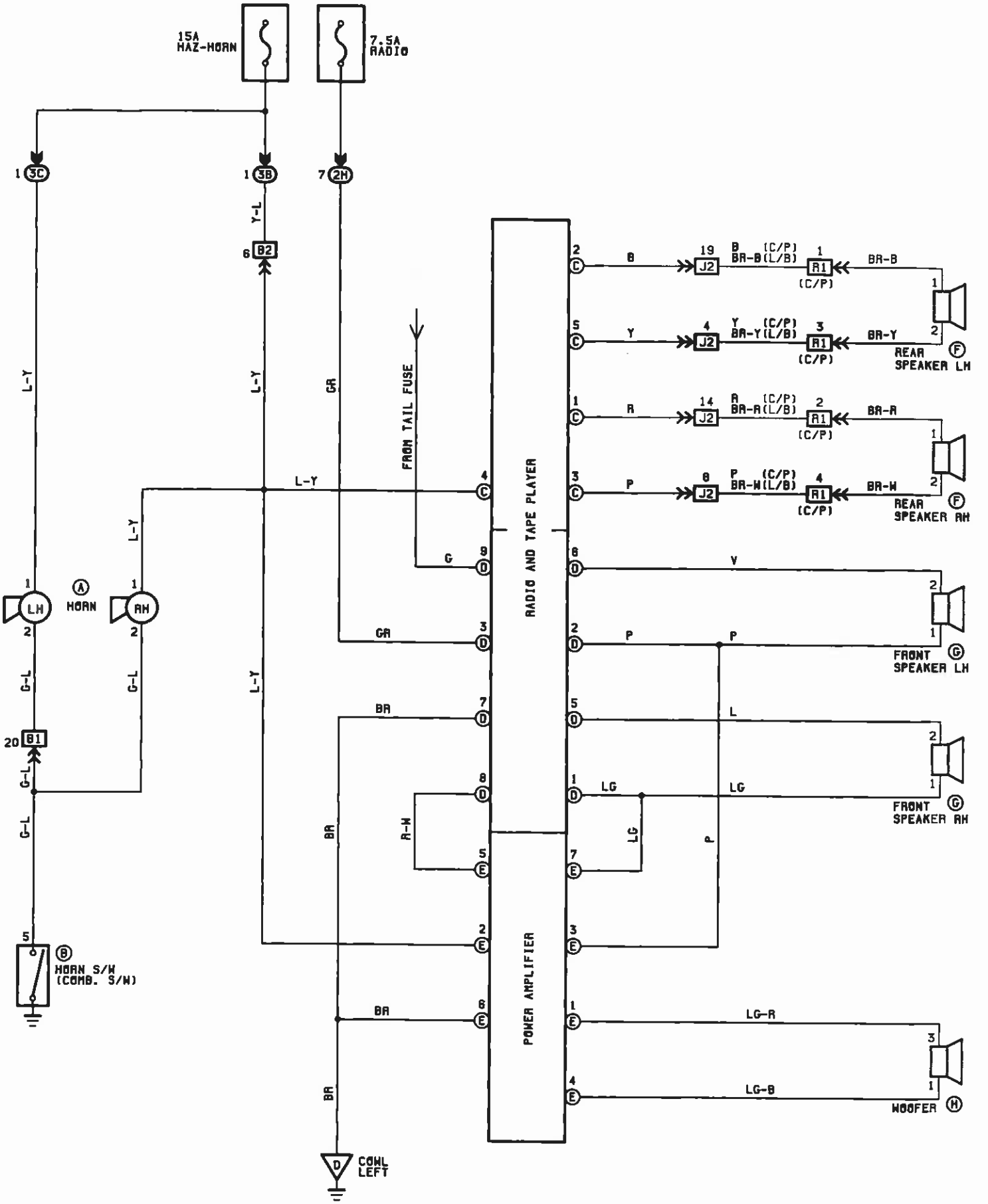
DIGITAL CLOCK

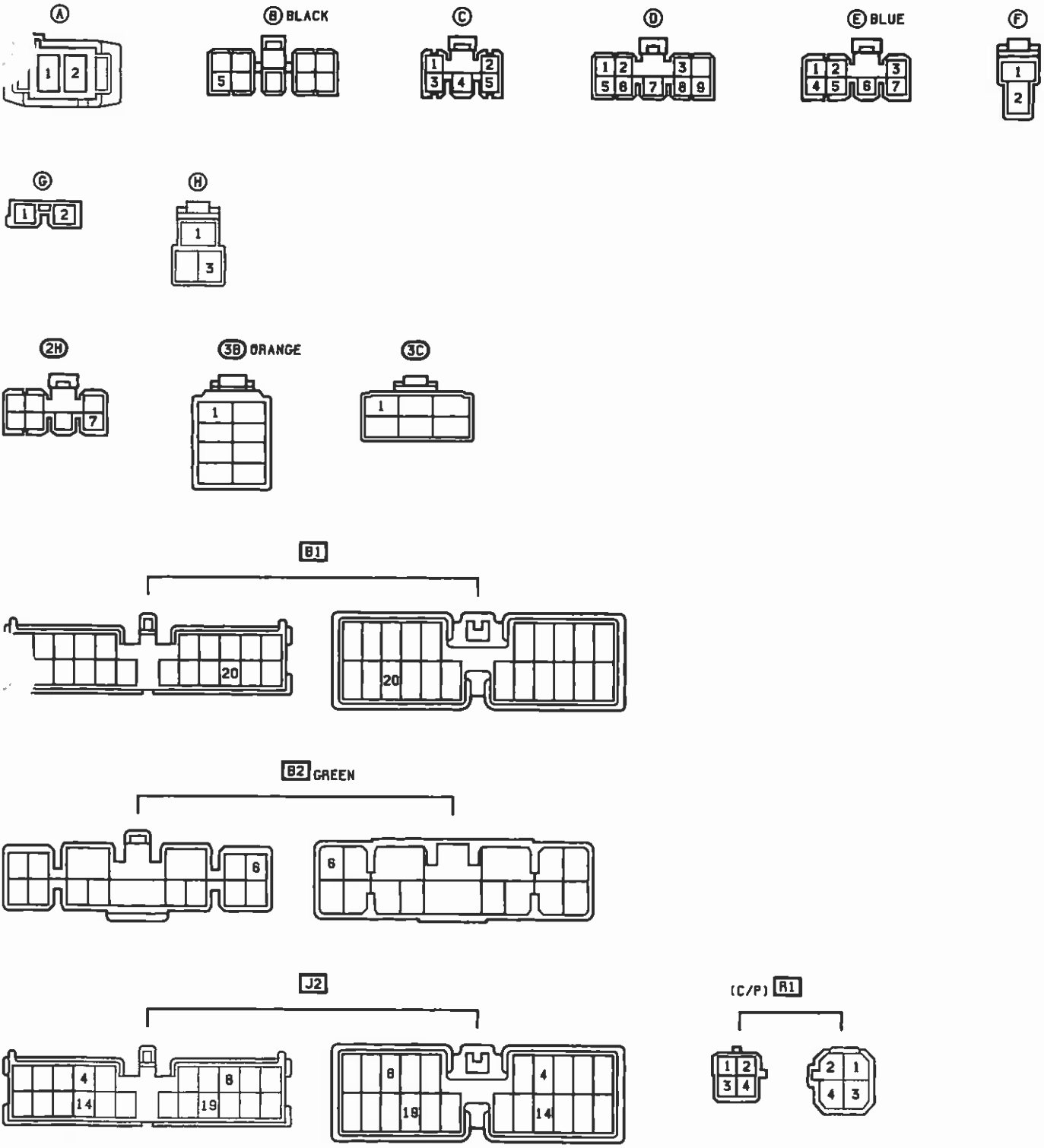
Ⓒ 5-GROUND, Ⓓ 3-GROUND: ALWAYS 12 VOLTS (POWER FOR CLOCK)

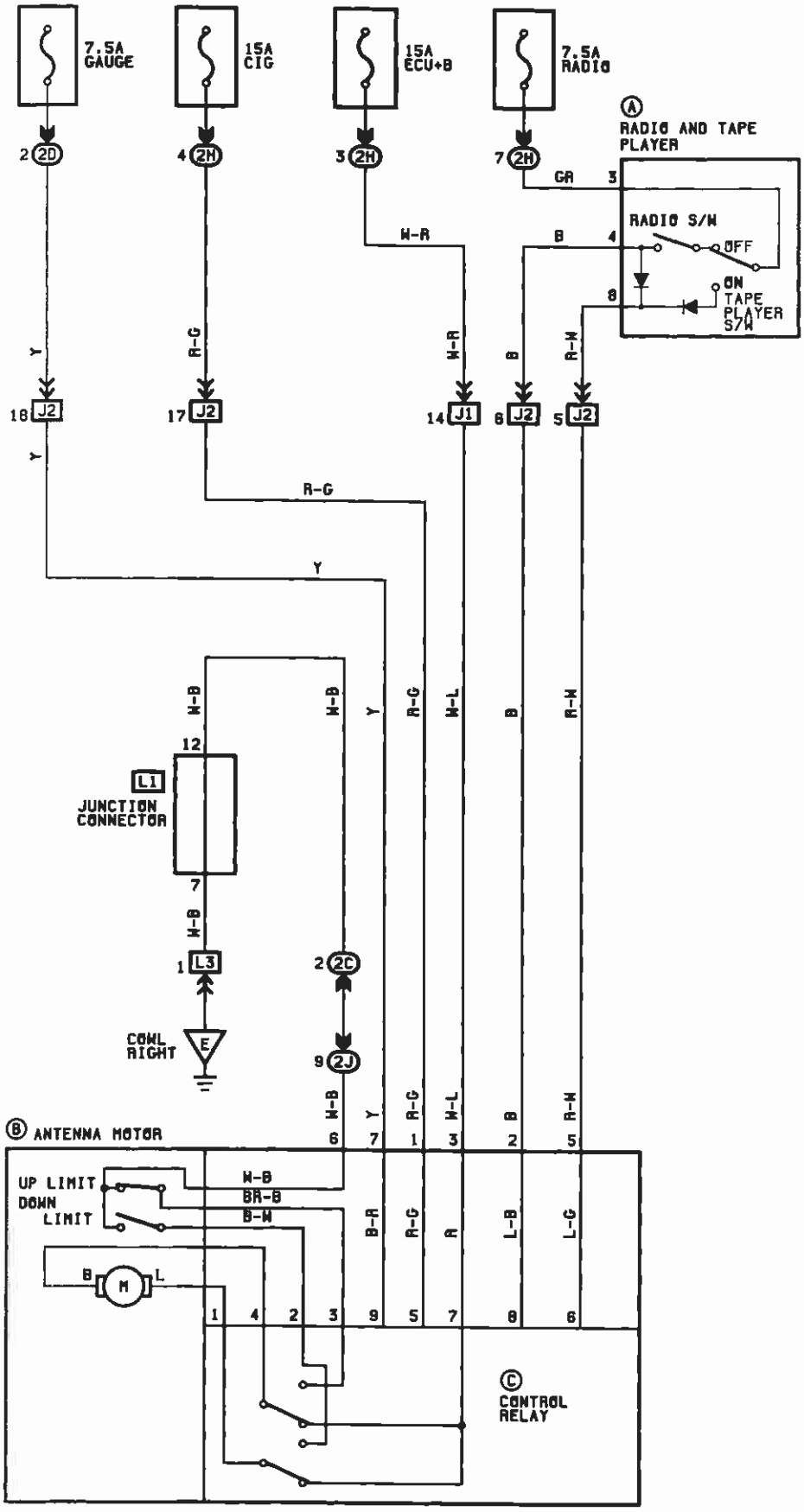
Ⓒ 8-GROUND, Ⓓ 6-GROUND: 12 VOLTS WITH IGNITION S/W AT IG OR ACC POSITION (POWER FOR INDICATION)

Ⓒ 2-GROUND, Ⓓ 7-GROUND: 12 VOLTS WITH LIGHT CONTROL S/W AT TAIL OR HEAD POSITION (SIGNAL OF DIM INDICATOR)




15A
HAZ-HORN
7.5A
RADIO
1 3C
1 3B
7 2M
6 B2
Y-L
L-Y
L-Y
GR
FROM TAIL FUSE
L-Y
L-Y
L-Y
1 LH
A
HORN
1 RH
2
2
G-L
G-L
20 B1
G-L
G-L
5
B
HORN S/W
(COMB. S/W)
RADIO AND TAPE PLAYER
POWER AMPLIFIER
2 C
4 C
9 D
3 D
7 D
8 D
5 E
2 E
6 E
B
BR
R-W
BR
BR
D
COWL
LEFT
19 J2
14 J2
8 J2
B BR-B (C/P) (L/B)
R BR-R (C/P) (L/B)
P BR-W (C/P) (L/B)
1 R1 (C/P)
2 R1 (C/P)
4 R1 (C/P)
BR-B
BR-R
BR-W
REAR SPEAKER LH F
REAR SPEAKER RH F
V
P
P
FRONT SPEAKER LH G
L
LG
LG
LG
P
FRONT SPEAKER RH G
LG-R
LG-B
WOOFER H


Ⓐ
Ⓑ BLACK
Ⓒ
Ⓓ
Ⓔ BLUE
Ⓕ
Ⓖ
Ⓗ
2H
3B ORANGE
3C
B1
B2 GREEN
J2
(C/P) R1


7.5A GAUGE
15A CIG
15A ECU+B
7.5A RADIO
A RADIO AND TAPE PLAYER
RADIO S/W
OFF
ON TAPE PLAYER S/W
JUNCTION CONNECTOR
L1
L3
COWL RIGHT
E
2C
2J
B ANTENNA MOTOR
UP LIMIT
DOWN LIMIT
M
C CONTROL RELAY

© CONTROL RELAY

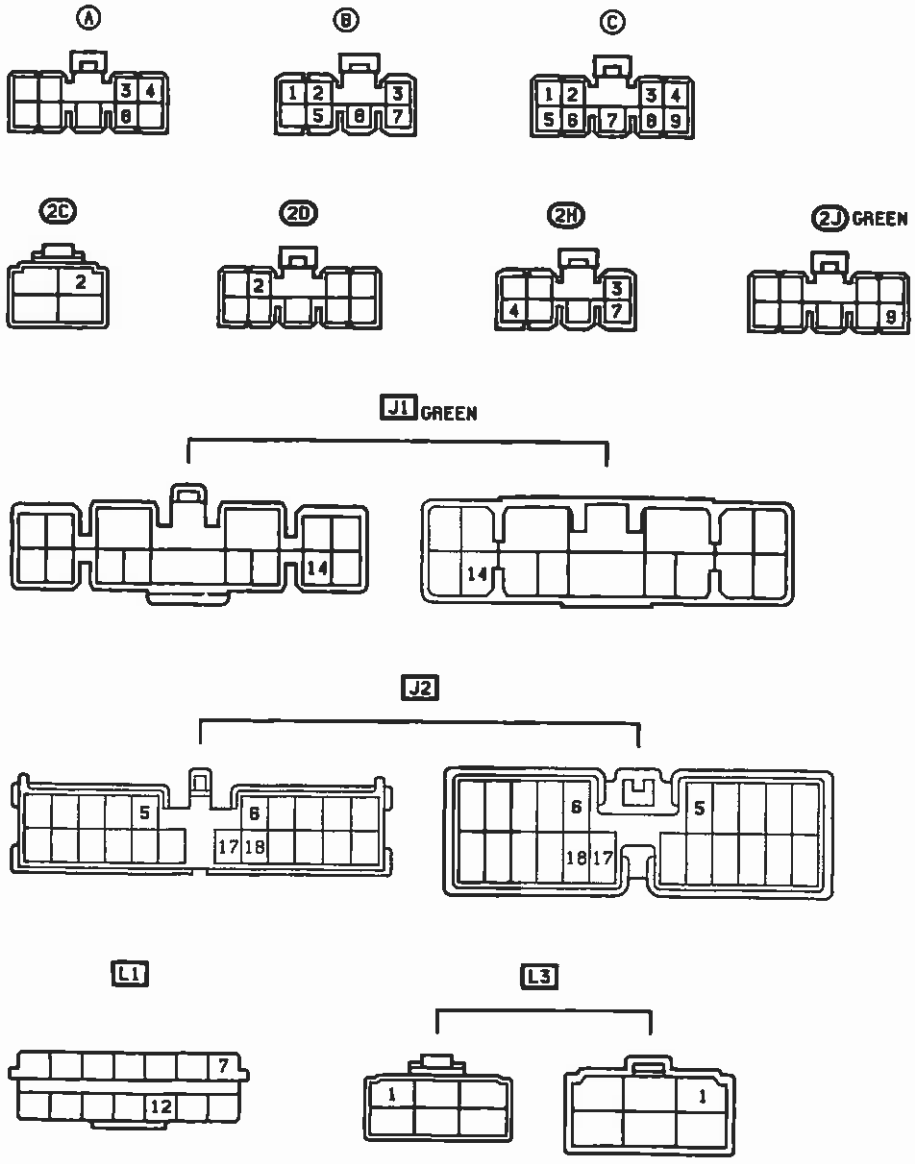
3-GROUND: CONTINUITY (UPPER LIMIT S/W ON) UNLESS ANTENNA AT UP STOP

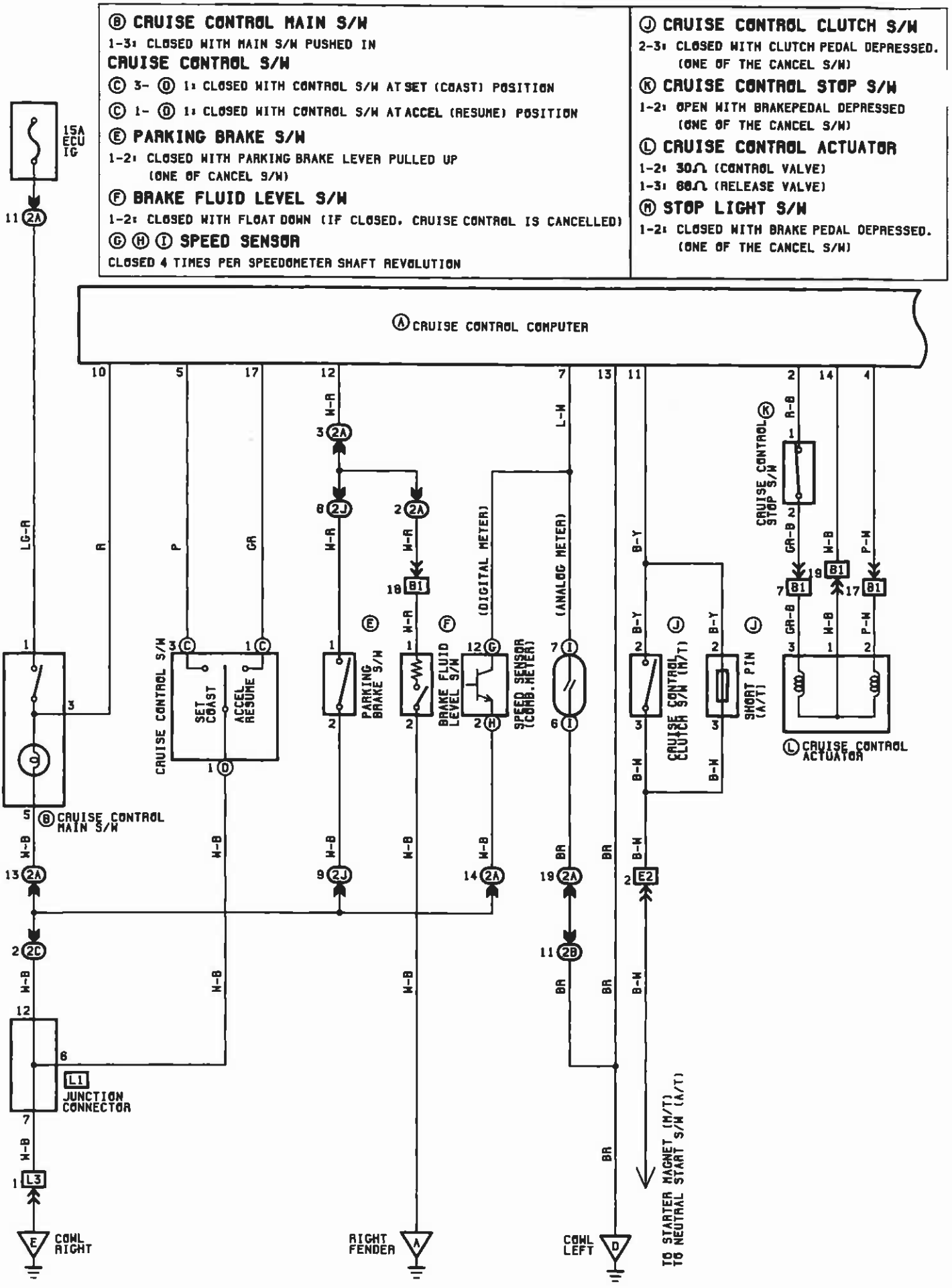
2-GROUND: CONTINUITY (UPPER LIMIT S/W ON) UNLESS ANTENNA AT DOWN STOP

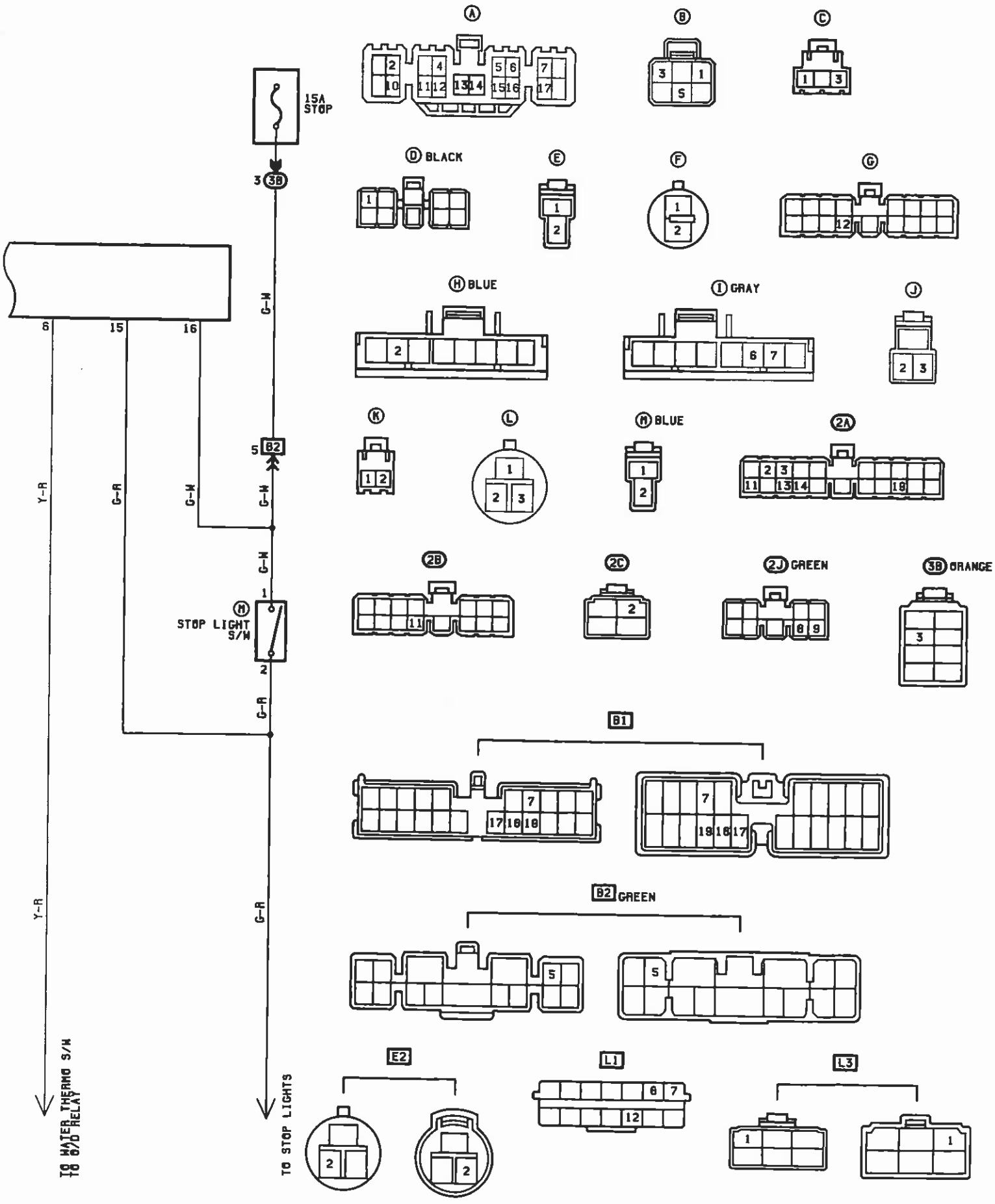
4-3 : CLOSED WITH IGNITION S/W AT ACC OR IG POSITION AND RADIO S/W ON AND PLAYER S/W OFF UNTIL ANTENNA AT UPPERMOST POSITION

1-2 : CLOSED WITH IGNITION S/W AT ACC OR IG POSITION AND RADIO S/W OFF AND PLAYER S/W OFF UNTIL ANTENNA AT LOWERMOST POSITION

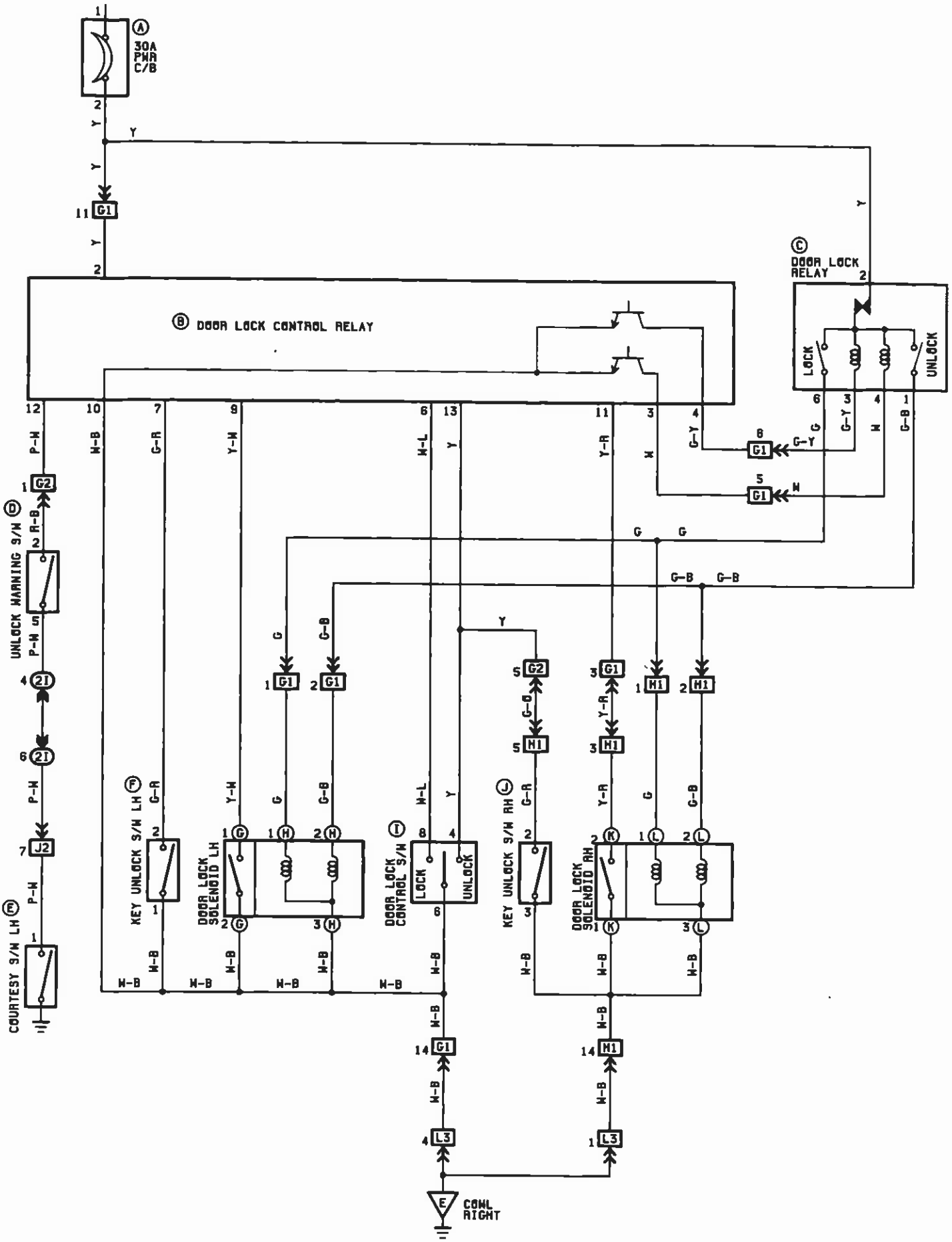
1-2 : CLOSED WITH IGNITION S/W OFF UNTIL ANTENNA AT LOWERMOST POSITION




Ⓑ CRUISE CONTROL MAIN S/W
1-3: CLOSED WITH MAIN S/W PUSHED IN
CRUISE CONTROL S/W
Ⓒ 3- Ⓓ 1: CLOSED WITH CONTROL S/W AT SET (COAST) POSITION
Ⓒ 1- Ⓓ 1: CLOSED WITH CONTROL S/W AT ACCEL (RESUME) POSITION
Ⓔ PARKING BRAKE S/W
1-2: CLOSED WITH PARKING BRAKE LEVER PULLED UP
(ONE OF CANCEL S/W)
Ⓕ BRAKE FLUID LEVEL S/W
1-2: CLOSED WITH FLOAT DOWN (IF CLOSED, CRUISE CONTROL IS CANCELLED)
Ⓖ Ⓗ Ⓘ SPEED SENSOR
CLOSED 4 TIMES PER SPEEDOMETER SHAFT REVOLUTION
Ⓙ CRUISE CONTROL CLUTCH S/W
2-3: CLOSED WITH CLUTCH PEDAL DEPRESSED.
(ONE OF THE CANCEL S/W)
Ⓚ CRUISE CONTROL STOP S/W
1-2: OPEN WITH BRAKEPEDAL DEPRESSED
(ONE OF THE CANCEL S/W)
Ⓛ CRUISE CONTROL ACTUATOR
1-2: 30Ω (CONTROL VALVE)
1-3: 60Ω (RELEASE VALVE)
Ⓜ STOP LIGHT S/W
1-2: CLOSED WITH BRAKE PEDAL DEPRESSED.
(ONE OF THE CANCEL S/W)
15A ECU IG
Ⓐ CRUISE CONTROL COMPUTER
Ⓑ CRUISE CONTROL MAIN S/W
CRUISE CONTROL S/W
SET COAST
ACCEL RESUME
PARKING BRAKE S/W
BRAKE FLUID LEVEL S/W
SPEED SENSOR (COMB. METER)
(DIGITAL METER)
(ANALOG METER)
CRUISE CONTROL CLUTCH S/W (M/T)
SHORT PIN (A/T)
CRUISE CONTROL STOP S/W
Ⓛ CRUISE CONTROL ACTUATOR
L1 JUNCTION CONNECTOR
L3
E2
TO STARTER MAGNET (M/T)
TO NEUTRAL START S/W (A/T)
COWL RIGHT
RIGHT FENDER
COWL LEFT
LG-R
R
P
GR
W-R
L-W
B-Y
GR-B
R-B
W-B
P-W
B-W
BR


15A
STOP
3B
G-W
6
15
16
5
B2
Y-R
G-R
G-W
G-W
G-W
1
M
STOP LIGHT
S/W
2
G-R
Y-R
G-R
TO HATER THERMO S/H
TO B/U RELAY
TO STOP LIGHTS
A
B
C
D BLACK
E
F
G
H BLUE
I GRAY
J
K
L
M BLUE
2A
2B
2C
2J GREEN
3B ORANGE
B1
B2 GREEN
E2
L1
L3

23 DOOR LOCKS



Ⓑ DOOR LOCK CONTROL RELAY

2-GROUND : ALWAYS 12 VOLTS
10-GROUND: ALWAYS CONTINUITY
4-GROUND : 12 VOLTS 0.2 SECOND WITH FOLLOWING OPERATION
DOOR LOCK CONTROL S/W LOCKED
DOOR LOCK KNOB PUSHED DOWN
DOOR LOCK CYLINDER LOCKED WITH KEY
3-GROUND : 12 VOLTS 0.2 SECOND WITH FOLLOWING OPERATION
DOOR LOCK CONTROL S/W UNLOCKED
DOOR LOCK CONTROL S/W LOCKED WITH IGNITION KEY IN CYLINDER AND DRIVER'S DOOR OPEN (IGNITION KEY REMINDER FUNCTION)
DOOR LOCK KNOB PUSHED DOWN WITH IGNITION KEY IN CYLINDER AND DRIVER'S DOOR OPEN (IGNITION KEY REMINDER FUNCTION)
UNLOCKING THE DRIVER'S DOOR CYLINDER TWICE WITHIN 3 SECONDS WITH THE KEY
6-GROUND : 12→0 VOLT WITH DOOR LOCK CONTROL S/W LOCKED
7-GROUND : 12→0 VOLT WITH DRIVER'S DOOR LOCK CYLINDER UNLOCKED WITH KEY
9-GROUND : 12 VOLTS WITH DRIVER'S DOOR LOCK KNOB PUSHED DOWN
0 VOLT WITH DRIVER'S DOOR LOCK KNOB PULLED UP
11-GROUND: 12 VOLTS WITH ASSISTANT'S DOOR LOCK KNOB PUSHED DOWN
0 VOLT WITH ASSISTANT'S DOOR LOCK KNOB PULLED UP
12-GROUND: 12 VOLTS WITH THE KEY REMOVED FROM THE IGNITION S/W OR DRIVER'S DOOR CLOSED
0 VOLT WITH IGNITION KEY CYLINDER AND DRIVER'S DOOR OPEN
13-GROUND: 12→0 VOLT WITH DOOR LOCK CONTROL S/W UNLOCKED OR ASSISTANT'S DOOR LOCK CYLINDER UNLOCKED WITH KEY

Ⓓ UNLOCK WARNING S/W

1-2: CLOSED WITH IGNITION KEY IN CYLINDER

Ⓔ DOOR COURTESY S/W

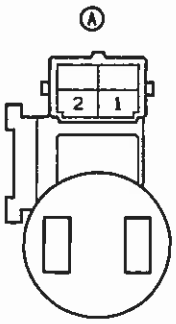
1-GROUND: CLOSED WITH DOOR OPEN

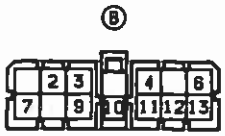
Ⓕ Ⓙ KEY UNLOCK S/W

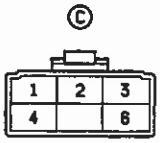
1-2: CLOSED WITH DOOR LOCK CYLINDER UNLOCKED WITH KEY

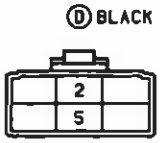
Ⓖ Ⓚ DOOR LOCK SOLENOID

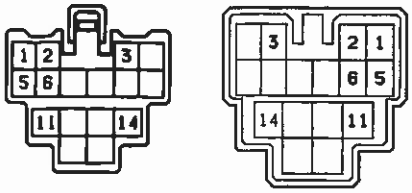
1-2: CLOSED WITH DOOR LOCK KNOB PULLED UP

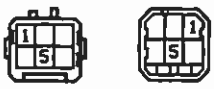


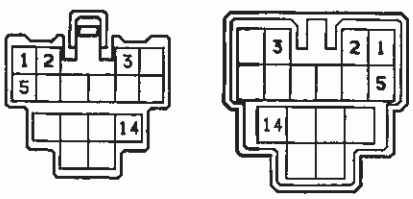


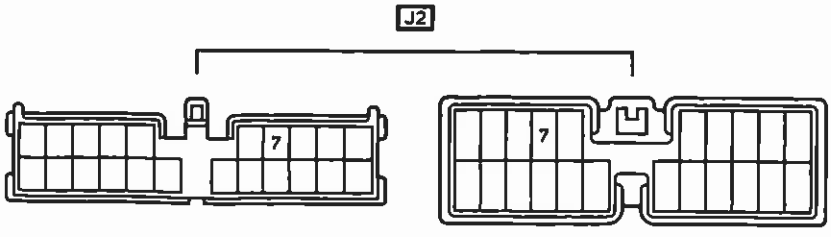


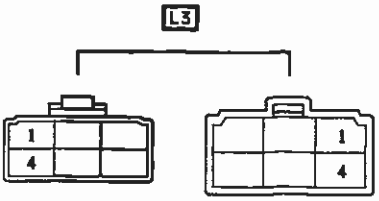




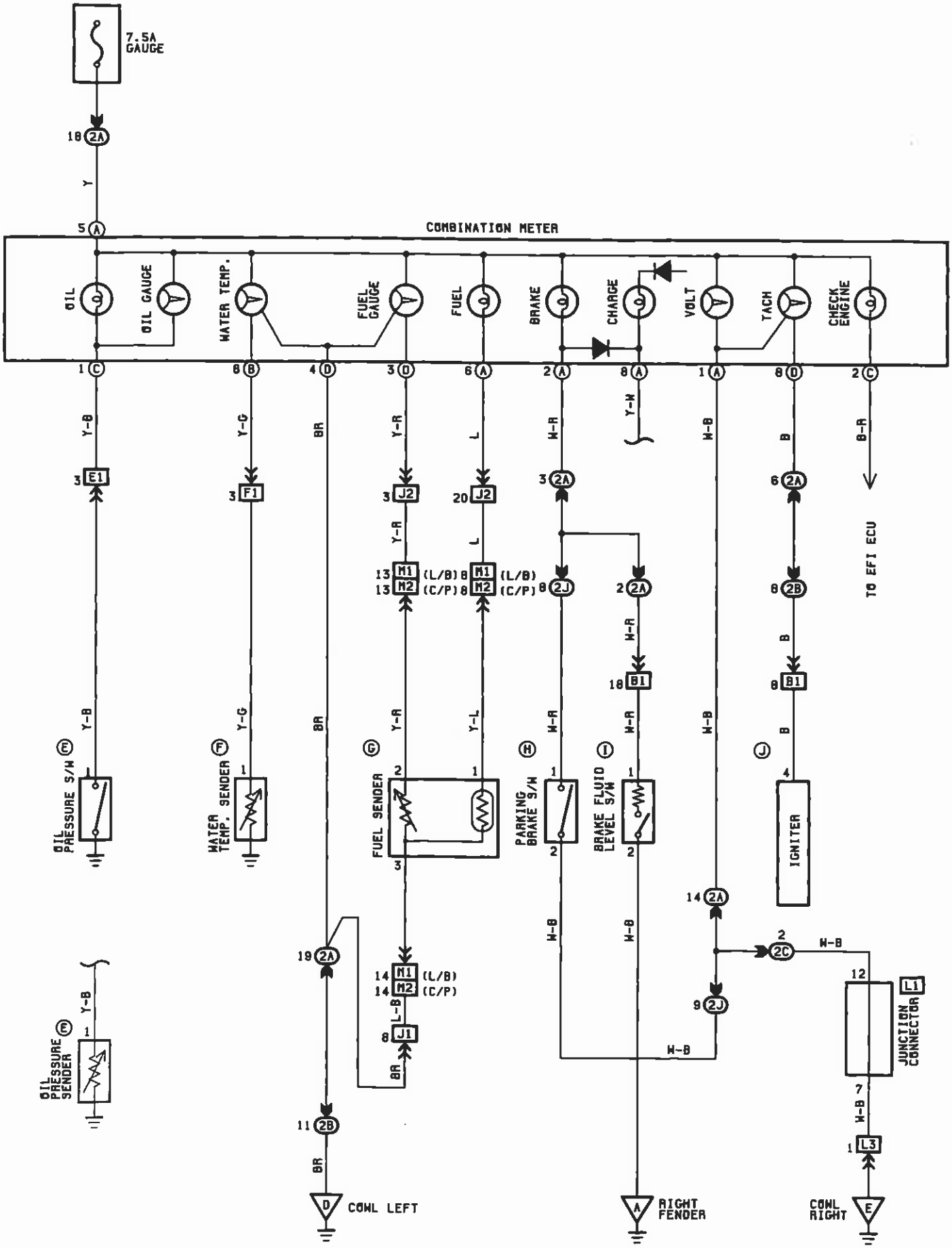








24-1 COMBINATION METER (ANALOG)



WATER TEMP. GAUGE
Ⓐ 5- Ⓑ 8: APPROX. 90Ω

OIL PRESSURE GAUGE
Ⓐ 5- Ⓒ 1: APPROX. 42Ω

FUEL LEVEL GAUGE
Ⓐ 5- Ⓓ 3: APPROX. 101.9Ω

Ⓔ OIL PRESSURE S/W
CLOSED WITH PRESSURE 0KG/CM² (0PSI, 0KPA)
OPEN WITH PRESSURE MORE THAN 0.4KG/CM² (5.7PSI, 38KPA)

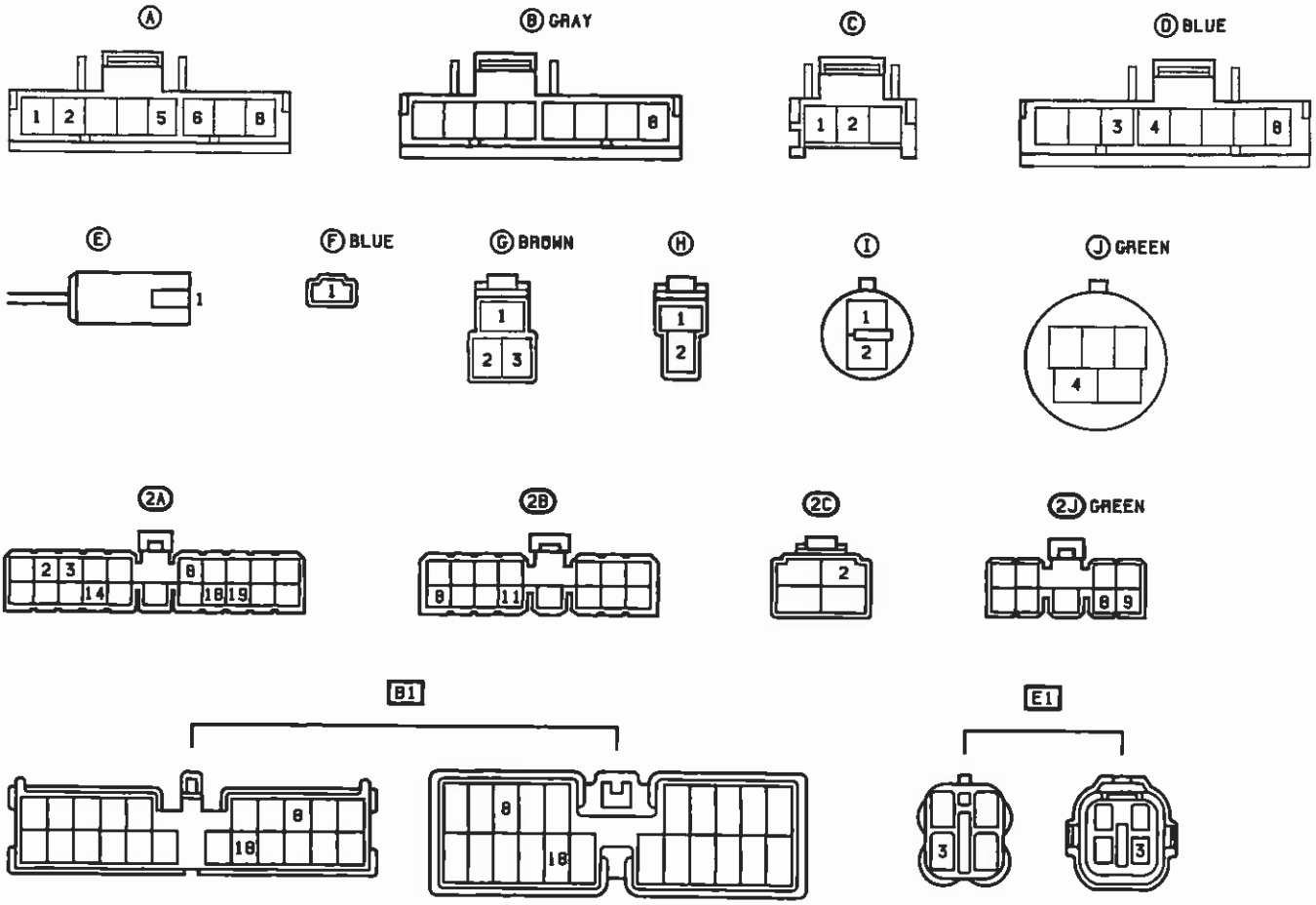
Ⓔ OIL PRESSURE SENDER
OPEN WITH PRESSURE 0KG/CM² (0PSI, 0KPA)
CLOSED WITH PRESSURE 0.8KG/CM² (8.5PSI, 58KPA)

Ⓕ WATER TEMP. SENDER
APPROX. 148.8Ω AT 60°C (140°F)
APPROX. 71.2Ω AT 80°C (176°F)
APPROX. 37.2Ω AT 100°C (212°F)
APPROX. 24.3Ω AT 115°C (239°F)

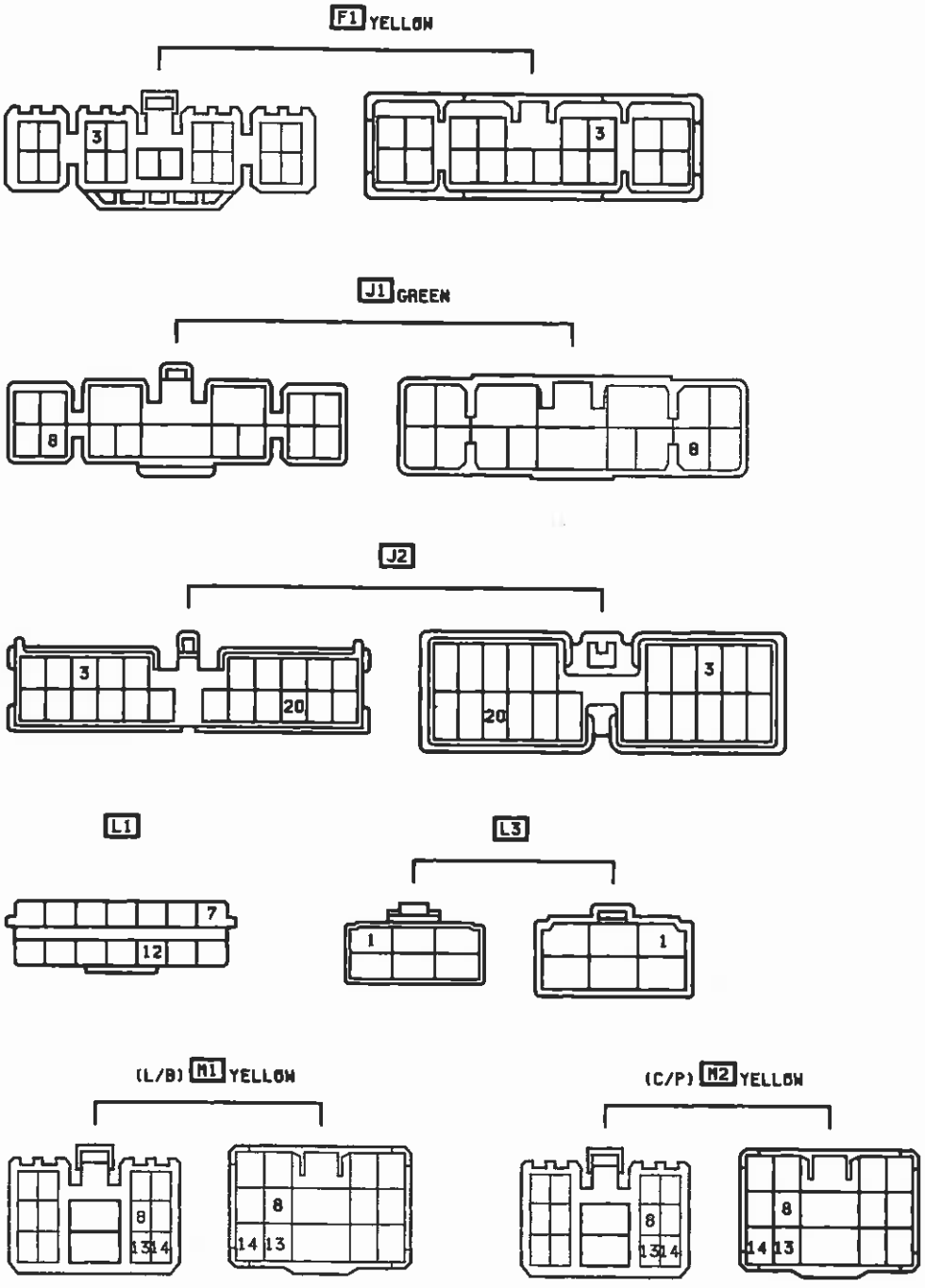
Ⓖ FUEL SENDER
APPROX. 3.0Ω WITH FUEL FULL
APPROX. 32.5Ω WITH FUEL HALF FULL
APPROX. 110.0Ω WITH FUEL EMPTY

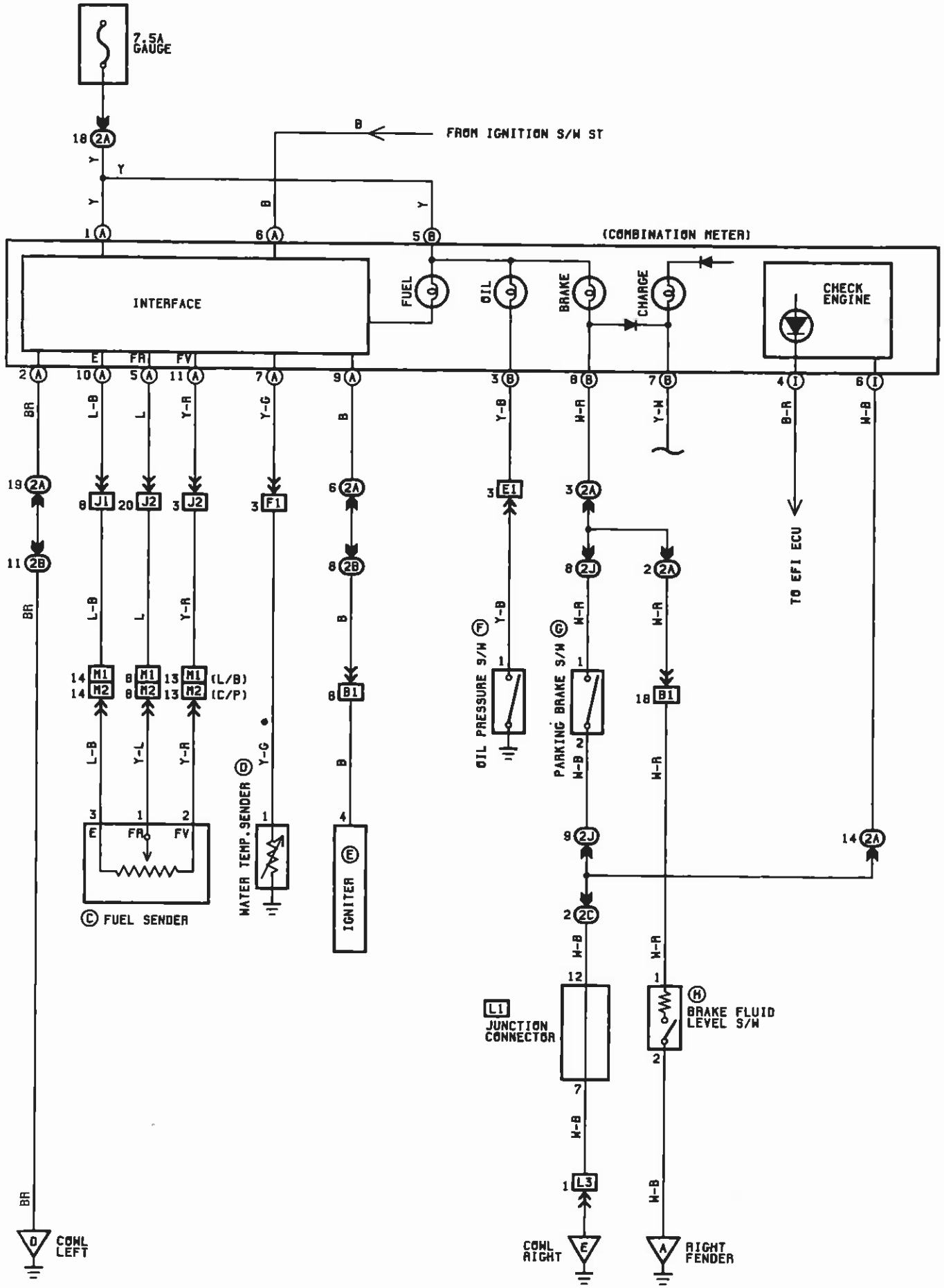
Ⓗ PARKING BRAKE S/W
1-2: CLOSED WITH PARKING BRAKE LEVEL PULLED UP

Ⓘ BRAKE FLUID LEVEL S/W
1-2: CLOSED WITH FLOAT DOWN



24-1 COMBINATION METER(ANALOG)




7.5A
GAUGE
FROM IGNITION S/W ST
(COMBINATION METER)
INTERFACE
FUEL
OIL
BRAKE
CHARGE
CHECK ENGINE
TO EFI ECU
OIL PRESSURE S/W
PARKING BRAKE S/W
(L/B)
(C/P)
WATER TEMP.SENDER
IGNITER
FUEL SENDER
JUNCTION CONNECTOR
BRAKE FLUID LEVEL S/W
COWL LEFT
COWL RIGHT
RIGHT FENDER

COMBINATION METER(DIGITAL)

(DISCONNECT WIRING CONNECTOR FROM METER)

Ⓐ 1- Ⓐ 2 : 12 VOLTS WITH IGNITION S/W ON

Ⓐ 2- Ⓐ 10-GROUND: ALWAYS CONTINUITY

Ⓐ 6- Ⓐ 2 : 8-11 VOLTS WITH ENGINE CRANKING

Ⓐ 11- Ⓐ 10: 4-6 VOLTS WITH IGNITION S/W ON

Ⓐ 5- Ⓐ 10 : 4.4-4.8 VOLTS (F LEVEL,IGNITION S/W ON)
3.27 VOLTS (1/2 LEVEL,IGNITION S/W ON)
2.3-2.7 VOLTS (1/4 LEVEL,IGNITION S/W ON)
0.2-0.5 VOLTS (E LEVEL,IGNITION S/W ON)

Ⓐ 9- Ⓐ 2 : 11-16 VOLTS WITH IDLING

Ⓐ 7- Ⓐ 10 : 1.7 VOLTS WITH IGNITION S/W ON AND COOLANT TEMP.ABOVE 80°C(176°F)BELOW 105°C(221°F)

Ⓒ FUEL SENDER

2-GROUND: 4-6 VOLTS WITH IGNITION S/W ON
1-GROUND: 4.4-4.8 VOLTS AT F LEVEL
3.27 VOLTS AT 1/2 LEVEL
2.3-2.7 VOLTS AT 1/4 LEVEL
0.3-0.5 VOLTS AT E LEVEL

Ⓓ WATER TEMP.SENDER

APPROX.192-260 Ω AT 50°C(122°F)
APPROX.65-89 Ω AT 80°C(176°F)

Ⓕ OIL PRESSURE S/W

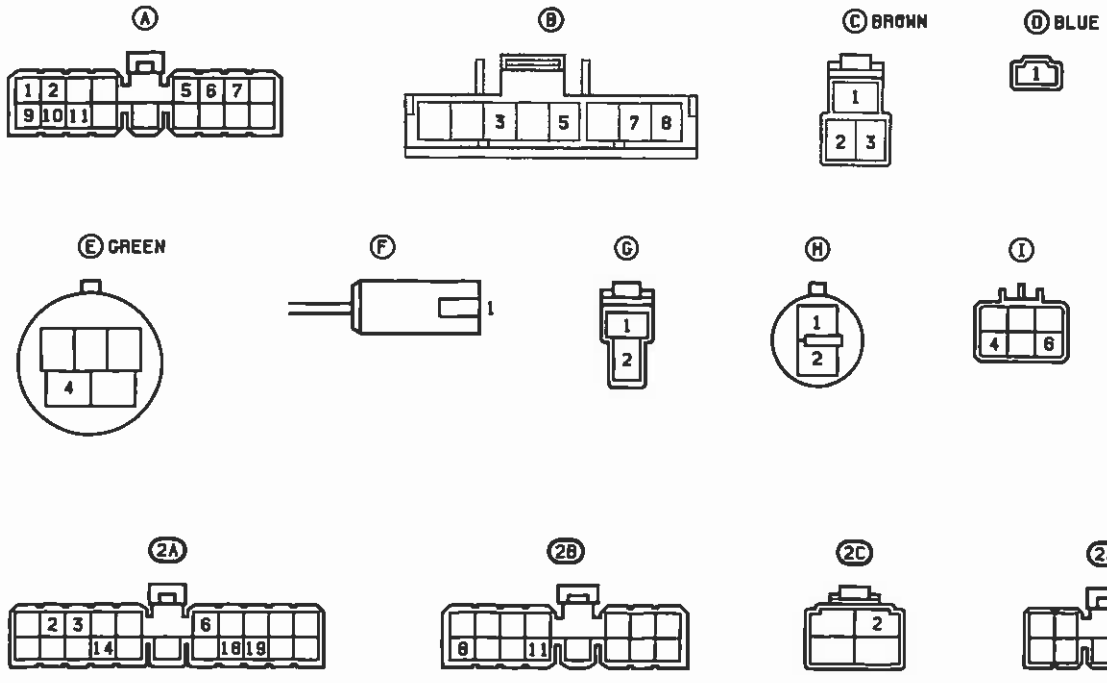
CLOSED WITH PRESSURE 0 KG/CM² (0 PSI,0KPA)
OPEN WITH PRESSURE MORE THAN 0.4 KG/CM² (5.7PSI,39KPA)

Ⓖ PARKING BRAKE S/W

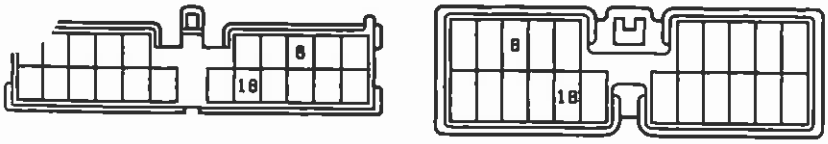
1-2: CLOSED WITH PARKING BRAKE LEVEL PULLED UP

Ⓗ BRAKE FLUID LEVEL S/W

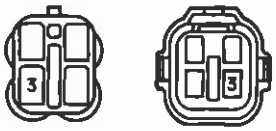
1-2: CLOSED WITH FLOAT DOWN



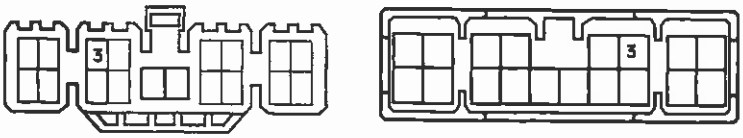
B1



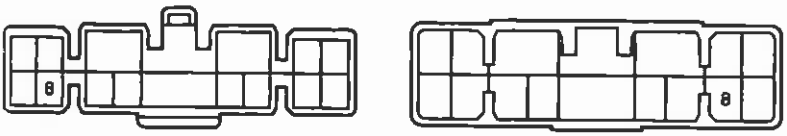
E1



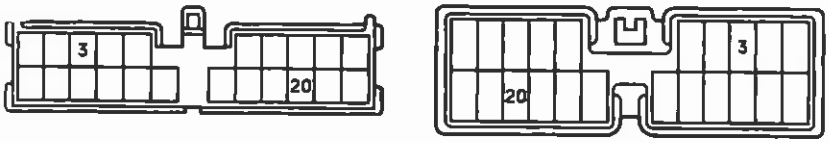
F1 YELLOW



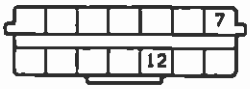
J1 GREEN



J2

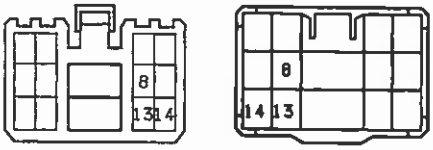


L1

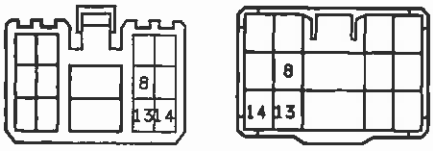


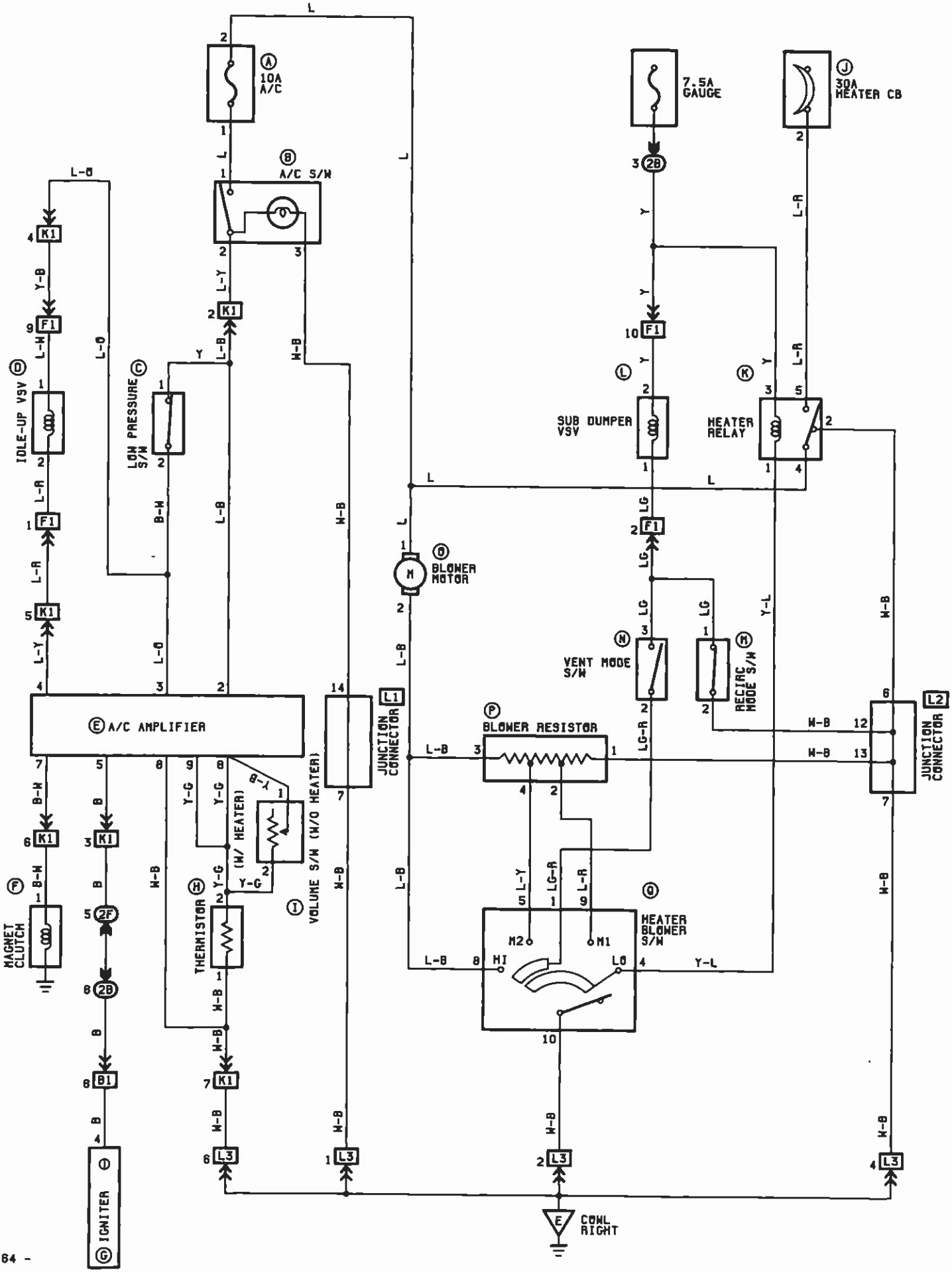
L3

(L/B) M1 YELLOW



(C/P) M2 YELLOW




A 10A A/C
B A/C S/W
C LOW PRESSURE S/W
D IDLE-UP VSV
E A/C AMPLIFIER
F MAGNET CLUTCH
G IGNITER
H THERMISTOR
I VOLUME S/W (W/O HEATER)
(W/ HEATER)
J 30A HEATER CB
7.5A GAUGE
K HEATER RELAY
L SUB DUMPER VSV
M RECIRC MODE S/W
N VENT MODE S/W
O BLOWER MOTOR
P BLOWER RESISTOR
Q HEATER BLOWER S/W
JUNCTION CONNECTOR
JUNCTION CONNECTOR
COWL RIGHT
M2
M1
MI
LO

Ⓒ LOW PRESSURE S/W

OPEN WITH PRESSURE LESS THAN 2.1 KG/CM² (30 PSI, 208 KPA)

IDLE-UP VSV

APROX. 40 Ω

Ⓕ MAGNET CLUTCH

APPROX. 3-4 Ω

Ⓗ THERMISTOR

APPROX. 4.8 KΩ AT 0°C (32°F)
APPROX. 3 KΩ AT 10°C (50°F)
APPROX. 1.9 KΩ AT 20°C (68°F)

Ⓚ HEATER RELAY

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

Ⓜ RECIRC MODE S/W

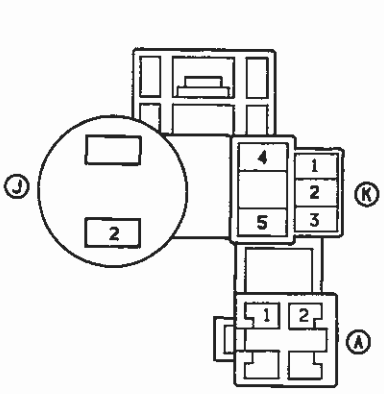
1-2: CLOSED WITH AIR FLOW CONTROL LEVER AT RECIRC POSITION

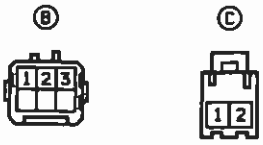
Ⓝ VENT MODE S/W

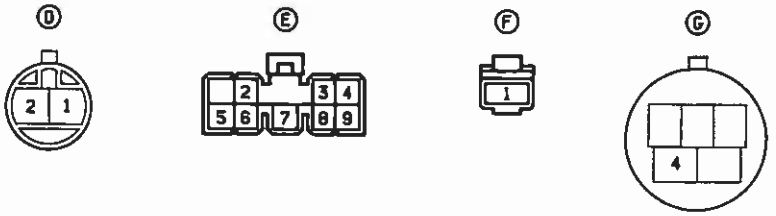
CLOSED WITH AIR FLOW CONTROL LEVER AT VENT POSITION

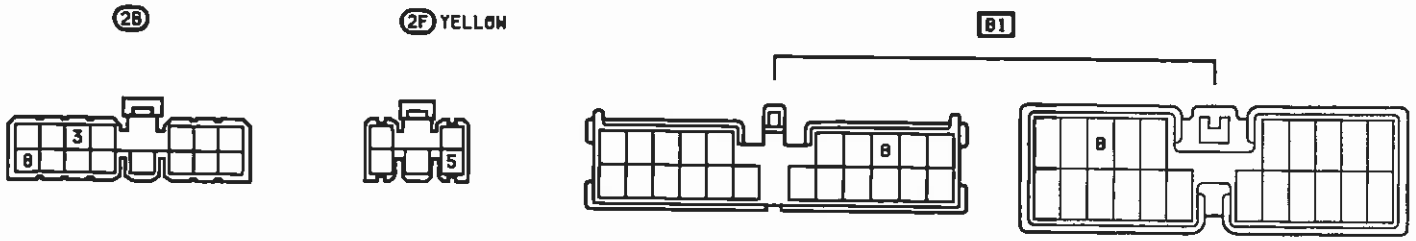
Ⓟ BLOWER RESISTOR

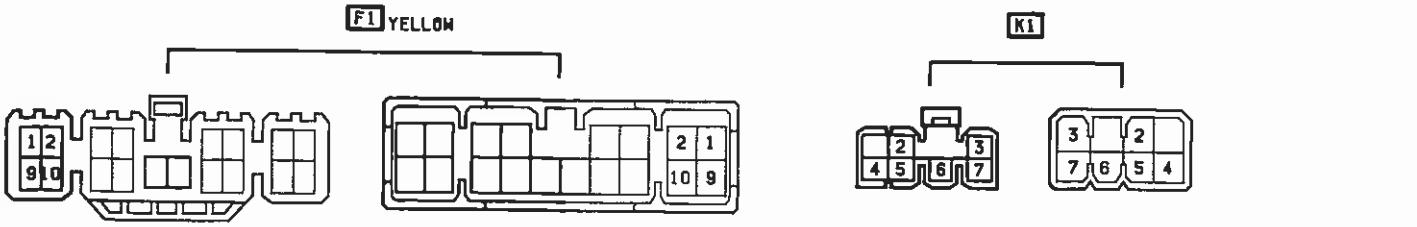
3-4: 0.4 Ω
4-2: 1.0 Ω
2-1: 1.2 Ω

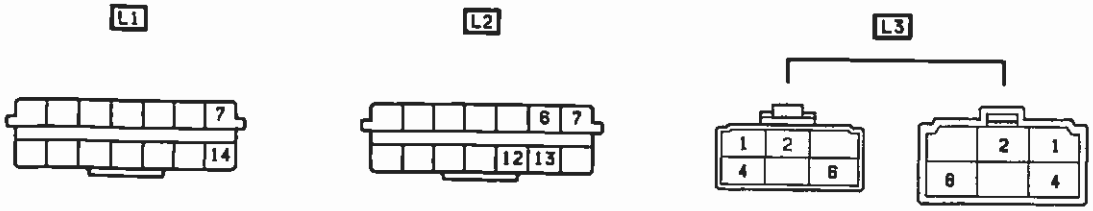




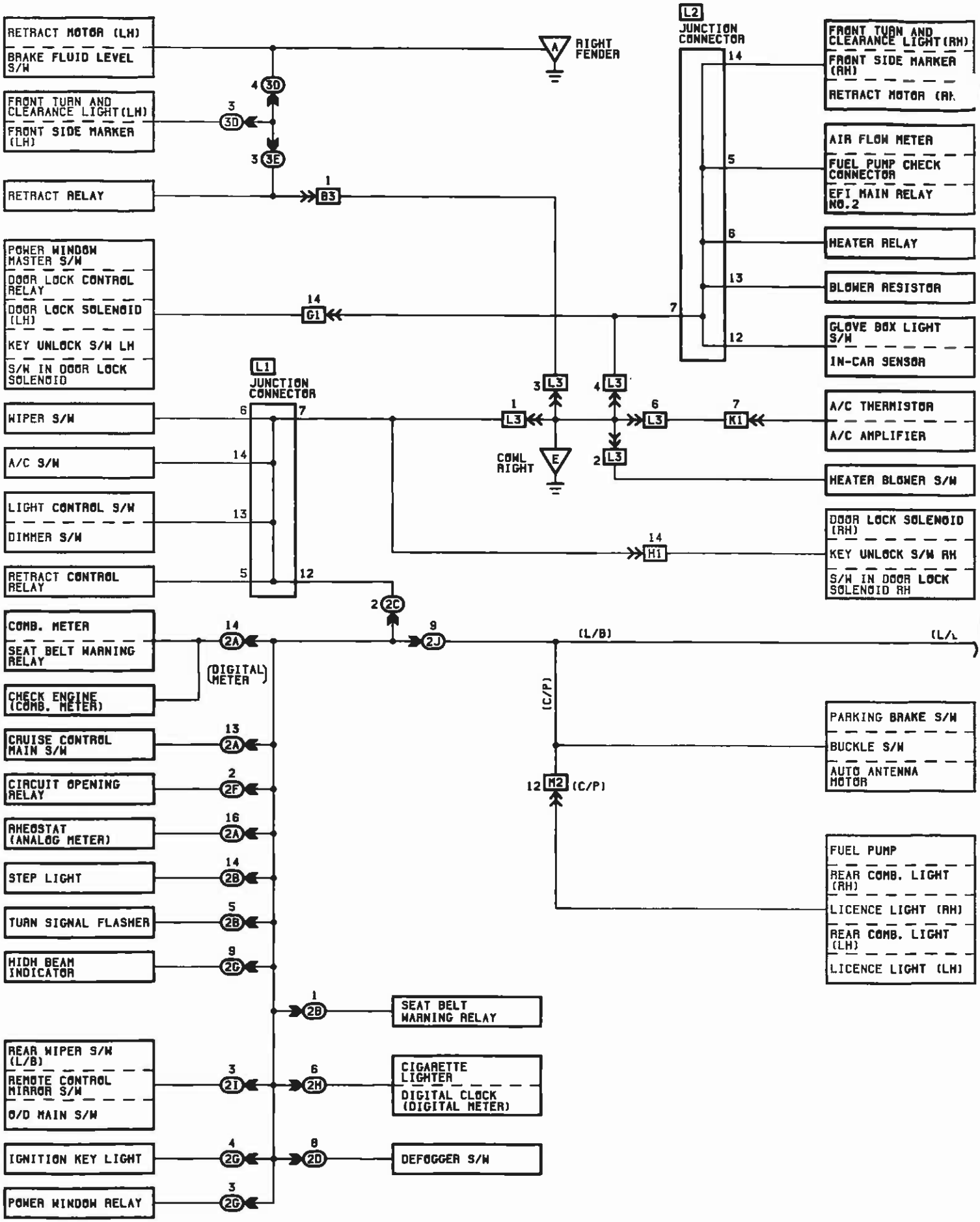


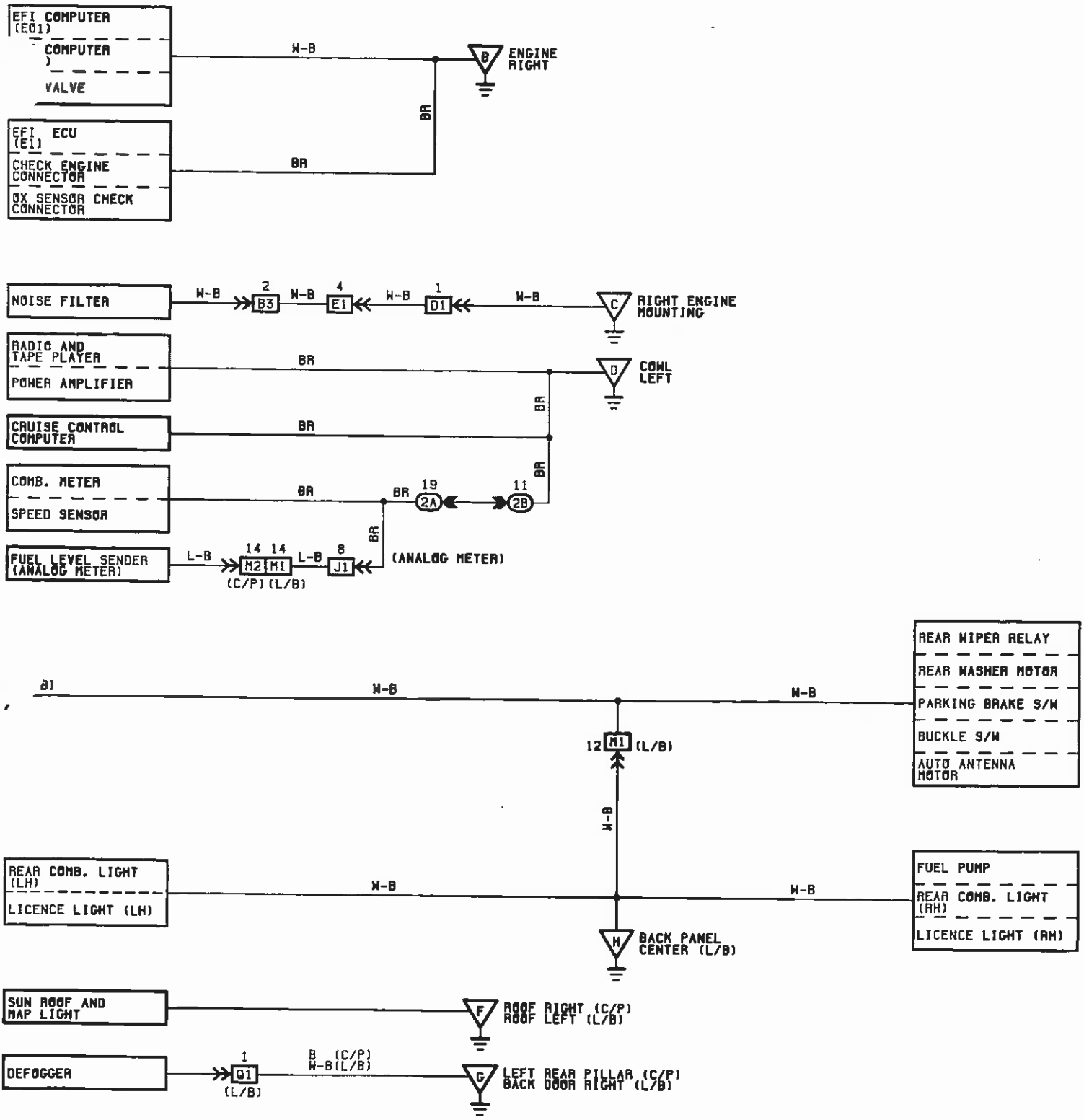




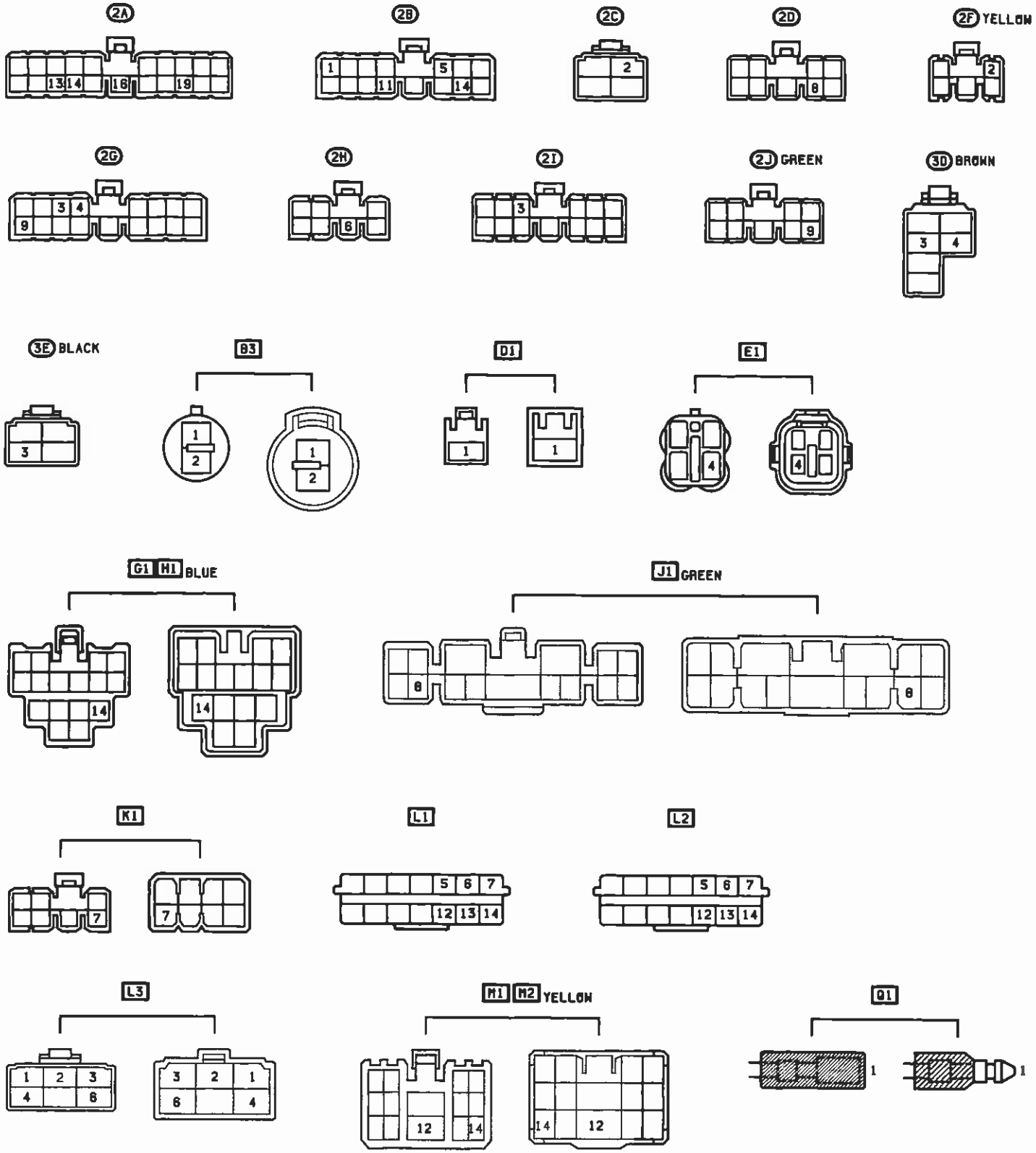


26 ⏚ GROUND POINTS

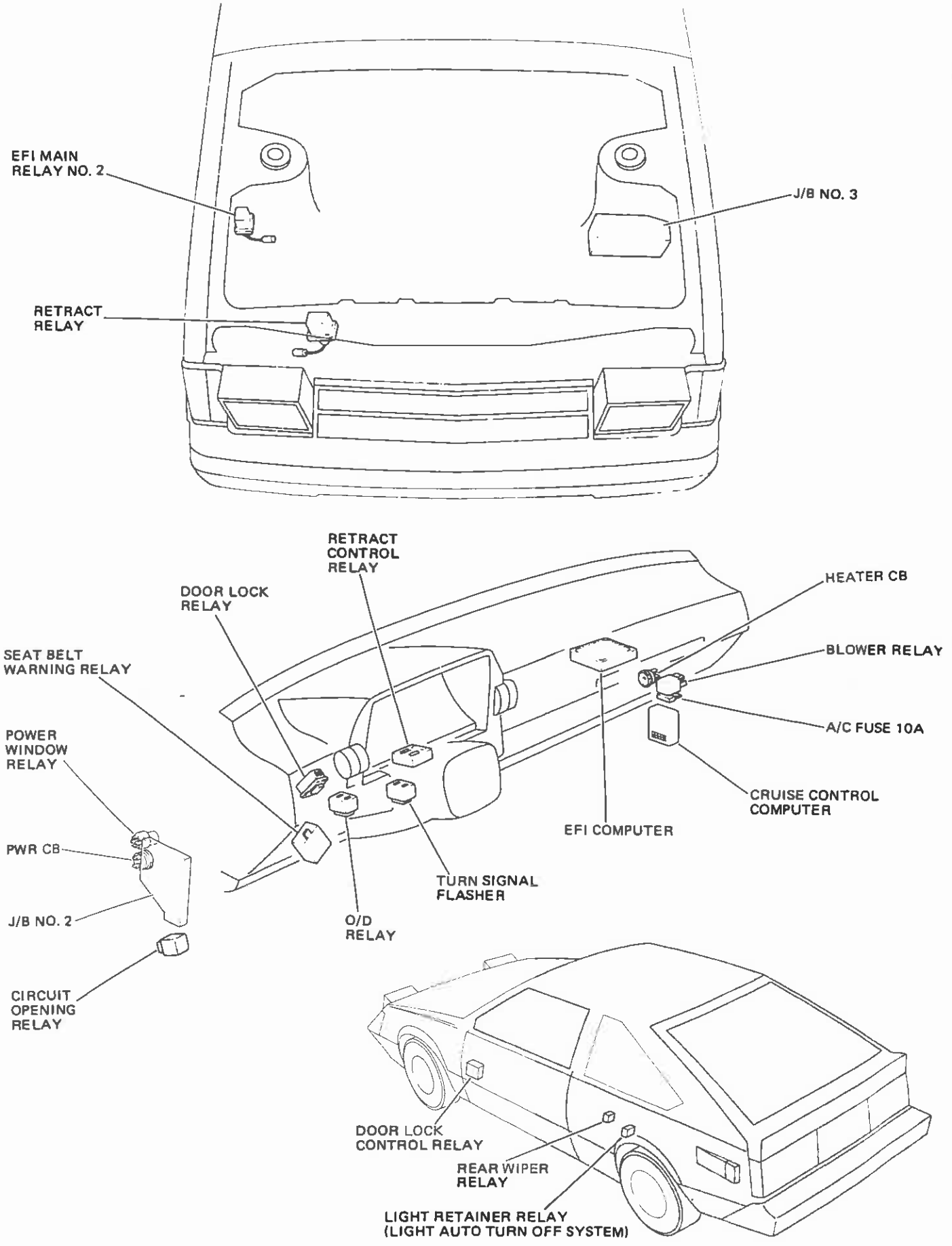



EFI COMPUTER (E01)
COMPUTER
VALVE
W-B
B
ENGINE RIGHT
BR
EFI ECU (E1)
CHECK ENGINE CONNECTOR
OX SENSOR CHECK CONNECTOR
BR
NOISE FILTER
W-B
2
B3
W-B
4
E1
W-B
1
D1
W-B
C
RIGHT ENGINE MOUNTING
RADIO AND TAPE PLAYER
POWER AMPLIFIER
BR
D
COWL LEFT
CRUISE CONTROL COMPUTER
BR
COMB. METER
SPEED SENSOR
BR
19
2A
11
2B
FUEL LEVEL SENDER (ANALOG METER)
L-B
14 14
M2 M1
(C/P)
L-B
8
J1
(L/B)
(ANALOG METER)
REAR WIPER RELAY
REAR WASHER MOTOR
PARKING BRAKE S/W
BUCKLE S/W
AUTO ANTENNA MOTOR
8J
W-B
W-B
12
M1
(L/B)
W-B
REAR COMB. LIGHT (LH)
LICENCE LIGHT (LH)
W-B
W-B
FUEL PUMP
REAR COMB. LIGHT (RH)
LICENCE LIGHT (RH)
H
BACK PANEL CENTER (L/B)
SUN ROOF AND MAP LIGHT
F
ROOF RIGHT (C/P)
ROOF LEFT (L/B)
DEFOGGER
1
Q1
(L/B)
B (C/P)
W-B (L/B)
G
LEFT REAR PILLAR (C/P)
BACK DOOR RIGHT (L/B)

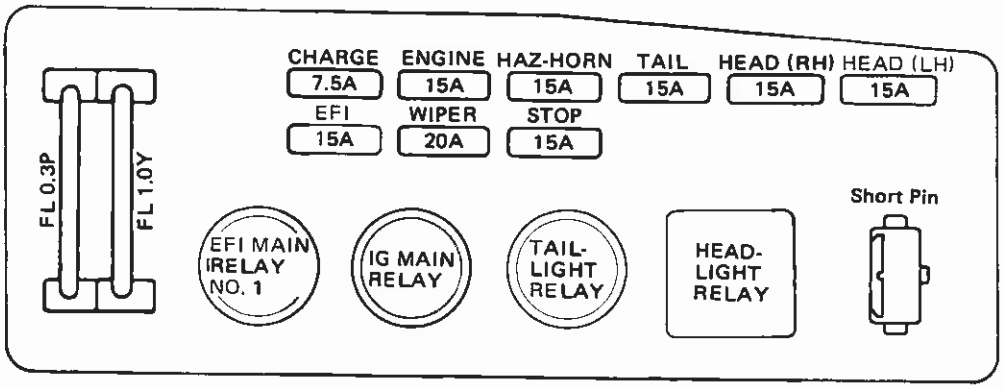
26 GROUND POINTS

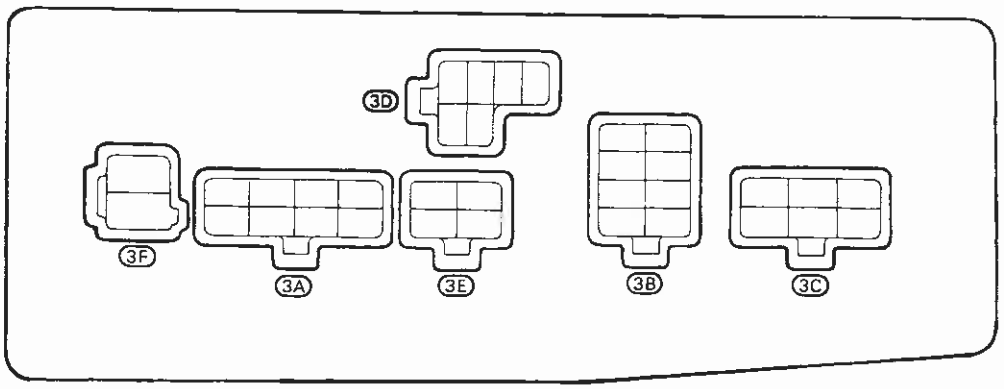


RELAY LOCATIONS

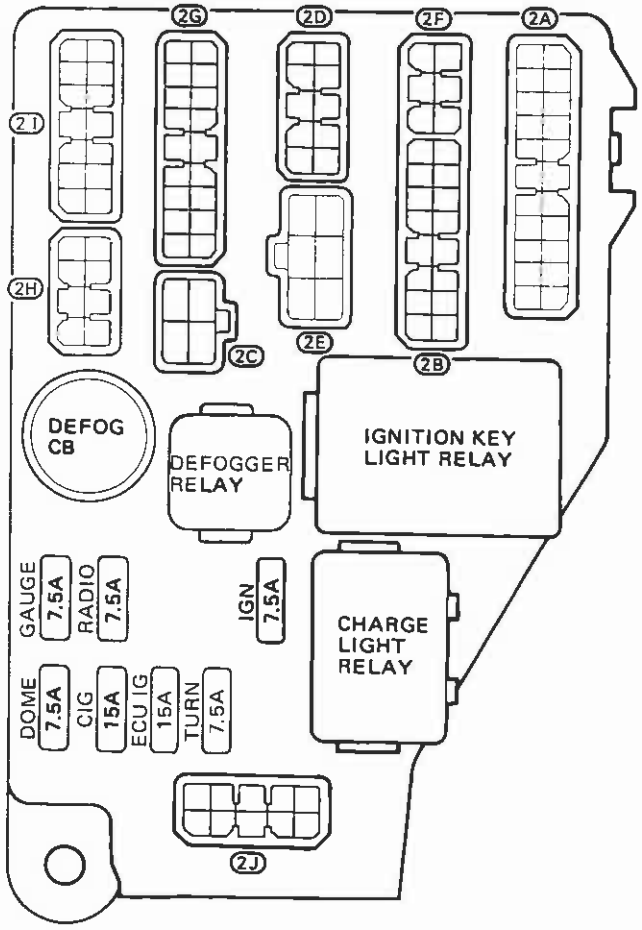


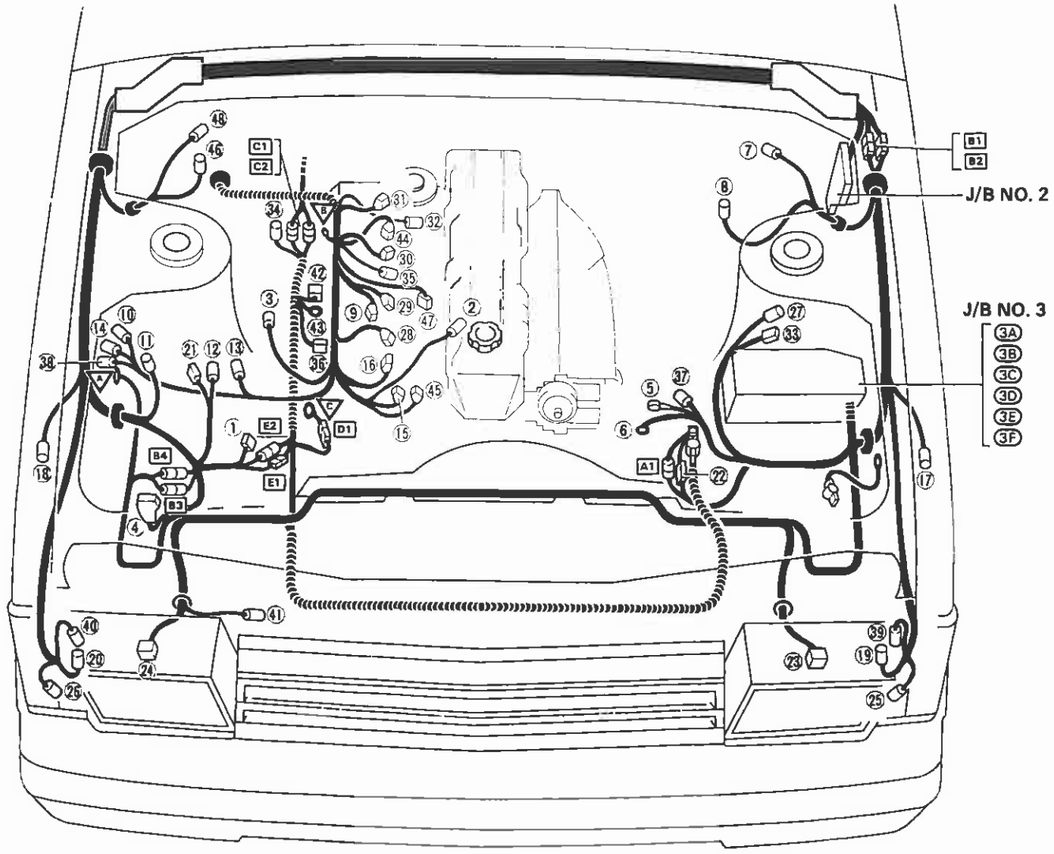
J/B NO. 3

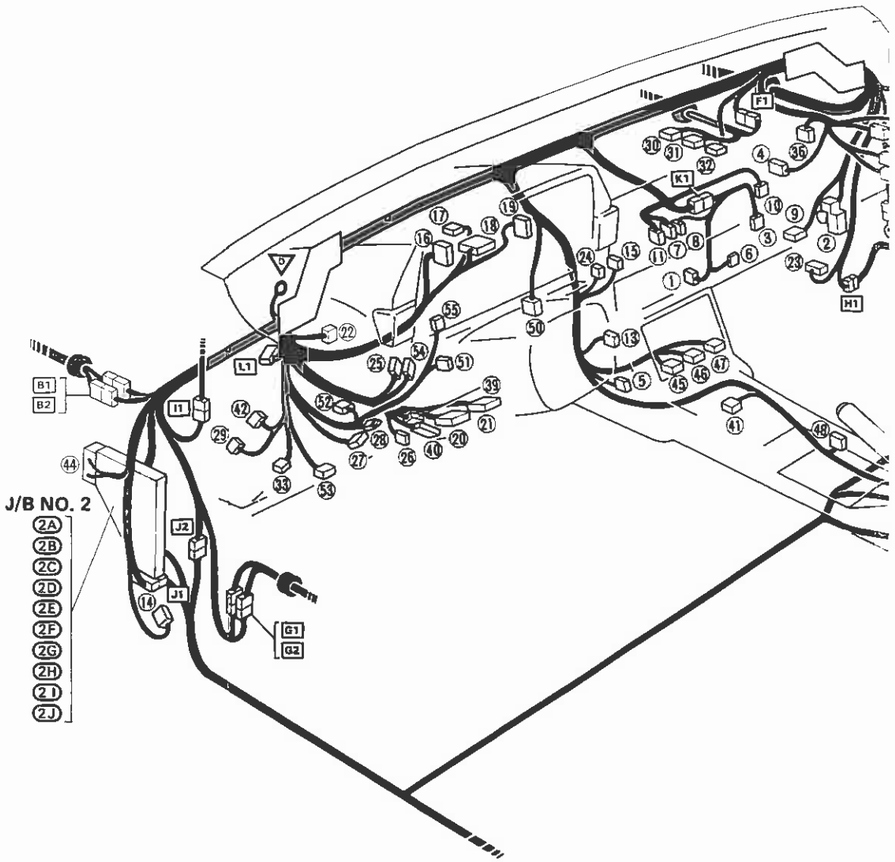

CHARGE
7.5A
ENGINE
15A
HAZ-HORN
15A
TAIL
15A
HEAD (RH)
15A
HEAD (LH)
15A
EFI
15A
WIPER
20A
STOP
15A
FL 0.3P
FL 1.0Y
EFI MAIN IRELAY NO. 1
IG MAIN RELAY
TAIL-LIGHT RELAY
HEAD-LIGHT RELAY
Short Pin


3D
3F
3A
3E
3B
3C

J/B NO. 2

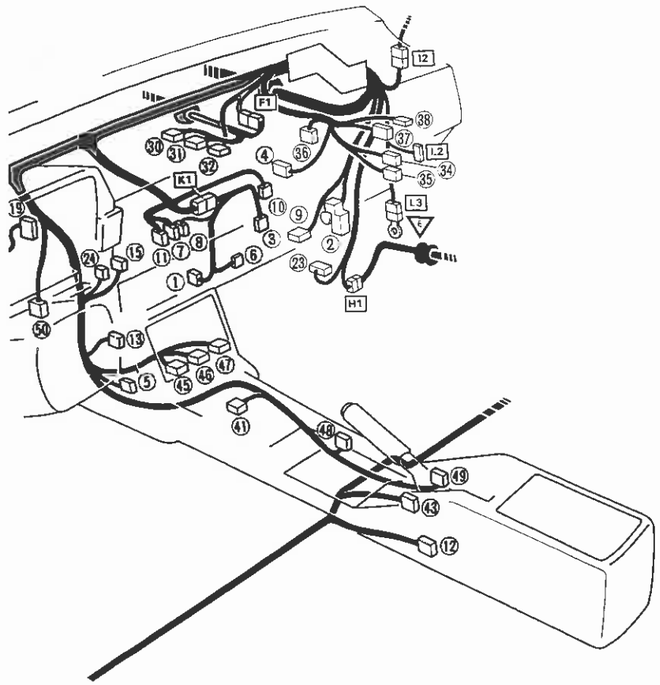

2G
2D
2F
2A
2I
2H
2C
2E
2B
DEFOG CB
DEFOGGER RELAY
IGNITION KEY LIGHT RELAY
GAUGE 7.5A
RADIO 7.5A
IGN 7.5A
CHARGE LIGHT RELAY
DOME 7.5A
CIG 15A
ECU IG 15A
TURN 7.5A
2J



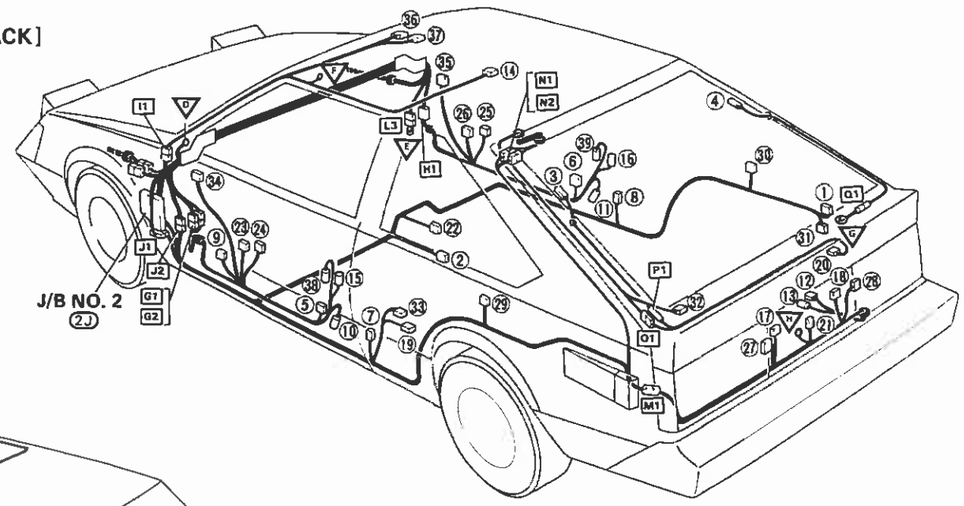


1. A/C Magnet Clutch
2. A/C Idle-up VSV
3. A/C Sub Damper VSV
4. Air Flow Meter
5. Alternator
6. Alternator
7. Brake Fluid Level S/W
8. Cruise Control Actuator
9. EFI Air Valve
10. EFI Check Engine Connector
11. EFI Main Relay No. 2
12. EFI Resistor
13. EFI Resistor
14. EFI Service Connector
15. EFI Thermo Sensor
16. EFI Throttle Position Sensor
17. Front Side Marker Light LH
18. Front Side Marker Light RH
19. Front Turn Signal and Clearance Light LH
20. Front Turn Signal and Clearance Light RH
21. Fuel Pump Check Connector
22. Fusible Link Box
23. Headlight LH
24. Headlight RH
25. Horn LH
26. Horn RH
27. Igniter
28. Injector
29. Injector
30. Injector
31. Injector
32. Knock Sensor
33. Noise Filter (Ignition System)
34. O/D Solenoid
35. O/D Thermo S/W
36. Oil Pressure Sender (or S/W)
37. Ox Sensor
38. Ox Sensor Check Connector
39. Retract Motor LH
40. Retract Motor RH
41. Retract Relay
42. Starter
43. Starter
44. Start Injector
45. Start Injector Time S/W
46. Washer Motor
47. Water Temp. Sender
48. Wiper Motor
- 3A, 3B, 3C, 3D, 3E, 3F — Engine Room Main Wire and J/B No. 3
- A1 — FL 0.3P and Engine Room Main Wire (Near the Battery)
- B1 — Cowl Wire and Engine Room Main Wire (Left Kick Panel)
- B2 — Cowl Wire and Engine Room Main Wire (Left Kick Panel)
- B3 — Cowl Wire and Engine Room Main Wire (Right Fender Apron)
- B4 — Cowl Wire and Engine Room Main Wire (Right Fender Apron)
- C1 — Transmission Wire and Engine No. 2 Wire (Engine Right Rear)
- C2 — Transmission Wire and Engine No. 2 Wire (Engine Right Rear)
- D1 — Ground Wire and Engine No. 2 Wire (Right Fender Apron)
- E1 — Engine No. 2 Wire and Cowl Wire (Right Fender Apron)
- E2 — Engine No. 2 Wire and Cowl Wire (Right Fender Apron)
- A — Ground Right Fender
- B — Ground Engine Right
- C — Ground Right Engine Mounting

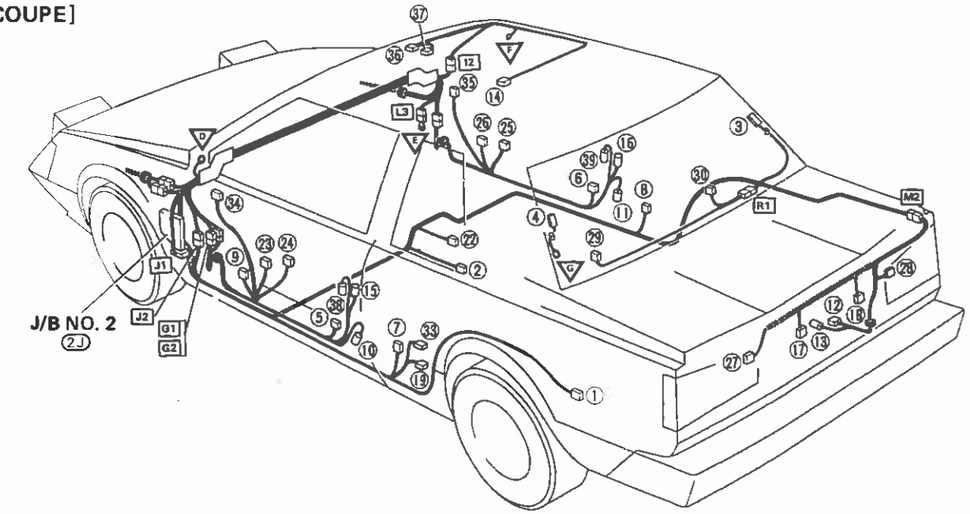
1. A/C Amplifier
2. A/C Fuse Heater Relay, Heater CB
3. A/C Pressure S/W
4. A/C Recirc Mode Sensor
5. A/C S/W
6. A/C Thermistor
7. A/C Vent Mode S/W
8. A/C Volume S/W (w/o Heater)
9. Blower Motor
10. Blower Resistor
11. Blower S/W
12. Buckle S/W
13. Cigarette Lighter
14. Circuit Opening Relay
15. Clock
16. Combination Meter
17. Combination Meter
18. Combination Meter
19. Combination Meter
20. Combination S/W
21. Combination S/W
22. Cruise Control Clutch S/W (or Short Pin)
23. Cruise Control Computer
24. Cruise Control Main S/W
25. Cruise Control Stop S/W
26. Cruise Control S/W
27. Defogger S/W
28. Diode (Interior Light)
29. Door Lock Relay
30. EFI Computer
31. EFI Computer
32. EFI Computer
33. Front Speaker LH
34. Front Speaker RH
35. Front Speaker Woofer
36. Glove Box Light
37. Glove Box Light S/W
38. Glove Box Light S/W
39. Ignition Key Cylinder Light
40. Ignition S/W
41. O/D Main S/W and A/T Indicator Light
42. O/D Relay
43. Parking Brake S/W
44. Power Window Relay and PW
45. Radio and Tape Player
46. Radio and Tape Player
47. Radio and Tape Player
48. Rear Wiper S/W
49. Remote Control Mirror S/W
50. Retract Control Relay
51. Rheostat
52. Seat Belt Warning Relay
53. Stop Light
54. Stop Light S/W
55. Turn Signal Flasher
- 2A, 2B, 2C, 2D, 2E, 2F, 2G, 2H, 2I — Cowl Wire and J/B No. 2



[LIFTBACK]



[COUPE]



or Short Pin)

43 Parking Brake S/W
44 Power Window Relay and PWR CB
45
46 } Radio and Tape Player
47
48 Rear Wiper S/W
49 Remote Control Mirror S/W
50 Retract Control Relay
51 Rheostat
52 Seat Belt Warning Relay
53 Stop Light
54 Stop Light S/W
55 Turn Signal Flasher

2A
2B
2C
2D
2E } Cowl Wire and J/B No. 2
2F
2G
2H
2I

2J Floor Wire and J/B No. 2
B1 } Engine Room Main Wire and Cowl Wire
B2 } (Left Kick Panel)
F1 Engine Wire and Cowl Wire (Instrument Panel Right)
G1 } Door Wire LH and Cowl Wire
G2 } (Left Kick Panel)
H1 Door Wire RH and Cowl Wire (Right Kick Panel)
I1 Roof Wire and Cowl Wire L/B . . . Left Kick Panel
I2 Roof Wire and Cowl Wire C/P . . . Right Kick Panel
J1 } Floor Wire and Cowl Wire
J2 } (Left Kick Panel)
K1 A/C Wire and Cowl Wire (Instrument Panel Right)
L1 Junction Connector (Instrument Panel Left)
L2 Junction Connector (Right Kick Panel)
L3 Ground ▽E and Cowl Wire
▽D Ground Cowl Left
▽E Ground Cowl Right

1 Antenna Motor and Control Relay
2 Buckle S/W
3 Defogger ⊕
4 Defogger ⊖
5 } Door Courtesy Light
6 }
7 } Door Courtesy S/W
8 }
9 Door Lock Control Relay
10 } Door Lock Solenoid
11 }
12 Fuel Sender
13 Fuel Pump
14 Interior Light
15 } Key Unlock S/W
16 }
17 Licence Light LH
18 Licence Light RH

19 Light Retainer Relay (Light Auto Turn Off System)
20 Luggage Room Light
21 Luggage Room Light S/W
22 Parking Brake S/W
23 Power Window Master S/W (w/ Door Lock Control S/W)
24 } Power Window Motor
25 }
26 Power Window S/W RH
27 Rear Combination Light LH
28 Rear Combination Light RH
29 Rear Speaker LH
30 Rear Speaker RH
31 Rear Washer Motor (L/B)
32 Rear Wiper Motor (L/B)
33 Rear Wiper Relay (L/B)
34 Remote Control Mirror LH

35 Remote Control Mirror RH
36 Sun Roof and Map Light S/W
37 Sun Roof Motor
38 } S/W in Door Lock Solenoid
39 }
2J Floor Wire and Cowl Wire
G1 } Door Wire LH and Cowl Wire
G2 } (Left Kick Panel)
H1 Door Wire RH and Cowl Wire (Right Kick Panel)
I1 Roof Wire and Cowl Wire L/B . . . Left Kick Panel
I2 Roof Wire and Cowl Wire C/P . . . Right Kick Panel
J1 } Floor Wire and Cowl Wire
J2 } (Left Kick Panel)
L3 Ground ▽E and Cowl Wire (Cowl Right)
M2 Luggage Room Wire and Floor Wire
{ L/B . . . Luggage Room Left
C/P . . . Luggage Room Right }

N1 } Back Door No. 1 Wire and Floor Wire
N2 } (L/B, Roof Left Rear)
O1 Back Door No. 2 Wire and Back Door No. 1 Wire (L/B, Back Door Left)
P1 Back Door No. 2 Wire and Defogger Wire (L/B, Back Door Left)
R1 Speaker Wire and Floor Wire (C/P, Under Right Rear Pillar)
S1 Defogger ⊖ Wire and Ground Wire (L/B, Back Door Right)
▽D Ground Cowl Left
▽E Ground Cowl Right
▽F Ground Roof Left (L/B)
Ground Roof Right (C/P)
▽G Ground Back Door Right (L/B)
Ground Left Rear Pillar (C/P)
▽H Ground Back Panel Center (L/B)

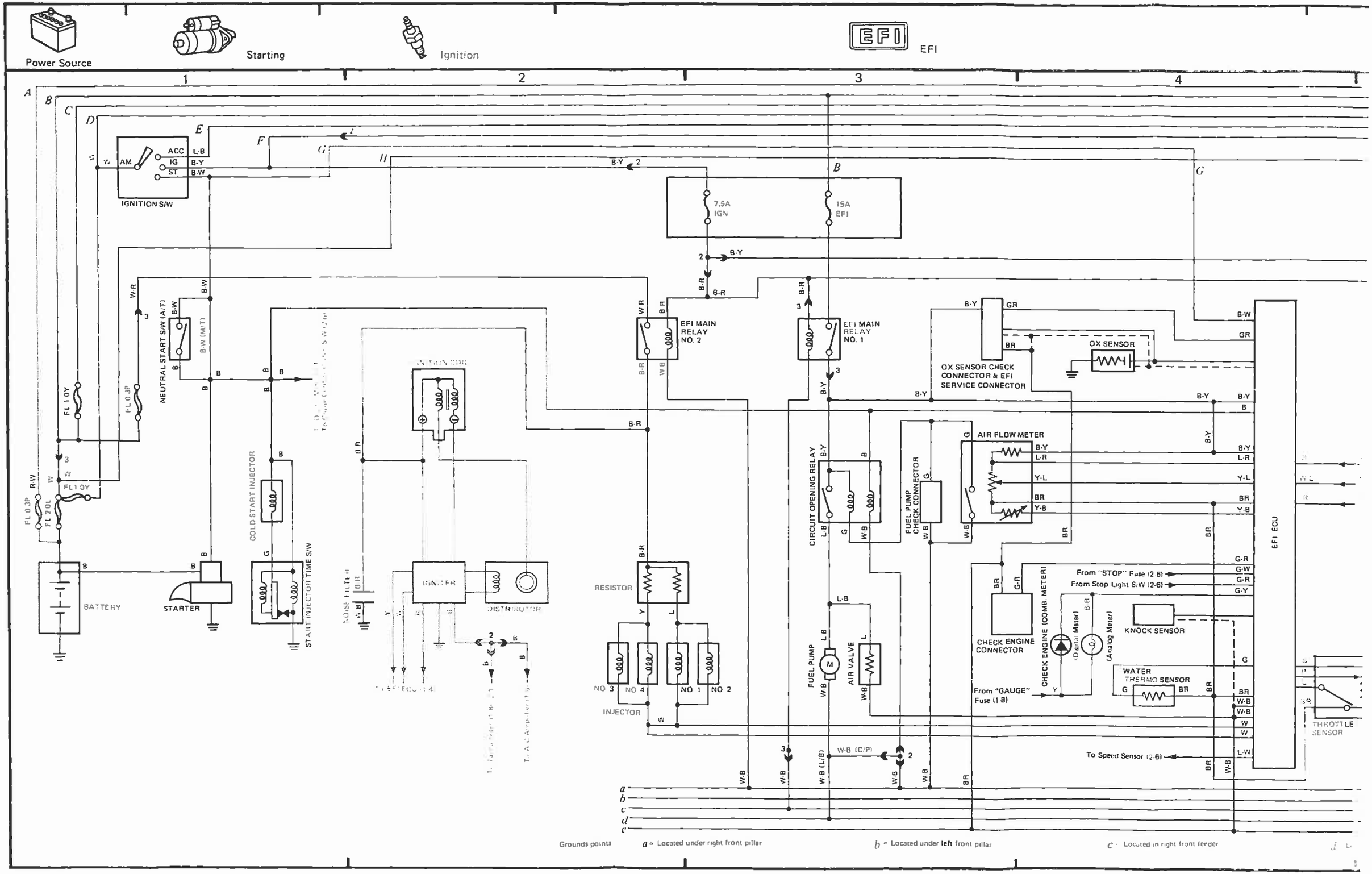
CELICA ELECTRICAL WIRING DIAGRAM-1985 Model (Page 1 to Page 4)

Power Source

Starting

Ignition

EFI



Grounds points: *a* = Located under right front pillar; *b* = Located under left front pillar; *c* = Located in right front fender

Charging

Air Conditioner, Cooler and Heater

Combination Meter

5 6 7 8

A B C D E F G

C G H C G H F

7.5A CHARGE
15A ENGINE
10A A/C
30A HEATER CB
7.5A GAUGE

IG MAIN RELAY
CHARGE WARNING LIGHT (COMB. METER)
IDLE-UP VSV
LOW PRESSURE S/W
A/C S/W
HEATER RELAY
BLOWER MOTOR
SUB DUMPER VSV
VENT MODE S/W
RECIRC MODE S/W
BLOWER RESISTOR
HEATER BLOWER S/W
A/C AMPLIFIER
MAGNET CLUTCH
THERMISTOR
VOLUME S/W (W/O HEATER)
ALTERNATOR (W/ IC Regulator)
THROTTLE POSITION SENSOR

From Igniter (1-2)
From Combination Meter (1-7) (2-1)
To Combination Meter (2-1)
To Defogger Relay (2-1)
To Seat Belt Warning Relay (3-8), Check Engine (1-4) & Auto Antenna Control Relay & Motor (4-2)

(Analog Meter)

OIL — OIL PRESSURE S/W
FUEL — FUEL LEVEL WARNING S/W
BRAKE — BRAKE FLUID LEVEL S/W
PARKING BRAKE S/W
To Charge Light (1-5)
From Cruise Control Computer (2-6)

(Analog Meter)

OIL GAUGE — OIL PRESSURE SENDER
WATER TEMP. — WATER TEMP. SENDER
FUEL — FUEL SENDER
VOLT
TACH
From Igniter (1-2)

d = Located in back panel near door key cylinder

e = Located on front side of cylinder head cover

Combination Meter | Rear Window Defogger | Back-up Lights | Power Window | Sun Roof | Overdrive

1 2 3 4

A B C D E

From "GAUGE" Fuse (1-7)

(Digital Meter)

TACH

WATER TEMP.

FUEL

FUEL SCALE CHANGE

SPEED INTERFACE

SPEED SCALE CHANGE

From Igniter (1-2)

From Ignition S/W "ST" (1-1)

To Rheostat (3-4)

From Rheostat (3-4)

WATER TEMP. SENDER

FUEL SENDER

OIL

OIL PRESSURE S/W

BRAKE

BRAKE FLUID LEVEL S/W

PARKING BRAKE S/W

To "CHARGE" Fuse (1-5)

From Cruise Control Computer (2-6)

30A DEFOG CB

DEFOGGER RELAY

DEFOGGER S/W (W/O Timer)

DEFOGGER S/W (W/ Timer)

TIMER

REAR WINDOW DEFOGGER

B (M/T) Y (A/T)

BACK-UP LIGHT S/W

B-W (M/T) W-L (A/T)

R/B (C/P) W-L (L/B)

LH

BACK-UP LIGHTS (FR. COMB LIGHT)

RH

30A PWR CB

To Door Lock System (4-4)

POWER WINDOW RELAY

POWER WINDOW MASTER S/W

UP

DOWN

DRIVER

POWER WINDOW S/W

ASSISTANT

POWER WINDOW MOTOR

SUN ROOF S/W

OPEN

CLOSED

SUN ROOF MOTOR

O/D OFF INDICATOR LIGHT (COMB. METER)

O/D MAIN S/W

O/D RELAY

O/D SOLENOID

WATER THERMO S/W

a b c d

Ground points

a = Located under right front pillar

b = Located under left front pillar

C = Located in right front fender

d = Located in back panel near door key cylinder

Cruise Control

Stop Lights

Turn Signal and Hazard

Horn

5 6 7 8

A B C D E G

F C F B

15A ECU-IG

15A STOP

7.5A TURN

15A HAZ-HORN

2 3 2 3

LG-R → To Light Retainer Relay (3-5)

G-W → To EFI ECU (1-4)

Y-R

CRUISE CONTROL COMPUTER

R P G-R R-B P-W W-B W-R B-Y L-W B-R G-R

CRUISE CONTROL STOP S/W

STOP LIGHT S/W

G-W G-R

G-R → To EFI ECU (1-4)

TURN SIGNAL AND HAZARD S/W (COMB. S/W)

		B1	B2	F	TB	TL	TR
TURN	RIGHT	○		○	○		○
	OFF	○		○			
	LEFT	○		○	○		○
HAZARD	OFF	○		○			
	ON		○	○	○		○

Y-B L-Y

TURN SIGNAL FLASHER

G-R G-O G-B G-Y

W-B

L-Y Y-L L-Y

To Retract Control Relay (3-8) & To Radio and Tape Player (4-3)

LH HORN RH

G-L G-L

HORN S/W (COMB. S/W)

CRUISE CONTROL MAIN S/W

MAIN

LG-R W-B

CRUISE CONTROL S/W

SET RESUME

CRUISE CONTROL ACTUATOR

GR-B W-B

CRUISE CONTROL CLUTCH S/W (M/T)

B-Y B-W B-W (A/T)

To Brake Warning Light (1-7) (2-11)

To Starter (M/T) or Neutral Start S/W (A/T) (1-1)

From EFI ECU (1-4)

L-W

SPEED SENSOR

(Analog Meter) (Digital Meter)

BR W-B

WATER THERMO S/W

B-W

G-W (C/P) G-R (L/B)

RH

STOP LIGHTS (RR. COMB. LIGHT)

LH

W-B

INDICATOR LH (COMB. METER)

FRONT LH

REAR LH (RR. COMB. LIGHT)

INDICATOR RH (COMB. METER)

FRONT RH

REAR RH (RR. COMB. LIGHT)

G-B G-Y

TURN SIGNAL LIGHTS

(L/B) (C/P)

a b c d

Front Wiper and Washer

Rear Wiper and Washer

Taillights and Illumination

1 2 3 4

A B C D E

G

20A WIPER

WASHER MOTOR

WIPER AND WASHER S/W (W/ Wiper Relay) (COMB. S/W)

	B	S	+1	+2	C	E	W
OFF							
INT							
LOW							
HIGH							
WASHER							

WIPER RELAY

(INT)

WIPER MOTOR

REAR WIPER AND WASHER S/W

	S	+1	C	E	B	W
WASHER (INT SIDE)						
INT						
OFF						
ON						
WASHER (ON SIDE)						

REAR WIPER RELAY

REAR WIPER MOTOR

REAR WASHER MOTOR

15A TAIL

CLEARANCE LH

FRONT SIDE MARKER LH

FRONT SIDE MARKER RH

CLEARANCE RH

GLOVE BOX

GLOVE BOX LIGHT S/W

TAIL AND RR SIDE MARKER LH

LICENCE PLATE, RH

LICENCE PLATE, LH

TAIL AND RR SIDE MARKER RH

To Clock (COMB METER) (4-2)

RADIO

A/T INDICATOR

CIGARETTE LIGHTER

A/C S/W

HEATER CONTROL

DEFOGGER

CRUISE CONTROL MAIN S/W

COMB METER

RHEOSTAT (Digital Meter)

RHEOSTAT (Analog Meter)

To Digital Meter (2-1)

From Digital Meter (2-1)

a b c d

Ground points

a = Located under right front pillar

b = Located under left front pillar

c = Located in right front fender

d = Located in back panel near door key cylinder

Headlights

Interior Lights

Unlock and Seat Belt Warning

5 6 7 8

C B A D

D E

15A HEAD LH

15A HEAD RH

7.5A DOME

From "ECU-B" Fuse (4-2)

TAILLIGHT RELAY

HEADLIGHT RELAY

From "ECU-IG" Fuse (2-5)

LG-R

LIGHT RETAINER RELAY

To Door Courtesy S/W (3-7)

HEADLIGHT, LH

HEADLIGHT, RH

From "HAZ-HORN" Fuse (2-8)

RETRACT CONTROL RELAY

RETRACT RELAY

HIGH BEAM INDICATOR LIGHT (COMB. METER)

IGNITION KEY LIGHT RELAY

From "GAUGE" Fuse (1-8)

To Clock (Comb. Meter) (4-2)

OPEN DOOR WARNING LIGHT

R (W/ Power Window) B (W/O Power Window)

DOOR COURTESY LIGHTS

INTERIOR LIGHT AND S/W

LUGGAGE ROOM LIGHT AND S/W (L/B)

SEAT BELT WARNING LIGHT (COMB. METER)

MAP LIGHT AND S/W

From Door Lock Control Relay (4-4)

SEAT BELT WARNING RELAY

UNLOCK WARNING S/W

BUCKLE S/W

From Light Retainer Relay (3-5)

DOOR COURTESY S/W

BACK DOOR

RHEOSTAT (Analog Meter)

LIGHT CONTROL S/W

	T	EL	H	D	U
OFF					
UP					
TAIL	○	○			
HEAD	○	○	○		

DIMMER S/W

	HF	HU	HL	ED
FLASH				
LOW			○	
HIGH	○	○	○	

RETRACT MOTOR LH

RETRACT MOTOR RH

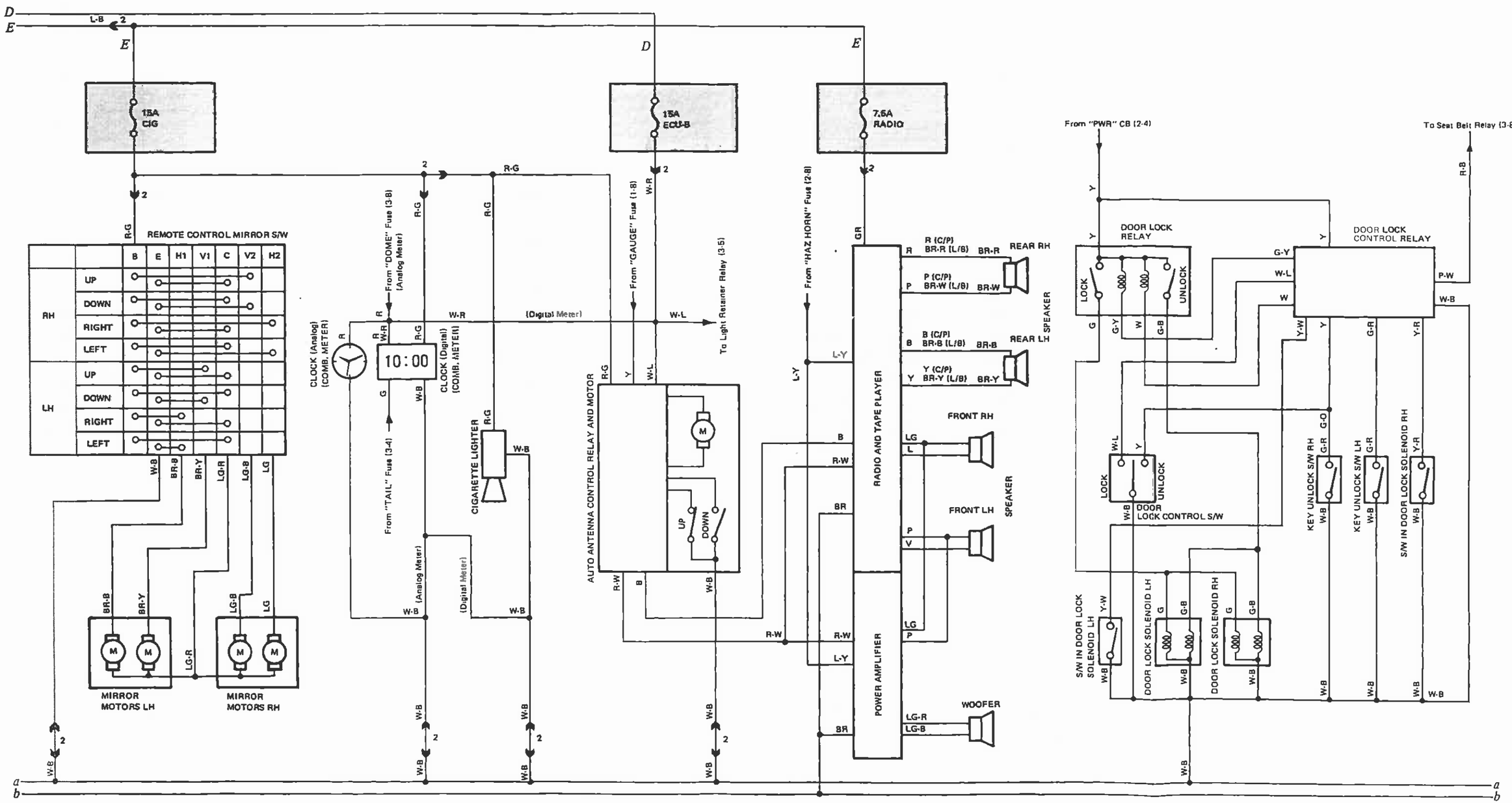
STEP LIGHT

IGNITION KEY CYLINDER LIGHT

a b c d

Remote Control Mirrors | Clock | Cigarette Lighter | Auto Antenna | Radio and Tape Player | Door Locks

1 | 2 | 3 | 4



Ground points: a = Located under right front pillar; b = Located under left front pillar