1988
BMW 325/325i/325is
Electrical
Troubleshooting
Manual

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BMW of North America, Inc.
Montvale, New Jersey

FOREWORD

In the interests of continuing technical development work we reserve the right to modify designs and equipment.

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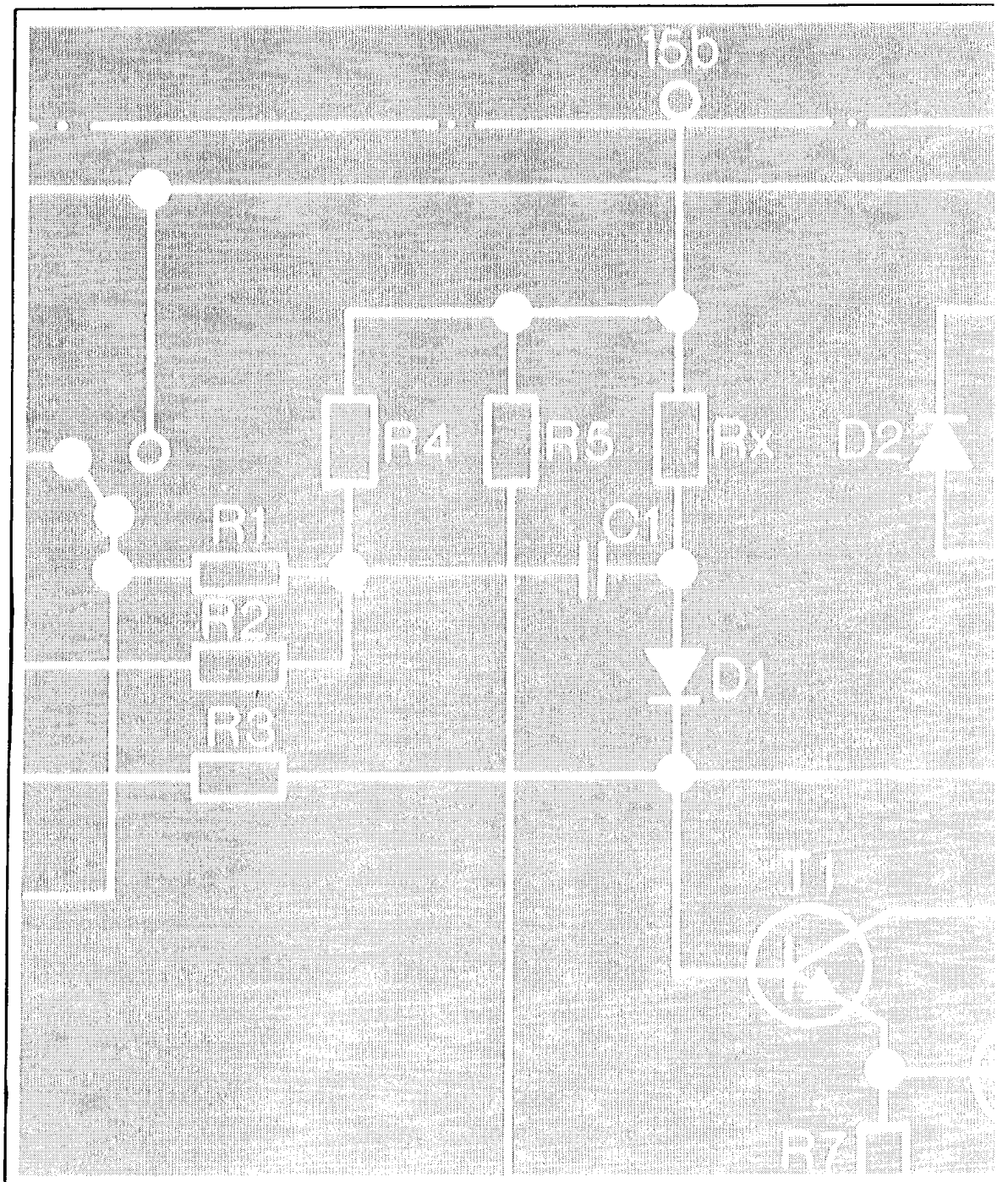

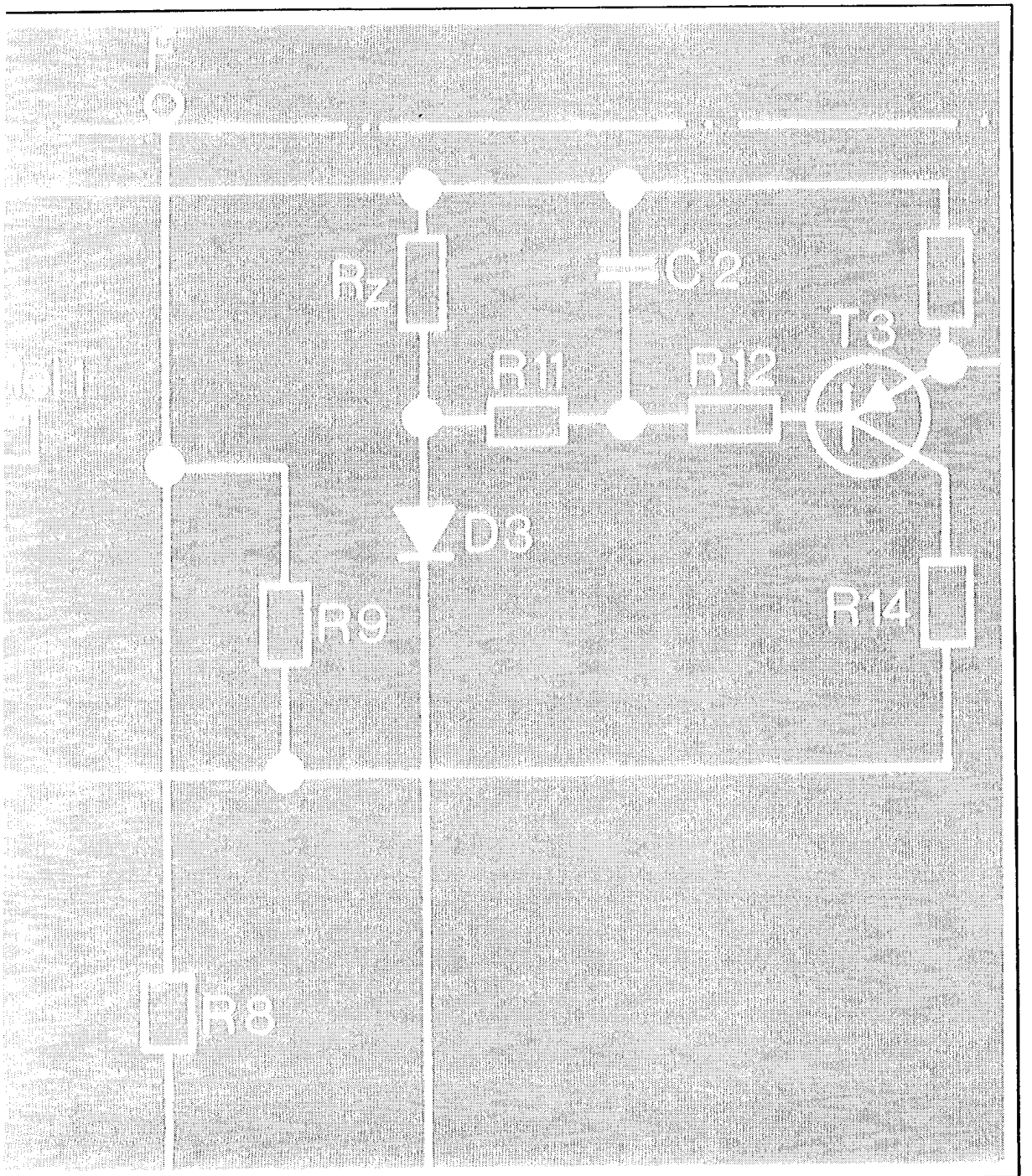

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Index — Alphabetical Listing of Electrical Circuits

The purpose of this manual is to show electrical schematics in a manner that makes electrical troubleshooting easier. Electrical components which work together are shown together on one schematic. The Wiper-Washer schematic, for example, shows all of the electrical components in one diagram. At the top of the page is the fuse (positive) that powers the circuit. The flow of current is shown through all wires, connectors, switches, and motors to ground (negative) at the bottom of the page.

Within the schematic, all switches and sensors are shown "at rest," as though the Ignition Switch were off. For identification, component names are underlined and placed next to or above each component. Notes are included, describing how switches and other components work.

The power distribution schematic shows the current feed through all the connections from the Battery and Alternator to each fuse and the Ignition and Light Switches. If the Power Distribution schematic is combined with any other circuit schematic, a complete picture is made of how that circuit works. The Ground Distribution schematics show how several circuits are connected to common grounds.

All wiring between components is shown exactly as it exists in the vehicle; however, the wiring is not drawn to scale. To aid in understanding electrical operation, wiring inside complicated components has been simplified. The "Solid State" label designates electronic components.

WIRE SIZE CONVERSION CHART

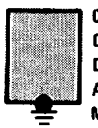
METRIC (CROSSECTIONAL AREA IN MM²)	AWG (AMERICAN WIRE GAUGE)
.5	20
.75	18
1	16
1.5	14
2	14
2.5	12
4	10
6	8
8	8
16	4
20	4
25	2
32	2

WIRE INSULATION

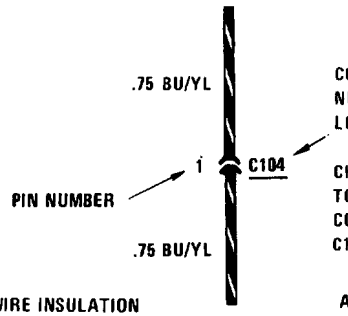
ABBREVIATIONS	COLOR
BK	BLACK
BR	BROWN
RD	RED
YL	YELLOW
GN	GREEN
BU	BLUE
VI	VIOLET
GY	GRAY
WT	WHITE
PK	PINK

4 SYMBOLS

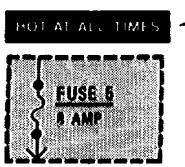
ENTIRE COMPONENT SHOWN



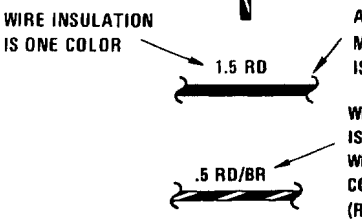
COMPONENT CASE IS DIRECTLY ATTACHED TO METAL PART OF CAR (GROUNDED)

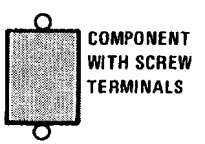


PART OF A COMPONENT SHOWN

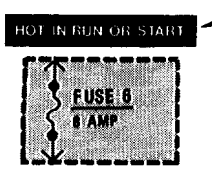


INDICATES THAT FUSE 5 IS ALWAYS SUPPLIED WITH POWER



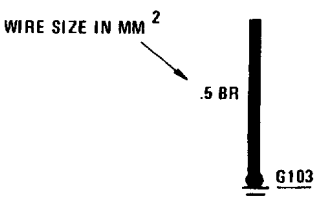


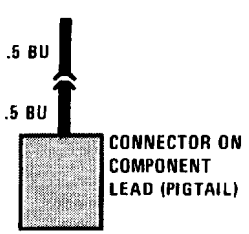
COMPONENT WITH SCREW TERMINALS

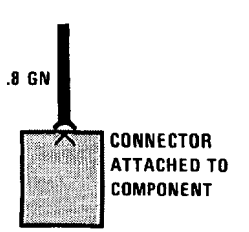


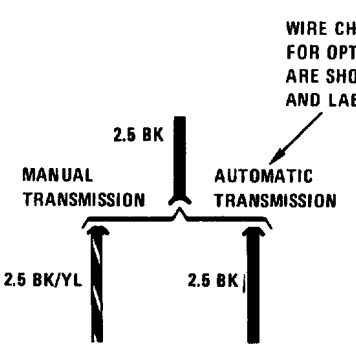
INDICATES THAT FUSE 6 IS SUPPLIED WITH POWER WITH THE IGNITION SWITCH IN THE RUN OR START POSITIONS

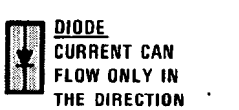
SOLID STATE (INCLUDES ONLY ELECTRONIC PARTS)

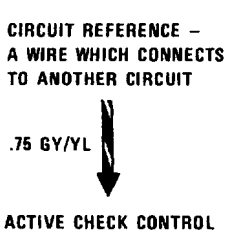




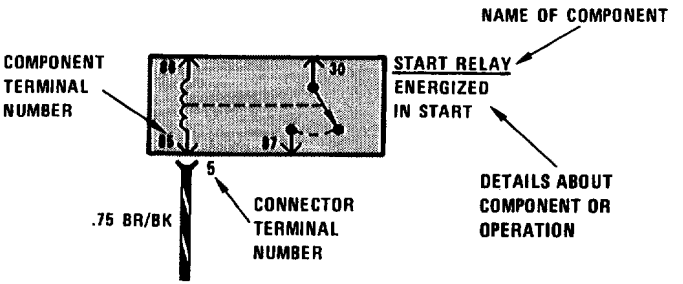








ONE POLE,
TWO POSITION
SWITCH

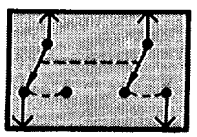


LOW
BEAM
RELAY

2.5 YL

L

TO POWER
DISTRIBUTION
BOX, PAGE 1

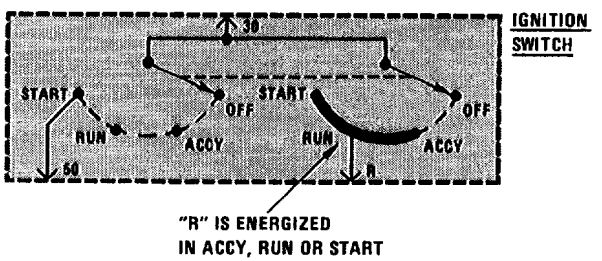


SWITCHES THAT
MOVE TOGETHER

DASHED LINE SHOWS
A MECHANICAL
CONNECTION
BETWEEN SWITCHES

CURRENT PATH
IS CONTINUED
AS LABELED.
THE ARROW SHOWS
DIRECTION OF CURRENT
FLOW AND IS REPEATED
WHERE CURRENT
PATH CONTINUES.

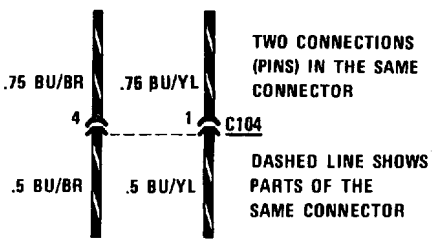
TWO POLE, FOUR
POSITION SWITCH

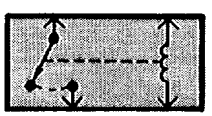


FROM LOW
BEAM RELAY,
PAGE 5

L

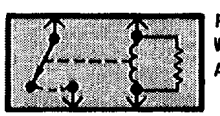
POWER
DISTRIBUTION
BOX





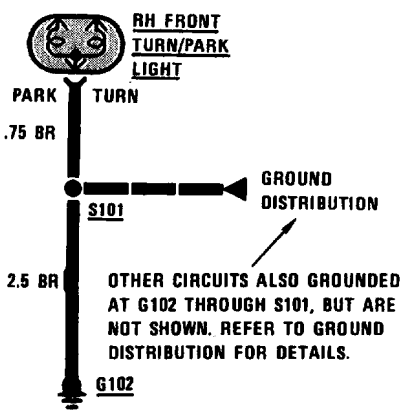
RELAY SHOWN
WITH NO
CURRENT
FLOWING
THROUGH
COIL

WHEN COIL IS
ENERGIZED, SWITCH
IS PULLED CLOSED



RELAY SHOWN
WITH RESISTOR
ACROSS COIL

RESISTOR ACROSS COIL
IS FOR NOISE
SUPPRESSION



LIGHT
EMITTING
DIODE

TROUBLESHOOTING PROCEDURE

1. **Verify the Problem**

   Operate the problem circuit to check the accuracy of the complaint. Note the symptoms of the inoperative circuit.

2. **Analyze the Problem**

   Refer to the schematic of the problem circuit in the ETM. Determine how the circuit is supposed to work by tracing the current path(s) from the power feed through the circuit components to ground. Then based on the symptoms you noted in step 1 and your understanding of circuit operation, identify one or more possible causes of the problem.

3. **Isolate the Problem**

   Make circuit tests to prove or disprove the preliminary diagnosis made in step 2. Keep in mind that a logical simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points which are easily accessible.

4. **Repair the Problem**

   Once the specific problem is identified, make the repair using the proper tools and safe procedures.

5. **Check the Problem**

   Operate the circuit to check for satisfactory circuit operation. Good repair practice calls for rechecking all circuits you have worked on.

TROUBLESHOOTING TOOLS

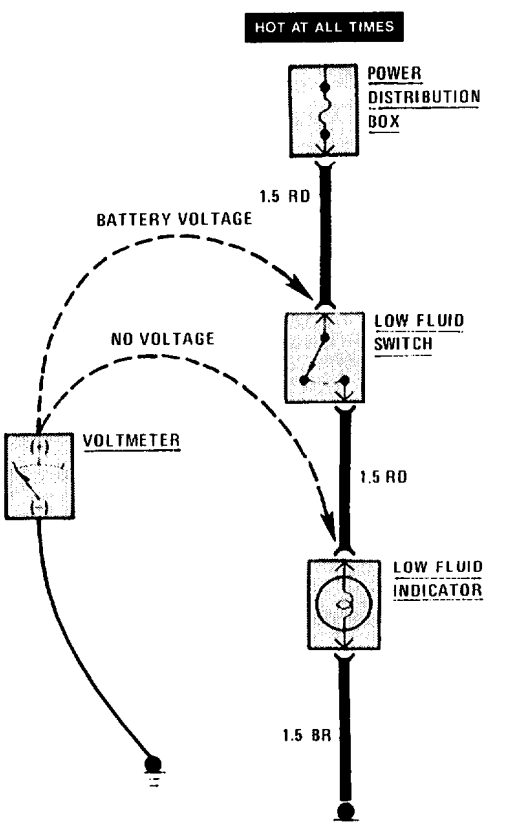
Isolating the problem (Step 3 of TROUBLESHOOTING PROCEDURES) requires the use of a **voltmeter** and/or **ohmmeter.** A voltmeter measures voltage at selected points in a circuit. An ohmmeter measures a circuit's resistance to current flow. It has an internal battery that provides current to the circuit under test. Disconnect the car battery when using an ohmmeter because the battery voltage will cause the ohmmeter to give false readings. Also, do not use an ohmmeter on solid-state components. The voltage that the ohmmeter applies to the circuit could damage these components.

TROUBLESHOOTING TESTS

Voltage Test

This test measures voltage in a circuit. By taking measurements at several points (terminals or connectors) along the circuit, you can isolate the problem.

To take a voltage measurement, connect the negative lead of the voltmeter to the battery's negative terminal or other known good ground. Then connect the positive lead of the voltmeter to the point you want to test. The voltmeter will measure the voltage present at that point in the circuit.

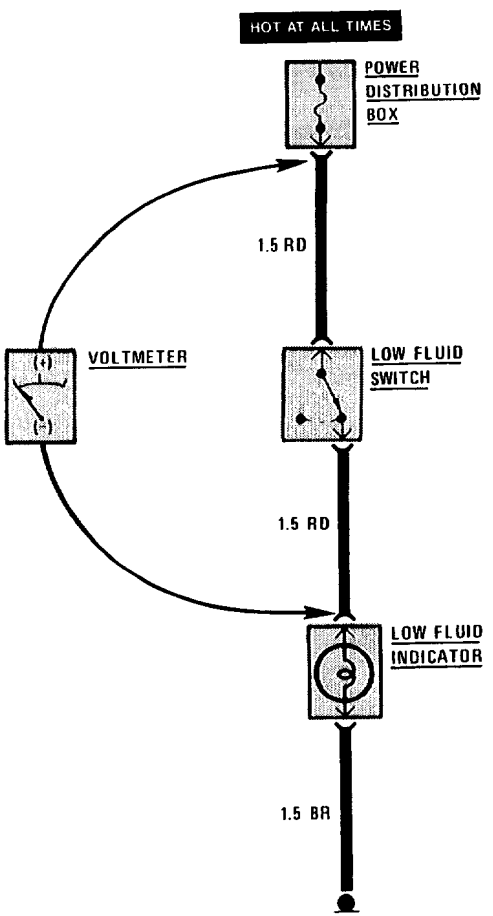


Voltage Test

Voltage Drop Test

Wires, connectors, and switches are designed to conduct current with a minimum loss of voltage. A voltage drop of more than one volt indicates a problem.

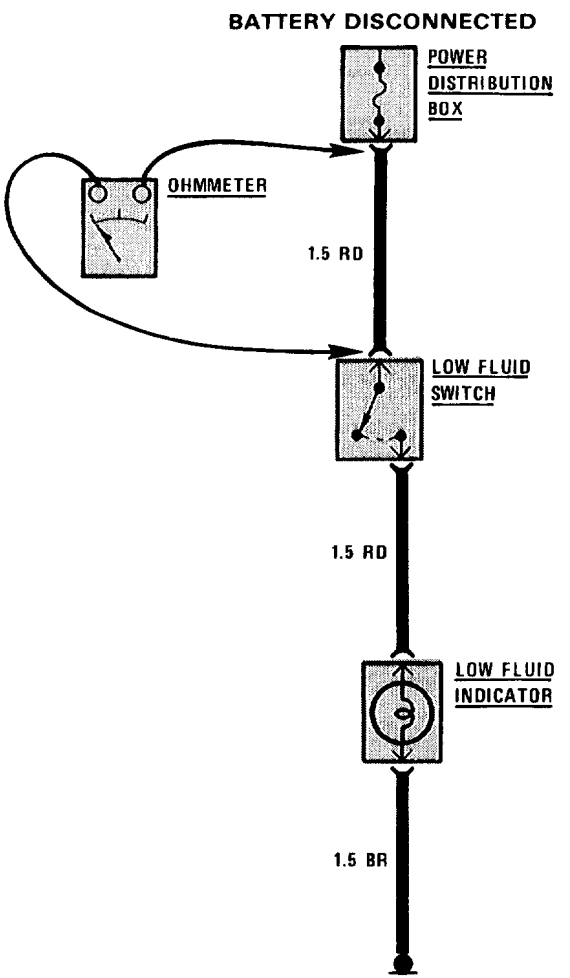
To test for voltage drop, connect the voltmeter leads to connectors at either end of the circuit's suspected problem area. The positive lead should be connected to the connector closest to the power source. The voltmeter will show the voltage drop between these two points.



Voltage Drop Test

Continuity Test

To perform a continuity test, first disconnect the car battery. Then adjust the ohmmeter to read zero while holding the leads together. Connect the ohmmeter leads to connector or terminals at either end of the circuit's suspected problem area. The ohmmeter will show the resistance across that part of the circuit.

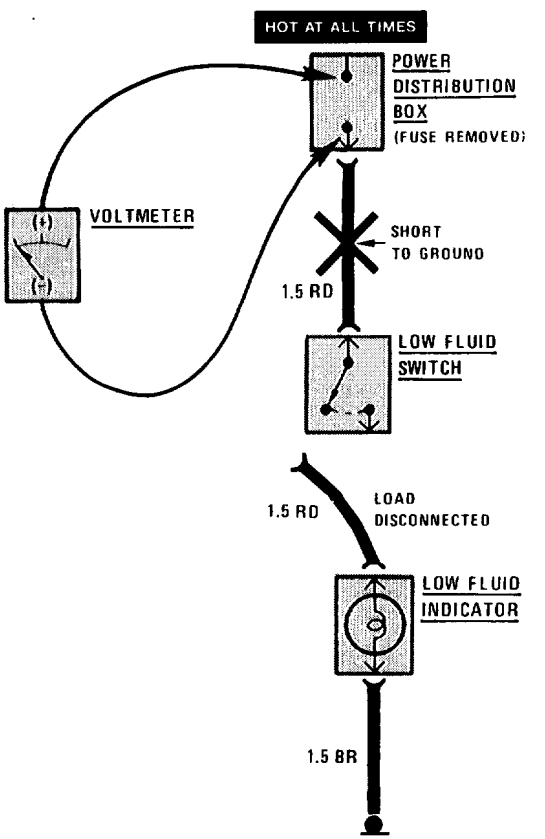


Continuity Test

Short Test Using Voltmeter

Remove the blown fuse and disconnect the load. Connect the voltmeter leads to the fuse terminals. The positive lead should be connected to the terminal closest to the power source.

Starting near the POWER DISTRIBUTION BOX, move the wire harness back and forth and watch the voltmeter reading. If the voltmeter registers a reading, there is a short to ground in the wiring. Somewhere in the area of the harness being moved, the wire insulation is worn away and the circuit is grounding.

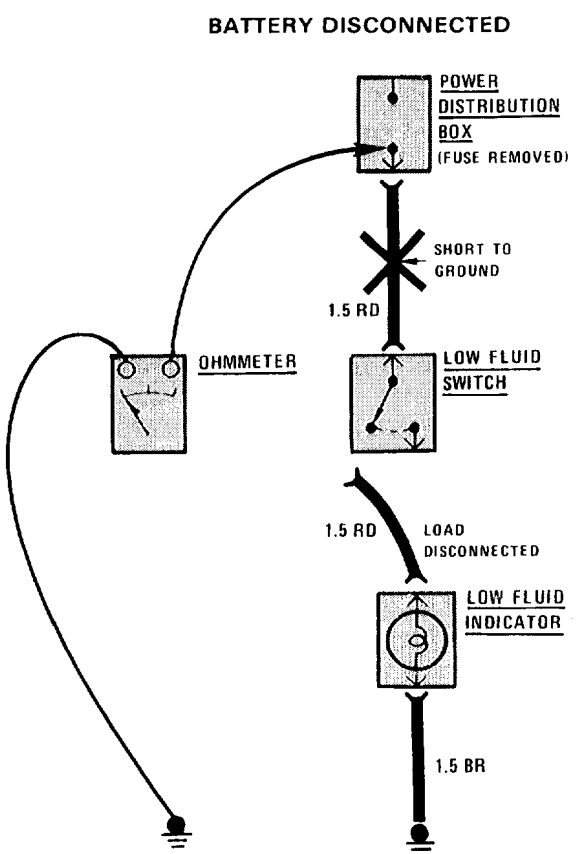


Short Test Using Voltmeter

Short Test Using Ohmmeter

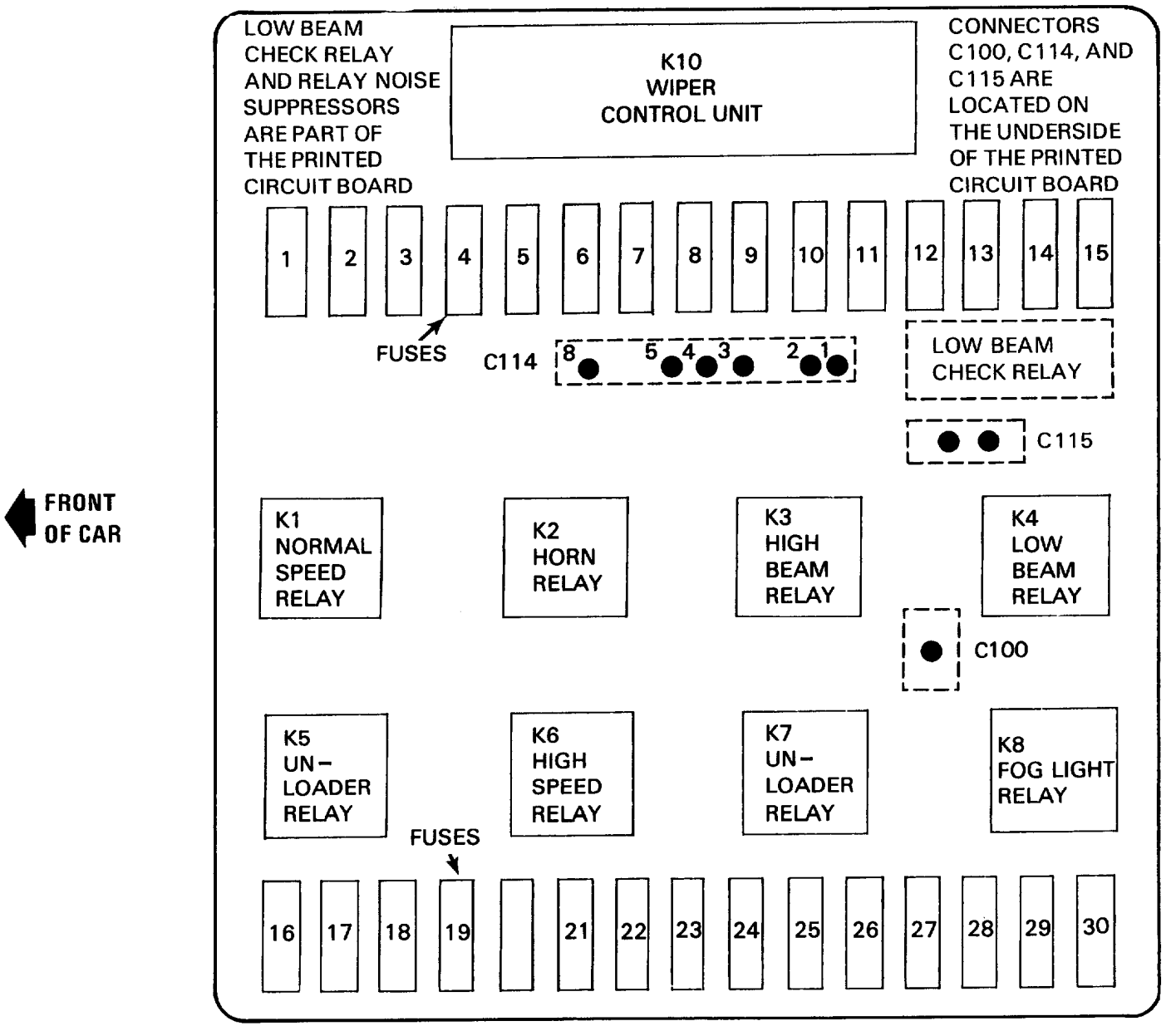
Disconnect the battery. Adjust the ohmmeter to read zero while holding the leads together. Remove the blown fuse and disconnect the load. Connect one lead of the ohmmeter to the fuse terminal that is closest to the load. Connect the other lead to a known good ground.

Starting near the POWER DISTRIBUTION BOX, move the wire harness back and forth and watch the ohmmeter reading. Low or no resistance indicates a short to ground in the wiring. Infinitely high resistance indicates no short.



Short Test Using Ohmmeter

POWER DISTRIBUTION BOX

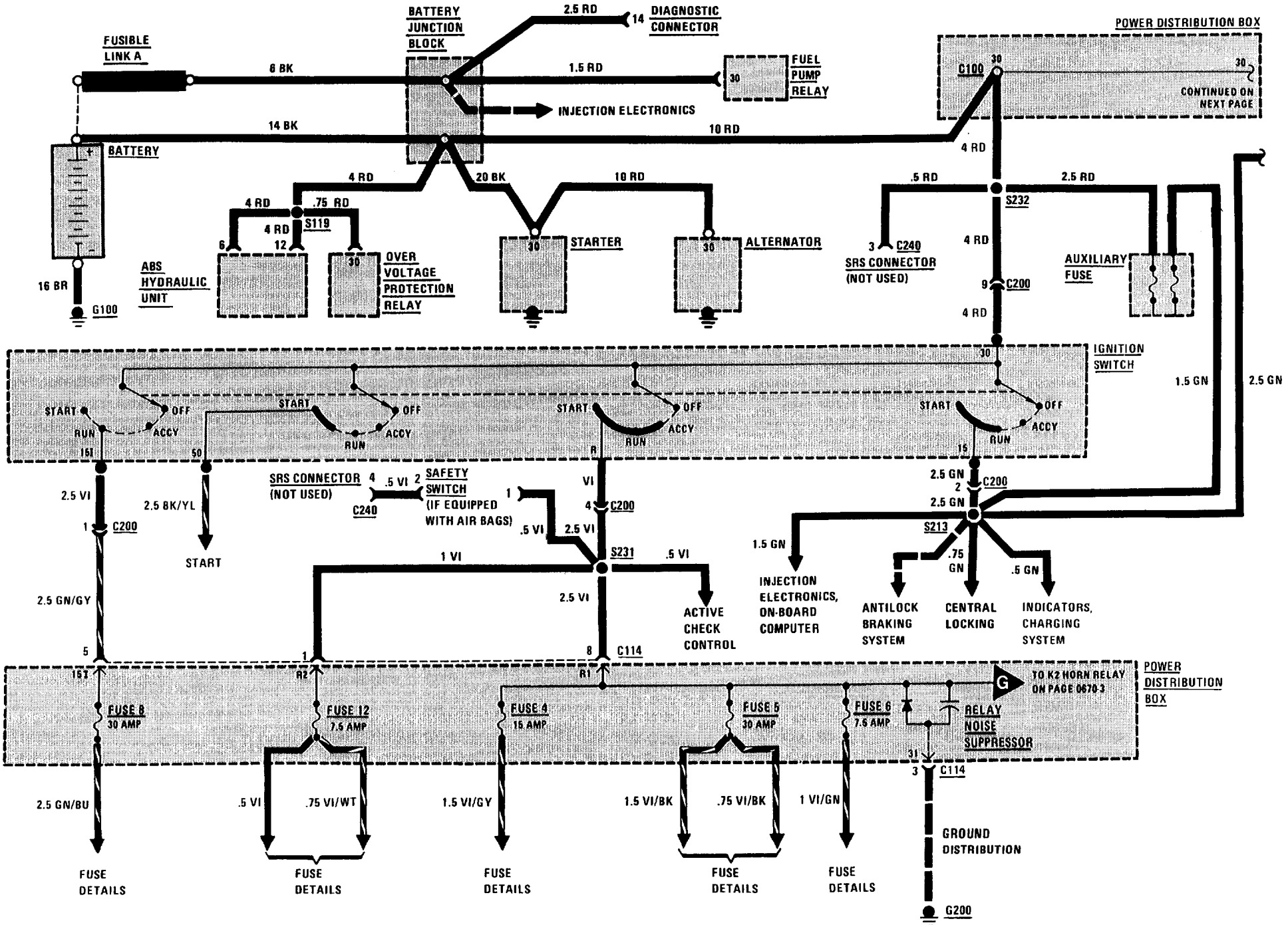


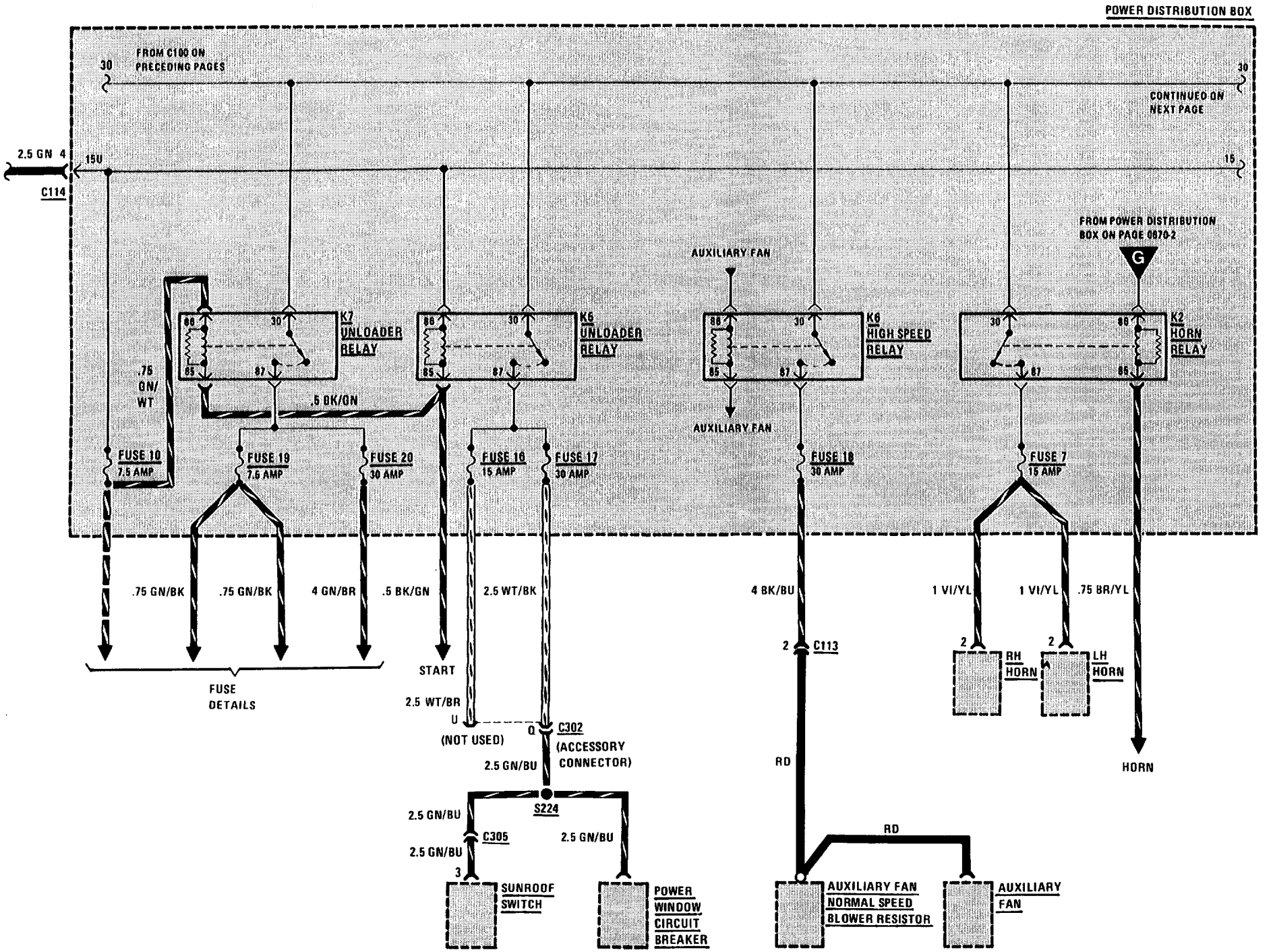
FUSE DATA CHART

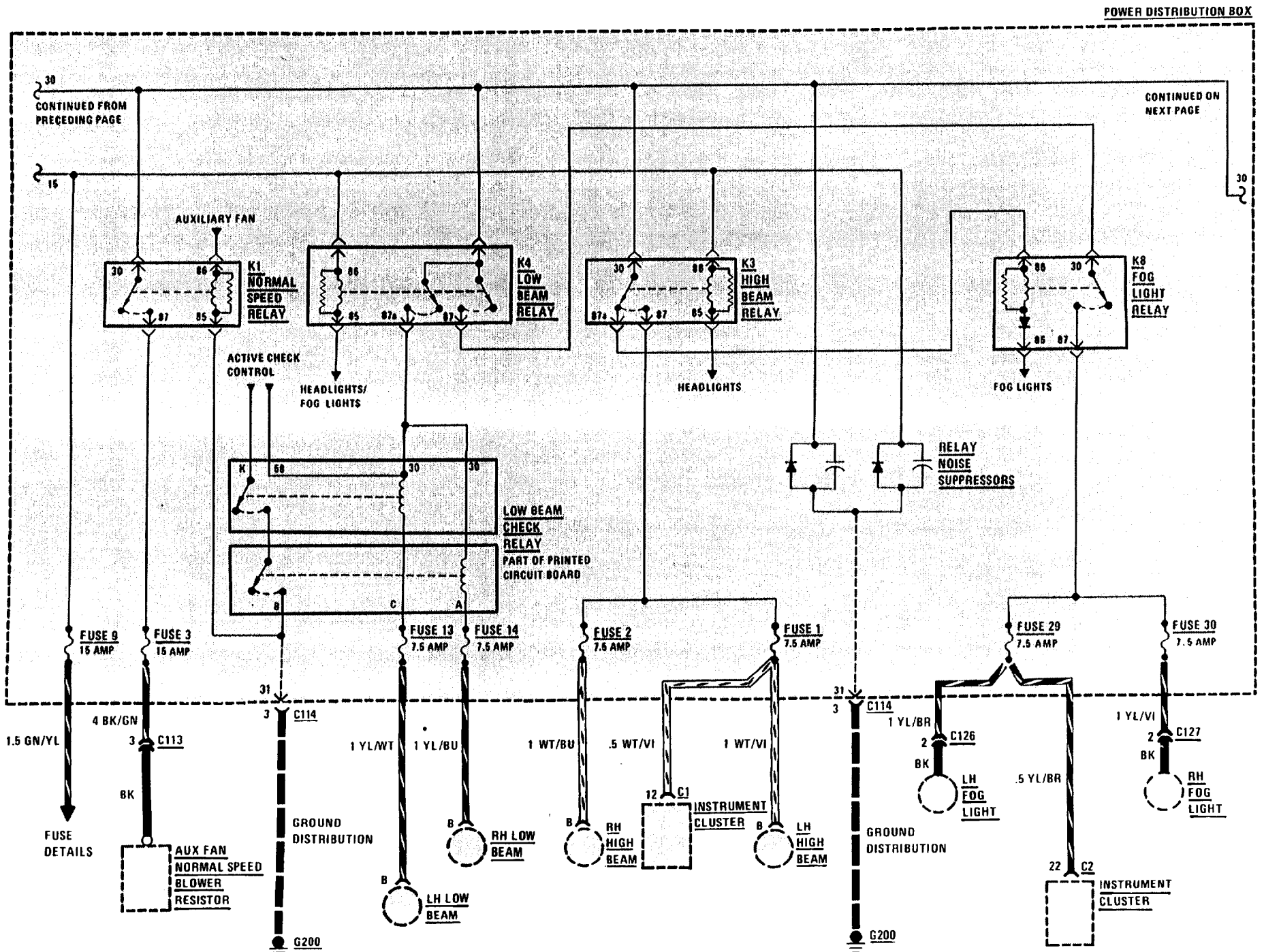
FUSE NO.	SIZE	CIRCUIT NAME
1	7.5A	Headlights (also fuses 2, 13, 14), High Beam Indicator.
2	7.5A	Headlights (also fuses 1, 13, 14).
3	15A	Auxiliary Fan (also fuses 18, 19, 20).
4	15A	Lights: Turn/Hazard Warning (also fuse 24); Active Check Control (also fuses 6, 10, 21, 22, 23).
5	30A	Wiper/Washer.
6	7.5A	Stop Lights Active Check Control (also fuses 4, 10, 21, 22, 23); Antilock Braking System; Cruise Control (also fuse 10) Map Reading Light.
7	15A	Horn.
8	30A	Rear Defogger (also fuse 23).
9	15A	Injection Electronics (also fuses 10, 11, 21)
10	7.5A	Ignition Key Warning/Seatbelt Warning (also Fuse 21)'; Seatbelt Warning (also fuse 21); Service Interval Indicator (also fuse 21); Tachometer/Fuel Economy Gauges (also fuse 21); Gauges/Indicators; Brake Warning System; Back Up Lights; On-Board Computer (also fuses 12, 21, 23, 27); Start; Injection Electronics (also fuses 9, 11, 21); Active Check Control (also fuses 4, 6, 21, 22, 23); Cruise Control (also fuse 6).
11	7.5A	Injection Electronics (also fuses 9, 10, 21).
12	7.5A	Radio/Antenna (also fuses 21, 27, 28); Speedometer/Indicators; On-Board Computer (also fuses 10, 21, 23, 27).
13	7.5A	Headlights (also fuses 1, 2, 14).
14	7.5A	Headlights (also fuses 1, 2, 13).
15		Not Used.
16	15A	Heated Seats.
17	30A	Power Windows.
18	30A	Auxiliary Fan (also fuses 3, 19, 20).
19	7.5A	Auxiliary Fan (also fuses 3, 18, 20); Interior Lights (also fuses 21, 27); Power Mirrors.

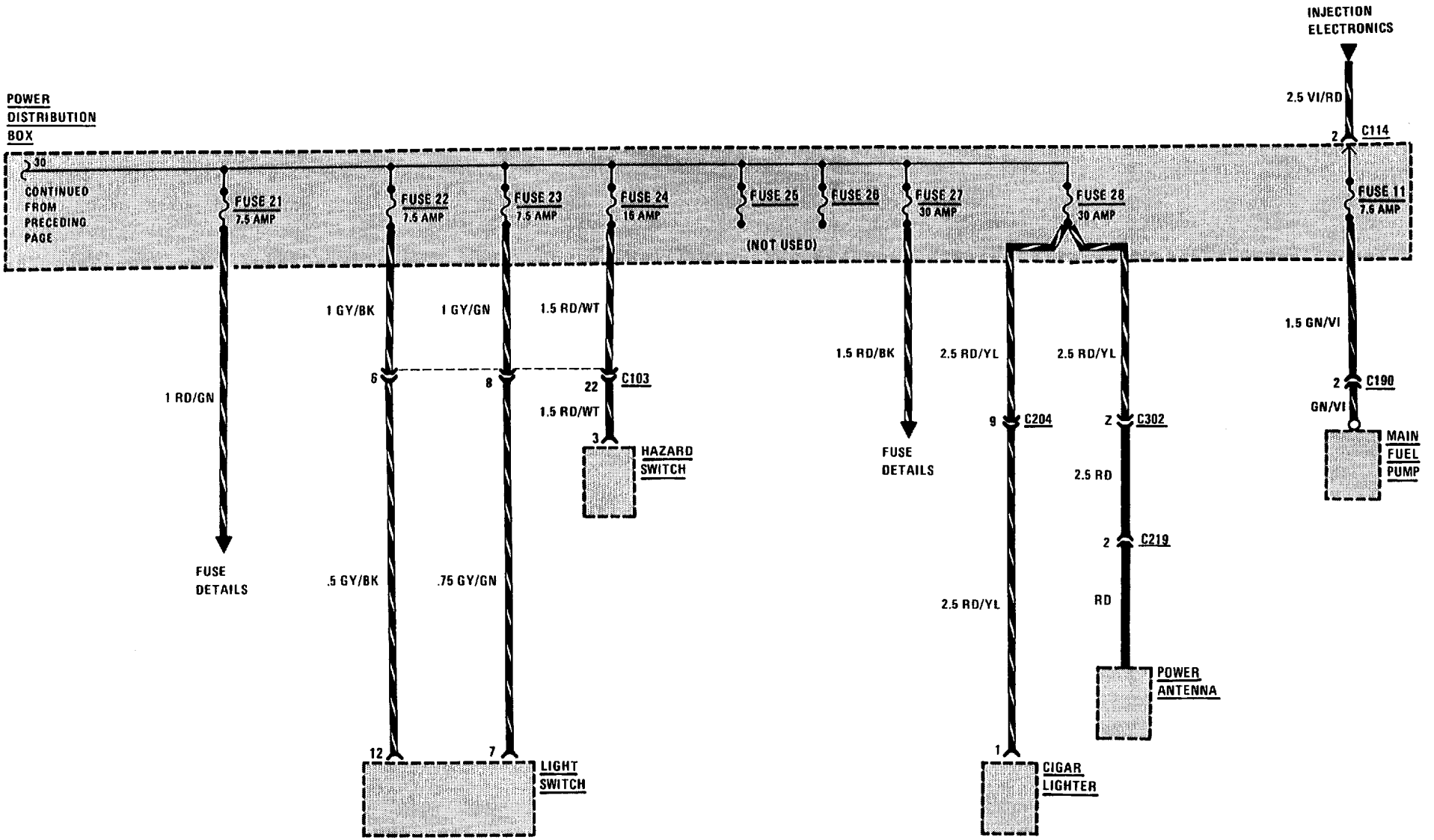
FUSE NO.	SIZE/ COLOR	CIRCUIT NAME
20	30A	Heater/Air Conditioning; Auxiliary Fan (also fuses 3, 18, 19).
21	7.5A	Auto-Charging Flashlight; Glove Box Light; Ignition Key Warning/Seatbelt Warning (also fuse 10); Injection Electronics (also fuses 9, 10, 11); Interior Lights (also fuses 19, 27); Radio/Antenna (also fuses 12, 27, 28); Trunk Light; Active Check Control (also fuses 4, 6, 10, 22, 23); Service Interval Indicator (also fuse 10); On-Board Computer (also fuses 10, 12, 23, 27); Tachometer/Fuel Economy Gauge (also fuse 10).
22	7.5A	Active Check Control (also fuses 4, 6, 10, 21, 23); Lights: Front Park/Tail (also fuse 23); Lights: Front Side Marker (also fuse 23).
23	7.5A	Lights: Dash; Lights: Front Park/Tail (also fuse 22); Lights; Front Side Marker (also fuse 22); Lights: Rear Marker/License; Active Check Control (also fuses 4, 6, 10, 21, & 22); On-Board Computer (also fuses 10, 12, 21, 27); Rear Defogger (also fuse 8).
24	15A	Lights: Turn/Hazard Warning (also fuse 4).
25		Not Used.
26		Not Used.
27	30A	Interior Lights (also fuses 19, 21); Central Locking; Radio/Antenna (also fuses 12, 21, 28); On-Board Computer (also fuses 10, 12, 21, 23).
28	30A	Cigar Lighter; Radio/Antenna (also fuses 12, 21, 27).
29	7.5A	Fog Lights (also fuse 30), Fog Light Indicator.
30	7.5A	Fog Lights (also fuse 29).
POWER WINDOW CIRCUIT BREAKER	25A	Power Windows

0670-2 POWER DISTRIBUTION

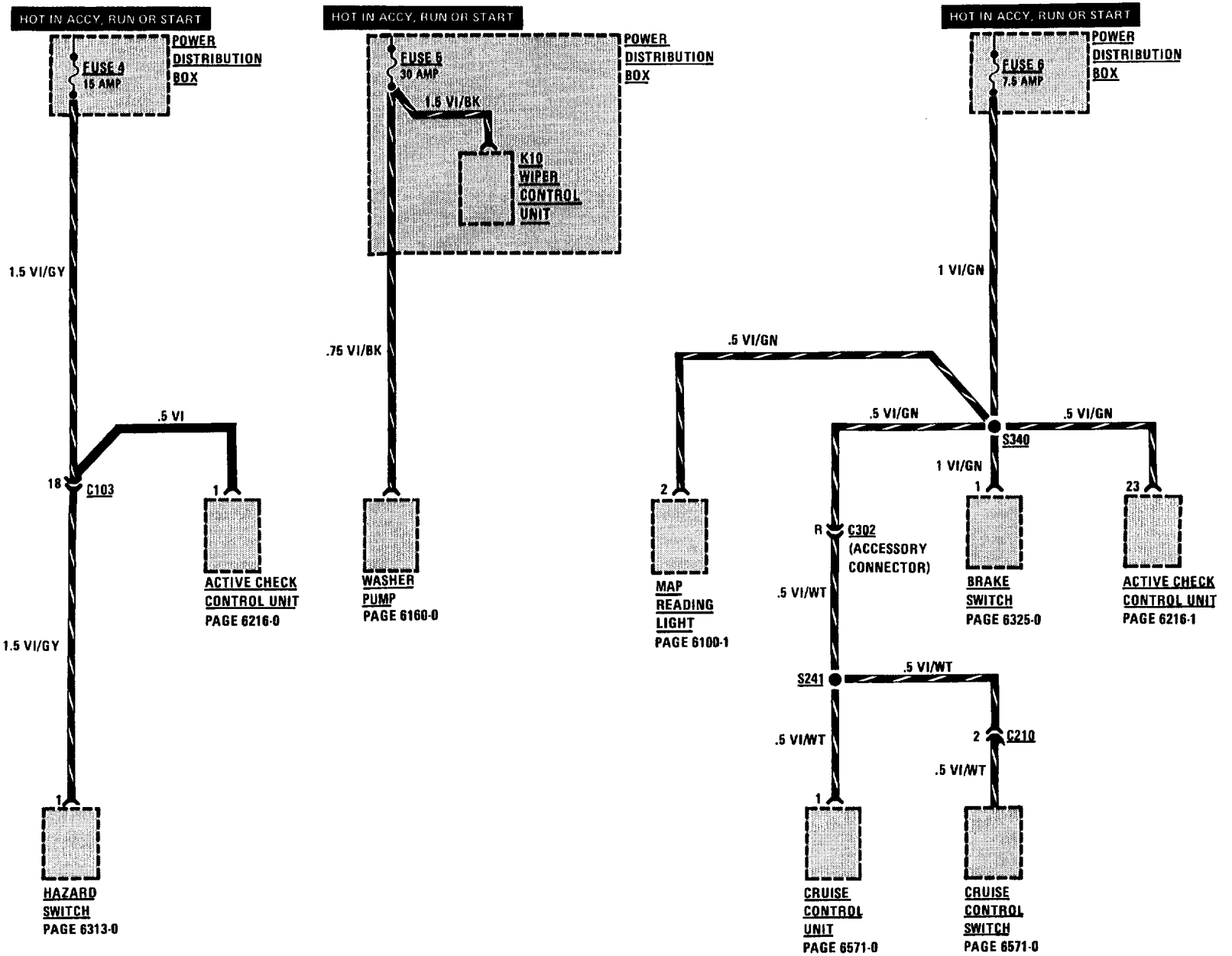



POWER DISTRIBUTION BOX
FROM C100 ON PRECEDING PAGES
30
CONTINUED ON NEXT PAGE
2.5 GN 4
15U
C114
15
FROM POWER DISTRIBUTION BOX ON PAGE 0670-2
G
AUXILIARY FAN
K7 UNLOADER RELAY
K6 UNLOADER RELAY
K6 HIGH SPEED RELAY
K2 HORN RELAY
86
85
87
30
.75 GN/WT
.5 BK/GN
AUXILIARY FAN
FUSE 10 7.5 AMP
FUSE 19 7.5 AMP
FUSE 20 30 AMP
FUSE 16 15 AMP
FUSE 17 30 AMP
FUSE 18 30 AMP
FUSE 7 15 AMP
.75 GN/BK
.75 GN/BK
4 GN/BR
.5 BK/GN
2.5 WT/BK
4 BK/BU
1 VI/YL
1 VI/YL
.75 BR/YL
FUSE DETAILS
START
2.5 WT/BR
U
(NOT USED)
Q
C302
(ACCESSORY CONNECTOR)
2.5 GN/BU
S224
2.5 GN/BU
C305
2.5 GN/BU
3
SUNROOF SWITCH
2.5 GN/BU
POWER WINDOW CIRCUIT BREAKER
2
C113
RD
RD
AUXILIARY FAN NORMAL SPEED BLOWER RESISTOR
AUXILIARY FAN
2
RH HORN
2
LH HORN
HORN

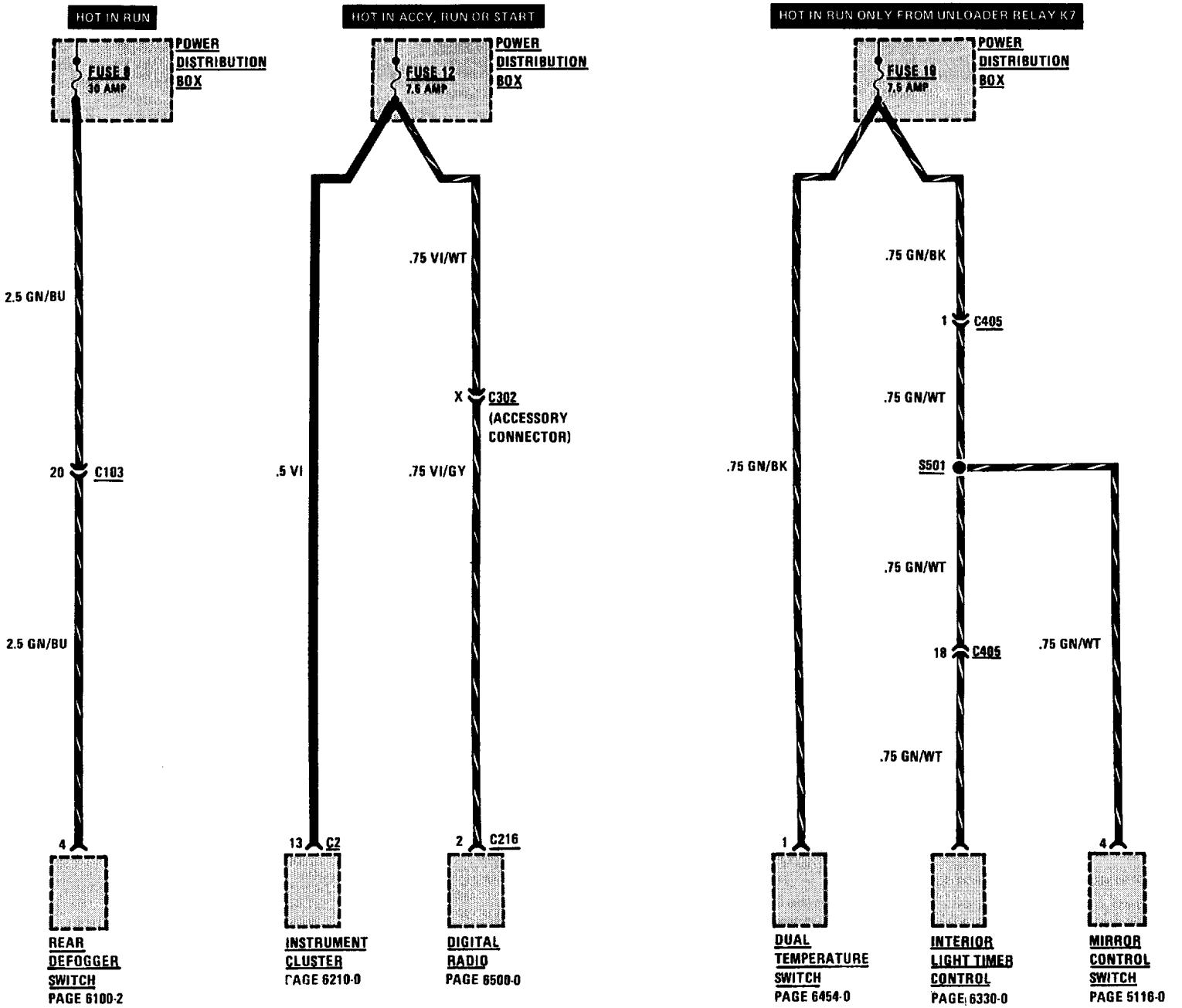

POWER DISTRIBUTION BOX
30
CONTINUED FROM PRECEDING PAGE
CONTINUED ON NEXT PAGE
15
AUXILIARY FAN
K1 NORMAL SPEED RELAY
K4 LOW BEAM RELAY
K3 HIGH BEAM RELAY
K8 FOG LIGHT RELAY
ACTIVE CHECK CONTROL
HEADLIGHTS/ FOG LIGHTS
HEADLIGHTS
FOG LIGHTS
RELAY NOISE SUPPRESSORS
LOW BEAM CHECK RELAY
PART OF PRINTED CIRCUIT BOARD
FUSE 9 15 AMP
FUSE 3 15 AMP
FUSE 13 7.5 AMP
FUSE 14 7.5 AMP
FUSE 2 7.5 AMP
FUSE 1 7.5 AMP
FUSE 29 7.5 AMP
FUSE 30 7.5 AMP
1.5 GN/YL
4 BK/GN
1 YL/WT
1 YL/BU
1 WT/BU
.5 WT/VI
1 WT/VI
1 YL/BR
1 YL/VI
.5 YL/BR
BK
C113
C114
C126
C127
C1
C2
FUSE DETAILS
AUX FAN NORMAL SPEED BLOWER RESISTOR
GROUND DISTRIBUTION
RH LOW BEAM
LH LOW BEAM
RH HIGH BEAM
LH HIGH BEAM
INSTRUMENT CLUSTER
LH FOG LIGHT
RH FOG LIGHT
G200


INJECTION ELECTRONICS
2.5 VI/RD
2
C114
POWER DISTRIBUTION BOX
30
CONTINUED FROM PRECEDING PAGE
FUSE 21 7.5 AMP
FUSE 22 7.5 AMP
FUSE 23 7.5 AMP
FUSE 24 15 AMP
FUSE 25
FUSE 26
(NOT USED)
FUSE 27 30 AMP
FUSE 28 30 AMP
FUSE 11 7.5 AMP
1 GY/BK
1 GY/GN
1.5 RD/WT
1.5 GN/VI
1.5 RD/BK
2.5 RD/YL
2.5 RD/YL
6
8
22
C103
2
C190
1 RD/GN
1.5 RD/WT
9
C204
Z
C302
GN/VI
3
HAZARD SWITCH
FUSE DETAILS
FUSE DETAILS
MAIN FUEL PUMP
2.5 RD
2
C219
.5 GY/BK
.75 GY/GN
2.5 RD/YL
RD
POWER ANTENNA
12
7
1
LIGHT SWITCH
CIGAR LIGHTER

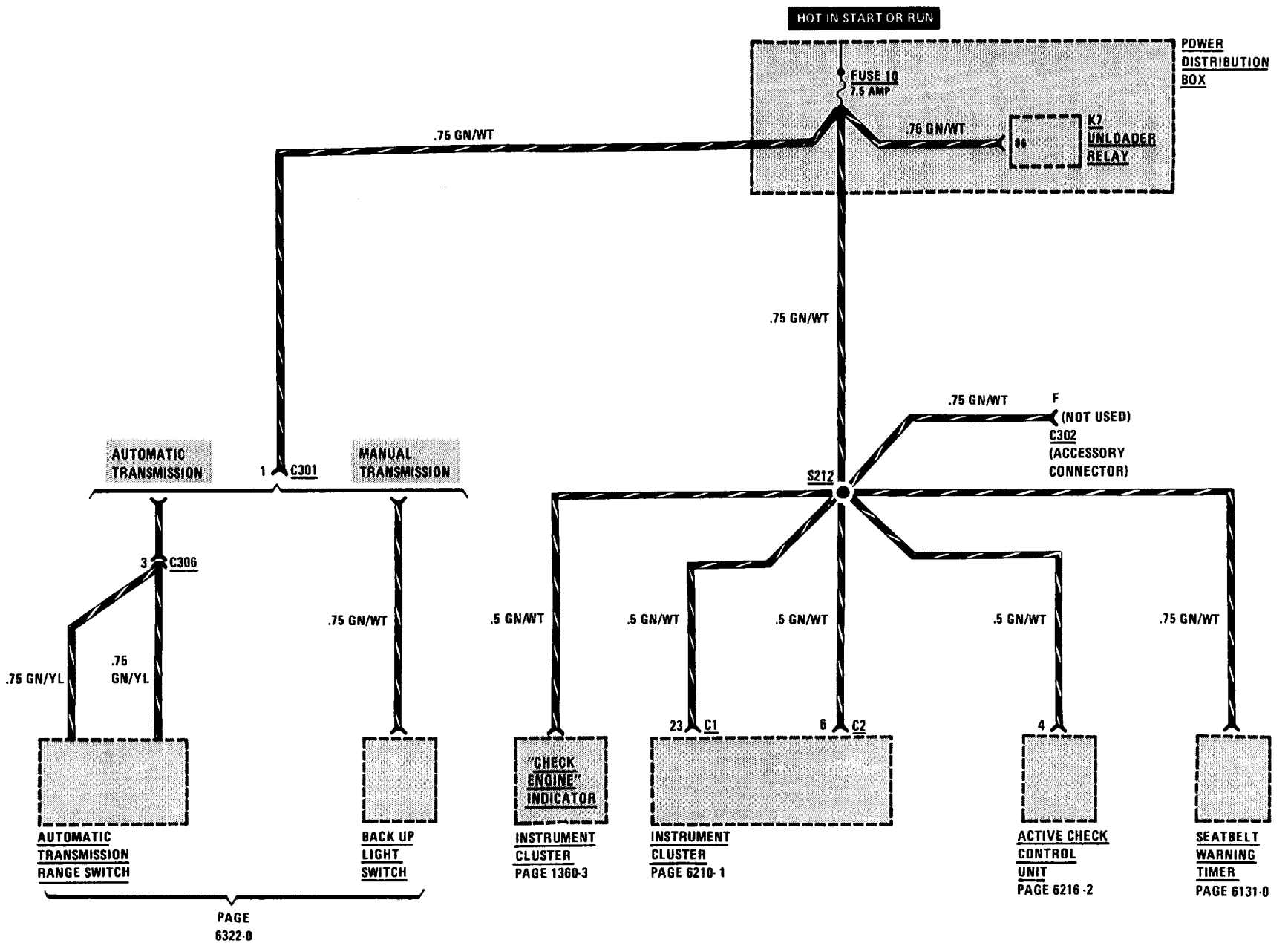
FUSE DETAILS: FUSES 4, 5, AND 6



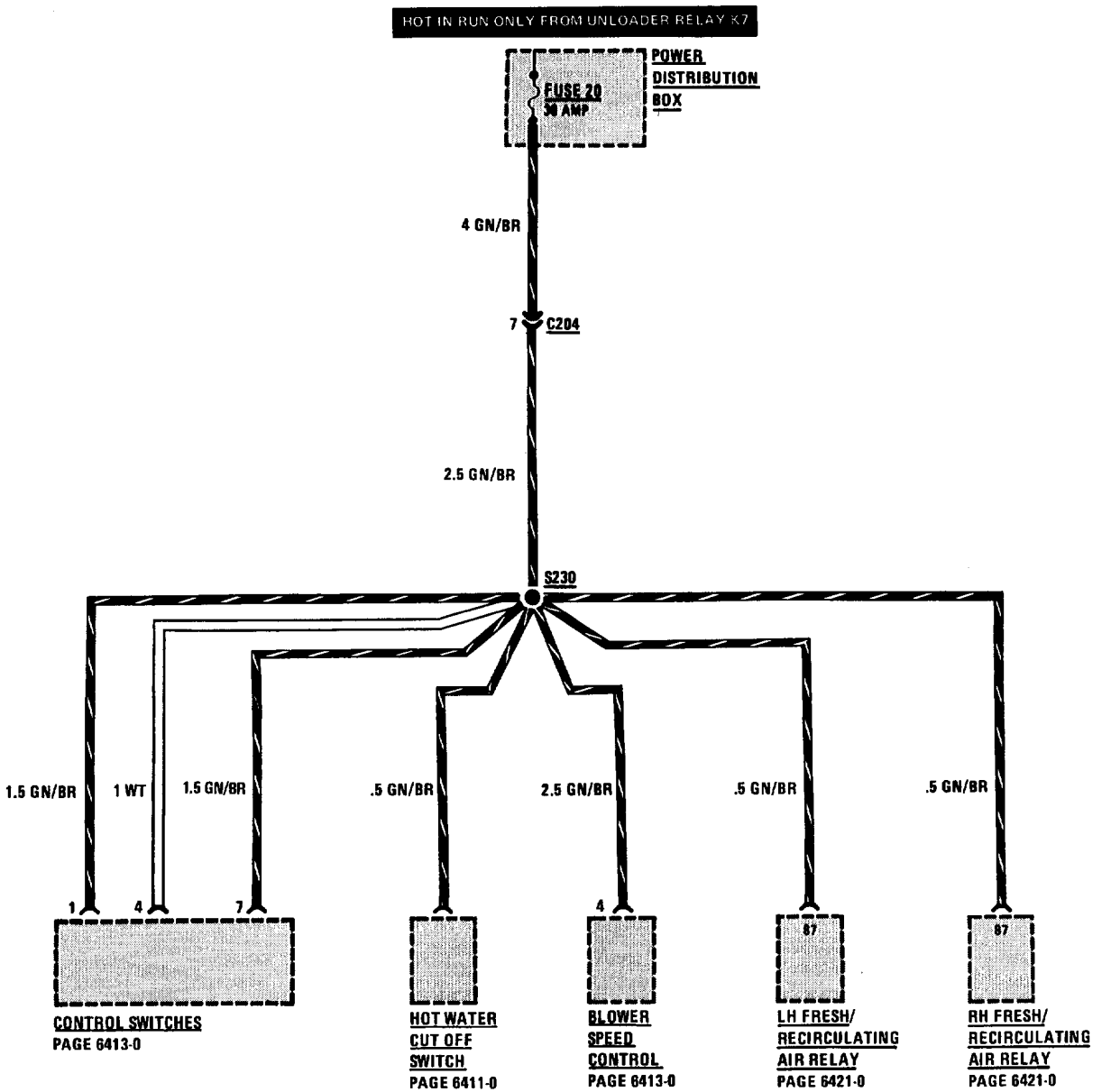
FUSE DETAILS: FUSES 8, 12 AND 19



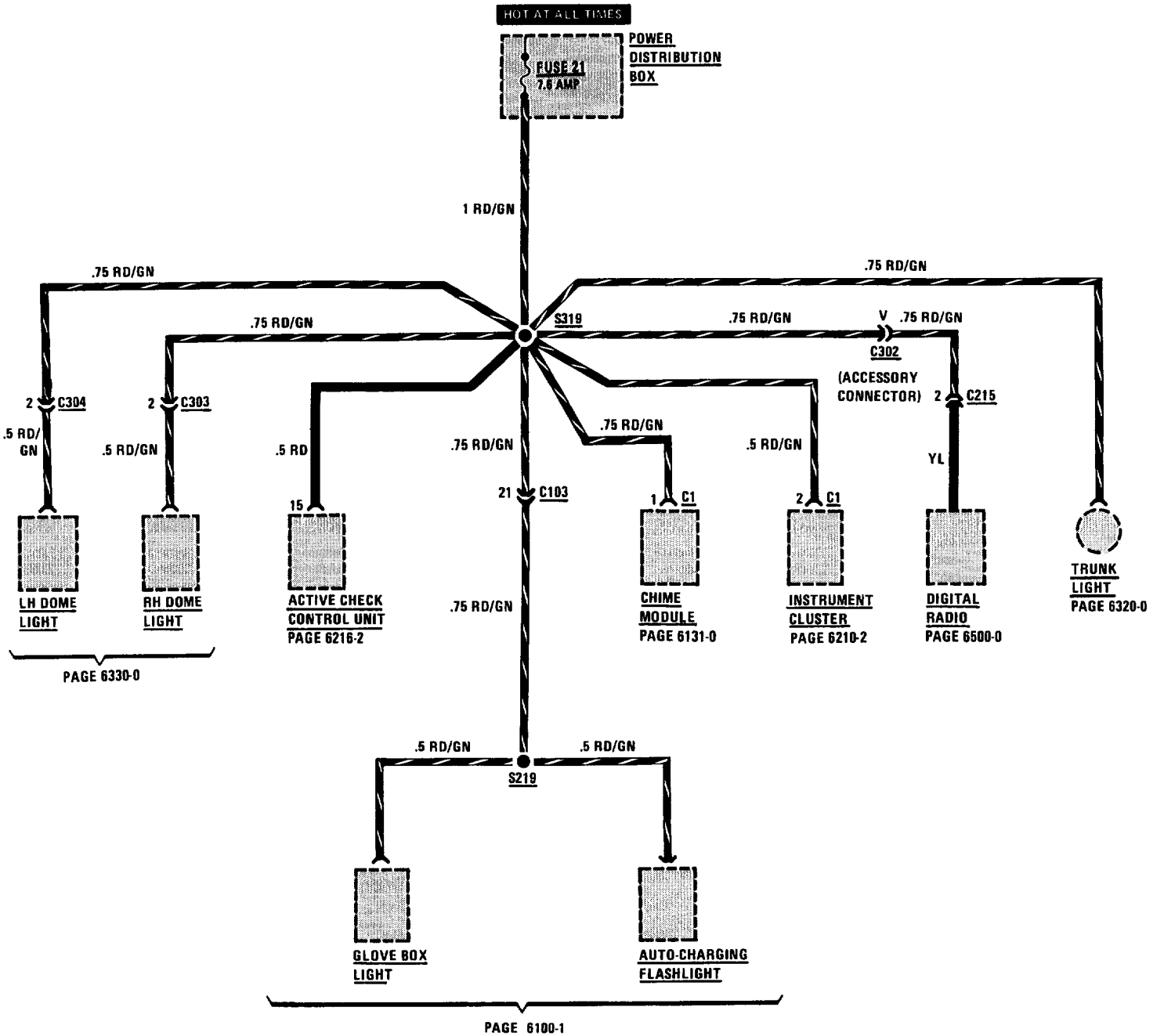
FUSE DETAILS: FUSE 10



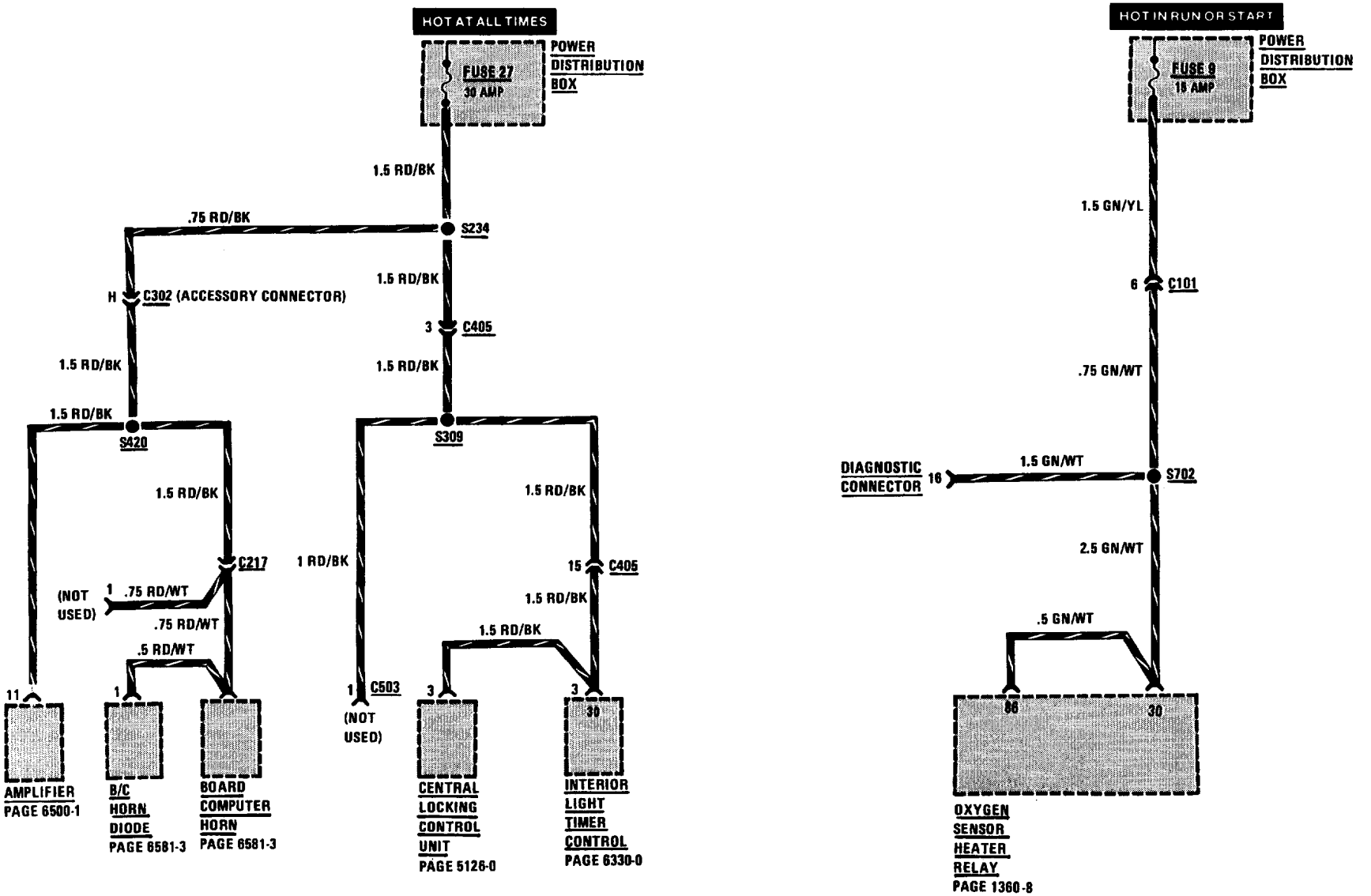
FUSE DETAILS: FUSE 20



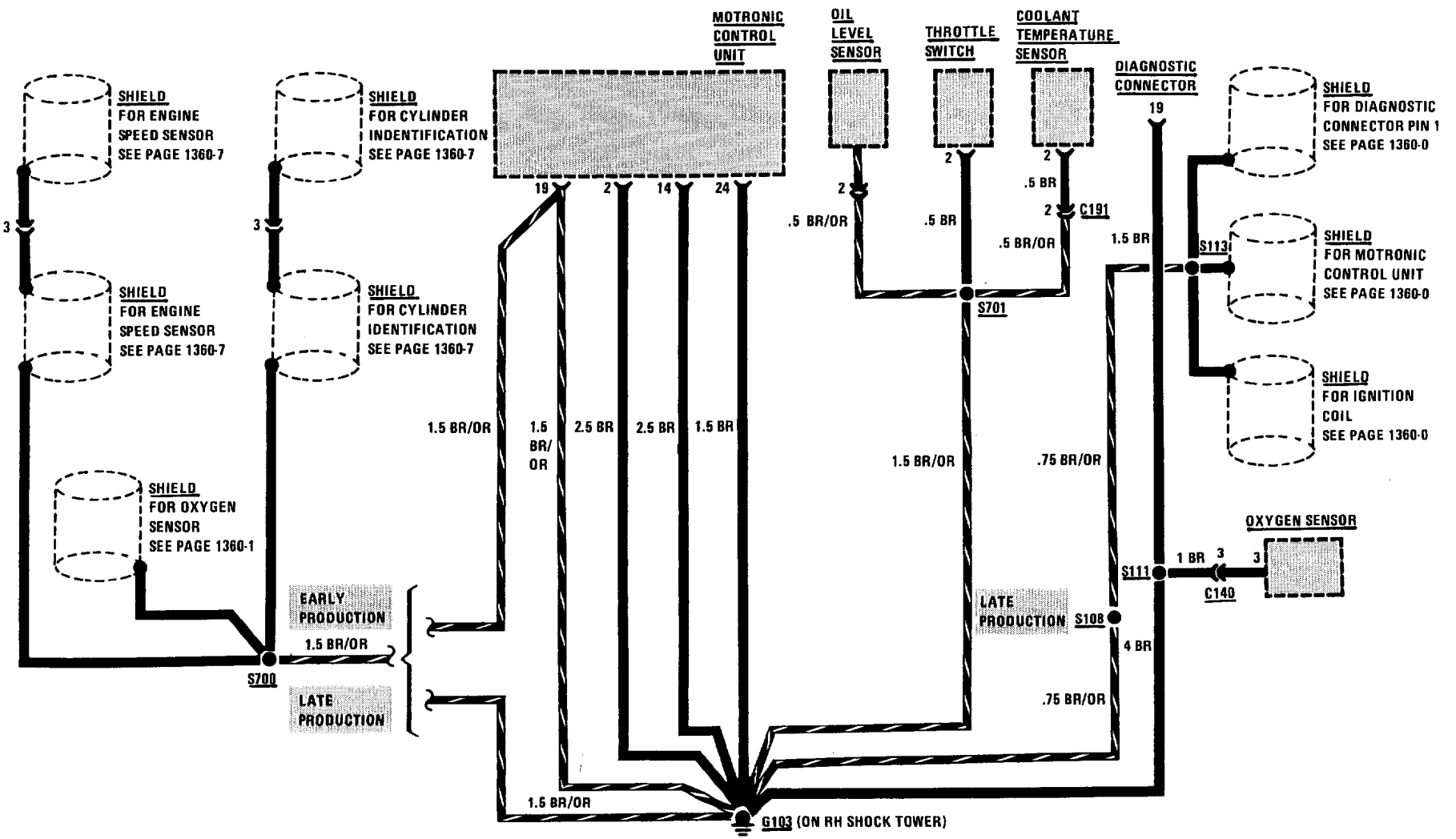
FUSE DETAILS: FUSE 21



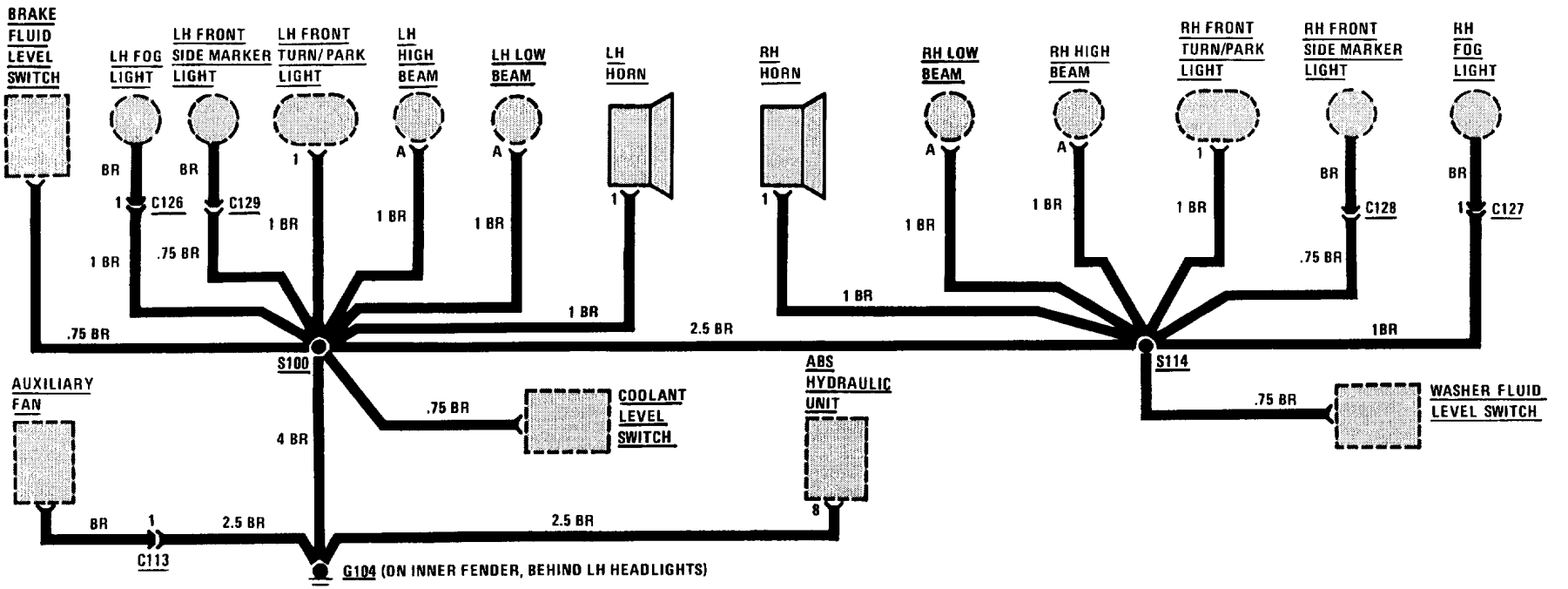
FUSE DETAILS: FUSES 27 AND 9

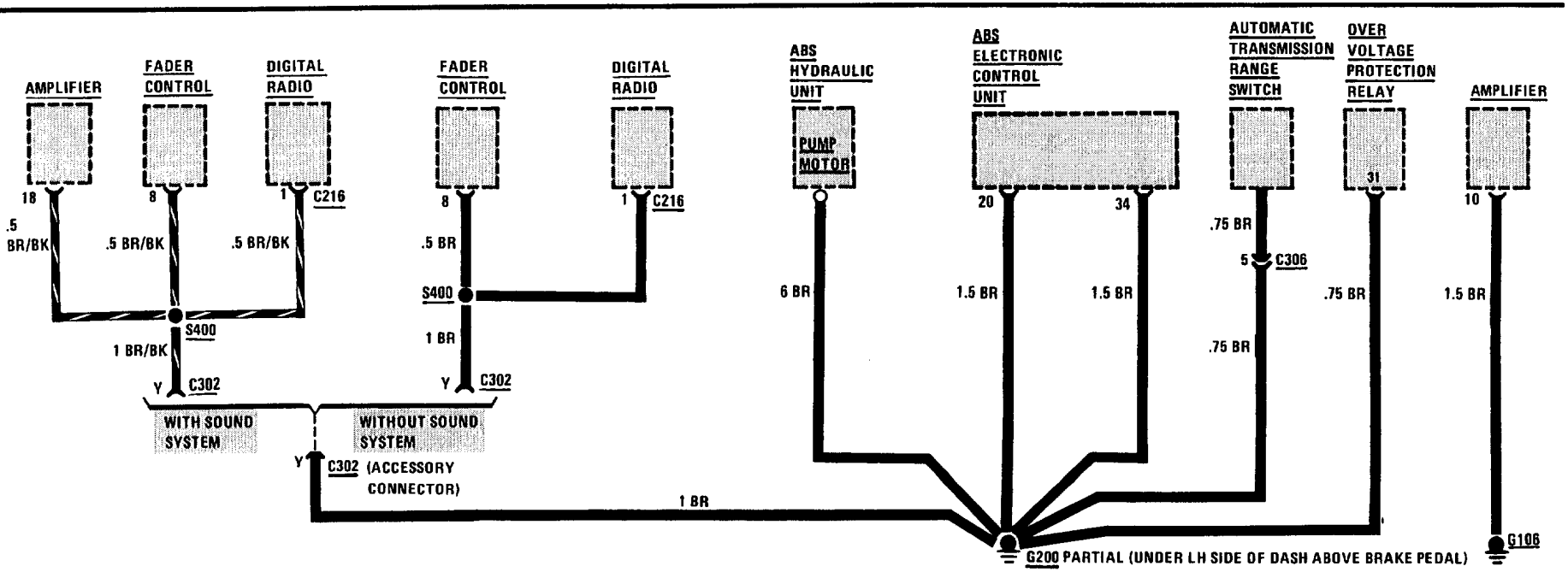


GROUND DISTRIBUTION: G103

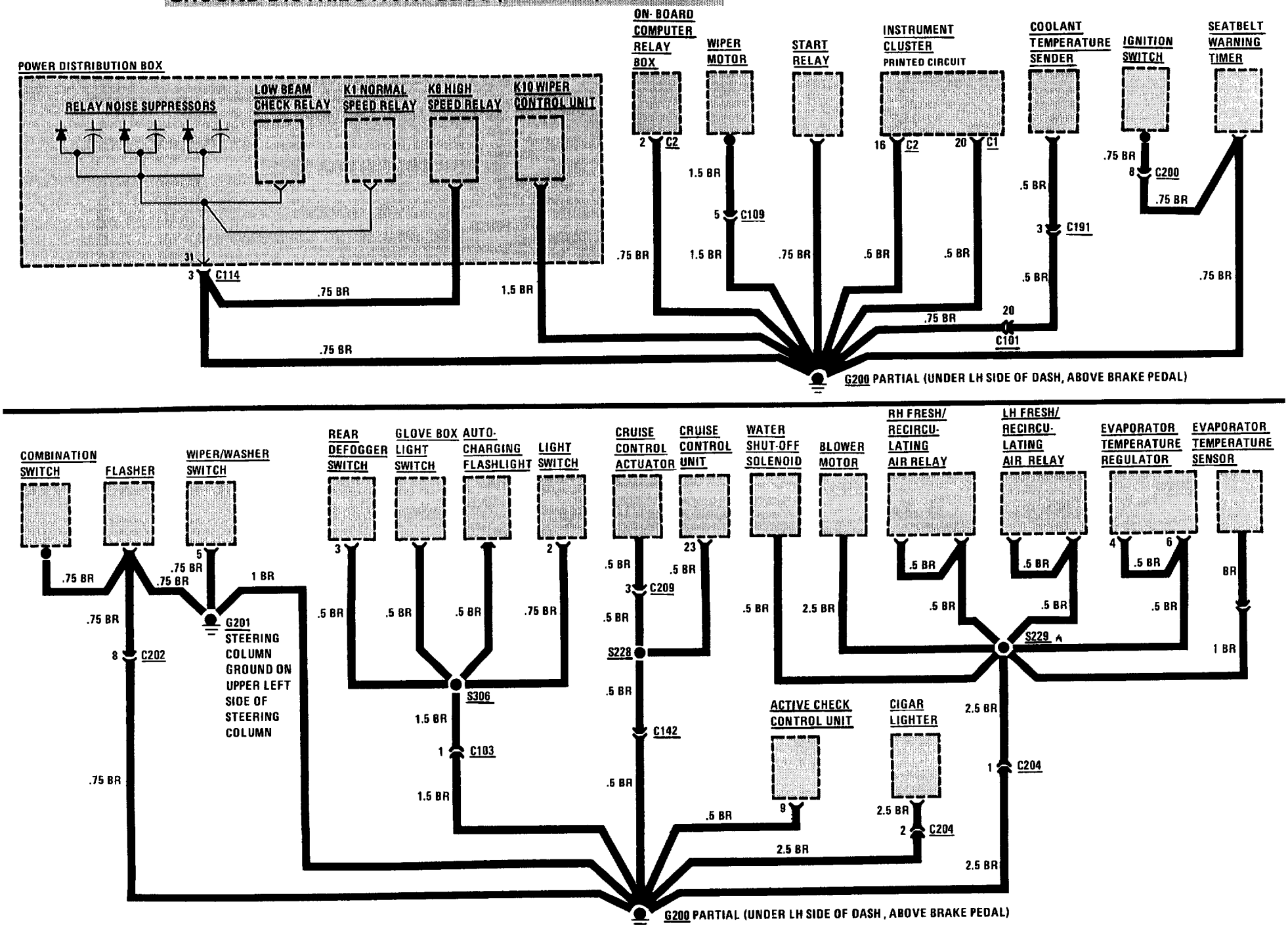


GROUND DISTRIBUTION: G104, G106 AND G200 (PARTIAL)

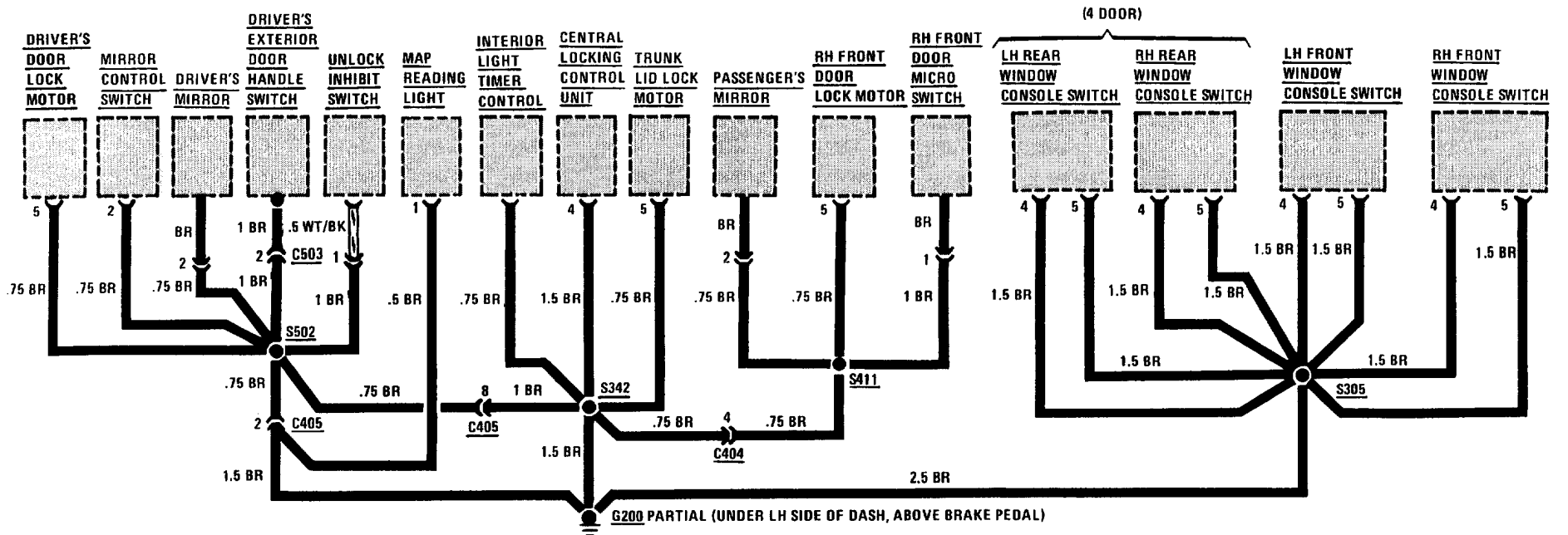


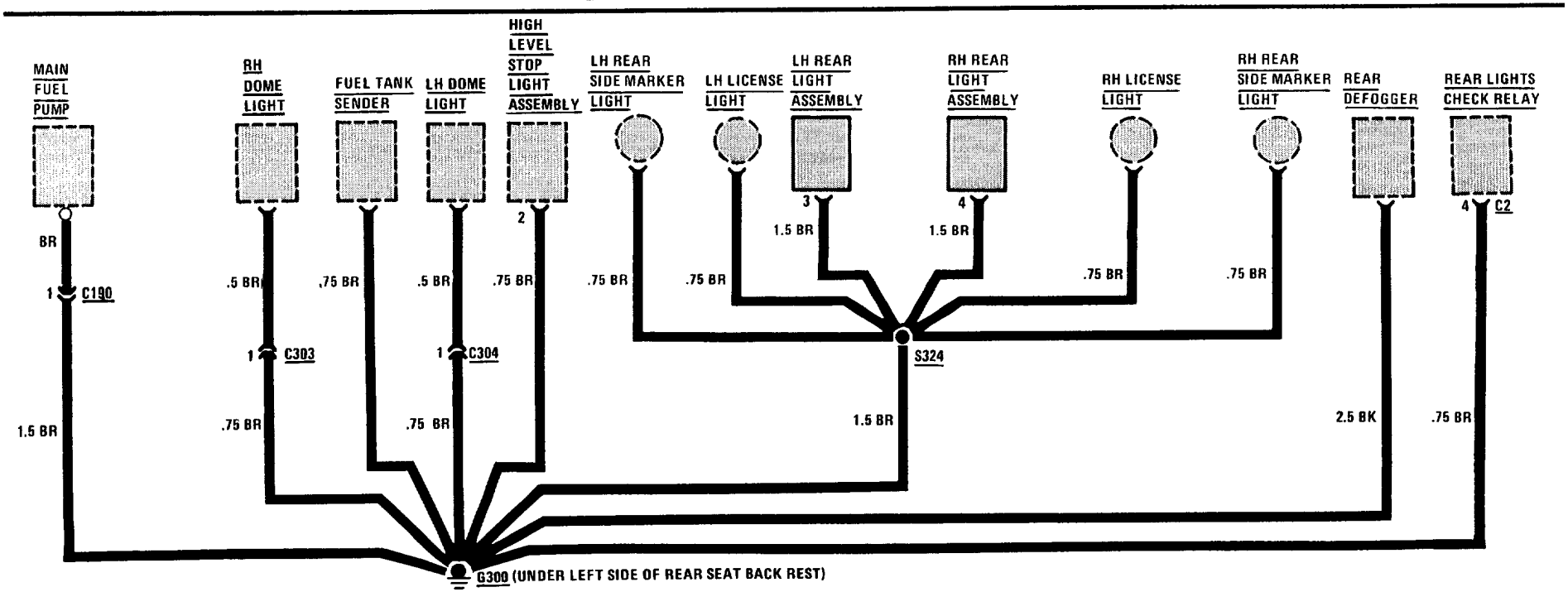


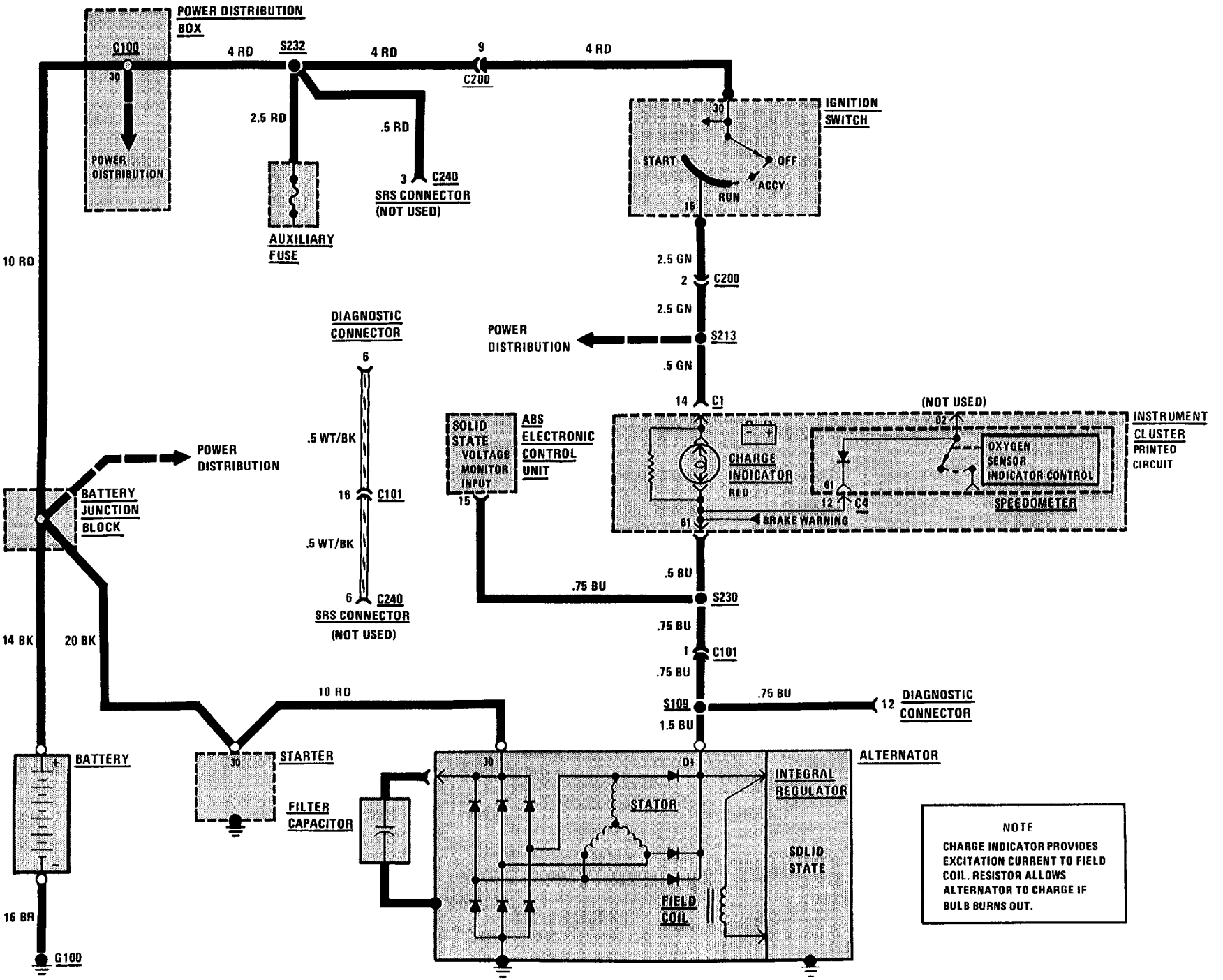
GROUND DISTRIBUTION: G200 (PARTIAL) AND G201



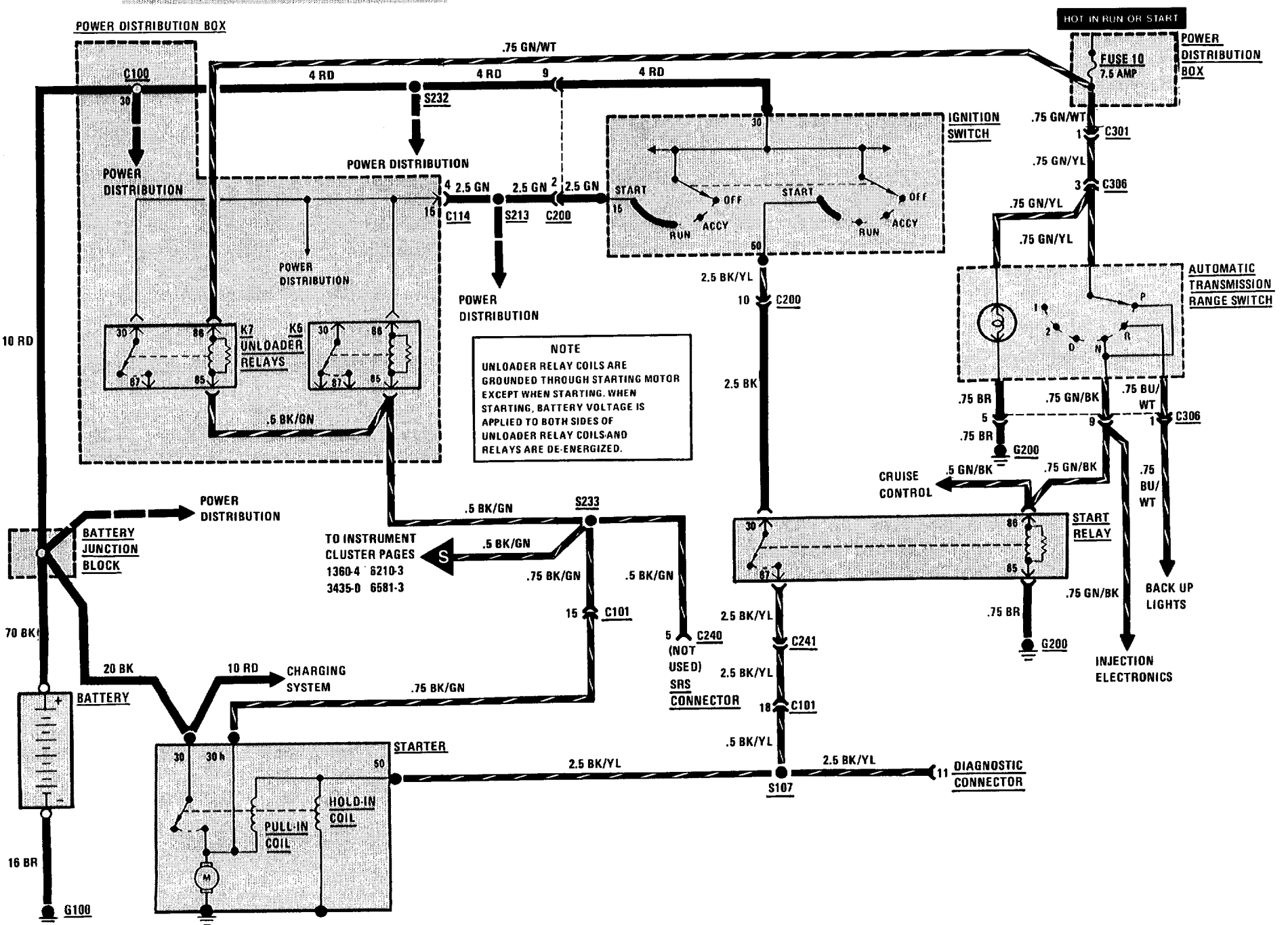
GROUND DISTRIBUTION: G200 (PARTIAL) AND G300



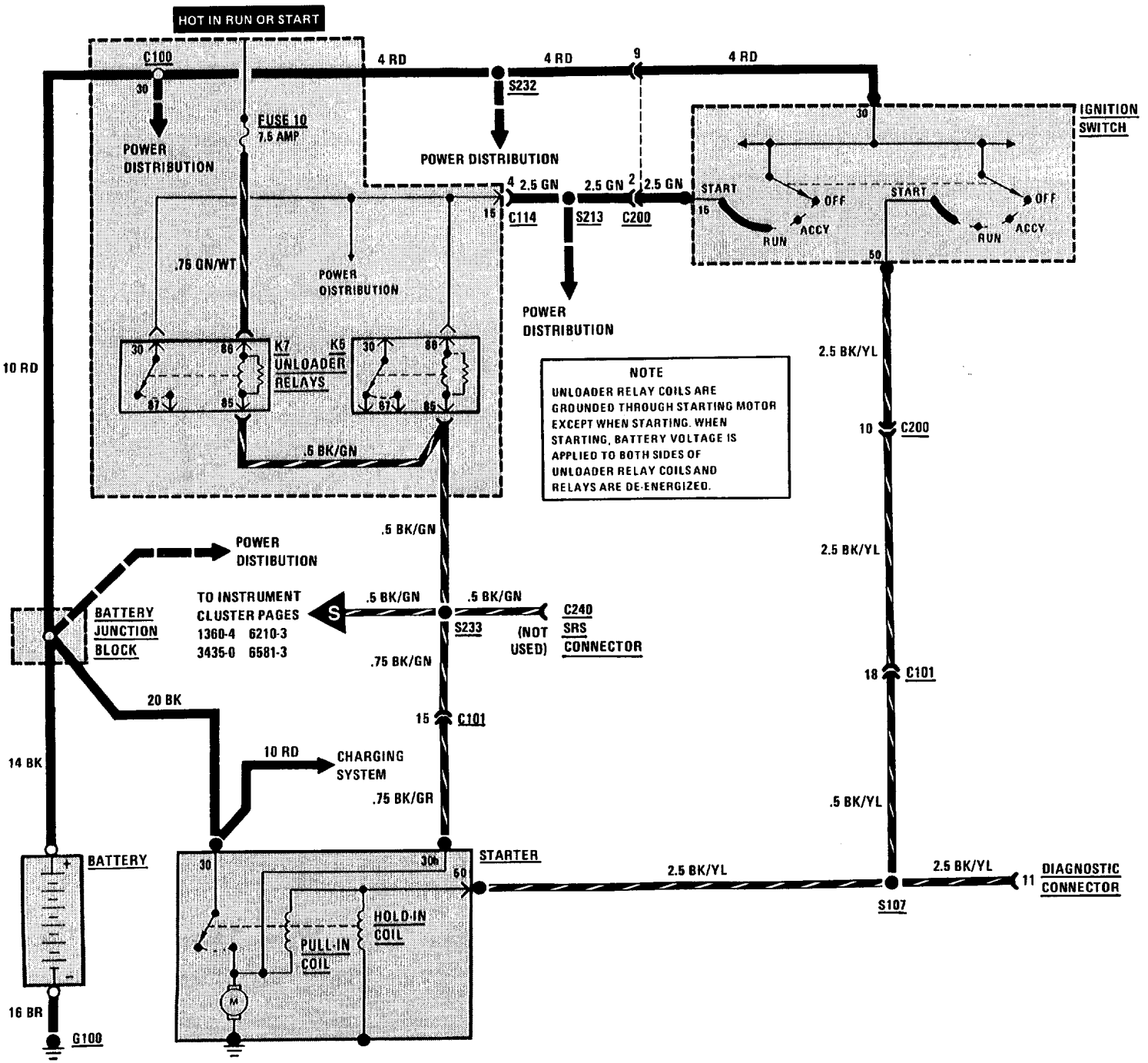



POWER DISTRIBUTION BOX
C100
30
POWER DISTRIBUTION
4 RD
S232
4 RD
9
C200
4 RD
2.5 RD
.5 RD
AUXILIARY FUSE
3 C240
SRS CONNECTOR (NOT USED)
IGNITION SWITCH
30
START
OFF
ACCY
RUN
15
10 RD
2.5 GN
2 C200
2.5 GN
DIAGNOSTIC CONNECTOR
POWER DISTRIBUTION
S213
.5 GN
14 C1
(NOT USED)
SOLID STATE VOLTAGE MONITOR INPUT
ABS ELECTRONIC CONTROL UNIT
15
CHARGE INDICATOR
RED
OXYGEN SENSOR INDICATOR CONTROL
SPEEDOMETER
INSTRUMENT CLUSTER PRINTED CIRCUIT
61
12 C4
BRAKE WARNING
POWER DISTRIBUTION
BATTERY JUNCTION BLOCK
.5 WT/BK
16 C101
.5 WT/BK
6 C240
SRS CONNECTOR (NOT USED)
.5 BU
.75 BU
S230
.75 BU
1 C101
.75 BU
14 BK
20 BK
10 RD
S109
1.5 BU
.75 BU
12 DIAGNOSTIC CONNECTOR
BATTERY
STARTER
30
FILTER CAPACITOR
ALTERNATOR
INTEGRAL REGULATOR
SOLID STATE
STATOR
FIELD COIL
D+
16 BR
G100
NOTE
CHARGE INDICATOR PROVIDES EXCITATION CURRENT TO FIELD COIL. RESISTOR ALLOWS ALTERNATOR TO CHARGE IF BULB BURNS OUT.

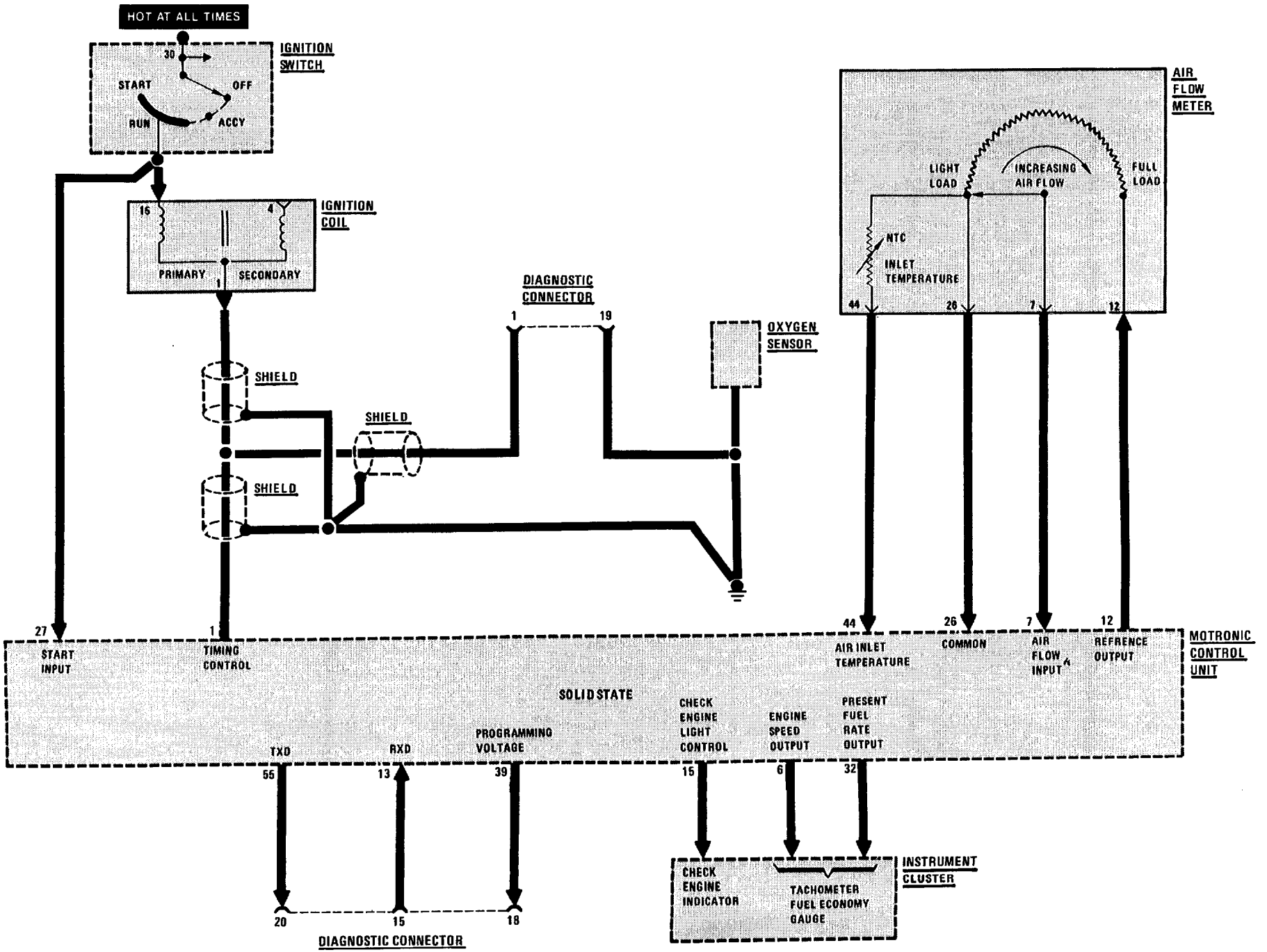
AUTOMATIC TRANSMISSION



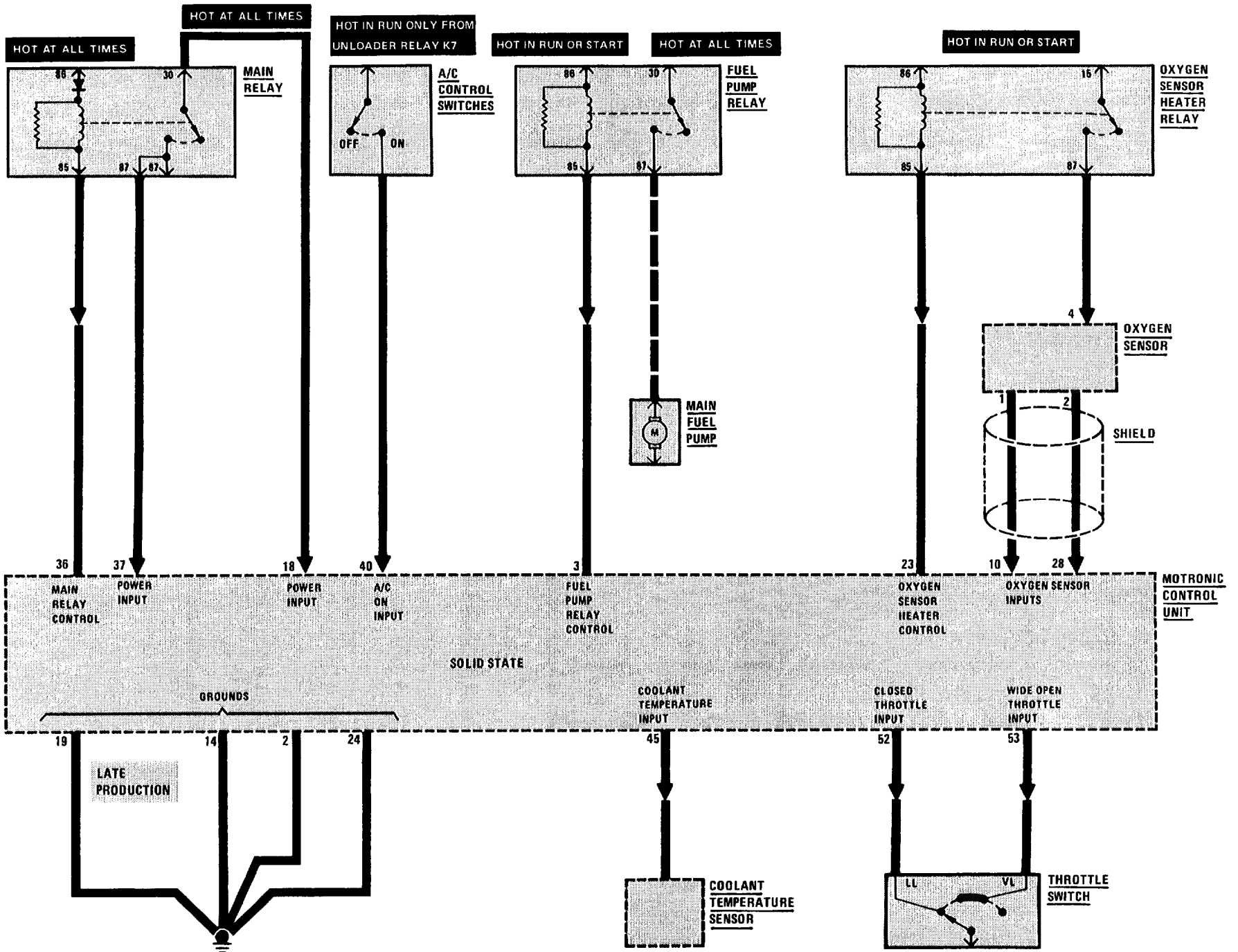
MANUAL TRANSMISSION



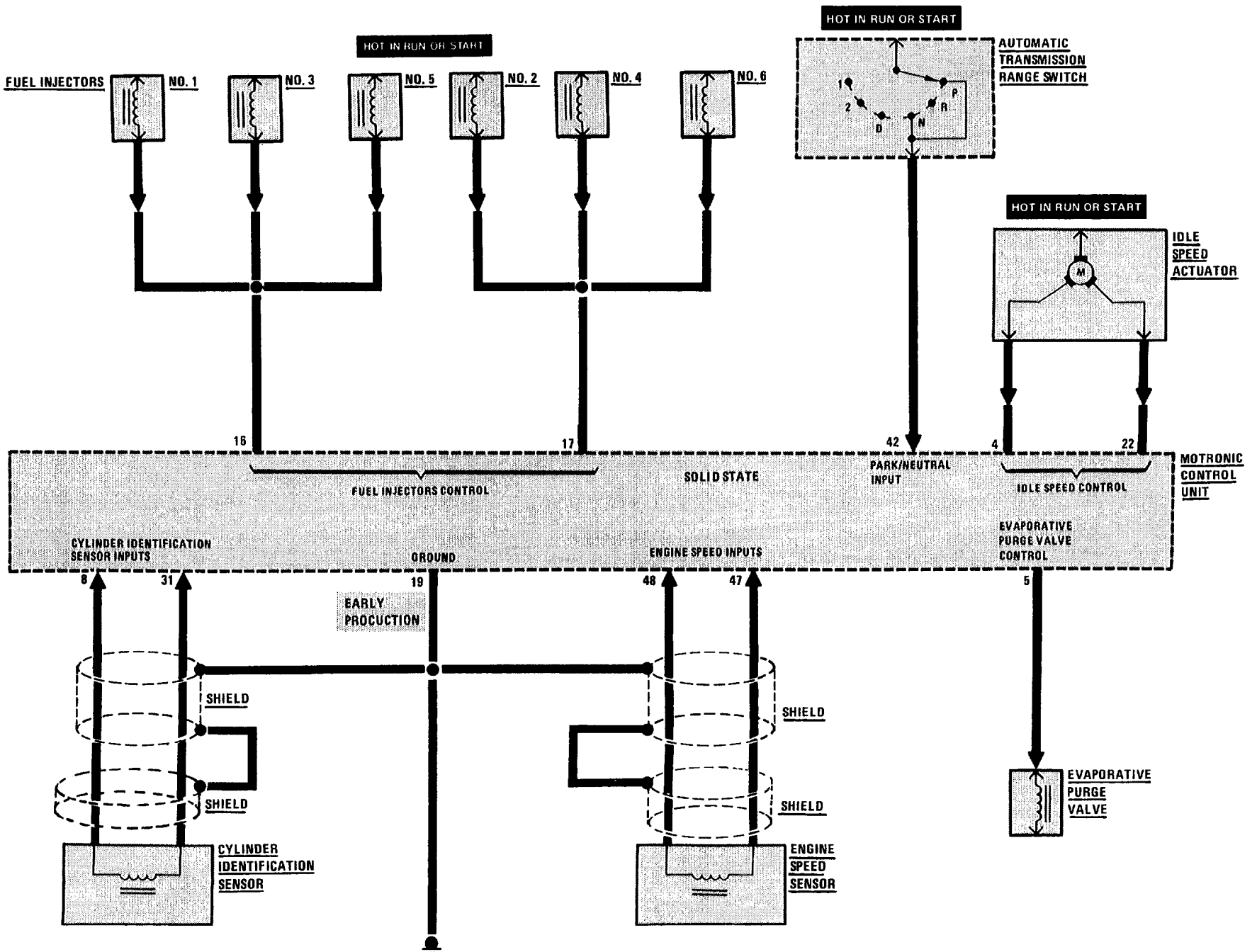
ENGINE BLOCK DIAGRAM

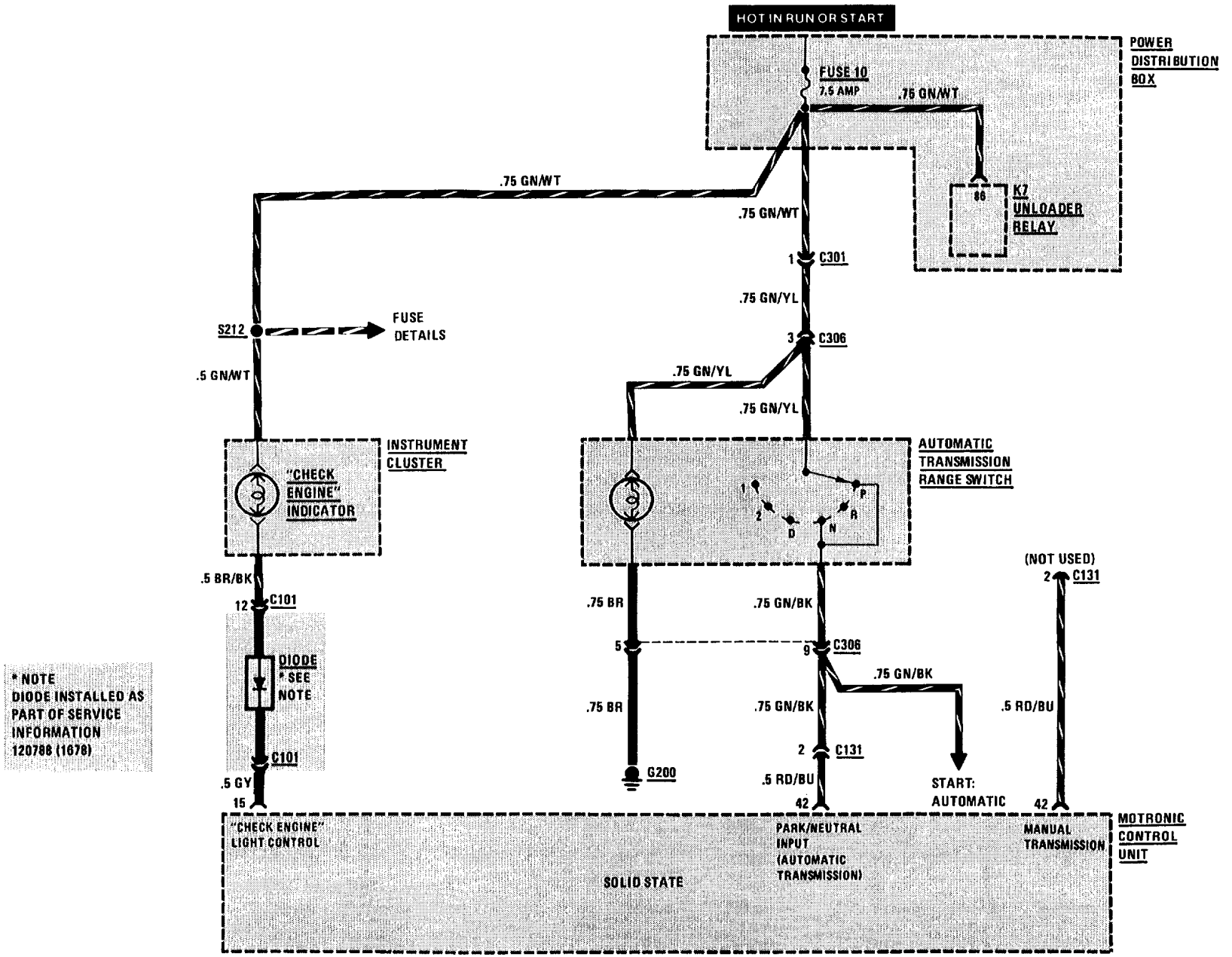


ENGINE BLOCK DIAGRAM

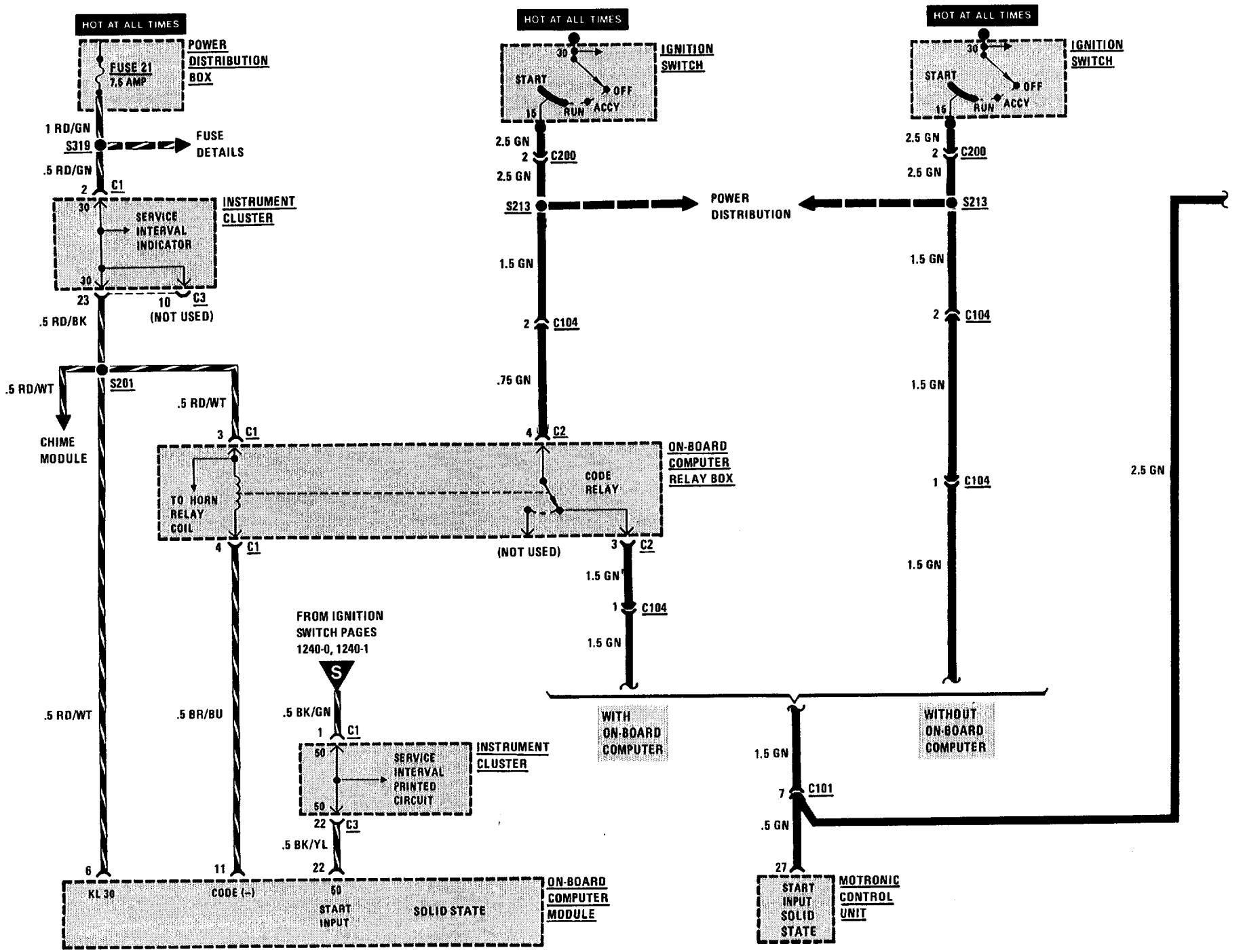


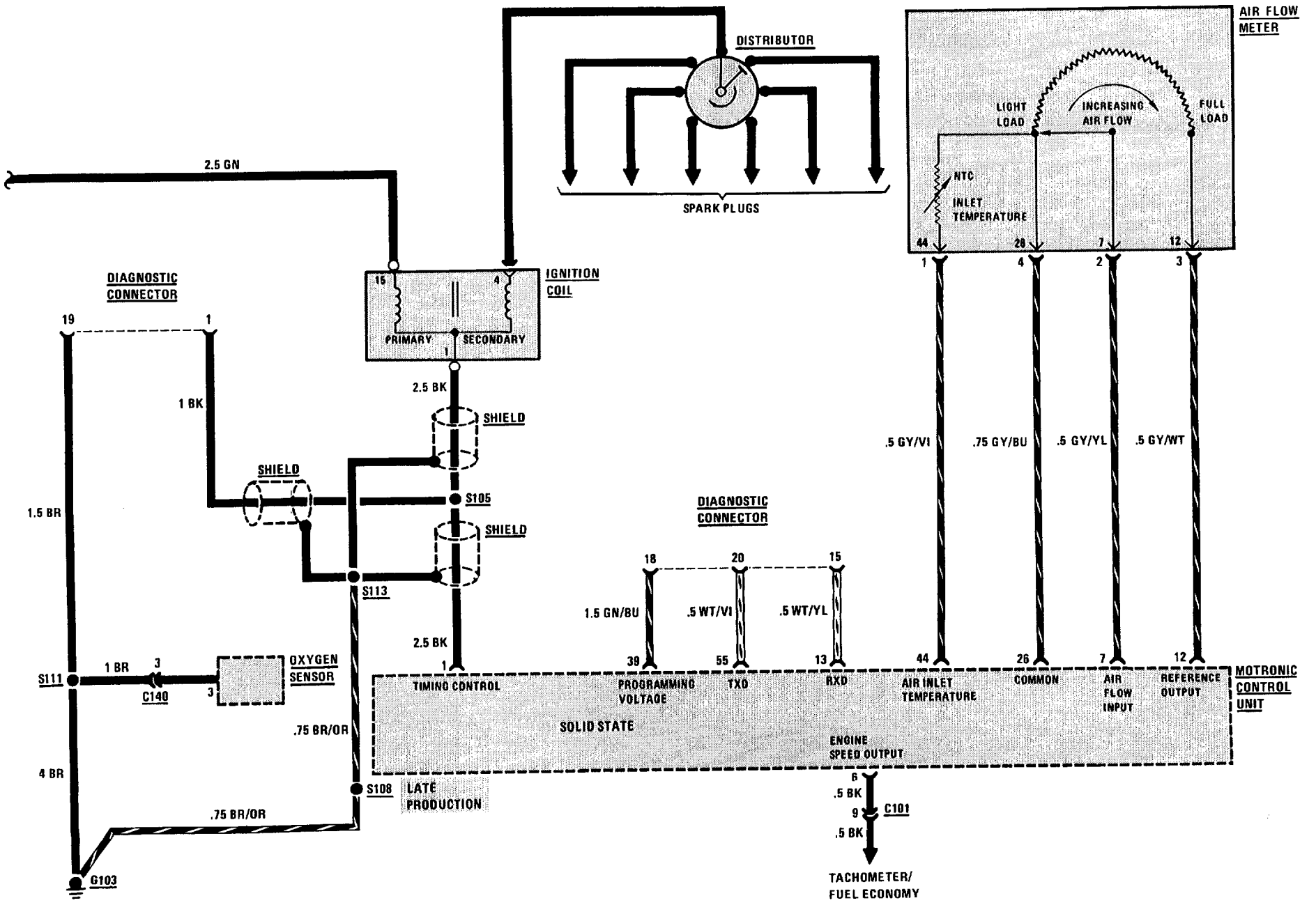
ENGINE BLOCK DIAGRAM

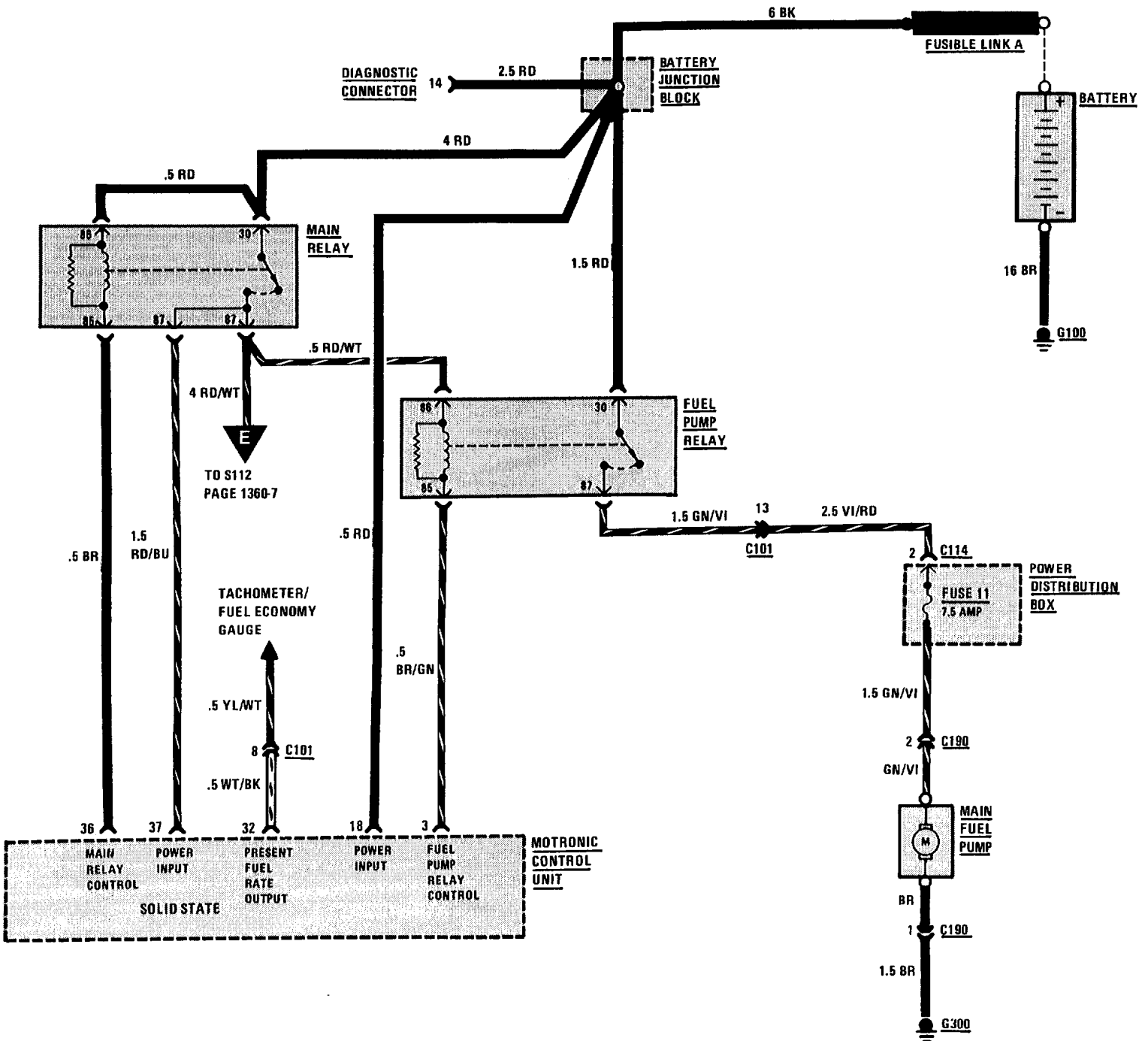


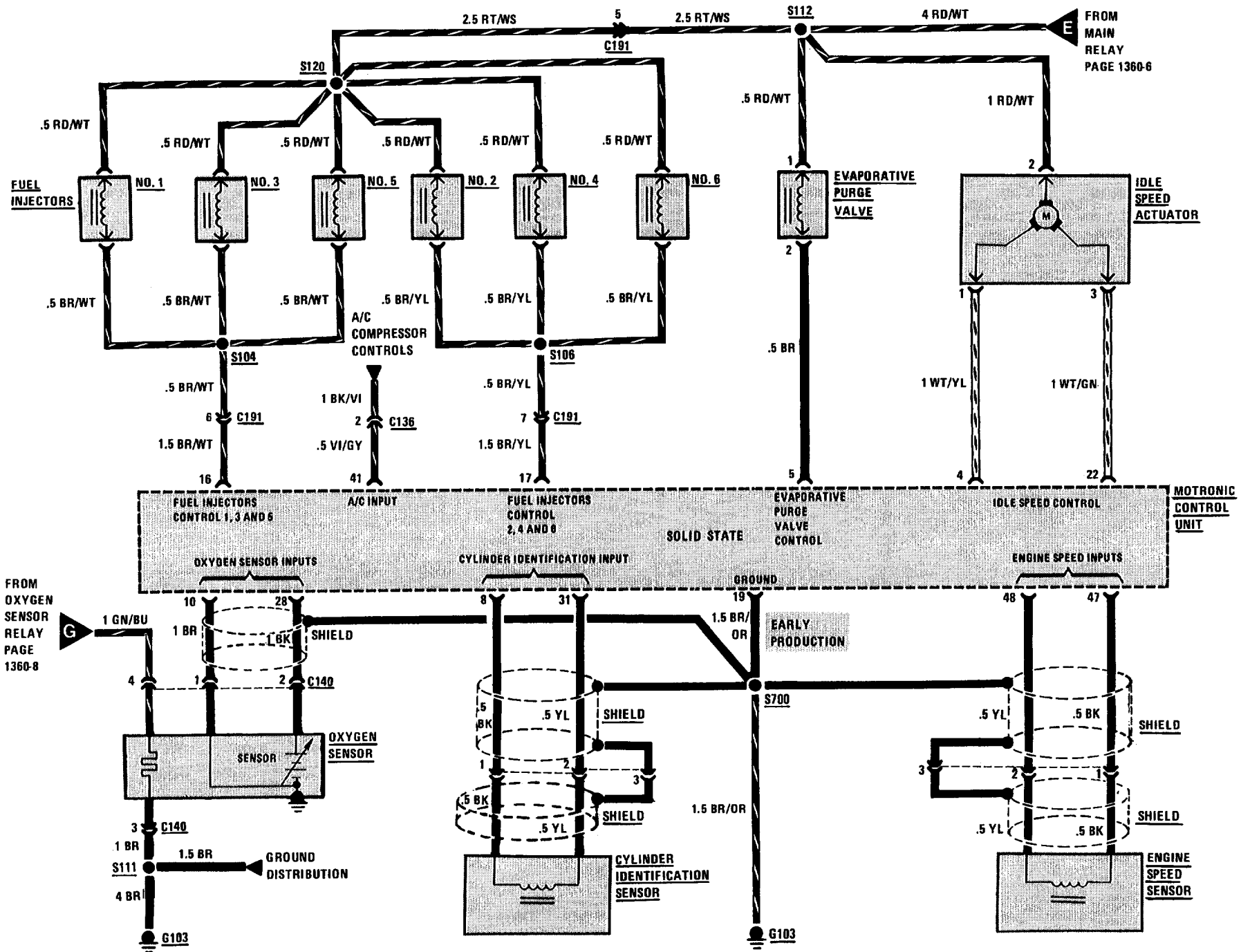


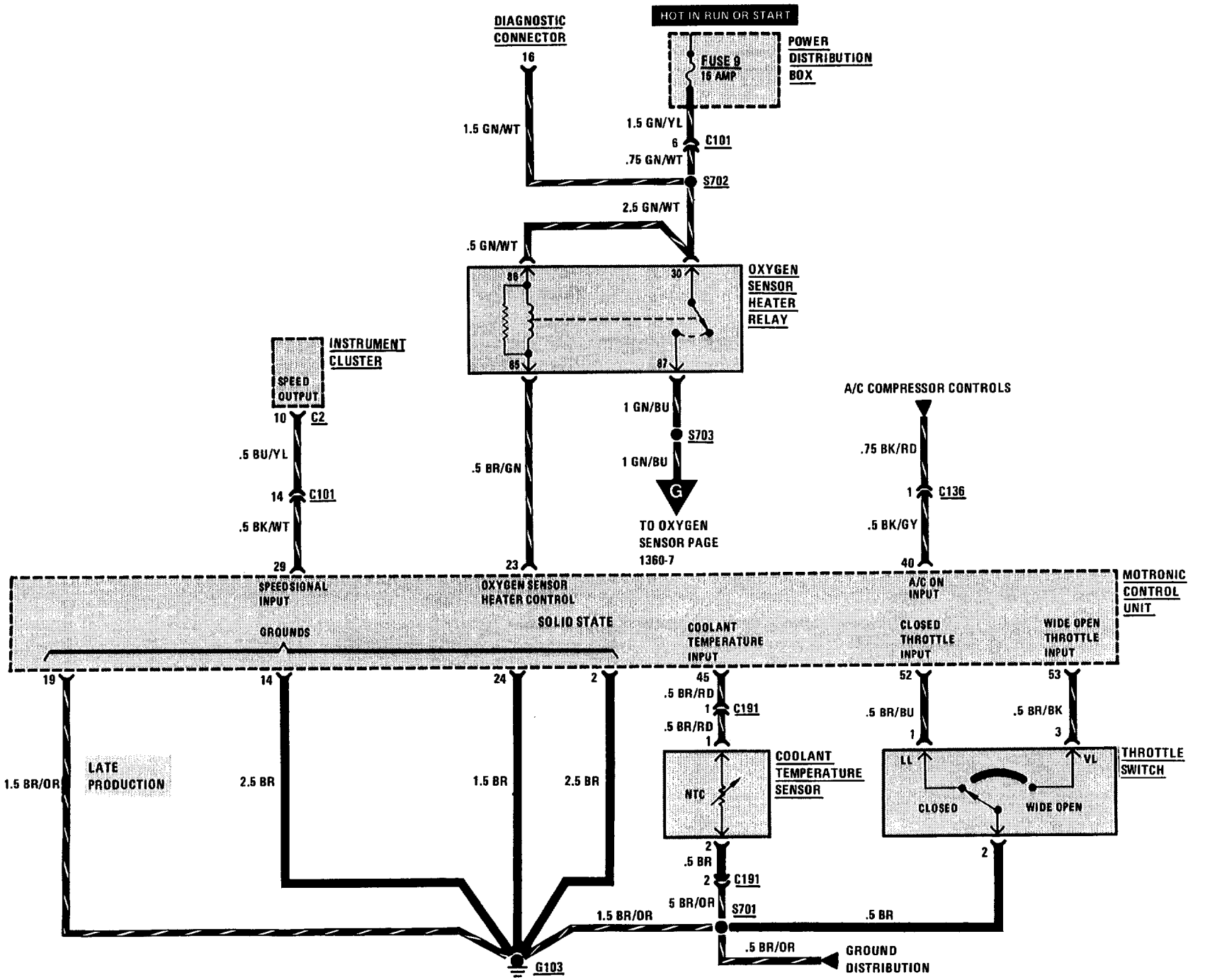
* NOTE
DIODE INSTALLED AS PART OF SERVICE INFORMATION 120788 (1678)

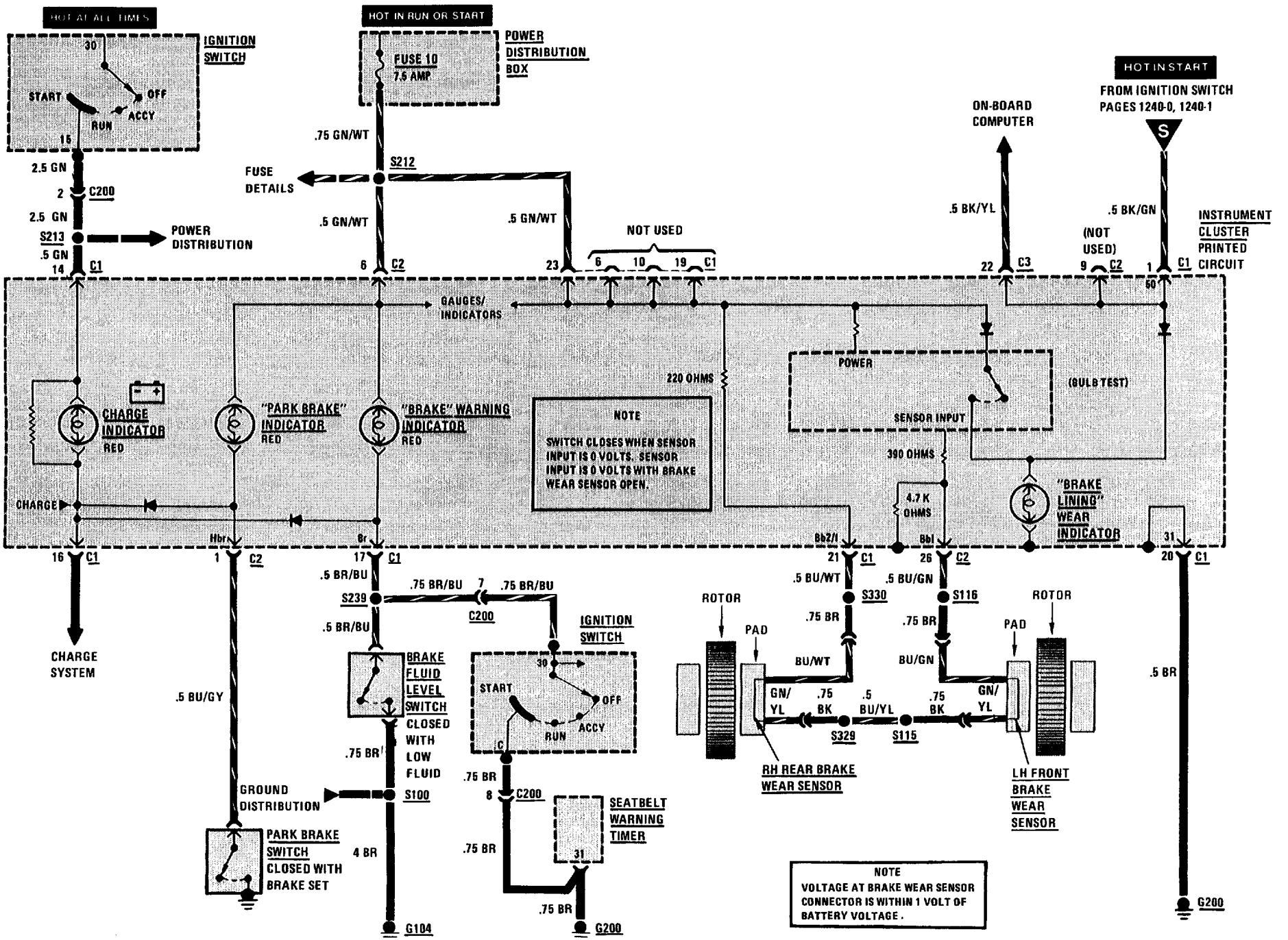

HOT AT ALL TIMES
POWER DISTRIBUTION BOX
FUSE 21
7.5 AMP
1 RD/GN
S319
FUSE DETAILS
.5 RD/GN
2 C1
INSTRUMENT CLUSTER
30
SERVICE INTERVAL INDICATOR
30
23
10 C3
(NOT USED)
.5 RD/BK
.5 RD/WT
S201
CHIME MODULE
.5 RD/WT
3 C1
TO HORN RELAY COIL
4 C1
ON-BOARD COMPUTER RELAY BOX
CODE RELAY
(NOT USED)
3 C2
HOT AT ALL TIMES
IGNITION SWITCH
30
START
OFF
RUN
ACCY
15
2.5 GN
2 C200
2.5 GN
S213
POWER DISTRIBUTION
1.5 GN
2 C104
.75 GN
4 C2
1.5 GN
1 C104
1.5 GN
HOT AT ALL TIMES
IGNITION SWITCH
30
START
OFF
RUN
ACCY
15
2.5 GN
2 C200
2.5 GN
S213
1.5 GN
2 C104
1.5 GN
1 C104
1.5 GN
2.5 GN
WITH ON-BOARD COMPUTER
WITHOUT ON-BOARD COMPUTER
1.5 GN
7 C101
.5 GN
27
START INPUT SOLID STATE
MOTRONIC CONTROL UNIT
FROM IGNITION SWITCH PAGES 1240-0, 1240-1
S
.5 BK/GN
1 C1
INSTRUMENT CLUSTER
50
SERVICE INTERVAL PRINTED CIRCUIT
50
22 C3
.5 BK/YL
22
.5 RD/WT
.5 BR/BU
6
11
KL 30
CODE (–)
50
START INPUT
SOLID STATE
ON-BOARD COMPUTER MODULE

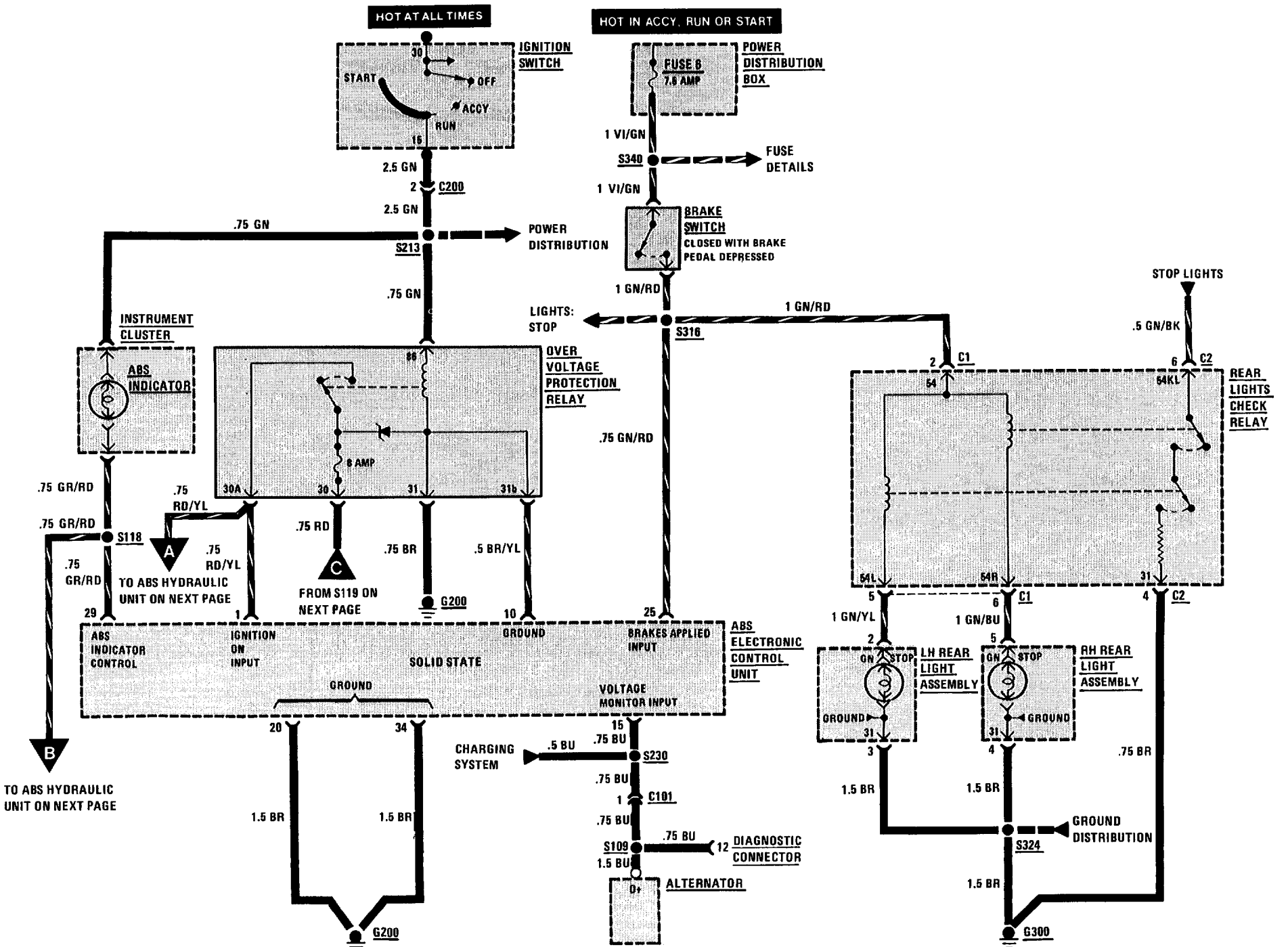

DISTRIBUTOR
SPARK PLUGS
AIR FLOW METER
LIGHT LOAD
INCREASING AIR FLOW
FULL LOAD
NTC
INLET TEMPERATURE
44
28
7
12
2.5 GN
DIAGNOSTIC CONNECTOR
19
1
IGNITION COIL
15
4
PRIMARY
SECONDARY
1
2.5 BK
1 BK
SHIELD
SHIELD
S105
SHIELD
1.5 BR
S113
DIAGNOSTIC CONNECTOR
18
20
15
1.5 GN/BU
.5 WT/VI
.5 WT/YL
39
55
13
.5 GY/VI
.75 GY/BU
.5 GY/YL
.5 GY/WT
1
4
2
3
2.5 BK
1
S111
1 BR
3
C140
3
OXYGEN SENSOR
.75 BR/OR
4 BR
S108
LATE PRODUCTION
.75 BR/OR
G103
TIMING CONTROL
PROGRAMMING VOLTAGE
TXD
RXD
AIR INLET TEMPERATURE
COMMON
AIR FLOW INPUT
REFERENCE OUTPUT
SOLID STATE
ENGINE SPEED OUTPUT
MOTRONIC CONTROL UNIT
6
.5 BK
9
C101
.5 BK
TACHOMETER/ FUEL ECONOMY GAUGE

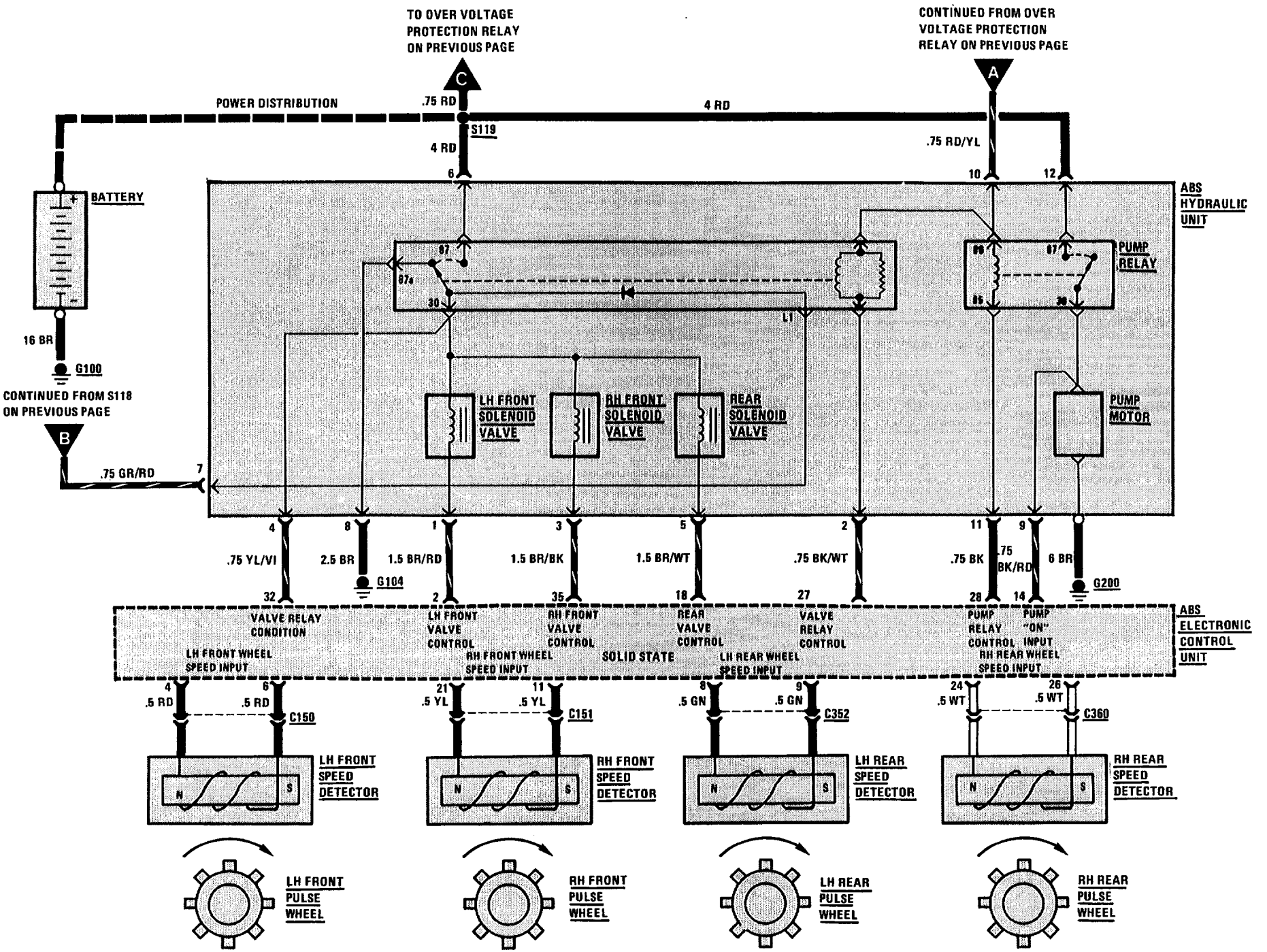

6 BK
FUSIBLE LINK A
DIAGNOSTIC CONNECTOR
14
2.5 RD
BATTERY JUNCTION BLOCK
BATTERY
4 RD
.5 RD
MAIN RELAY
86
30
85
87
87
1.5 RD
16 BR
G100
.5 RD/WT
4 RD/WT
E
TO S112
PAGE 1360-7
FUEL PUMP RELAY
86
30
85
87
1.5 GN/VI
13
2.5 VI/RD
C101
2
C114
POWER DISTRIBUTION BOX
FUSE 11
7.5 AMP
.5 BR
1.5 RD/BU
.5 RD
TACHOMETER/ FUEL ECONOMY GAUGE
.5 BR/GN
1.5 GN/VI
.5 YL/WT
8
C101
2
C190
.5 WT/BK
GN/VI
MAIN FUEL PUMP
M
36
37
32
18
3
MAIN RELAY CONTROL
POWER INPUT
PRESENT FUEL RATE OUTPUT
POWER INPUT
FUEL PUMP RELAY CONTROL
SOLID STATE
MOTRONIC CONTROL UNIT
BR
1
C190
1.5 BR
G300

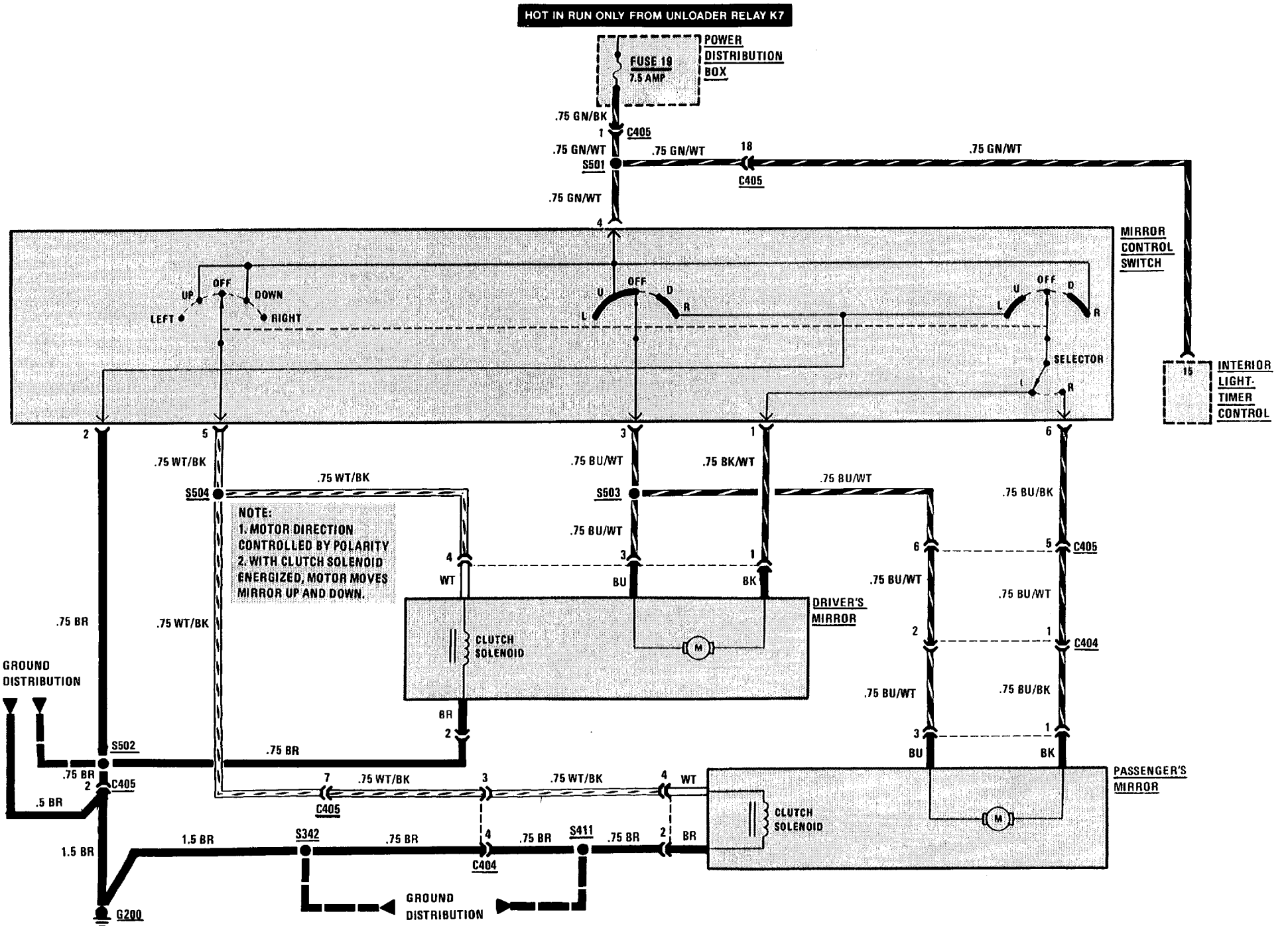

2.5 RT/WS
5
C191
2.5 RT/WS
S112
4 RD/WT
FROM MAIN RELAY PAGE 1360-6
S120
.5 RD/WT
.5 RD/WT
.5 RD/WT
.5 RD/WT
.5 RD/WT
.5 RD/WT
.5 RD/WT
1 RD/WT
FUEL INJECTORS
NO. 1
NO. 3
NO. 5
NO. 2
NO. 4
NO. 6
EVAPORATIVE PURGE VALVE
IDLE SPEED ACTUATOR
.5 BR/WT
.5 BR/WT
.5 BR/WT
.5 BR/YL
.5 BR/YL
.5 BR/YL
A/C COMPRESSOR CONTROLS
.5 BR
1 WT/YL
1 WT/GN
S104
S106
.5 BR/WT
6 C191
1.5 BR/WT
16
1 BK/VI
2 C136
.5 VI/GY
41
.5 BR/YL
7 C191
1.5 BR/YL
17
5
4
22
FUEL INJECTORS CONTROL 1, 3 AND 5
A/C INPUT
FUEL INJECTORS CONTROL 2, 4 AND 6
SOLID STATE
EVAPORATIVE PURGE VALVE CONTROL
IDLE SPEED CONTROL
MOTRONIC CONTROL UNIT
OXYGEN SENSOR INPUTS
CYLINDER IDENTIFICATION INPUT
GROUND
ENGINE SPEED INPUTS
FROM OXYGEN SENSOR RELAY PAGE 1360-8
G
1 GN/BU
10
28
8
31
19
48
47
1 BR
L6K
SHIELD
1.5 BR/OR
EARLY PRODUCTION
4
1
2
C140
S700
.5 BK
.5 YL
SHIELD
OXYGEN SENSOR
SENSOR
1
2
3
.5 BK
.5 YL
SHIELD
3 C140
1 BR
1.5 BR
S111
GROUND DISTRIBUTION
4 BR
G103
CYLINDER IDENTIFICATION SENSOR
1.5 BR/OR
G103
ENGINE SPEED SENSOR


DIAGNOSTIC CONNECTOR
16
HOT IN RUN OR START
FUSE 9 15 AMP
POWER DISTRIBUTION BOX
1.5 GN/WT
1.5 GN/YL
6
C101
.75 GN/WT
S702
2.5 GN/WT
.5 GN/WT
86
30
85
87
OXYGEN SENSOR HEATER RELAY
INSTRUMENT CLUSTER
SPEED OUTPUT
10
C2
.5 BU/YL
14
C101
.5 BK/WT
29
.5 BR/GN
23
1 GN/BU
S703
1 GN/BU
G
TO OXYGEN SENSOR PAGE 1360-7
A/C COMPRESSOR CONTROLS
.75 BK/RD
1
C136
.5 BK/GY
40
MOTRONIC CONTROL UNIT
SPEED SIGNAL INPUT
OXYGEN SENSOR HEATER CONTROL
SOLID STATE
A/C ON INPUT
GROUNDS
COOLANT TEMPERATURE INPUT
CLOSED THROTTLE INPUT
WIDE OPEN THROTTLE INPUT
19
14
24
2
45
52
53
.5 BR/RD
1
C191
.5 BR/RD
1
.5 BR/BU
1
.5 BR/BK
3
1.5 BR/OR
LATE PRODUCTION
2.5 BR
1.5 BR
2.5 BR
NTC
COOLANT TEMPERATURE SENSOR
LL
VL
CLOSED
WIDE OPEN
THROTTLE SWITCH
2
.5 BR
2
C191
5 BR/OR
S701
1.5 BR/OR
.5 BR
2
.5 BR/OR
GROUND DISTRIBUTION
G103

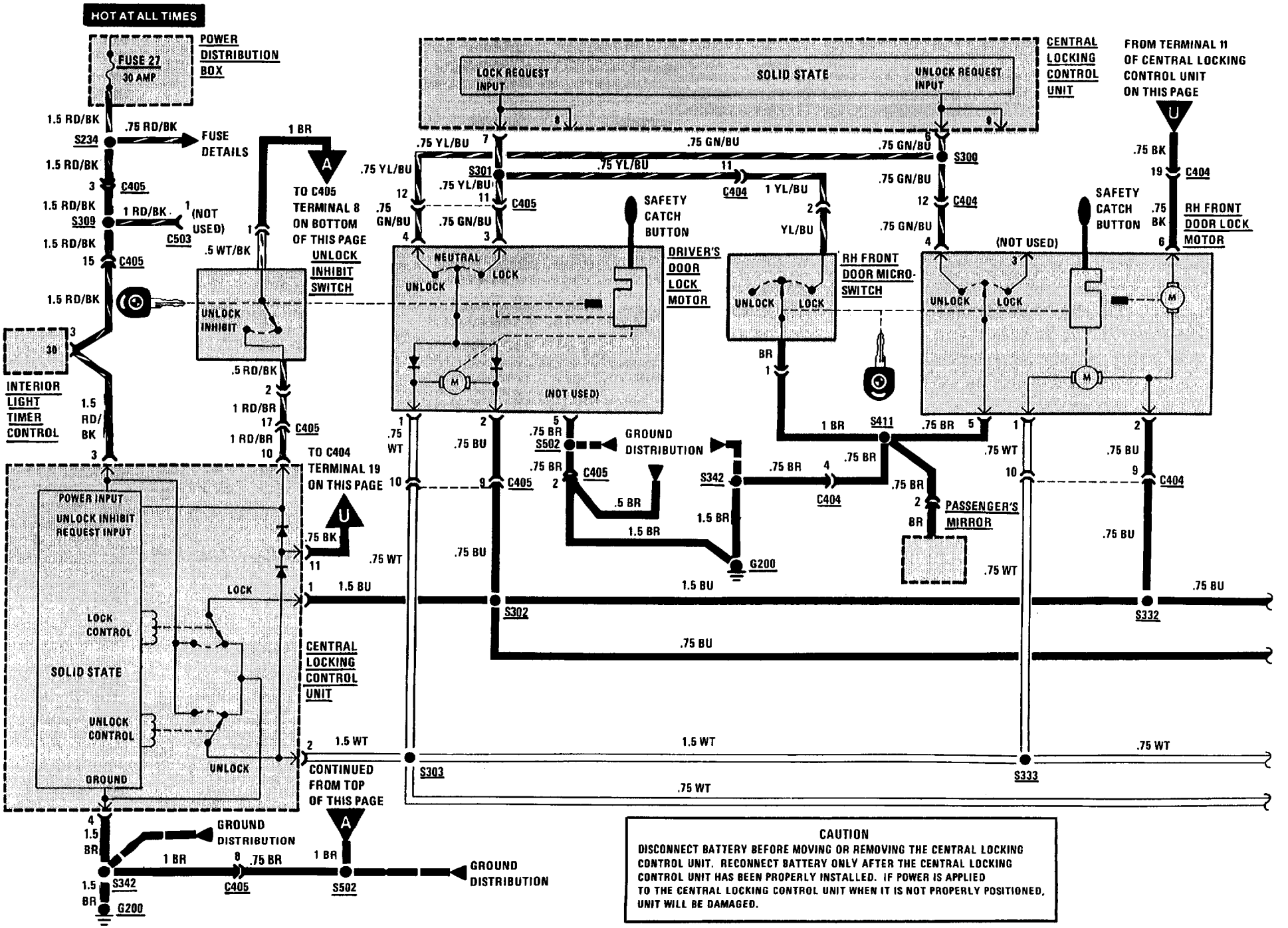

HOT AT ALL TIMES
IGNITION SWITCH
30
START
OFF
ACCY
RUN
15
2.5 GN
2
C200
2.5 GN
S213
.5 GN
14
C1
POWER DISTRIBUTION
HOT IN RUN OR START
FUSE 10
7.5 AMP
POWER DISTRIBUTION BOX
.75 GN/WT
S212
FUSE DETAILS
.5 GN/WT
6
C2
.5 GN/WT
23
NOT USED
6
10
19
C1
ON-BOARD COMPUTER
.5 BK/YL
22
C3
HOT IN START
FROM IGNITION SWITCH
PAGES 1240-0, 1240-1
S
.5 BK/GN
(NOT USED)
9
C2
1
C1
50
INSTRUMENT CLUSTER PRINTED CIRCUIT
GAUGES/ INDICATORS
220 OHMS
POWER
(BULB TEST)
SENSOR INPUT
390 OHMS
4.7 K OHMS
CHARGE INDICATOR
RED
"PARK BRAKE" INDICATOR
RED
"BRAKE" WARNING INDICATOR
RED
NOTE
SWITCH CLOSES WHEN SENSOR INPUT IS 0 VOLTS. SENSOR INPUT IS 0 VOLTS WITH BRAKE WEAR SENSOR OPEN.
"BRAKE LINING" WEAR INDICATOR
CHARGE
16
C1
CHARGE SYSTEM
Hbr
1
C2
8r
17
C1
Bbz/l
21
C1
Bbl
26
C2
31
20
C1
.5 BR/BU
S239
.75 BR/BU
7
.75 BR/BU
C200
.5 BR/BU
.5 BU/WT
S330
.5 BU/GN
S116
.5 BU/GY
BRAKE FLUID LEVEL SWITCH CLOSED WITH LOW FLUID
.75 BR
GROUND DISTRIBUTION
S100
PARK BRAKE SWITCH CLOSED WITH BRAKE SET
4 BR
G104
IGNITION SWITCH
30
START
OFF
ACCY
RUN
C
.75 BR
8
C200
SEATBELT WARNING TIMER
31
.75 BR
G200
ROTOR
PAD
.75 BR
BU/WT
BU/GN
GN/YL
.75 BK
.5 BU/YL
.75 BK
GN/YL
S329
S115
RH REAR BRAKE WEAR SENSOR
LH FRONT BRAKE WEAR SENSOR
.5 BR
G200
NOTE
VOLTAGE AT BRAKE WEAR SENSOR CONNECTOR IS WITHIN 1 VOLT OF BATTERY VOLTAGE.


HOT AT ALL TIMES
HOT IN ACCY, RUN OR START
IGNITION SWITCH
START
OFF
ACCY
RUN
30
16
POWER DISTRIBUTION BOX
FUSE 6
7.5 AMP
1 VI/GN
S340
FUSE DETAILS
2.5 GN
C200
2
BRAKE SWITCH
CLOSED WITH BRAKE PEDAL DEPRESSED
.75 GN
S213
POWER DISTRIBUTION
1 GN/RD
LIGHTS: STOP
S316
STOP LIGHTS
.5 GN/BK
INSTRUMENT CLUSTER
ABS INDICATOR
OVER VOLTAGE PROTECTION RELAY
86
85
6 AMP
30A
30
31
31b
REAR LIGHTS CHECK RELAY
54
54L
54R
31
C1
C2
6
.75 GR/RD
.75 RD/YL
.75 RD
.75 BR
.5 BR/YL
.75 GN/RD
S118
TO ABS HYDRAULIC UNIT ON NEXT PAGE
FROM S119 ON NEXT PAGE
G200
1 GN/YL
1 GN/BU
LH REAR LIGHT ASSEMBLY
RH REAR LIGHT ASSEMBLY
GN
STOP
GROUND
ABS INDICATOR CONTROL
IGNITION ON INPUT
SOLID STATE
GROUND
BRAKES APPLIED INPUT
VOLTAGE MONITOR INPUT
ABS ELECTRONIC CONTROL UNIT
29
1
10
25
20
34
15
.5 BU
.75 BU
CHARGING SYSTEM
S230
C101
S109
12
DIAGNOSTIC CONNECTOR
1.5 BU
1.5 BR
ALTERNATOR
D+
GROUND DISTRIBUTION
S324
G300
A
B
C


TO OVER VOLTAGE PROTECTION RELAY ON PREVIOUS PAGE
CONTINUED FROM OVER VOLTAGE PROTECTION RELAY ON PREVIOUS PAGE
POWER DISTRIBUTION
.75 RD
4 RD
S119
4 RD
.75 RD/YL
BATTERY
16 BR
G100
CONTINUED FROM S118 ON PREVIOUS PAGE
.75 GR/RD
ABS HYDRAULIC UNIT
PUMP RELAY
LH FRONT SOLENOID VALVE
RH FRONT SOLENOID VALVE
REAR SOLENOID VALVE
PUMP MOTOR
.75 YL/VI
2.5 BR
1.5 BR/RD
1.5 BR/BK
1.5 BR/WT
.75 BK/WT
.75 BK
.75 BK/RD
6 BR
G104
G200
VALVE RELAY CONDITION
LH FRONT WHEEL SPEED INPUT
LH FRONT VALVE CONTROL
RH FRONT WHEEL SPEED INPUT
RH FRONT VALVE CONTROL
SOLID STATE
REAR VALVE CONTROL
LH REAR WHEEL SPEED INPUT
VALVE RELAY CONTROL
PUMP RELAY CONTROL
PUMP "ON" INPUT
RH REAR WHEEL SPEED INPUT
ABS ELECTRONIC CONTROL UNIT
.5 RD
.5 RD
C150
.5 YL
.5 YL
C151
.5 GN
.5 GN
C352
.5 WT
.5 WT
C360
LH FRONT SPEED DETECTOR
RH FRONT SPEED DETECTOR
LH REAR SPEED DETECTOR
RH REAR SPEED DETECTOR
LH FRONT PULSE WHEEL
RH FRONT PULSE WHEEL
LH REAR PULSE WHEEL
RH REAR PULSE WHEEL


HOT IN RUN ONLY FROM UNLOADER RELAY K7
FUSE 19
7.5 AMP
POWER DISTRIBUTION BOX
.75 GN/BK
1
C405
.75 GN/WT
.75 GN/WT
18
.75 GN/WT
S501
C405
.75 GN/WT
4
MIRROR CONTROL SWITCH
UP
OFF
DOWN
LEFT
RIGHT
U
OFF
D
L
R
SELECTOR
15
INTERIOR LIGHT-TIMER CONTROL
2
5
3
1
6
.75 WT/BK
.75 BU/WT
.75 BK/WT
.75 BU/BK
.75 WT/BK
S504
S503
NOTE:
1. MOTOR DIRECTION CONTROLLED BY POLARITY
2. WITH CLUTCH SOLENOID ENERGIZED, MOTOR MOVES MIRROR UP AND DOWN.
.75 BU/WT
4
3
1
6
5
C405
WT
BU
BK
.75 BU/WT
.75 BU/WT
DRIVER'S MIRROR
CLUTCH SOLENOID
M
.75 BR
.75 WT/BK
2
1
C404
GROUND DISTRIBUTION
BR
2
.75 BU/WT
.75 BU/BK
3
1
BU
BK
S502
.75 BR
.75 BR
2
C405
7
.75 WT/BK
3
.75 WT/BK
4
WT
.5 BR
C405
PASSENGER'S MIRROR
CLUTCH SOLENOID
M
1.5 BR
1.5 BR
S342
.75 BR
4
.75 BR
S411
.75 BR
2
BR
C404
G200
GROUND DISTRIBUTION

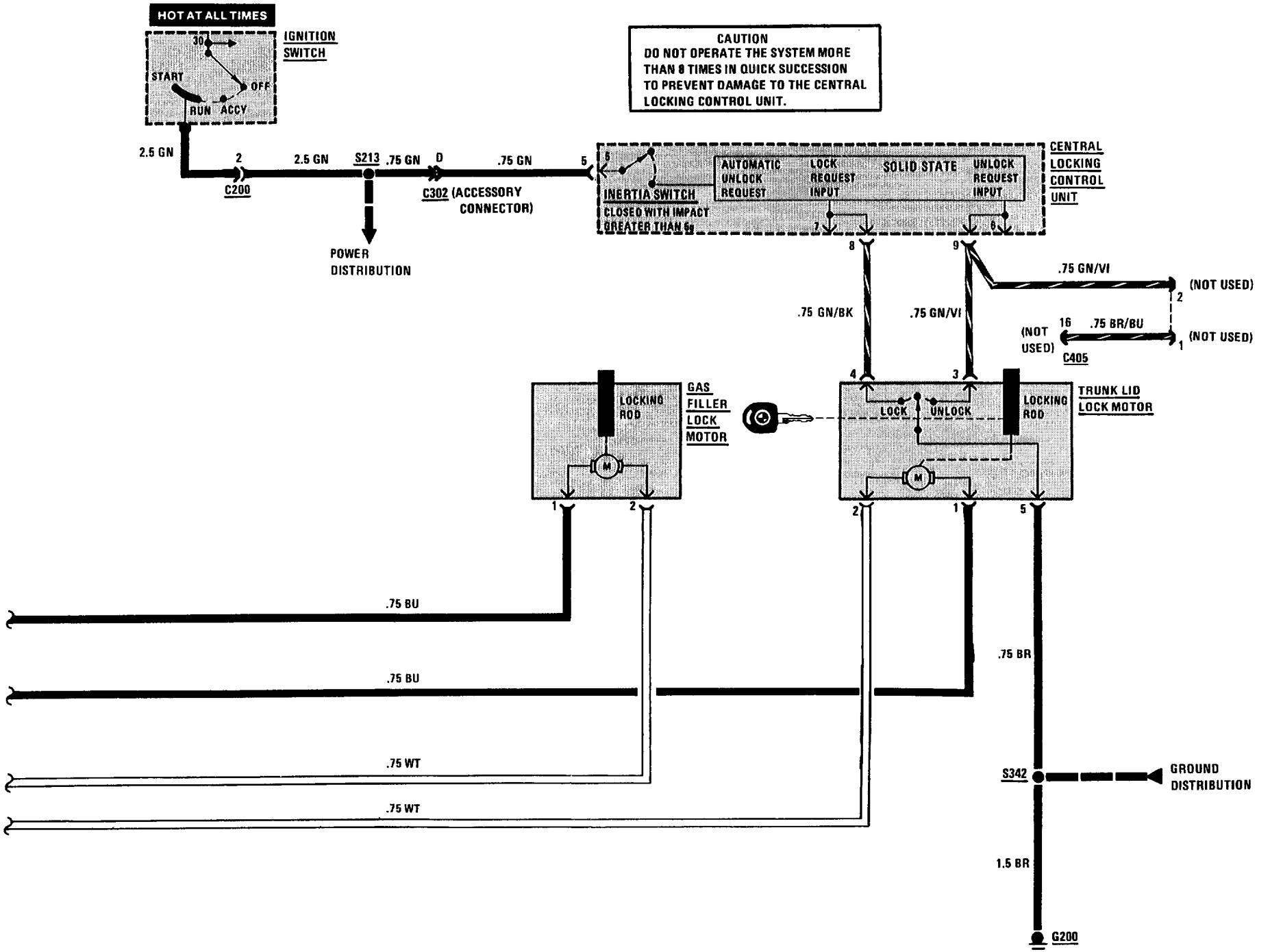
2 DOOR (SELECT)



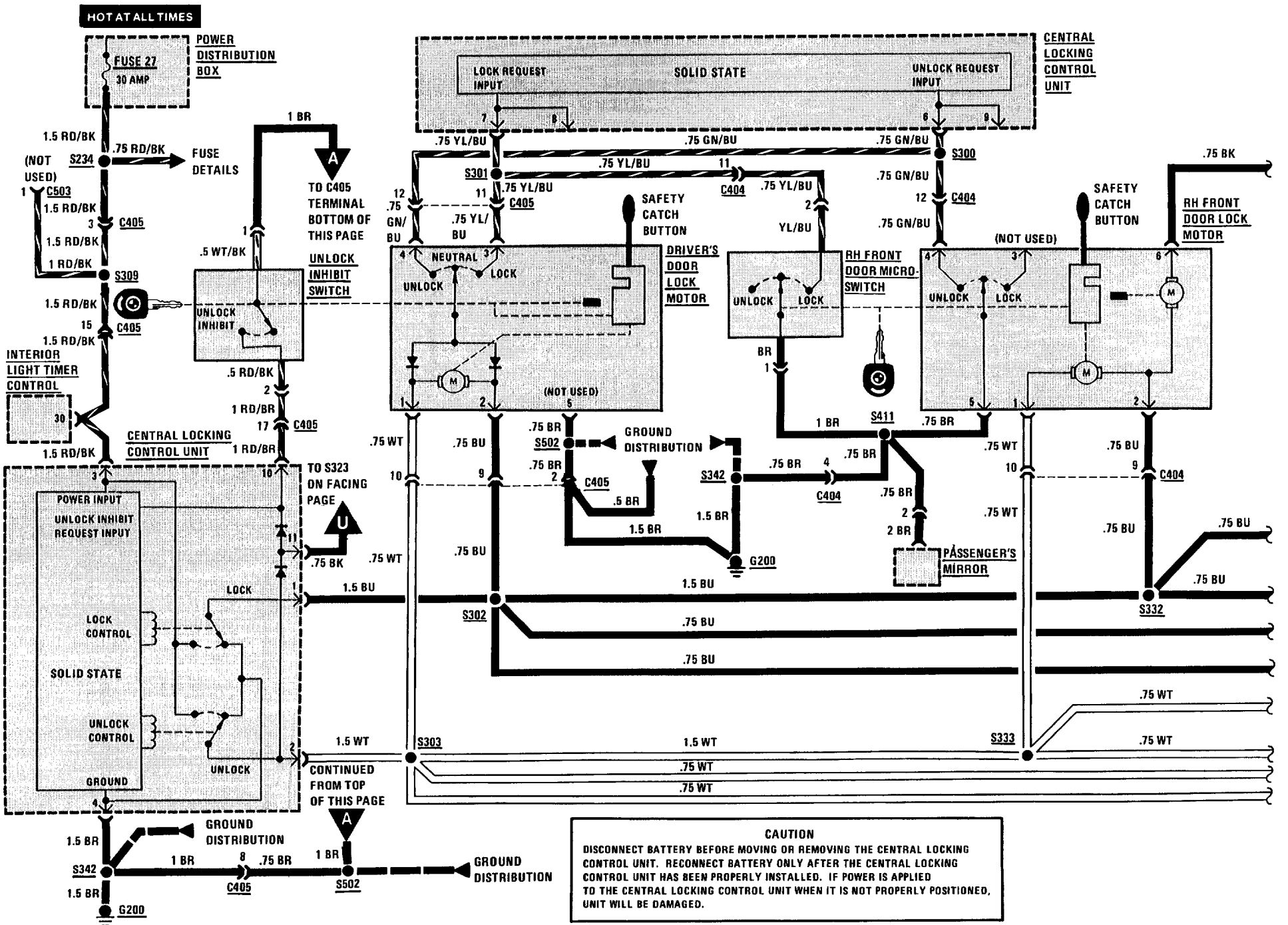
CAUTION

DISCONNECT BATTERY BEFORE MOVING OR REMOVING THE CENTRAL LOCKING CONTROL UNIT. RECONNECT BATTERY ONLY AFTER THE CENTRAL LOCKING CONTROL UNIT HAS BEEN PROPERLY INSTALLED. IF POWER IS APPLIED TO THE CENTRAL LOCKING CONTROL UNIT WHEN IT IS NOT PROPERLY POSITIONED, UNIT WILL BE DAMAGED.

2 DOOR (CONTROL)



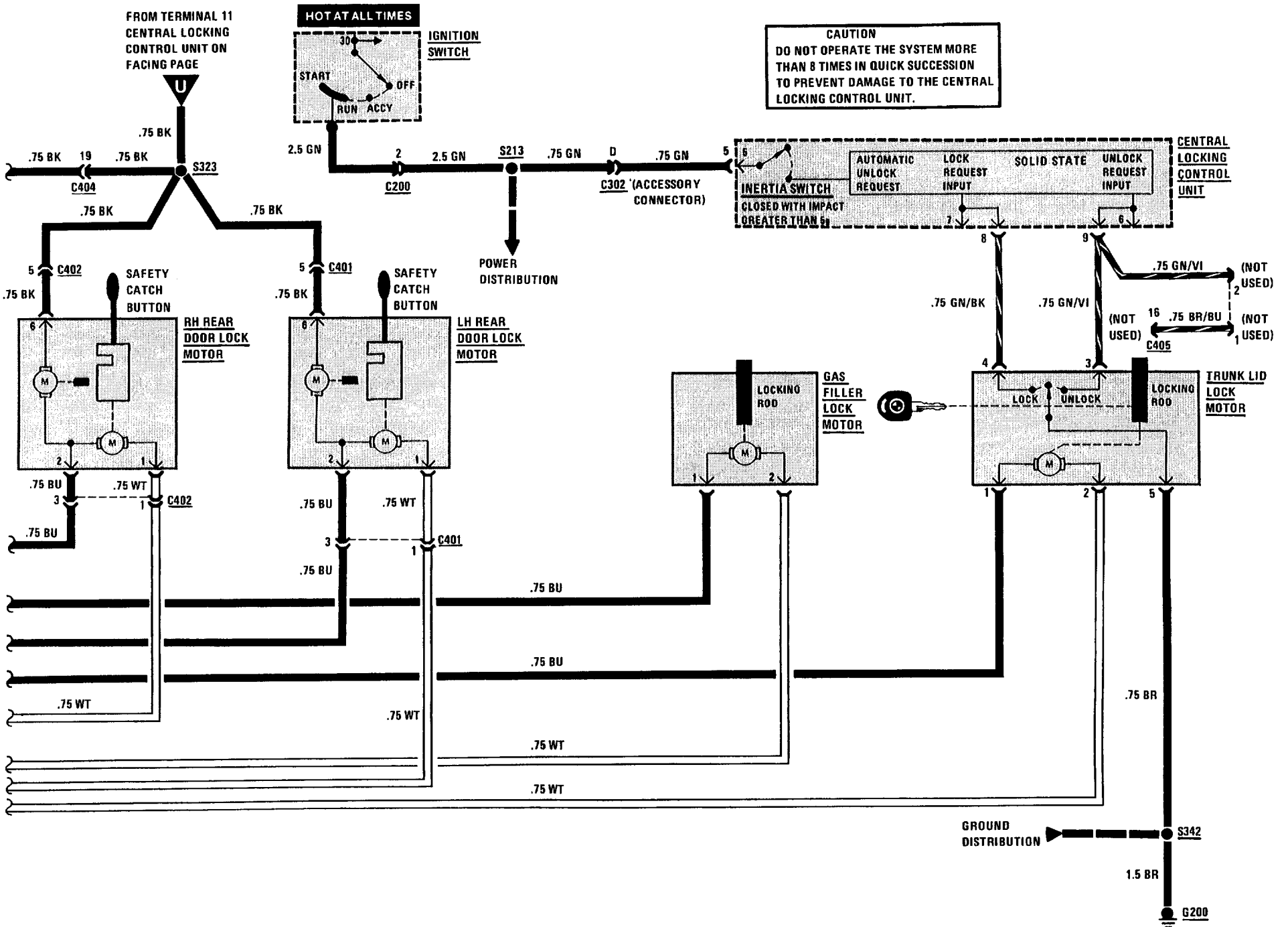
4 DOOR (SELECT)



CAUTION

DISCONNECT BATTERY BEFORE MOVING OR REMOVING THE CENTRAL LOCKING CONTROL UNIT. RECONNECT BATTERY ONLY AFTER THE CENTRAL LOCKING CONTROL UNIT HAS BEEN PROPERLY INSTALLED. IF POWER IS APPLIED TO THE CENTRAL LOCKING CONTROL UNIT WHEN IT IS NOT PROPERLY POSITIONED, UNIT WILL BE DAMAGED.

4 DOOR (CONTROL)



TROUBLESHOOTING HINTS

1. Check Fuse by operating the Interior Light Timer for either Dome Light.
2. If all locks stay in unlock inhibit, check the wires to terminal 10 of the Central Locking Control Unit for a short to ground.

SYSTEM CHECK

- **Operate controls in sequence listed in the System Check Table.**
- **Refer to Repair Action for the Response received (tests follow the System Check Table).**
- **After any repair, repeat System Check to verify proper system operation.**

NOTE: Before replacing any system component, check all connectors, splices, and wiring to that component.

SYSTEM CHECK TABLE

OPERATION	RESPONSE	REPAIR ACTION
1. Insert the key in the Driver's door and turn to LOCK	All doors lock	None, proceed to Operation 2
	Some doors lock	Repair/replace the suspect Door Lock Motor circuit
	No doors lock	Proceed to Operation 4
2. Turn the key to UNLOCK INHIBIT (clockwise until key is horizontal)	All doors double lock (Safety Catch Buttons cannot be pulled up by hand)	None, proceed to Operation 3
	Driver's door double locks and only some of the other doors double lock	Repair/replace the suspect Door Lock Motor
	Driver's door double locks but all the other doors do not double lock	Perform Test B
	Driver's door does not double lock	Mechanical problem, see BMW Troubleshooting Manual

SYSTEM CHECK TABLE (CONT'D)

OPERATION	RESPONSE	REPAIR ACTION
3. Turn the key to UNLOCK	All doors unlock	None, proceed to Operation 4
	Some doors unlock	Repair/replace the suspect Door Lock Motor circuit
	No doors unlock	Proceed to Operation 5
4. Insert the key in the Passenger's door and turn to LOCK	All doors lock	If the doors did not lock in Operation 1, repair/ replace the Driver's Door Lock Switch, otherwise proceed to Operation 5
	Some doors lock	Repair/replace the suspect Door Lock Motor circuit
	No doors lock	If all the doors locked in Operation 1, repair/ replace the Right Front Door Microswitch. If the doors did not lock in Operation 1, perform Test A
5. Insert the key in the Passenger's door and turn to UNLOCK	All doors unlock	If all the doors did not unlock in Operation 3, repair/replace the Driver's Door Lock Switch, otherwise proceed to Operation 6
	Some doors unlock	Repair/replace the suspect Door Lock Motor
	No doors unlock	If all the doors unlocked in Operation 3, repair/ replace the Passenger's Door Lock Switch. If the doors did not unlock in Operation 3, perform Test C
6. Get in the car and close and lock all doors Turn the Ignition Switch to RUN	Doors remain locked	None, proceed to Operation 7
	Doors unlock	Repair/replace the Central Locking Control Unit
7. Get out of the car Insert the key in the Driver's door and turn to LOCK Unlock each of the doors by pulling up the Safety Catch Buttons	All doors can be unlocked	None, proceed to Operation 8
	All doors remain secure	Disconnect the connector from the Central Locking Control Unit and check for a short to ground in the wires at terminal 11. • If short to ground is not present, replace the Central Locking Control Unit. • If short to ground is present isolate wiring from Door Lock Motors one at a time to find short

SYSTEM CHECK TABLE (CONT'D)

OPERATION	RESPONSE	REPAIR ACTION
8. Insert the key in the Trunk Cylinder Switch. Turn the key to LOCK	Trunk locks	None, proceed to Operation 9
	Trunk does not lock	If the doors lock, repair/replace the Trunk Lock Motor Circuit or Trunk Lock Motor If the doors do not lock, repair/replace the Trunk Switch Repair/replace the Central Locking Control Unit if the Trunk Switch Circuit is OK
9. Turn the key to UNLOCK	Trunk unlocks	None, proceed to Operation 10
	Trunk does not unlock	If the doors unlock, repair/replace the Trunk Lock Motor circuit or Trunk Lock Motor If the doors do not unlock, repair/replace the Trunk Switch Repair/replace the Central Locking Control Unit if the Trunk Switch Circuit is OK
10. Turn the key back to LOCK	Gas Filler locks	None, proceed to Operation 11
	Gas Filler does not lock	Repair/replace the Gas Filler Lock Motor circuit
11. Turn the key to UNLOCK	Gas Filler unlocks	None
	Gas Filler does not unlock	Repair/replace the Gas Filler Lock Motor circuit

- **If all results are normal, the system is OK.**

SYSTEM DIAGNOSIS

- **Do the following tests when directed by the System Check Table.**

A: CONTROL UNIT LOCK TEST (TABLE 1)

Measure: VOLTAGE
At: CONTROL UNIT CONNECTOR (Connected)

Measure Between	Correct Voltage	For Diagnosis
3 & Ground	Battery	See 1
3 & 4	Battery	See 2

- If the voltages are correct, proceed to Table 2.

1. Check the wire to terminal 3 for an open.
2. Check the wire from terminal 4 for an open to ground (see schematic).

A: CONTROL UNIT LOCK TEST (TABLE 2)

Connect: A FUSED JUMPER
At: CONTROL UNIT CONNECTOR (Connected)

Jumper Between	Correct Result	For Diagnosis
7 & Ground	Doors lock	See 1

- If the result is correct, repair/replace the switches and related wiring (see schematic).

1. Proceed to Table 3.

A: CONTROL UNIT LOCK TEST (TABLE 3)

Connect: FUSED JUMPERS
At: CONTROL UNIT CONNECTOR
(Disconnected)

Jumper Between	Correct Result	For Diagnosis
1 & 3 2 & 4	Doors lock	See 1

- If the result is correct, replace the Central Locking Control Unit.

1. Check the wire from terminal 1 to splice and the wire from terminal 3 to splice for opens (see schematic).

B: UNLOCK INHIBIT TEST

Connect: A FUSED JUMPER
At: CONTROL UNIT CONNECTOR
(Connected)

Jumper Between	Correct Result	For Diagnosis
10 & Ground	Doors double lock	See 1

- If the result is correct, check the wires from terminal 10 to ground for opens (see schematic). Replace the Unlock Inhibit Switch if the wires and connections are OK.

1. Check the wires from terminal 11 for opens (see schematic). Replace the Central Locking Control Unit, if the wires and connections are OK.

C: CONTROL UNIT UNLOCK TEST

Connect: A FUSED JUMPER
At: CONTROL UNIT CONNECTOR
(Connected)

Jumper Between	Correct Result	For Diagnosis
6 & Ground	Doors unlock	See 1

- If the result is correct, repair/replace the switches and related wiring (see schematic).

1. Replace the Central Locking Control Unit.

CIRCUIT DESCRIPTION

The Central Locking System is controlled by the Central Locking Control Unit. This unit senses when a lock switch is moved by a key, and sends the appropriate signal to drive the Motors. The Central Locking Control Unit controls the Door Locks, Gas Filler Lock and Trunk Lock. The unit also has an Inertia Switch which closes on impact greater than 5g. If in RUN or START the locks are then unlocked.

Lock

When the Key is inserted into a lock and turned clockwise, the Lock switch moves to LOCK and grounds terminal 7 of the Central Locking Control Unit. The unit then activates the Lock Relay and applies voltage from Fuse 27 to the Lock Motor, which is grounded through the Central Locking Control Unit terminal 2. The Lock Motor then pulls the lock down. The door locks also control the Trunk Lock and Gas Filler Lock.

Unlock

When the key is turned counterclockwise, terminal 6 of the Central Locking Control Unit is grounded through the Lock Switch. The Central Locking Control Unit then activates the Unlock Relay and applies voltage from Fuse 27, through terminal 2 to the Lock Motor. The motor is grounded through the Cental Locking Control Unit terminal 1. The polarity is reversed and the motor pushes the lock up.

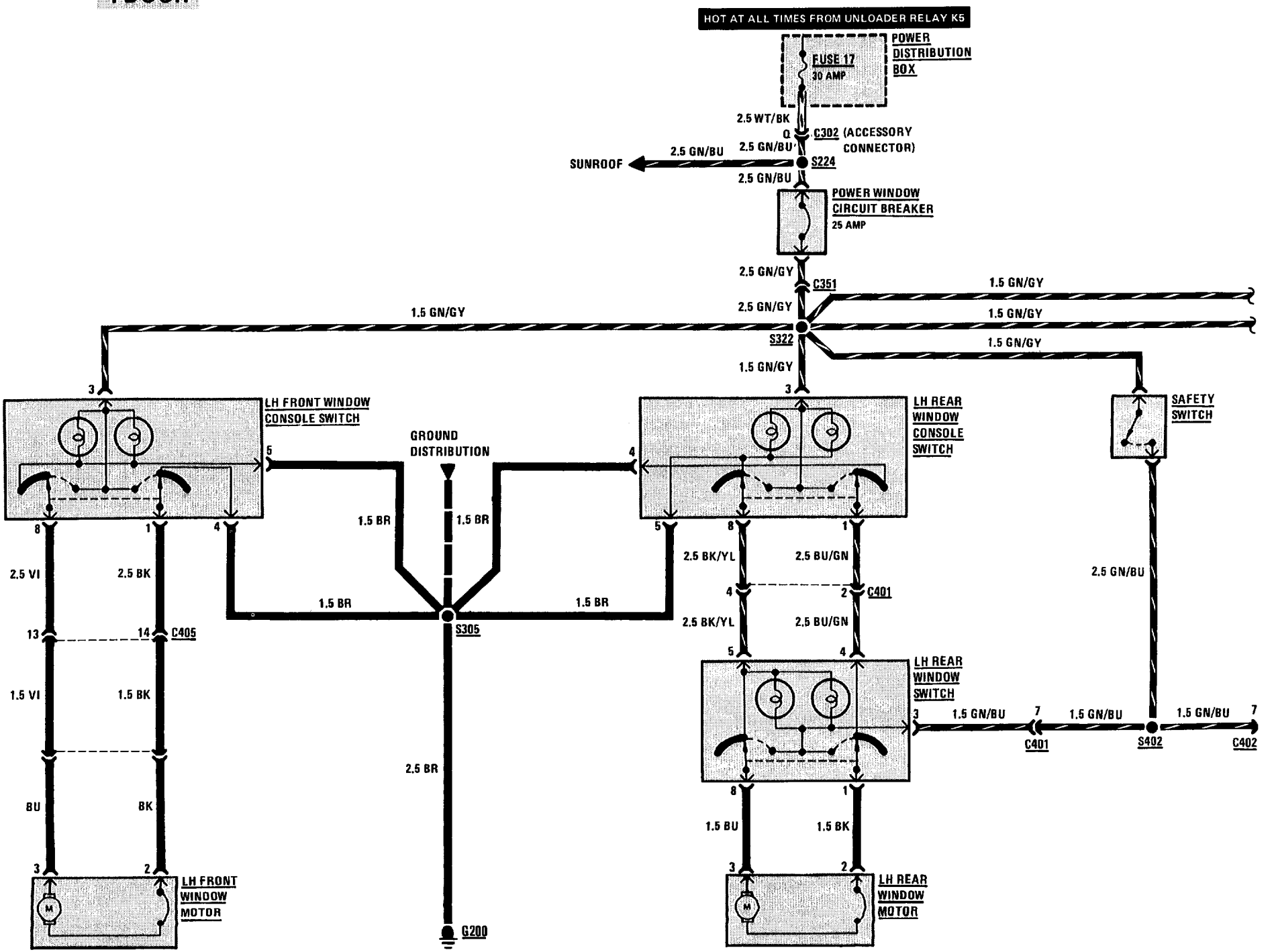
Unlock Inhibit

When the key is inserted into the Driver's Lock and turned clockwise past the LOCK position, the Unlock Inhibit mechanism is engaged. This mechanically inserts a bar into the driver's lock and prevents unlocking through use of the Safety Catch Button. When in the Unlock Inhibit position, ground is applied to the Unlock Inhibit motors in the other lock units. The Central Locking Control Unit is grounded at terminal 10 and then activates the Lock Relay. Voltage is applied to the Unlock Inhibit motors through terminal 1. They are now activated and engage the other Unlock Inhibit mechanisms. The direction of the motors is reversed when the doors are unlocked (see Unlock).

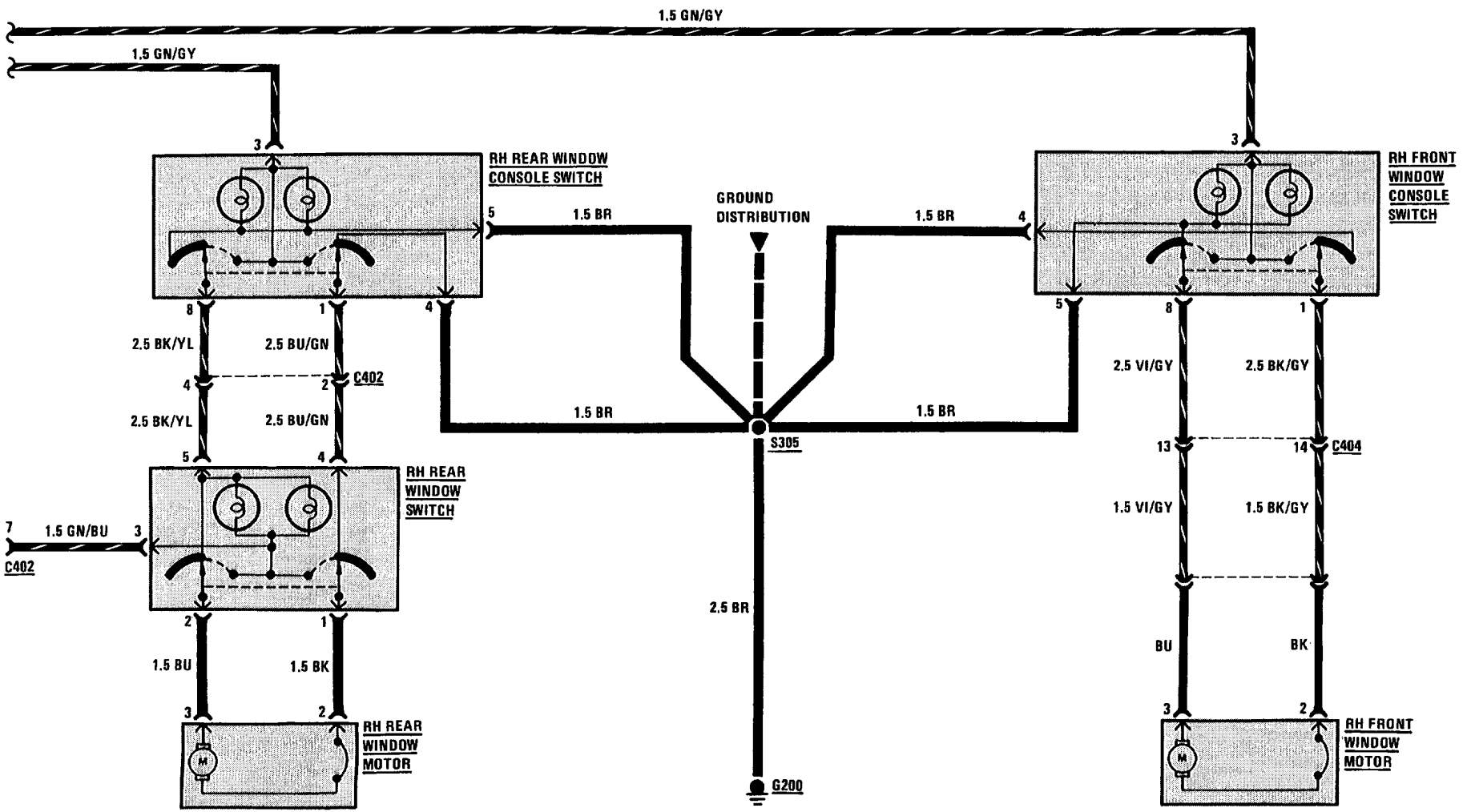
Trunk Lock

The Trunk Lock operates in a manner similar to the Door Locks.

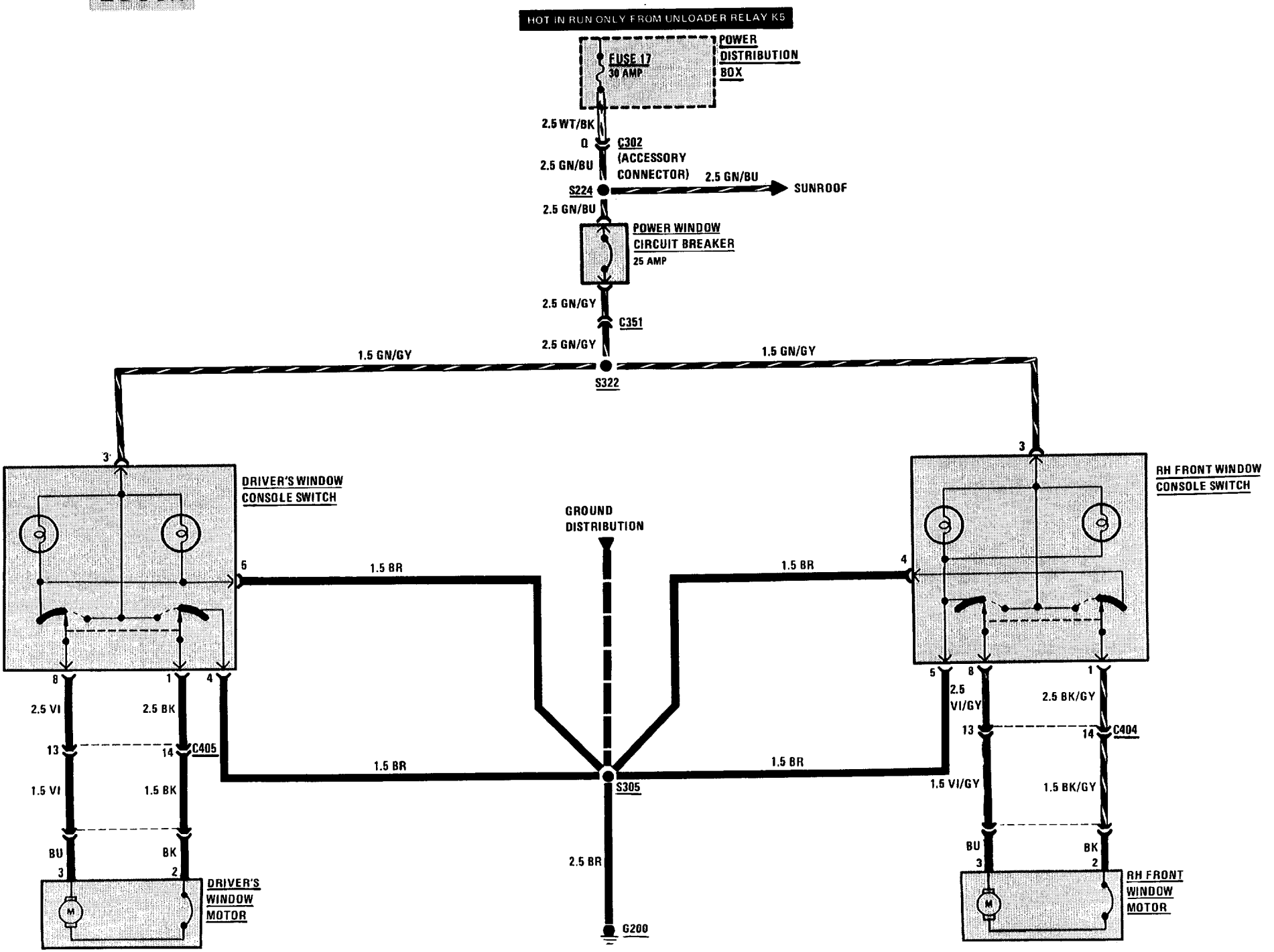
4 DOOR

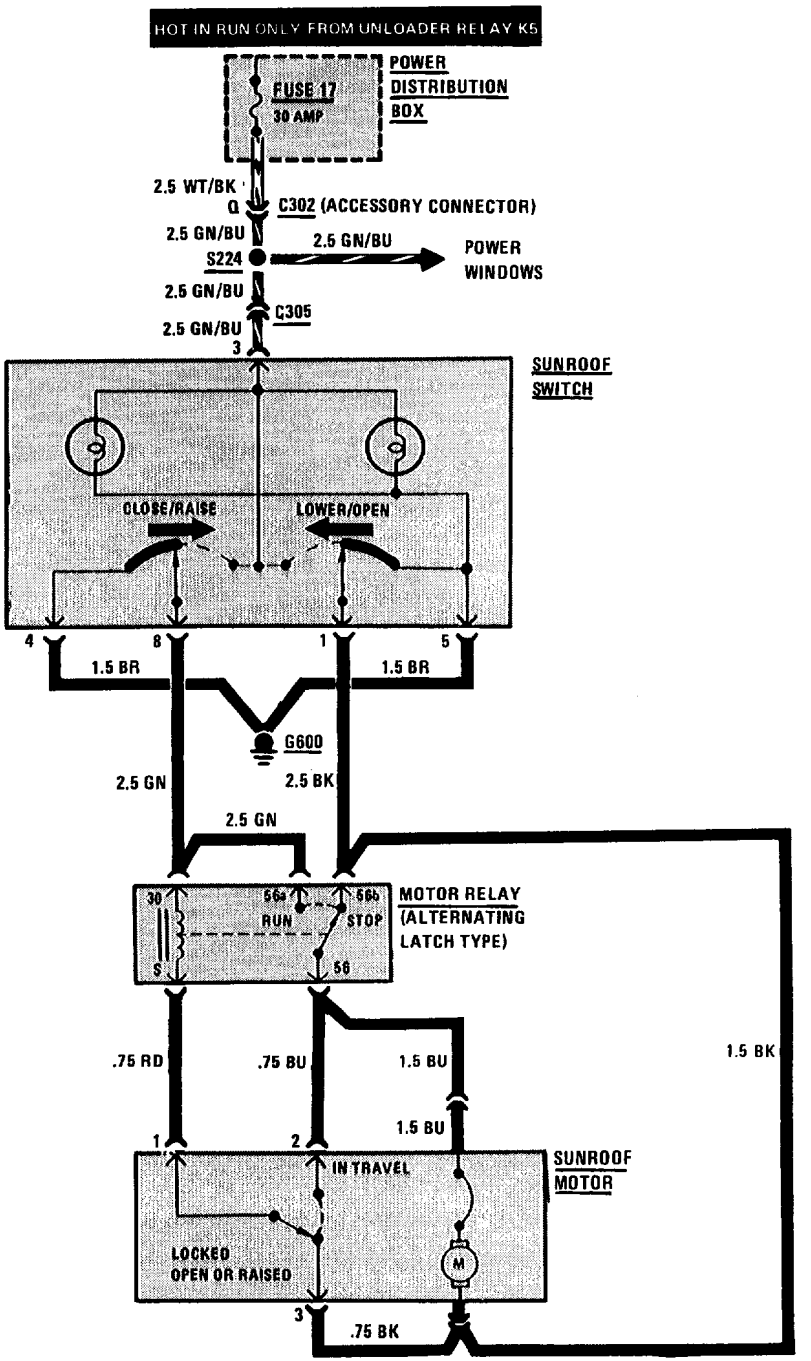

HOT AT ALL TIMES FROM UNLOADER RELAY K5
POWER DISTRIBUTION BOX
FUSE 17
30 AMP
2.5 WT/BK
C302 (ACCESSORY CONNECTOR)
2.5 GN/BU
2.5 GN/BU
SUNROOF
S224
2.5 GN/BU
POWER WINDOW CIRCUIT BREAKER
25 AMP
2.5 GN/GY
C351
1.5 GN/GY
2.5 GN/GY
1.5 GN/GY
1.5 GN/GY
S322
1.5 GN/GY
1.5 GN/GY
LH FRONT WINDOW CONSOLE SWITCH
GROUND DISTRIBUTION
LH REAR WINDOW CONSOLE SWITCH
SAFETY SWITCH
1.5 BR
1.5 BR
1.5 BR
1.5 BR
2.5 VI
2.5 BK
2.5 BK/YL
2.5 BU/GN
2.5 GN/BU
C401
C405
2.5 BK/YL
2.5 BU/GN
S305
LH REAR WINDOW SWITCH
1.5 VI
1.5 BK
1.5 GN/BU
1.5 GN/BU
1.5 GN/BU
C401
S402
C402
2.5 BR
BU
BK
1.5 BU
1.5 BK
LH FRONT WINDOW MOTOR
LH REAR WINDOW MOTOR
G200

4 DOOR

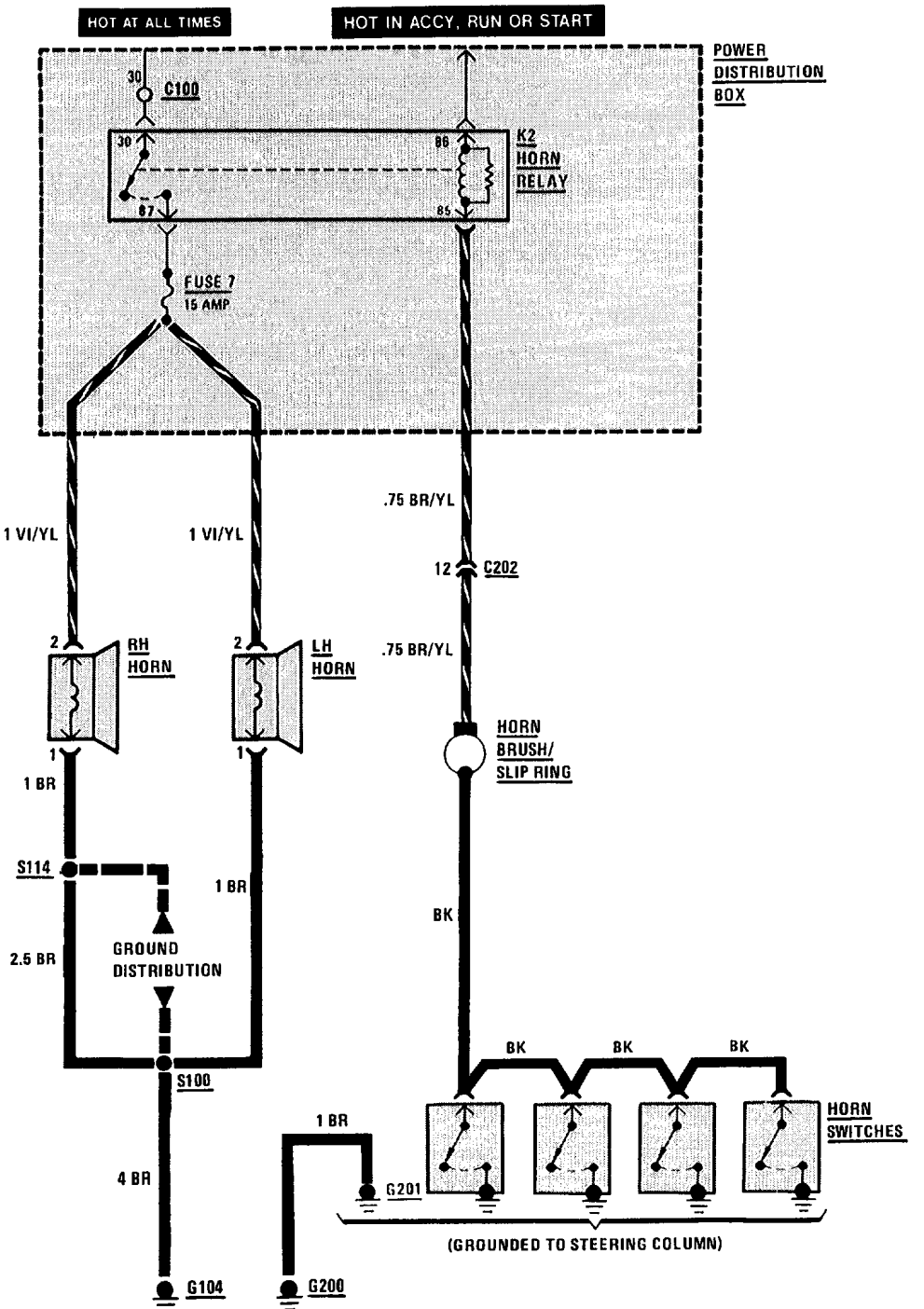

1.5 GN/GY
1.5 GN/GY
3
RH REAR WINDOW CONSOLE SWITCH
5
1.5 BR
GROUND DISTRIBUTION
1.5 BR
4
3
RH FRONT WINDOW CONSOLE SWITCH
8
1
4
5
8
1
2.5 BK/YL
2.5 BU/GN
2.5 VI/GY
2.5 BK/GY
4
2
C402
2.5 BK/YL
2.5 BU/GN
1.5 BR
1.5 BR
S305
13
14
C404
5
4
RH REAR WINDOW SWITCH
7
1.5 GN/BU
3
C402
1.5 VI/GY
1.5 BK/GY
2.5 BR
2
1
BU
BK
1.5 BU
1.5 BK
3
2
3
2
RH REAR WINDOW MOTOR
G200
RH FRONT WINDOW MOTOR

2 DOOR

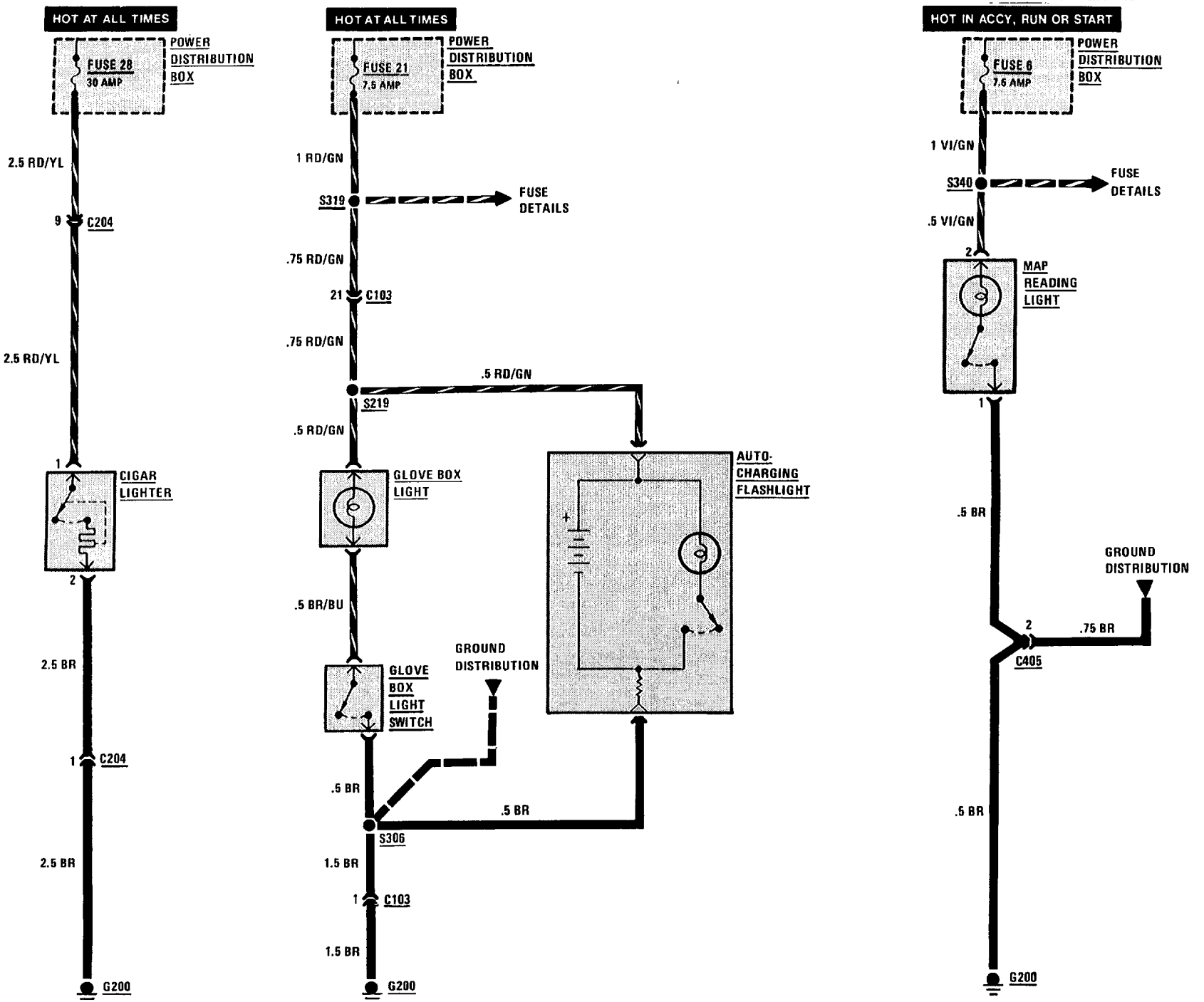

HOT IN RUN ONLY FROM UNLOADER RELAY K5
FUSE 17
30 AMP
POWER DISTRIBUTION BOX
2.5 WT/BK
C302
(ACCESSORY CONNECTOR)
2.5 GN/BU
2.5 GN/BU
S224
2.5 GN/BU
SUNROOF
POWER WINDOW CIRCUIT BREAKER
25 AMP
2.5 GN/GY
C351
2.5 GN/GY
1.5 GN/GY
1.5 GN/GY
S322
DRIVER'S WINDOW CONSOLE SWITCH
RH FRONT WINDOW CONSOLE SWITCH
GROUND DISTRIBUTION
1.5 BR
1.5 BR
1.5 BR
1.5 BR
S305
2.5 BR
G200
2.5 VI
2.5 BK
C405
1.5 VI
1.5 BK
BU
BK
DRIVER'S WINDOW MOTOR
2.5 VI/GY
2.5 BK/GY
C404
1.5 VI/GY
1.5 BK/GY
BU
BK
RH FRONT WINDOW MOTOR


HOT IN RUN ONLY FROM UNLOADER RELAY K5
FUSE 17
30 AMP
POWER DISTRIBUTION BOX
2.5 WT/BK
C302 (ACCESSORY CONNECTOR)
2.5 GN/BU
2.5 GN/BU
S224
POWER WINDOWS
2.5 GN/BU
C305
2.5 GN/BU
3
SUNROOF SWITCH
CLOSE/RAISE
LOWER/OPEN
4
8
1
5
1.5 BR
1.5 BR
G600
2.5 GN
2.5 BK
2.5 GN
30
56a
56b
RUN
STOP
S
56
MOTOR RELAY (ALTERNATING LATCH TYPE)
.75 RD
.75 BU
1.5 BU
1.5 BU
1.5 BK
1
2
IN TRAVEL
SUNROOF MOTOR
LOCKED OPEN OR RAISED
M
3
.75 BK

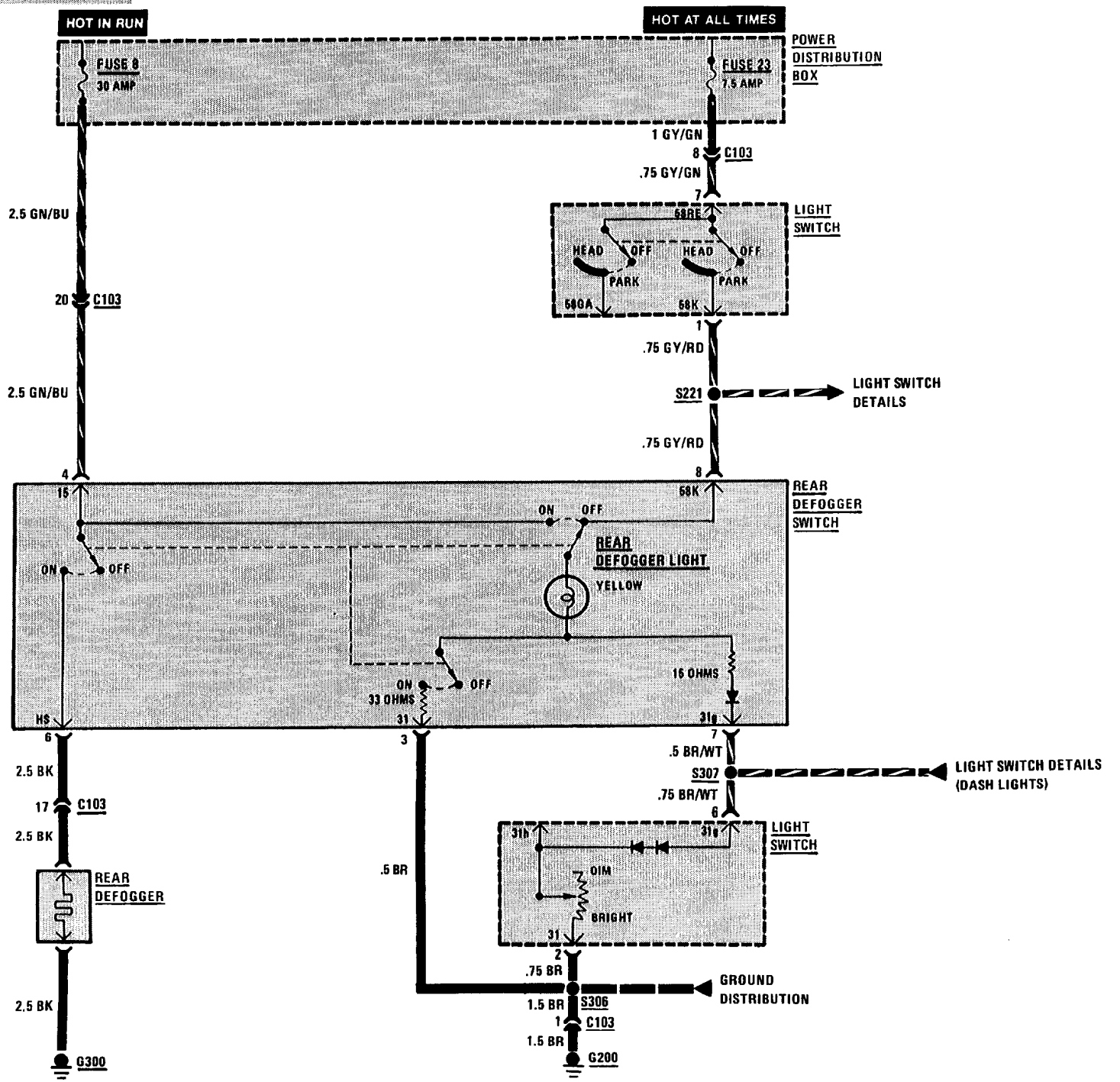
HORNS


HOT AT ALL TIMES
HOT IN ACCY, RUN OR START
POWER DISTRIBUTION BOX
30
C100
30
86
K2 HORN RELAY
87
85
FUSE 7
15 AMP
1 VI/YL
1 VI/YL
.75 BR/YL
12
C202
2
RH HORN
2
LH HORN
.75 BR/YL
1
1
HORN BRUSH/ SLIP RING
1 BR
S114
1 BR
BK
2.5 BR
GROUND DISTRIBUTION
BK
BK
BK
S100
1 BR
HORN SWITCHES
4 BR
G201
(GROUNDED TO STEERING COLUMN)
G104
G200

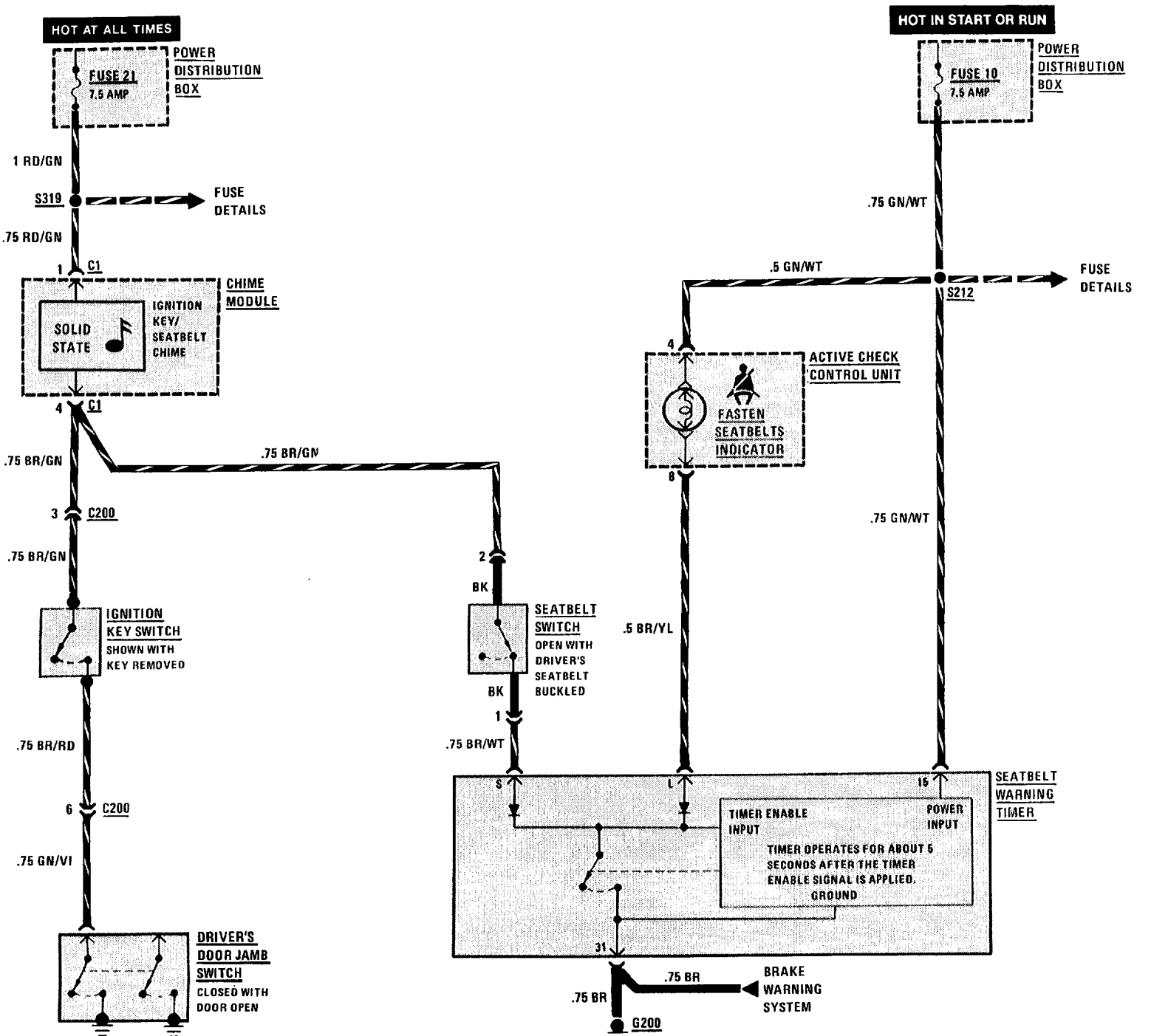
CIGAR LIGHTER/GLOVE BOX LIGHT/AUTO-CHARGING FLASHLIGHT/MAP READING LIGHT

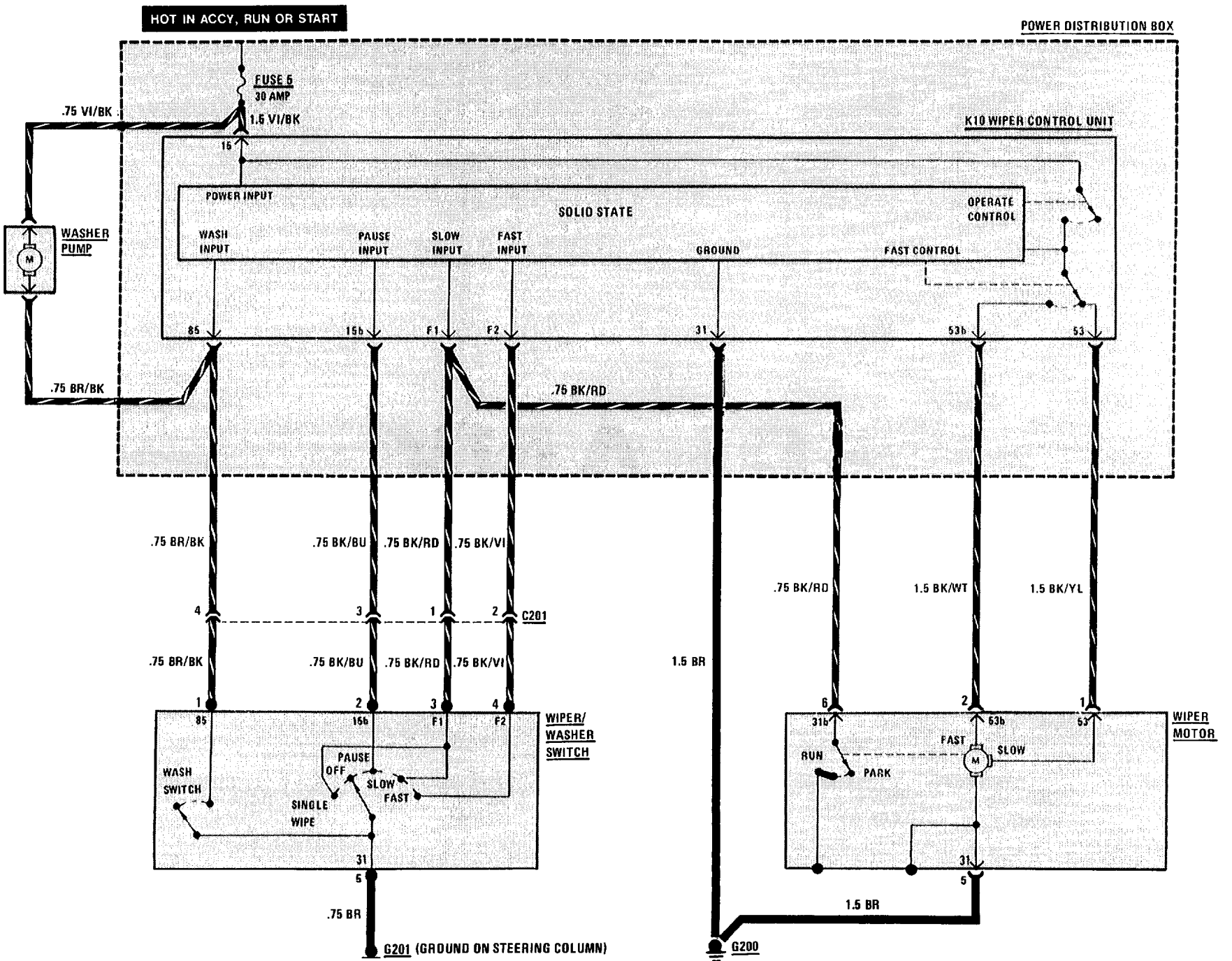


REAR DEFOGGER

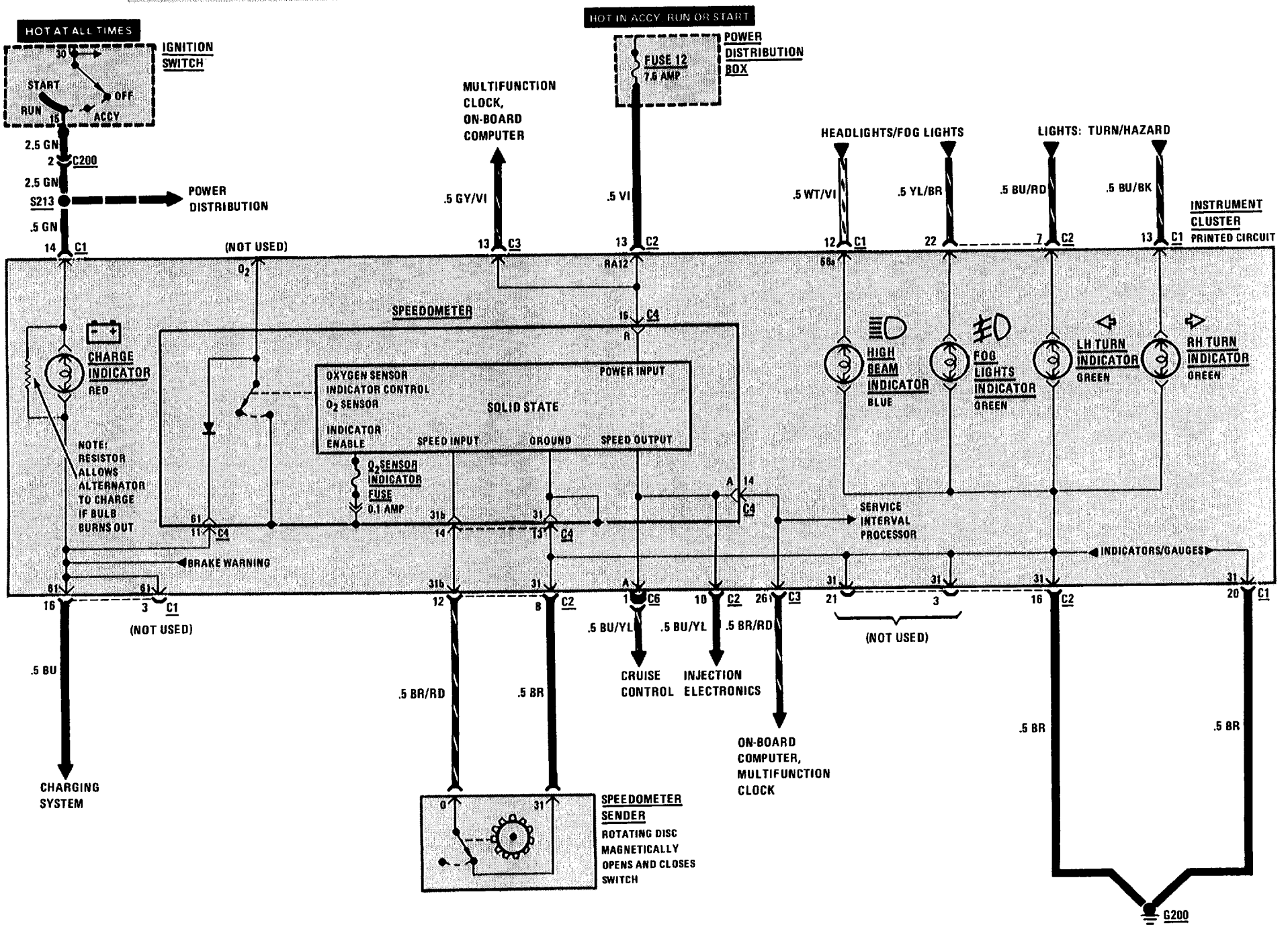


6131-0 IGNITION KEY WARNING/SEATBELT WARNING

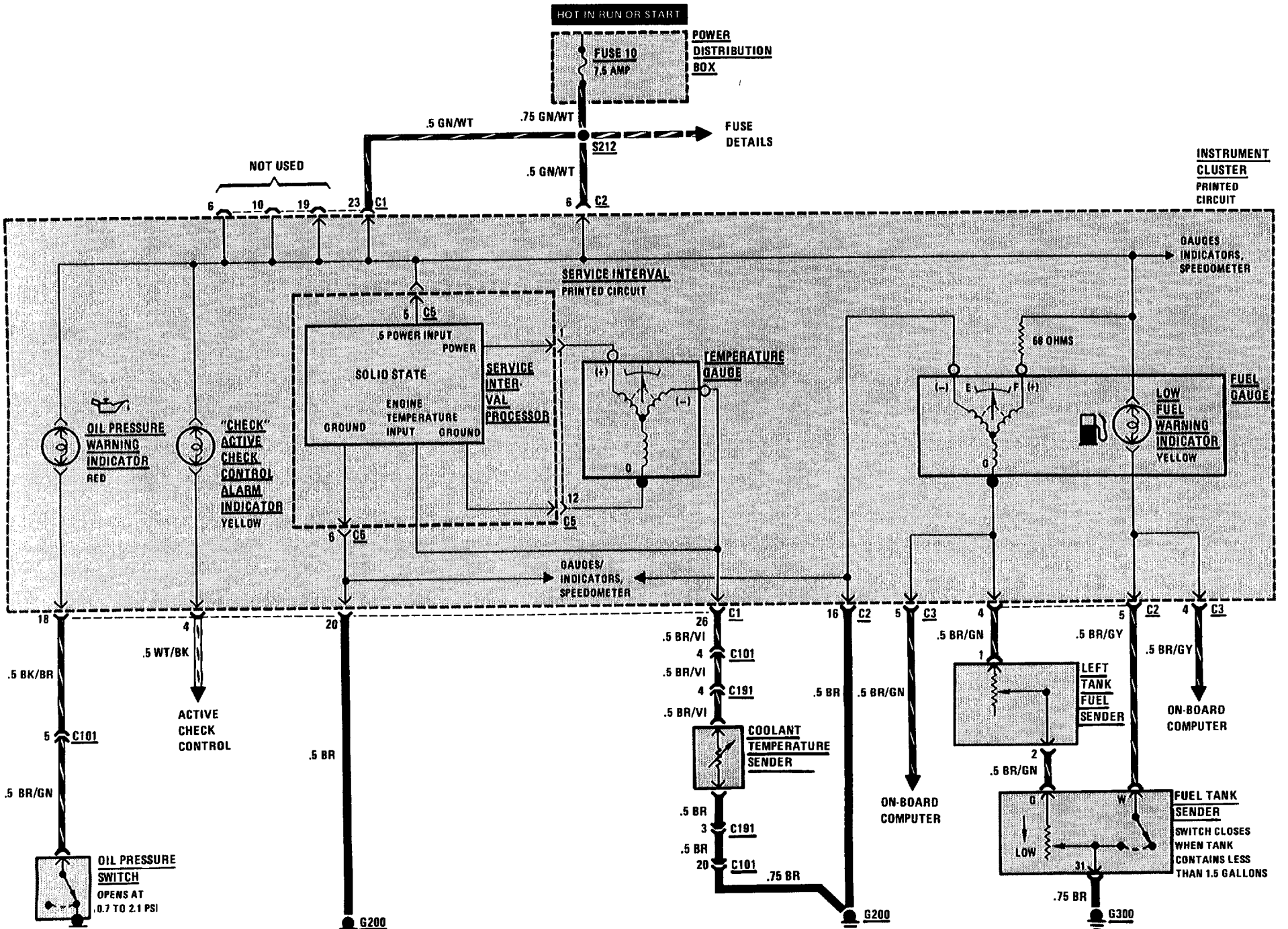


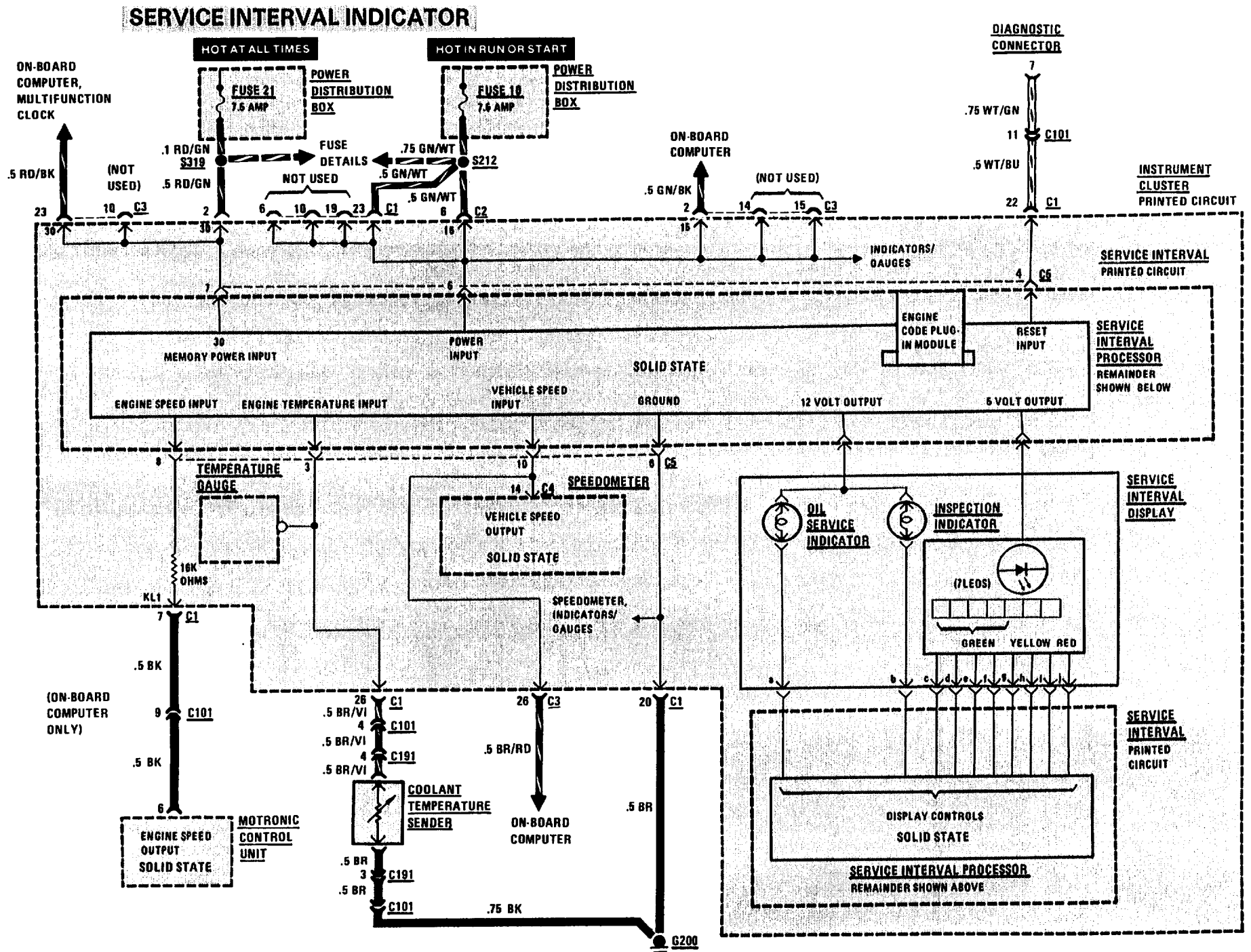

HOT IN ACCY, RUN OR START
POWER DISTRIBUTION BOX
FUSE 6
30 AMP
.75 VI/BK
1.5 VI/BK
K10 WIPER CONTROL UNIT
15
POWER INPUT
SOLID STATE
OPERATE CONTROL
WASHER PUMP
WASH INPUT
PAUSE INPUT
SLOW INPUT
FAST INPUT
GROUND
FAST CONTROL
85
15b
F1
F2
31
53b
53
.75 BR/BK
.75 BK/RD
.75 BR/BK
.75 BK/BU
.75 BK/RD
.75 BK/VI
4
3
1
2
C201
.75 BR/BK
.75 BK/BU
.75 BK/RD
.75 BK/VI
1.5 BR
.75 BK/RD
1.5 BK/WT
1.5 BK/YL
1
2
3
4
6
2
1
85
15b
F1
F2
31b
53b
53
WIPER/ WASHER SWITCH
WIPER MOTOR
WASH SWITCH
PAUSE
OFF
SLOW
FAST
SINGLE WIPE
FAST
SLOW
RUN
PARK
31
5
31
5
.75 BR
1.5 BR
G201 (GROUND ON STEERING COLUMN)
G200

SPEEDOMETER/INDICATORS

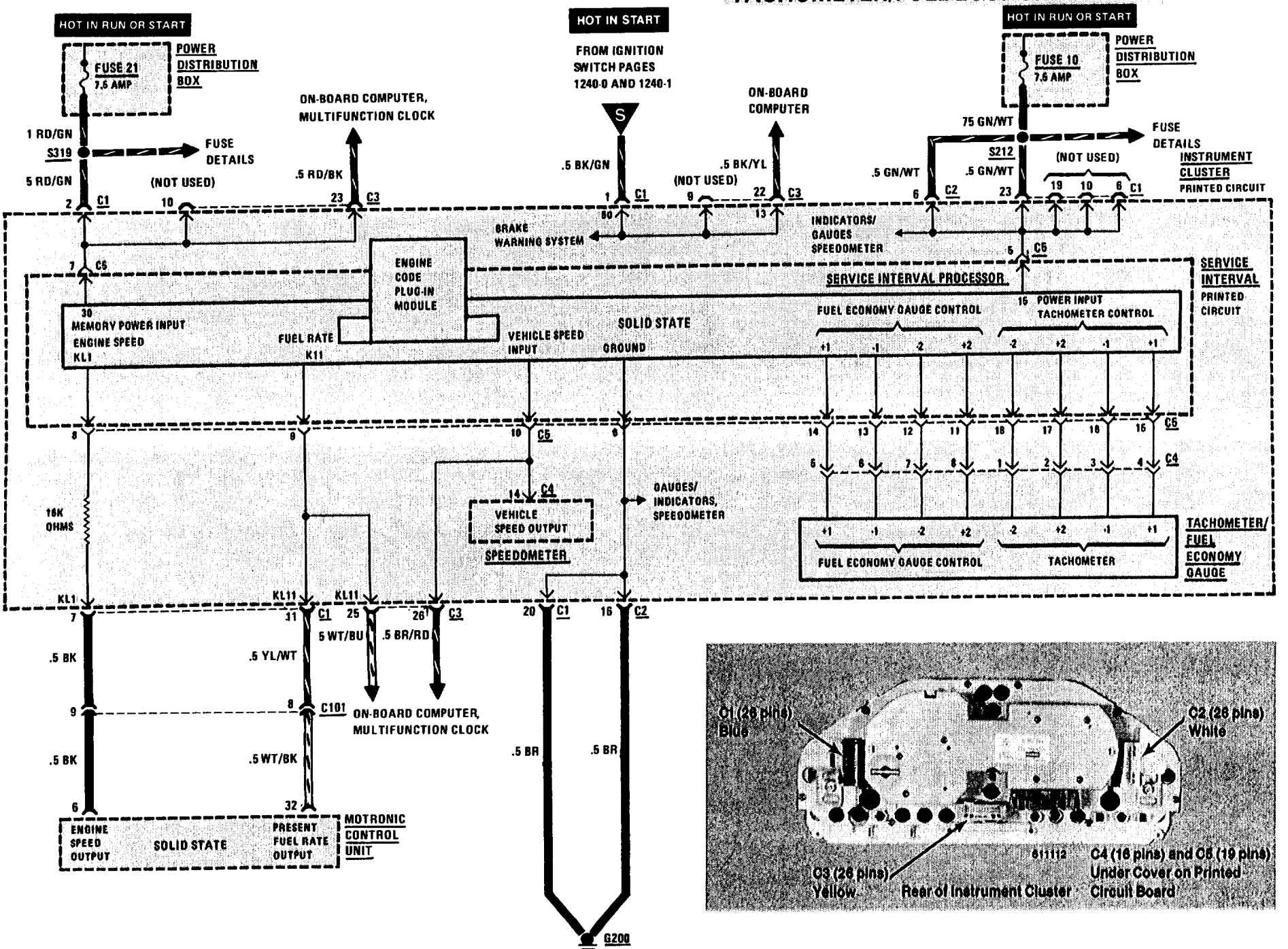


GAUGES/INDICATOR




SERVICE INTERVAL INDICATOR
HOT AT ALL TIMES
HOT IN RUN OR START
ON-BOARD COMPUTER, MULTIFUNCTION CLOCK
FUSE 21 7.5 AMP
POWER DISTRIBUTION BOX
FUSE 10 7.5 AMP
POWER DISTRIBUTION BOX
DIAGNOSTIC CONNECTOR
.75 WT/GN
C101
.5 WT/BU
INSTRUMENT CLUSTER PRINTED CIRCUIT
.1 RD/GN
S319
FUSE DETAILS
.75 GN/WT
S212
.5 RD/BK
(NOT USED)
.5 RD/GN
NOT USED
.5 GN/WT
.5 GN/WT
ON-BOARD COMPUTER
.5 GN/BK
(NOT USED)
C3
C1
C2
INDICATORS/ GAUGES
SERVICE INTERVAL PRINTED CIRCUIT
C6
ENGINE CODE PLUG-IN MODULE
RESET INPUT
SERVICE INTERVAL PROCESSOR
REMAINDER SHOWN BELOW
30 MEMORY POWER INPUT
POWER INPUT
SOLID STATE
ENGINE SPEED INPUT
ENGINE TEMPERATURE INPUT
VEHICLE SPEED INPUT
GROUND
12 VOLT OUTPUT
5 VOLT OUTPUT
TEMPERATURE GAUGE
C5
C4
SPEEDOMETER
VEHICLE SPEED OUTPUT
SOLID STATE
SERVICE INTERVAL DISPLAY
OIL SERVICE INDICATOR
INSPECTION INDICATOR
(7LEDS)
GREEN YELLOW RED
16K OHMS
KL1
SPEEDOMETER, INDICATORS/ GAUGES
.5 BK
(ON-BOARD COMPUTER ONLY)
C101
.5 BK
.5 BR/VI
.5 BR/VI
.5 BR/VI
C191
.5 BR/RD
.5 BR
COOLANT TEMPERATURE SENDER
ON-BOARD COMPUTER
.5 BR
.5 BR
.75 BK
G200
ENGINE SPEED OUTPUT
SOLID STATE
MOTRONIC CONTROL UNIT
DISPLAY CONTROLS
SOLID STATE
SERVICE INTERVAL PROCESSOR
REMAINDER SHOWN ABOVE
SERVICE INTERVAL PRINTED CIRCUIT

TACHOMETER/FUEL ECONOMY GAUGE



ACTIVE CHECK CONTROL

1. When the Ignition Switch is initially placed in "Run," the Active Check Control Arm Indicator flashes, and the Active Check Control Unit Brake Light LED and panel light illuminate for test purposes. Depressing the brake pedal clears the display.

2. When the Ignition Switch is placed in "Run," fault monitoring begins. To monitor the low beams, rear lights, or license lights, those circuits must be on. The brake lights are monitored only while the brake pedal is depressed. An exception to this is when all brake light circuits are open. A fault will be indicated with the Ignition Switch in Run.

3. When a fault occurs, the alarm indicator flashes, the appropriate LED fault indicator lights, and the panel light goes on for five seconds. Depressing the test button will clear the alarm indicator, but the LED fault indicator remains on.

4. To test the unit, depress the test button. The LED fault indicators and the panel lights should go on.

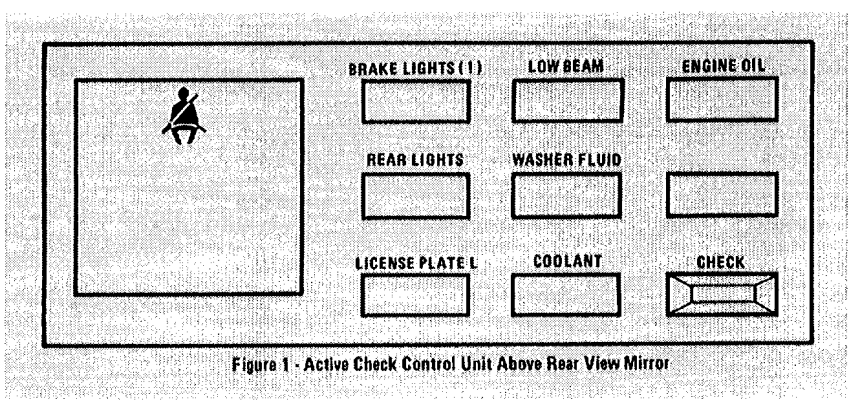
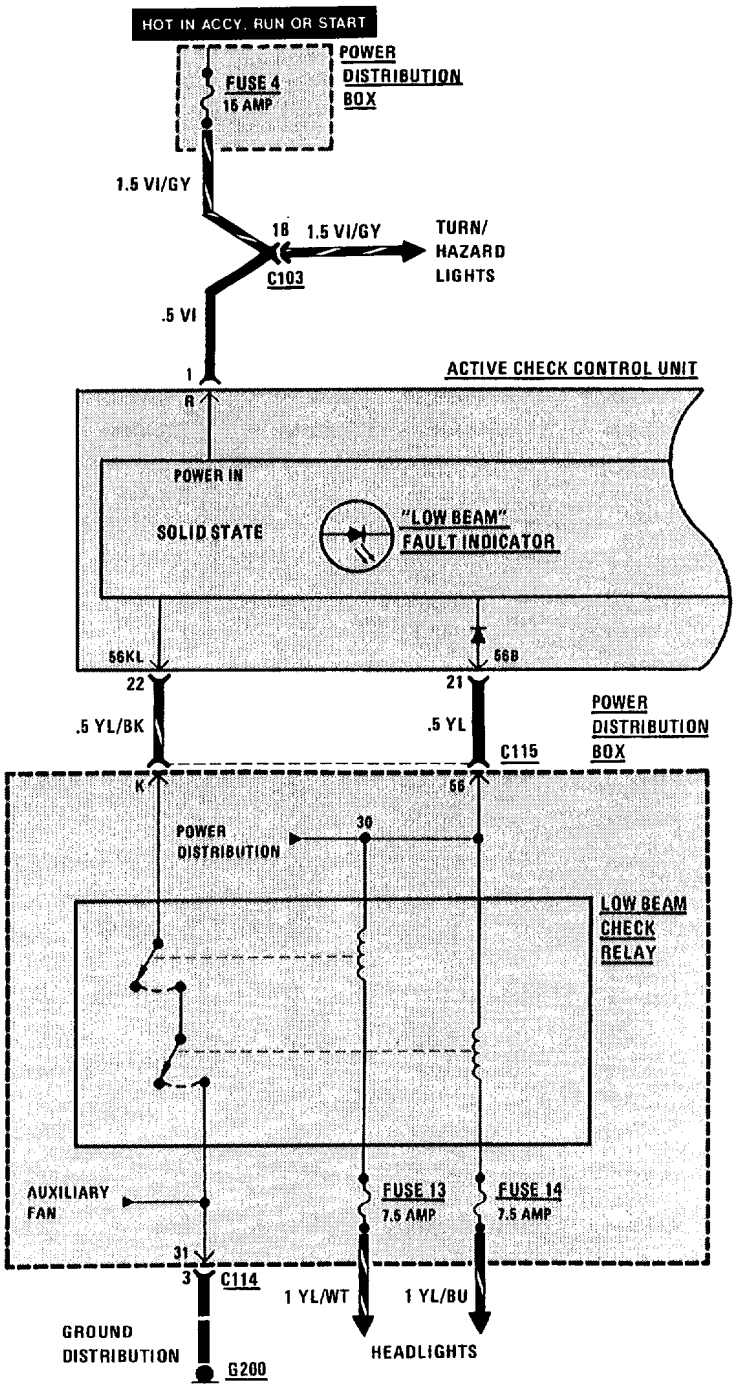
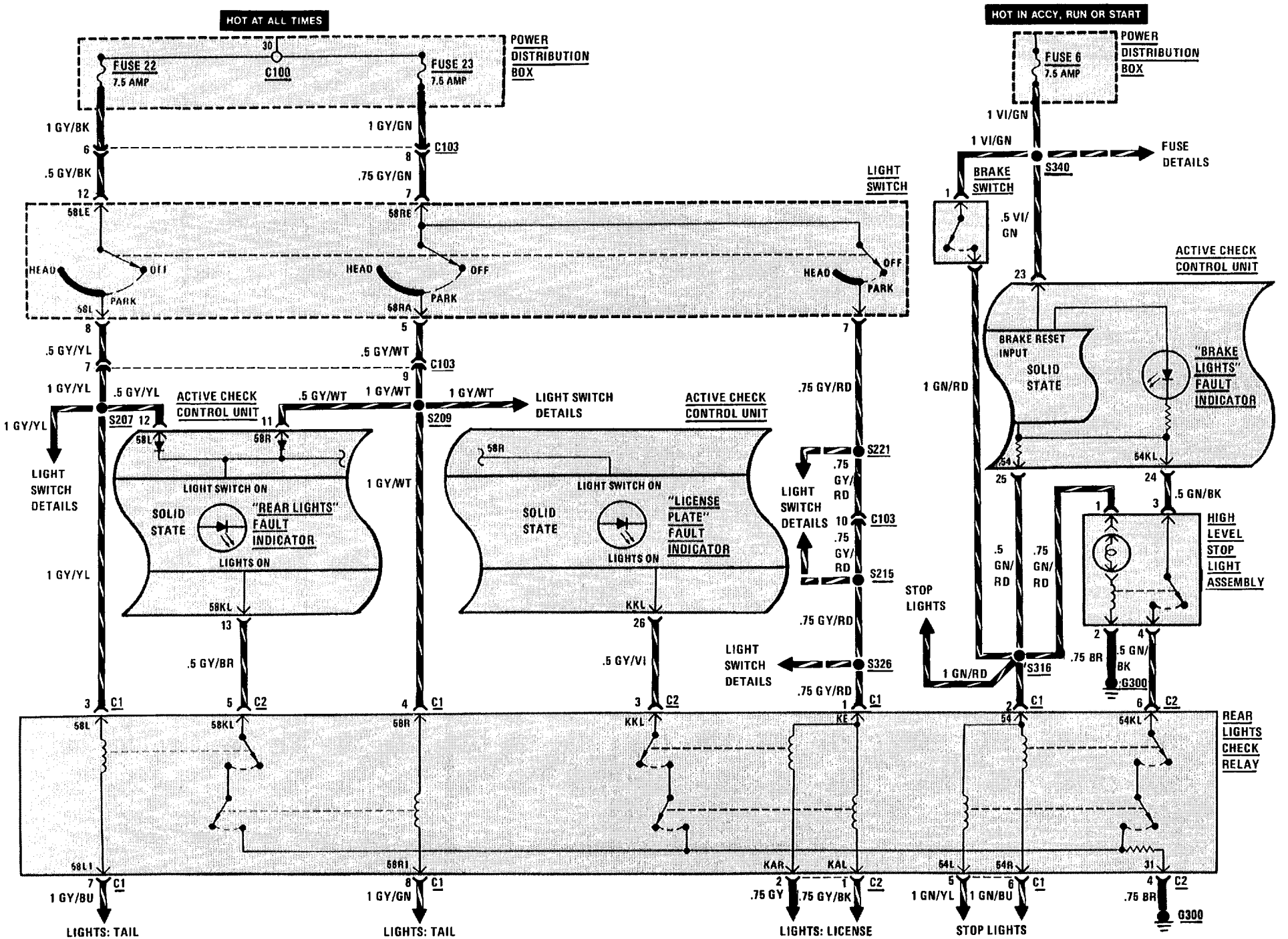
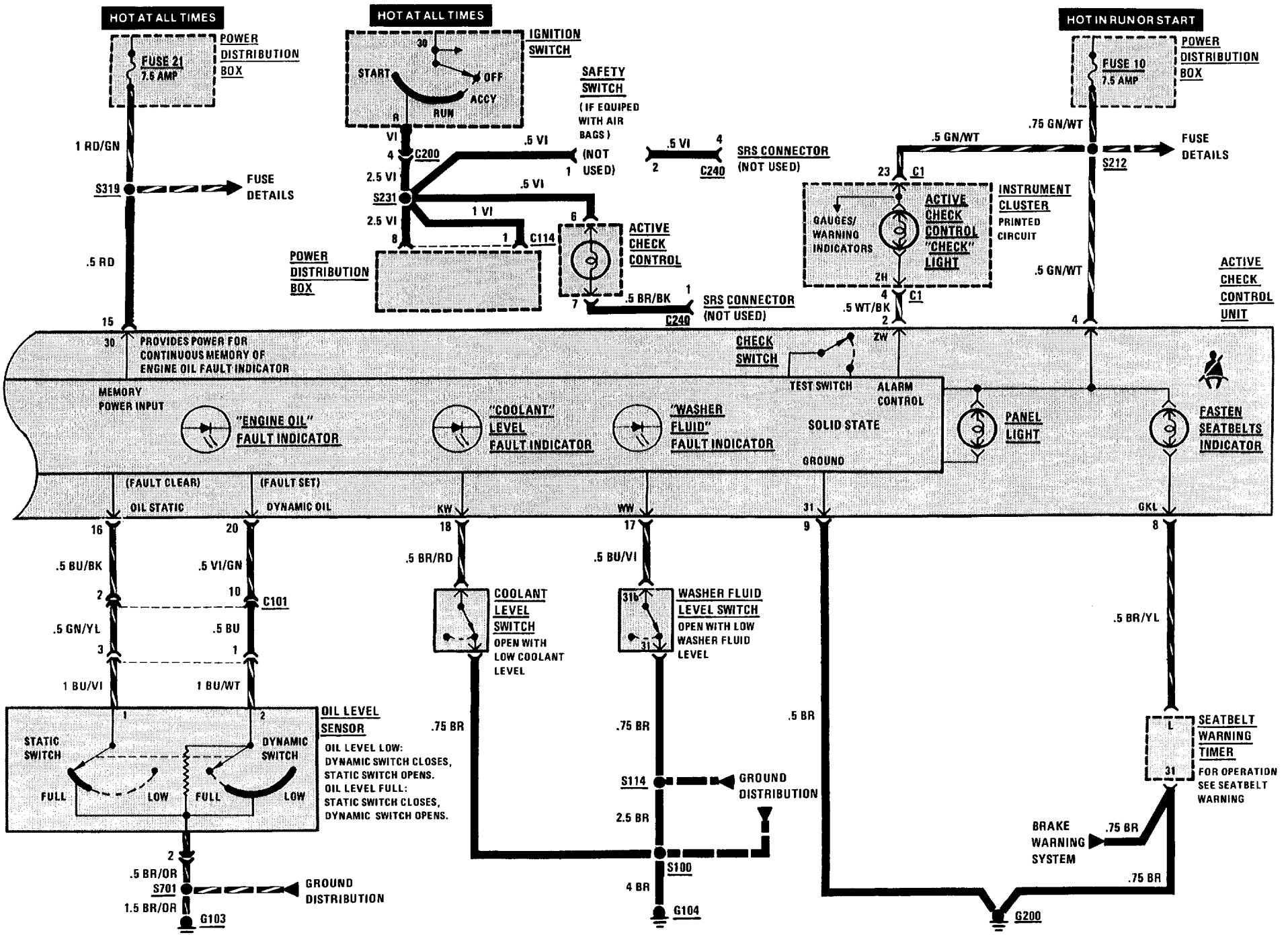


Figure 1 - Active Check Control Unit Above Rear View Mirror

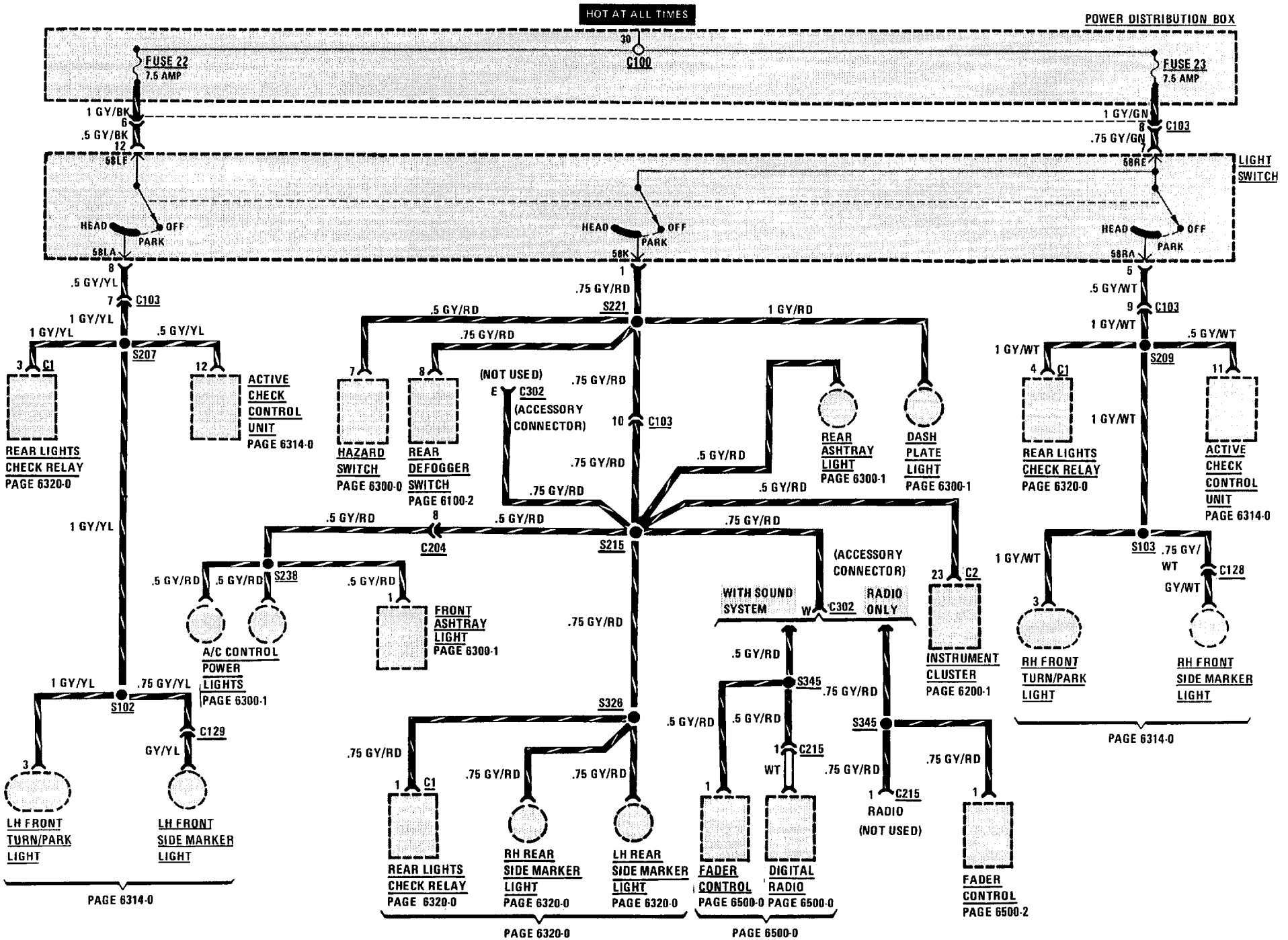



HOT AT ALL TIMES
POWER DISTRIBUTION BOX
FUSE 22
7.5 AMP
FUSE 23
7.5 AMP
C100
30
1 GY/BK
1 GY/GN
C103
.5 GY/BK
.75 GY/GN
LIGHT SWITCH
58LE
58RE
58L
58RA
HEAD
OFF
PARK
.5 GY/YL
.5 GY/WT
1 GY/YL
.5 GY/YL
ACTIVE CHECK CONTROL UNIT
.5 GY/WT
1 GY/WT
1 GY/WT
LIGHT SWITCH DETAILS
S207
S209
LIGHT SWITCH ON
SOLID STATE
"REAR LIGHTS" FAULT INDICATOR
LIGHTS ON
58KL
.5 GY/BR
C1
C2
.5 GY/VI
KKL
.75 GY/RD
S221
S215
S326
KE
KAR
KAL
.75 GY
.75 GY/BK
"LICENSE PLATE" FAULT INDICATOR
HOT IN ACCY, RUN OR START
FUSE 6
7.5 AMP
1 VI/GN
FUSE DETAILS
S340
BRAKE SWITCH
.5 VI/GN
ACTIVE CHECK CONTROL UNIT
BRAKE RESET INPUT
"BRAKE LIGHTS" FAULT INDICATOR
1 GN/RD
54
54KL
.5 GN/BK
HIGH LEVEL STOP LIGHT ASSEMBLY
.5 GN/RD
.75 GN/RD
STOP LIGHTS
S316
.75 BR
.5 GN/BK
G300
REAR LIGHTS CHECK RELAY
58L1
58R1
54L
54R
1 GY/BU
1 GY/GN
1 GN/YL
1 GN/BU
LIGHTS: TAIL
LIGHTS: TAIL
LIGHTS: LICENSE
STOP LIGHTS
G300

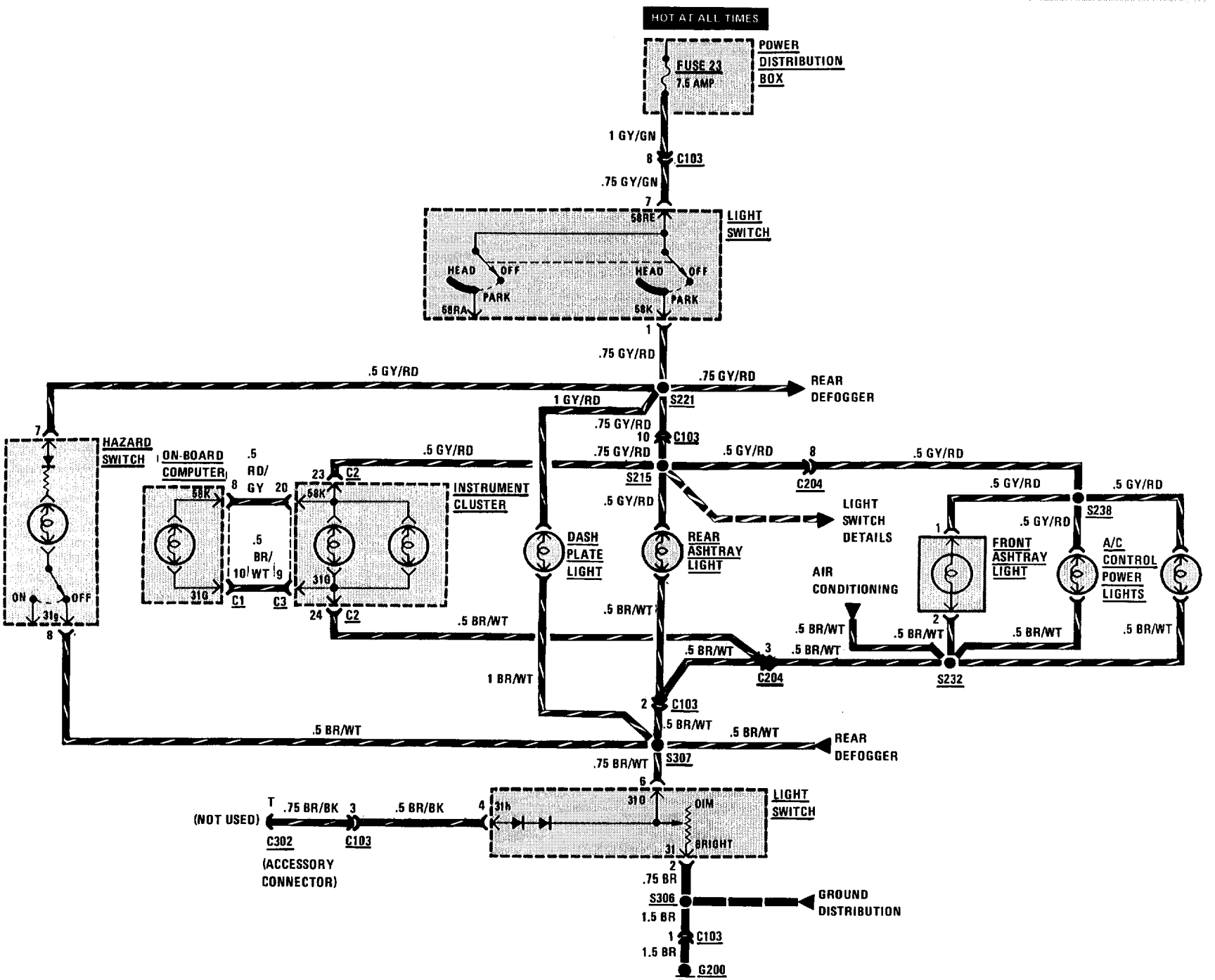
6216-2 ACTIVE CHECK CONTROL

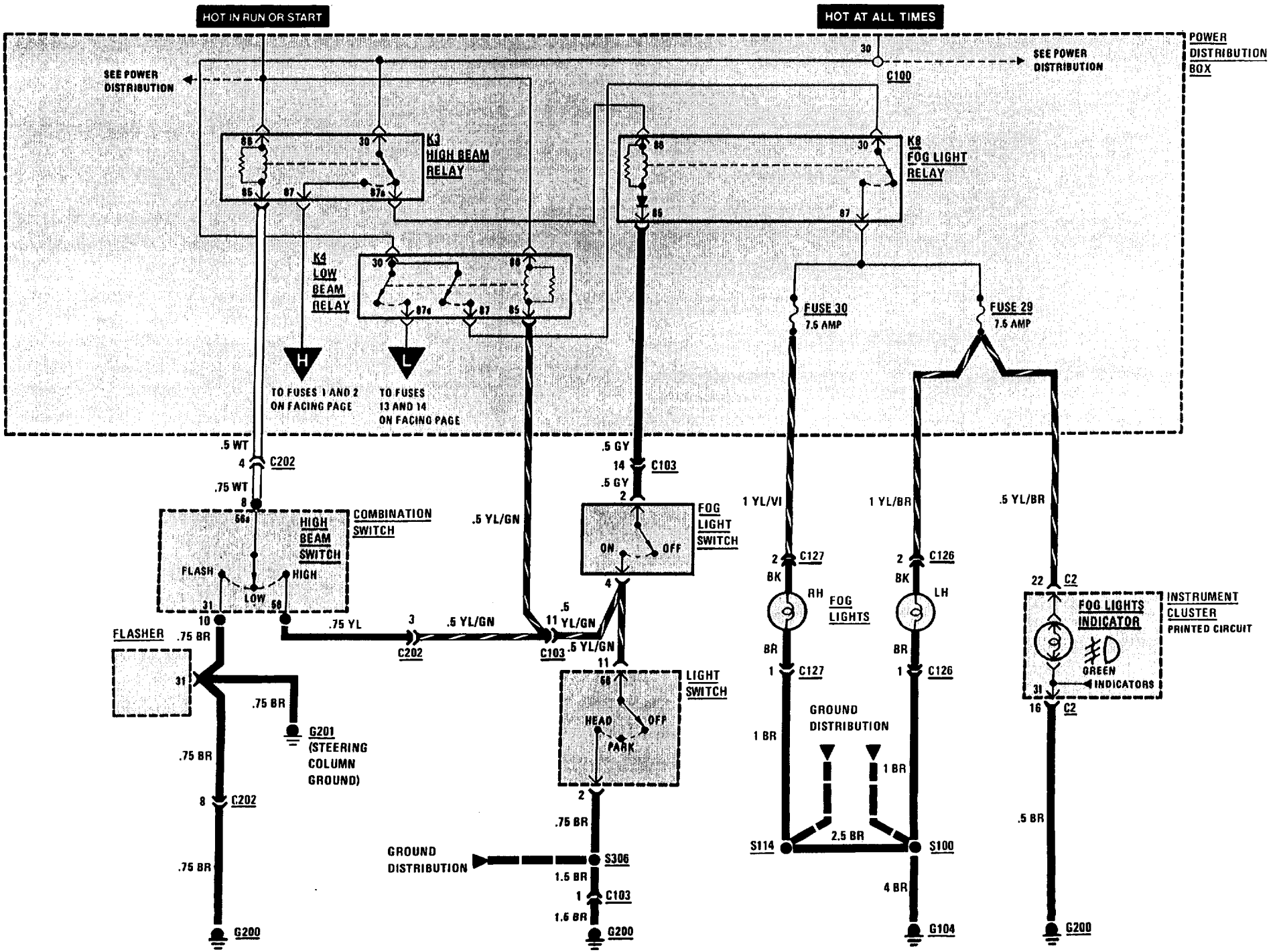


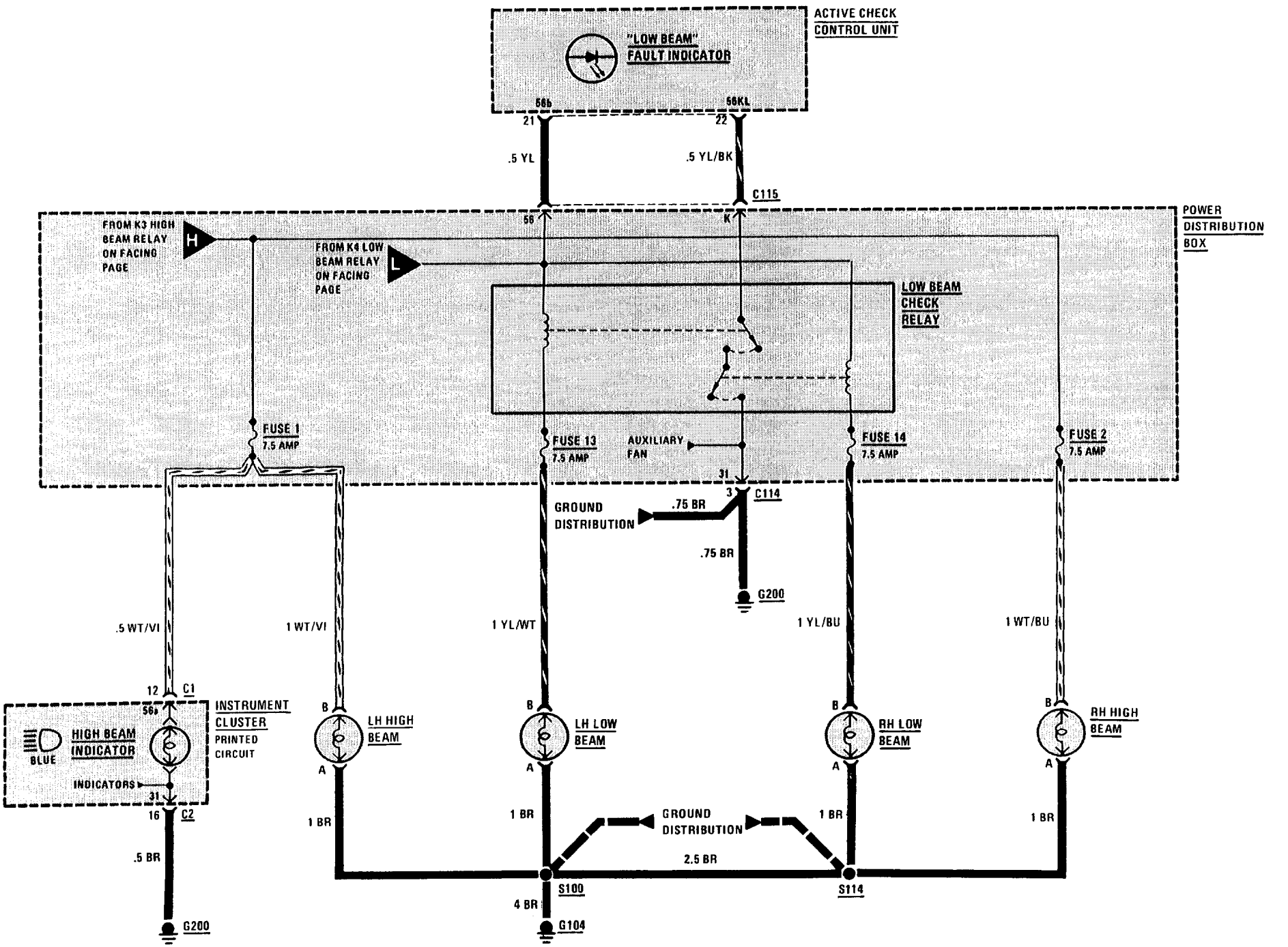
6300-0 LIGHT SWITCH DETAILS



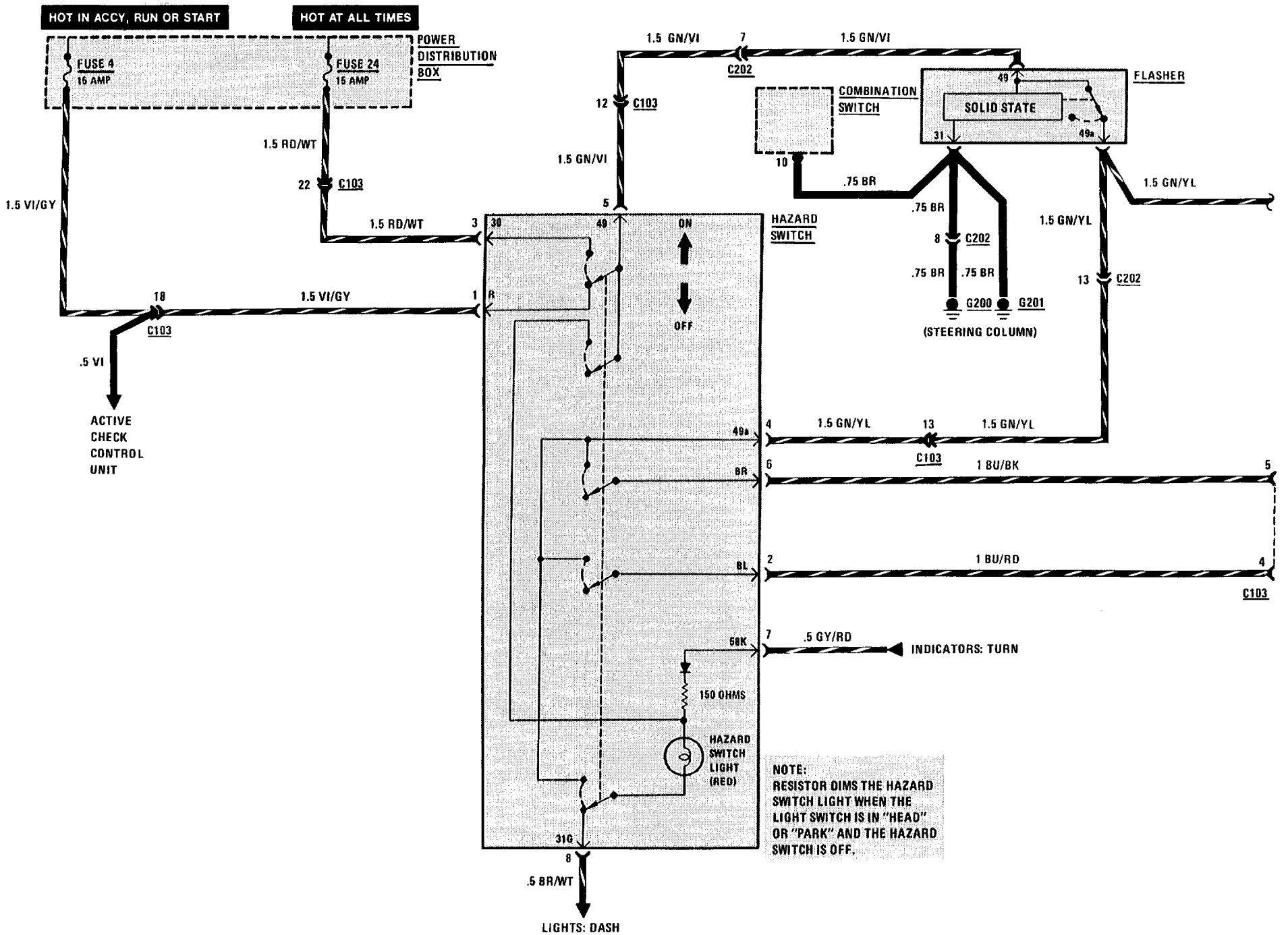
DASH LIGHTS

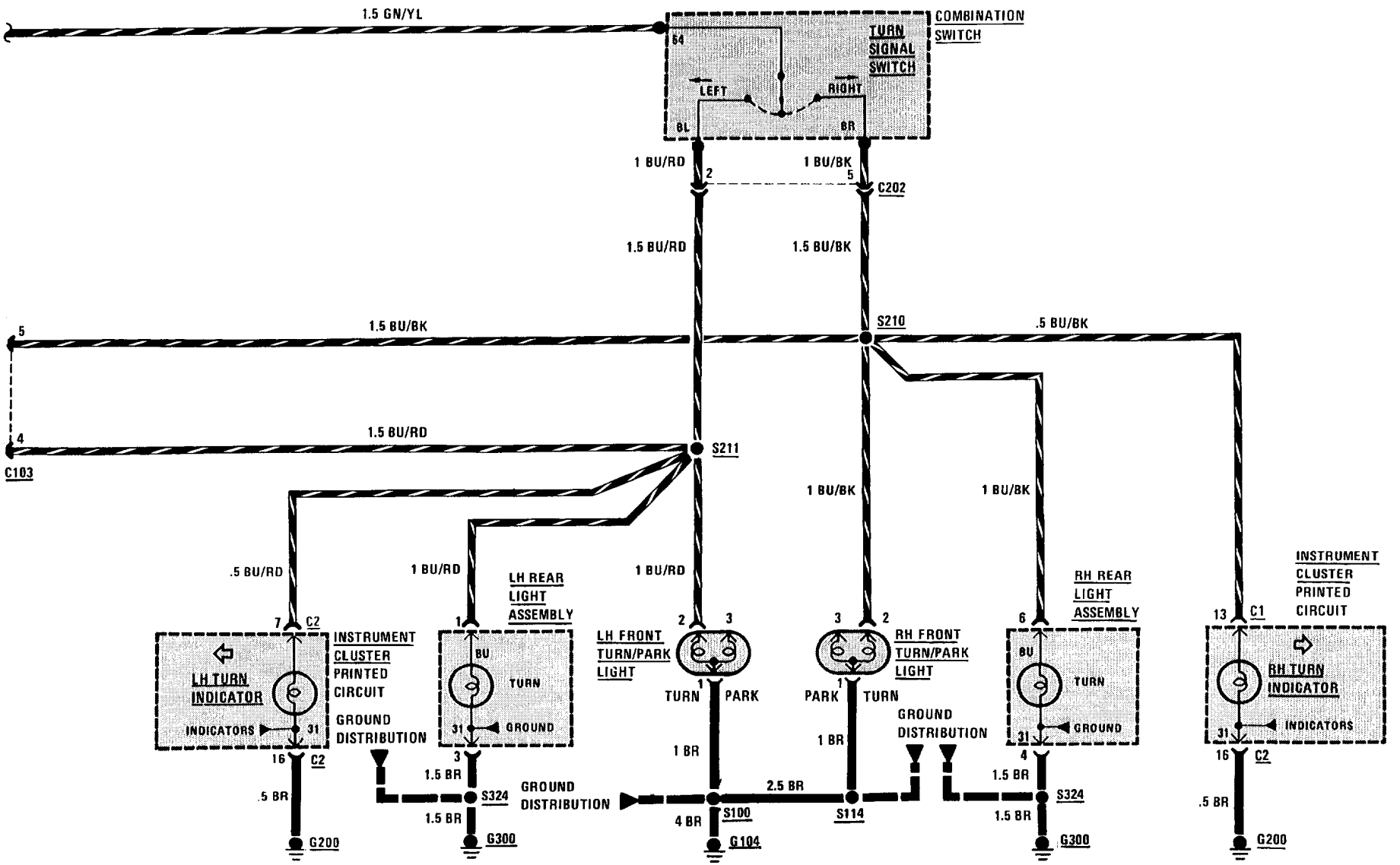

HOT AT ALL TIMES
FUSE 23
7.5 AMP
POWER DISTRIBUTION BOX
1 GY/GN
C103
.75 GY/GN
LIGHT SWITCH
58RE
HEAD
OFF
PARK
58RA
58K
.75 GY/RD
.5 GY/RD
REAR DEFOGGER
S221
1 GY/RD
HAZARD SWITCH
ON-BOARD COMPUTER
.5 RD/GY
INSTRUMENT CLUSTER
C2
C1
C3
S215
C204
LIGHT SWITCH DETAILS
DASH PLATE LIGHT
REAR ASHTRAY LIGHT
AIR CONDITIONING
FRONT ASHTRAY LIGHT
A/C CONTROL POWER LIGHTS
S238
S232
.5 BR/WT
1 BR/WT
S307
REAR DEFOGGER
(NOT USED)
.75 BR/BK
.5 BR/BK
C302
(ACCESSORY CONNECTOR)
DIM
BRIGHT
.75 BR
S306
GROUND DISTRIBUTION
1.5 BR
G200


HOT IN RUN OR START
HOT AT ALL TIMES
POWER DISTRIBUTION BOX
SEE POWER DISTRIBUTION
SEE POWER DISTRIBUTION
C100
K3 HIGH BEAM RELAY
K8 FOG LIGHT RELAY
K4 LOW BEAM RELAY
FUSE 30 7.5 AMP
FUSE 29 7.5 AMP
H
L
TO FUSES 1 AND 2 ON FACING PAGE
TO FUSES 13 AND 14 ON FACING PAGE
.5 WT
C202
.75 WT
COMBINATION SWITCH
HIGH BEAM SWITCH
FLASH
HIGH
LOW
.75 YL
.5 YL/GN
.5 GY
C103
FOG LIGHT SWITCH
ON
OFF
1 YL/VI
1 YL/BR
.5 YL/BR
C127
C126
BK
RH
LH
FOG LIGHTS
BR
GROUND DISTRIBUTION
1 BR
2.5 BR
S114
S100
4 BR
G104
C2
INSTRUMENT CLUSTER PRINTED CIRCUIT
FOG LIGHTS INDICATOR
GREEN INDICATORS
G200
FLASHER
.75 BR
G201 (STEERING COLUMN GROUND)
LIGHT SWITCH
HEAD
PARK
OFF
.5 YL/GN
.75 BR
S306
1.5 BR
1.5 BR
.5 BR

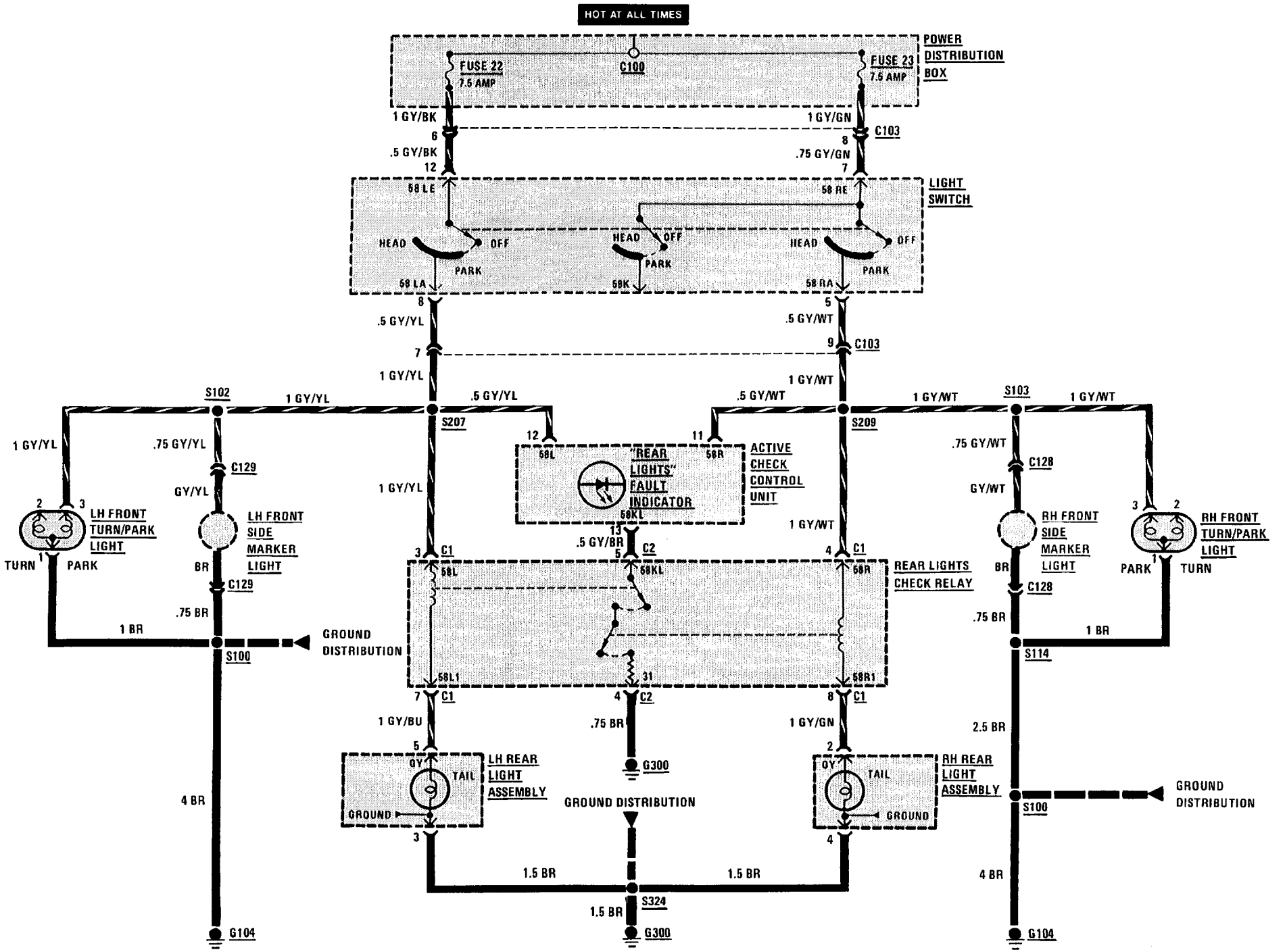

ACTIVE CHECK CONTROL UNIT
"LOW BEAM" FAULT INDICATOR
56b
56KL
21
22
.5 YL
.5 YL/BK
C115
56
K
POWER DISTRIBUTION BOX
FROM K3 HIGH BEAM RELAY ON FACING PAGE
H
FROM K4 LOW BEAM RELAY ON FACING PAGE
L
LOW BEAM CHECK RELAY
FUSE 1 7.5 AMP
FUSE 13 7.5 AMP
AUXILIARY FAN
FUSE 14 7.5 AMP
FUSE 2 7.5 AMP
31
3
C114
GROUND DISTRIBUTION
.75 BR
.75 BR
G200
.5 WT/VI
1 WT/VI
1 YL/WT
1 YL/BU
1 WT/BU
12
C1
INSTRUMENT CLUSTER PRINTED CIRCUIT
56b
HIGH BEAM INDICATOR
BLUE
INDICATORS
31
16
C2
.5 BR
G200
B
A
LH HIGH BEAM
LH LOW BEAM
RH LOW BEAM
RH HIGH BEAM
1 BR
1 BR
1 BR
1 BR
GROUND DISTRIBUTION
2.5 BR
S100
S114
4 BR
G104

6313-0 TURN/HAZARD LIGHTS

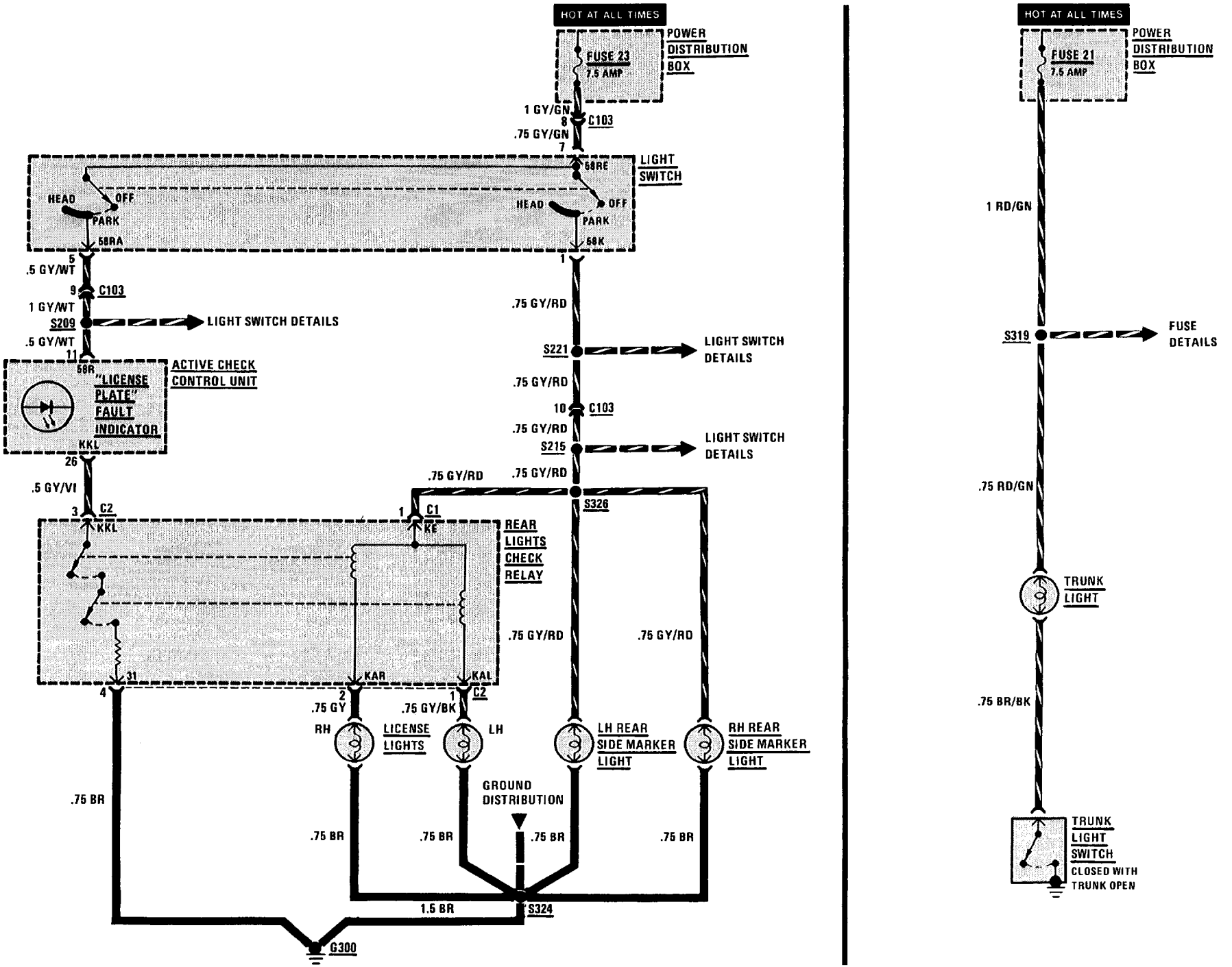



1.5 GN/YL
COMBINATION SWITCH
54
TURN SIGNAL SWITCH
LEFT
RIGHT
8L
8R
1 BU/RD
1 BU/BK
2
5
C202
1.5 BU/RD
1.5 BU/BK
5
1.5 BU/BK
S210
.5 BU/BK
4
1.5 BU/RD
S211
C103
1 BU/BK
1 BU/BK
.5 BU/RD
1 BU/RD
1 BU/RD
LH REAR LIGHT ASSEMBLY
RH REAR LIGHT ASSEMBLY
INSTRUMENT CLUSTER PRINTED CIRCUIT
7
C2
1
2
3
3
2
6
13
C1
LH TURN INDICATOR
INDICATORS
31
INSTRUMENT CLUSTER PRINTED CIRCUIT
GROUND DISTRIBUTION
BU
TURN
31
GROUND
LH FRONT TURN/PARK LIGHT
TURN
PARK
RH FRONT TURN/PARK LIGHT
PARK
TURN
BU
TURN
31
GROUND
RH TURN INDICATOR
INDICATORS
31
16
C2
3
1.5 BR
1 BR
GROUND DISTRIBUTION
1 BR
4
1.5 BR
16
C2
.5 BR
S324
2.5 BR
S324
.5 BR
1.5 BR
GROUND DISTRIBUTION
1.5 BR
4 BR
S100
S114
G200
G300
G104
G300
G200

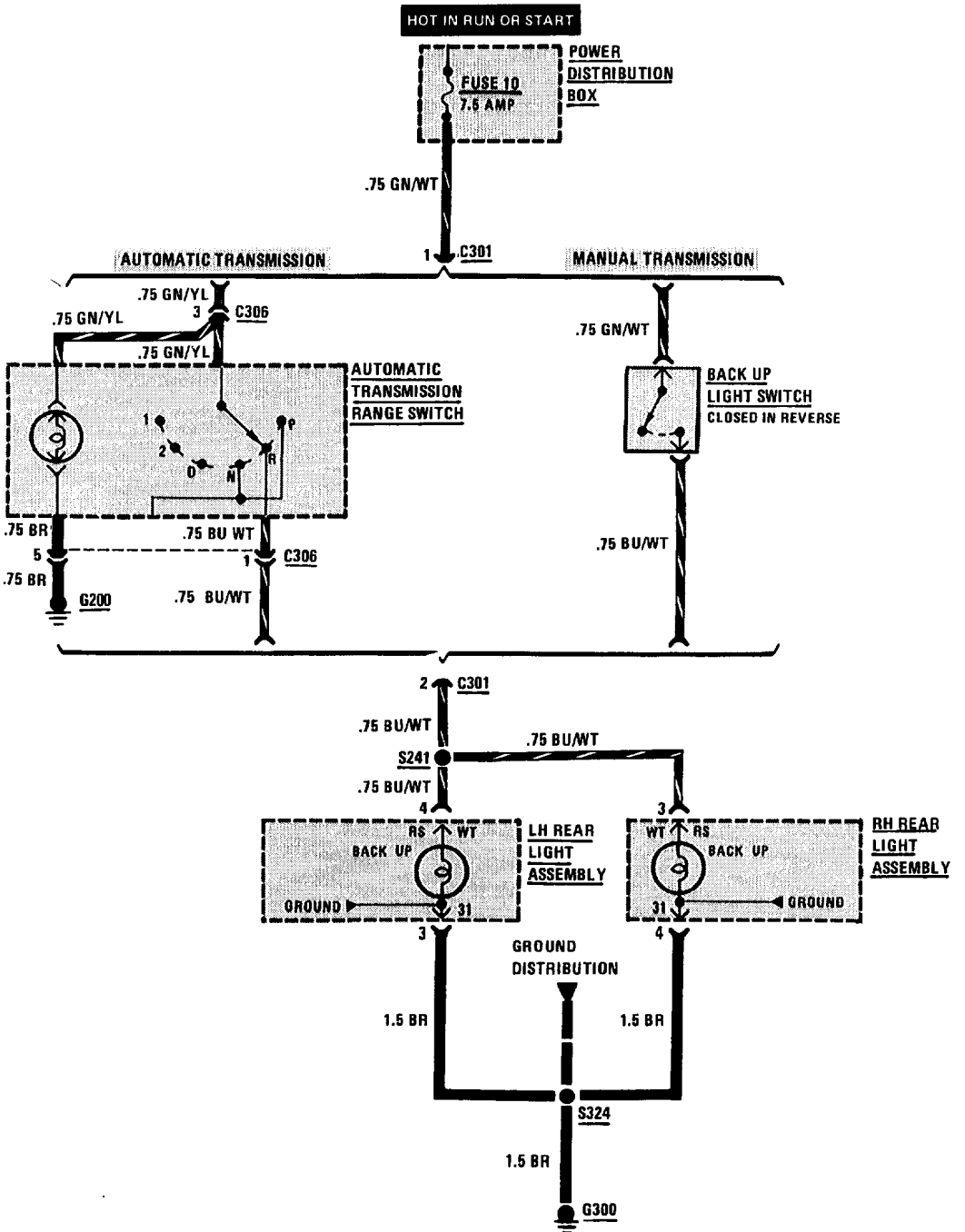
6314-0 PARK/TAIL/FRONT MARKER LIGHTS



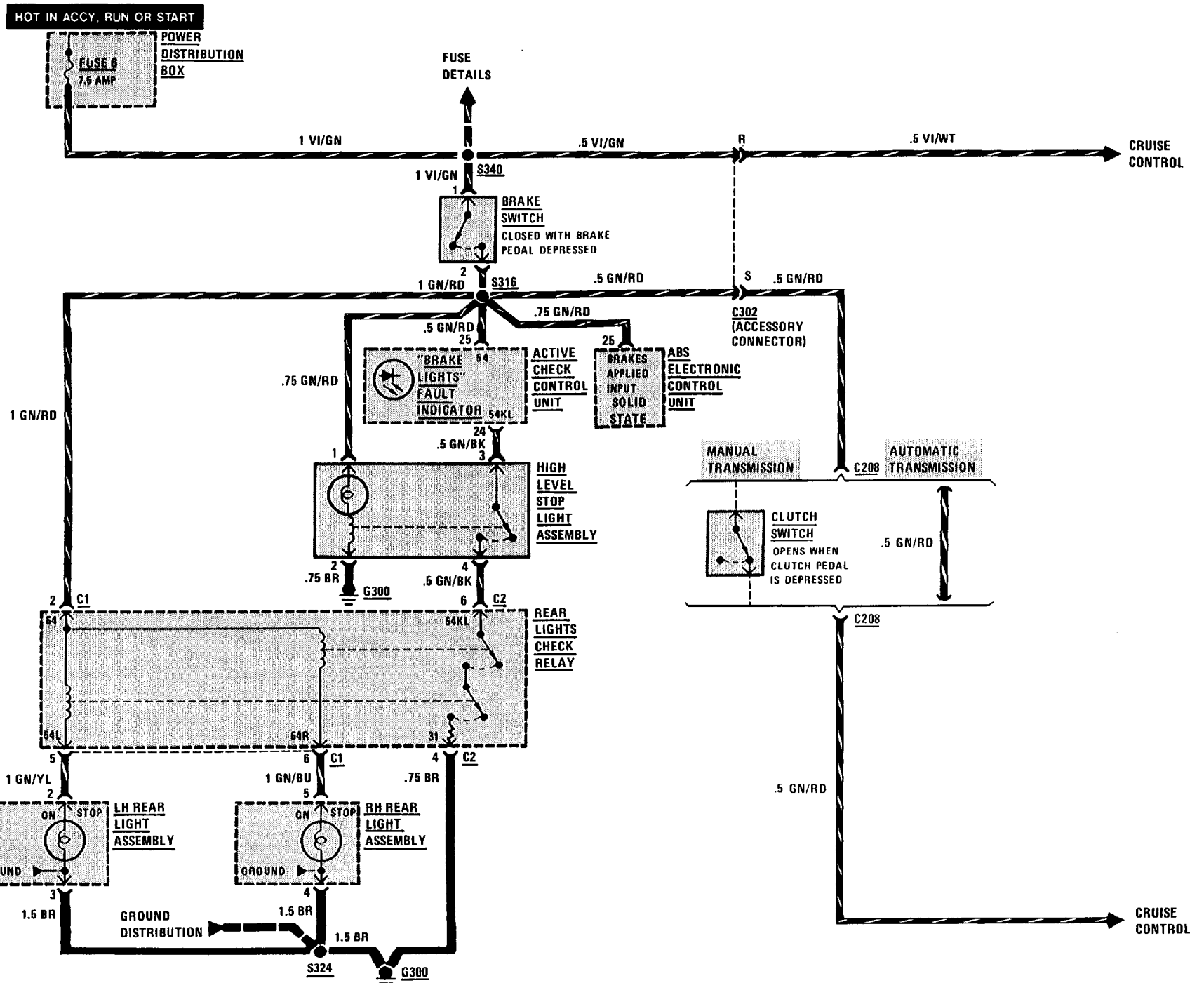
6320-0 REAR MARKER/LICENSE/TRUNK LIGHTS



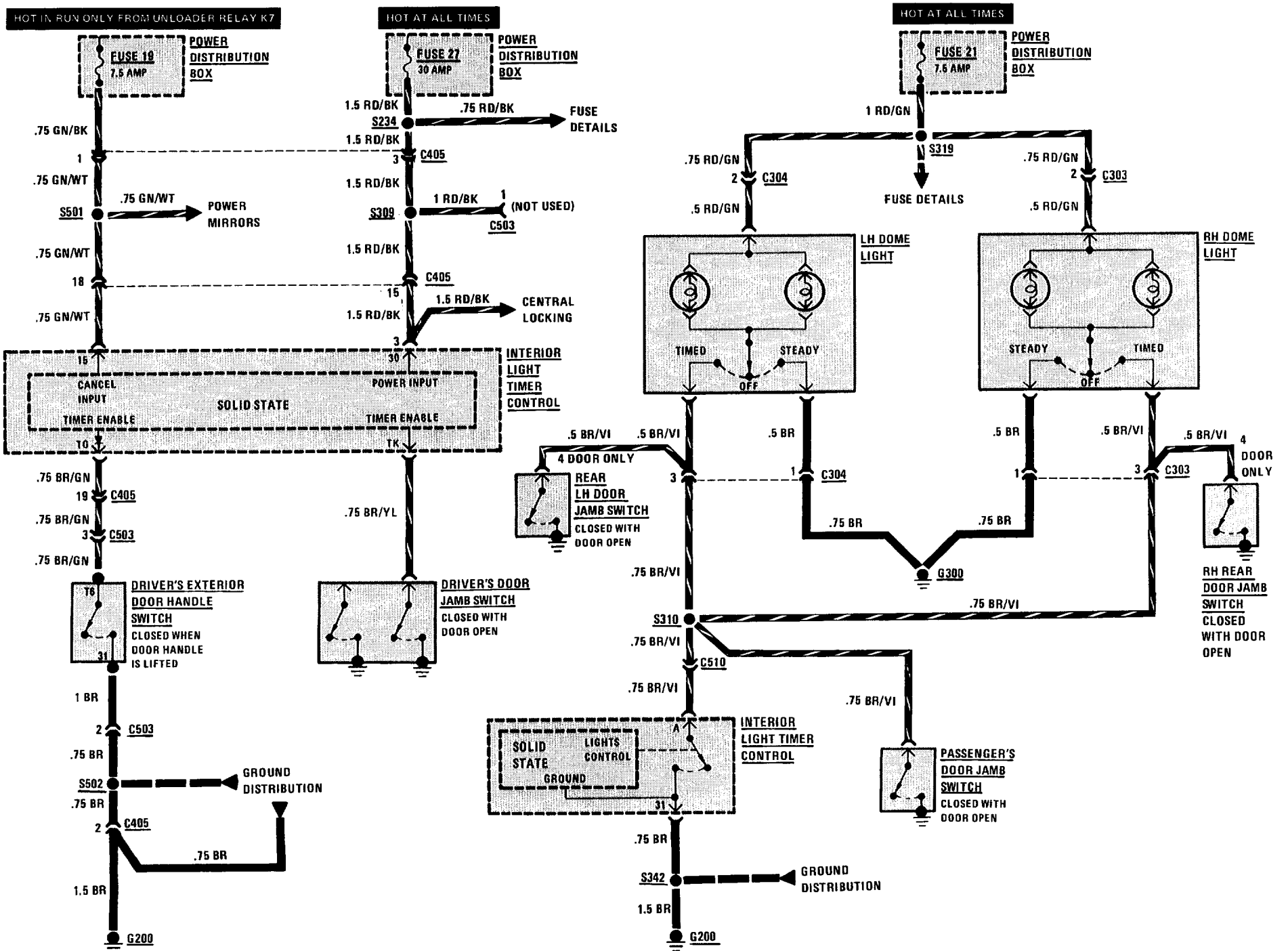
6322-0 BACK UP LIGHTS



6325-0 STOP LIGHTS



6330-0 INTERIOR LIGHTS



SYSTEM CHECK

This procedure provides an overall check of the Heating and Air Conditioning System. Each of the steps can be performed without disassembly or the use of tools.

Complete this procedure with the temperature outside the car above 60 degrees F (16 degrees C) and the engine warm and running at idle.

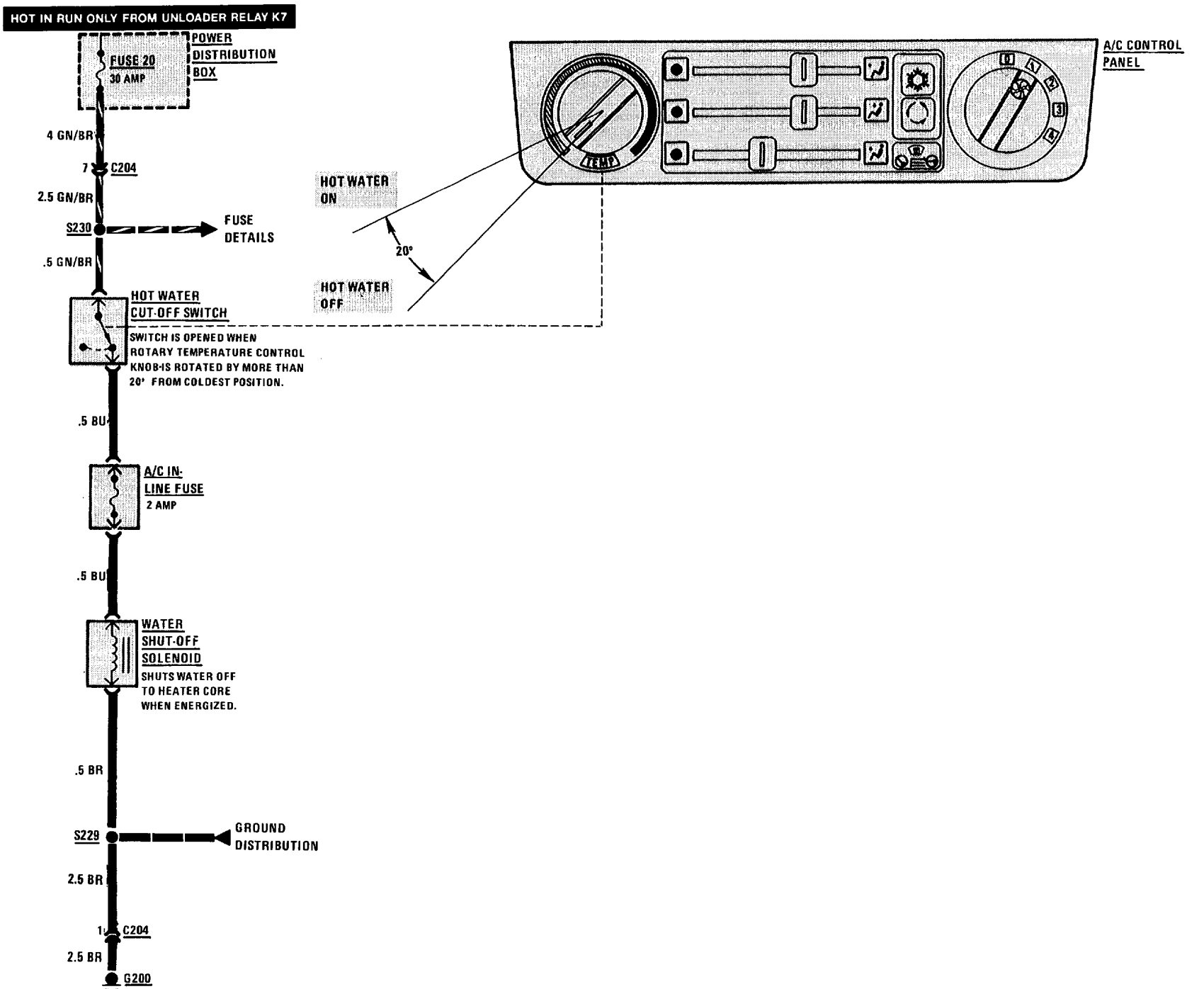
SYSTEM CHECK TABLE

SET: Temperature Control fully counterclockwise
Upper and Lower Slide Levers to extreme left
Center Slide Lever to extreme right
Blower Speed Control at 0 (OFF)

ACTION	NORMAL RESULT
Press Fresh/Recirculating Air Switch (ON). Release A/C button (OFF).	Fresh/Recirculating pushbutton lights. Blower runs slowly.
Rotate Blower Speed Control through steps 1 to 4	Blower speed increases at each step to maximum speed at Step 4
Press Fresh/Recirculating Air Switch to release it (OFF)	Fresh/Recirculating button is no longer lit. Outside air is drawn into car. (The sound of Flap Door Motors may be heard repositioning flaps.)
Rotate Temperature Contol at least 1/4 turn clockwise	Air flow becomes warm
Depress A/C button (ON)	A/C button lights. A/C Compressor runs. Auxiliary Cooling Fan runs
Move Center Slide Lever to the extreme left	A/C button is no longer lighted. A/C Compressor turns off. Auxiliary Cooling Fan turns off.
Move Bottom Slide Lever to the center	A/C button lights. A/C Compressor turns off. Auxiliary Cooling Fan runs.
Press A/C button to release it (OFF)	A/C button is no longer lighted. A/C Compressor turns off. Auxiliary Cooling Fan turns off.
Set Blower Speed Control to 0 (OFF)	Blower turns off

- **If all of the steps can be completed as described, the Heating and Air Conditioning System is operating normally.**

HEATING AND AIR CONDITIONING (HOT WATER CONTROL)



CIRCUIT OPERATION

The Water Shut-Off Solenoid controls the flow of engine coolant through the heater core. When the solenoid is energized, coolant flow is shut off to allow maximum cooling from the air conditioning system. The Water Shut-Off Solenoid is controlled by the Hot Water Cut-Off Switch, which is part of the A/C Control Panel TEMP Control.

Battery voltage is applied through Fuse 20 to the Hot Water Cut-Off Switch when the Ignition Switch is in RUN. The Hot Water Cut-Off Switch is closed when the TEMP Control is rotated fully counterclockwise (coldest position), and opens when the control is rotated more than 20 degrees in a clockwise direction. When the switch is closed, battery voltage is applied through the A/C In-Line Fuse to the Water Shut-Off Solenoid. The solenoid is energized and shuts off the coolant flow through the heater core.

The Water Shut-Off Solenoid and A/C In-Line Diode are protected by the A/C In-Line Fuse. If any failures occur in the solenoid, the Fuse will isolate them to prevent the failures from affecting other parts of the heating and air conditioning circuits.

TROUBLESHOOTING HINTS

- **Try the following checks before doing the System Diagnosis.**

1. Check that Water Shut-Off Solenoid connector is firmly seated.
2. Check the A/C In-Line Fuse.

- **Go to Heating and Air Conditioning (6410-0) System Check for a guide to normal operation.**
- **Go to System Diagnosis for diagnostic tests.**

SYSTEM DIAGNOSIS

- **Do the following test if the Water Shut-Off Solenoid does not operate normally.**

WATER SHUT-OFF SOLENOID TEST (TABLE 1)

Measure: VOLTAGE
At: WATER SHUT-OFF SOLENOID CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **A/C Control Panel TEMP Control: FULLY COUNTERCLOCKWISE**

Measure Between	Correct Voltage	For Diagnosis
BU & Ground	Battery	See 1
BU & or BR	Battery	See 2
• Rotate A/C Control Panel TEMP Control to Mid-Position		
BU & Ground	0 Volts	See 3

(Continued in next column)

(Continued from previous column)

- If all voltages are correct, replace the Water Shut-Off Solenoid.

1. Check the BU wire and A/C In-Line Fuse for an open. If wire and Fuse are good, go to Table 2.
2. Check the BR wire for an open to ground. Check that connector C204 is properly mated.
3. Check BU wire for a wire-to-wire short to voltage. If wire is good, replace the A/C Control Panel TEMP Control.

WATER SHUT-OFF SOLENOID TEST (TABLE 2)

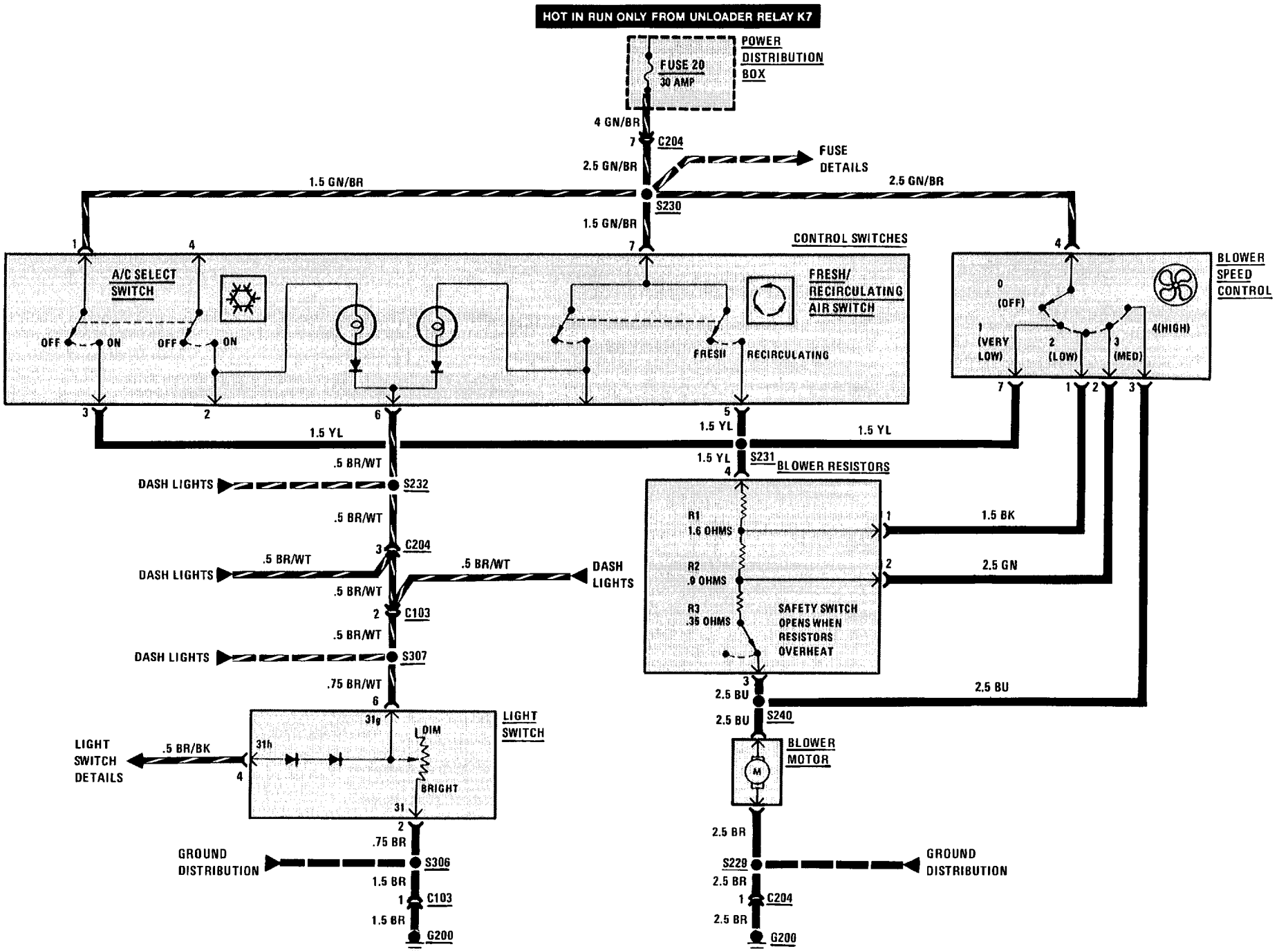
Measure: VOLTAGE
At: HOT WATER CUT-OFF SWITCH CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **Water Shut-Off Solenoid: CONNECTED**

Measure Between	Correct Voltage	For Diagnosis
GN/BR & Ground	Battery	See 1
GN/BR & BU	Battery	See 2

- If both voltages are correct, replace the A/C Control Panel TEMP Control.

1. Check the GN/BR wire for an open back to Fuse 20.
2. Check the BU wire for an open.

HEATING AND AIR CONDITIONING (BLOWER CONTROLS)



CIRCUIT OPERATION

With the Ignition Switch in RUN, battery voltage is applied to the Control Switches and the Blower Speed Control through the GN/BR wires. If either the A/C Select Switch or the Fresh/Recirculating Air Switch are ON or the Blower Speed Control is in position 1, battery voltage is applied through the YL wire to the Blower Resistors and the Blower Motor.

The Blower Motor is a variable speed motor which runs at a speed proportional to the voltage applied to it. With all of the Blower Resistors in the circuit, the voltage applied to the motor is reduced so the motor runs at a low speed.

As the Blower Speed Control is moved through positions 2 and 3, some of the resistors are bypassed, allowing more voltage to be applied to the Blower Motor, which then runs at a higher speed. When the Blower Speed Control is moved to position 4, battery voltage is applied directly to the Blower Motor, which then runs at maximum speed.

The Blower Resistors dissipate heat because of the current flowing through them. They are cooled by the air flow from the blower. If there is insufficient air flow to cool the resistors, the safety switch will open, shutting the Blower Motor off until the resistors have cooled.

TROUBLESHOOTING HINTS

- **Try the following checks before doing the System Diagnosis.**

1. Check Fuse 20 by visual inspection.
2. If Blower will run in high only, check the Blower Resistors' Safety Switch for an open.

- **Go to Heating and Air Conditioning (6410-0) System Check for a guide to normal operation.**
- **Go to System Diagnosis for diagnostic tests.**

SYSTEM DIAGNOSIS

- **Do the tests listed for your symptom in the Symptom Table below.**
- **Tests follow the Symptom Table.**

SYMPTOM TABLE

SYMPTOM	DO TEST
Blower Motor does not run in any speed setting.	B
Blower runs only in HIGH (does not run in any other speed setting).	B
Blower does not run in some modes.	A
Blower does not run with A/C ON or in Recirculating mode.	A
A/C Select Switch or Fresh/Recirculating Air Switch does not light.	A

A: CONTROL SWITCH VOLTAGE TEST

Measure: VOLTAGE
At: CONTROL SWITCHES CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **Blower Speed Control: OFF**

Measure Between	Correct Voltage	For Diagnosis
1 (GN/BR) & Ground	Battery	See 1
1 (GN/BR) & 3 (YL)	Battery	See 2 & 4
7 (GN/BR) & Ground	Battery	See 1
7 (GN/BR) & 5 (YL)	Battery	See 2 & 4
7 (GN/BR) & 6 (BR/WT)	Battery	See 3

- If all voltages are correct, do Test B.

1. Check the GN/BR wire for an open.
2. Check the YL wire for an open.
3. Check the BR/WT wire for an open.
4. If voltage is not present between the GN/BR wire and both the YL wires (terminals 3 and 5), do Test B.

B: BLOWER SPEED CONTROL TEST

Measure: VOLTAGE
AT: BLOWER SPEED CONTROL CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **A/C Select Switch: ON (Depressed)**
- **Fresh/Recirculating Air Switch: FRESH (Not Depressed)**

Measure Between	Correct Voltage	For Diagnosis
4 (GN/BR) & Ground	Battery	See 1
7 (YL) & Ground	Battery	See 2
• A/C Select Switch: OFF (Not Depressed)		
7 (YL) & Ground	0 Volts	See 3
4 (GN/BR) & 7 (YL)	Battery	See 4, 8, 9, & 10
4 (GN/BR) & 1 (BK)	Battery	See 5, 8, 9, & 10
4 (GN/BR) & 2 (GN)	Battery	See 6, 8, 9, & 10
4 (GN/BR) & 3 (BU)	Battery	See 7 & 10

- If all voltages are correct, replace the Blower Motor.

1. Check the GN/BR wire for an open.
2. Check the YL wire for an open between Blower Speed Control and splice S231.
3. Check the YL wire for a wire to wire short to voltage.
4. Check the YL wire for an open between splice S231 and the Blower Resistors.

(Continued from previous column)

5. Check the BK wire for an open.
6. Check the GN wire for an open.
7. Check the BU wire fr an open.
8. If voltage is not present at the YL wire, but is present at the GN wire or BK wire, replace the Blower Resistors.
9. If voltage is not present at the YL, BK or GN wires, check for an open Blower Resistors' Safety Switch.
10. If voltage is not present at the YL, BK, GN and BU wires, do Test C.

C: BLOWER MOTOR TEST

Measure: VOLTAGE
At: BLOWER MOTOR CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **A/C Select Switch: ON**
- **Blower Speed Control: HIGH**

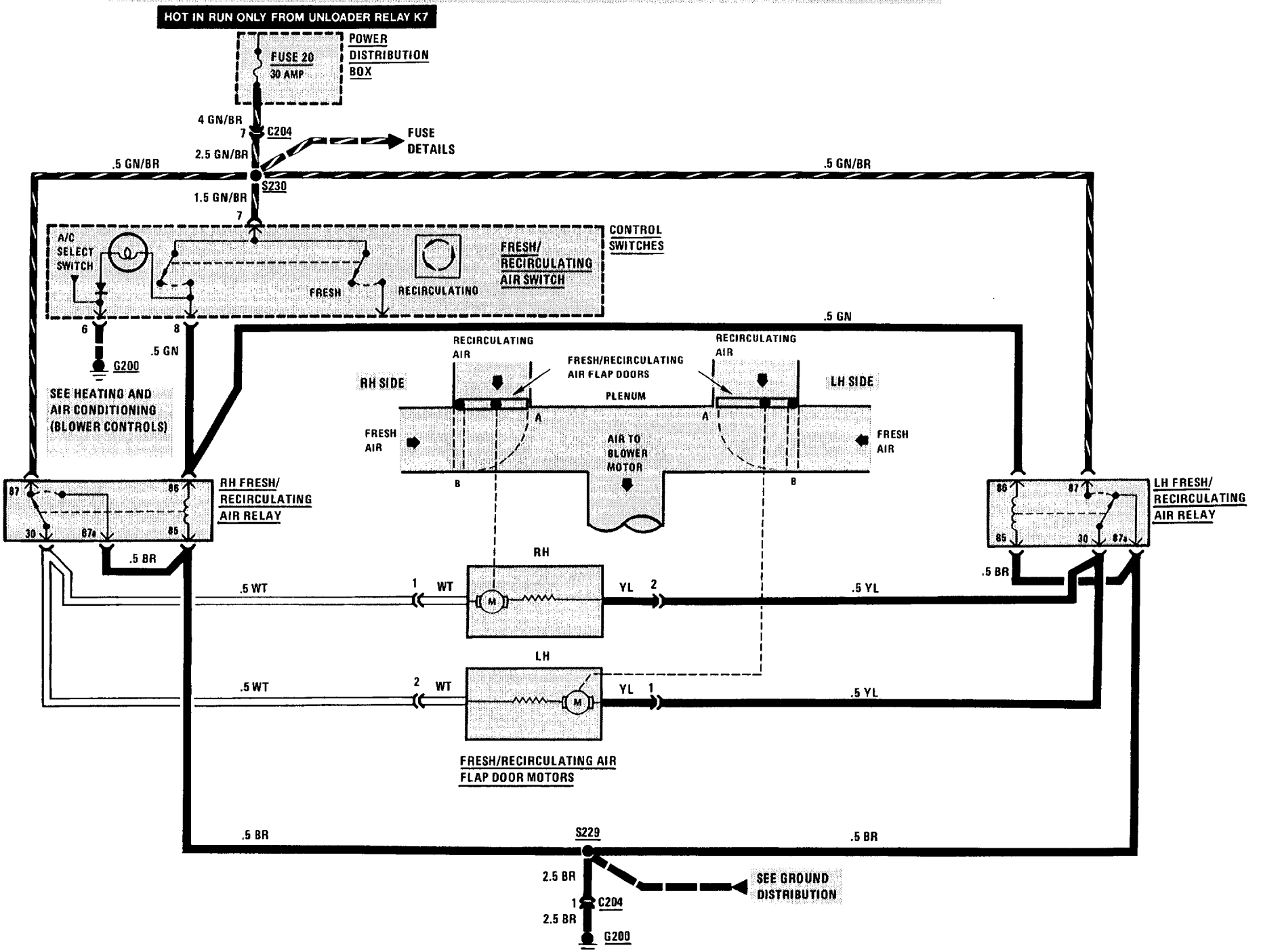
Measure Between	Correct Voltage	For Diagnosis
BU & Ground	Battery	See 1
BU & BR	Battery	See 2

- If both voltages are correct, replace the Blower Motor.

1. Check the BU wire for an open. If wire is good, recheck Test B.
2. Check the BR wire to ground G200 for an open.

(Continued in next column)

HEATING AND AIR CONDITIONING (FRESH/RECIRCULATING AIR CONTROLS)



CIRCUIT OPERATION

When the Ignition Switch is in RUN, battery voltage is applied to terminal 7 of the Control Switches, the normally open contacts of the LH Fresh/Recirculating Air Relay, and the normally closed contacts of the RH Fresh/Recirculating Air Relay. If the Fresh/Recirculating Air Switch is not depressed (open), battery voltage is applied through the normally closed contacts of the RH Fresh/Recirculating Air Relay to both Fresh/Recirculating Air Flap Door Motors and then to ground through the normally closed contacts of the LH Fresh/Recirculating Air Relay. Both motors operate and move the Fresh/Recirculating Air Flap Doors to position A, allowing fresh air to enter the blower.

When the Fresh/Recirculating Air Switch is depressed (closed), battery voltage is applied through the switch to both the LH and RH Fresh/Recirculating Air Relay coils. Both relays are energized. Battery voltage is then applied through the closed contacts of the LH Fresh/Recirculating Air Relay to the Flap Door Motors, and to ground through the closed contacts of the RH Fresh/Recirculating Air Relay. Since the voltage is now applied to the Flap Door Motors in the opposite direction, the motors reverse direction and move the Fresh/Recirculating Air Flap Doors to position B, allowing only recirculating air to enter the blower. Both of the Air Flap Door Motors remain energized continuously. When the doors reach the end of their travel, the motors stall and hold the doors in position.

TROUBLESHOOTING HINTS

- **Try the following checks before doing the System Diagnosis.**

1. Check that LH and RH Fresh/Recirculating Air Relays are firmly seated.
2. Check that LH and RH Fresh/Recirculating Air Relay pigtail connectors are properly mated.

- **Go to Heating and Air Conditioning (6410A-0) System Check for a guide to normal operation.**
- **Go to System Diagnosis for diagnostic tests.**

SYSTEM DIAGNOSIS

- **Do the tests below if the Fresh/Recirculating Air Flap Doors do not operate.**

A: FRESH/RECIRCULATING AIR FLAP DOOR MOTOR VOLTAGE TEST

Measure: VOLTAGE
At: FRESH/RECIRCULATING AIR FLAP DOOR MOTOR PIGTAIL CONNECTORS (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **Fresh/Recirculating Air Switch: RELEASED (FRESH)**

Measure Between	Correct Voltage	For Diagnosis
WT and Ground	Battery	See 1
WT and YL	Battery	See 2
• Fresh/Recirculating Air Switch: DEPRESSED (RECIRCULATING)		
YL and Ground	Battery	See 3

(Continued in next column)

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YL and WT	Battery	See 3

- If all voltages are correct, replace the inoperative motor.

1. Check the WT wire for an open. If wire is good, do Test B for RH Air Relay.
2. Check the YL wire for an open. If wire is good, do Test B for LH Air Relay.
3. Do Test B for both Air Relays.

B: FRESH/RECIRCULATING AIR RELAY VOLTAGE TEST

Measure: VOLTAGE
At: FRESH/RECIRCULATING AIR RELAY CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **Fresh/Recirculating Air Switch: DEPRESSED (RECIRCULATING)**
- **Fresh/Recirculating Air Flap Door Motor Connectors: CONNECTED**

Measure Between	Correct Voltage	For Diagnosis
87 (GN/BR) and Ground	Battery	See 1
86 (GN) and Ground	Battery	See 2
86 (GN) and 85 (BR)	Battery	See 3
86 (GN) and 87a (BR)	Battery	See 3

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- If all voltages are correct, replace the suspect Fresh/Recirculating Air Relay.

1. Check the GN/BR wire for an open.
2. Check the GN wire back to the Control Switches for an open. If wire is good, do Test C.
3. Check the BR wire for an open.

C: CONTROL SWITCHES VOLTAGE TEST

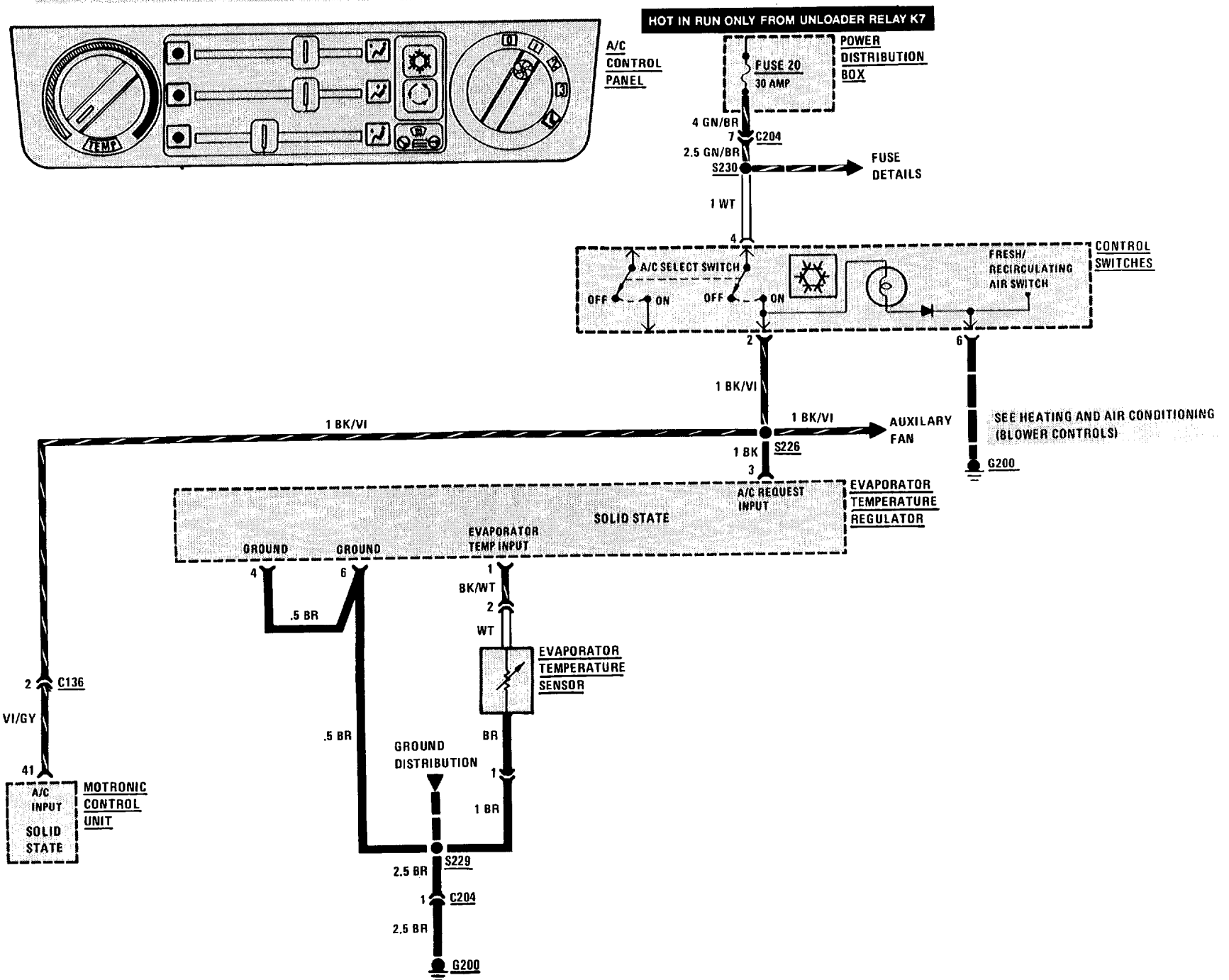
Measure: VOLTAGE
At: CONTROL SWITCHES CONNECTOR (Disconnected)
Condition:
- **Ignition Switch: RUN**

Measure Between	Correct Voltage	For Diagnosis
7 (GN/BR) & Ground	Battery	See 1
7 (GN/BR) & 8 (GN)	Battery	See 2

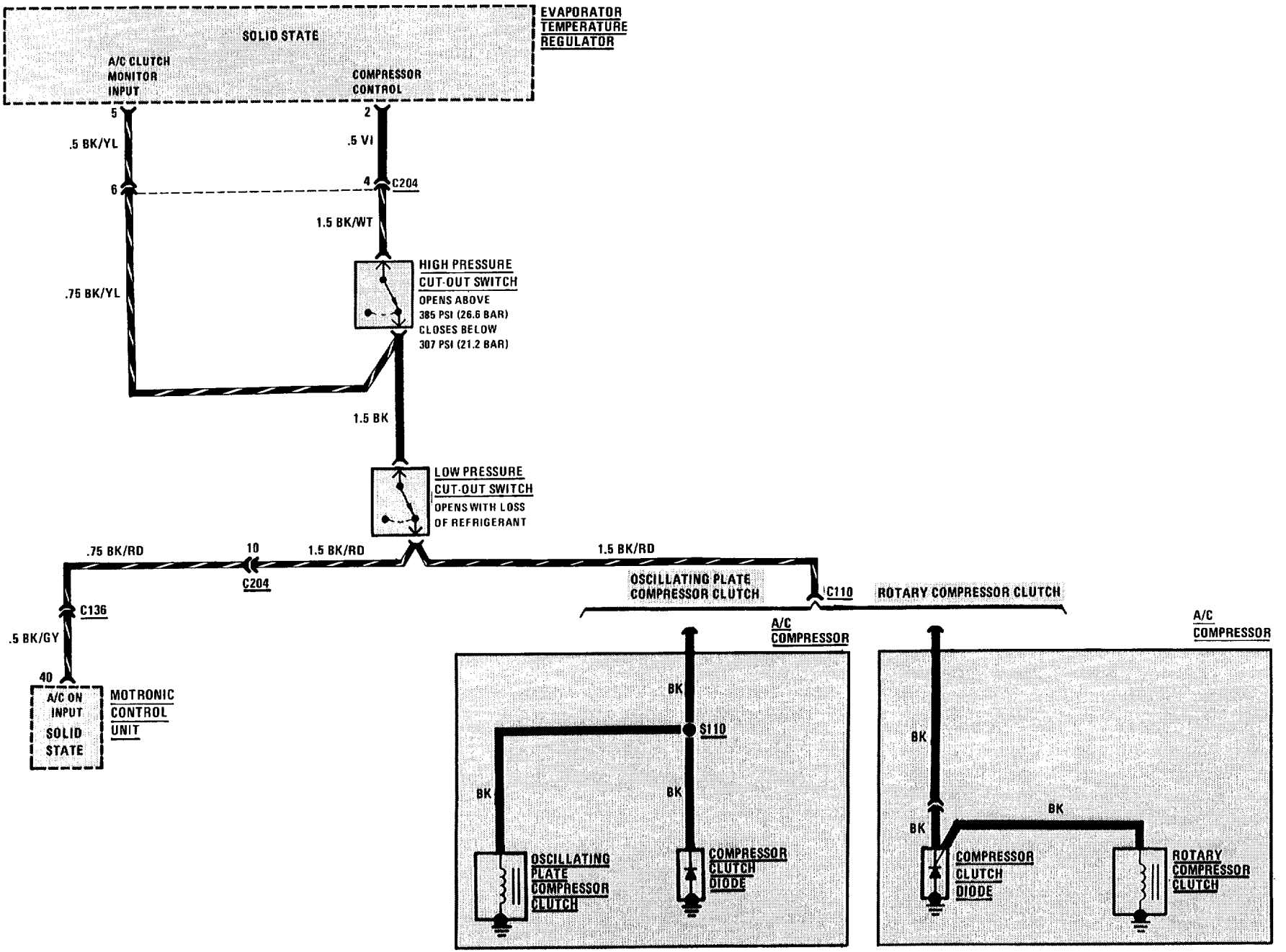
- If both voltages are correct, replace the Control Switches.

1. Check the GN/BR wire for an open. If wire is good, check that connector C204 is properly mated.
2. Check the GN wire for an open between the Control Switches and the LH and RH Fresh/Recirculating Air Relays.

HEATING AND AIR CONDITIONING (COMPRESSOR CONTROLS)



HEATING AND AIR CONDITIONING (COMPRESSOR CONTROLS)



CIRCUIT OPERATION

When the Ignition Switch is in RUN, battery voltage is applied through Fuse 20 to the Compressor Enable Switch. This switch is located in the A/C Control Panel and is closed when either the center or lower slide levers are moved about ¼ of the distance away from the left position. This ensures that the A/C Compressor does not run unless there is enough air flow to prevent freezing of the evaporator.

When the A/C Select Switch is pressed and the Compressor Enable Switch is closed, voltage is applied to terminal 3 of the Evaporator Temperature Regulator. The Evaporator Tempaerature Regulator applies voltage from terminal 5 to the Compressor Clutch through the High Pressure Cut-Out Switch, the Low Pressure Cut-Out Switch, and the Temperature Switch (M3 engine).

The High Pressure Cut-Out Switch opens if refrigerant pressure rises to a value which is too high for normal operation. The Evaporator Temperature Regulator also monitors the current through the High Pressure Cut-Out Switch. If terminal 2 of the Evaporator Temperature Regulator does not receive voltage when the clutch is engaged, the Evaporator Temperature Regulator will remove ground from the relay. The relay's contacts will open, removing battery voltage to the Compressor Clutch. The Compressor Clutch will disengage. The Evaporator Temperature Regulator will again provide ground for the relay (after a short time delay) and the Compressor Clutch will turn on again. This on-off cycling of the Compressor Clutch will continue if termianl 2 does not receive an input.

The Temperature Switch (M3 Engine) opens to remove the compressor load from the engine if the engine coolant temperature rises above 226°F (108°C). The Evaporator Temperature Sensor signals the Evaporator Temperature Regulator to de-energize the Compressor Clutch when evaporator temperature is low enough for freezing to result.

Clutch Diode

Whenever the Compressor Clutch is de-energized, the collapsing magnetic field induces a voltage in the winding. The Clutch Diode provides a path for the resulting current.

TROUBLESHOOTING HINTS

- **Try the following checks before doing the System Diagnosis.**

1. Check Fuse 20 by visual inspection.
2. Check that Compressor Clutch connector is firmly seated.

- **Go to Heating and Air Conditioning (6410-0) System Check for a guide to normal operation.**
- **Go to System Diagnosis for diagnostic tests.**

SYSTEM DIAGNOSIS

- **Do the tests listed for your symptom in the Symptom Table below.**
- **Tests follow the Symptom Table.**

SYMPTOM TABLE

Compressor Clutch does not engage	A
Engine idle speed is not high enough when Compressor Clutch engages (325 engine only)	D
Compressor clutch cycles on and off	F

A: A/C ISOLATION TEST (TABLE 1)

Measure: VOLTAGE
At: HIGH PRESSURE CUT-OUT SWITCH HARNESS CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN (Engine need not be running)**
- **A/C Selector Switch: Depressed (ON)**

Measure Between	Correct Voltage	For Diagnosis
BLK/WHT & Ground	Battery	See 1

- If voltage is correct, go to Test B.

1. Go to Test C.

B: COMPRESSOR CLUTCH VOLTAGE TEST

Measure: VOLTAGE
At: COMPRESSOR CLUTCH HARNESS CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN (Engine need not be running)**
- **A/C Control Panel: A/C ON**
- **Temperature outside car: Above 60 °F (16 °C)**

Measure Between	Correct Voltage	For Diagnosis
BK or GY/WT wire & Ground (See Schematic)	Battery	See 1

- If the voltage is correct but Compressor Clutch does not engage, replace the Compressor Clutch.

1. Check for an open Low Pressure Cut-Out Switch, High Pressure Cut-Out Switch, A/C Temperature Switch, or associated wiring (see schematic). If High Pressure Cut-Out Switch is open, replace it. If Low Pressure Cut-Out Switch is open, check refrigerant pressure to be sure it is normal before replacing switch. Replace the A/C Temperature Switch if it is open and engine coolant temperature is below 226 °F (108 °C).

C: EVAPORATOR TEMPERATURE REGULATOR VOLTAGE AND RESISTANCE TEST (TABLE 1)

Measure: VOLTAGE
At: EVAPORATOR TEMPERATURE REGULATOR CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **A/C Selector Switch: ON**

Measure Between	Correct Voltage	For Diagnosis
3 & Ground	Battery	See 1
3 & 4	Battery	See 2
3 & 6	Battery	See 3
• A/C Selector Switch: OFF		
3 & Ground	0 Volts	See 4

- If all voltages are correct, go to Table 2.

1. Check the BK/VI wire for an open (see schematic). If wire is good, do Test E.
2. Check the BR wire from terminal 4 for an open (see schematic).
3. Check BR wire for an open.
4. Check the BK/VI wire for a wire-to-wire short to voltage. If wire is good, replace the A/C Selector Switch.

C: EVAPORATOR TEMPERATURE REGULATOR VOLTAGE AND RESISTANCE TEST (TABLE 2)

Measure: RESISTANCE
At: EVAPORATOR TEMPERATURE REGULATOR CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: OFF**
- **Negative Battery Terminal: DISCONNECTED**

Measure Between	Correct Resistance	For Diagnosis
2 & Ground	Approximately 3 to 4 ohms	See 1
1 & Ground	Approximately 3.5K to 4.5K ohms at 70 °F (21 °C)	See 2
5 & 2	Less than 0.5 ohms	See 3

- If all resistances are correct but Compressor Clutch does not operate normally, replace the Evaporator Temperature Regulator.

1. Check the VI wire for an open between the Evaporator Temperature Regulator terminal 2 and High Pressure Cut-Out Switch (see schematic).
2. Check the BK/WT wire for an open or a short to ground (see schematic). Check the BR wire from terminal 6 to splice S229 for an open (see schematic). If wires are good, replace the Evaporator Temperature Sensor.

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3. Check BK/YL wire at terminal 5 for an open between terminal 5 and High Pressure Cut-Out Switch.

D: IDLE SPEED CONTROL VOLTAGE TEST

Measure: VOLTAGE
At: MOTRONIC CONTROL UNIT CONNECTOR (Connected — Universal Adapter)
Conditions:
- **Ignition Switch: RUN**
- **A/C Control Panel: A/C ON**
- **Temperature Outside Car: Above 60 degrees F (16 degrees C)**

Measure Between	Correct Voltage	For Diagnosis
40 (BK/GY) & Ground	Battery	See 1
41 (VI/GY) & Ground	Battery	See 2

- If the voltage is correct, repair/replace the Motronic Control Unit.

1. Check for an open in the BK/GY and BK/RD wires.
2. Check for an open in the VI/GY and BK/VI wires.

E: A/C SELECT SWITCH VOLTAGE TEST

Measure: VOLTAGE
At: CONTROL SWITCHES CONNECTOR (Connected)
Conditions:
- **Ignition Switch: RUN**
- **A/C Control Panel: A/C ON**
- **Temperature Outside Car: Above 60 degrees F (16 degrees C)**

Measure Between	Correct Voltage	For Diagnosis
4 (WT) & Ground	Battery	See 1
2 (BK/VI) & Ground	Battery	See 2

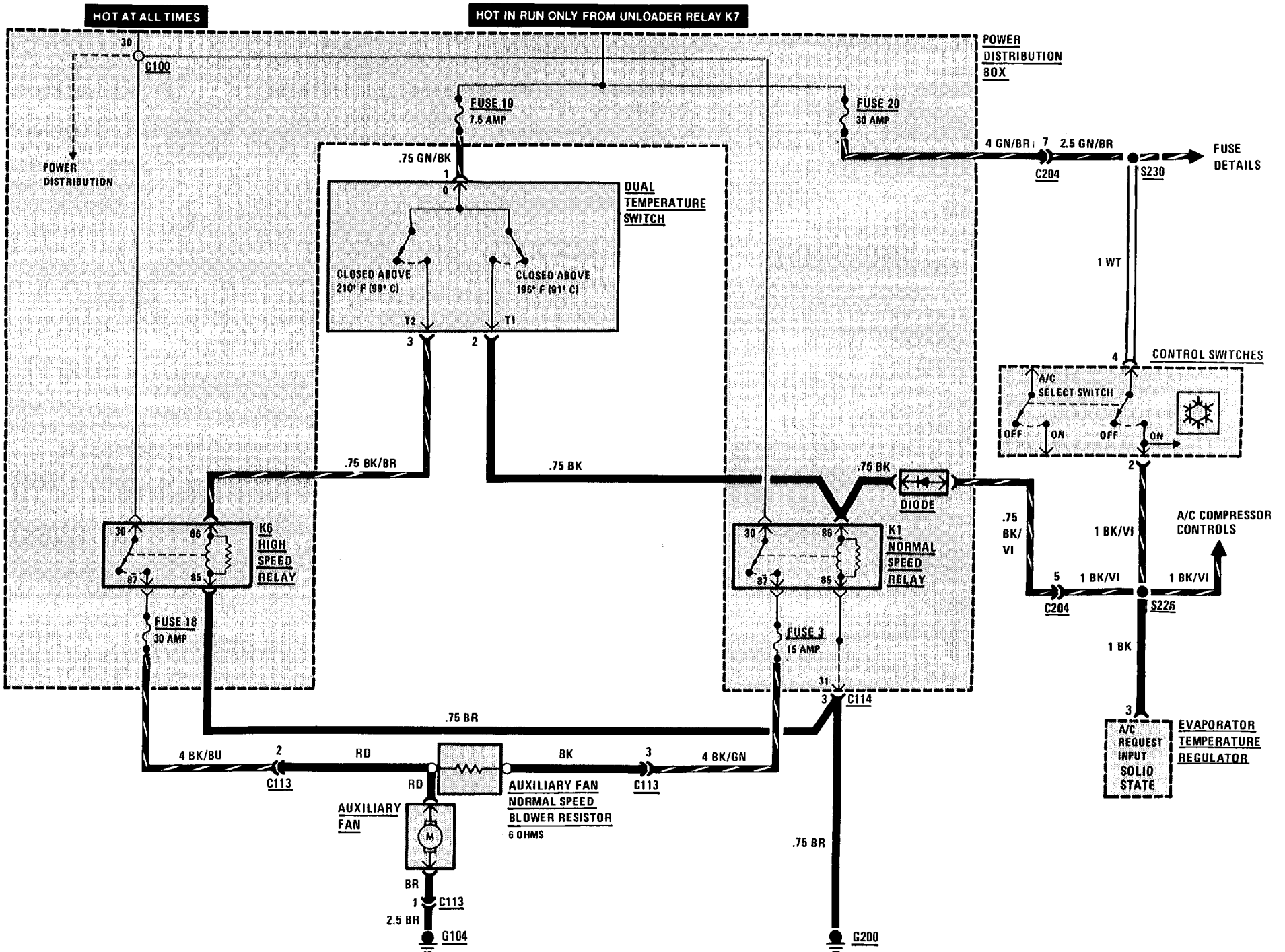
- If both voltages are correct, check connections at Evaporator Temperature Regulator.

1. Check that the Compressor Enable Switch is closed. If the Compressor Enable Switch is open, replace the A/C Control Panel. If the Compressor Enable Switch is closed, check for an open in the WT and GN/BR wires.
2. Replace the A/C Select Switch.

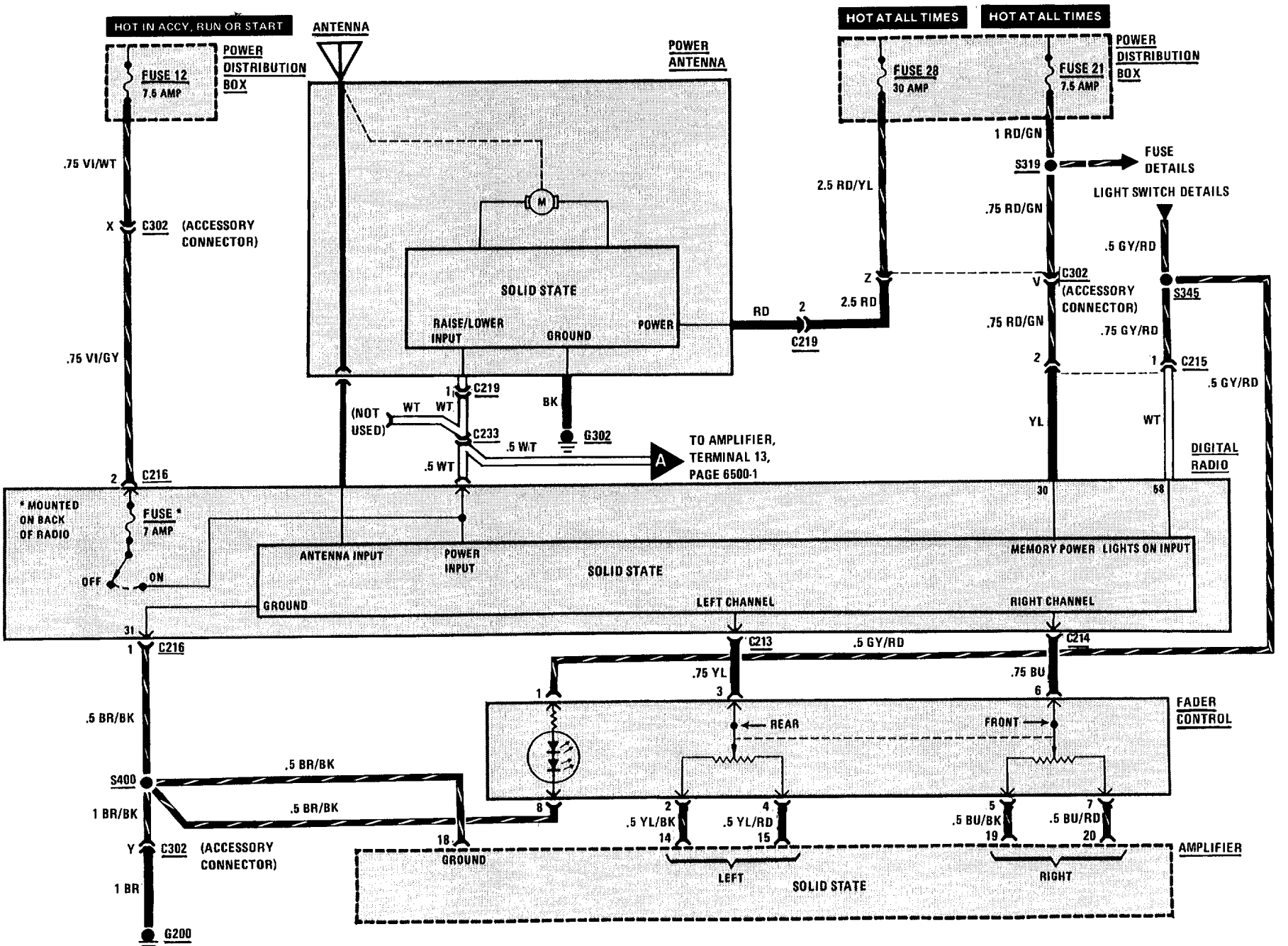
F: COMPRESSOR CYCLING TEST

Check High Pressure Cut-Out Switch. Check BK wire to terminal 2 of Evaporator Temperature Regulator for an open or short. Repair/replace as necessary.

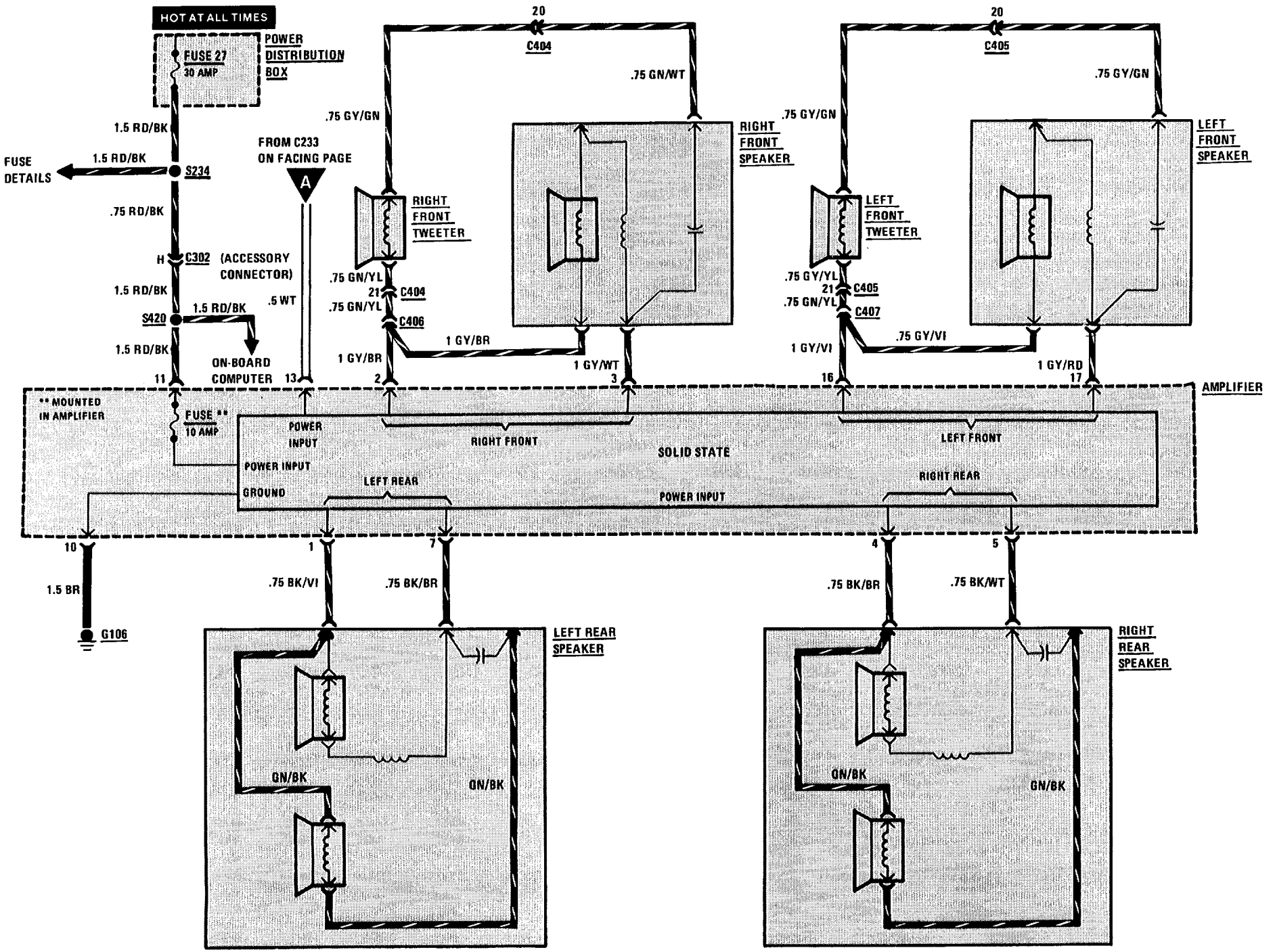
6454-0 AUXILIARY FAN

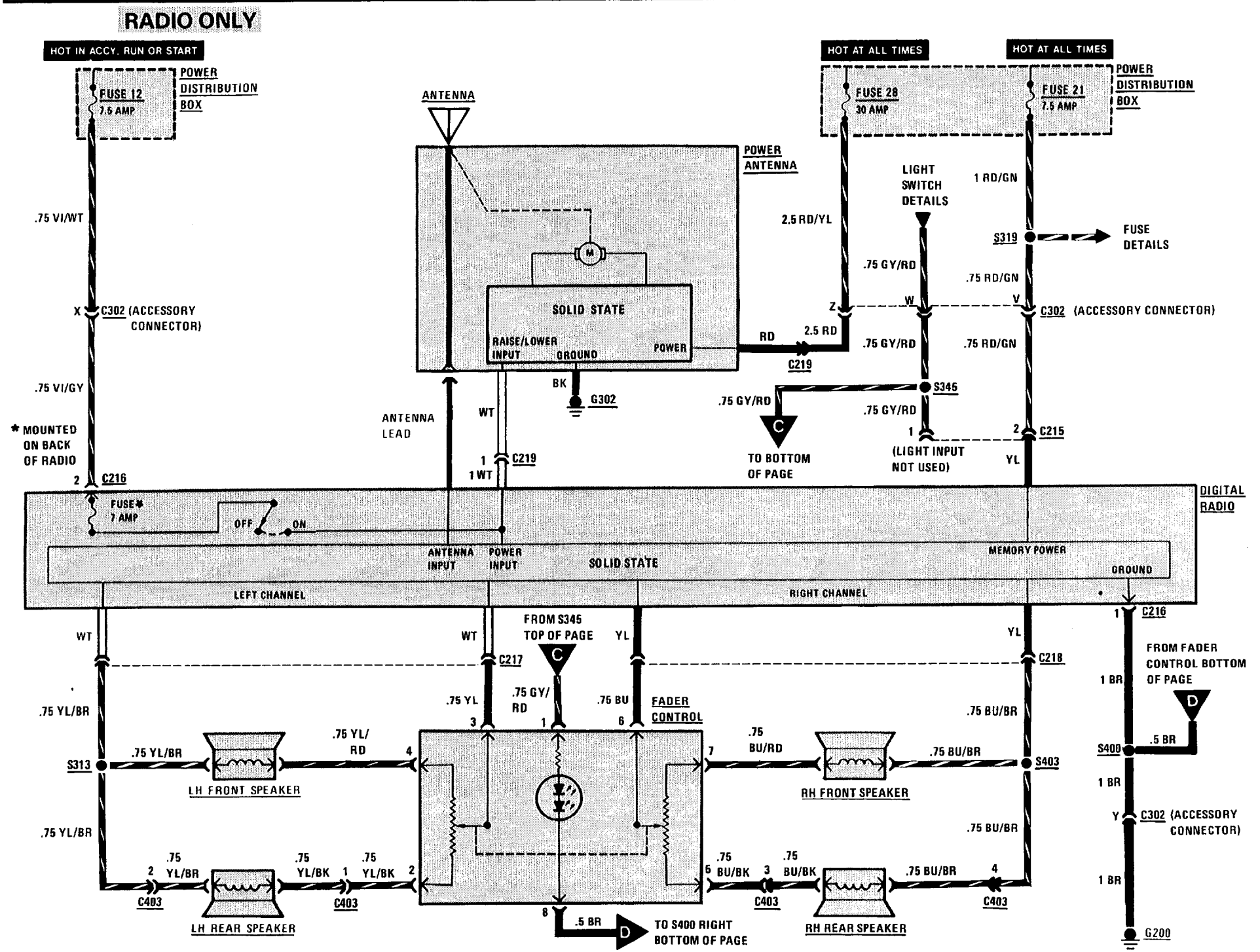


WITH SOUND SYSTEM



WITH SOUND SYSTEM




RADIO ONLY
HOT IN ACCY, RUN OR START
HOT AT ALL TIMES
HOT AT ALL TIMES
FUSE 12
7.5 AMP
POWER DISTRIBUTION BOX
FUSE 28
30 AMP
FUSE 21
7.5 AMP
POWER DISTRIBUTION BOX
ANTENNA
POWER ANTENNA
SOLID STATE
RAISE/LOWER INPUT
GROUND
POWER
LIGHT SWITCH DETAILS
1 RD/GN
2.5 RD/YL
S319
FUSE DETAILS
.75 GY/RD
.75 RD/GN
.75 VI/WT
X
C302 (ACCESSORY CONNECTOR)
Z
W
V
C302 (ACCESSORY CONNECTOR)
RD
2.5 RD
C219
.75 GY/RD
.75 RD/GN
.75 VI/GY
BK
G302
S345
.75 GY/RD
.75 GY/RD
ANTENNA LEAD
WT
1
C219
1 WT
C
TO BOTTOM OF PAGE
1
2
C215
(LIGHT INPUT NOT USED)
YL
* MOUNTED ON BACK OF RADIO
2
C216
DIGITAL RADIO
FUSE*
7 AMP
OFF
ON
ANTENNA INPUT
POWER INPUT
SOLID STATE
MEMORY POWER
GROUND
LEFT CHANNEL
RIGHT CHANNEL
1
C216
WT
WT
FROM S345 TOP OF PAGE
YL
YL
C217
C
C218
FROM FADER CONTROL BOTTOM OF PAGE
1 BR
D
.75 YL/BR
.75 YL
.75 GY/RD
.75 BU
FADER CONTROL
.75 BU/BR
3
1
6
S400
.5 BR
.75 YL/BR
.75 YL/RD
.75 BU/RD
S313
4
7
S403
1 BR
LH FRONT SPEAKER
RH FRONT SPEAKER
Y
C302 (ACCESSORY CONNECTOR)
.75 YL/BR
.75 BU/BR
.75 YL/BR
.75 YL/BK
.75 YL/BK
.75 BU/BK
.75 BU/BK
.75 BU/BR
2
1
2
6
3
4
1 BR
C403
C403
C403
C403
8
.5 BR
D
TO S400 RIGHT BOTTOM OF PAGE
LH REAR SPEAKER
RH REAR SPEAKER
G200

CIRCUIT OPERATION

With the Ignition Switch in ACCY, RUN or START, Fuse 12 provides voltage to turn on the three components in the system. When the Radio Switch is on, voltage is applied to the Radio, the Power Antenna Raise/Lower Input, and the Amplifier. This voltage is used to control the individual unit's main power supply.

When the Raise/Lower Input of the Power Antenna receives voltage, power is supplied from Fuse 28 to run the motor and raise the Antenna. When voltage is no longer present at the Raise/Lower Input, the Antenna is lowered.

Fuse 21 constantly supplies voltage to the Memory Power Input of the Radio. This allows the Radio to maintain the present settings while it is turned off.

The Amplifier receives constant power at terminal 11 from Fuse 27. When the Radio is on, voltage is applied to terminal 13 to enable the Amplifier.

The actual Radio signal originates at the Antenna. It is supplied to the Radio, processed, and output from the Left Channel and Right Channel Outputs to the Fader Control. The Fader Control alters the front to rear volume by decreasing the resistance to the desired higher volume outputs. The signal is then input to the Left Front, Left Rear, Right Front, and Right Rear Inputs to the Amplifier. After amplification, the signal is output to the corresponding speakers.

TROUBLESHOOTING HINTS

- **Try the following checks before doing the System Check.**

1. Check power input to the Radio by observing if Instrument Cluster Indicators light.
2. Check power input to Antenna by observing the Cigar Lighter.
3. Check memory power to Radio by checking operation of the Glove Box Light.
4. Check power input to the Amplifier.
5. If Fader Control has no effect, but sound is heard from all speakers, replace the Fader Control.
6. Check that the Antenna is properly connected.
7. Before troubleshooting a suspect Speaker, check all connections to that Speaker.
8. If display shows "CODE" and Radio will not operate, the individual Anti-Theft Code must be entered. Refer to "Anti-Theft" instruction booklet.
9. Check Radio Fuse located on back of Radio.
10. Check Amplifier Fuse located on back of Amplifier.

- **Go to System Check for a guide to normal operation.**
- **Go to System Diagnosis for diagnostic tests.**

SYSTEM CHECK

- **Use the System Check Table as a guide to normal operation.**
- **Refer to System Diagnosis for a list of symptoms and diagnostic steps.**

SYSTEM CHECK TABLE

ACTION	NORMAL RESULT
With Ignition Switch in RUN, turn Radio ON.	Antenna extends. Digital display lights. Sound is emitted from all Speakers.
Operate Fader Control.	Sound volume varies from front to rear.

- **Refer to System Diagnosis when a result is not normal.**

SYSTEM DIAGNOSIS

- **Do the tests listed for your symptom in the Symptom Table below.**
- **Tests follow the Symptom Table.**

SYMPTOM TABLE

SYMPTOM	FOR DIAGNOSIS
Radio does not work (no display, no sound).	Do Test A
Digital display lights, but there is no sound.	Do Test B
LH Speakers or RH Speakers do not operate.	Do Test C

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Antenna does not extend or retract.	Check ground wire for an open. Make sure ground G302 is clean and tight. Check wire to Power Antenna for opens. If OK, replace Power Antenna.
An individual Speaker does not operate.	Do Test D
Excessive noise comes from all Speakers.	Do Test E

A: RADIO POWER TEST

Measure: VOLTAGE
At: RADIO CONNECTOR C216 (Disconnected) or CONNECTOR C215 (Disconnected)
Condition:
- **Ignition Switch: RUN**

Measure Between	Correct Voltage	For Diagnosis
C216 & Ground	Battery	See 1
C216/2 & C216/1	Battery	See 2
C215/2 & Ground	Battery	See 3

- If all voltages are correct, check wire from connector C215 to Radio for an open. If wire is OK, remove Radio for service.

1. Check power input wire for an open
2. Check ground wire for an open to ground. Make sure ground G200 is clean and tight.
3. Check memory power supply wire for an open.

B: AMPLIFIER POWER TEST

Measure: VOLTAGE
At: AMPLIFIER CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **Radio: ON**

Measure Between	Correct Voltage	For Diagnosis
11 & Ground	Battery	See 1
11 & 18	Battery	See 2
13 & Ground	Battery	See 3
11 & 10	Battery	See 4

- If all voltages are correct, go to Test C.

1. Check power supply wire for an open.
2. Check Amplifier ground to Amplifier for an open to ground. Make sure ground G200 is clean and tight.
3. Check Amplifier "Radio On" wire for an open.
4. Check wire from terminal 10 for an open to ground. Make sure ground G302 is clean and tight.

C: FADER SIGNAL TEST (TABLE 1)

Measure: VOLTAGE
At: FADER CONTROL CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **Radio: ON**

Measure Between	Correct Voltage	For Diagnosis
3 & Ground	Approximately 6 Volts	See 1
6 & Ground	Approximately 6 Volts	See 2

- If both voltages are correct, check for AC voltage at Radio outputs with Radio tuned to a strong signal. If AC voltage is present, go to Table 2. Remove Radio for service if AC voltage is not present.

1. Check wire from Left Channel on Radio for an open. If wire is good, remove Radio for service.
2. Check wire from Right Channel on Radio for an open. If wire is good, remove Radio for service.

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C: FADER SIGNAL TEST (TABLE 2)

Measure: VOLTAGE
At: AMPLIFIER CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **Radio: ON**

Measure Between	Correct Voltage	For Diagnosis
14 & Ground	Approximately 6 Volts	See 1
15 & Ground	Approximately 6 Volts	See 2
19 & Ground	Approximately 6 Volts	See 3
20 & Ground	Approximately 6 Volts	See 4

- If all voltages are correct but sound was not present, remove Amplifier for service.

1. Check between pin 7 (Fader) to pin 14 (Amplifier) for an open in the wiring. If wire is OK, replace Fader Control.
2. Check between pin 3 (Fader) to pin 15 (Amplifier) for an open in the wiring. If wire is OK, replace Fader Control.
3. Check between pin 6 (Fader) to pin 19 (Amplifier) for an open in the wiring. If wire is OK, replace Fader Control.
4. Check between pin 2 (Fader) to pin 20 (Amplifier) for an open in the wiring. If wire is OK, replace Fader Control.

D: SUSPECT SPEAKER TEST

Connect: OHMMETER
At: SUSPECT SPEAKER (Disconnected)
Condition:
- **Ohmmeter set on Rx 1 scale or Diode Check Scale**

Action	Correct Result	For Diagnosis
Connect Ohmmeter across Speaker Terminals	Speaker "pops"	See 1

- If the result is correct, check wires to the Amplifier for opens or shorts. If wires are OK, check the related wire between Fader and Amplifier.

1. Replace the suspect Speaker.

E: NOISE DIAGNOSIS

With Radio on and noise present, unplug the Antenna at the back of the Radio.

- If noise is no longer present, it was being picked up by the Antenna. Perform Antenna Noise Test.
- If noise persists, it is coming in the Radio wiring. Refer to the following Noise Symptom Table.

ANTENNA NOISE TEST

Measure: RESISTANCE
At: ANTENNA

Measure Between	Correct Resistance	For Diagnosis
Antenna Plug Base & Ground	Less than 3 Ohms	See 1
Antenna Plug Tip & Antenna Plug Base	Greater than 1 Megaohm (open circuit)	See 2

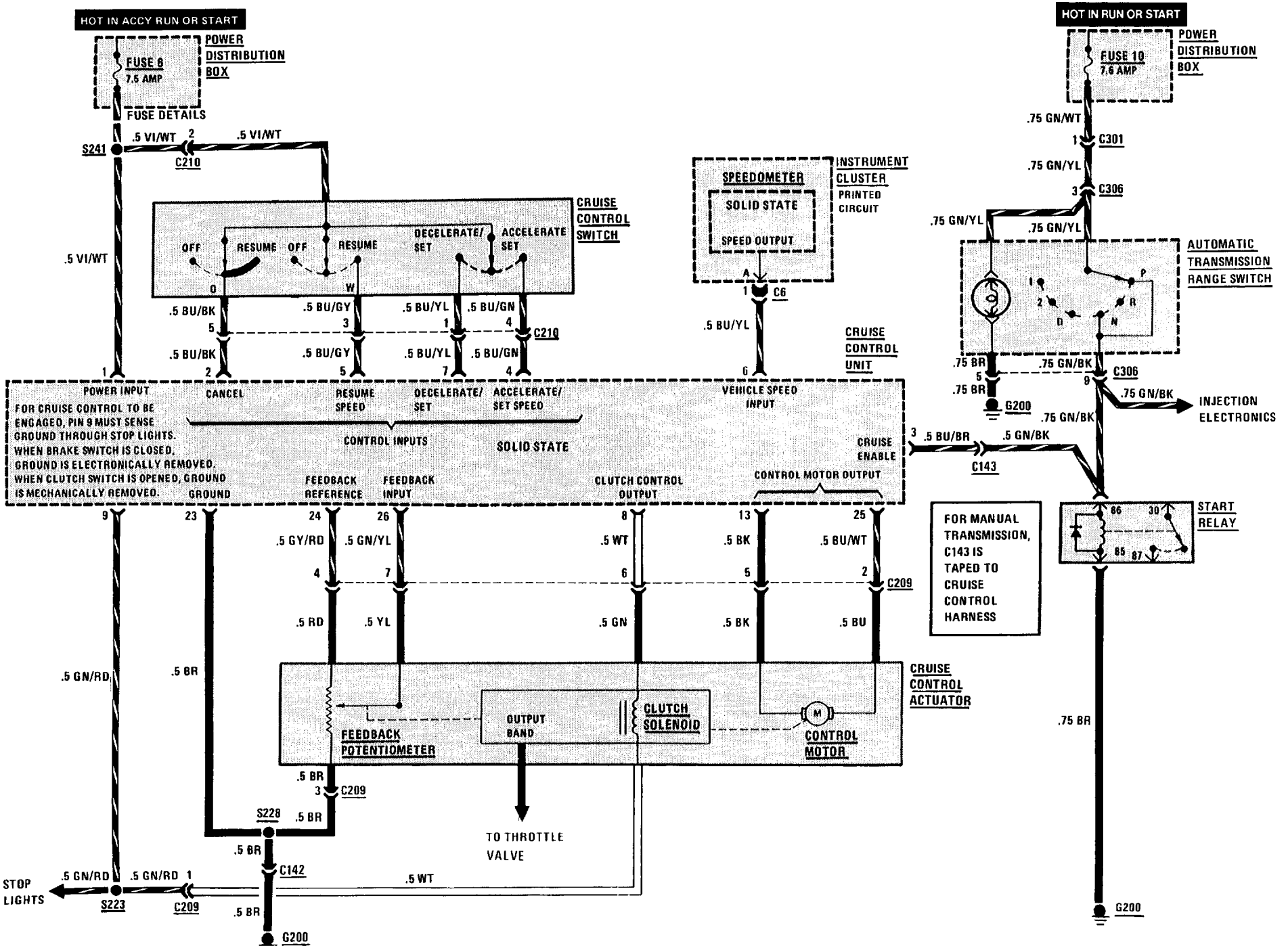
- If both resistances are correct, check the hood ground strap. If OK, substitute different Antenna at Radio. If good, replace Antenna. If noise is still present, refer to Noise Symptom Table.

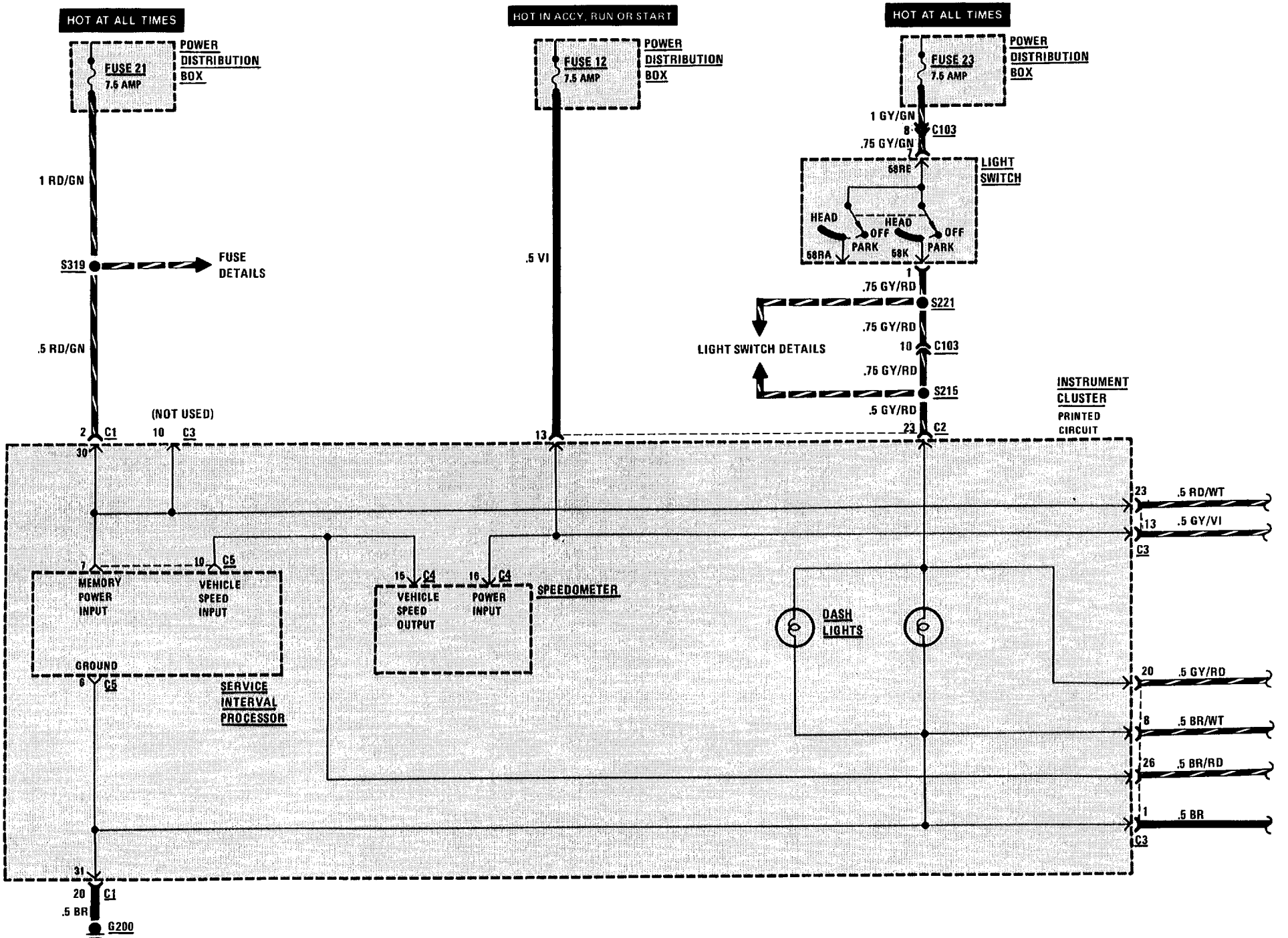
1. Check ground contact at Antenna base. If necessary, install a braided ground strap from the Antenna Base to Chassis ground. Check for an open in the Antenna Cable.
2. Check for a short to ground at the Antenna or Antenna cable.

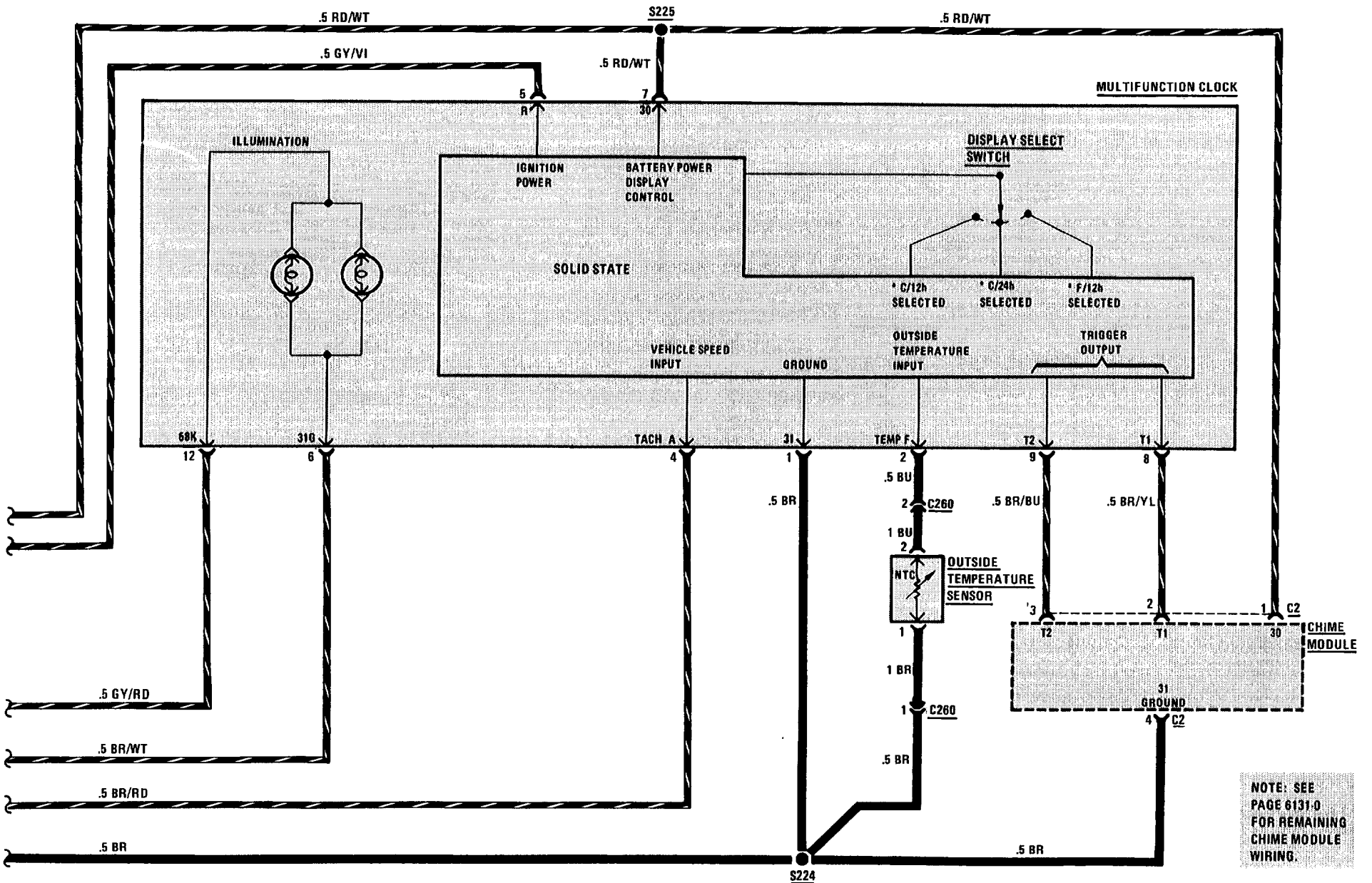
NOISE SYMPTOM TABLE

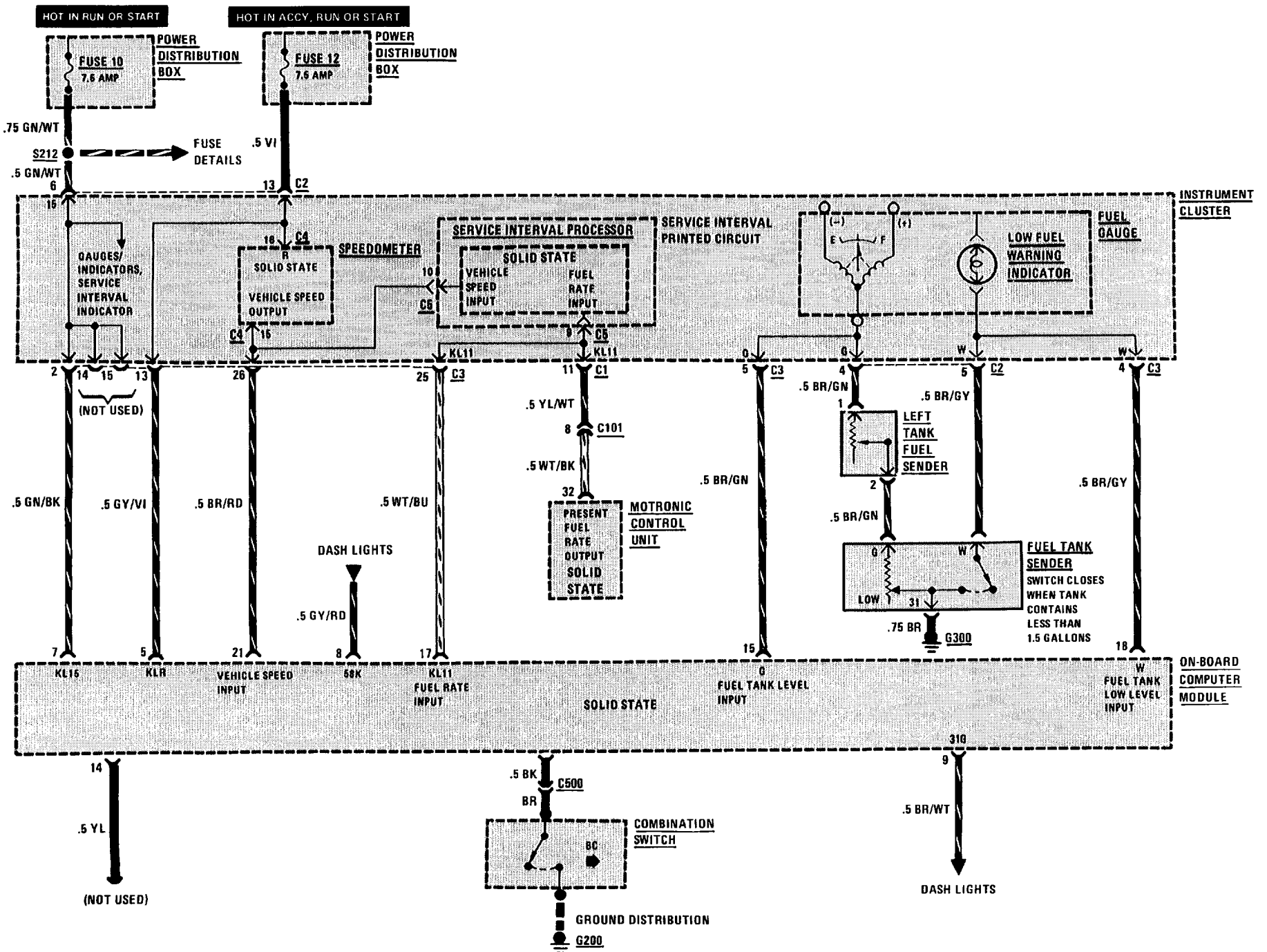
SYMPTOM	POSSIBLE CAUSE	REPAIR ACTION
Harsh popping or crackling noise present when ignition on-changes with engine rpm.	Ignition Noise	• Check for proper distributor cap shielding. • Check shielding ground strap. If not present, install. • Check for defective spark plug or spark plug wire. • Reroute spark plug wires laying against anything that could be transmitting noise to the Radio (wiring or sensor leads traveling into the passenger compartment). • Check engine/firewall ground strap and engine hood/body ground strap. • Check if engine hood is closing properly. • Connect dedicated ground strap to Radio. • Replace distributor cap and rotor.
High whine or howling that changes with engine rpm.	Alternator noise	• Connect dedicated ground strap to Radio. • Run a direct wire from Battery to Alternator.
AM only is weak and noisy.	AM alignment	• Remove Radio for service.
FM only is weak and noisy.	FM alignment	• Remove Radio for service.

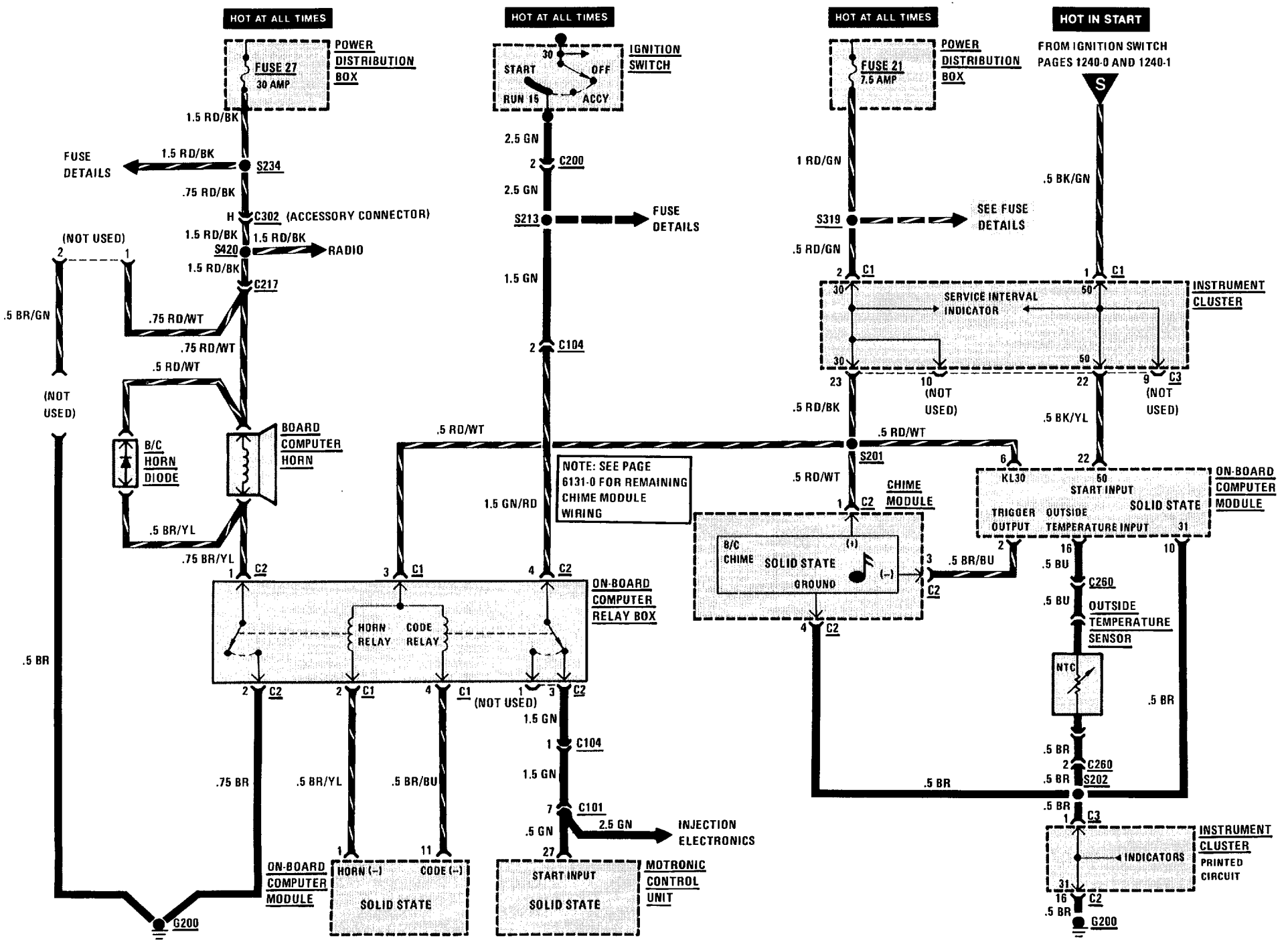
6571-0 CRUISE CONTROL




HOT AT ALL TIMES
POWER DISTRIBUTION BOX
FUSE 21 7.5 AMP
1 RD/GN
S319
FUSE DETAILS
.5 RD/GN
2 C1
(NOT USED)
10 C3
30
HOT IN ACCY, RUN OR START
POWER DISTRIBUTION BOX
FUSE 12 7.5 AMP
.5 VI
13
HOT AT ALL TIMES
POWER DISTRIBUTION BOX
FUSE 23 7.5 AMP
1 GY/GN
8 C103
.75 GY/GN
7
LIGHT SWITCH
58RE
HEAD
OFF
PARK
58RA
58K
1
.75 GY/RD
S221
LIGHT SWITCH DETAILS
.75 GY/RD
10 C103
.75 GY/RD
S215
.5 GY/RD
23 C2
INSTRUMENT CLUSTER
PRINTED CIRCUIT
7 MEMORY POWER INPUT
10 C5
VEHICLE SPEED INPUT
GROUND
6 C5
SERVICE INTERVAL PROCESSOR
15 C4
VEHICLE SPEED OUTPUT
16 C4
POWER INPUT
SPEEDOMETER
DASH LIGHTS
23 .5 RD/WT
13 .5 GY/VI
C3
20 .5 GY/RD
8 .5 BR/WT
26 .5 BR/RD
1 .5 BR
C3
31
20 C1
.5 BR
G200


.5 RD/WT
S225
.5 RD/WT
.5 RD/WT
.5 GY/VI
MULTIFUNCTION CLOCK
5
R
7
30
ILLUMINATION
IGNITION POWER
BATTERY POWER
DISPLAY CONTROL
DISPLAY SELECT SWITCH
SOLID STATE
* C/12h SELECTED
* C/24h SELECTED
* F/12h SELECTED
VEHICLE SPEED INPUT
GROUND
OUTSIDE TEMPERATURE INPUT
TRIGGER OUTPUT
68K
12
31G
6
TACH A
4
31
1
TEMP F
2
T2
9
T1
8
.5 BU
.5 BR
2
C260
.5 BR/BU
.5 BR/YL
1 BU
2
NTC
OUTSIDE TEMPERATURE SENSOR
1
3
2
1
C2
T2
T1
30
CHIME MODULE
1 BR
31
GROUND
1
C260
4
C2
.5 GY/RD
.5 BR/WT
.5 BR/RD
.5 BR
.5 BR
S224
NOTE: SEE PAGE 6131-0 FOR REMAINING CHIME MODULE WIRING.


HOT IN RUN OR START
HOT IN ACCY, RUN OR START
FUSE 10
7.5 AMP
POWER DISTRIBUTION BOX
FUSE 12
7.5 AMP
POWER DISTRIBUTION BOX
.75 GN/WT
S212
FUSE DETAILS
.5 VI
.5 GN/WT
INSTRUMENT CLUSTER
GAUGES/ INDICATORS, SERVICE INTERVAL INDICATOR
SOLID STATE
VEHICLE SPEED OUTPUT
SPEEDOMETER
SERVICE INTERVAL PROCESSOR
SOLID STATE
VEHICLE SPEED INPUT
FUEL RATE INPUT
SERVICE INTERVAL PRINTED CIRCUIT
FUEL GAUGE
LOW FUEL WARNING INDICATOR
(NOT USED)
.5 GN/BK
.5 GY/VI
.5 BR/RD
.5 WT/BU
DASH LIGHTS
.5 GY/RD
.5 YL/WT
.5 WT/BK
C101
PRESENT FUEL RATE OUTPUT SOLID STATE
MOTRONIC CONTROL UNIT
.5 BR/GN
.5 BR/GY
LEFT TANK FUEL SENDER
FUEL TANK SENDER
SWITCH CLOSES WHEN TANK CONTAINS LESS THAN 1.5 GALLONS
.75 BR
G300
ON-BOARD COMPUTER MODULE
KL15
KLR
VEHICLE SPEED INPUT
50K
KL11
FUEL RATE INPUT
SOLID STATE
FUEL TANK LEVEL INPUT
FUEL TANK LOW LEVEL INPUT
.5 YL
(NOT USED)
.5 BK
BR
C500
COMBINATION SWITCH
GROUND DISTRIBUTION
G200
.5 BR/WT
DASH LIGHTS


HOT AT ALL TIMES
POWER DISTRIBUTION BOX
FUSE 27
30 AMP
1.5 RD/BK
FUSE DETAILS
1.5 RD/BK
S234
.75 RD/BK
H
C302 (ACCESSORY CONNECTOR)
1.5 RD/BK
1.5 RD/BK
S420
RADIO
1.5 RD/BK
C217
(NOT USED)
2
1
.5 BR/GN
.75 RD/WT
.75 RD/WT
.5 RD/WT
(NOT USED)
B/C HORN DIODE
BOARD COMPUTER HORN
.5 BR/YL
.75 BR/YL
1
C2
.5 BR
.75 BR
G200
ON-BOARD COMPUTER MODULE
HOT AT ALL TIMES
IGNITION SWITCH
30
START
OFF
RUN 15
ACCY
2.5 GN
2
C200
2.5 GN
S213
FUSE DETAILS
1.5 GN
2
C104
.5 RD/WT
NOTE: SEE PAGE 6131-0 FOR REMAINING CHIME MODULE WIRING
1.5 GN/RD
3
C1
4
C2
ON-BOARD COMPUTER RELAY BOX
HORN RELAY
CODE RELAY
2
C2
2
C1
4
C1
1
3
C2
(NOT USED)
.5 BR/YL
.5 BR/BU
1.5 GN
1
C104
1.5 GN
7
C101
.5 GN
2.5 GN
INJECTION ELECTRONICS
27
1
11
HORN (–)
CODE (–)
SOLID STATE
ON-BOARD COMPUTER MODULE
START INPUT
SOLID STATE
MOTRONIC CONTROL UNIT
HOT AT ALL TIMES
POWER DISTRIBUTION BOX
FUSE 21
7.5 AMP
1 RD/GN
S319
SEE FUSE DETAILS
.5 RD/GN
2
C1
.5 RD/BK
23
10
(NOT USED)
.5 RD/WT
S201
1
C2
CHIME MODULE
B/C CHIME
SOLID STATE
GROUND
(+)
(–)
3
C2
4
C2
.5 BR/BU
HOT IN START
FROM IGNITION SWITCH PAGES 1240-0 AND 1240-1
S
.5 BK/GN
1
C1
INSTRUMENT CLUSTER
SERVICE INTERVAL INDICATOR
30
50
30
50
22
9
C3
(NOT USED)
.5 BK/YL
6
22
KL30
50
START INPUT
TRIGGER OUTPUT
OUTSIDE TEMPERATURE INPUT
SOLID STATE
31
ON-BOARD COMPUTER MODULE
2
16
10
.5 BU
C260
.5 BU
OUTSIDE TEMPERATURE SENSOR
NTC
.5 BR
.5 BR
2
C260
.5 BR
S202
.5 BR
.5 BR
1
C3
INSTRUMENT CLUSTER PRINTED CIRCUIT
INDICATORS
31
16
C2
.5 BR
G200

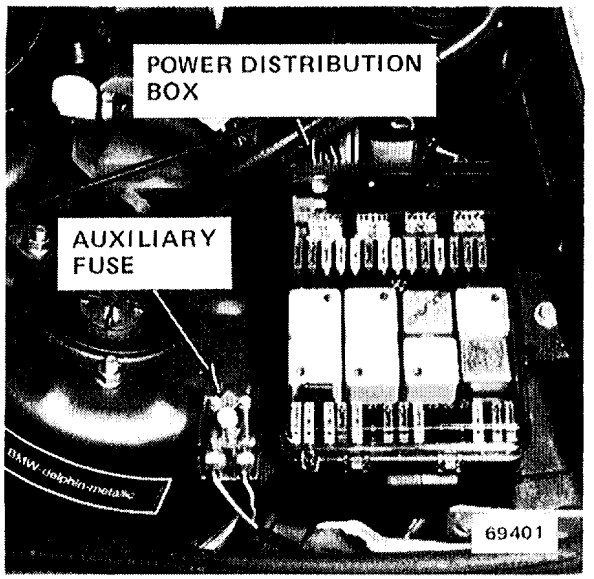


Figure 1 - LH Rear of Engine Compartment

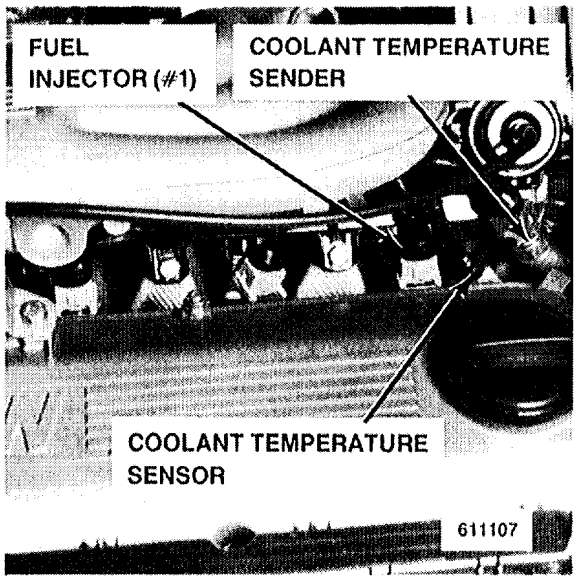


Figure 3 - Top Front of Engine

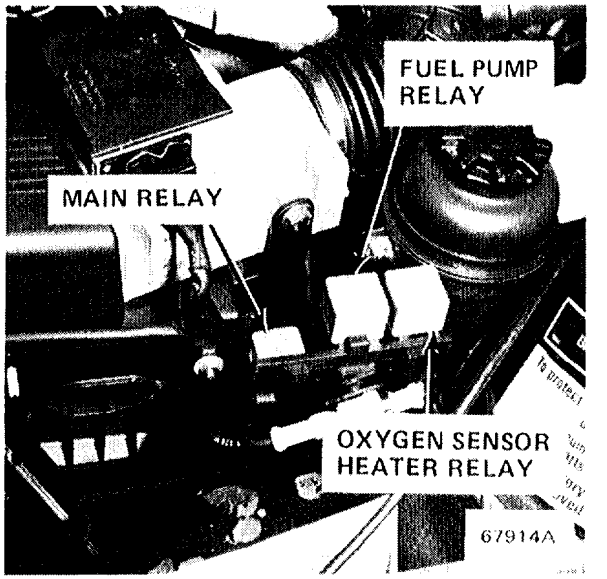


Figure 5 - Forward of LH Front Shock Tower (Relay Cover Removed)

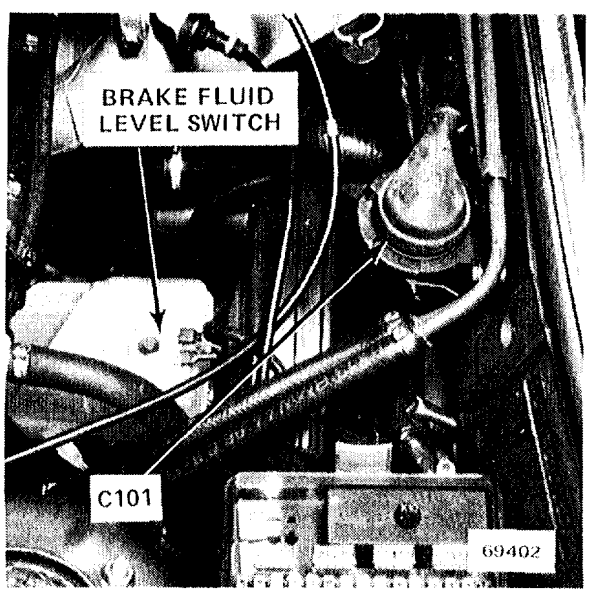


Figure 2 - LH Rear of Engine Compartment

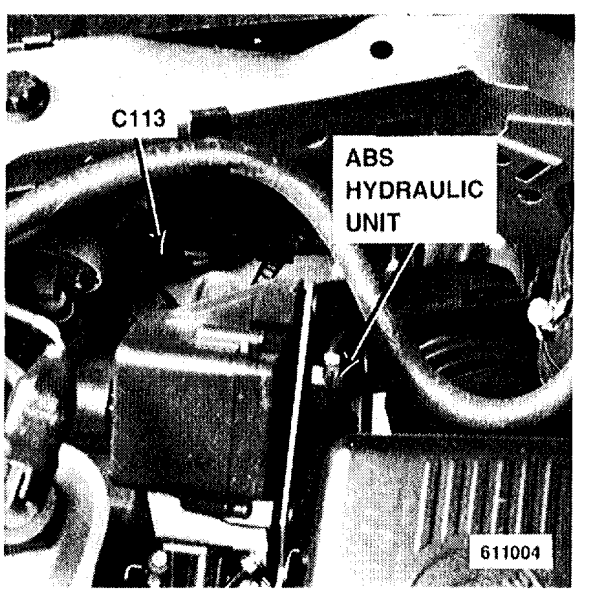


Figure 4 - LH Front of Engine Compartment

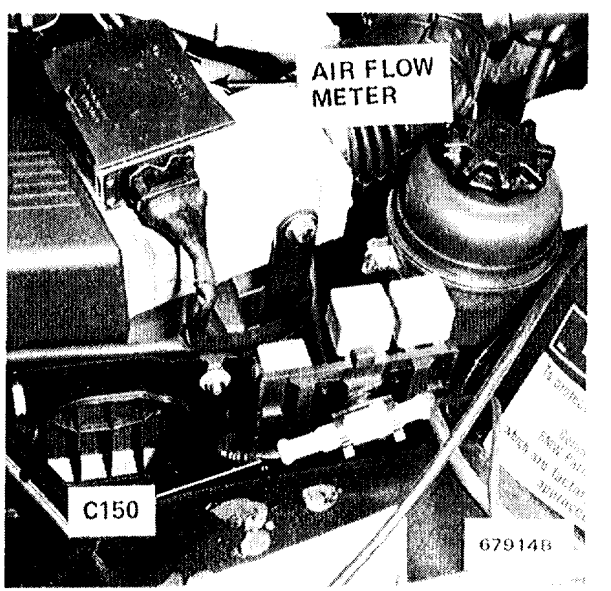


Figure 6 - Forward of LH Front Shock Tower

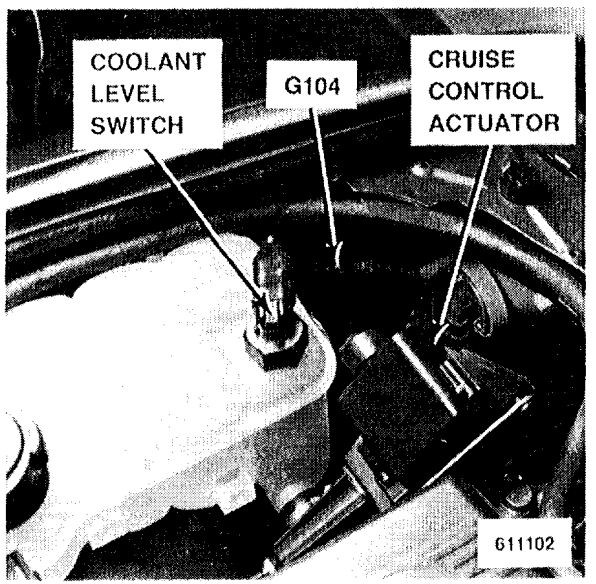


Figure 1 - Forward of LH Front Wheel Well

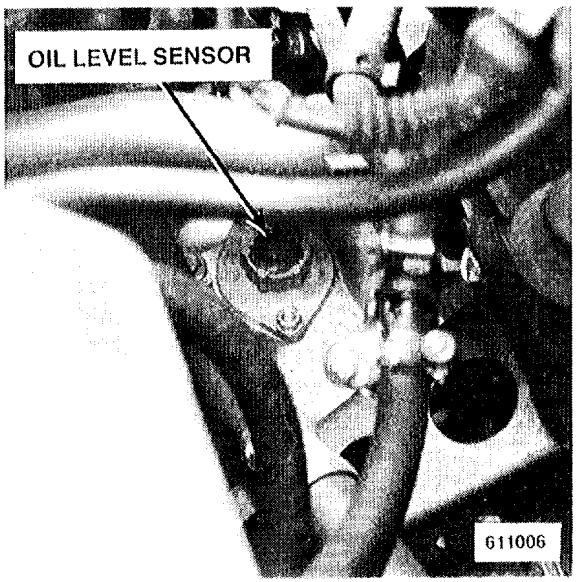


Figure 3 - Lower LH Side of Engine

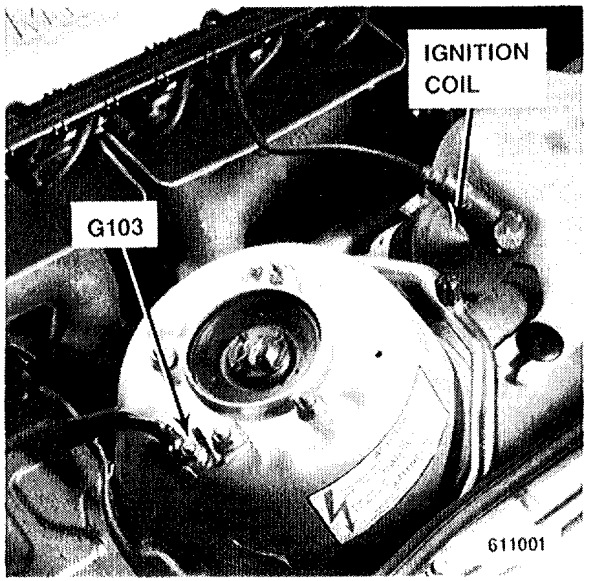


Figure 5 - RH Rear of Engine Compartment

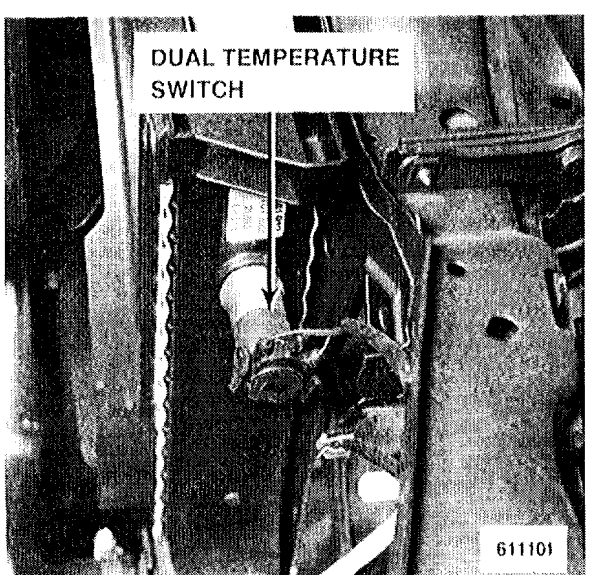


Figure 2 - Top RH Side of Radiator

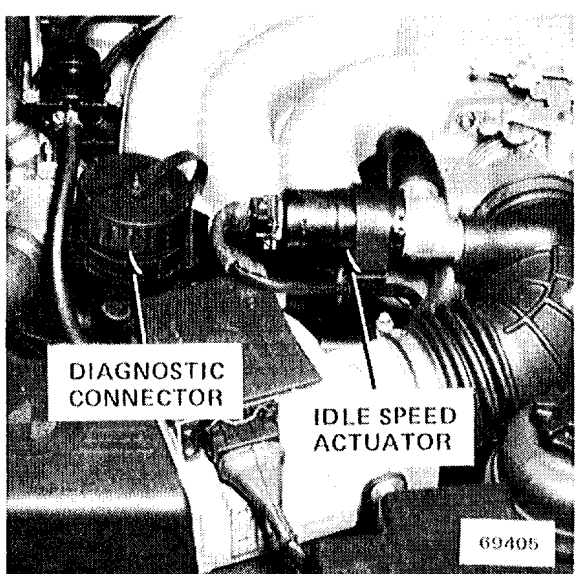


Figure 4 - LH Front of Engine

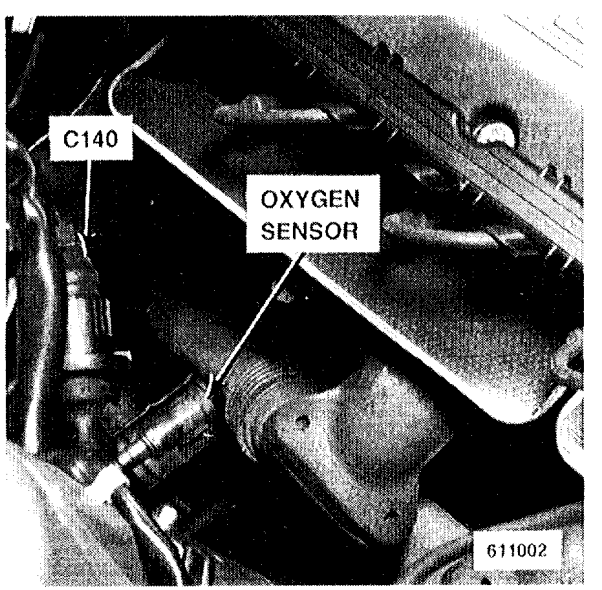


Figure 6 - Lower RH Rear of Engine Compartment

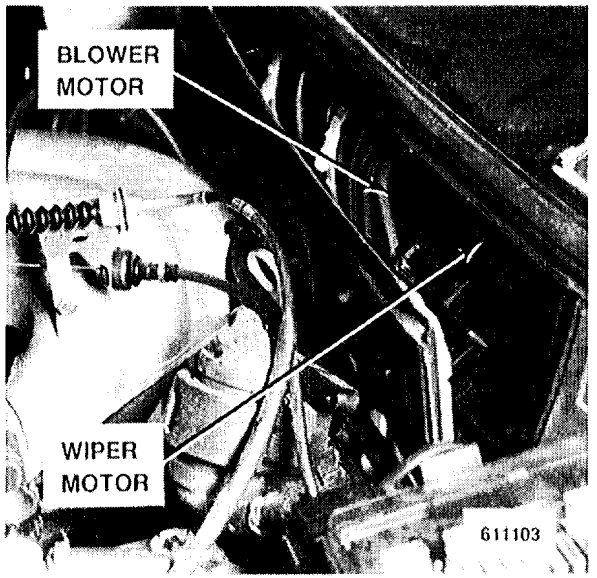


Figure 1 - Behind Cowl

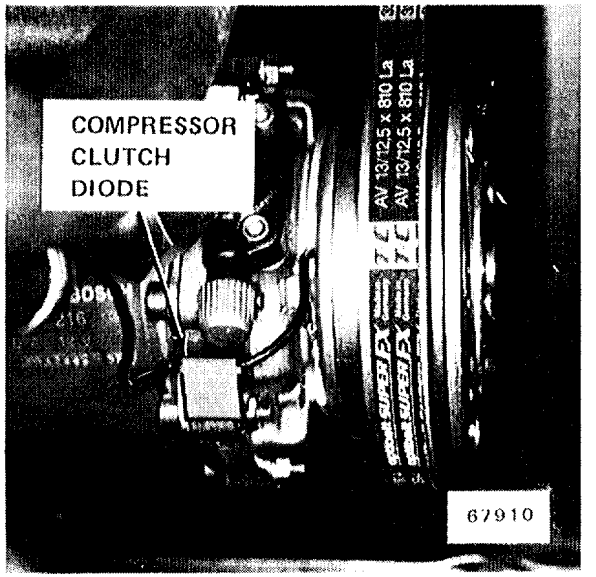


Figure 3 - Lower RH Front of Engine

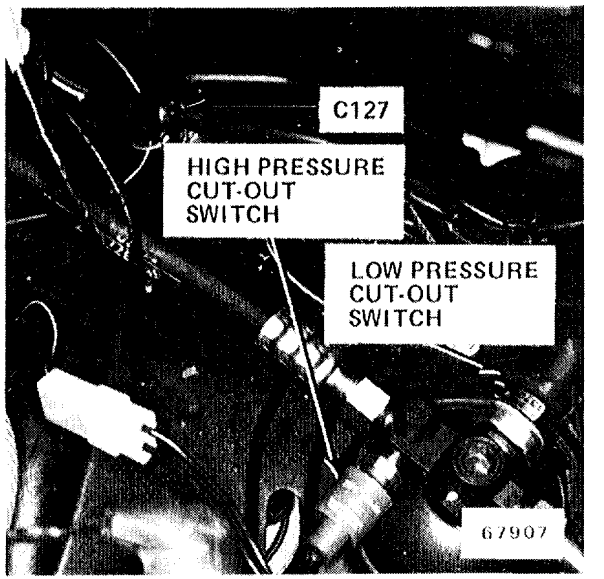


Figure 5 - Behind RH Headlights
(Cover Removed)

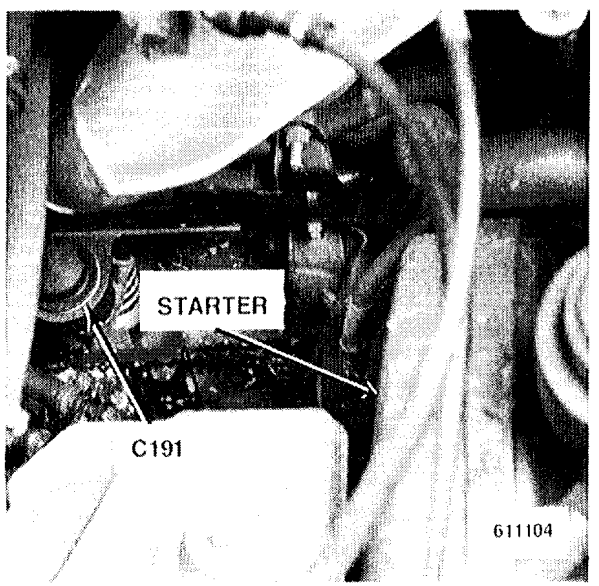


Figure 2 - Lower RH Rear of Engine

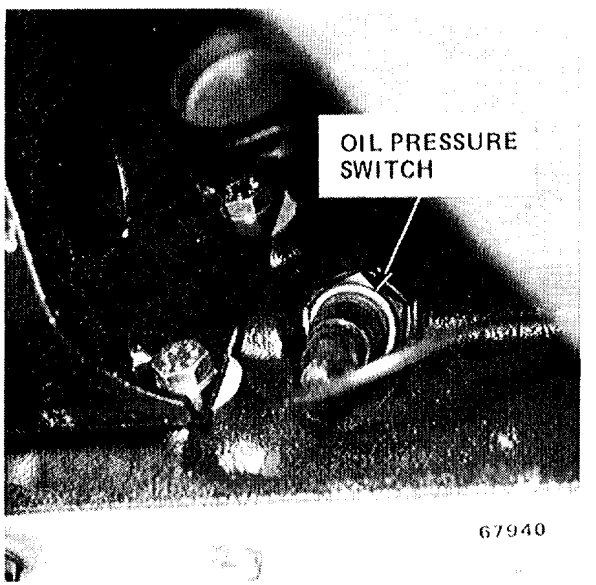


Figure 4 - Lower RH Front of Engine

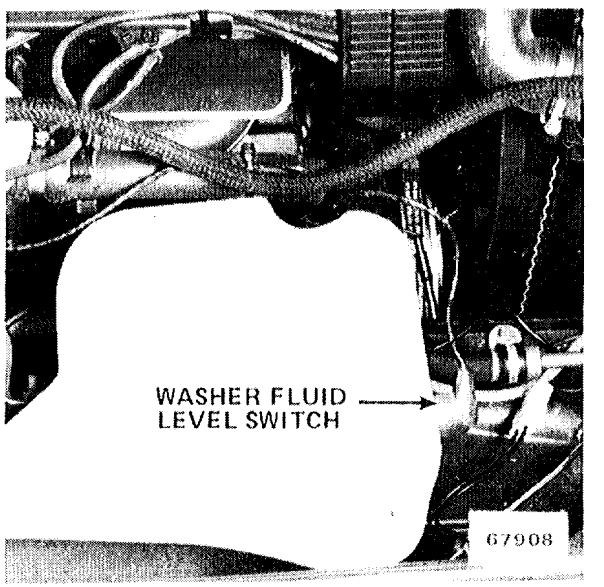


Figure 6 - RH Side Of Engine Compartment

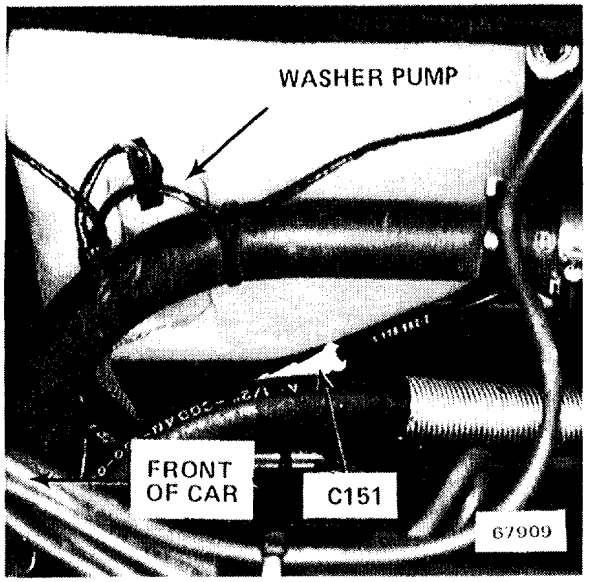


Figure 1 - RH Side of Engine Compartment

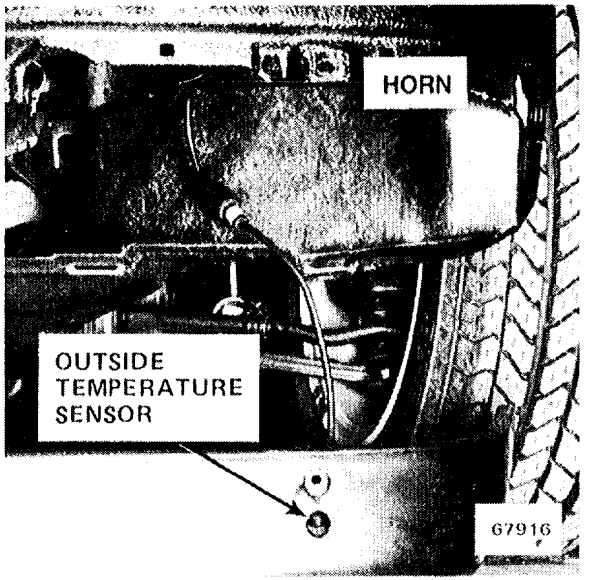


Figure 2 - Under LH Side of Front Bumper (Splash Guard Pulled Down)

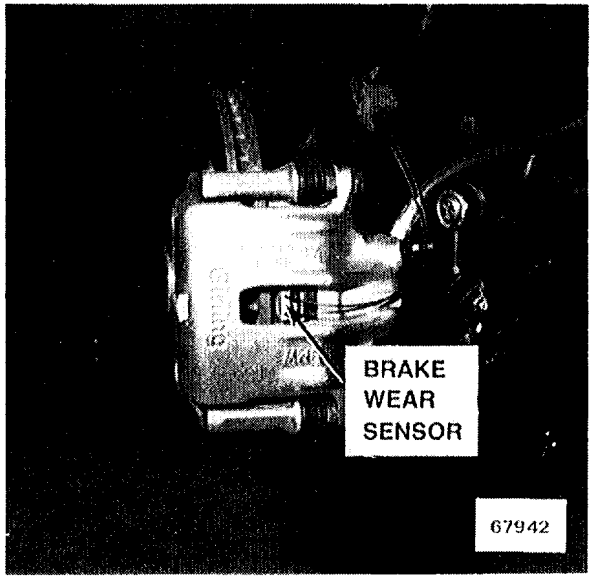


Figure 5 - LH Front Brake Assembly (Wheel Removed)

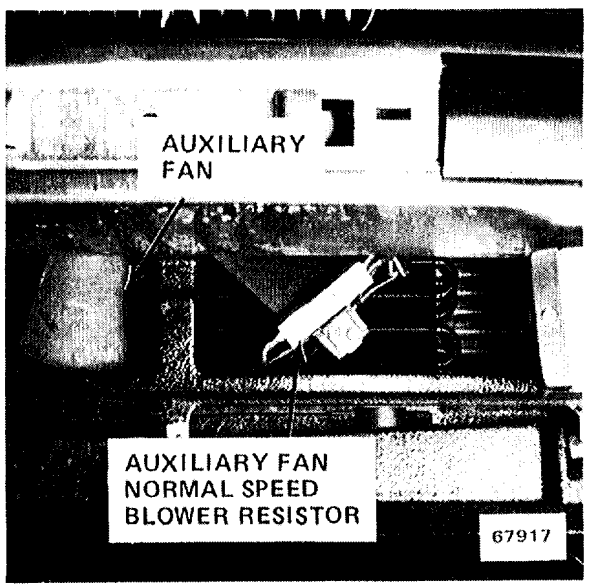


Figure 1 - Under Middle of Front Bumper

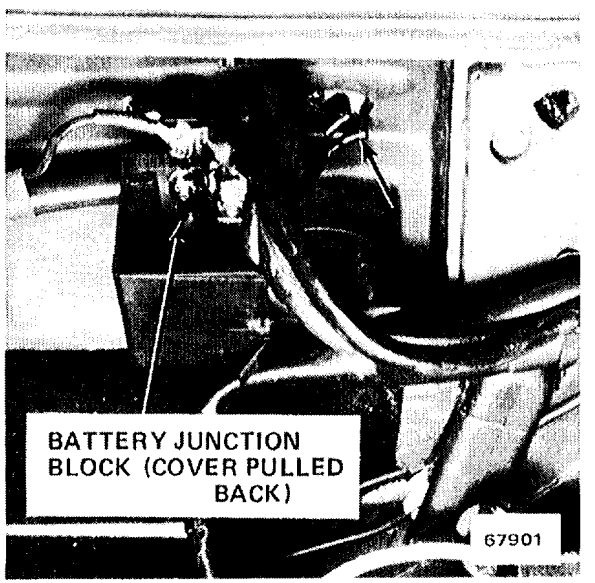


Figure 4 - RH Side of Engine Bulkhead

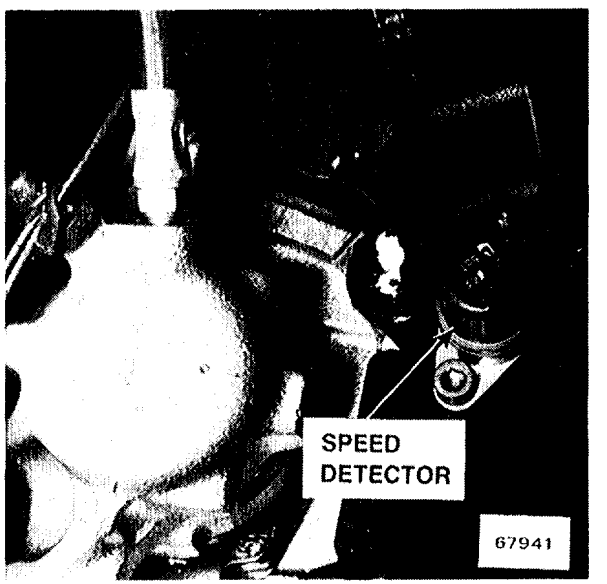


Figure 6 - LH Front Spindle Assembly

Figure 1 - Above LH Front Door Jamb Switch

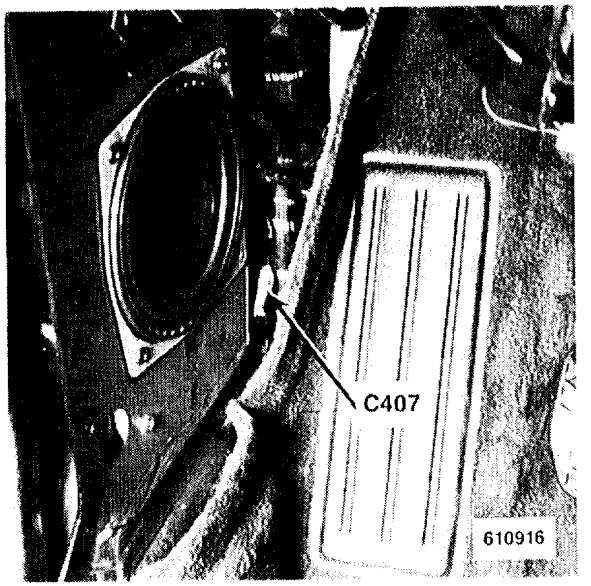


Figure 3 - Below LH Front Speaker

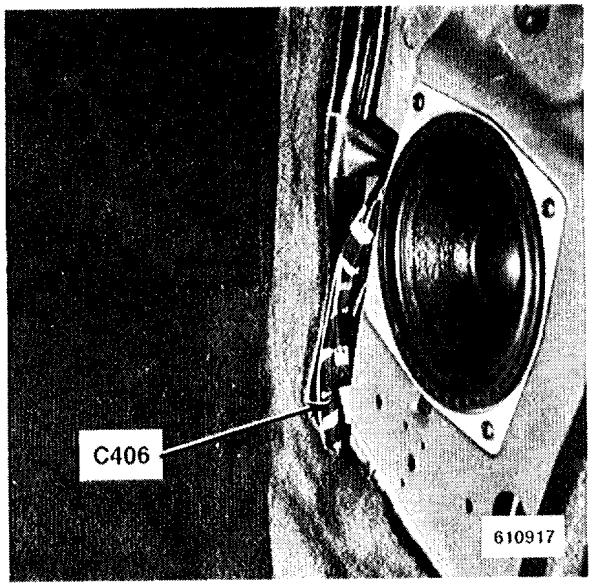


Figure 4 - Below RH Front Speaker

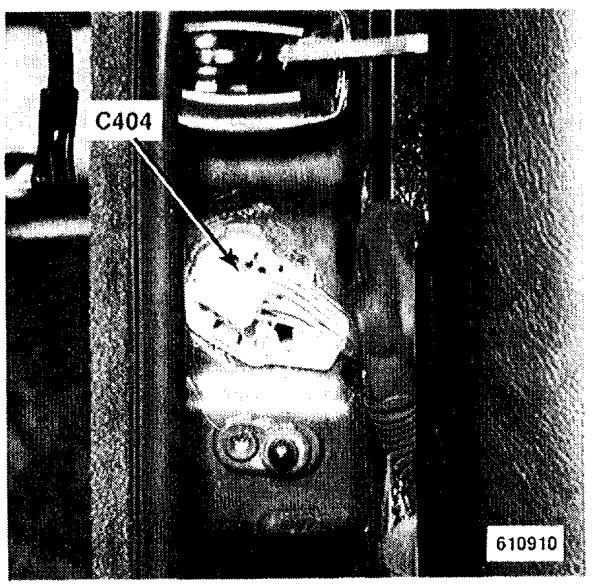


Figure 2 - Above RH Front Door Jamb Switch

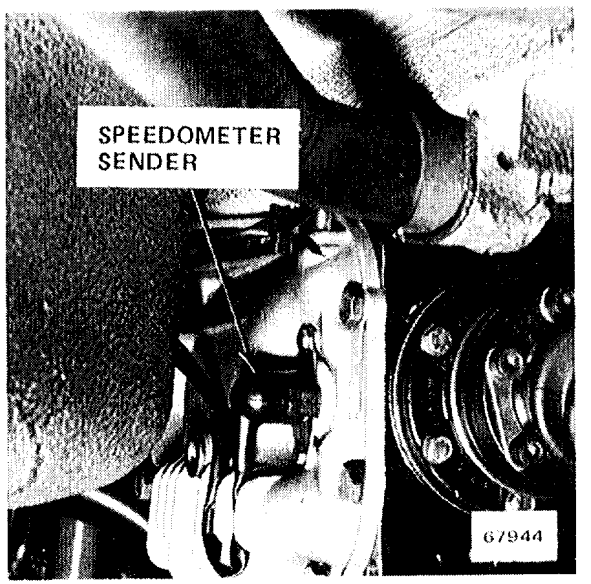


Figure 4 - RH Rear of Differential

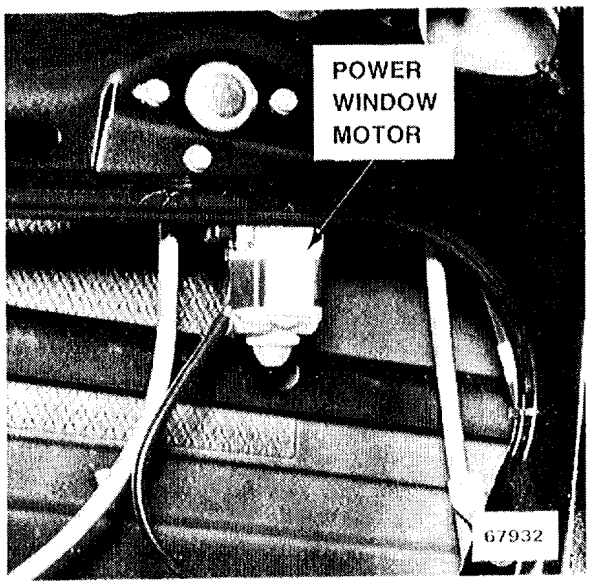


Figure 6 - Inside LH Front Door
(Panel Removed)

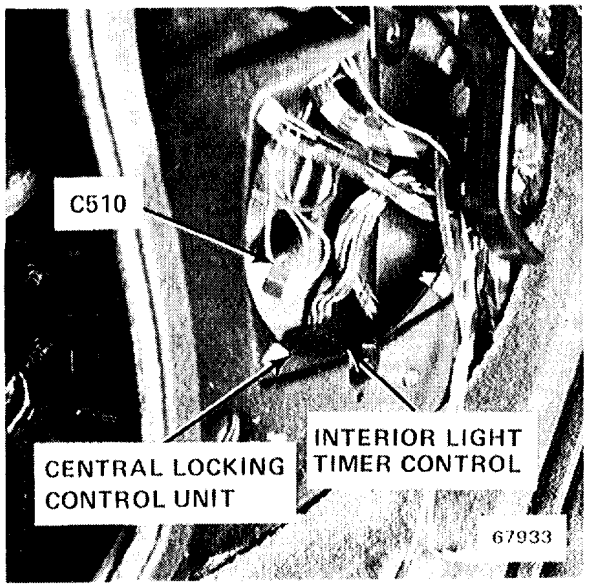


Figure 1 - Behind LH Front Speaker

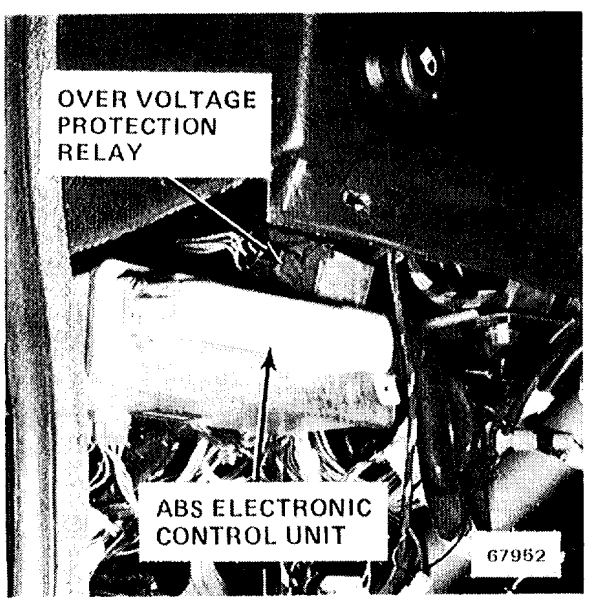


Figure 2 - Under LH Side of Dash

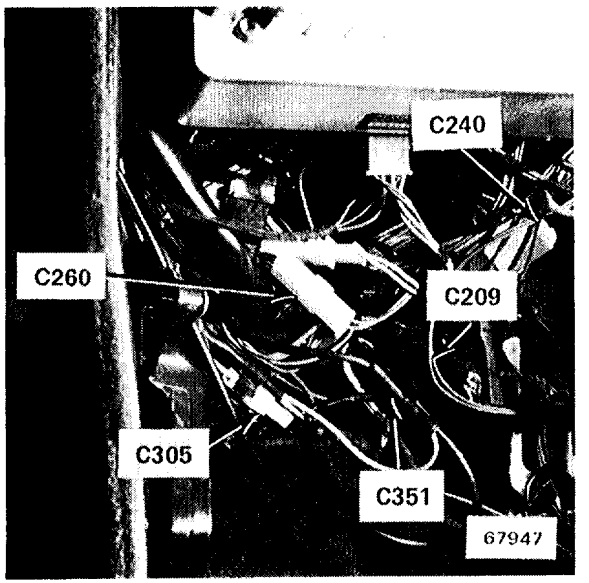


Figure 3 - Under LH Side of Dash

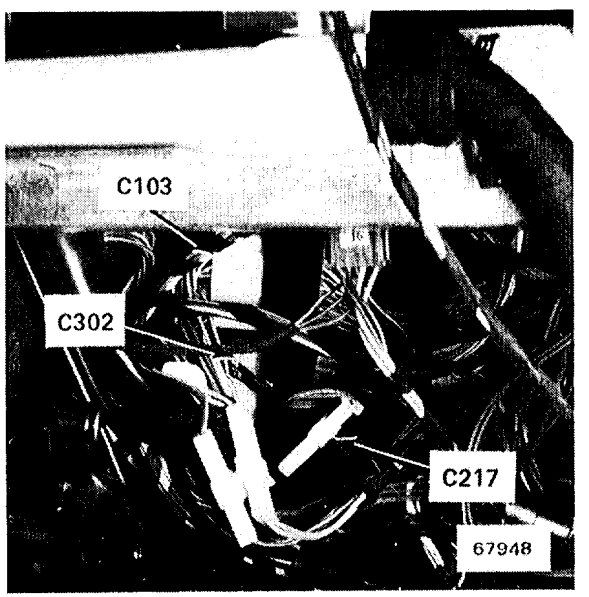


Figure 4 - Under LH Side of Dash

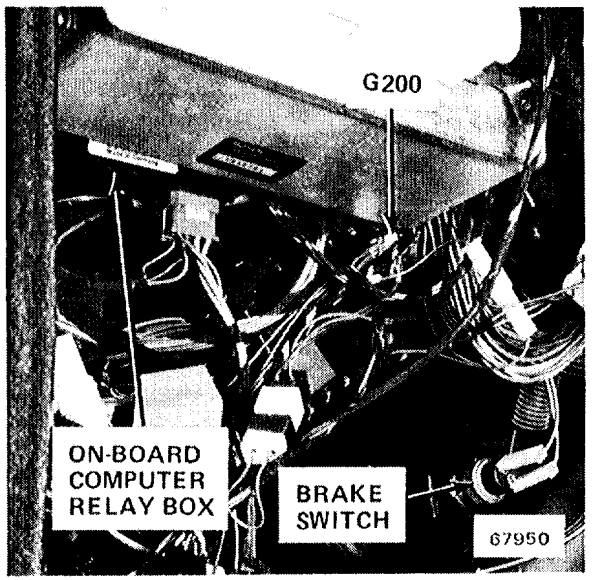


Figure 5 - Under LH Side of Dash

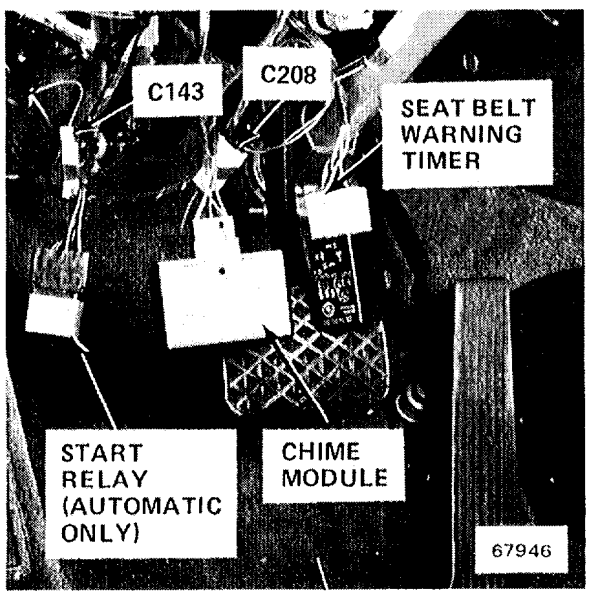


Figure 6 - Under LH Side of Dash

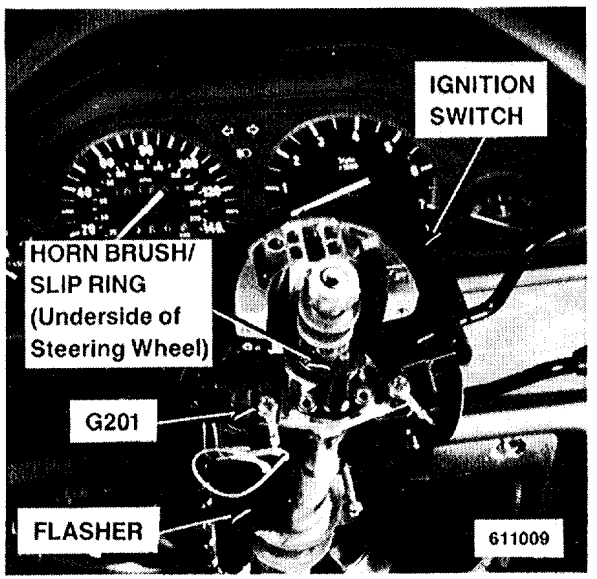


Figure 1 - Under Steering Column

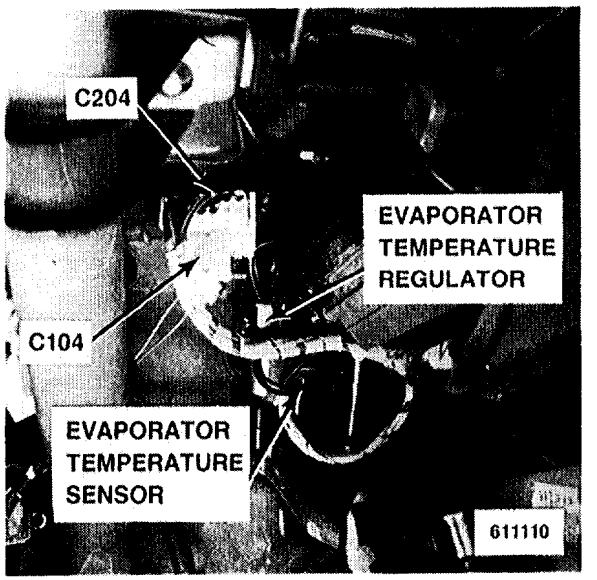


Figure 3 - Under LH Side of Dash

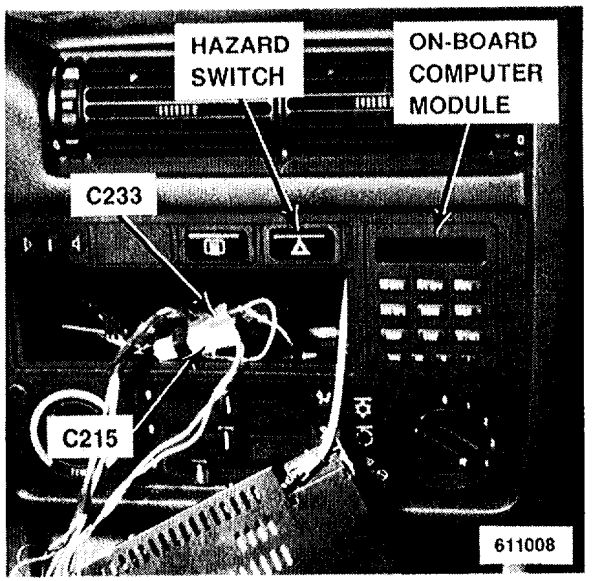


Figure 5 - Center of Dash

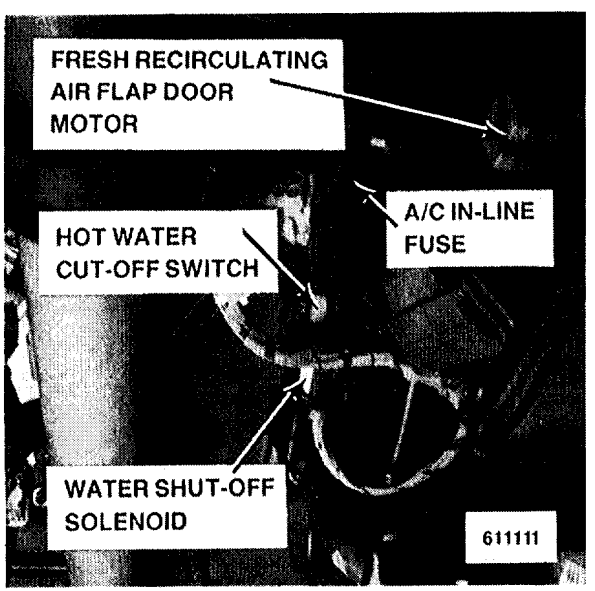


Figure 2 - Under LH Side of Dash

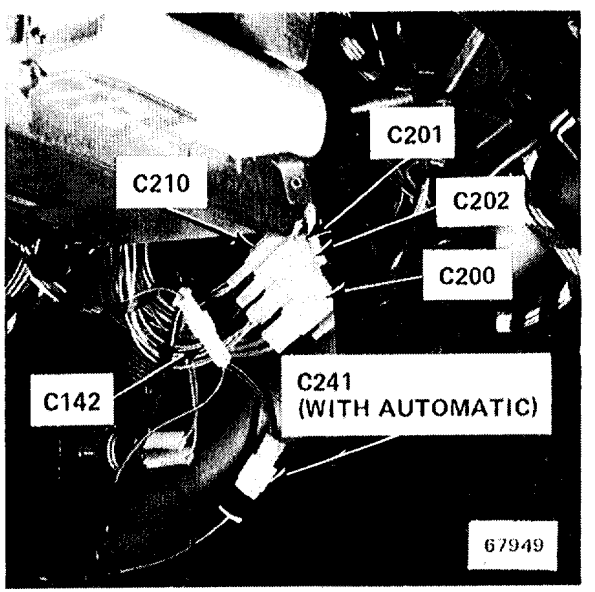


Figure 4 - Top of Steering Column

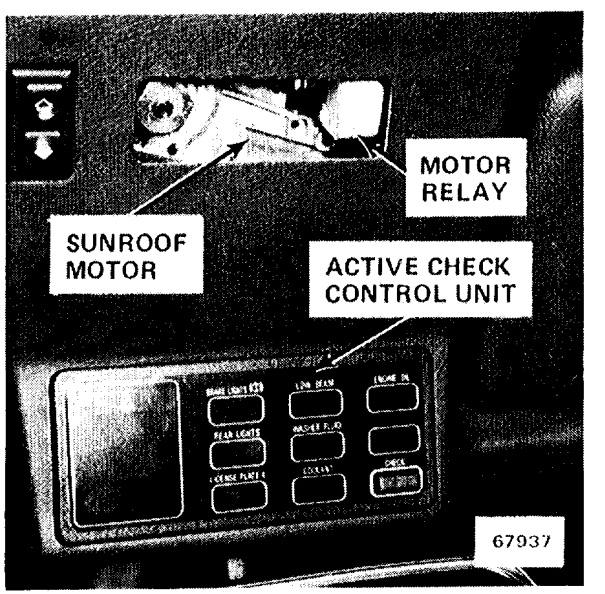


Figure 6 - Center of Windshield Header

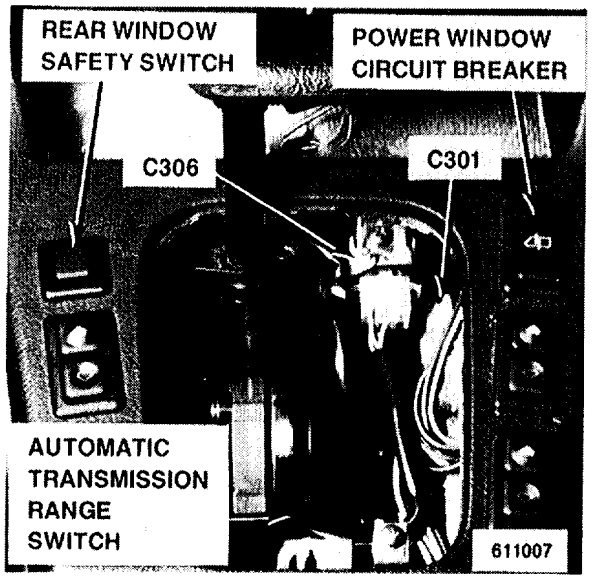


Figure 1 - Center Console

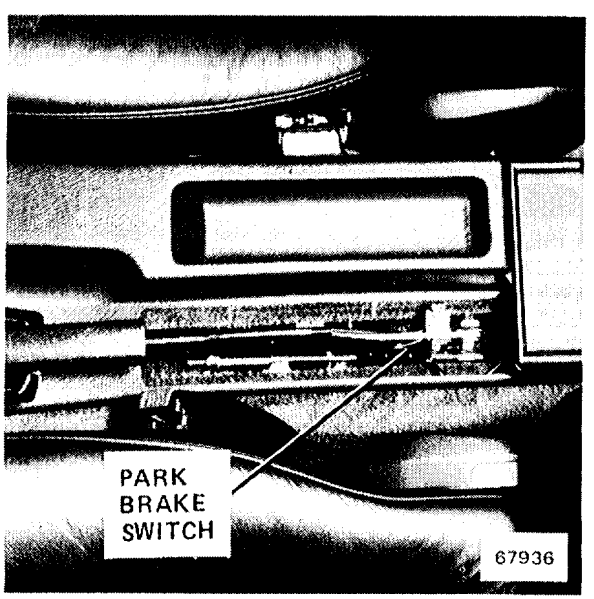


Figure 2 - Rear of Center Console

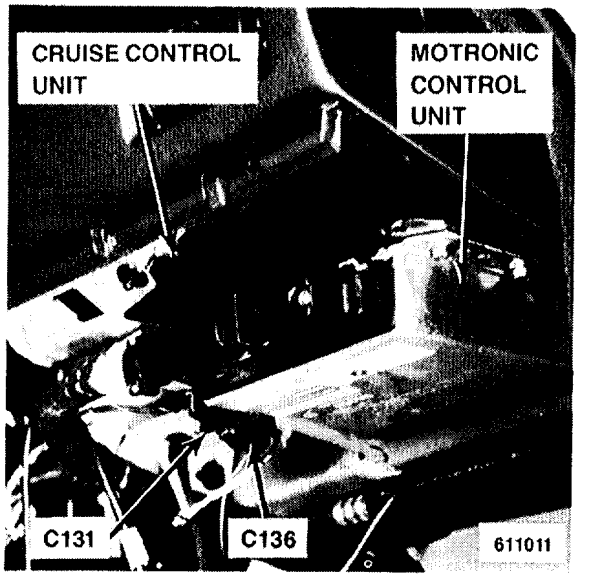


Figure 3 - Under RH Side of Dash

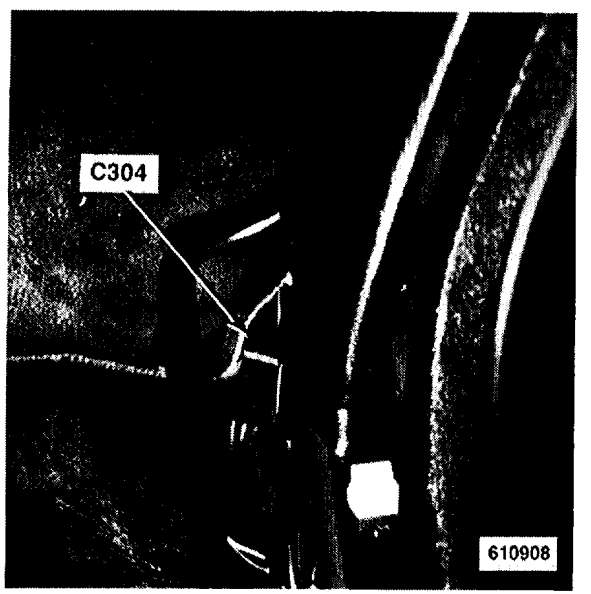


Figure 4 - At Base of LH "B" Pillar

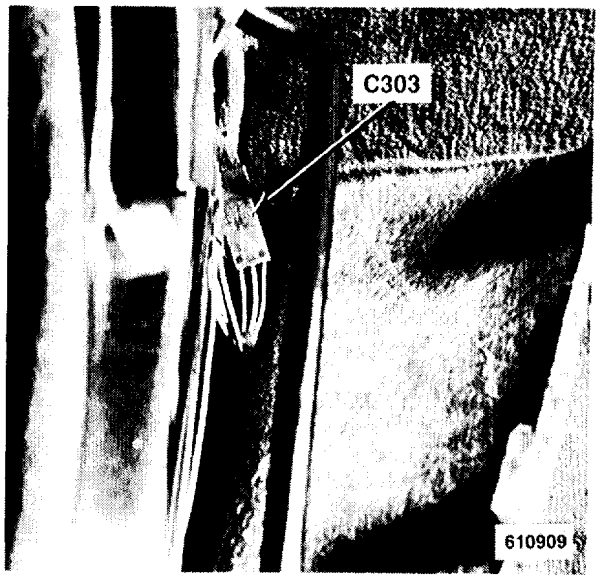


Figure 5 - At Base of RH "B" Pillar

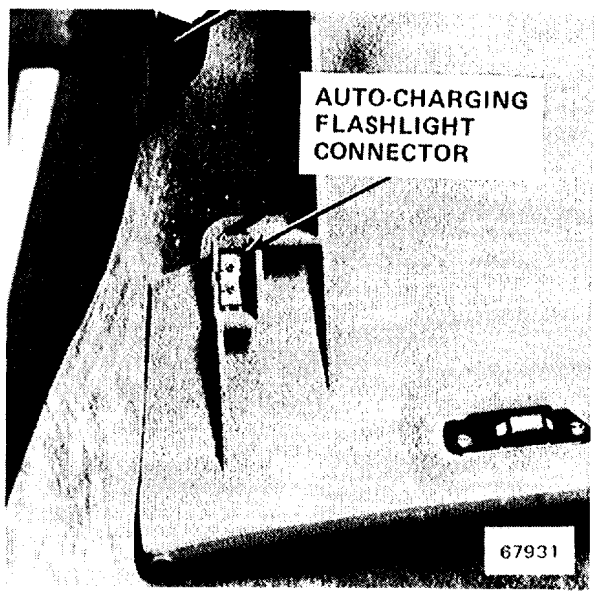


Figure 6 - Inside Glove Box

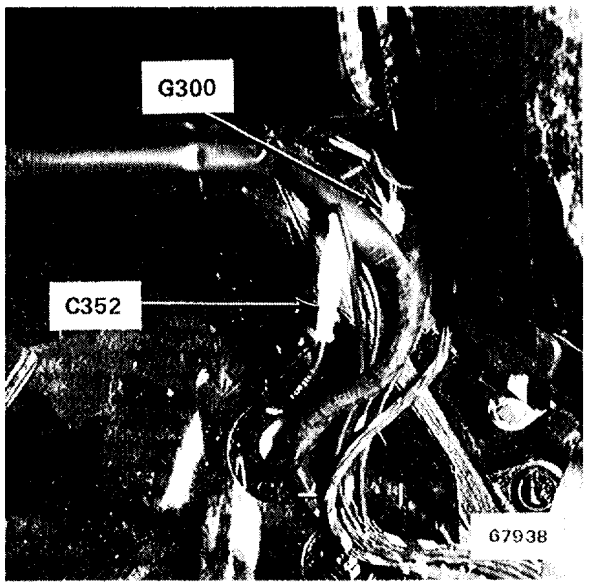


Figure 1 - Under LH Side Of Rear Seat

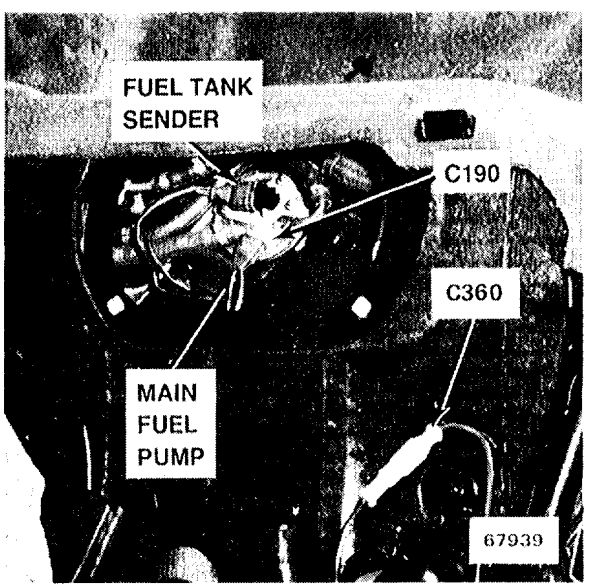


Figure 2 - Under RH Side of Rear Seat

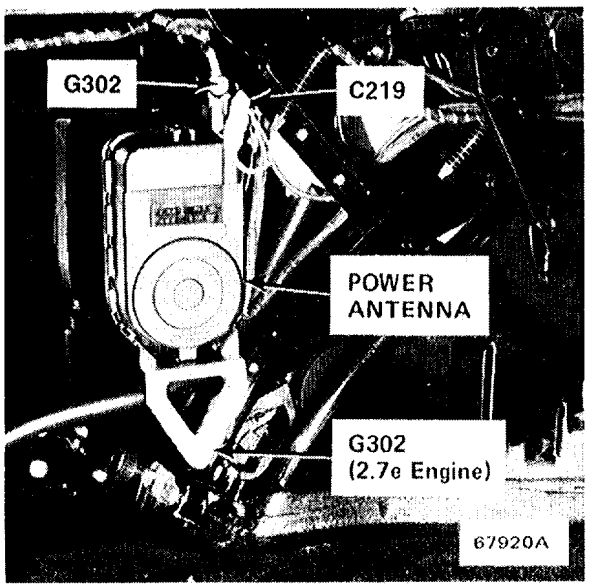


Figure 3 - LH Front Of Trunk

Figure 4 - LH Front Of Trunk

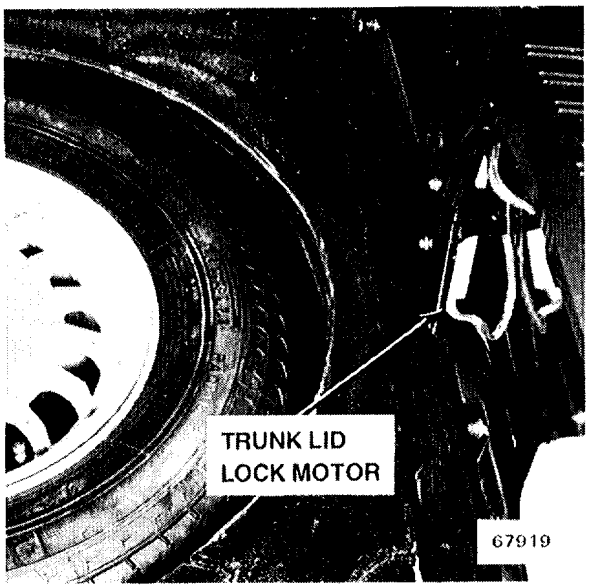


Figure 5 - Middle Rear Of Trunk

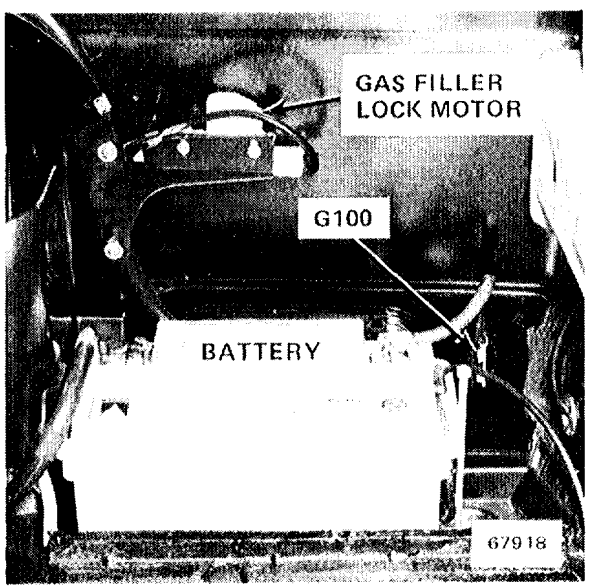


Figure 6 - RH Rear Of Trunk

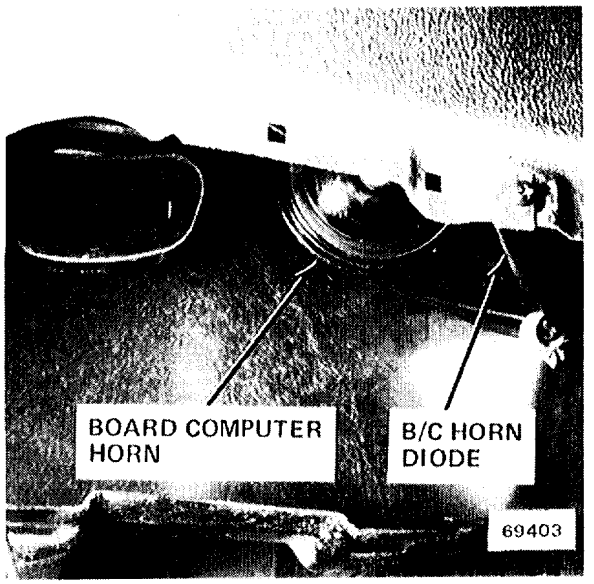


Figure 1 - Under LH Side of Front Bumper (Splash Guard Pulled Down)

Figure 2 - RH Front Shock Tower

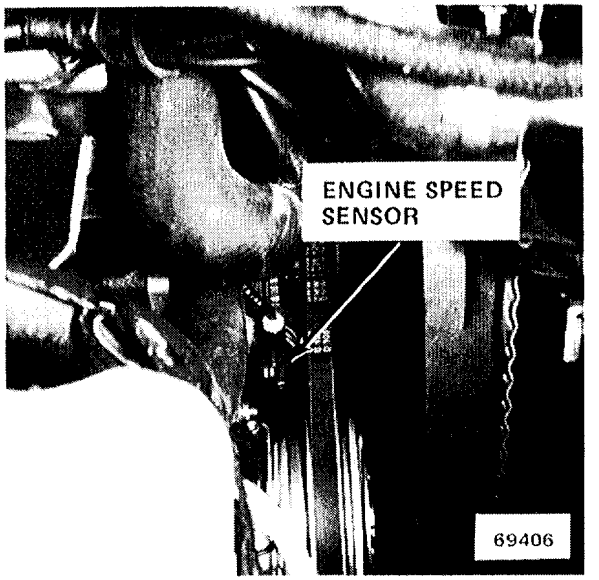


Figure 3 - Lower RH Front Of 2.5i Engine

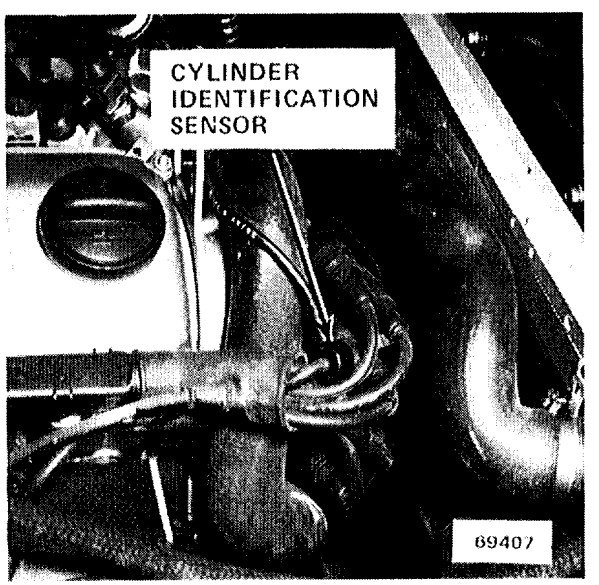


Figure 4 - RH Front Of 2.5i Engine (Cover Removed)

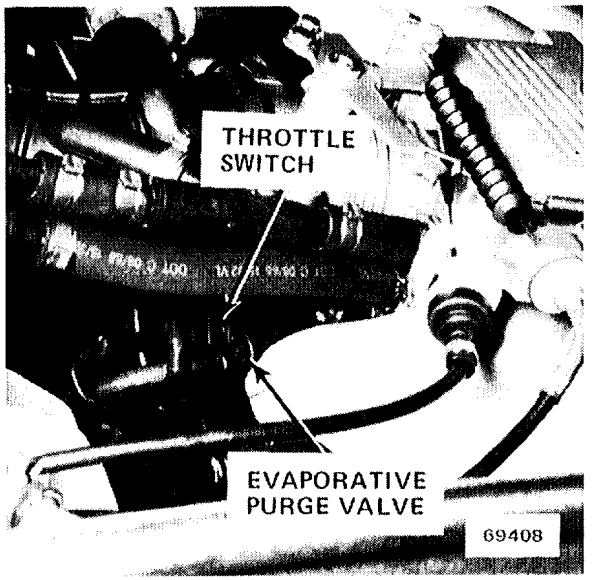


Figure 5 - LH Side Of 2.5i Engine

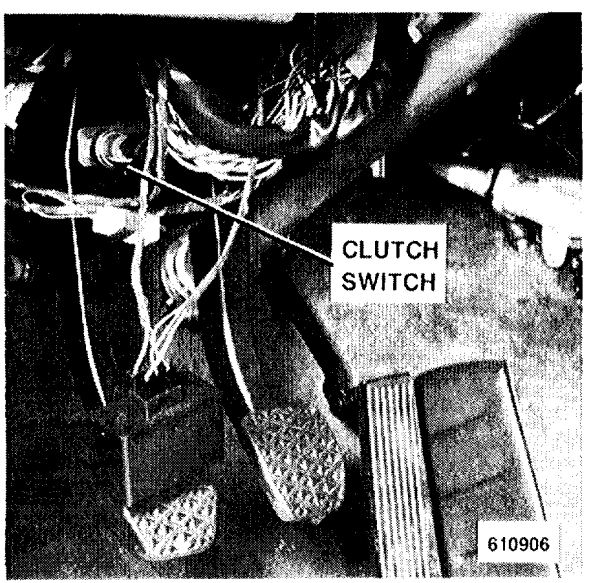


Figure 6 - Under LH Side of Dash

Figure 1 - Under LH Side of Rear Seat

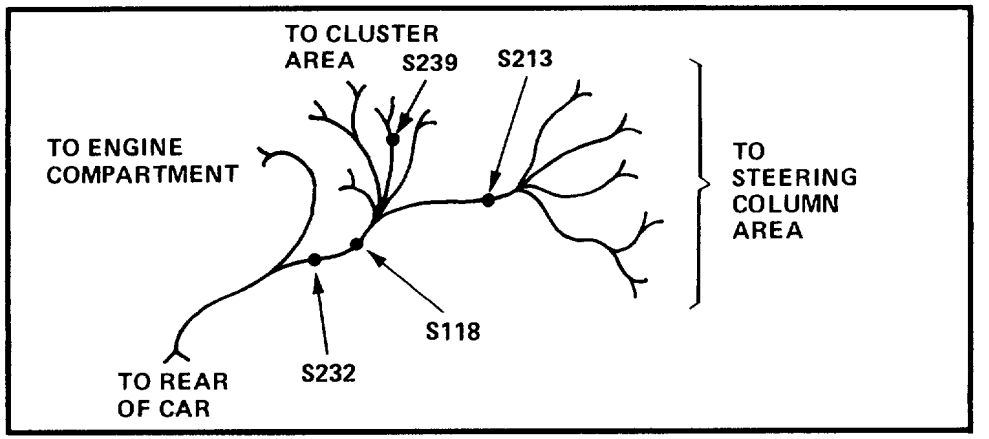
8000-0 SPLICE LOCATION VIEWS

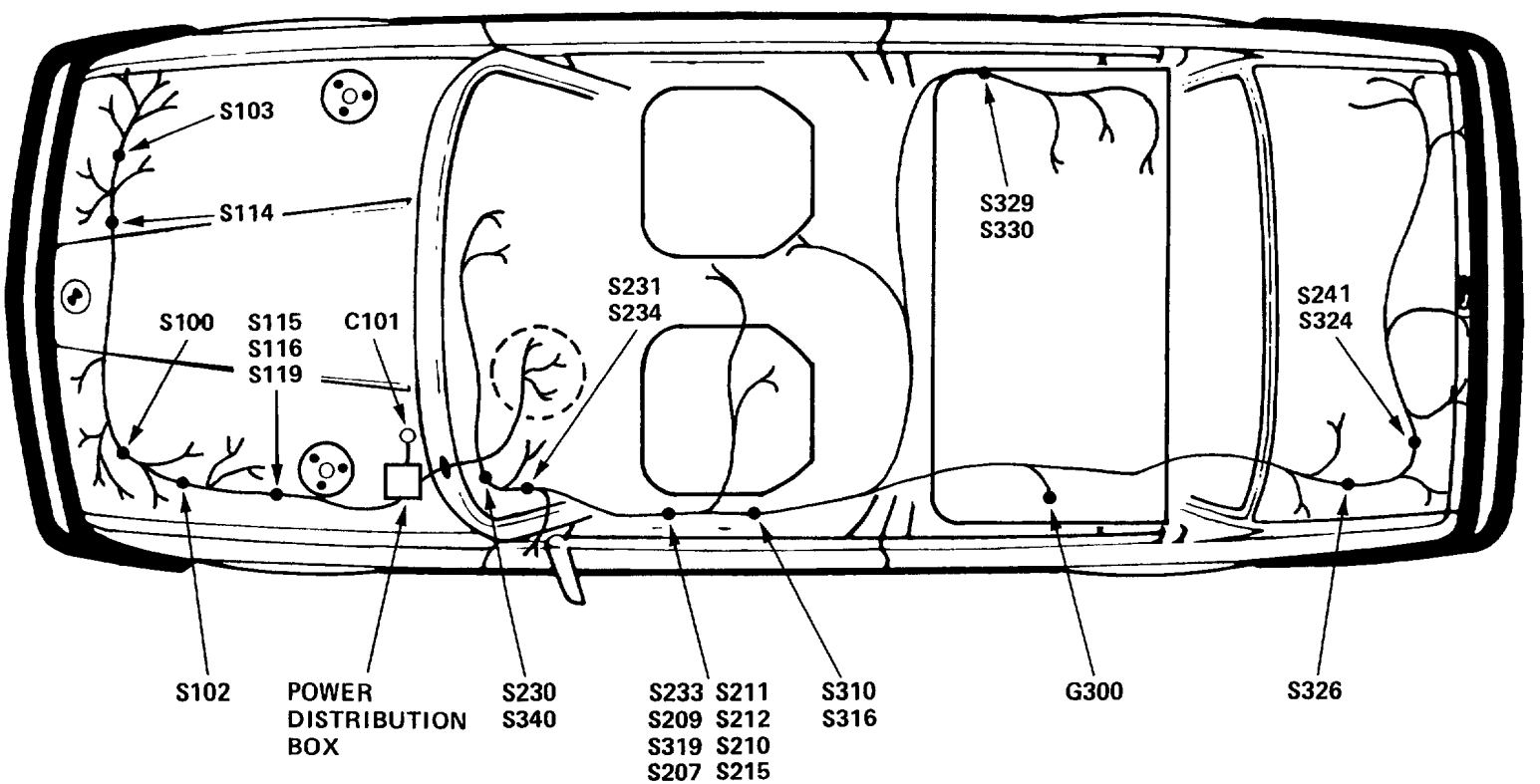
INDEX

This index lists all the splices in the vehicle, the harness location of each splice, and the page on which each splice appears. The drawings after the index show how the harnesses are routed through the vehicle and the location of the splices on the harness.

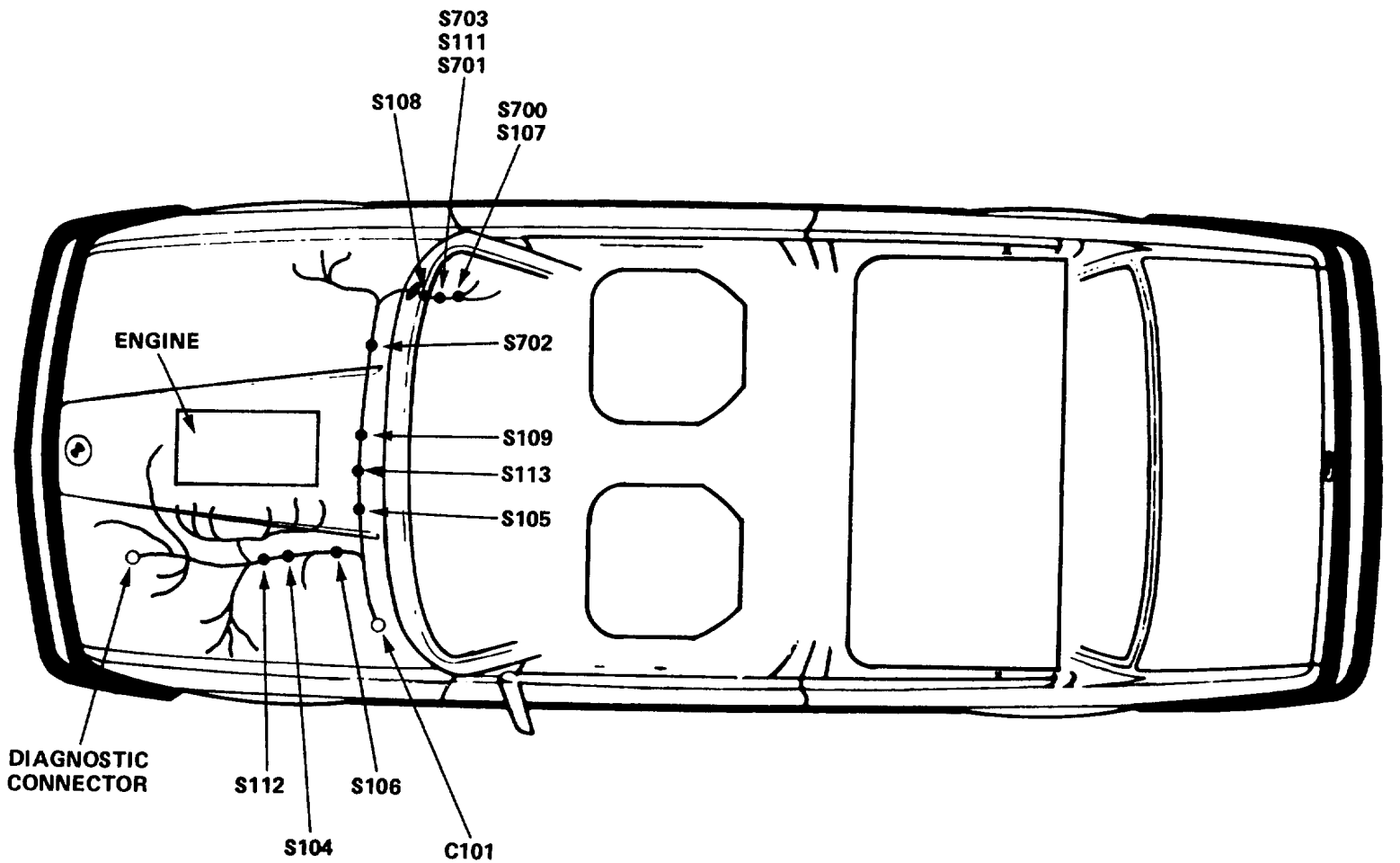
SPLICE	HARNESS	PAGE NUMBER
S323	DOOR	8000-4
S324	MAIN	8000-2
S326	MAIN	8000-2
S329	MAIN	8000-2
S330	MAIN	8000-2
S332	DOOR	8000-4
S333	DOOR	8000-4
S340	MAIN	8000-2
S341	MAIN	8000-2
S342	DOOR	8000-4
S345	RADIO	NOT SHOWN
S400	RADIO	NOT SHOWN
S402	DOOR	8000-4
S403	RADIO	NOT SHOWN
S404	RADIO	NOT SHOWN
S411	DOOR	8000-4
S420	RADIO	NOT SHOWN
S501	DOOR	8000-4
S502	DOOR	8000-4
S503	DOOR	8000-4
S504	DOOR	8000-4
S700	ENGINE	8000-3
S701	ENGINE	8000-3
S702	ENGINE	8000-3
S703	ENGINE	8000-3

MAIN HARNESS SPLICE LOCATIONS

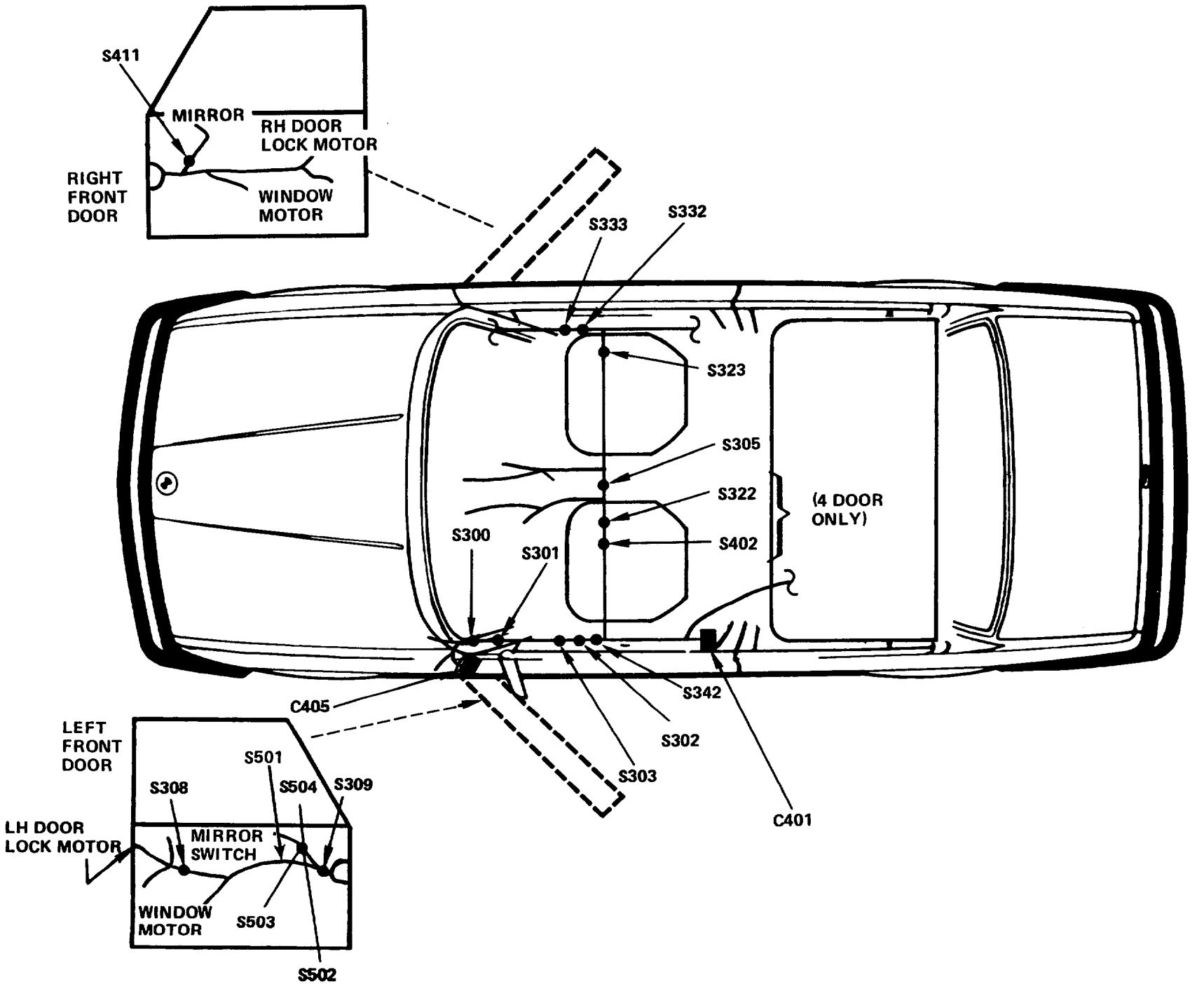




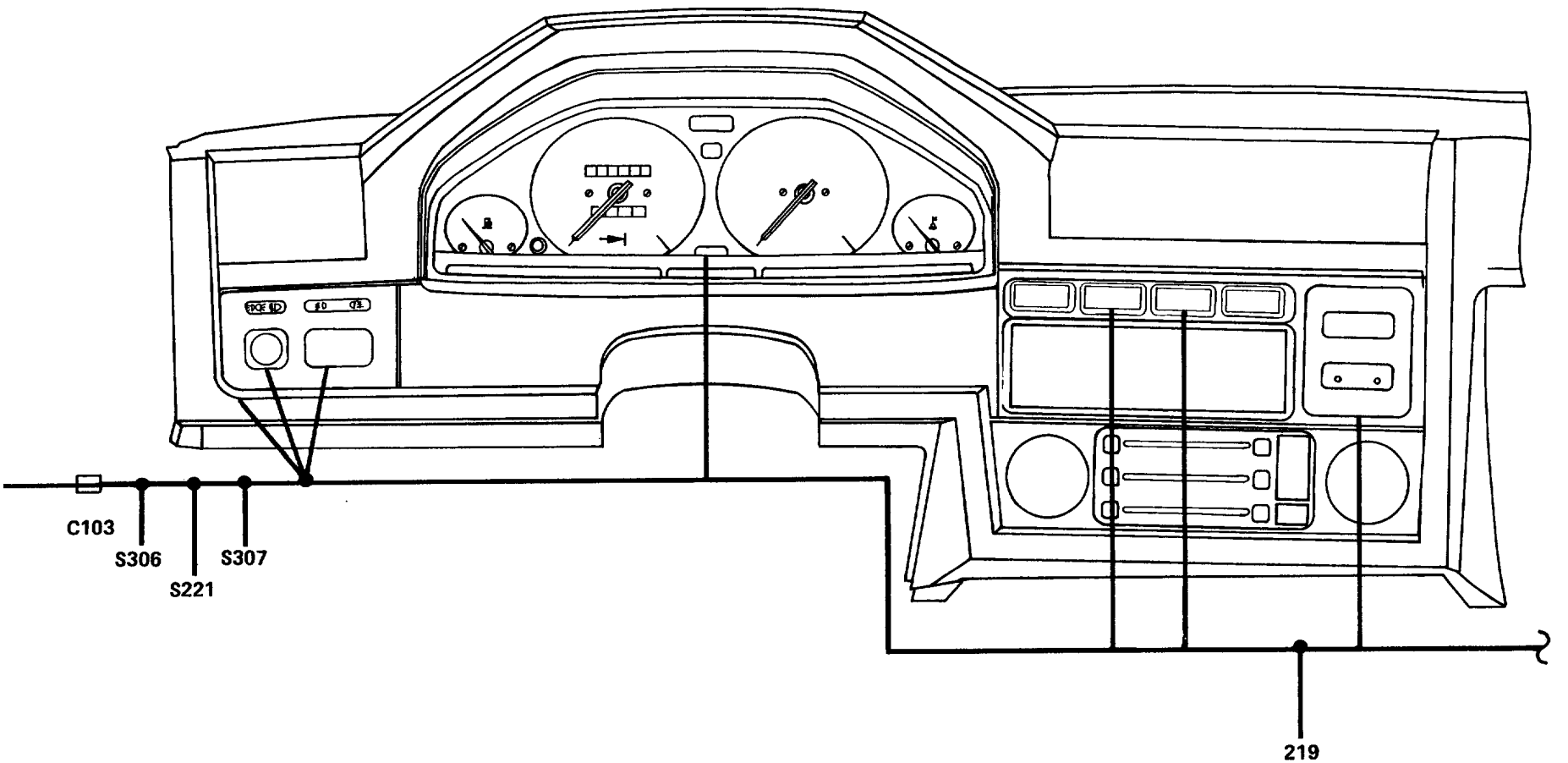
ENGINE HARNESS SPLICE LOCATIONS



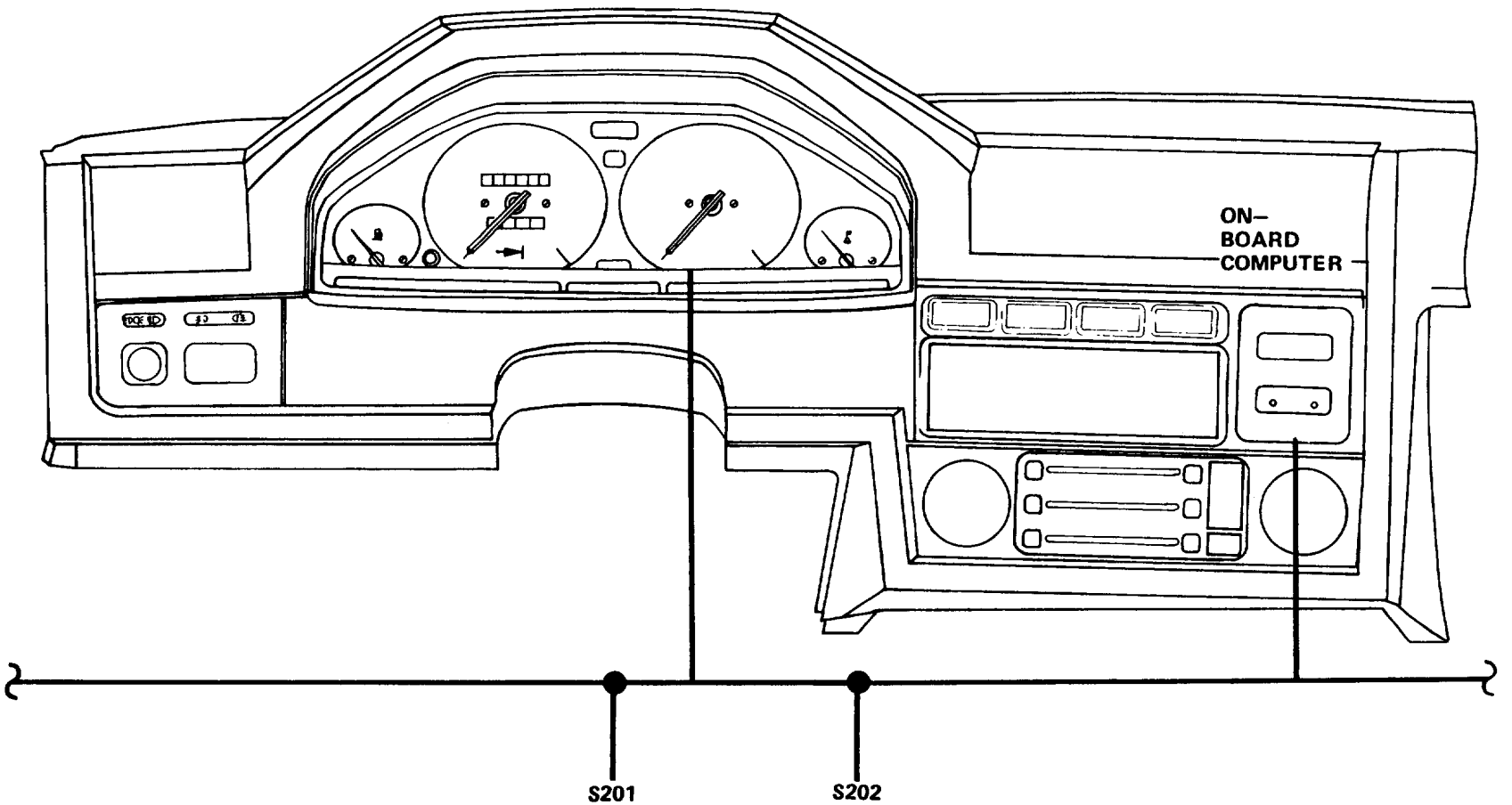
DOOR HARNESS SPLICE LOCATIONS



INSTRUMENT PANEL HARNESS SPLICE LOCATIONS

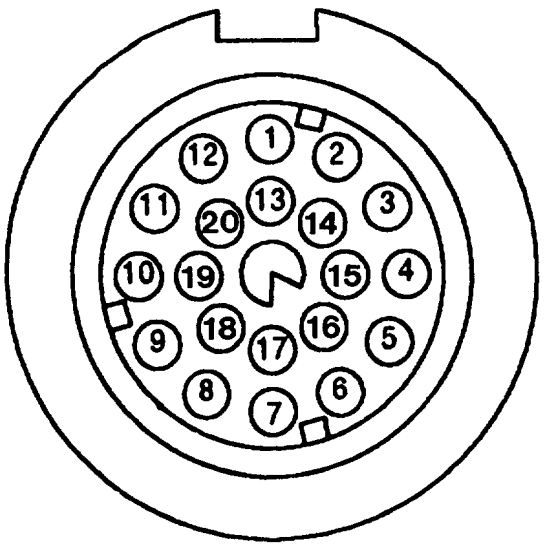


ON-BOARD COMPUTER HARNESS SPLICE LOCATIONS



8500-0 CONNECTOR VIEWS

DIAGNOSTIC CONNECTOR



DIAGNOSTIC CONNECTOR FACE

Pin	Wire Size	Wire Color	Circuit and Component Connected
1	1	BK	Ignition Coil, Motronic Control Unit
6	.5	WT/BK	SRS Connector (Not Used)
7	.5	WT/GN	Service Interval Indicator, Service Interval Processor (Reset)
11	2.5	BK/YL	Starter, Start Signal (50)
12	.75	BU	Charge, Alternator (D+)
14	2.5	RD	Battery (+)
15	.5	WT/YL	Motronic Control Unit (RXD)
16	1.5	GN/WT	Oxygen Sensor
18	.5	GN/BU	Motronic Control Unit (Programming Voltage)
19	1.5 BR	BR	Ground Distribution (G103)
20	.5	WT/VI	Motronic Control Unit (TXD)

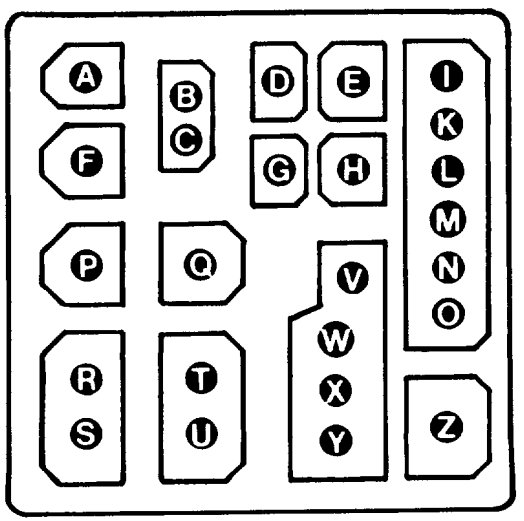
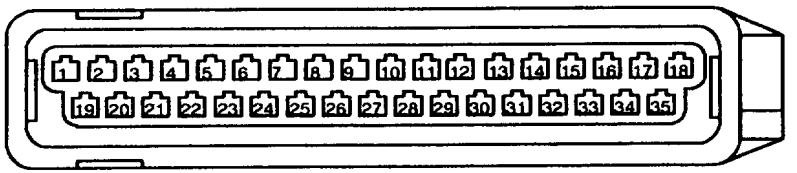


Figure 1-C302 (Accessory Connector) Front View—Under LH Side of Dash Ahead of Pedal Assembly

CIRCUITS USING C302 (ACCESSORY CONNECTOR)

TERMINAL	CIRCUIT	TERMINAL	CIRCUIT
A	Not Used	N	Not Used
B	Not Used	O	Not Used
C	Anti-Lock Braking	P	Not Used
D	Central Locking	Q	Power Windows & Sunroof
E	Not Used		
F	Not Used	R	Cruise Control
G	Anti-Lock Braking	S	Anti-Lock Braking
H	On-Board Computer	T	Not Used
I	Not Used	U	Not Used
J	Not Used	V	Radio
K	Not Used	W	Radio
L	Not Used	X	Radio
M	Not Used	Y	Radio
		Z	Power Antenna

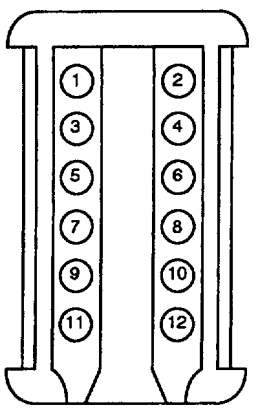
B350002



Mating Face

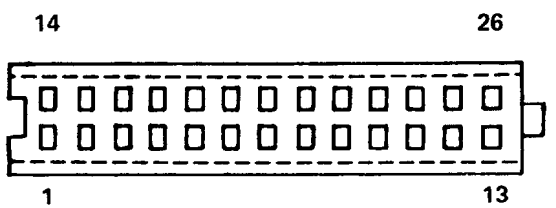
ABS CONTROL UNIT

B120014



Wiring Face

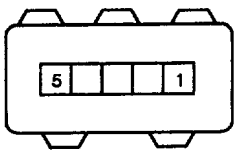
ABS HYDRAULIC UNIT



Wiring Face

ACTIVE CHECK CONTROL

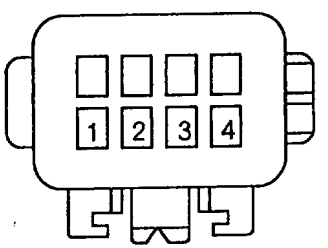
B050010.00



Mating Face

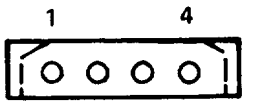
AIR FLOW METER

B080012



Wiring Face

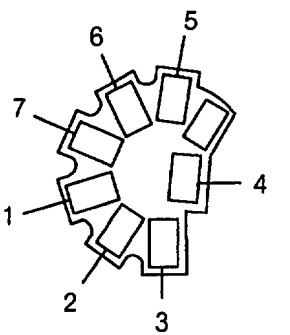
AUXILIARY FUSE



Wiring Face

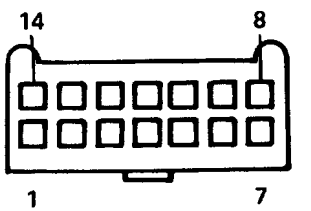
BLOWER RESISTORS

B080014



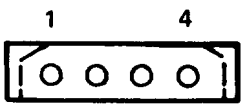
Wiring Face

BLOWER SPEED CONTROL



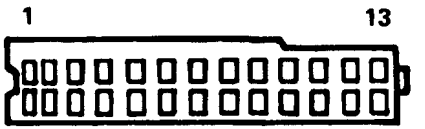
Wiring Face

CENTRAL LOCKING CONTROL UNIT

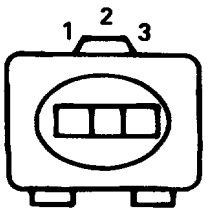


Wiring Face

CHIME MODULE (C1)



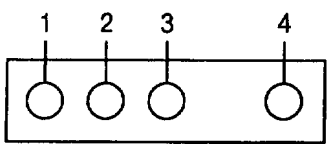
CRUISE CONTROL



Wiring Face

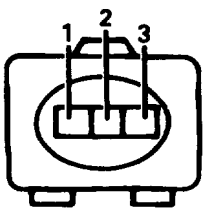
ENGINE SPEED SENSOR

B040013



Wiring Face

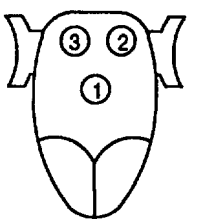
CHIME MODULE (C2)



Mating Face

CYLINDER IDENTIFICATION SENSOR

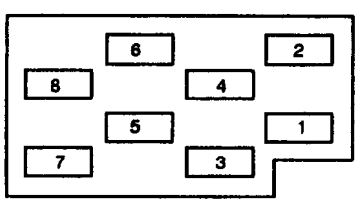
B030019.00



Wiring Face

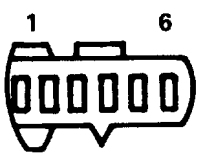
DUAL TEMPERATURE SWITCH

B080013



Wiring Face

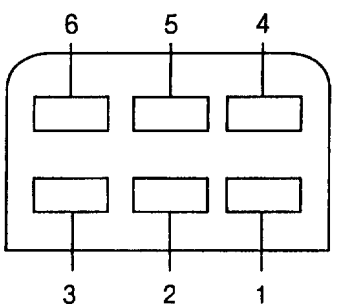
CONTROL SWITCHES



Wiring Face

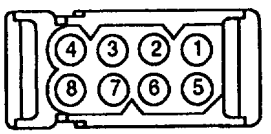
DOOR LOCK MOTOR

B060024



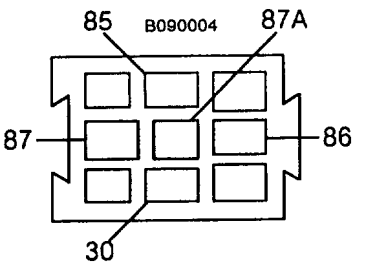
Wiring Face

EVAPORATOR TEMPERATURE REGULATOR



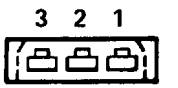
Mating Face

FADER CONTROL



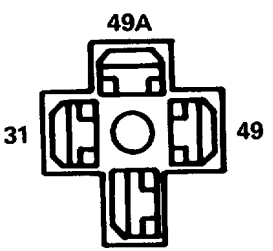
Wiring Face

FRESH/RECIRCULATING AIR RELAY



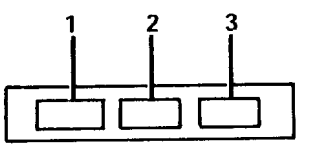
Wiring Face

FUEL TANK SENDER



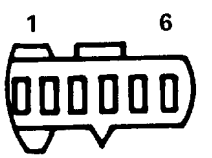
Wiring Face

FLASHER



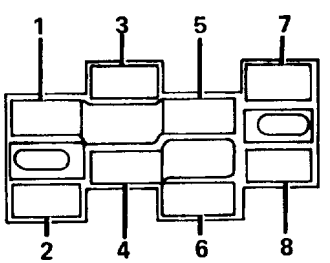
Wiring Face

FRONT TURN/PARK LIGHT



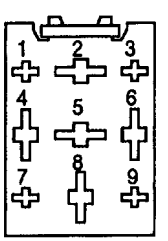
Wiring Face

GAS FILLER LOCK MOTOR



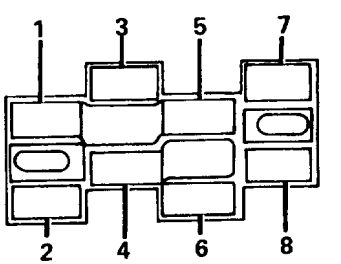
Wiring Face

FOG LIGHT SWITCH



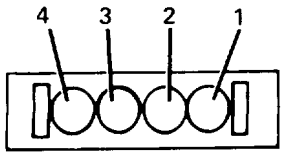
Wiring Face

FUEL PUMP RELAY



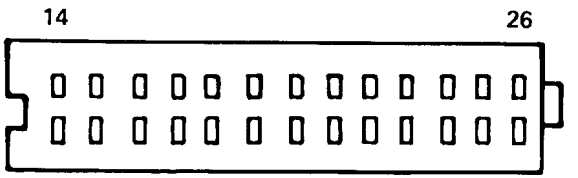
Wiring Face

HAZARD SWITCH



Wiring Face

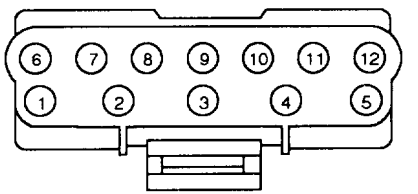
HIGH LEVEL STOP LIGHT



Wiring Face

INSTRUMENT CLUSTER (C1, C2)

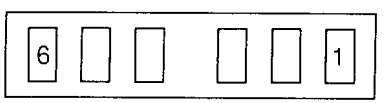
B120006.00



Wiring face

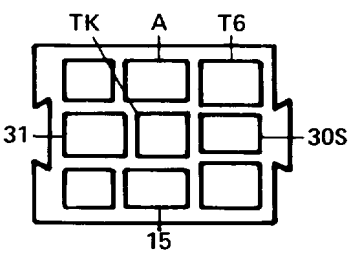
LIGHT SWITCH

B060026



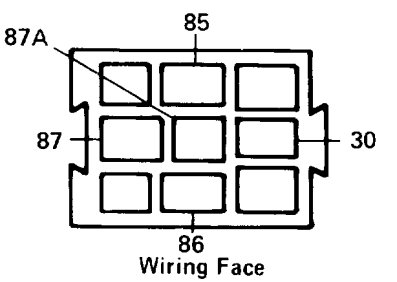
Wiring Face

HOT WATER CUT-OFF SWITCH



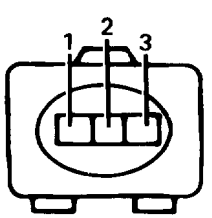
Wiring Face

INTERIOR LIGHT TIMER CONTROL



Wiring Face

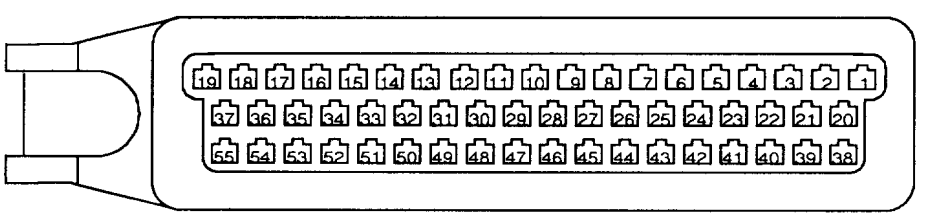
MAIN RELAY



Wiring Face

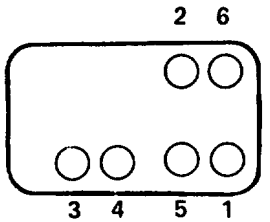
IDLE SPEED ACTUATOR

B550001.02



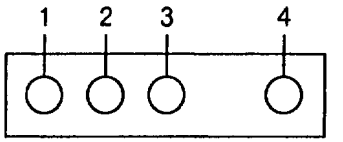
Mating Face

MOTRONIC CONTROL UNIT



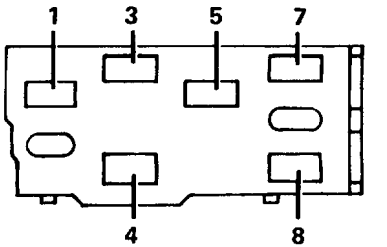
Mating Face

MIRROR CONTROL SWITCH



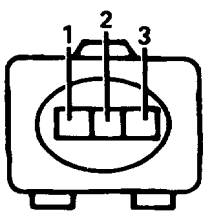
Wiring Face

ON-BOARD COMPUTER
RELAY BOX



Wiring Face

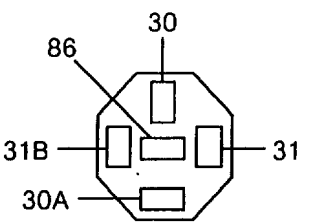
POWER WINDOW SWITCHES



Wiring Face

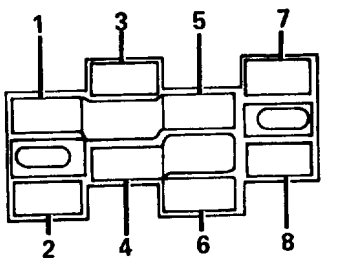
OIL LEVEL SENSOR

B060027



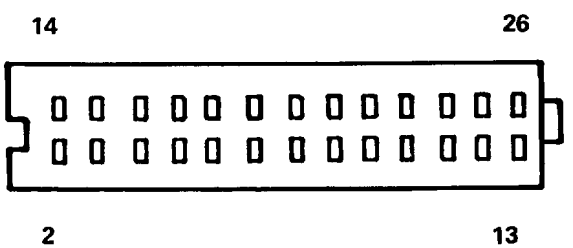
Wiring Face

OVER VOLTAGE
PROTECTION RELAY



Wiring Face

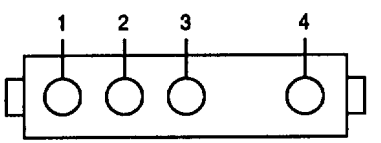
REAR DEFOGGER SWITCH



Wiring Face

ON-BOARD COMPUTER MODULE

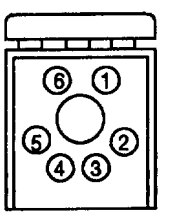
B040012.01



Wiring Face

POWER MIRRORS

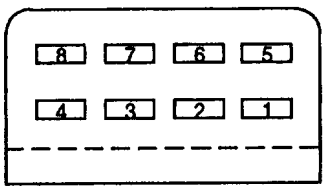
B060027.00



Wiring Face

REAR LIGHT ASSEMBLY

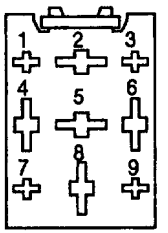
B080015.01



Wiring Face

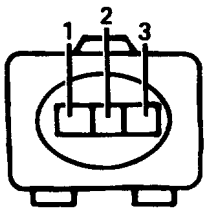
REAR LIGHTS CHECK RELAY (C1)

B090001.00



Wiring Face

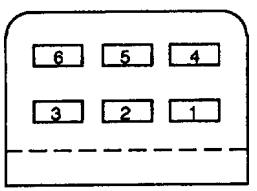
START RELAY



Wiring Face

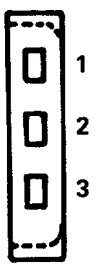
THROTTLE SWITCH

B060028 .01



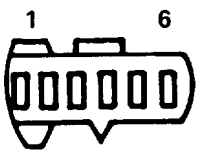
Wiring Face

REAR LIGHTS CHECK RELAY (C2)



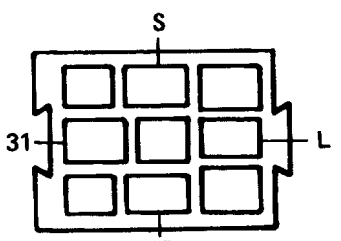
Wiring Face

SUNROOF MOTOR (CI)



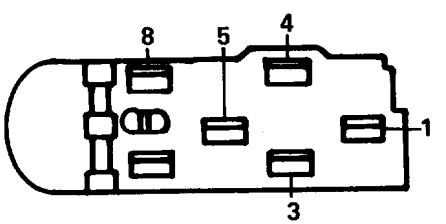
Wiring Face

TRUNK LID LOCK MOTOR



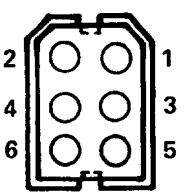
Wiring Face

SEAT BELT WARNING TIMER



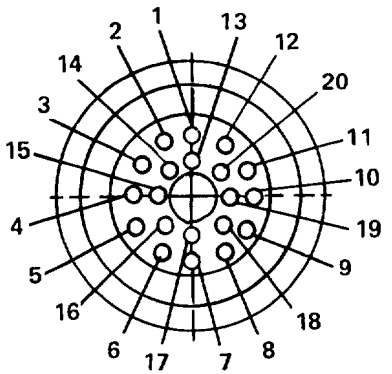
Wiring Face

SUNROOF SWITCH



Wiring Face

C109



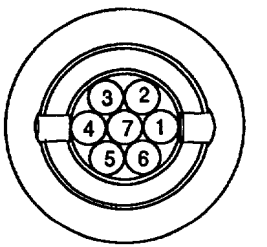
Wiring Face

C101

Wiring Face

C114

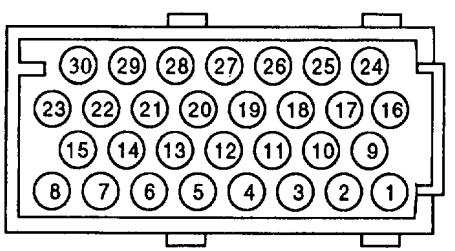
B070002.00



Wiring Face

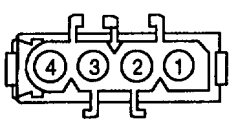
C191

B300001.00



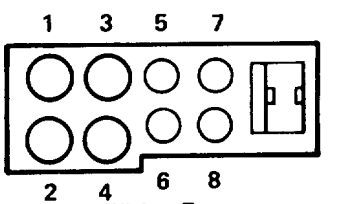
Wiring Face

C103



Wiring Face

C136



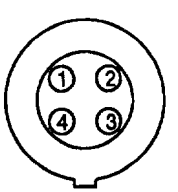
Wiring Face

C200

Mating Face

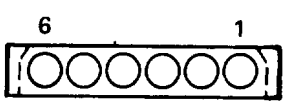
C110

B040006.001



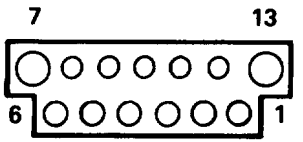
Wiring Face

C140



Wiring Face

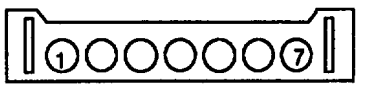
C201



Wiring Face

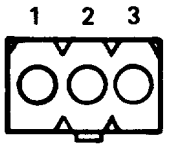
C202

B070004.00



Wiring Face

C210

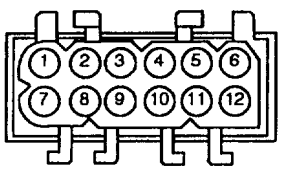


Wiring Face

C303

C304

B120004.01



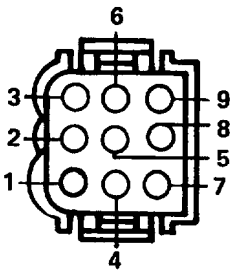
Mating Face

C204

B060025

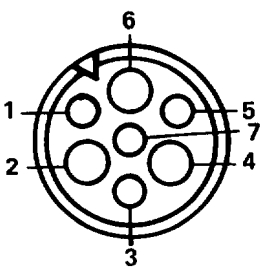
Wiring Face

C240



Wiring Face

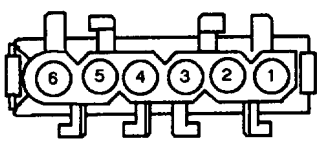
C306



Wiring Face

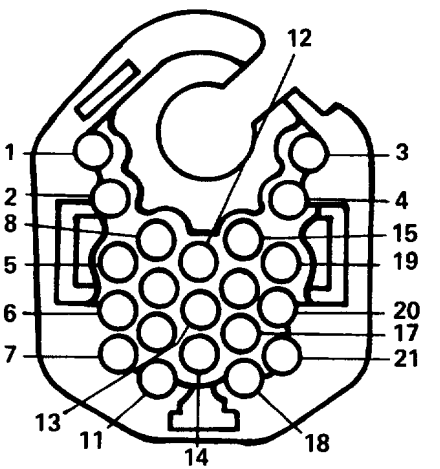
C209

B060003.03



Mating Face

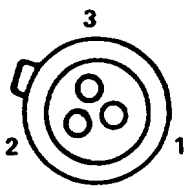
C242



Wiring Face

C404

C405



Wiring Face

C503

COMPONENTS		Page-Figure
A/C In-Line Fuse	LH side of evaporator housing	7000- 6-2
ABS Electronic Control Unit	Under LH side of dash, above hood release	7000- 5-2
ABS Hydraulic Unit	In front of LH front wheel well	7000- 0-4
Active Check Control Unit	Above rear view mirror	7000- 6-6
Air Flow Meter	Behind air cleaner	7000- 0-6
Amplifier	In trunk, above LH wheel well	7000- 8-4
Auto-Charging Flashlight	In glove box	7000- 7-6
Automatic Transmission Range Switch	At base of shift lever	7000- 7-1
Auxiliary Fan	In front of radiator	7000- 3-2
Auxiliary Fan Normal Speed Blower Resistor	Front RH side of auxiliary fan	7000- 3-2
Auxiliary Fuse	On top of LH front shock tower	7000- 0-1
B/C Horn Diode	Above LH horn, behind splash guard	7000- 9-1
Backup Light Switch	On transmission	
Battery	In RH rear of trunk	7000- 8-6
Battery Junction Block	Engine compartment at RH bulkhead	7000- 3-4
Blower Motor	Behind cowl	7000- 2-1
Blower Resistors	Behind cowl, inside blower housing	
Board Computer Horn	Above LH horn, behind splash guard	7000- 9-1
Brake Fluid Level Switch	Left of engine, on brake fluid reservoir	7000- 0-2
Brake Switch	On brake pedal support, above brake pedal	7000- 5-5
Brake Wear Sensors	On LH front and RH rear brake calipers	7000- 3-5
Central Locking Control Unit	Below and behind LH front speaker	7000- 5-1
Chime Module	Mounted on LH dash hush panel	7000- 5-6
Clutch Switch	Above clutch pedal	7000- 9-6
Combination Switch	Upper LH side of steering column	
Compressor Clutch Diode	Lower RH front of engine, on compressor	7000- 2-3
Compressor Enable Switch	Behind A/C face plate	
Coolant Level Switch	In front of LH front wheel well, in coolant reservoir	7000- 1-1
Coolant Temperature Sender	Front of engine, top of thermostat housing	7000- 0-3
Coolant Temperature Sensor	Front of engine, top of thermostat housing	7000- 0-3
Cruise Control Actuator	Forward of LH front shock tower	7000- 1-1
Cruise Control Unit	Mounted under RH side of dash	7000- 7-3
Cylinder Identification Sensor	On ignition wire, at distributor	7000- 9-4
Diagnostic Connector	Top LH front of engine	7000- 1-4
Door Lock Motors	Rear part of each door	
Driver Exterior Door Handle Switch	In rear of LH front door	
Dual Temperature Switch	Top RH side of radiator	7000- 1-2
Engine Speed Sensor	Lower RH front of engine	7000- 9-3
Evaporative Purge Valve	Below LH side of throttle body	7000- 9-5

COMPONENTS		Page-Figure
Evaporator Temperature Regulator	Behind front of console, near evaporator	7000- 6-3
Evaporator Temperature Sensor	On LH side of evaporator housing	7000- 6-3
Flasher	Upper part of steering column	7000- 6-1
Fresh/Recirculating Air Flap Door Motors	Behind A/C face plate	7000- 6-2
Fresh/Recirculating Air Relays	Behind A/C face plate	
Fuel Injectors	Below intake manifold, at each port	7000- 0-3
Fuel Pump Relay	On bracket, in front of LH front shock tower	7000- 0-5
Fuel Tank Sender	Top of fuel tank	7000- 8-2
Fusible Link A	RH rear of trunk	
Gas Filler Lock Motor	In trunk, behind RH wheel well	7000- 8-6
Hazard Switch	In center of dash, above radio	7000- 6-5
High Pressure Cut-Out Switch	On receiver dryer, behind RH headlight	7000- 2-5
Horn Brush/Slip Ring	In upper part of steering column	7000- 6-1
Horns	Near fog lights, behind splash guard	7000- 3-3
Hot Water Cut-Off Switch	Under LH side of dash, near evaporator	7000- 6-2
Idle Speed Actuator	LH top of engine	7000- 1-4
Ignition Coil	On RH front wheel well	7000- 1-5
Ignition Key Switch	Part of ignition switch, in upper part of steering column	
Ignition Switch	Upper part of steering column	7000- 6-1
Interior Light Timer Control	Below LH front speaker	7000- 5-1
Left Tank Fuel Sender	Under LH side of rear seat	7000-10-1
Low Pressure Cut-Out Switch	Behind RH headlights	7000- 2-5
Main Fuel Pump	In fuel tank	7000- 8-2
Main Relay	On bracket in front of LH front shock tower	7000- 0-5
Motor Relay	In windshield header, above rear view mirror	7000- 6-6
Motronic Control Unit	Under RH side of dash, above glove box	7000- 7-3
Multi-Function Clock	Center of dash	
Oil Level Sensor	Top LH side of oil pan	7000- 1-3
Oil Pressure Switch	Below oil filter	7000- 2-4
On-Board Computer Module	In center of dash, on RH side of radio	7000- 6-5
On-Board Computer Relay Box	Under LH side of dash, above hood release	7000- 5-5
Oscillating Plate Compressor Clutch	Lower RH front of engine, on compressor	7000- 2-3
Outside Temperature Sensor	Behind splash guard, near LH fog light	7000- 3-3
Over Voltage Protection Relay	Under LH side of dash, near ABS Electronic Control Unit	7000- 5-2
Oxygen Sensor	Lower RH rear of engine compartment	7000- 1-6
Oxygen Sensor Heater Relay	On bracket, in front of LH front shock tower	7000- 0-5
Park Brake Switch	At base of parking brake	7000- 7-2

COMPONENTS		Page-Figure
Power Antenna	In trunk, behind LH wheel well	7000- 8-3
Power Distribution Box	At top rear of LH front wheel well	7000- 0-1
Power Window Circuit Breaker	On center console, below radio	7000- 7-1
Power Window Motors	Forward part of each door	7000- 4-6
Pulse Wheels	On wheel, in brake housing	
Rear Lights Check Relay	In trunk, above LH wheel well	7000- 8-4
Rear Window Safety Switch	On center console, left of shift lever	7000- 7-1
RH Front Door Micro Switch	In rear of RH front door	
Rotary Compressor Clutch	Lower RH front of engine, on compressor	7000- 2-3
Safety Switch	On top of LH wheel well, near cruise control actuator	
Seatbelt Switch	In driver's seatbelt buckle	
Seatbelt Warning Timer	Under LH side of dash, on electrical bracket	7000- 5-6
Speed Detectors	On wheel, in brake housing	7000- 3-6
Speedometer Sender	In rear of differential	7000- 4-4
Start Relay	Upper LH corner of driver's footwell	7000- 5-6
Starter	Lower LH rear of engine	7000- 2-2
Sunroof Motor	In windshield header, above rear view mirror	7000- 6-6
Throttle Switch	Below LH side of throttle body	7000- 9-5
Trunk Lid Lock Motor	On trunk lock center support	7000- 8-5
Unlock Inhibit Switch	Rear of LH front door	
Washer Fluid Level Switch	In reservoir, behind RH headlights	7000- 2-6
Washer Pump	Ahead of RH front wheel well, on reservoir	7000- 3-1
Water Shut-Off Solenoid	LH side of evaporator housing	7000- 6-2
Wiper Motor	Under LH fresh air intake cowl	7000- 2-1

CONNECTORS

		Page-Figure
C101 (20 pins)	Next to power distribution box, mounted on engine dash	7000- 0-2
C103 (29 pins)	Behind LH side of dash, on body electrical bracket	7000- 5-4
C104 (3 pins)	Behind RH side of dash, above glove box	7000- 6-3
C109 (6 pins)	Near wiper motor	
C110	In RH front of engine compartment	
C113 (3 pins)	Behind LH headlights	7000- 0-4
C126 (2 pins)	Behind LH headlights	
C127 (2 pins)	Behind RH headlights	7000- 2-5
C128 (2 pins)	Behind RH front side marker light	
C129 (2 pins)	Behind LH front side marker light	
C131 (1 pin)	Behind RH side of dash, above glove box	7000- 7-3
C136	Under RH side of dash	7000- 7-3
C140 (3 pins)	Near RH rear side of engine compartment	7000- 1-6
C142 (1 pin)	Under LH side of dash, near steering column	7000- 6-4
C143 (1 pin)	Under LH side of dash, near body electrical bracket	7000- 5-6
C150 (2 pins)	On top of LH front wheel well	7000- 0-6
C151 (2 pins)	On top of RH front wheel well	7000- 3-1
C190	Under RH side of rear seat	7000- 8-2
C191	Lower LH side of engine	7000- 2-2
C200 (9 pins)	Under LH side of dash, on steering column	7000- 6-4
C201 (6 pins)	Under LH side of dash, on steering column	7000- 6-4
C202 (13 pins)	Under LH side of dash, on steering column	7000- 6-4
C204 (9 pins)	Under LH side of dash, near steering column	7000- 6-3
C208 (2 pins)	Near brake pedal support bracket	7000- 5-6
C209 (7 pins)	Above brake pedal	7000- 5-3
C210 (4 pins)	On LH side of steering column	7000- 6-4
C215 (2 pins)	Center console, behind radio	7000- 6-5
C217 (2 pins)	Under LH side of dash, near accessory connector	7000- 5-4
C218 (2 pins)	Behind center of dash	
C219 (2 pins)	In trunk, above LH wheel well	7000- 8-3
C233 (2 pins)	Behind center of dash	7000- 6-5
C240 (6 pins)	Under LH side of dash, above body electrical bracket	7000- 5-3
C241 (1 pin)	Under LH side of dash, above steering column	7000- 6-4
C260 (2 pins)	Behind LH side of dash	7000- 5-3
C301 (2 pins)	At base of shift lever	7000- 7-1
C302 (25 pins) Accessory Connector	Upper LH corner of driver's footwell	7000- 5-4
C303 (3 pins)	At base of RH "B" pillar	7000- 7-5
C304 (3 pins)	At base of LH "B" pillar	7000- 7-4
C305 (1 pin)	Under LH side of dash, near accessory connector	7000- 5-3

CONNECTORS

		Page-Figure
C306	In center console	7000- 7-1
C351 (1 pin)	Under LH side of dash, near accessory connector	7000- 5-3
C352 (2 pins)	Behind LH side of rear seat	7000- 8-1
C360 (2 pins)	Behind RH side of rear seat	7000- 8-2
C401 (7 pins)	In LH "B" pillar	
C402 (7 pins)	In RH "B" pillar	
C403 (4 pins)	Behind LH side of dash	
C404 (21 pins)	Above RH front door jamb switch	7000- 4-2
C405 (21 pins)	Above LH front door jamb switch	7000- 4-1
C406	Below RH front speaker	7000- 4-5
C407	Below LH front speaker	7000- 4-3
C500 (1 pin)	Behind LH side of dash	
C503 (3 pins)	In rear of LH front door	
C510 (1 pin)	Behind and above LH front speaker	7000- 5-1

GROUNDS

G100	RH rear of trunk, behind battery	7000- 8-6
G103	On RH shock tower	7000- 9-2
G104	On inner fender, behind LH headlights	7000- 1-1
G106	In trunk, near LH wheel well	7000- 8-4
G200	Under LH side of dash, above brake pedal	7000- 5-5
G201	Upper LH side of steering column	7000- 6-1
G300	Behind LH side of rear seat	7000- 8-1
G302	In trunk, behind LH wheel well	7000- 8-3
G600	In windshield header	