1989

BMW 325iX

Electrical

Troubleshooting

Manual

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BMW of North America, Inc.
Woodcliff Lake, New Jersey

FOREWORD

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

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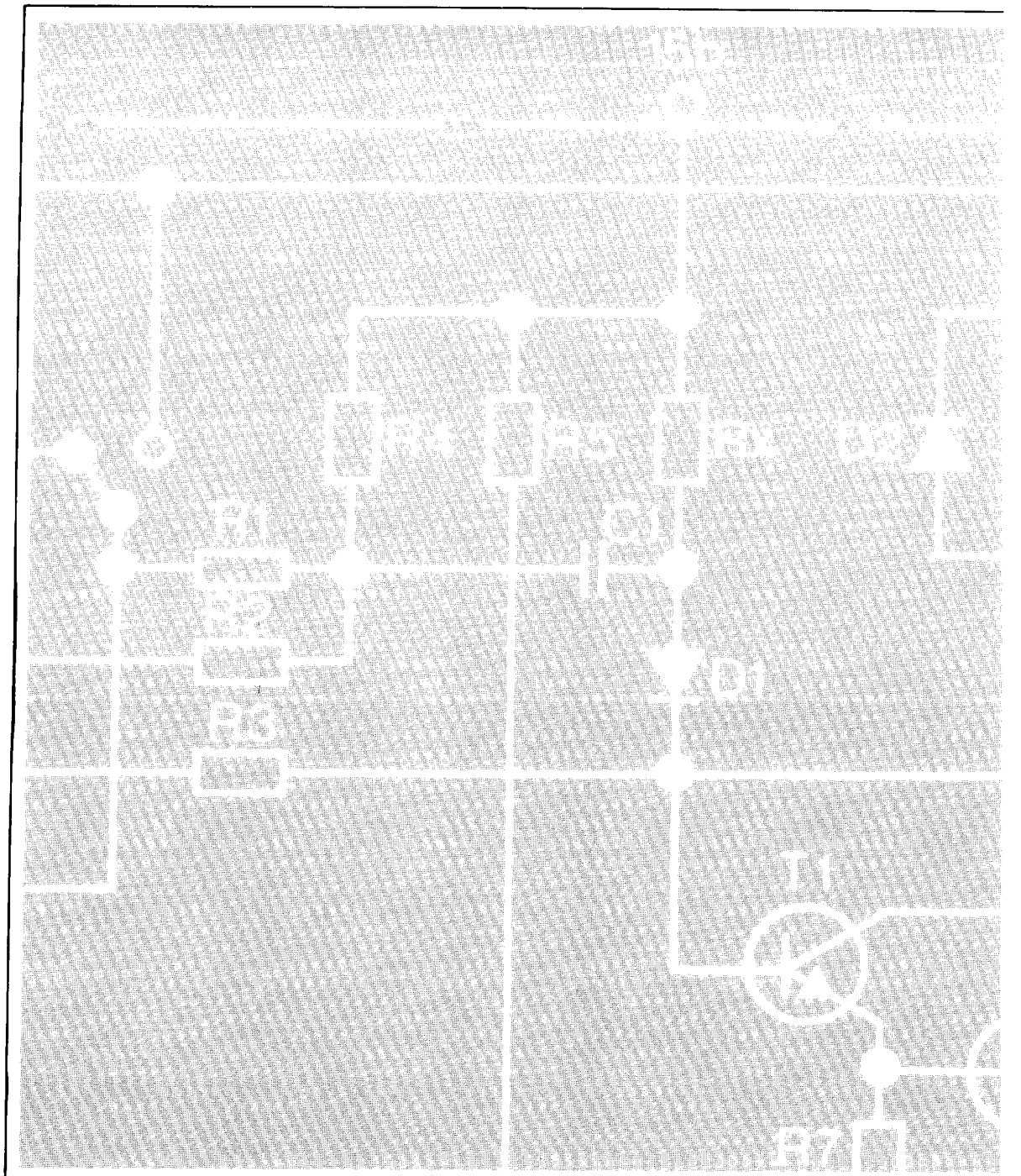

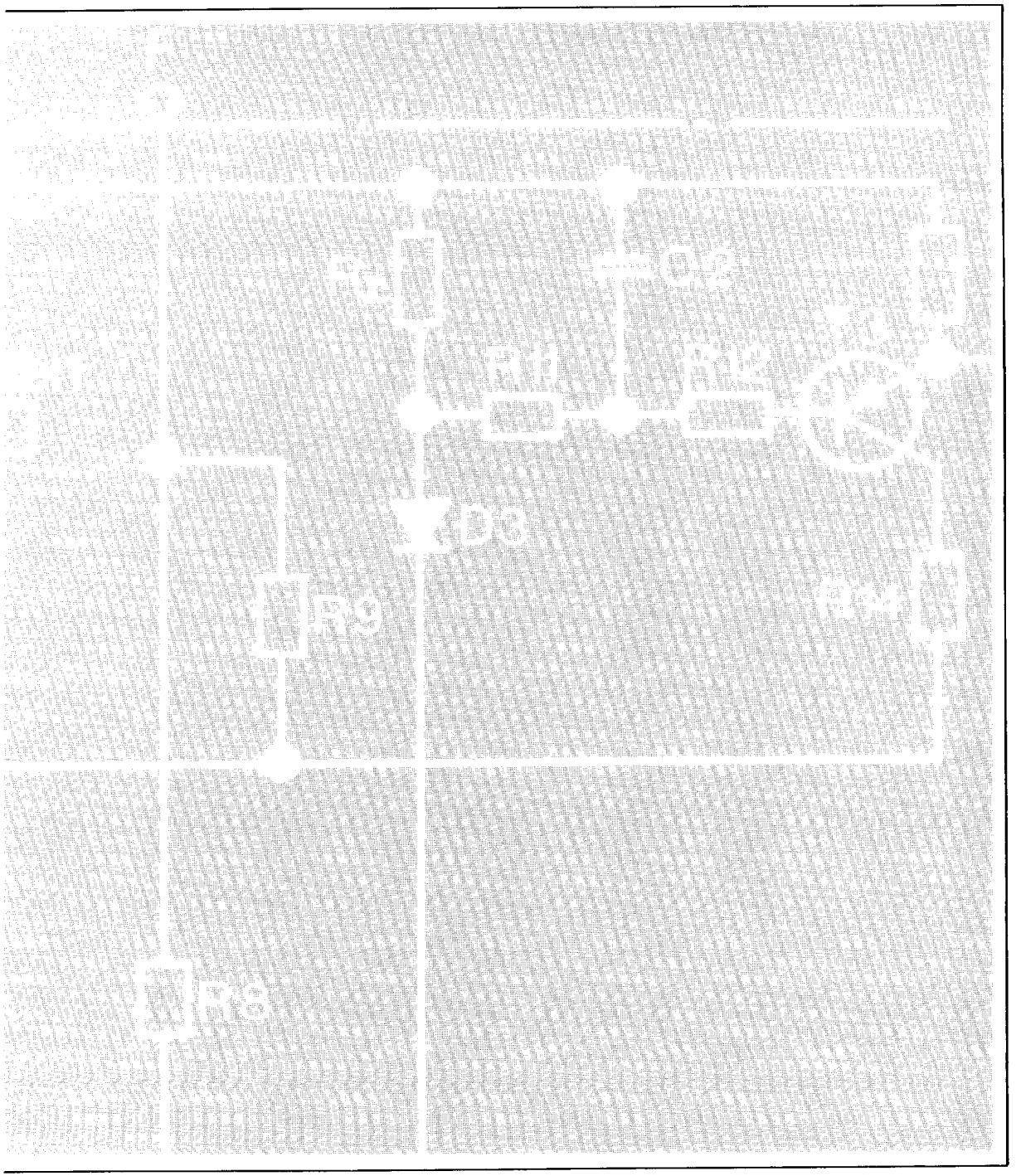

1989 BMW 325iX Electrical Troubleshooting Manual

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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.

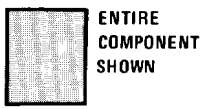
WIRE SIZE CONVERSION CHART

METRIC (CROSSECTIONAL AREA IN MM^2)	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

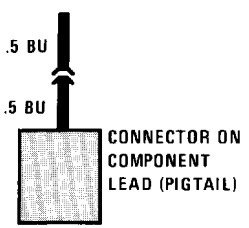


ENTIRE COMPONENT SHOWN

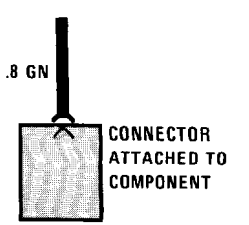
PART OF A COMPONENT SHOWN

COMPONENT WITH SCREW TERMINALS

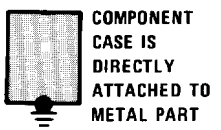
SOLID STATE (INCLUDES ONLY ELECTRONIC PARTS)



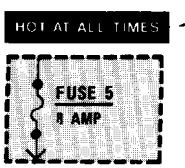
CONNECTOR ON COMPONENT LEAD (PIGTAIL)



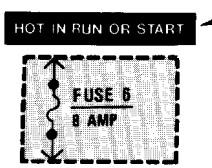
CONNECTOR ATTACHED TO COMPONENT



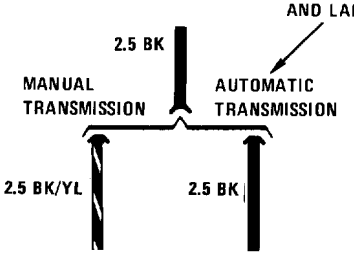
COMPONENT CASE IS DIRECTLY ATTACHED TO METAL PART OF CAR (GROUNDED)



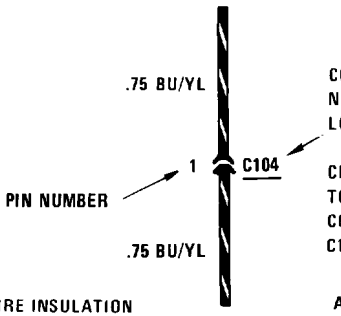
INDICATES THAT FUSE 5 IS ALWAYS SUPPLIED WITH POWER



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

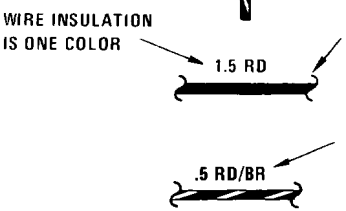


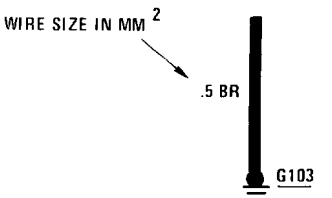
WIRE CHOICES FOR OPTIONS ARE SHOWN AND LABELED



CONNECTOR REFERENCE NUMBER FOR COMPONENT LOCATION CHART

CHART ALSO SHOWS TOTAL NUMBER OF CONTACTS POSSIBLE: C103 (6 PIN)



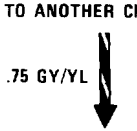


WIRE IS ATTACHED TO METAL PART OF CAR (GROUNDED)
GROUND IS NUMBERED FOR REFERENCE ON COMPONENT LOCATION CHART

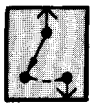
OTHER CIRCUITS THAT SHARE A GROUND ARE SHOWN IN GROUND DISTRIBUTION

DIODE
CURRENT CAN FLOW ONLY IN THE DIRECTION OF THE ARROW

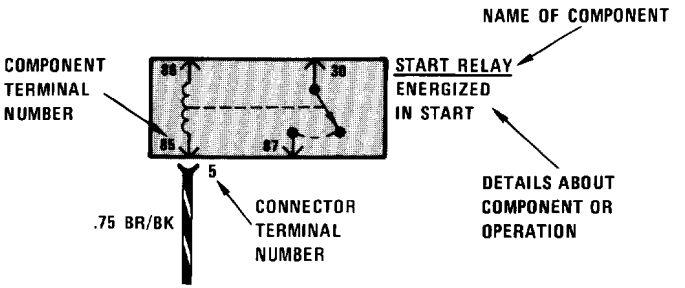
CIRCUIT REFERENCE – A WIRE WHICH CONNECTS TO ANOTHER CIRCUIT

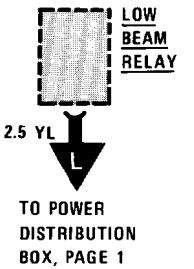


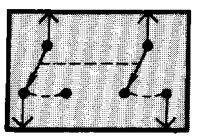
ACTIVE CHECK CONTROL



ONE POLE,
TWO POSITION
SWITCH



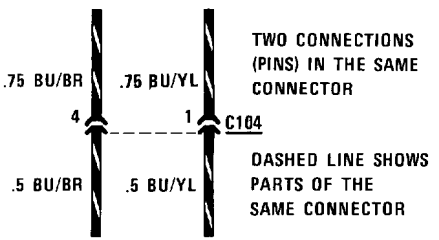


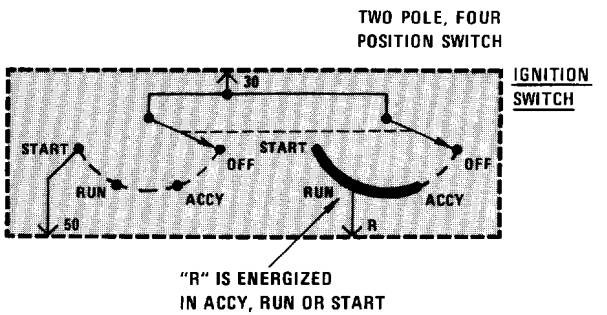


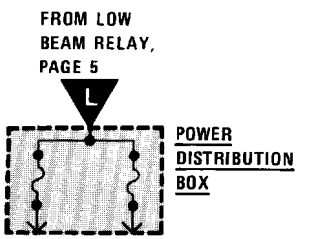
SWITCHES THAT
MOVE TOGETHER

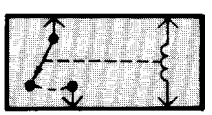
DASHED LINE SHOWS
A MECHANICAL
CONNECTION
BETWEEN SWITCHES

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



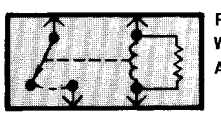






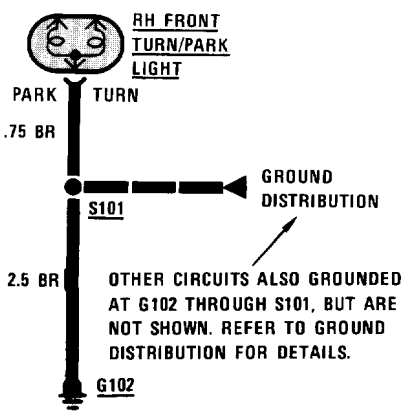
RELAY SHOWN
WITH NO
CURRENT
FLOWING
THROUGH
COIL

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

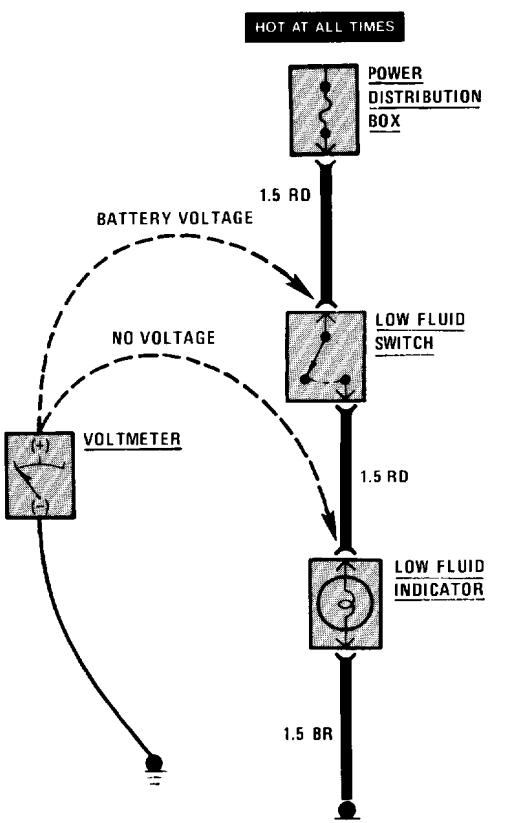
Isolating the problem (Step 3 of TROUBLESHOOTING PROCEDURES) requires the use of a **voltmeter** and/or **ohmmeter**. A voltmeter measures voltage at selected points in a circuit. An ohmmeter measures a circuit's resistance to current flow. It has an internal battery that provides current to the circuit 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.

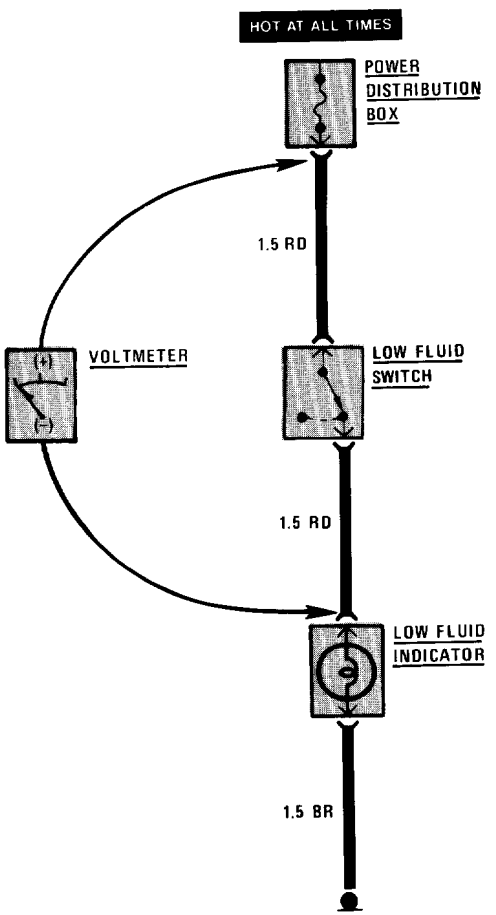


Voltage Test

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.

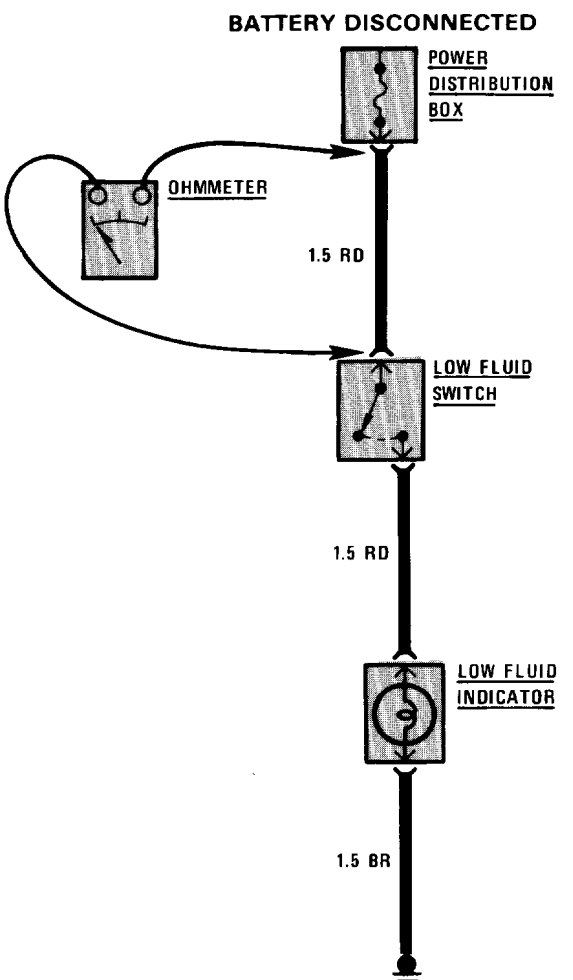
To test for voltage drop, connect the voltmeter leads to connectors at either end of the circuit's suspected problem area. The positive lead should be connected to the connector closest to the power source. The voltmeter will show the voltage drop between these two points.



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.

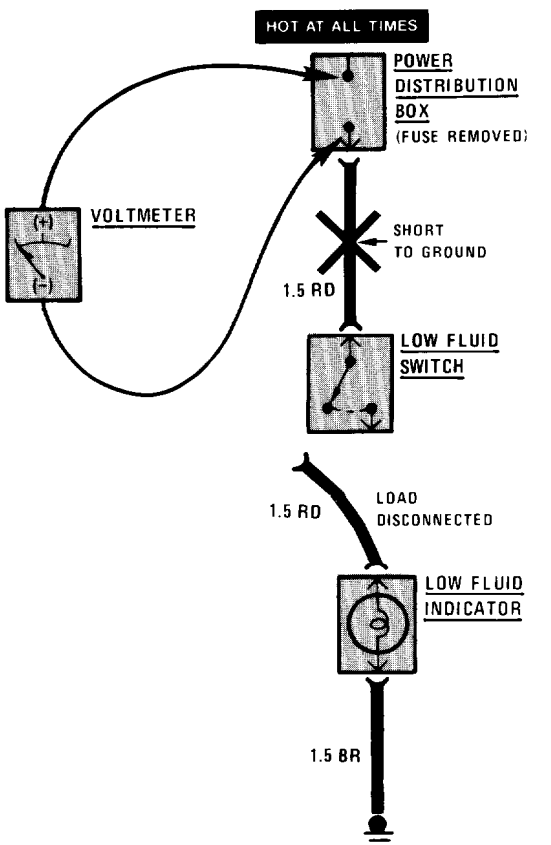


Continuity Test

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.

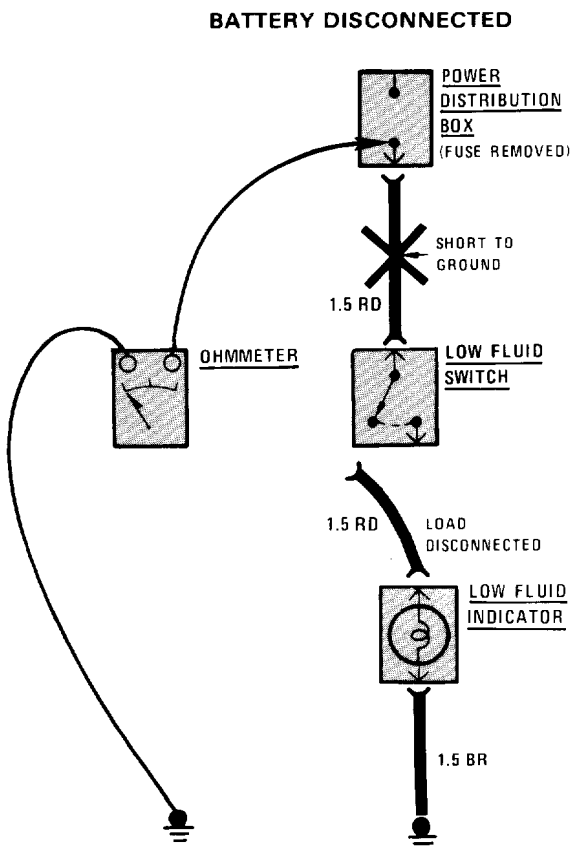


Short Test Using Voltmeter

Short Test Using Ohmmeter

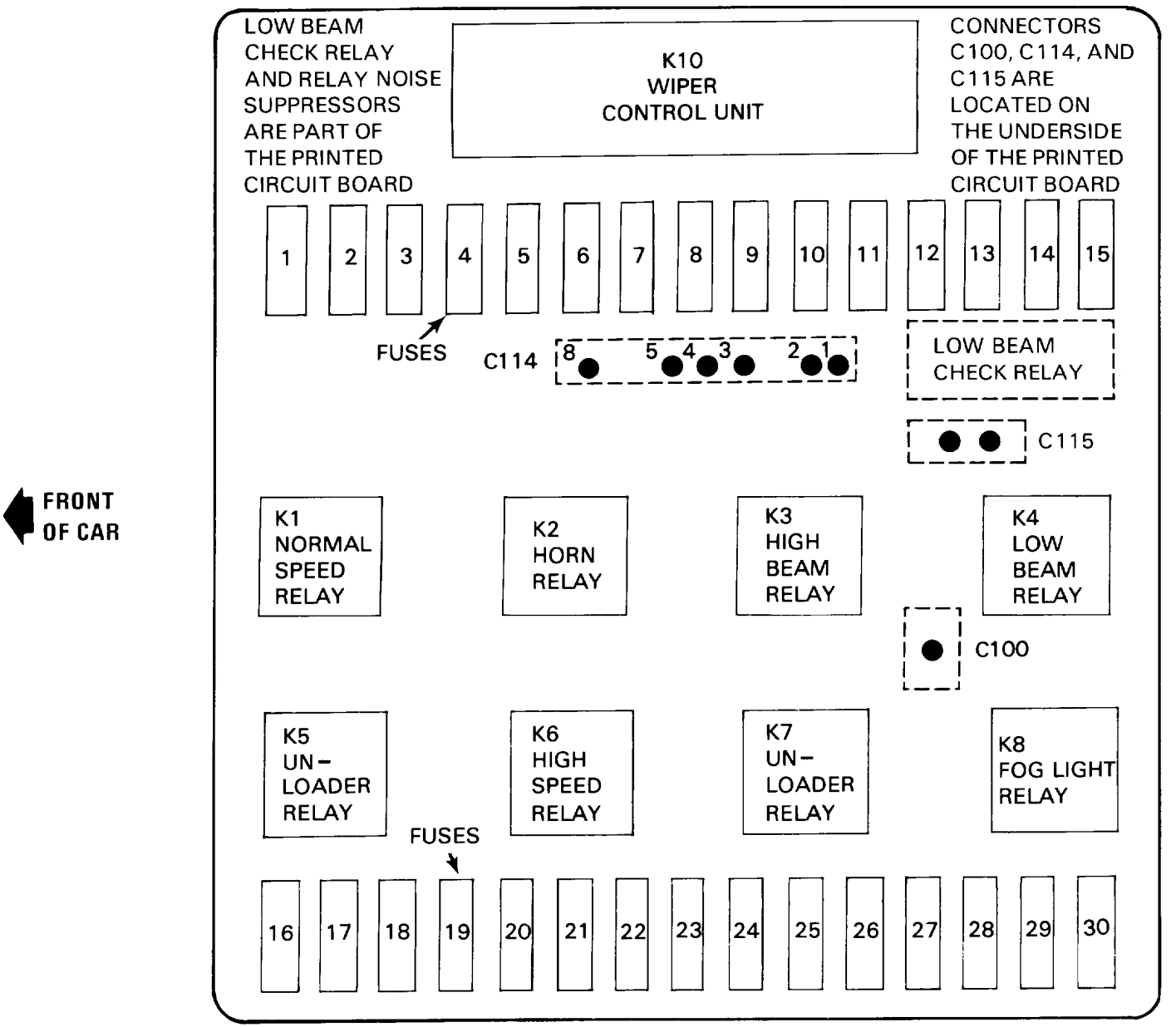
Disconnect the battery. Adjust the ohmmeter to read zero while holding the leads together. Remove the blown fuse and disconnect the load. Connect one lead of the ohmmeter to the fuse terminal that is closest to the load. Connect the other lead to a known good ground.

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

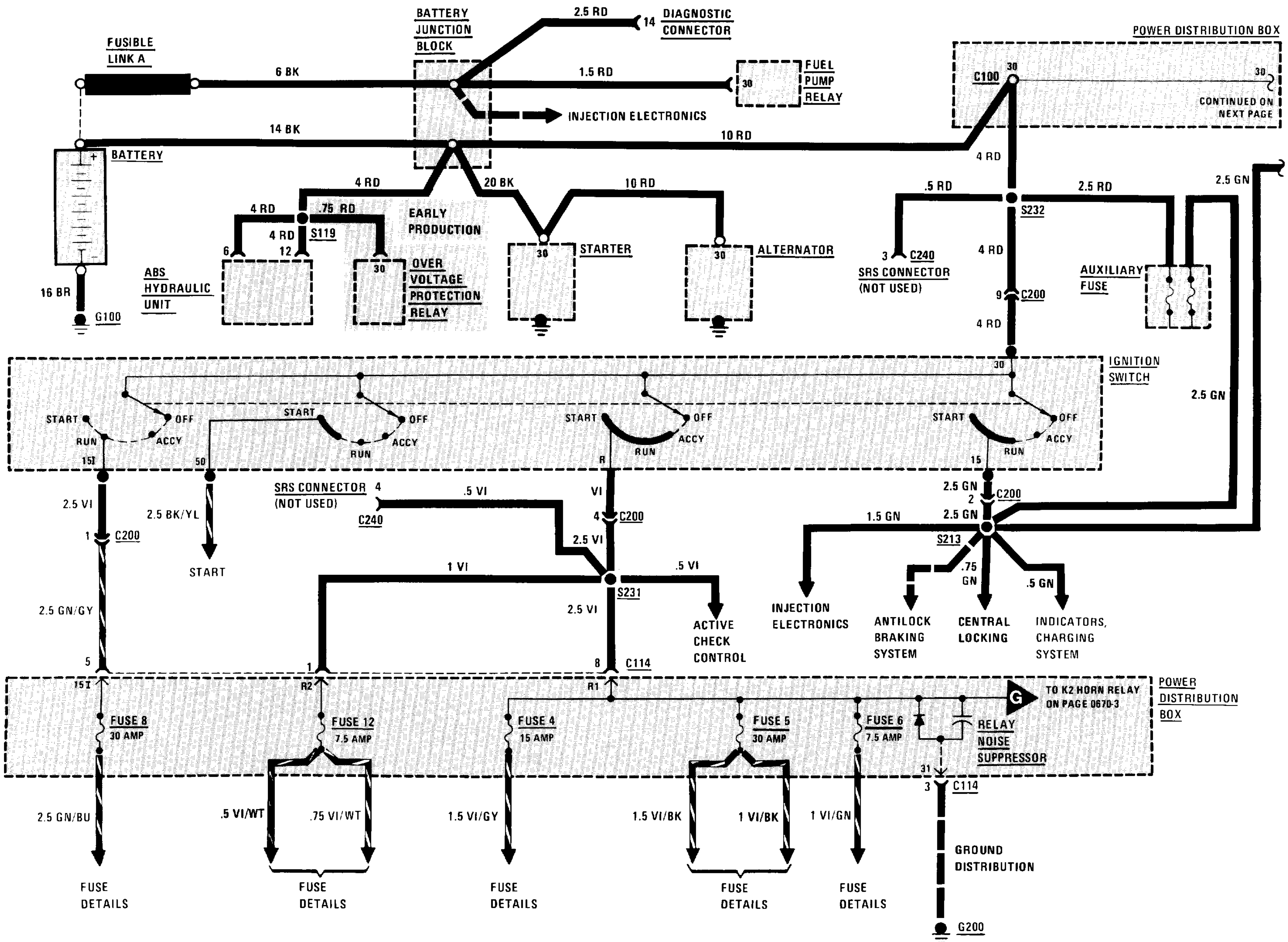
POWER DISTRIBUTION BOX



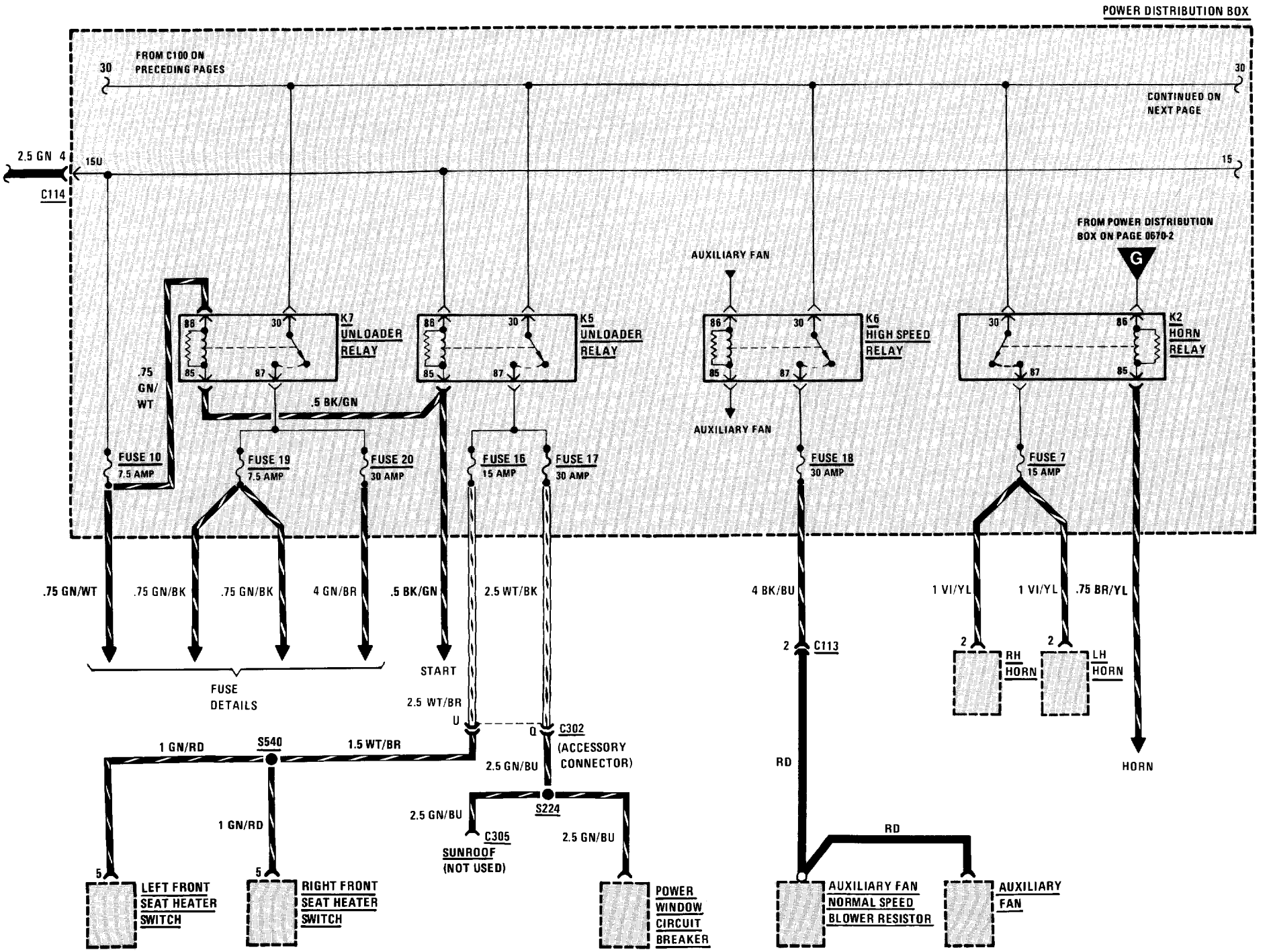
FUSE DATA CHART

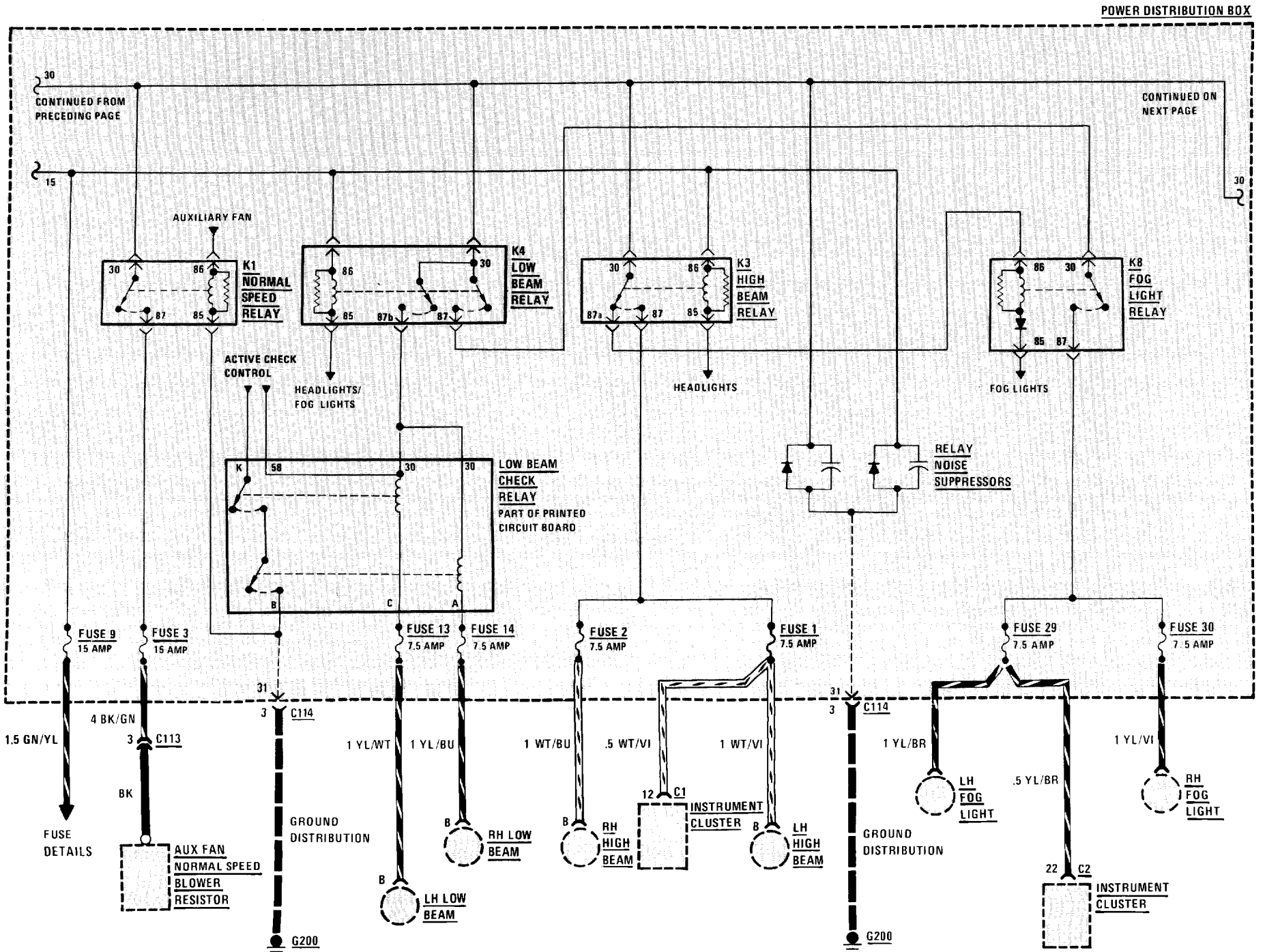
FUSE NO.	SIZE/ COLOR	CIRCUIT NAME
1	7.5A	Headlights (also fuses 2, 13, 14); High Beam Indicator.
2	7.5A	Headlights (also fuses 1, 13, 14).
3	15A	Auxiliary Fan (also fuses 18, 19, 20).
4	15A	Lights: Turn/Hazard (also fuse 24); Active Check Control (also fuses 6, 10, 21, 22, 23); Glove Box Light.
5	30A	Wiper/Washer.
6	7.5A	Stop Lights; Cruise Control (Also fuse 10); Active Check Control (also fuses 4, 10, 21, 22, 23); Antilock Braking System; 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	Seatbelt Warning (also fuse 21); Cruise Control (also fuse 6); Service Interval Indicator (also fuse 21); Tachometer/Fuel Economy Gauges (also fuse 21); Gauges/Indicators; Brake Warning System; Back Up Lights; Start; Active Check Control (also fuses 4, 6, 21, 22, 23). Injection Electronics (also fuse 9, 11, 21);
11	7.5A	Injection Electronics (also fuses 9, 10, 21).
12	7.5A	Radio (also fuses 21, 28); Speedometer/Indicators; Multifunction Clock (also fuses 21, 23).
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.

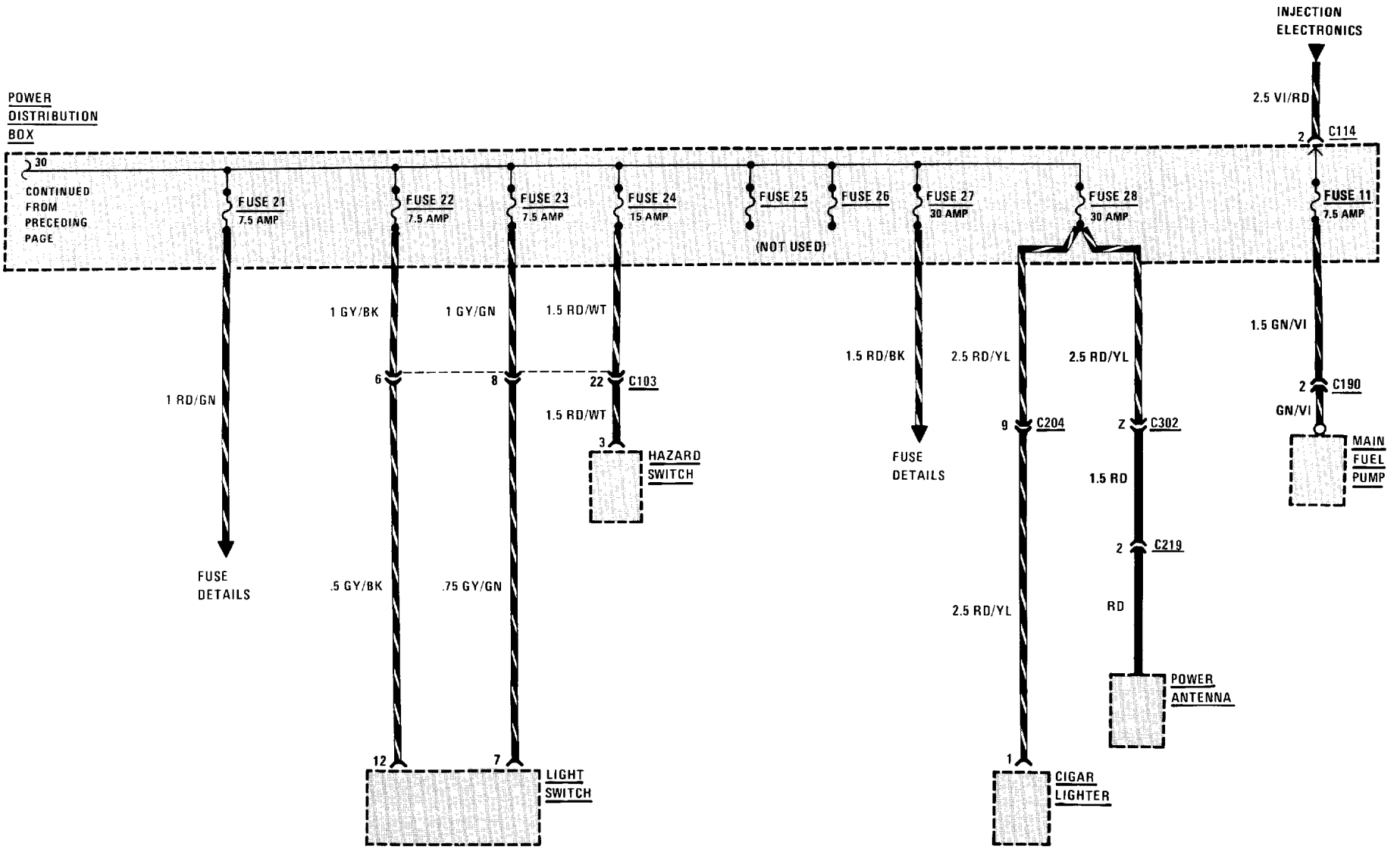
FUSE NO.	SIZE/ COLOR	CIRCUIT NAME
20	30A	Heater/Air Conditioning; Auxiliary Fan (also fuses 3, 18, 19).
21	7.5A	Auto-Charging Flashlight; Ignition Key Warning/Seatbelt Warning; (also fuse 10); Interior Lights (also fuses 19, 27); Radio (also fuses 12, 28); Trunk Light; Active Check Control (also fuses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



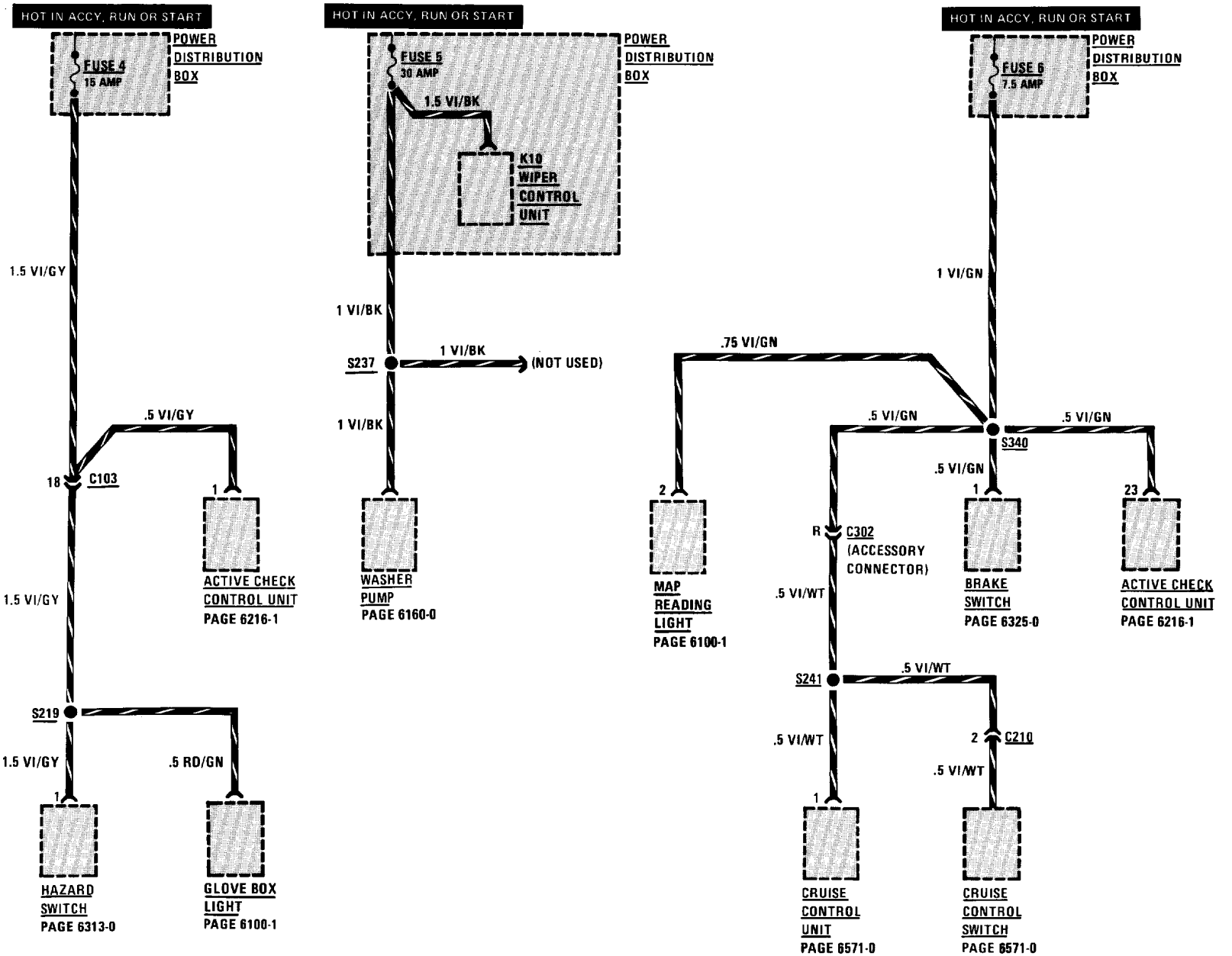
BATTERY
JUNCTION
BLOCK
2.5 RD
14 DIAGNOSTIC CONNECTOR
FUSIBLE LINK A
6 BK
1.5 RD
30 FUEL PUMP RELAY
POWER DISTRIBUTION BOX
C100 30
30
CONTINUED ON NEXT PAGE
INJECTION ELECTRONICS
14 BK
10 RD
BATTERY
4 RD
4 RD
20 BK
10 RD
.5 RD
2.5 RD
2.5 GN
S232
4 RD
.75 RD
EARLY PRODUCTION
S119
6
12
30
30
30
STARTER
ALTERNATOR
3 C240
SRS CONNECTOR
(NOT USED)
9 C200
AUXILIARY FUSE
16 BR
G100
ABS HYDRAULIC UNIT
OVER VOLTAGE PROTECTION RELAY
IGNITION SWITCH
2.5 GN
START
OFF
RUN
ACCY
15I
50
R
15
2.5 VI
2.5 BK/YL
SRS CONNECTOR (NOT USED) 4
C240
.5 VI
VI
4 C200
2.5 GN
2 C200
1.5 GN
S213
1 C200
2.5 VI
START
1 VI
.5 VI
S231
.75 GN
.5 GN
2.5 GN/GY
ACTIVE CHECK CONTROL
INJECTION ELECTRONICS
ANTILOCK BRAKING SYSTEM
CENTRAL LOCKING
INDICATORS, CHARGING SYSTEM
5
1
8 C114
R2
R1
TO K2 HORN RELAY ON PAGE 0670-3
POWER DISTRIBUTION BOX
FUSE 8 30 AMP
FUSE 12 7.5 AMP
FUSE 4 15 AMP
FUSE 5 30 AMP
FUSE 6 7.5 AMP
RELAY NOISE SUPPRESSOR
31
3 C114
2.5 GN/BU
.5 VI/WT
.75 VI/WT
1.5 VI/GY
1.5 VI/BK
1 VI/BK
1 VI/GN
GROUND DISTRIBUTION
FUSE DETAILS
G200


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
K5 UNLOADER RELAY
K6 HIGH SPEED RELAY
K2 HORN RELAY
86
85
87
30
.75 GN/WT
.5 BK/GN
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/WT
.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
Q
C302 (ACCESSORY CONNECTOR)
2
C113
RH HORN
LH HORN
HORN
1 GN/RD
S540
1.5 WT/BR
2.5 GN/BU
RD
S224
2.5 GN/BU
C305
SUNROOF (NOT USED)
2.5 GN/BU
1 GN/RD
5
LEFT FRONT SEAT HEATER SWITCH
RIGHT FRONT SEAT HEATER SWITCH
POWER WINDOW CIRCUIT BREAKER
AUXILIARY FAN NORMAL SPEED BLOWER RESISTOR
AUXILIARY FAN

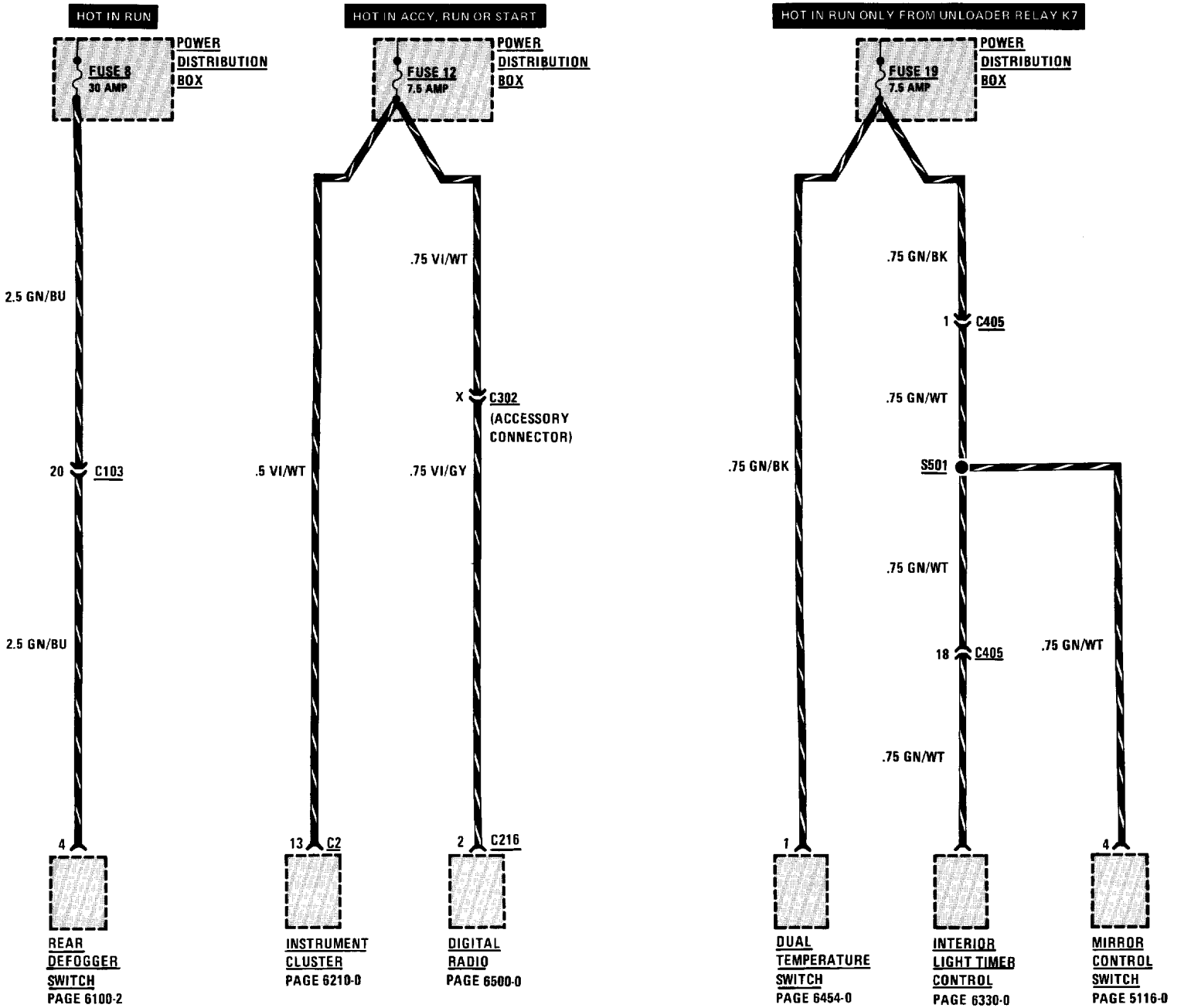

POWER DISTRIBUTION BOX
30
CONTINUED FROM PRECEDING PAGE
CONTINUED ON NEXT PAGE
15
30
AUXILIARY FAN
K1 NORMAL SPEED RELAY
K4 LOW BEAM RELAY
K3 HIGH BEAM RELAY
K8 FOG LIGHT RELAY
ACTIVE CHECK CONTROL
HEADLIGHTS/ FOG LIGHTS
HEADLIGHTS
FOG LIGHTS
LOW BEAM CHECK RELAY
PART OF PRINTED CIRCUIT BOARD
RELAY NOISE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


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
(NOT USED)
FUSE 26
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 RD/BK
2.5 RD/YL
2.5 RD/YL
1.5 GN/VI
1 RD/GN
6
8
22
C103
1.5 RD/WT
3
HAZARD SWITCH
FUSE DETAILS
FUSE DETAILS
9
C204
Z
C302
2
C190
GN/VI
MAIN FUEL PUMP
1.5 RD
2
C219
.5 GY/BK
.75 GY/GN
2.5 RD/YL
RD
POWER ANTENNA
12
7
1
LIGHT SWITCH
CIGAR LIGHTER

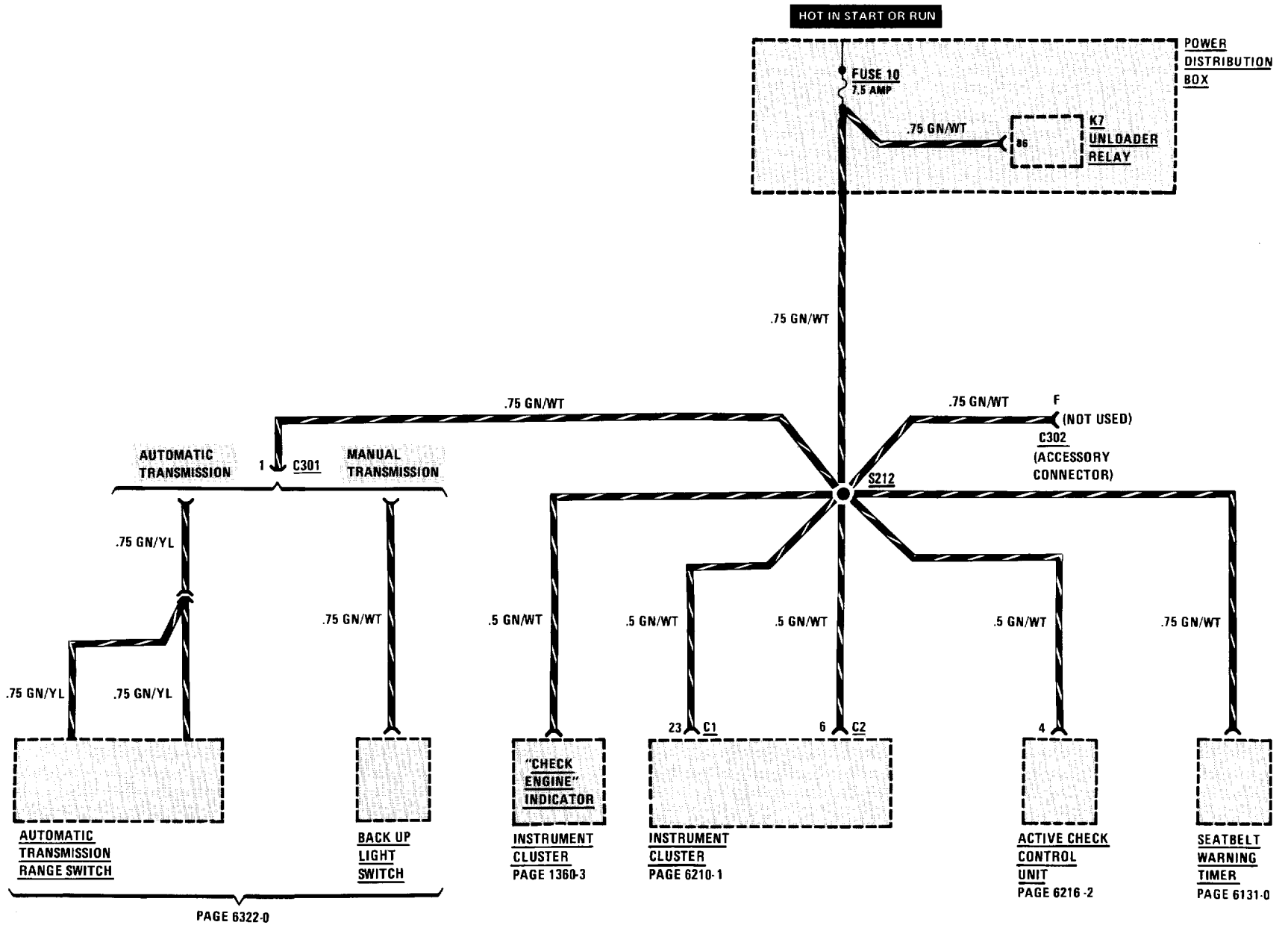
FUSE DETAILS: FUSES 4, 5, AND 6



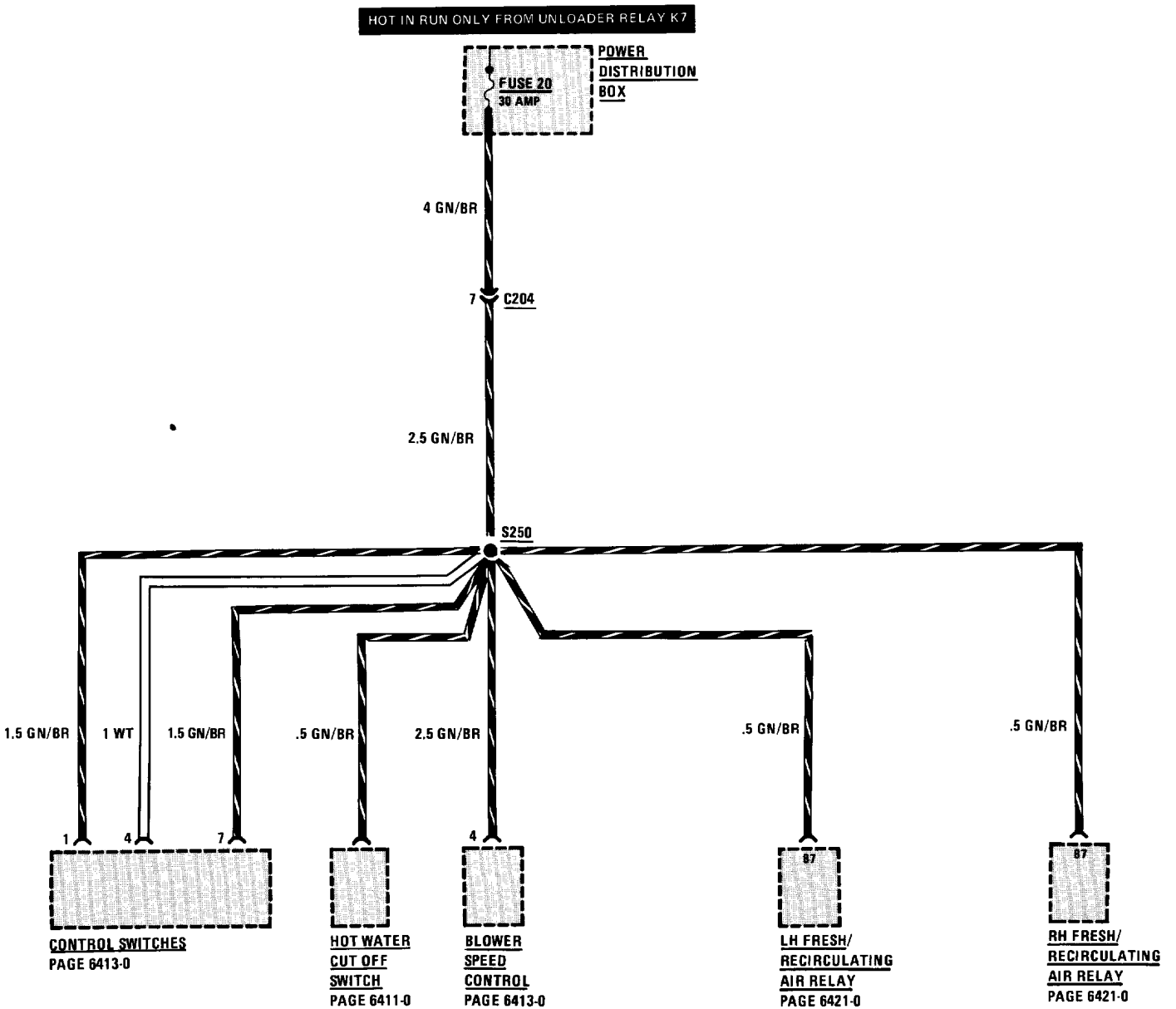
FUSE DETAILS: FUSES 8, 12 AND 19



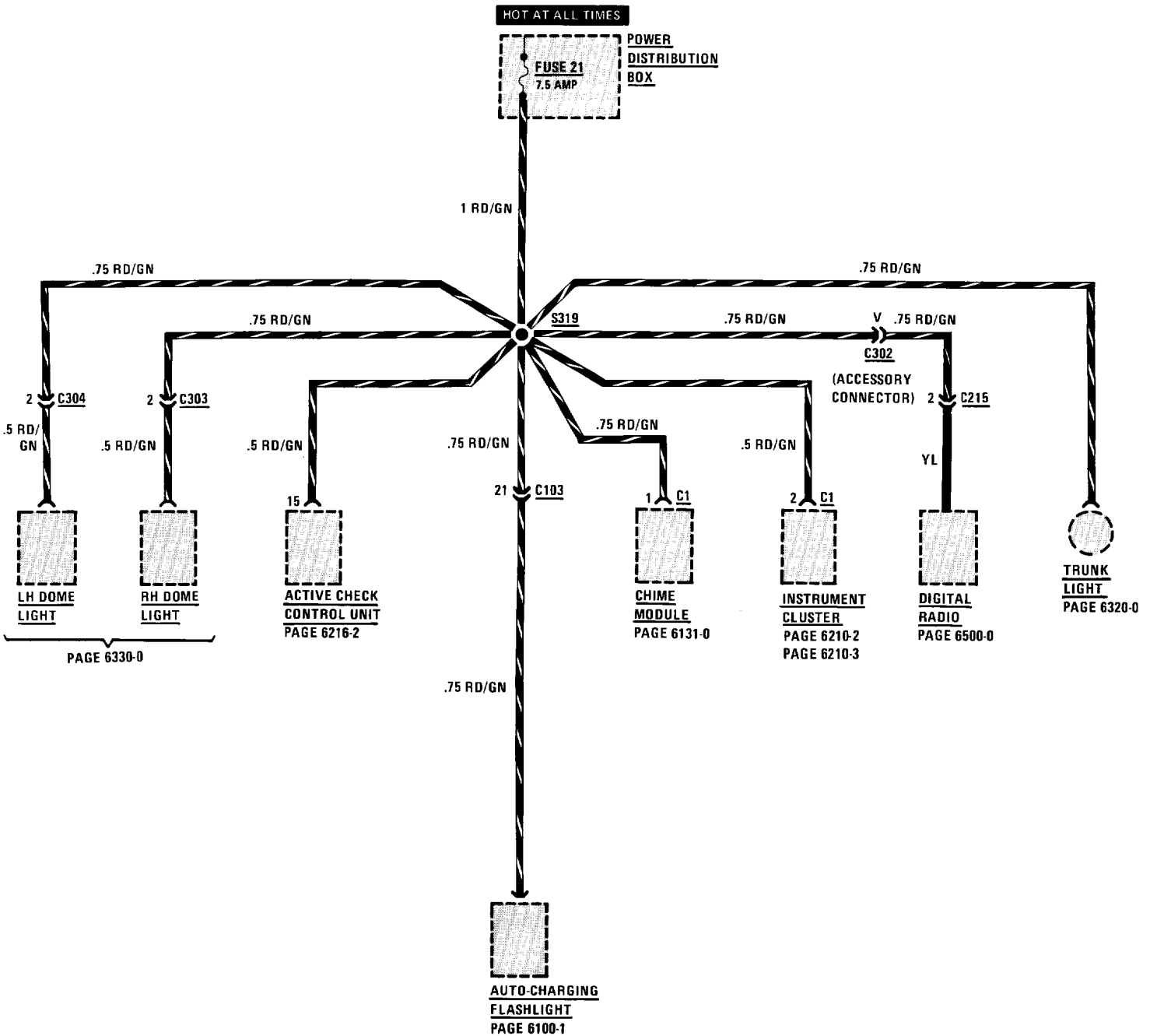
FUSE DETAILS: FUSE 10



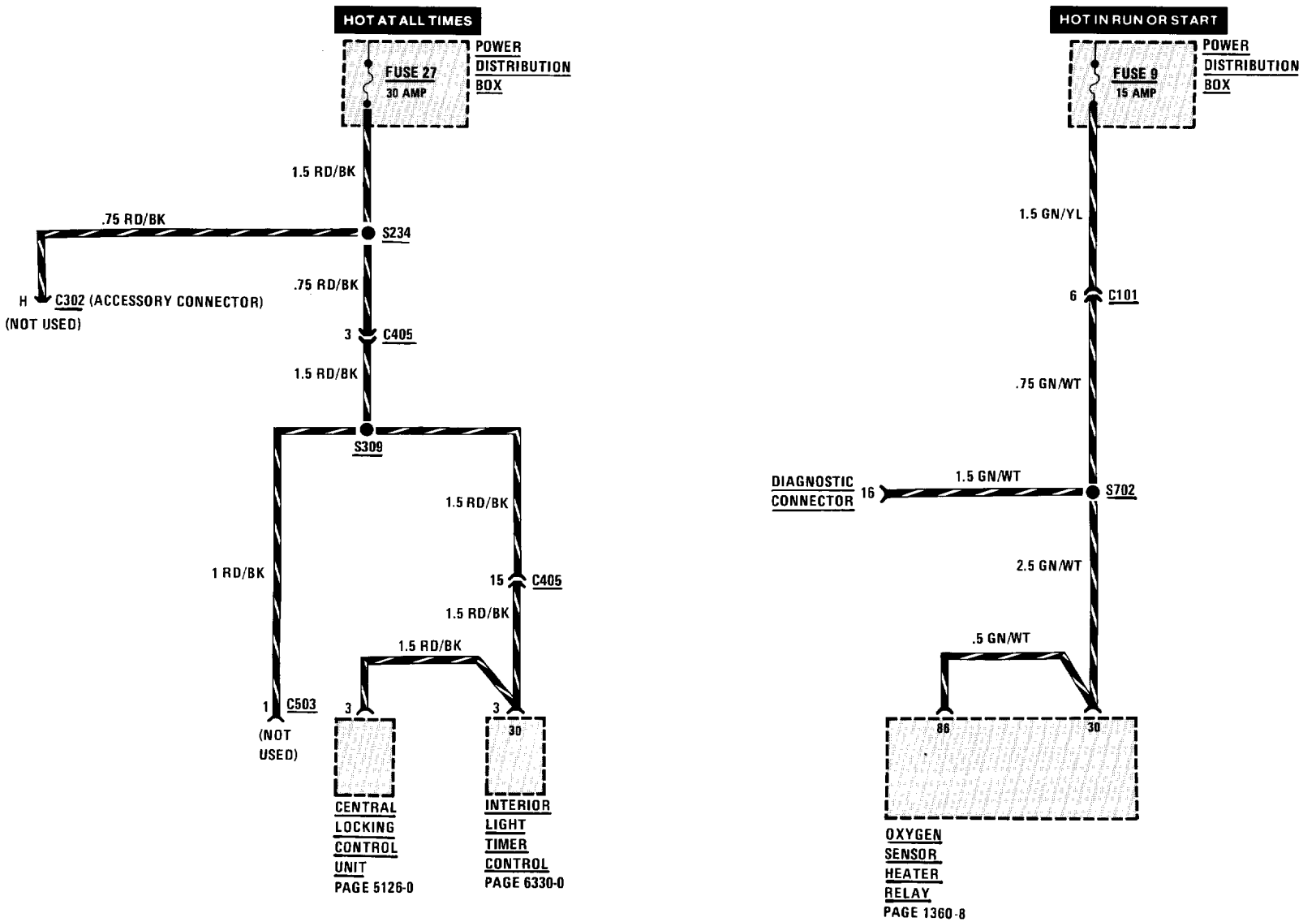
FUSE DETAILS: FUSE 20



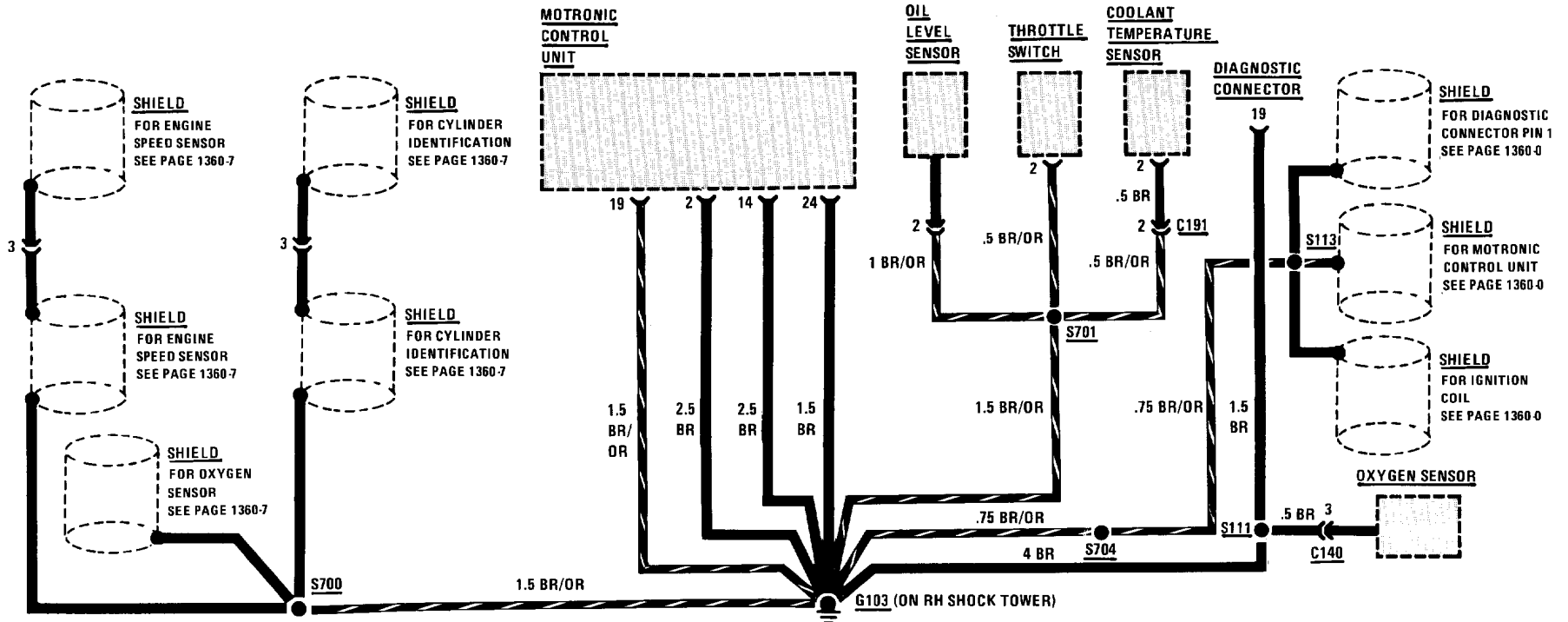
FUSE DETAILS: FUSE 21

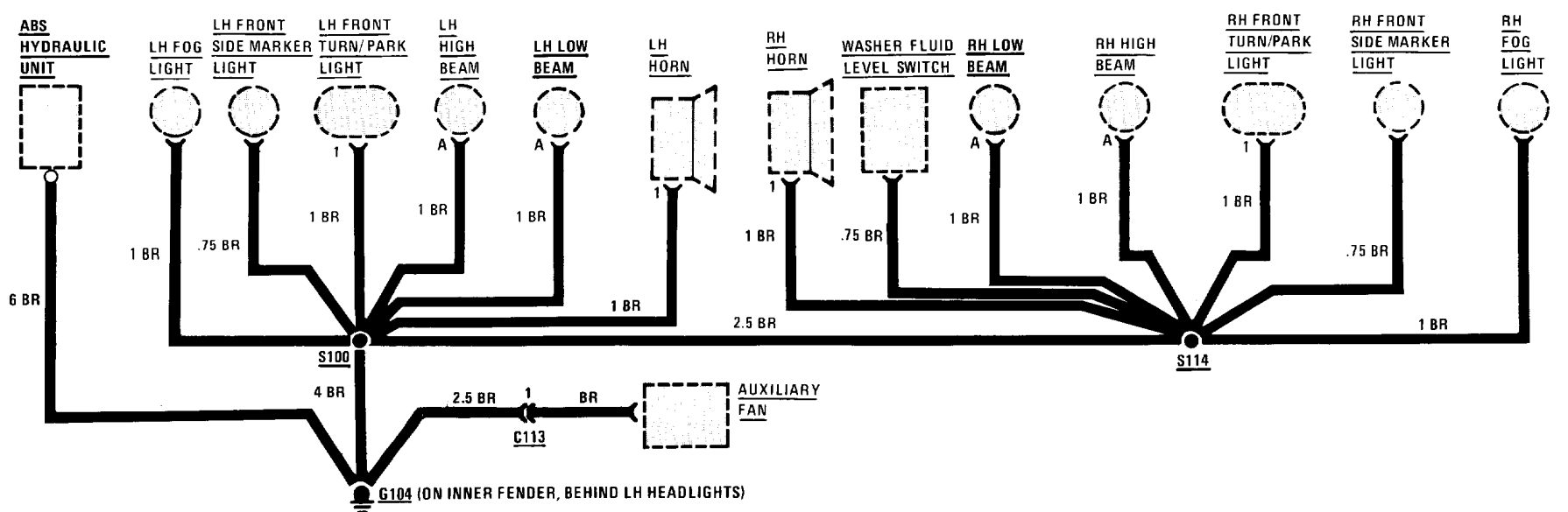


FUSE DETAILS: FUSES 27 AND 9

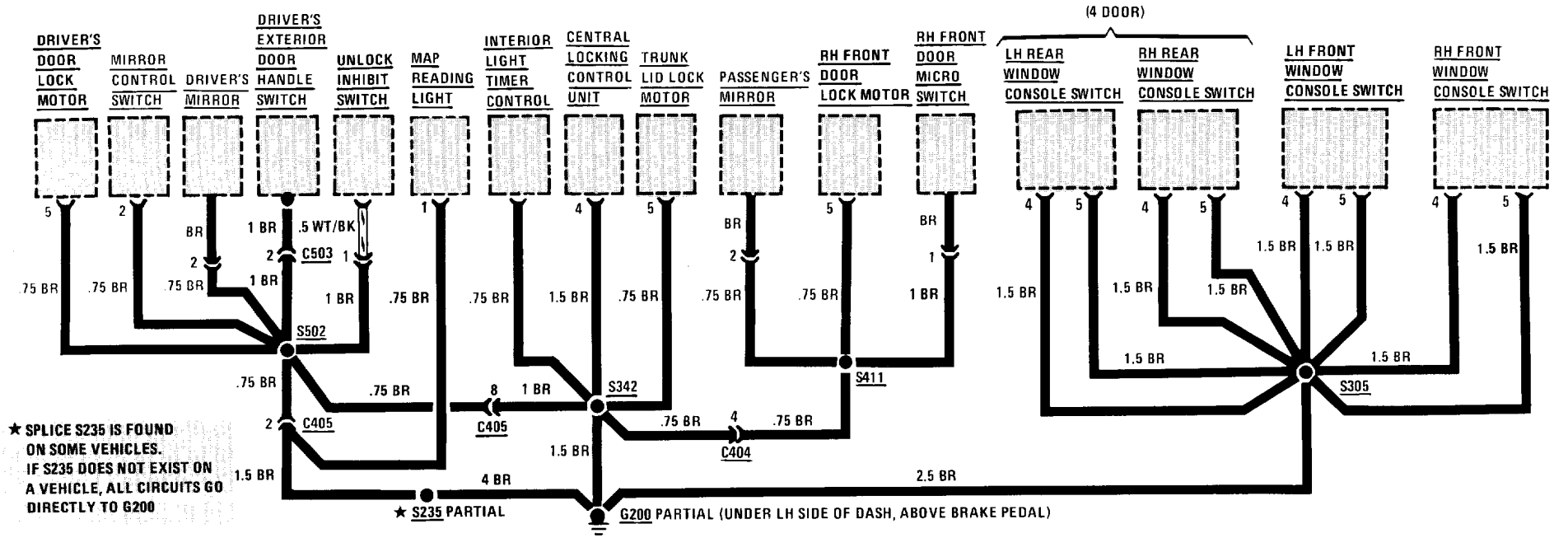


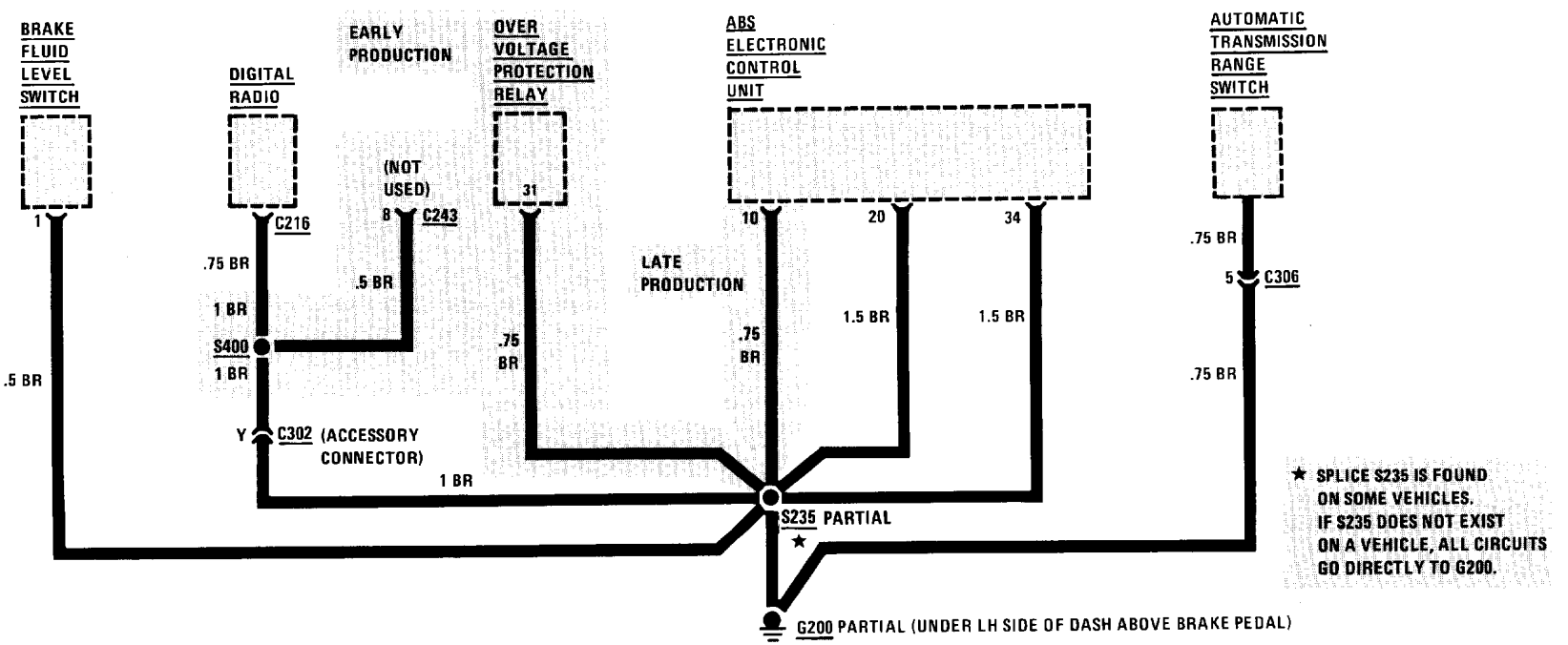
GROUND DISTRIBUTION: G103 AND G104



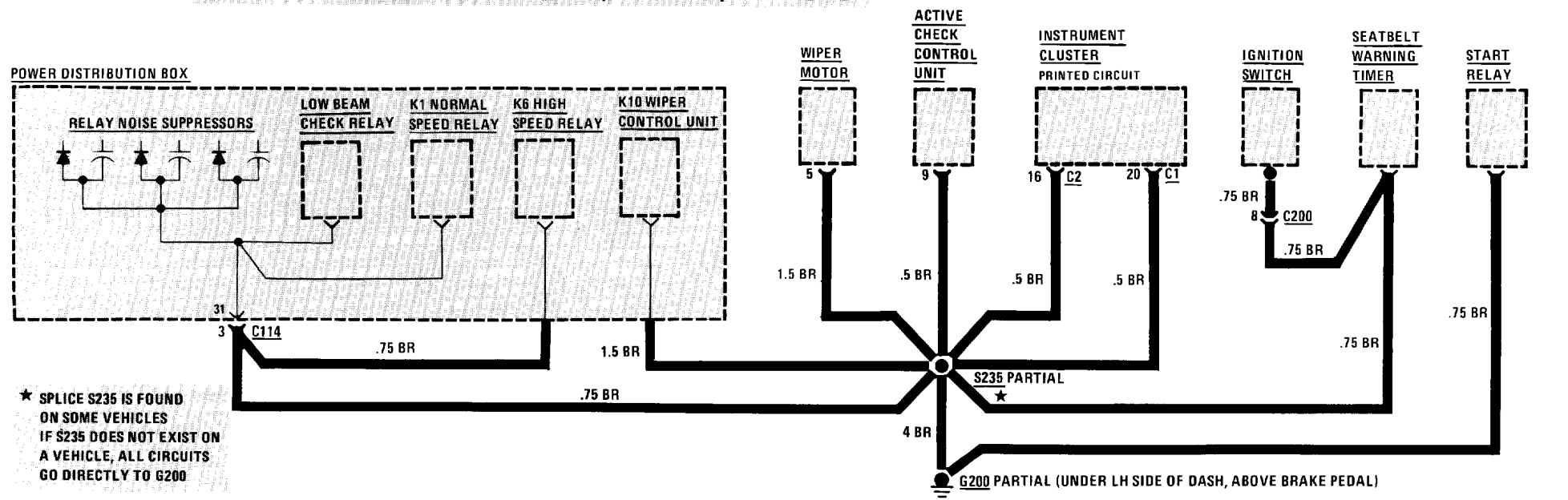


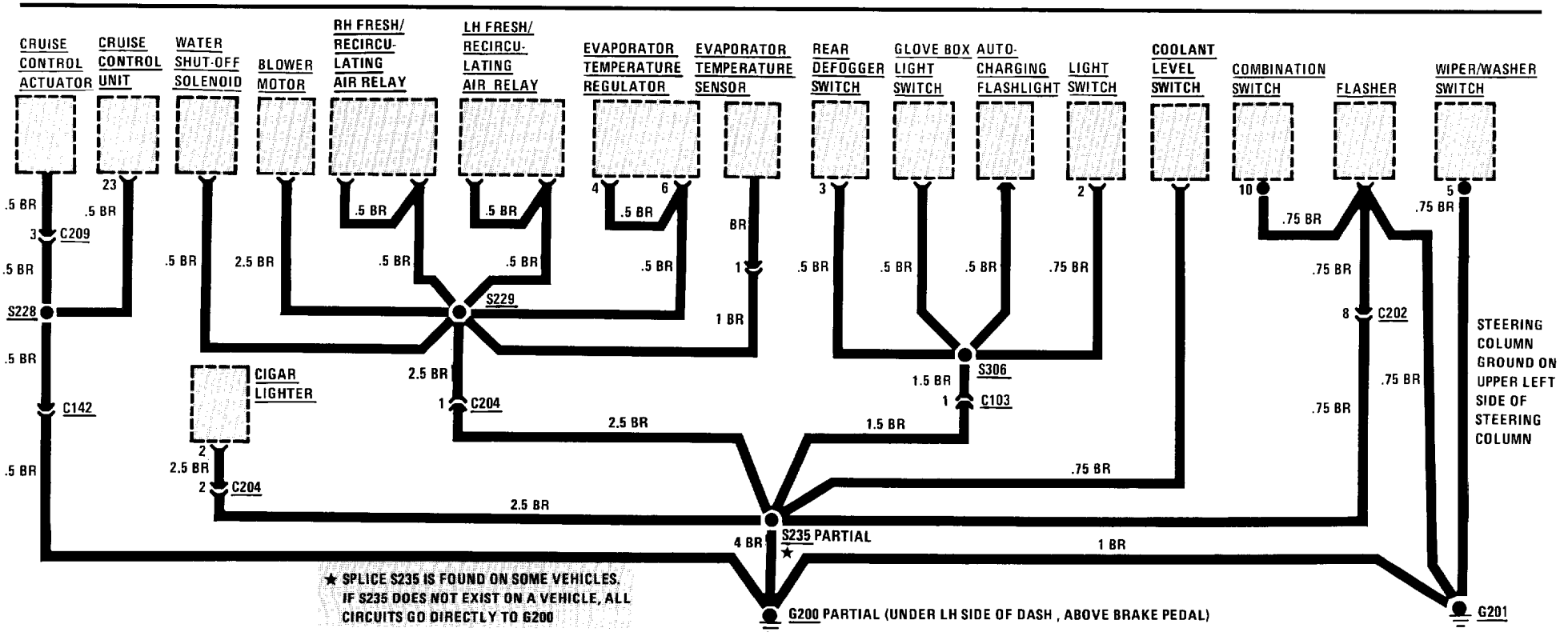
GROUND DISTRIBUTION: G200 (PARTIAL)



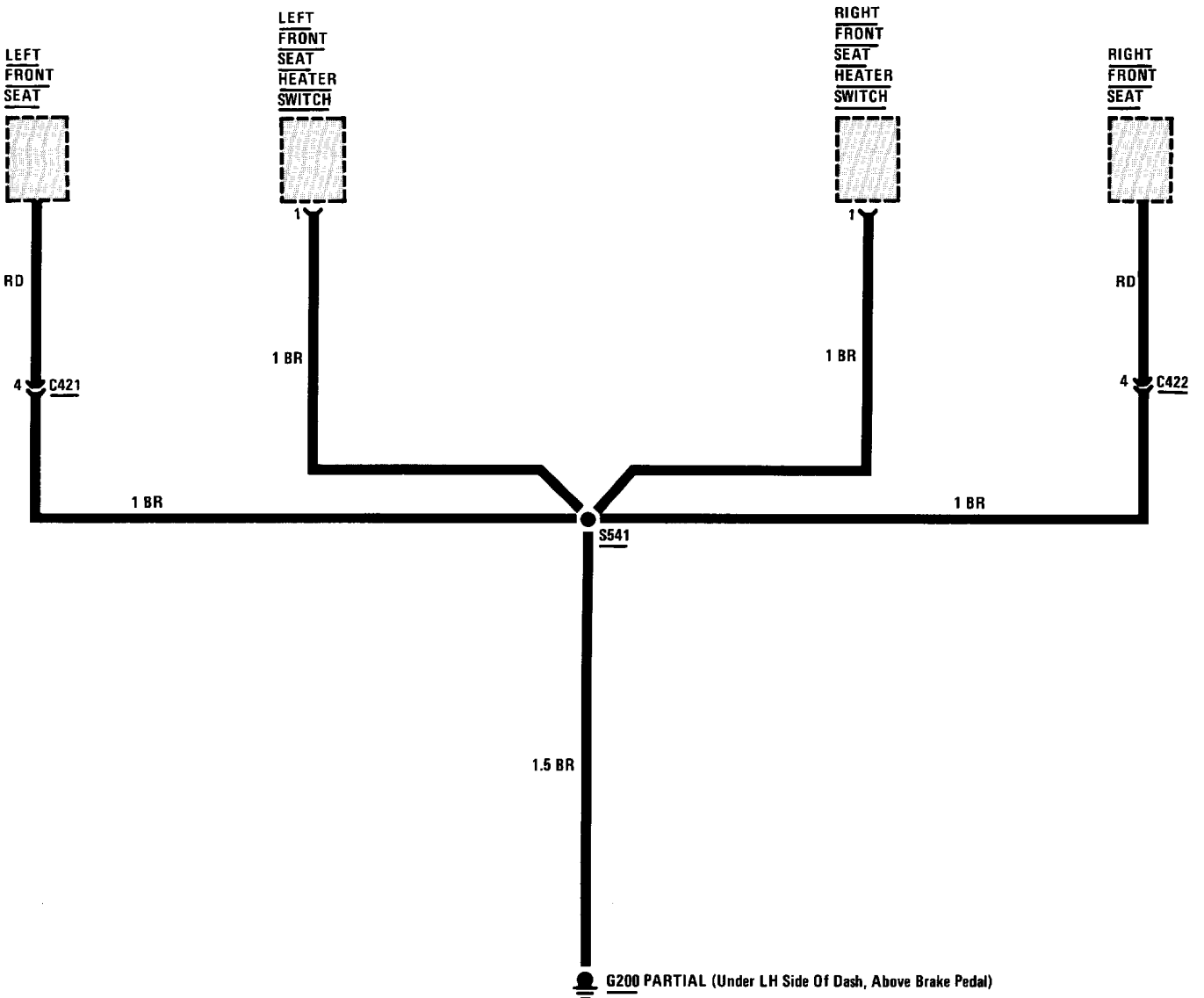


GROUND DISTRIBUTION: G200 (PARTIAL) AND G201

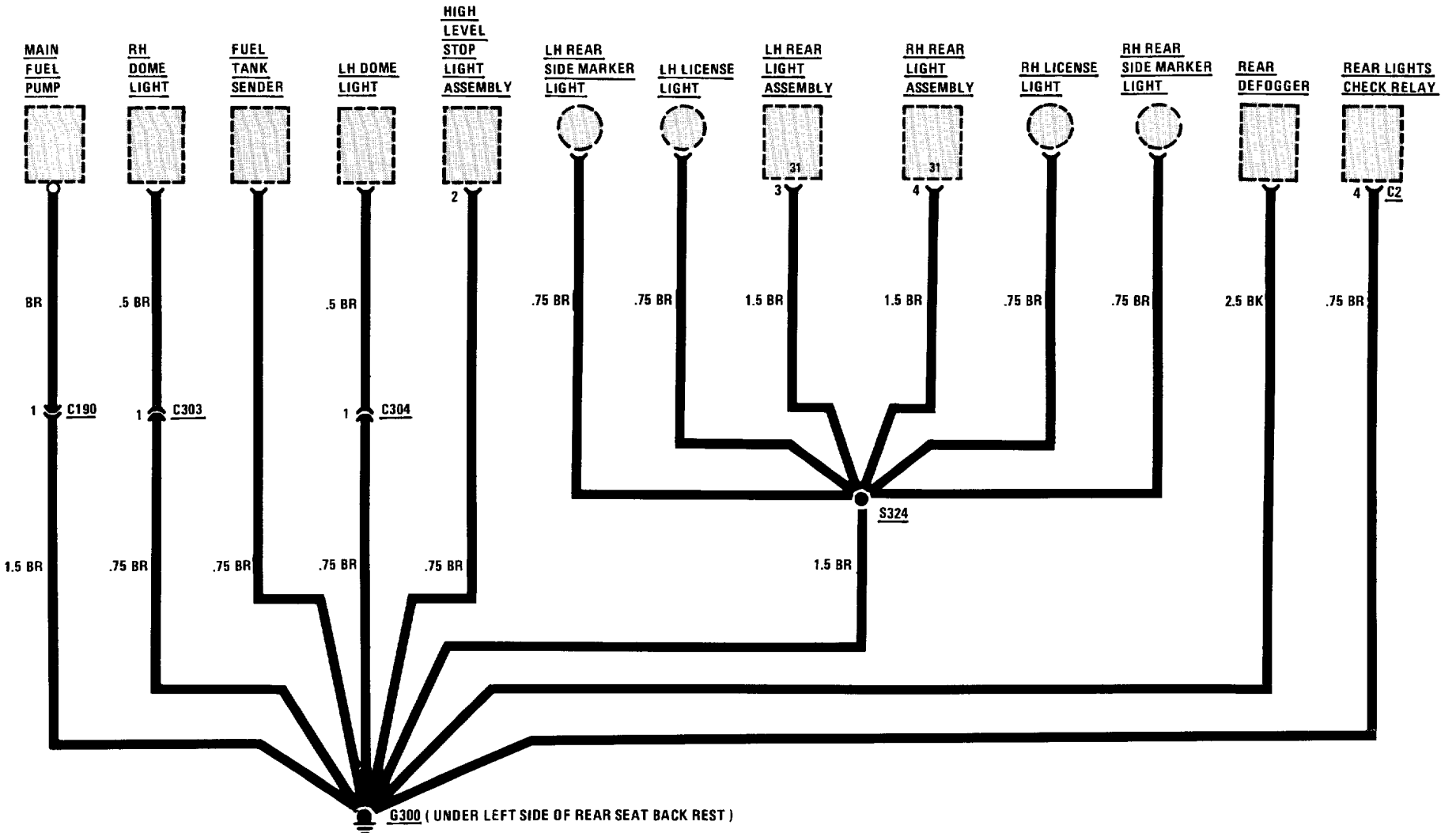


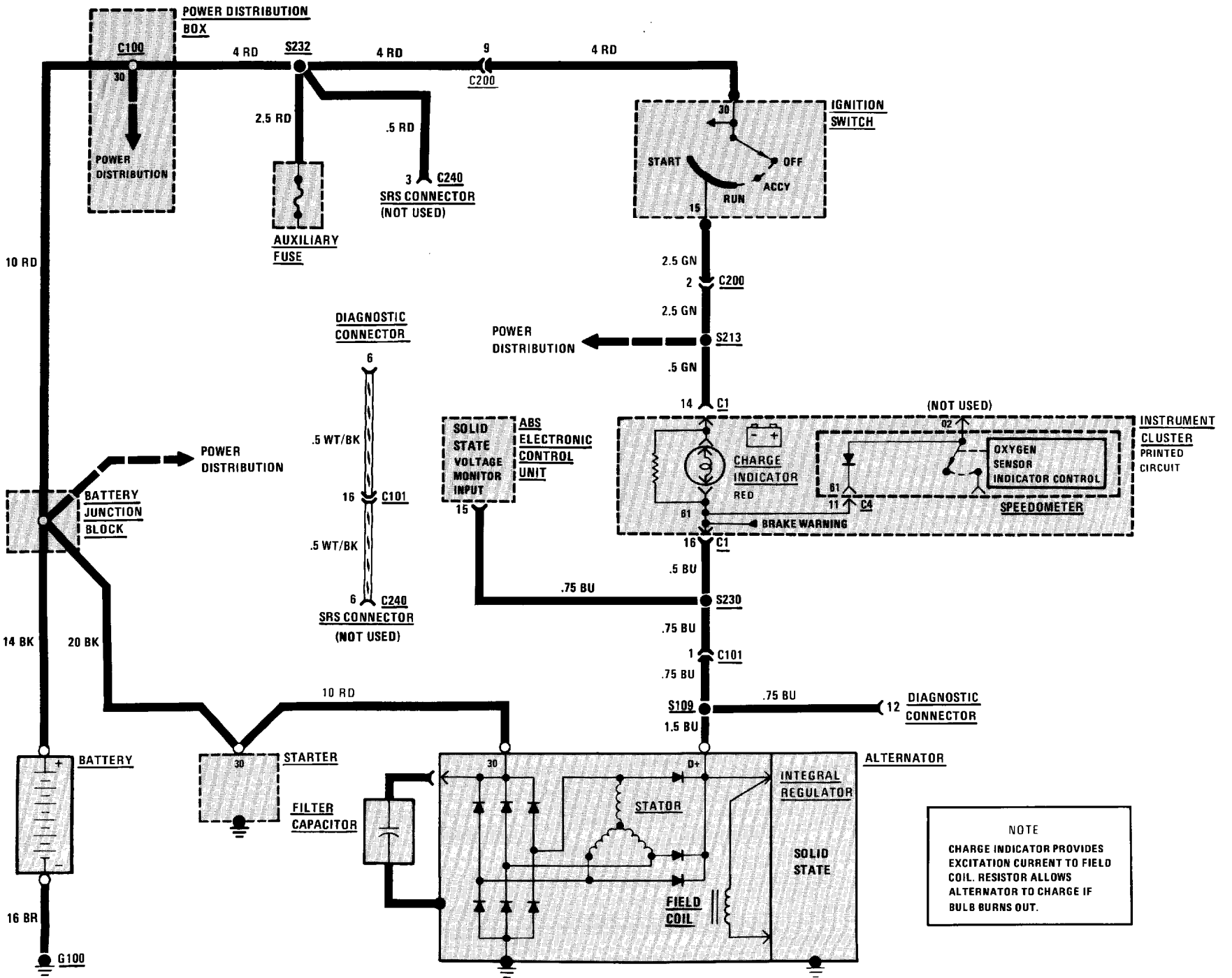


GROUND DISTRIBUTION: G200 (PARTIAL)

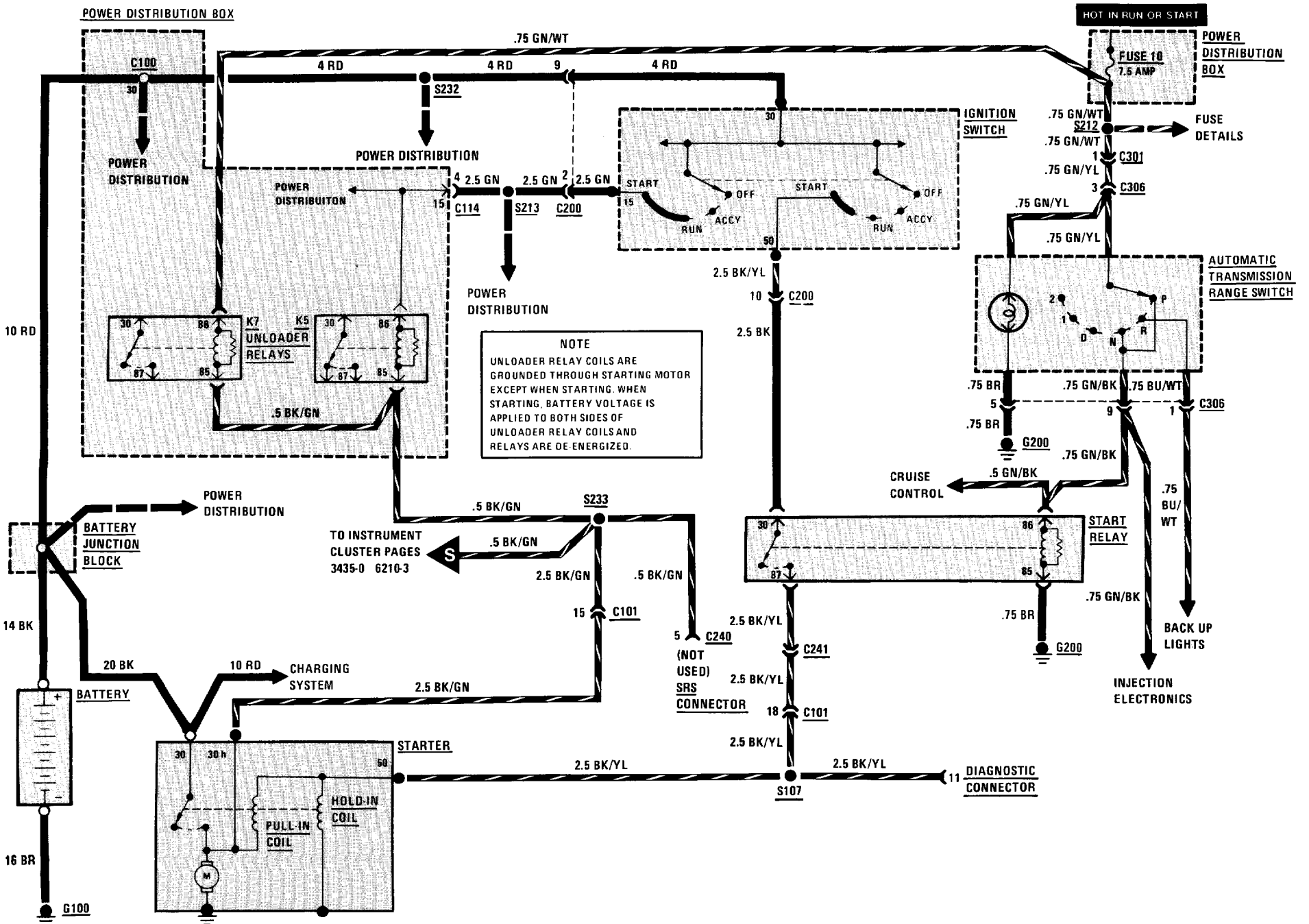


GROUND DISTRIBUTION: G300

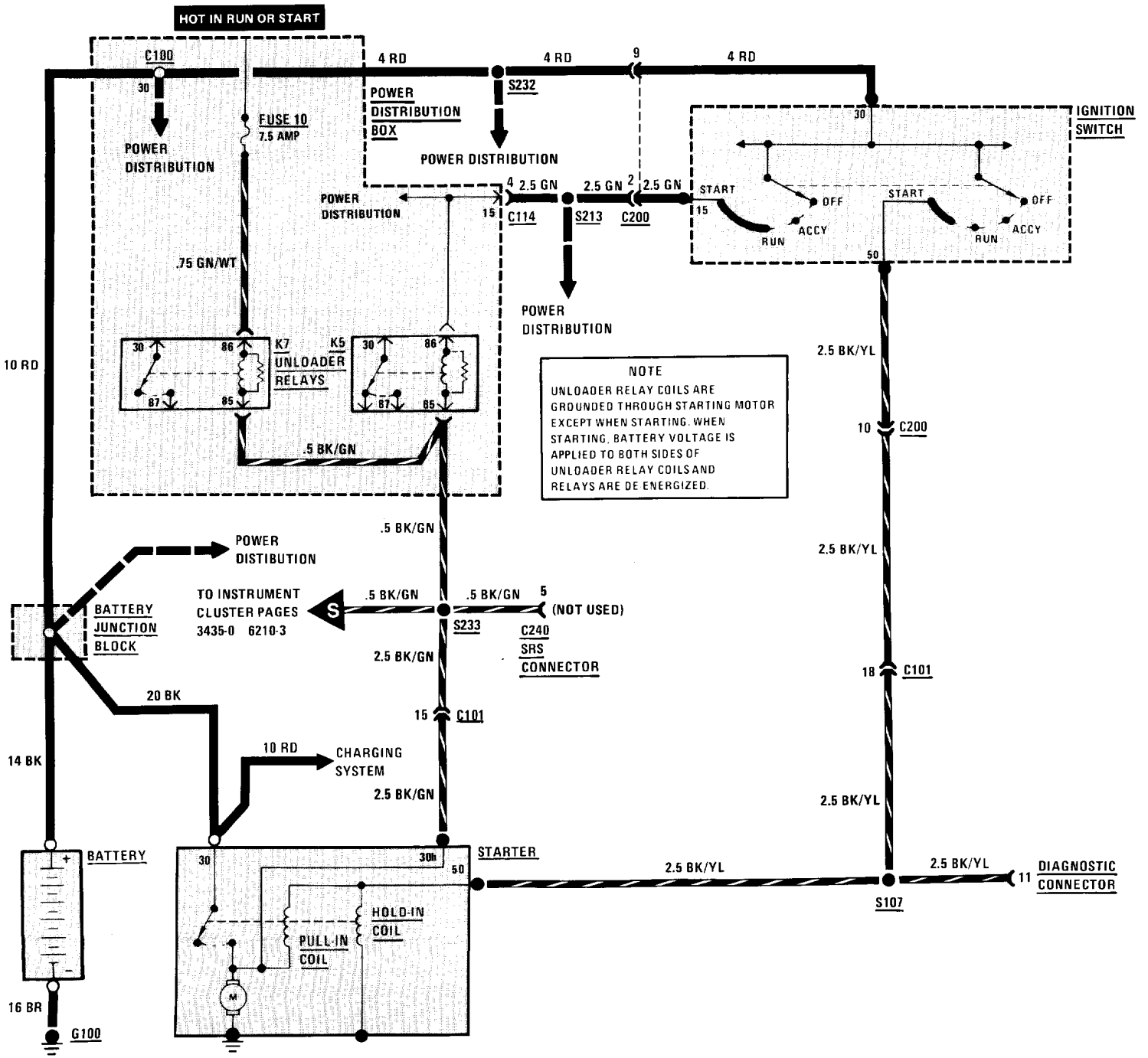



POWER DISTRIBUTION BOX
C100
30
POWER DISTRIBUTION
4 RD
S232
4 RD
9
C200
4 RD
2.5 RD
.5 RD
3
C240
SRS CONNECTOR
(NOT USED)
AUXILIARY FUSE
IGNITION SWITCH
30
START
OFF
ACCY
RUN
15
10 RD
2.5 GN
2
C200
2.5 GN
DIAGNOSTIC CONNECTOR
6
POWER DISTRIBUTION
S213
.5 GN
14
C1
(NOT USED)
02
INSTRUMENT CLUSTER PRINTED CIRCUIT
SOLID STATE VOLTAGE MONITOR INPUT
ABS ELECTRONIC CONTROL UNIT
CHARGE INDICATOR
RED
OXYGEN SENSOR INDICATOR CONTROL
61
11
C4
SPEEDOMETER
POWER DISTRIBUTION
.5 WT/BK
16
C101
BATTERY JUNCTION BLOCK
61
BRAKE WARNING
16
C1
.5 BU
15
.75 BU
S230
.5 WT/BK
6
C240
SRS CONNECTOR
(NOT USED)
.75 BU
1
C101
14 BK
20 BK
.75 BU
10 RD
S109
.75 BU
12
DIAGNOSTIC CONNECTOR
1.5 BU
BATTERY
30
STARTER
ALTERNATOR
30
D+
INTEGRAL REGULATOR
FILTER CAPACITOR
STATOR
SOLID STATE
FIELD COIL
16 BR
G100
NOTE
CHARGE INDICATOR PROVIDES EXCITATION CURRENT TO FIELD COIL. RESISTOR ALLOWS ALTERNATOR TO CHARGE IF BULB BURNS OUT.

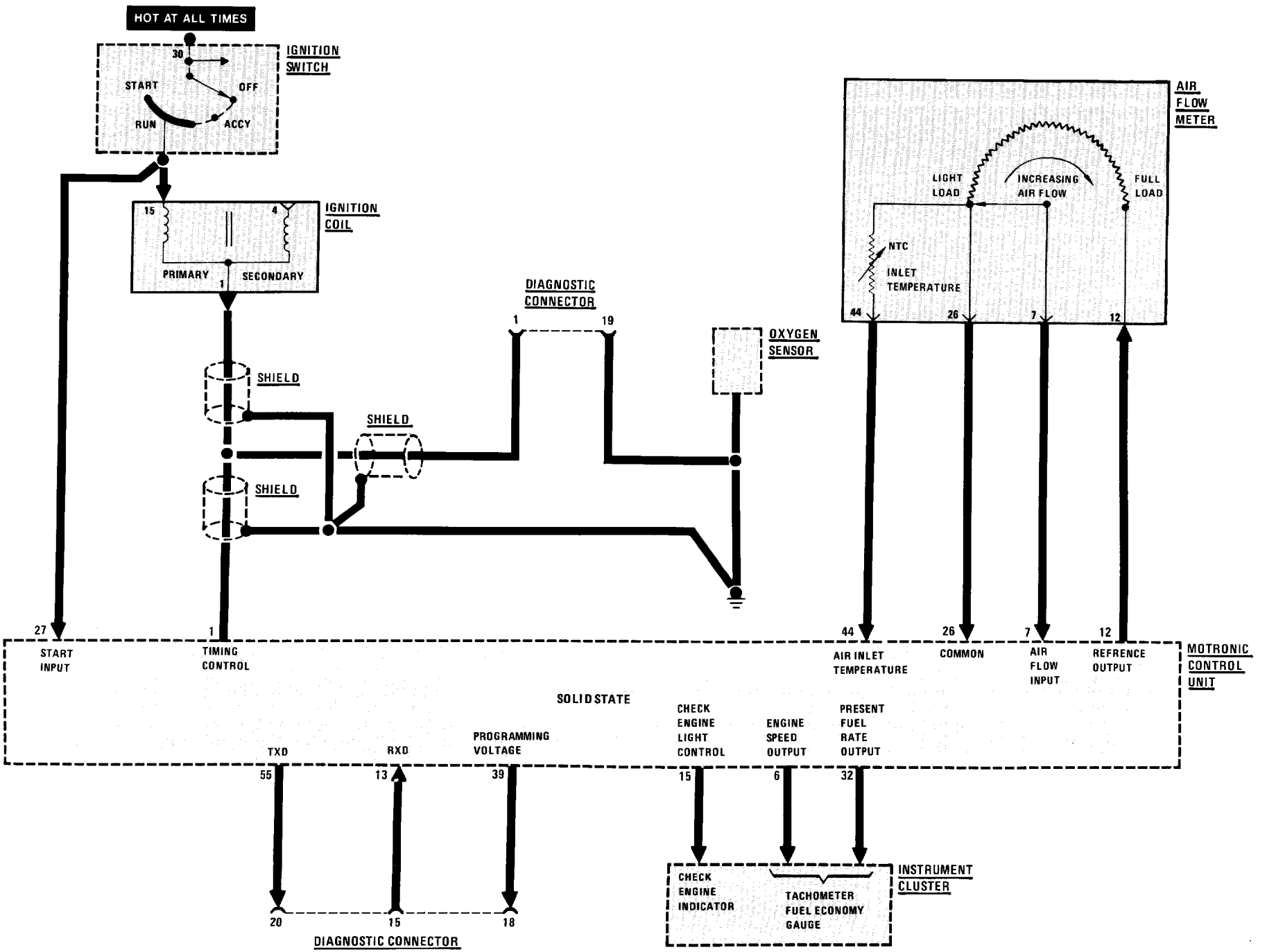
AUTOMATIC TRANSMISSION



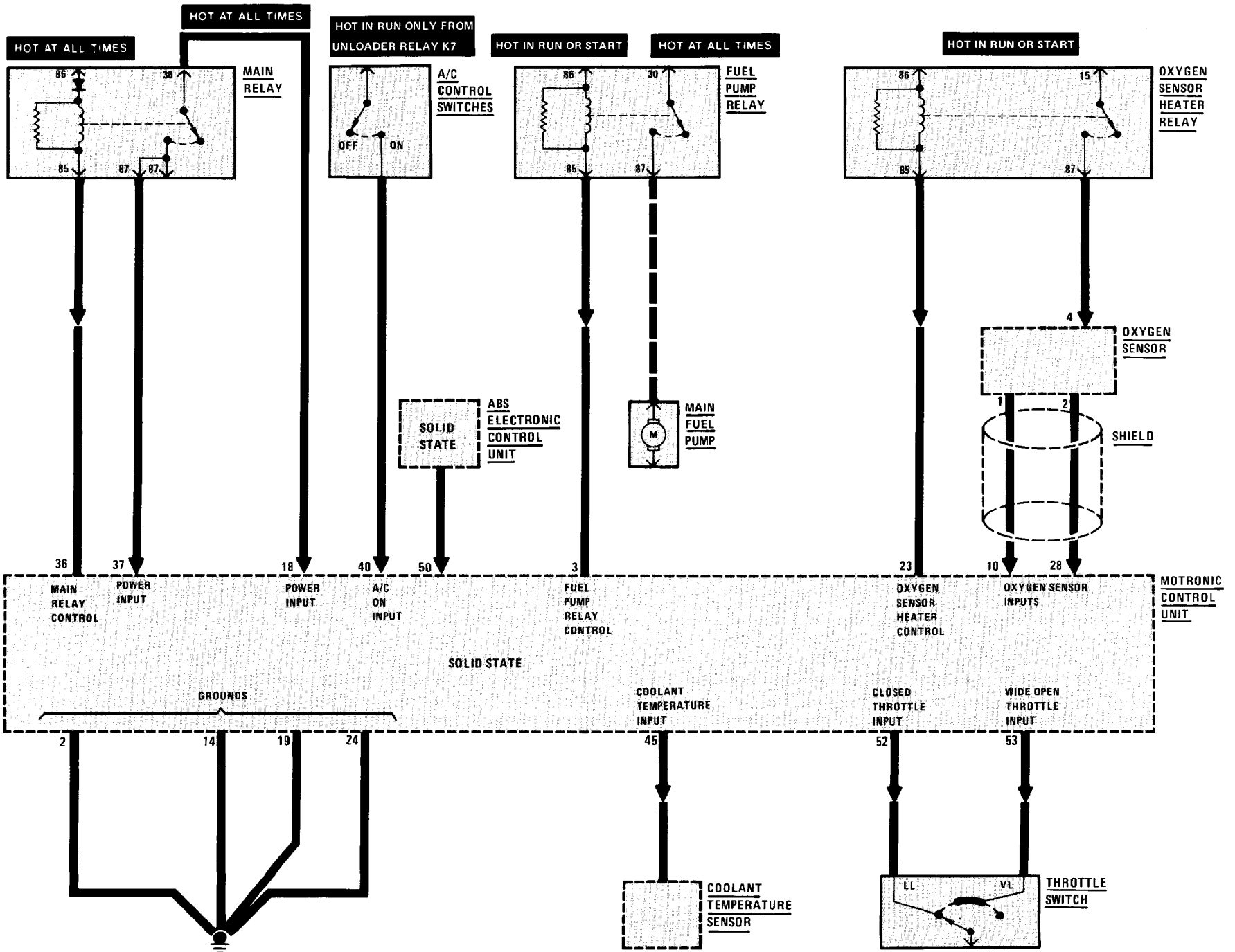
MANUAL TRANSMISSION



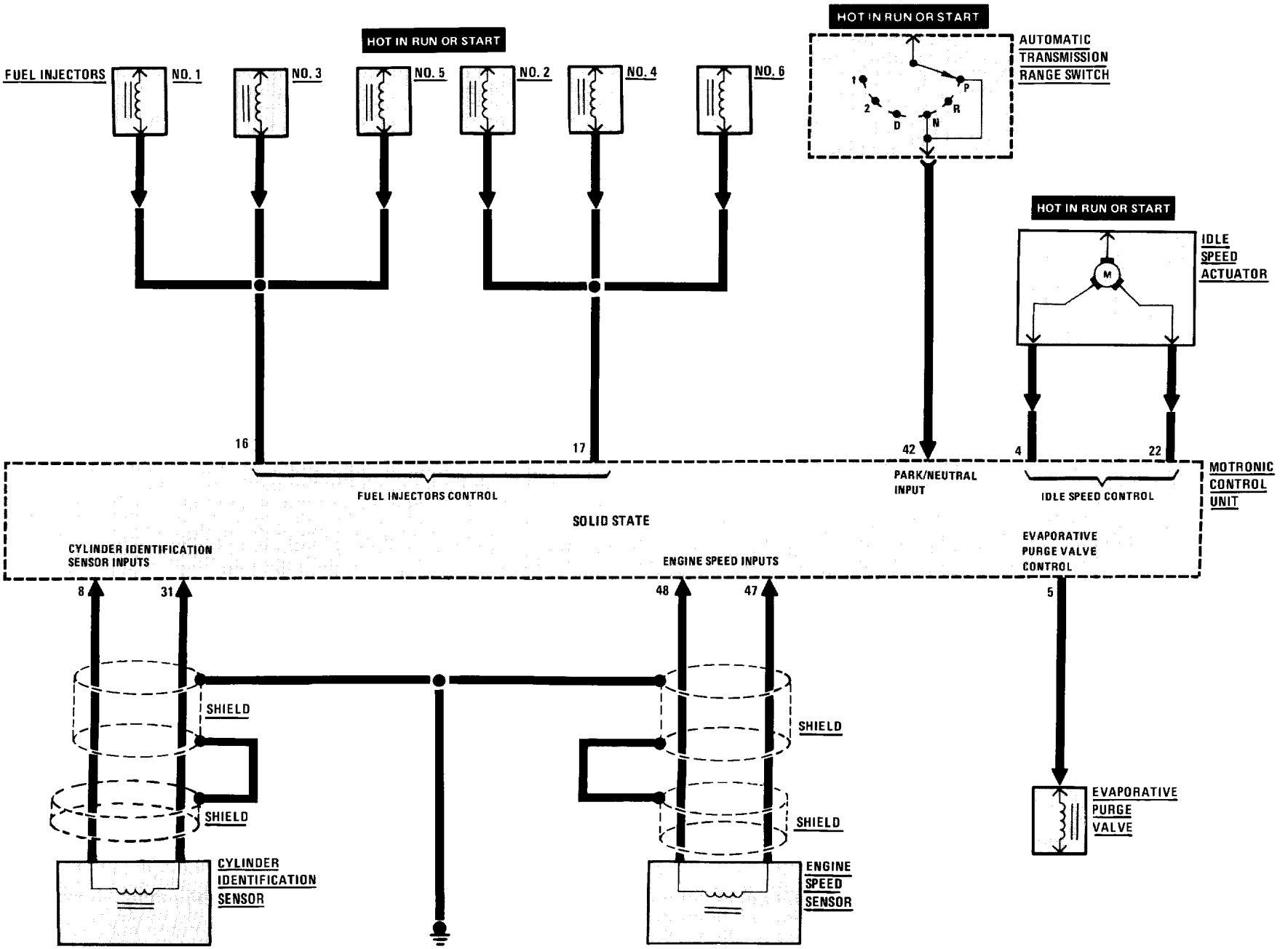
ENGINE BLOCK DIAGRAM

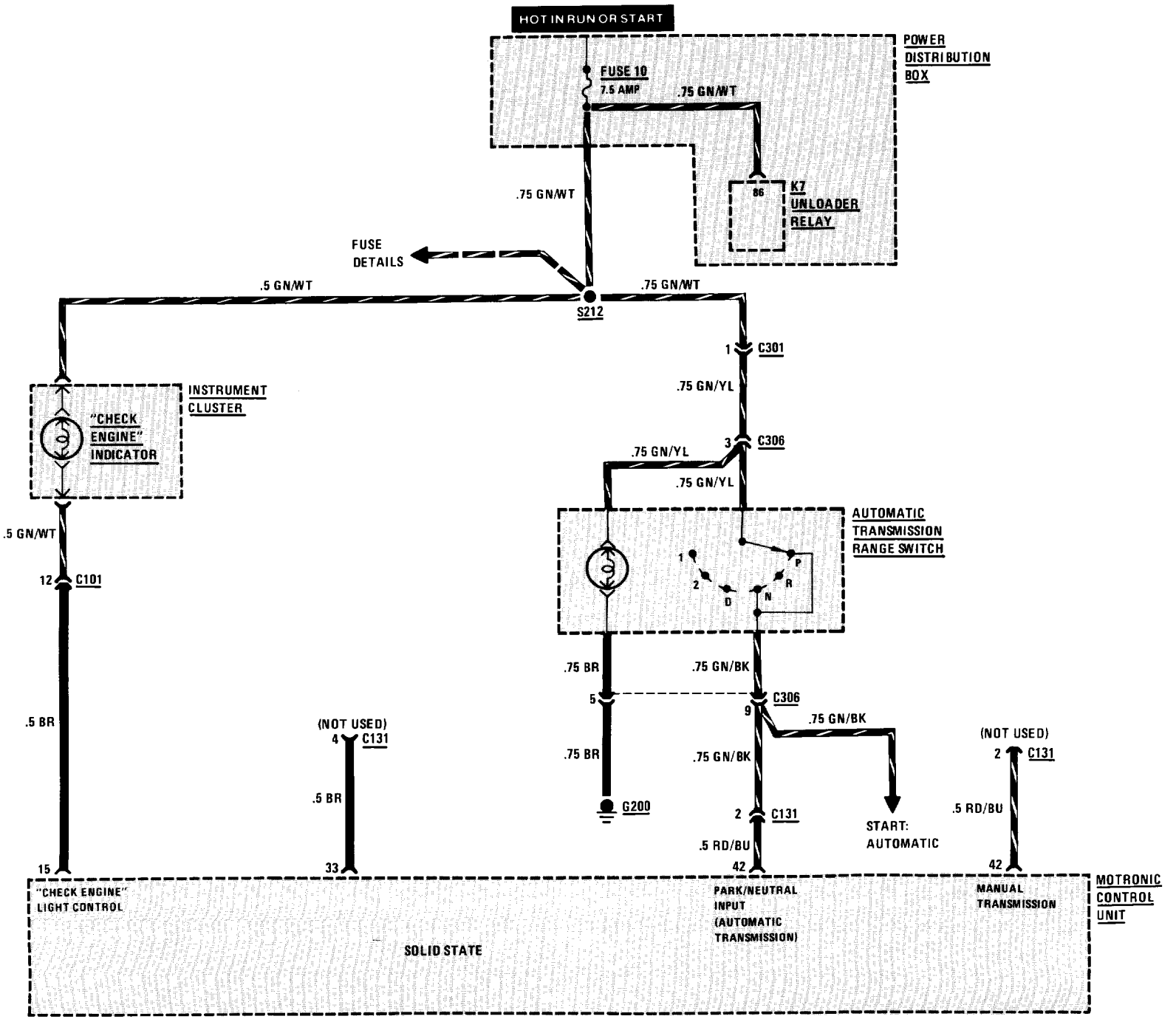


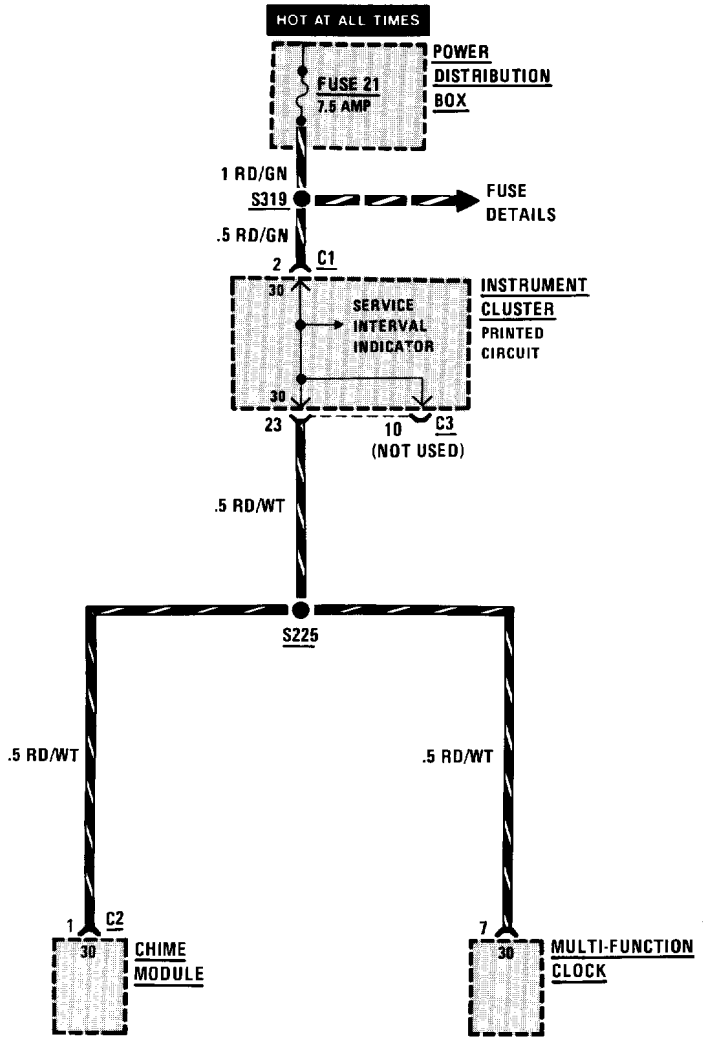
ENGINE BLOCK DIAGRAM

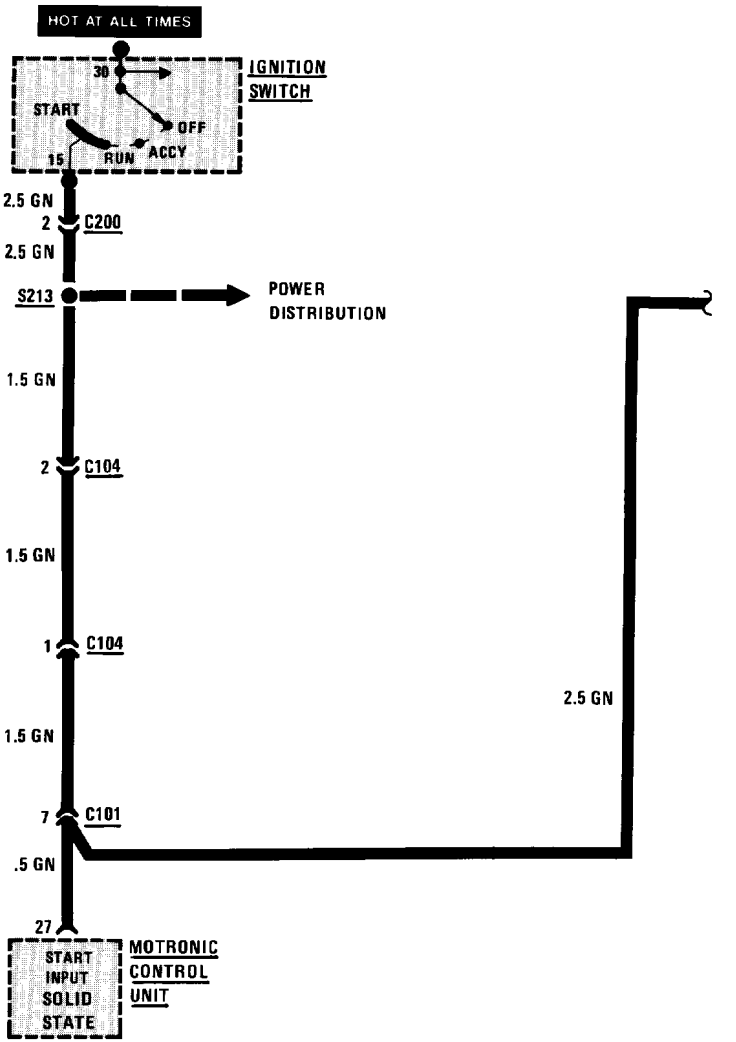


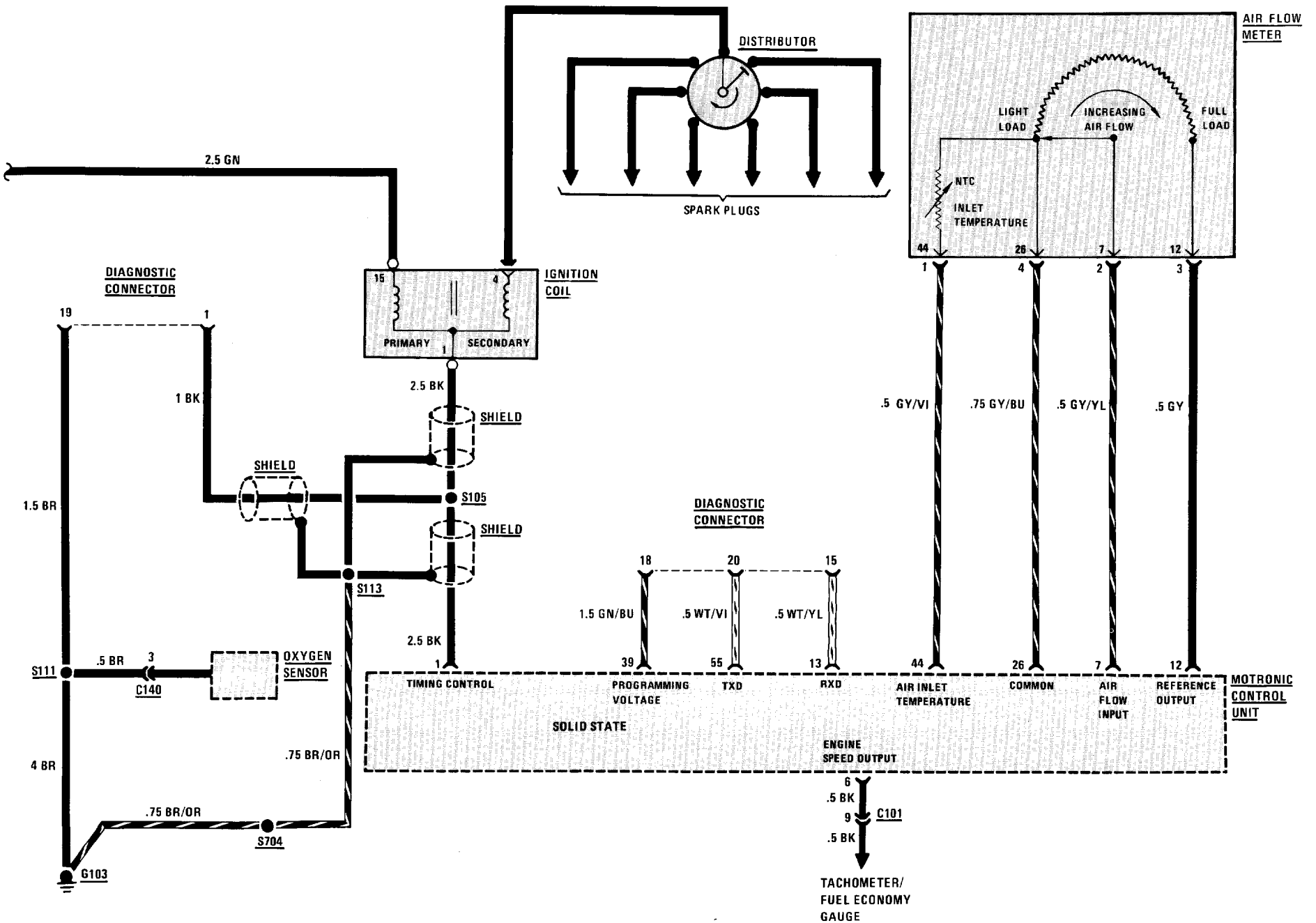
ENGINE BLOCK DIAGRAM

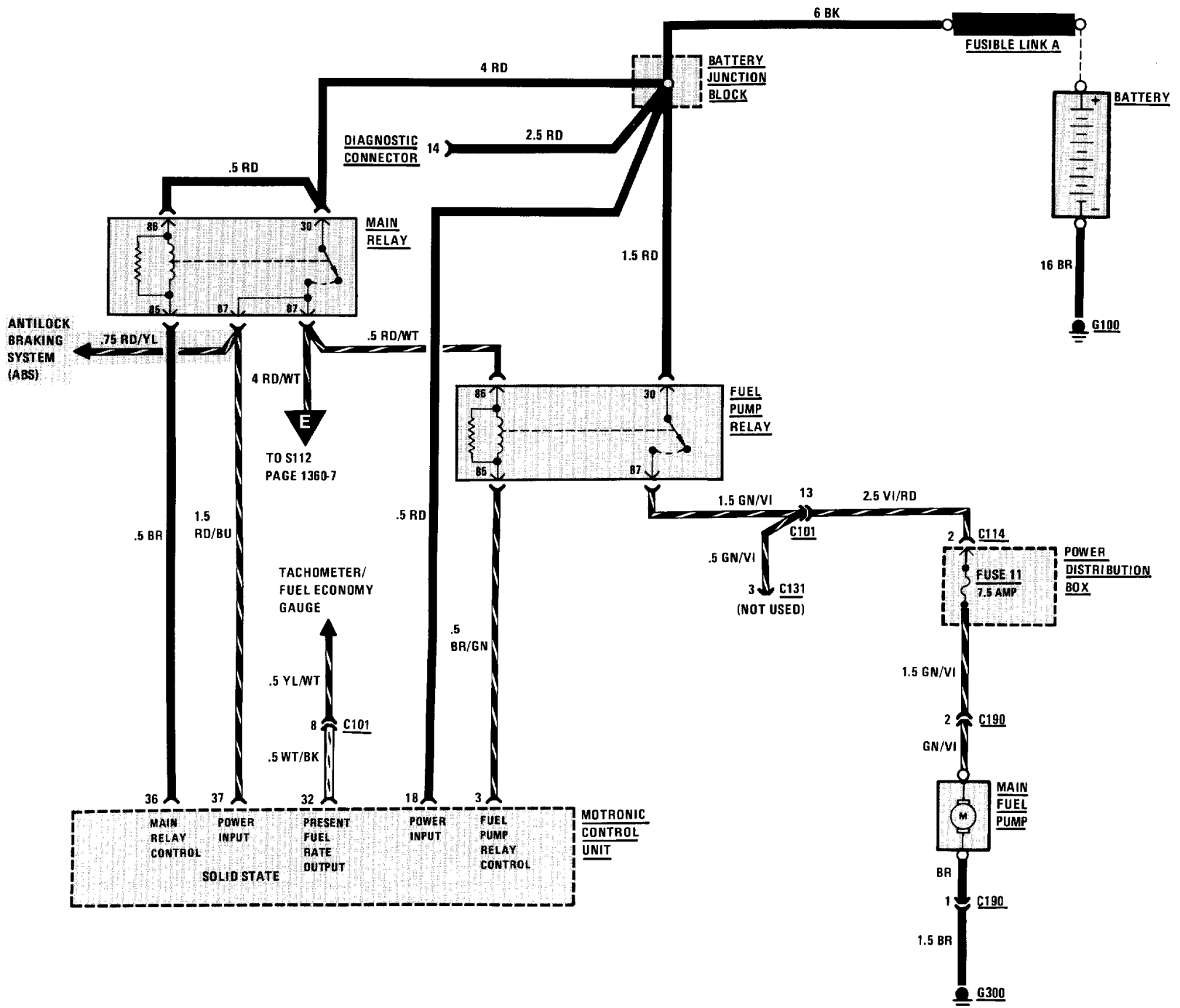


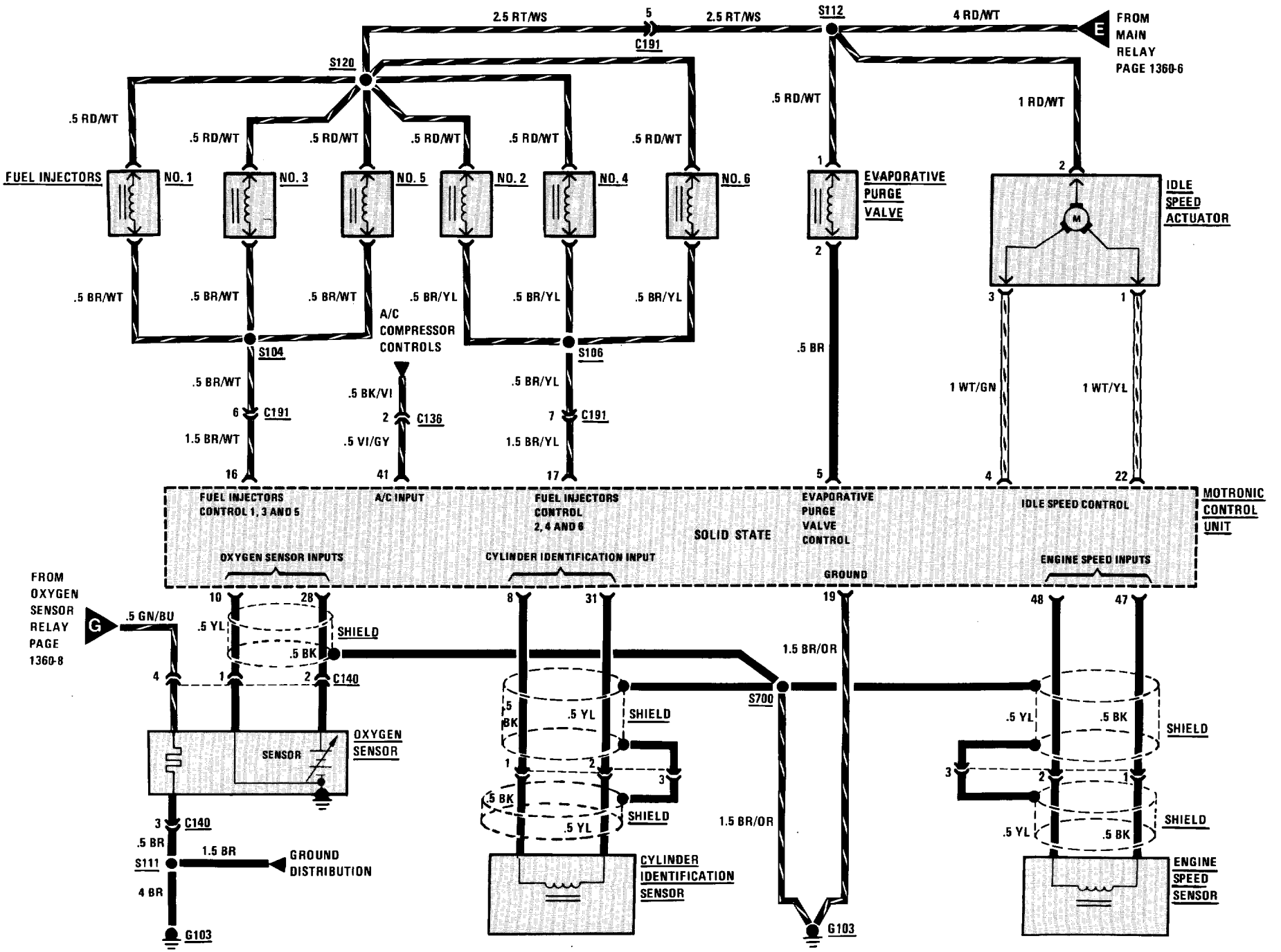

HOT IN RUN OR START
POWER DISTRIBUTION BOX
FUSE 10
7.5 AMP
.75 GN/WT
.75 GN/WT
86
K7 UNLOADER RELAY
FUSE DETAILS
.5 GN/WT
.75 GN/WT
S212
1
C301
.75 GN/YL
3
C306
.75 GN/YL
.75 GN/YL
INSTRUMENT CLUSTER
"CHECK ENGINE" INDICATOR
.5 GN/WT
12
C101
AUTOMATIC TRANSMISSION RANGE SWITCH
1
2
D
N
R
P
.75 BR
.75 GN/BK
5
C306
9
.75 GN/BK
.5 BR
(NOT USED)
4
C131
.75 BR
.75 GN/BK
(NOT USED)
2
C131
.5 BR
G200
2
C131
.5 RD/BU
START: AUTOMATIC
.5 RD/BU
15
33
42
42
"CHECK ENGINE" LIGHT CONTROL
SOLID STATE
PARK/NEUTRAL INPUT (AUTOMATIC TRANSMISSION)
MANUAL TRANSMISSION
MOTRONIC CONTROL UNIT

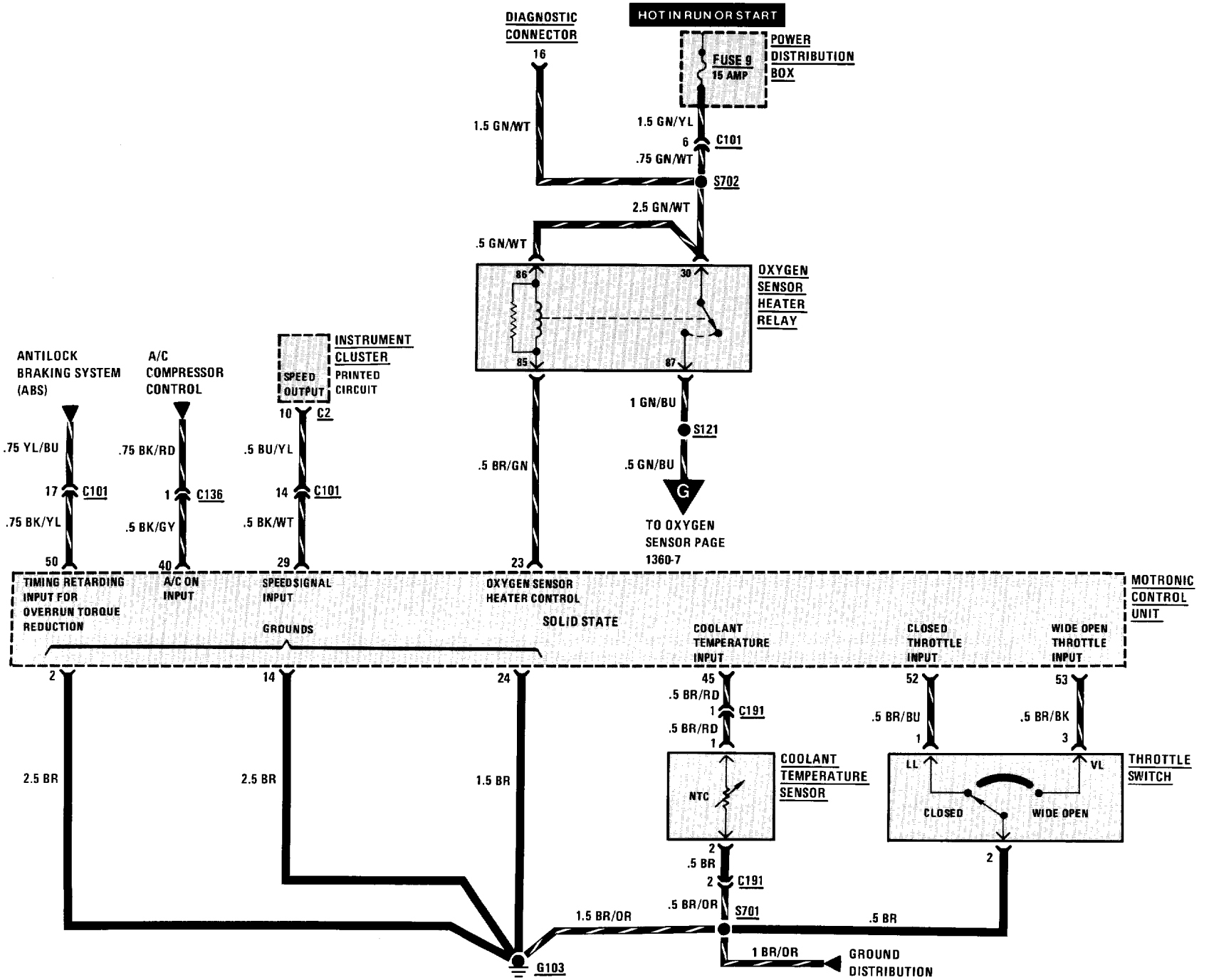

HOT AT ALL TIMES
POWER DISTRIBUTION BOX
FUSE 21
7.5 AMP
1 RD/GN
S319
FUSE DETAILS
.5 RD/GN
2
C1
30
SERVICE INTERVAL INDICATOR
INSTRUMENT CLUSTER
PRINTED CIRCUIT
30
23
10
C3
(NOT USED)
.5 RD/WT
S225
.5 RD/WT
.5 RD/WT
1
C2
30
CHIME MODULE
7
30
MULTI-FUNCTION CLOCK


HOT AT ALL TIMES
30
IGNITION SWITCH
START
OFF
15
RUN
ACCY
2.5 GN
2
C200
2.5 GN
S213
POWER DISTRIBUTION
1.5 GN
2
C104
1.5 GN
1
C104
2.5 GN
1.5 GN
7
C101
.5 GN
27
START INPUT SOLID STATE
MOTRONIC CONTROL UNIT

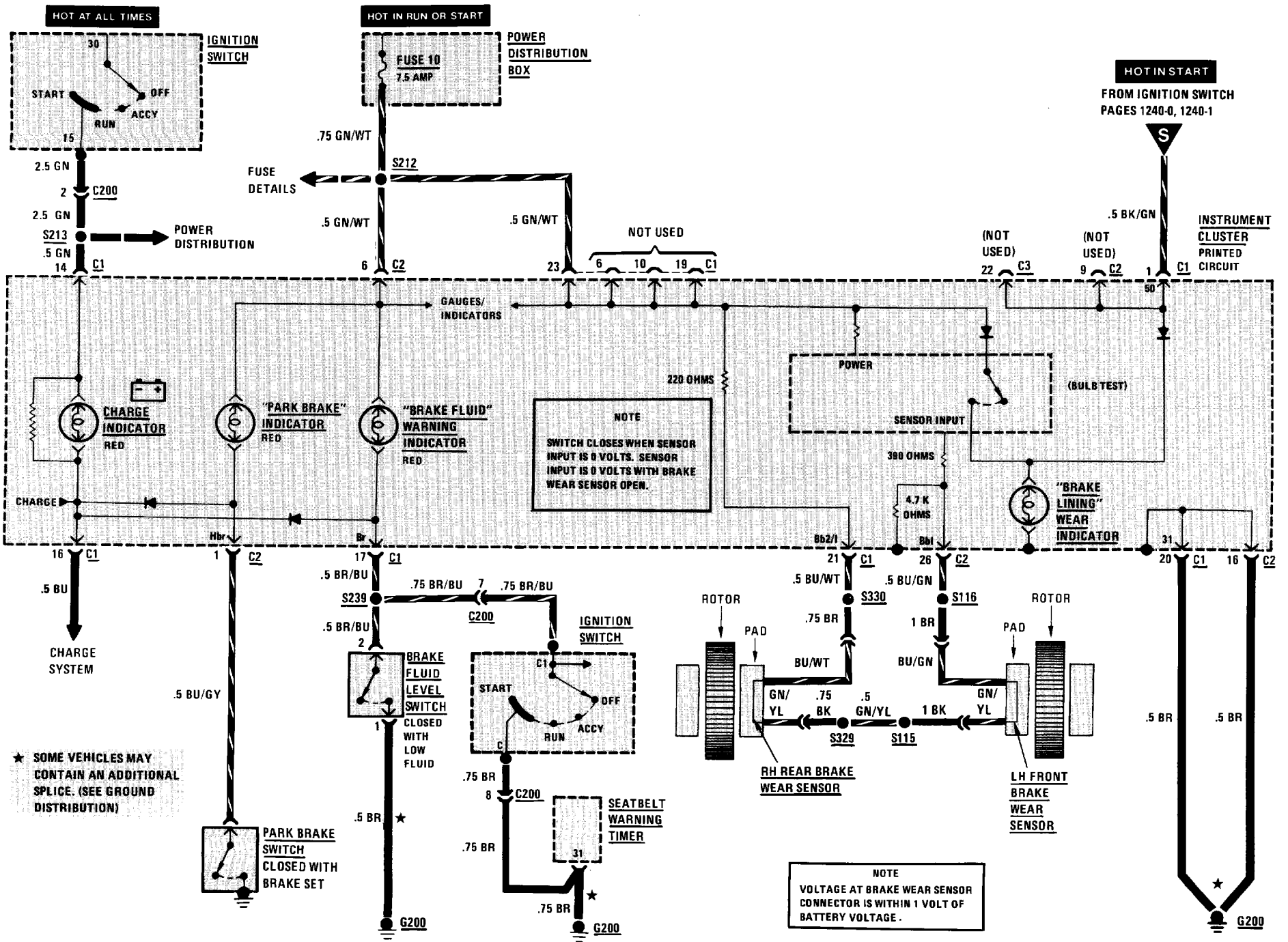

DISTRIBUTOR
SPARK PLUGS
AIR FLOW METER
LIGHT LOAD
INCREASING AIR FLOW
FULL LOAD
NTC
INLET TEMPERATURE
44
26
7
12
2.5 GN
DIAGNOSTIC CONNECTOR
19
1
IGNITION COIL
15
4
PRIMARY
SECONDARY
1
2.5 BK
1 BK
SHIELD
SHIELD
1.5 BR
S105
SHIELD
S113
.5 GY/VI
.75 GY/BU
.5 GY/YL
.5 GY
DIAGNOSTIC CONNECTOR
18
20
15
1.5 GN/BU
.5 WT/VI
.5 WT/YL
2.5 BK
S111
.5 BR
3
C140
OXYGEN SENSOR
39
55
13
1
44
26
7
12
TIMING CONTROL
PROGRAMMING VOLTAGE
TXD
RXD
AIR INLET TEMPERATURE
COMMON
AIR FLOW INPUT
REFERENCE OUTPUT
MOTRONIC CONTROL UNIT
SOLID STATE
ENGINE SPEED OUTPUT
4 BR
.75 BR/OR
.75 BR/OR
S704
G103
6
.5 BK
9
C101
.5 BK
TACHOMETER/ FUEL ECONOMY GAUGE


6 BK
FUSIBLE LINK A
BATTERY
BATTERY JUNCTION BLOCK
4 RD
DIAGNOSTIC CONNECTOR
14
2.5 RD
.5 RD
MAIN RELAY
86
30
85
87
87
1.5 RD
16 BR
G100
ANTILOCK BRAKING SYSTEM (ABS)
.75 RD/YL
.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
.5 GN/VI
3
C131
(NOT USED)
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
BR
1
C190
1.5 BR
G300
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

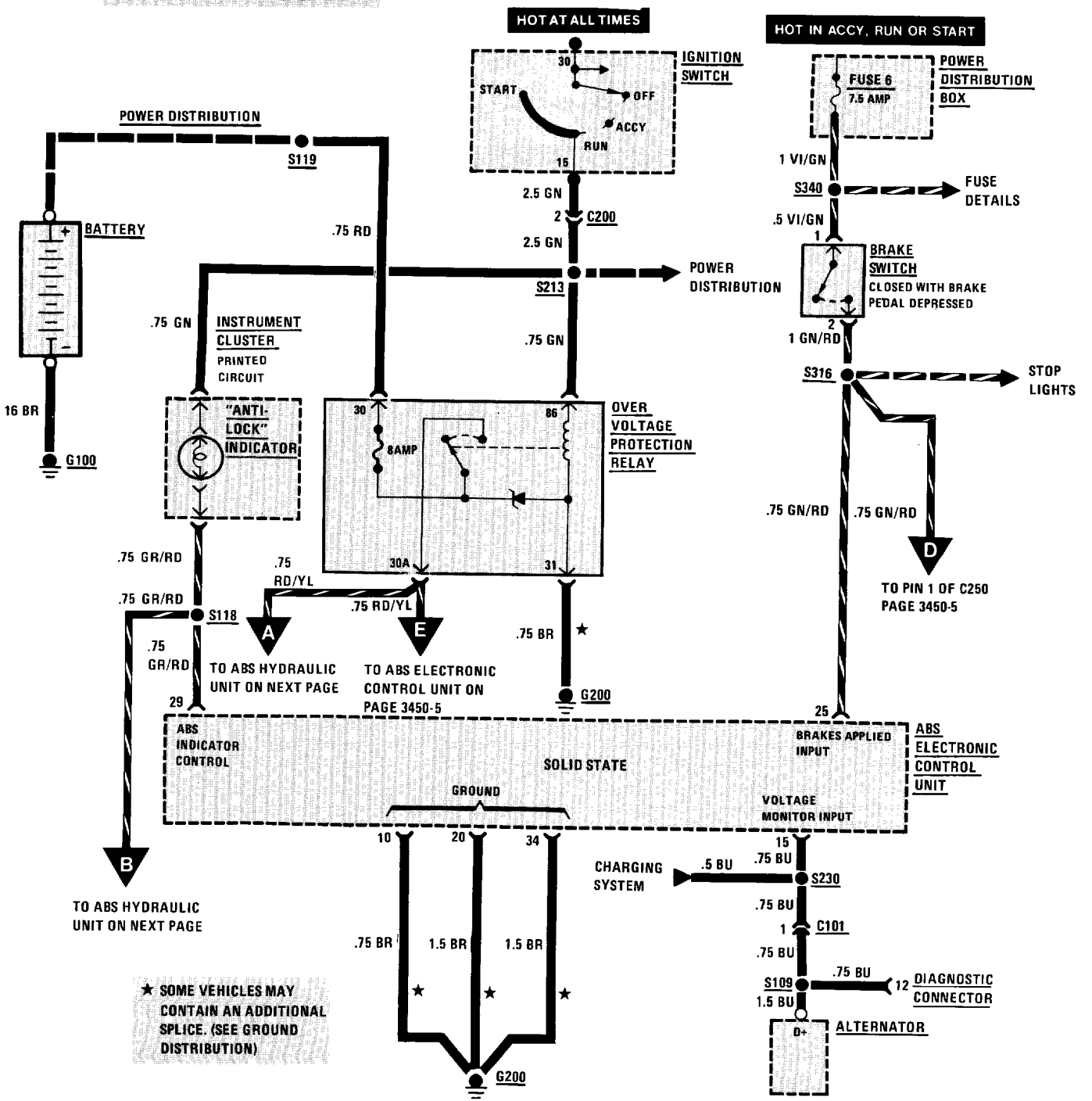

2.5 RT/WS
5
C191
2.5 RT/WS
S112
4 RD/WT
FROM MAIN RELAY PAGE 1360-6
S120
.5 RD/WT
.5 RD/WT
.5 RD/WT
.5 RD/WT
.5 RD/WT
.5 RD/WT
.5 RD/WT
1 RD/WT
FUEL INJECTORS
NO. 1
NO. 3
NO. 5
NO. 2
NO. 4
NO. 6
1
EVAPORATIVE PURGE VALVE
2
IDLE SPEED ACTUATOR
.5 BR/WT
.5 BR/WT
.5 BR/WT
.5 BR/YL
.5 BR/YL
.5 BR/YL
A/C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


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
1 GN/BU
S121
.5 GN/BU
G
TO OXYGEN SENSOR PAGE 1360-7
ANTILOCK BRAKING SYSTEM (ABS)
A/C COMPRESSOR CONTROL
SPEED OUTPUT
INSTRUMENT CLUSTER PRINTED CIRCUIT
10
C2
.75 YL/BU
.75 BK/RD
.5 BU/YL
17
C101
1
C136
14
C101
.75 BK/YL
.5 BK/GY
.5 BK/WT
.5 BR/GN
50
40
29
23
TIMING RETARDING INPUT FOR OVERRUN TORQUE REDUCTION
A/C ON INPUT
SPEED SIGNAL INPUT
OXYGEN SENSOR HEATER CONTROL
SOLID STATE
GROUNDS
MOTRONIC CONTROL UNIT
COOLANT TEMPERATURE INPUT
CLOSED THROTTLE INPUT
WIDE OPEN THROTTLE INPUT
2
14
24
45
52
53
.5 BR/RD
.5 BR/BU
.5 BR/BK
1
C191
1
1
3
2.5 BR
2.5 BR
1.5 BR
NTC
COOLANT TEMPERATURE SENSOR
LL
VL
CLOSED
WIDE OPEN
THROTTLE SWITCH
2
.5 BR
2
C191
2
.5 BR/OR
S701
1.5 BR/OR
.5 BR
1 BR/OR
GROUND DISTRIBUTION
G103

3435-0 BRAKE WARNING SYSTEM



EARLY PRODUCTION



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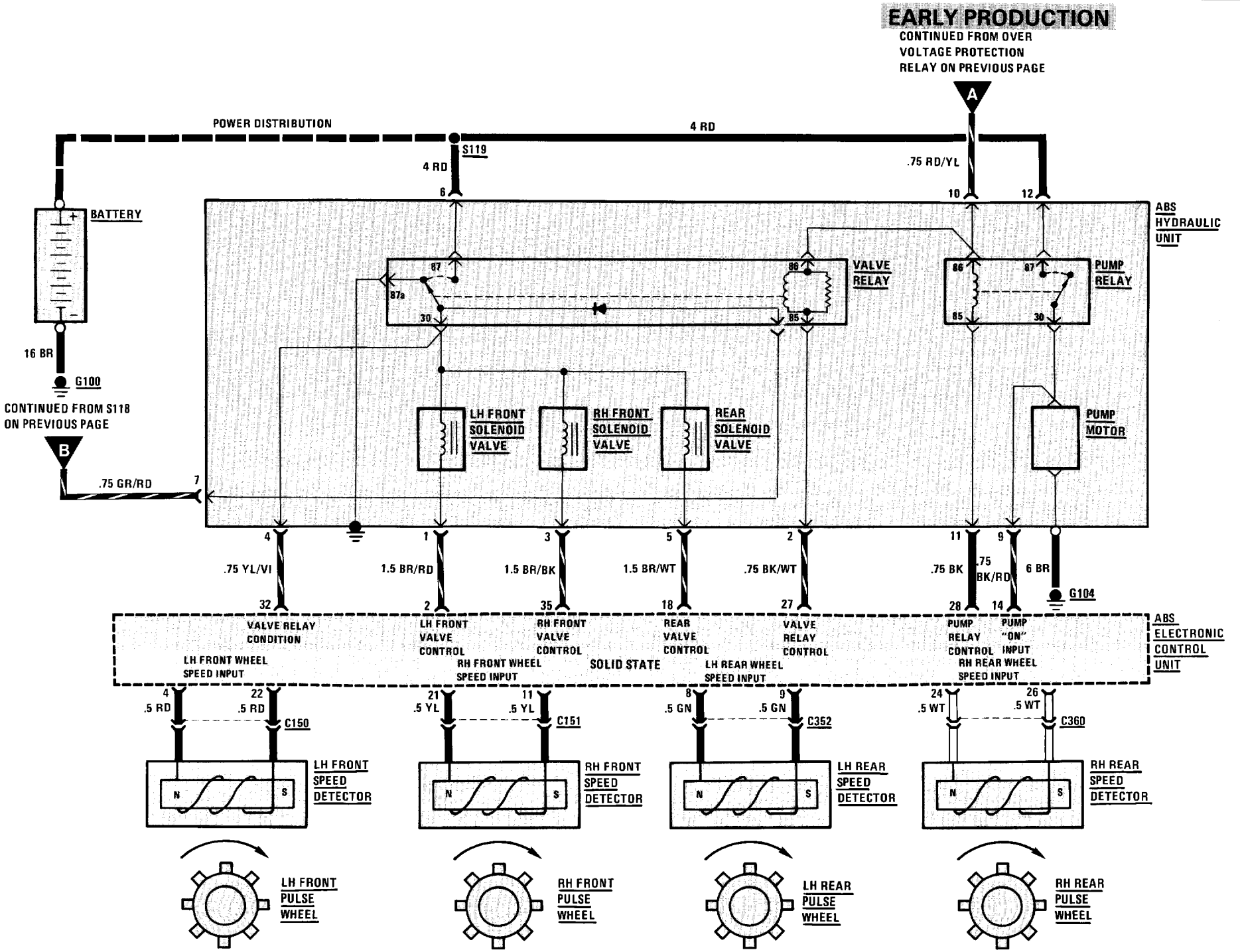
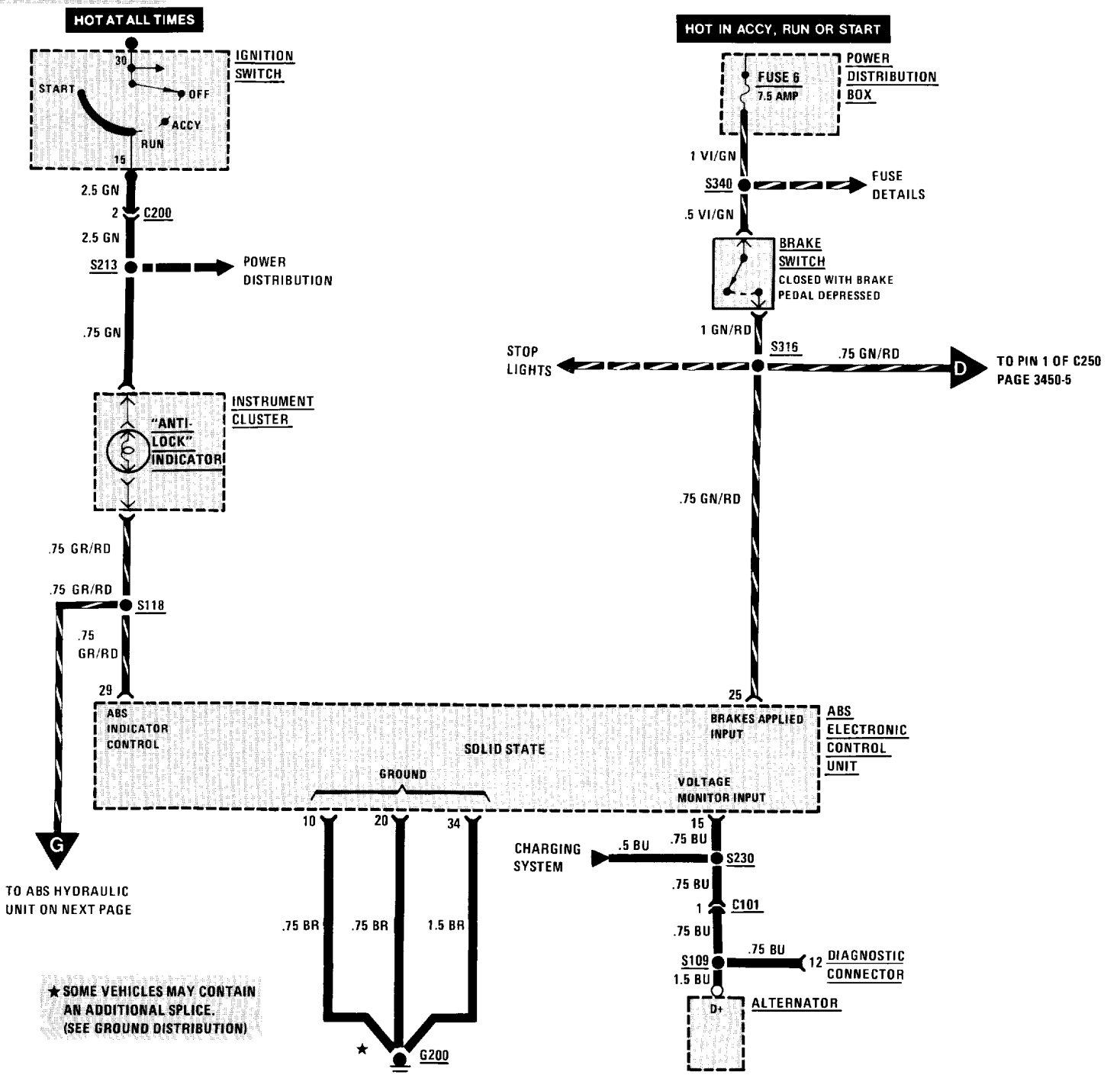


LATE PRODUCTION



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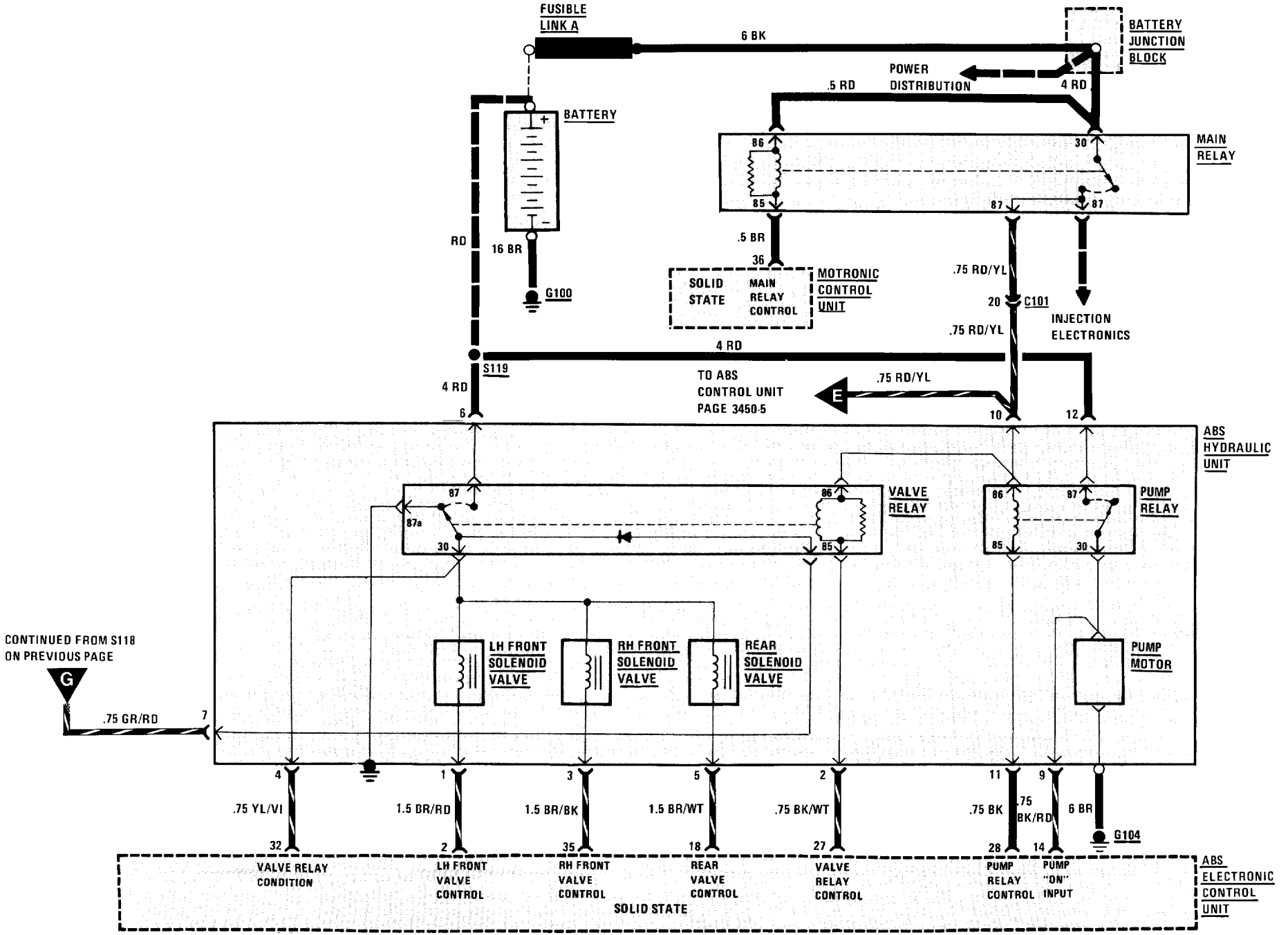
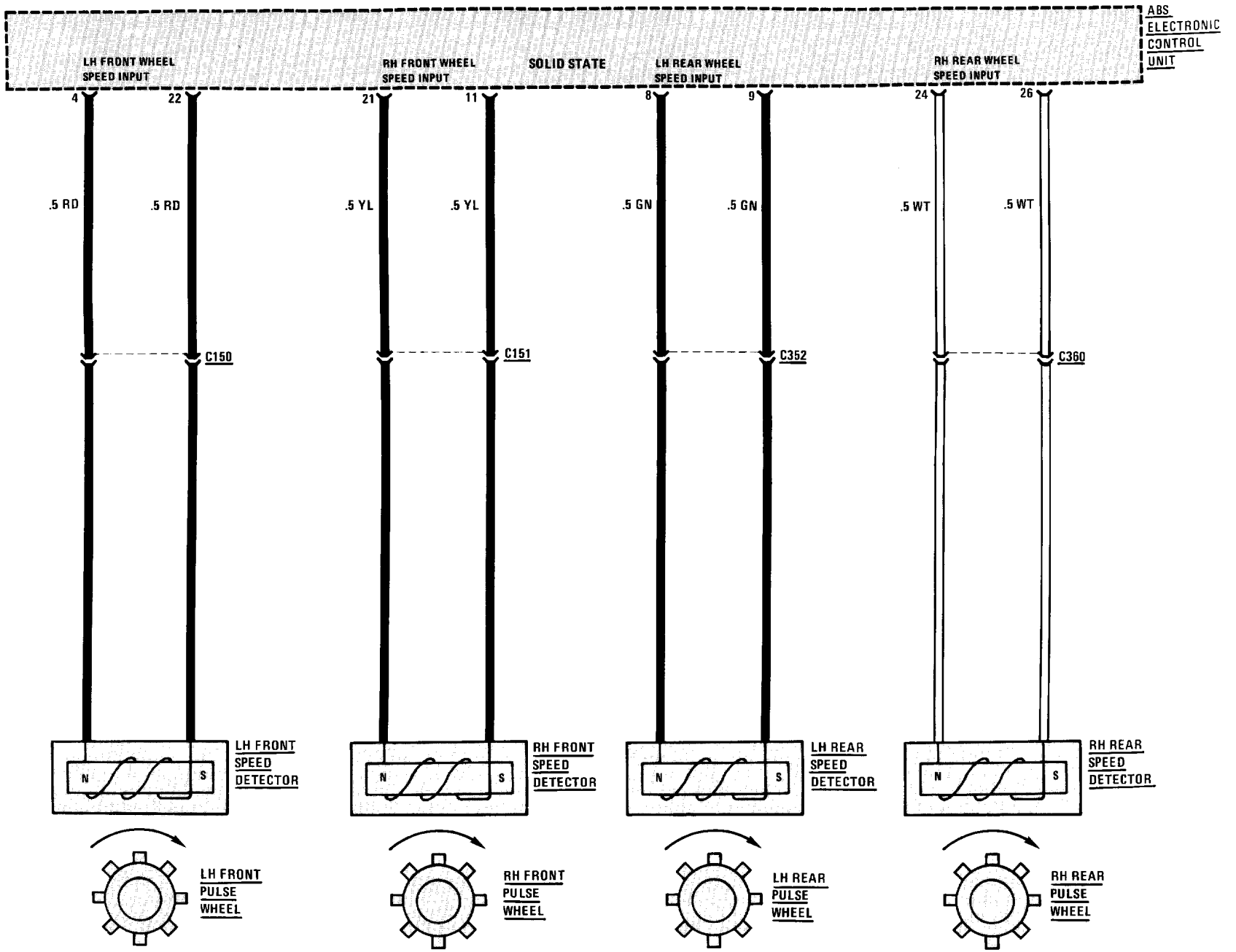
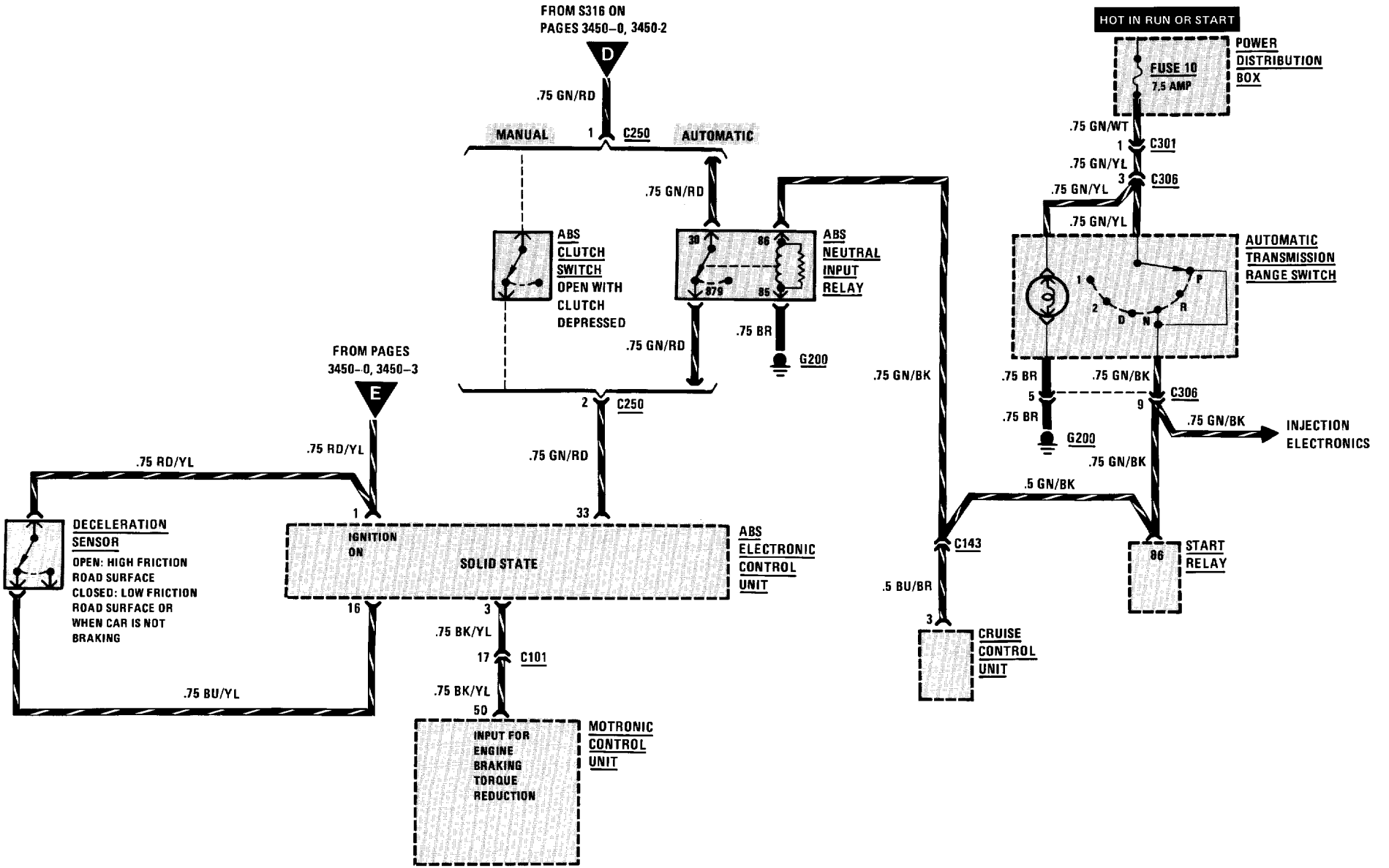
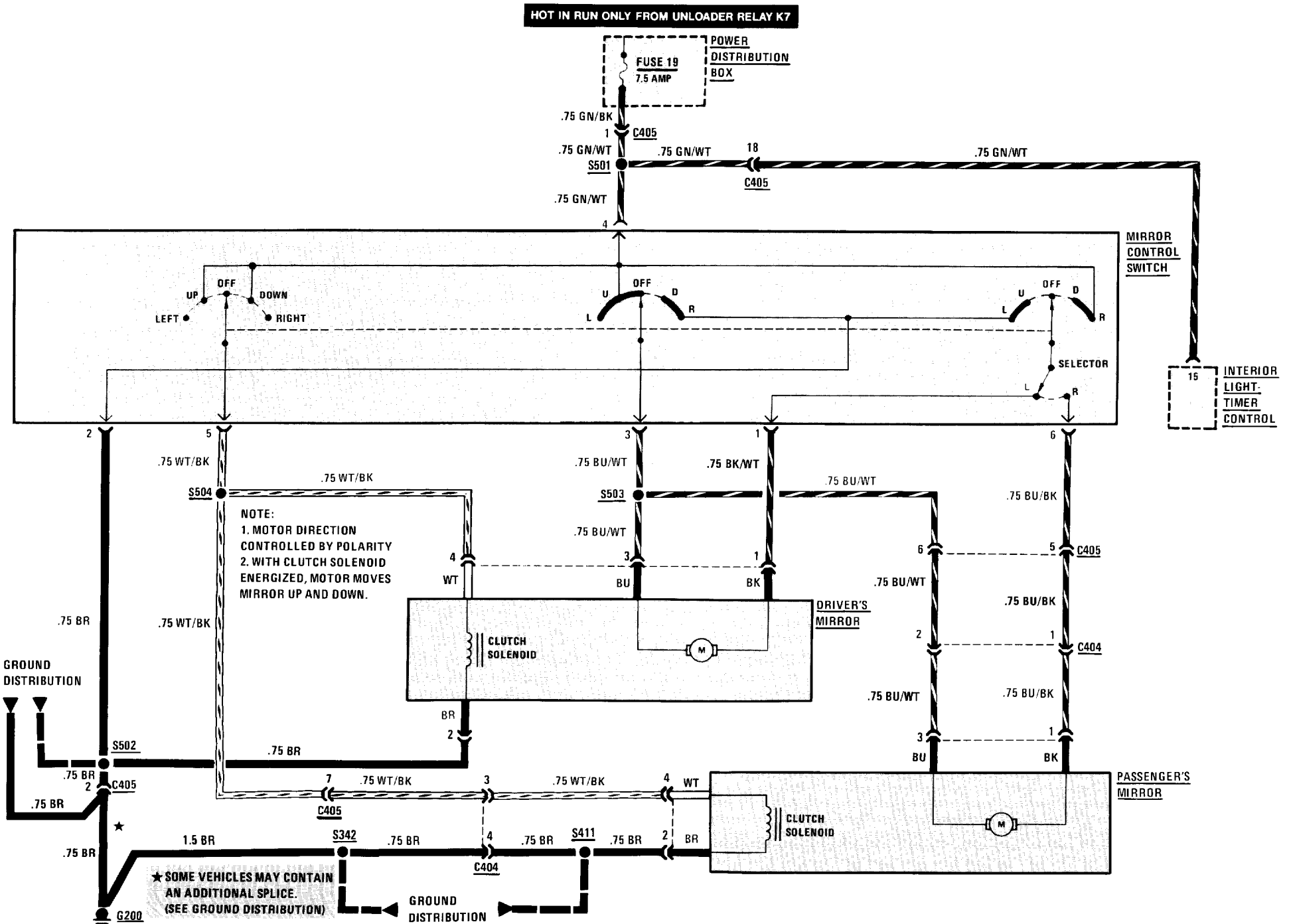


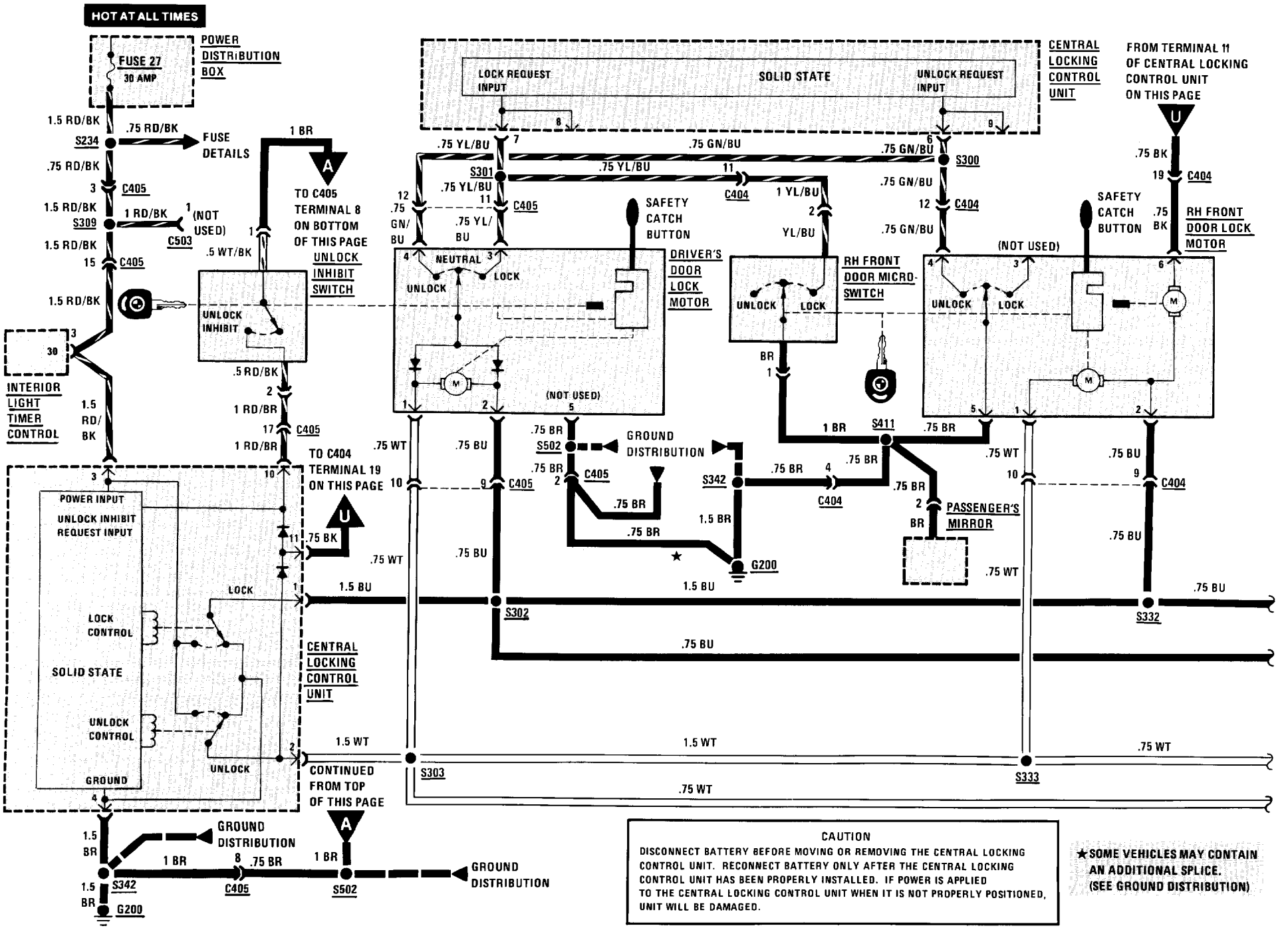
LATE PRODUCITON



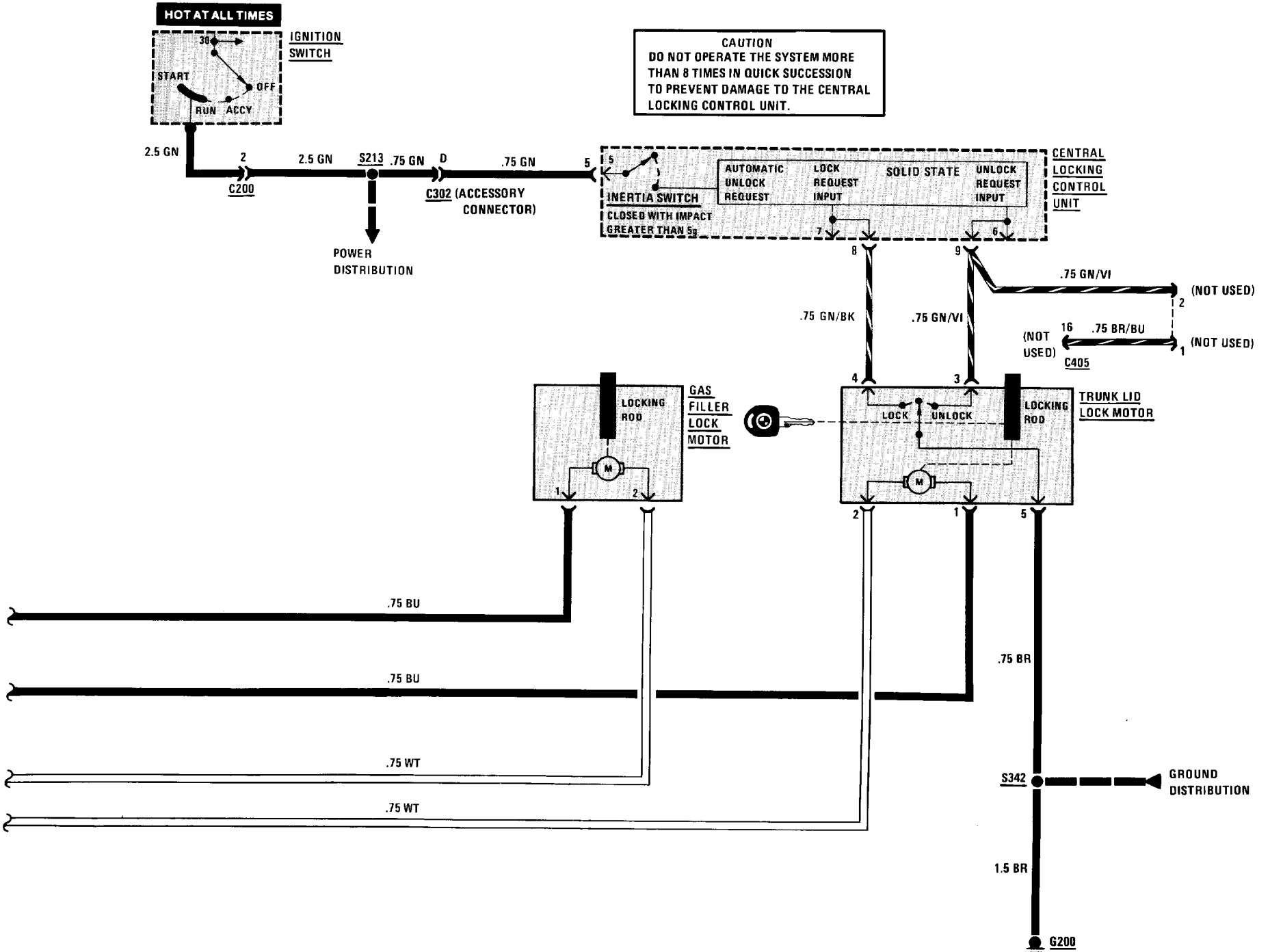

FROM S316 ON
PAGES 3450–0, 3450-2
D
.75 GN/RD
MANUAL
1
C250
AUTOMATIC
.75 GN/RD
ABS CLUTCH SWITCH OPEN WITH CLUTCH DEPRESSED
30
86
87a
85
ABS NEUTRAL INPUT RELAY
.75 BR
G200
.75 GN/RD
2
C250
FROM PAGES
3450–0, 3450–3
E
.75 RD/YL
.75 RD/YL
1
.75 GN/RD
33
DECELERATION SENSOR
OPEN: HIGH FRICTION ROAD SURFACE
CLOSED: LOW FRICTION ROAD SURFACE OR WHEN CAR IS NOT BRAKING
IGNITION ON
SOLID STATE
ABS ELECTRONIC CONTROL UNIT
16
3
.75 BK/YL
17
C101
.75 BK/YL
50
.75 BU/YL
INPUT FOR ENGINE BRAKING TORQUE REDUCTION
MOTRONIC CONTROL UNIT
.75 GN/BK
C143
.5 BU/BR
3
CRUISE CONTROL UNIT
HOT IN RUN OR START
FUSE 10
7.5 AMP
POWER DISTRIBUTION BOX
.75 GN/WT
1
C301
.75 GN/YL
3
C306
.75 GN/YL
.75 GN/YL
AUTOMATIC TRANSMISSION RANGE SWITCH
P
R
N
D
2
1
.75 BR
5
.75 BR
G200
.75 GN/BK
9
C306
.75 GN/BK
INJECTION ELECTRONICS
.75 GN/BK
.5 GN/BK
86
START RELAY


HOT IN RUN ONLY FROM UNLOADER RELAY K7
POWER DISTRIBUTION BOX
FUSE 19
7.5 AMP
.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
INTERIOR LIGHT-TIMER CONTROL
15
2
5
3
1
6
.75 WT/BK
.75 BU/WT
.75 BK/WT
.75 BU/BK
S504
S503
NOTE:
1. MOTOR DIRECTION CONTROLLED BY POLARITY
2. WITH CLUTCH SOLENOID ENERGIZED, MOTOR MOVES MIRROR UP AND DOWN.
WT
BU
BK
DRIVER'S MIRROR
CLUTCH SOLENOID
M
C405
C404
.75 BR
GROUND DISTRIBUTION
BR
S502
C405
7
3
4
WT
S342
S411
1.5 BR
C404
★SOME VEHICLES MAY CONTAIN AN ADDITIONAL SPLICE. (SEE GROUND DISTRIBUTION)
G200
PASSENGER'S MIRROR

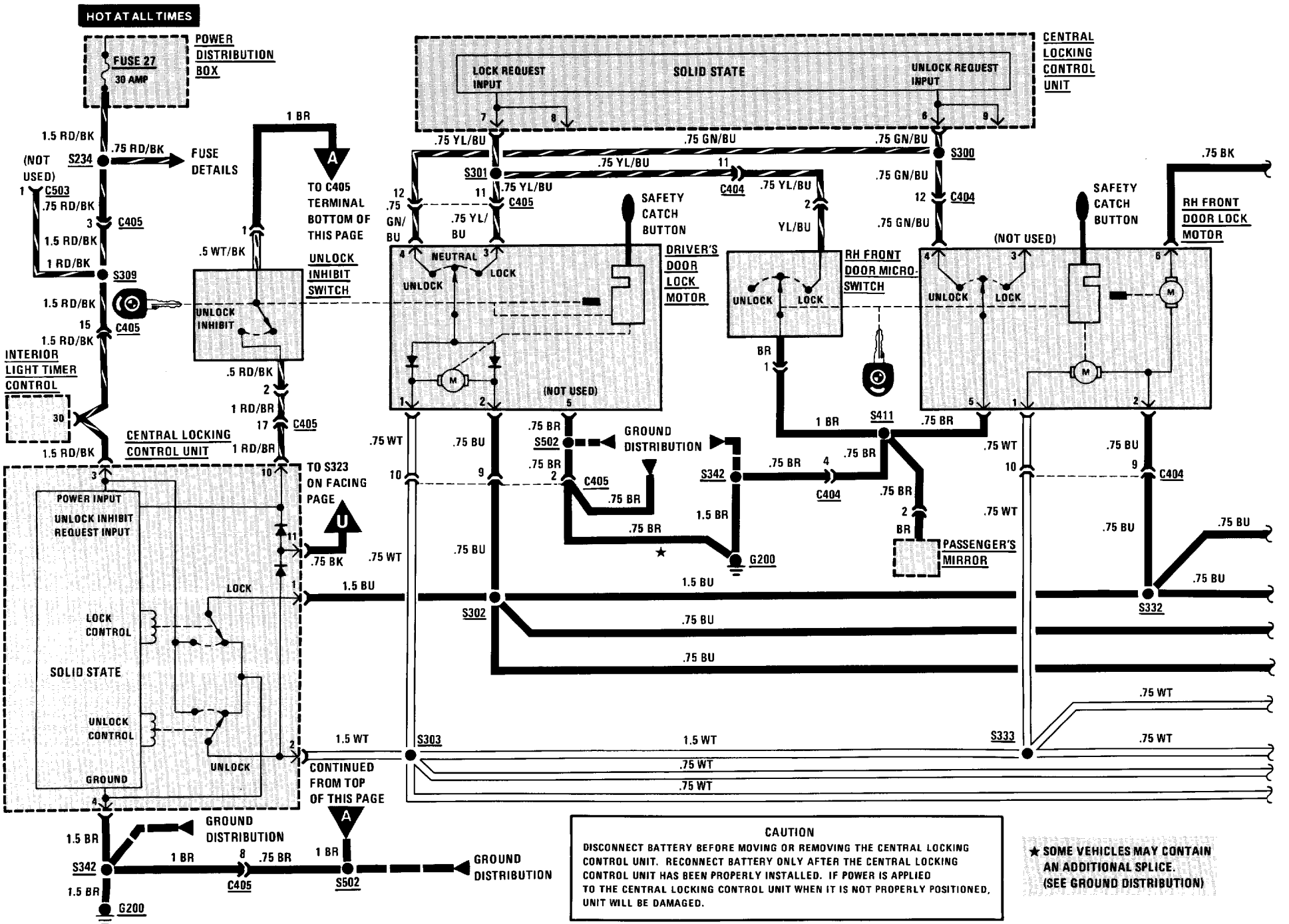
2 DOOR (SELECT)



2 DOOR (CONTROL)



4 DOOR (SELECT)

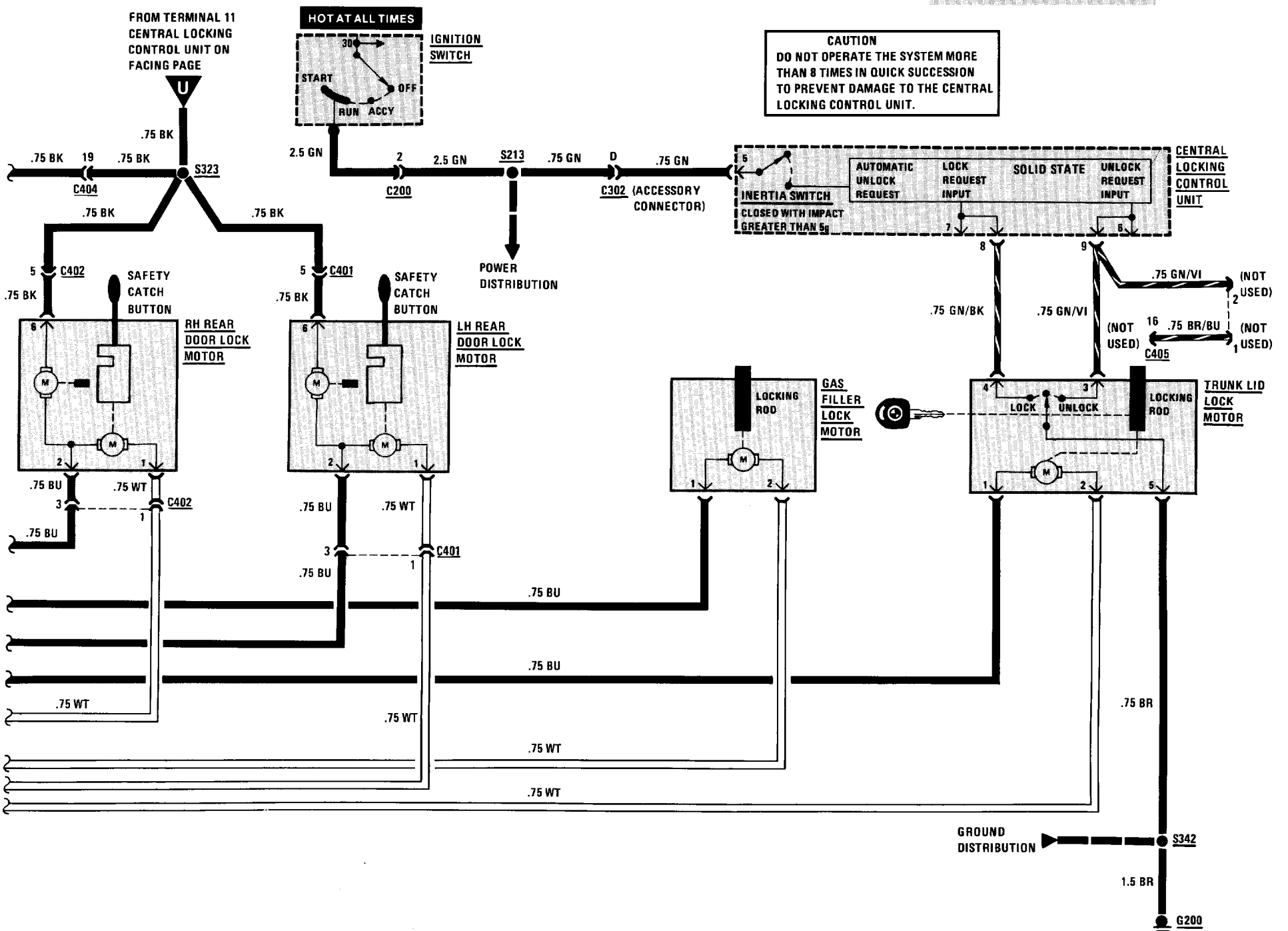


CAUTION

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.

★ SOME VEHICLES MAY CONTAIN AN ADDITIONAL SPLICE. (SEE GROUND DISTRIBUTION)

4 DOOR (CONTROL)



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, 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 voltages are correct, proceed to Table 2.

1. Check wire to terminal 3 for an open.
2. Check 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 wire from terminal 1 to splice and 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 wires from terminal 10 to ground for opens (see schematic). Replace the Unlock Inhibit Switch if the wires and connections are OK.

1. Check wires from terminal 11 for opens (see schematic). Replace the Central Locking Control Unit if 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 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 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 activates the Unlock Relay and applies voltage from Fuse 27, through terminal 2 to the Lock Motor. The motor is grounded through the BU wire, Central Locking Control Unit terminal 1. The polarity is reversed and the motor pushes the lock up.

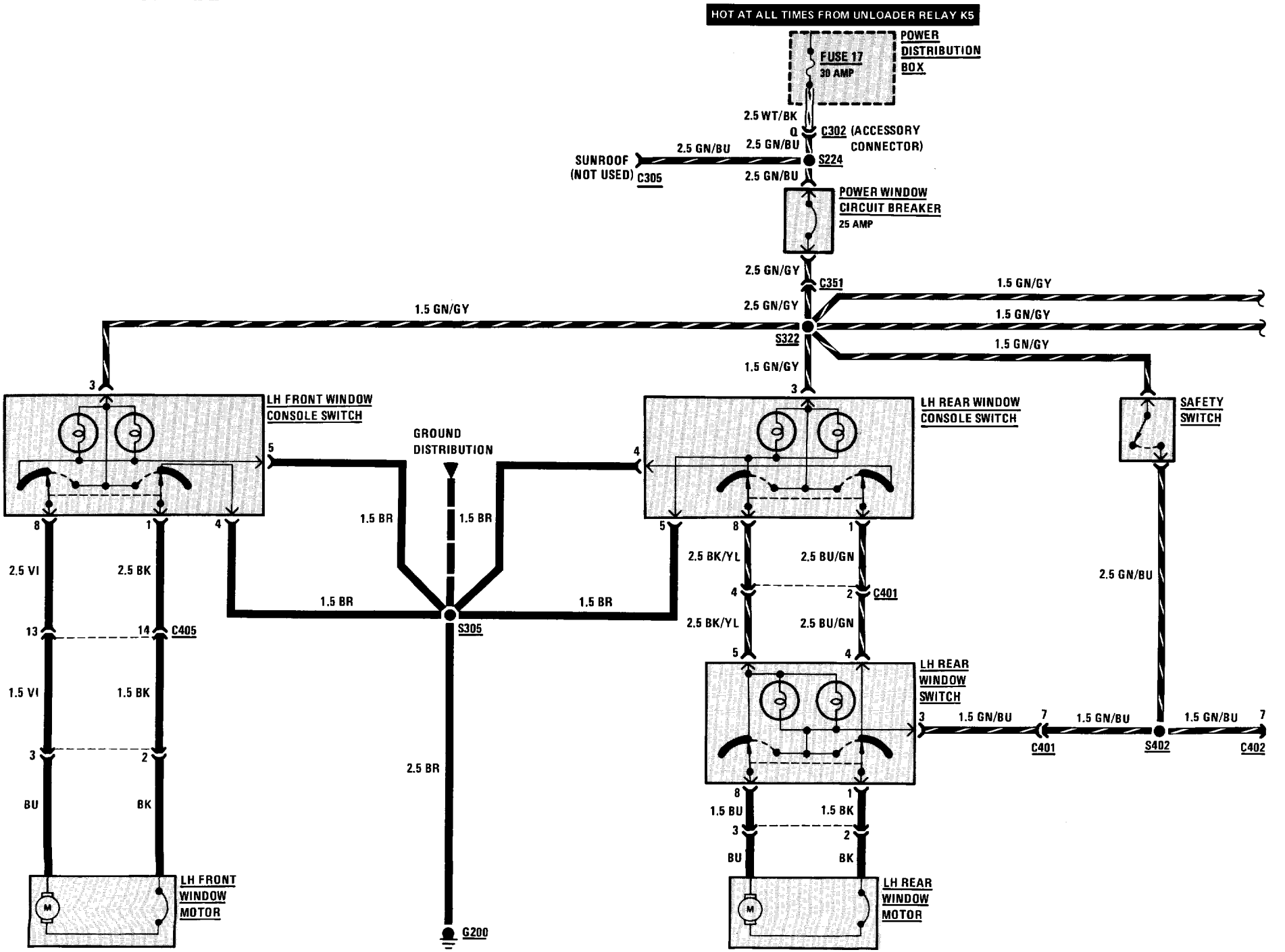
Unlock Inhibit

When the key is inserted into the Driver's Lock and turned clockwise past the LOCK position, the Unlock Inhibit mechanism is engaged. Mechanically inserting a bar into the driver's lock 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 activated and engage the other Unlock Inhibit mechanisms. The direction of the motors is reversed when the doors are unlocked (see Unlock).

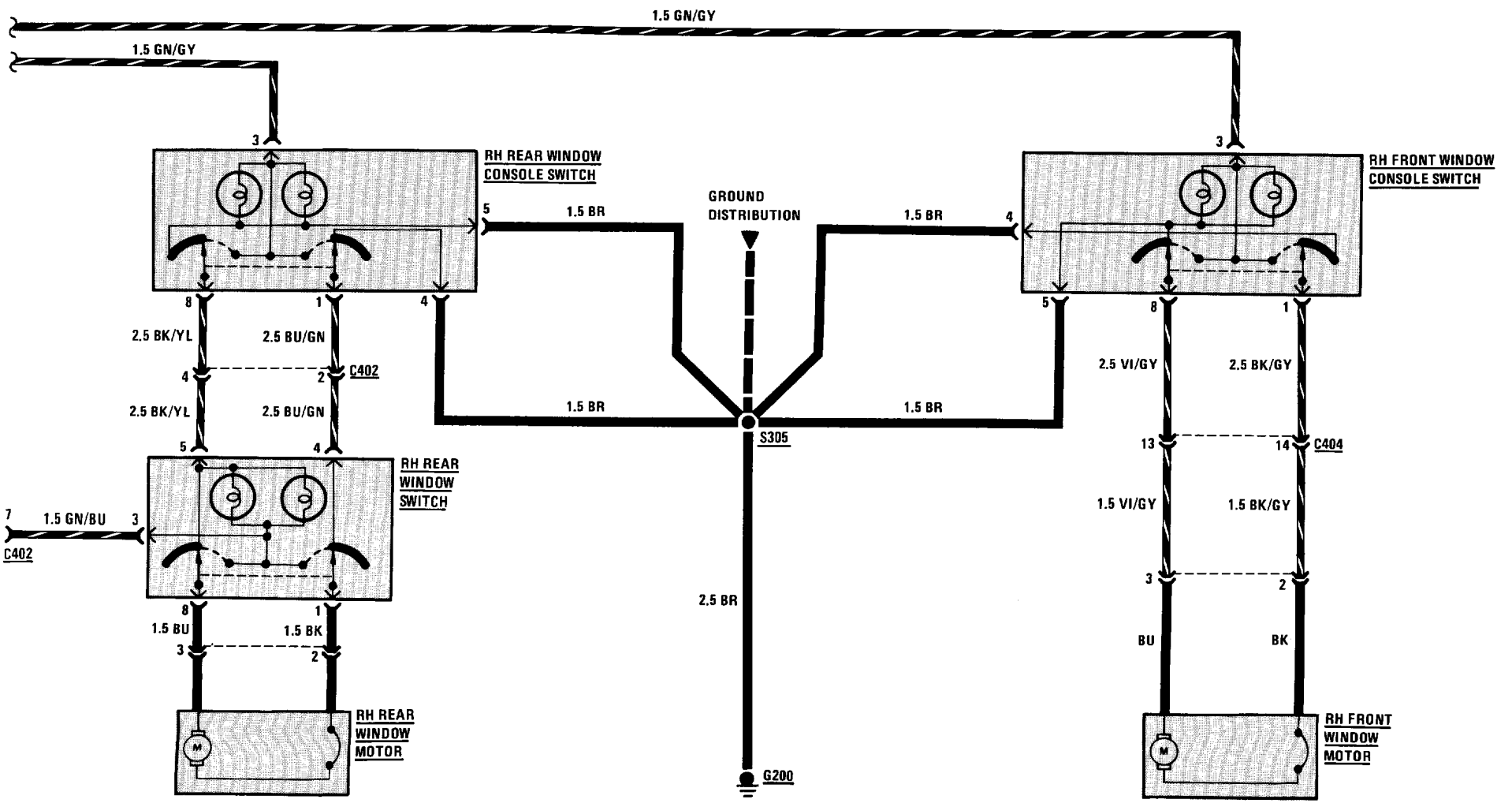
Trunk Lock

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

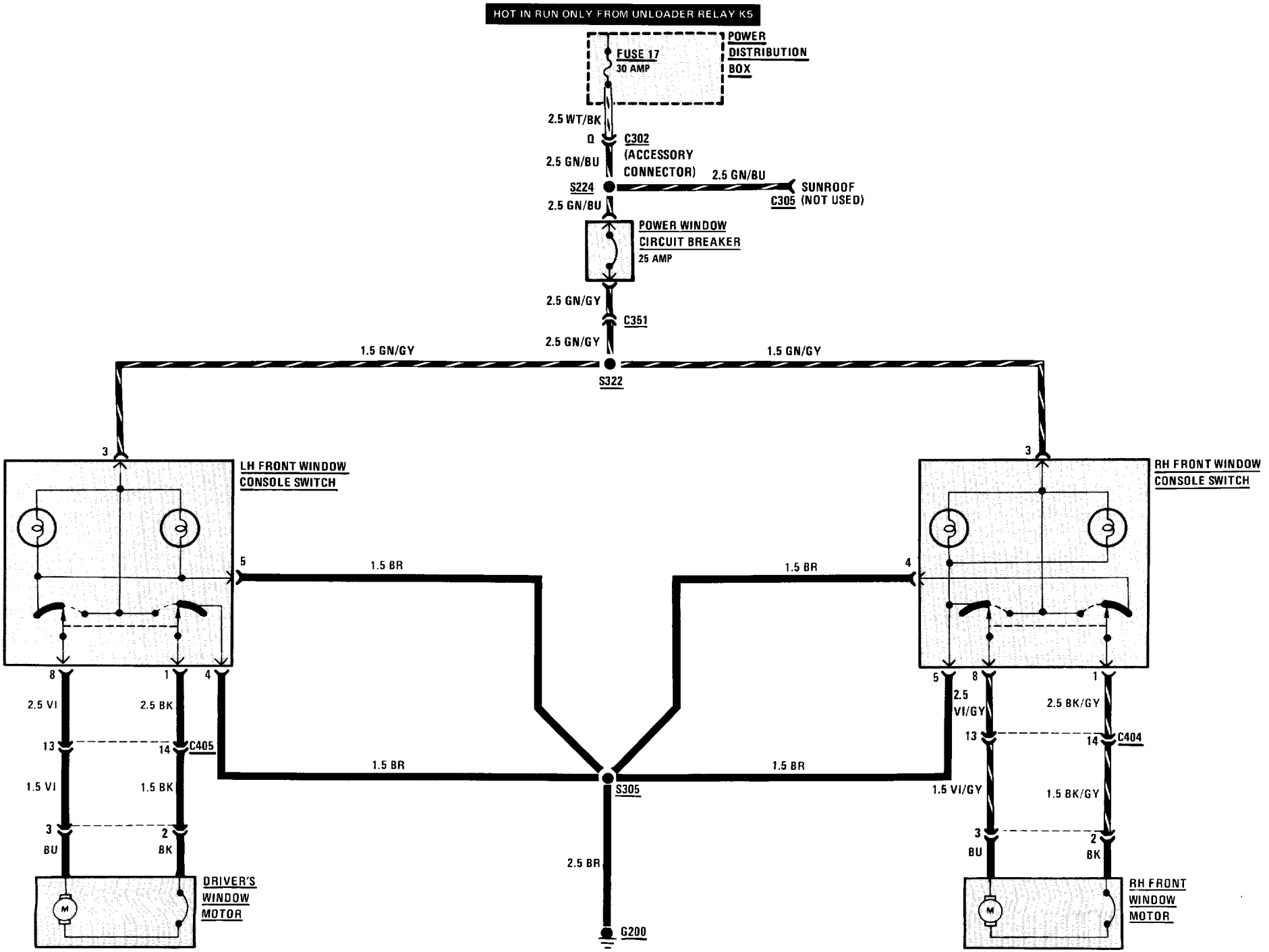
4 DOOR


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 (NOT USED) C305
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
S322
1.5 GN/GY
1.5 GN/GY
LH FRONT WINDOW CONSOLE SWITCH
LH REAR WINDOW CONSOLE SWITCH
SAFETY SWITCH
GROUND DISTRIBUTION
1.5 BR
1.5 BR
1.5 BR
1.5 BR
S305
2.5 VI
2.5 BK
2.5 BK/YL
2.5 BU/GN
C401
2.5 GN/BU
C405
1.5 VI
1.5 BK
LH REAR WINDOW SWITCH
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

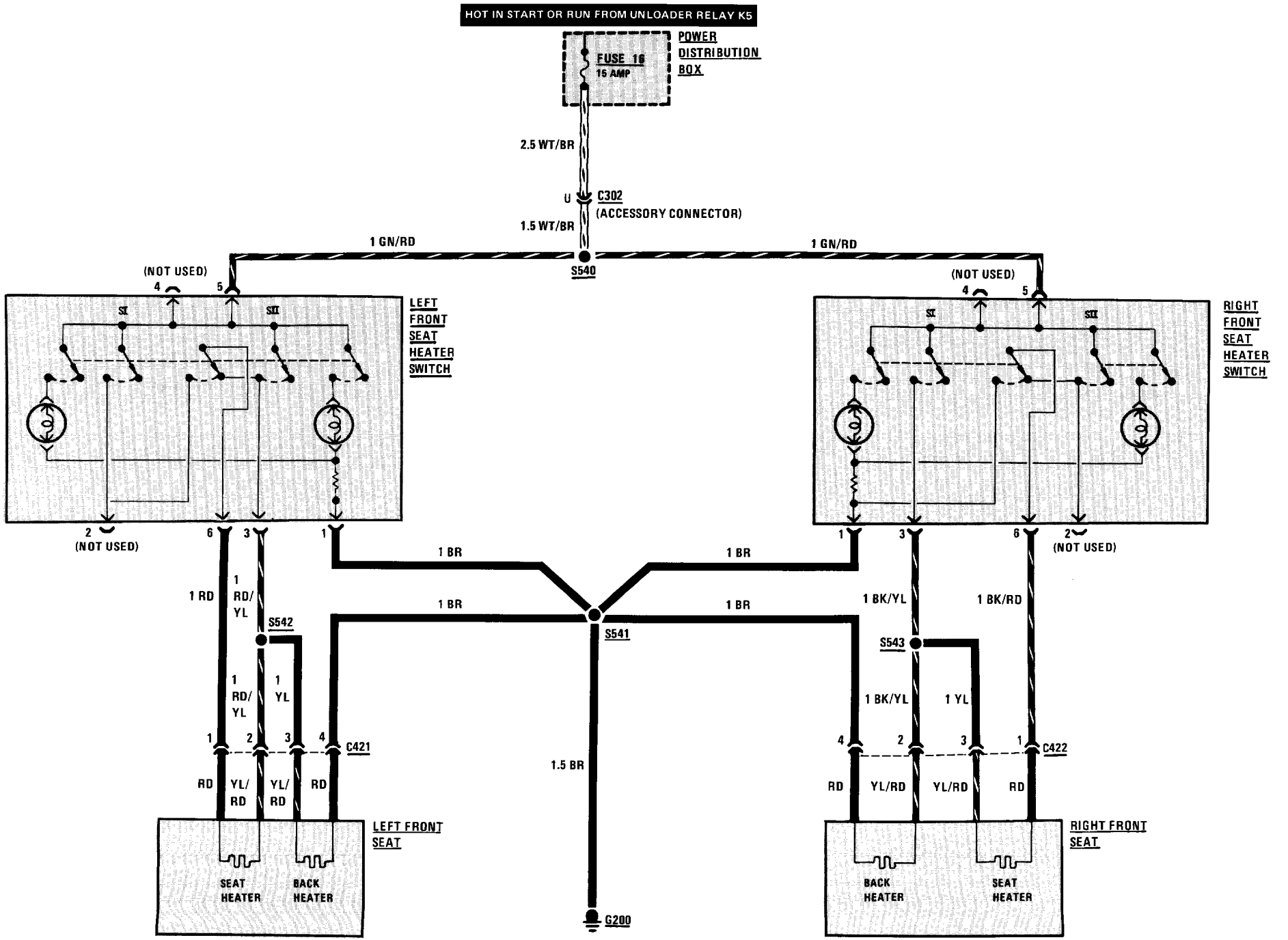
4 DOOR


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
3
2
2.5 BR
8
1
1.5 BU
1.5 BK
BU
BK
3
2
RH REAR WINDOW MOTOR
G200
RH FRONT WINDOW MOTOR

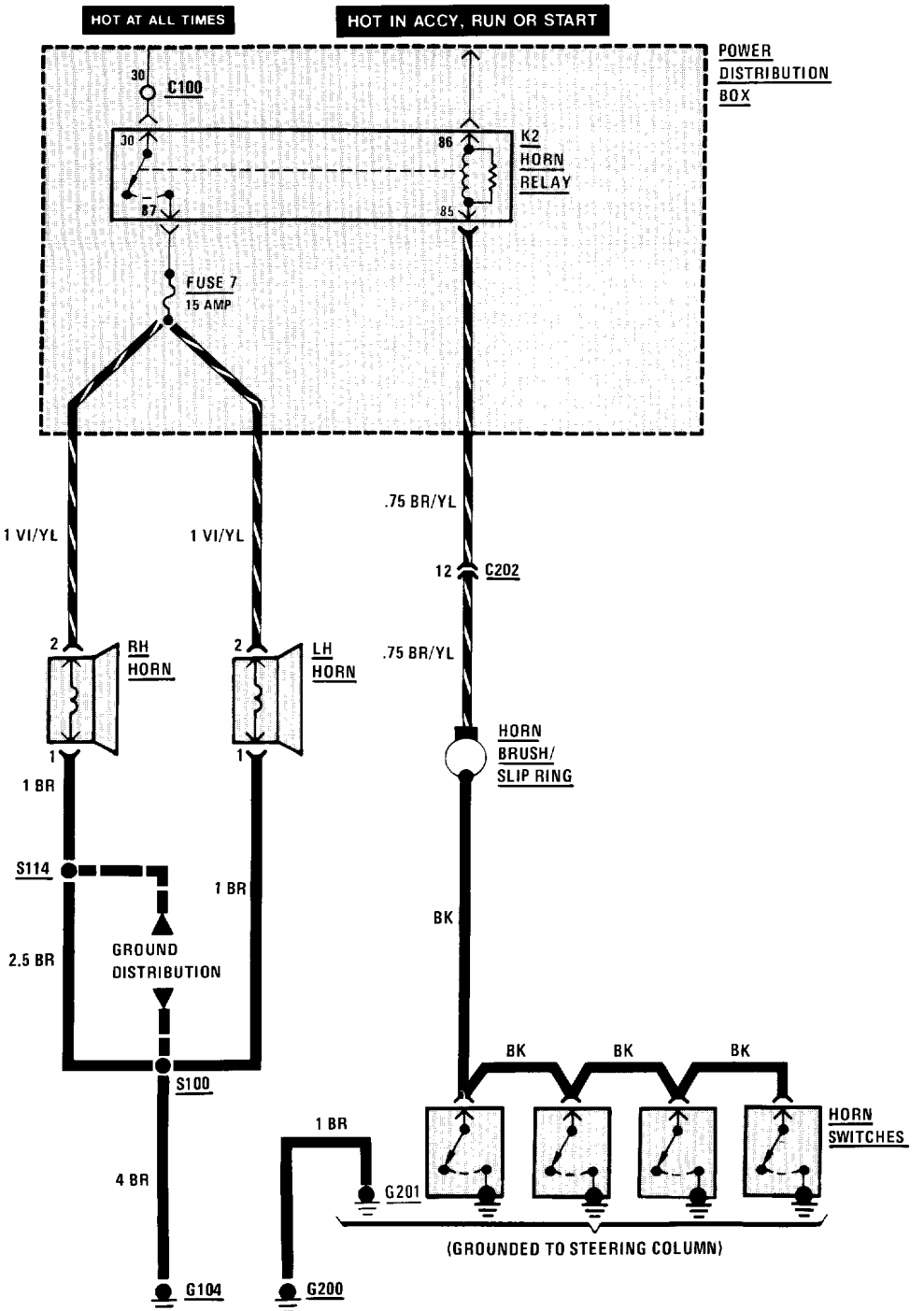
2 DOOR


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
S224
2.5 GN/BU
SUNROOF
C305 (NOT USED)
POWER WINDOW CIRCUIT BREAKER
25 AMP
2.5 GN/GY
C351
1.5 GN/GY
S322
LH FRONT WINDOW CONSOLE SWITCH
RH FRONT WINDOW CONSOLE SWITCH
1.5 BR
2.5 VI
2.5 BK
C405
1.5 VI
1.5 BK
BU
BK
DRIVER'S WINDOW MOTOR
S305
2.5 BR
G200
2.5 VI/GY
2.5 BK/GY
C404
1.5 VI/GY
1.5 BK/GY
RH FRONT WINDOW MOTOR

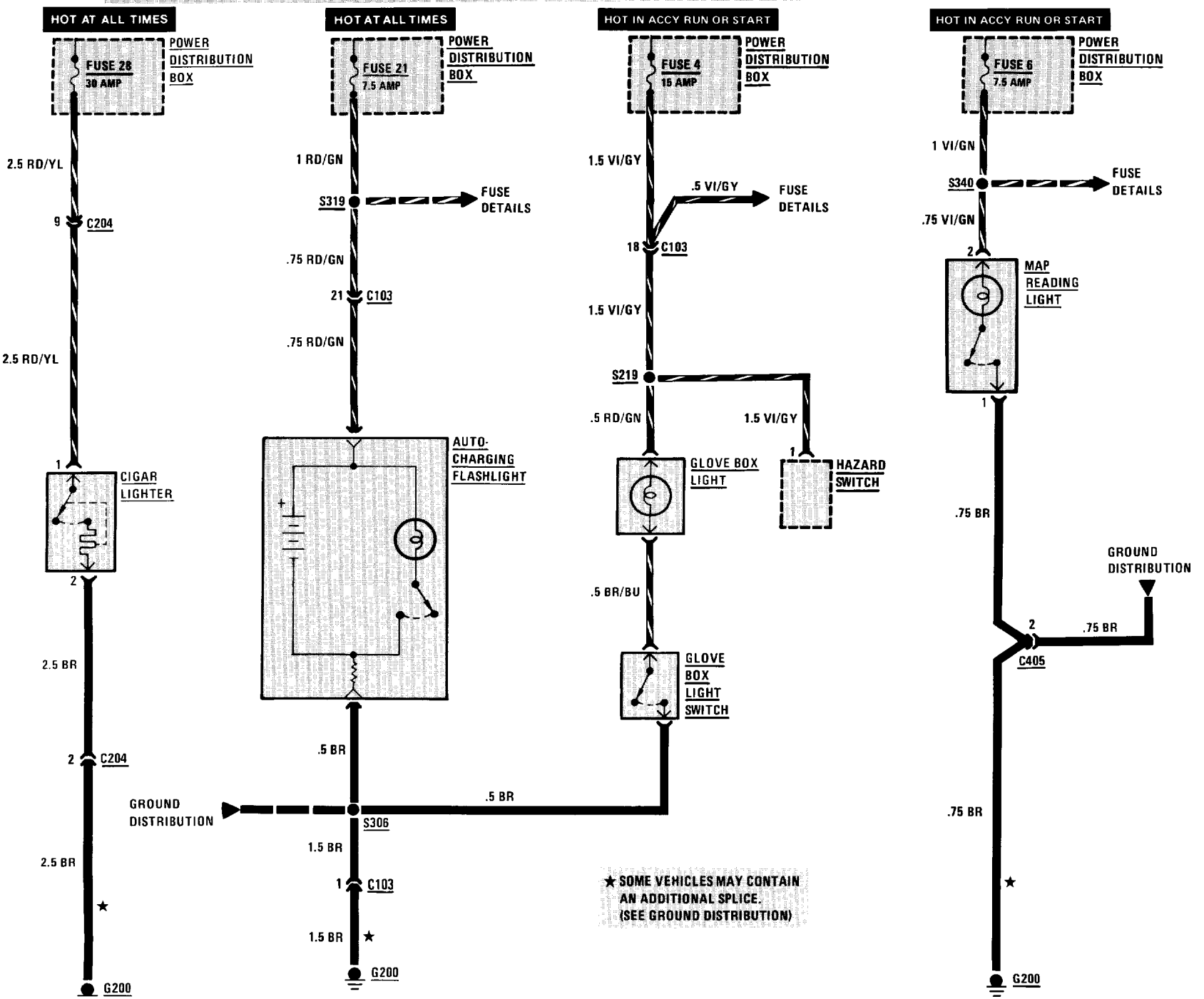
HEATED SEATS



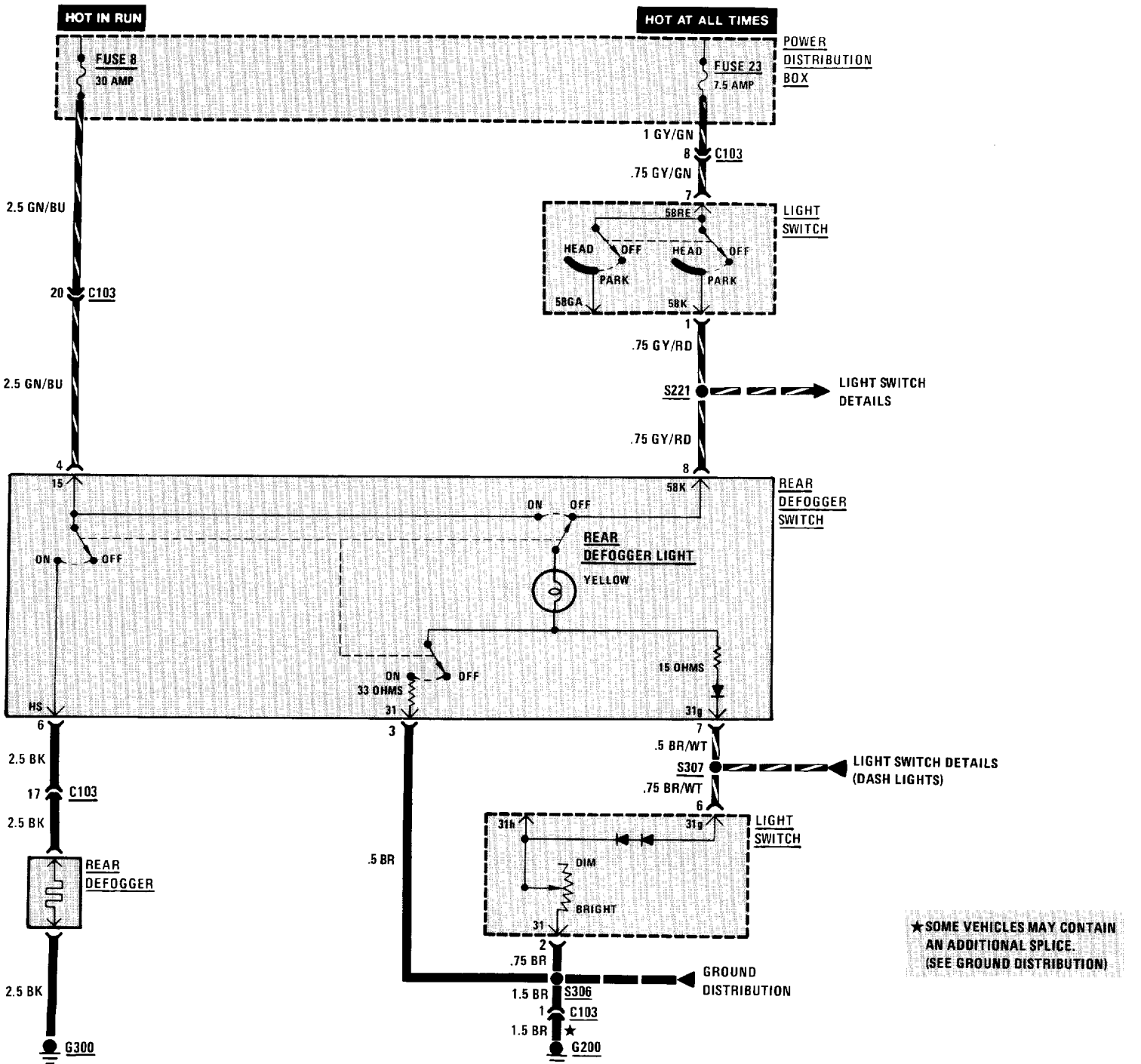
HORNS


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
HORN SWITCHES
1 BR
4 BR
G201
G104
G200
(GROUNDED TO STEERING COLUMN)

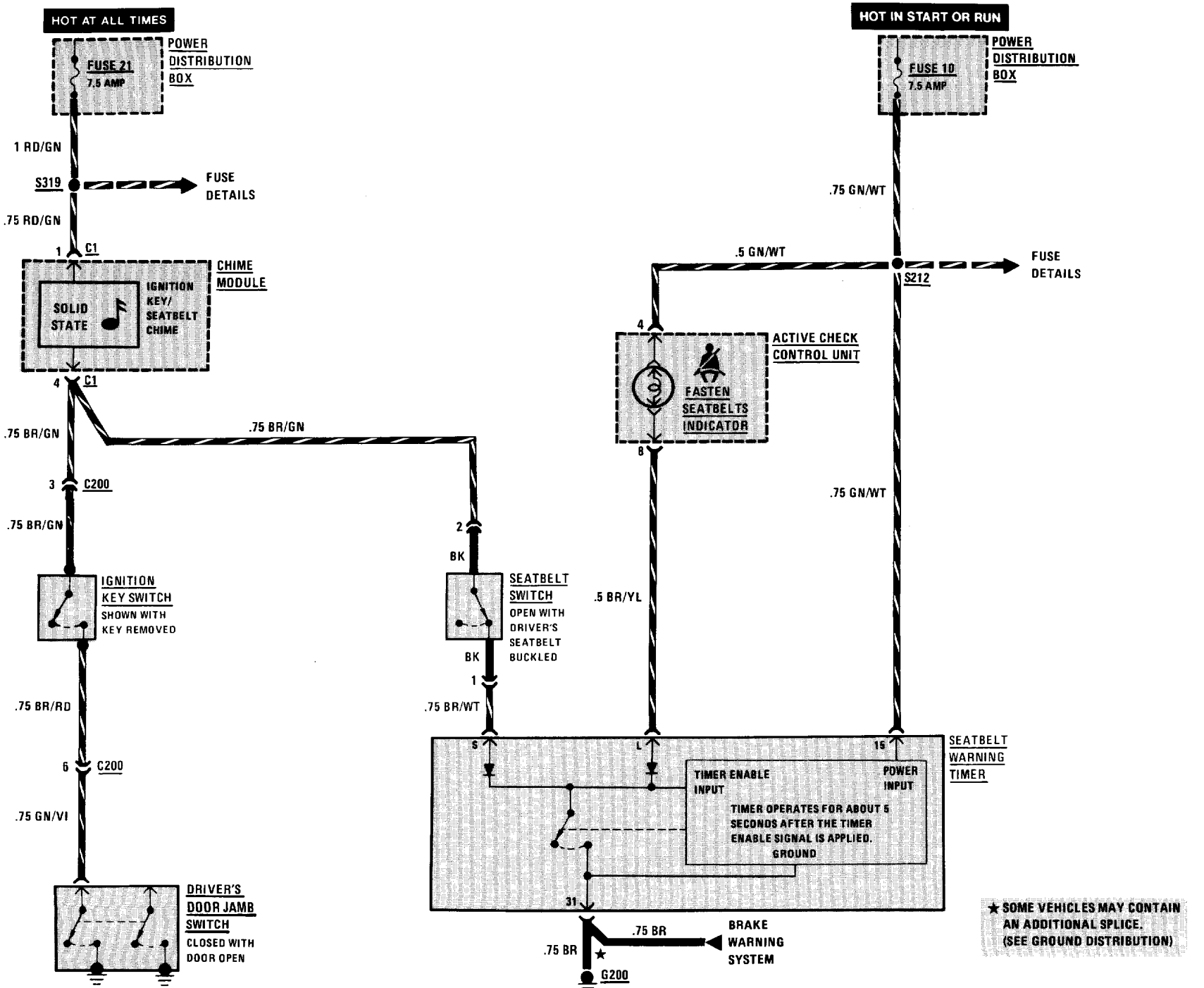
CIGAR LIGHTER/GLOVE BOX LIGHT/AUTO-CHARGING FLASHLIGHT/MAP READING LIGHT

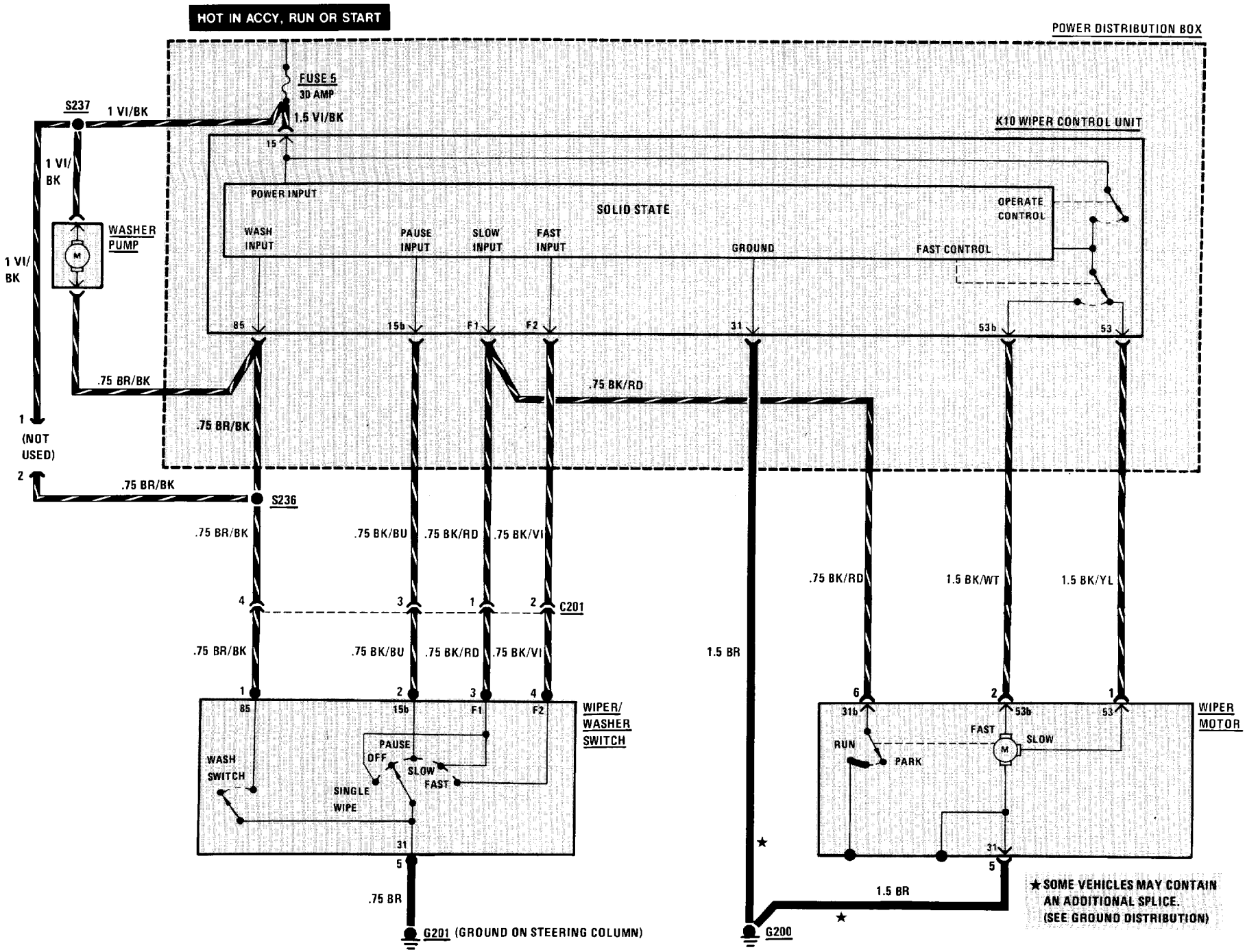


REAR DEFOGGER

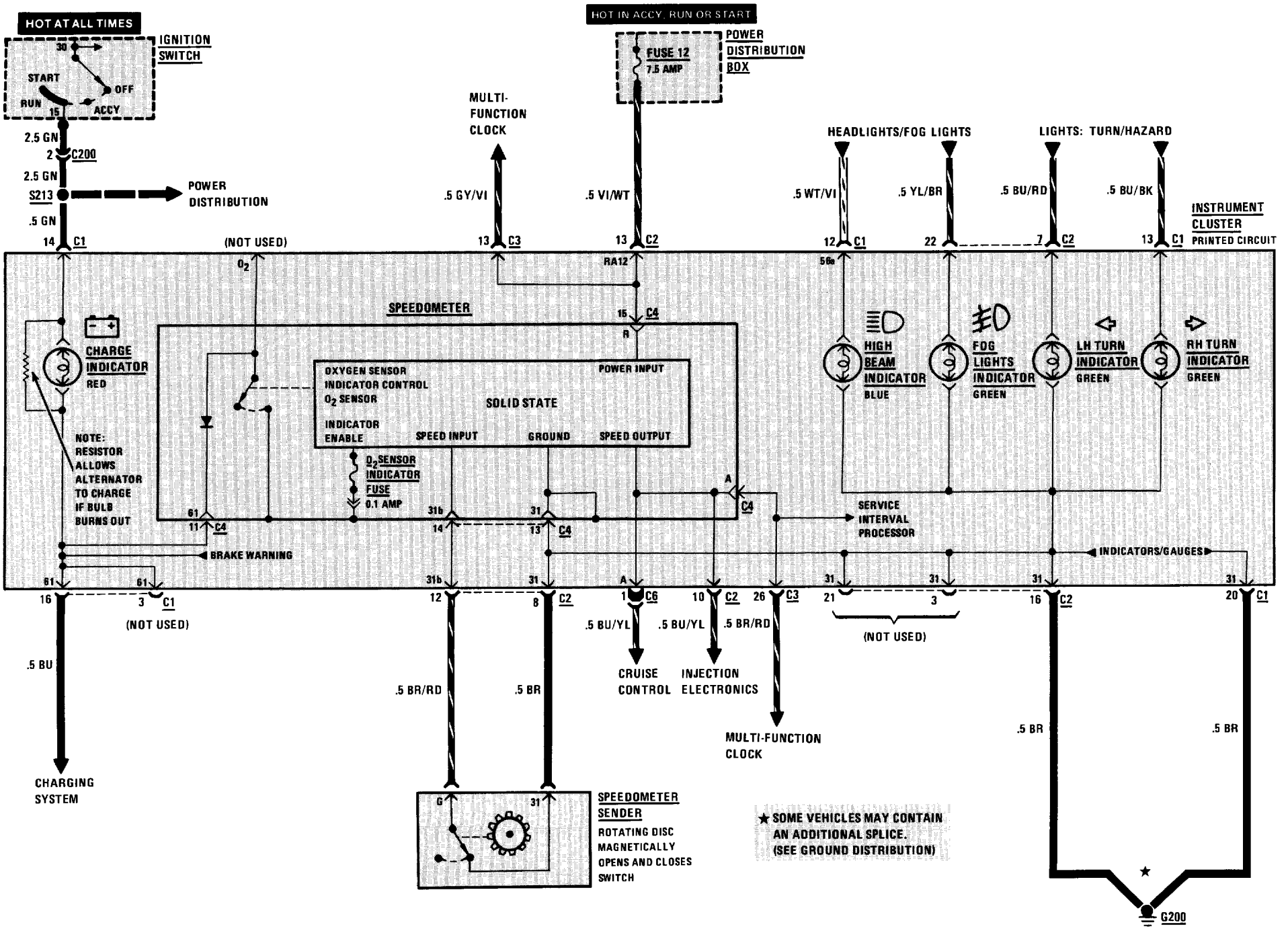


6131-0 IGNITION KEY WARNING/SEATBELT WARNING

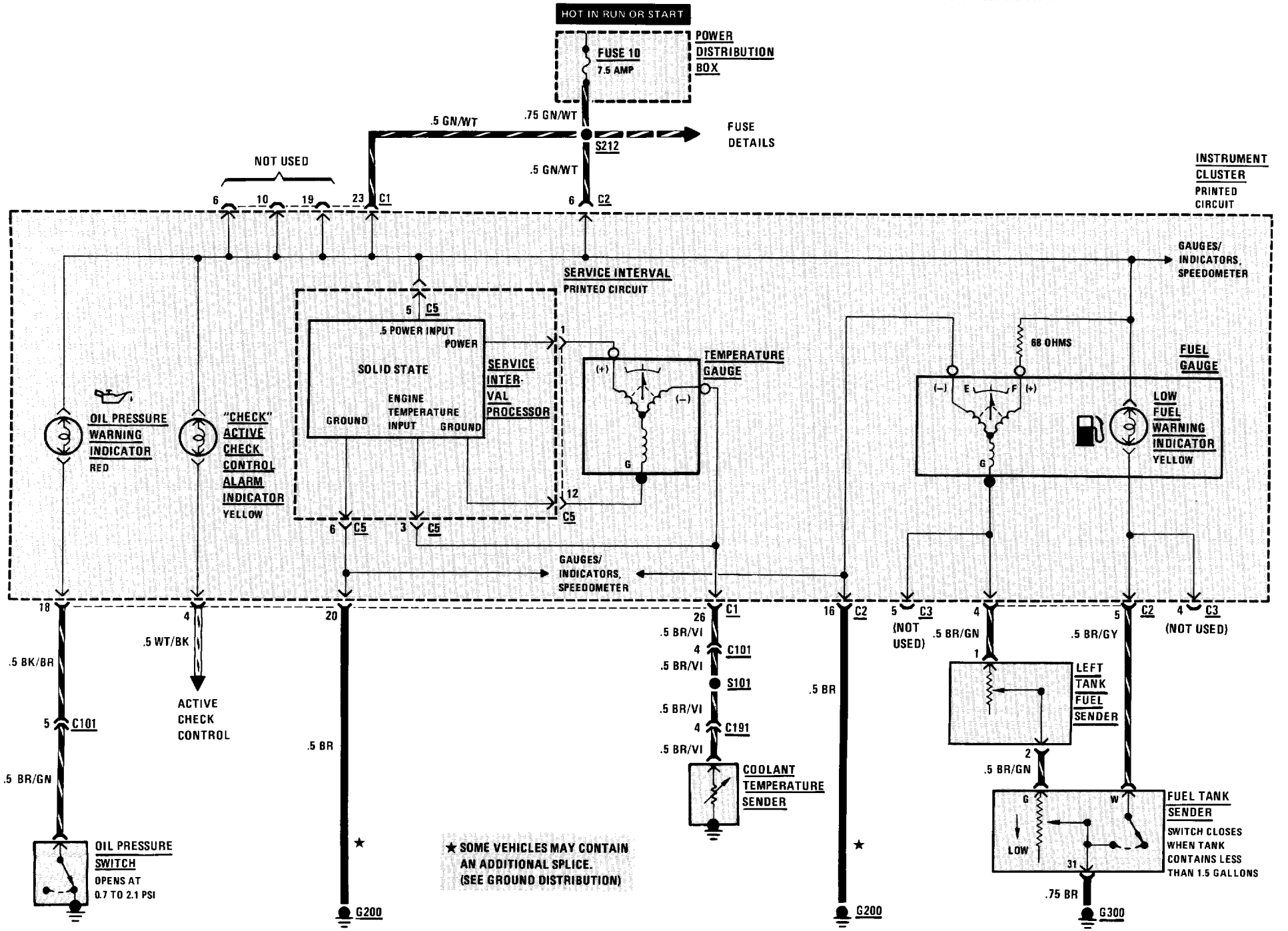



HOT IN ACCY, RUN OR START
POWER DISTRIBUTION BOX
FUSE 5
30 AMP
S237
1 VI/BK
1.5 VI/BK
15
K10 WIPER CONTROL UNIT
POWER INPUT
SOLID STATE
WASH INPUT
PAUSE INPUT
SLOW INPUT
FAST INPUT
GROUND
FAST CONTROL
OPERATE CONTROL
85
15b
F1
F2
31
53b
53
1 VI/ BK
WASHER PUMP
M
.75 BR/BK
.75 BK/RD
1 (NOT USED)
2
S236
.75 BK/BU
.75 BK/VI
C201
4
3
1
2
1.5 BR
.75 BK/RD
1.5 BK/WT
1.5 BK/YL
6
WIPER/ WASHER SWITCH
WASH SWITCH
PAUSE
OFF
SLOW
FAST
SINGLE WIPE
WIPER MOTOR
RUN
PARK
5
.75 BR
G201 (GROUND ON STEERING COLUMN)
G200
★SOME VEHICLES MAY CONTAIN AN ADDITIONAL SPLICE. (SEE GROUND DISTRIBUTION)

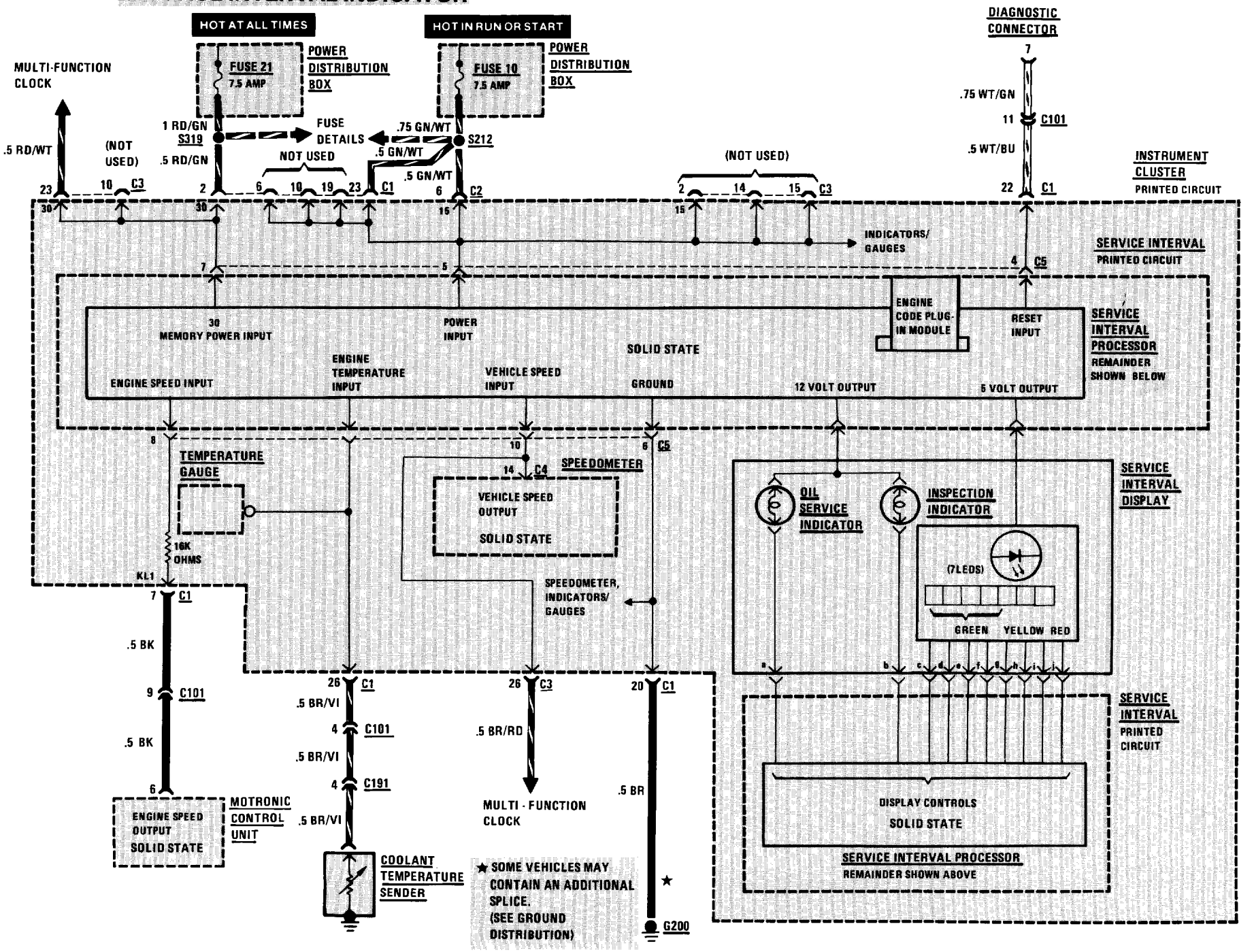
SPEEDOMETER/INDICATORS



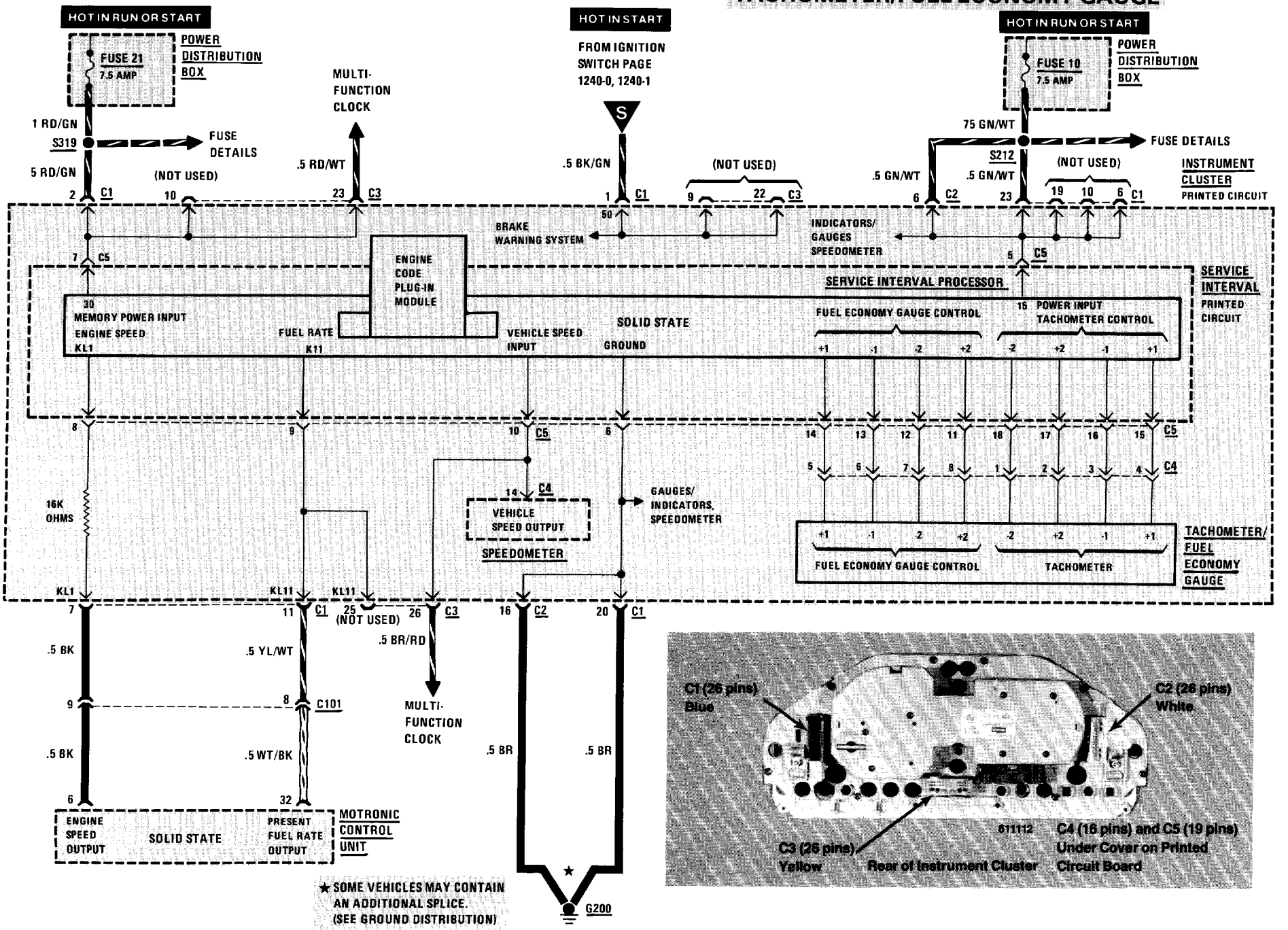
GAUGES/INDICATOR



SERVICE INTERVAL INDICATOR



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.

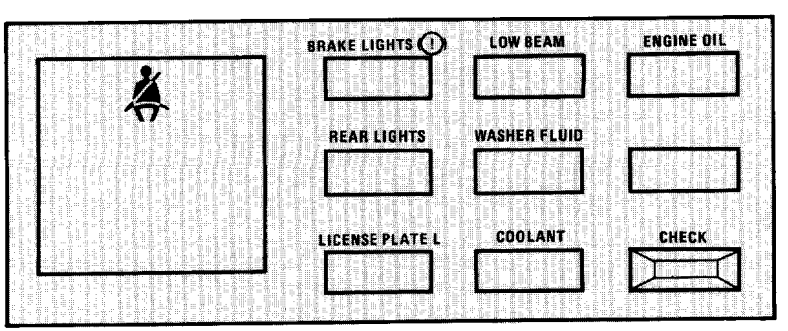
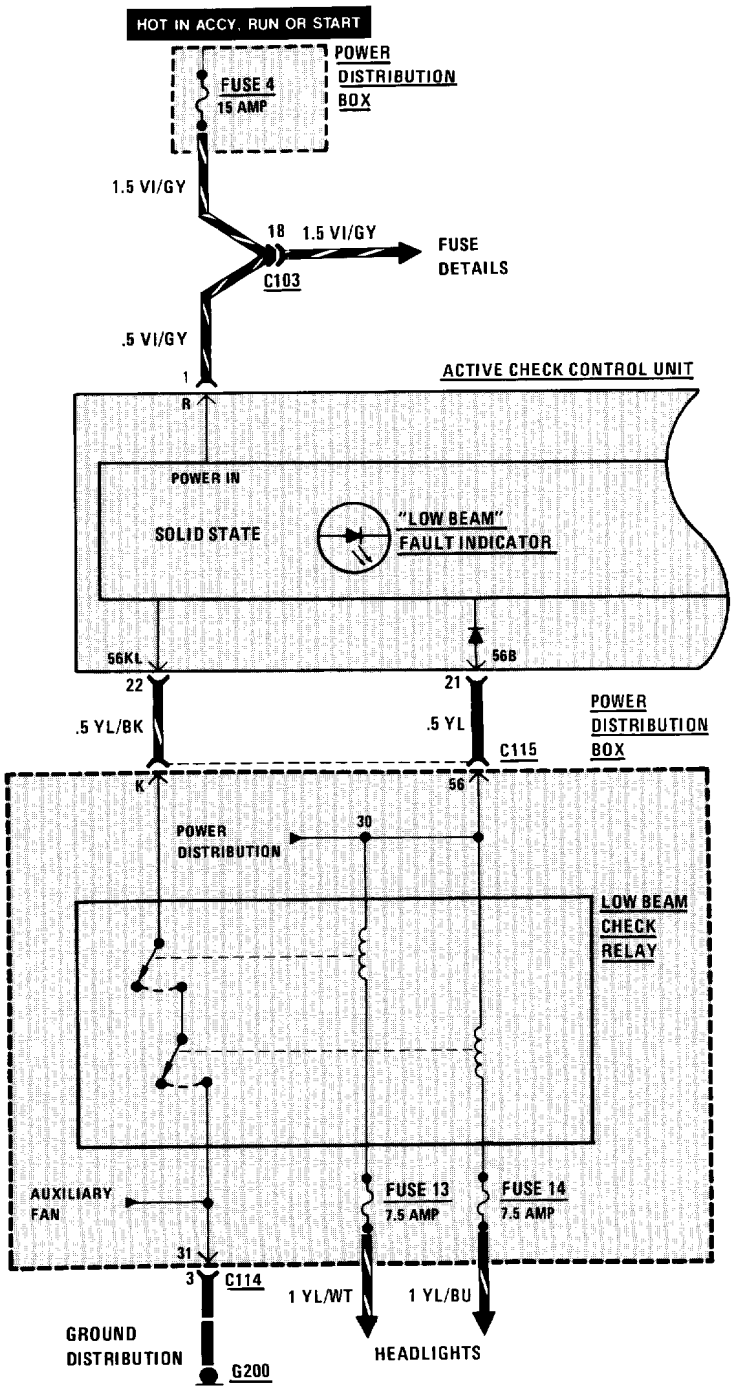
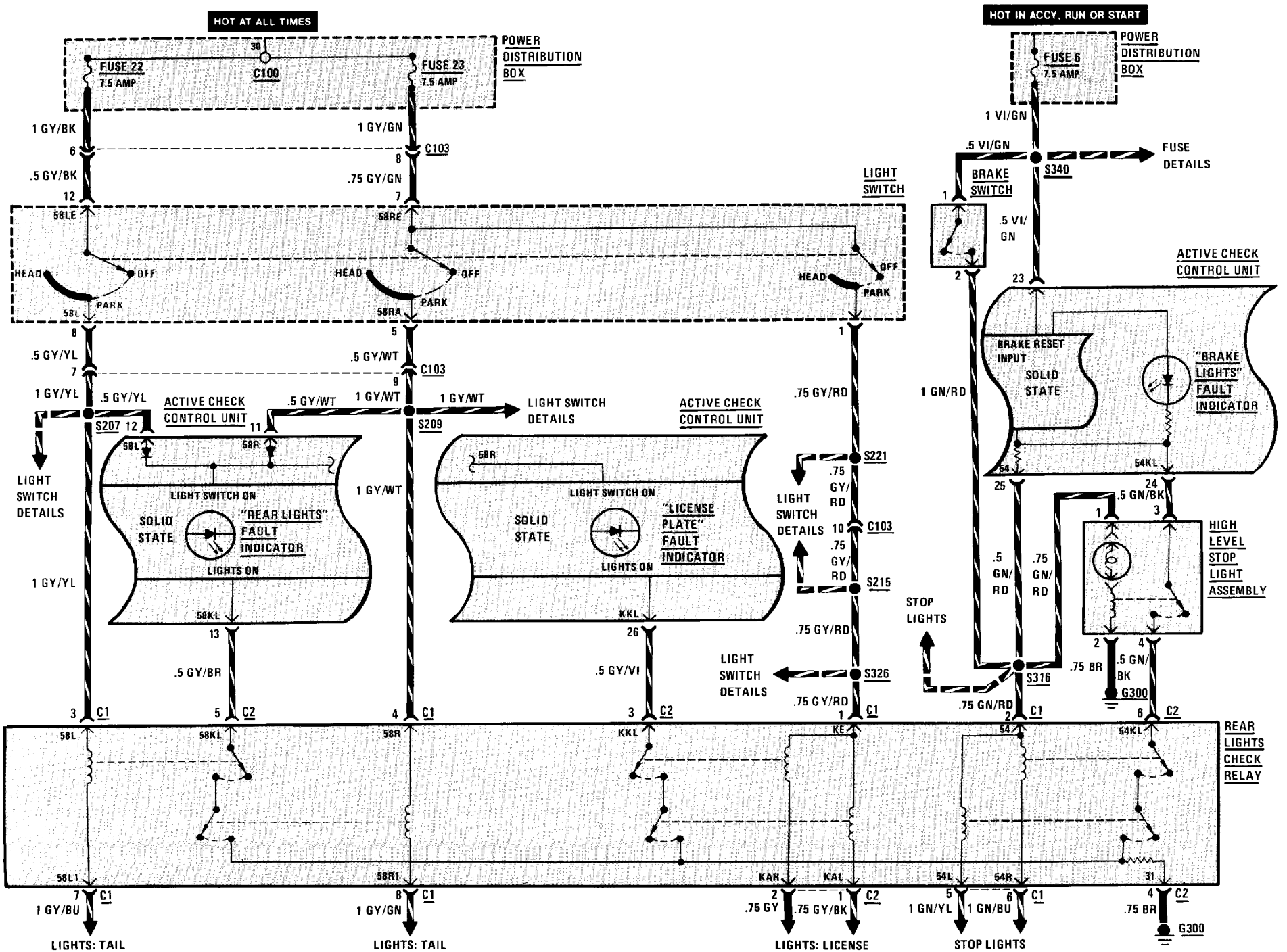
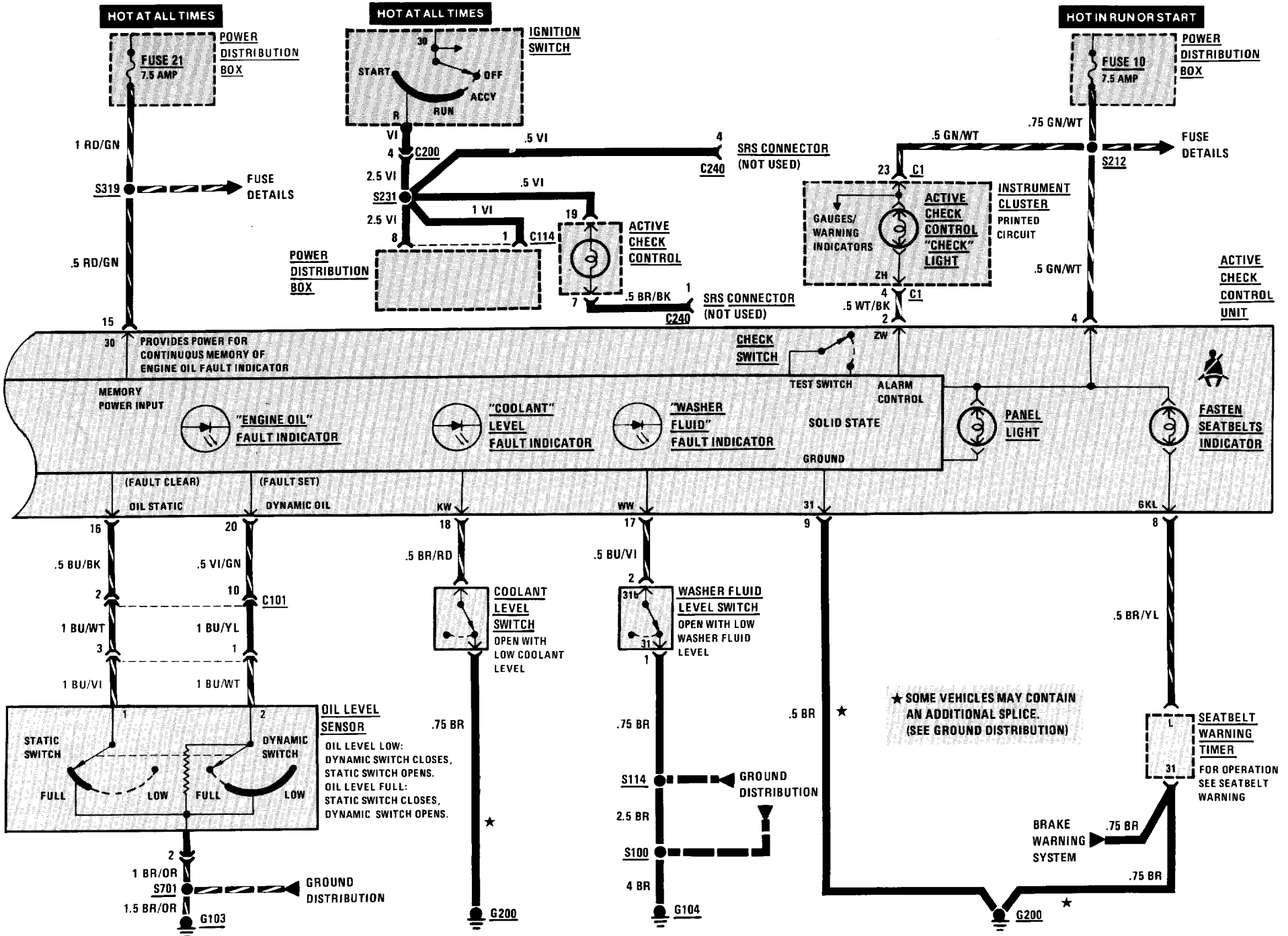


Figure 1 - Active Check Control Unit Above Rear View Mirror

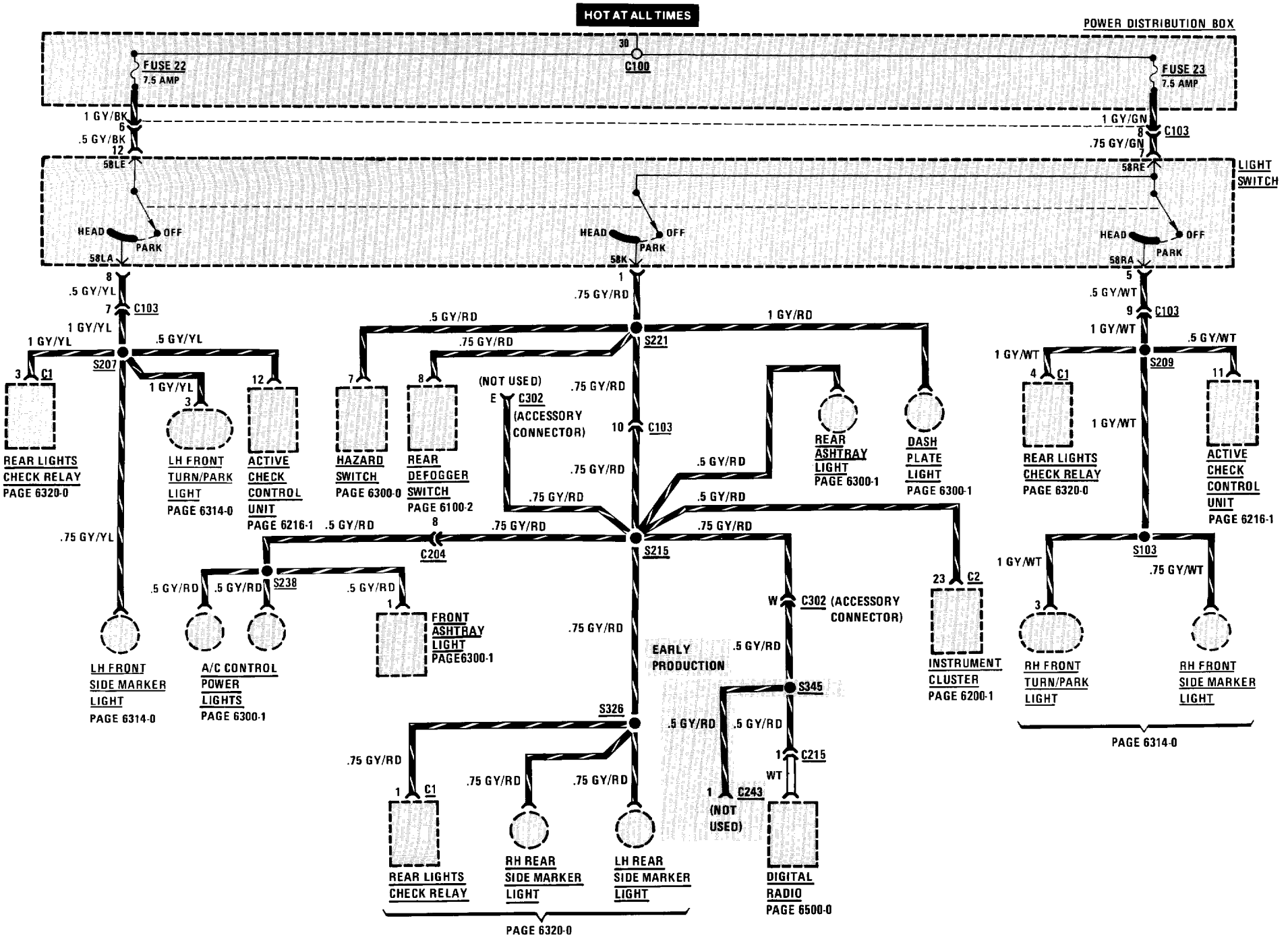



HOT AT ALL TIMES
POWER DISTRIBUTION BOX
FUSE 22 7.5 AMP
FUSE 23 7.5 AMP
C100
1 GY/BK
1 GY/GN
C103
.5 GY/BK
.75 GY/GN
LIGHT SWITCH
58LE
58RE
58L
58RA
HEAD
OFF
PARK
.5 GY/YL
.5 GY/WT
1 GY/YL
1 GY/WT
S207
S209
ACTIVE CHECK CONTROL UNIT
LIGHT SWITCH DETAILS
LIGHT SWITCH ON
SOLID STATE
"REAR LIGHTS" FAULT INDICATOR
LIGHTS ON
58KL
58R
"LICENSE PLATE" FAULT INDICATOR
.5 GY/BR
.5 GY/VI
.75 GY/RD
S221
S215
S326
C1
C2
HOT IN ACCY. RUN OR START
FUSE 6 7.5 AMP
1 VI/GN
.5 VI/GN
FUSE DETAILS
S340
BRAKE SWITCH
.5 VI/GN
1 GN/RD
BRAKE RESET INPUT
"BRAKE LIGHTS" FAULT INDICATOR
54
54KL
.5 GN/BK
HIGH LEVEL STOP LIGHT ASSEMBLY
.5 GN/RD
.75 GN/RD
.75 BR
G300
S316
STOP LIGHTS
REAR LIGHTS CHECK RELAY
58L1
58R1
KE
KKL
KAR
KAL
54L
54R
31
1 GY/BU
1 GY/GN
.75 GY
.75 GY/BK
1 GN/YL
1 GN/BU
LIGHTS: TAIL
LIGHTS: TAIL
LIGHTS: LICENSE
STOP LIGHTS

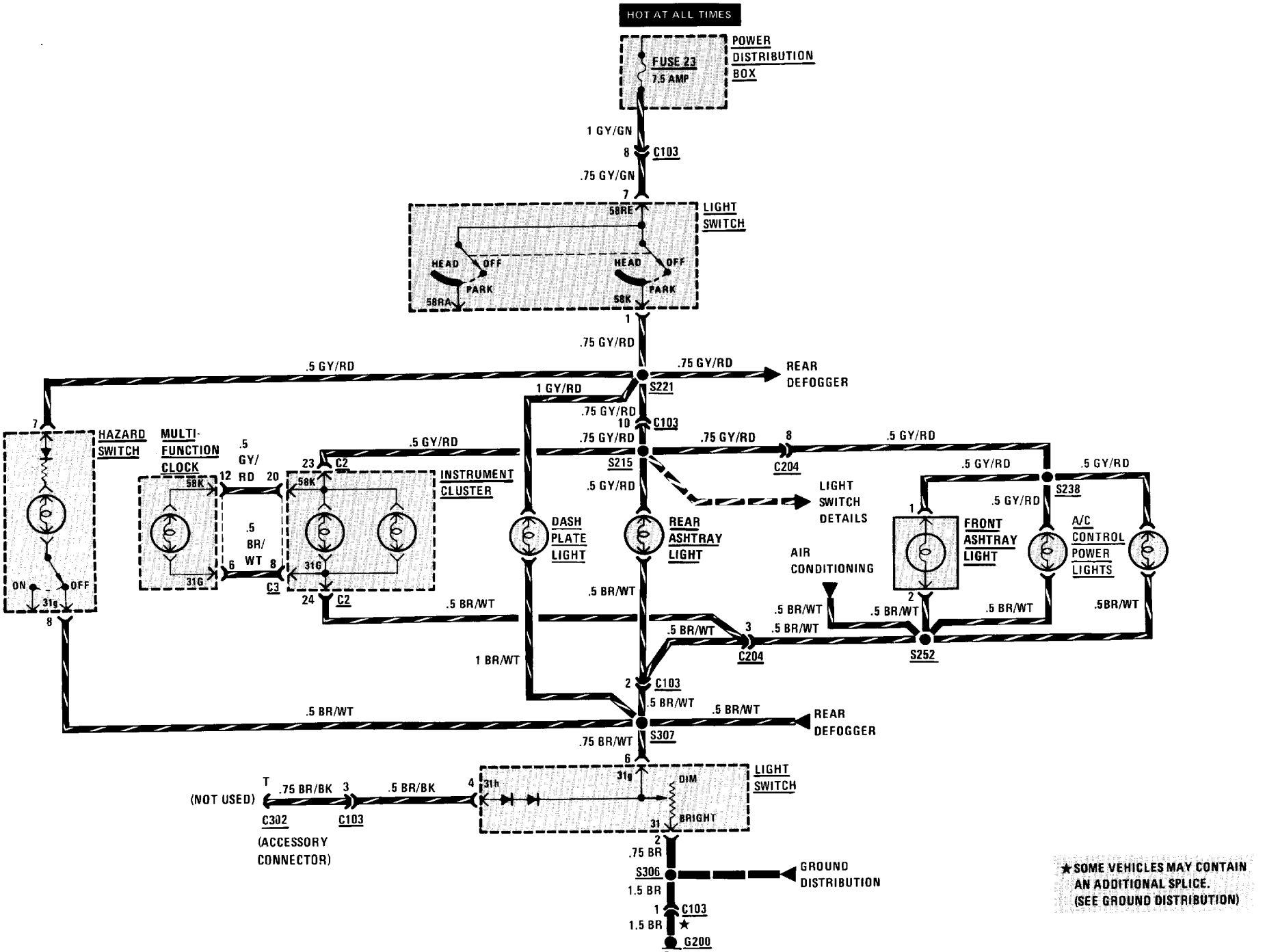
6216-2 ACTIVE CHECK CONTROL



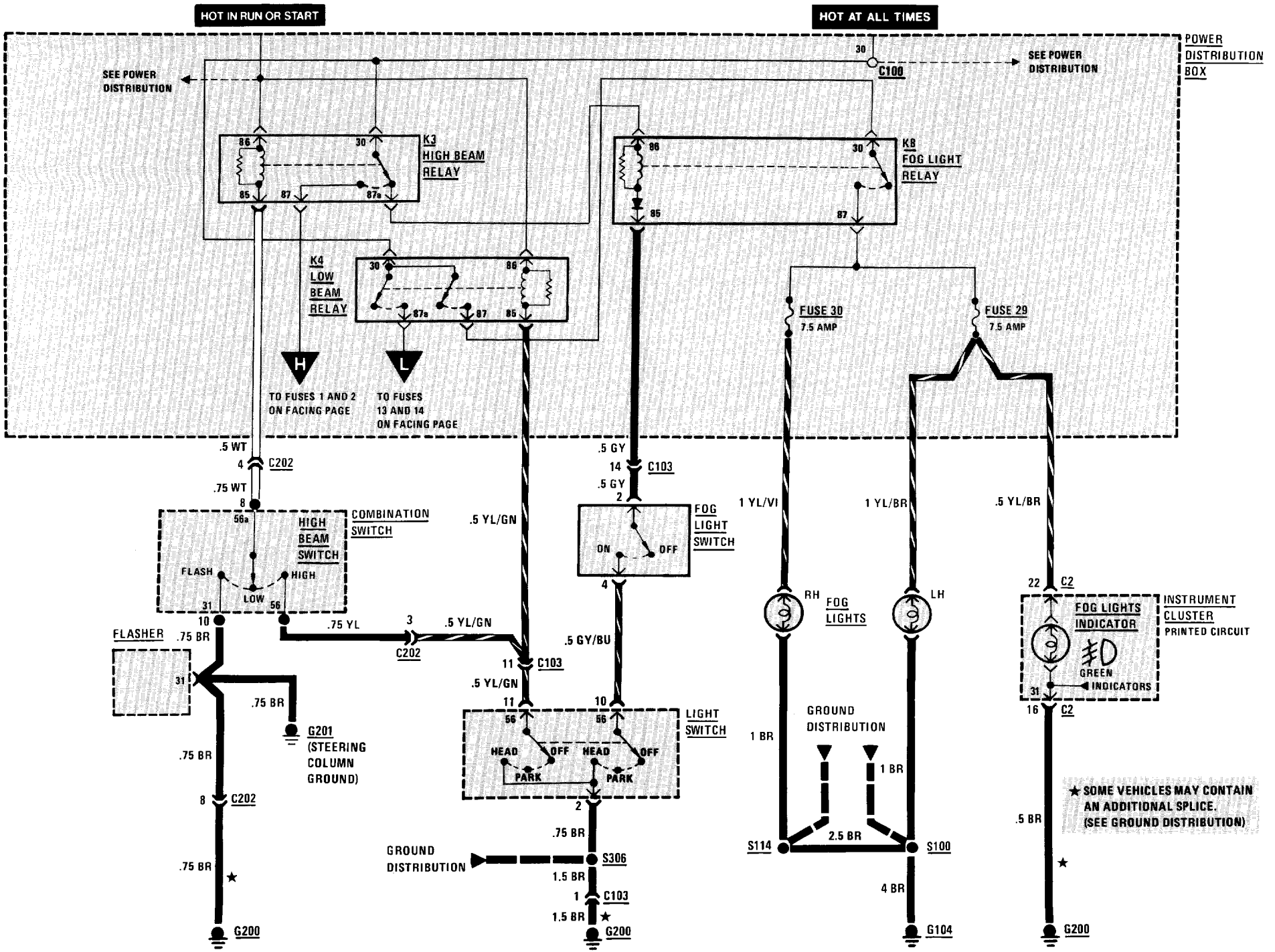
6300-0 LIGHT SWITCH DETAILS

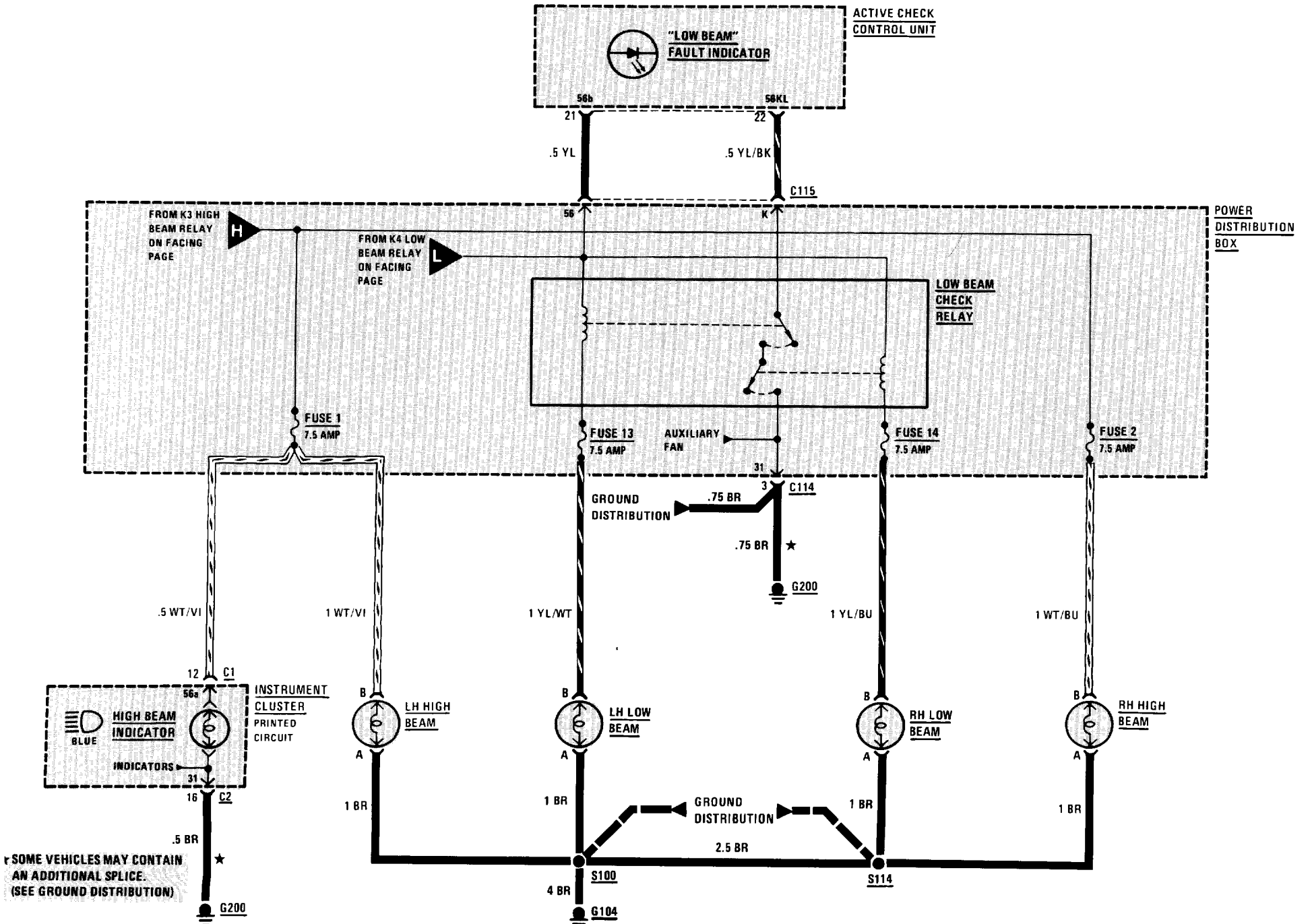


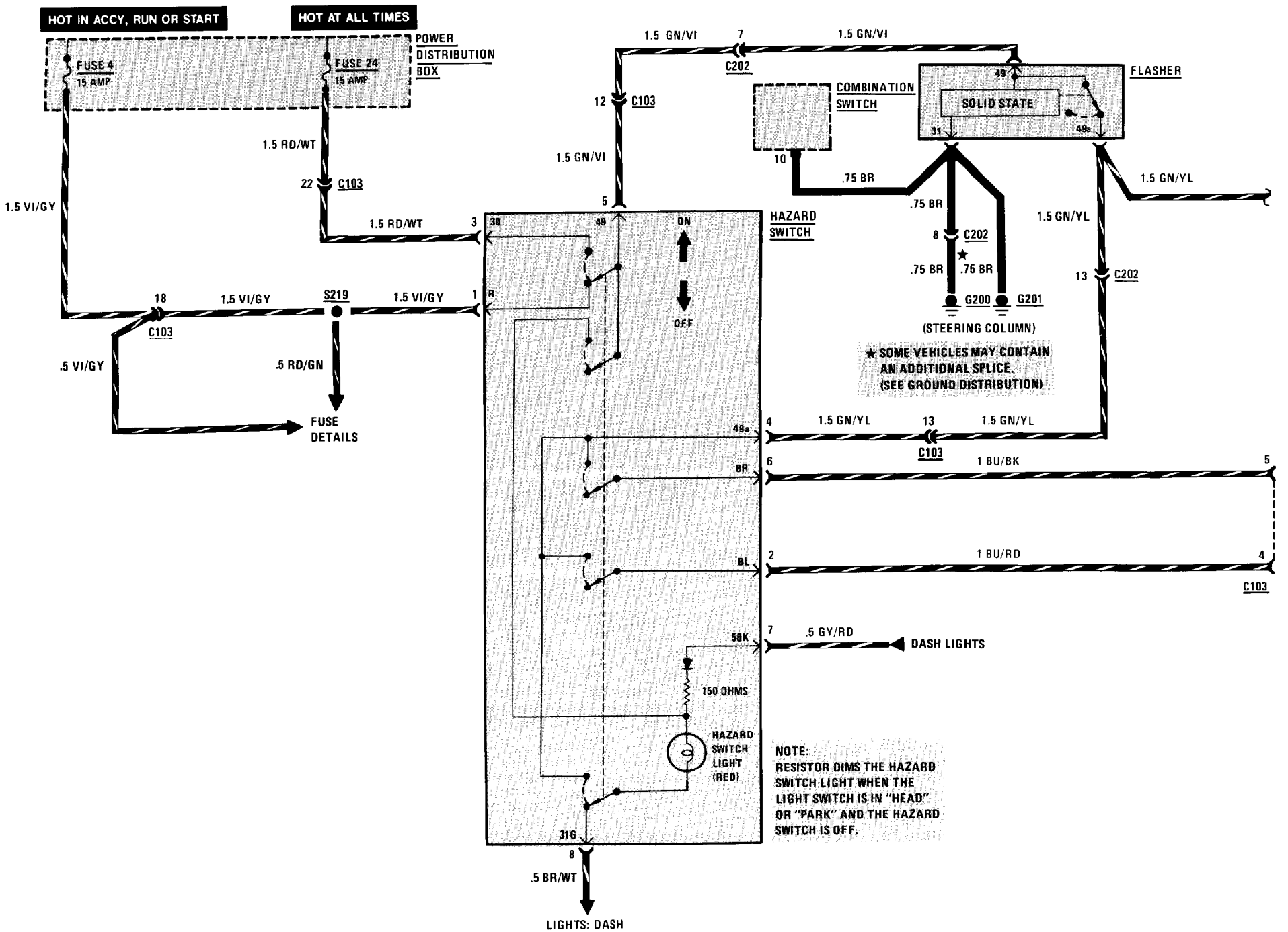
DASH LIGHTS

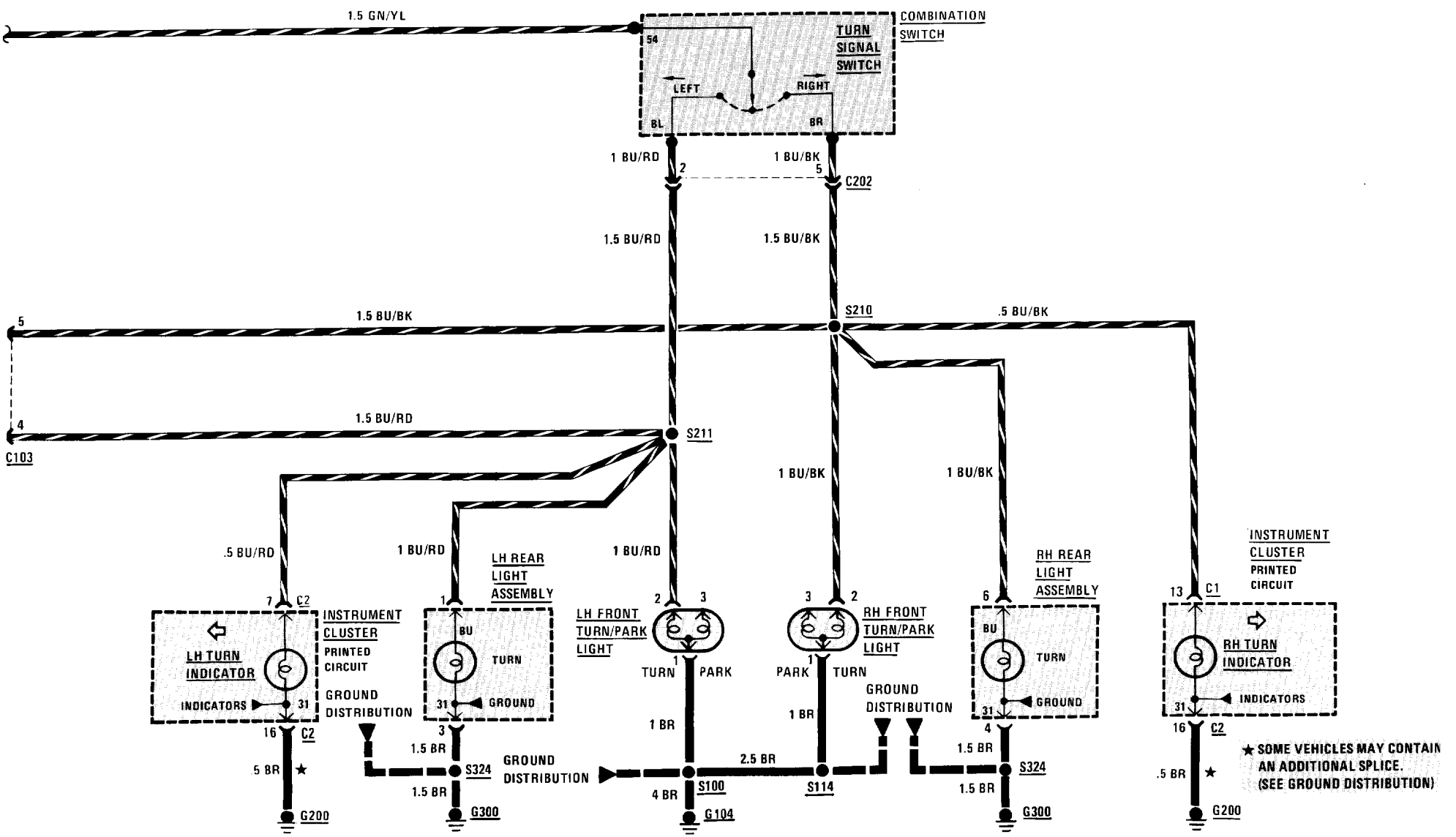

HOT AT ALL TIMES
POWER DISTRIBUTION BOX
FUSE 23
7.5 AMP
1 GY/GN
C103
.75 GY/GN
LIGHT SWITCH
58RE
HEAD
OFF
PARK
58RA
58K
.75 GY/RD
.5 GY/RD
REAR DEFOGGER
S221
1 GY/RD
C103
HAZARD SWITCH
MULTI-FUNCTION CLOCK
INSTRUMENT CLUSTER
C2
C3
.5 GY/RD
.5 BR/WT
31G
31g
ON
OFF
DASH PLATE LIGHT
REAR ASHTRAY LIGHT
S215
C204
LIGHT SWITCH DETAILS
AIR CONDITIONING
FRONT ASHTRAY LIGHT
A/C CONTROL POWER LIGHTS
S238
S252
1 BR/WT
S307
REAR DEFOGGER
(NOT USED)
.75 BR/BK
.5 BR/BK
C302
(ACCESSORY CONNECTOR)
31h
DIM
BRIGHT
.75 BR
S306
GROUND DISTRIBUTION
1.5 BR
G200
★SOME VEHICLES MAY CONTAIN AN ADDITIONAL SPLICE. (SEE GROUND DISTRIBUTION)

6312-0 HEADLIGHTS/FOG LIGHTS

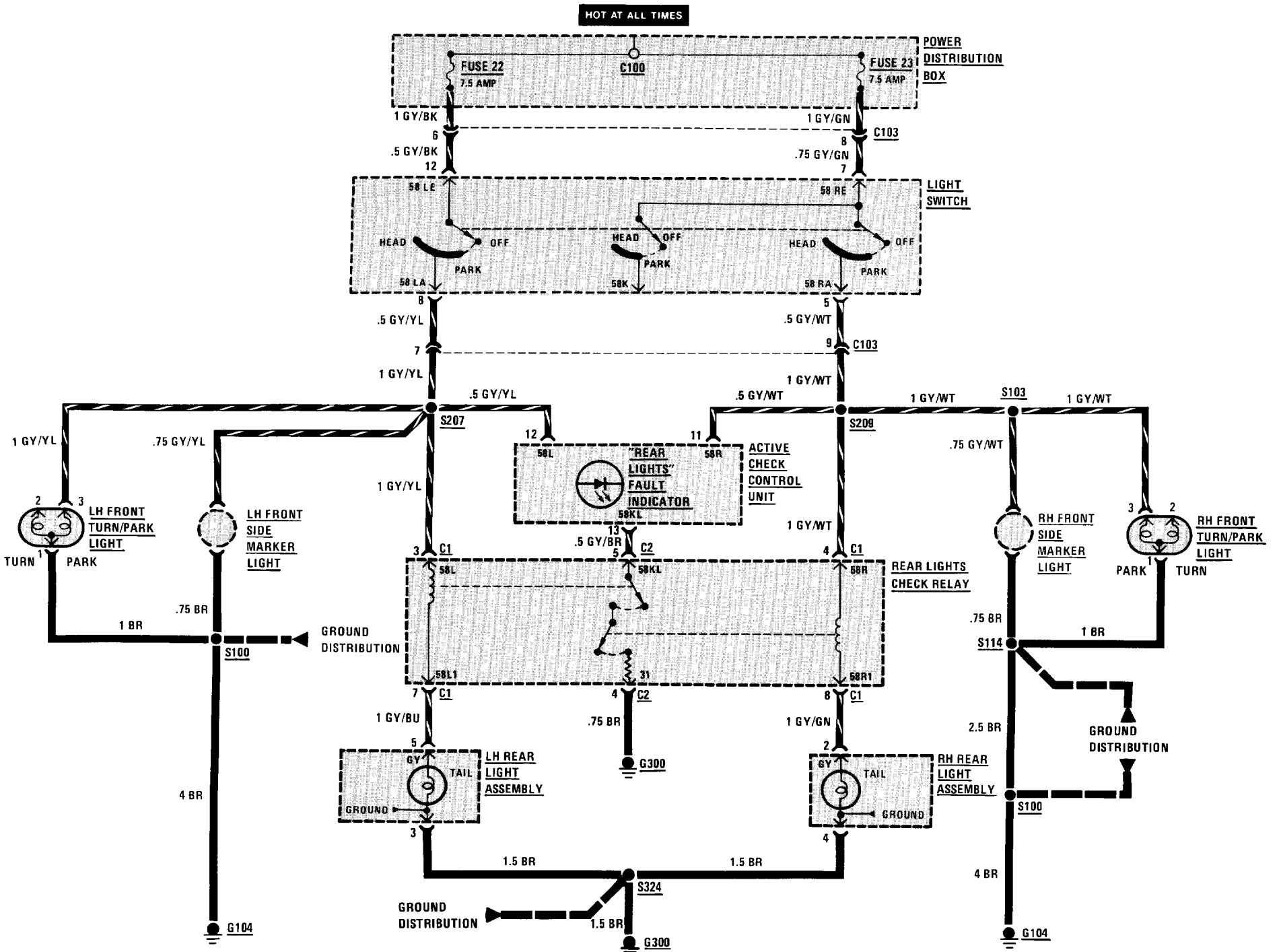



ACTIVE CHECK CONTROL UNIT
"LOW BEAM" FAULT INDICATOR
56b
58KL
21
22
.5 YL
.5 YL/BK
C115
56
K
POWER DISTRIBUTION BOX
FROM K3 HIGH BEAM RELAY ON FACING PAGE
H
FROM K4 LOW BEAM RELAY ON FACING PAGE
L
LOW BEAM CHECK RELAY
FUSE 1
7.5 AMP
FUSE 13
7.5 AMP
AUXILIARY FAN
FUSE 14
7.5 AMP
FUSE 2
7.5 AMP
31
3
C114
GROUND DISTRIBUTION
.75 BR
.75 BR ★
G200
.5 WT/VI
1 WT/VI
1 YL/WT
1 YL/BU
1 WT/BU
12
C1
56a
INSTRUMENT CLUSTER
PRINTED CIRCUIT
HIGH BEAM INDICATOR
BLUE
INDICATORS
31
16
C2
B
A
LH HIGH BEAM
LH LOW BEAM
RH LOW BEAM
RH HIGH BEAM
1 BR
GROUND DISTRIBUTION
2.5 BR
.5 BR
★ SOME VEHICLES MAY CONTAIN AN ADDITIONAL SPLICE. (SEE GROUND DISTRIBUTION)
S100
S114
4 BR
G104
G200

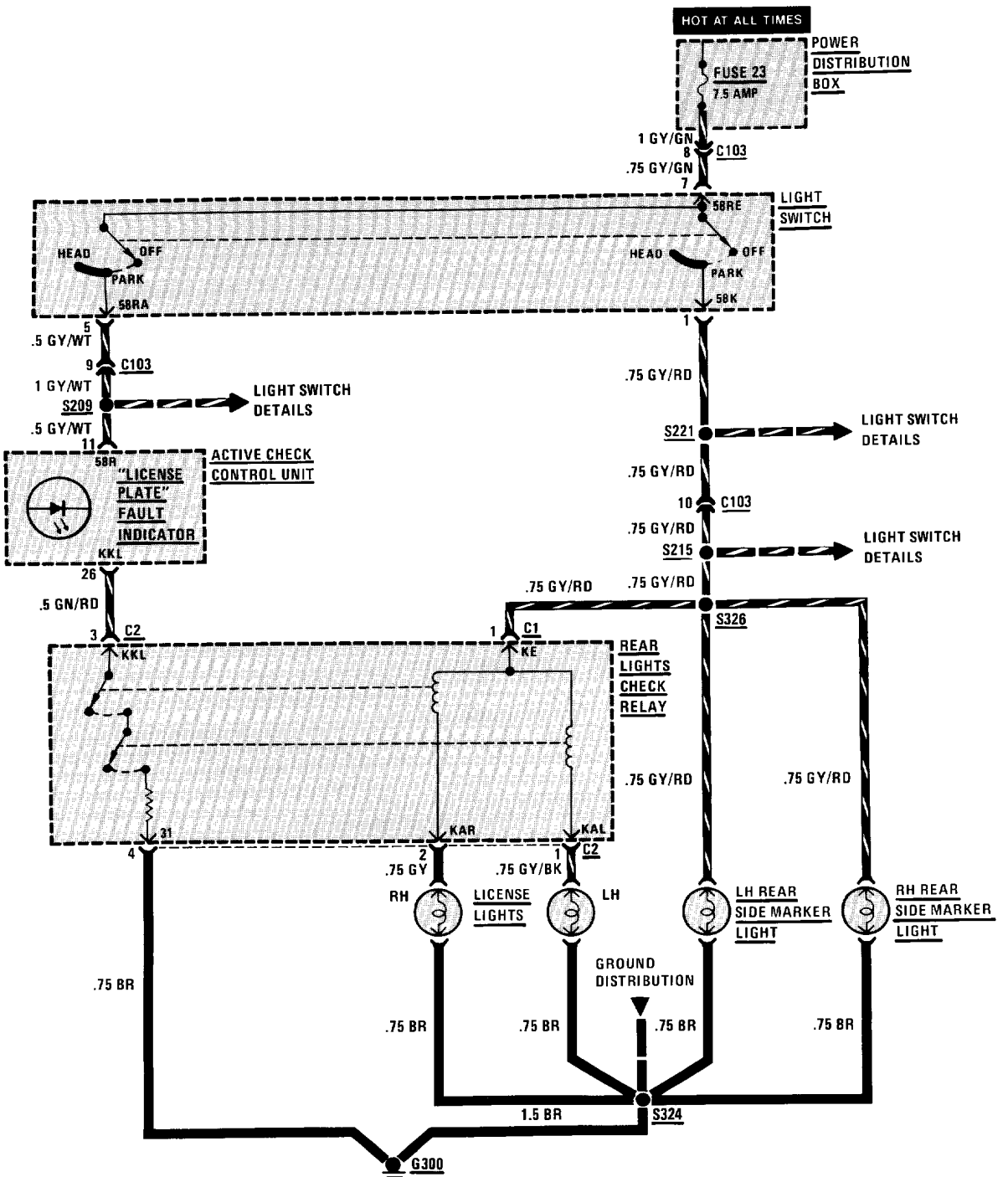

HOT IN ACCY, RUN OR START
HOT AT ALL TIMES
POWER DISTRIBUTION BOX
FUSE 4
15 AMP
FUSE 24
15 AMP
1.5 RD/WT
22 C103
1.5 VI/GY
1.5 RD/WT
3
18
1.5 VI/GY
S219
1.5 VI/GY
1
C103
.5 VI/GY
.5 RD/GN
FUSE DETAILS
1.5 GN/VI
7
1.5 GN/VI
C202
12 C103
1.5 GN/VI
5
COMBINATION SWITCH
10
.75 BR
FLASHER
49
SOLID STATE
31
49a
1.5 GN/YL
.75 BR
1.5 GN/YL
8 C202
.75 BR
.75 BR
13 C202
G200
G201
(STEERING COLUMN)
★ SOME VEHICLES MAY CONTAIN AN ADDITIONAL SPLICE. (SEE GROUND DISTRIBUTION)
HAZARD SWITCH
30
49
ON
OFF
R
49a
4
1.5 GN/YL
13
1.5 GN/YL
C103
6
BR
1 BU/BK
5
BL
2
1 BU/RD
4
C103
7
.5 GY/RD
DASH LIGHTS
58K
150 OHMS
HAZARD SWITCH LIGHT (RED)
NOTE:
RESISTOR DIMS THE HAZARD SWITCH LIGHT WHEN THE LIGHT SWITCH IS IN "HEAD" OR "PARK" AND THE HAZARD SWITCH IS OFF.
316
8
.5 BR/WT
LIGHTS: DASH

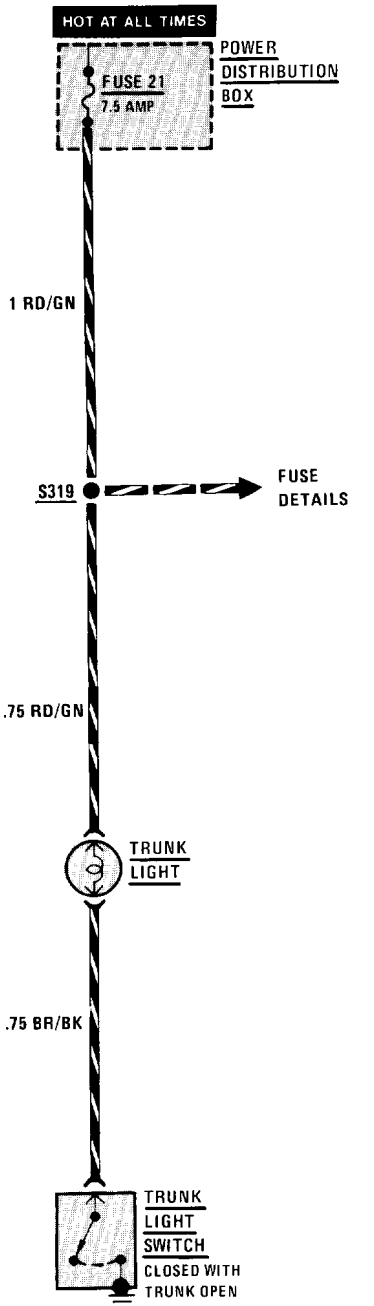

1.5 GN/YL
COMBINATION SWITCH
54
TURN SIGNAL SWITCH
LEFT
RIGHT
BL
BR
1 BU/RD
1 BU/BK
2
5
C202
1.5 BU/RD
1.5 BU/BK
5
1.5 BU/BK
S210
.5 BU/BK
4
1.5 BU/RD
S211
C103
1 BU/BK
1 BU/BK
.5 BU/RD
1 BU/RD
1 BU/RD
LH REAR LIGHT ASSEMBLY
RH REAR LIGHT ASSEMBLY
INSTRUMENT CLUSTER PRINTED CIRCUIT
7
C2
1
2
3
3
2
6
13
C1
INSTRUMENT CLUSTER PRINTED CIRCUIT
LH TURN INDICATOR
INDICATORS
31
BU
TURN
GROUND
LH FRONT TURN/PARK LIGHT
RH FRONT TURN/PARK LIGHT
TURN
PARK
PARK
TURN
RH TURN INDICATOR
INDICATORS
GROUND DISTRIBUTION
GROUND DISTRIBUTION
16
C2
3
1.5 BR
1 BR
1 BR
4
1.5 BR
16
C2
.5 BR
S324
GROUND DISTRIBUTION
2.5 BR
S324
.5 BR
1.5 BR
4 BR
S100
S114
1.5 BR
G200
G300
G104
G300
G200
★ SOME VEHICLES MAY CONTAIN AN ADDITIONAL SPLICE. (SEE GROUND DISTRIBUTION)

6314-0 PARK/TAIL/FRONT MARKER LIGHTS

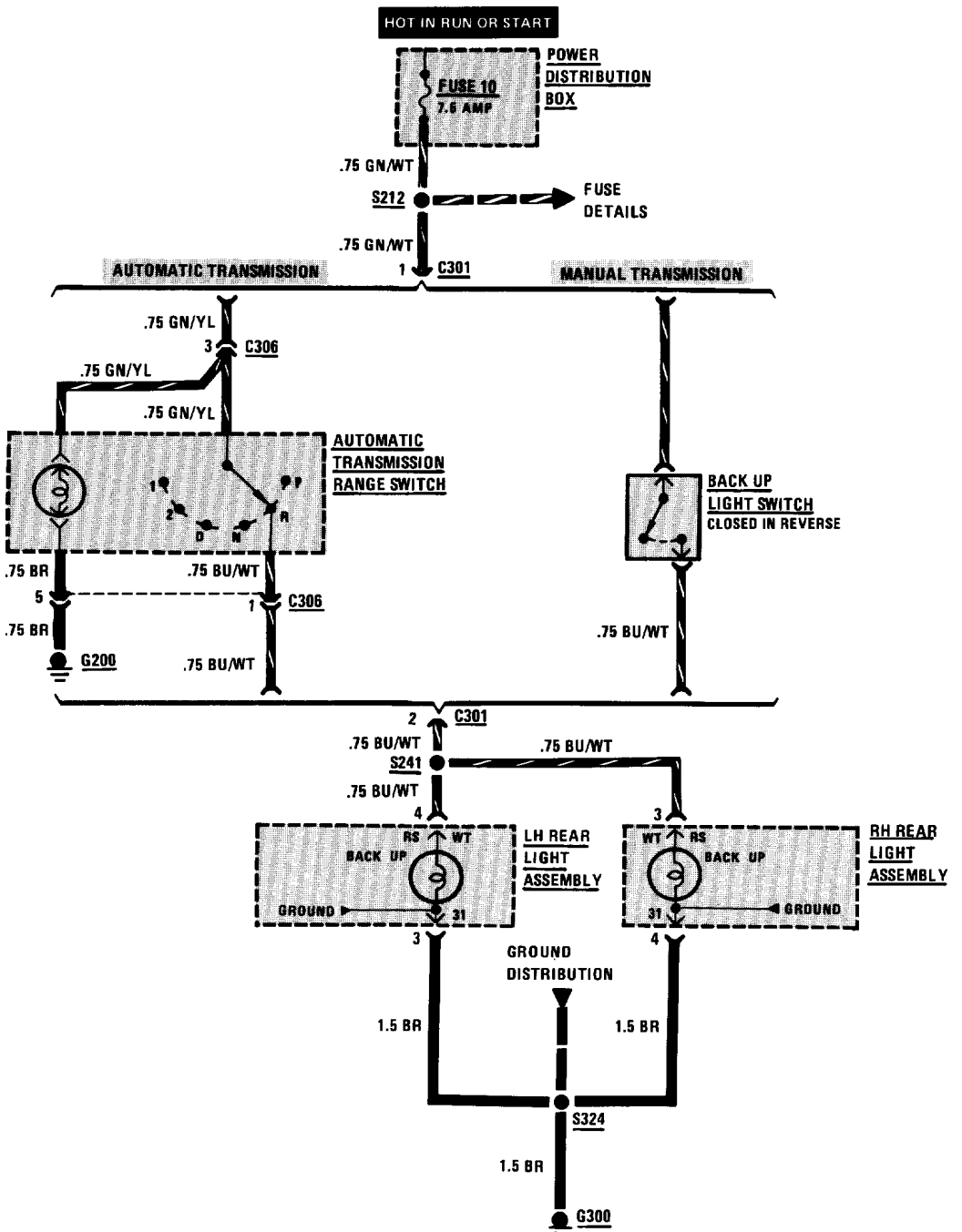


6320-0 REAR MARKER/LICENSE/TRUNK LIGHTS

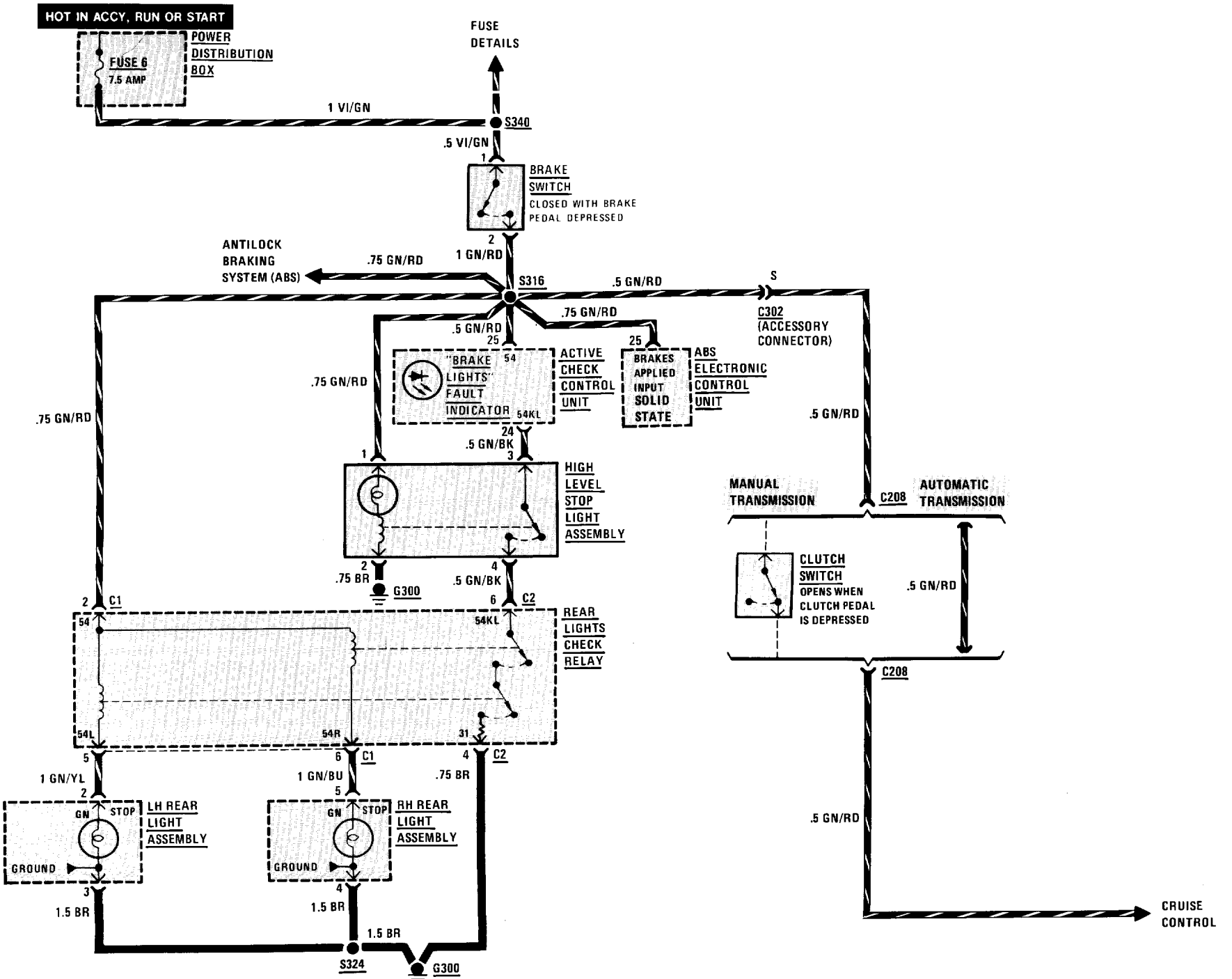




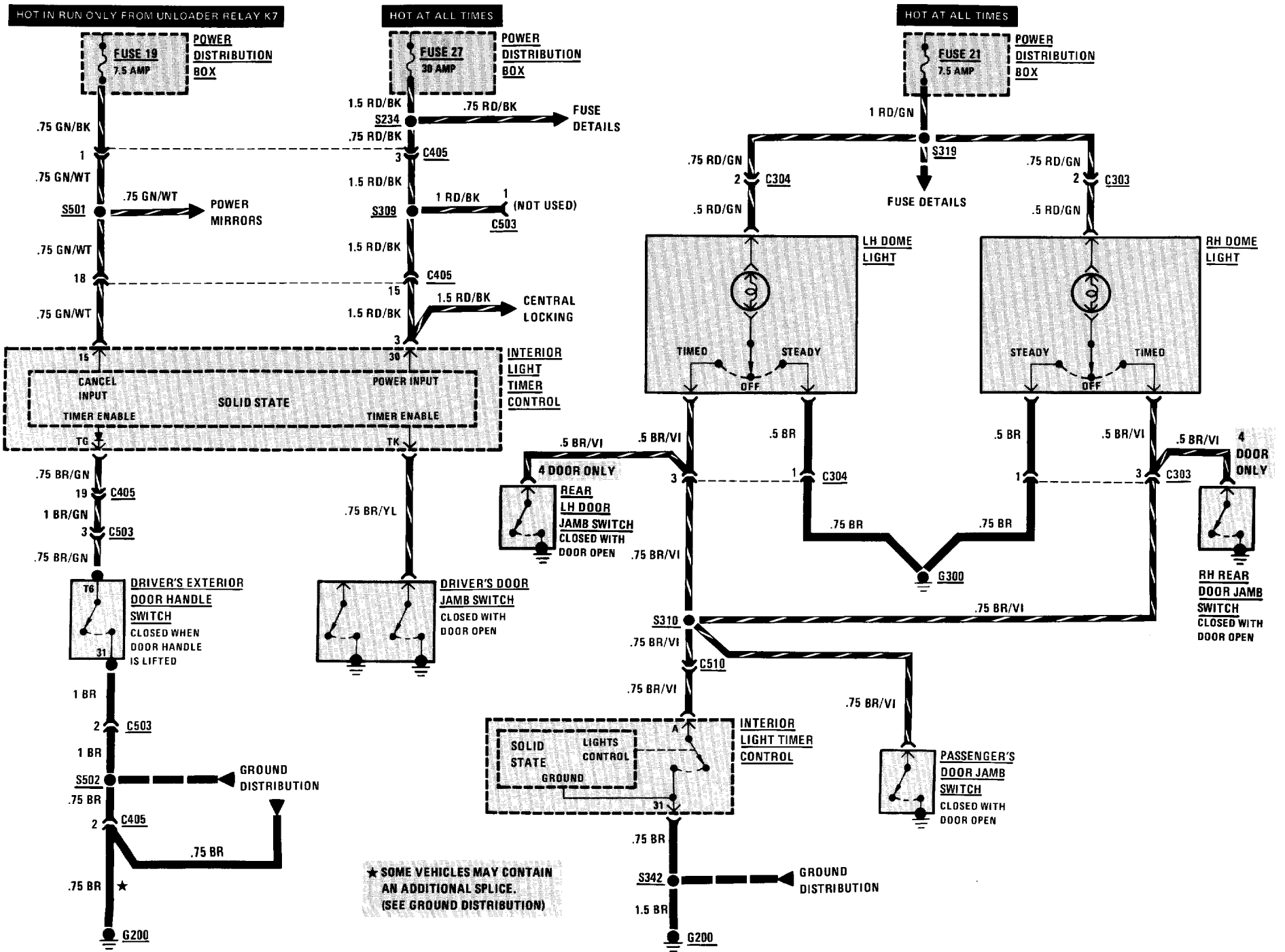
6322-0 BACK UP LIGHTS



6325-0 STOP LIGHTS



6330-0 INTERIOR LIGHTS



SYSTEM CHECK

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

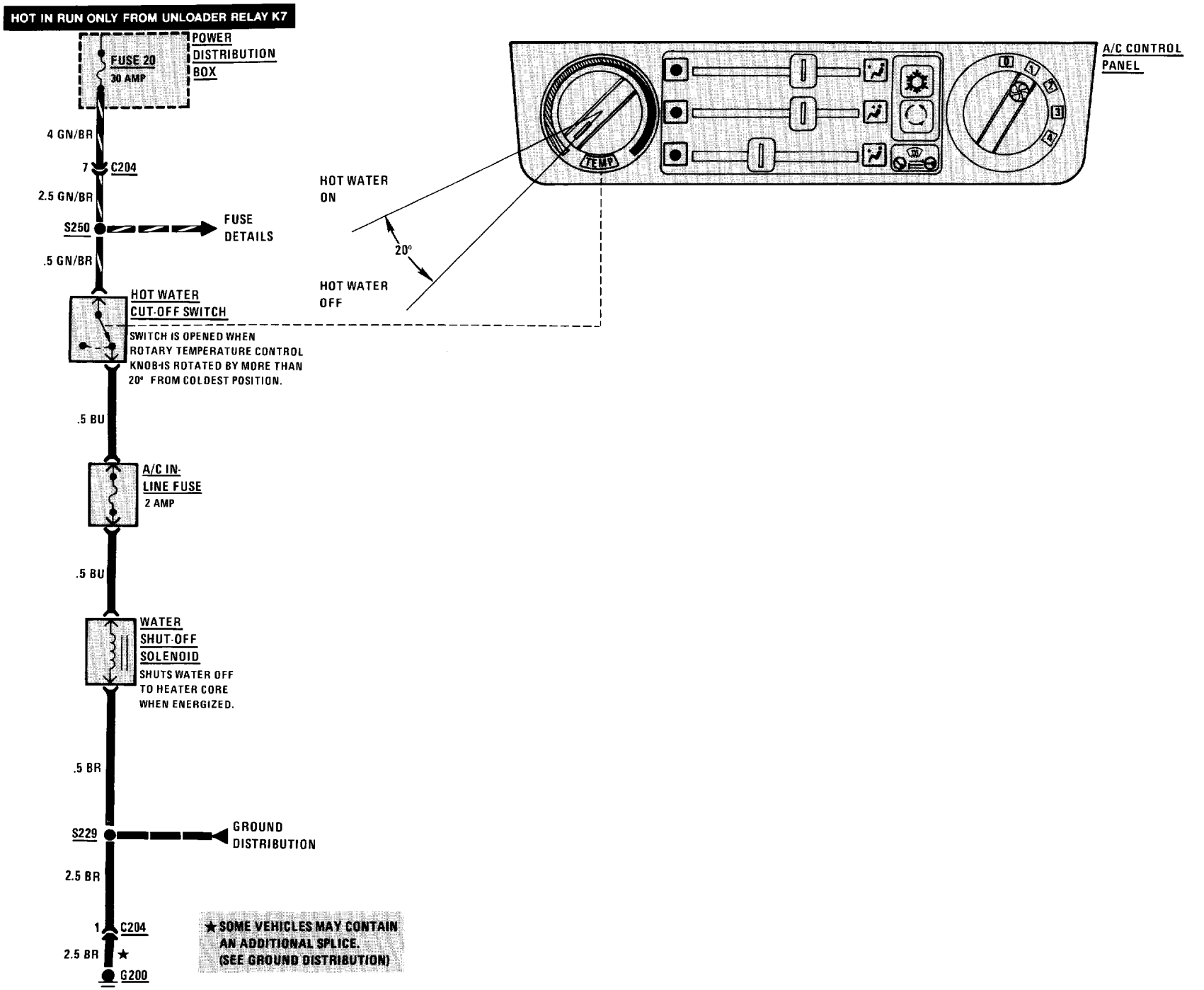
Complete this procedure with the temperature outside the car above 60 degrees F (16 degrees C) and the engine warm and running at idle.

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 Fans runs.
Press A/C button to release it (OFF)	A/C button is no longer lit. 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 with the Ignition Switch 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.

Whenever the Water Shut-Off Solenoid is de-energized, the collapsing magnetic field induces high voltage in the coil. The A/C In-Line Diode in the 325 provides a path for the voltage so that it does not damage the contacts of the Hot Water Cut-Off Switch.

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 or Diode, the Fuse will isolate them to prevent the failure 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 A/C In-Line Fuse. If fuse is blown, check for a shorted A/C In-Line Diode.

- **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 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 & BR/RD 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 fuse is open, check that A/C In-Line Diode is not shorted. If it is, replace it. If wire, Fuse and Diode are good, go to Table 2.
2. Check the BR/RD or 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)

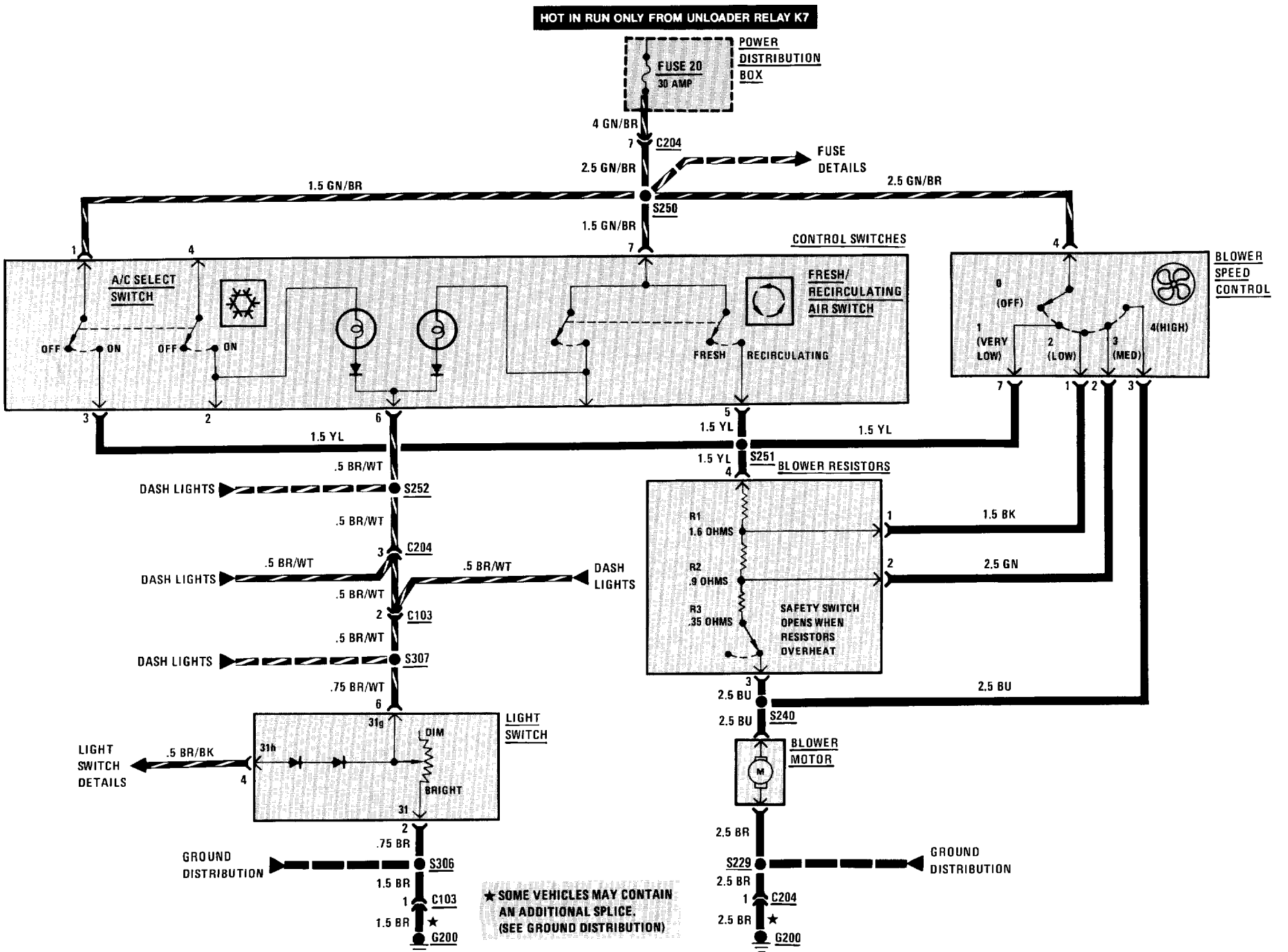
Measure: VOLTAGE
At: HOT WATER CUT-OFF SWITCH CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **Water Shut-Off Solenoid: CONNECTED**

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 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 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 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.

(Continued in next column)

(Continued from previous column)

4. Check the YL wire for an open between splice S231 and the Blower Resistors.
5. Check the BK wire for an open.
6. Check the GN wire for an open.
7. Check the BU wire for 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

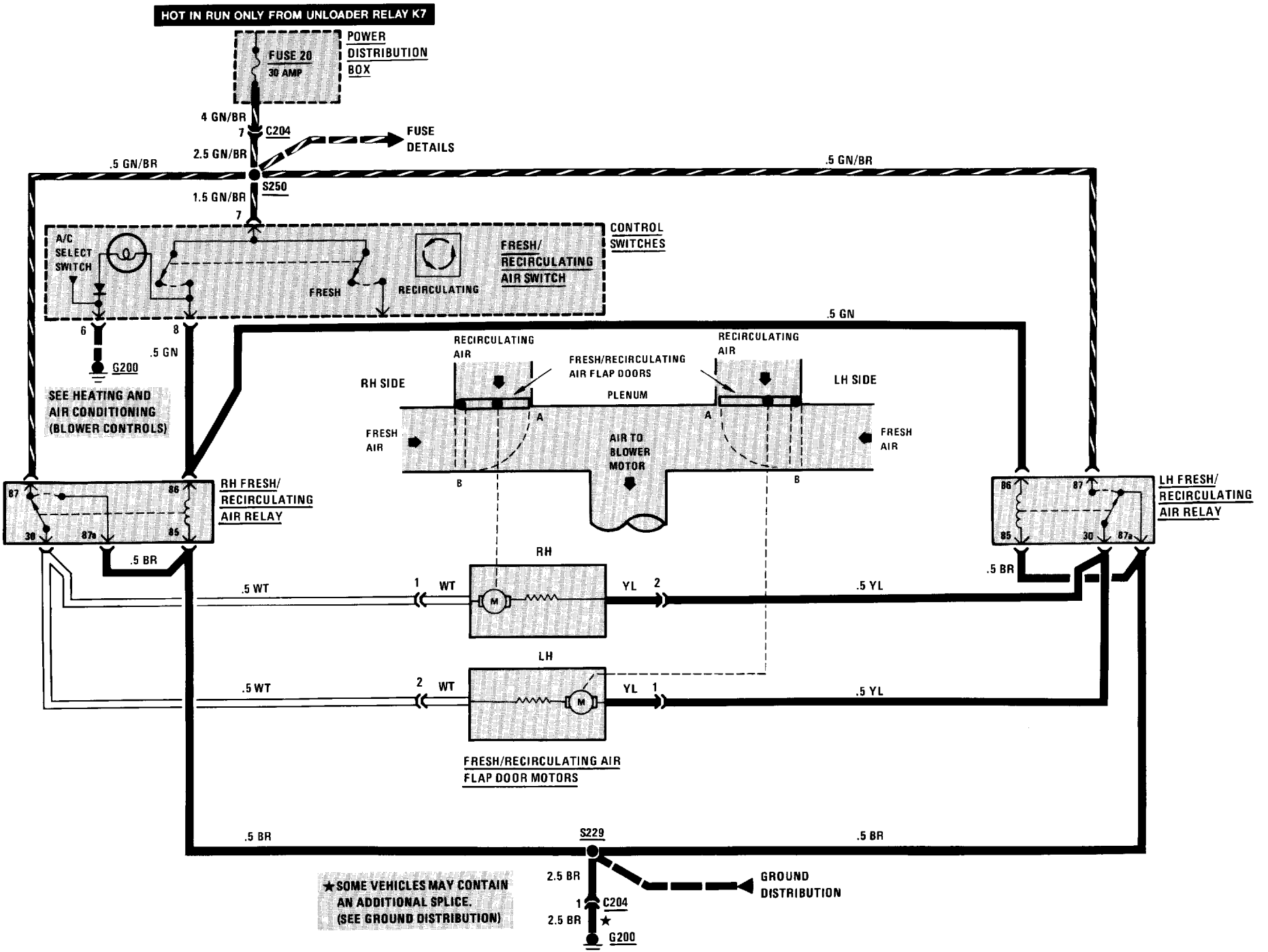
Measure: VOLTAGE
At: BLOWER MOTOR CONNECTOR (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **A/C Select Switch: ON**
- **Blower Speed Control: HIGH**

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.

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 (6410-0) 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)

(Continued from previous column)

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

(Continued on next page)

(Continued from previous page)

- 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

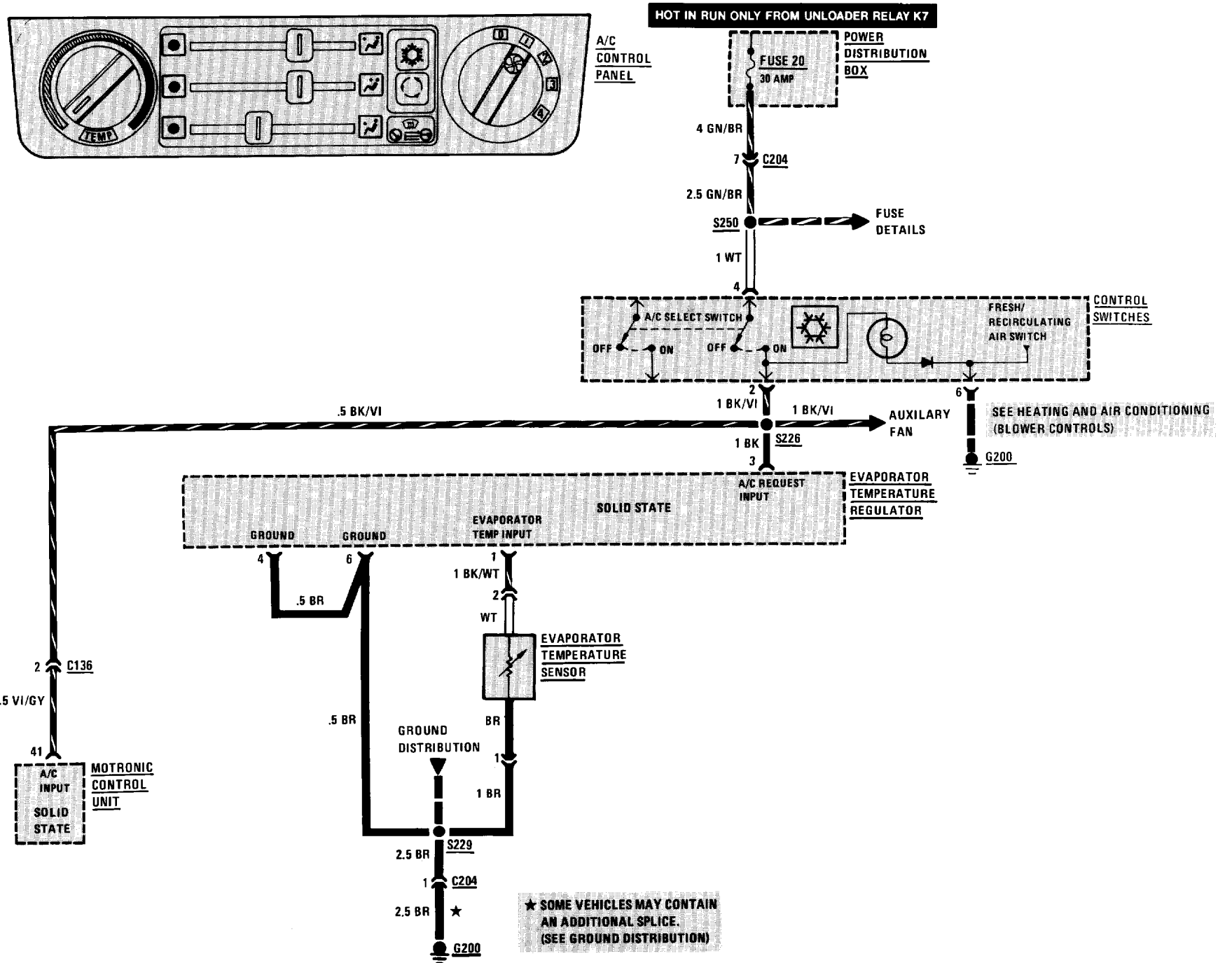
Measure: VOLTAGE
At: CONTROL SWITCHES CONNECTOR (Disconnected)
Condition:
- **Ignition Switch: RUN**

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

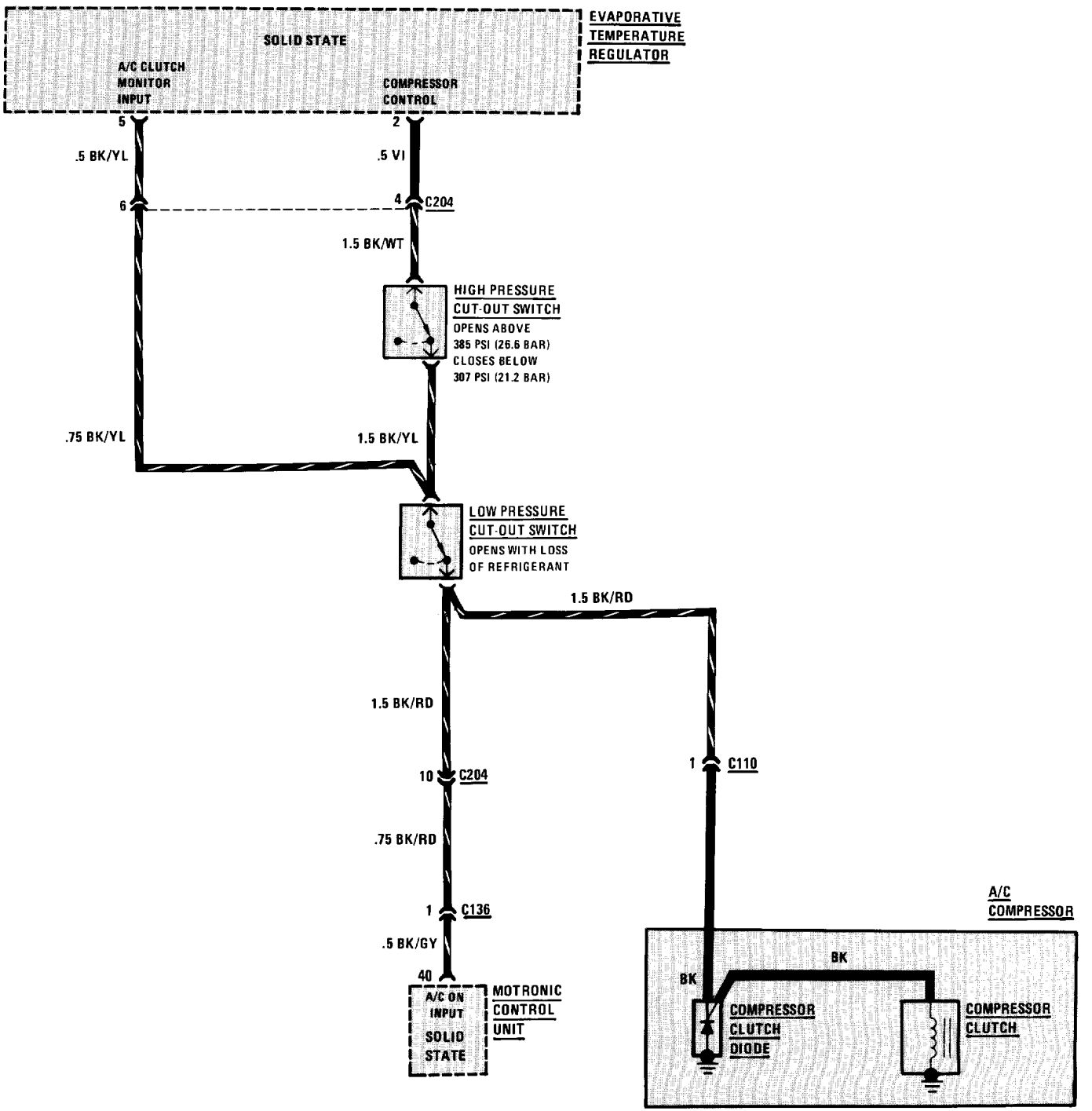
- If both voltages are correct, replace the Control Switches.

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 A/C Select Switch. When the A/C Select Switch is pressed, voltage is applied to terminal 3 of the Evaporator Temperature Regulator. The Evaporator Temperature Regulator applies voltage from terminal 2 to the Compressor Clutch through the High Pressure Cut-Out Switch and Low Pressure Cut-Out Switch.

The High Pressure Cut-Out Switch will disengage the Compressor Clutch when refrigerant pressure rises above 385 PSI (26.6 Bar). The Evaporator Temperature Regulator will detect the High Pressure Cut-Out Switch opening at terminal 5 and will turn off the output voltage at the Compressor Control terminal. The Evaporator Temperature Regulator will not allow the Compressor Clutch to be turned on again until circuit continuity has been restored between terminals 5 and 2. The Evaporator Temperature Regulator tests for continuity by momentarily applying voltage at the Compressor Control every 8 to 10 seconds. Voltage at the A/C Clutch Monitor Input indicates continuity. The Evaporator Temperature Regulator will continue to apply voltage at the Compressor Control output, which will energize the Compressor Clutch.

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.

A/C On Input

When the Compressor Clutch is turned on, voltage is applied to terminal 29 of the Motronic Control Unit. The Motronic Control Unit uses this signal increase idle speed to compensate for the increased engine load from the Compressor Clutch engaging.

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 (6410A-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	D

A: A/C ISOLATION TEST (TABLE 1)

Measure: VOLTAGE
At: EVAPORATOR TEMPERATURE REGULATOR (Disconnected)
Conditions:
- **Ignition Switch: RUN (Engine need not be running)**
- **A/C Selector Switch: ON (Depressed)**

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

- If voltage is correct, go to Table 2.

1. Go to Test E.

A: A/C ISOLATION TEST (TABLE 2)

Connect: FUSED JUMPER
At: EVAPORATOR TEMPERATURE REGULATOR (Disconnected)
Conditions:
- **Ignition Switch: RUN**
- **A/C Selector Switch: ON (Depressed)**

Connect Across	Correct Result	For Diagnosis
2 & 3	Compressor Clutch Engages	See 1

- If result is correct go to Test C.

1. Go to Test B.

B: PRESSURE SWITCH TEST

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

- If measurement is correct replace the Evaporator Temperature Regulator.

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 the switch. If the switch and related wiring are OK, replace the Compressor Clutch.

C: EVAPORATOR TEMPERATURE REGULATOR VOLTAGE AND RESISTANCE TEST

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

Measure Between	Correct Resistance	For Diagnosis
1 & Ground	Approximately 3.5K to 4.5K ohms at 70 °F (21 °C)	See 1
4 & Ground	Less than 0.5 ohms	See 2
6 & Ground	Less than 0.5 ohms	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 BK/WT wire for an open or a short to ground (see schematic). Check the BR wire for an open (see schematic). If wires are good, replace the Evaporator Temperature Sensor.
2. Check the BR wire for an open (see schematic).
3. Check BK/YL for an open between terminal 5 and the Low 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 BL/WT and BK/RD wires.
2. Check for an open in the VI/GY and BK/VI wires.

E: A/C SELECT SWITCH VOLTAGE TEST

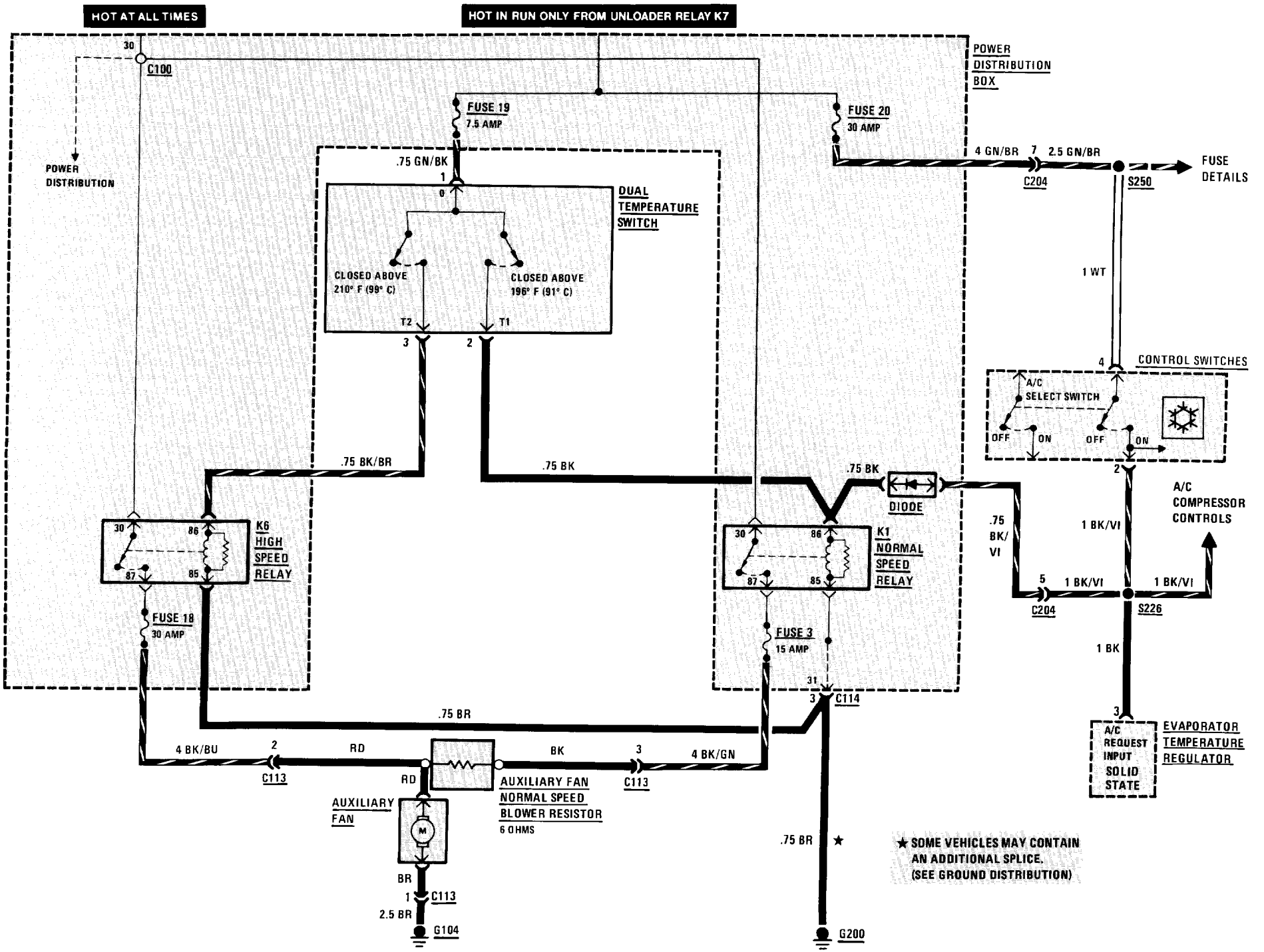
Measure: VOLTAGE
At: CONTROL SWITCHES CONNECTOR (Connected)
Conditions:
- **Ignition Switch: RUN**
- **A/C Control Panel: A/C ON**
- **Temperature Outside Car: Above 60 degrees F (16 degrees C)**

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

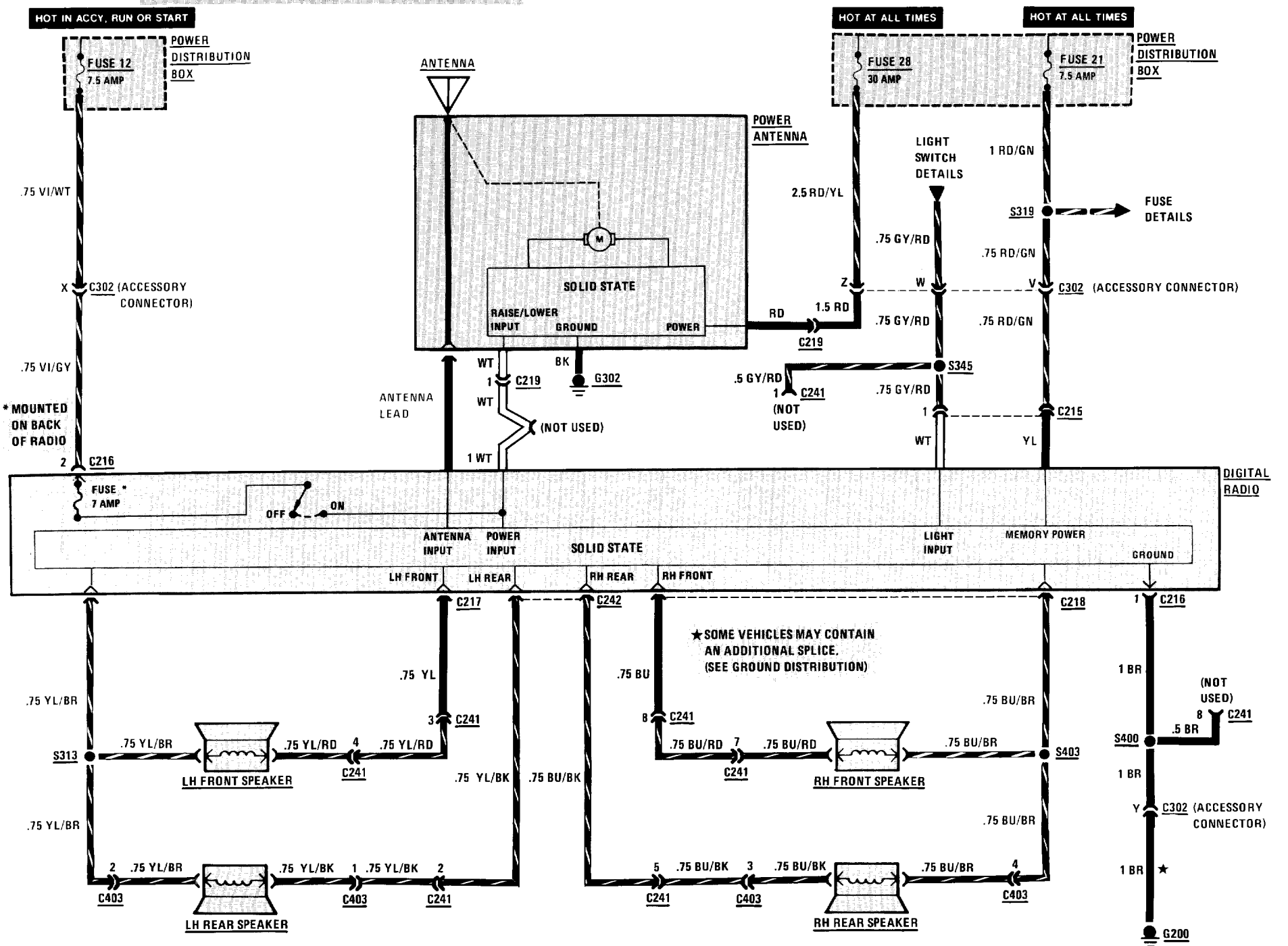
- If both voltages are correct, check connections at Evaporator Temperature Regulator.

1. Check for an open in the WT and GN/BR wires.
2. Replace the A/C Select Switch.

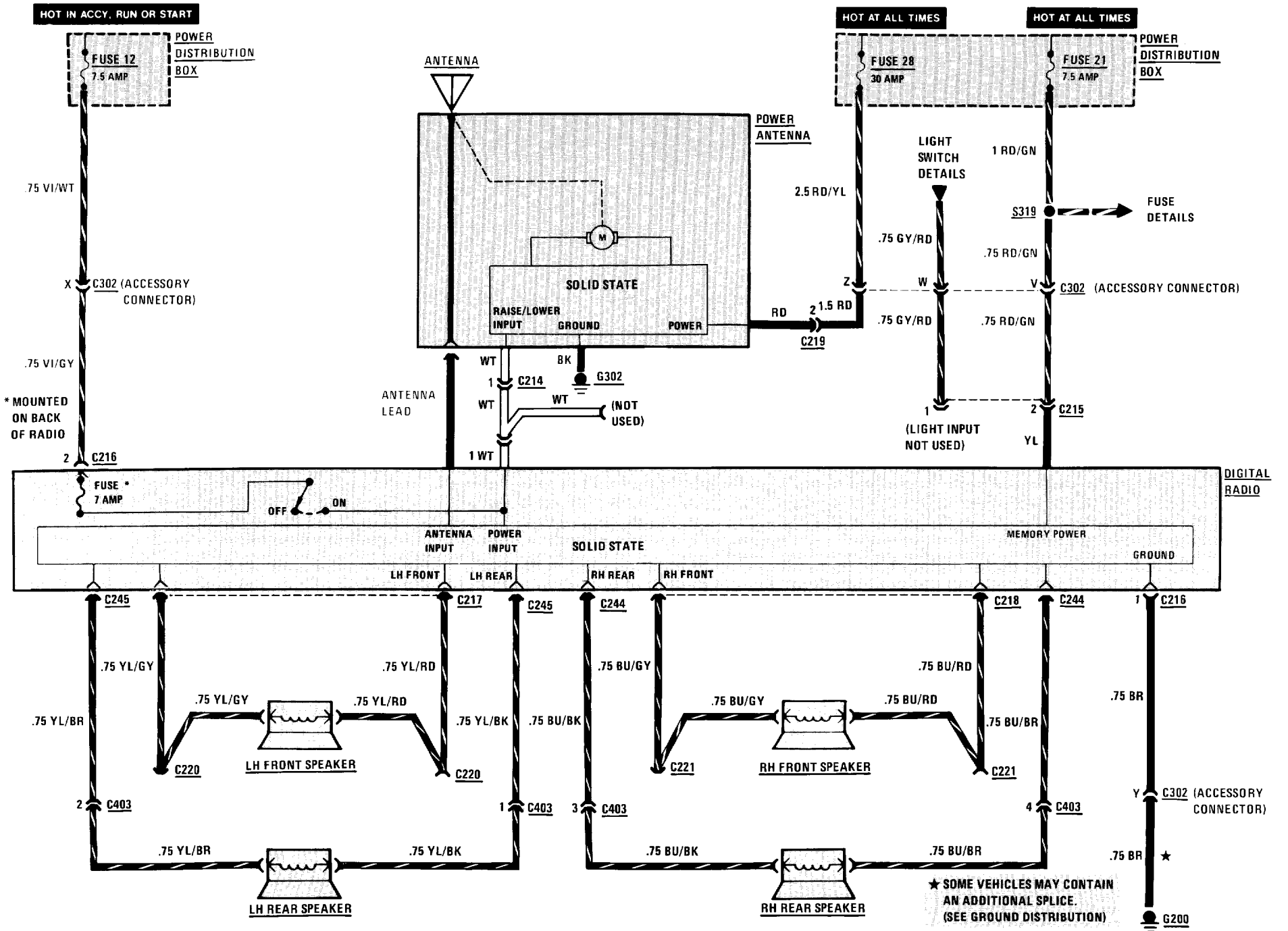
6454-0 AUXILIARY FAN



RADIO ONLY (LATE PRODUCTION)



RADIO ONLY (LATE PRODUCTION)



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 and the Power Antenna Raise/Lower Input. 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 actual Radio signal originates at the Antenna. It is supplied to the Radio, processed, and output from the Left Channel and Right Channel Outputs. The signal is then input to the Left Front, Left Rear, Right Front and Right Rear Inputs to the Amplifier.

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 that the Antenna is properly connected.
5. Before troubleshooting a suspect Speaker, check all connections to that Speaker.
6. If display shows "CODE" and Radio will not operate, the individual Anti-Theft Code must be entered. Refer to "Anti-Theft" instruction booklet.
7. Check Radio Fuse located on back of Radio.
8. If a speaker is inoperative, switch with a good speaker. If still inoperative, check related wiring. Remove Radio for service if wiring is OK.

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
LH Speakers or RH Speakers do not operate.	Do Test B

(Continued on next page)

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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 C
Excessive noise comes from all Speakers.	Do Test D

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: 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 Radio for opens or shorts. If OK, removed Radio for service.

1. Replace the suspect Speaker.

C: 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 Megohm (open circuit)	See 2

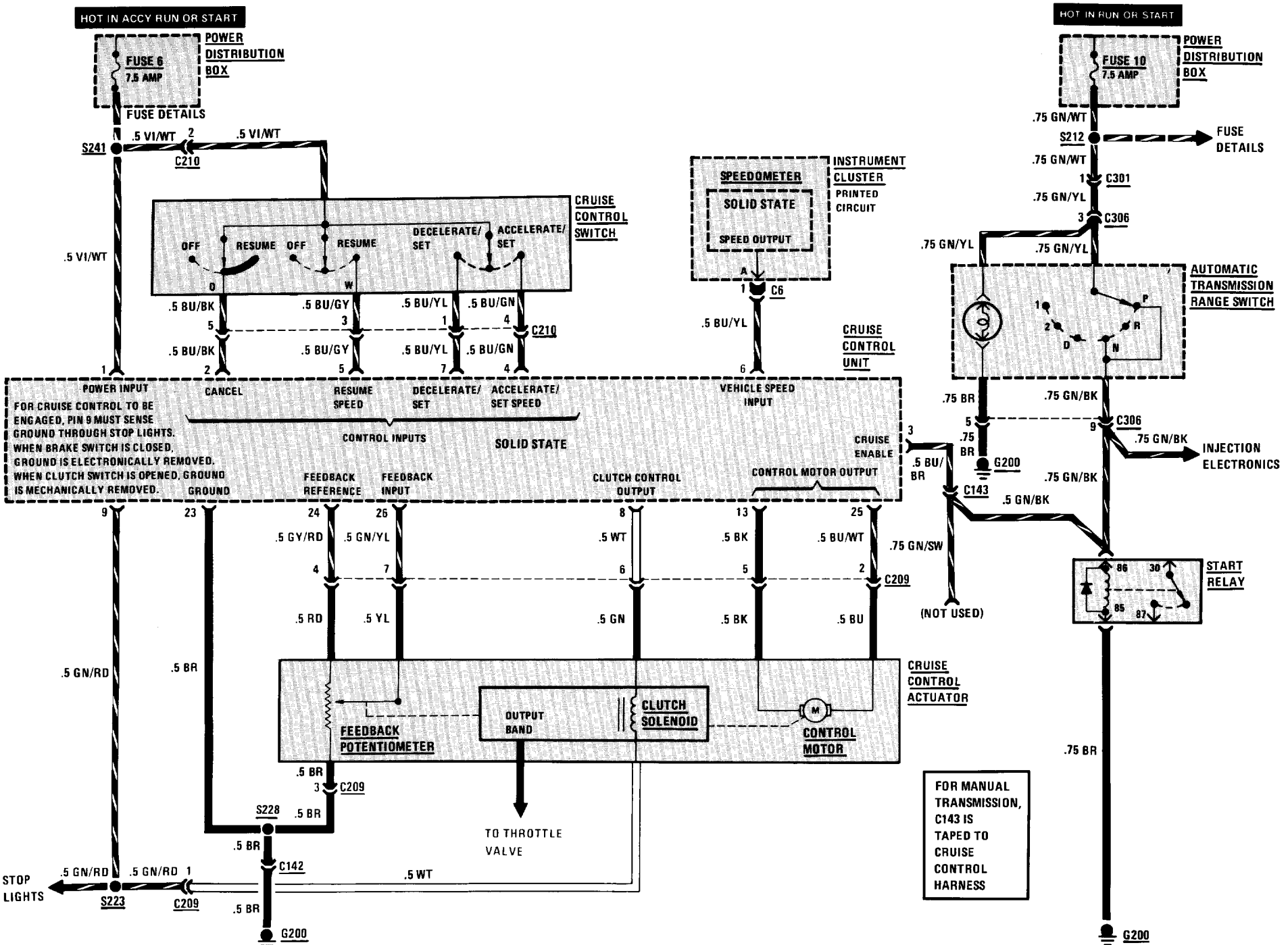
- If both resistances are correct, check the hood ground strap. If OK, substitute different Antenna at Radio. If good, replace Antenna. If noise is still present, refer to Noise Symptom Table.

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.

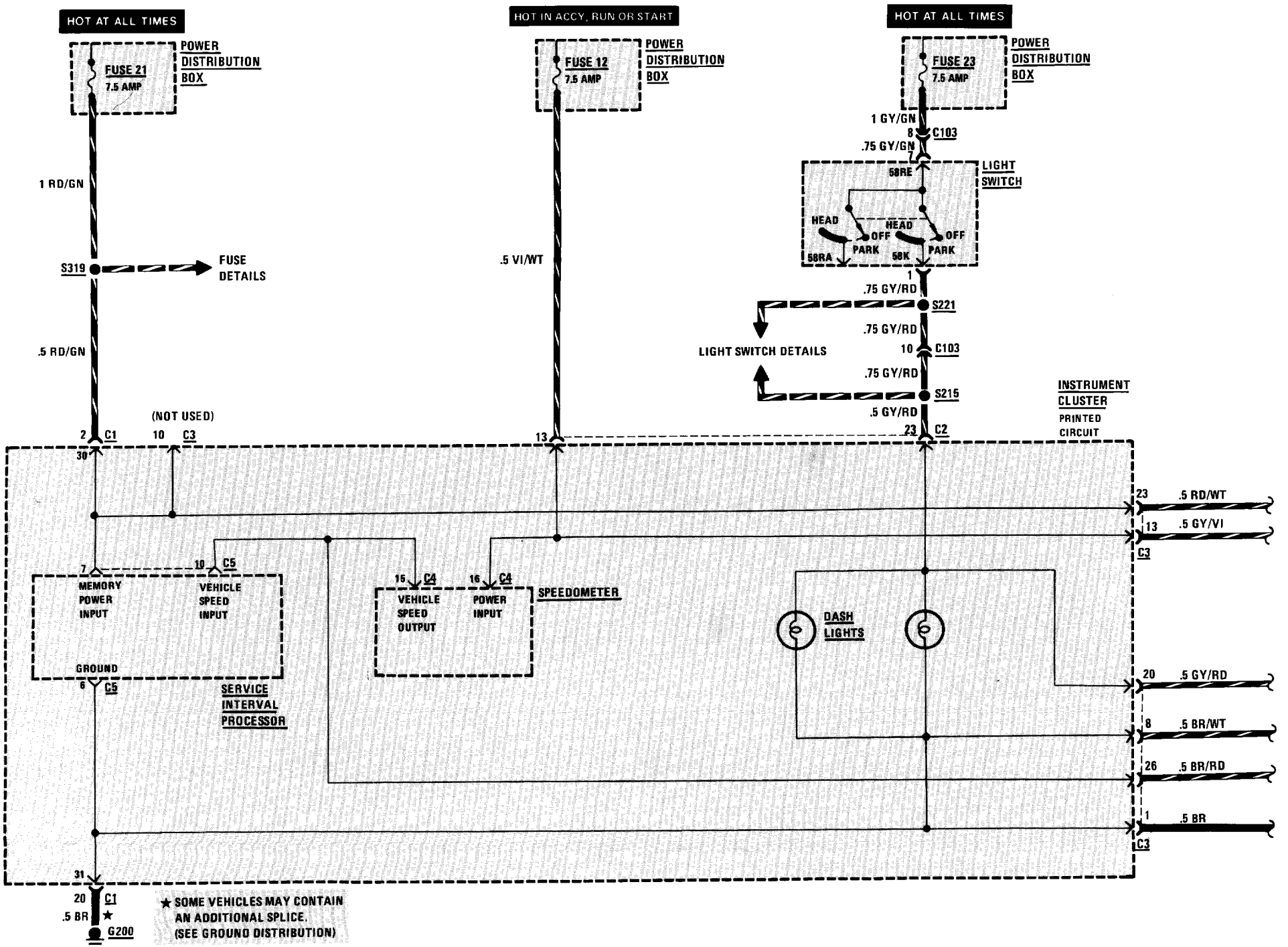
NOISE SYMPTOM TABLE

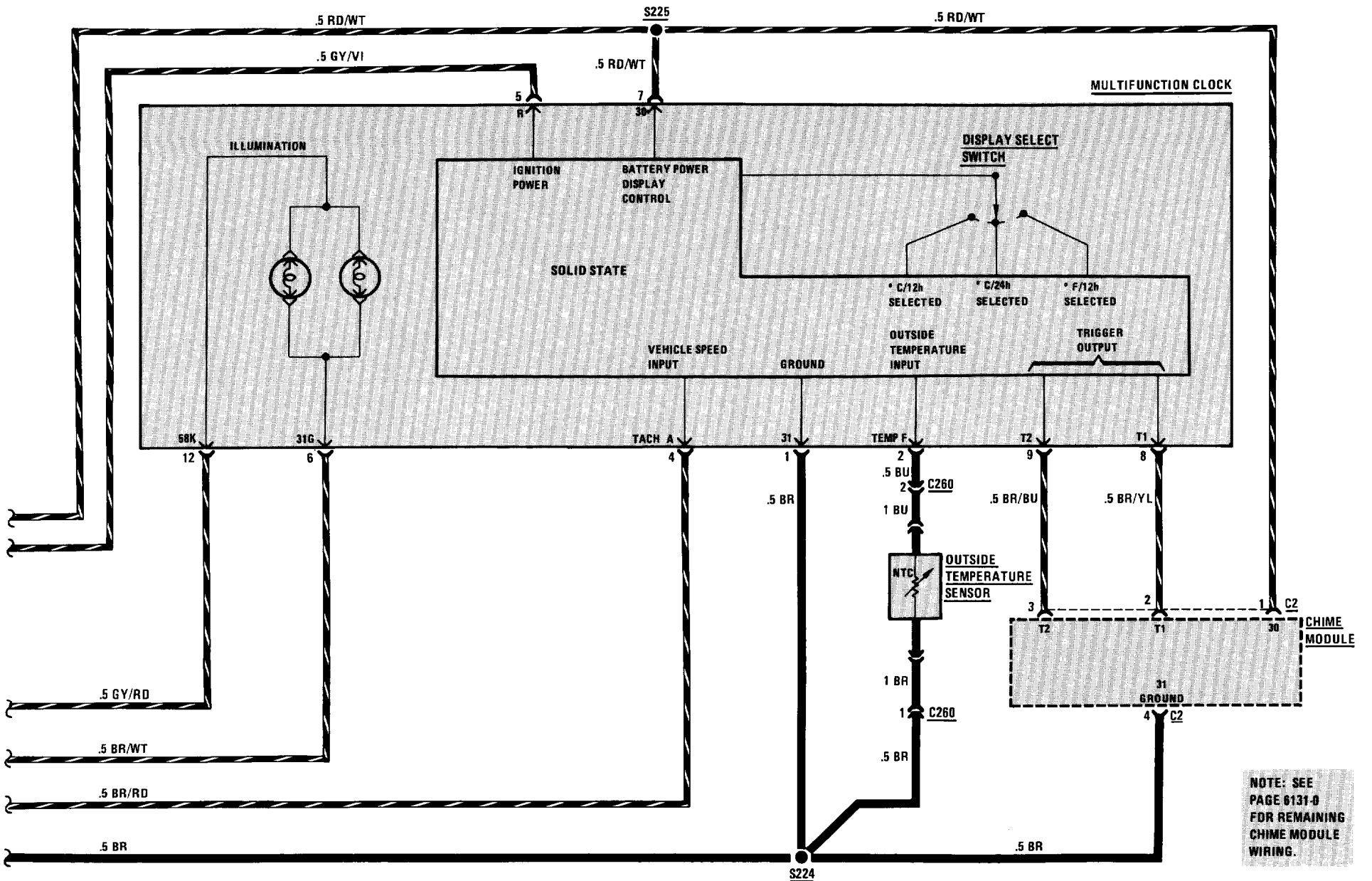
SYMPTOM	POSSIBLE CAUSE	REPAIR ACTION
Harsh popping or crackling noise present when ignition on-changes with engine rpm.	Ignition Noise	• Check for proper distributor cap shielding. • Check shielding ground strap. If not present, install. • Check for defective spark plug or spark plug wire. • Reroute 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



6581-0 MULTIFUNCTION CLOCK




.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
2
C260
1 BU
.5 BR
.5 BR/BU
.5 BR/YL
NTC
OUTSIDE TEMPERATURE SENSOR
3
T2
2
T1
1
C2
30
CHIME MODULE
31
GROUND
4
C2
1 BR
1
C260
.5 BR
.5 GY/RD
.5 BR/WT
.5 BR/RD
.5 BR
.5 BR
S224
NOTE: SEE PAGE 6131-0 FOR REMAINING CHIME MODULE WIRING.

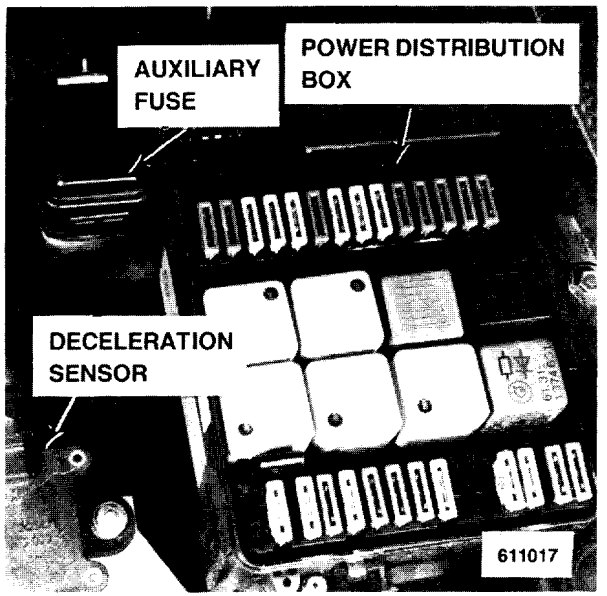


Figure 1 - LH Rear of Engine Compartment

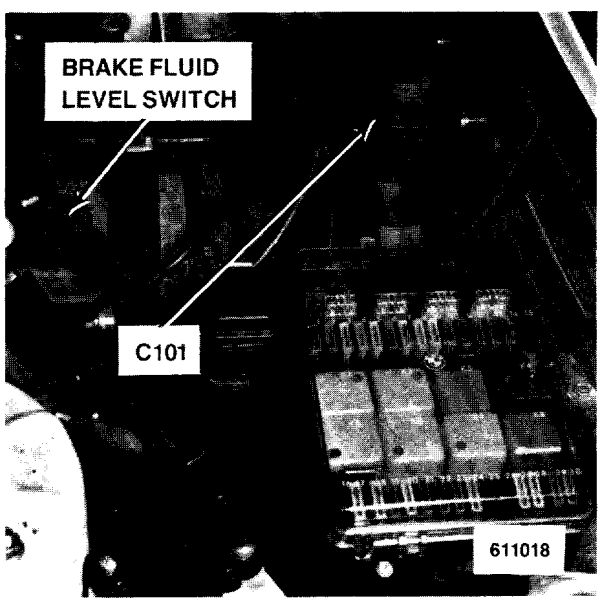


Figure 2 - LH Rear of Engine Compartment

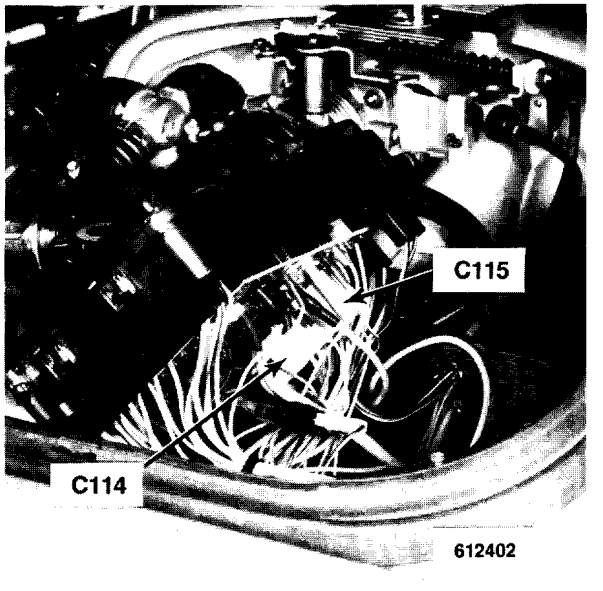


Figure 3 - LH Rear of Engine Compartment (Inside Power Distribution Box)

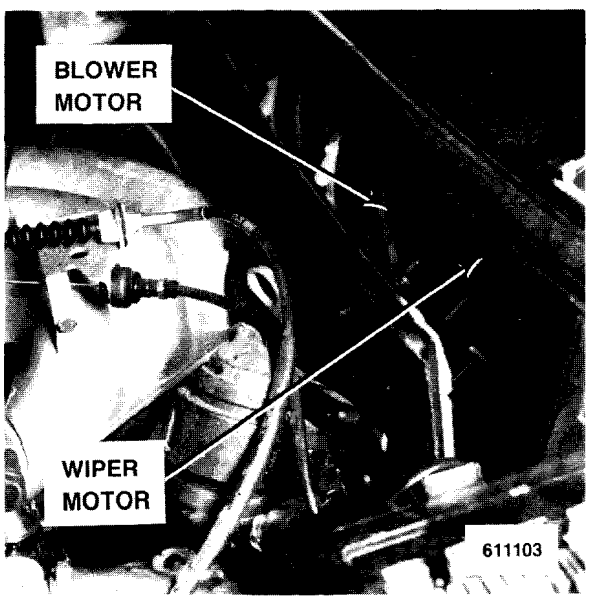


Figure 4 - Behind Cowl

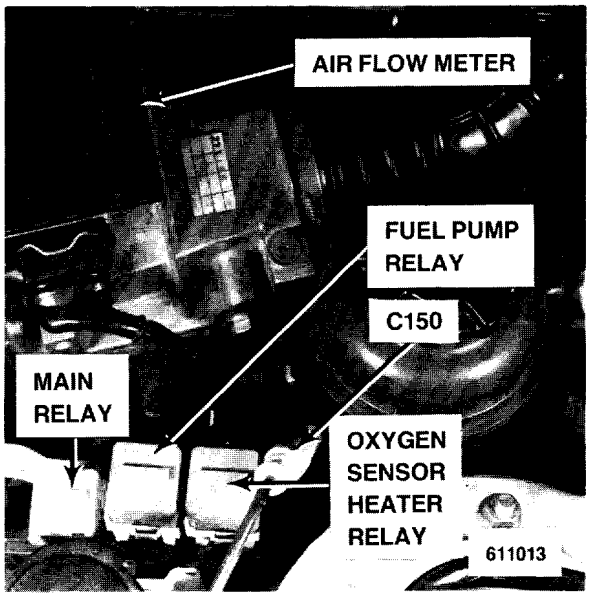


Figure 5 - Forward of LH Front Shock Tower (Relay Cover Removed)

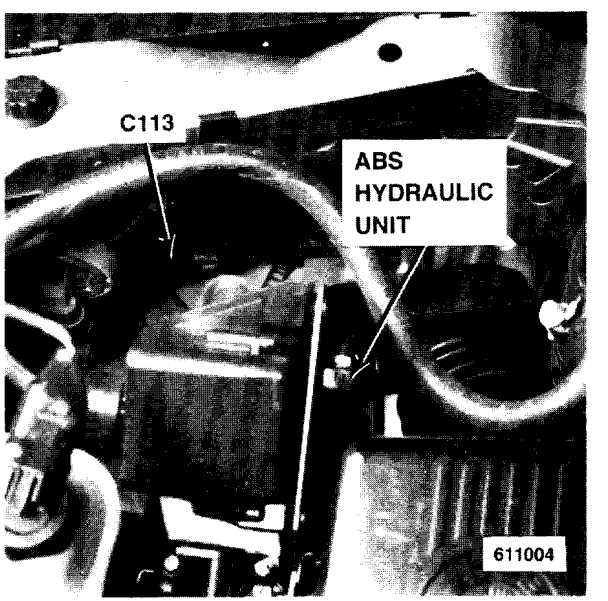


Figure 6 - LH Front of Engine Compartment

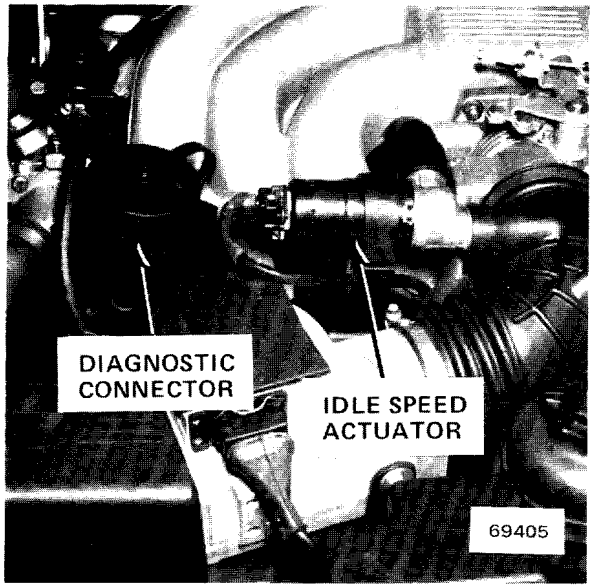


Figure 1 - LH Front of Engine

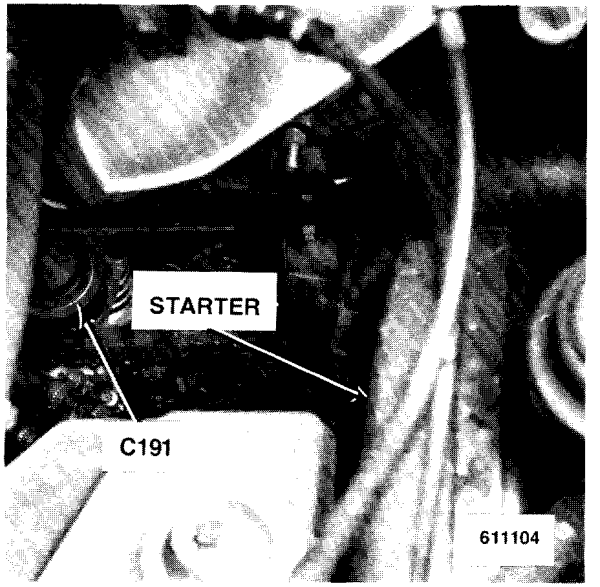


Figure 3 - Lower LH Rear of Engine

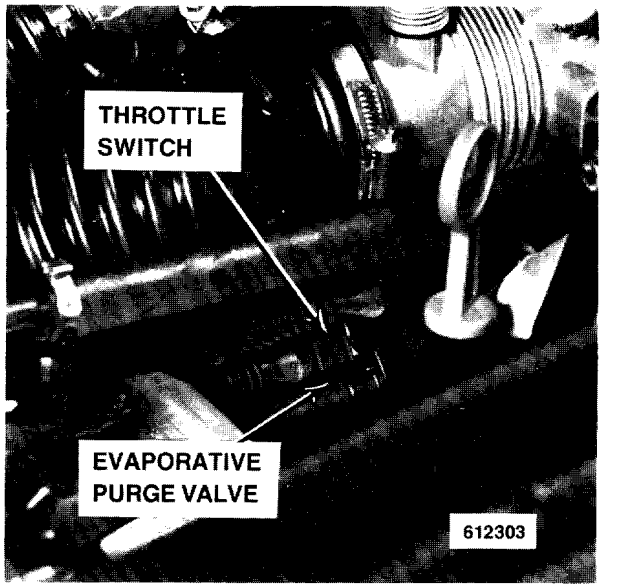


Figure 5 - LH Front of Engine

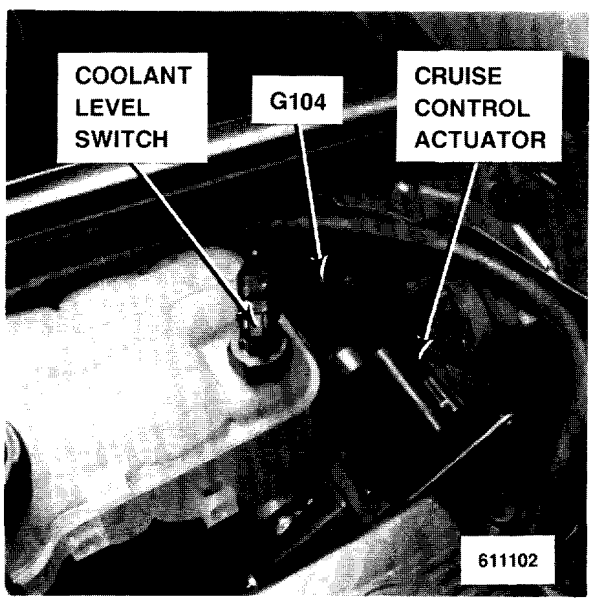


Figure 2 - Forward of LH Front Wheel Well

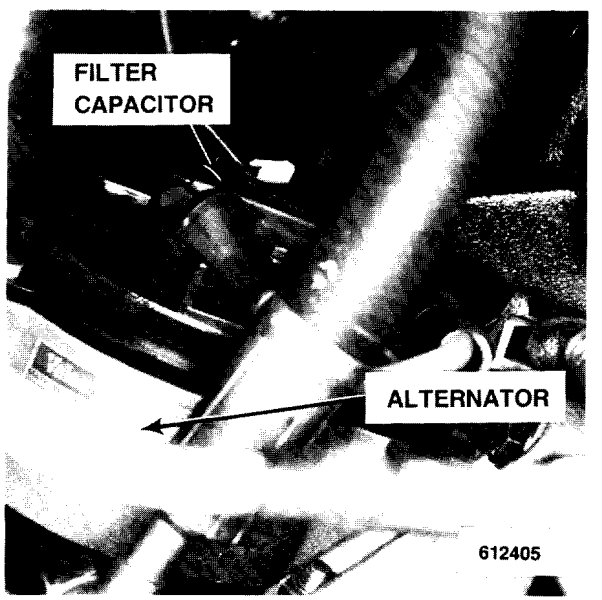


Figure 4 - Lower LH Front of Engine

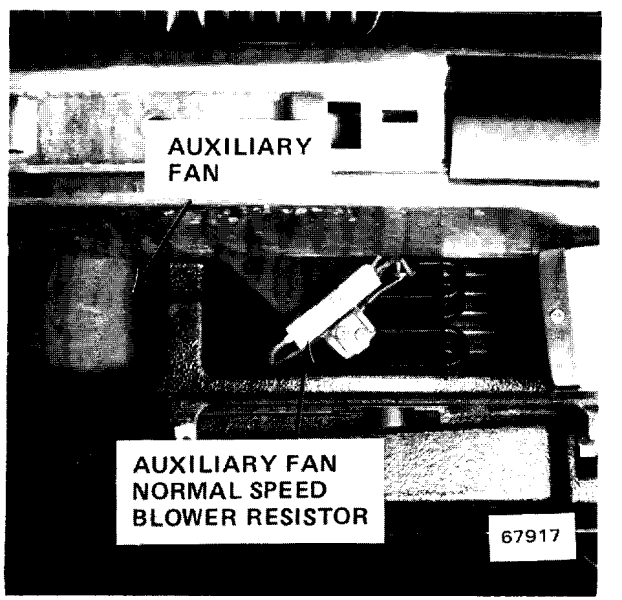


Figure 6 - Under Middle of Front Bumper

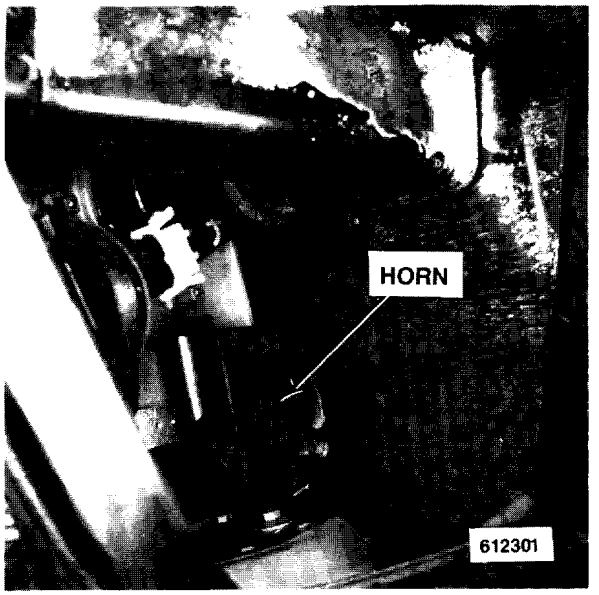


Figure 1 - Under LH and RH Side of Bumper

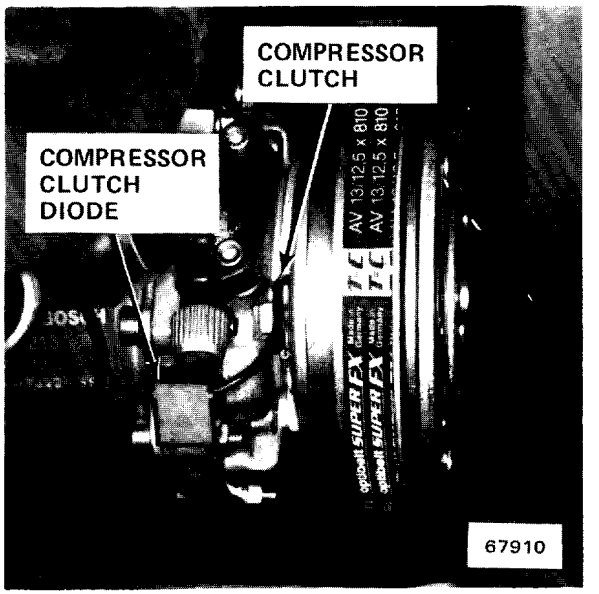


Figure 3 - Lower RH Front of Engine

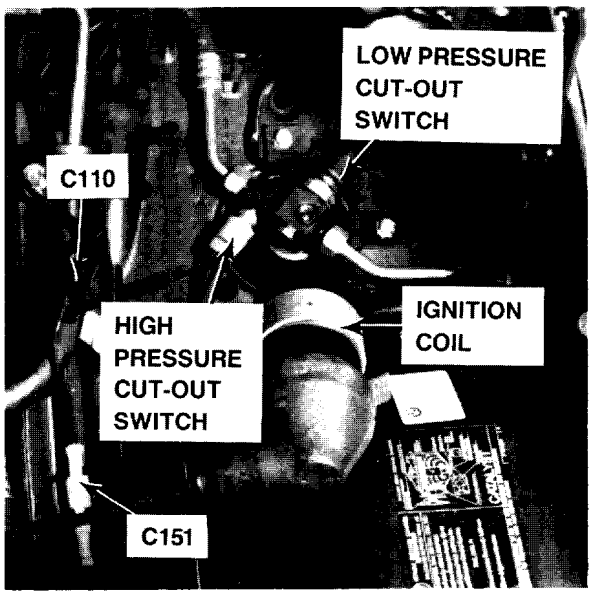


Figure 5 - RH Front of Engine Compartment

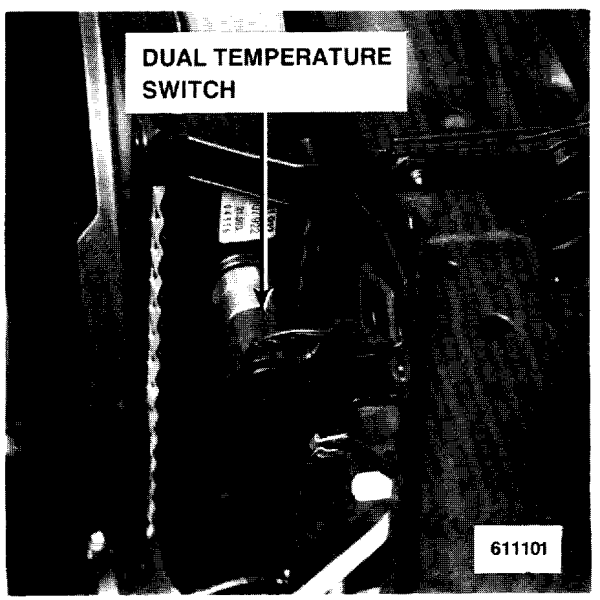


Figure 2 - Top RH Side of Radiator

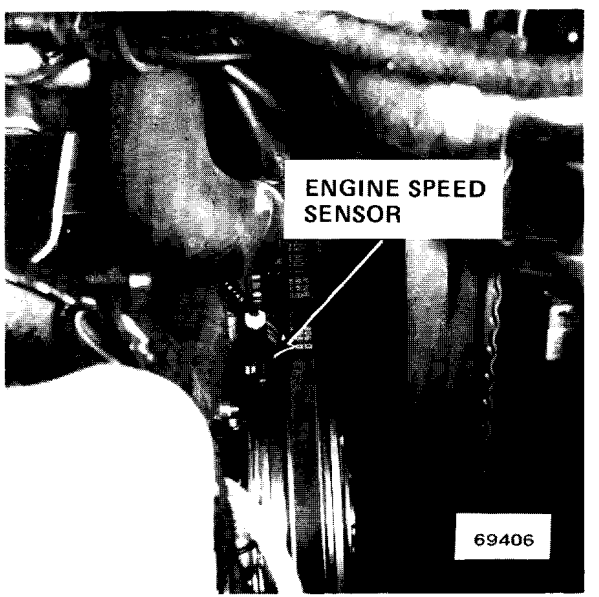


Figure 4 - Lower RH Front of Engine

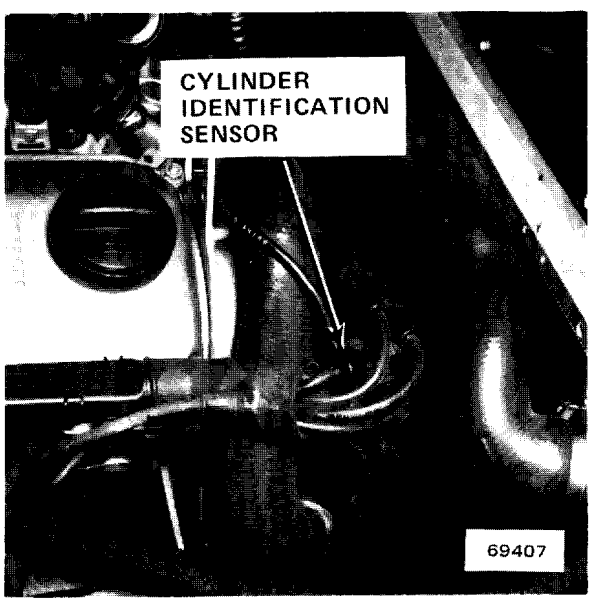


Figure 6 - RH Front of Engine (Cover Removed)

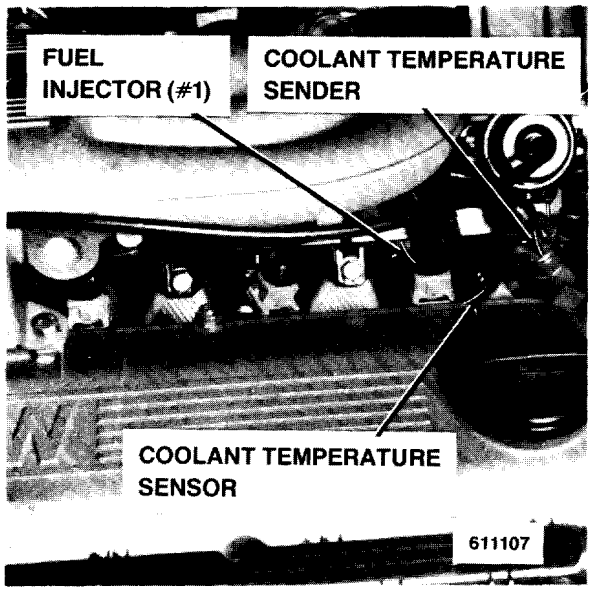


Figure 1 - Top Front of Engine

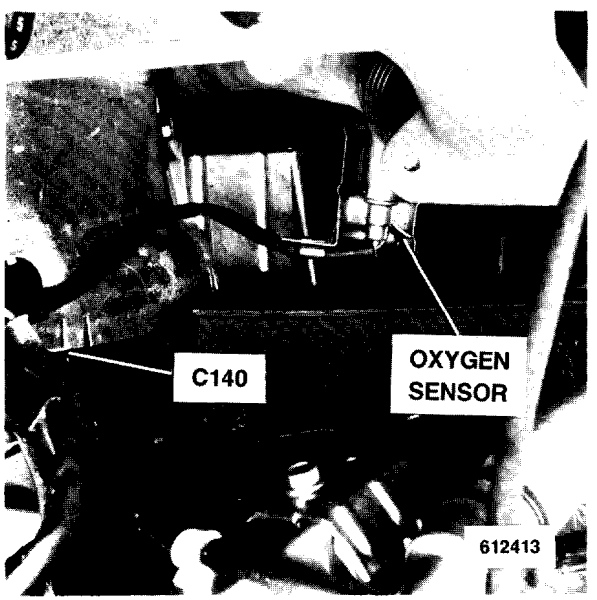


Figure 2 - Lower RH Rear of Engine

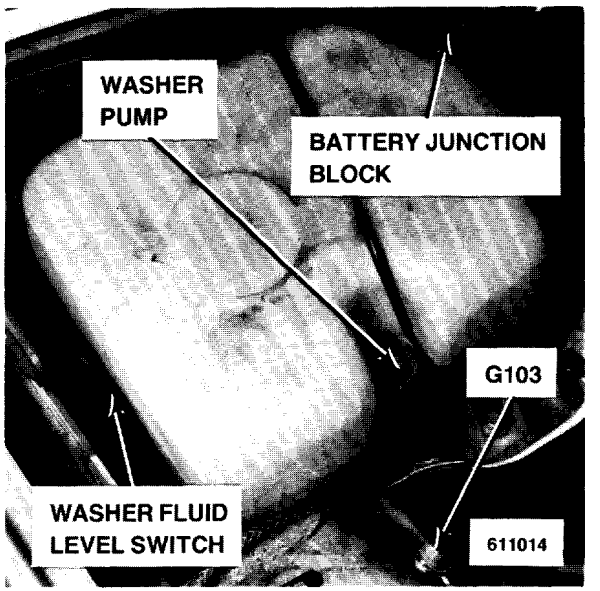


Figure 3 - RH Rear of Engine Compartment

Figure 4 - Lower RH Front of Engine

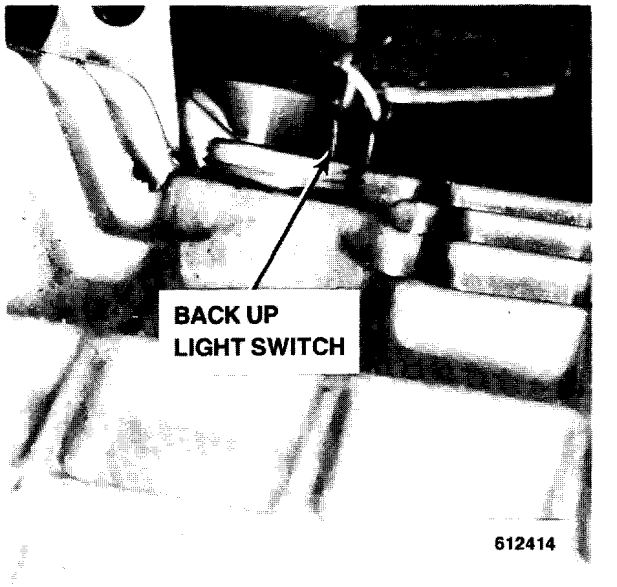


Figure 5 - RH Side of Transmission

Figure 6 - Lower RH Side of Engine

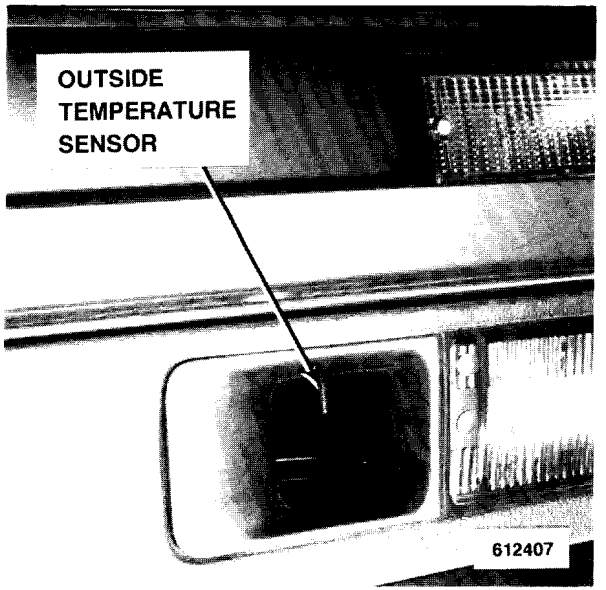


Figure 1 - Inside Air Intake, Near LH Fog Light

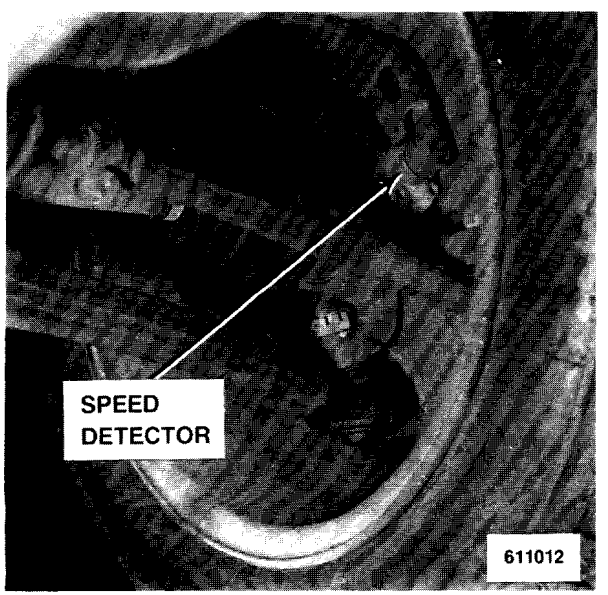


Figure 2 - Behind LH Front Wheel

Figure 3 - LH Front Brake Assembly (Wheel Removed)

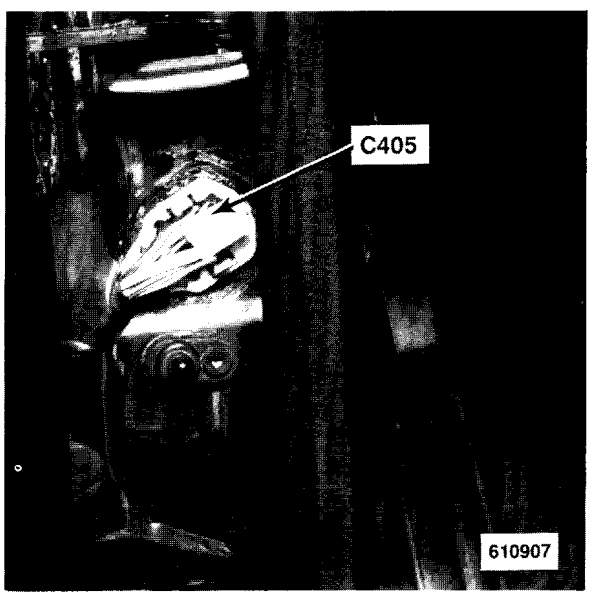


Figure 4 - Above LH Front Door Jamb Switch

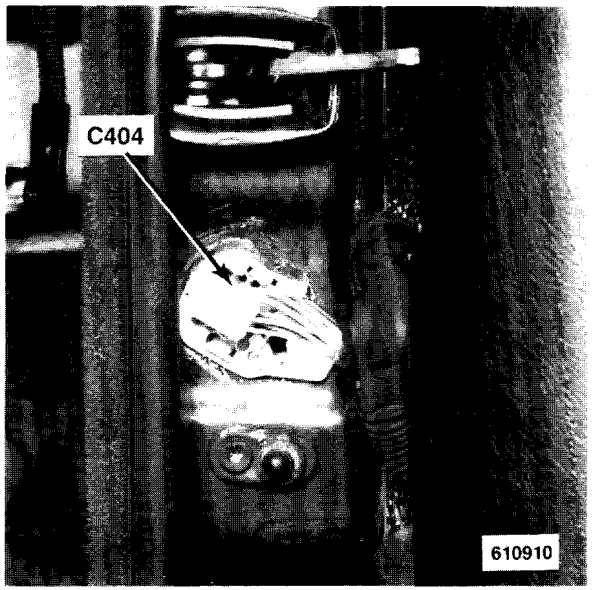


Figure 5 - Above RH Front Door Jamb Switch

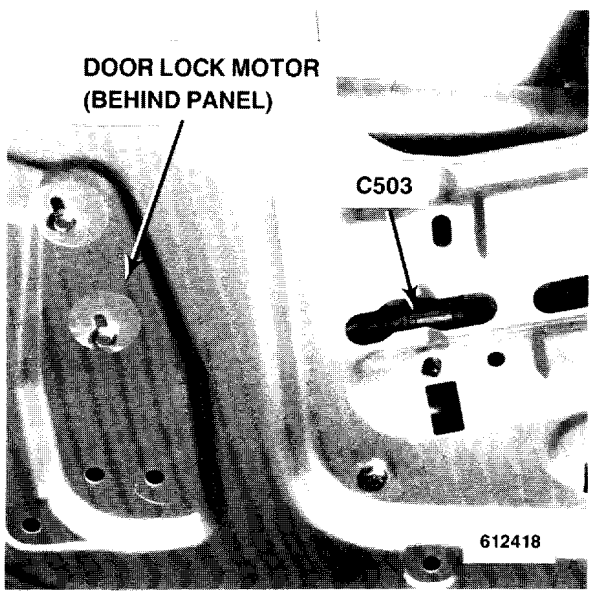


Figure 6 - Rear of LH Front Door

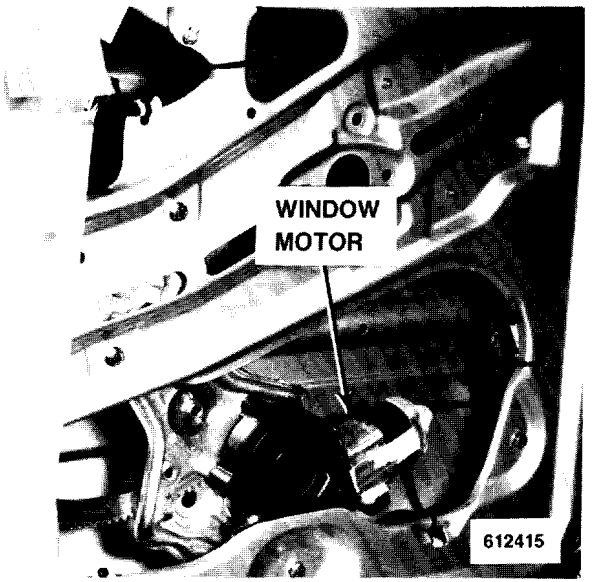


Figure 1 - Forward Part of LH Front Door

Figure 2 - Rear Part of LH Front Door

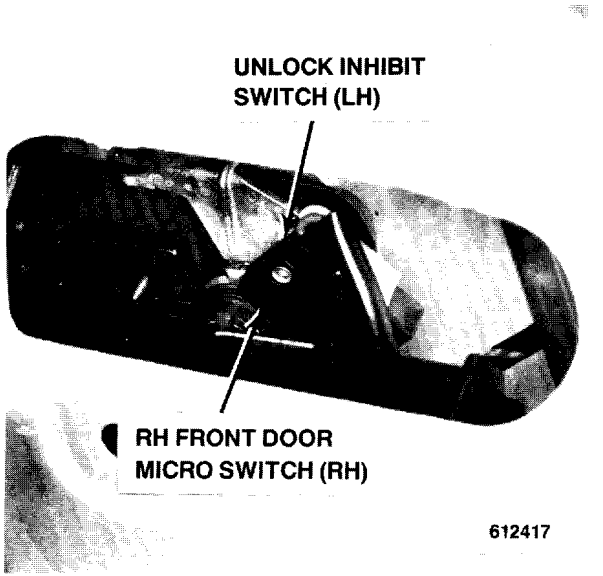


Figure 3 - Rear Part of LH Front Door

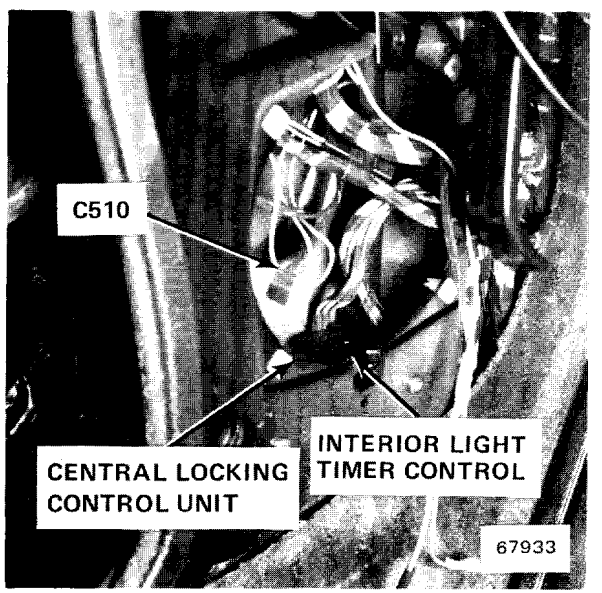


Figure 4 - Behind LH Front Speaker

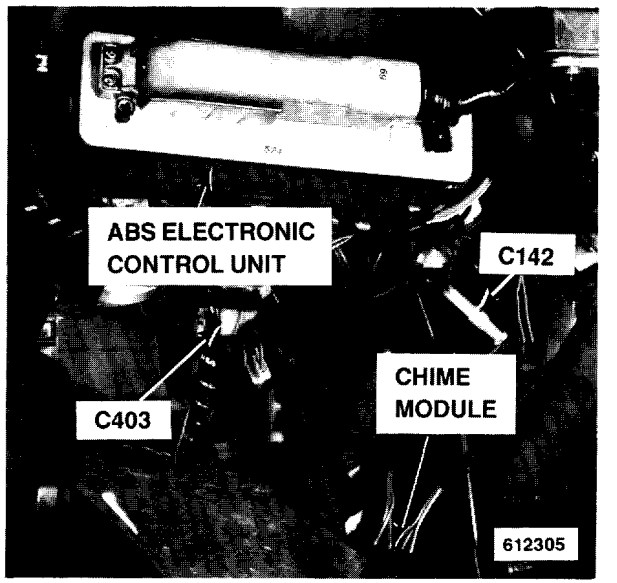


Figure 5 - Under LH Side of Dash

Figure 6 - Under LH Side of Dash

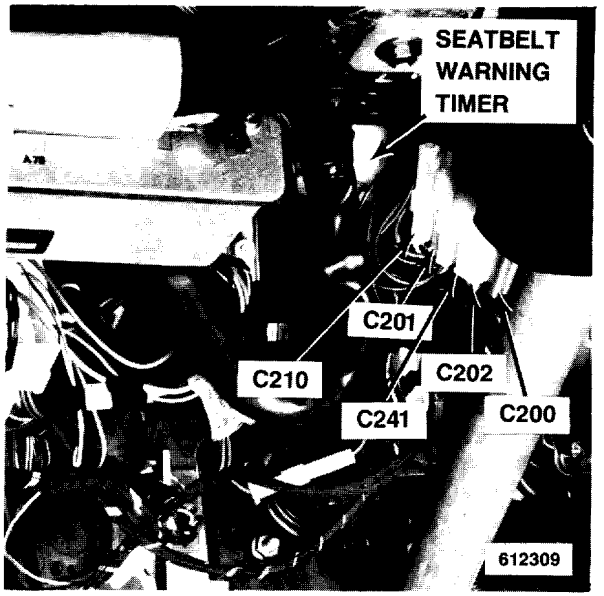


Figure 1 - Under LH Side of Dash

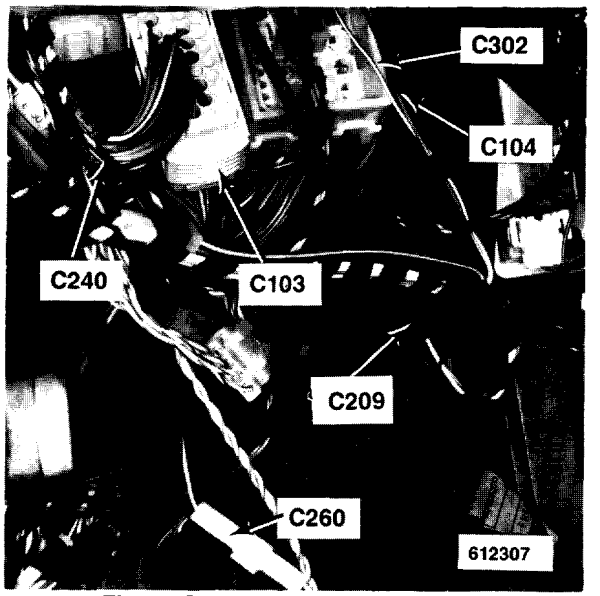


Figure 3 - Under LH Side of Dash

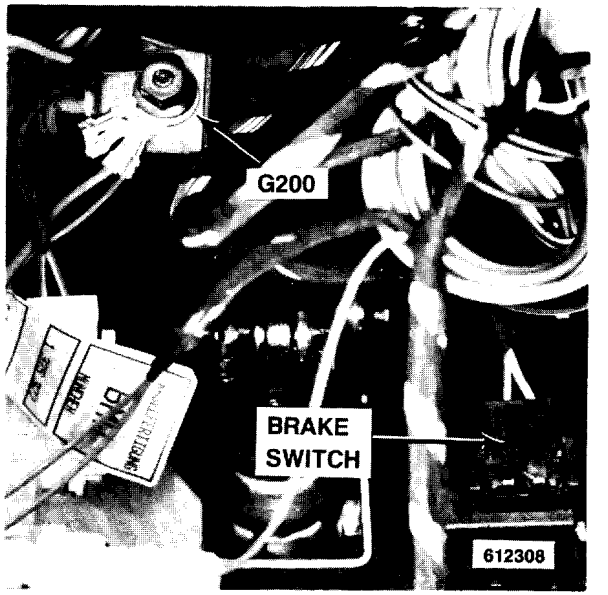


Figure 5 - Under LH Side of Dash

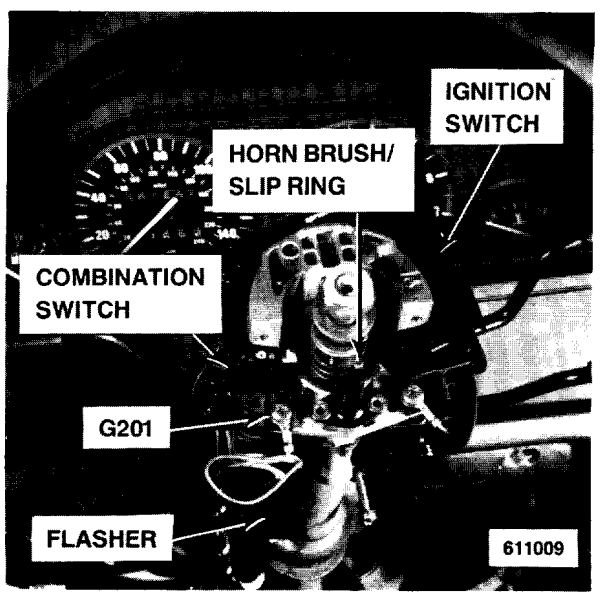


Figure 2 - Top of Steering Column

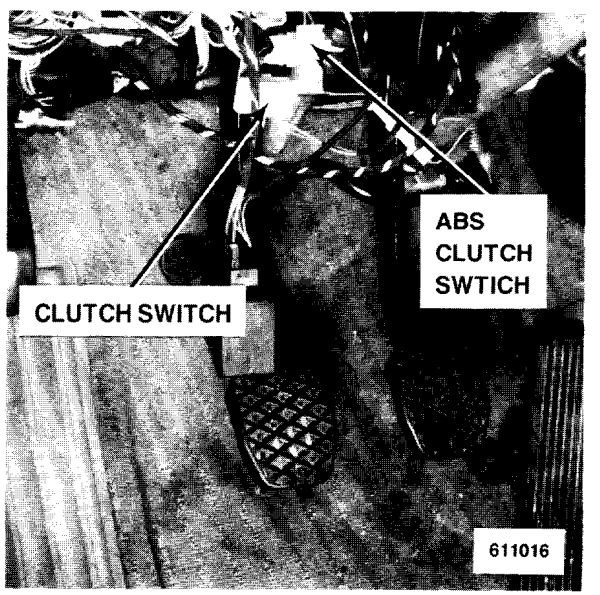


Figure 4 - Under LH Side of Dash

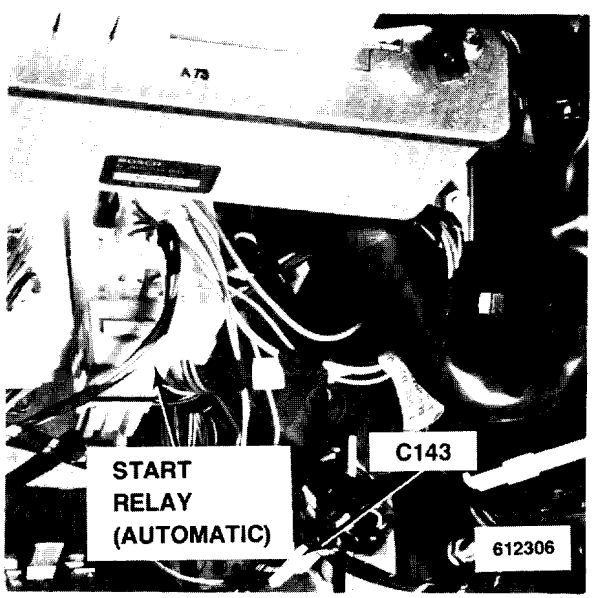


Figure 6 - Under LH Side of Dash

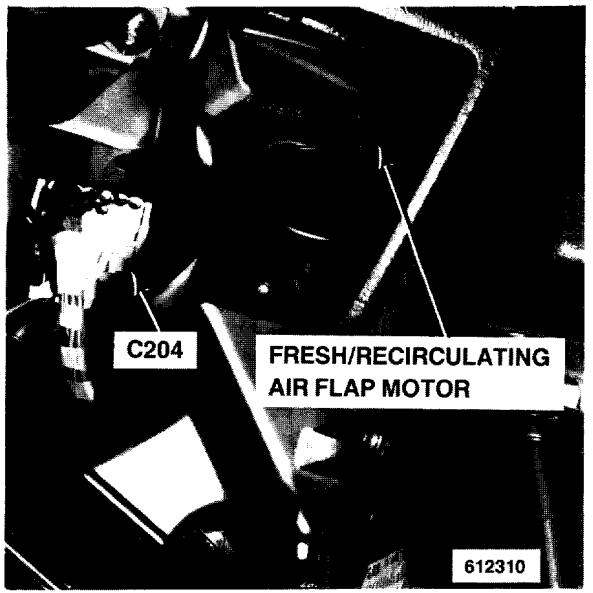


Figure 1 - Under LH Side of Dash

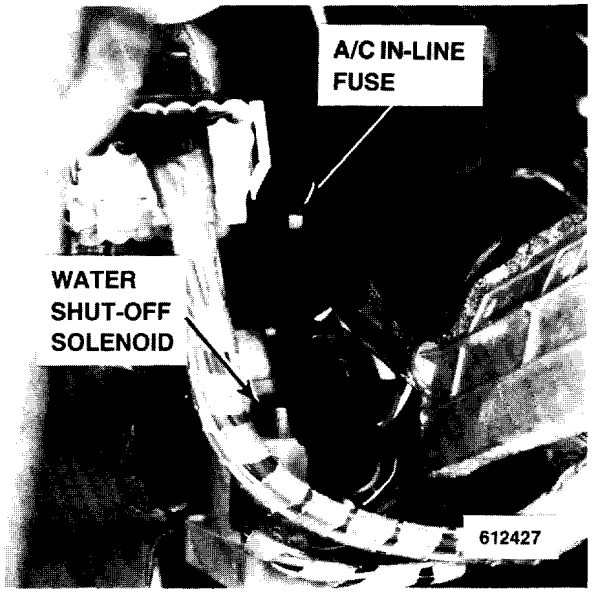


Figure 3 - LH Side of Evaporator Housing

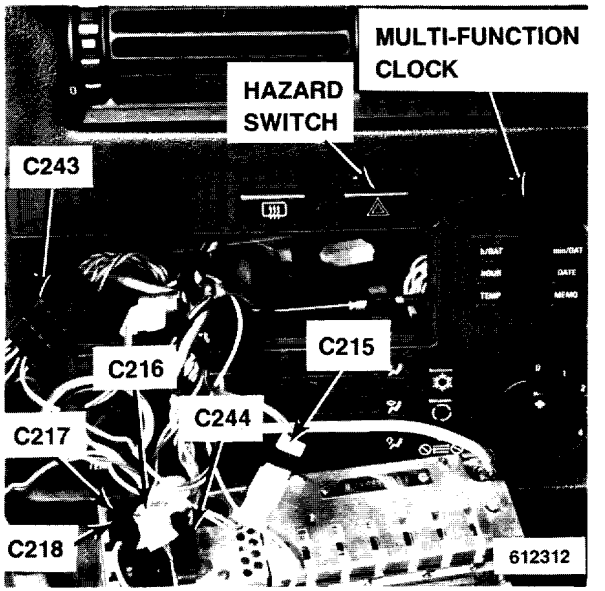


Figure 5 - Center of Dash

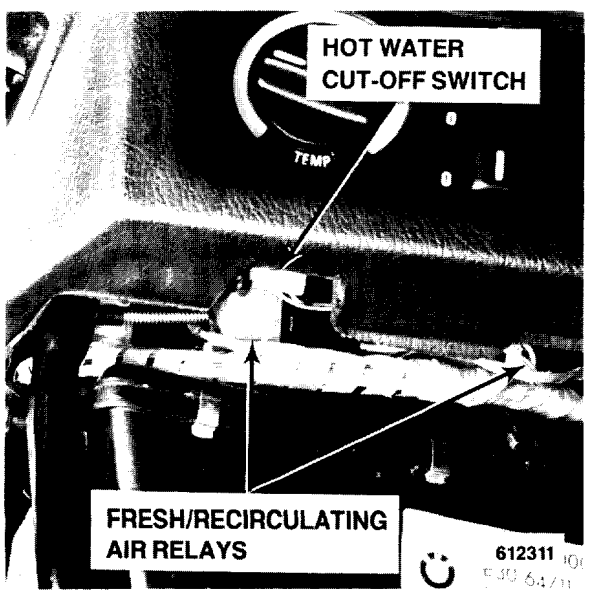


Figure 2 - Center of Dash

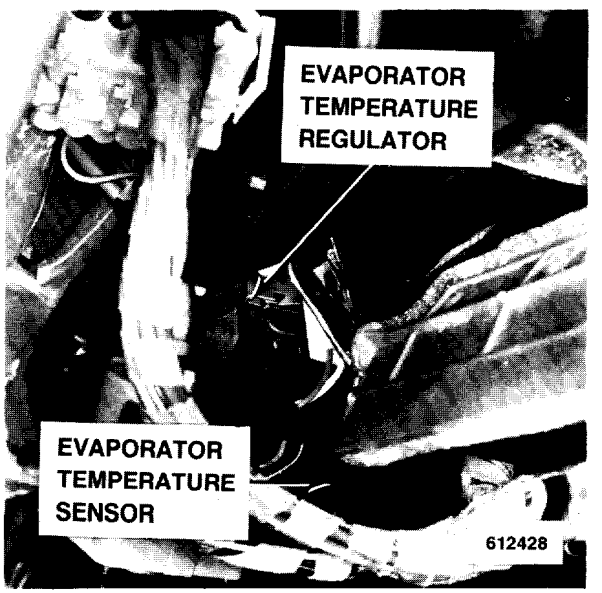


Figure 4 - LH Side of Evaporator Housing

Figure 6 - Center of Windshield Header

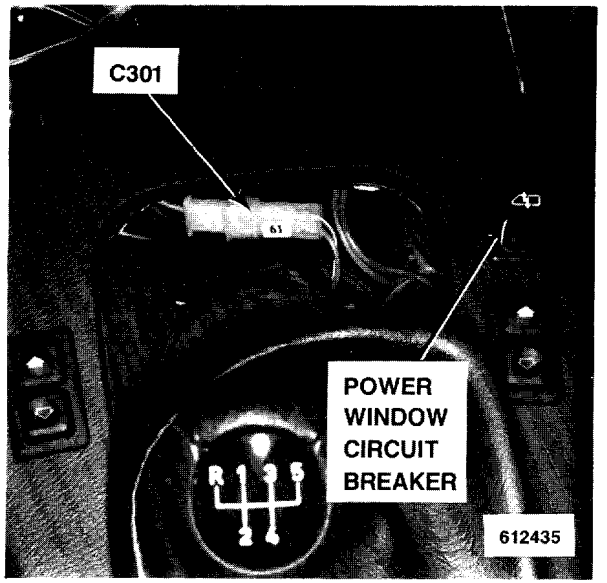


Figure 1 - Center Console

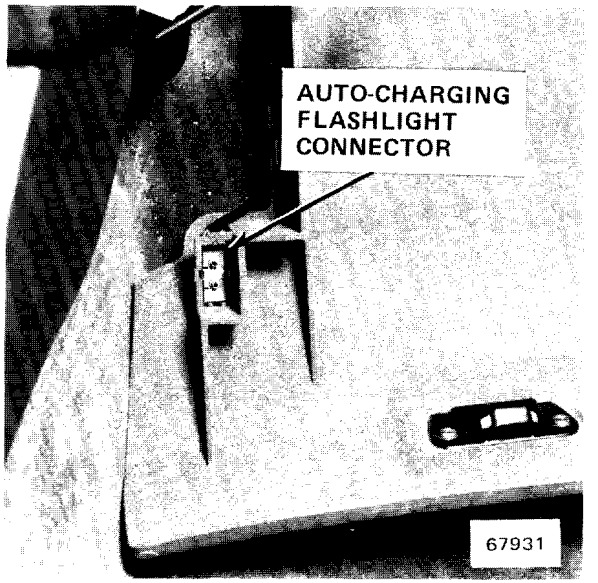


Figure 3 - Inside Glove Box

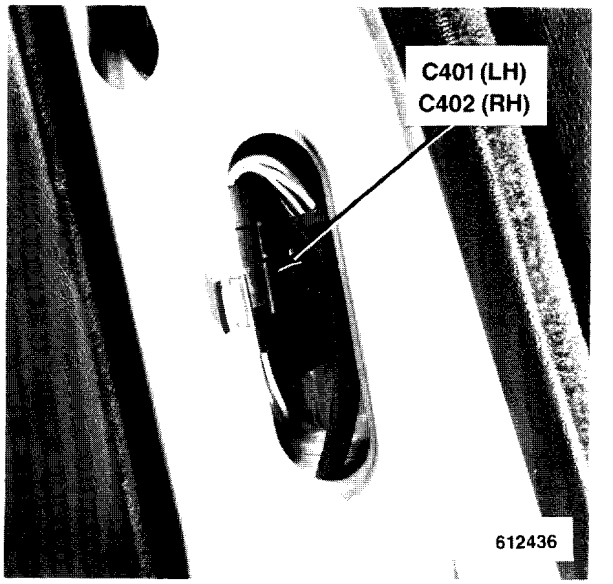


Figure 5 - In "B" Pillar

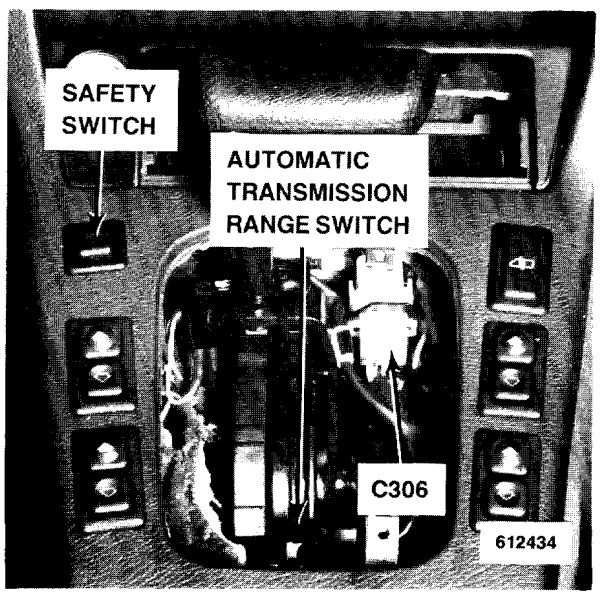


Figure 2 - Center Console

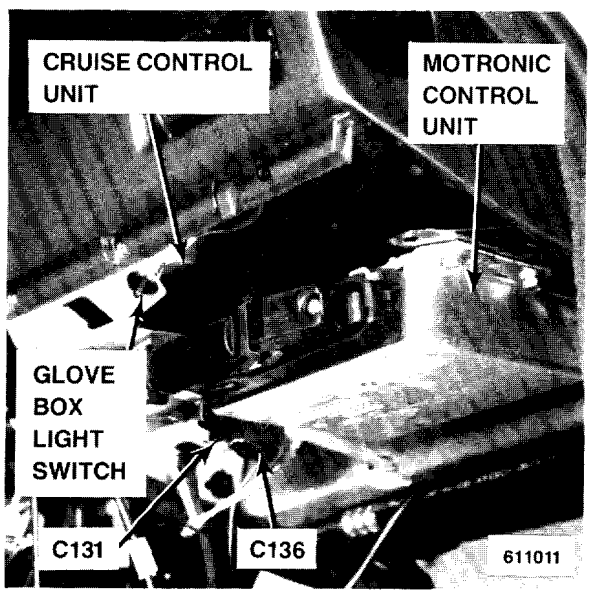


Figure 4 - Under RH Side of Dash

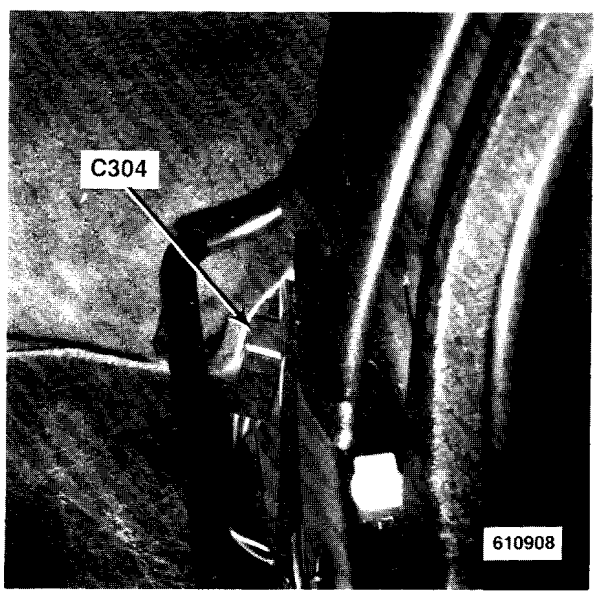


Figure 6 - At Bast of LH "B" Pillar

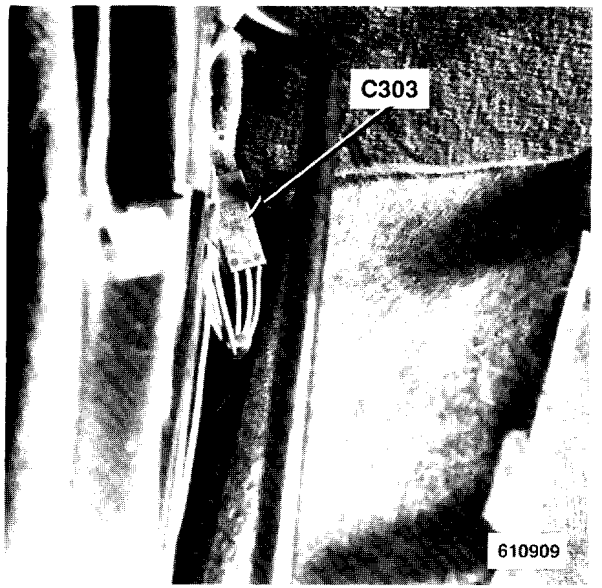


Figure 1 - At Base of RH "B" Pillar

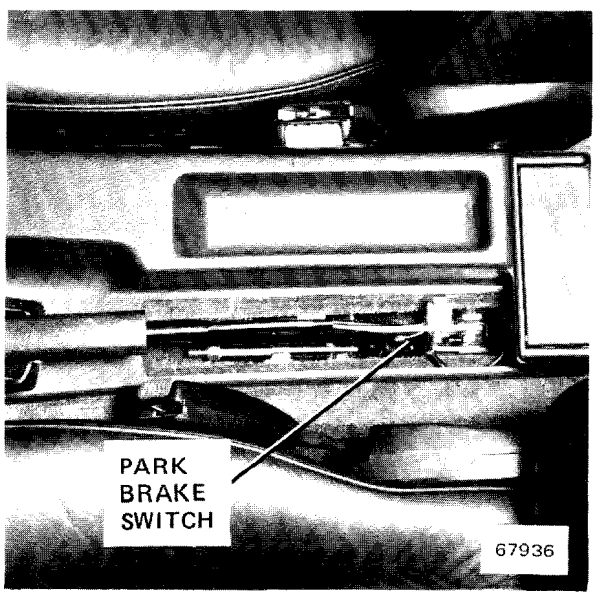


Figure 2 - Rear of Center Console

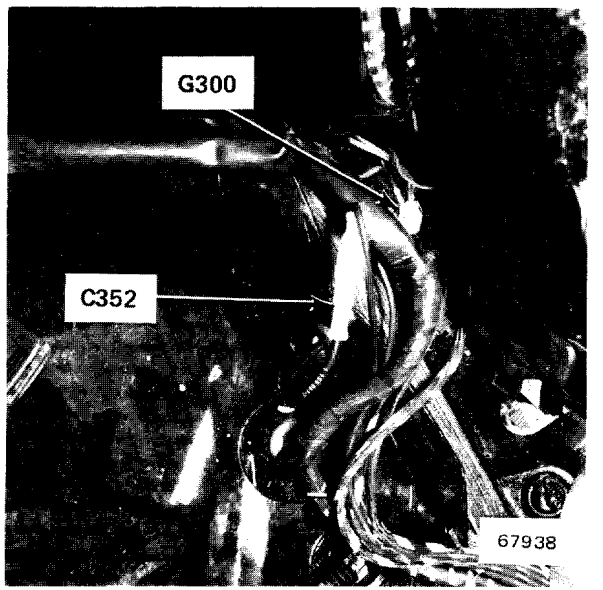


Figure 3 - Under LH Side of Rear Seat

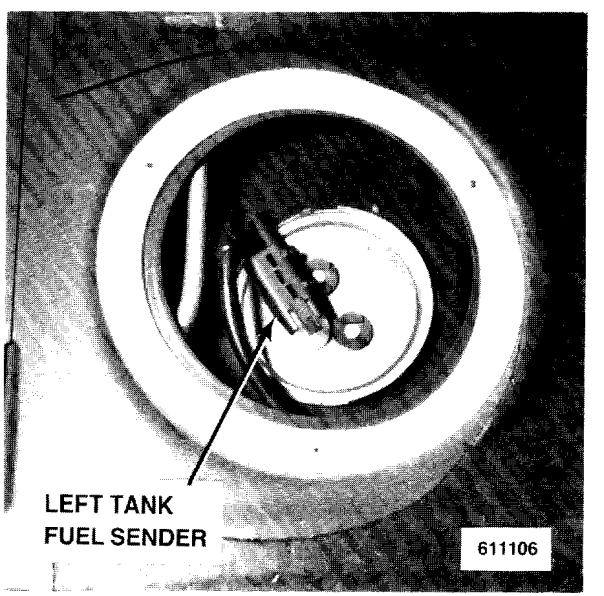


Figure 4 - Under LH Side of Rear Seat

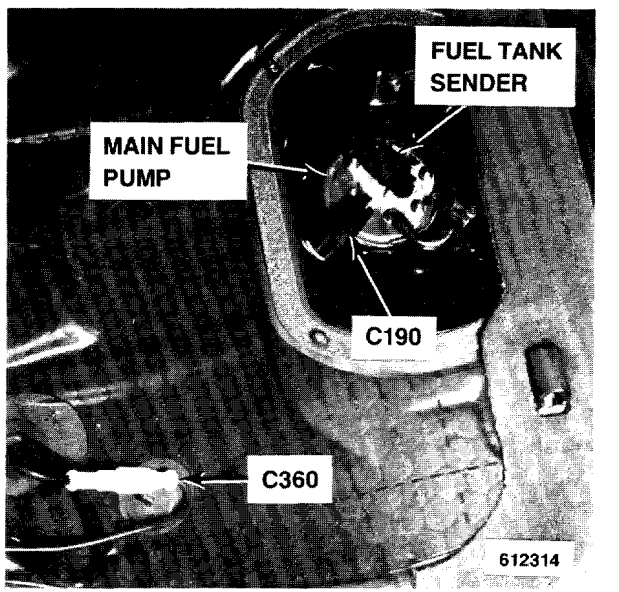


Figure 5 - Under RH Side of Rear Seat

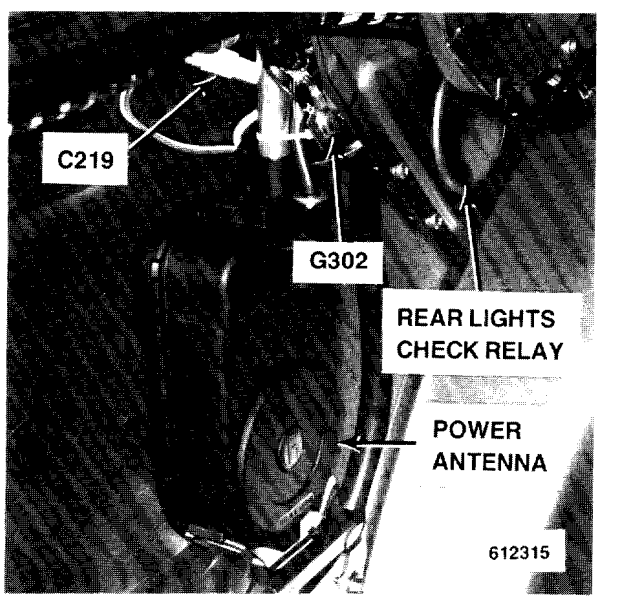


Figure 6 - LH Side of Trunk

Figure 1 - Middle Rear of Trunk

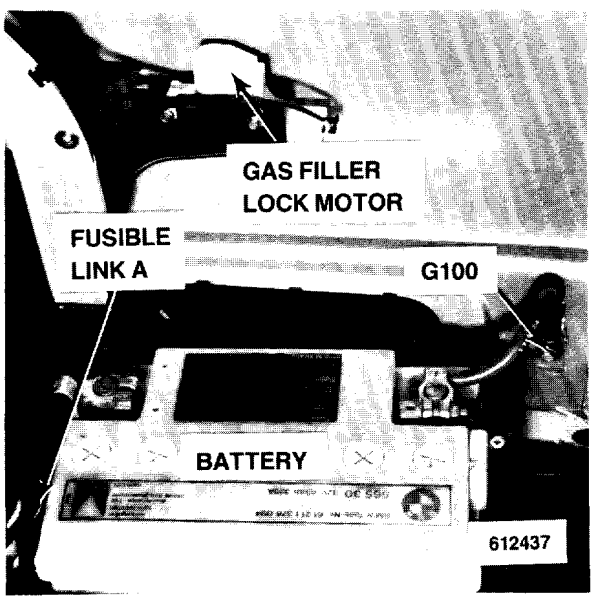


Figure 2 - RH Front of Trunk

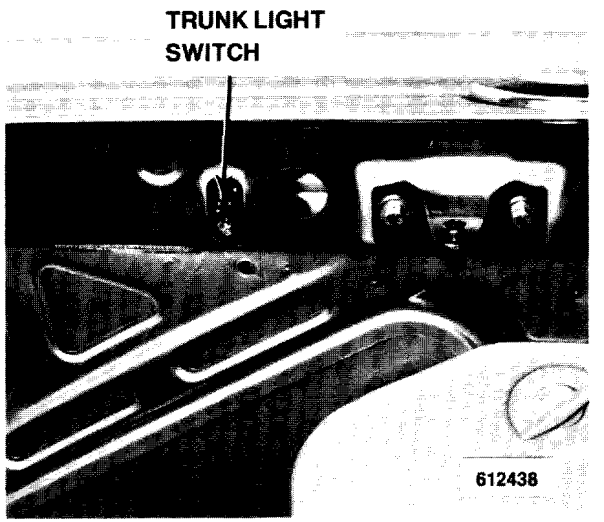


Figure 3 - Center of Trunk Lid

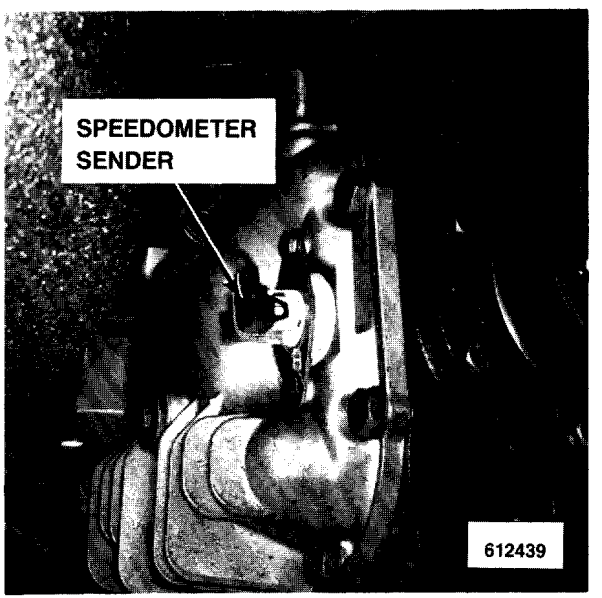


Figure 4 - RH Rear of Differential

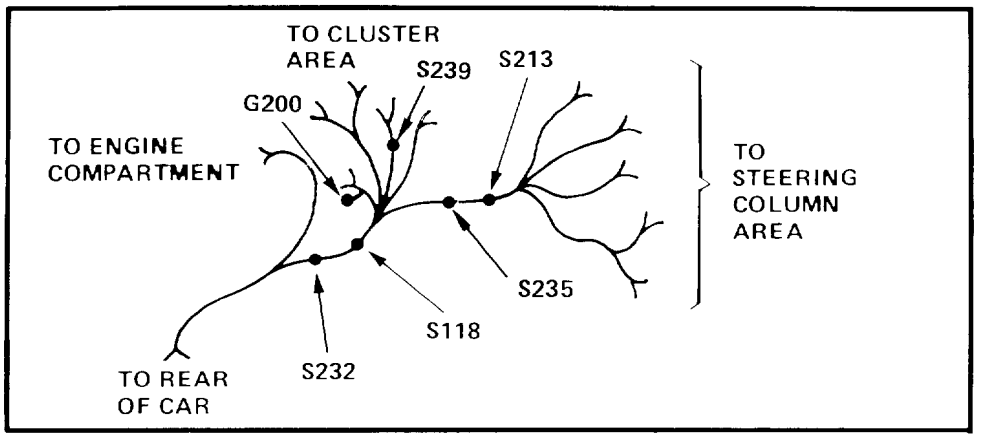
8000-0 SPLICE LOCATION VIEWS

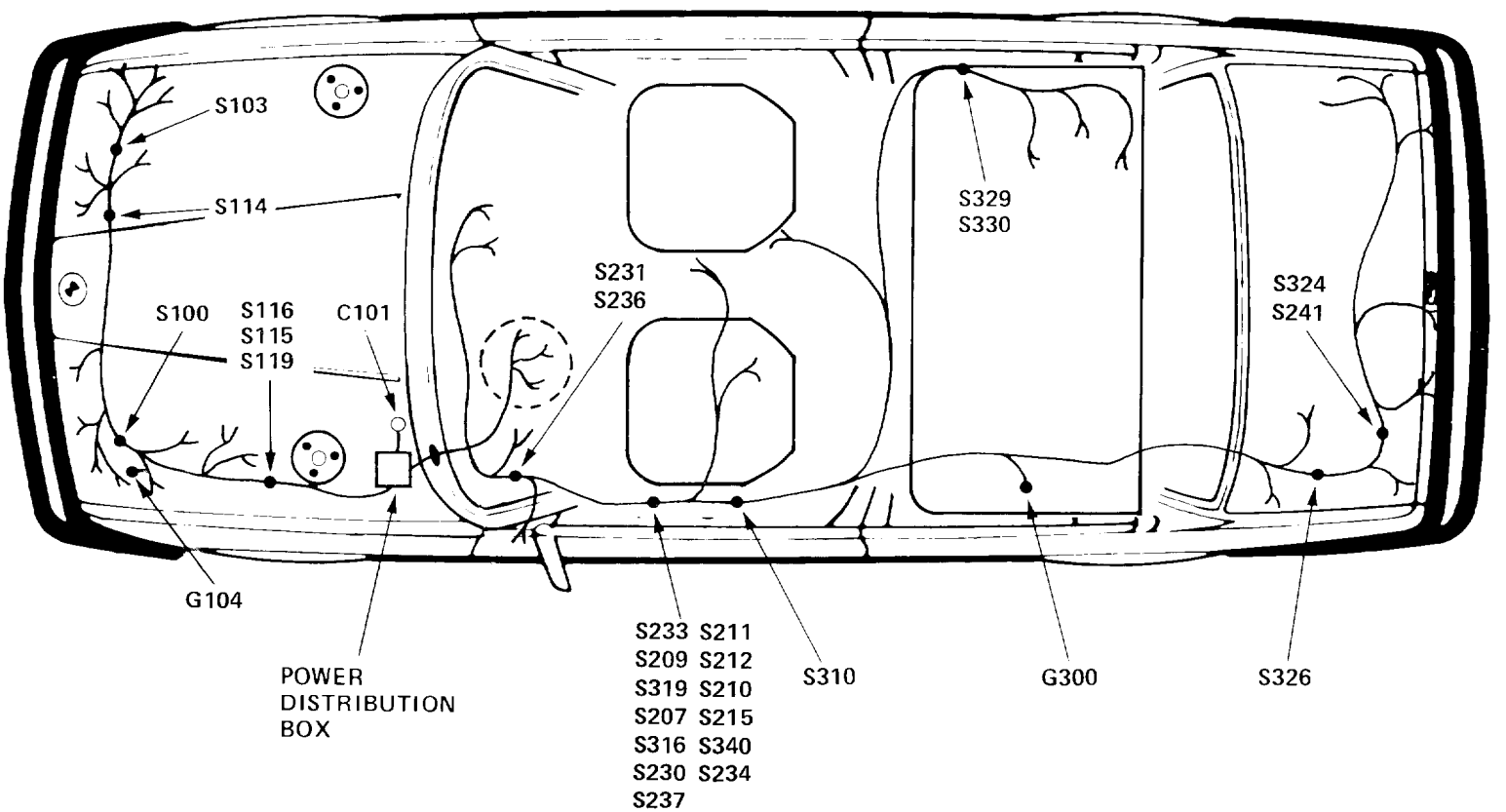
INDEX

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 harnesses.

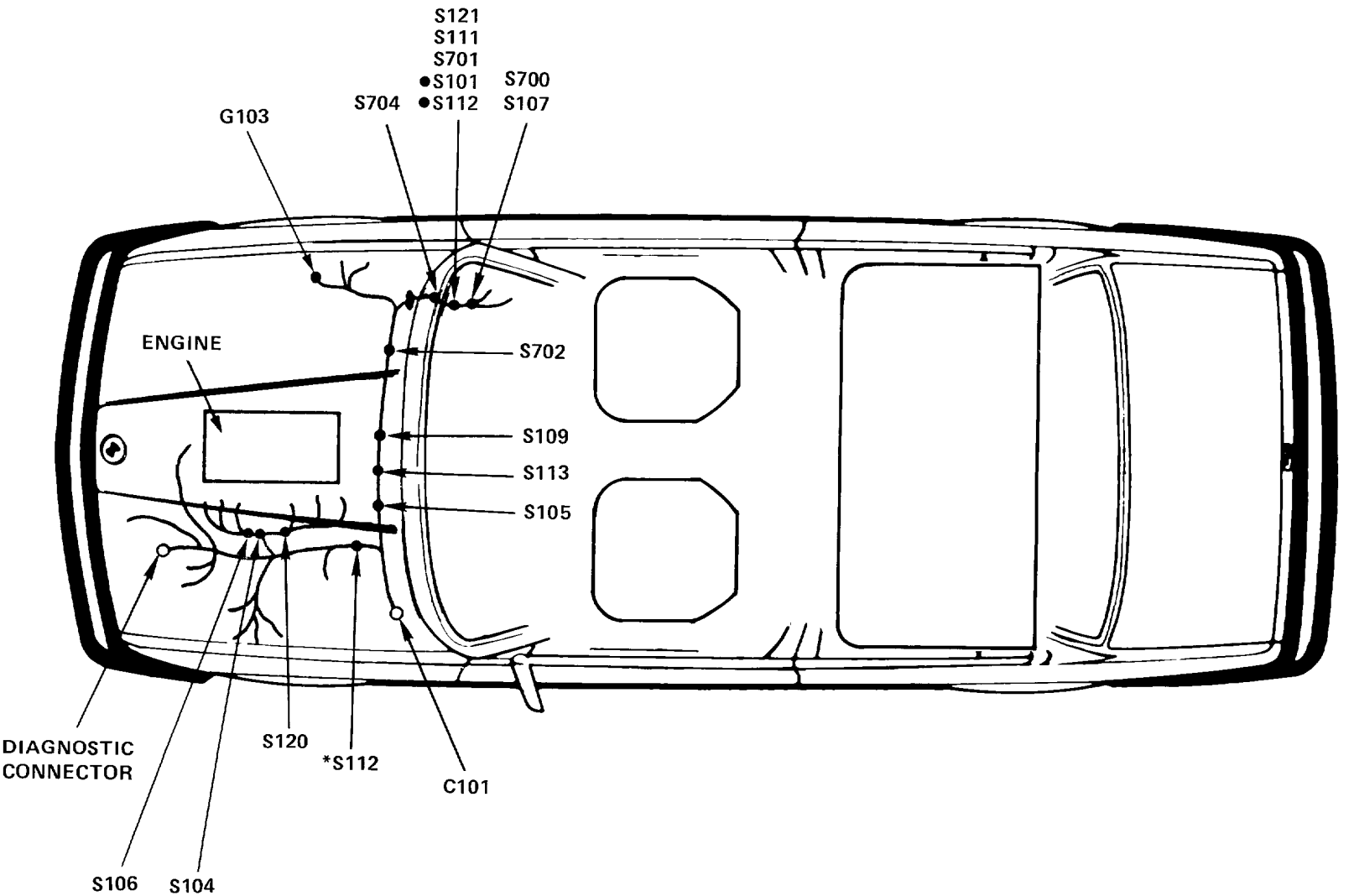
INDEX

MAIN HARNESS SPLICE LOCATIONS



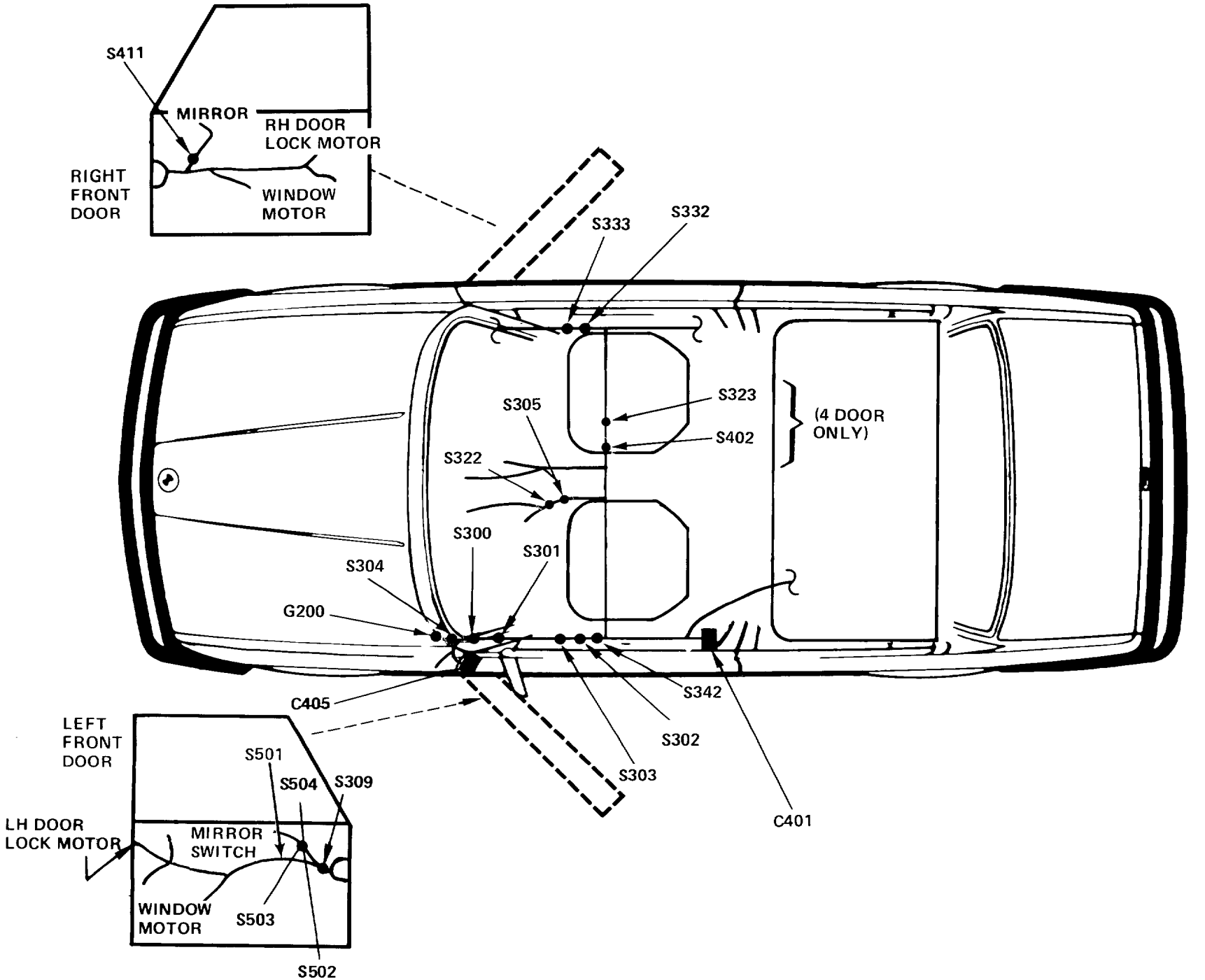


ENGINE HARNESS SPLICE LOCATIONS

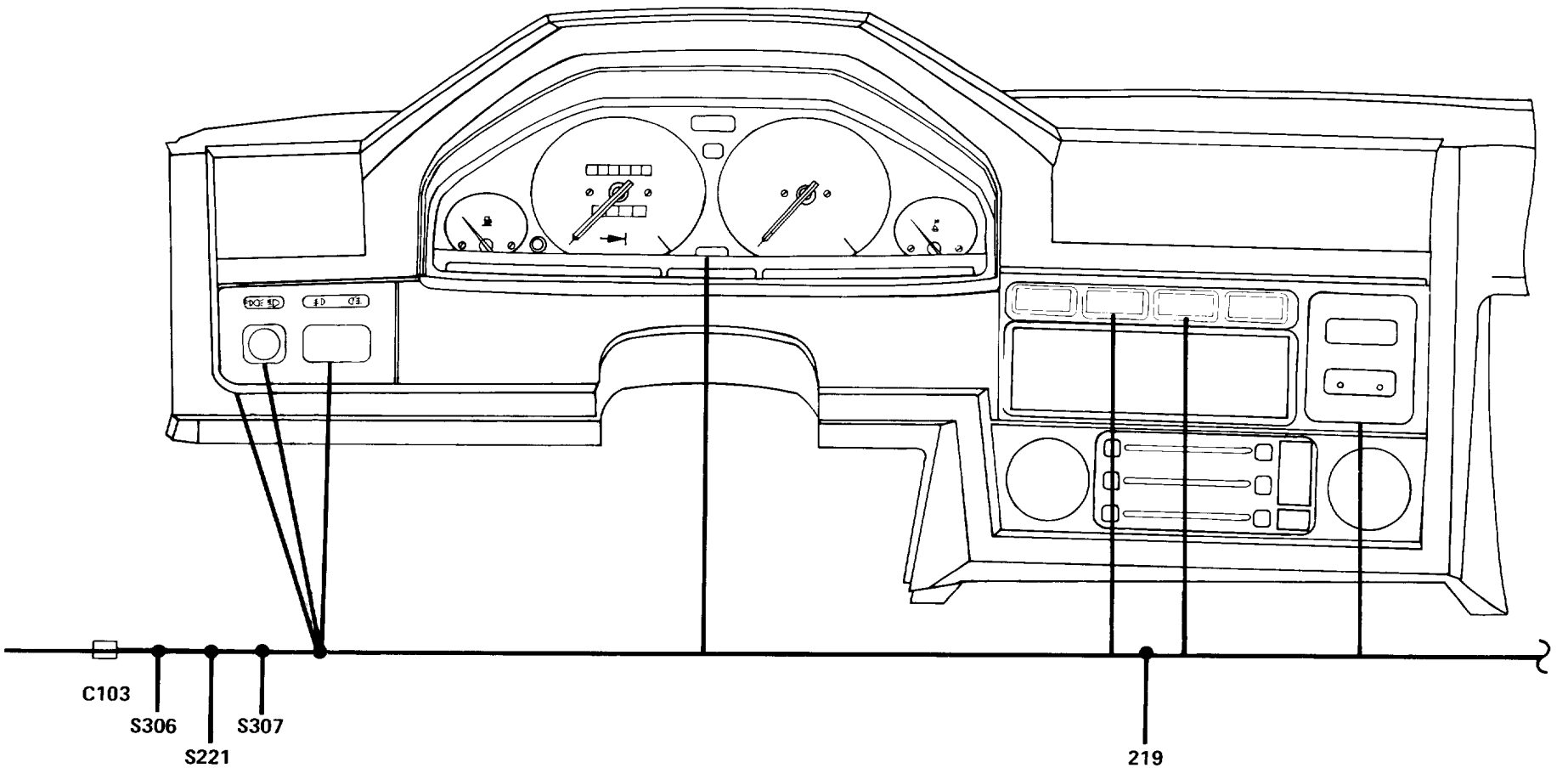


*EARLY PRODUCTION
●LATE PRODUCTION

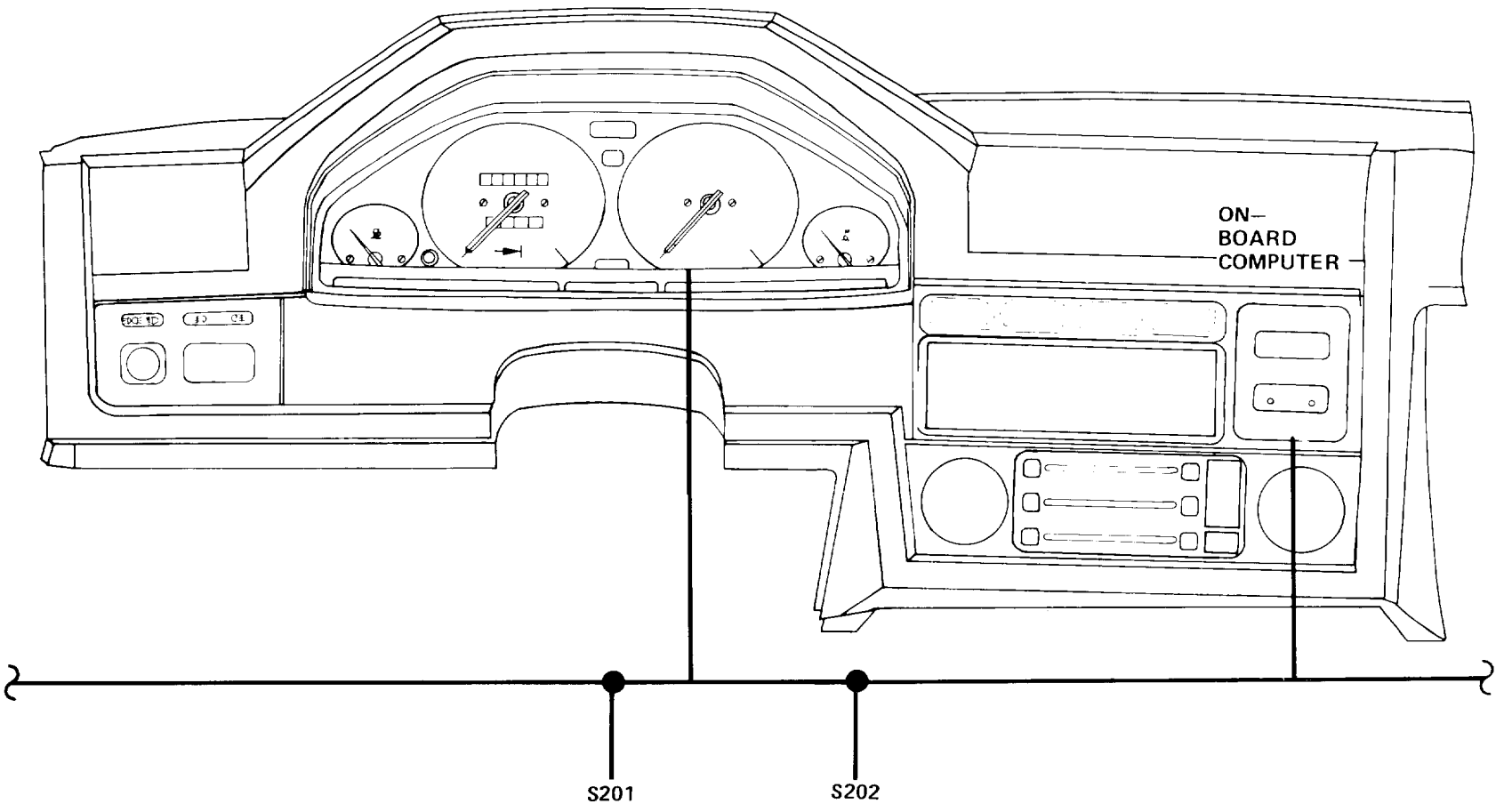
DOOR HARNESS SPLICE LOCATIONS



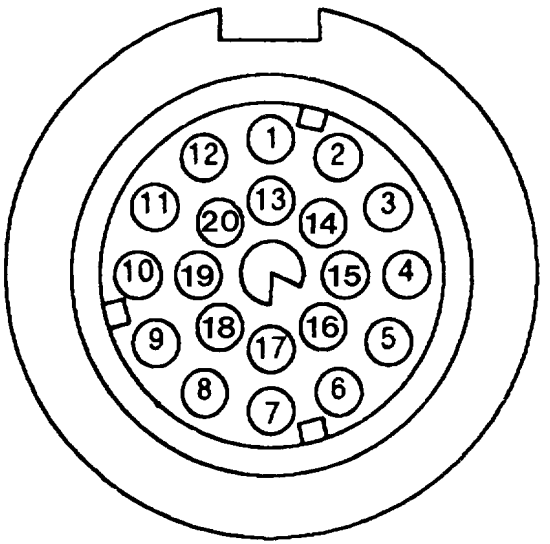
INSTRUMENT PANEL HARNESS SPLICE LOCATION



ON-BOARD COMPUTER HARNESS SPLICE LOCATIONS



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)

ACCESSORY CONNECTOR

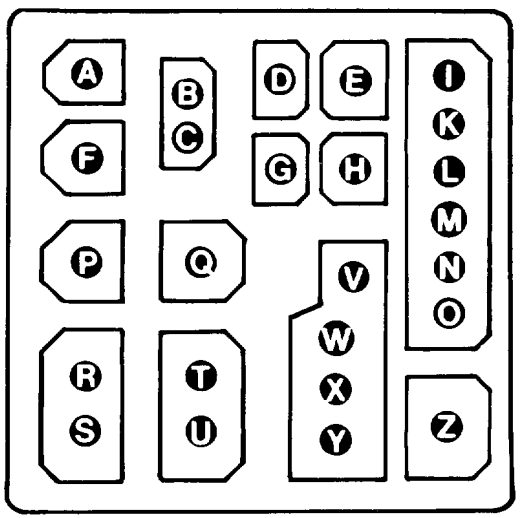
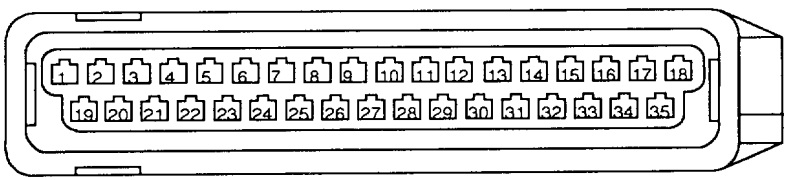


Figure 1-C302 (Accessory Connector)
Front View—Under LH Side
of Dash Ahead of Pedal Assembly

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

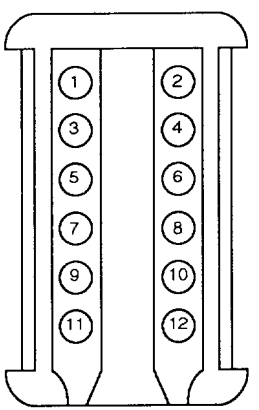
B350002.04



Mating Face

ABS CONTROL UNIT

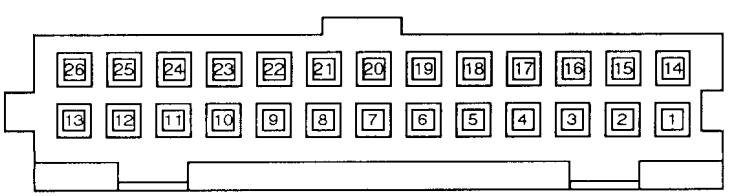
B120014



Wiring Face

ABS HYDRAULIC UNIT

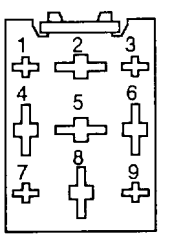
B260002.01



Mating Face

ACTIVE CHECK CONTROL

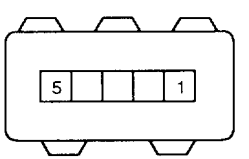
B090001.14



Mating Face

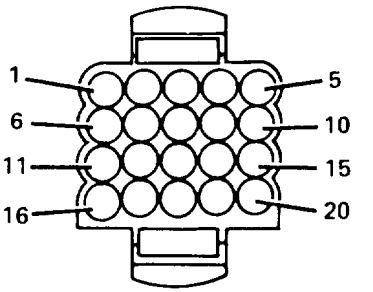
ABS NEUTRAL INPUT RELAY

B050010.00



Mating Face

AIR FLOW METER

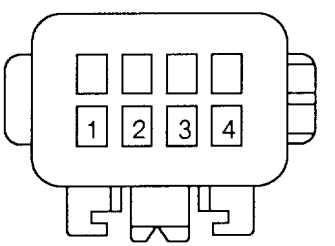


Wiring Face

AMPLIFIER

(SOUND SYSTEM)

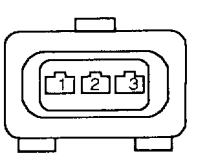
B080012



Wiring Face

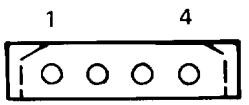
AUXILIARY FUSE

B030015.03



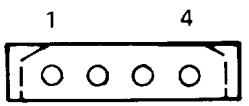
Wiring Face

BAROMETRIC PRESSURE SENSOR



Wiring Face

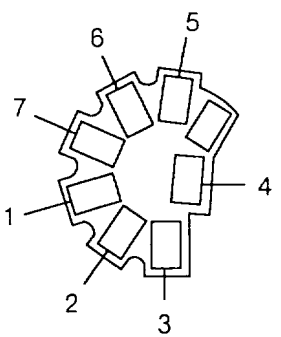
CHIME MODULE (C1)



Wiring Face

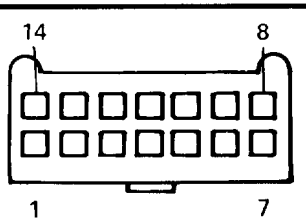
BLOWER RESISTORS

B080014.00



Wiring Face

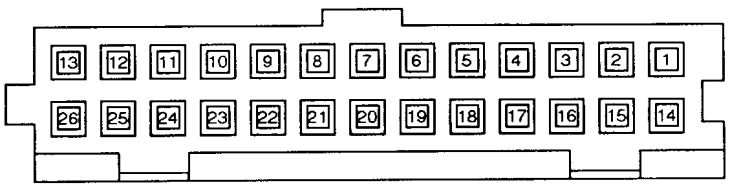
BLOWER SPEED CONTROL



Wiring Face

CENTRAL LOCKING CONTROL UNIT

B260002.03

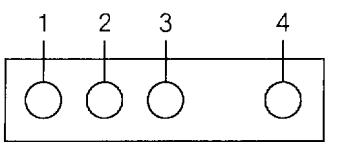


Wiring Face

CRUISE CONTROL

UNIT

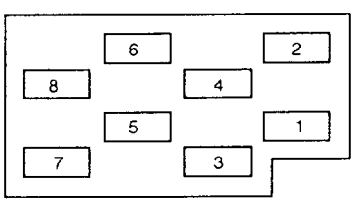
B040013



Wiring Face

CHIME MODULE (C2)

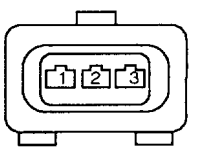
B080013.00



Wiring Face

CONTROL SWITCHES

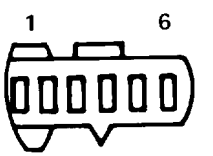
B030015.05



Mating Face

CYLINDER IDENTIFICATION

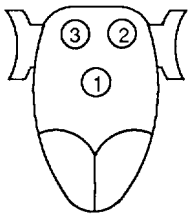
SENSOR



Wiring Face

DOOR LOCK MOTOR

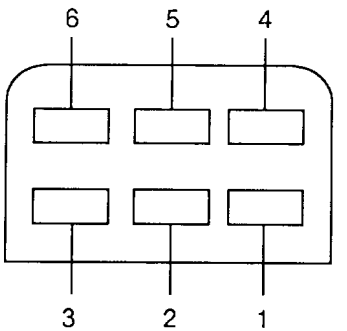
B030019.00



Wiring Face

DUAL TEMPERATURE SWITCH

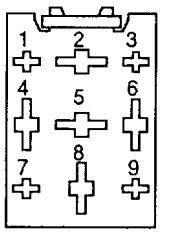
B060024



Wiring Face

EVAPORATOR TEMPERATURE REGULATOR

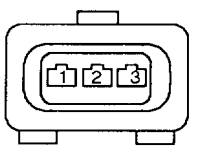
B090001.17



Mating Face

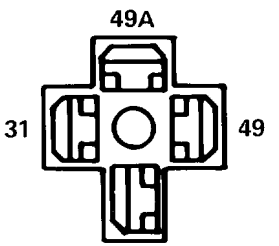
FRESH/RECIRCULATING AIR RELAY

B030015.04



Wiring Face

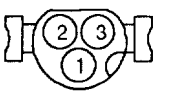
ENGINE SPEED SENSOR



Wiring Face

FLASHER

B030017.00



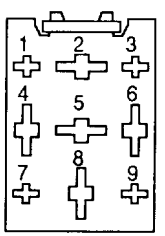
Wiring Face

FRONT TURN/PARK LIGHT

LATE PRODUCTION

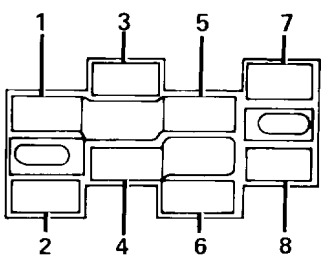
for 325i/325is, 325ix

B090001.04



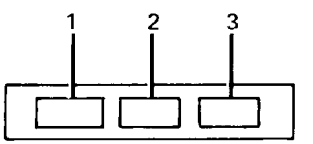
Mating Face

EVAPORATIVE PURGE VALVE RELAY



Wiring Face

FOG LIGHT SWITCH

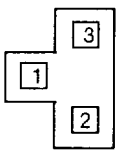


Wiring Face

FRONT TURN/PARK LIGHT

All 325ic, M3
EARLY PRODUCTION
for 325i/325is, 325ix

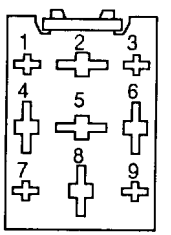
B030020.00



Wiring Face

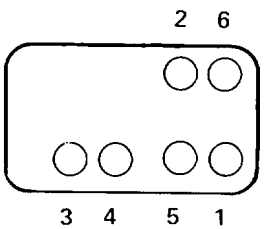
INSTRUMENT CLUSTER (C6)

B090001.06



Mating Face

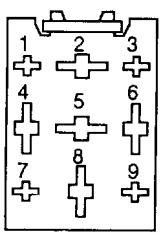
MAIN RELAY



Mating Face

MIRROR CONTROL SWITCH

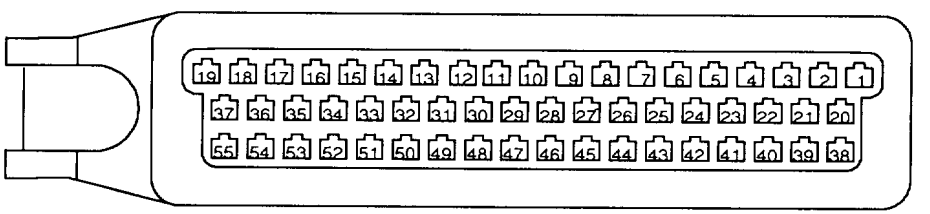
B090001.16



Mating Face

INTERIOR LIGHT TIMER CONTROL

B550001.02

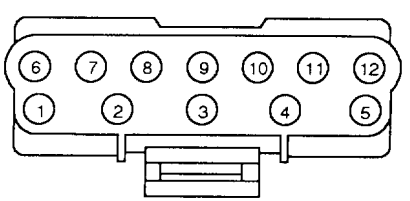


Mating Face

MOTRONIC CONTROL UNIT

ALL EXCEPT M3

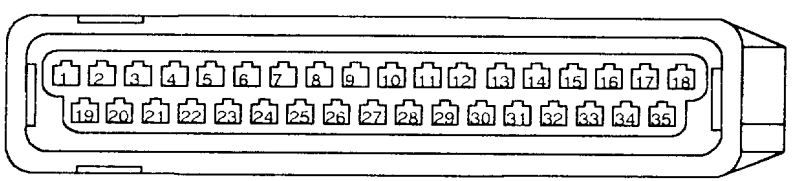
B120006.00



Wiring face

LIGHT SWITCH

B350002

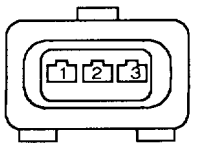


Mating Face

MOTRONIC CONTROL UNIT

(M3)

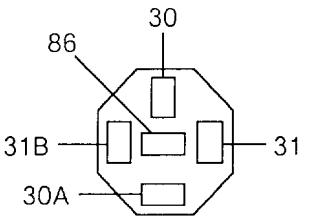
B030015.06



Wiring Face

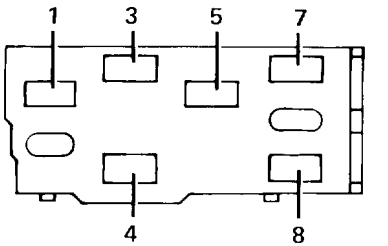
OIL LEVEL SENSOR

B060027



Wiring Face

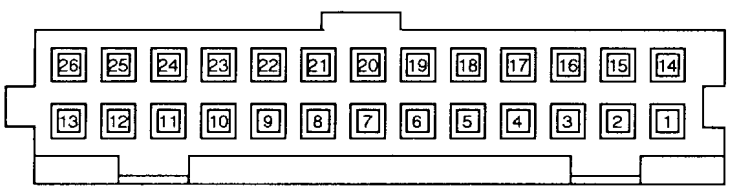
OVER VOLTAGE PROTECTION RELAY



Wiring Face

POWER WINDOW SWITCHES

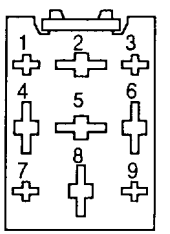
B260002.00



Mating Face

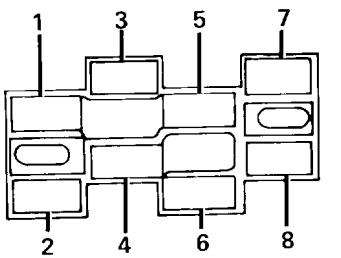
ON - BOARD COMPUTER MODULE

B090001.05



Mating Face

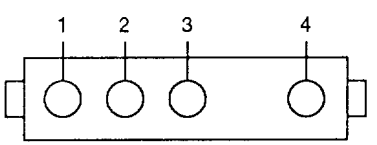
OXYGEN SENSOR HEATER RELAY



Wiring Face

REAR DEFOGGER SWITCH

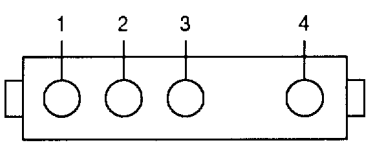
B040012.02



Wiring Face

ON - BOARD COMPUTER RELAY BOX (C2)

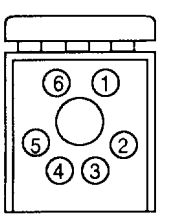
B040012.01



Wiring Face

POWER MIRRORS

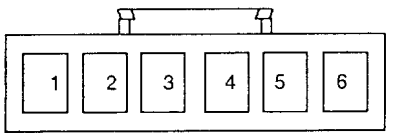
B060027.00



Wiring Face

REAR LIGHT ASSEMBLY

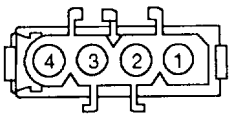
B060033.00



Wiring Face

REAR LIGHT ASSEMBLY

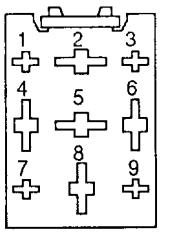
B0400002.03



Mating Face

REAR WINDOW BLOWER

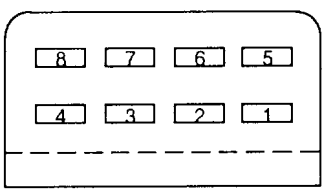
B090001.08



Mating Face

START RELAY

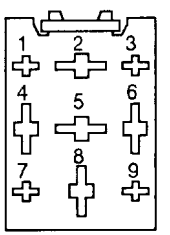
B080015.01



Wiring Face

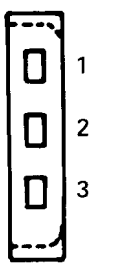
REAR LIGHTS CHECK RELAY (C1)

B090001.14



Mating Face

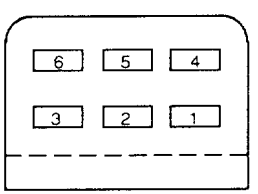
REAR WINDOW BLOWER RELAY



Wiring Face

SUNROOF MOTOR (CI)

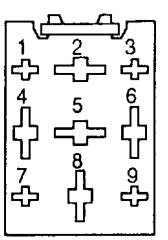
B060028 .01



Wiring Face

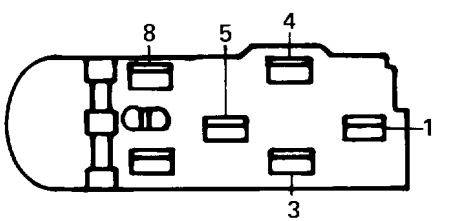
REAR LIGHTS CHECK RELAY (C2)

B090001.05



Mating Face

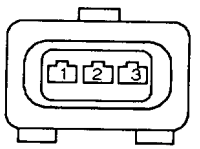
SEATBELT WARNING TIMER



Wiring Face

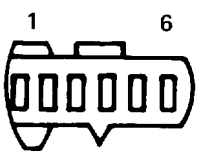
SUNROOF SWITCH

B030015.07



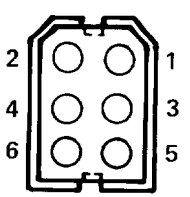
Wiring Face

THROTTLE SWITCH



Wiring Face

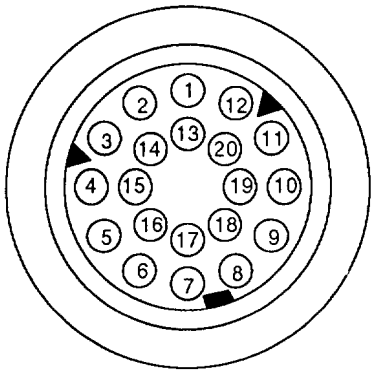
TRUNK LID LOCK MOTOR



Wiring Face

WIPER MOTOR

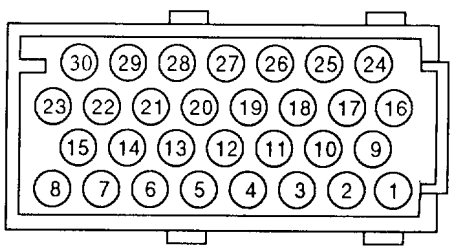
B200002.00



Wiring Face

C101

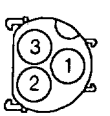
B300001.00



Wiring Face

C103

B030004.02



Mating Face

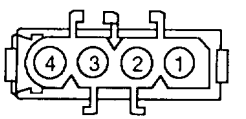
C110

C113

Wiring Face

C114

B040002.00



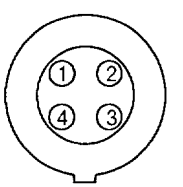
Wiring Face

C107

C131

C136

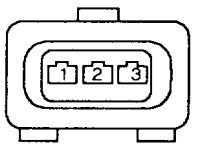
B040006.01



Wiring Face

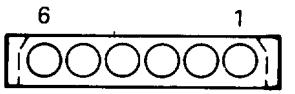
C140

B030015.06



Wiring Face

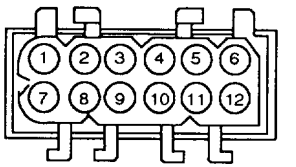
C152, C153, C154



Wiring Face

C201

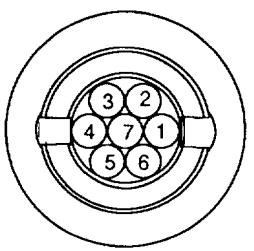
B120004.00



Wiring Face

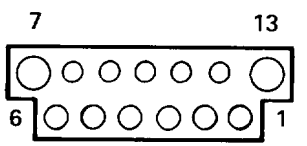
C204

B070002.00



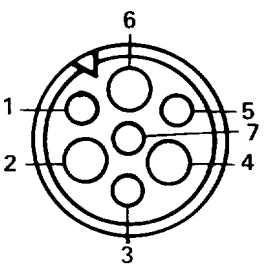
Wiring Face

C191



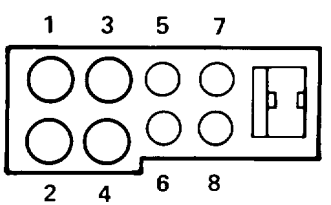
Wiring Face

C202



Wiring Face

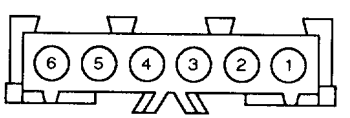
C209



Wiring Face

C200

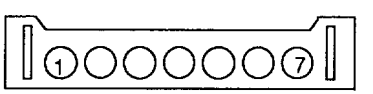
B060032.00



Wiring Face

C203

B070004.00



Wiring Face

C210

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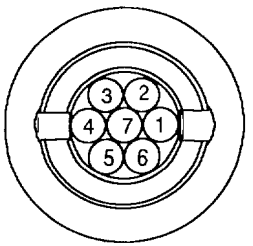
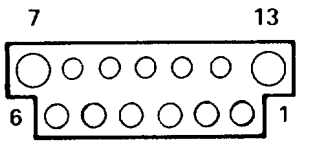


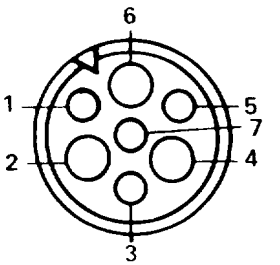
Wiring Face

C191



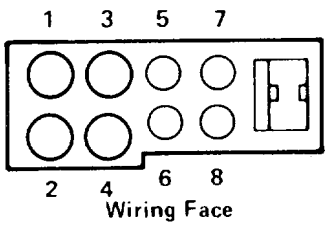
Wiring Face

C202



Wiring Face

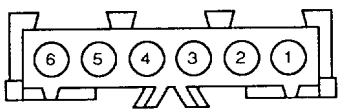
C209



Wiring Face

C200

B060032.00



Wiring Face

C203

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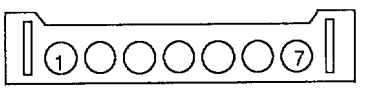
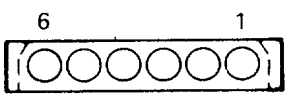


Wiring Face

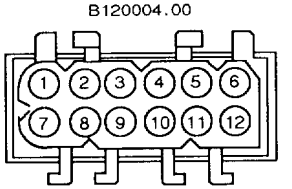
C210



Wiring Face

C201

B120004.00



Wiring Face

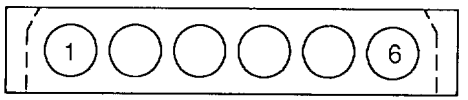
C204

B060025

Wiring Face

C240

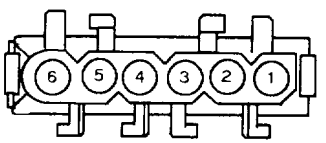
B060025



Wiring Face

C240

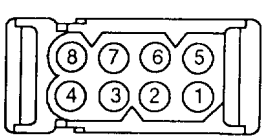
B060003.03



Mating Face

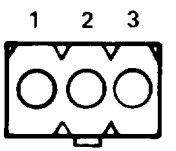
C242

B080002.00



Mating Face

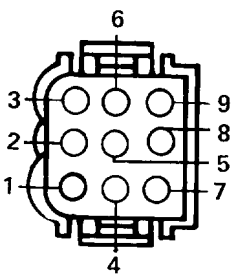
C243



Wiring Face

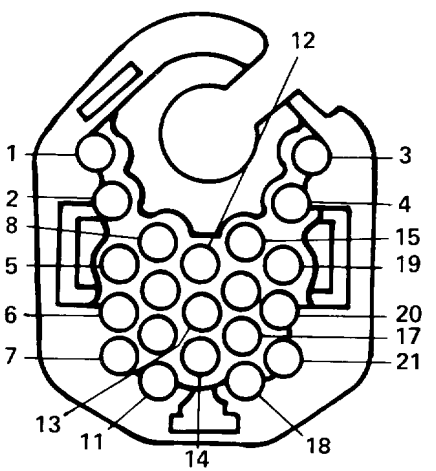
C303

C304



Wiring Face

C306

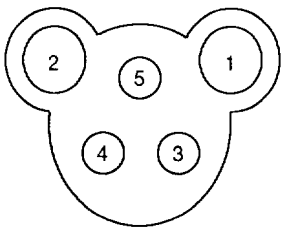


Wiring Face

C404

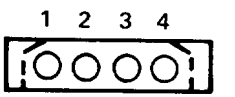
C405

B050011.00



Wiring Face

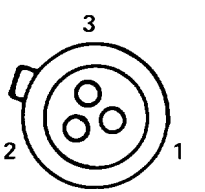
C413



Wiring Face

C421

C422



Wiring Face

C503

COMPONENTS		Page-Figure
A/C In-Line Fuse	LH rear side of evaporator housing	7000- 7-3
ABS Clutch Switch	Behind LH side of dash, above clutch pedal	7000- 6-4
ABS Electronic Control Unit	Behind LH side of dash, above hood release	7000- 5-5
ABS Hydraulic Unit	LH front corner of engine compartment	7000- 0-6
ABS Neutral Input Relay	Behind LH side of dash, on accessory connector bracket	
Active Check Control Unit	Above rear view mirror	7000- 7-6
Air Flow Meter	LH front of engine compartment, behind air cleaner	7000- 0-5
Alternator	Lower LH front of engine	7000- 1-4
Auto-Charging Flashlight	Inside LH side of glove box	7000- 8-3
Automatic Transmission Range Switch	At base of gear shift lever	7000- 8-2
Auxiliary Fan	In front of radiator	7000- 1-6
Auxiliary Fan Normal Speed Blower Resistor	In front of radiator, RH side of auxiliary fan	7000- 1-6
Auxiliary Fuse	LH rear of engine compartment, above brake fluid reservoir	7000- 0-1
Back up Light Switch	Top RH side of transmission	7000- 3-5
Battery	In RH rear corner of trunk	7000-10-2
Battery Junction Block	RH rear of engine compartment, on RH bulkhead	7000- 3-3
Blower Motor	Inside fresh air intake cowl	7000- 0-4
Blower Resistors	Inside fresh air intake cowl, inside blower motor housing	
Brake Fluid Level Switch	LH side of engine compartment, on brake fluid reservoir	7000- 0-2
Brake Switch	Behind LH side of dash, on brake pedal support	7000- 6-5
Brake Wear Sensors	On LH front and RH rear brake calipers	7000- 4-3
Central Locking Control Unit	Inside LH kick panel, below LH front speaker	7000- 5-4
Chime Module	Mounted on LH dash hush panel	7000- 5-5
Clutch Switch	Behind LH side of dash, on clutch pedal support	7000- 6-4
Combination Switch	Upper LH side of steering column	7000- 6-2
Compressor Clutch	Lower RH front of engine, on A/C compressor	7000- 2-3
Compressor Clutch Diode	Lower RH front of engine, on A/C compressor	7000- 2-3
Coolant Level Switch	In front of LH front wheel well, in coolant reservoir	7000- 1-2
Coolant Temperature Sender	Top front of engine, top of thermostat housing	7000- 3-1
Coolant Temperature Sensor	Top front of engine, top of thermostat housing	7000- 3-1
Cruise Control Actuator	LH front of engine compartment	7000- 1-2
Cruise Control Unit	Behind RH side of dash, above glove box	7000- 8-4
Cylinder Identification Sensor	Top RH front of engine, near distributor	7000- 2-6
Deceleration Sensor	Behind LH front shock tower	7000- 0-1
Diagnostic Connector	Top LH front of engine	7000- 1-1
Door Lock Motors	Rear part of each door	7000- 4-6

COMPONENTS

COMPONENTS		Page-Figure
Over Voltage Protection Relay	Behind LH side of dash, near ABS Electronic Control Unit	7000- 5-6
Oxygen Sensor	Lower RH rear of engine compartment, on exhaust manifold	7000- 3-2
Oxygen Sensor Heater Relay	Front of LH front shock tower, on bracket	7000- 0-5
Park Brake Switch	Rear of center console, at base of parking brake	7000- 9-2
Power Antenna	LH side of trunk, behind LH rear wheel well	7000- 9-6
Power Distribution Box	LH rear corner of engine compartment	7000- 0-1
Power Window Circuit Breaker	On center console, near gear shift lever	7000- 8-1
Pulse Wheels	On respective wheels, in brake housing	
Rear Lights Check Relay	LH side of trunk, above LH wheel well	7000- 9-6
RH Front Door Micro-Switch	In top rear of RH front door	7000- 5-3
Safety Switch	On center console, near gear shift lever	7000- 8-2
Seatbelt Switch	In driver's seatbelt buckle assembly	
Seatbelt Warning Timer	Behind LH side of dash, on electrical bracket	7000- 6-6
Speed Detectors	On wheels, in brake housing	7000- 4-2
Speedometer Sender	On rear of differential	7000-10-4
Start Relay	Behind LH side of dash, on accessory connector bracket	7000- 6-1
Starter	Lower LH rear of engine	7000- 1-3
Throttle Switch	Below LH side of throttle body	7000- 1-5
Trunk Lid Lock Motor	On trunk lock center support	7000-10-1
Trunk Light Switch	Top center of trunk lid	7000-10-3
Unlock Inhibit Switch	Top rear of LH front door	7000- 5-3
Washer Fluid Level Switch	Behind RH front shock tower in washer fluid reservoir	7000- 3-3
Washer Pump	Behind RH front shock tower, on washer fluid reservoir	7000- 3-3
Water Shut-Off Solenoid	LH side of evaporator housing	7000- 7-3
Window Motors	Forward part of each door	7000- 5-1
Wiper Motor	Inside LH side of fresh air intake cowl	7000- 0-4

CONNECTORS

CONNECTORS

GROUNDS