



How To Use This Manual

The next few pages describe how this manual is organized. They also explain what kind of information the manual contains, what that information means, and how to use it to troubleshoot electrical problems.

Circuit schematics break the entire electrical system into individual systems, like the Low Fuel Indicator System on the next page. Only electrical components that work together are shown together, so you won't be distracted by unrelated wires.

Explanations of the abbreviations and symbols used in the schematics begin on page [8](#). You'll need to know what they mean before you can use a schematic effectively.

How To Use This Manual

Circuit Schematics

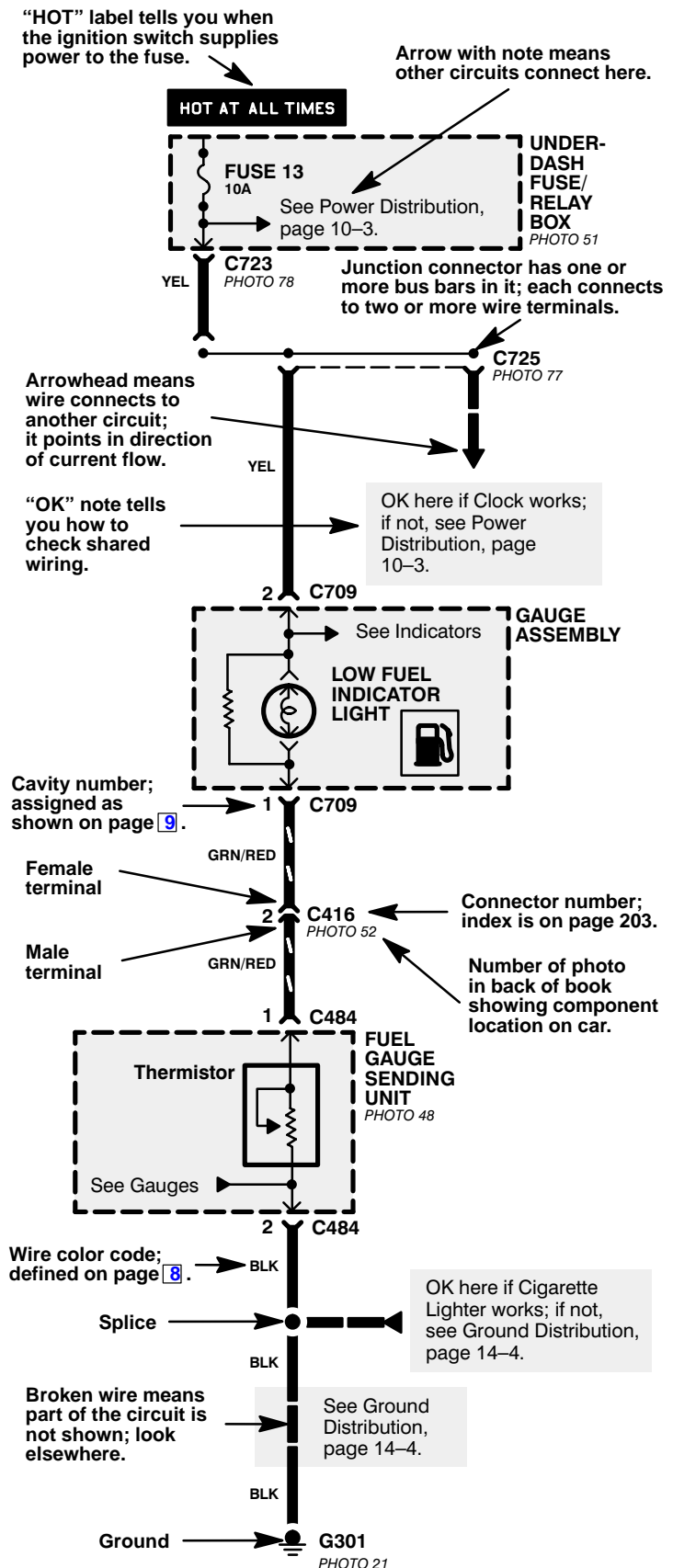
Each schematic represents one circuit. A circuit's wires and components are arranged to show current flow, from power at the top of the page, to ground, at the bottom.

Other circuits may share power or ground terminals or wiring with the circuit shown. A wire that connects one circuit to another, for example, is cut short and has an arrowhead at the end of it pointing in the direction of current flow. Next to the arrowhead is the name of the circuit or component which shares that wiring. To quickly check shared wiring, check the operation of a component it serves. If that component works, you know the shared wiring is OK.

All connectors are numbered (C709, C416, etc.). Below each connector number (except those for components) is the number of a photo in the back of the book showing the connector's location on the car. Connector cavities are also numbered. The numbering sequence begins at the top left corner of the connector as seen from either of the viewpoints shown on page 9. Disregard any numbers molded into the connector housing.

Wires are identified by the abbreviated names of their colors; the second color is the color of the stripe. Wires are also identified by their location in a connector. The number "2" next to the male and female wire terminals at C416, for example, means those terminals join in cavity 2 of connector C416.

A complete description of schematic symbols begins on page 8.



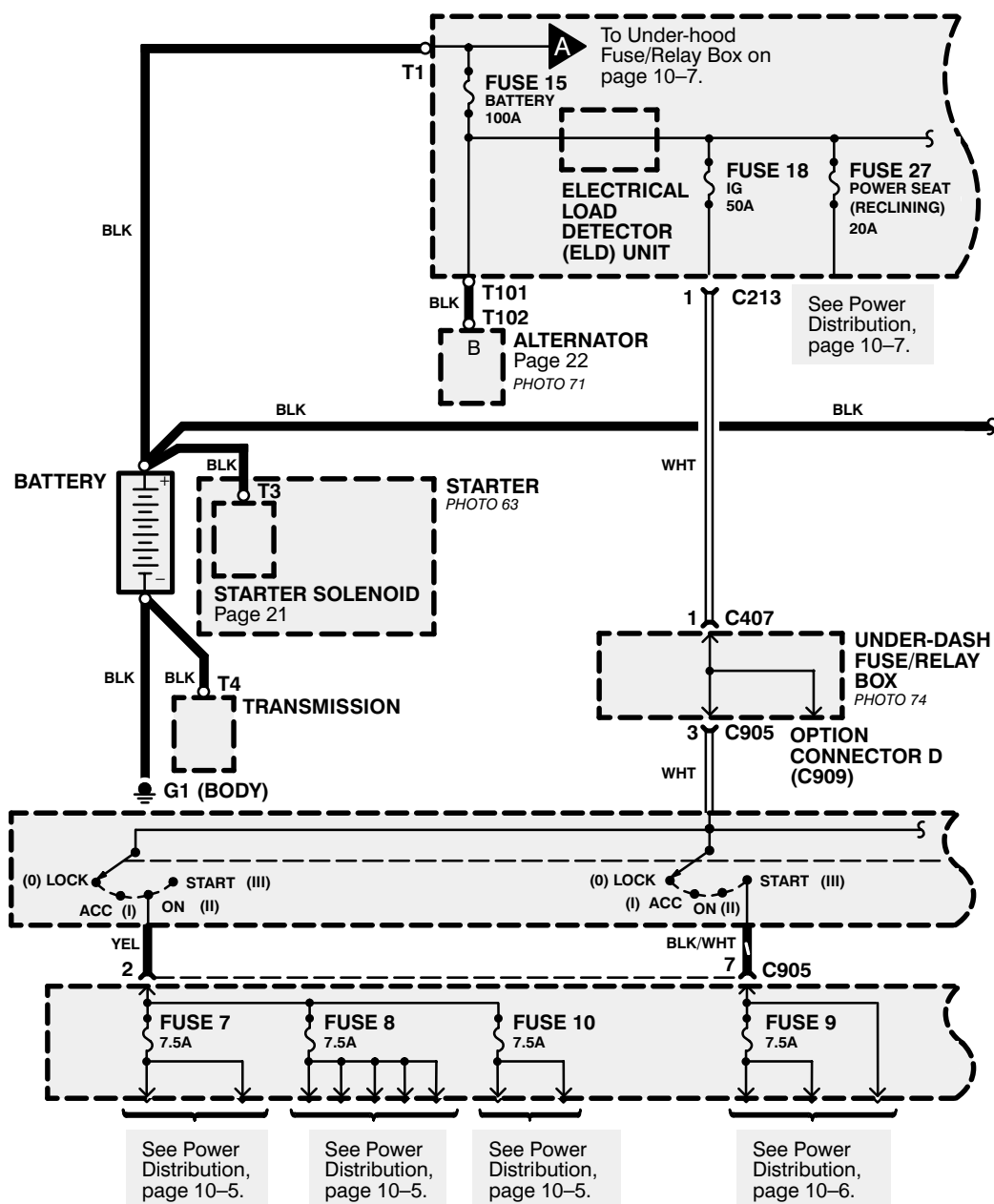


Power Distribution Schematics

Power Distribution schematics show how power is supplied from the positive battery terminal to various circuits in the car. Refer to the Power Distribution section to get a more detailed picture of how power is supplied to the circuit you're working on.

From Battery to Ignition Switch, Fuses, and Relays

Individual circuit schematics begin with a fuse. The first half of Power Distribution, however, shows the wiring “upstream” between the battery and the fuses.

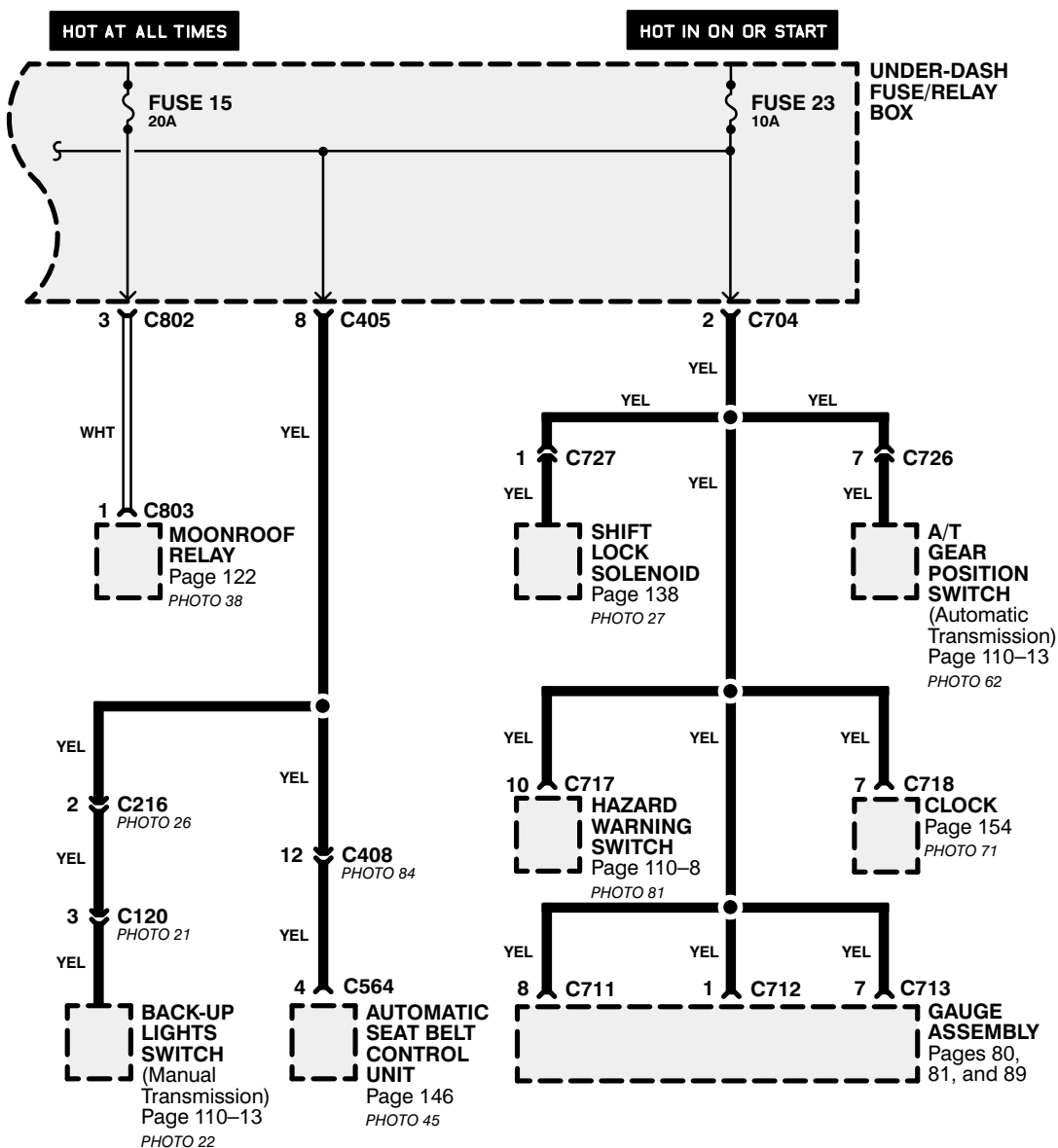


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Power Distribution Schematics

From Fuses to Relays and Components

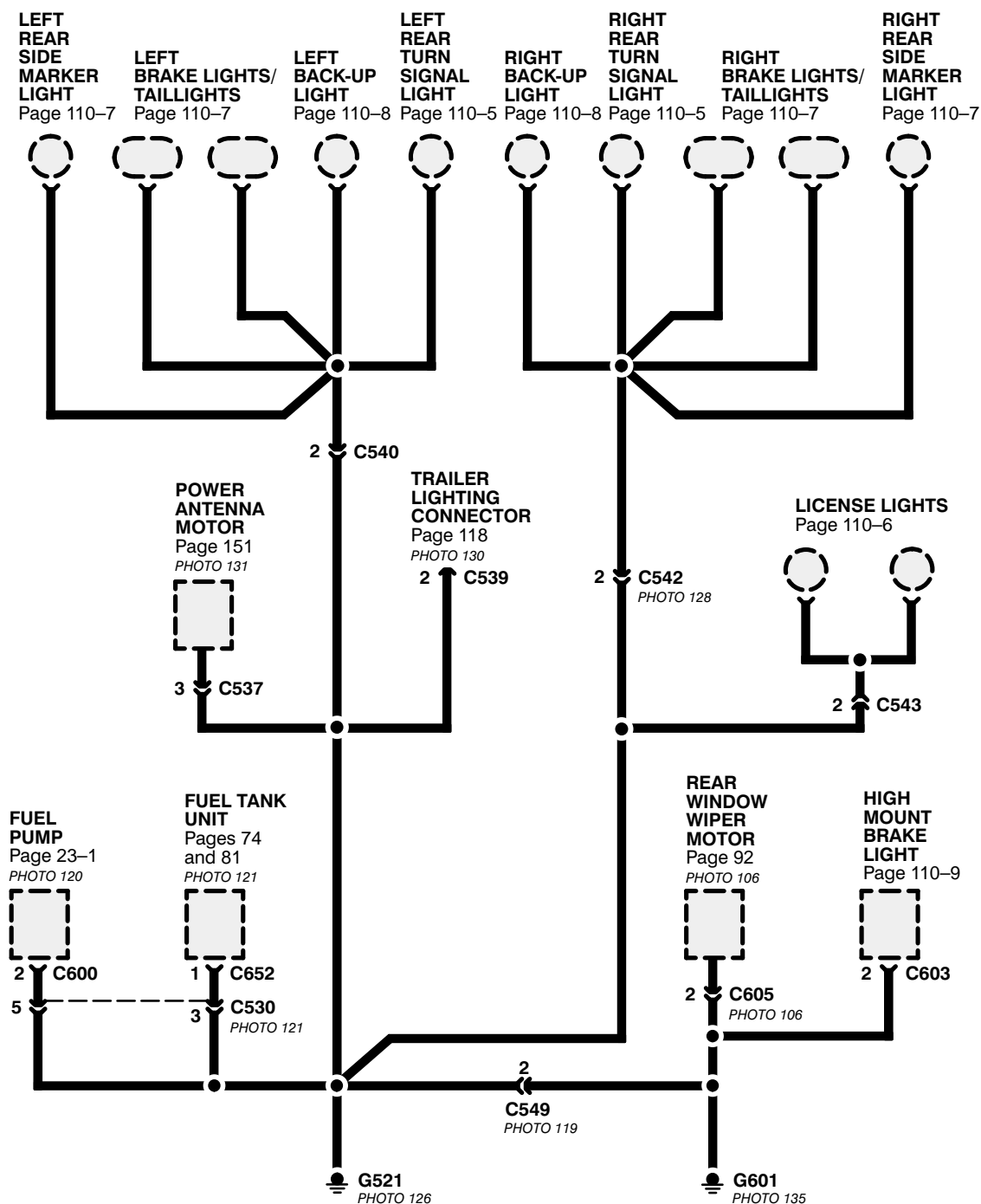
The second half of Power Distribution shows the wiring “From Fuses to Relays and Components.” This can speed your troubleshooting by showing which circuits share fuses. If Power Distribution shows that an inoperative circuit and another circuit share a fuse, check a component in the other circuit. If it works, you know the fuse is good and power is available to the inoperative circuit.





Ground Distribution Schematics

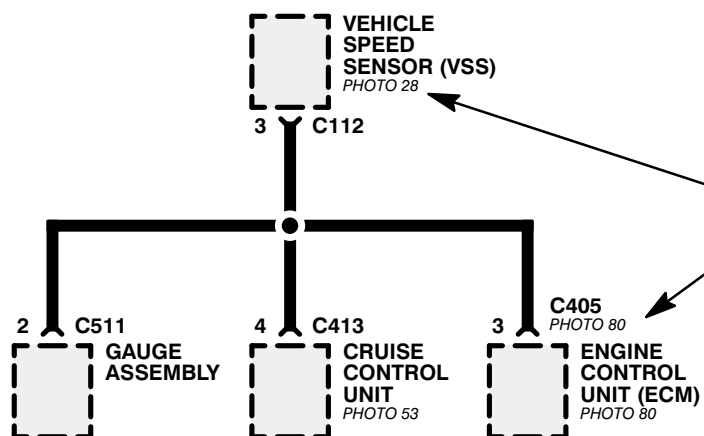
This sample Ground Distribution schematic shows all of the components that share two ground points.



How To Use This Manual

Component Locations

To see where a component or connector is located on the car, look up its photo number in the Component Location section in the back of the book. The photo will also tell you the color of the connector, and how many cavities it has.



To see where connectors and parts are located, look up their photos in the Component Location section.

If there is no photo number below or beside a connector, ground, or terminal number, look up that connector, ground, or terminal number in the appropriate Connector Identification Chart. The chart will tell you the color of a connector, how many cavities it has, where it's located, and what component or harness it connects to. On the page opposite that chart you'll find an illustration of the related harness.

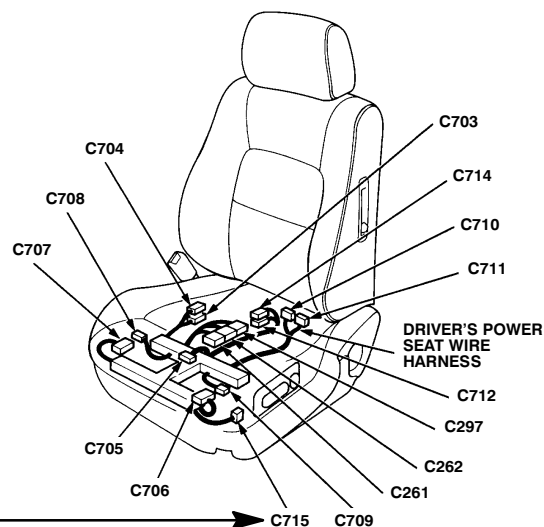
Connector Identification and Wire Harness Routing (cont'd)

Connector or Terminal	Number of Cavities/Color	Location	Connects to	Notes
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Driver's Door Wire Harness

C261	10-GRY	Under driver's seat	Left side wire harness	
C262	5-BRN	Under driver's seat	Left side wire harness	
C297	14-GRY	Under driver's seat	Left side wire harness	
C703	2-BLU	Under driver's seat	Front up-down memory sensor	
C704	2-GRY	Under driver's seat	Rear up-down memory sensor	
C705	10-GRY	Under driver's seat	Power seat control unit	
C706	7-BRN	Under driver's seat	Power seat control unit	
C707	7-BRN	Under driver's seat	Power seat control unit	
C708	2-GRY/BRN	Under driver's seat	Slide sensor	
C709	2-GRY	Under driver's seat	Slide motor	
C710	2-BRN	Under driver's seat	Rear up-down motor	
C711	2-GRN	Under driver's seat	Front up-down motor	
C712	4-GRY	Under driver's seat	Recline motor	
C714	2-GRY	Under driver's seat	Recline limit switch	
C715	10-GRY	Left side of driver's seat	Power seat switch	

If a connector on a schematic has no photo number, look it up in the Connector and Harness Routing chart and illustration.



(cont'd)



In-Line-Connector Circuit Identification

Use the in-line-connector chart (on page 204) to help diagnose multiple symptoms in separate circuits which could be caused by a single problem in a connector shared by those circuits. Here's how that chart could help you find such a problem:

1. Pick one of the multiple symptoms and look up the schematic for that circuit.
2. Make a list of all in-line-connectors in that schematic.
3. Then, in the chart, look up each connector on your list to see if circuits related to the other symptoms run through one of them. If they do, inspect that connector for the problem.

Example: The horn, A/C, and the right headlight don't work. So you list all in-line-connectors in the horn circuit and then check the in-line-connector chart (sample below). You find that C211 is common to the A/C circuit and the headlight circuit, so you inspect C211 and find the problem: bent terminals.

In-line Connector (6 or more cavities)	Number of Cavities – Color	Wire Harnesses	Circuits
C201	10–GRY	Main/ Dashboard	Anti-lock brake system (ABS), Cruise control, Programmed fuel injection system (PGM-FI)
C204	6–BLK	Main/ Dashboard	Compressor controls, Ignition system
C207	12–GRY	Main/ Dashboard	Anti-lock brake system (ABS), Blower controls, Fans, Wiper/washer
C208	8–WHT	Engine/ Main	Ignition system, Starting system
C211	14–GRY	Engine/ Main	Blower controls, Compressor controls, Headlights, Horns, Vehicle speed sensor (VSS), Wiper/washer
C212	9–BRN	Engine/ Main	Programmed fuel injection system (PGM-FI), Starting system

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Symbols

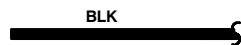
Wire Color Abbreviations

The following abbreviations are used to identify wire colors in the circuit schematics:

BLK	.....	black
BLU	.....	blue
BRN	.....	brown
GRN	.....	green
GRY	.....	gray
LT BLU	.....	light blue
LT GRN	.....	light green
ORN	.....	orange
PNK	.....	pink
PUR	.....	purple
RED	.....	red
WHT	.....	white
YEL	.....	yellow

Wires

An wavy line at the end of a wire means the wire is broken by the binding of the book but continues on the next page.



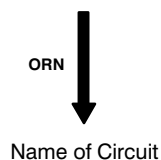
Wire insulation can be one color, or one color with another color stripe. (The second color is the stripe.)



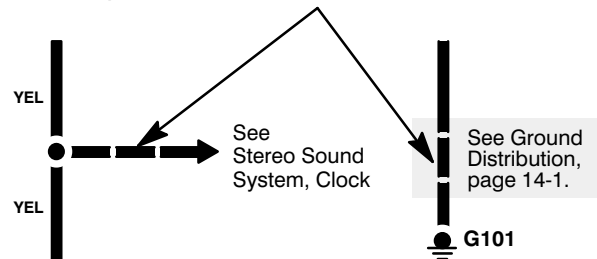
This circuit continues on another page. (The arrow shows direction of current flow.) To follow the RED/BLK wire in this example, you would turn to page 23-5 and look for the "Z" arrow.



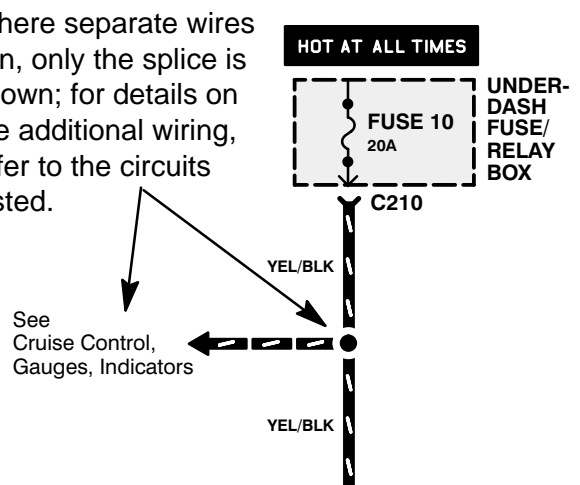
This means the branch of the wire connects to another circuit. The arrow points to the name of the circuit branch where the wire continues.



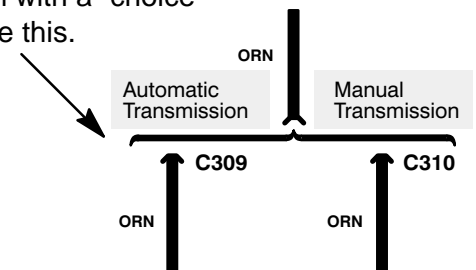
A broken line means this part of the circuit is not shown; refer to the circuit listed for the complete schematic.



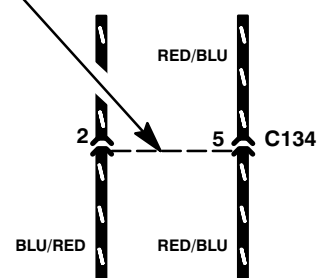
Where separate wires join, only the splice is shown; for details on the additional wiring, refer to the circuits listed.



Wire choices for options or different models are labeled and shown with a "choice" bracket like this.



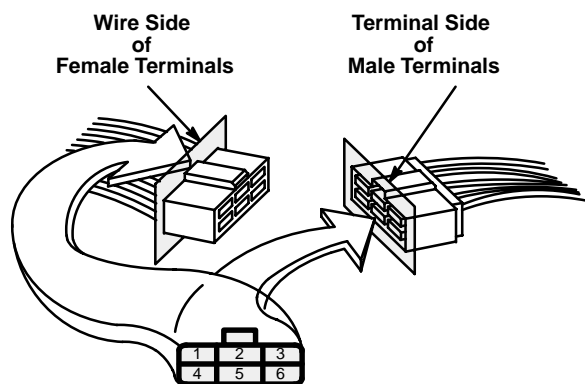
This broken line means both terminals are in connector C134.



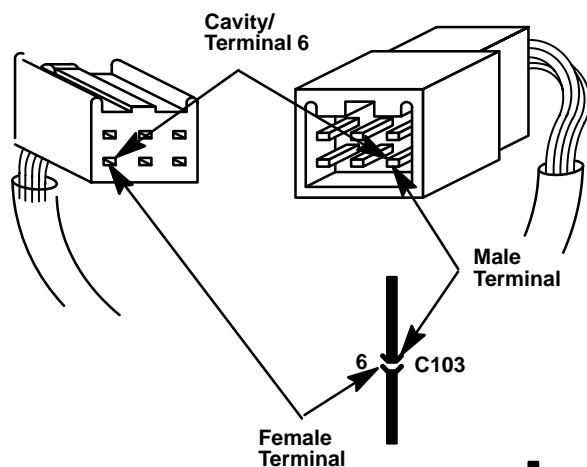


Connectors — “C”

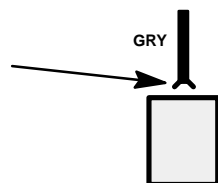
The cavities (and wire terminals) in each connector are numbered starting from the upper left, looking at the male terminals from the terminal side (or looking at the female terminals from the wire side. Both views are in the same direction so the numbers are the same.) All actual cavities are numbered, even if they have no wire terminals in them.



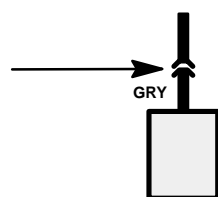
The connector cavity number is listed next to each terminal on the circuit schematic. The cavity/terminal shown below is #6.



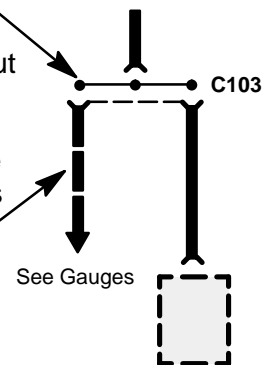
This means the connector connects directly to the component.



This means the connector connects to a lead (pigtail) wired directly to the component.



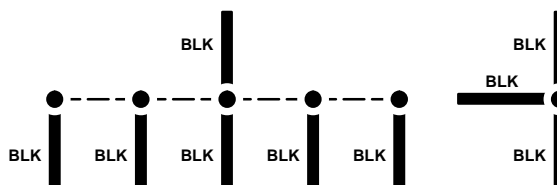
This symbol represents one bus inside the cap of a junction connector. A junction connector cap contains several buses, but only the one affecting that circuit will be shown. The dots represent tabs on the bus that the wire terminals connect to.



Remaining wires to the same bus are represented by a broken line.

Splices

Splices are shown as a dot. Their location and the number of wires may vary depending on the harness manufacturer.



Components

A solid border line means the entire component is shown.



A broken border line indicates that only part of the component is shown.



The name of the component appears next to its upper right corner followed by notes about its function.



BRAKE SWITCH
Closed with pedal depressed.

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Symbols

Ground — “G”

This symbol means the end of the wire is attached (grounded) to the car frame or to a metal part connected to the frame.

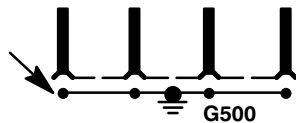


Each wire ground (G) is numbered for reference.

This ground symbol (dot and 3 lines) overlapping the component means the housing of the component is grounded to the car frame or to a metal part connected to the frame.



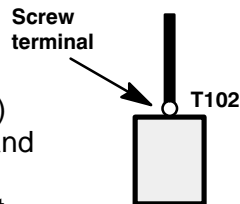
This symbol represents the bus inside a ground connector. The dots represent tabs on the bus that the wire terminals connect to.



The ground symbol (large dot) is the connection between the bus and metal (grounded) part of the car.

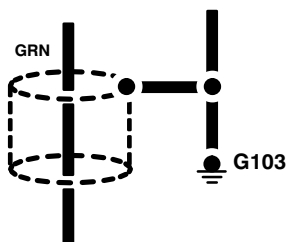
Terminals - “T”

Each “T” terminal (ring type) is numbered for reference and location. A “T” terminal is secured with a screw or bolt.



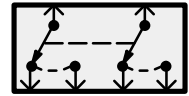
Shielding

This represents RFI (Radio Frequency Interference) shielding around a wire. The shielding is always connected to ground.

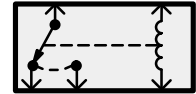


Switches

These switches move together; the broken straight line between them means they are mechanically connected.

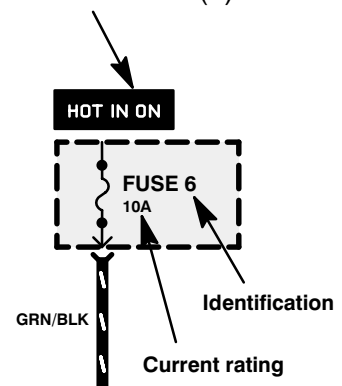


Other types of switches are controlled by a coil or a solid state circuit. Unless otherwise noted, all switches are shown in their normal (rest) position, with power off.



Fuses

This means power is supplied when the ignition switch is in ON (II).



Diodes

A rectifier diode works like a one way valve. It allows current to flow only in the direction of the arrow.



A Zener diode blocks reverse current at normal voltages just like a rectifier diode. At high voltages, however, a Zener diode allows current to flow in reverse.





Five-Step Troubleshooting

1. Verify The Complaint

Turn on all the components in the problem circuit to check the accuracy of the customer complaint. Note the symptoms. Do not begin disassembly or testing until you have narrowed down the problem area.

2. Analyze The Schematic

Look up the schematic for the problem circuit. Determine how the circuit is supposed to work by tracing the current paths from the power source through the circuit components to ground. Also, trace circuits that share wiring with the problem circuit. The names of circuits that share the same fuse, ground, or switch, and so on, are referred to in each circuit schematic. Try to operate any shared circuits you didn't check in step 1. If the shared circuits work, the shared wiring is OK, and the cause must be in the wiring used only by the problem circuit. If several circuits fail at the same time, the fuse or ground is a likely cause.

Based on the symptoms and your understanding of the circuit's operation, identify one or more possible causes.

3. Isolate The Problem By Testing The Circuit

Make circuit tests to check the diagnosis you 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 that are easily accessible.

4. Fix The Problem

Once the specific problem is identified, make the repair. Be sure to use proper tools and safe procedures.

5. Make Sure The Circuit Works

Turn on all components in the repaired circuit in all modes to make sure you've fixed the entire problem. If the problem was a blown fuse, be sure to test all of the circuits on that fuse. Make sure no new problems turn up and the original problem does not recur.

Test Equipment

CAUTION:

Most circuits include solid-state devices. Test the voltages in these circuits only with a 10-megaohm or higher impedance digital multimeter. Never use a test light or analog meter on circuits that contain solid-state devices. Damage to the devices may result.

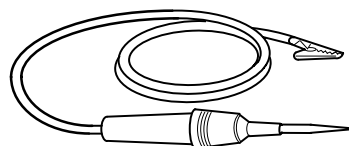
Test Light and DVOM

On circuits without solid-state devices, use a test light to check for voltage. A test light is made up of a 12 volt bulb with a pair of leads attached. After grounding one lead, touch the other lead to various points along the circuit where voltage should be present. The bulb will go on if there is voltage at the point being tested. If you need to know how much voltage is present, use a digital volt/ohmmeter (DVOM).

Self-Powered Test Light and DVOM

Use a self-powered test light to check for continuity. This tool is made up of a light bulb, battery, and two leads. To test it, touch the leads together: the light should go on.

Use a self-powered test light only on an unpowered circuit. First, disconnect the battery, or remove the fuse that feeds the circuit you are working on. Select two points in the circuit between which you want to check continuity. Connect one lead of the self-powered test light to each point. If there is continuity, the test light's circuit will be completed, and the light will go on.



SELF-POWERED TEST LIGHT

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Test Equipment

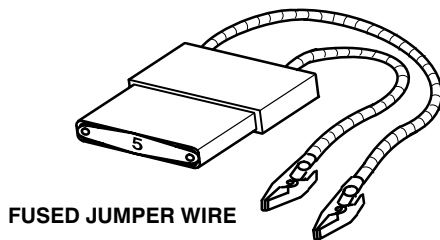
If, in addition, you need to know exactly how much resistance there is between two points, use a digital volt/ohmmeter (DVOM).

In the "OHMS" range, the DVOM will show resistance between two points along a circuit. Low resistance means good continuity.

Diodes and solid-state devices in a circuit can make a DVOM give a false reading. To check a reading, reverse the leads, and take a second reading. If the readings differ, the component is affecting the measurement.

Jumper Wire

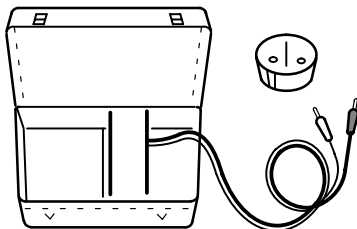
Use a jumper wire to bypass an open circuit. A jumper wire is made up of an in-line fuse holder connected to a set of test leads. It should have a five ampere fuse. Never connect a jumper wire across a short circuit. The direct battery short will blow the fuse.



FUSED JUMPER WIRE

Short Finder (Short Circuit Locator)

Short finders are available to locate shorts to ground. The short finder creates a pulsing magnetic field in the shorted circuit which you can follow to the location of the short. Its use is explained on the next few pages.



SHORT FINDER

To order any test equipment shown above, contact your local tool supplier. For a list of suppliers and tool numbers, refer to Acura tool Service Bulletin.

Troubleshooting Precautions

Before Troubleshooting

1. Check the main fuse and the fuse box.
2. Check the battery for damage, state of charge, and clean and tight connections.

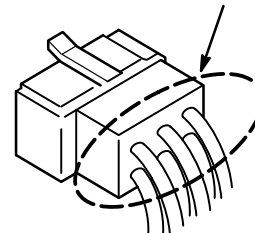
CAUTION:

- Do not quick-charge a battery unless the battery ground cable has been disconnected, or you will damage the alternator diodes.
- Do not attempt to crank the engine with the ground cable disconnected or you will severely damage the wiring.

While You're Working

1. Make sure connectors are clean, and have no loose terminals or receptacles.
2. Make sure multiple terminal connectors are packed with dielectric (silicone) grease. Part Number: 08798-9001.

Pack with dielectric (silicone) grease



3. When connecting a connector, push it until it clicks into place.

CAUTION:

- Do not pull on the wires when disconnecting a connector. Pull only on the connector housings.
- Most circuits include solid-state devices. Test the voltages in these circuits only with a 10-megaohm or higher impedance digital multimeter. Never use a test light or analog meter on circuits that contain solid-state devices. Damage to the devices may result.

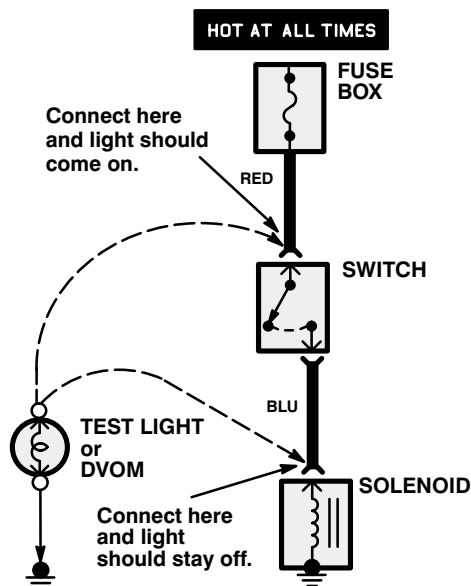


Troubleshooting Tests

Testing for Voltage

When testing for voltage at a connector without wire seals, you do not have to separate the two halves of the connector. Instead, probe the connector from the back. Always check both sides of the connector because dirty, corroded, and bent terminals can cause problems (no electrical contact = an open).

1. Connect one lead of the test light to a known good ground, or, if you're using a digital volt ohmmeter (DVOM), place it in the appropriate DC volts range, and connect its negative lead to ground.



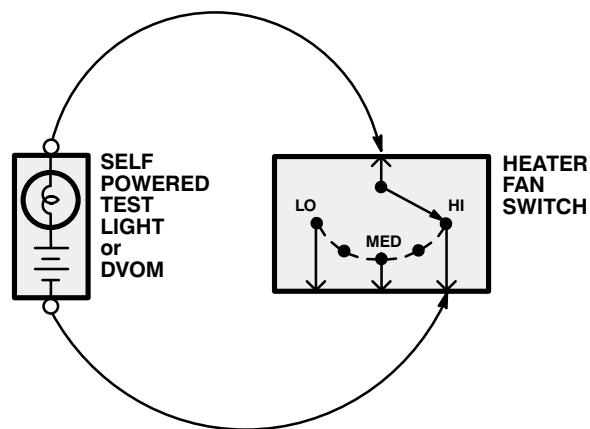
2. Connect the other lead of the test light or DVOM to the point you want to check.
3. If the test light glows, there is voltage present. If you're using a DVOM, note the voltage reading. It should be within one volt of measured battery voltage. A loss of more than one volt indicates a problem.

NOTE: Always use a DVOM on high impedance circuits. A test light may not glow (even with battery voltage present).

Testing for Continuity

When testing for continuity at a connector without wire seals, you do not have to separate the two halves of the connector. Instead, probe the connector from the back. Always check both sides of the connector because dirty, corroded, and bent terminals can cause problems (no electrical contact = an open).

1. Disconnect the negative cable from the car battery. If you're using a DVOM, place it in the lowest "OHMS" range.
2. Connect one lead of a self-powered test light or DVOM to one end of the part of the circuit you want to test.



3. Connect the other lead to the other end.
4. If the self-powered test light glows, there is continuity. If you're using a DVOM, a low reading or no reading (zero), means good continuity.

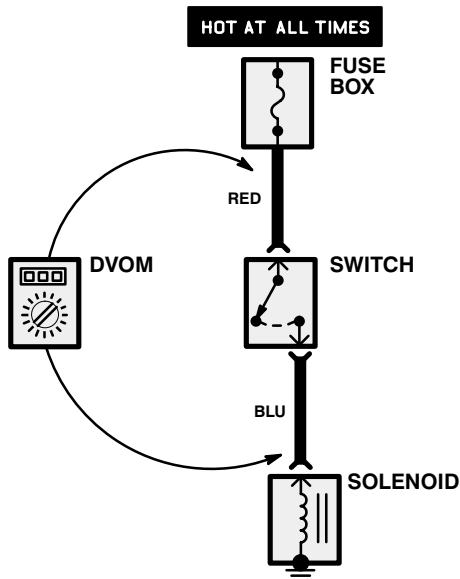
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Troubleshooting Tests

Testing for Voltage Drop

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.

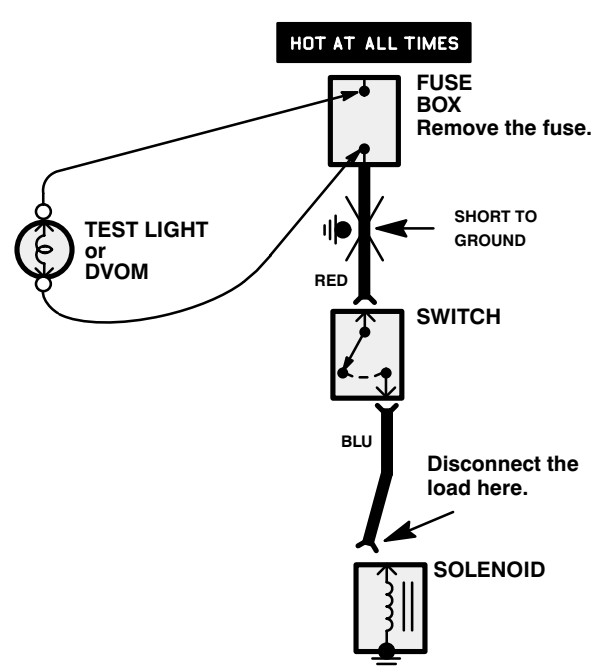
1. Place the digital volt/ohmmeter (DVOM) in the appropriate DC volts range. Connect the positive lead to the end of the wire (or to the connector or switch) closest to the battery.



2. Connect the negative lead to the other end of the wire (or the other side of the connector or switch).
3. Turn on the components in the circuit.
4. The DVOM will show the difference in voltage between the two points. A difference, or drop, of more than one volt indicates a problem. Check the circuit for loose, dirty, or bent terminals.

Testing for a Short to Ground with a Test Light or DVOM

1. Remove the blown fuse and disconnect the load.
2. Connect a test light or digital volt/ohmmeter (DVOM), switched to the appropriate DC volts range, across the fuse terminals to make sure voltage is present. You might have to turn the ignition switch to ON; check the schematic to see.



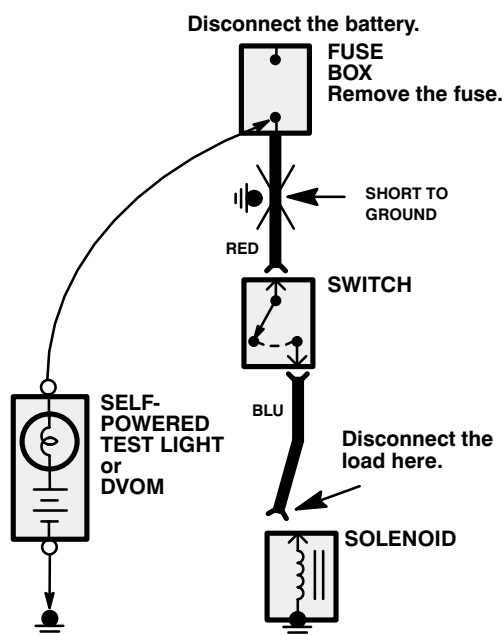
3. Beginning near the fuse box, wiggle the harness. Continue this at convenient points about six inches apart while watching the test light or DVOM.
4. Where the test light goes off, or the DVOM voltage drops to zero, there is a short to ground in the wiring near that point.

NOTE: Always use a DVOM on high impedance circuits. A test light may not glow (even with battery voltage present).



Testing for a Short to Ground with a Self-Powered Test Light or DVOM

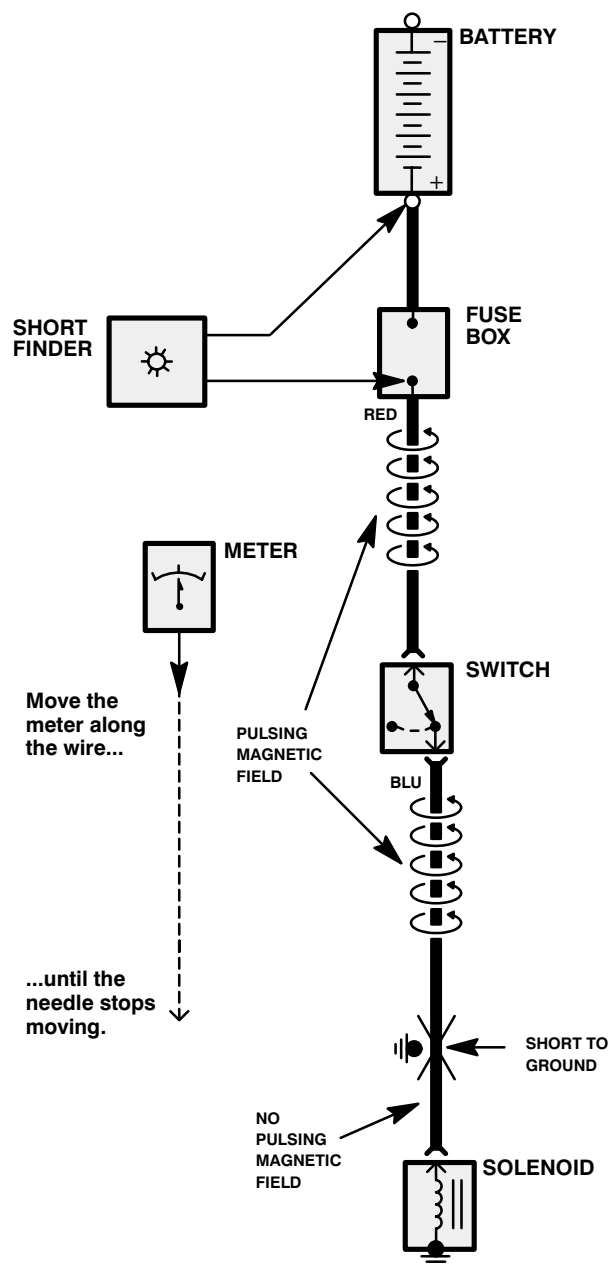
1. Remove the blown fuse and disconnect the battery and load.
2. Connect one lead of a self-powered test light or digital volt/ohmmeter (DVOM) (switched to the lowest "OHMS" range) to the fuse terminal on the load side.



3. Connect the other lead to a known good ground.
4. Beginning near the fuse box, wiggle the harness. Continue this at convenient points about six inches apart while watching the test light or DVOM.
5. If the self-powered test light goes on or the DVOM displays a low reading or no reading (zero), there is a short to ground in the wiring near that point.

Testing for a Short with a Short Circuit Locator (Short Finder)

1. Remove the blown fuse. Leave the battery connected.
2. Connect the short finder across the battery terminals and the load (component) side of the fuse terminal.



3. Close all switches in the circuit you're testing.

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Troubleshooting Tests

4. Turn on the short finder. This creates a pulsing magnetic field around the wiring between the fuse box and the short.
5. Beginning at the fuse box, slowly move the short finder along the circuit wiring. The meter will show current pulses through sheet metal and body trim. As long as the meter is between the fuse and the short, the needle will move with each current pulse. Once you move the meter past the point of the short, the needle will stop moving. Check the wiring and connectors in this area to locate the cause of the short.