

# A/T Gear Position Indicator

## Indicator Input Test

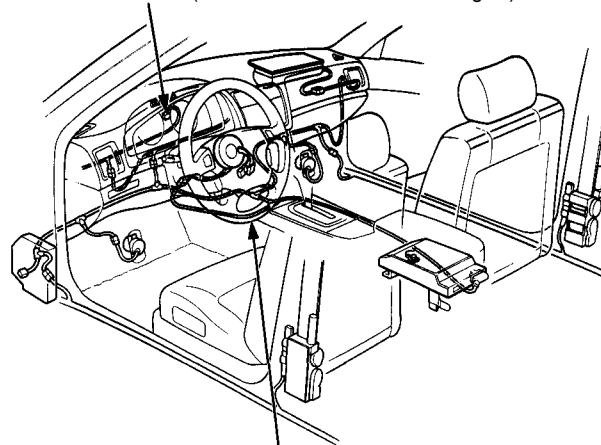
### CAUTION:

- All SRS wiring harnesses are covered with yellow outer insulation.
- Before disconnecting any part of the SRS wire harness, install the short connectors (see page 23-409).
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.
- After installing the gauge assembly, recheck the operation of the SRS indicator light.

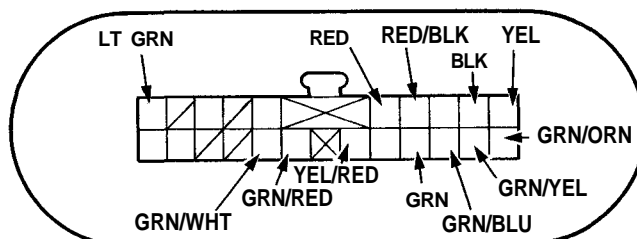
Remove the gauge assembly from the dashboard and disconnect the 22-P connector from the gauge assembly. Inspect the connector terminals to be sure they are all making good contact.

- If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector.
  - If any test indicates a problem, find and correct the cause, then recheck the system.
  - If all the input tests prove OK, the indicator must be faulty; replace printed circuit board A and the odo/trip meter.

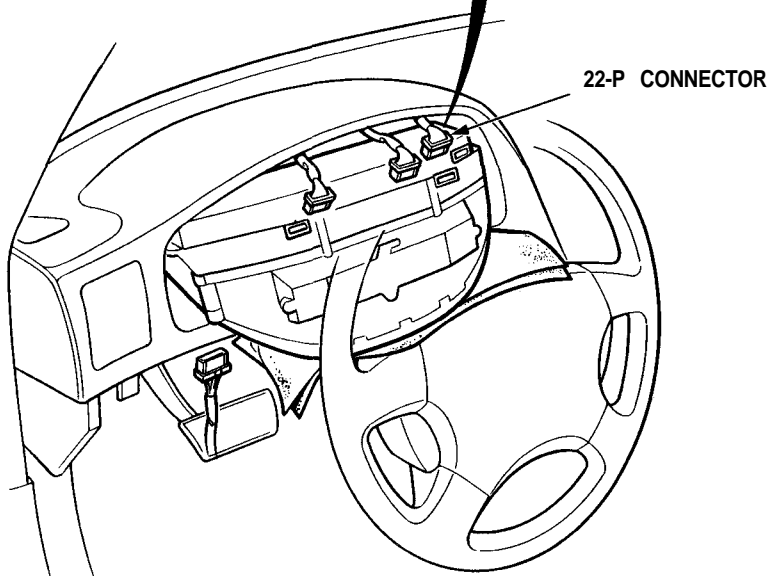
CONNECTOR "B" (Carries the SRS indicator signal)



SRS MAIN HARNESS  
(Covered with yellow outer insulation)



View from wire side





No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G301, G302, G303) (G301, G251 ('91-'92))</li> <li>• An open in the wire</li> </ul>
2	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No.13 (7.5 A) fuse</li> <li>• An open in the wire</li> </ul>
3	GRN/WHT	Shift lever in <b>P</b> NOTE: Don't push the brake pedal.	Check for continuity to ground: There should be continuity. There should be no continuity in any other position.	<ul style="list-style-type: none"> <li>• Faulty A/T gear position switch</li> <li>• Poor ground (G501)</li> <li>• An open in the wire</li> </ul>
	GRN/RED	Shift lever in <b>R</b>		
	GRN	Shift lever in <b>N</b>		
	GRN/BLU	Shift lever in <b>D<sub>3</sub></b>		
	GRN/YEL	Shift lever in <b>2</b>		
	GRN/ORN	Shift lever in <b>1</b>		
4	YEL/RED	Ignition switch ON (II) and shift lever in <b>D<sub>4</sub></b>	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Faulty A/T gear position switch</li> <li>• Faulty PCM</li> <li>• Poor ground (G501)</li> <li>• An open in the wire</li> </ul>
5	RED/BLK and RED	Combination light switch ON and dash lights brightness control dial on full bright	Check for voltage between RED/BLK and RED terminals: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Faulty dash lights brightness control system</li> <li>• An open in the wire</li> </ul>
6	YEL/RED	Ignition switch ON (II) and shift lever in any position except <b>D<sub>4</sub></b>	Check for voltage to ground: There should be battery voltage for two seconds after the ignition switch is turned ON (II), and less than 1 V two seconds later.	<ul style="list-style-type: none"> <li>• Faulty PCM</li> <li>• Faulty A/T gear position switch</li> <li>• An open in the wire</li> </ul>
7	LT GRN	Ignition switch ON (II)	Check for voltage to ground: There should be more than 11 V.	<ul style="list-style-type: none"> <li>• Faulty PCM</li> <li>• An open in the wire</li> </ul>

PCM: Powertrain control module