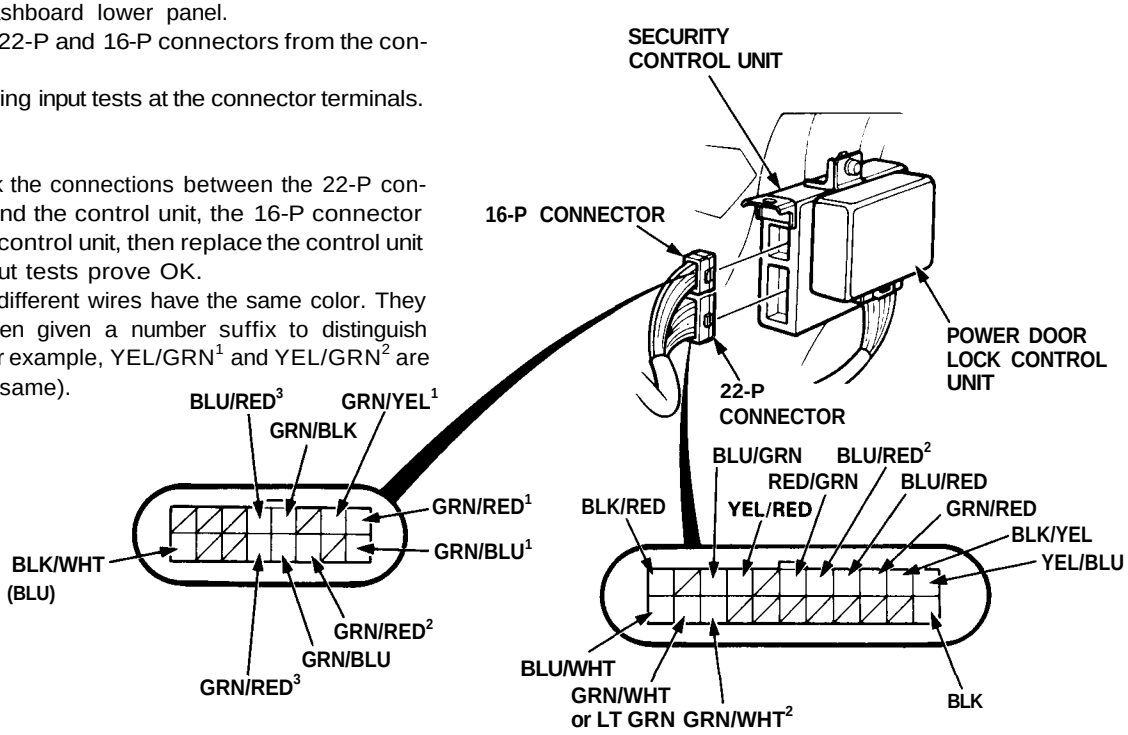
Control Unit Input Test

Remove the dashboard lower panel.
Disconnect the 22-P and 16-P connectors from the control unit.
Make the following input tests at the connector terminals.

NOTE:
- Recheck the connections between the 22-P connector and the control unit, the 16-P connector and the control unit, then replace the control unit if all input tests prove OK.
- Several different wires have the same color. They have been given a number suffix to distinguish them (for example, YEL/GRN[1] and YEL/GRN[2] are not the same).



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.	• Poor ground (G301, G302). • An open in the wire.
2	YEL/BLU	Under all conditions.	Check for voltage to ground: There should be battery voltage.	• Blown No. 15 (7.5A) fuse. • An open in the wire.
3	GRN/RED	Under all conditions.	Connect to ground: Security indicator should come on.	• Blown No. 39 (20A) fuse. • Faulty security indicator. • An open in the wire.
4	BLK/RED	Ignition switch to ON.	Check for voltage to ground: There should be battery voltage.	• Blown No. 20 (7.5A) fuse. • An open in the wire.
5	BLK/WHT (BLU)	Ignition switch at START.	Check for voltage to ground: There should be battery voltage.	• Faulty starter cut relay. • An open in the wire.
6	BLK/YEL	Ignition switch at START and; (M/T): clutch pedal pushed (A/T): shift position "P"	Connect to ground: Starter should crank the engine.	• Blown No. 35 (50A) fuse. • Faulty starting system. • Faulty starter cut relay. • Faulty clutch interlock switch (M/T) or shift lever position switch (A/T). • An open in the wire.
7	BLU/RED	Under all conditions.	Connect to ground: All horns should sound.	• Blown No. 39 (20A) fuse. • Faulty horn relay. • Either horn faulty. • Poor ground (G152, G153). • An open in the wire.

(BLU): M/T

(cont'd)