



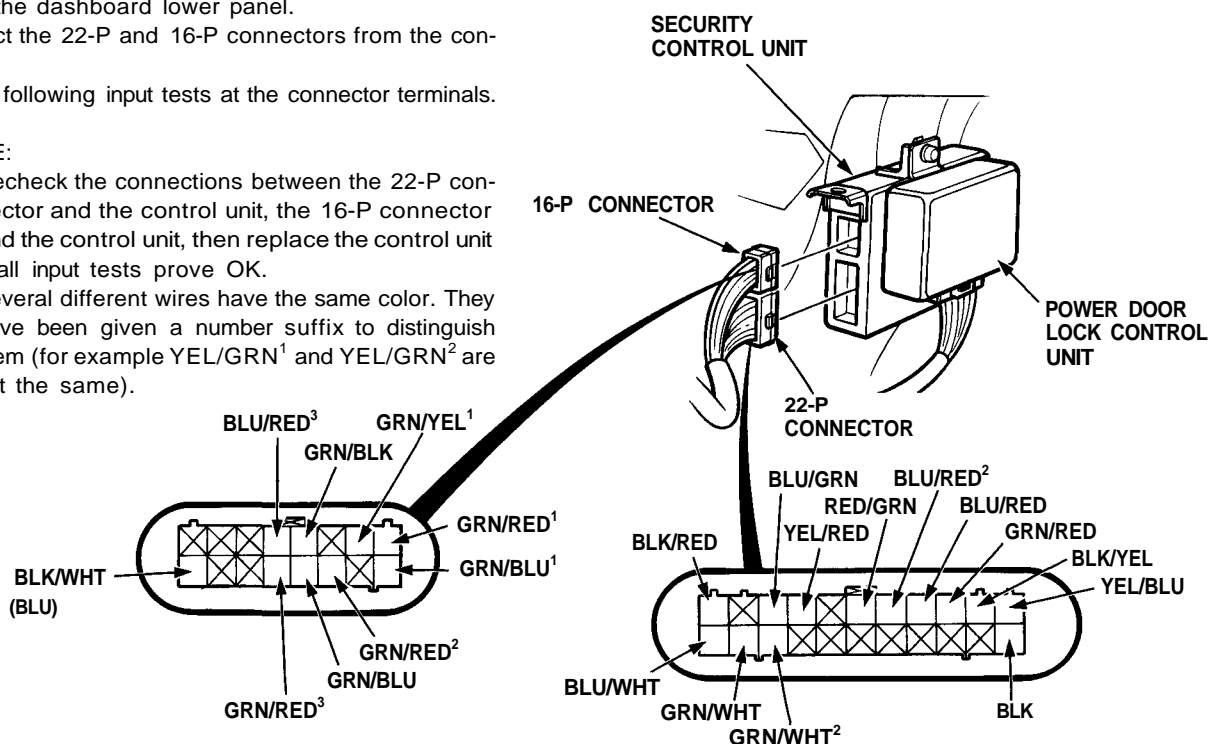
Control Unit Input Test

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/GRN¹ and YEL/GRN² 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: should be continuity.	<ul style="list-style-type: none"> • Poor ground (G301, G302). • An open in the wire.
2	YEL/BLU	Under all conditions.	Check for voltage to ground: should be battery voltage.	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • Blown No. 39 (20A) fuse. • Faulty security indicator. • An open in the wire.
4	BLK/RED	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 20 (7.5A) fuse. • An open in the wire.
5	BLK/WHT (BLU)	Ignition switch at START.	Check for voltage to ground: should be battery voltage.	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • Blown No. 39 (50A) fuse. • Faulty starting system. • Faulty starter cut relay. • Faulty clutch interlock switch (M/T). • Faulty shift position switch (A/T). • An open in the wire.
7	BLU/RED	Under all conditions.	Connect to ground: All horns should sound.	<ul style="list-style-type: none"> • Blown No. 45 (20A) fuse. • Faulty horn relay. • Either horn faulty. • Poor ground (G152, G153). • An open in the wire.

(BLU): M/T

(cont'd)

Security Alarm System

Control/Unit Input Test (cont'd)

No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
8	BLU/RED ²	Under all conditions.	Connect to ground: headlights should come on.	<ul style="list-style-type: none"> Faulty headlight relay. Faulty headlight system. An open in the wire.
9	RED/GRN	Under all conditions.	Connect to ground: Taillights should come on.	<ul style="list-style-type: none"> Faulty taillight relay. Faulty taillight system. An open in the wire.

Reconnect the 22-P and 16-P connectors to the control unit.

No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
10	YEL/RED	Hood open.	Check for voltage to ground: should be 1 V or less.	<ul style="list-style-type: none"> Faulty hood switch. Misadjusted hood switch. Poor ground (G153). An open in the wire.
		Hood closed.	Check for voltage to ground: should be 5 V or more.	
11	BLU/WHT	Ignition key is inserted into the ignition switch.	Check for voltage to ground: should be 1 V or less.	<ul style="list-style-type: none"> Faulty ignition key switch. Poor ground (G301, G302). An open in the wire.
		Ignition key is removed from the ignition switch.	Check for voltage to ground: should be 5 V or more.	
12	GRN/WHT or LT GRN	Under all conditions.	Check for voltage to ground: should be 1 V or less.	<ul style="list-style-type: none"> Poor ground (G502). An open in the wire.
13	GRN/RED ¹	Trunk key in UNLOCK.	Check for voltage to ground: should be 1 V or less.	<ul style="list-style-type: none"> Faulty trunk key. Poor ground (G451). An open in the wire.
14	BLU/GRN	Trunk lid open.	Check for voltage to ground: should be 1 V or less.	<ul style="list-style-type: none"> Faulty trunk latch switch. Misadjusted trunk latch switch. Poor ground (G451). An open in the wire.
		Trunk lid closed.	Check for voltage to ground: should be 5 V or more.	



No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
15	GRN/BLU	Driver's door opened.	Check for voltage to ground: when the door is opened, there should be 1 V or less, and when the door is closed, there should be 5 V or more.	<ul style="list-style-type: none"> Faulty driver's door or passenger's door switches. An open in the wire.
		Driver's door closed.		
16	GRN/RED	Passenger's door opened.		
		Passenger's door closed.		
17	GRN/RED ²	Driver's door key in UNLOCK.	Check for voltage to ground: should be 1 V or less.	<ul style="list-style-type: none"> Faulty driver's door or passenger's door key switches. Poor ground (G301, G302, G304). An open in the wire.
18	GRN/BLU ¹	Passenger's door key in UNLOCK.		
19	GRN/YEL ¹	Driver's door key in LOCK.	Check for voltage to ground: should be 1 V or less, as the door keylock is turned in LOCK.	<ul style="list-style-type: none"> Faulty driver's door or passenger's door key switches. Poor ground (G301, G302, G304). An open in the wire.
20	GRN/WHT ²	Passenger's door key in LOCK.		
21	GRN/BLK	Driver's door lock knob in UNLOCK.	Check for voltage to ground: should be 1 V or less.	<ul style="list-style-type: none"> Faulty driver's door lock knob switch (built in the actuator). Poor ground (G301, G302). An open in the wire.
22	BLU/RED ³	Passenger's door lock knob in UNLOCK.	Check for voltage to ground: should be 1 V or less.	<ul style="list-style-type: none"> Faulty passenger's door lock knob switch (built in the actuator). Poor ground (G304). An open in the wire.