TOYOTA COROLLA ELECTRICAL WIRING DIAGRAM AND BODY ELECTRICAL SYSTEM SUPPLEMENT

BODY ELECTRICAL SYSTEM **BE**

ELECTRICAL WIRING DIAGRAM **EW**

FOREWORD

This wiring diagram manual, which also contains a body electrical system supplement, has been prepared to provide information on the electrical system of the TOYOTA COROLLA, manufactured by the Toyota Motor Corporation Australia Limited.

The body electrical system supplement does not cover all body electrical system repairs, only those that differ to the procedures given in the Corolla Chassis and Body Repair Manual, Publication RM063E.

Applicable model: AE90 series
AE92 series
Applicable engines: 6A-F
4A-F

For the service specifications and repair procedures of the TOYOTA COROLLA other than those listed in this supplement, refer to the following manuals.

Manual Name		Pub. No.
Corolla AE90, AE92	Emission Control Manual	TS008
Corolla AE90, AE92	Engine, Chassis & Body Repair Manual Supplement	TS009
Corolla AE92 Series	Engine Repair Manual	RM063E
Corolla AE92 Series	Chassis and Body Repair Manual	RM062E
Automatic Transaxle (A131L, A132L, A240L) Repair Manual		RM058E

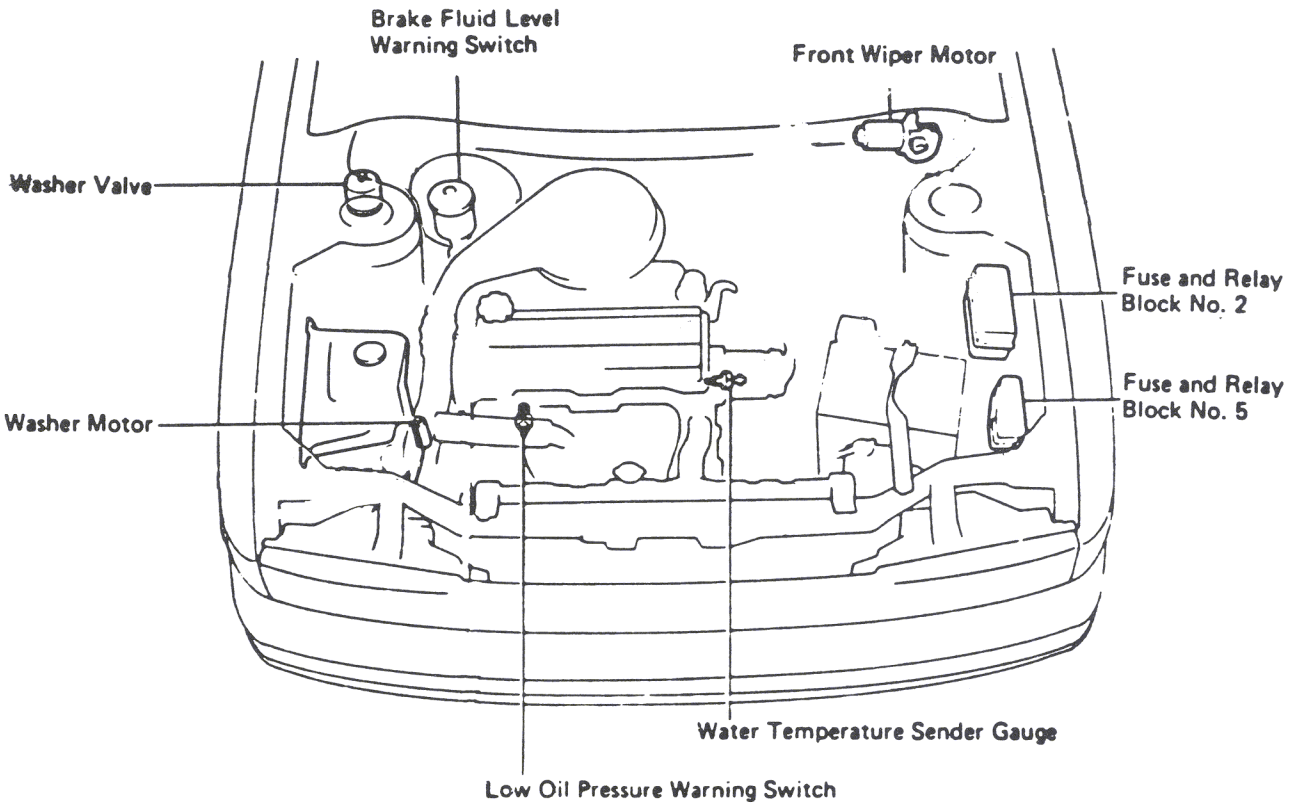
All information in this manual is based on the latest product information at the time of publication. However, specifications and procedures are subject to change without notice.

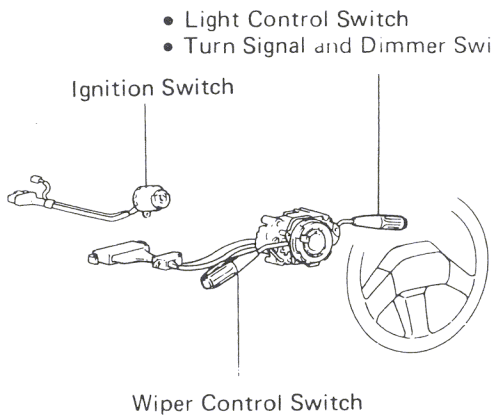
TOYOTA MOTOR CORPORATION AUSTRALIA LTD

BODY ELECTRICAL SYSTEM

BE

LOCATION OF BODY ELECTRICAL PARTS





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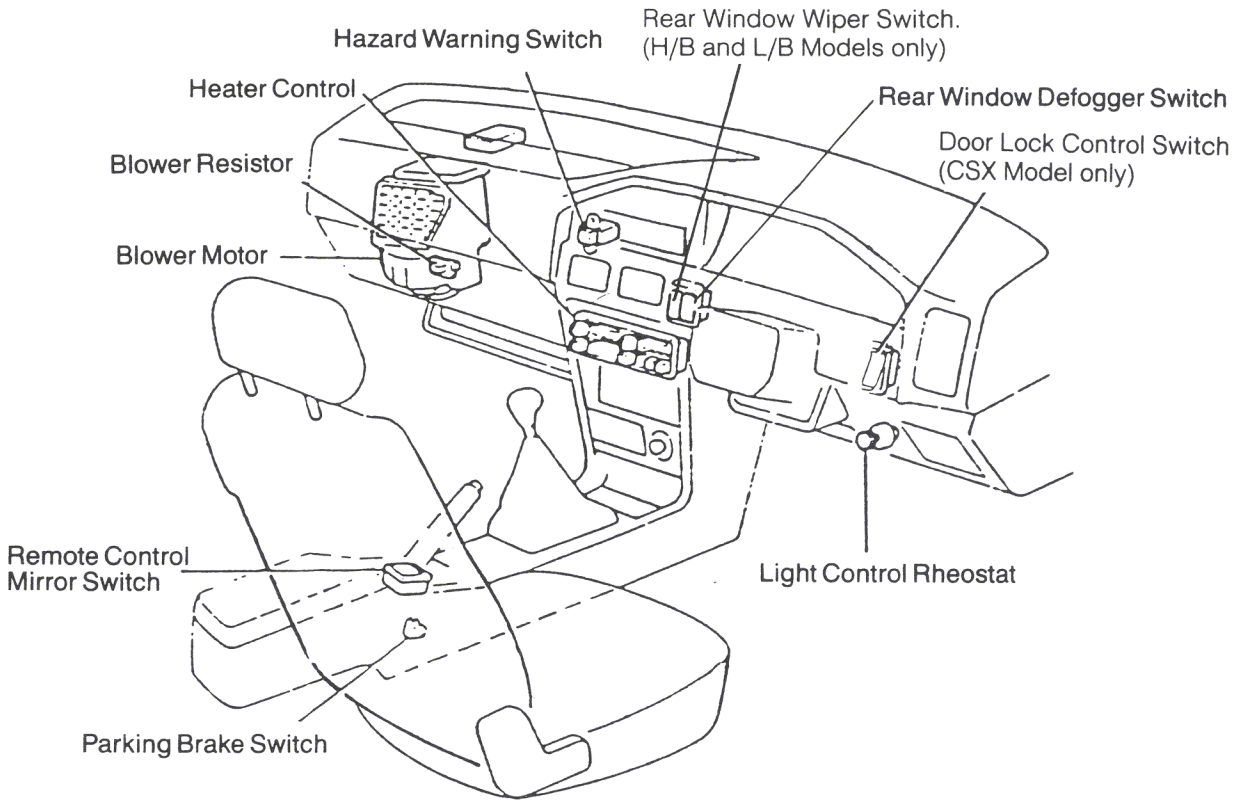
LOCATION OF BODY ELECTRICAL PARTS (Cont'd)



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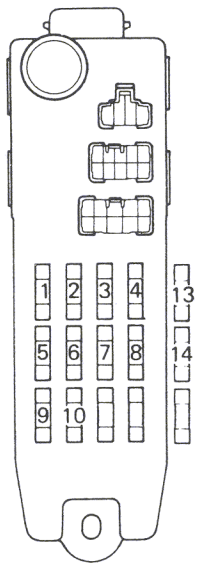
LOCATION OF BODY ELECTRICAL PARTS (Cont'd)

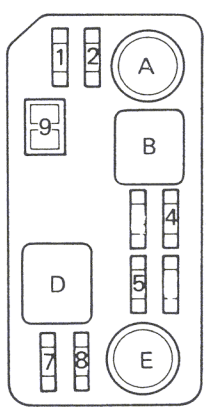
Fuse and Relay Block No.1



Fuses

1.	STOP	15A
2.	ENGINE	7.5A
3.	IGN	10A
4.	GAUGE	7.5A
5.	RADIO	7.5A
6.	WIPER	20A
7.	TAIL	15A
8.	TURN	10A
9.	ECU-B	10A
10.	CIG	15A
13.	REAR WINDOW DEFOGGER	30A
14.	ECU-IG	15A

Fuse and Relay Block No.2



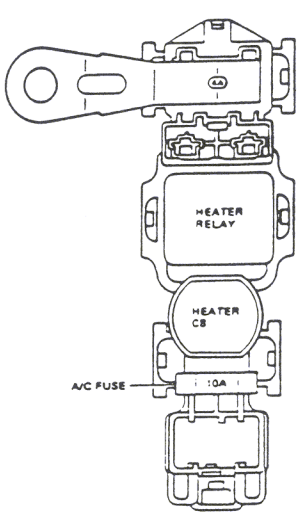
Fuses

1.	HEAD (LH)	10A
2.	HEAD (RH)	10A
4.	HAZ-HORN	15A
5.	DOME	10A
7.	CHARGE	7.5A
8.	FAN-I/UP	7.5A
9.	FAN	30A

Relays

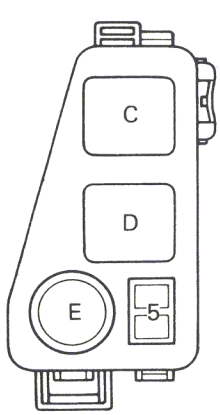
A. FAN Relay No.1
B. ENGINE MAIN Relay
D. HEADLIGHT CONTROL Relay
E. HORN Relay

Junction Box No.4



Fuse and Relay Block No.5

(w/ A/C Type)



Fuses

5.	CDS FAN	30A

Relays

C. A/C Magnet Clutch Relay
D. A/C FAN Relay No.2
E. A/C FAN Relay No.3

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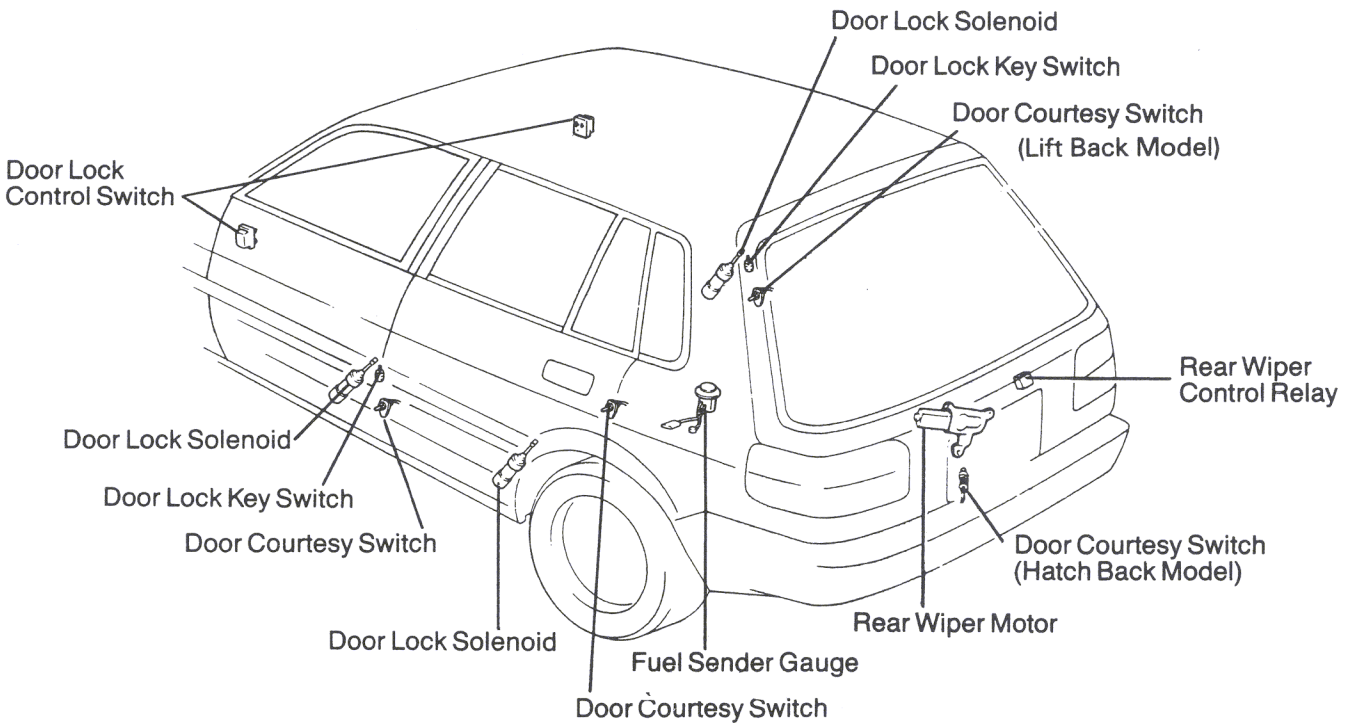
BE1723
BE1724 BE1725

LOCATION OF BODY ELECTRICAL PARTS (Cont'd)



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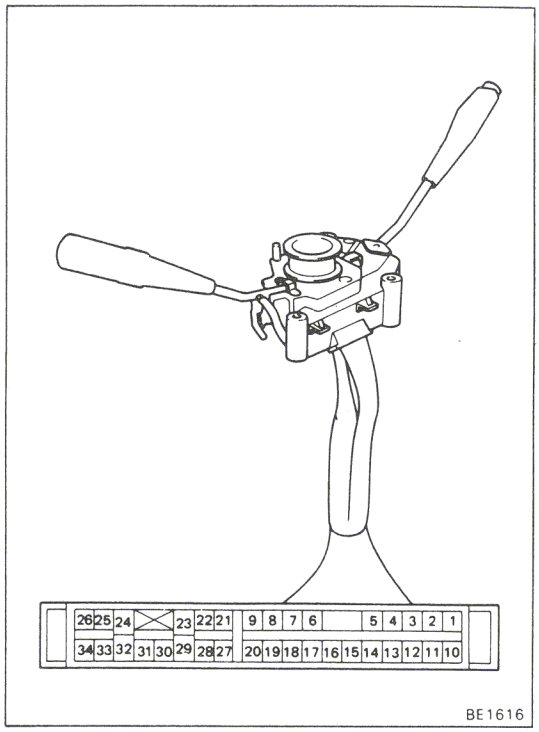
WIPERS AND WASHERS



1. **INSPECT SWITCH**

(Front Wiper and Washer Switch/Continuity)

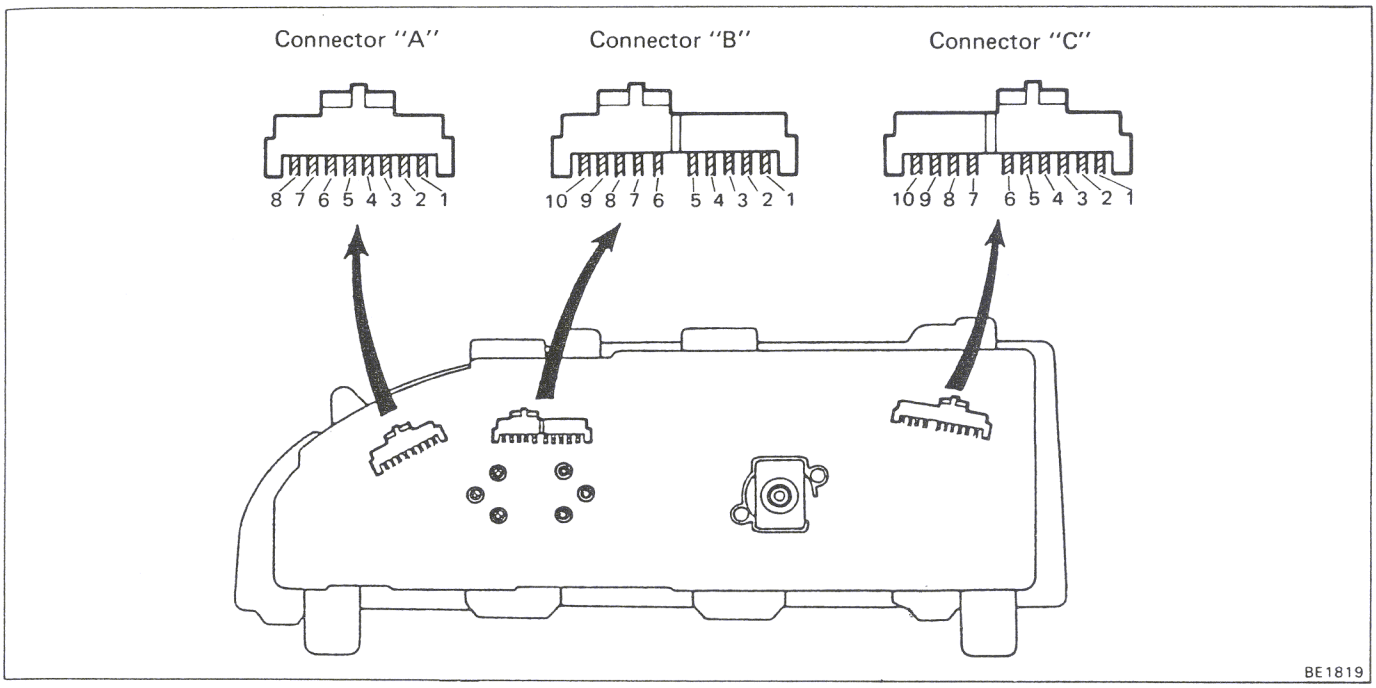
Terminal (Color) / Switch position		4 (L-W)	7 (L-B)	13 (L-O)	18 (L)	8 (P)	16 (W-B)
Wiper	OFF	○—○					
	INT	○—○					
	LO		○—○		○		
	HI			○—○			
Washer	OFF						
	ON					○—○	

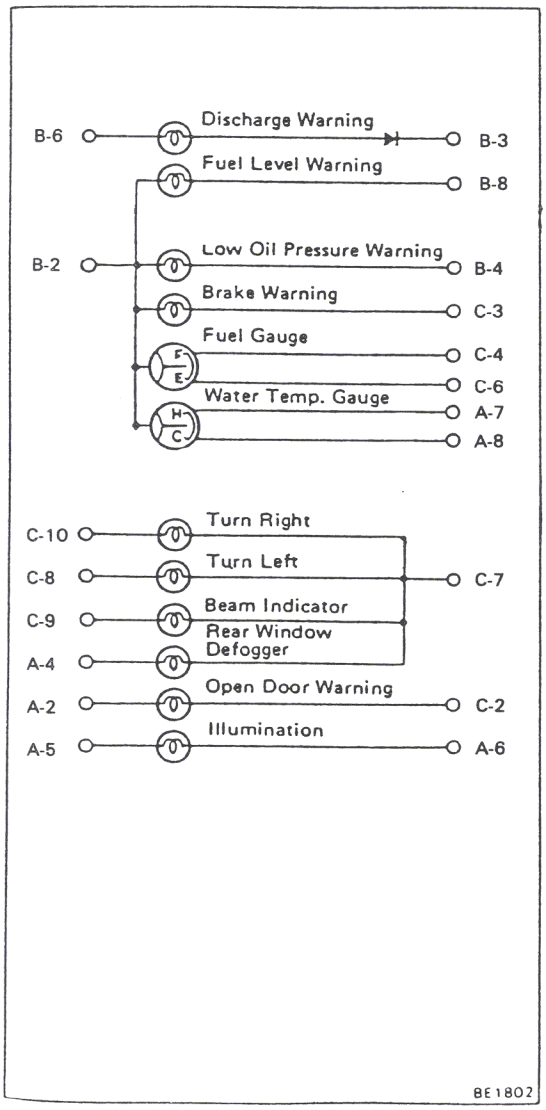
(Rear Wiper and Washer Switch/Continuity)

Terminal (Color) / Switch position	3 (P-B)	7 (L-Y)	4 (P)	8 (W-B)	1 (P)
Washer 1		○		○	○
OFF					
INT			○	○	
ON	○			○	
Washer 2	○	○		○	○

If continuity is not as specified, replace the switch.

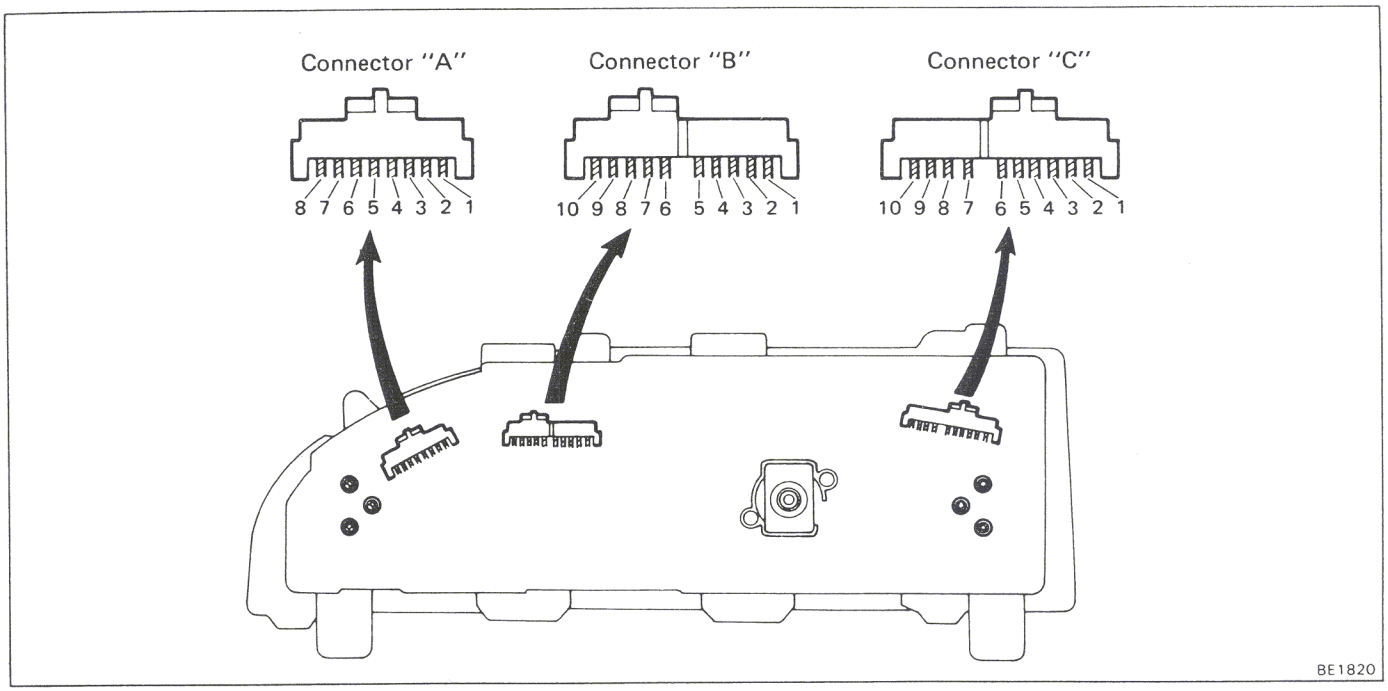
w/o Tachometer

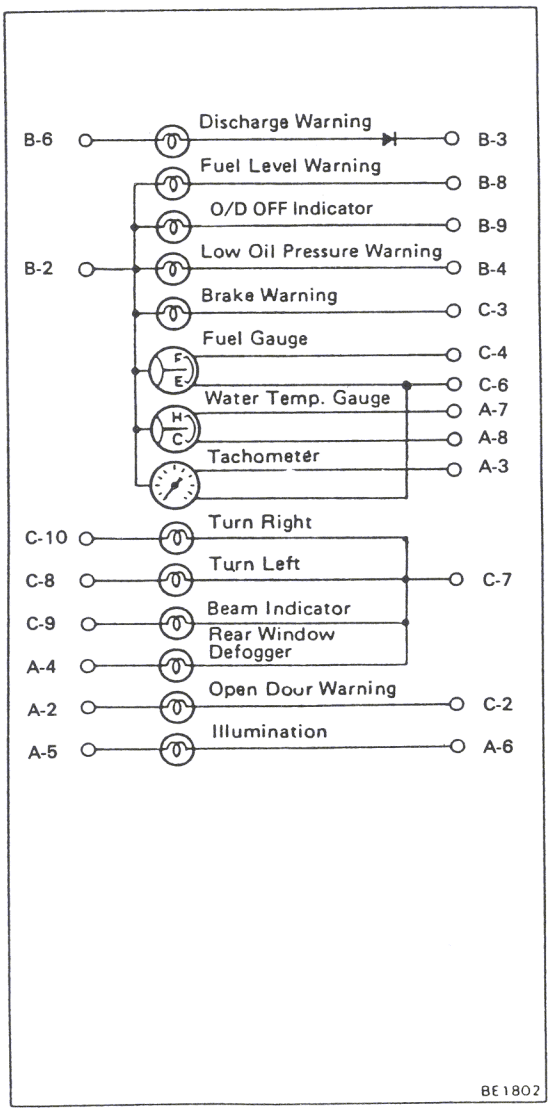




No.		Wiring Connector Side
A	2	Door Courtesy Switch
	4	Rear Window Defogger
	5	Light Control Rheostat
	6	TAIL Fuse
	7	Water Temperature Sender Gauge
	8	Ground
B	2	GAUGE Fuse
	3	CHARGE Fuse
	4	Low Oil Pressure Warning Switch
	6	ENGINE Fuse
	8	Fuel Sender Gauge
C	2	DOME Fuse
	3	Brake Fluid Level Warning Switch and Parking Brake Switch
	4	Fuel Sender Gauge
	6	Ground
	7	Ground
	8	Combination Switch
	9	Combination Switch
	10	Combination Switch

w/ Tachometer





No.		Wiring Connector Side
A	2	Door Courtesy Switch
	3	Ignitor or IIA
	4	Rear Window Defogger
	5	Light Control Rheostat
	6	TAIL Fuse
	7	Water Temperature Sender Gauge
	8	Ground
B	2	GAUGE Fuse
	3	CHARGE Fuse
	4	Low Oil Pressure Warning Switch
	6	ENGINE Fuse
	8	Fuel Sender Gauge
	9	O/D OFF Indicator
C	2	DOME Fuse
	3	Brake Fluid Level Warning Switch and Parking Brake Switch
	4	Fuel Sender Gauge
	6	Ground
	7	Ground
	8	Combination Switch
	9	Combination Switch
	10	Combination Switch

Part Inspection

Speedometer System

1. INSPECT SPEEDOMETER (ON-VEHICLE)

(a) Using a speedometer tester, inspect the speedometer for allowable indication error and check the operation of the odometer.

NOTE: Tire wear and tire over or under inflation will increase the indication error.

Standard Indication	Allowable Range km/h
20	17.5 – 21.5
40	28 – 42
60	58 – 63
80	78 – 84
100	99 – 104.5
120	119 – 125.5
140	139.5 – 146.5
160	159.5 – 167.5
180	179.5 – 188.5

If error is excessive, replace the speedometer.

(b) Check the speedometer for pointer vibration and abnormal noise.

NOTE: Pointer vibration can be caused by a loose speedometer cable.

Tachometer System

1. INSPECT TACHOMETER (ON-VEHICLE)

(a) Connect a tune-up test tachometer, and start the engine.

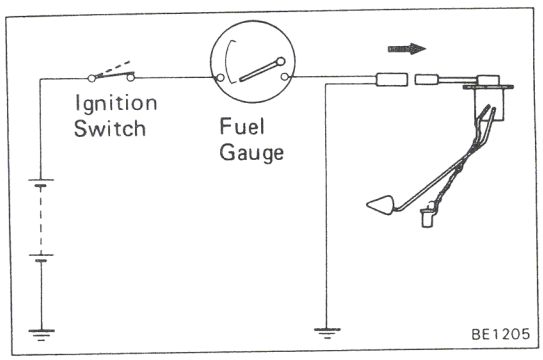
CAUTION:

- **Reversing the connection of the tachometer will damage the transistors and diodes inside.**
- **When removing or installing the tachometer, be careful not to drop or subject it to heavy shocks.**

(b) Compare the tester and tachometer indications.

DC 13.5V, 25 °C (77 °F)	
Standard Indication (rpm)	Allowable Range (rpm)
700	580– 720
3,000	2,800–3,200
5,000	4,800–5,200
7,000	6,700–7,300

If error is excessive, replace the tachometer.



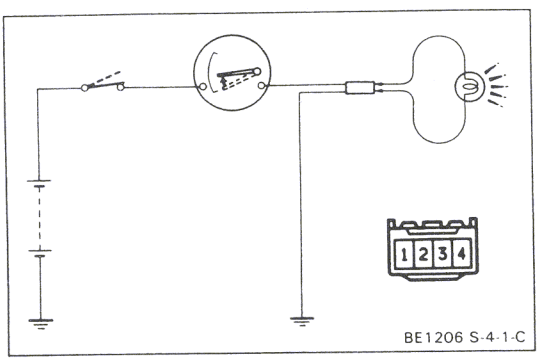
Fuel Gauge System

INSPECT RECEIVER GAUGE

(Operation)

(a) Disconnect the connector from the sender gauge.

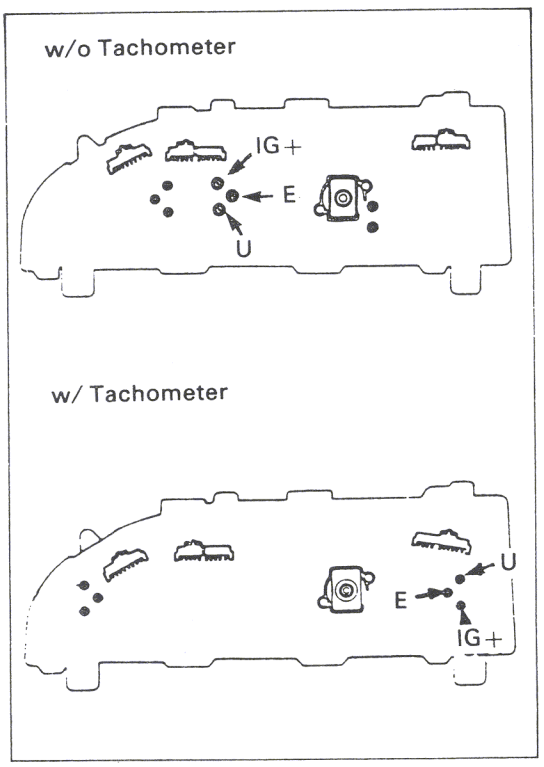
(b) Turn the ignition switch ON, check that the receiver gauge needle indicates to the empty.



(c) Connect the terminals 3 and 4 on the wire harness side connector through a 3.4W test bulb.

(d) Turn the ignition switch ON, check that the bulb lights and receiver gauge needle moves towards the full side.

If operation is not as specified, inspect the receiver gauge resistance and voltage regulater.

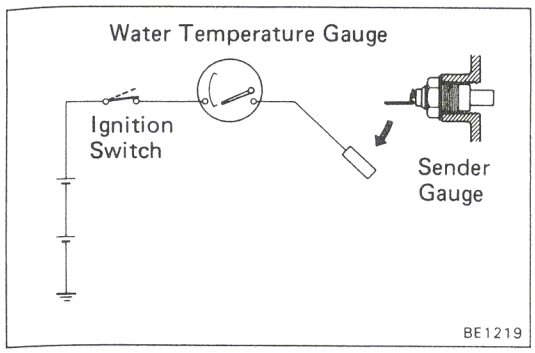


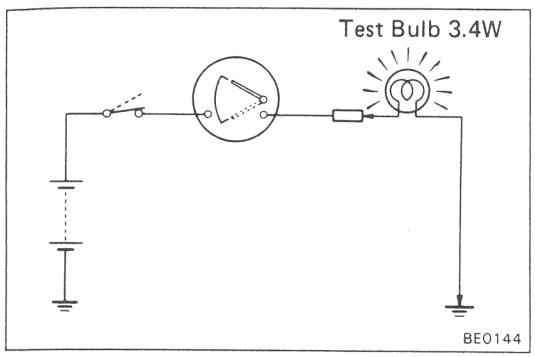
(Resistance)

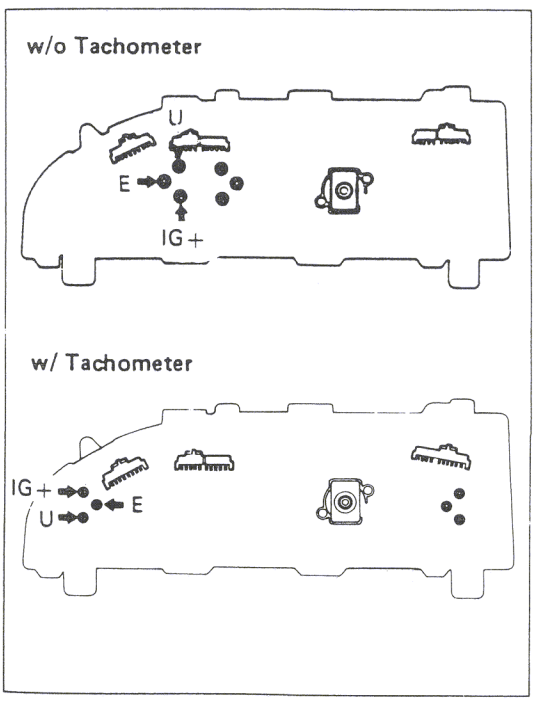
Measure the resistance between terminals

Between Terminals	Resistance (Ω)	
	w/o Tachometer	w/ Tachometer
IG+ – U	approx. 64.3	approx. 101.9
IG+ – E	approx. 233.3	approx. 203.4
U – E	approx. 169.0	approx. 101.5

If resistance value is not as expected, replace the receiver gauge.







Water Temperature Gauge System

1. **INSPECT RECEIVER GAUGE**
(Operation)

(a) Disconnect the connector from the sender gauge.

(b) Turn the ignition switch ON, check that the receiver gauge needle indicates to the cool.

(c) Ground the terminal on the wire harness side through a 3.4W test bulb.

(d) Turn the ignition switch ON, check that the bulb lights and the receiver gauge needle moves to the hot side.

If operation is not as specified, measure the receiver gauge resistance.

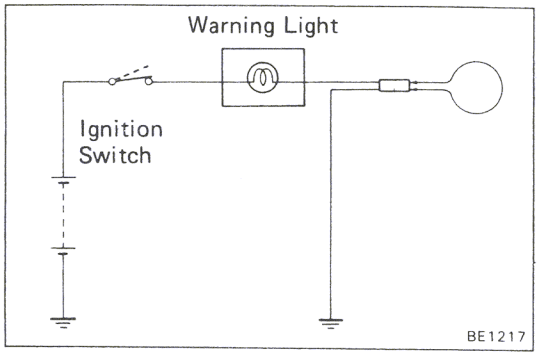
(Resistance)

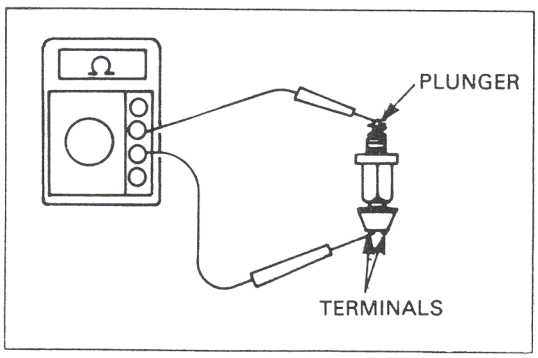
Measure the resistance between terminals

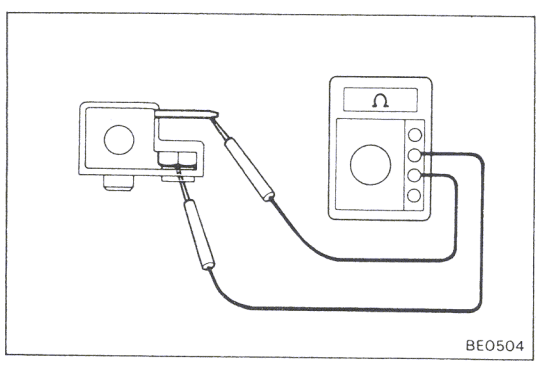
Between Terminals	Resistance (Ω)	
	w/o Tachometer	w/ Tachometer
IG+ – U	approx. 54.0	approx. 54.0
IG+ – E	approx. 147.1	approx. 146.2
U – E	approx. 201.1	approx. 200.2

NOTE: Connect the test leads so that the current from the ohmmeter can flow according to the above order.

If resistance value is not as specified, replace the receiver gauge.







Brake Warning System

1. INSPECT WARNING LIGHT

(a) Disconnect the connectors from the level warning switch and parking brake switch.

(b) Connect the terminals on the wire harness side of the level warning switch connector.

(c) Turn the ignition switch ON, check that the warning light lights.

If the warning light does not light, test the bulb.

2. INSPECT SWITCHES

(Brake Fluid Pressure Differential Switch)

(a) Remove brake fluid differential switch from master cylinder.

(b) Check that there is no continuity between either terminal and switch plunger with switch off (PLUNGER OUT).

(c) Check that there is continuity between either terminal and switch plunger with switch on (PLUNGER IN).
If operation is not as specified, replace the switch.

(d) Refit switch or install new switch as necessary.

(Parking Brake Switch)

(a) Check that there is continuity between terminal and switch set nut with the switch pin released. (parking brake lever pulled up)

(b) Check that there is no continuity between terminal and switch set nut with the switch pin pushed in. (parking brake lever released)

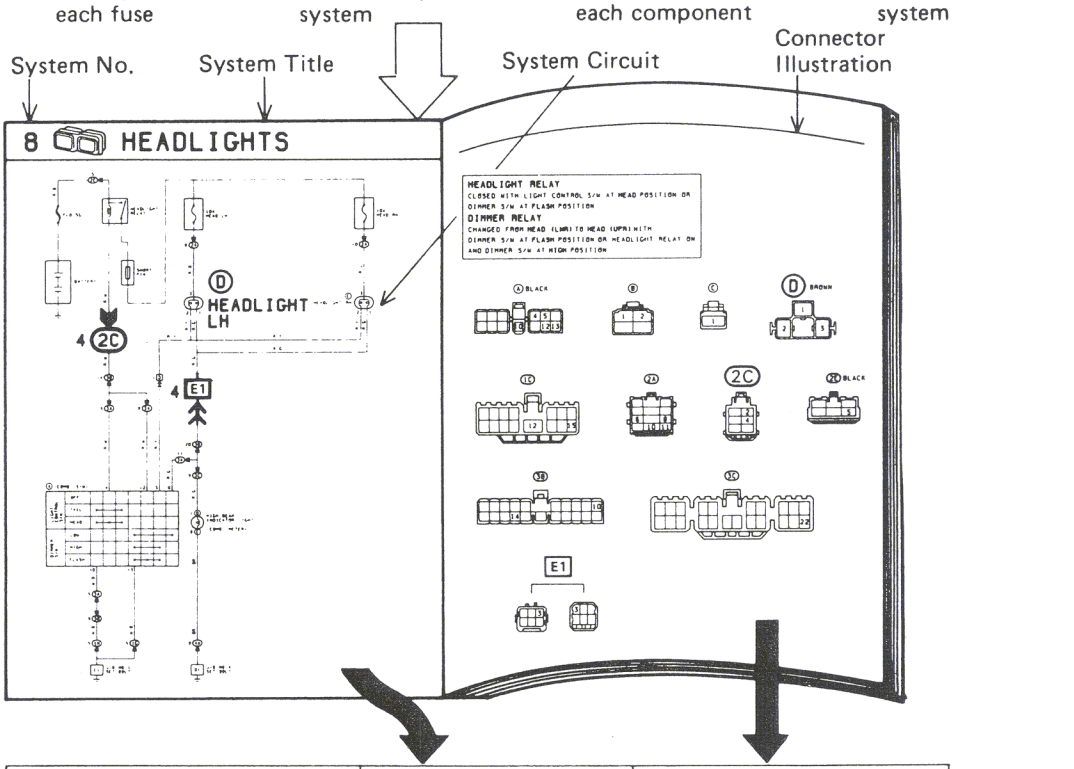
If operation is not as specified, replace the switch.

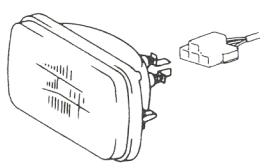
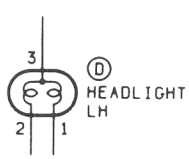
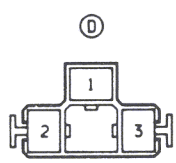
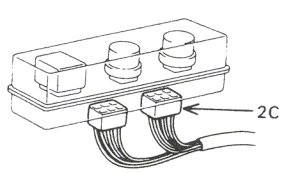
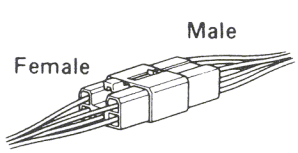
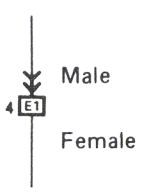
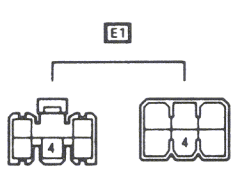
TOYOTA COROLLA
ELECTRICAL WIRING DIAGRAM

EW

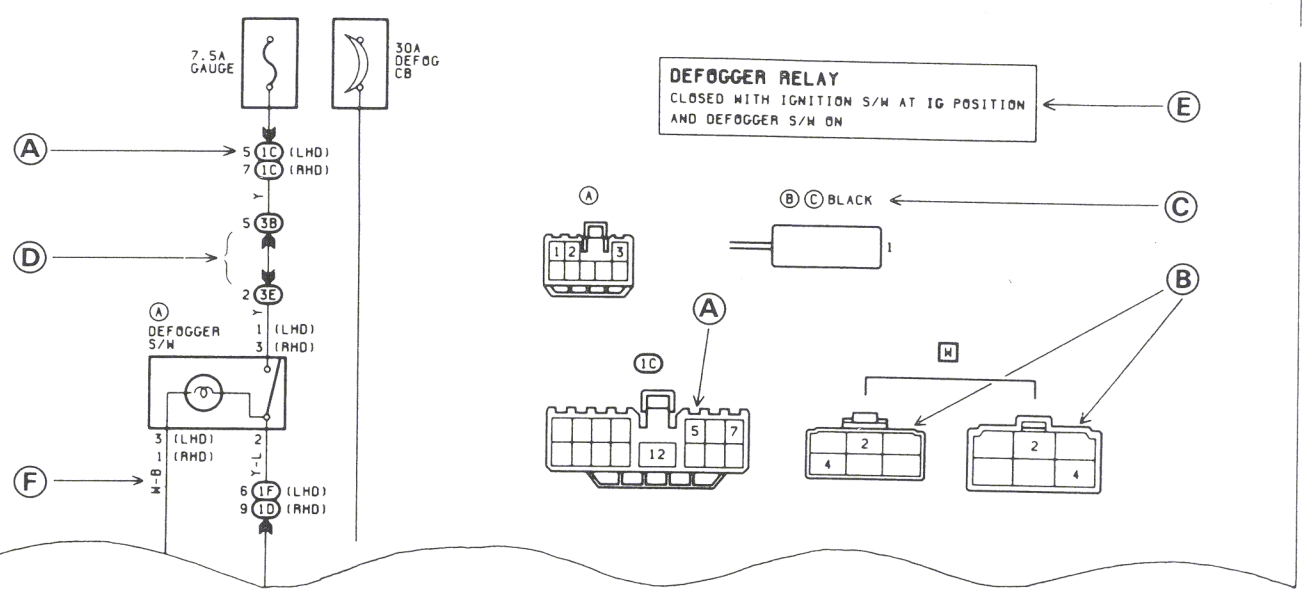
This manual is composed of the following 4 elements.

Power Source	System Circuit	Ground Points	Over all Wiring Diagram
Circuit from battery to each fuse	Each circuit classified by system	Relation between ground points of each component	Shows relation between each system



Components	Circuit	Connector
		 (Wire Harness Side)
 Junction Block No. 2		 (Wire Harness Side)
Note: The number indicates the number of the junction block.		
 Wire to Wire Connector		

14 REAR WINDOW DEFOGGER



Ⓐ Pin Number

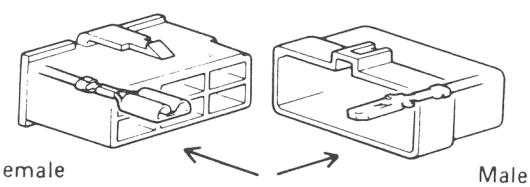
Numbered in order from upper left to lower right

Numbered in oder from upper right to lower left

Female Male

Ⓑ Male & female connectors distinguished by shape of their internal pins.

- All connectors are shown from the open end, and the lock is on top.



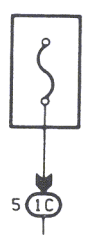
Female Male

Ⓒ Connector Color

Connectors not indicated are milky white in color.

Ⓓ Indicates circuit in Junction Block No. 3.

Example:



1C indicates that it is inside Junction Block No. 1.

Ⓔ Troubleshooting Hints & Components Operation

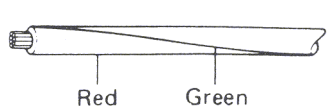
Ⓕ Wire Color

Wire colors are indicated by an alphabetical code.

B	= Black	L	= Blue	R	= Red
BR	= Brown	LG	= Light Green	V	= Violet
G	= Green	O	= Orange	W	= White
GR	= Gray	P	= Pink	Y	= Yellow

The first letter indicates the basic wire color and the second letter indicates the color of the stripe.

Example: R–G



ABBREVIATIONS

The following abbreviations are used in this manual.

A/C	= Air conditioner	IIA	= Integrated Ignintion Assembly	S/D	= Sedan
A/T	= Automatic Transmission	J/B	= Junction Block	SW	= Switch
CB	= Circuit Breaker	L/B	= Liftback Type	S/W	= Switch
CMH	= Cold Mixture Heater	LWR	= Lower	UPR	= Upper
ECU	= Electronic Control Unit	OVCV	= Outer Vent Control Valve	VSV	= Vacuum Switching Valve
FL	= Fusible Link			W/	= With
H/B	= Hatchback Type			W/O	= Without

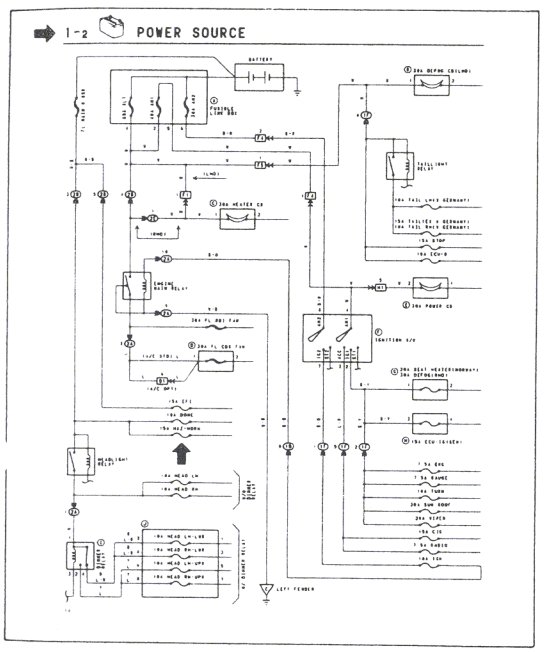
To better understand how to use this section, let's assume that the headlights will not light, and go through an actual troubleshooting procedure.

CONFIRMATION OF TROUBLE

Turn on the headlight switch and check for yourself that the headlights do not come on.

READ THE CIRCUIT DIAGRAM

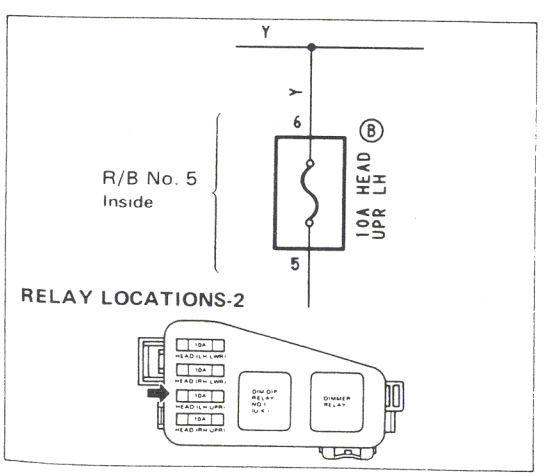
1. Locate the headlight system number in the index and open the manual to the page indicated. (The system number is written in bold at the top corner of each page).
2. Read the circuit diagram to learn how it works.



PINPOINT THE TROUBLE

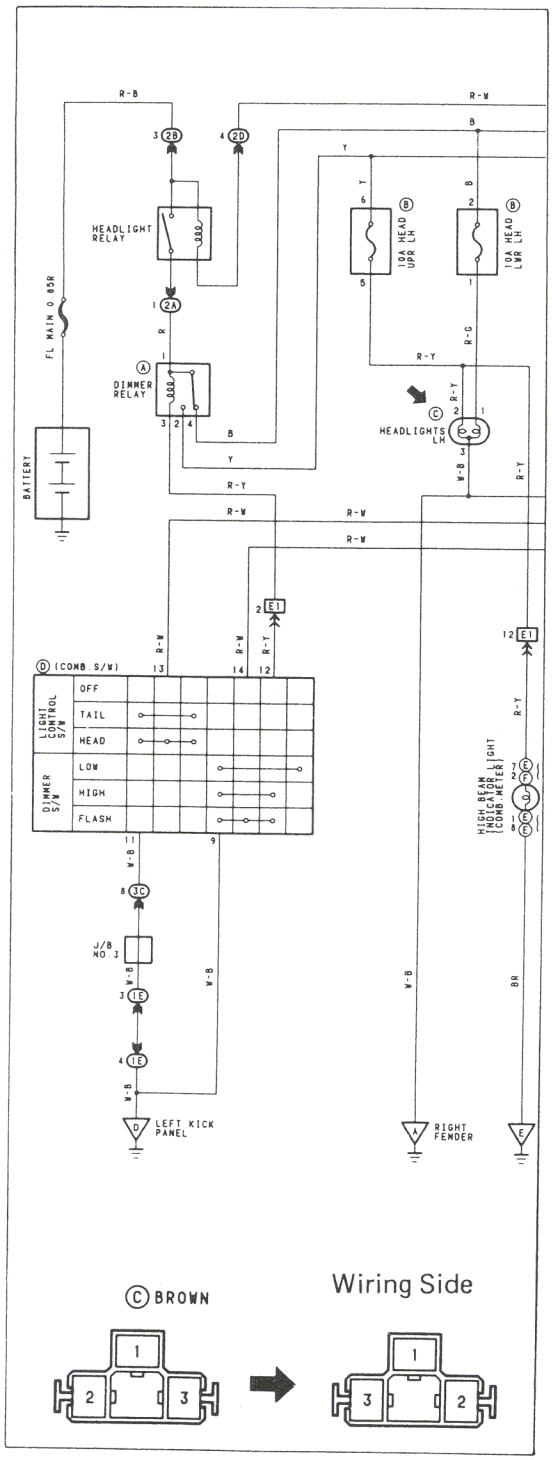
If the circuit is in common with others (power circuit or ground point), problems will occur in some of the others also.
Please refer to POWER SOURCE (System No, 1-2). Since the headlights are related to the HAZ-HORN, check this circuit.

Okay	Trouble lies within the headlight circuit.
Bad	Check circuits in common.



1. Inspection of Headlight Circuit
   (Return to HEADLIGHT page.)
   (a) Check Headlight Fuse
      ① Accoriding to Ⓑ of the circuit, the headlight fuse is in R/B No. 5.
      ② The location of R/B No. 5 can be found by referring to the RELAY LOCATIONS page just before the ELECTRICAL WIRING ROUTING page.
      ③ Check if either fuse is blown.
   (b) Check if there is power to pin No. 5 of Ⓑ
      ① Turn the light control switch to **HEAD**.
      ② Place the dimmer swich at **HI**.
      ③ Using a voltmeter, check for voltage as shown below.

Negative (−) Probe	Good ground point or negative battery terminal.
Positive (+) Probe	Pin No. 5 of Ⓑ



Battery Voltage	Trouble is past pin No. 5 of Ⓑ
No Battery Voltage . . .	Trouble is before pin No. 5 of Ⓑ

CAUTION:
Insert the tester probes from the wiring side of the connector. Consequently, note that the pin numbers will be in reverse order of that shown in the illustration.

(c) Check if there is power to the headlights.

① From the circuit we can see that Ⓒ is the headlight connector and that there is power from pin No. 2 to 3 when the headlights are at high beam.

② Turn the light control switch to **HEAD**.

③ Place the dimmer switch at **HI**.

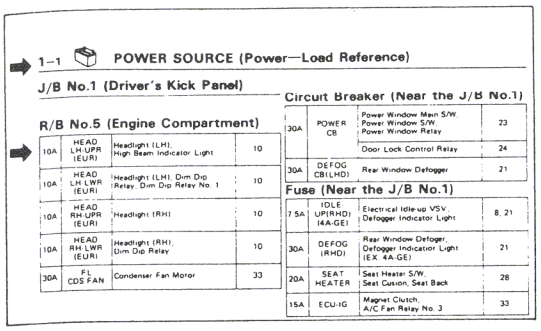
④ Using a voltmeter, check for voltage as shown below.

Negative (−) probe . . . Pin No. 3 of connector Ⓒ.
Positive (+) probe . . . . Pin No. 2 of connector Ⓒ.

Voltage	Trouble is in the headlight.
No Voltage	Probable defective ground past pin No. 3 so make contact with negative lead to a good ground point or battery negative terminal and check for voltage.
Voltage	Trouble is past pin No. 3 of Ⓒ.
No Voltage	Trouble is before pin No. 2 of Ⓒ.

CAUTION:
Do not check for continuity while voltage is applied or it may result in damage to the tester.

(d) To check the low beam, place the dimmer switch at LOW and perform the check in the same sequence.



1-1 POWER SOURCE (Power—Load Reference)

J/B No.1 (Driver's Kick Panel)

R/B No.5 (Engine Compartment)

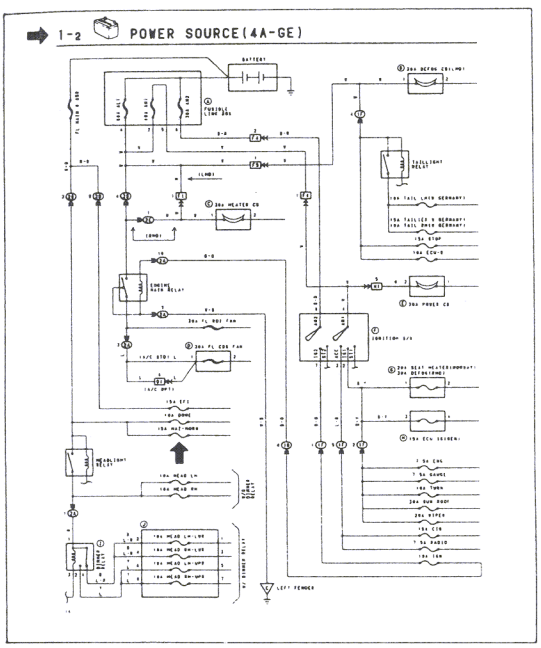
10A	HEAD LH UPR (EUR)	Headlight (LH), High Beam Indicator Light	10
10A	HEAD LH LWR (EUR)	Headlight (LH), Dim Dip Relay, Dim Dip Relay No. 1	10
10A	HEAD RH UPR (EUR)	Headlight (RH)	10
10A	HEAD RH LWR (EUR)	Headlight (RH), Dim Dip Relay	10
30A	FL CDS FAN	Condenser Fan Motor	33

Circuit Breaker (Near the J/B No.1)

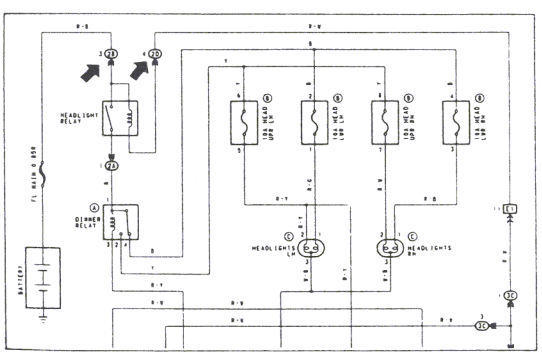
30A	POWER CB	Power Window Main S/W, Power Window S/W, Power Window Relay	23
		Door Lock Control Relay	24
30A	DEFOG CB(LHD)	Rear Window Defogger	21

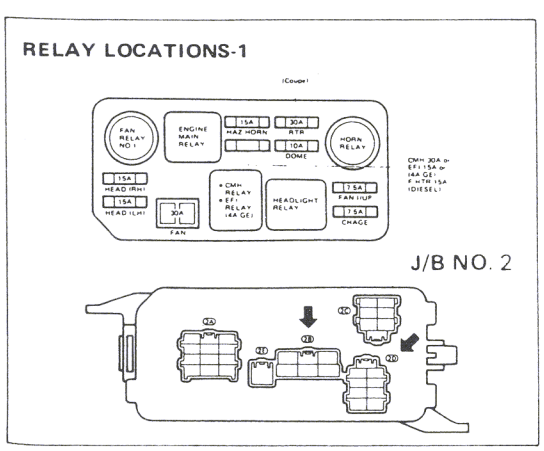
Fuse (Near the J/B No.1)

7.5A	IDLE UP(RHD) (4A-GE)	Electrical Idle-up VSV, Defogger Indicator Light	8, 21
30A	DEFOG (RHD)	Rear Window Defogger, Defogger Indicator Light (EX. 4A-GE)	21
20A	SEAT HEATER	Seat Heater S/W, Seat Cusion, Seat Back	28
15A	ECU-IG	Magnet Clutch, A/C Fan Relay No. 3	33



1-2 POWER SOURCE (4A-GE)





RELAY LOCATIONS-1

J/B NO. 2

2. Inspection of Common Circuits

(a) Check battery and fusible link

(b) Check related systems
Check how the HEAD FUSE is related to the system. In system No. 1-1 (POWER SOURCE), you will find a chart listing the relationship between the fuses and components. Here we can see that the HEAD fuses are related only to their respective headlights.

(c) Check the circuit from the battery to the HEAD FUSE.

① In system No. 1-2 (POWER SOURCE), tha power circuits for all fuses are listed. The circuit between the battery and HEAD fuse branches off with fuses HAZ-HORN 15A etc.

② Turn on the HAZARD switch

Okay	No trouble in circuit up to HAZ-HORN junction.
Bad	Trouble lies between fusible link and J/B No. 2.

(d) Check the HEADLIGHT RELAY
(Return to HEADLIGHT page)

1 The circuit shows that the HEADLIGHT RELAY is in J/B No. 2.

2 Installation of the relay can be found by referring to the RELAY LOCATIONS. The HEADLIGHT RELAY is located in J/B No. 2 in the engine compartment as shown.

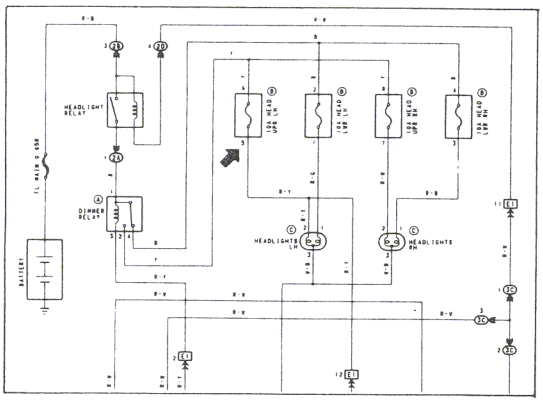
3 Check for power to the headlight relay coil.

① Turn the headlight switch to HEAD.

② Using a voltmeter, check for voltage as showm below.

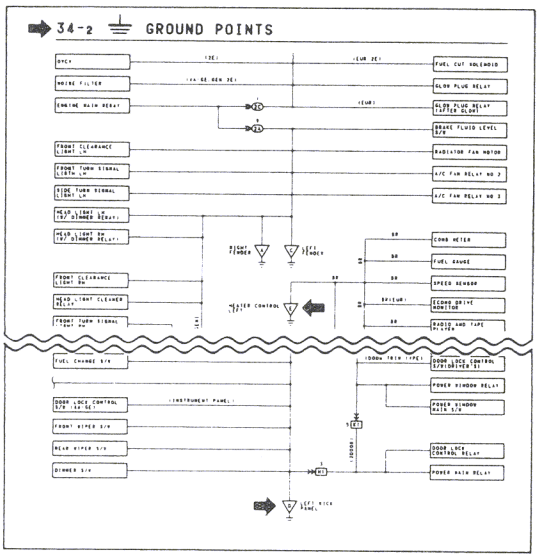
Negative (—) Probe	Pin No. 4 of (2D).
Positive (+) Probe	Pin No. 3 of (2B).

Confirm that there is voltage



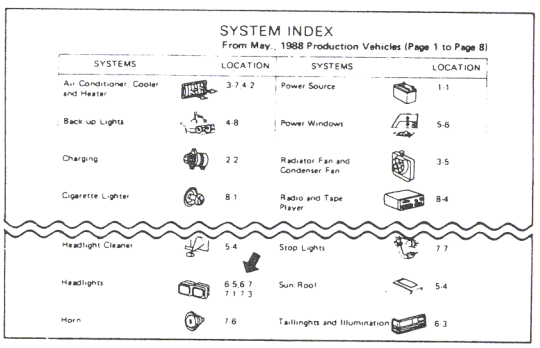
4 Next, check if the headlight relay points are closed and there is power to the pin No. 5 of Ⓑ
See step 1-(b)

If no voltage, trouble lies in the headlight relay.



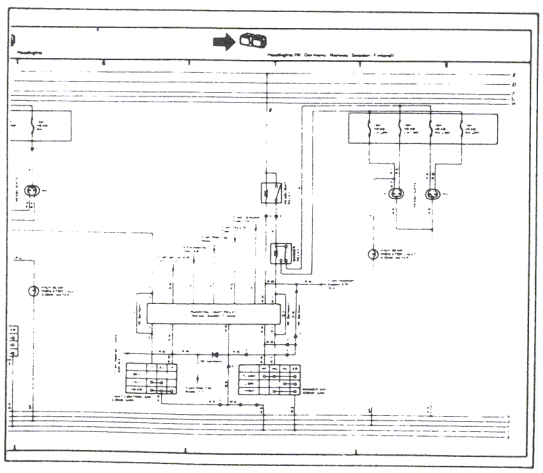
(e) Check which systems (components) have the same ground point.

The ground points are listed in system No. 34 (GROUND POINTS). As shown, GROUND POINT ▽D is used for other components besides the HEADLIGHT SYSTEM, and it also connected to GROUND POINT ▽E



(f) Check now the HEADLIGHT SYSTEM is connected to the other systems.

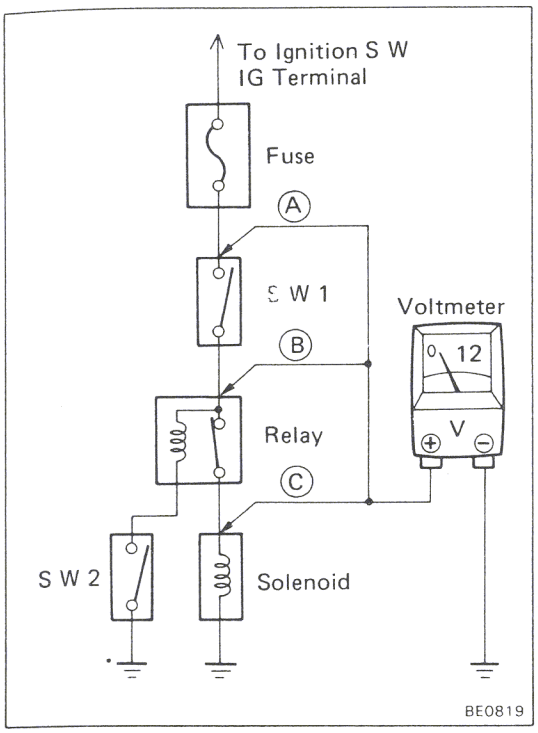
1 From the EWD SYSTEM INDEX (facing the first EWD), we can find the location of the headlight system within the ELECTRICAL WIRING DIAGRAM at the back of the book (Page 3 of 4, grid 8).



2 By referring to the ELECTRICAL WIRING DIAGRAM, we can see that the HEADLIGHT SYSTEM is related to the TAIL and ILLUMINATION SYSTEM.

NOTE:
The relationship between system circuits is not shown so always confirm with the overall wiring diagram.

(g) Re-check
After repair, check that the circuit functions normally.
Always follow the steps described above to narrow down the possible range of the trouble.

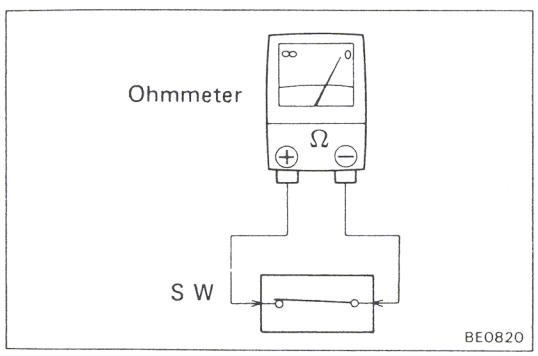


CHECK FOR VOLTAGE

(a) Establish conditions in which voltage is present at the check point.

Example:
A — Ignition S W on
B — Ignition S W and S W 1 on
C — Ignition S W, S W 1 and Relay on (S W 2 off)

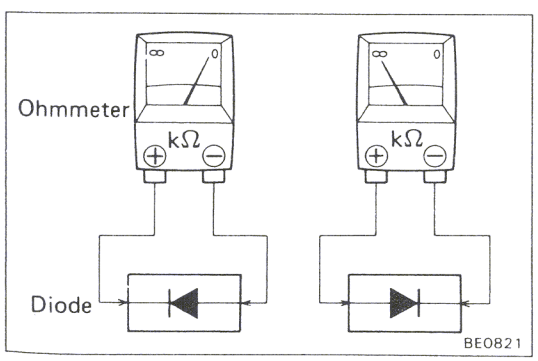
(b) Using a voltmeter, connect the negative (—) lead to a good ground point or negative (—) battery terminal and the positive (+) lead to the connector or component terminal. This check can be done with a test bulb instead of a voltmeter.



CHECK FOR CONTINUITY AND RESISTANCE

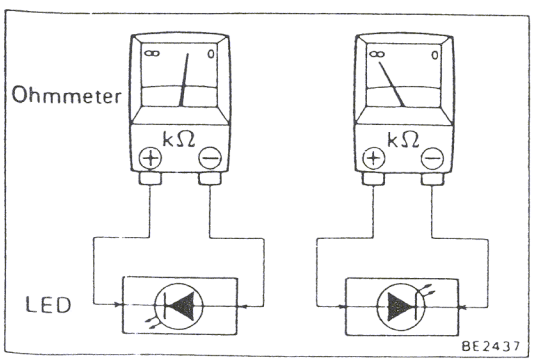
(a) Disconnect the battery terminal or wire so there is no voltage between the check points.

(b) Contact the two leads of an ohmmeter to each of the check points.



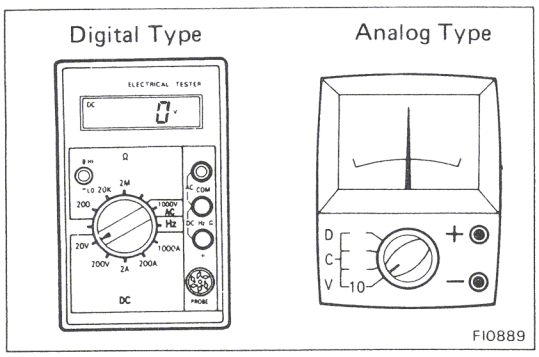
If the circuit has diodes, reverse the two leads and check again.
When contacting the negative (—) lead to the diode positive (+) side and the positive (+) lead to the negative (—) side, there should be continuity. When contacting the two leads in reverse, there should be no continuity.

NOTE: Check LED (Light Emitting Diode) in the same manner as that for diodes.

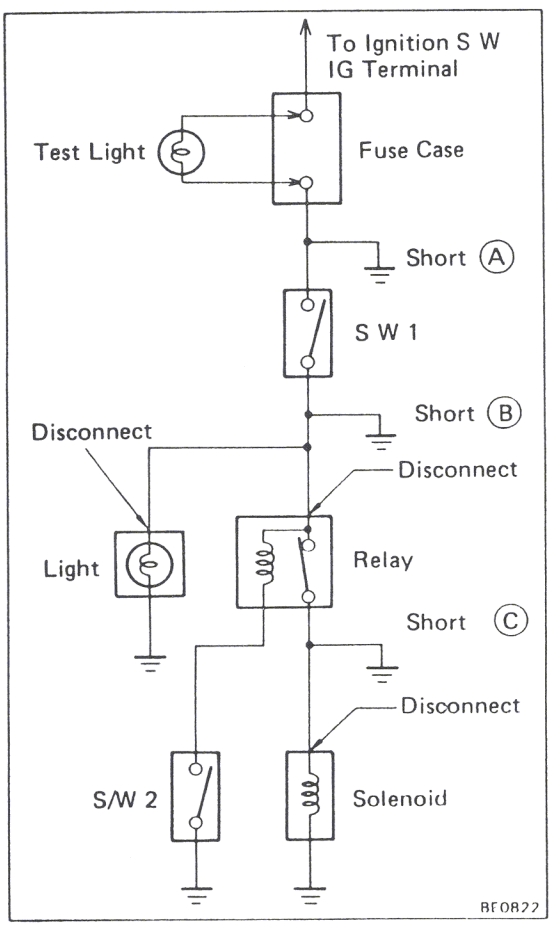


Check LED (Light Emitting Diode) in the same manner as that for diodes.

NOTE:
- Use a tester with a power source of 3 V to 16 V to overcome the circuit resistance.
- If a suitable tester is not available, apply battery voltage and check that the LED lights up.
- If the LED display is faulty in the clock, replace the clock.



(c) Use a volt/ohmmeter with high impedance (10 k /V minimum) for troubleshooting of the electrical circuit.



CHECK FOR SHORT CIRCUIT

(a) Remove the blown fuse and eliminate all loads from the fuse.

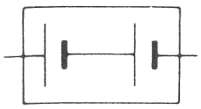
(b) Connect a test bulb in place of the fuse.

(c) Establish conditions in which the test bulb comes on.

Example:
A — Ignition S W on
B — Ignition S W and S W 1 on
C — Ignition S W, S W 1 and Relay on (Connect the Relay) and S W 2 off (or Disconnect S W 2)

(d) Disconnect and reconnect the connectors while watching the test bulb. The short lies between the connector where the test bulb stays lit and the connector where the bulb goes out.

(e) Find the exact location of the short by lightly shaking the problem wire along the body.



BATTERY
Stores chemical energy and convertsit into electrical energy. Provides DC current for the auto's various electrical circuits.

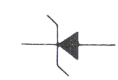
CAPACITOR (Condenser)
A small holding unit for temporary storage of electrical voltage Capacitors with a ground connection are frequently called Condensers.

CIGARETTE LIGHTER

An electric resistance heating element.

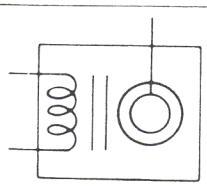
CIRCUIT BREAKER
Basically a reusable fuse, a circuit breaker will heat and open if too much current flows through it. Some units automatically reset when cool, others must be manually reset.

DIODE
A semiconductor which allows current flow in only one direction.



DIODE, ZENER

A diode which allows current flow in one direction but blocks reverse flow only up to a specific voltage. Above that potential, it passes the excess voltage. This acts as a simple voltage regulator.



DISTRIBUTOR, IIA

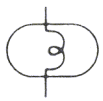
Channels high-voltage current from the ignition coil to the individual spark plugs.

FUSE
A thin metal strip which burns through when too much current flows through it, thereby stopping current flow and protecting a circuit from damage.

FUSIBLE LINK

A heavy-gauge wire placed in high amperage circuits which burns through on overloads, thereby protecting the circuit.

GROUND
The point at which wiring attaches to the chassis, thereby providing a return path for an electrical circuit; without a ground, current cannot flow.

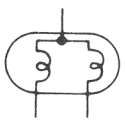


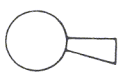
HEADLIGHTS

1. SINGLE FILAMENT

2. DOUBLE FILAMENT

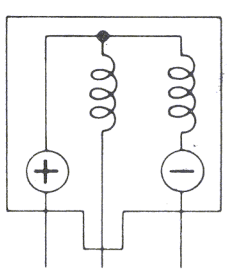
Current flow causes a headlight filament to heat up and emit light. A headlight may have either a single (1) filament or a double (2) filament.





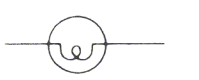
HORN

An electric device which sounds a loud audible signal.

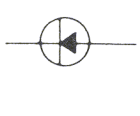


IGNITION COIL

Converts low-voltage DC current into high-voltage ignition current for firing the spark plugs.



LIGHT
Current flow through a filament causes the filament to heat up and emit light.

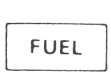


LED (LIGHT EMITTING DIODE)

Upon current flow, these diodes emit light without producing the heat of a comparable light. Used in instrument displays.

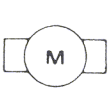
METER, ANALOG

Current flow activates a magnetic coil which causes a needle to move, thereby providing a relative display against a background calibration.



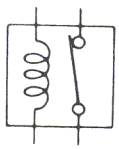
METER, DIGITAL

Current flow activates one or many LED's, LCD's, or flourescent displays, which provide a relative or digital display.

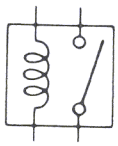


MOTOR
A power unit which converts electrical energy into mechanical energy, especially rotary motion.

RELAY

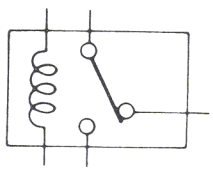


1. NORMALLY CLOSED
2. NORMALLY OPEN



Basically, an electrically operated switch which may be normally closed (1) or open (2). Current flow through a small coil creates a magnetic field which either opens or closes an attached switch.

RELAY, DOUBLE THROW



A relay which passes current through one set of contacts or the other.

RESISTOR

An electrical component with a fixed resistance, placed in a circuit to reduce voltage to a specific value.

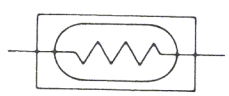
RESISTOR, TAPPED

A resistor which supplies two or more different non-adjustable resistance values.

RESISTOR, VARIABLE or RHEOSTAT

A controllable resistor with a variable rate of resistance. Also called a potentiometer or rheostat.

SENSOR (Thermistor)

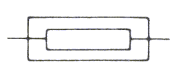


A resistor which varies its resistance with temperature.

SENSOR, ANALOG SPEED

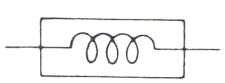
Uses magnetic impulses to open and close a switch to create a signal for activation of other components.

SHORT PIN



Used to provide an unbroken connection within a junction block.

SOLENOID

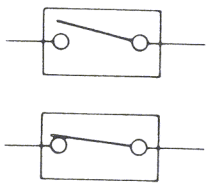


An electromagnetic coil which crestes a magnetic field upon current flow, to move a plunger, etc.

SPEAKER

An electromechanical device which creates sound waves from current flow.

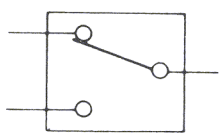
SWITCH, MANUAL



1. NORMALLY OPEN
2. NORMALLY CLOSED

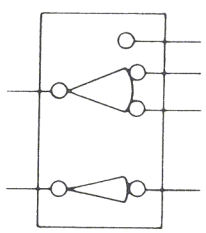
Opens and closes circuits, thereby stopping (1) or allowing (2) current flow.

SWITCH, DOUBLE THROW



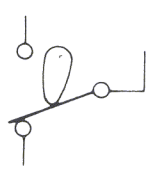
A switch which continuously passes current through one set of contacts or the other.

SWITCH, IGNITION



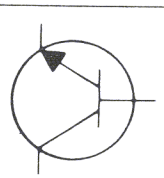
A key operated switch with several positions which allow various circuits, Particularly the primary ignition circuit, to become operational.

SWITCH, WIPER PARK



Automatically returns wipers to the stop position when the wiper switch is turned off.

TRANSISTOR



A solidstate device typically used as an electronic relay; stops or passes current depending on the applied voltage at "base"

WIRES

1. NOT CONNECTED

2. SPLICED

Wires are always drawn as straight lines on wiring diagrams. Crossed wires (1) without a black dot at the junction are not joined; crossed wires (2) with a black dot at the junction are spliced (joined) connections.

NOTES

NOTES

J/B No. 1 (Driver's Kick Panel)

Power		Load	System No.
10A	IGN	Engine Main Relay	1-2
		Charge Warning Light	2 22
		Secondary Fuel Cut Solenoid, Fuel Cut Solenoid, Emission Control Computer, Outer Vent Control Valve, OVCV Relay	5
		Radiator Fan Relay No. 1 A/C Fan Relay No. 2	23
20A	WIPER	Washer Motor, Wiper Motor, Wiper Relay	13
		Washer Motor, Rear Wiper Relay, Rear Wiper Motor, Washer Change Valve	14
15A	STOP	Stop Lights S/W, Stop Lights	12
7.5A	GAUGE	Integration Relay	8
		Back-up Lights	11
		Combination Meter	22
		Heater Relay	23
10A	TURN	Turn Signal Flasher, Hazard S/W	10
7.5A	RADIO	Remote Control Mirror S/W, Mirror Motors	16
		Radio and Tape Player	19
		Digital Clock	21
15A	TAIL	Tail-lights, Combination Meter Light, Radio Light, Defogger S/W Light, Cigarette Lighter Light, A/C S/W Light, Hazard S/W Light, Heater Control S/W Light, Rheostat, Clearance Lights, Ashtray Light, A/T Indicator Lights, Licence Plate Lights, Door Lock S/W & Clock Light	9 9 9
		Digital Clock	21
7.5A	ENGINE	Choke Heater	5
15A	CIG	Cigarette Lighter	18

J/B No. 2 (Engine Compartment)

7.5A	CHARGE	Alternator	2
10A	DOME	Interior Light, Luggage Compartment Light, Door Warning Light	8
		Radio and Tape Player	19
		Digital Clock	21
10A	HEAD LH	Headlight (LH) High Beam Indicator	7
10A	HEAD RH	Headlight (RH) High Beam Indicator	7
15A	HAZHORN	Turn Signal Flasher, Hazard S/W	10
		Horns, Horn Relay	20
30A	FL RDI. FAN	Radiator Fan Motor	23

J/B No. 4 (Passenger's Side Kick Panel)

Power		Load	System No.
7.5A	A/C	A/C S/W, A/C Idle-up VSV, Magnet Clutch Relay, A/C Amplifier, Dual Pressure S/W	23
30A	HEATER CB	Blower Motor	23

R/B No. 5 (Engine Compartment)

30A	FL CDS FAN	Condenser Fan Motor	23

Fusible Link Box (Near the Battery)

Power		Load	System No.
80A	FL AM 1	Alternator	2
		Ignition S/W (AM1)	3
		Tail-light Relay	9
30A	FL AM2	Ignition S/W (AM2)	4
		Igniter, Ignition Coil	4

Fusible Links (Near the Battery)

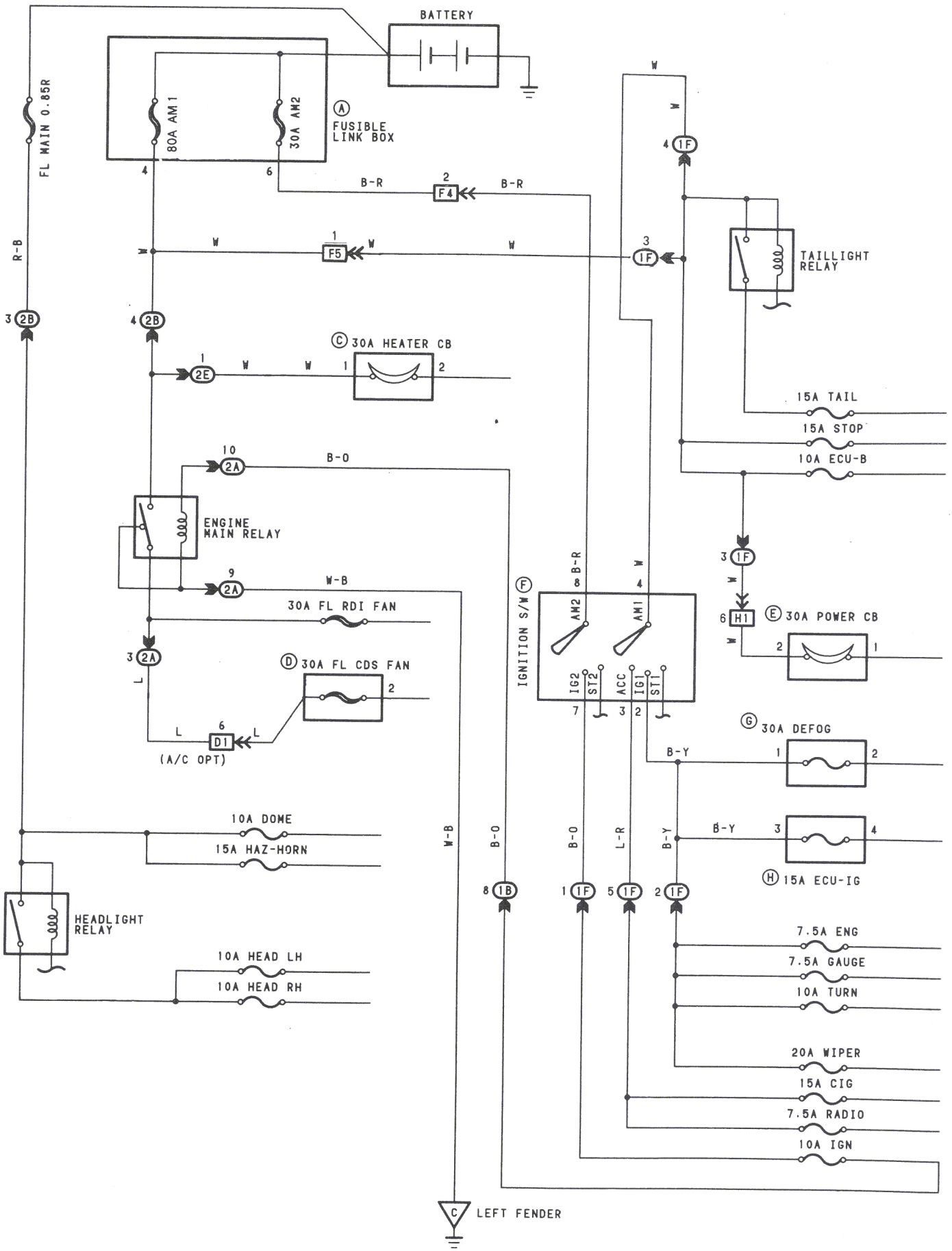
	FL MAIN 0.85R	Headlight Relay	7

Circuit Breaker (Near the J/B No. 1)

30A	POWER CB	Door Lock Control Relay	17

Fuse (Near the J/B No. 1)

30A	DEFOG	Rear Window Defogger, Defogger Indicator Light	15
15A	ECU-IG	Magnet Clutch, A/C Fan Relay No. 3	23

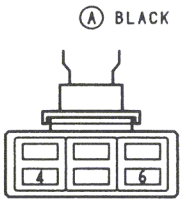

BATTERY
FL MAIN 0.85R
80A AM1
30A AM2
A FUSIBLE LINK BOX
B-R
F4
F5
W
R-B
TAILLIGHT RELAY
C 30A HEATER CB
2E
2B
2A
ENGINE MAIN RELAY
W-B
30A FL RDI FAN
D 30A FL CDS FAN
L
D1
(A/C OPT)
15A TAIL
15A STOP
10A ECU-B
B-O
F IGNITION S/W
AM2
AM1
IG2
ST2
ACC
IG1
ST1
1F
H1
E 30A POWER CB
G 30A DEFOG
B-Y
H 15A ECU-IG
L-R
10A DOME
15A HAZ-HORN
HEADLIGHT RELAY
10A HEAD LH
10A HEAD RH
1B
7.5A ENG
7.5A GAUGE
10A TURN
20A WIPER
15A CIG
7.5A RADIO
10A IGN
C LEFT FENDER

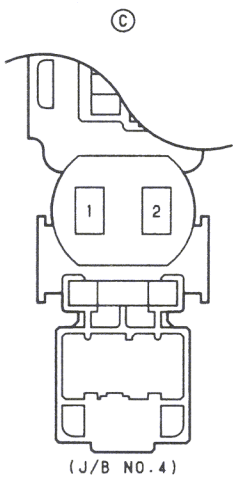
TAILLIGHT RELAY
CLOSED WITH LIGHT CONTROL S/W AT **TAIL** OR **HEAD** POSITION

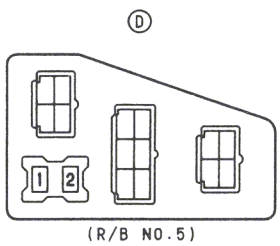
ENGINE MAIN RELAY
CHANGED WITH IGNITION S/W AT **IG** OR **ST** POSITION

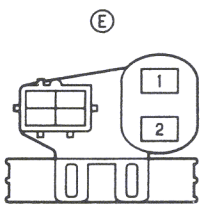
HEADLIGHT RELAY
CLOSED WITH LIGHT CONTROL S/W AT **HEAD** POSITION OR DIMMER S/W AT **FLASH** POSITION

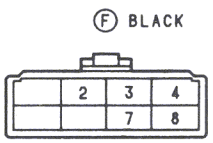
Ⓕ IGNITION S/W
4-3 :CLOSED WITH IGNITION KEY AT **ACC** OR **IG** POSITION
8-7, 4-2:CLOSED WITH IGNITION KEY AT **IG** OR **ST** POSITION

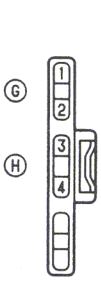


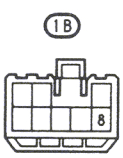


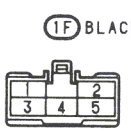


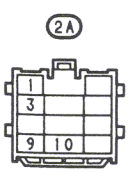


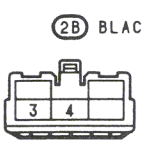


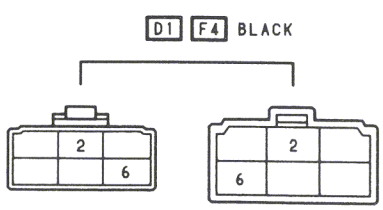


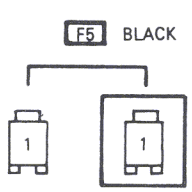


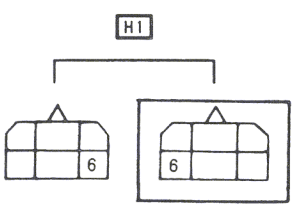


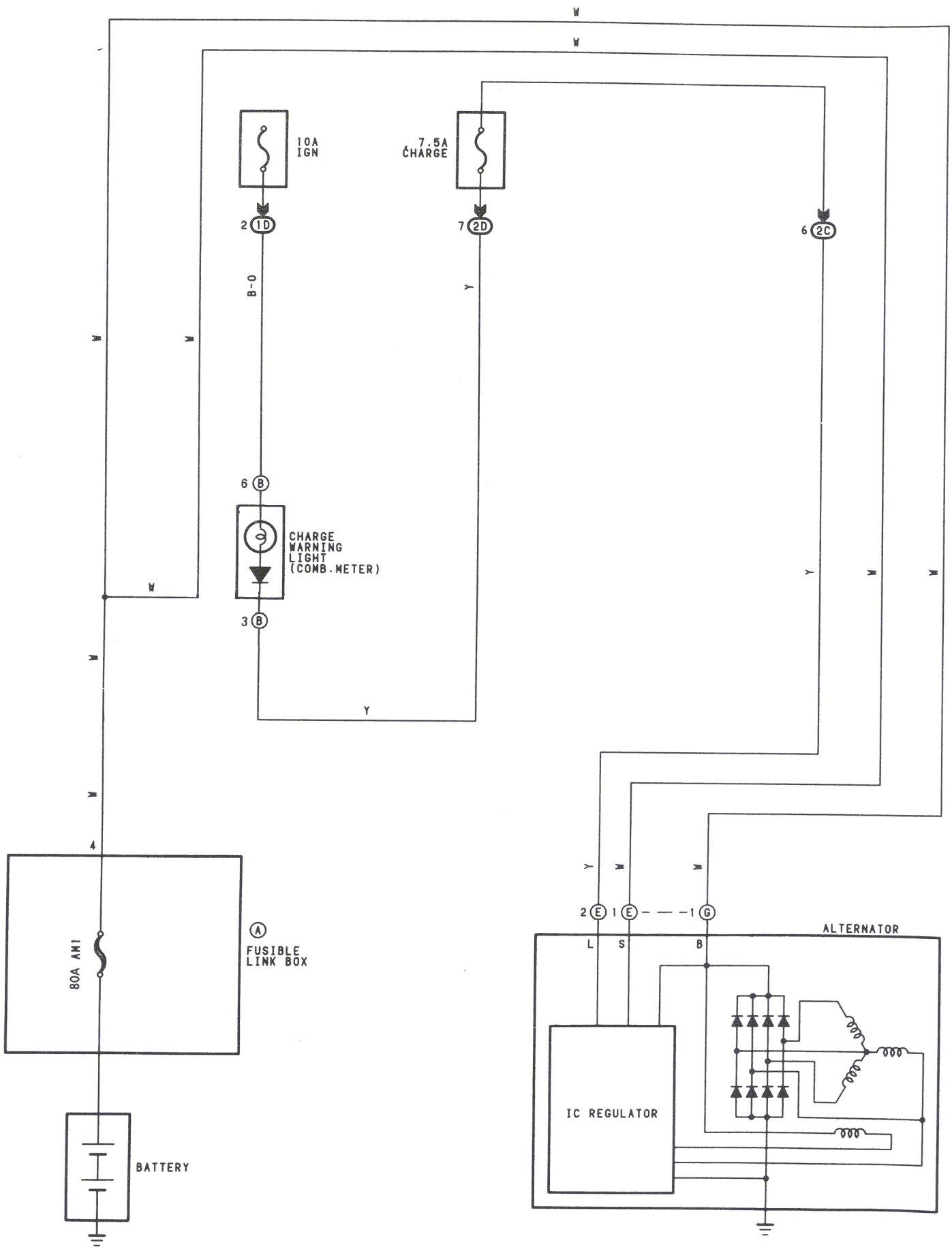










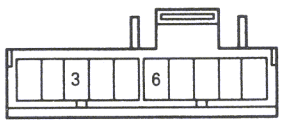

W
W
10A
IGN
7.5A
CHARGE
2 1D
7 2D
6 2C
B-O
Y
W
W
6 B
CHARGE
WARNING
LIGHT
(COMB. METER)
3 B
W
Y
Y
W
W
W
4
Y
W
W
2 E 1 E — — — 1 G
ALTERNATOR
L
S
B
80A AM1
A
FUSIBLE
LINK BOX
IC REGULATOR
BATTERY

ALTERNATOR

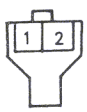
Ⓔ 2, GROUND: 0-1.5VOLTS WITH IGNITION S/W AT IG POSITION AND ENGINE NOT RUNNING

Ⓐ

Ⓑ BROWN

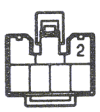


Ⓔ BLACK

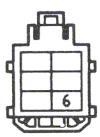


Ⓖ

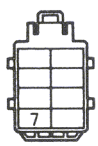
1D

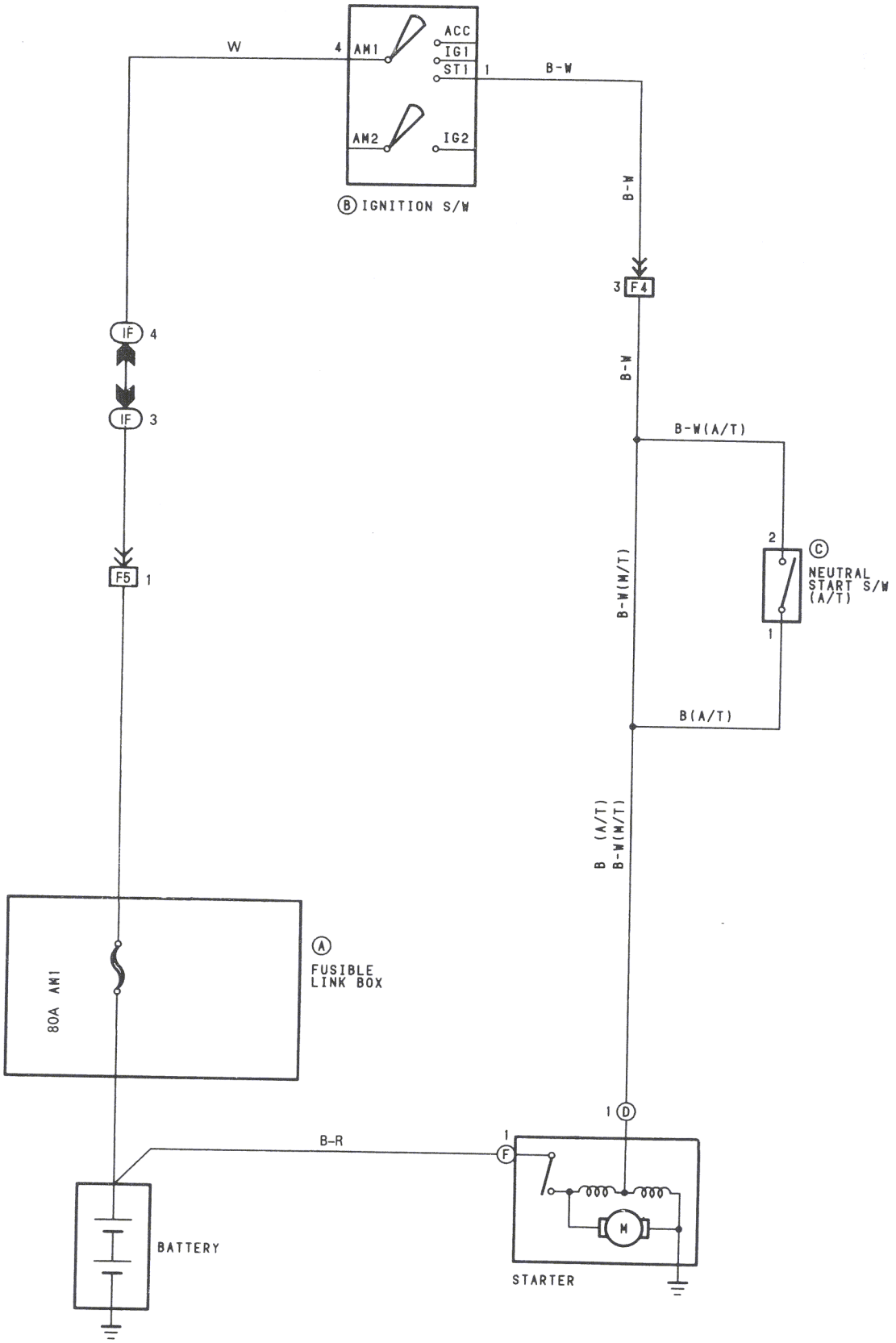


2C

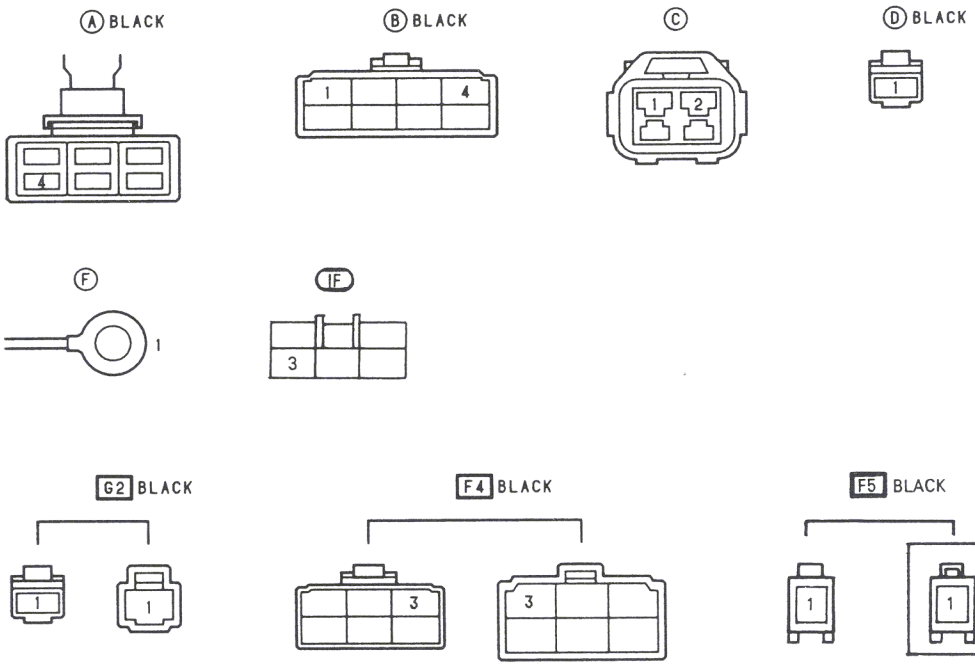


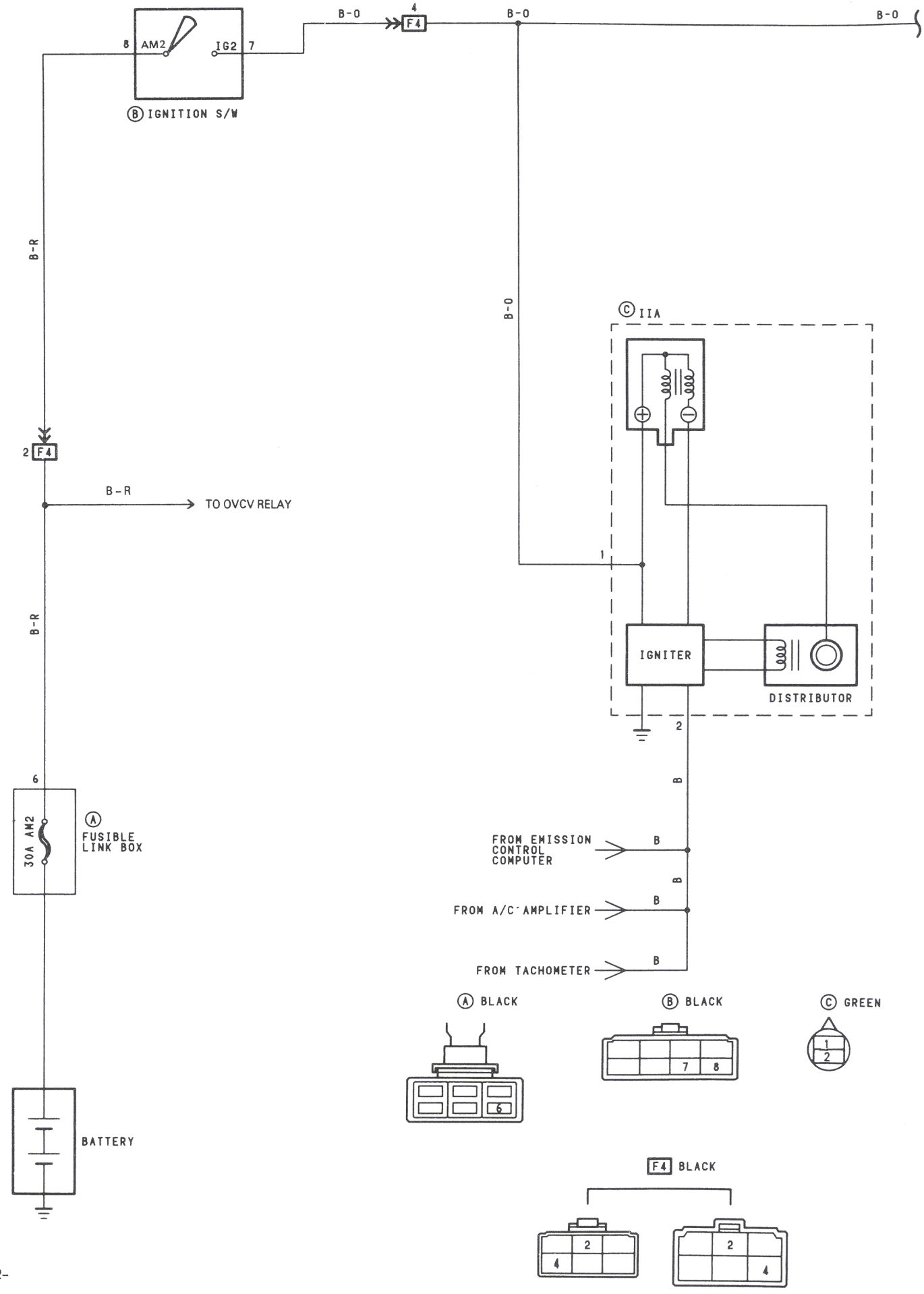
2D ORANGE




W
4
AM1
ACC
IG1
ST1
1
B-W
AM2
IG2
Ⓑ IGNITION S/W
B-W
3
F4
B-W
IF 4
IF 3
B-W(A/T)
2
Ⓒ
NEUTRAL START S/W (A/T)
1
F5 1
B-W(M/T)
B(A/T)
B (A/T)
B-W(M/T)
80A AM1
Ⓐ
FUSIBLE LINK BOX
1 Ⓓ
B-R
1
Ⓕ
M
BATTERY
STARTER

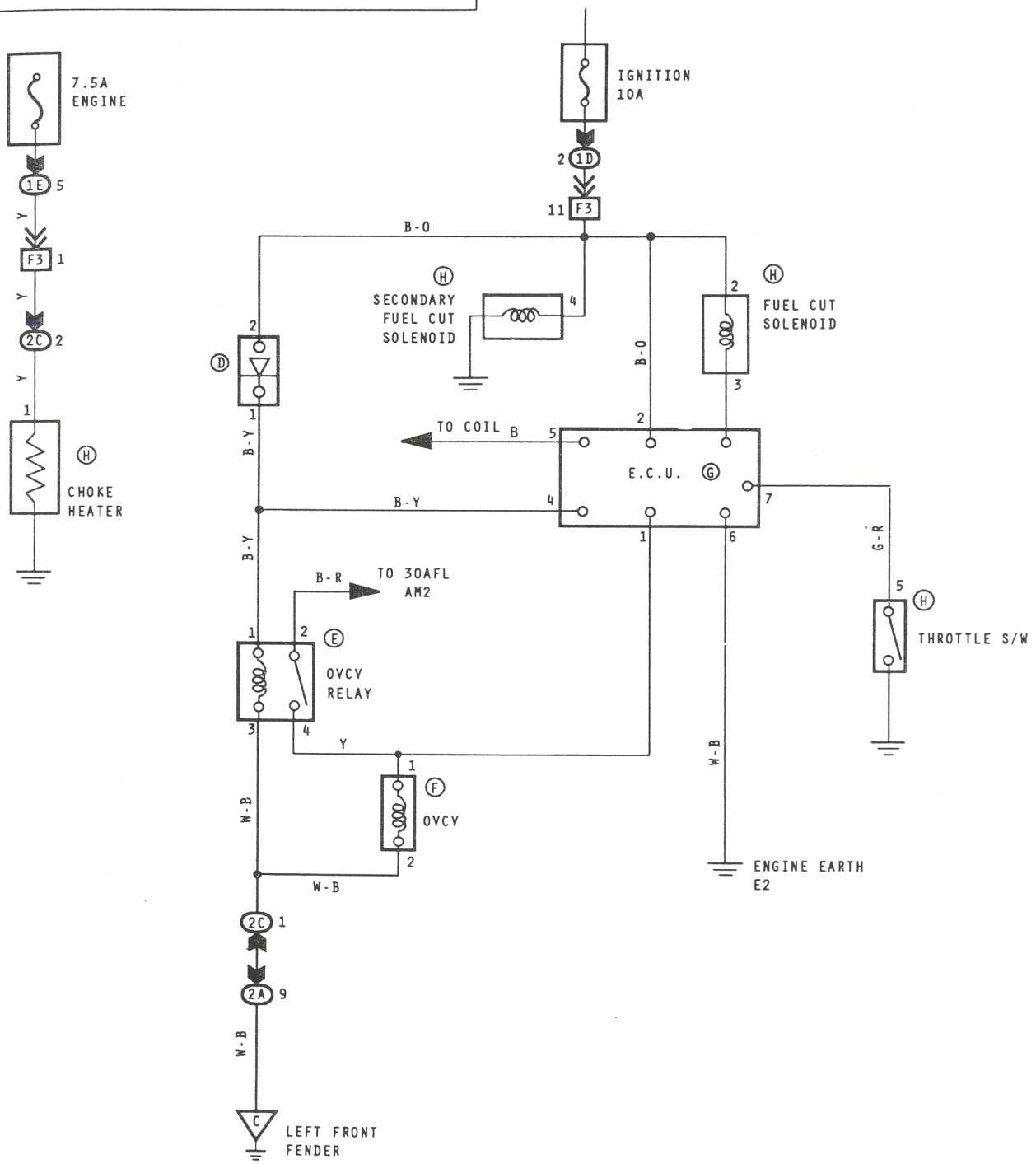
Ⓑ IGNITION S/W
4-1:CLOSED WITH IGNITION S/W AT ST POSITION
STARTER
POINTS CLOSED WITH CLUTCH START S/W ON AND IGNITION S/W AT ST POSITION
Ⓒ NEUTRAL START S/W (A/T)
1-2:CLOSED WITH A/T SHIFT LEVER IN P OR N POSITION




8 AM2
IG2 7
Ⓑ IGNITION S/W
B-O
4 F4
B-O
B-O
B-R
B-O
Ⓒ IIA
2 F4
B-R
TO OVCV RELAY
B-R
1
IGNITER
DISTRIBUTOR
2
6
30A AM2
Ⓐ FUSIBLE LINK BOX
B
FROM EMISSION CONTROL COMPUTER
B
B
FROM A/C AMPLIFIER
B
FROM TACHOMETER
B
Ⓐ BLACK
Ⓑ BLACK
Ⓒ GREEN
6
7 8
1 2
BATTERY
F4 BLACK
2 4
2 4

FUEL CUT SOLENOID
Ⓗ 1- Ⓗ 4:APPROX.900

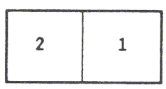
THROTTLE S/W
Ⓗ 6, GROUND:CONTINUITY WITH ACCELERATOR PEDAL DEPRESSED



FUEL CUT SOLENOID
Ⓗ 1- Ⓗ 4:APPROX.900

THROTTLE S/W
Ⓗ 6, GROUND:CONTINUITY WITH ACCELERATOR PEDAL DEPRESSED

Ⓓ



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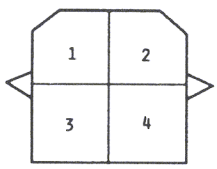

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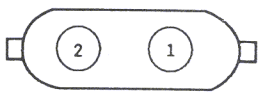

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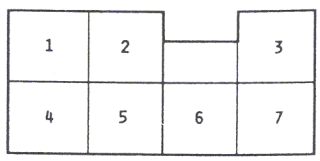
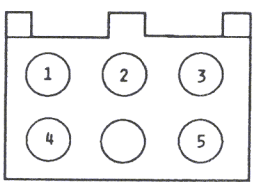
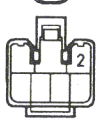


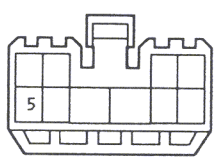
Ⓗ



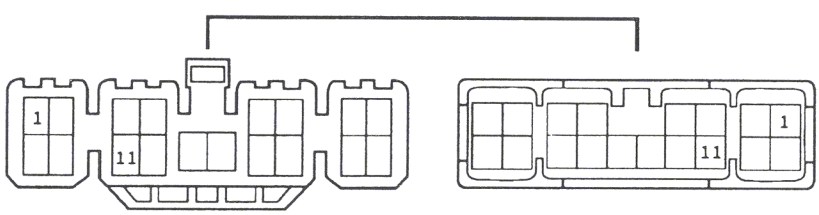
1D



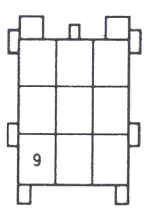
1E



F3 GREEN



2A



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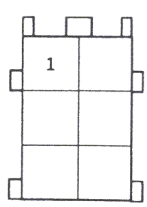
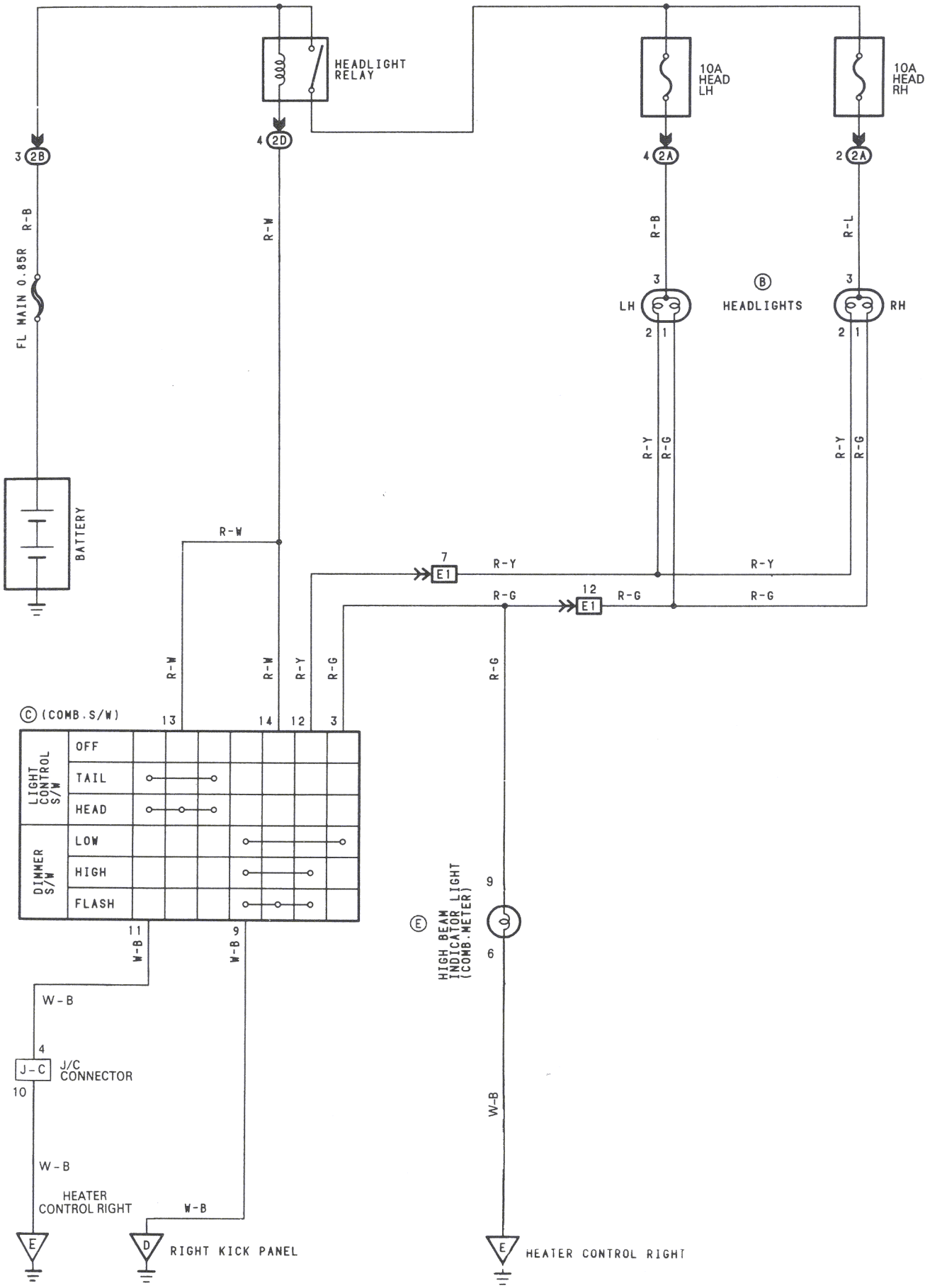
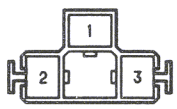


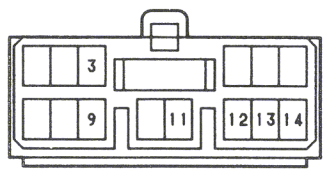

HEADLIGHT RELAY
10A HEAD LH
10A HEAD RH
3 2B
4 2D
4 2A
2 2A
FL MAIN 0.85R R-B
R-W
R-B
R-L
BATTERY
Ⓑ HEADLIGHTS
LH
RH
3
2 1
R-Y
R-G
7 E1
12 E1
Ⓒ (COMB.S/W)
13
14
12
3
LIGHT CONTROL S/W
DIMMER S/W
OFF
TAIL
HEAD
LOW
HIGH
FLASH
11 W-B
9 W-B
W-B
4 J-C J/C CONNECTOR
10
HEATER CONTROL RIGHT
E
D
RIGHT KICK PANEL
Ⓔ HIGH BEAM INDICATOR LIGHT (COMB.METER)
9
6
HEATER CONTROL RIGHT

HEADLIGHT RELAY
CLOSED WITH LIGHT CONTROL S/W AT HEAD POSITION
OR DIMMER, S/W AT FLASH POSITION

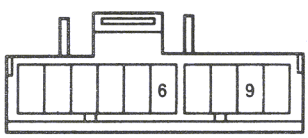
Ⓑ



Ⓒ BLACK

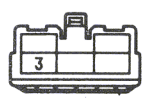


Ⓔ GRAY

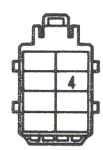


(2A)

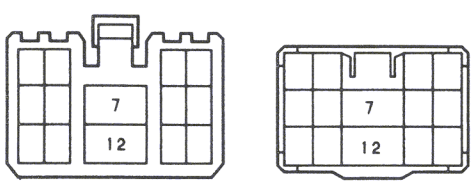
(2B) BLACK



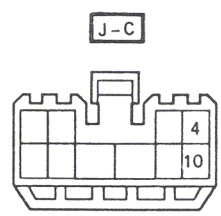
(2D) ORANGE

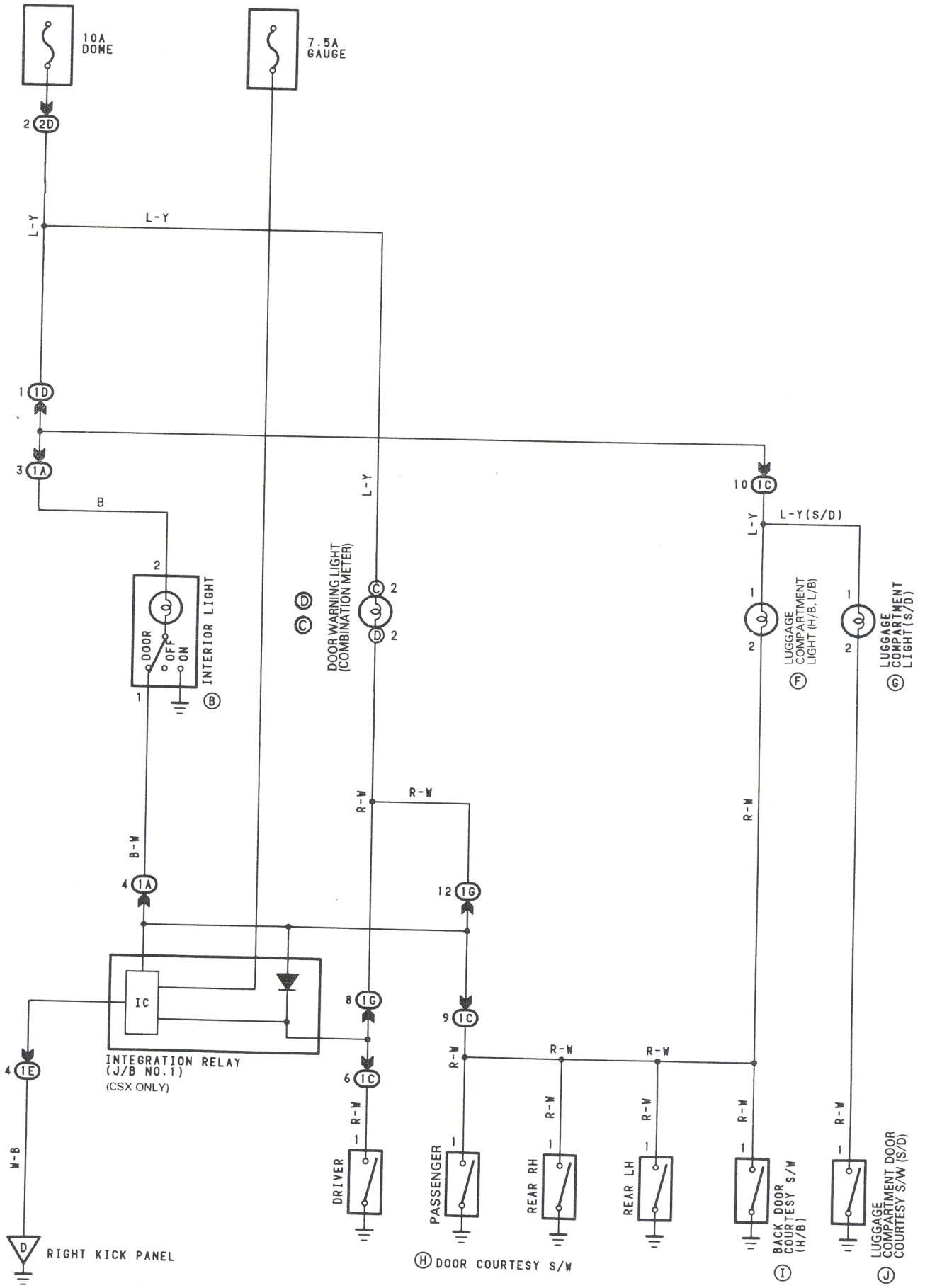


E1

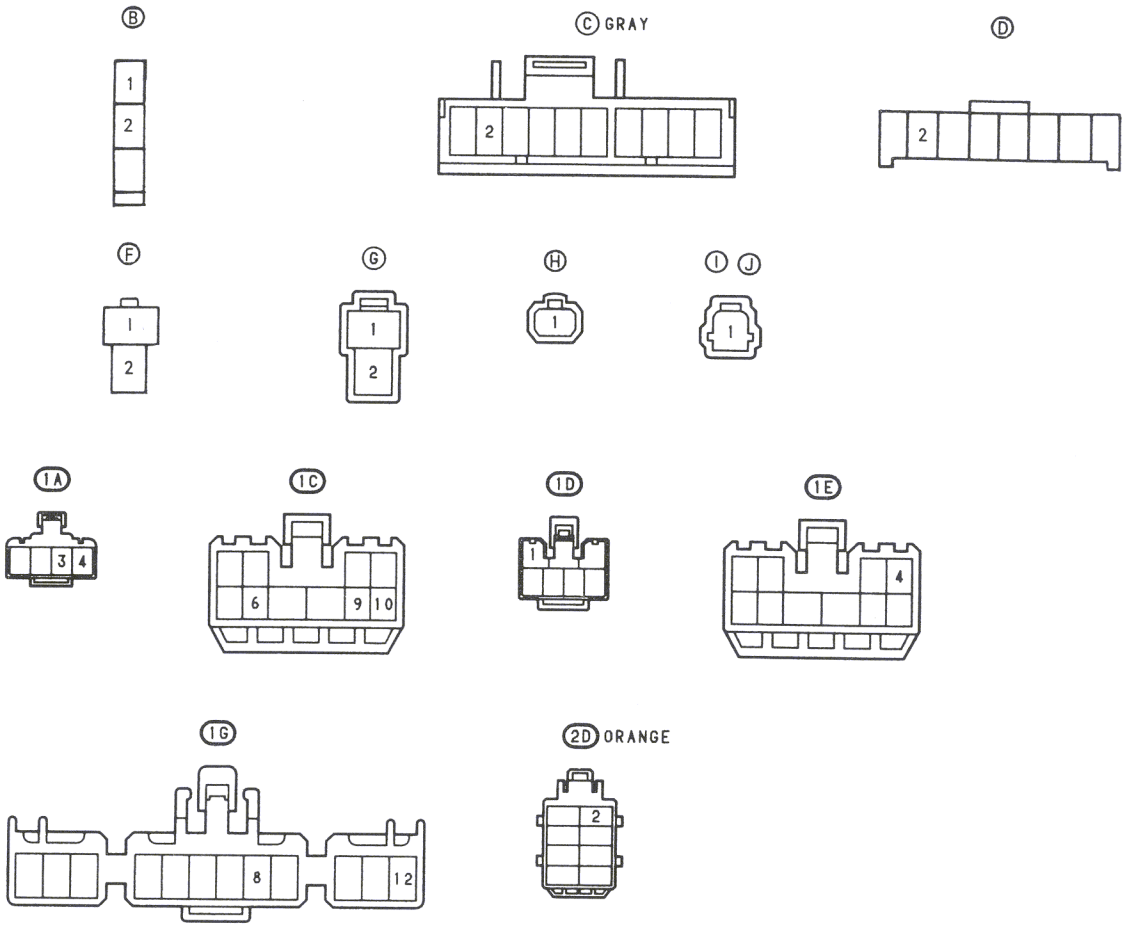


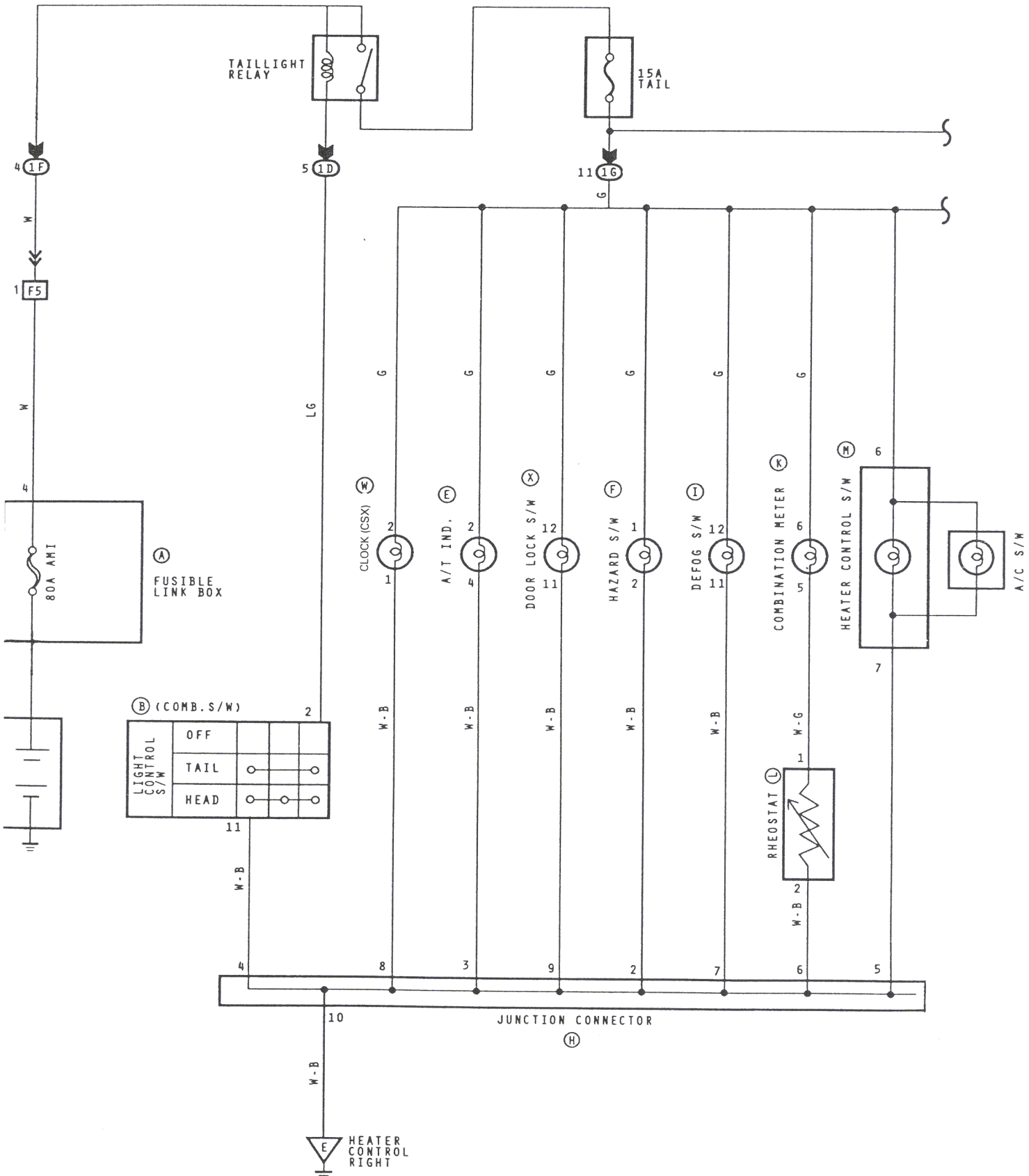
J-C

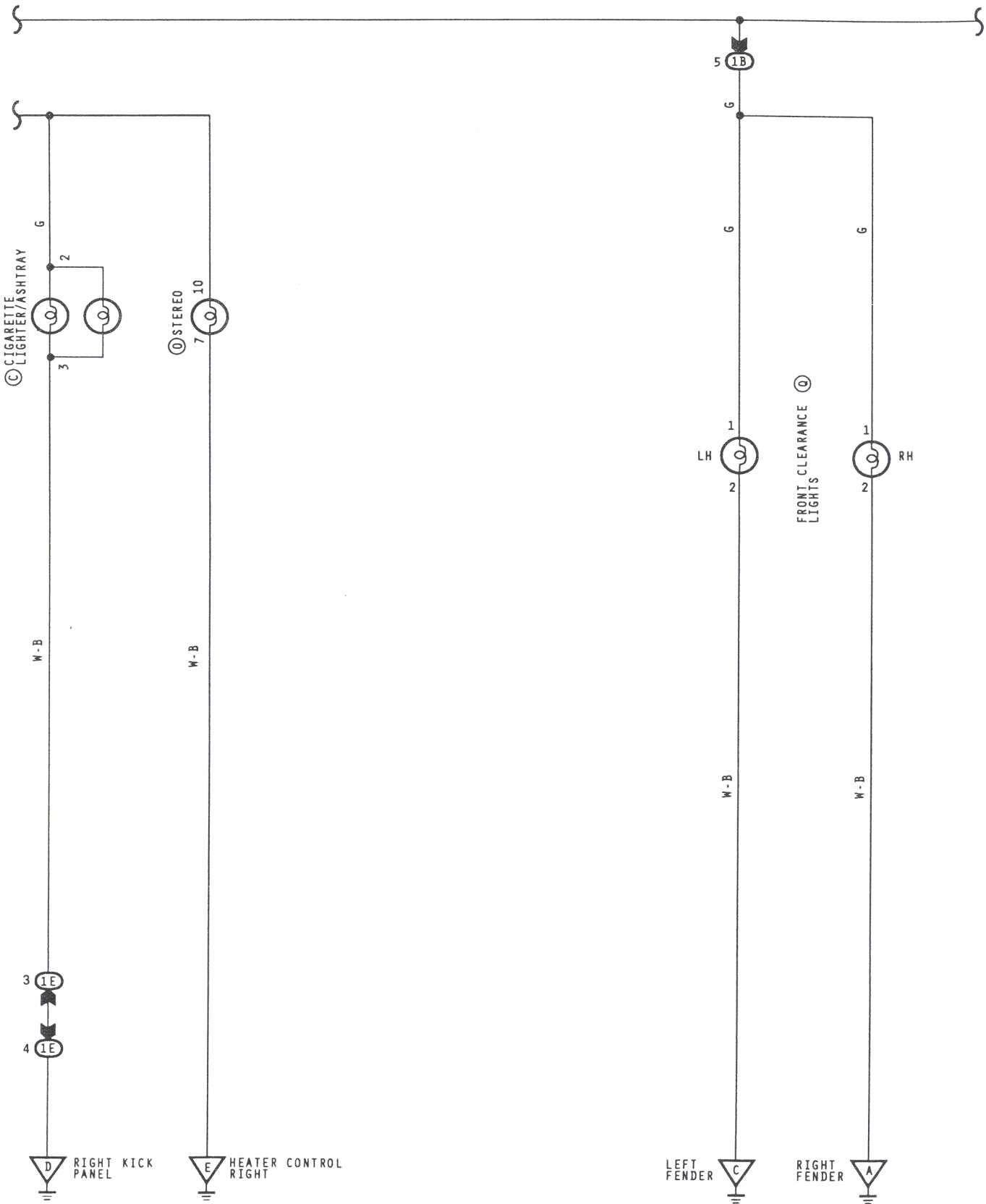


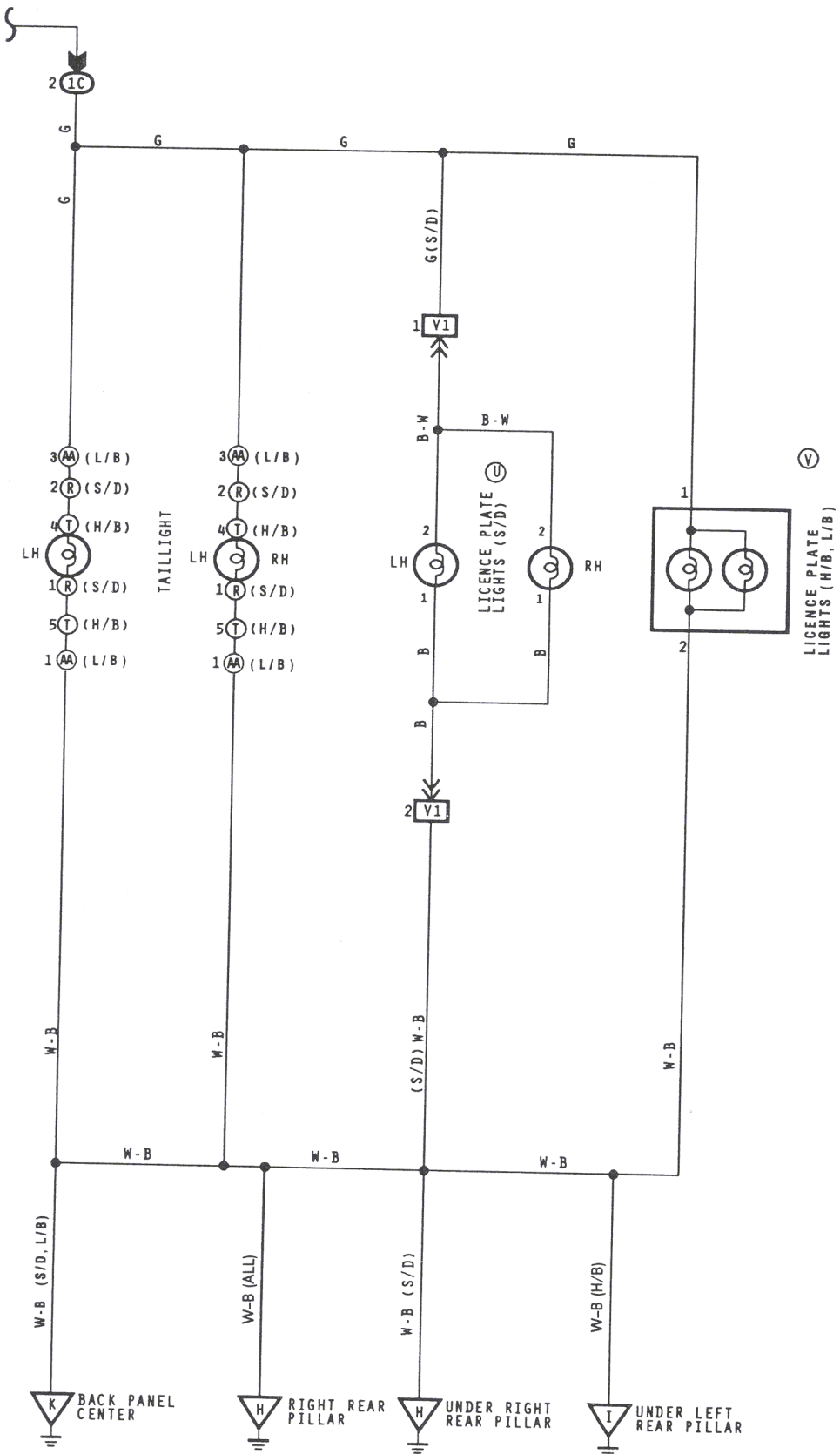

10A DOME
7.5A GAUGE
2D
L-Y
L-Y
1D
3 1A
B
2
DOOR
OFF
ON
1
INTERIOR LIGHT
Ⓑ
B-W
4 1A
L-Y
DOOR WARNING LIGHT (COMBINATION METER)
Ⓒ
Ⓓ
C 2
D 2
R-W
R-W
12 1G
IC
INTEGRATION RELAY (J/B NO.1)
(CSX ONLY)
4 1E
W-B
D
RIGHT KICK PANEL
8 1G
6 1C
9 1C
R-W
R-W
R-W
R-W
DRIVER
PASSENGER
REAR RH
REAR LH
Ⓗ DOOR COURTESY S/W
10 1C
L-Y
L-Y(S/D)
R-W
LUGGAGE COMPARTMENT LIGHT (H/B, L/B)
Ⓕ
LUGGAGE COMPARTMENT LIGHT (S/D)
Ⓖ
BACK DOOR COURTESY S/W (H/B)
Ⓘ
LUGGAGE COMPARTMENT DOOR COURTESY S/W (S/D)
Ⓙ

Ⓗ DOOR COURTESY S/W
1-GROUND:CLOSED WITH DOOR OPEN
Ⓘ BACK DOOR COURTESY S/W
1-GROUND:CLOSED WITH BACK DOOR OPEN
Ⓙ LUGGAGE COMPARTMENT DOOR COURTESY S/W
1-GROUND:CLOSED WITH LUGGAGE COMPARTMENT DOOR OPEN




TAILLIGHT RELAY
15A TAIL
4 1F
5 1D
11 16
1 F5
W
LG
G
W-B
W-G
80A AMI
A FUSIBLE LINK BOX
B (COMB. S/W)
LIGHT CONTROL S/W
OFF
TAIL
HEAD
W CLOCK (CSX)
E A/T IND.
X DOOR LOCK S/W
F HAZARD S/W
I DEFOG S/W
K COMBINATION METER
M HEATER CONTROL S/W
A/C S/W
L RHEOSTAT
JUNCTION CONNECTOR
H
E HEATER CONTROL RIGHT


5 1B
G
G
G
G
2
3
C CIGARETTE LIGHTER/ASHTRAY
O STEREO
10
7
W-B
W-B
W-B
W-B
1
2
LH
1
2
RH
FRONT CLEARANCE Q LIGHTS
3 1E
4 1E
D RIGHT KICK PANEL
E HEATER CONTROL RIGHT
LEFT FENDER C
RIGHT FENDER A

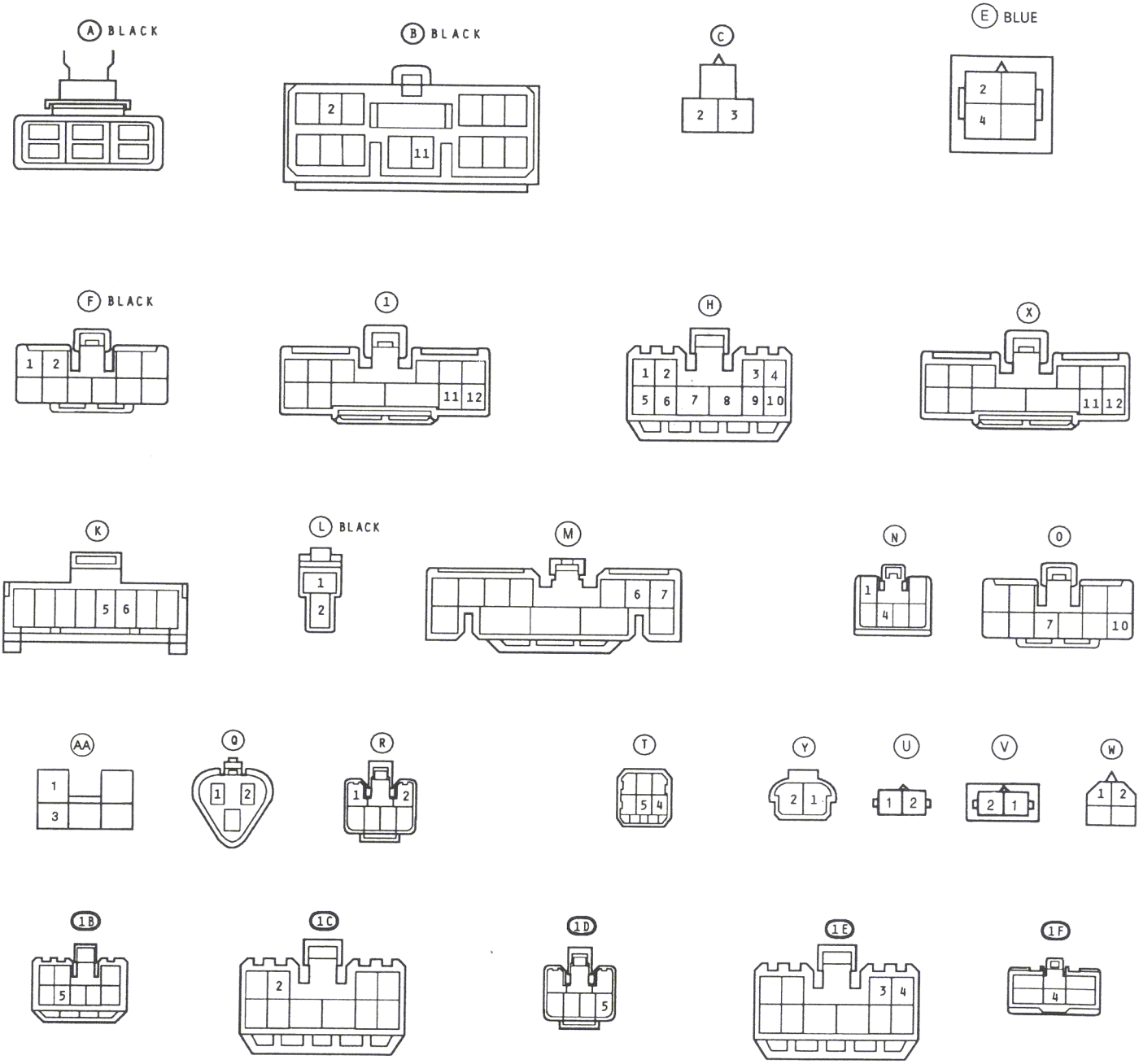

2 1C
G
G
G
G
G
G(S/D)
1 V1
B-W
B-W
3 AA (L/B)
2 R (S/D)
4 T (H/B)
LH
1 R (S/D)
5 T (H/B)
1 AA (L/B)
TAILLIGHT
3 AA (L/B)
2 R (S/D)
4 T (H/B)
LH
RH
1 R (S/D)
5 T (H/B)
1 AA (L/B)
LICENCE PLATE LIGHTS (S/D)
U
LH
RH
B
B
2 V1
V
LICENCE PLATE LIGHTS (H/B, L/B)
W-B
W-B
(S/D) W-B
W-B
W-B
W-B
W-B
W-B (S/D, L/B)
W-B (ALL)
W-B (S/D)
W-B (H/B)
K BACK PANEL CENTER
H RIGHT REAR PILLAR
H UNDER RIGHT REAR PILLAR
I UNDER LEFT REAR PILLAR

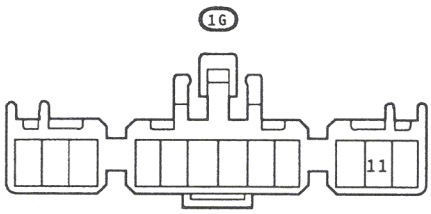
TAILLIGHT RELAY

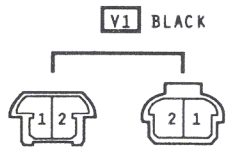
CLOSED WITH LIGHT CONTROL S/W AT TAIL OR HEAD POSITION

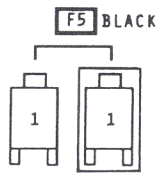
RHEOSTAT

(L) 1-2-12 VOLTS WITH RHEOSTAT FULLY TURNED COUNTERCLOCKWISE AND 0 VOLT WITH FULLY TURNED CLOCKWISE

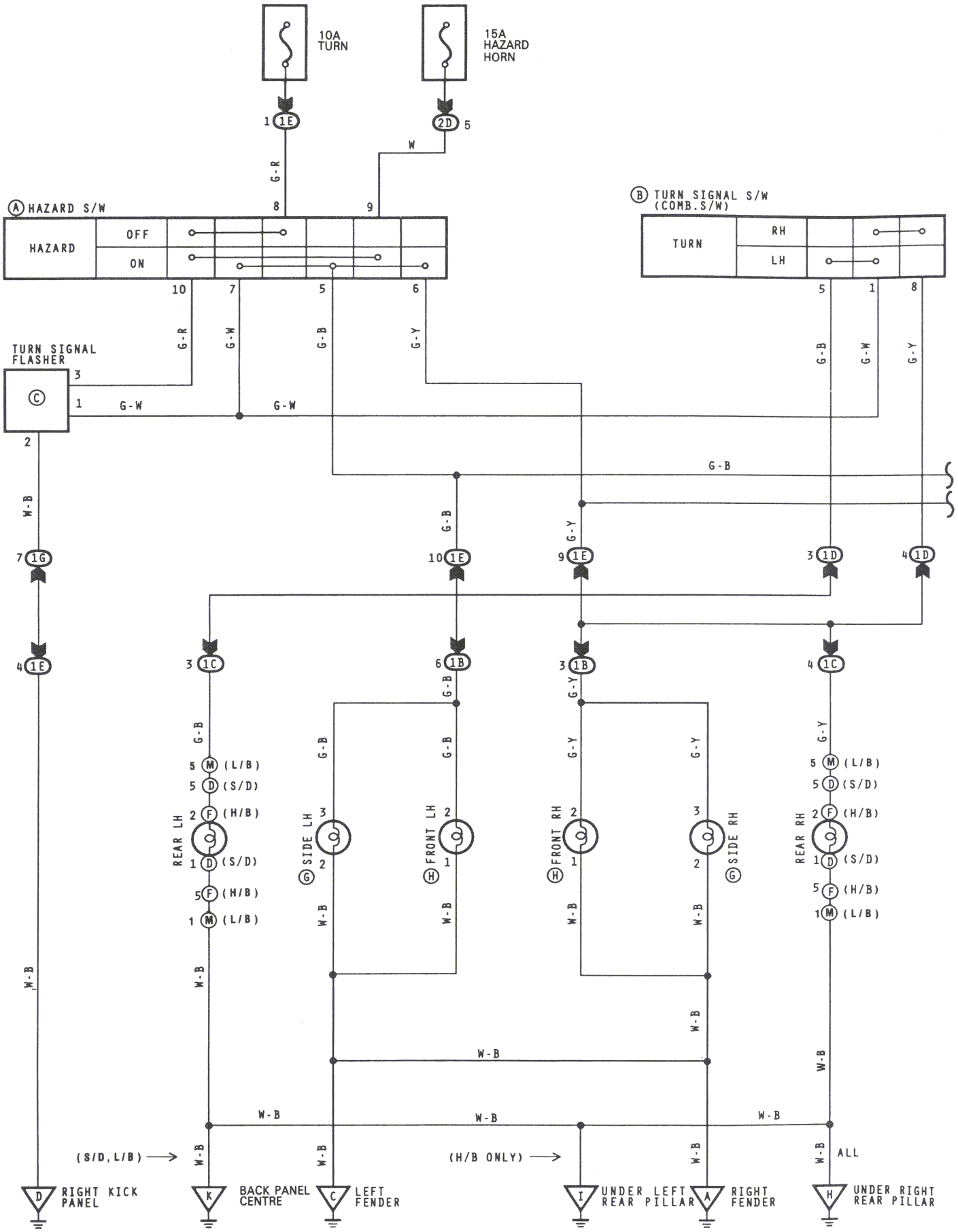



1G
11

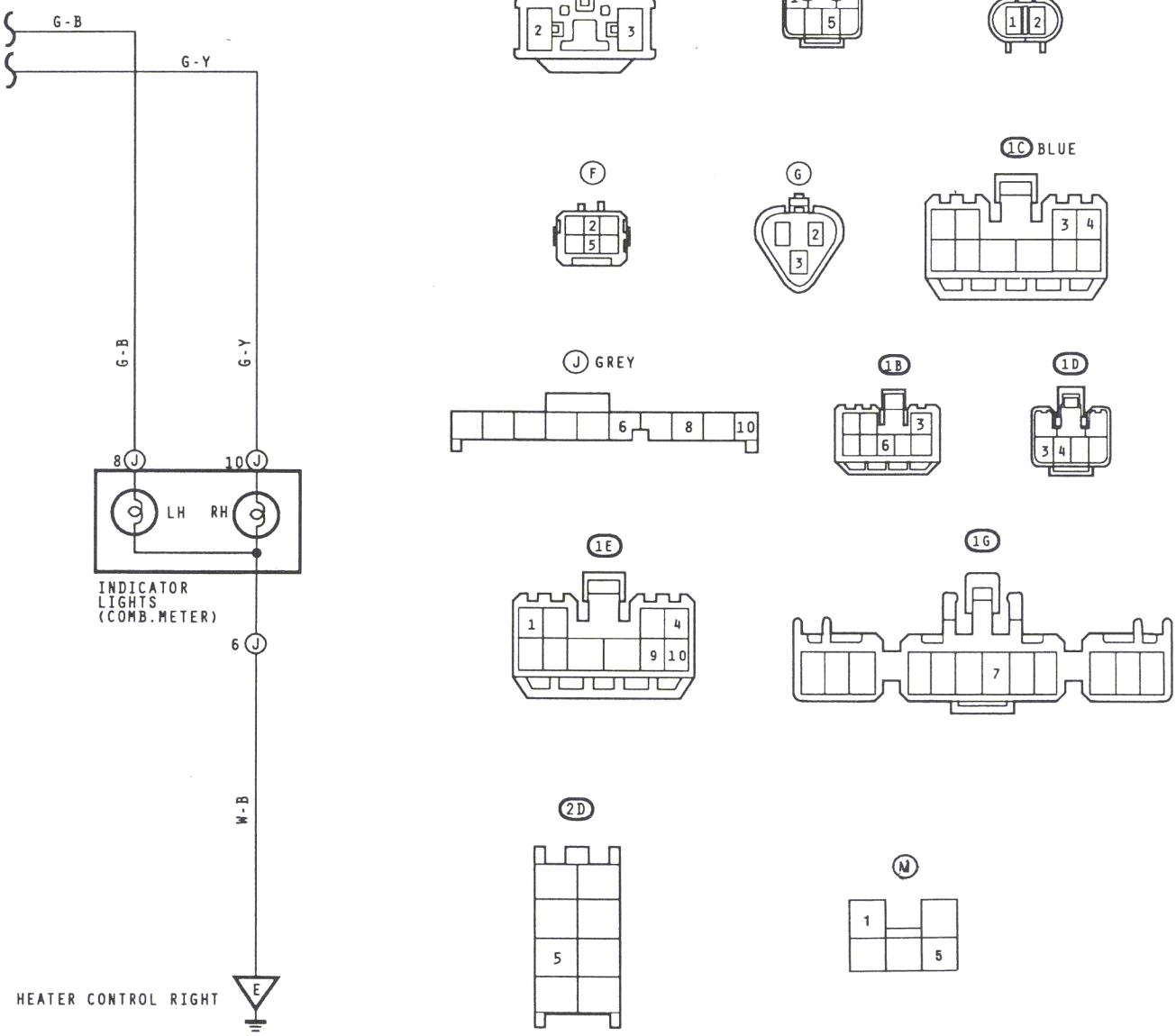

V1 BLACK
1 2
2 1

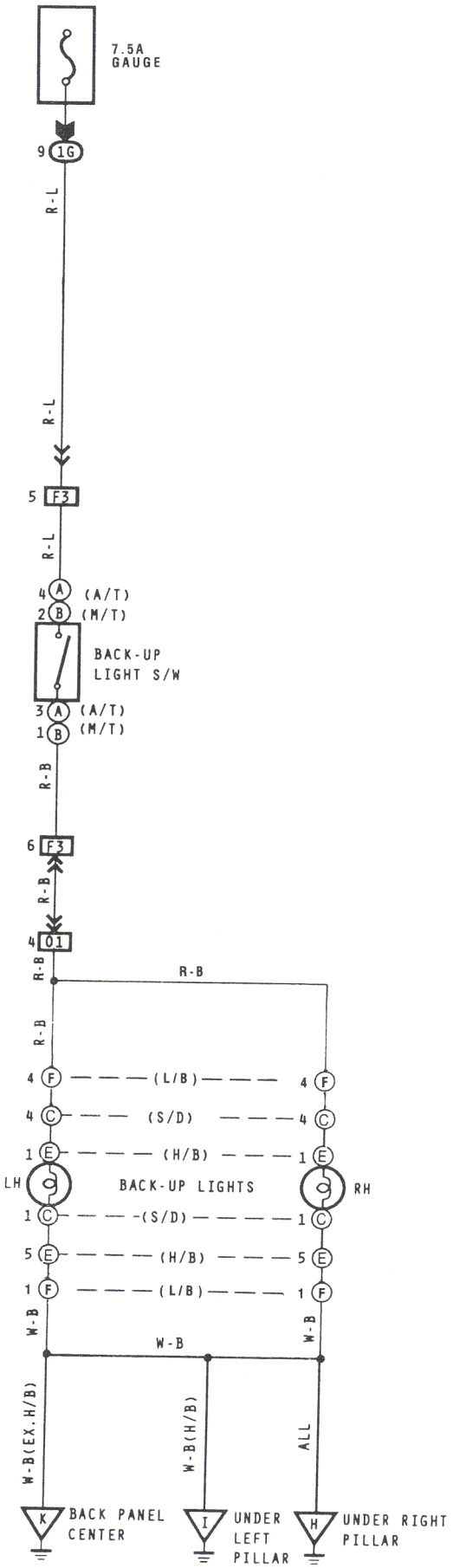

F5 BLACK
1
1

TURN SIGNAL AND HAZARD WARNING LIGHTS



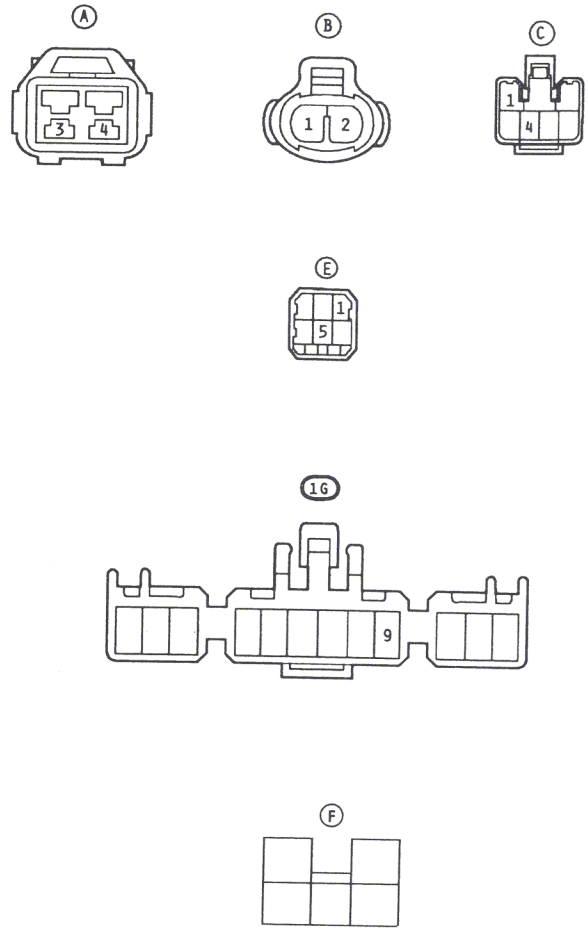
ⓒTURN SIGNAL FLASHER
2-GROUND:12 VOLT WITH IGNITION S/W ON OR HAZARD S/W ON
1-GROUND:CHANGES FROM 12 TO 0 VOLTS WITH IGNITION S/W ON AND TURN SIGNAL S/W LEFT OR RIGHT,OR WITH HAZARD S/W ON

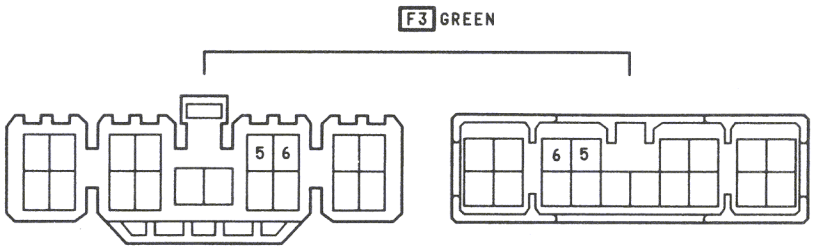


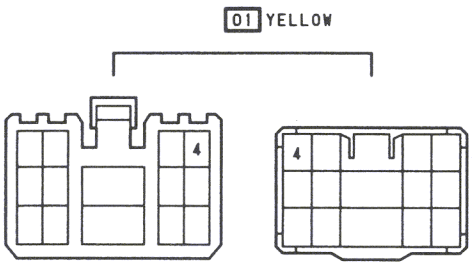


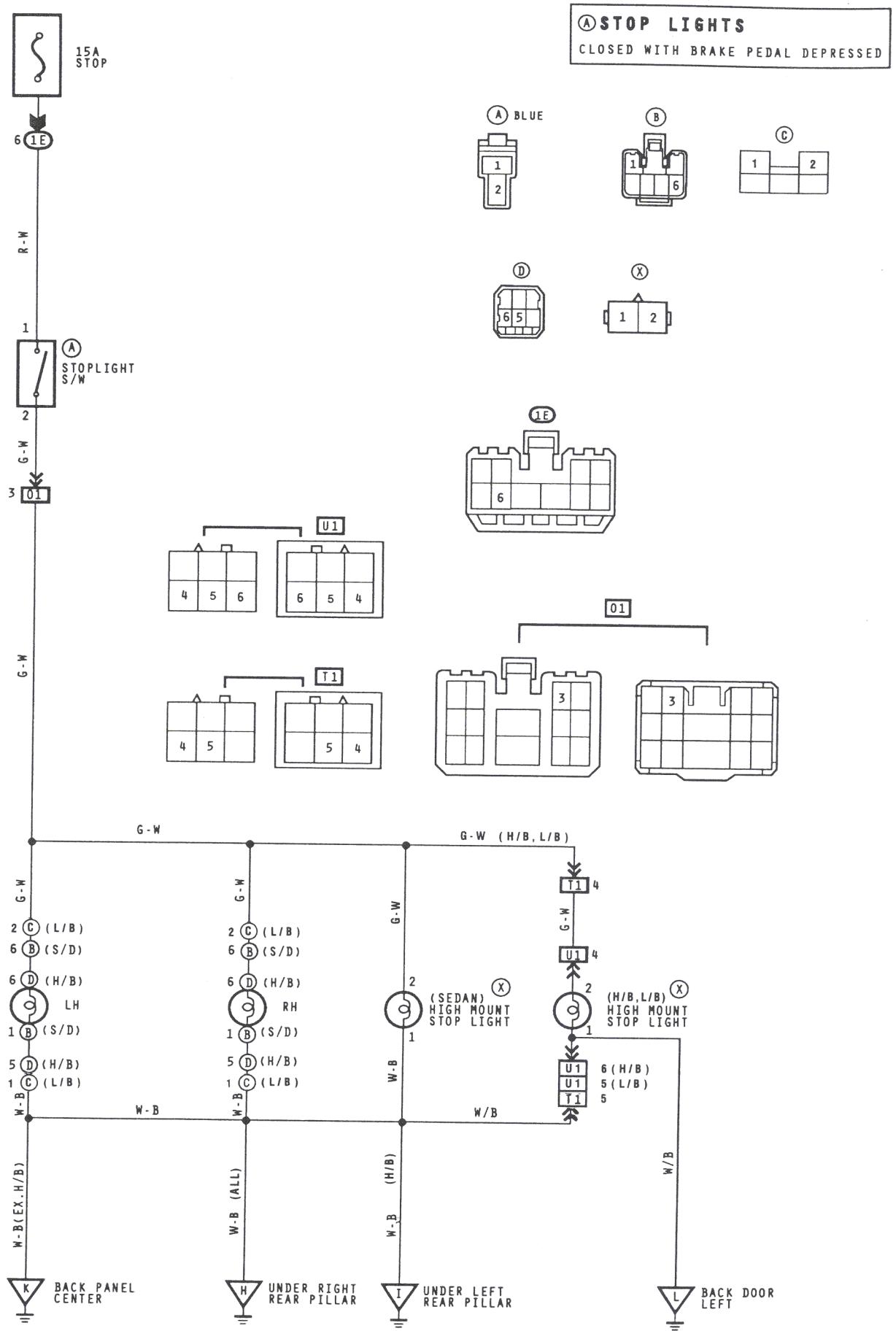
Ⓐ Ⓑ BACK-UP LIGHT S/W

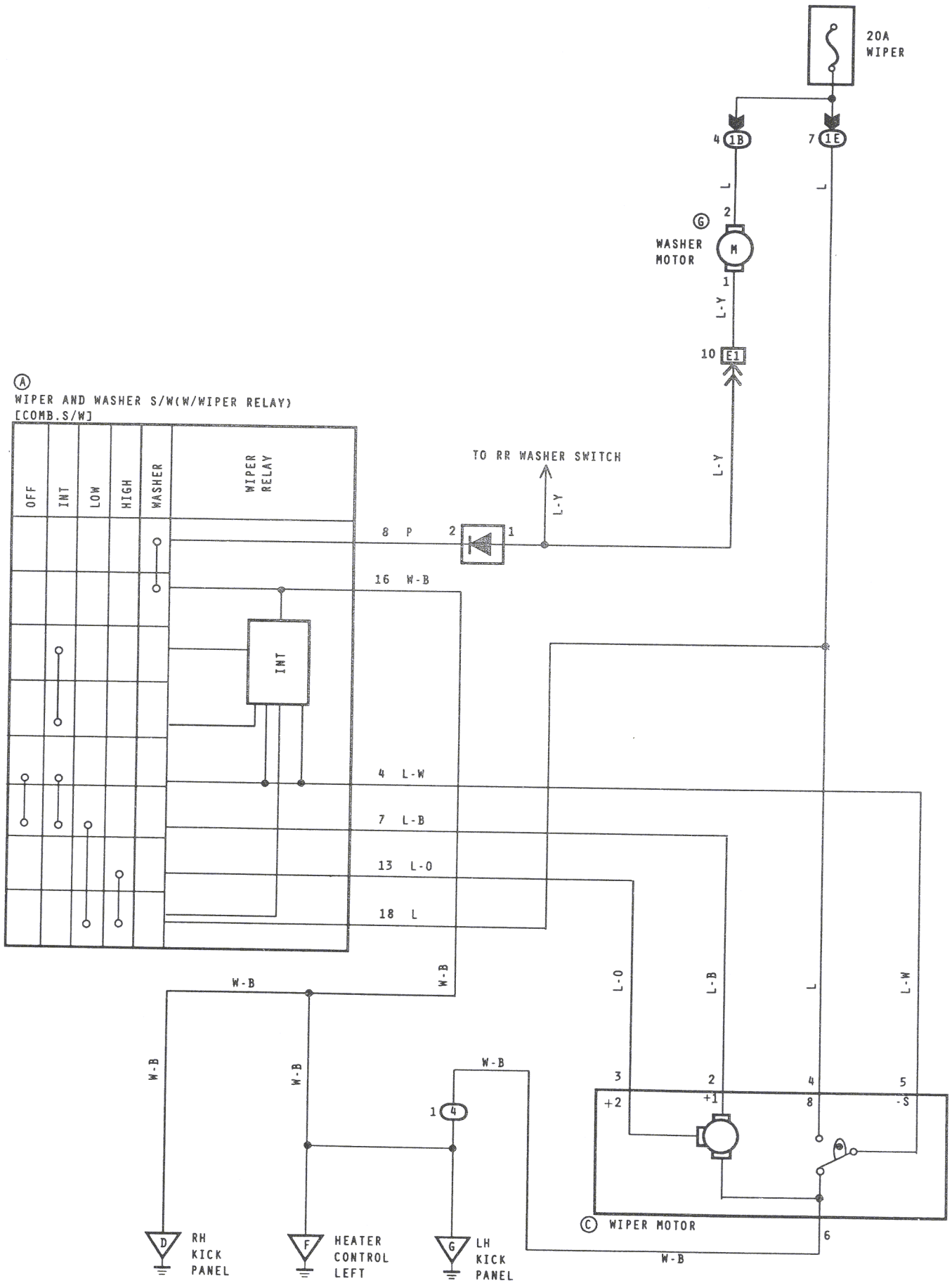
4-3, 2-1: CLOSED WITH SHIFT LEVER IN R POSITION



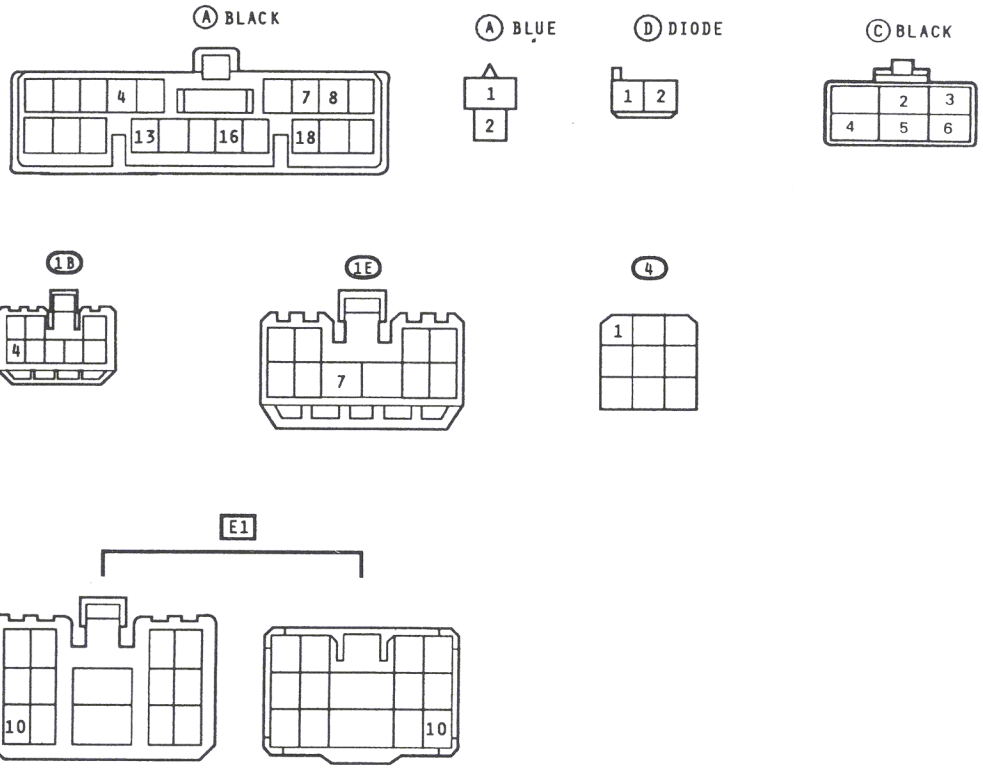

F3 GREEN
5 6
6 5

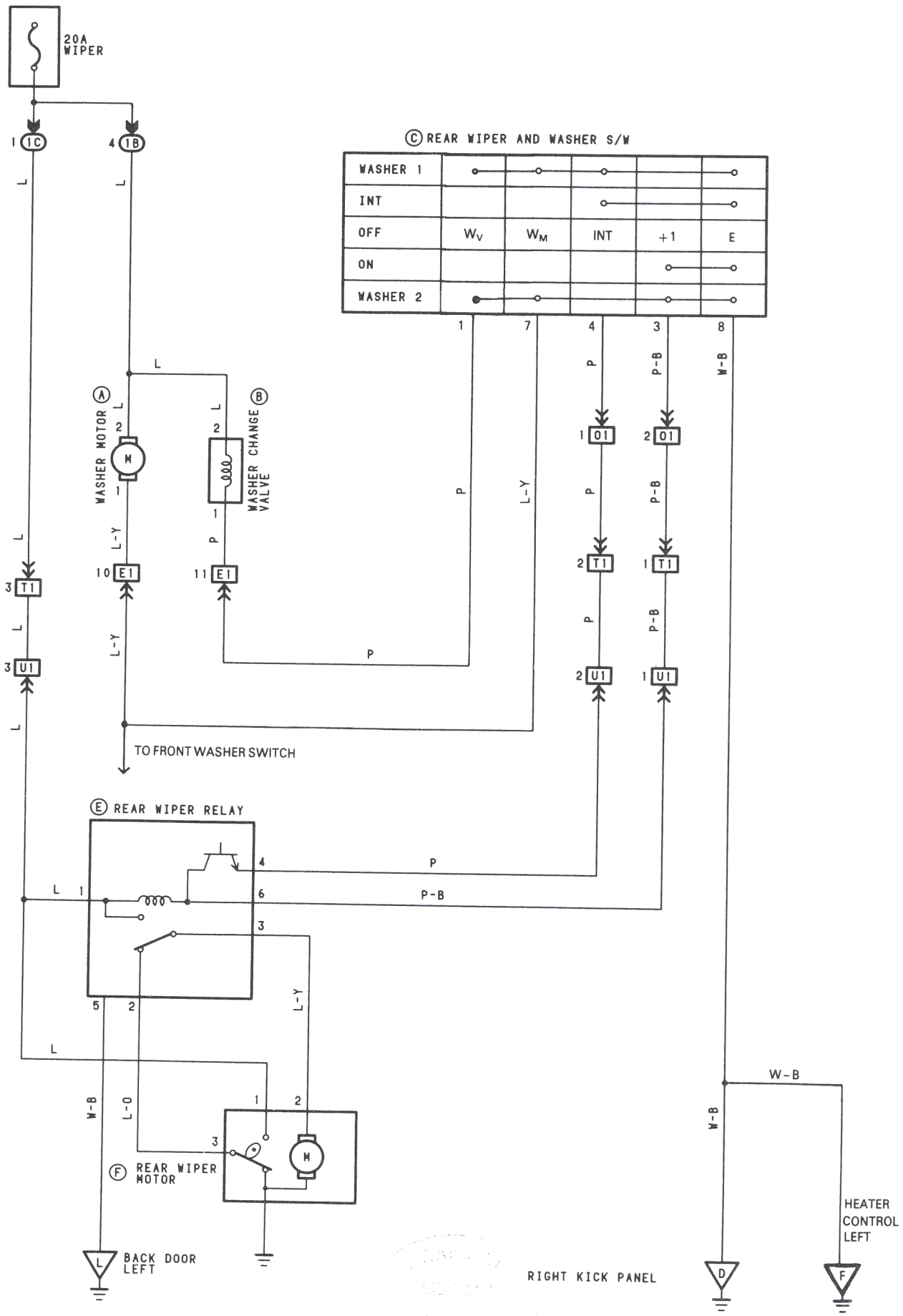

01 YELLOW
4
4


Ⓐ STOP LIGHTS
CLOSED WITH BRAKE PEDAL DEPRESSED
15A STOP
6 1E
R-W
1
Ⓐ STOPLIGHT S/W
2
G-W
3 01
G-W
Ⓐ BLUE
Ⓑ
Ⓒ
Ⓓ
Ⓧ
1E
U1
T1
01
G-W
G-W (H/B, L/B)
2 Ⓒ (L/B)
6 Ⓑ (S/D)
6 Ⓓ (H/B)
LH
1 Ⓑ (S/D)
5 Ⓓ (H/B)
1 Ⓒ (L/B)
W-B
RH
(SEDAN) Ⓧ HIGH MOUNT STOP LIGHT
(H/B,L/B) Ⓧ HIGH MOUNT STOP LIGHT
U1 6 (H/B)
U1 5 (L/B)
T1 5
W/B
W-B(EX.H/B)
W-B (ALL)
W-B (H/B)
K BACK PANEL CENTER
H UNDER RIGHT REAR PILLAR
I UNDER LEFT REAR PILLAR
L BACK DOOR LEFT


20A
WIPER
4 1B
7 1E
L
L
2
G
WASHER
MOTOR
M
1
L-Y
10 E1
A
WIPER AND WASHER S/W(W/WIPER RELAY)
[COMB.S/W]
OFF
INT
LOW
HIGH
WASHER
WIPER
RELAY
TO RR WASHER SWITCH
L-Y
L-Y
8 P
2
1
16 W-B
INT
4 L-W
7 L-B
13 L-O
18 L
W-B
W-B
W-B
W-B
L-O
L-B
L
L-W
1 4
3
2
4
5
+2
+1
8
-S
C WIPER MOTOR
6
W-B
D
RH
KICK
PANEL
F
HEATER
CONTROL
LEFT
G
LH
KICK
PANEL

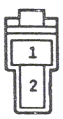
(A) WIPER S/W
18-7:CLOSED INTERMITTENTLY EVERY
3-12 SECONDS AT INT POSITION




20A WIPER
1 1C
4 1B
L
Ⓒ REAR WIPER AND WASHER S/W
WASHER 1
INT
OFF
ON
WASHER 2
Wv
WM
INT
+1
E
1
7
4
3
8
P
P-B
W-B
L-Y
Ⓐ WASHER MOTOR
Ⓑ WASHER CHANGE VALVE
M
2
1
10 E1
11 E1
3 T1
2 T1
1 T1
3 U1
2 U1
1 U1
2 O1
1 O1
TO FRONT WASHER SWITCH
Ⓔ REAR WIPER RELAY
4
6
3
5
2
1
L-O
W-B
Ⓕ REAR WIPER MOTOR
L BACK DOOR LEFT
RIGHT KICK PANEL
D
F
HEATER CONTROL LEFT

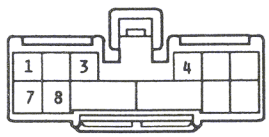
Ⓔ REAR WIPER RELAY
1-3: POINTS CHANGES EVERY 12 SECONDS INTERMITTENTLY WITH IGNITION S/W ON AND WIPER S/W AT INT POSITION

Ⓐ BLUE

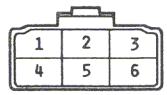


Ⓑ

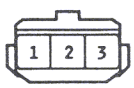
Ⓒ



Ⓔ

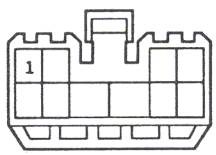


Ⓕ

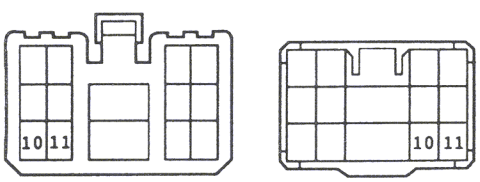


1B

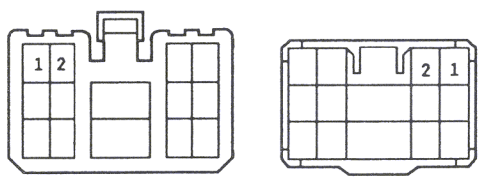
1C



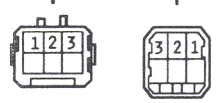
E1



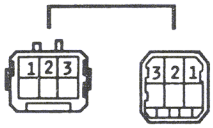
01 YELLOW

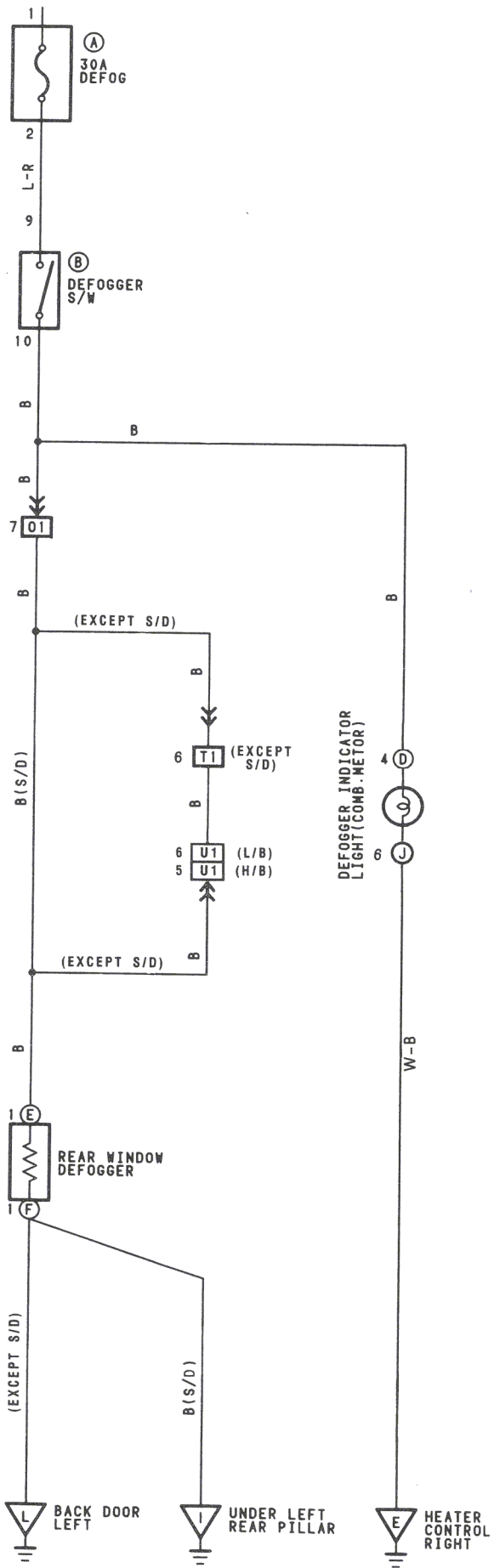


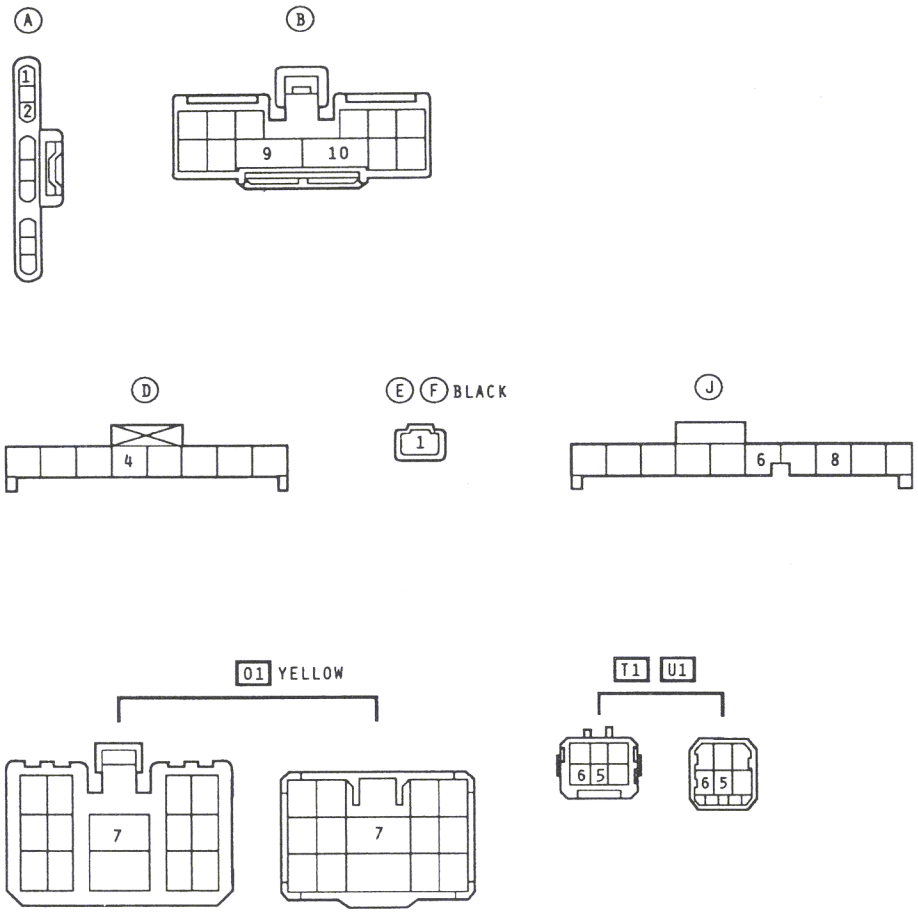
T1

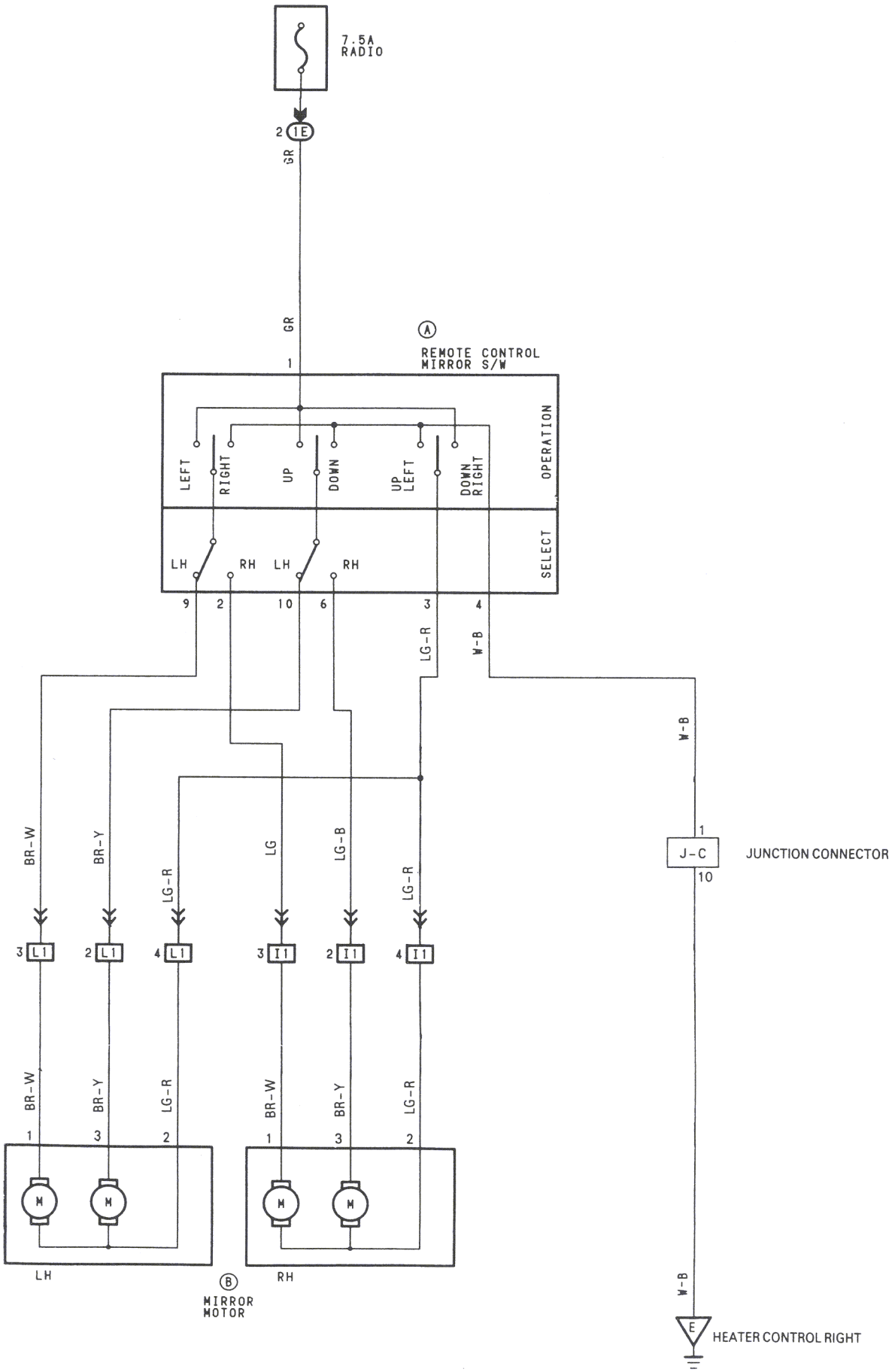


U1



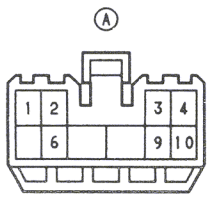

1
A
30A
DEFOG
2
L-R
9
B
DEFOGGER
S/W
10
B
B
B
7 01
B
(EXCEPT S/D)
B
6 T1 (EXCEPT S/D)
B
6 U1 (L/B)
5 U1 (H/B)
B
(EXCEPT S/D)
B(S/D)
B
DEFOGGER INDICATOR
LIGHT(COMB.METOR)
4 D
6 J
W-B
B
1 E
REAR WINDOW
DEFOGGER
1 F
(EXCEPT S/D)
B(S/D)
L
BACK DOOR
LEFT
I
UNDER LEFT
REAR PILLAR
E
HEATER
CONTROL
RIGHT

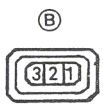

A
1
2
B
9
10
D
4
E
F
BLACK
1
J
6
8
01
YELLOW
7
7
T1
U1
6
5
6
5

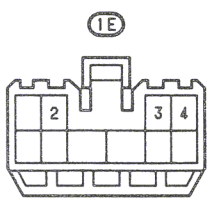

7.5A
RADIO
2 1E
GR
GR
1
A
REMOTE CONTROL
MIRROR S/W
LEFT
RIGHT
UP
DOWN
UP
LEFT
DOWN
RIGHT
OPERATION
LH
RH
LH
RH
SELECT
9
2
10
6
3
4
LG-R
W-B
W-B
1
J-C
10
JUNCTION CONNECTOR
BR-W
BR-Y
LG-R
LG
LG-B
LG-R
3 L1
2 L1
4 L1
3 I1
2 I1
4 I1
BR-W
BR-Y
LG-R
BR-W
BR-Y
LG-R
1
3
2
1
3
2
M
M
M
M
LH
RH
B
MIRROR
MOTOR
W-B
E
HEATER CONTROL RIGHT

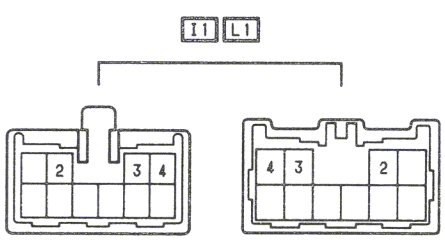
Ⓐ REMOTE CONTROL MIRROR S/W

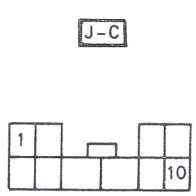
1- GROUND : 12VOLTS WITH IGNITION S/W AT ACC OR IG POSITION
3-4 : CONTINUITY WITH IGNITION S/W AT UP OR LEFT POSITION
1-3 : CONTINUITY WITH IGNITION S/W AT DOWN OR RIGHT POSITION

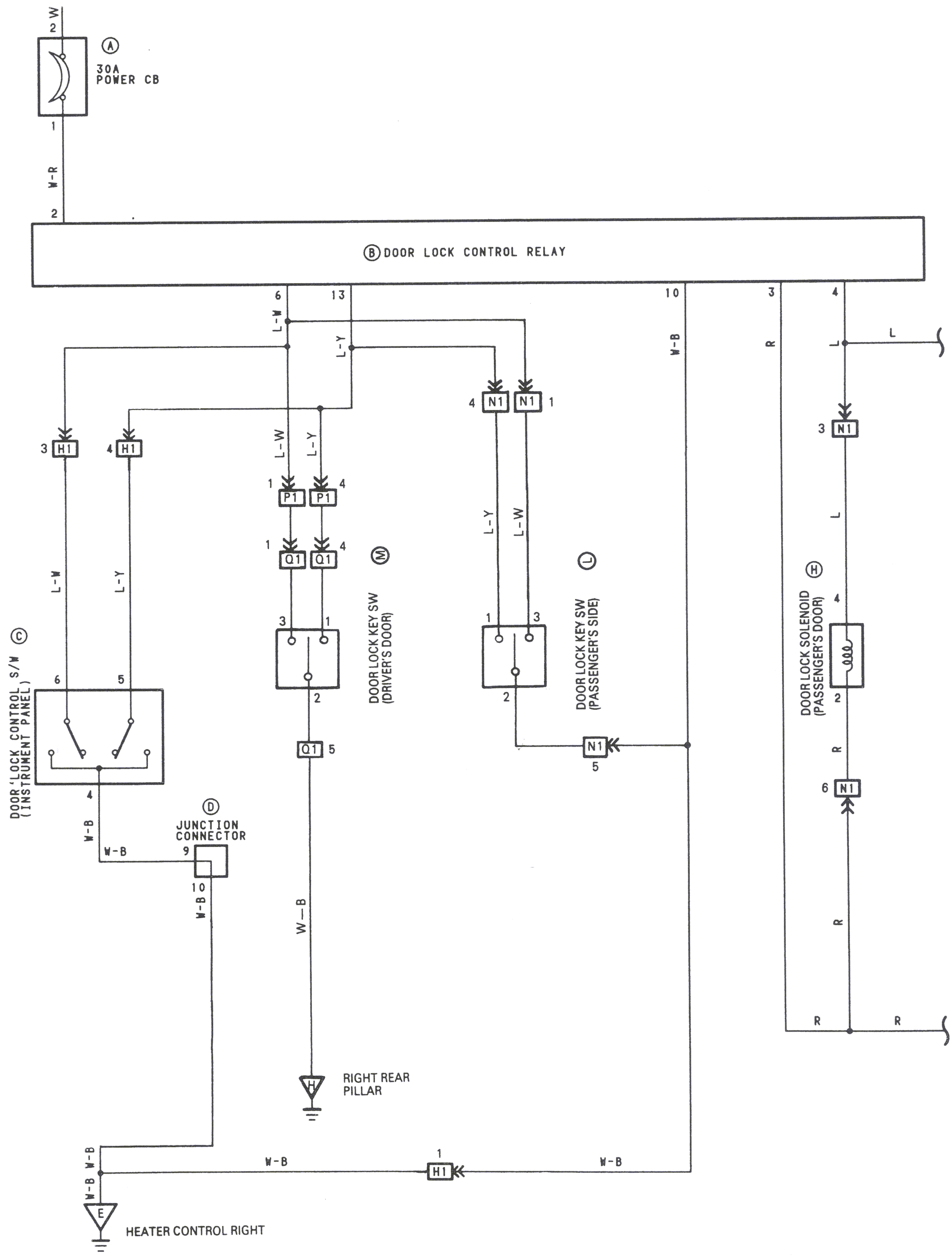






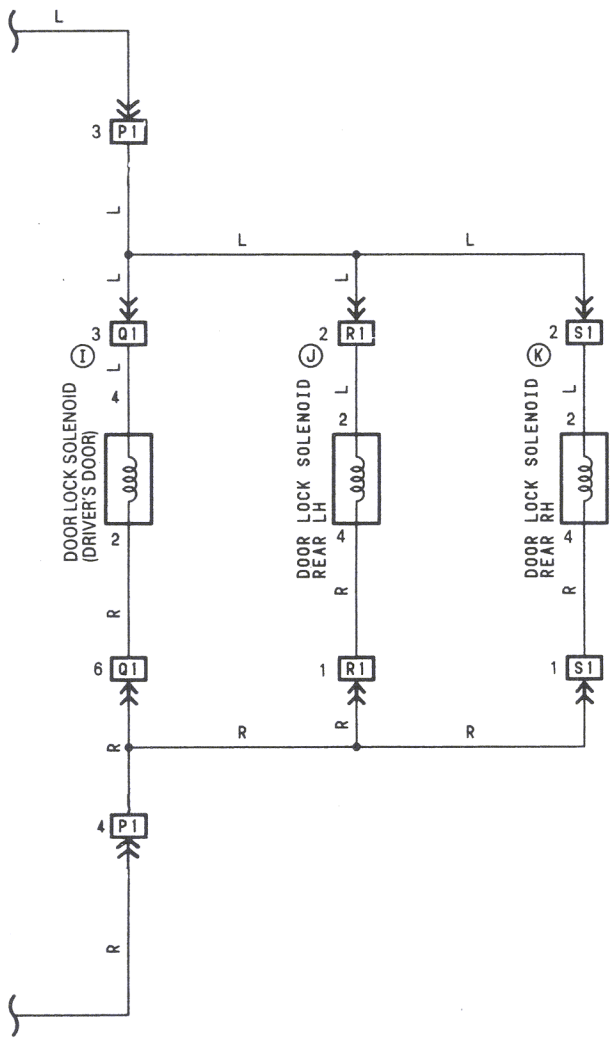


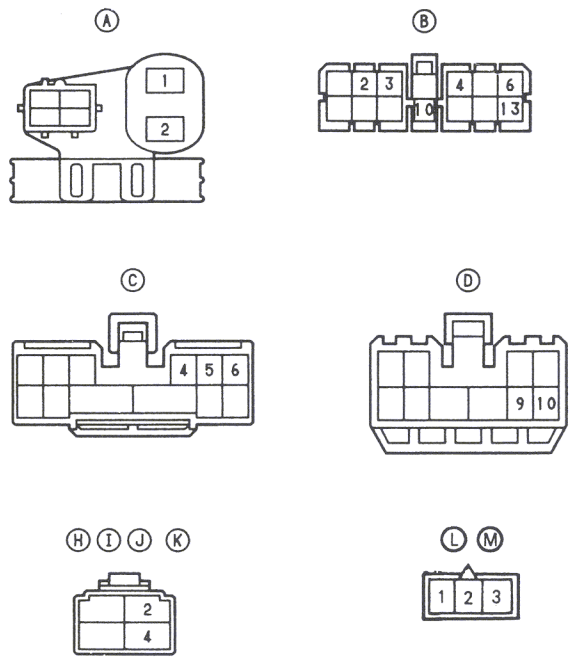


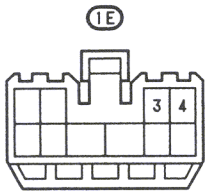

A
30A
POWER CB
B DOOR LOCK CONTROL RELAY
C
DOOR LOCK CONTROL S/W
(INSTRUMENT PANEL)
D
JUNCTION
CONNECTOR
M
DOOR LOCK KEY SW
(DRIVER'S DOOR)
L
DOOR LOCK KEY SW
(PASSENGER'S SIDE)
H
DOOR LOCK SOLENOID
(PASSENGER'S DOOR)
RIGHT REAR
PILLAR
HEATER CONTROL RIGHT
W-R
L-W
L-Y
W-B
R
L
H1
N1
P1
Q1
E
H

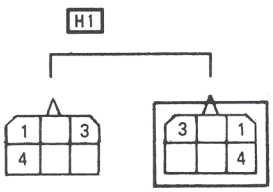
Ⓑ DOOR LOCK CONTROL RELAY

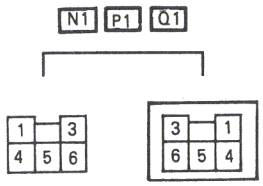
2-GROUND : ALWAYS 12VOLTS
10-GROUND : ALWAYS CONTINUITY
4-GROUND : 12VOLTS 0.2SECONDS WITH FOLLOWING OPERATION
DOOR LOCK CONTROL S/W LOCKED
DOOR LOCK CYLINDER LOCKED WITH KEY
3-GROUND : 12VOLTS 0.2SECONDS WITH FOLLOWING OPERATION
DOOR LOCK CONTROL S/W UNLOCKED
UNLOCKING THE DRIVER'S
DOOR CYLINDER WITH KEY
6-GROUND : 12→0VOLT WITH DOOR LOCK CONTROL S/W LOCKED OR
DRIVER'S DOOR LOCK CYLINDER LOCKED
WITH KEY
13-GROUND : 12→0VOLT WITH DOOR LOCK CONTROL S/W UNLOCKED
OR DRIVER'S DOOR LOCK CYLINDER
UNLOCKED WITH KEY

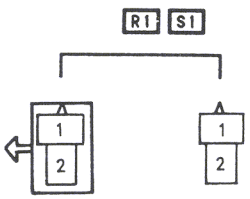


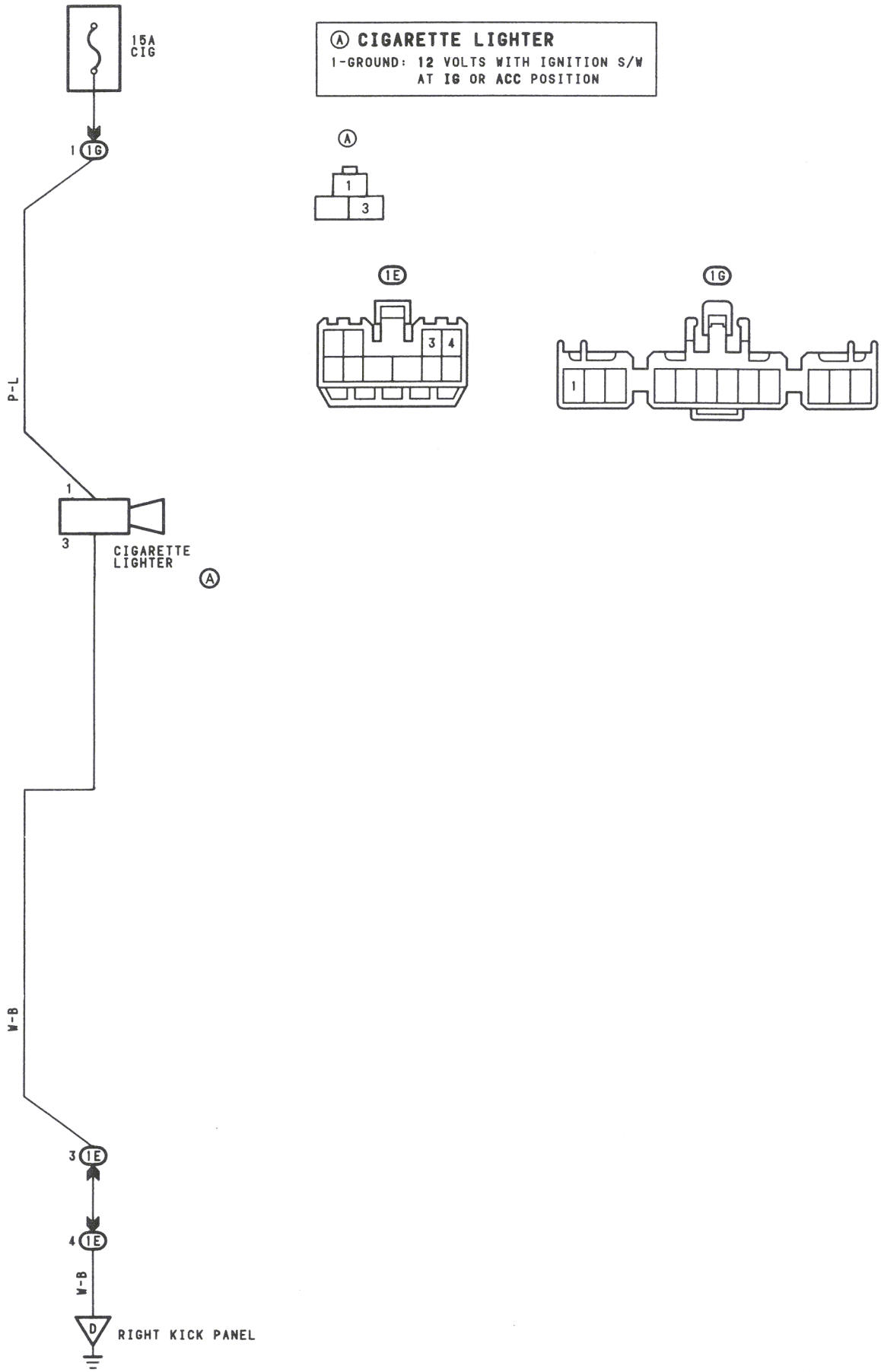


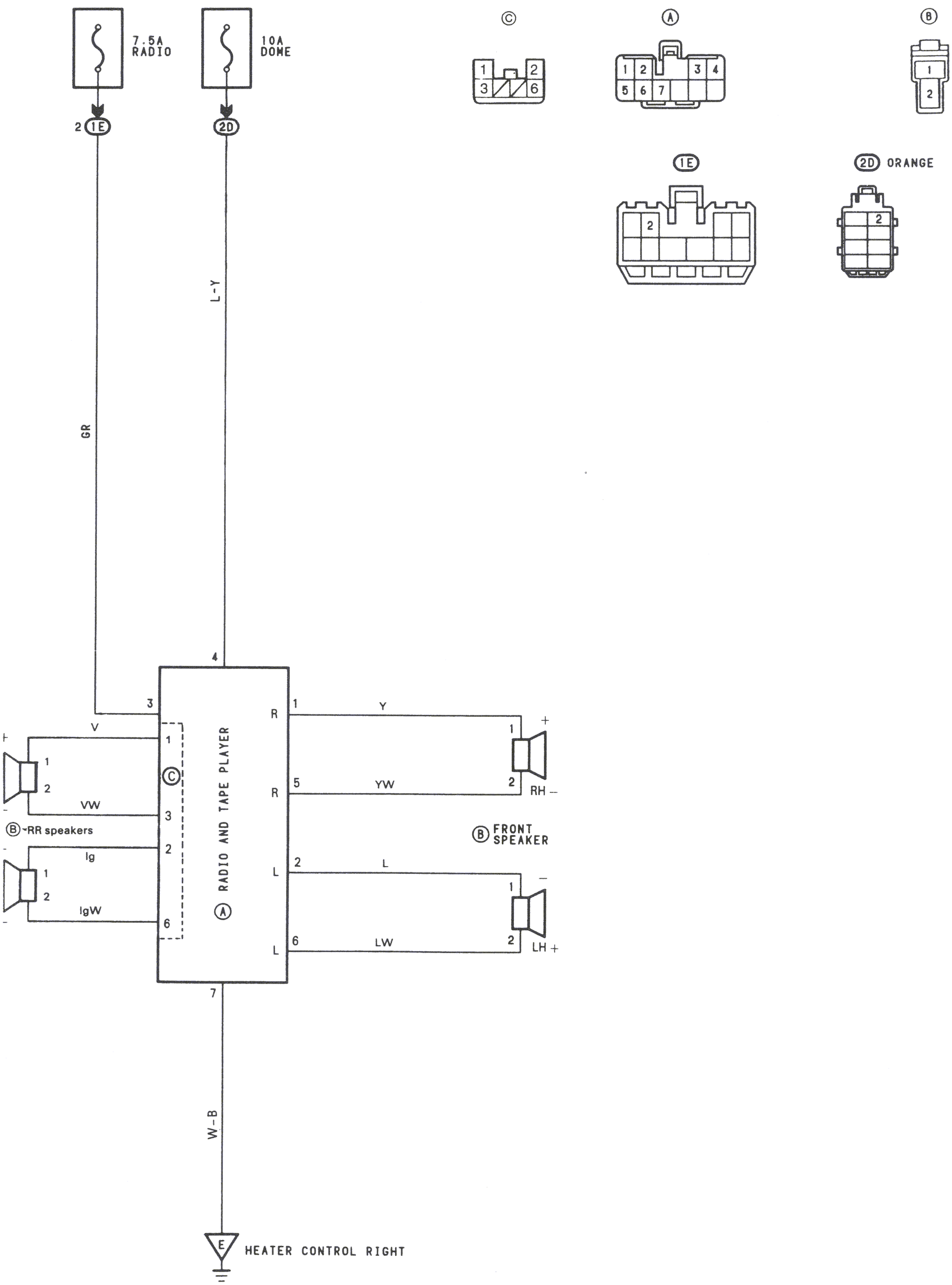

1E
3
4

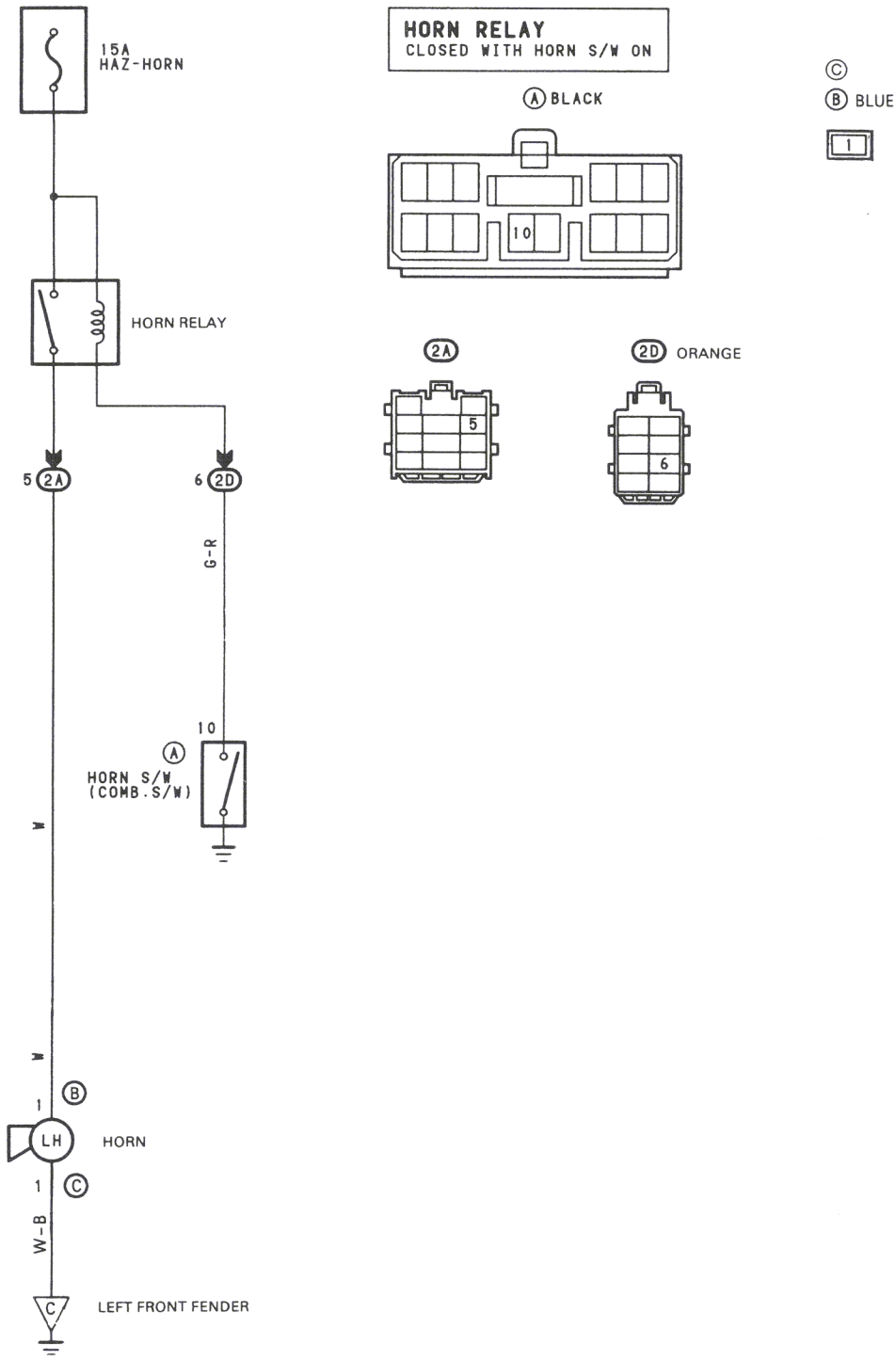

H1
1
3
4
3
1
4

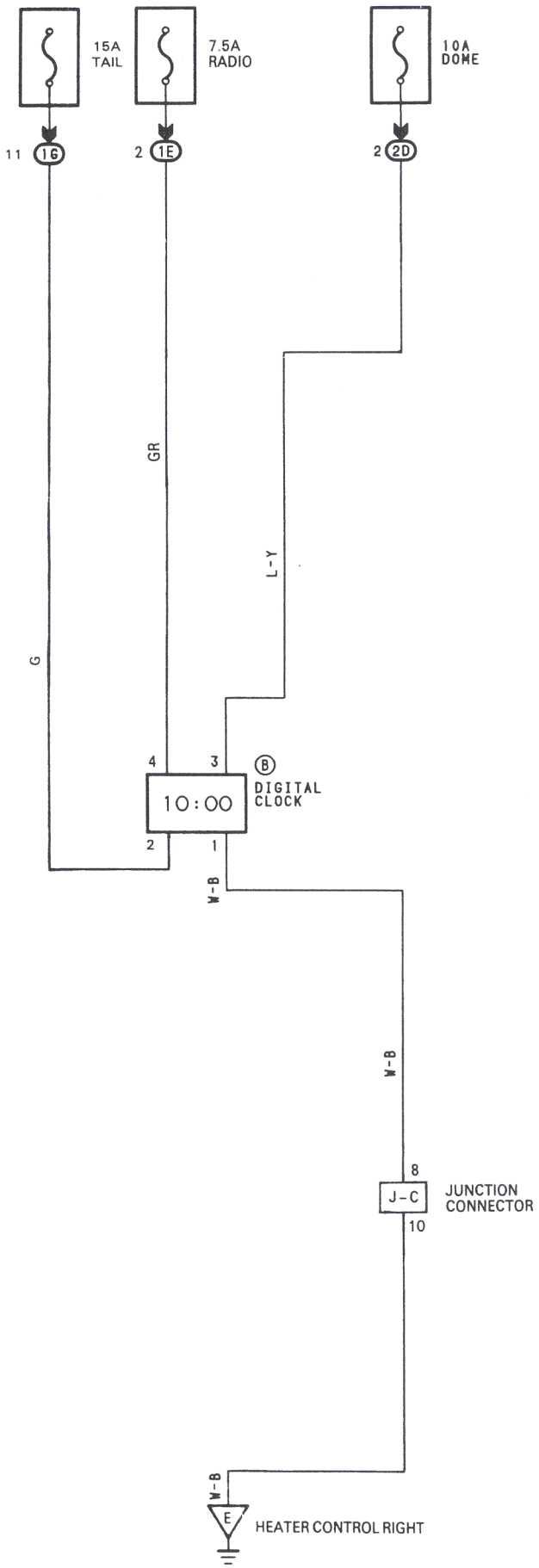

N1
P1
Q1
1
3
4
5
6
3
1
6
5
4


R1
S1
1
2
1
2


15A
CIG
1
1G
P-L
1
3
CIGARETTE
LIGHTER
Ⓐ
W-B
3
1E
4
1E
W-B
D
RIGHT KICK PANEL
Ⓐ CIGARETTE LIGHTER
1-GROUND: 12 VOLTS WITH IGNITION S/W
AT IG OR ACC POSITION
Ⓐ
1
3
1E
3
4
1G
1

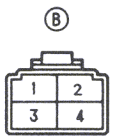

7.5A
RADIO
10A
DOME
2 1E
2D
GR
L-Y
C
A
B
1 2
3 6
1 2 3 4
5 6 7
1
2
1E
2
2D ORANGE
2
4
3
V
1
2
VW
3
B-RR speakers
2
lg
1
2
lgW
6
C
RADIO AND TAPE PLAYER
A
R
1
Y
1
+
R
5
YW
2
RH –
B FRONT SPEAKER
L
2
L
1
–
L
6
LW
2
LH +
7
W-B
E
HEATER CONTROL RIGHT

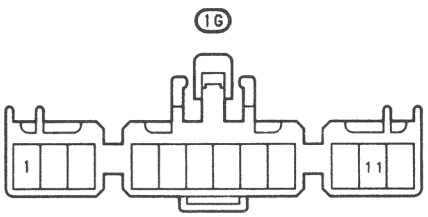

15A
HAZ-HORN
HORN RELAY
5 2A
6 2D
G-R
10
A
HORN S/W
(COMB.S/W)
W
W
1
B
LH
HORN
1
C
W-B
C
LEFT FRONT FENDER
HORN RELAY
CLOSED WITH HORN S/W ON
A BLACK
10
2A
5
2D ORANGE
6
C
B BLUE
1

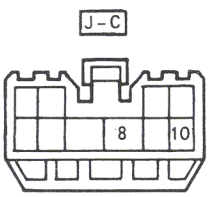

15A
TAIL
7.5A
RADIO
10A
DOME
11
1G
2
1E
2
2D
GR
L-Y
G
4
3
B
10:00
DIGITAL
CLOCK
2
1
W-B
W-B
8
J-C
JUNCTION
CONNECTOR
10
W-B
E
HEATER CONTROL RIGHT

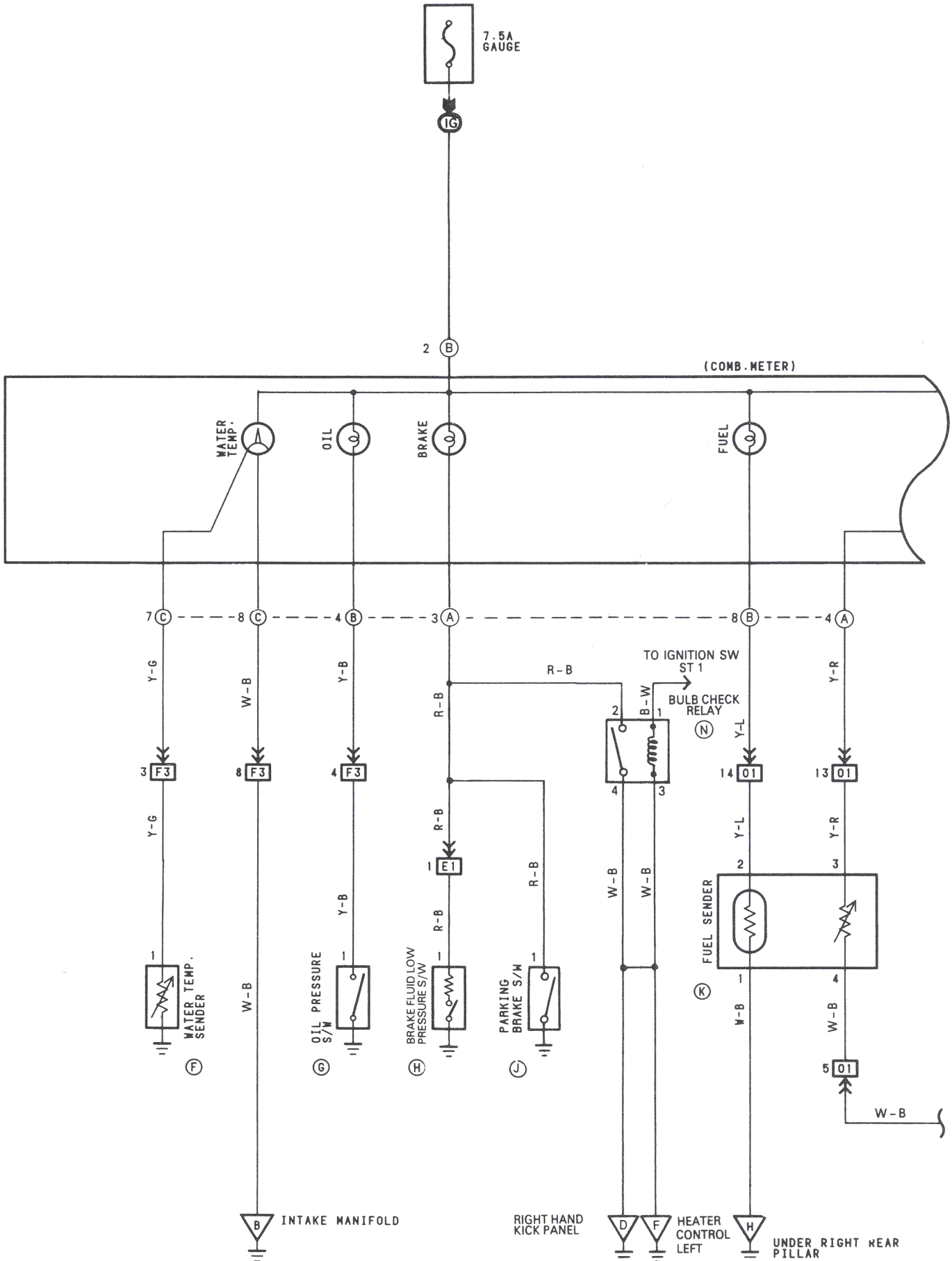
Ⓑ DIGITAL CLOCK

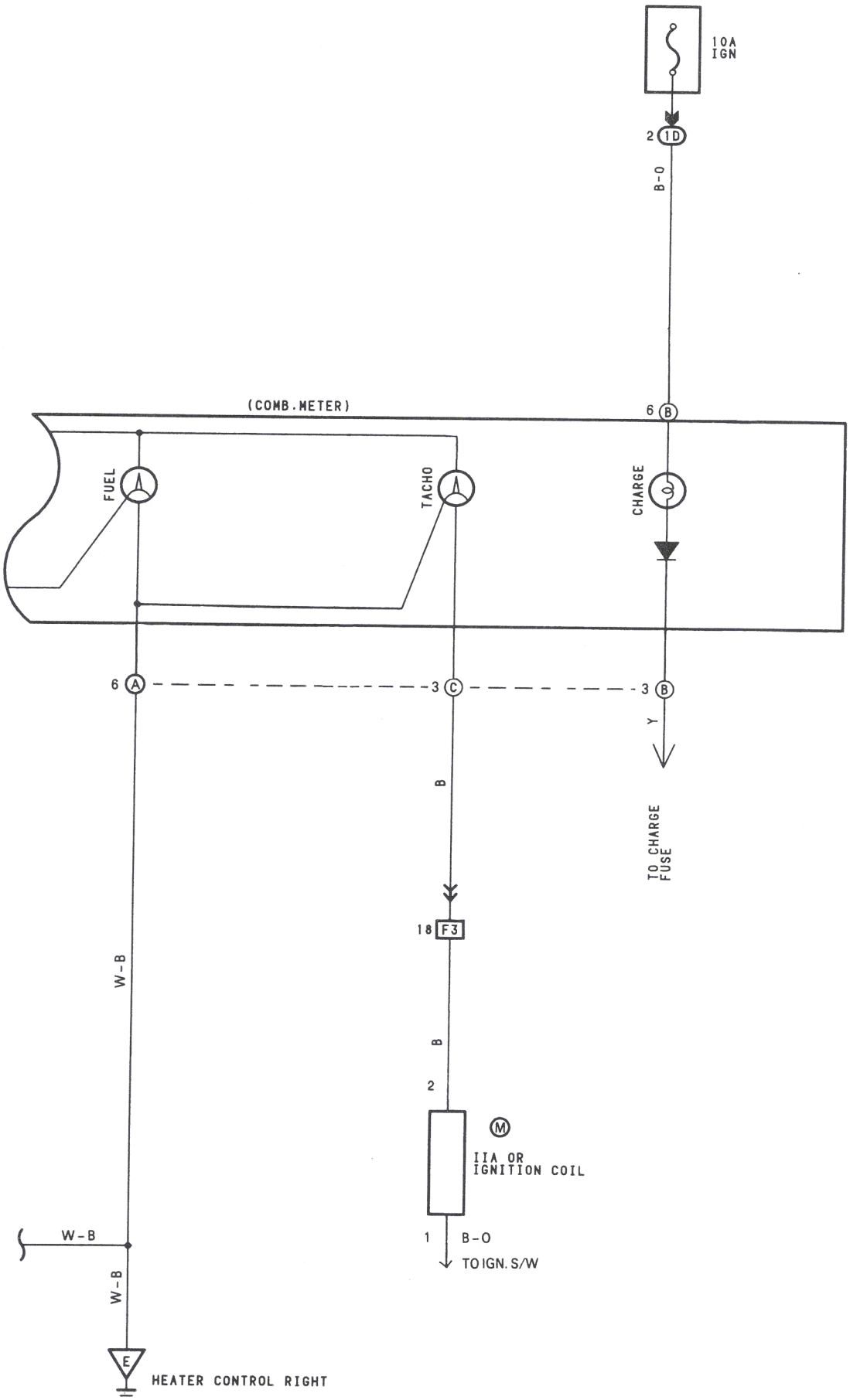
3-GROUND: ALWAYS 12VOLTS
(POWER FOR CLOCK)
4-GROUND: 12VOLTS WITH IGNITION S/W
AT IG OR ACC POSITION
(POWER FOR INDICATION)
2-GROUND: 12VOLTS WITH LIGHT CONTROL S/W
AT TAIL OR HEAD POSITION
(SIGNAL OF DIM INDICATION)
1-GROUND: ALWAYS CONTINUITY








7.5A
GAUGE
IG
2 B
(COMB. METER)
WATER TEMP.
OIL
BRAKE
FUEL
7 C
8 C
4 B
3 A
8 B
4 A
Y-G
W-B
Y-B
R-B
TO IGNITION SW ST 1
BULB CHECK RELAY
B-W
Y-L
Y-R
3 F3
8 F3
4 F3
1 E1
14 01
13 01
FUEL SENDER
WATER TEMP. SENDER
OIL PRESSURE S/W
BRAKE FLUID LOW PRESSURE S/W
PARKING BRAKE S/W
5 01
W-B
INTAKE MANIFOLD
RIGHT HAND KICK PANEL
HEATER CONTROL LEFT
UNDER RIGHT REAR PILLAR


10A
IGN
2 1D
B-O
(COMB.METER)
6 B
FUEL
TACHO
CHARGE
6 A
3 C
3 B
Y
TO CHARGE FUSE
B
18 F3
W-B
B
2
M
IIA OR IGNITION COIL
1
B-O
TO IGN. S/W
W-B
W-B
E
HEATER CONTROL RIGHT

COMBINATION METER

Ⓑ 3-GROUND: 12VOLTS WITH IGNITION S/W ON
Ⓑ 9-GROUND: 12VOLTS WITH IGNITION S/W ON
Ⓑ 1 Ⓐ 8-GROUND : ALWAYS CONTINUITY

FUEL GAUGE

Ⓑ 3- Ⓑ 2: APPROX. 101.9Ω
Ⓑ 3- Ⓑ 1: APPROX. 203.2Ω
Ⓑ 2- Ⓑ 1: APPROX. 101.3Ω

WATER TEMP. GAUGE

Ⓑ 3- Ⓒ 6: APPROX. 56Ω
Ⓑ 3- Ⓒ 7: APPROX. 145Ω
Ⓒ 6- Ⓒ 7: APPROX. 201Ω

Ⓕ WATER TEMP. SENDER

(NIPPON DENSO MAKE)
1-GROUND: APPROX. 226Ω AT 50℃(122℉)
APPROX. 26.4Ω AT 115℃(239℉)
(YAZAKI MAKE)
1-GROUND: APPROX. 152.7Ω AT 60℃(140℉)
APPROX. 26.4Ω AT 115℃(239℉)

Ⓖ OIL PRESSURE S/W

1-GROUND: CLOSED WITH OIL PRESSURE BELOW
0.2Kg/cm²(2.84PSI, 19.61KPA)

Ⓗ BRAKE FLUID LEVEL S/W

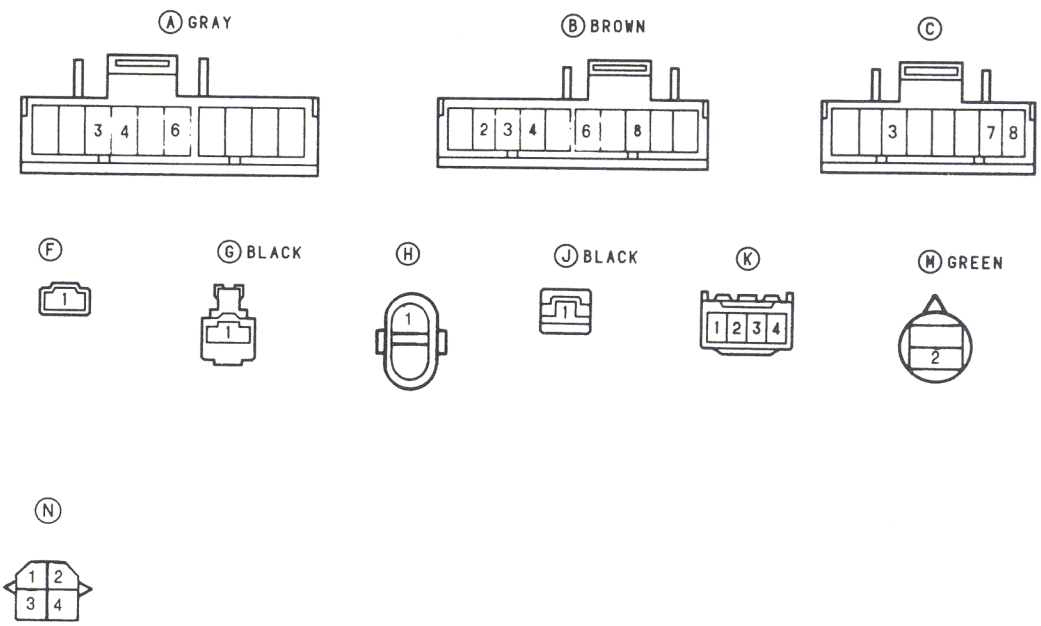
1-2: CLOSED WITH FLOAT DOWN

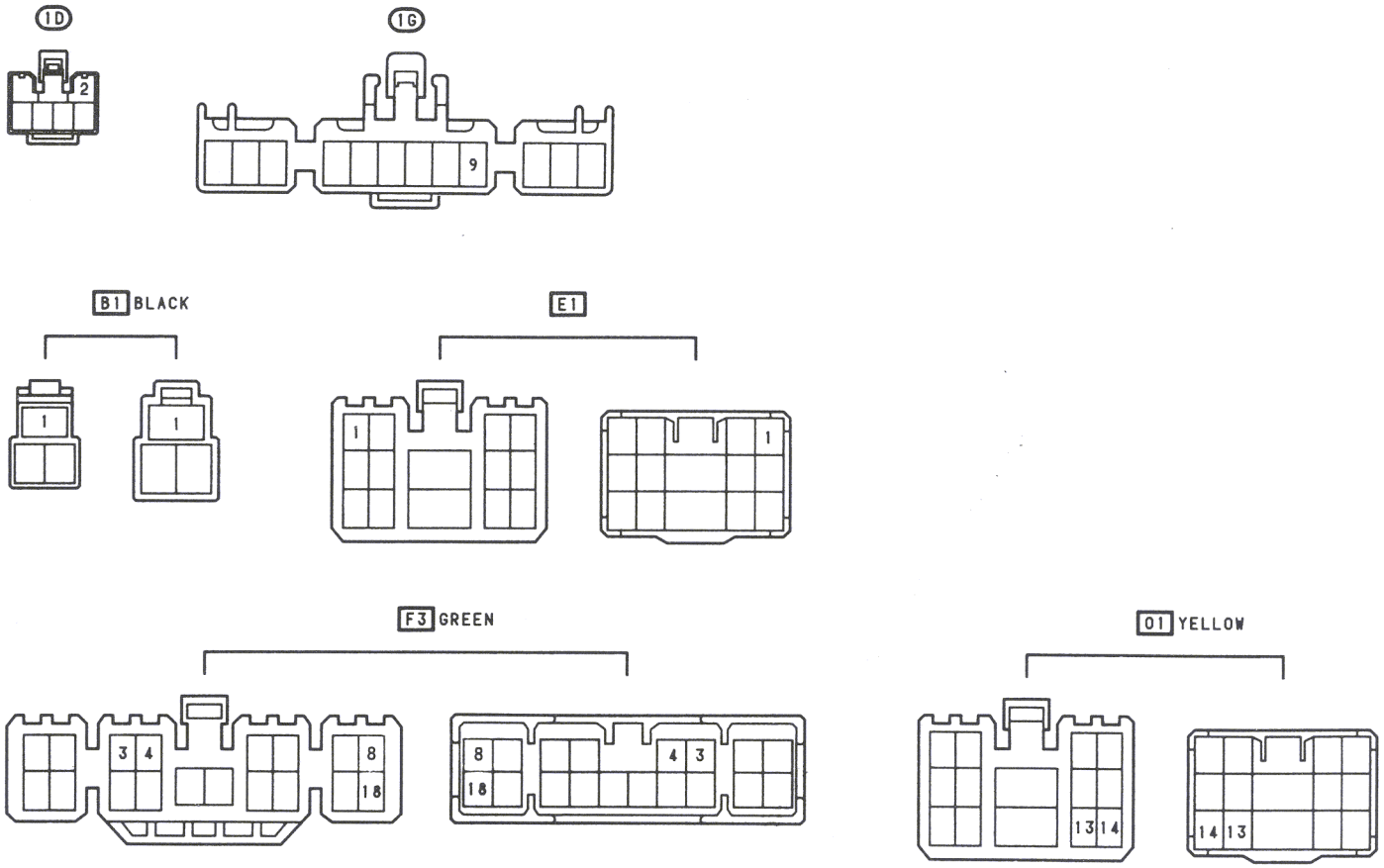
Ⓙ PARKING BRAKE S/W

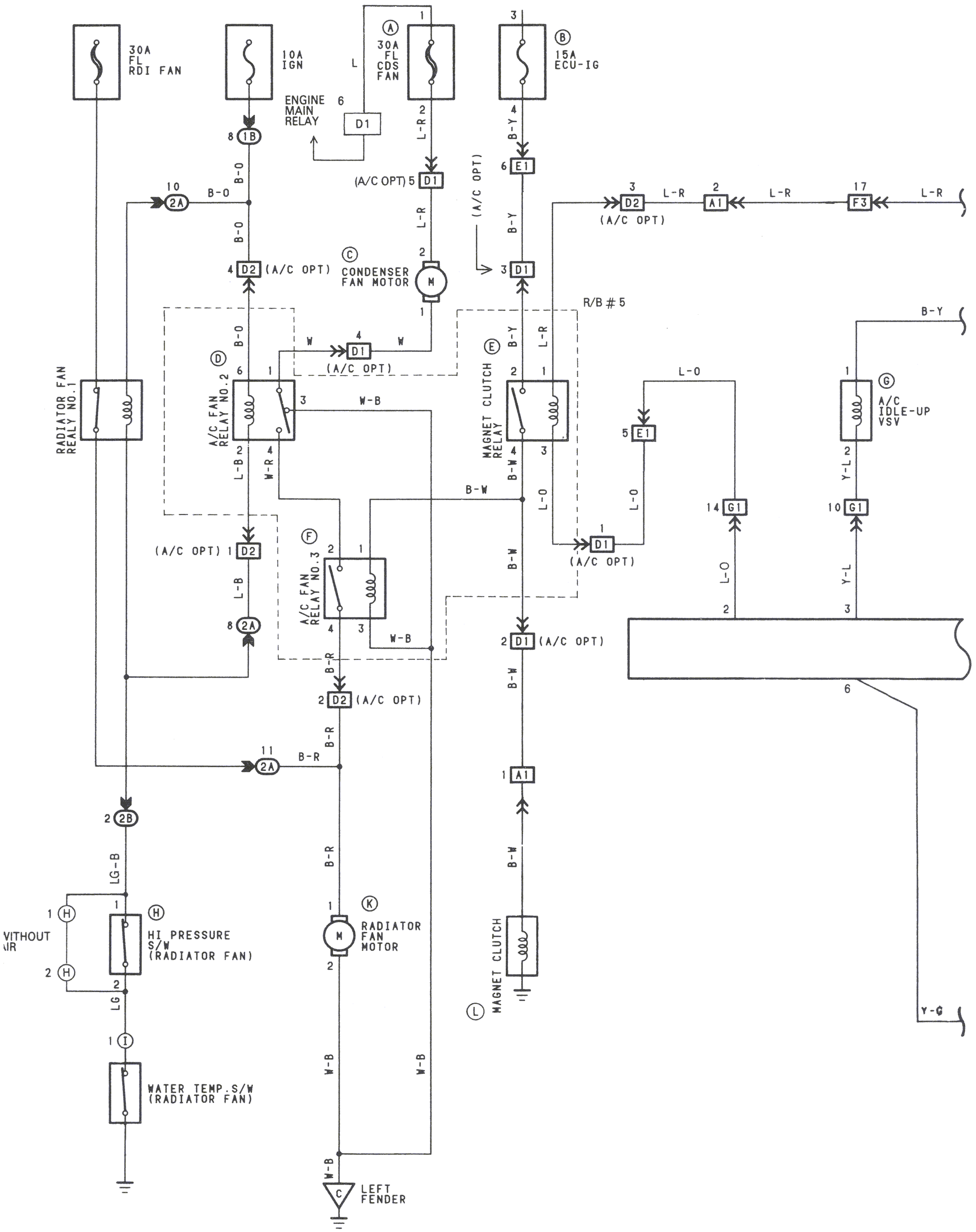
1-GROUND: CLOSED WITH PARKING BRAKE LEVER PULLED UP

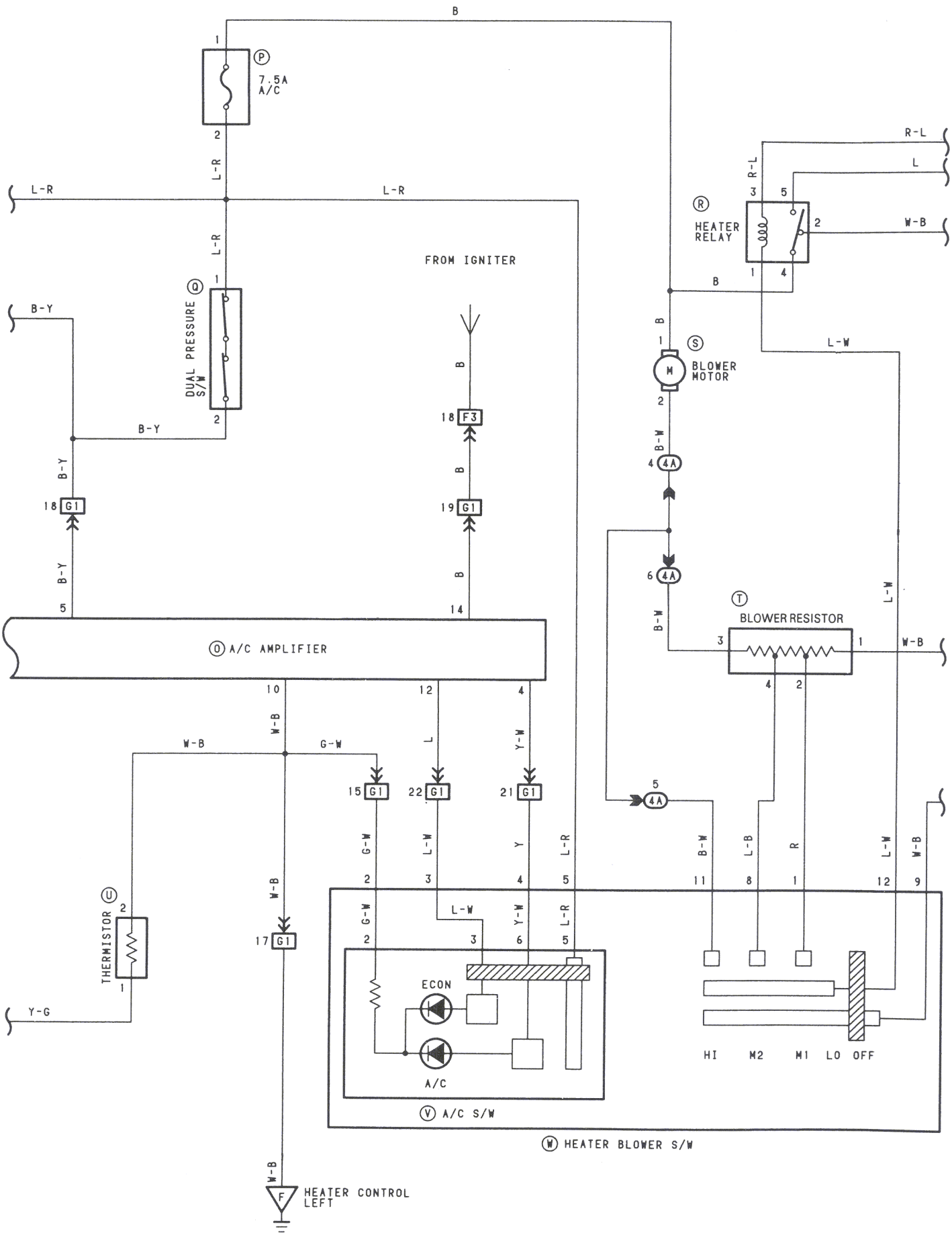
Ⓚ FUEL SENDER

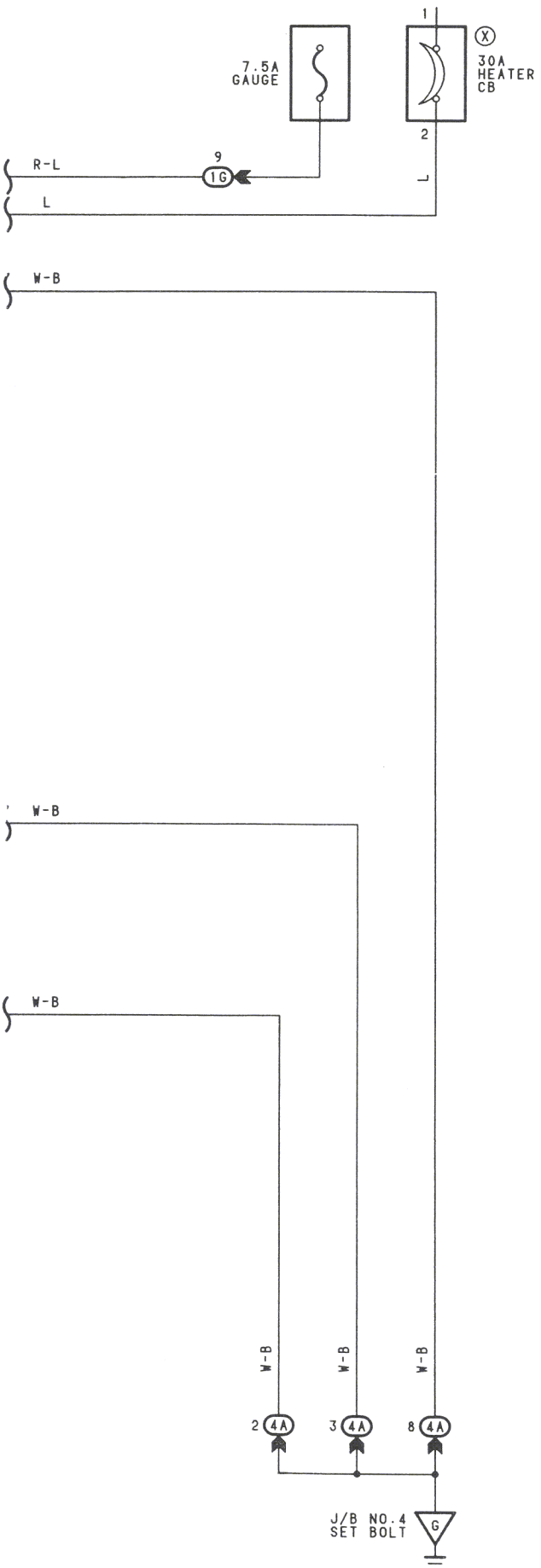
3-4: APPROX. 3Ω WITH FUEL FULL
APPROX. 110.0Ω WITH FUEL EMPTY




1D
2
1G
9
B1 BLACK
1
1
E1
1
1
F3 GREEN
3 4
8
18
8
18
4 3
01 YELLOW
13 14
14 13


30A FL RDI FAN
10A IGN
Ⓐ 30A FL CDS FAN
Ⓑ 15A ECU-IG
ENGINE MAIN RELAY
Ⓒ CONDENSER FAN MOTOR
Ⓓ A/C FAN RELAY NO.2
Ⓔ MAGNET CLUTCH RELAY
Ⓕ A/C FAN RELAY NO.3
Ⓖ A/C IDLE-UP VSV
Ⓗ HI PRESSURE S/W (RADIATOR FAN)
WITHOUT AIR
WATER TEMP.S/W (RADIATOR FAN)
Ⓚ RADIATOR FAN MOTOR
Ⓛ MAGNET CLUTCH
RADIATOR FAN REALY NO.1
R/B # 5
(A/C OPT)
LEFT FENDER


B
7.5A A/C
L-R
L-R
L-R
L-R
R-L
L
W-B
HEATER RELAY
FROM IGNITER
DUAL PRESSURE S/W
B-Y
B-Y
B-Y
B
B
B
B
L-W
BLOWER MOTOR
B-W
BLOWER RESISTOR
W-B
A/C AMPLIFIER
W-B
W-B
G-W
L
Y-W
G-W
L-W
Y
L-R
B-W
L-B
R
L-W
W-B
THERMISTOR
Y-G
W-B
G-W
L-W
Y-W
L-R
ECON
A/C
HI
M2
M1
LO
OFF
A/C S/W
HEATER BLOWER S/W
W-B
HEATER CONTROL LEFT



RADIATOR FAN RELAY NO.1

OPEN WITH IGNITION S/W ON
A/C HI PRESSURE S/W ON AND
WATER TEMP. S/W ON

Ⓓ A/C FAN RELAY NO.2

1-3:CLOSED WITH IGNITION S/W OFF OR
A/C HI PRESSURE S/W OFF OR
WATER TEMP. S/W OFF
1-4:CLOSED WITH IGNITION S/W ON,
A/C HI PRESSURE S/W ON AND
WATER TEMP. S/W ON

Ⓕ A/C FAN RELAY NO.3

2-4:CLOSED IGNITION S/W ON,
AND MAGNET CLUTCH RELAY ON

Ⓖ IDLE-UP VSV

1-2:APPROX. 37-44Ω AT 20℃ (68℉)

Ⓗ HI PRESSURE S/W

1-2:OPEN WITH REFRIGERANT PRESSURE MORE THAN
15.5Kg/C㎠(221PSI,1520 KPA)

WATER TEMP. S/W

Ⓘ 1-GROUND:OPEN ABOVE APPROX 90℃ (194℉)
Ⓙ 1-Ⓙ 2 :CLOSED BELOW APPROX 83℃ (181℉)

MAGNET CLUTCH

Ⓛ 1-GROUND:APPROX. 3.4-3.8Ω AT 20℃ (68℉)
Ⓜ 1-GROUND

Ⓞ DUAL PRESSURE S/W

1-2:CLOSED WITH REFRIGERANT PRESSURE
AT APPROX. 2.1Kg/C㎠ (30 PSI,206KPA)
-27.0Kg/C㎠ (384 PSI,2648KPA)

Ⓡ HEATER RELAY

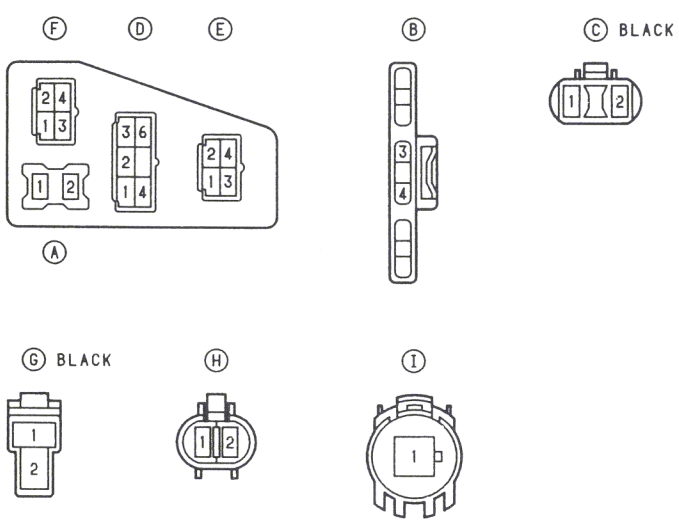
4-5:CLOSED WITH IGNITION S/W ON
AND BLOWER S/W ON

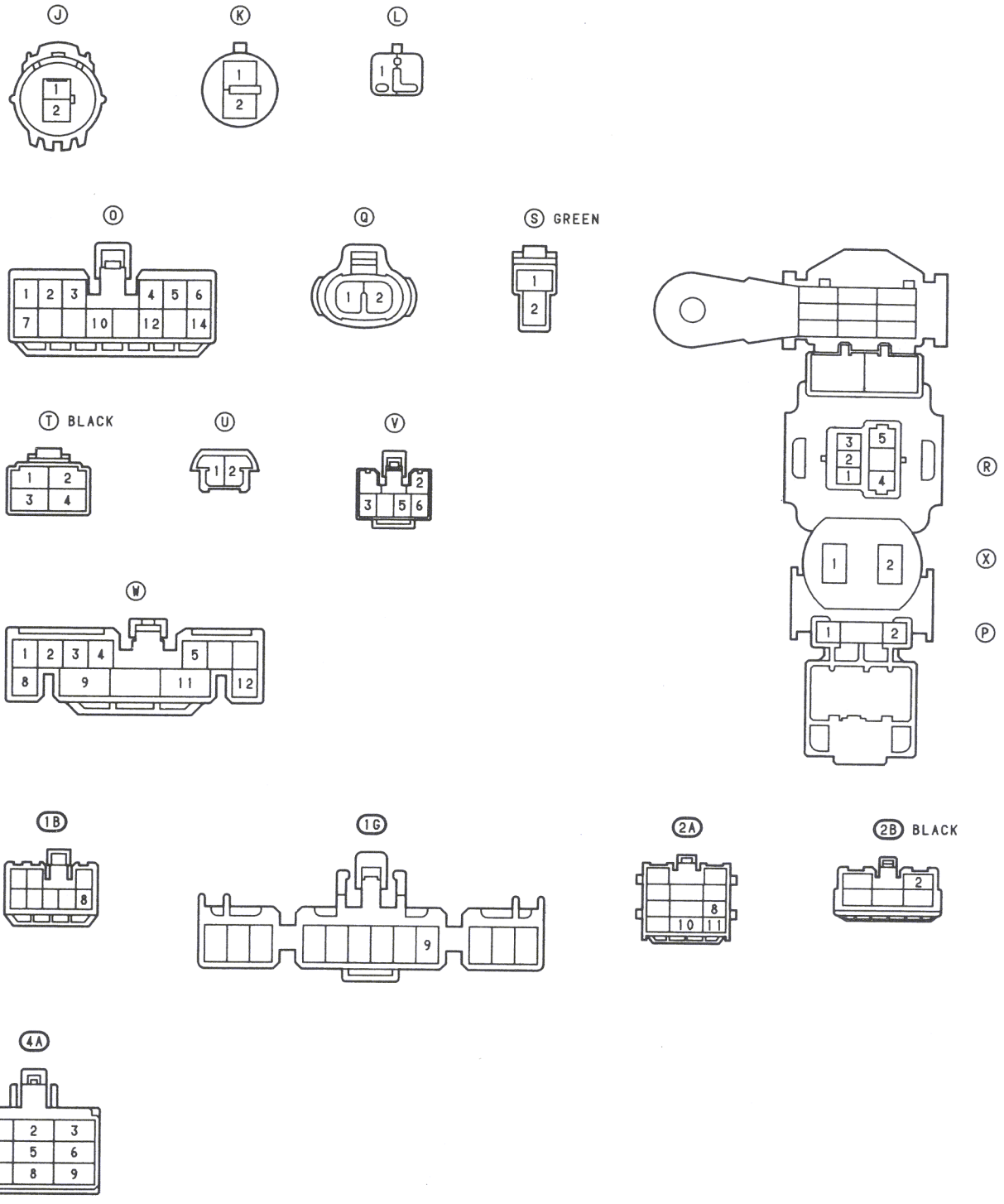
Ⓣ BLOWER RESISTOR

1-3:APPROX. 2.7Ω
2-3:APPROX. 1.2Ω
3-4:APPROX. 0.4Ω

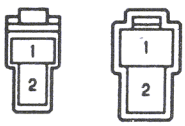
Ⓤ THERMISTOR

1-2:APPROX. 4.8KΩ AT 0℃ (32℉)
APPROX. 4.5KΩ AT 2℃ (36℉)
APPROX. 4.1KΩ AT 4℃ (39℉)

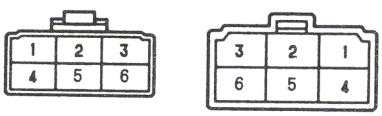



J
K
L
O
Q
S GREEN
T BLACK
U
V
W
R
X
P
1B
1G
2A
2B BLACK
4A

A1 BLUE

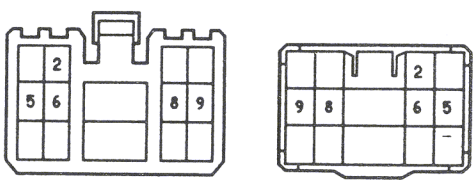


D1 BLACK

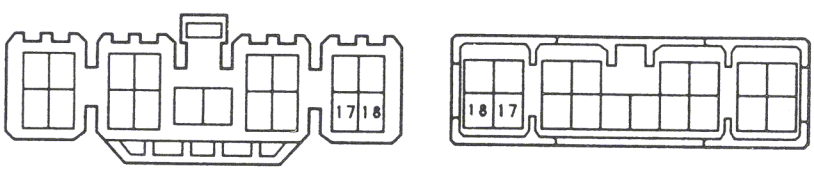


D2 BLACK

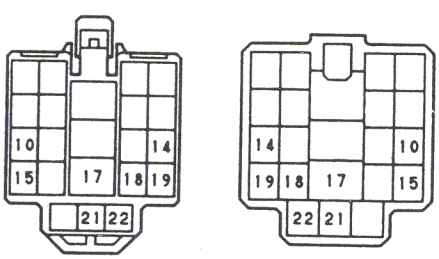
E1

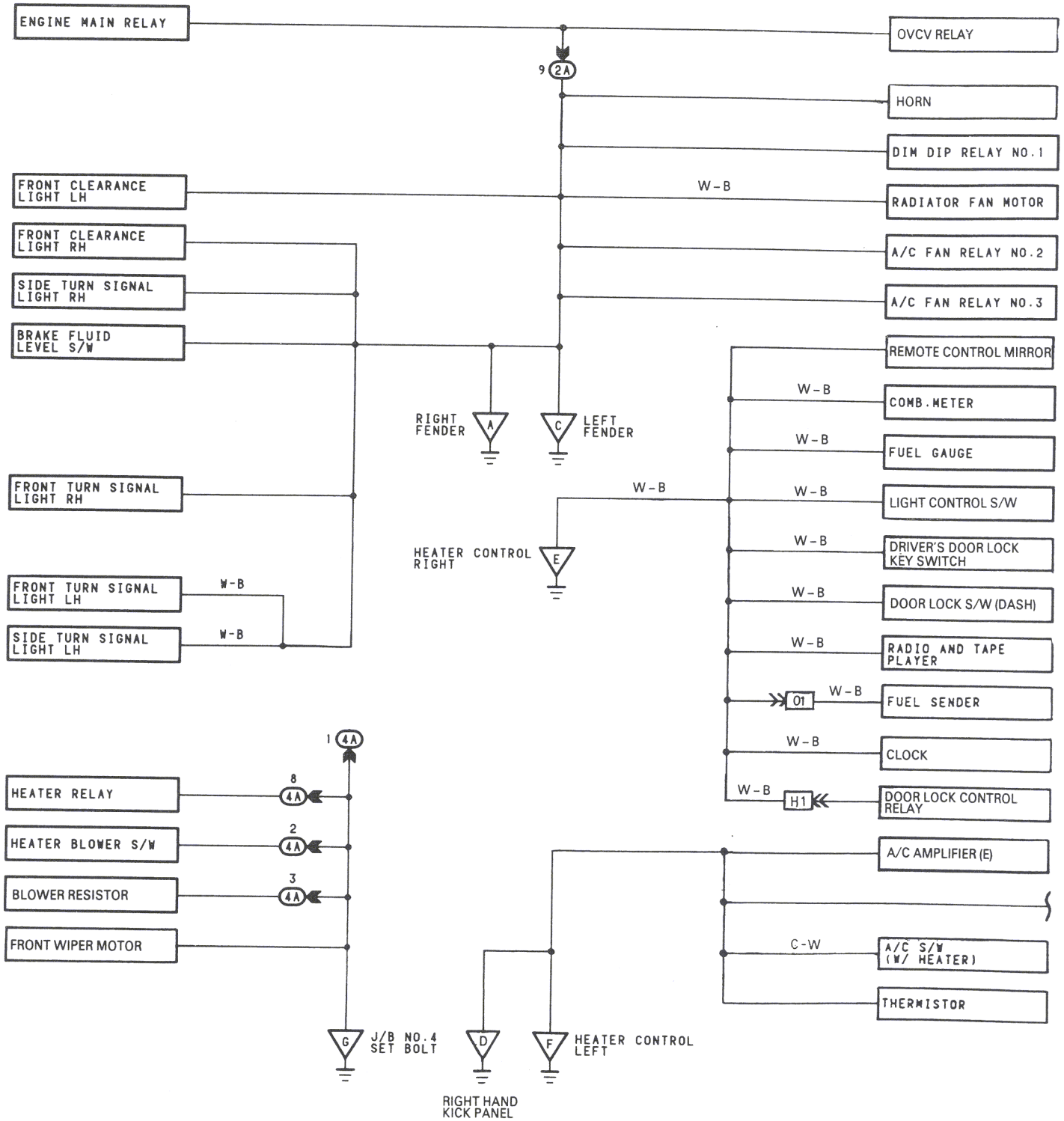


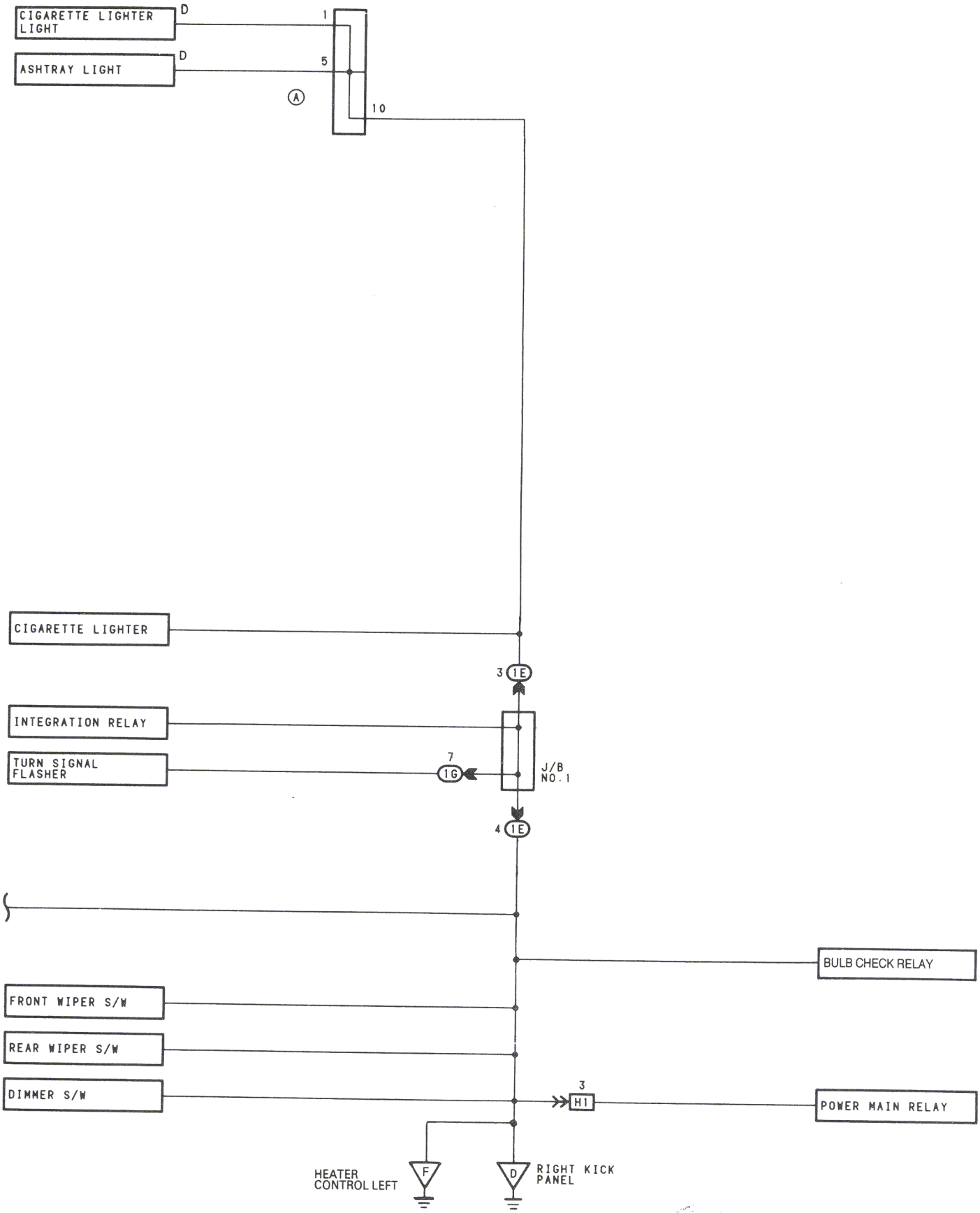
F3 GREEN

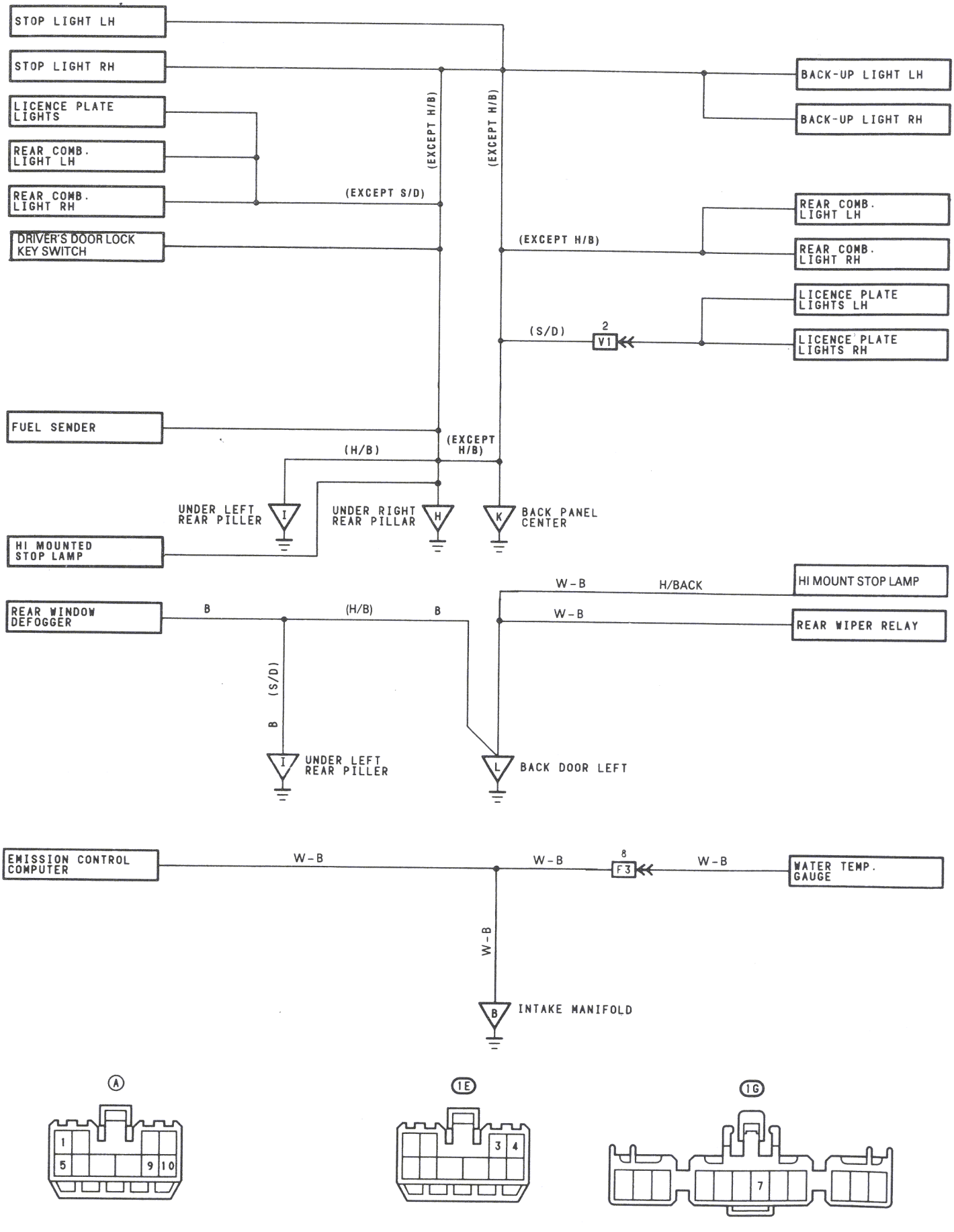


G1

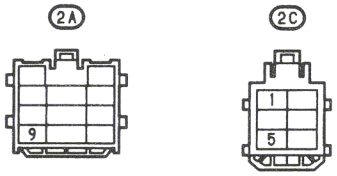


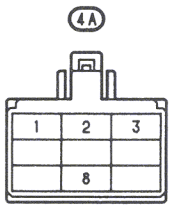

ENGINE MAIN RELAY
9 2A
OVCV RELAY
HORN
DIM DIP RELAY NO.1
FRONT CLEARANCE LIGHT LH
FRONT CLEARANCE LIGHT RH
SIDE TURN SIGNAL LIGHT RH
BRAKE FLUID LEVEL S/W
W-B
RADIATOR FAN MOTOR
A/C FAN RELAY NO.2
A/C FAN RELAY NO.3
REMOTE CONTROL MIRROR
RIGHT FENDER A
C LEFT FENDER
W-B
COMB. METER
W-B
FUEL GAUGE
FRONT TURN SIGNAL LIGHT RH
W-B
W-B
LIGHT CONTROL S/W
HEATER CONTROL RIGHT E
W-B
DRIVER'S DOOR LOCK KEY SWITCH
FRONT TURN SIGNAL LIGHT LH
W-B
W-B
DOOR LOCK S/W (DASH)
SIDE TURN SIGNAL LIGHT LH
W-B
W-B
RADIO AND TAPE PLAYER
01
W-B
FUEL SENDER
1 4A
W-B
CLOCK
W-B
H1
DOOR LOCK CONTROL RELAY
HEATER RELAY
8 4A
HEATER BLOWER S/W
2 4A
A/C AMPLIFIER (E)
BLOWER RESISTOR
3 4A
FRONT WIPER MOTOR
C-W
A/C S/W (W/ HEATER)
THERMISTOR
G J/B NO.4 SET BOLT
D
F HEATER CONTROL LEFT
RIGHT HAND KICK PANEL

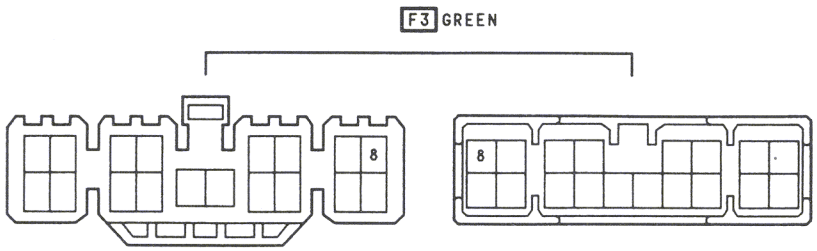

CIGARETTE LIGHTER LIGHT
D
1
ASHTRAY LIGHT
D
5
Ⓐ
10
CIGARETTE LIGHTER
3 1E
INTEGRATION RELAY
TURN SIGNAL FLASHER
7
1G
J/B NO. 1
4 1E
BULB CHECK RELAY
FRONT WIPER S/W
REAR WIPER S/W
DIMMER S/W
3
H1
POWER MAIN RELAY
HEATER CONTROL LEFT
F
D
RIGHT KICK PANEL

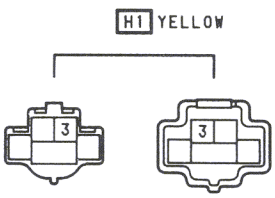

STOP LIGHT LH
STOP LIGHT RH
LICENCE PLATE LIGHTS
REAR COMB. LIGHT LH
REAR COMB. LIGHT RH
DRIVER'S DOOR LOCK KEY SWITCH
(EXCEPT S/D)
(EXCEPT H/B)
(EXCEPT H/B)
BACK-UP LIGHT LH
BACK-UP LIGHT RH
REAR COMB. LIGHT LH
REAR COMB. LIGHT RH
(EXCEPT H/B)
LICENCE PLATE LIGHTS LH
LICENCE PLATE LIGHTS RH
(S/D)
2
V1
FUEL SENDER
(H/B)
(EXCEPT H/B)
UNDER LEFT REAR PILLER
I
UNDER RIGHT REAR PILLAR
H
K
BACK PANEL CENTER
HI MOUNTED STOP LAMP
REAR WINDOW DEFOGGER
B
(H/B)
B
W-B
H/BACK
HI MOUNT STOP LAMP
W-B
REAR WIPER RELAY
B
(S/D)
I
UNDER LEFT REAR PILLER
L
BACK DOOR LEFT
EMISSION CONTROL COMPUTER
W-B
W-B
8
F3
W-B
WATER TEMP. GAUGE
W-B
B
INTAKE MANIFOLD

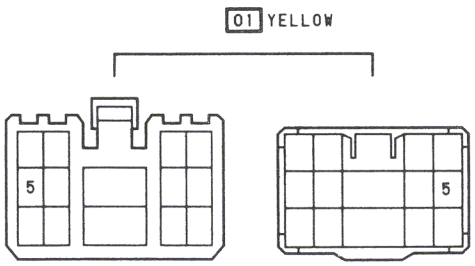
A
1
5
9
10
1E
3
4
1G
7

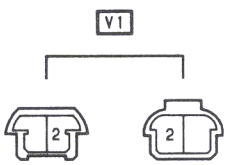

2A
9
2C
1
5

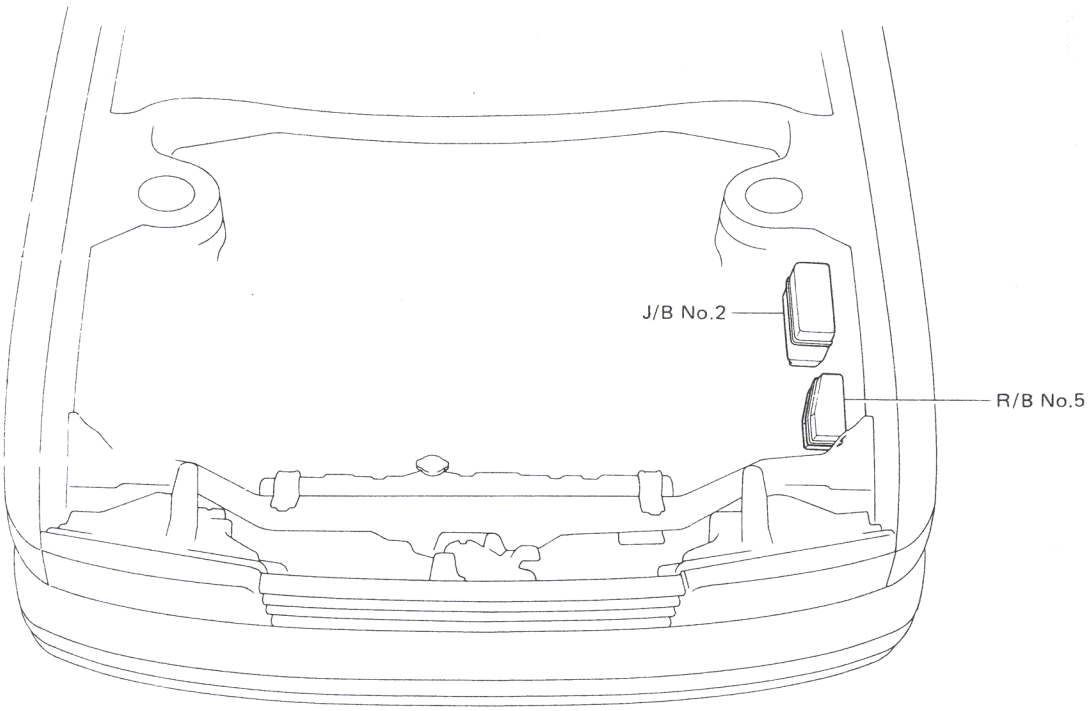

4A
1
2
3
8


F3 GREEN
8
8

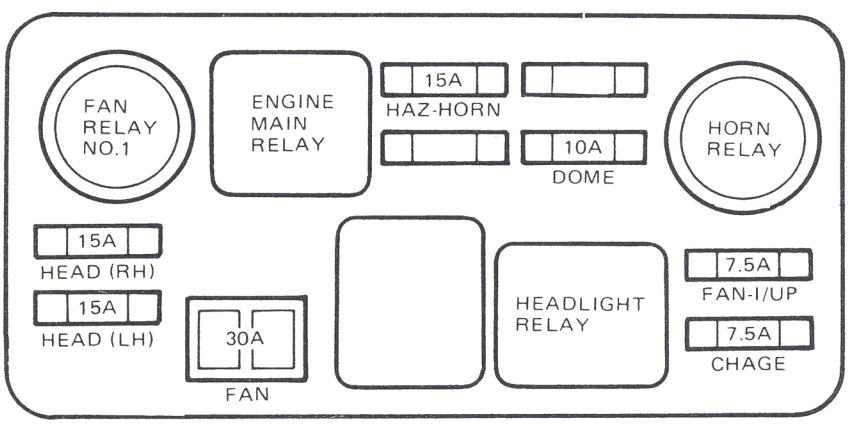

H1 YELLOW
3
3

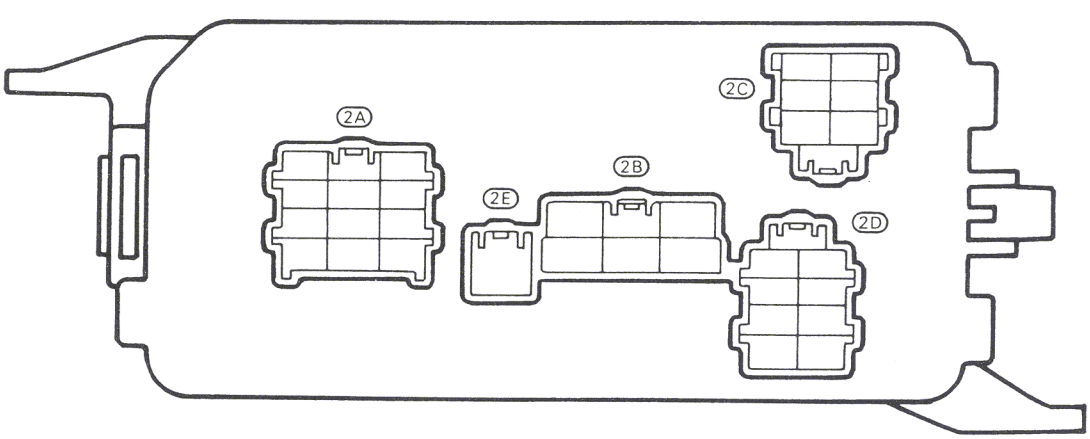

01 YELLOW
5
5


V1
2
2


J/B No.2
R/B No.5

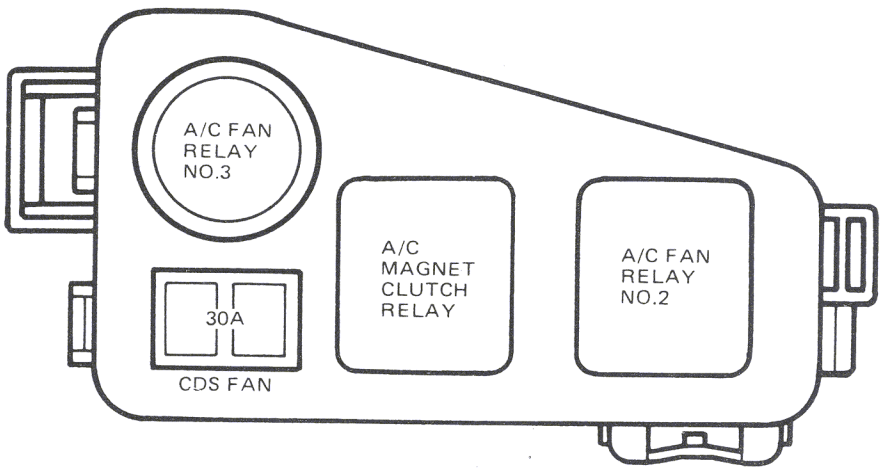
[J/B NO.2]

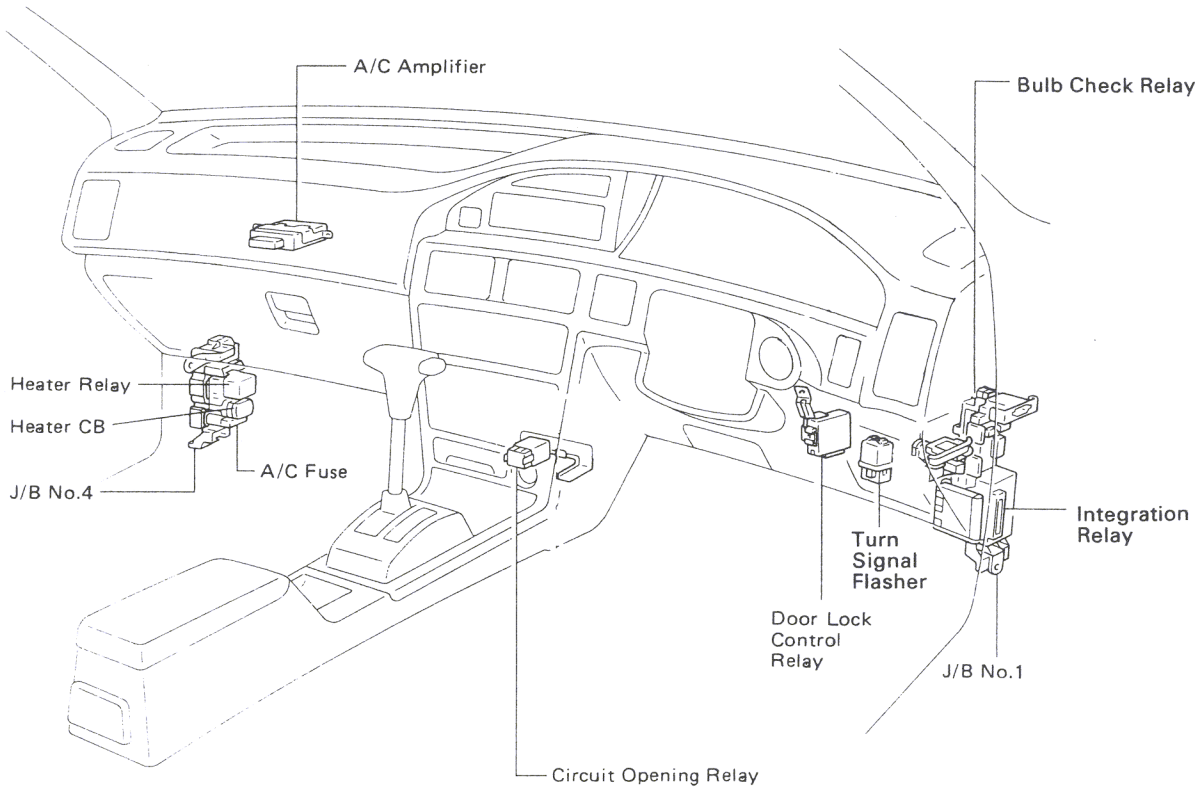

FAN RELAY NO.1
ENGINE MAIN RELAY
15A
HAZ-HORN
10A
DOME
HORN RELAY
15A
HEAD (RH)
15A
HEAD (LH)
30A
FAN
HEADLIGHT RELAY
7.5A
FAN-I/UP
7.5A
CHAGE


2A
2B
2C
2D
2E

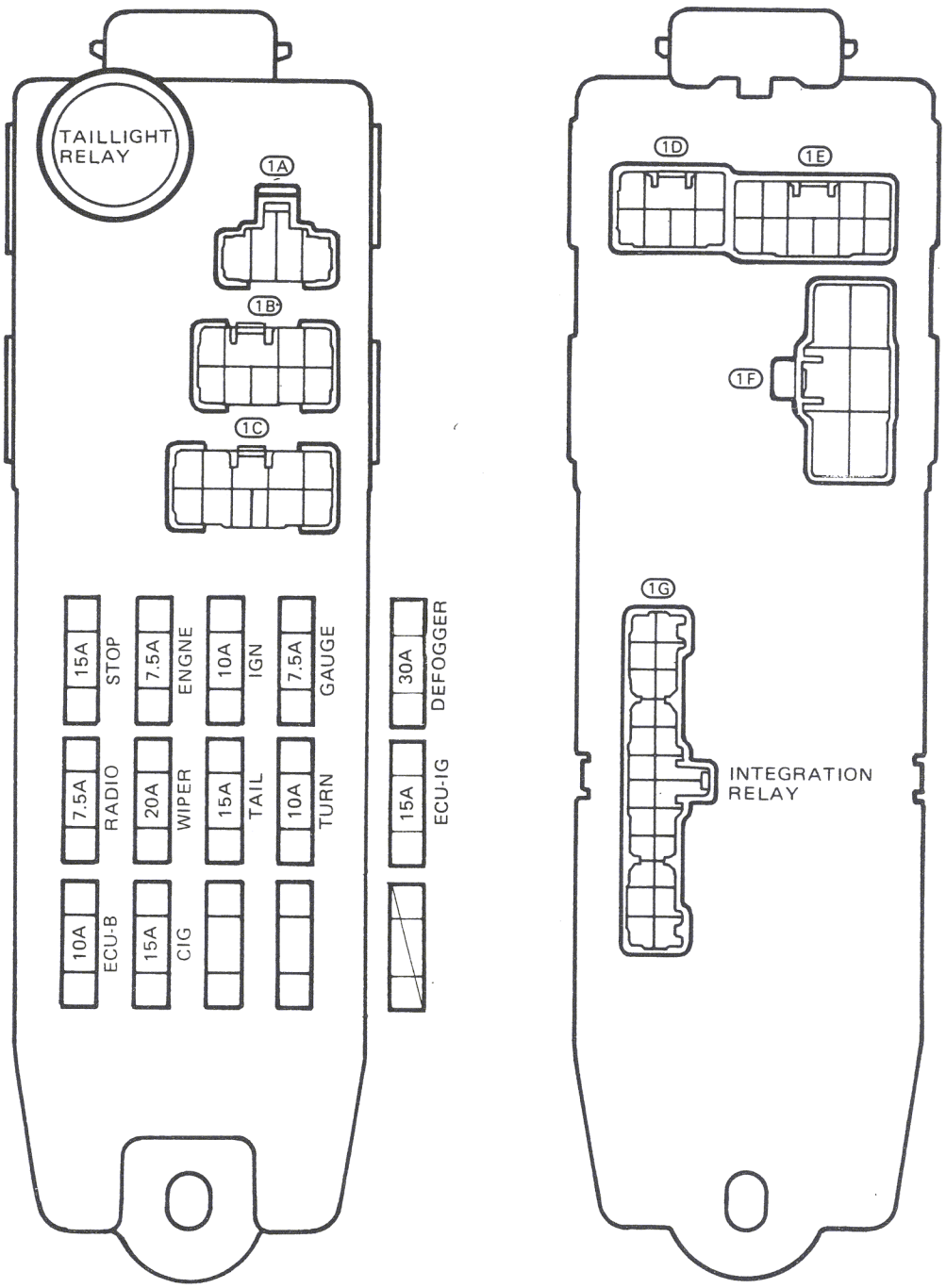
[R/B NO.5]

W/ Air Conditioning



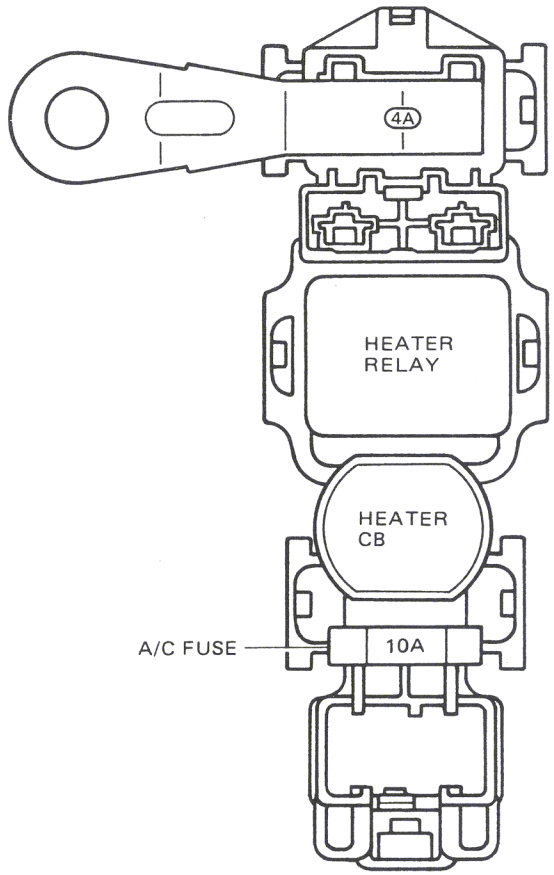

A/C Amplifier
Bulb Check Relay
Heater Relay
Heater CB
J/B No.4
A/C Fuse
Integration Relay
Turn Signal Flasher
Door Lock Control Relay
J/B No.1
Circuit Opening Relay

[J/B No.1]


TAILLIGHT RELAY
1A
1B
1C
15A STOP
7.5A ENGNE
10A IGN
7.5A GAUGE
30A DEFOGGER
7.5A RADIO
20A WIPER
15A TAIL
10A TURN
15A ECU-IG
10A ECU-B
15A CIG
1D
1E
1F
1G
INTEGRATION RELAY

RELAY LOCATIONS — 5

[J/B NO.4]



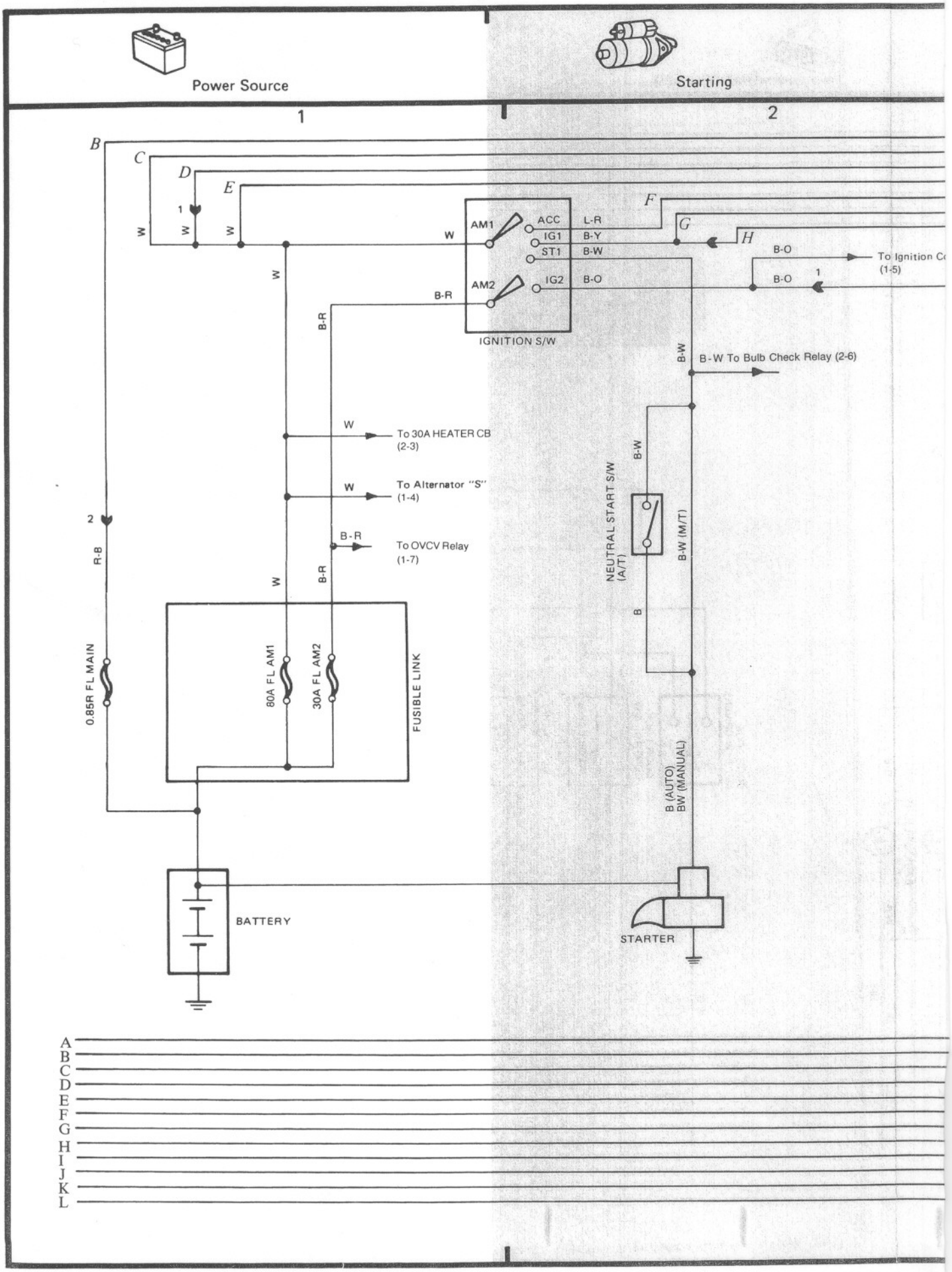
NOTES

NOTES

NOTES

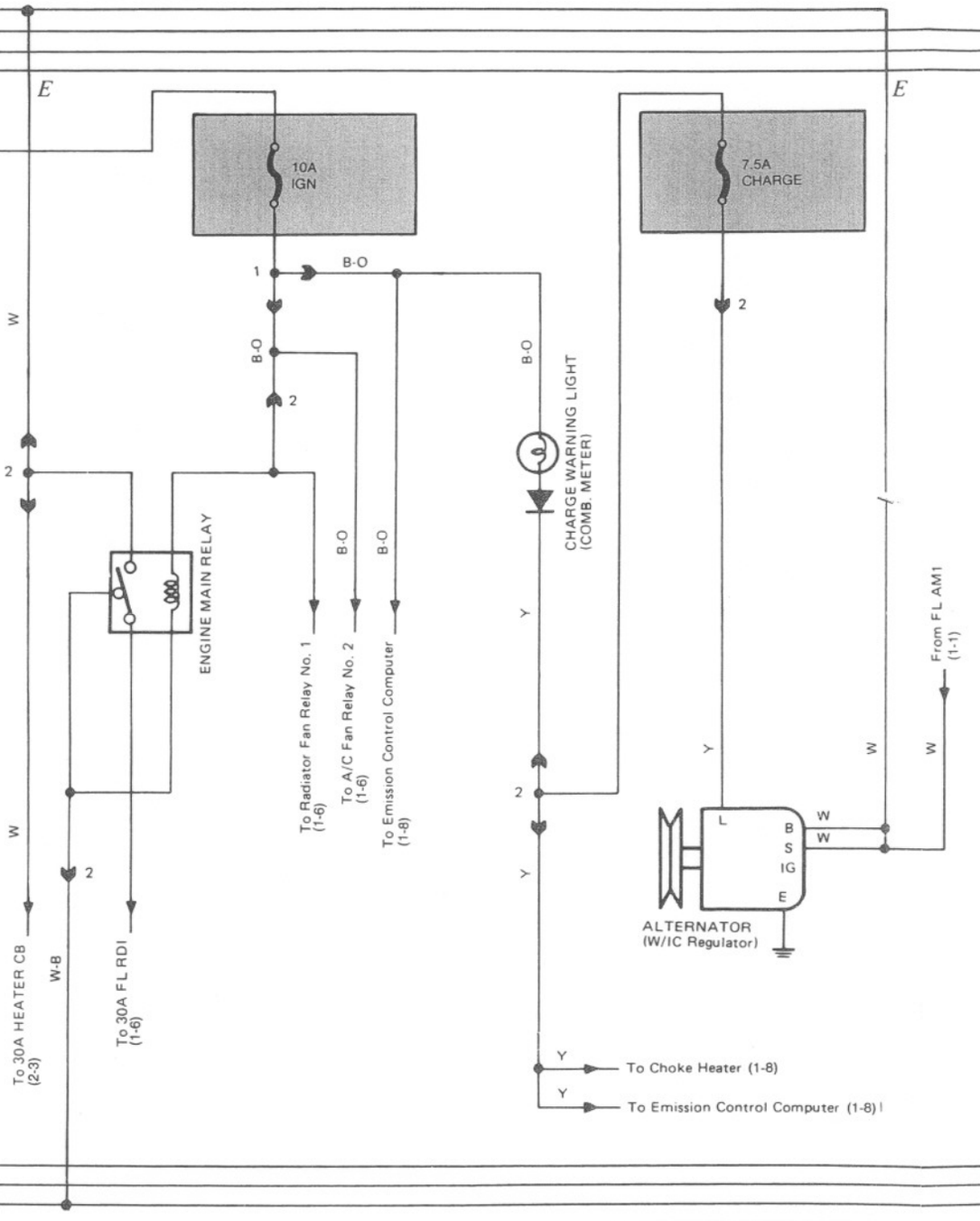
SYSTEM INDEX

ELECTRICAL WIRING DIAGRAM (SHEET 1 of 4)



Charging

3 4

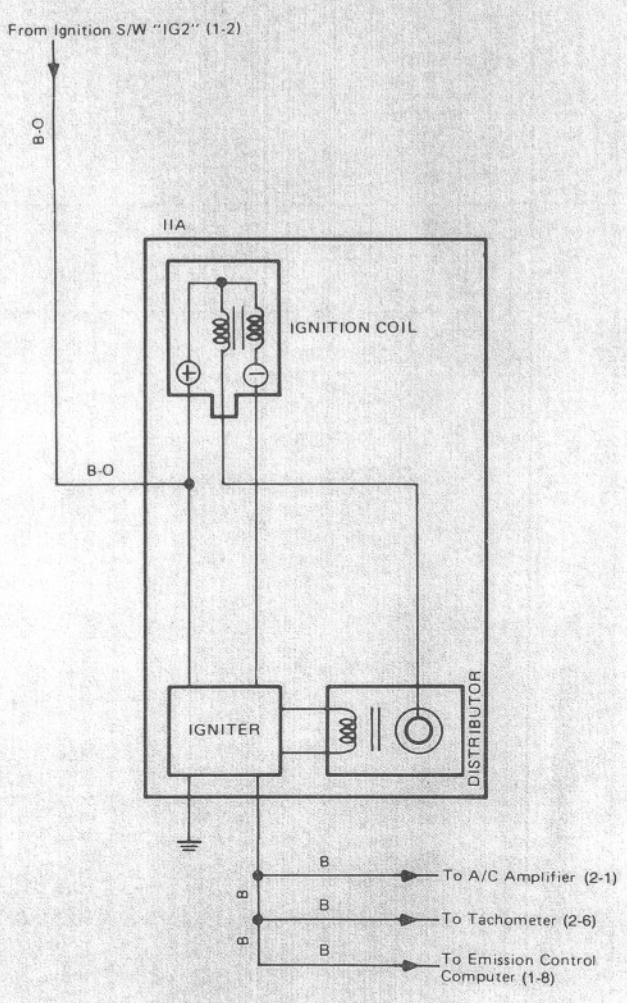


A = Located on right front fender B = Located on intake manifold C = Located on left front fender D = Located on right hand kick panel E = Located on heater control right F = Located

-F OR 4A-F ENGINE

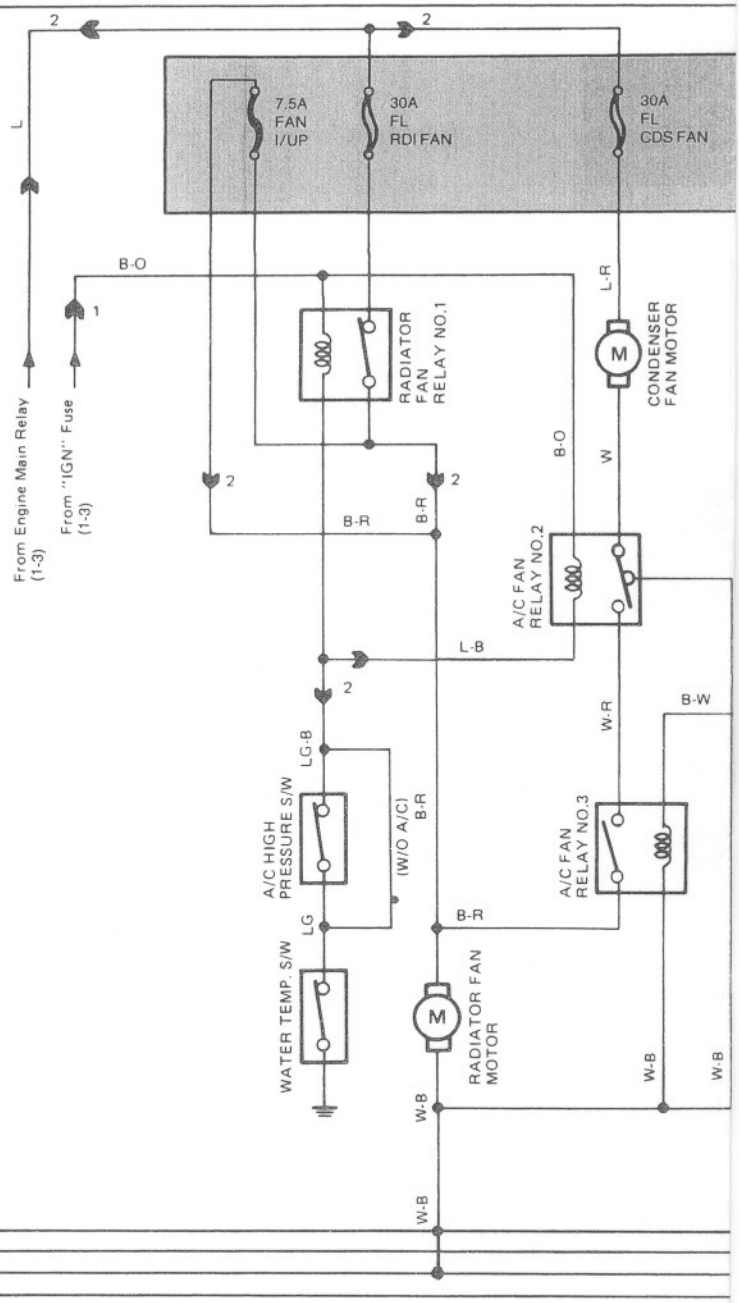
Ignition

5

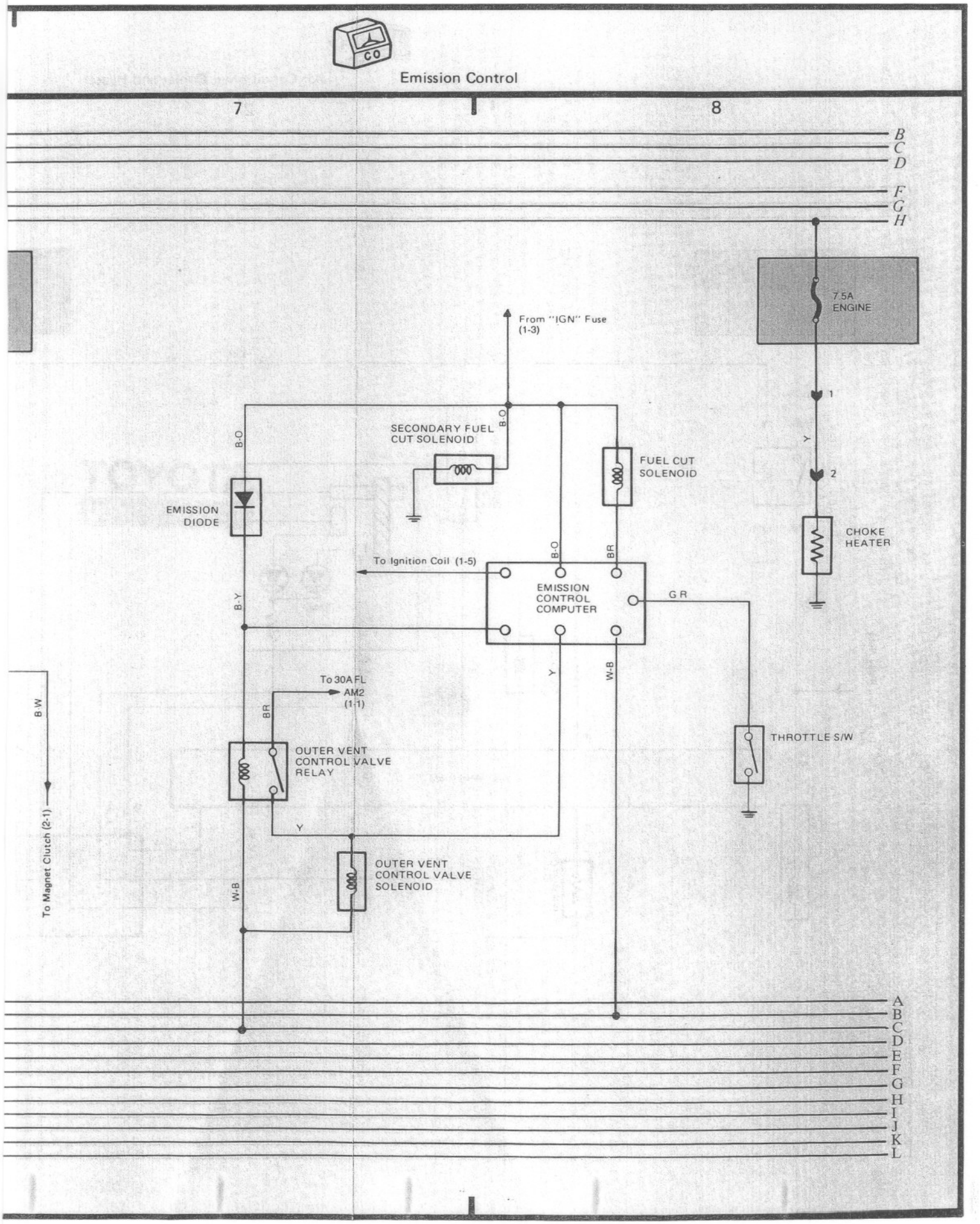


Radiator Fan and Condenser Fan

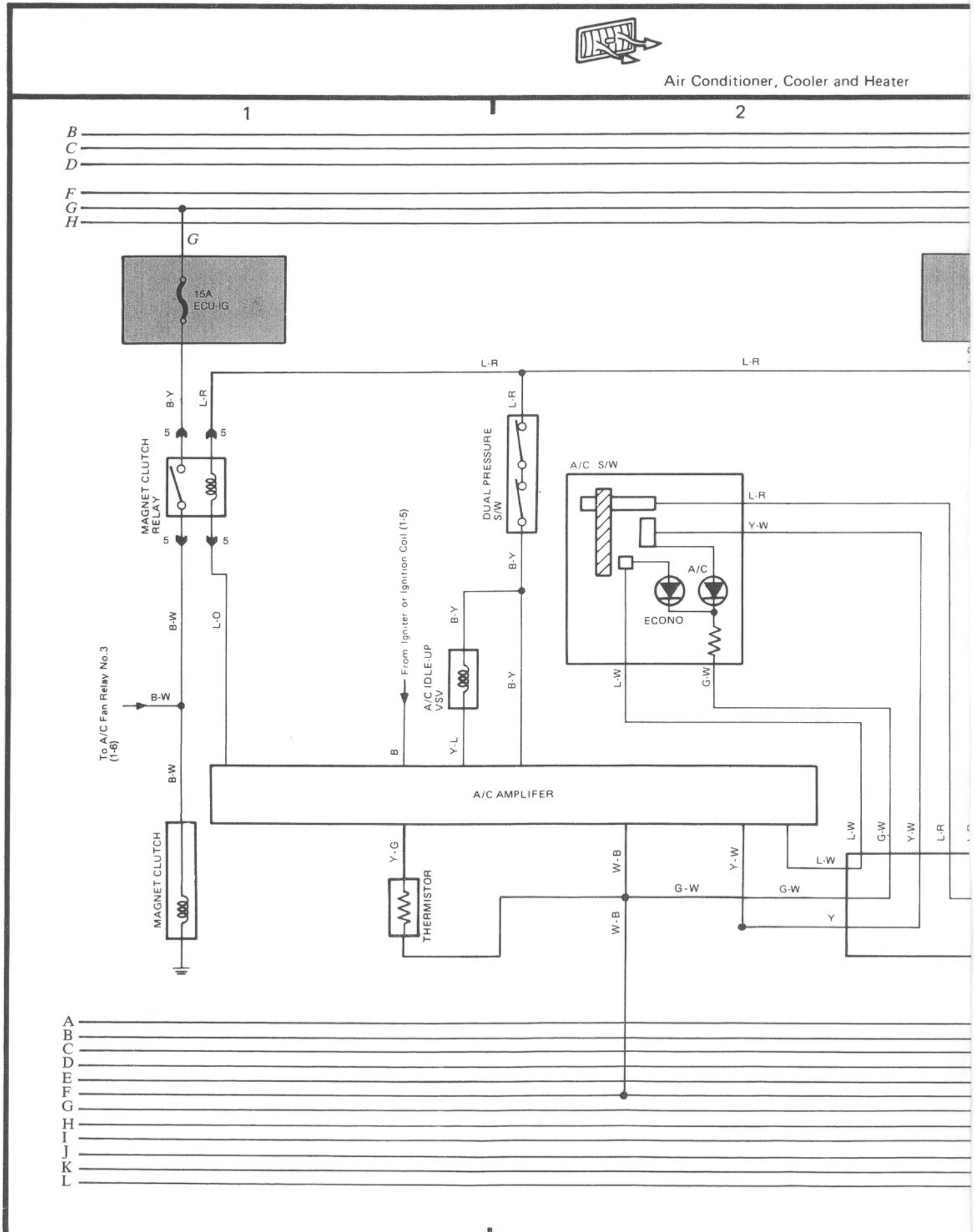
6



on heater control left G = Located on left hand kick panel H = Located under right rear pillar I = Located on left rear pillar J = N/A K = Located on back panel centre L = Located back door left

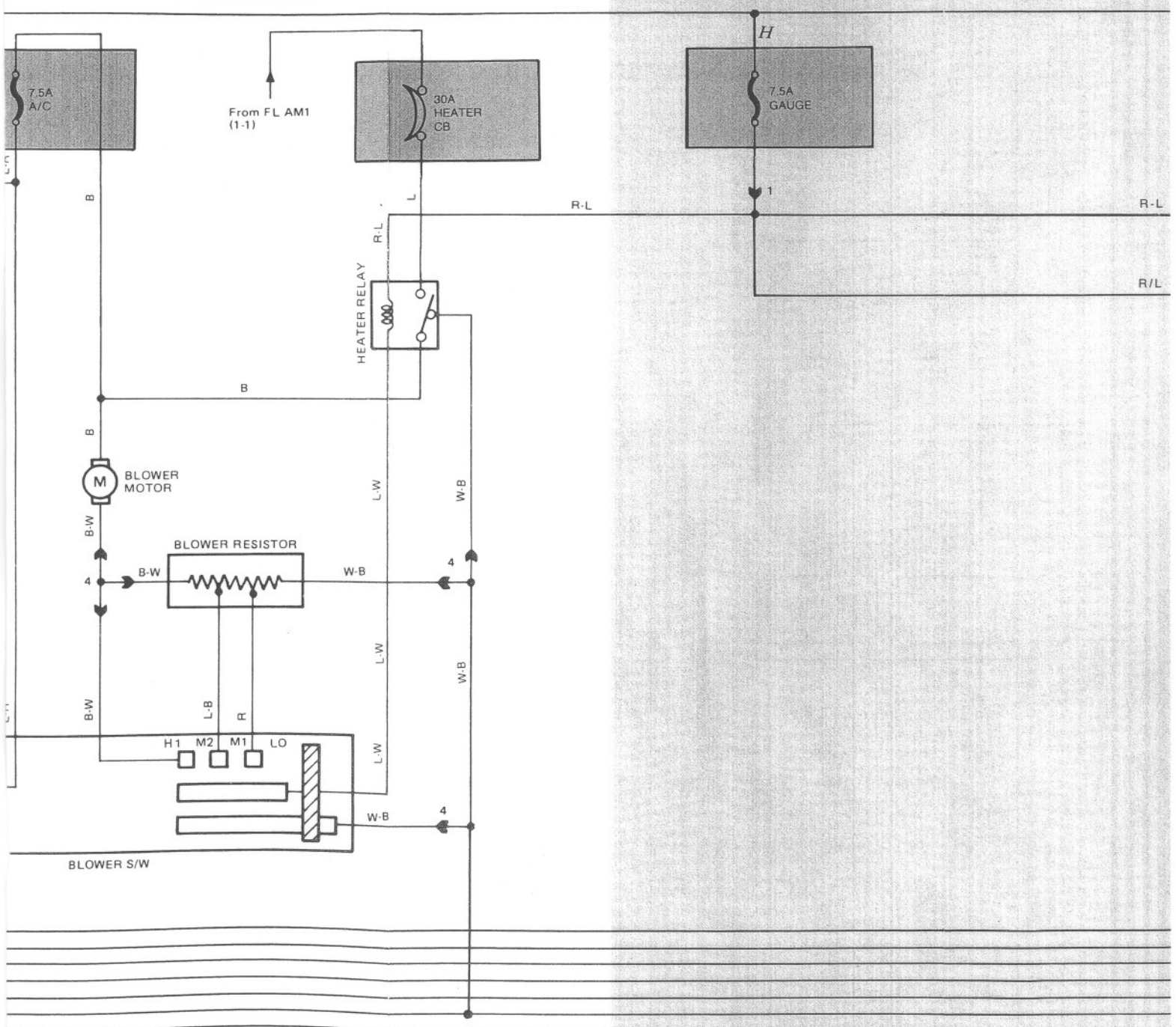

7
8
B
C
D
F
G
H
7.5A
ENGINE
From "IGN" Fuse
(1-3)
1
2
Y
B-O
SECONDARY FUEL
CUT SOLENOID
FUEL CUT
SOLENOID
EMISSION
DIODE
CHOKE
HEATER
To Ignition Coil (1-5)
B-O
BR
EMISSION
CONTROL
COMPUTER
G R
B-Y
Y
W-B
To 30A FL
AM2
(1-1)
BR
THROTTLE S/W
OUTER VENT
CONTROL VALVE
RELAY
B-W
To Magnet Clutch (2-1)
Y
OUTER VENT
CONTROL VALVE
SOLENOID
W-B
A
B
C
D
E
F
G
H
I
J
K
L

ELECTRICAL WIRING DIAGRAM (Sheet 2)



COROLLA WITH 6A-I

3 4

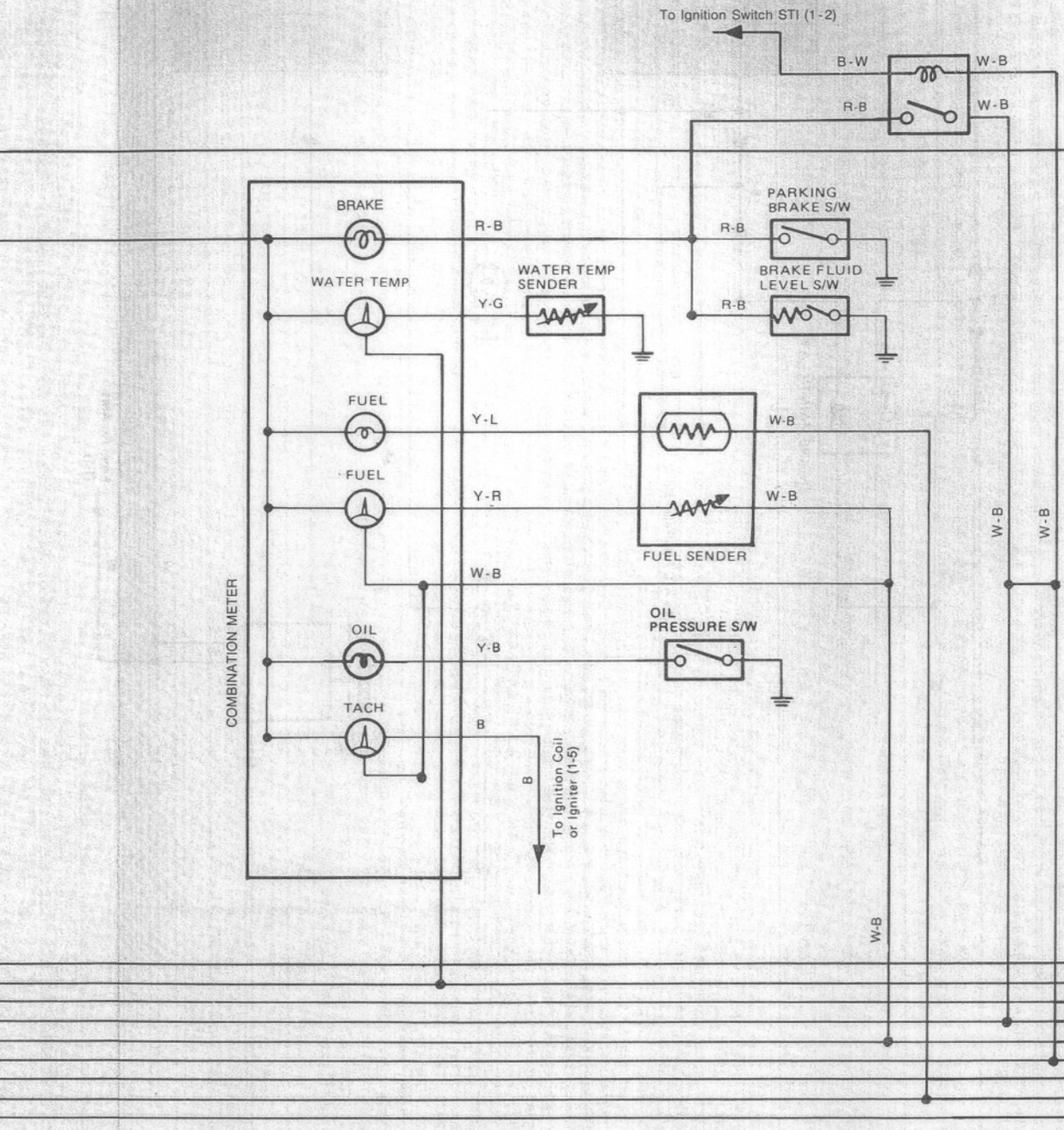


A = Located on right front fender B = Located on intake manifold C = Located on left front fender D = Located on right hand kick panel E = Located on heater control right F = Located on heater c

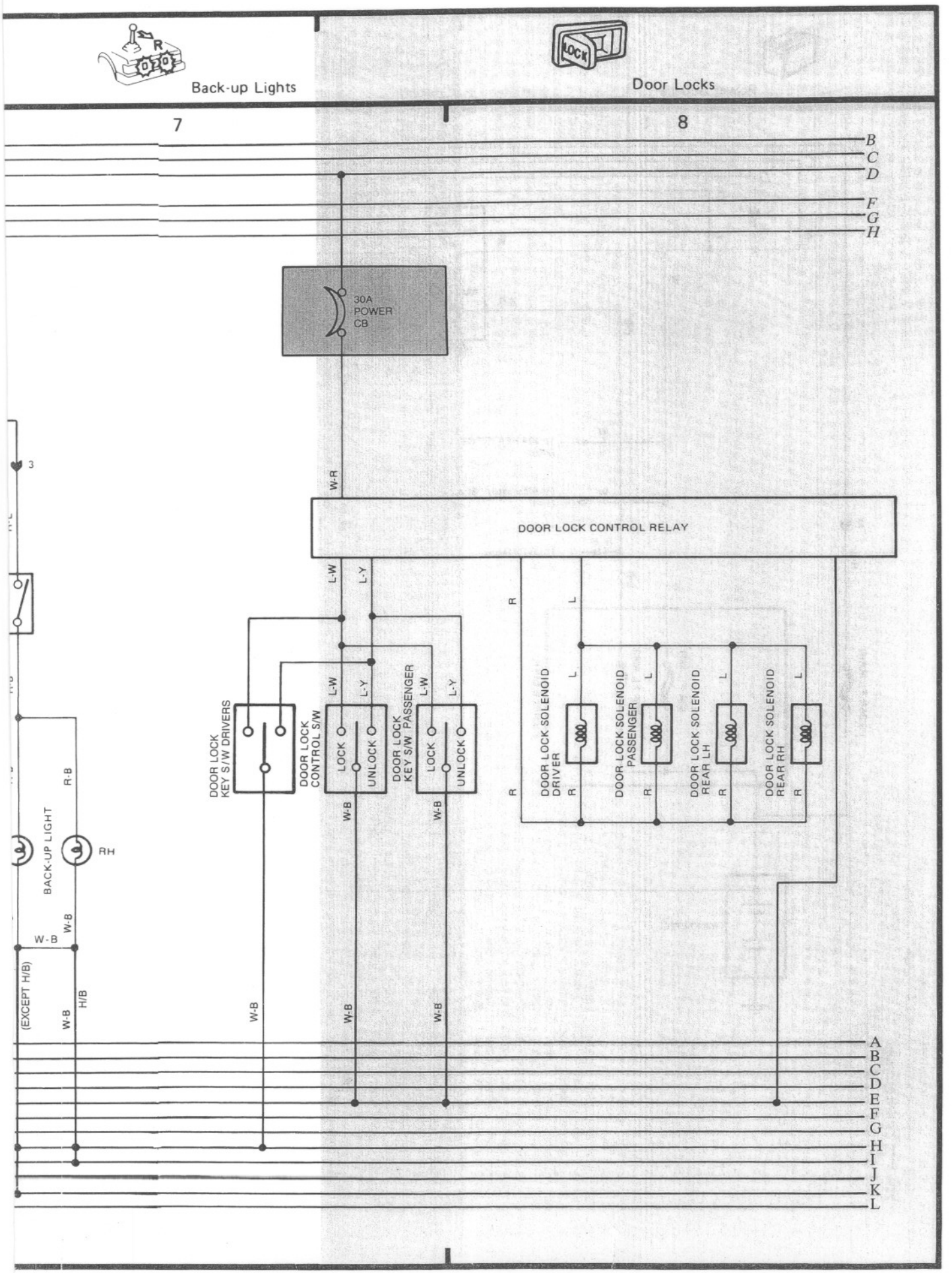
OR 4A-F ENGINE

Combination Meter

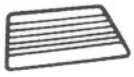
5 6



eft G = Located on left hand kick panel H = Located under right rear pillar I = Located on left rear pillar J = N/A K = Located on back panel centre L = Located back door left


Back-up Lights
Door Locks
7
8
B
C
D
F
G
H
30A
POWER
CB
3
W-R
DOOR LOCK CONTROL RELAY
L-W
L-Y
R
L
DOOR LOCK
KEY S/W DRIVERS
DOOR LOCK
CONTROL S/W
LOCK
UNLOCK
DOOR LOCK
KEY S/W PASSENGER
DOOR LOCK SOLENOID
DRIVER
DOOR LOCK SOLENOID
PASSENGER
DOOR LOCK SOLENOID
REAR LH
DOOR LOCK SOLENOID
REAR RH
R-B
BACK-UP LIGHT
RH
W-B
(EXCEPT H/B)
H/B
A
B
C
D
E
F
G
H
I
J
K
L

ELECTRICAL WIRING DIAGRAM (Sheet 3)



Rear Window Defogger

Front Wiper and W

1

2

B
D
F
G
H

G

30A
DEF

L-R

L-R

DEFOGGER S/W

B

B

B

B

B

DEFOGGER INDICATOR LIGHT
(COMB. METER)

W-B

REAR WINDOW DEFOGGER

B

B

(EXCEPT S/D)

A
B
C
D
E
F
G
H
I
J
K
L

L

L

L

WIPER AND WASHER S/W
(COMB S/W)

	+B	+2	+1	+S	IN1	IN2	B1	WE	W
OFF									
INT									
LOW									
HIGH									
WASHER									

WIPER
RELAY

(INT)

L-W

L-B

L-O

W-B

L

M

WIPER MOTOR
W-B

4

4

asher

Rear Wiper and Washer

3

4

H

20A WIPER

15A TAIL

WASHER VALVE

WASHER MOTOR

REAR WIPER AND WASHER S/W

	+S	+1	W_M	E	W_V
① WASHER					
INT					
ON					
② WASHER					

REAR WIPER RELAY

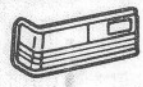
REAR WIPER MOTOR

(Ex. S/D)

(S/D)

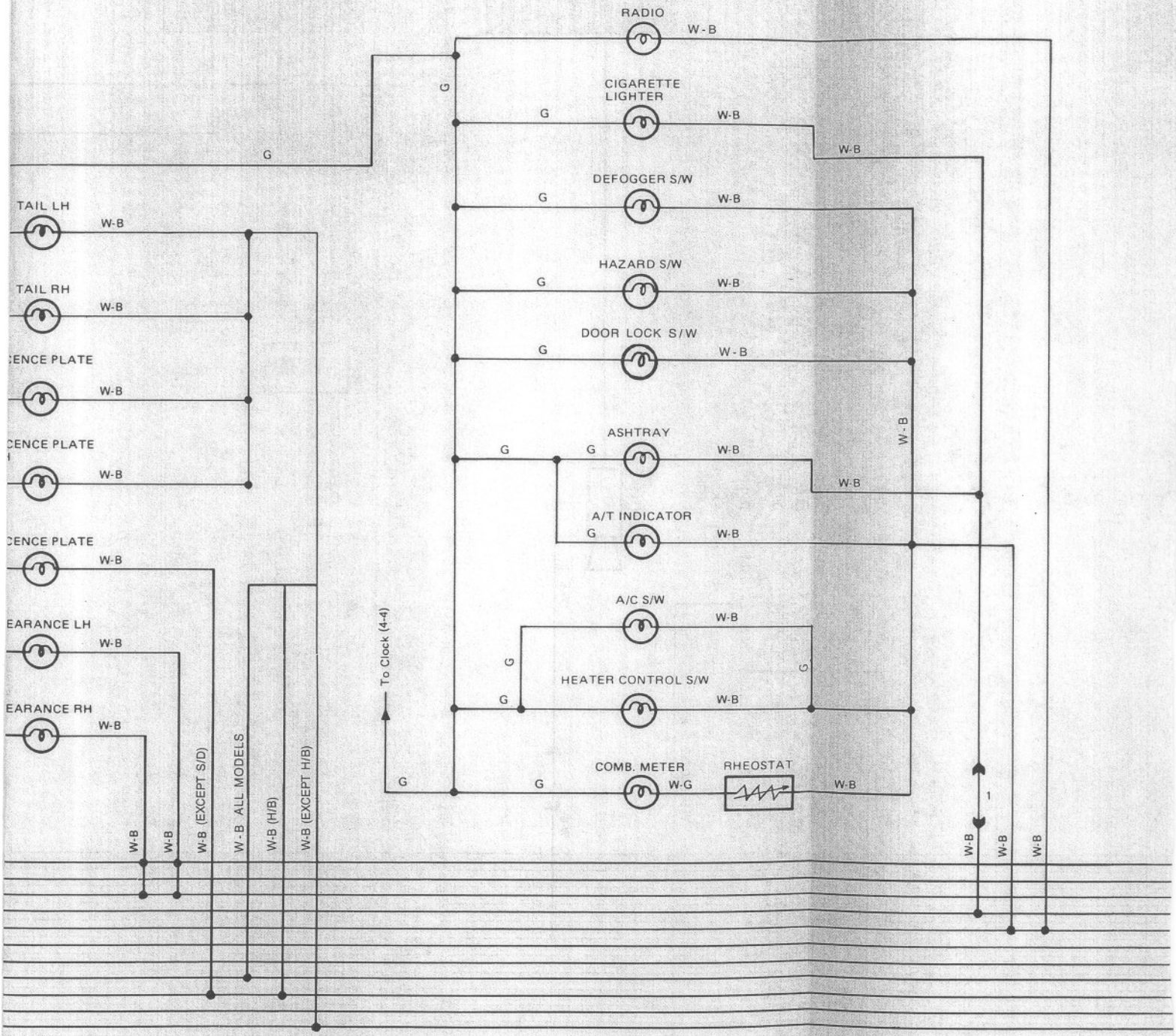
A = Located on right front fender B = Located on intake manifold C = Located on left front fender D = Located on right hand kick panel E = Located on heater control right F = Located o

A-F OR 4A-F ENGINE

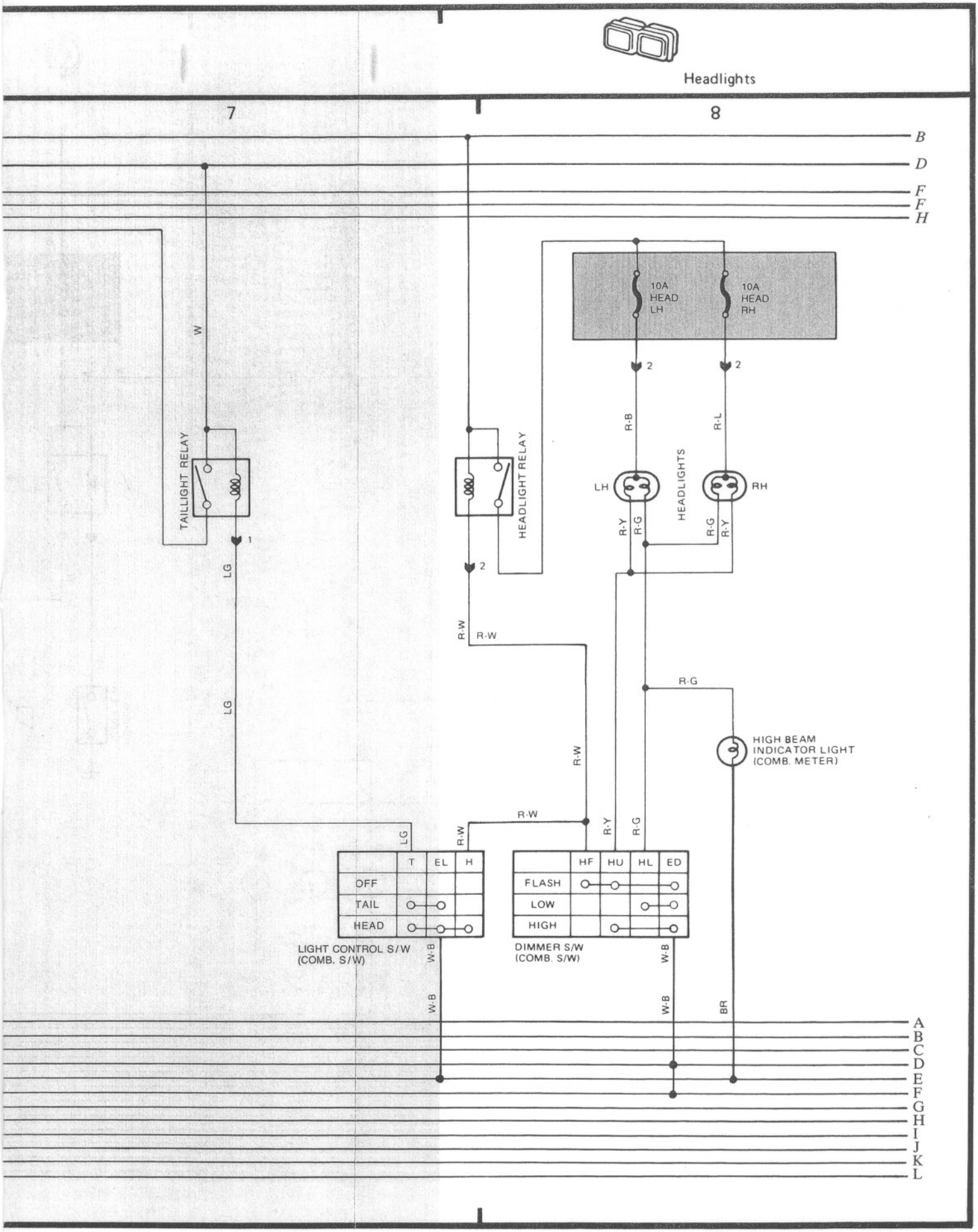


Taillights and Illumination

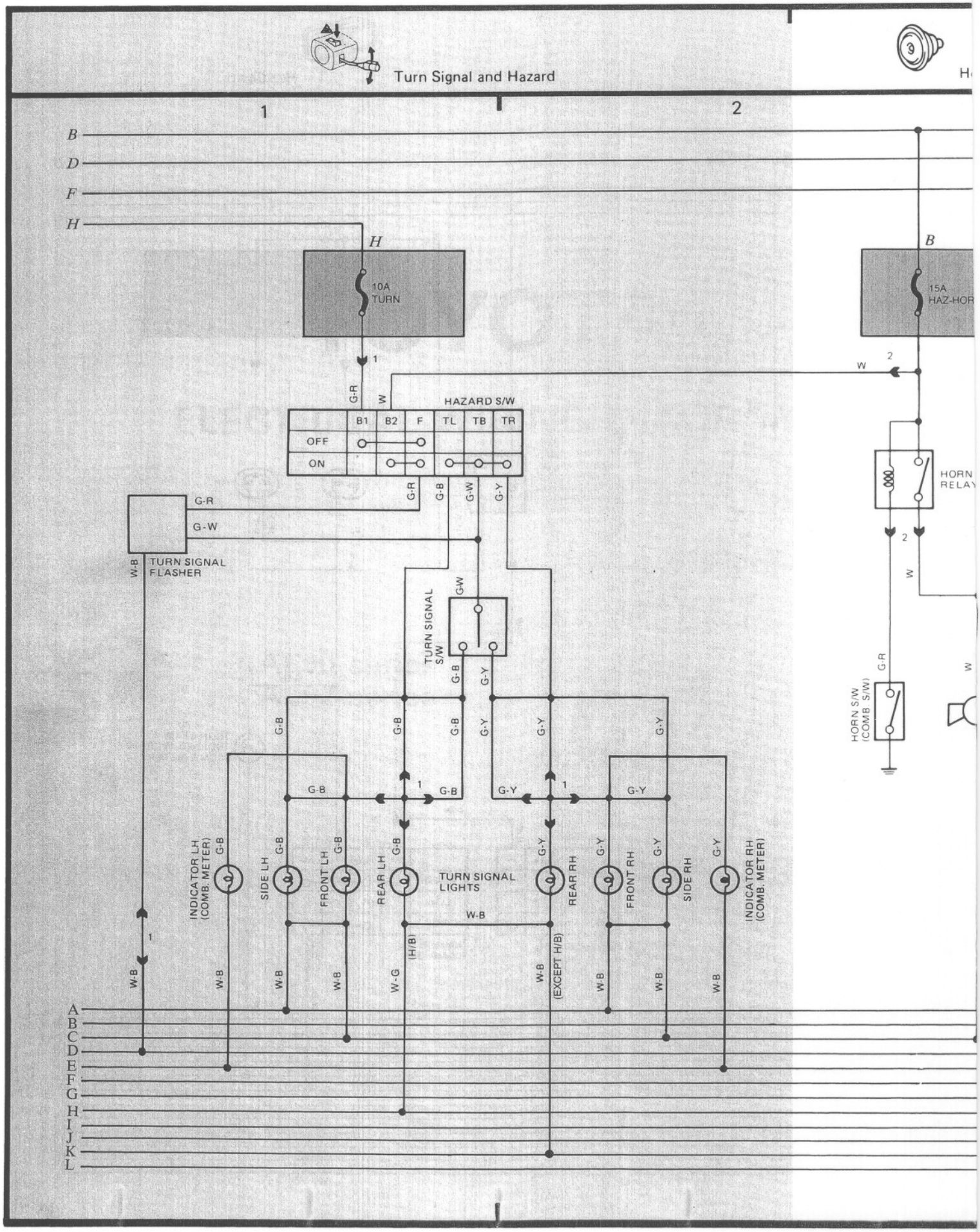
5 6

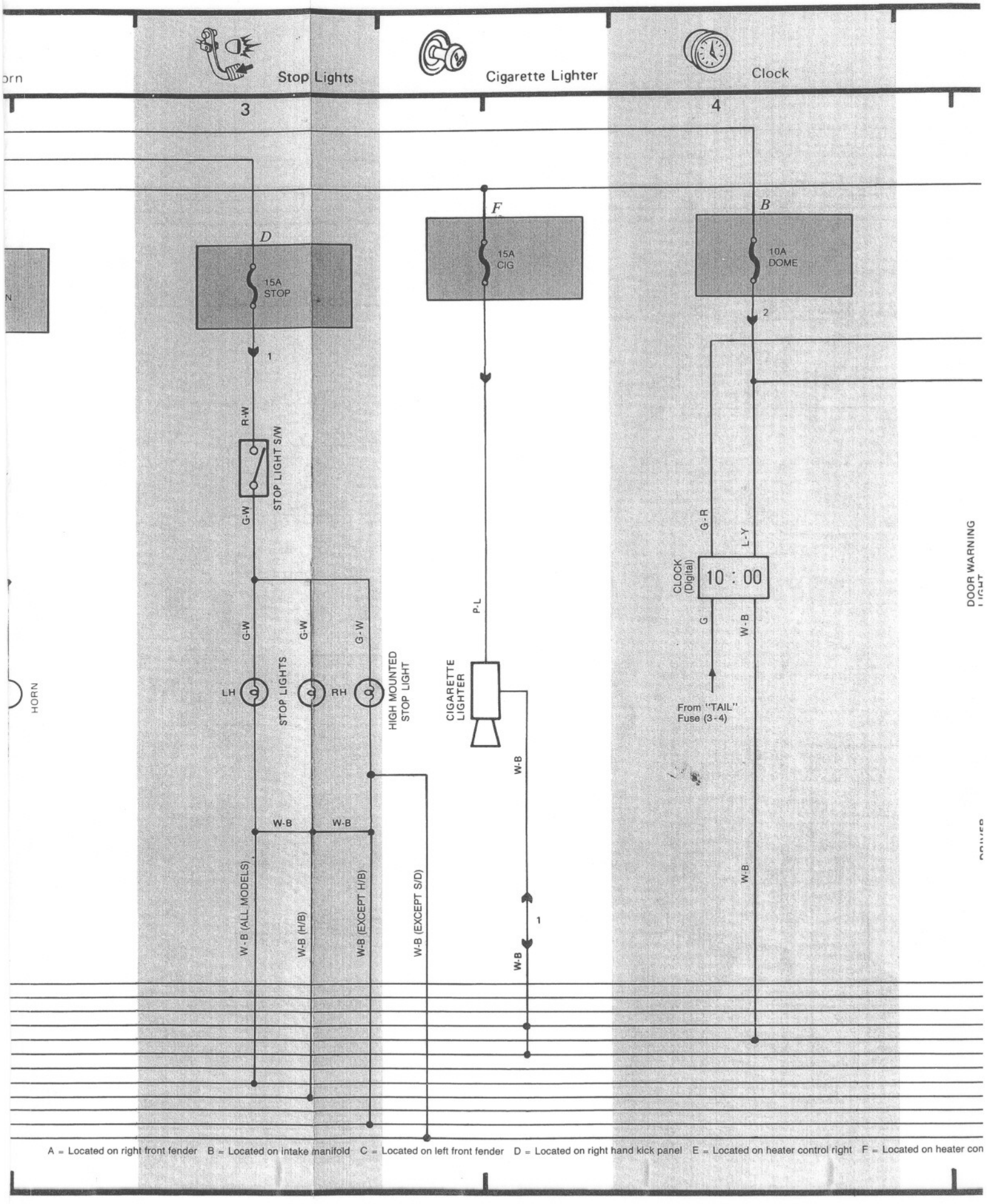


heater control left G = Located on left hand kick panel H = Located under right rear pillar I = Located on left rear pillar J = N/A K = Located on back panel centre L = Located back door left


Headlights
7
8
B
D
F
F
H
10A HEAD LH
10A HEAD RH
2
2
R-B
R-L
HEADLIGHTS
LH
RH
R-Y
R-G
R-G
R-Y
W
TAILLIGHT RELAY
HEADLIGHT RELAY
1
2
LG
LG
R-W
R-W
R-W
R-G
HIGH BEAM INDICATOR LIGHT (COMB. METER)
R-W
R-Y
R-G
LG
R-W
T
EL
H
OFF
TAIL
HEAD
LIGHT CONTROL S/W (COMB. S/W)
HF
HU
HL
ED
FLASH
LOW
HIGH
DIMMER S/W (COMB. S/W)
W-B
W-B
W-B
W-B
BR
A
B
C
D
E
F
G
H
I
J
K
L

ELECTRICAL WIRING DIAGRAM (Sheet 4)

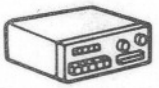



orn
Stop Lights
Cigarette Lighter
Clock
3
4
D
15A
STOP
F
15A
CIG
B
10A
DOME
1
2
R-W
STOP LIGHT S/W
G-W
G-W
G-W
G-W
LH
RH
STOP LIGHTS
HIGH MOUNTED
STOP LIGHT
P-L
CIGARETTE
LIGHTER
G-R
L-Y
CLOCK
(Digital)
10 : 00
G
W-B
From "TAIL"
Fuse (3-4)
W-B
W-B
W-B (ALL MODELS)
W-B (H/B)
W-B (EXCEPT H/B)
W-B (EXCEPT S/D)
W-B
W-B
1
HORN
DOOR WARNING
LIGHT
A = Located on right front fender B = Located on intake manifold C = Located on left front fender D = Located on right hand kick panel E = Located on heater control right F = Located on heater con

OR 4A-F ENGINE

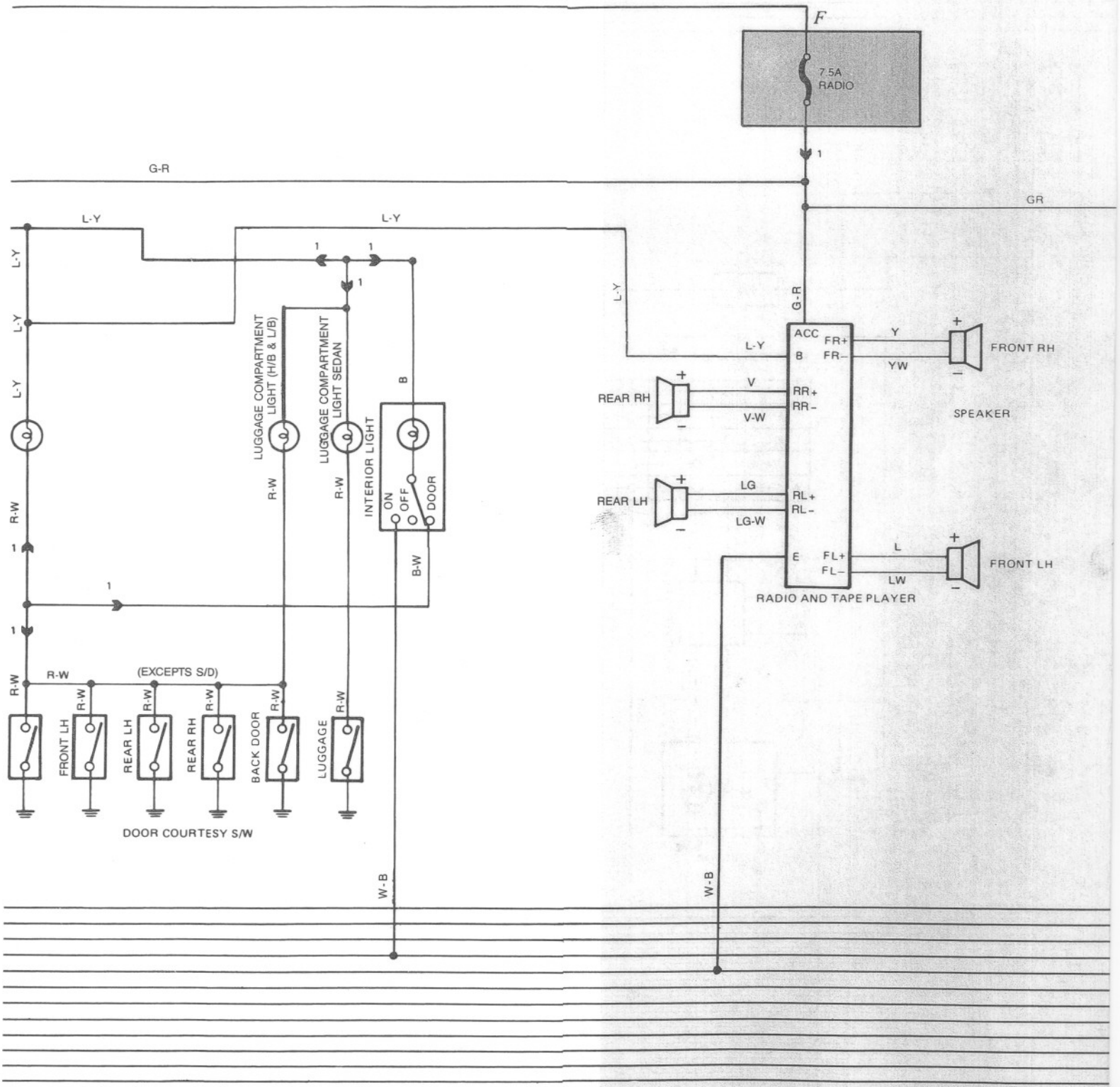
Interior Lights

5



Radio and Tape Player

6



rol left G = Located on left hand kick panel H = Located under right rear pillar I = Located on left rear pillar J = N/A K = Located on back panel centre L = Located back door left