

TOYOTA

ELECTRICAL WIRING DIAGRAM

CELICA *Supra*

1985 MODEL

1985 TOYOTA CELICA SUPRA ELECTRICAL WIRING DIAGRAM

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A INTRODUCTION

This manual is composed of the following 5 elements.

Power Source	System Circuit	Ground Points	Relay Location & Wiring Routing	Over all Wiring Diagram
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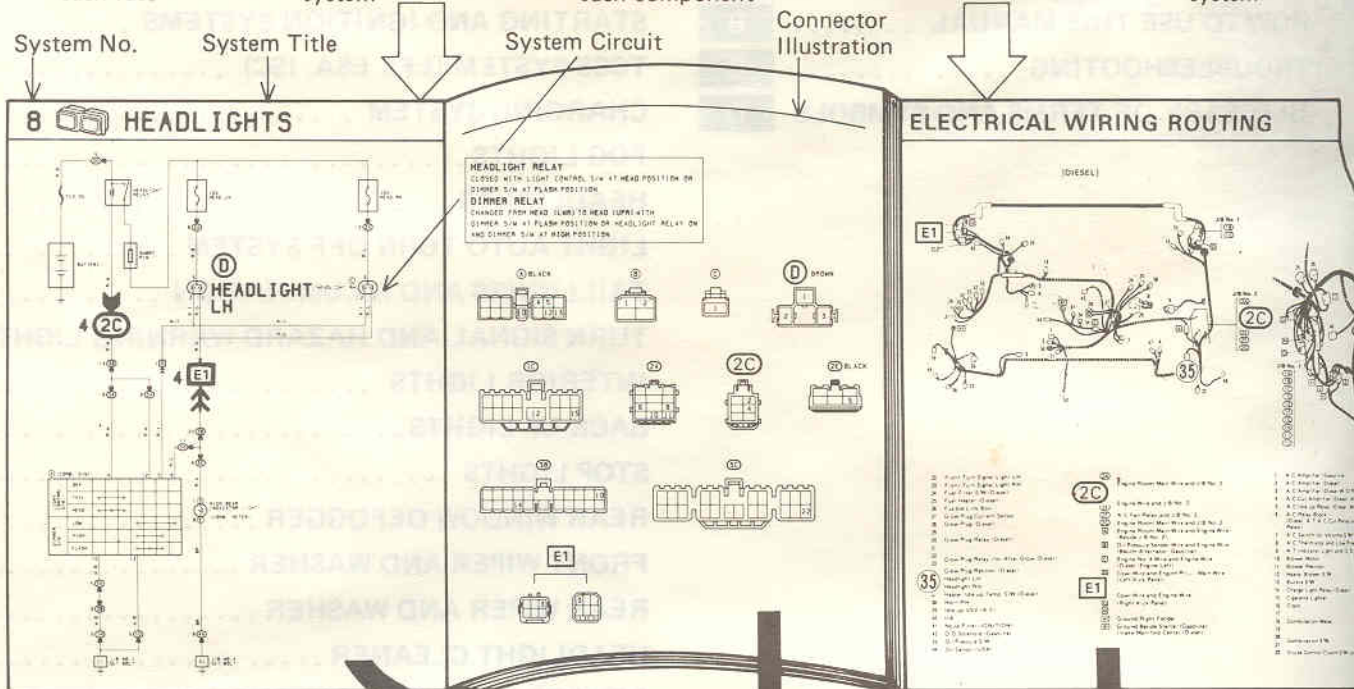
Circuit from battery to each fuse

Each circuit classified by system

Relation between ground points of each component

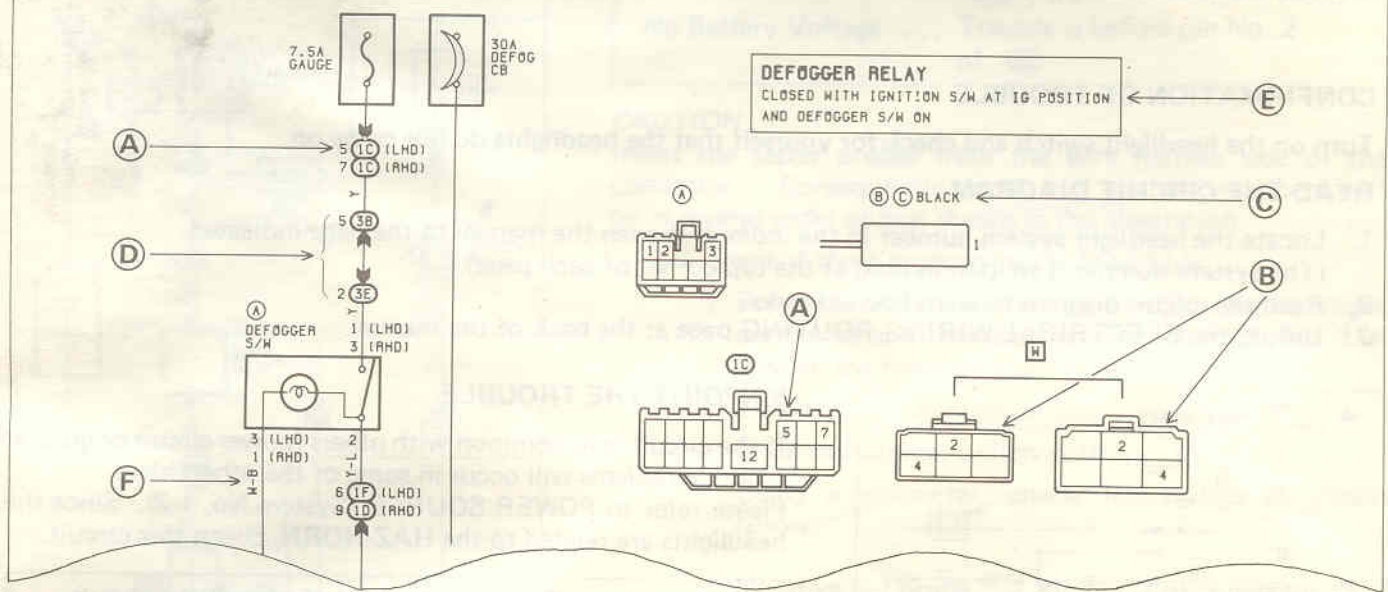
Relay & Connector location

Shows relation between each system



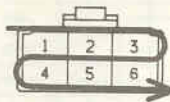
Components	Circuit	Connector	Location
			35 Headlight LH Wiring routing components listed in alphabetical order
 Junction Block No. 2 Note: The number indicates the number of the junction block.			2C Engine Room Main Wire & Junction Block No. 2
 Wire to Wire Connector			E1 Engine Room Main Wire & Cowl Wire

14 REAR WINDOW DEFOGGER



A Pin Number

Numbered in order from upper left to lower right



Female

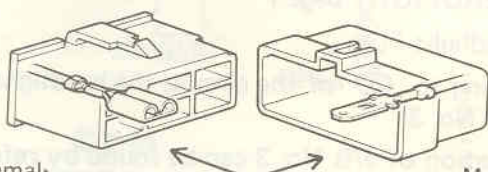
Numbered in order from upper right to lower left



Male

B 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

C Connector Color

Connectors not indicated are milky white in color.

D Indicates circuit in Junction Block No. 3.

Example:



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

E Troubleshooting Hints & Components Operation

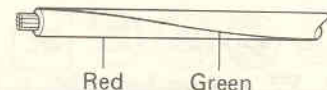
F Wire Color

Wire colors are indicated by an alphabetical code.

B = Black	L = Light 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	J/B = Junction Block	S/W = Switch
A/T = Automatic Transmission	LH = Left-hand	TCCS = Toyota Computer Controlled System
CB = Circuit Breaker	M/T = Manual Transmission	VSV = Vacuum Switching Valve
ECU = Electronic Controlled Unit	O/D = Overdrive	W/ = With
FL = Fusible Link	RH = Right-hand	W/O = Without

B HOW TO USE THIS MANUAL

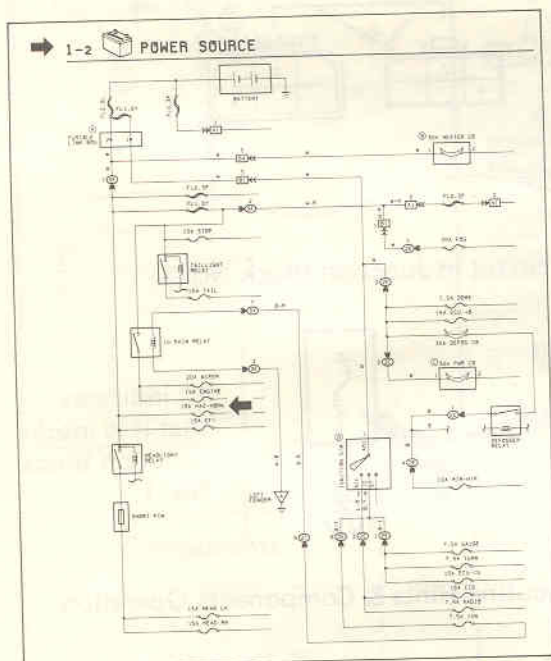
To better understand how to use this manual, let's assume that the headlights will not light, and go through an actual troubleshooting procedure.

CONFIRMATION OF TROUBLE

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

READ THE CIRCUIT DIAGRAM

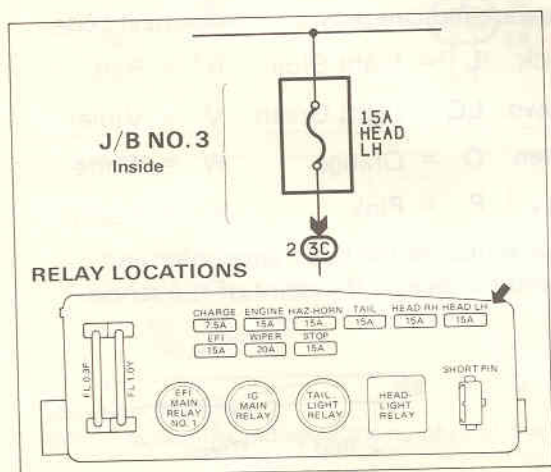
1. Locate the headlight system number in the index and open the manual to the page indicated. (The system number is written in bold at the top corner of each page).
2. Read the circuit diagram to learn how it works.
3. Unfold the ELECTRICAL WIRING ROUTING page at the back of the manual.



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.)

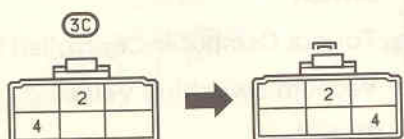
(a) Check Headlight Fuse

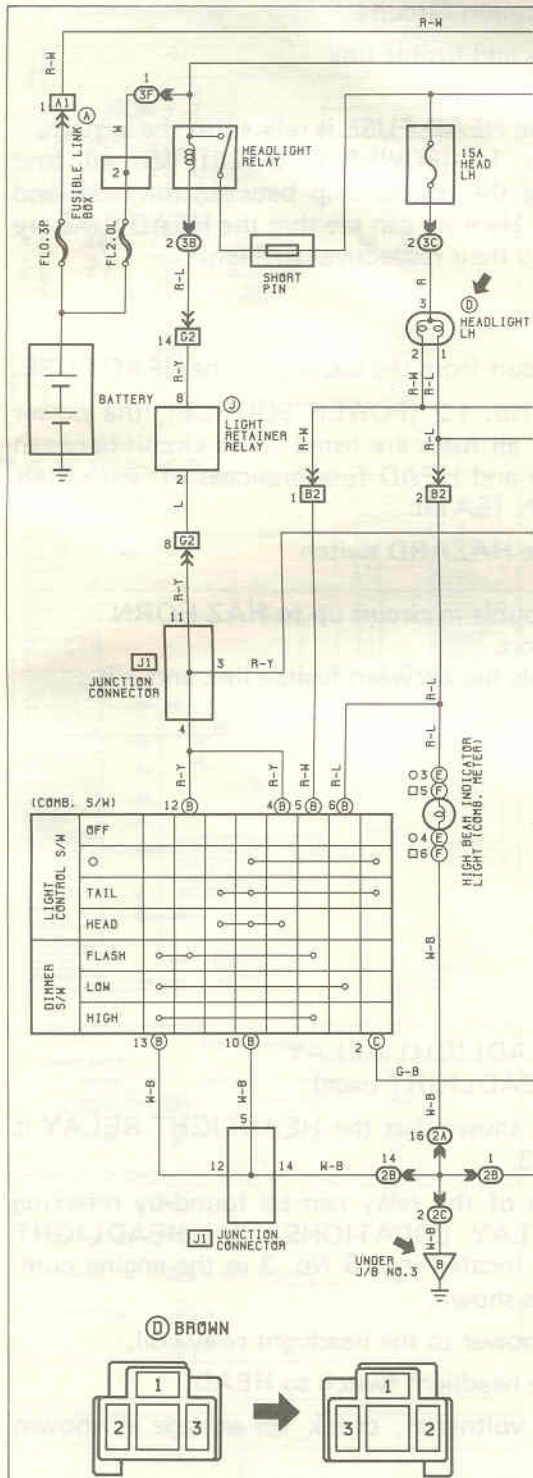
- ① According to (3C) of the circuit, the headlight fuse is in J/B No. 3.
- ② The location of J/B No. 3 can be found by referring to the RELAY LOCATIONS page just before the ELECTRICAL WIRING ROUTING page.
- ③ Check if either fuse is blown.

(b) Check if there is power to pin No. 2 of (3C) .

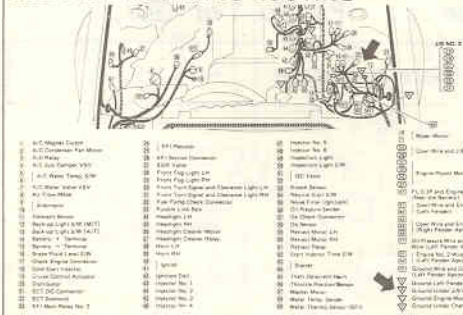
- ① Turn the light control switch to HEAD.
- ② Using a voltmeter, check for voltage as shown below.

Negative (−) Probe Good ground point or negative battery terminal.
Positive (+) Probe Pin No. 2 of (3C) .





ELECTRICAL WIRING ROUTING



Battery Voltage Trouble is past pin No. 2 of ③C .

No Battery Voltage Trouble is before pin No. 2 of ③C .

CAUTION:

Insert the tester probes from the wire harness 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 ① is the headlight connector and that there is power from pin No. 3 to 2 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. 2 of connector ① .

Positive (+) probe . . . Pin No. 3 of connector ① .

Voltage Trouble is in the headlight.

No Voltage Probable defective ground past pin No.2 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. 2 of ①

No Voltage Trouble is before pin No. 3 of ①

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.

(e) Check ground point

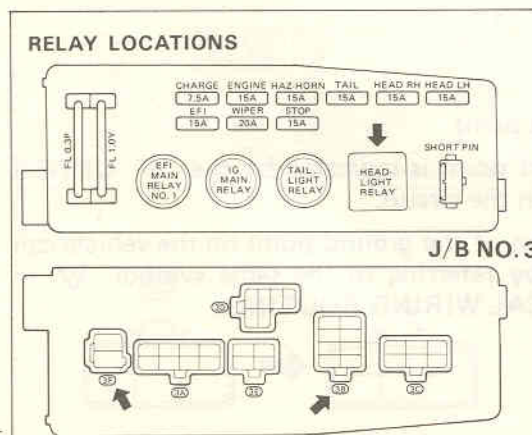
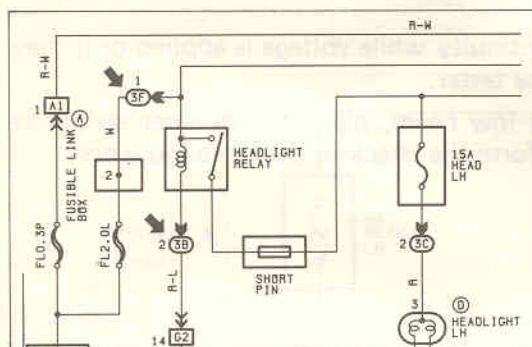
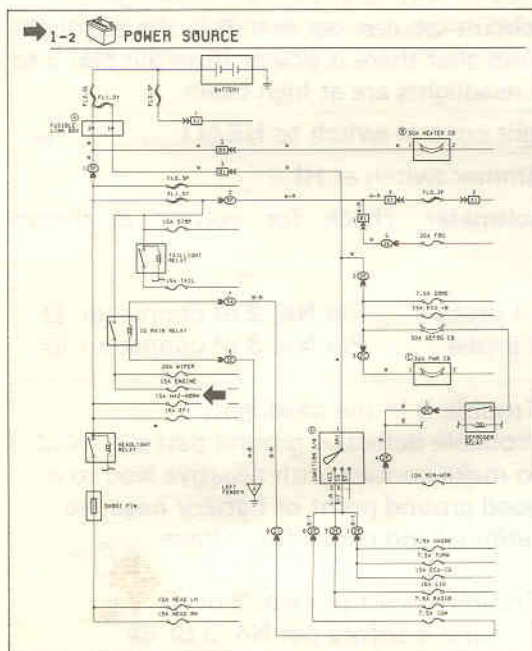
- 1 The ground point is indicated by the ▽ UNDER J/B No. 3 in the circuit.
- 2 The location of the ground point on the vehicle can be found by referring to the same symbol ▽ in ELECTRICAL WIRING ROUTING.

B HOW TO USE THIS MANUAL

➔ 1-1 POWER SOURCE (Power-Load Reference)

J/B No. 3 (Engine Room)

Power	Load	System No.
15A HEAD LH	Headlight LH	6
15A HEAD RH	Headlight RH	6
15A EFI	Fuel Pump, TCCE ECU, EGR VSV, ISC Valve	22
15A	Tray Computer	6
15A	Remote Control Relay	22
15A HAZ-HORN	Turn Signal Flasher, Turn Signal Light, Turn Signal Indicator Light	24
15A	Turn Signal Horn	24
15A	Horn, Radio and Tape Player, Power Amplifier	26
15A	TCCE ECU	22
15A	Stop Light	23
15A	Cruise Control Computer	27
15A	ECU ECU	27
15A	Tail Light, Rear Side Marker Light, License Plate Light, Combs Mirror Light, Front Side Marker Light, Clearance Light, Inspection Light, Handy Map Light, Clock	8



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), the 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. 3.

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

1 The circuit shows that the HEADLIGHT RELAY is in J/B No. 3.

2 Installation of the relay can be found by referring to the RELAY LOCATIONS. The HEADLIGHT RELAY is located in J/B No. 3 in the engine compartment as shown.

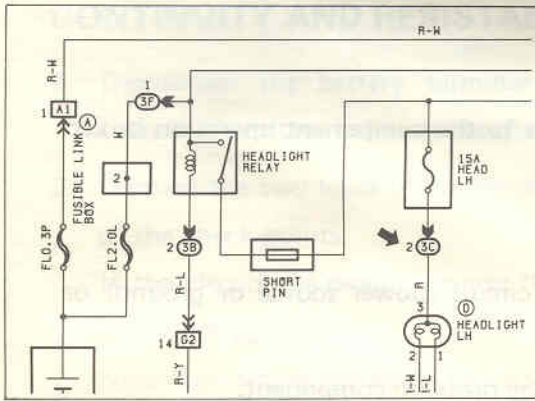
3 Check for power to the headlight relay coil.

① Turn the headlight switch to HEAD.

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

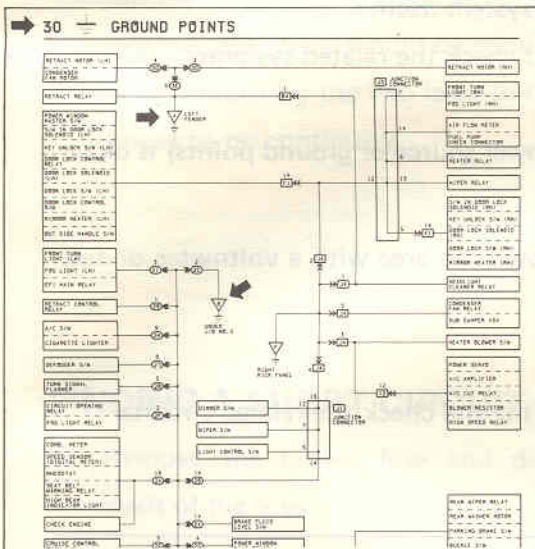
{ Negative (—) Probe Pin No. 2 of ③B .
Positive (+) Probe Pin No. 1 of ③F .

Confirm that there is voltage



- 4 Next, check if the headlight relay points are closed and there is power to the pin No. 2 of 30. See step 1-(b)

If no voltage, trouble lies in the headlight relay.



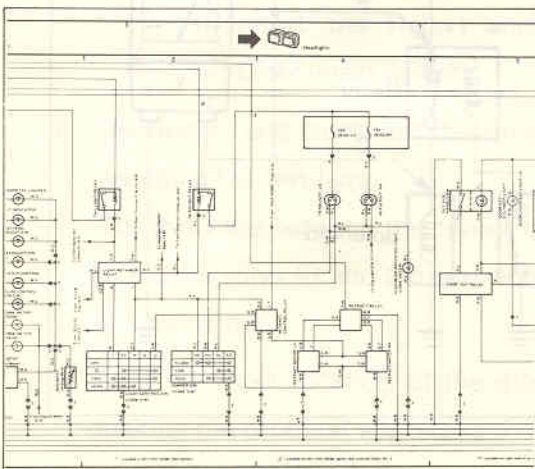
- (e) Check which systems (components) have the same ground point.

The ground points are listed in system No. 30 (GROUND POINTS). As shown, GROUND POINT ∇ is used for other components besides the HEADLIGHT SYSTEM, and it also connected to GROUND POINT ∇ .

SYSTEM INDEX			
CELICA SUPRA		1985 Model (Page 1 to Page 5)	
SYSTEMS	LOCATION	SYSTEMS	LOCATION
Air Conditioner, Cooler and Heater	2-3	Power Source	1-1
Auto Antenna	5-1	Power Windows	3-1
Brake Lights	2-1	Trip Computer	4-1
Front Wiper and Washer	3-6	Tune Signal and Hazard	3-5
Headlights	4-4	Unlocks and Seat Belt Warning	6-7
Headlight Cleaner	3-8		
Horn	3-6		

- (f) Check how 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 4 of 5, grid 3 and 4).



- 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.

C TROUBLESHOOTING

TROUBLESHOOTING PROCEDURE

1. Determine what is wrong with the system.
2. First read the diagram so you understand the system. Refer to the component operation boxed within the system circuit.
3. Locate the cause of the problem.
 - a. Determine whether the problem is with the common circuit (power source or ground) or individual circuit.

Check other loads or switches which are in parallel with the problem component.

If they are normal, the problem lies within the particular system itself.

Refer to the POWER SOURCE or GROUND POINTS and check the related systems.

(NOTE: Each component is grounded at 2 or 3 points.)

If the related systems are normal, the common circuit (power source or ground points) is okay.

The problem lies within the individual system.
 - b. Locate the exact point of the problem by narrowing down the area with a voltmeter or test lamp.
4. Repair and re-check the circuit.

If any wiring was disconnected for troubleshooting, reconnect it and check the related circuits.

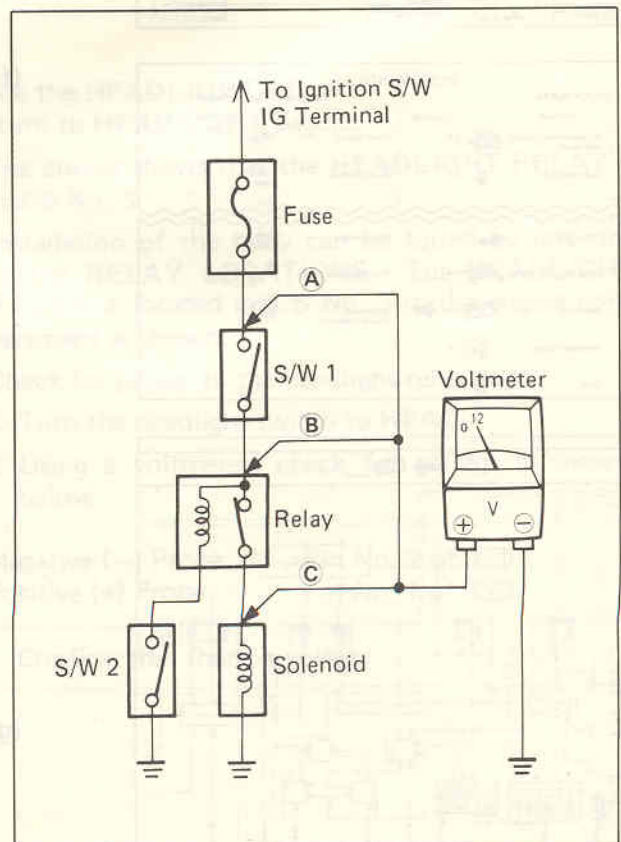
VOLTAGE CHECK

1. Establish conditions in which voltage is present at the check point.

(Refer to component operations.)

Example:

 - Ⓐ — Ignition S/W on
 - Ⓑ — Ignition S/W and S/W 1 on
 - Ⓒ — Ignition S/W, S/W 1 and Relay on (S/W 2 off)
2. 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 lamp instead of a voltmeter.



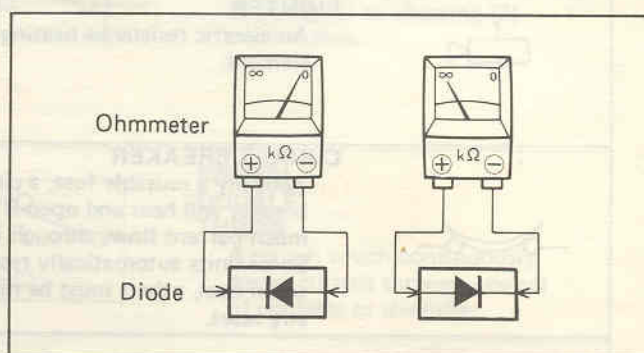
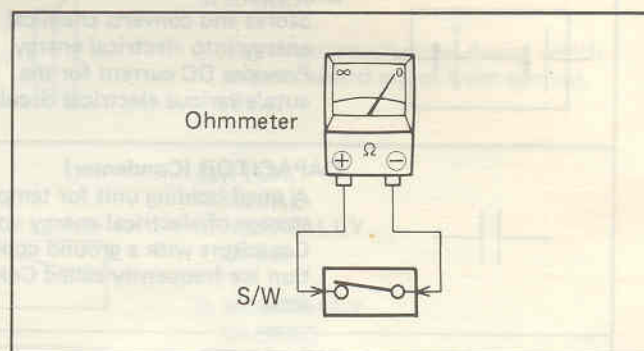
CONTINUITY AND RESISTANCE CHECK

1. Disconnect the battery terminal or wire so there is no voltage between the check points.
2. 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.



FINDING A SHORT CIRCUIT

1. Remove the blown fuse and disconnect all loads of the fuse.
2. Connect a test lamp in place of the fuse.
3. Establish conditions in which the test lamp comes on.

(Refer to component operations.)

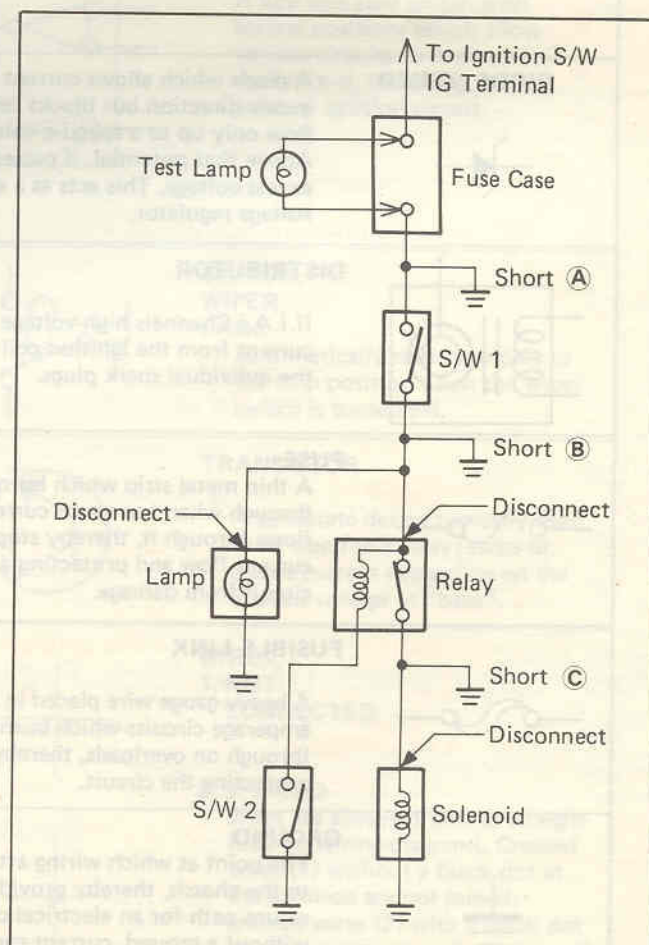
Example:

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

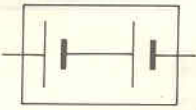
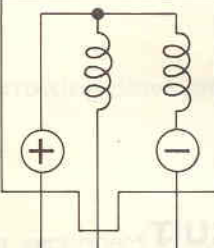
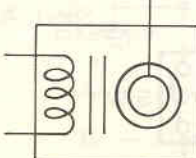
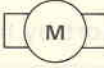
4. Disconnect and reconnect the connectors while watching the test lamp.

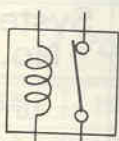
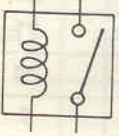
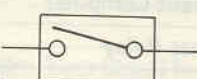
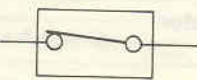
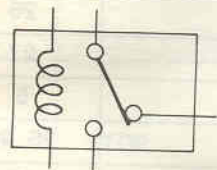
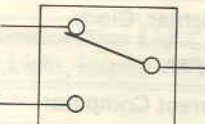
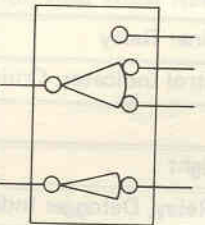
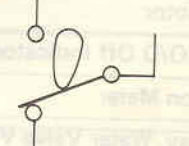
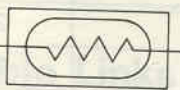
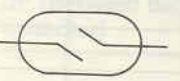
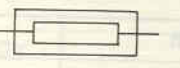
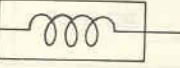
The short lies between the connector where the test lamp stays lit and the connector where the lamp goes out.

5. Find the exact location of the short by lightly shaking the problem wire along the body.



D GLOSSARY OF TERMS AND SYMBOLS

 BATTERY Stores and converts chemical energy into electrical energy. Provides DC current for the auto's various electrical circuits.	 HEADLIGHTS, 1. SINGLE 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.
 CAPACITOR (Condenser) A small holding unit for temporary storage of electrical energy voltage. Capacitors with a ground connection are frequently called Condensers.	 2. DOUBLE FILAMENT
 CIGARETTE LIGHTER An electric resistance heating element.	 HORN An electric device which sounds a loud audible signal.
 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.	 IGNITION COIL Converts low-voltage DC current into high-voltage ignition current for firing the spark plugs.
 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.	 LIGHT Current flow through a filament causes a light to heat up and emit light.
 DISTRIBUTOR (I.I.A.) Channels high-voltage current from the ignition coil to the individual spark plugs.	 LED (LIGHT EMITTING DIODE) Upon current flow, these diodes emit light without producing the heat of a comparable light. Used in instrument displays.
 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.	 METER, ANALOG Current flow activates a magnetic coil which causes a needle to move, thereby providing a relative display against a background calibration.
 FUSIBLE LINK A heavy-gauge wire placed in high amperage circuits which burns through on overloads, thereby protecting the circuit.	 METER, DIGITAL Current flow activates one or many LED's, LCD's, or fluorescent displays, which provide a relative or digital display.
 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.	 MOTOR A power unit which converts electrical energy into mechanical energy or rotary motion.

	RELAY 1. NORMALLY CLOSED	 SPEAKER An electromechanical device which creates sound waves from current flow.
	2. NORMALLY OPEN	SWITCH, MANUAL 1. NORMALLY OPEN  2. NORMALLY CLOSED  Opens and closes circuits, thereby stopping (1) or allowing (2) current flow.
	RELAY DOUBLE THROW A relay which passes current through one set of contacts or the other.	SWITCH, DOUBLE THROW  A switch which continuously 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.	SWITCH, IGNITION  A key operated switch with several positions which allow various circuits to become operational, including the primary ignition circuit.
	RESISTOR, TAPPED A resistor which supplies two or more different non-adjustable resistance values.	SWITCH, WIPER PARK  Automatically returns wipers to the stop position when the wiper switch is turned off.
	RESISTOR, VARIABLE or RHEOSTAT A controllable resistor with a variable rate of resistance. Also called a potentiometer or rheostat.	TRANSISTOR  A solidstate device typically used as an electronic relay; stops or passes current depending on the applied voltage at "base".
	SENSOR, (Thermistor) A resistor which varies its resistance with temperature.	WIRES, 1. NOT CONNECTED 
	SENSOR, ANALOG SPEED Uses magnetic impulses to open and close a switch to create a signal for activation of other components.	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.
	SHORT PIN Used to provide an unbroken connection within a junction block.	
	SOLENOID An electromagnetic coil which creates its own mechanical movement or force upon current flow.	



J/B No.2 (Left Kick Panel)

Power		Load	System No.
7.5A	DOME	Vanity Mirror Light, Map Light, Interior Light, Door Courtesy Light, Door Key Cylinder Light, Back Door Light, Stop Light, Door Warning Light	10
		Clock	20
		Seat Belt Warning Relay	21
		Theft Deterrent Computer	24
15A	ECU-B	Light Retainer Relay	7
		Trip Computer	22
		Antenna Motor	25
		ECT ECU	27
20A	FOG	Fog Light	5
7.5A	RADIO	Radio and Tape Player	25, 26
15A	CIG	Remote Control Mirror Motor	17
		Cigarette Lighter, Clock	20
		Trip Computer	22
		Theft Deterrent Computer	24
		Antenna Motor	25
7.5A	TURN	Turn Signal Flasher, Turn Signal Light, Turn Signal Indicator Light	9
15A	ECU-IG	TCCS ECU	3
		Light Retainer Relay	7
		Cruise Control Indicator, Cruise Control Computer	23
		ECT ECU	27
7.5A	GAUGE	Back-up Light	11
		Defogger Relay, Defogger Indicator Light	13
		Power Main Relay	18
		Seat Belt Warning Relay, Seat Belt Warning Light	21
		Antenna Motor	25
		ECT ECU, O/D Off Indicator, Pattern Select Indicator	27
		Combination Meter	28
		Heater Relay, Water Valve VSV, High Speed Relay, A/C Amplifier, DVV	29
7.5A	IGN	EFI Main Relay No. 2, Circuit Opening Relay	3
		Charge Warning Light	4
10A	MIR-HTR	Mirror Heater	17
30A	DEFOG CB	Rear Window Defogger	13

A/C Relay Block (Right Kick Panel)

10A	A/C	In-car Sensor Fan Motor, A/C Indicator Light, A/C Amplifier, Magnet Clutch	29
20A	HEATER CB	Blower Motor	29

J/B No.3 (Engine Room)

Power		Load	System No.
15A	HEAD LH	Headlight LH	6
15A	HEAD RH	Headlight RH	6
15A	EFI	Fuel Pump, TCCS ECU, EGR VSV, ISC Valve	3
		Trip Computer	22
15A	HAZ-HORN	Retract Control Relay	6
		Turn Signal Flasher, Turn Signal Light, Turn Signal Indicator Light	9
		Theft Deterrent Horn	24
		Horn, Radio and Tape Player, Power Amplifier	26
15A	STOP	TCCS ECU	3
		Stop Light	12
		Cruise Control Computer	23
		ECT ECU	27
15A	TAIL	Taillight, Rear Side Marker Light, Licence Plate Light, Comb. Meter Light, Front Side Marker Light, Clearance Light, Inspection Light, Handy Map Light	8
		Clock	20
		Trip Computer	22
20A	WIPER	Front Wiper Motor, Front Washer Motor, Front Wiper Relay	14
		Rear Wiper Motor, Rear Washer Motor, Rear Wiper Relay	15
		Headlight Cleaner Relay	16
15A	ENGINE	Alternator	4
FL 0.3P		Igniter, Ignition Coil	2
		EFI Resistor	3
FL 1.0Y		Alternator	4
		Taillight Relay	7, 8, 24
		Headlight Cleaner Motor	16
		Condenser Fan Motor	29

Fusible Links (Near the Battery)

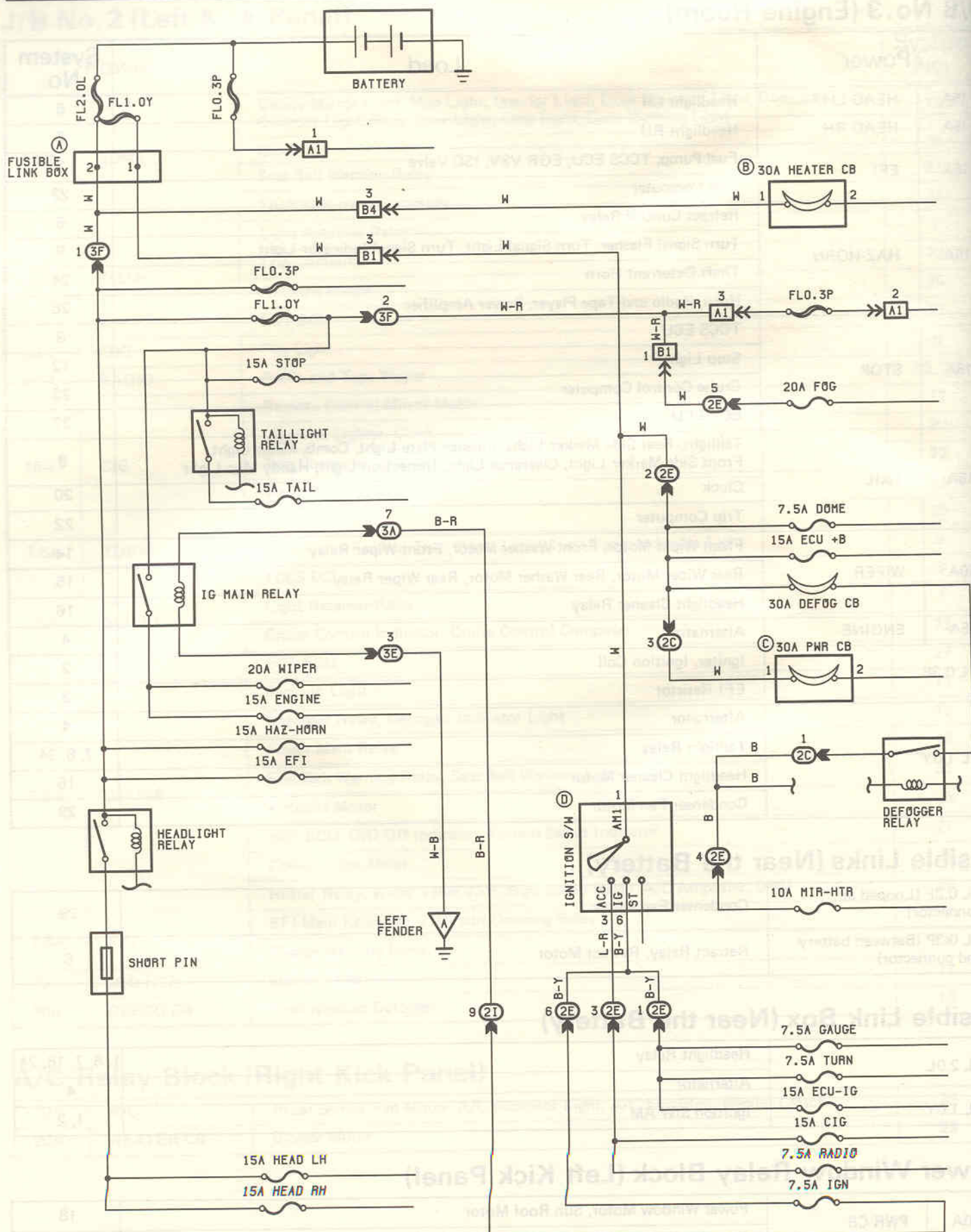
FL 0.3P (Looped at connector)	Condenser Fan Motor	29
FL 0.3P (Between battery and connector)	Retract Relay, Retract Motor	6

Fusible Link Box (Near the Battery)

FL 2.0L	Headlight Relay	1, 6, 7, 16, 24
	Alternator	4
FL 1.0Y	Ignition S/W AM	1, 2

Power Window Relay Block (Left Kick Panel)

30A	PWR CB	Power Window Motor, Sun Roof Motor	18
		Door Lock Control Relay, Door Lock Relay, Door Lock Solenoid	19



IG MAIN RELAY

CLOSED WITH IGNITION S/W AT IG OR ST POSITION

TAILLIGHT RELAY

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

HEADLIGHT RELAY

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

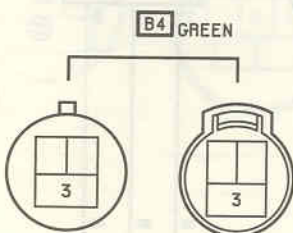
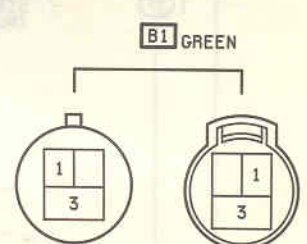
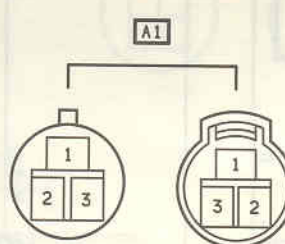
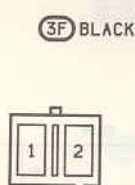
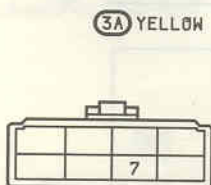
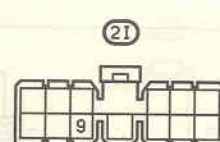
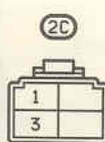
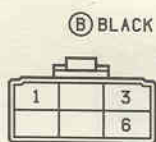
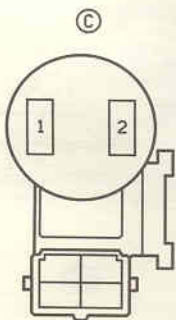
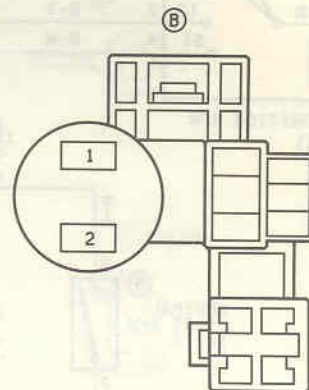
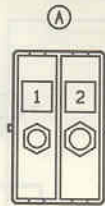
④ IGNITION S/W

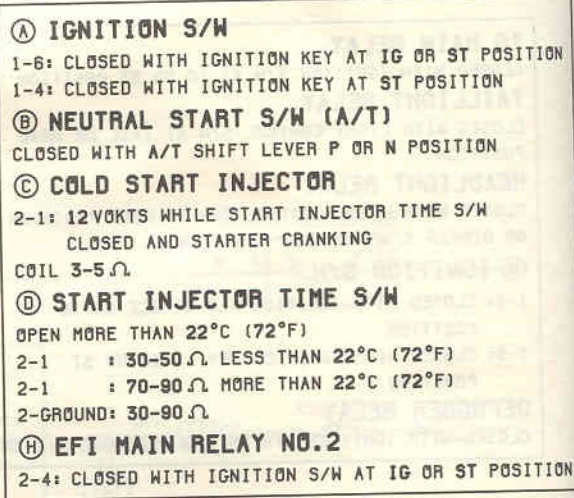
1-3: CLOSED WITH IGNITION KEY AT ACC OR IG POSITION

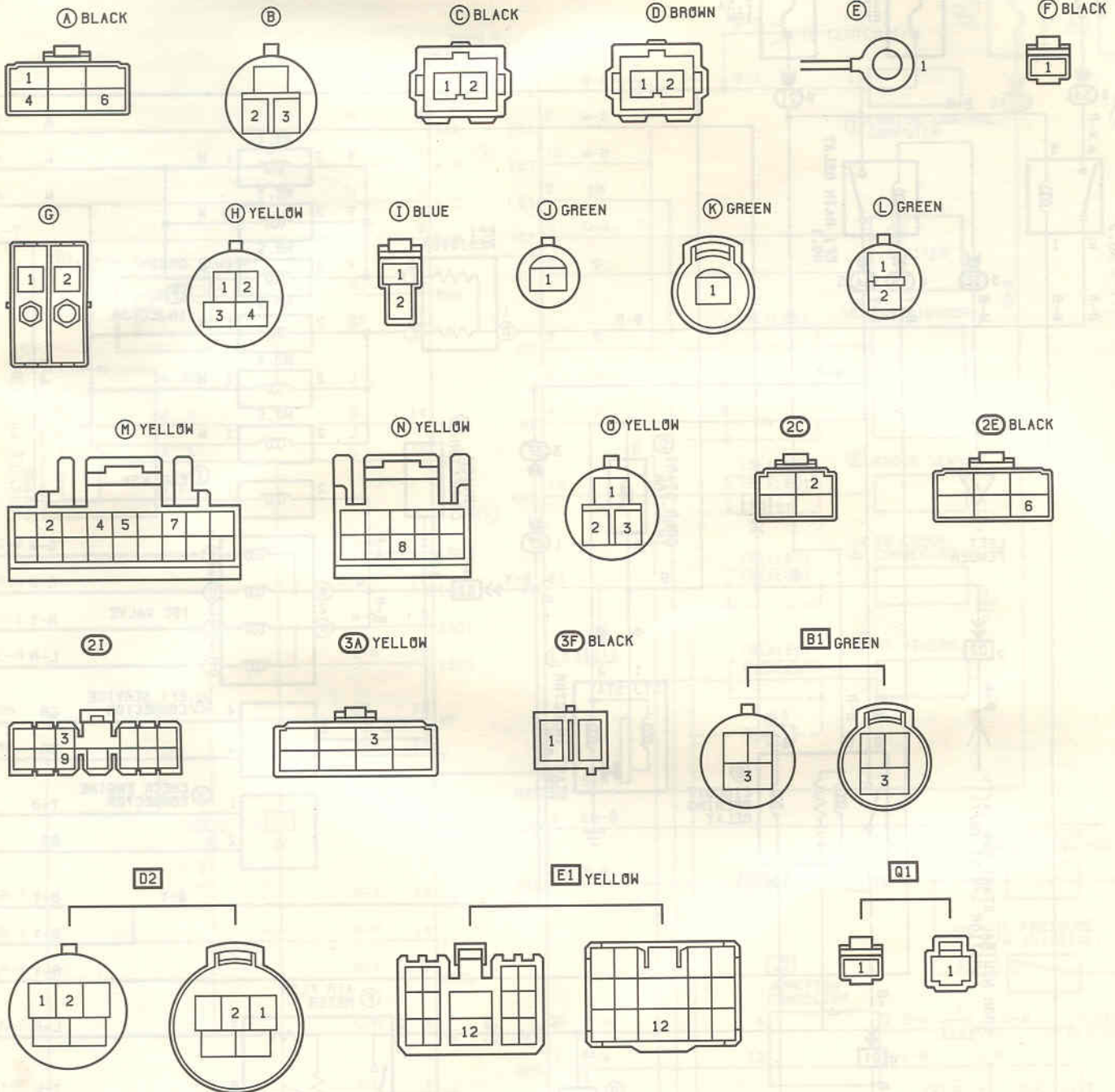
1-6: CLOSED WITH IGNITION KEY AT IG OR ST POSITION

DEFOGGER RELAY

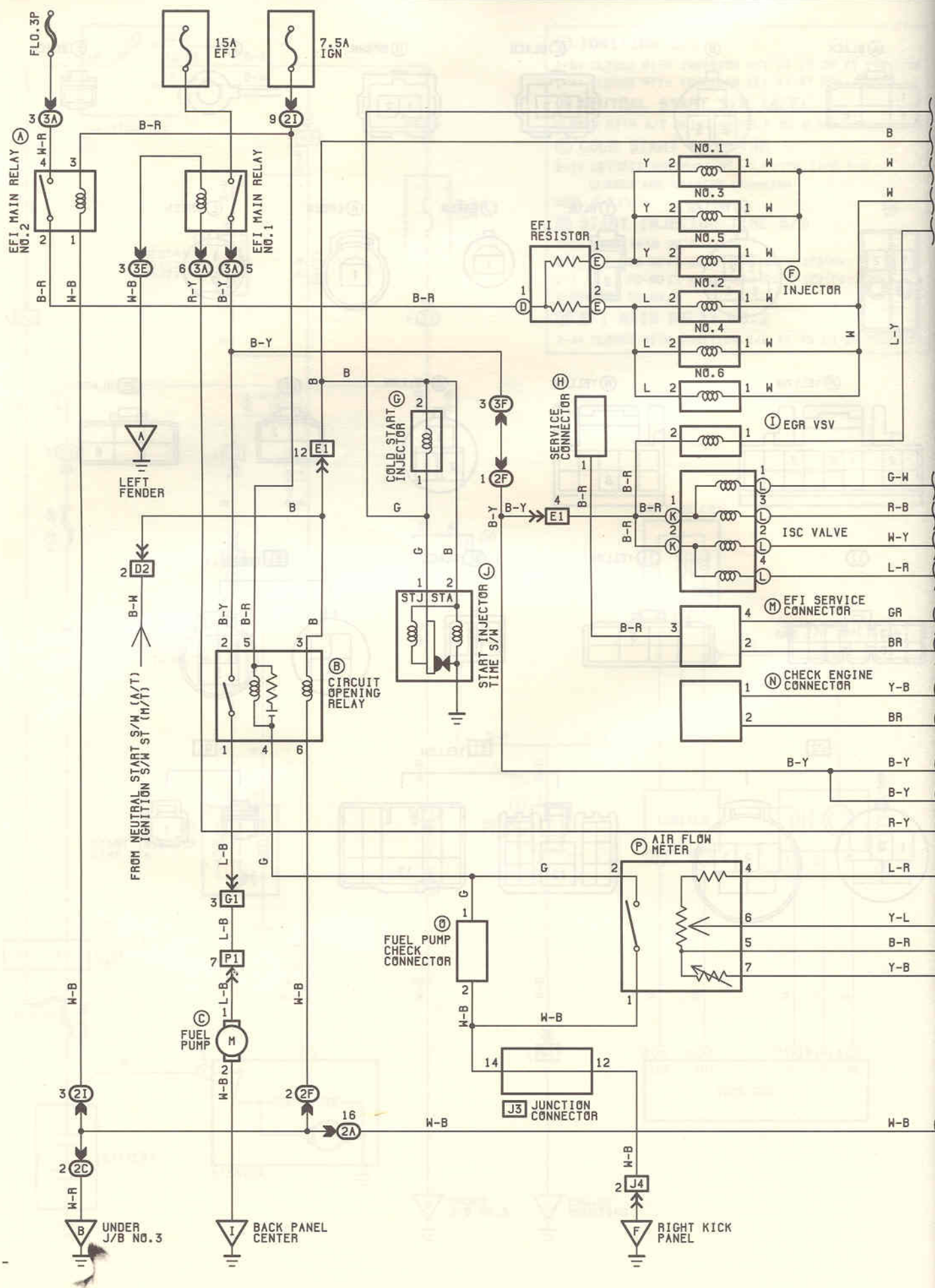
CLOSED WITH IGNITION S/W ON AND DEFOGGER S/W ON

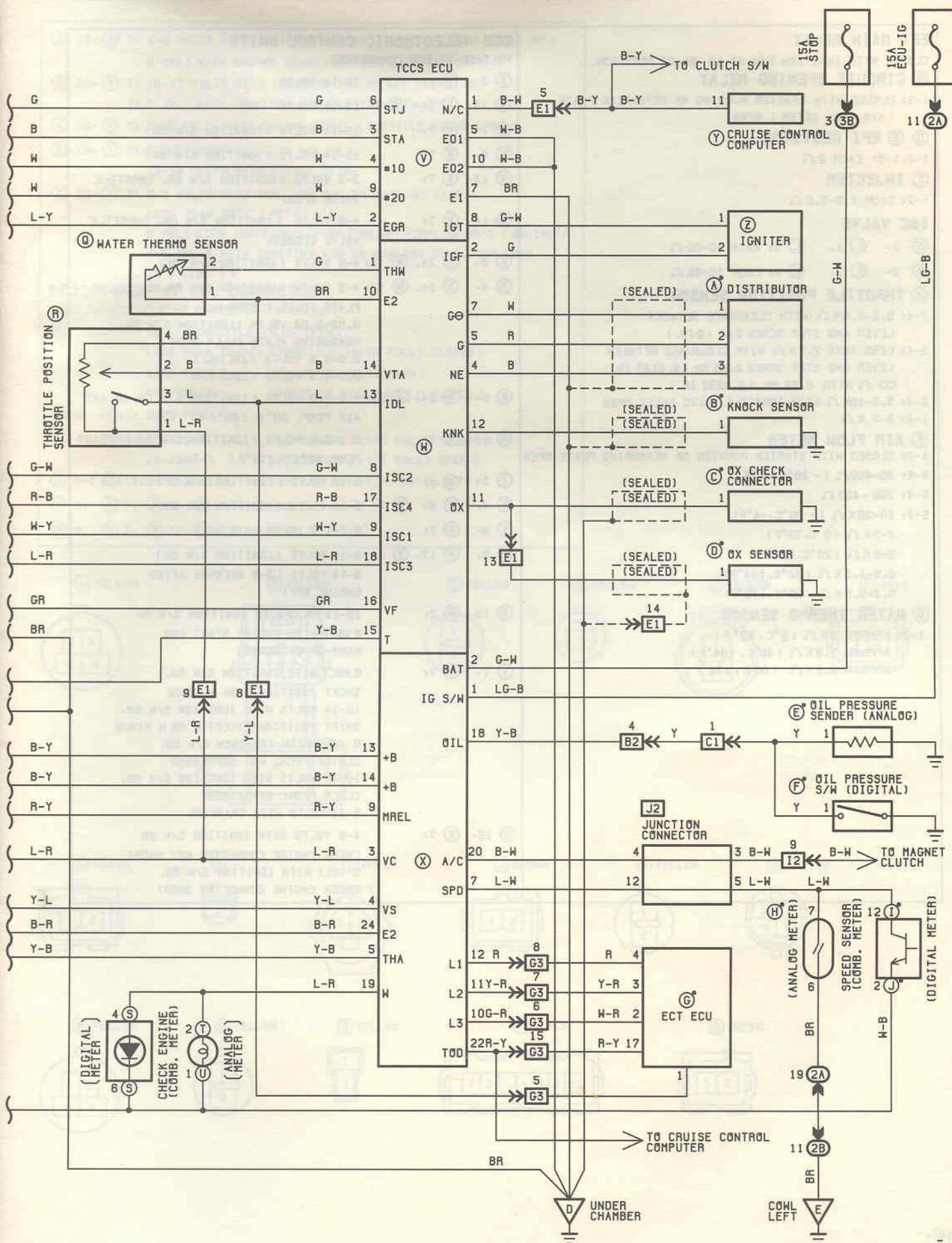






3 TCCS TCCS SYSTEM <EFI, ISC (IDLE SPEED CONTROL)>





3 TCCS TCCS SYSTEM <EFI, ISC (IDLE SPEED CONTROL)

EFI MAIN RELAY

CLOSED WITH IGNITION S/W AT IG OR ST POSITION

(B) CIRCUIT OPENING RELAY

1-2: CLOSED WITH STARTER RUNNING OR MEASURING PLATE
(AIR FLOW METER) OPEN

(D) (E) EFI RESISTOR

1-2, 1-3: EACH 2 Ω

(F) INJECTOR

1-2: EACH 1.5-3.0 Ω

ISC VALVE

(K) 1- (L) 1, (L) 3: EACH 10-30 Ω

(K) 2- (L) 2, (L) 4: EACH 10-30 Ω

(M) THROTTLE POSITION SENSOR

2-4: 0.2-0.8 K Ω WITH CLEARANCE BETWEEN
LEVER AND STOP SCREW 0MM (0 IN.)

3-4: LESS THAN 2.3 K Ω WITH CLEARANCE BETWEEN
LEVER AND STOP SCREW 0.35 MM (0.0138 IN.)
 $\infty \Omega$ WITH 0.59 MM (0.0232 IN.)

2-4: 3.3-10 K Ω WITH THROTTLE VALVE FULLY OPEN

1-4: 3-7 K Ω

(P) AIR FLOW METER

1-2: CLOSED WITH STARTER RUNNING OR MEASURING PLATE OPEN

5-6: 20-400 Ω (-20°C, -4°F)

5-4: 200-400 Ω

5-7: 10-20 K Ω (-20°C, -4°F)

4-7 K Ω (0°C, 32°F)

2-3 K Ω (20°C, 68°F)

0.9-1.3 K Ω (40°C, 104°F)

0.4-0.7 K Ω (60°C, 140°F)

(Q) WATER THERMO SENSOR

1-2: APPROX. 6 K Ω (0°C, 32°F)

APPROX. 1.5 K Ω (40°C, 104°F)

APPROX. 0.5 K Ω (80°C, 176°F)

ECU (ELECTRONIC CONTROL UNIT)

VOLTAGE AT ECU CONNECTORS

(X) 2- (V) 7: 10-14 VOLTS

(X) 13, (X) 14- (V) 7: 10-14 VOLTS

(X) 1- (V) 7: 10-14 VOLTS (IGNITION S/W ON)

(X) 9- (V) 7: 10-14 VOLTS (IGNITION S/W ON)

(W) 13- (V) 7: 3-5 VOLTS (IGNITION S/W ON, THROTTLE
VALVE OPEN)

(W) 14- (V) 7: 4-6 VOLTS (IGNITION S/W ON, THROTTLE
VALVE CLOSED)

(X) 3- (X) 24, (W) 10: 4-6 VOLTS (IGNITION S/W ON)

(X) 4- (X) 24, (W) 10: 4-5 VOLTS (IGNITION S/W ON, MEASURING
PLATE FULLY CLOSED)

0.02-0.08 VOLTS (IGNITION S/W ON,

MEASURING PLATE FULLY OPEN)

2.0-4.0 VOLTS (IDLING)

0.3-1.0 VOLTS (3000 RPM)

(X) 5- (X) 24, (W) 10: 1.0-2.0 VOLTS (IGNITION S/W ON, INTAKE
AIR TEMP. 20°C (68°F))

(W) 1- (V) 7: 0.1-0.5 VOLTS (IGNITION S/W ON, COOLANT
TEMP. 80°C (176°F))

(V) 3- (V) 7: 6-12 VOLTS (IGNITION S/W ST POSITION)

(V) 4, (V) 9- (V) 7: 9-14 VOLTS (IGNITION S/W ON)

(V) 8- (V) 7: 0.7-1.0 VOLTS (IDLING)

(W) 9, (W) 17- (V) 7: 9-14 VOLTS (IGNITION S/W ON)

9-14 VOLTS (2-3 SECONDS AFTER

ENGINE OFF)

(X) 13- (V) 2: 10-13 VOLTS WITH IGNITION S/W ON
0 VOLT WITH ENGINE START AND

WARM-UP OX SENSOR

(V) 1- (V) 7: 0 VOLT WITH IGNITION S/W ON,
SHIFT POSITION P OR N RANGE

10-14 VOLTS WITH IGNITION S/W ON,

SHIFT POSITION EXCEPT P OR N RANGE

0 VOLT WITH IGNITION S/W ON,

CLUTCH PEDAL NOT DEPRESSED

10-14 VOLTS WITH IGNITION S/W ON,

CLUTCH PEDAL DEPRESSED

9-11 VOLTS WITH CRANKING

(W) 15- (V) 7: 4-6 VOLTS WITH IGNITION S/W ON

CHECK ENGINE CONNECTOR NOT SHORT

0 VOLT WITH IGNITION S/W ON,

CHECK ENGINE CONNECTOR SHORT

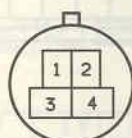
- (X) 18- (V) 7: 4-6 VOLTS WITH IGNITION S/W ON (WARNING LIGHT LIGHT UP)
0 VOLT WITH ENGINE START (WARNING LIGHT GO OUT)
- (X) 20- (V) 7: 10-13 VOLTS WITH IGNITION S/W ON A/C SWITCH ON
7: 0 VOLT WITH IGNITION S/W ON A/C SWITCH OFF
- (H) 16- (V) 7: 0-5 VOLTS WITH ENGINE START (THROTTLE VALVE OPEN)
- (X) 19- (V) 7: 0 VOLT WITH IGNITION S/W ON
10-13 VOLTS WITH ENGINE START
- (X) 22- (V) 7: 2-3 VOLTS WITH IGNITION S/W ON, COOLANT TEMP.
LESS THAN 35°C (95°F)
0 VOLT WITH IGNITION S/W ON COOLANT TEMP. 35-60°C (95-140°F)
4-6 VOLTS WITH IGNITION S/W ON COOLANT TEMP. MORE THAN
70°C (158°F)

RESISTANCE AT ECU CONNECTOR

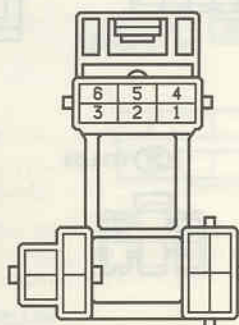
(DISCONNECT WIRING CONNECTOR FROM ECU)

- (H) 13- (V) 7: $\infty \Omega$ (THROTTLE VALVE OPEN)
LESS THAN 2300 Ω (THROTTLE VALVE FULLY CLOSED)
- (H) 14- (V) 7: 3300-10000 Ω (THROTTLE VALVE OPEN)
200-800 Ω (THROTTLE VALVE FULLY CLOSED)
- (X) 3- (H) 10: 3000-7000 Ω
- (X) 4- (H) 10: 20-400 Ω (MEASURING PLATE FULLY CLOSED)
20-1000 Ω (MEASURING PLATE FULLY OPEN)
- (X) 5- (H) 10: 2000-3000 Ω (INTAKE AIR TEMP. 20°C, 68°F)
- (H) 5- (H) 7, (H) 4- (H) 7: 140-180 Ω
- (H) 9, (H) 8, (H) 17- (X) 13: 10-30 Ω

(A) YELLOW



(B) YELLOW



(C) YELLOW



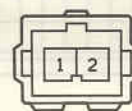
(D) YELLOW



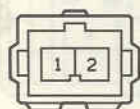
(E) YELLOW



(F) GRAY



(G) BLACK



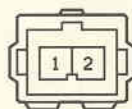
(H)



(I) GREEN



(J) BROWN



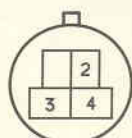
(K) YELLOW



(L) YELLOW



(M) YELLOW



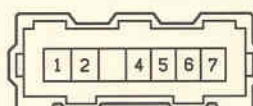
(N) YELLOW



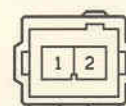
(O) YELLOW



(P) BLACK

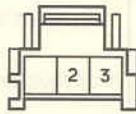
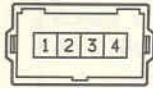


(Q) GREEN

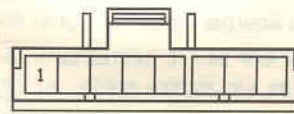


3 TCCS TCCS SYSTEM <EFI, ISC (IDLE SPEED CONTROL)>

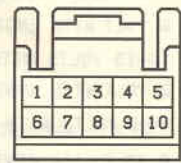
(R) (DIGITAL METER) (S) (ANALOG METER) (T)



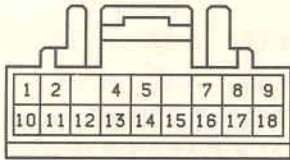
(ANALOG METER) (U)



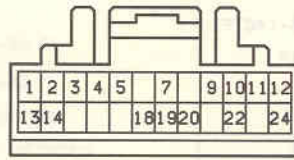
(V) YELLOW



(W) YELLOW



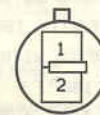
(X) YELLOW



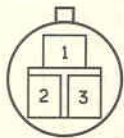
(Y)



(Z) GREEN



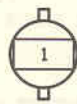
(A) YELLOW



(B) YELLOW



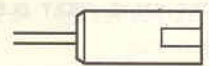
(C) YELLOW



(D) YELLOW



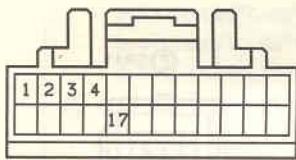
(E)



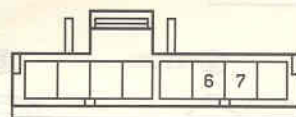
(F)



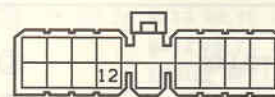
(G)



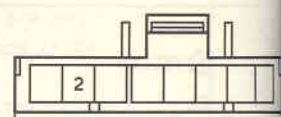
(ANALOG METER) (H) GRAY



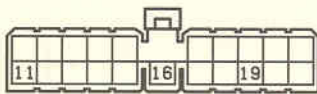
(DIGITAL METER) (I)



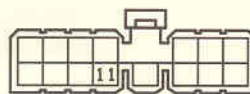
(DIGITAL METER) (J) BLUE



(2A)



(2B)



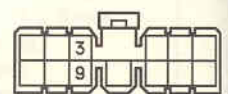
(2C)



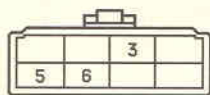
(2F) YELLOW



(2I)



(3A) YELLOW

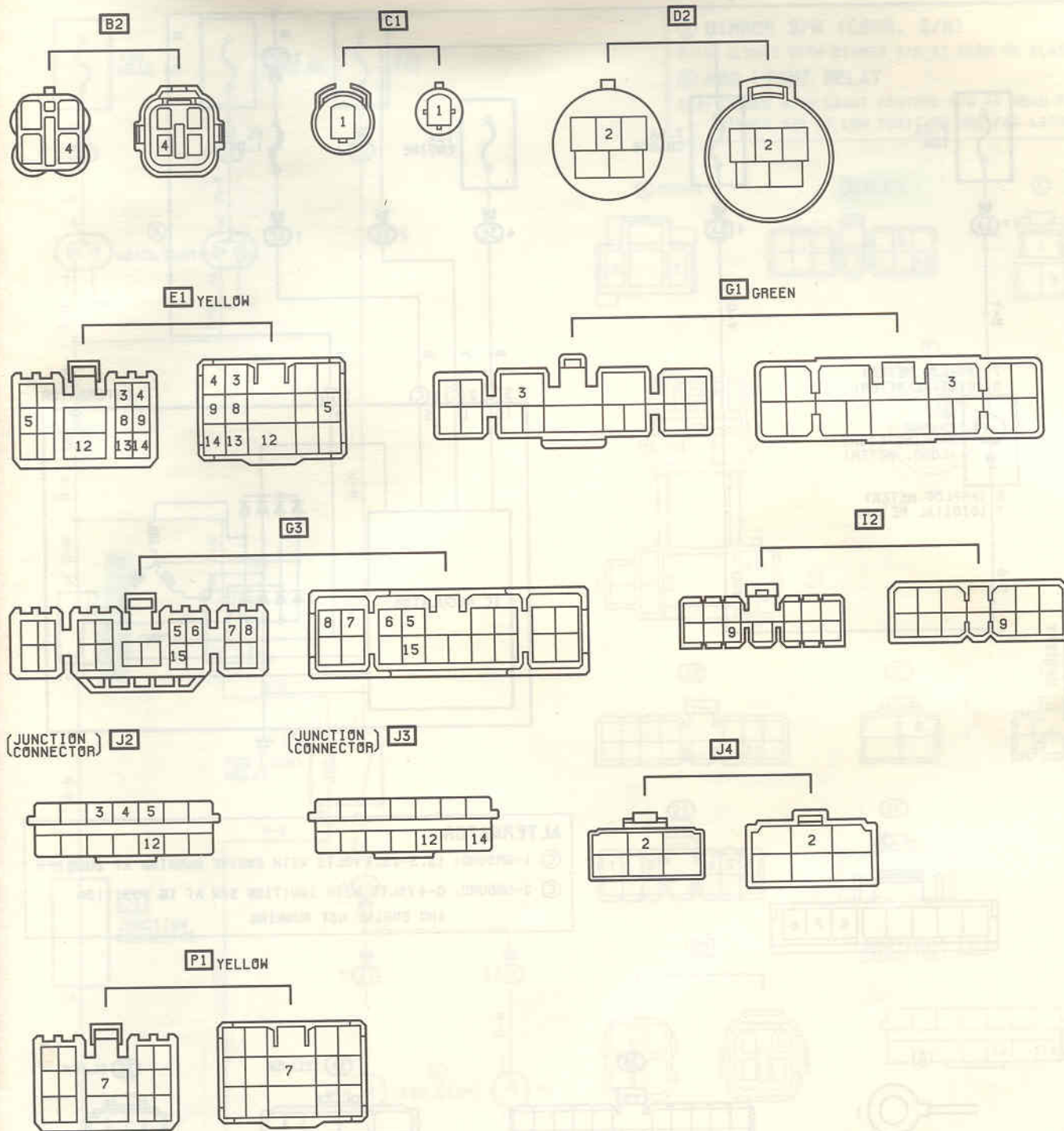


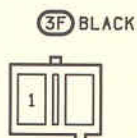
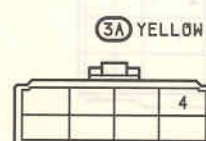
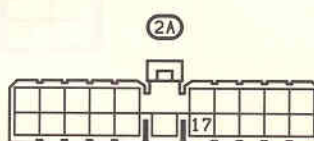
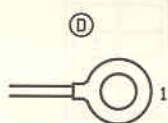
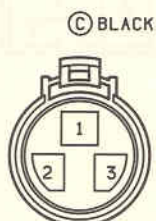
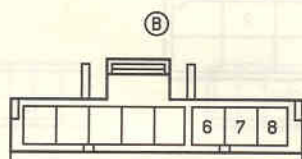
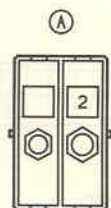
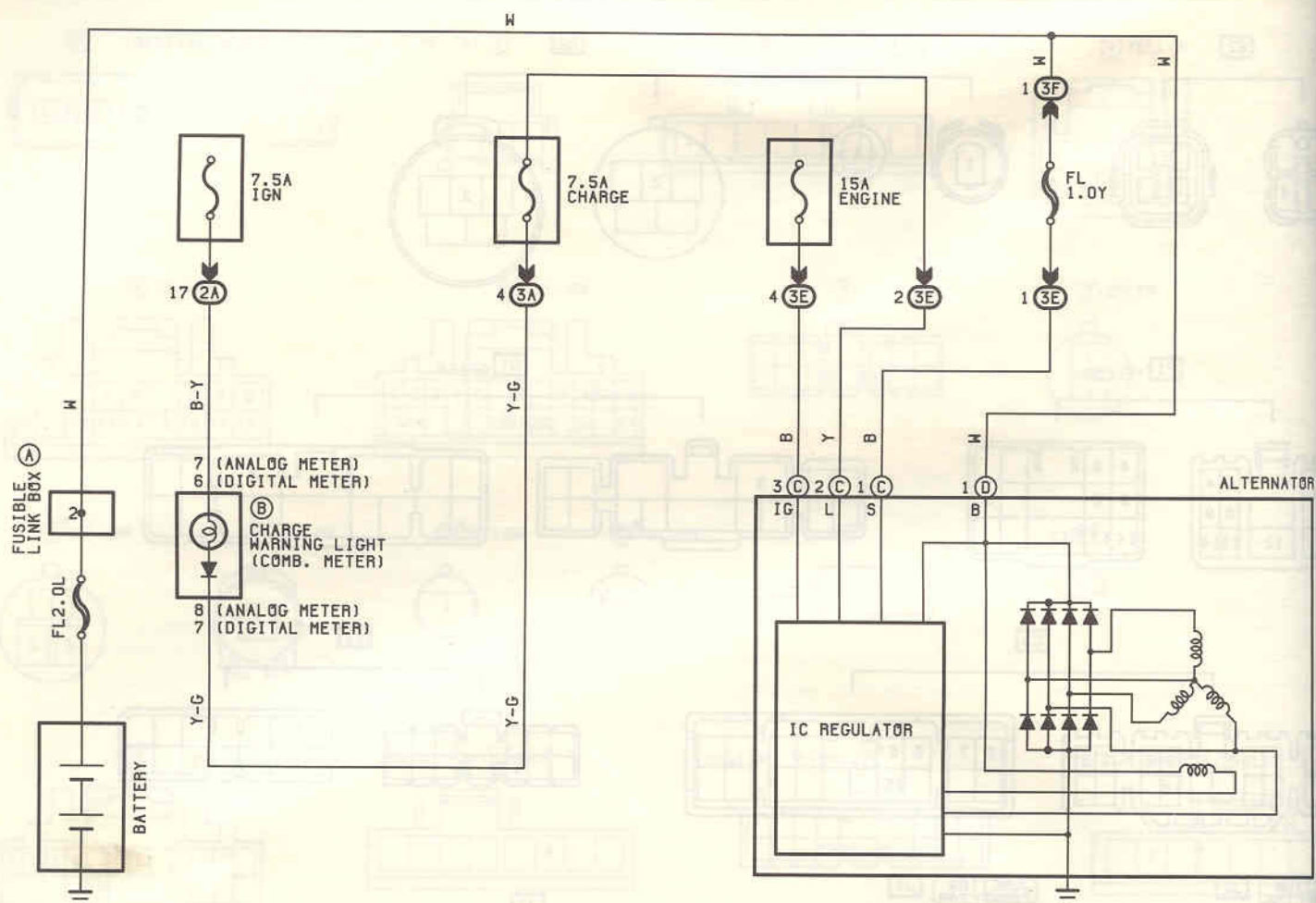
(3B)



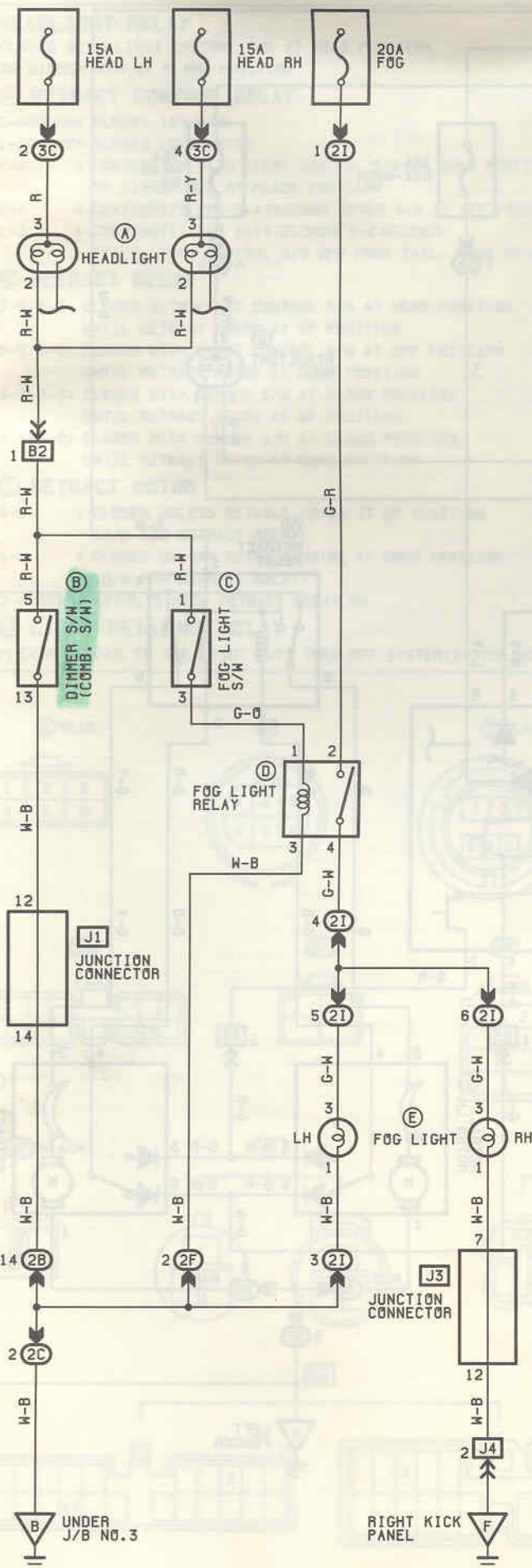
(3E) BLACK





**ALTERNATOR**

- (C) 1-GROUND: 13.5-15.1 VOLTS WITH ENGINE RUNNING AT 2000RPM
 (C) 2-GROUND: 0-4 VOLTS WITH IGNITION S/W AT IG POSITION AND ENGINE NOT RUNNING

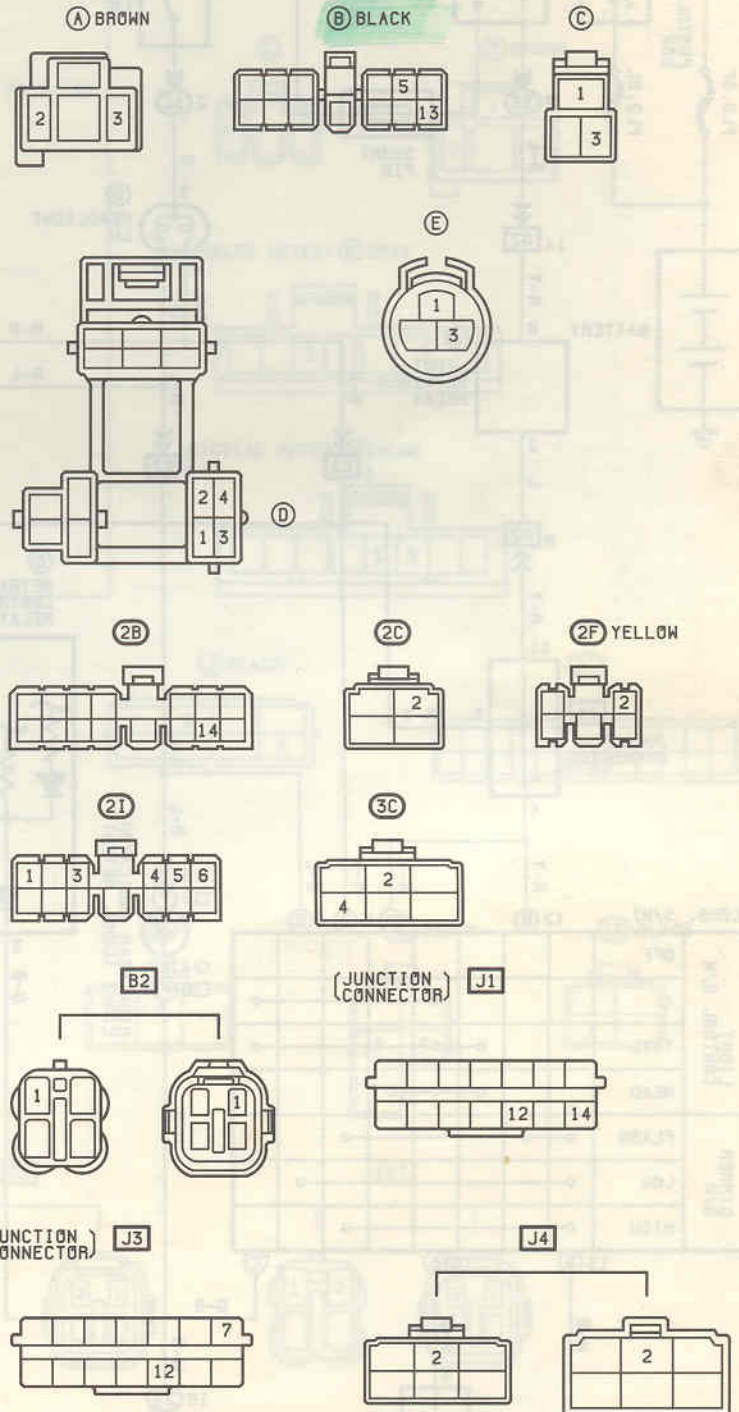


Ⓑ DIMMER S/W (COMB. S/W)

5-13: CLOSED WITH DIMMER S/W AT HIGH OR FLASH POSITION

Ⓓ FOG LIGHT RELAY

2-4: CLOSED WITH LIGHT CONTROL S/W AT HEAD POSITION, DIMMER S/W AT LOW POSITION AND FOG LIGHT S/W ON





HEADLIGHT RELAY

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

Ⓒ RETRACT CONTROL RELAY

5-GROUND: ALWAYS 12VOLTS

1-GROUND: ALWAYS CONTINUITY

1-4 : CONTINUITY WITH LIGHT CONTROL S/W AT HEAD POSITION
OR DIMMER S/W AT FLASH POSITION

1-4 : CONTINUITY FOR 2-4SECONDS AFTER S/W AT OFF POSITION

1-2 : CONTINUITY FOR 6-14SECONDS 2-4SECONDS
AFTER LIGHT CONTROL S/W OFF FROM TAIL, HEAD OR HOLD POSITION

Ⓗ RETRACT RELAY

3-5,3-6: CLOSED WITH LIGHT CONTROL S/W AT HEAD POSITION
UNTIL RETRACT MOTOR AT UP POSITION

3-5,3-6: CLOSED WITH LIGHT CONTROL S/W AT OFF POSITION
UNTIL RETRACT MOTOR AT DOWN POSITION

3-5,3-6: CLOSED WITH DIMMER S/W AT FLASH POSITION
UNTIL RETRACT MOTOR AT UP POSITION

3-5,3-6: CLOSED WITH DIMMER S/W AT FLASH POSITION
UNTIL RETRACT MOTOR AT DOWN POSITION

Ⓘ RETRACT MOTOR

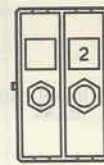
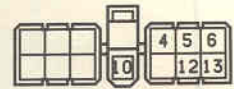
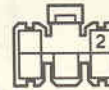
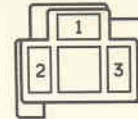
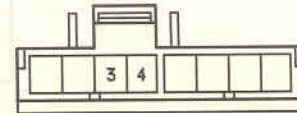
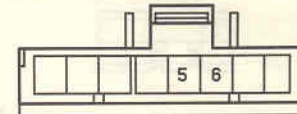
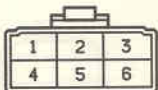
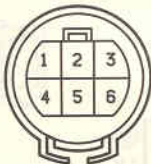
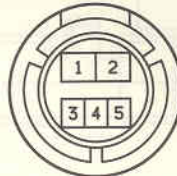
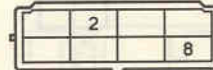
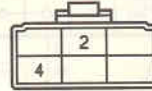
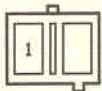
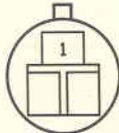
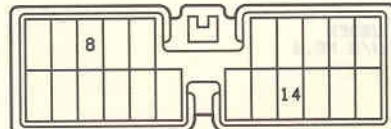
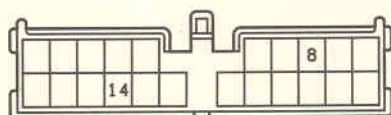
4-5 : CLOSED UNLESS RETRACT MOTOR AT UP POSITION
(S/W FOR RETRACT RELAY)

4-3 : CLOSED UNLESS RETRACT MOTOR AT DOWN POSITION
(S/W FOR RETRACT RELAY)

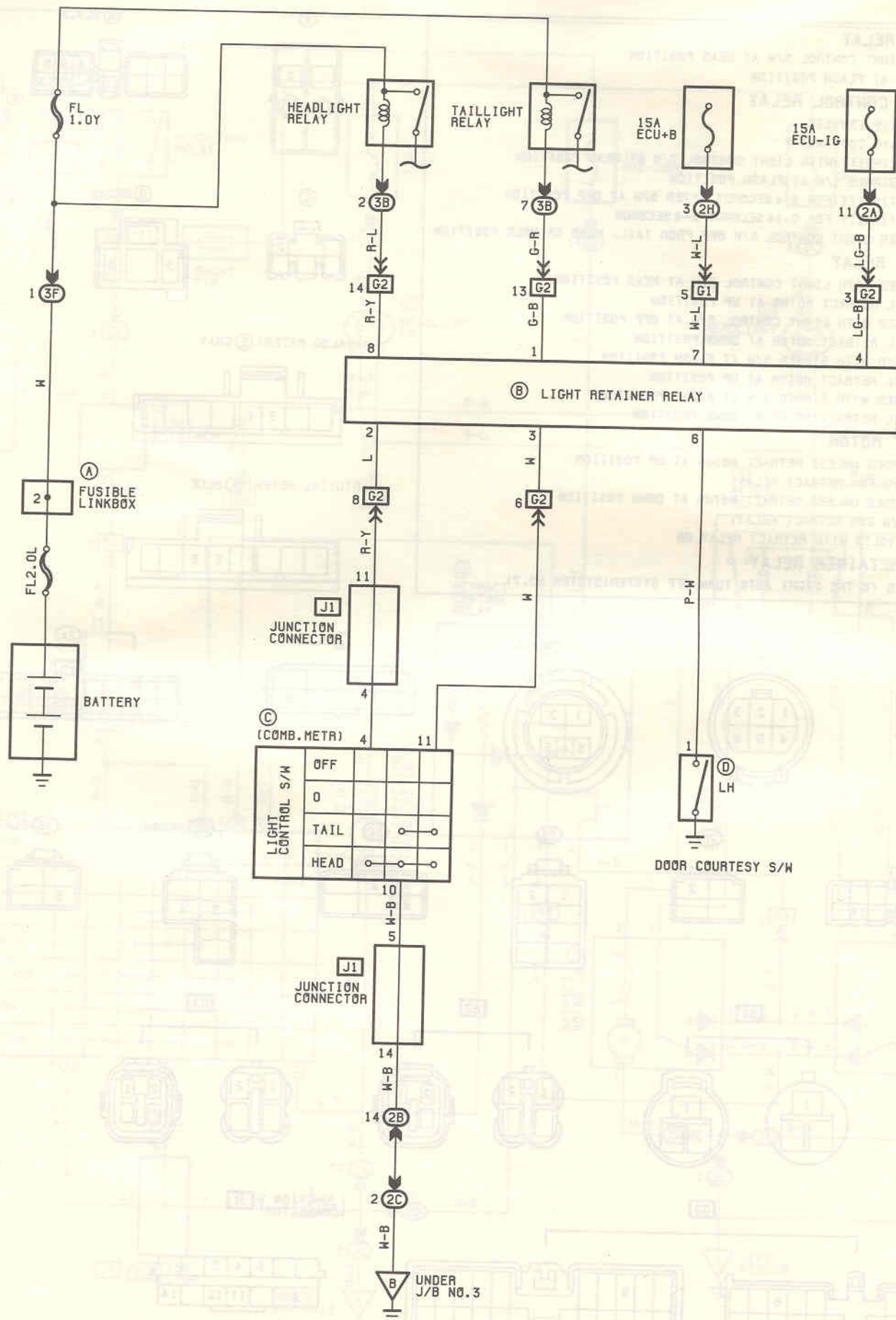
2-GROUND: 12VOLTS WITH RETRACT RELAY ON

Ⓙ LIGHT RETAINER RELAY

PLEASE REFER TO THE LIGHT AUTO TURN OFF SYSTEM(SYSTEM NO.7)

Ⓐ**Ⓑ BLACK****Ⓒ****Ⓓ BROWN****(ANALOG METER) Ⓔ GRAY****(DIGITAL METER) Ⓕ BLUE****Ⓖ BLUE****Ⓗ****Ⓘ BLACK****Ⓙ BLACK****2A****2B****2C****3B****3C****3D BROWN****3E BLACK****3F BLACK****A1****B2****B3****G2****(JUNCTION CONNECTOR) J1**

7 LIGHT AUTO TURN OFF SYSTEM



⑧ LIGHT RETAINER RELAY

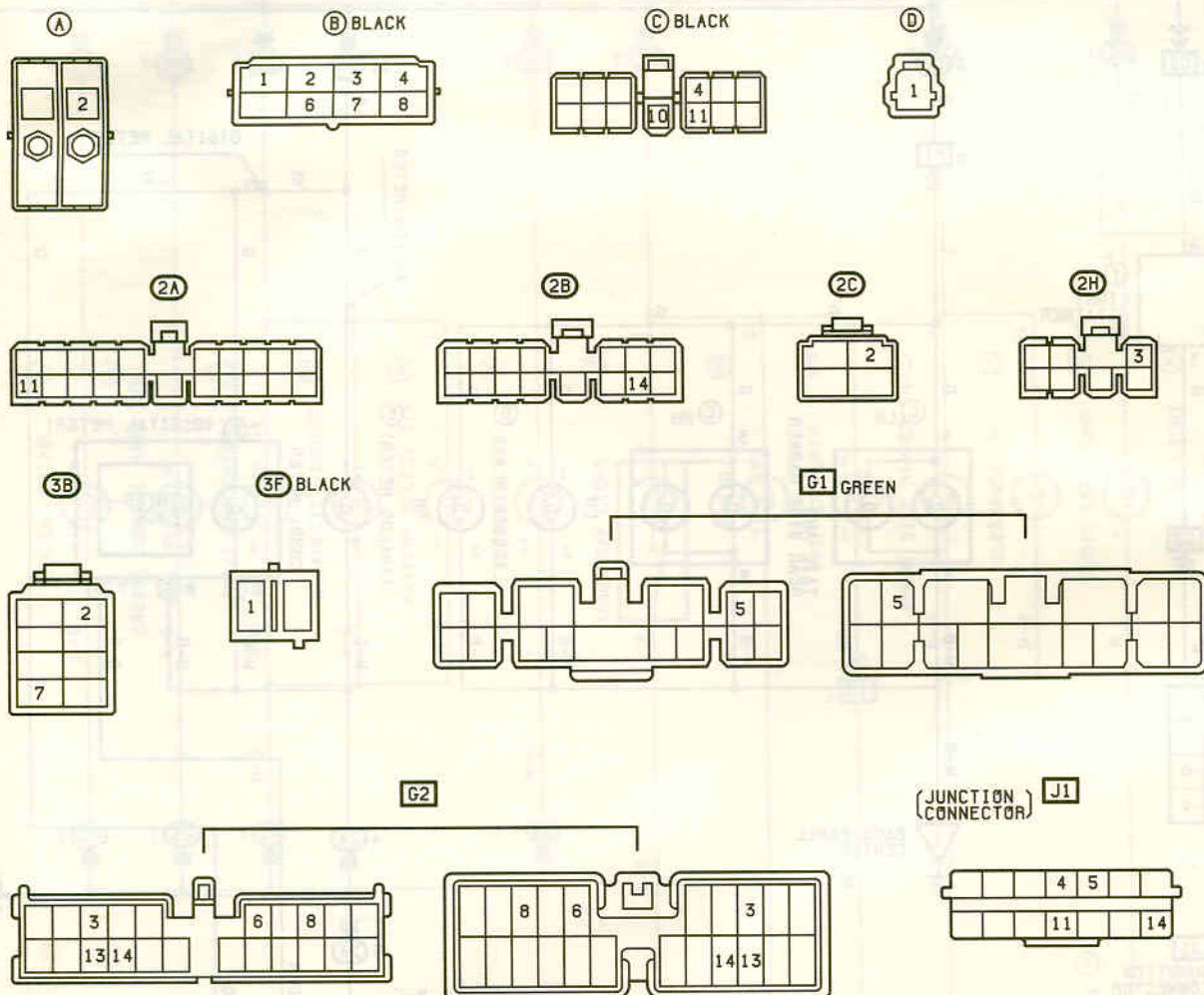
2-GROUND, 3-GROUND: APPROX. 12 VOLTS WITH LIGHT CONTROL S/W OFF
(HEADLIGHT, TAILLIGHT OFF)

2-GROUND : 0VOLT WITH LIGHT CONTROL S/W A/T HEAD POSITION (TAILLIGHTS ON)
(HEADLIGHTS ON)

3-GROUND : 0VOLT WITH LIGHT CONTROL S/W A/T TAIL POSITION (TAILLIGHTS ON)
(HEADLIGHTS ON)

2-GROUND, 3-GROUND: 0VOLT WITH LIGHT CONTROL S/W A/T HEAD, TAIL POSITION AFTER
IGNITION S/W TURNED OFF AND LH DOOR OPEN
(HEADLIGHT, TAILLIGHT OFF)

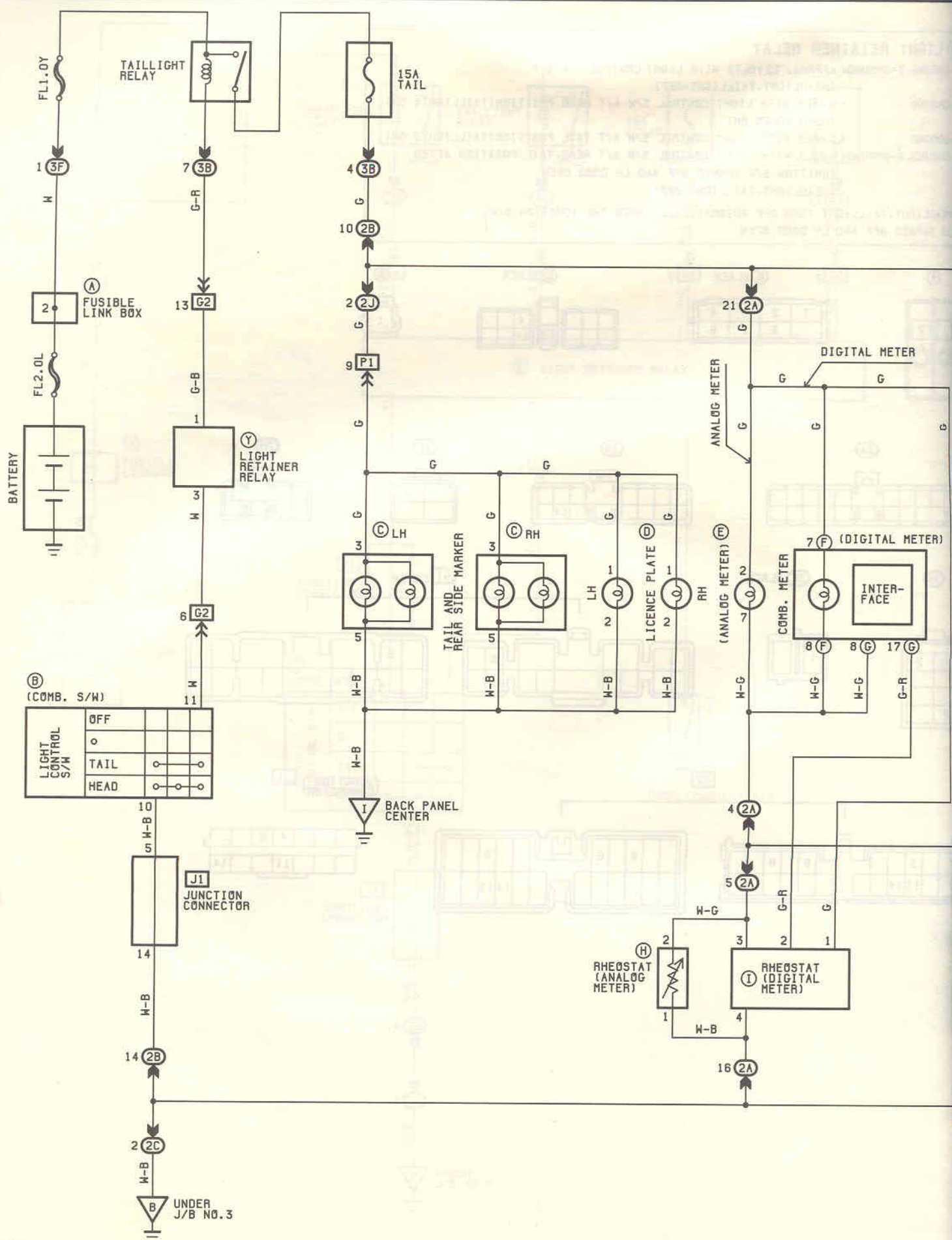
(HEADLIGHT, TAILLIGHT TURN OFF AUTOMATICALLY WHEN THE IGNITION S/W
IS TURNED OFF AND LH DOOR OPEN)



8



TAILLIGHTS AND ILLUMINATION

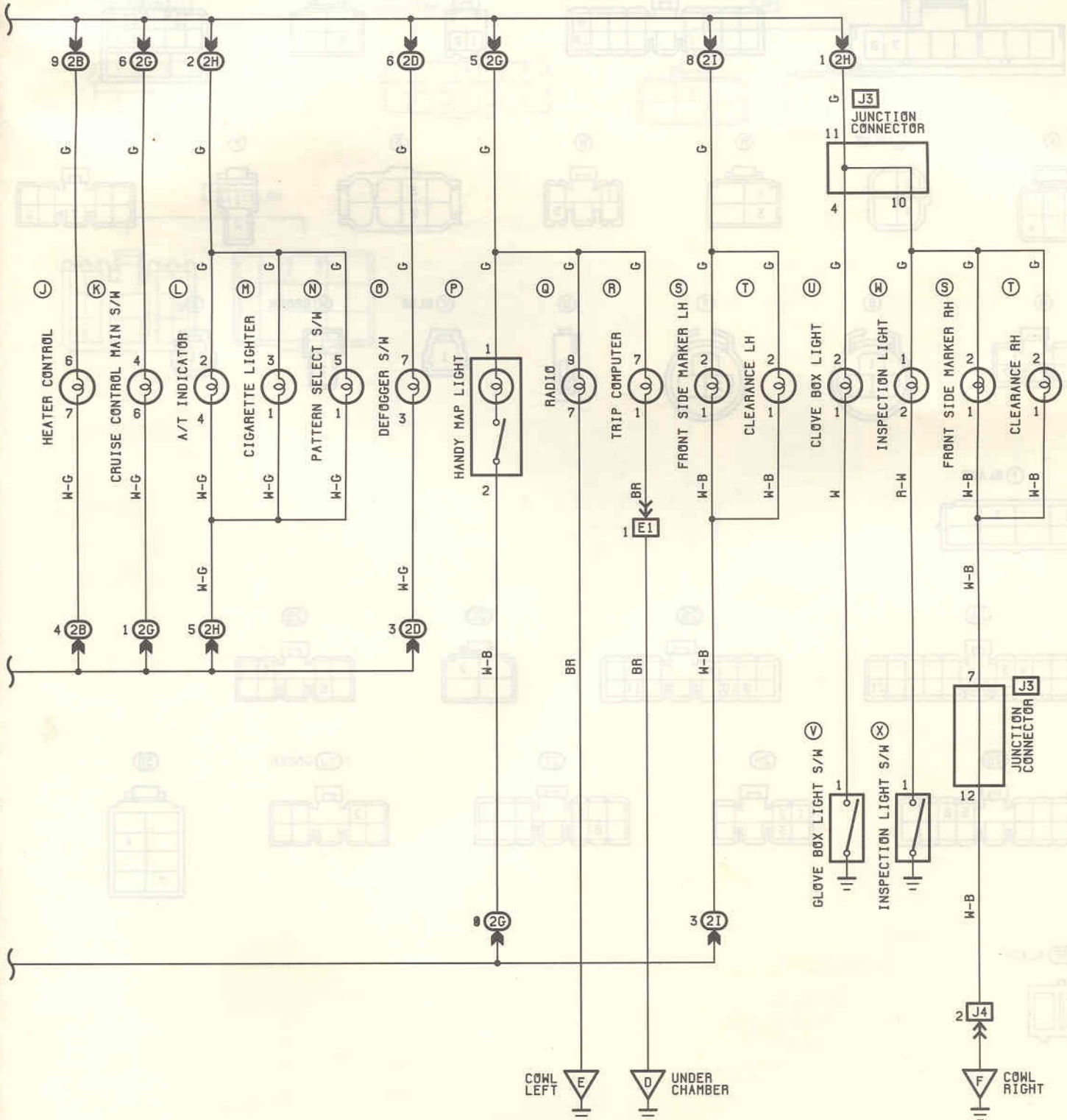


TAILLIGHT RELAY

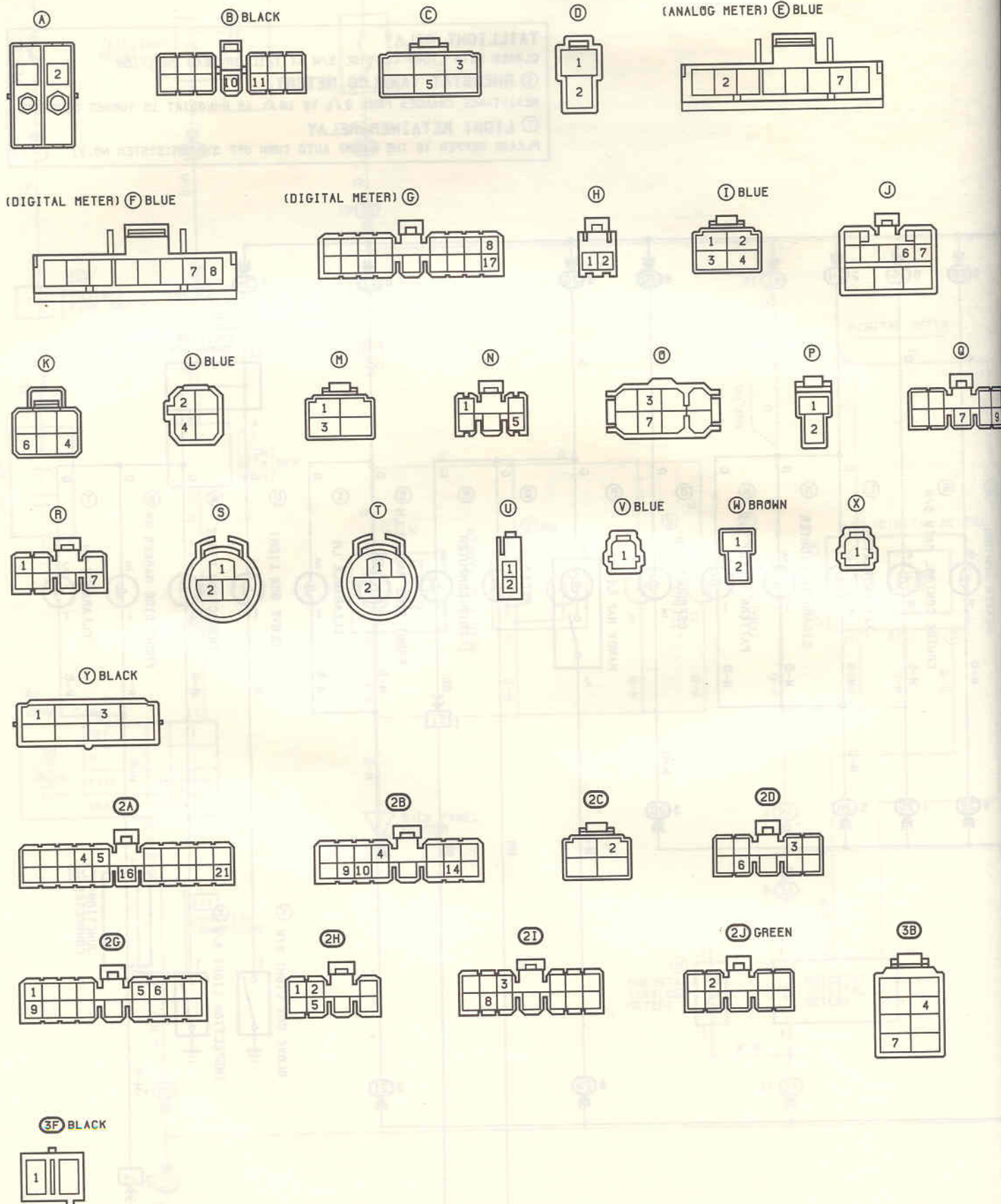
CLOSED WITH LIGHT CONTROL S/W AT TAIL OR HEAD POSITION

(I) RHEOSTAT (ANALOG METER)RESISTANCE CHANGES FROM 0Ω TO 10Ω AS RHEOSTAT IS TURNED CLOCKWISE**(Y) LIGHT RETAINER RELAY**

PLEASE REFER TO THE LIGHT AUTO TURN OFF SYSTEM (SYSTEM NO.7)

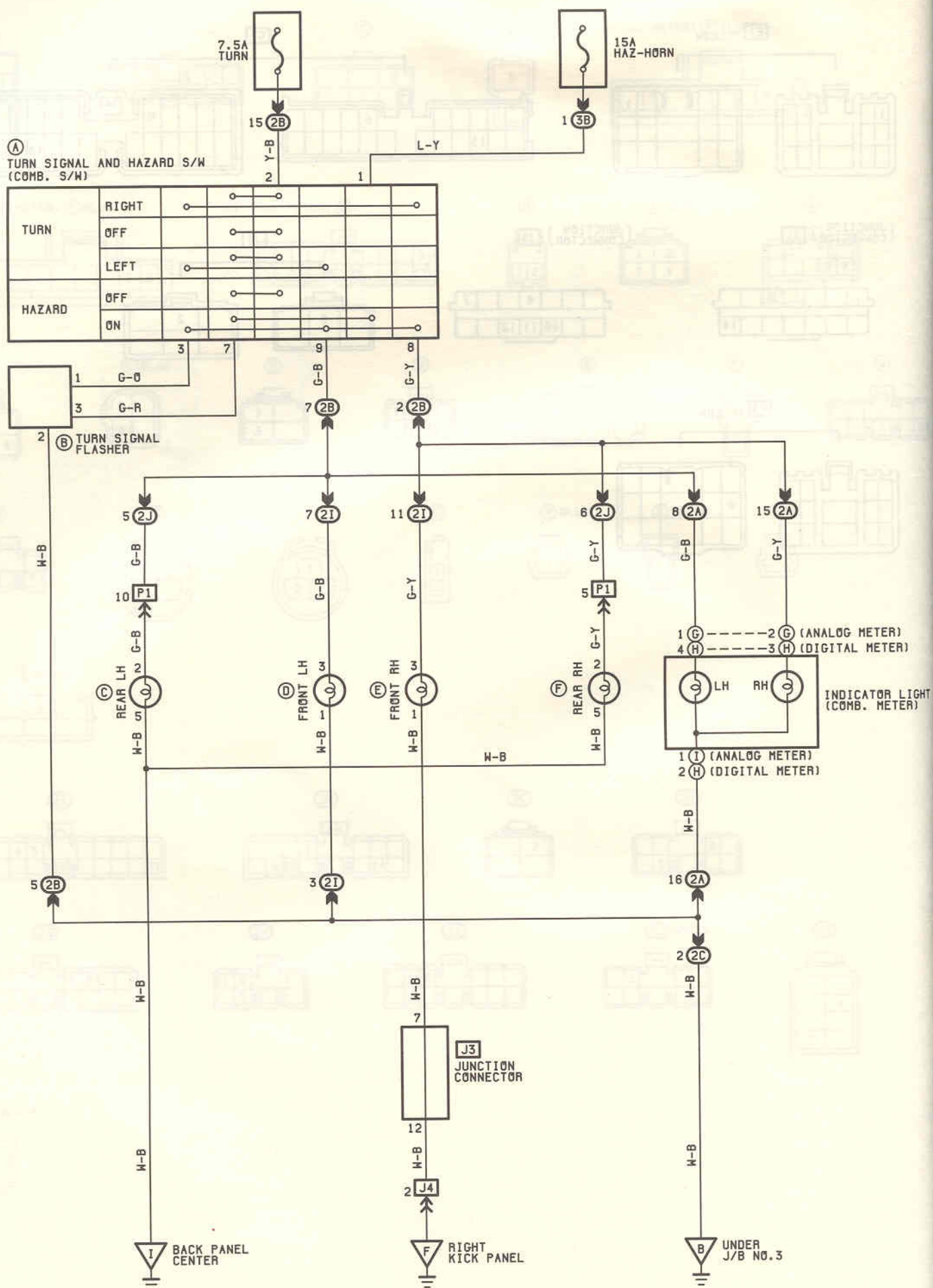


8 TAILLIGHTS AND ILLUMINATION





TURN SIGNAL AND HAZARD WARNING LIGHTS



① TURN SIGNAL AND HAZARD S/W

1-GROUND: ALWAYS 12 VOLTS

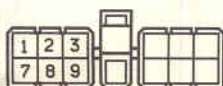
2-GROUND: 12 VOLTS WITH IGNITION S/W ON

② TURN SIGNAL FLASHER

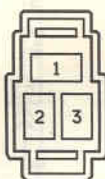
3-GROUND: 12 VOLTS WITH IGNITION S/W ON OR HAZARD S/W ON

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

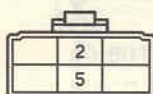
(A) BLACK



(B)



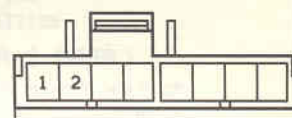
(C) (F)



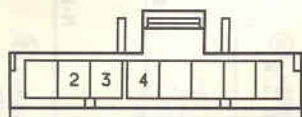
(D) (E)



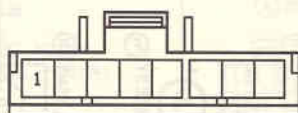
(ANALOG METER) (G) GRAY



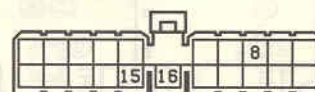
(DIGITAL METER) (H) BLUE



(ANALOG METER) (I)



(2A)



(2B)



(2C)



(2I)



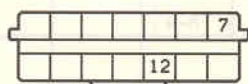
(2J) GREEN



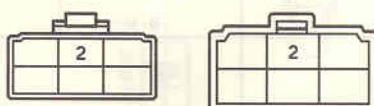
(3B)



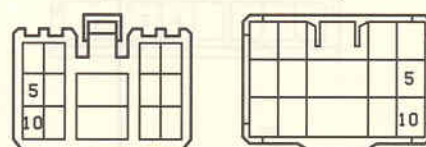
(JUNCTION CONNECTOR) (J3)



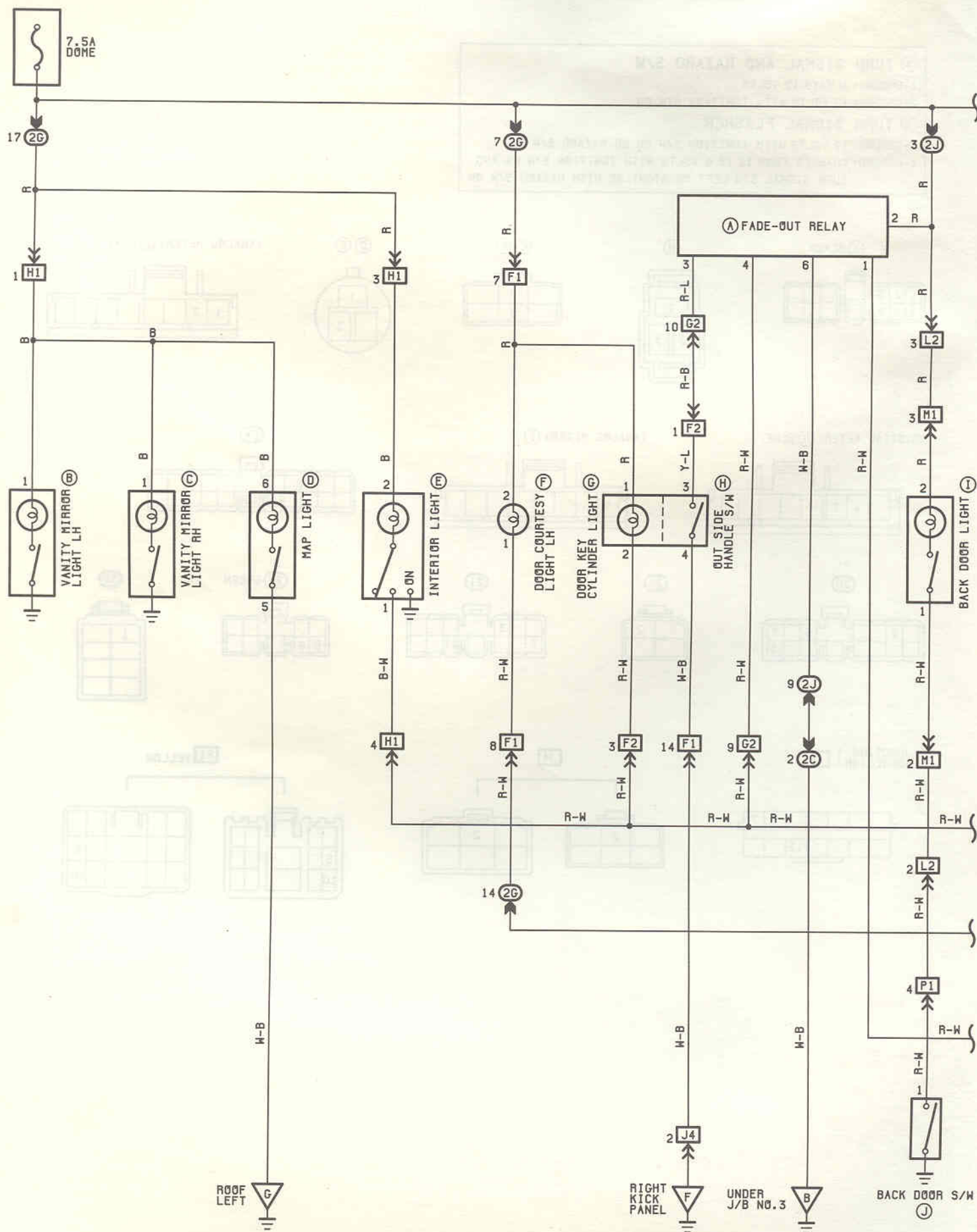
(J4)

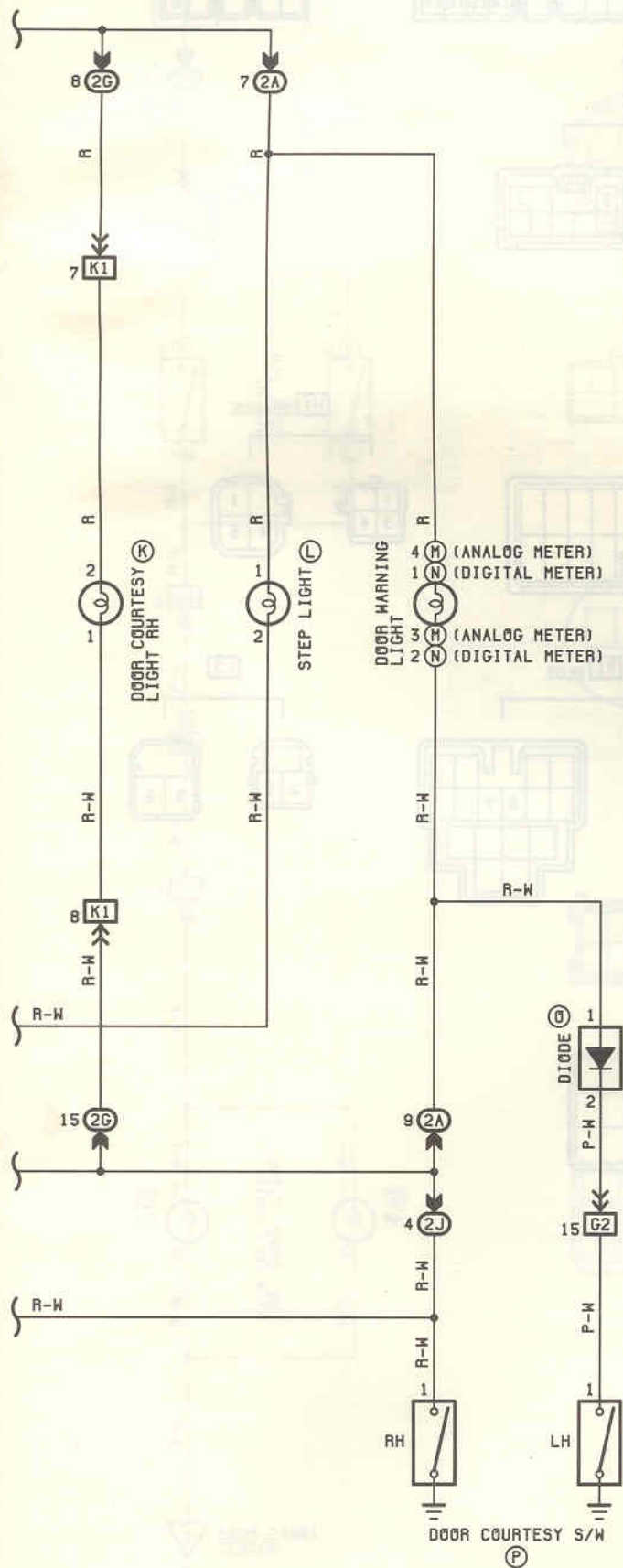


(P1) YELLOW



10 INTERIOR LIGHTS





Ⓐ FADE-OUT RELAY

- 1-GROUND: APPROX. 12 VOLTS WITH DOOR CLOSED
0VOLT WITH ANY DOOR OPEN
- 2-GROUND: ALWAYS 12VOLTS
- 3-GROUND: APPROX. 12VOLTS WITH DRIVER'S DOOR
OUTSIDE HANDLE HOLD UP
- 4-GROUND: APPROX. 12VOLTS WITH DOOR CLOSED
0VOLT WITH ANY DOOR OPEN
0VOLT→12VOLTS WITHIN 8.5 SECONDS AFTER DOOR CLOSED
OR AFTER DRIVER'S DOOR OUTSIDE HANDLE HOLD UP
- 6-GROUND: ALWAYS CONTINUITY

Ⓔ INTERIOR LIGHT

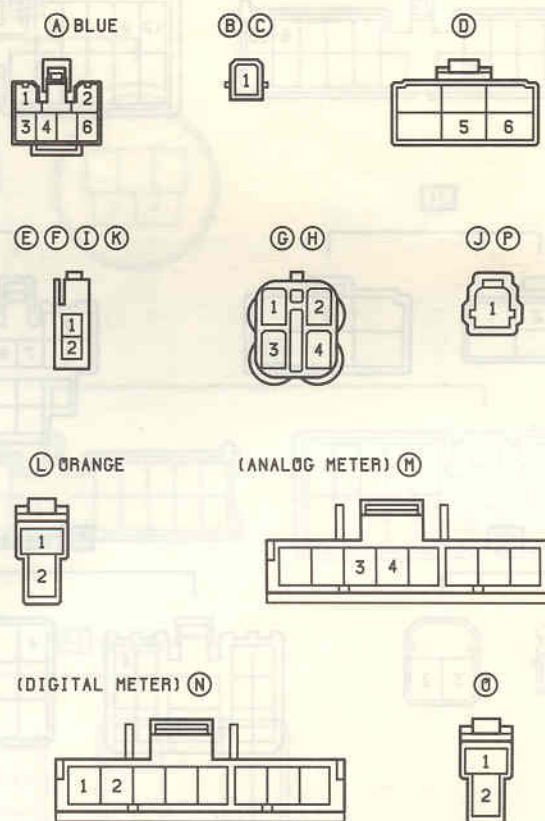
- 2-GROUND: CLOSED WITH S/W AT ON POSITION
- 2-1 : CLOSED WITH S/W AT DOOR POSITION

Ⓗ OUTSIDE HANDLE S/W (DRIVER'S DOOR)

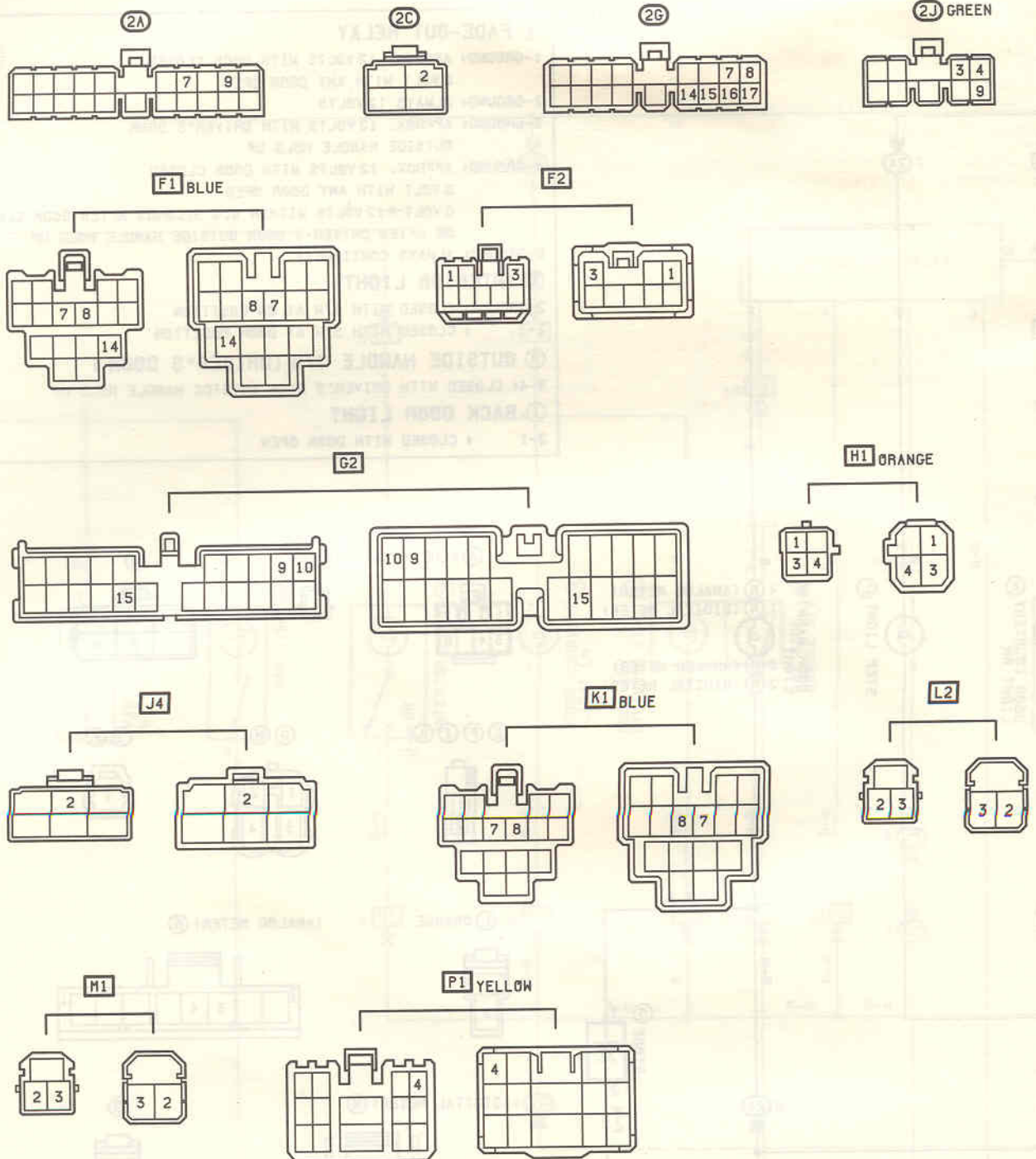
- 3-4: CLOSED WITH DRIVER'S DOOR OUTSIDE HANDLE HOLD UP

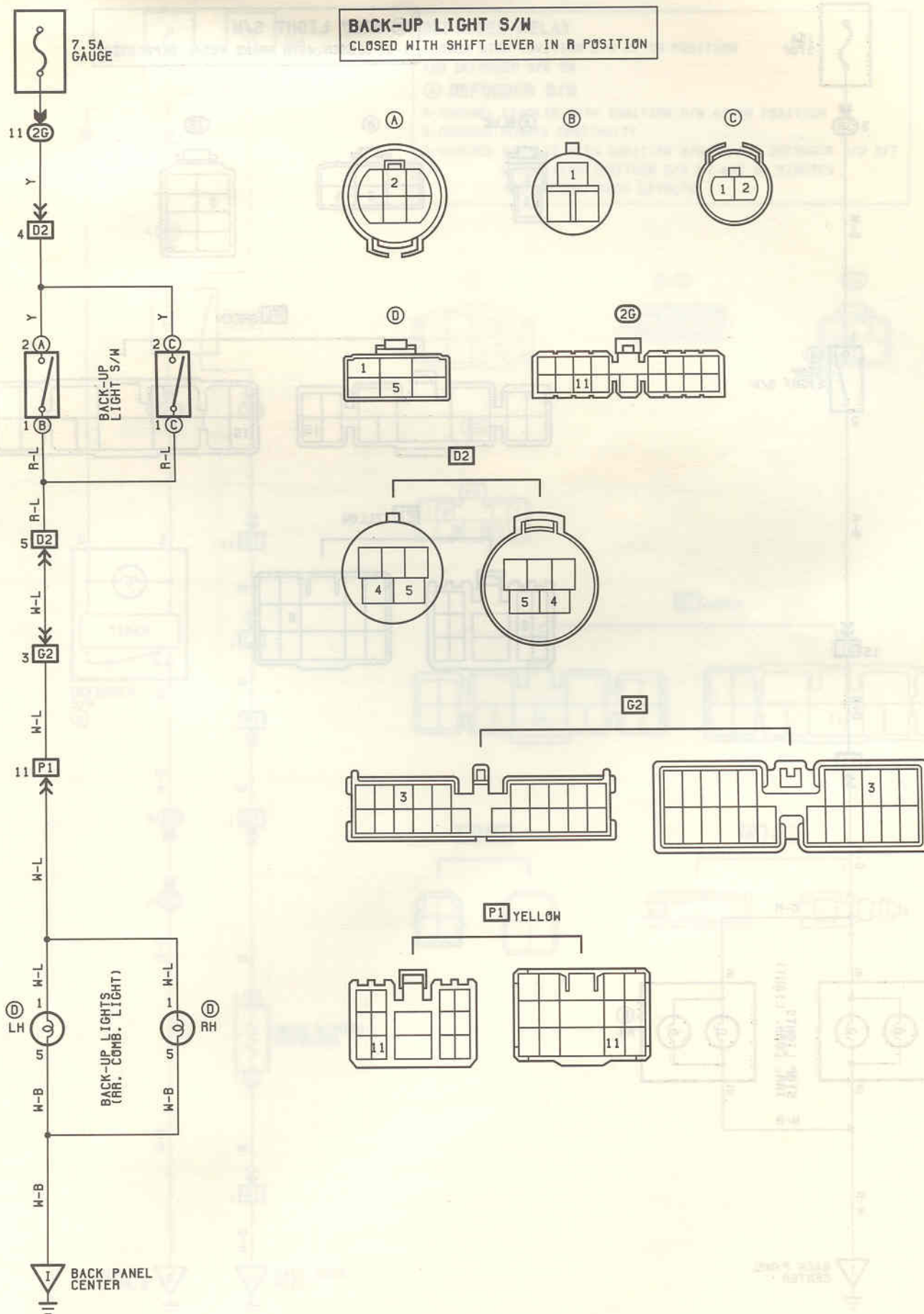
Ⓘ BACK DOOR LIGHT

- 2-1 : CLOSED WITH DOOR OPEN

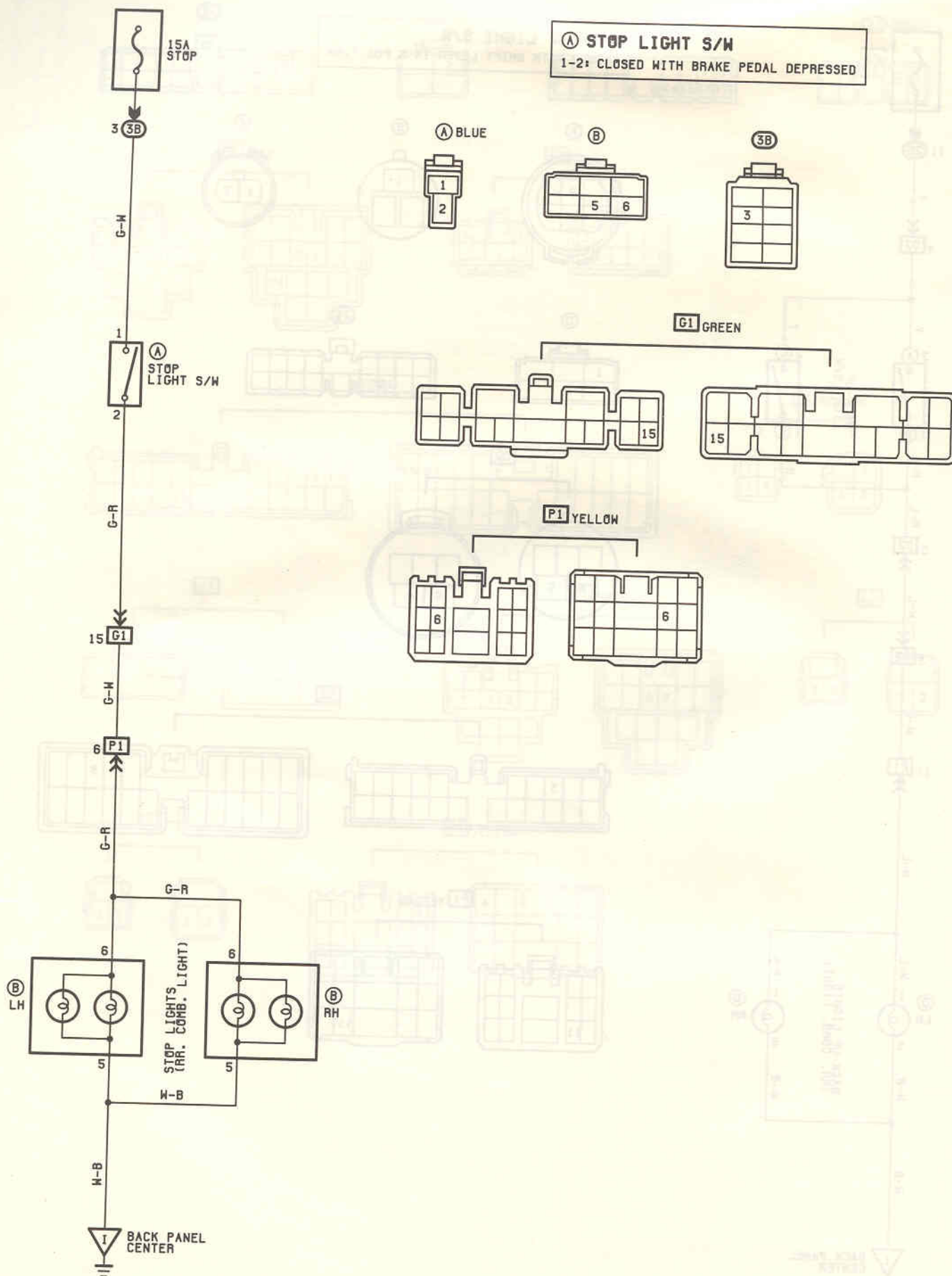


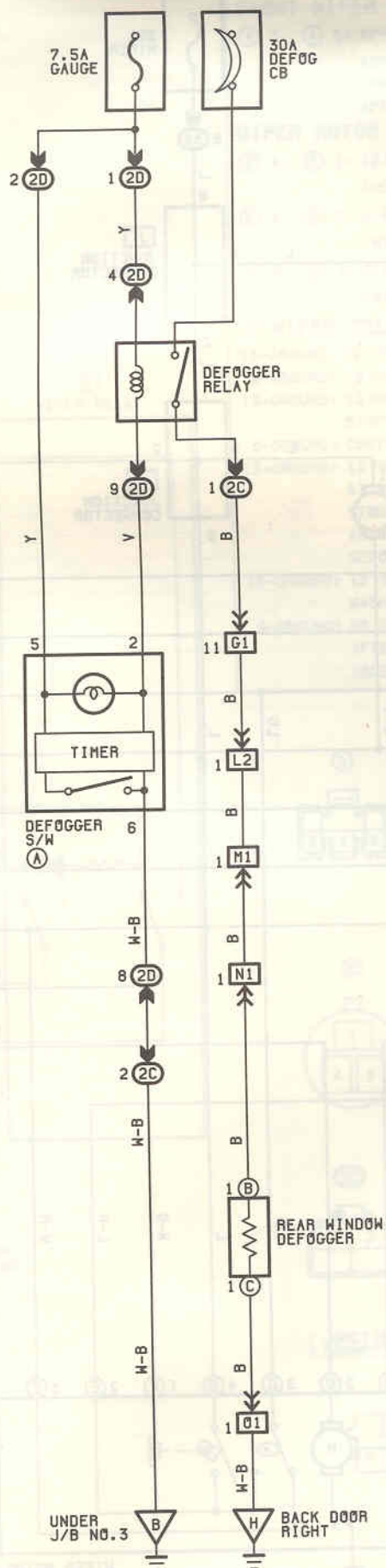
10 INTETIOR LIGHTS





12 STOP LIGHTS





DEFOGGER RELAY

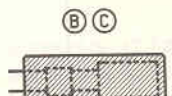
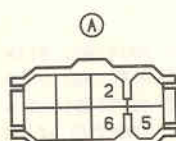
CLOSED WITH IGNITION S/W AT IG POSITION
AND DEFOGGER S/W ON

(A) DEFOGGER S/W

5-GROUND: 12VOLTS WITH IGNITION S/W AT IG POSITION

6-GROUND: ALWAYS CONTINUITY

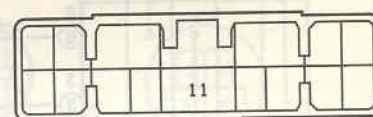
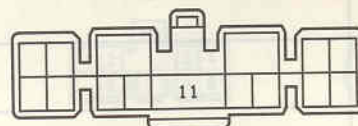
2-GROUND: 12VOLTS WITH IGNITION S/W ON AND DEFOGGER S/W OFF
0VOLT WITH IGNITION S/W ON AND 15 MINUTES
THEREAFTER. THEN 12VOLTS



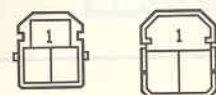
(2D)



G1 GREEN

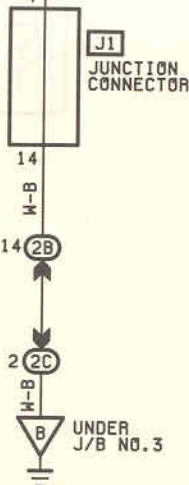


L2 M1



N1 01



[illegible]

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

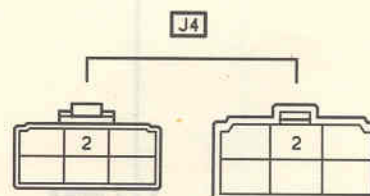
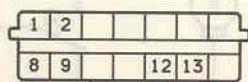
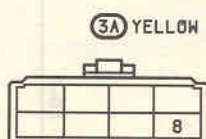
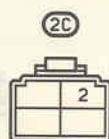
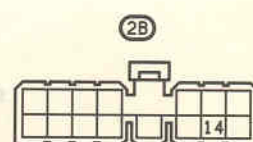
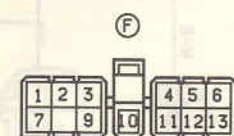
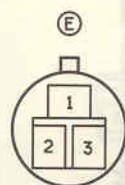
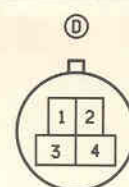
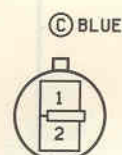
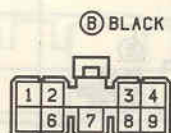
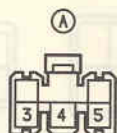
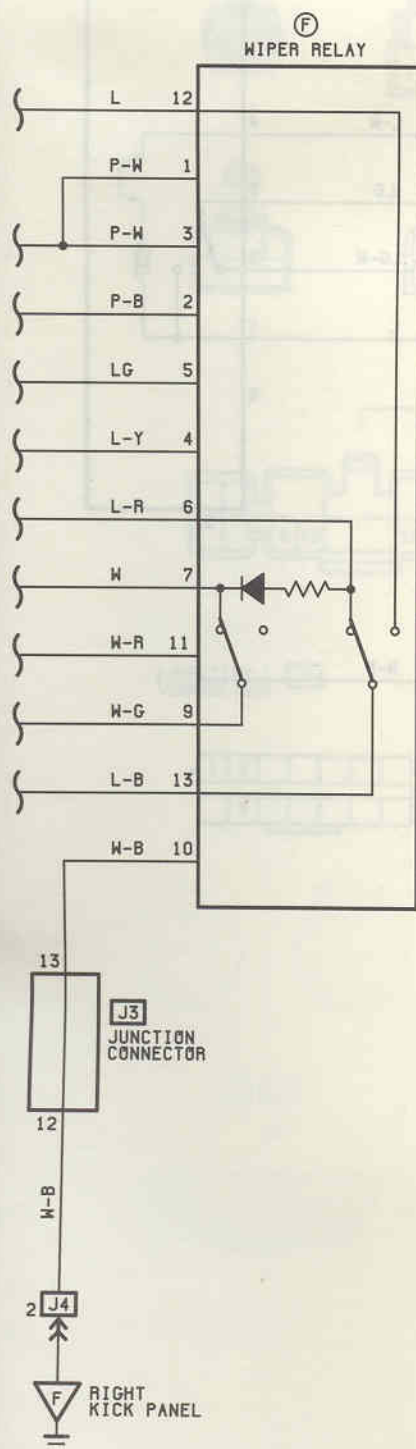
- (A) 3- (A) 5: APPROX. 50 K Ω (SLOW)
 APPROX. 34 K Ω (SLOW)
 APPROX. 16 K Ω (SLOW)
 APPROX. 0 K Ω (FAST)

WIPER MOTOR

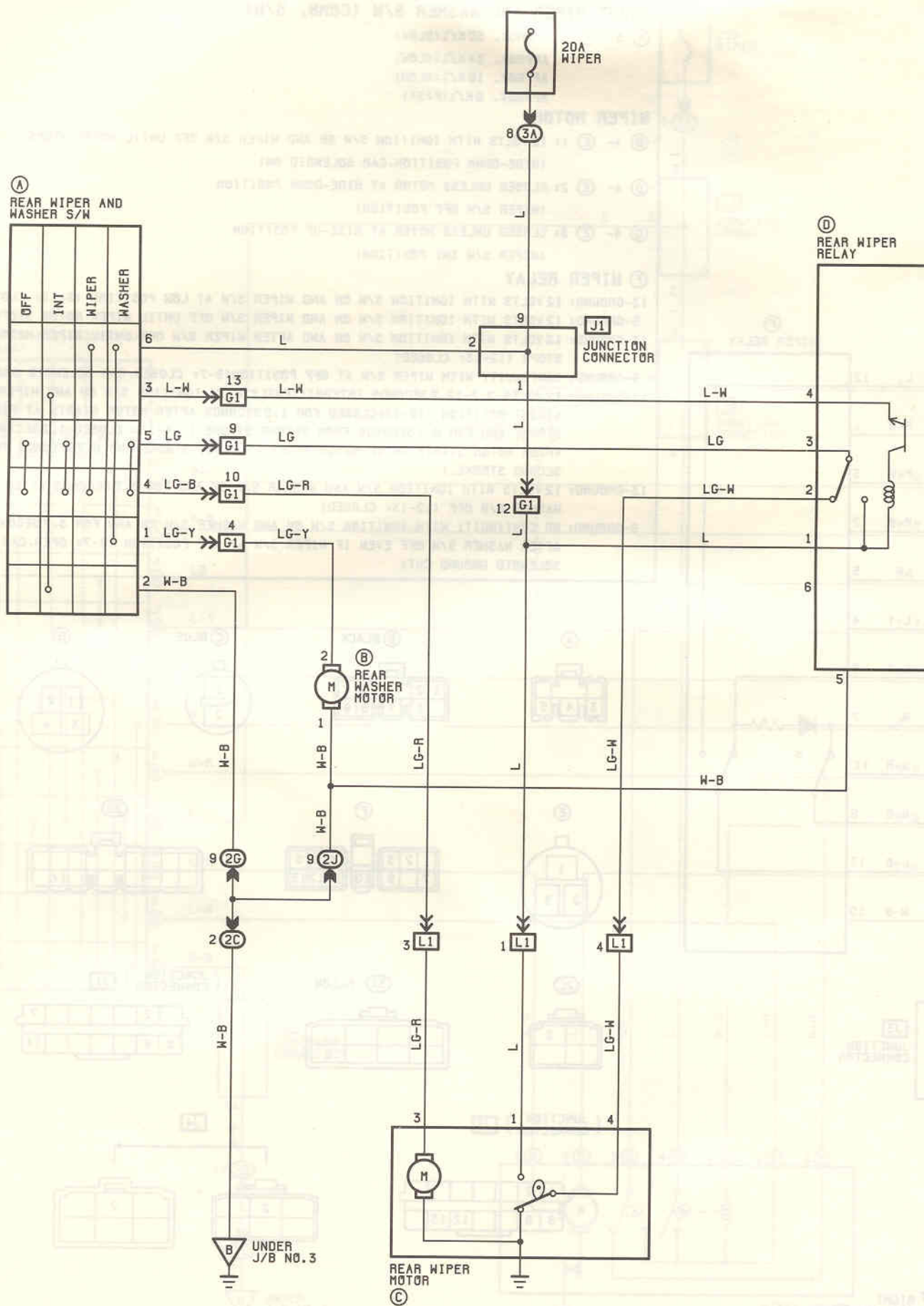
- (D) 4- (E) 1: 12 VOLTS WITH IGNITION S/W ON AND WIPER S/W OFF UNTIL MOTOR STOPS
 (HIDE-DOWN POSITION, CAM SOLENOID ON)
 (D) 4- (E) 2: CLOSED UNLESS MOTOR AT HIDE-DOWN POSITION
 (WIPER S/W OFF POSITION)
 (D) 4- (E) 3: CLOSED UNLESS MOTOR AT RISE-UP POSITION
 (WIPER S/W INT POSITION)

(F) WIPER RELAY

- 13-GROUND: 12 VOLTS WITH IGNITION S/W ON AND WIPER S/W AT LOW POSITION (6-13: CLOSED)
 5-GROUND: 12 VOLTS WITH IGNITION S/W ON AND WIPER S/W OFF UNTIL WIPER MOTOR STOPS
 13-GROUND: 12 VOLTS WITH IGNITION S/W ON AND AFTER WIPER S/W OFF UNTIL WIPER MOTOR STOPS (12-13: CLOSED)
 9-GROUND: CONTINUITY WITH WIPER S/W AT OFF POSITION (9-7: CLOSED, CAM SOLENOID GROUND)
 13-GROUND: 12 VOLTS 2.7-12.7 SECONDS INTERMITTENTLY WITH IGNITION S/W ON AND WIPER S/W AT INT POSITION (12-13: CLOSED FOR 1.2 SECONDS AFTER MOTOR STARTS AT FIRST STROKE AND FOR 0.7 SECONDS FROM SECOND STROKE.) (6-13: CLOSED 1.2 SECONDS AFTER MOTOR STARTS UNTIL MOTOR STOPS AT FIRST STROKE AND 0.7 SECONDS FROM SECOND STROKE.)
 13-GROUND: 12 VOLTS WITH IGNITION S/W AND WASHER S/W ON AND FOR 3.7 SECONDS AFTER WASHER S/W OFF (12-13: CLOSED)
 9-GROUND: NO CONTINUITY WITH IGNITION S/W ON AND WASHER S/W ON AND FOR 3.7 SECONDS AFTER WASHER S/W OFF EVEN IF WIPER S/W AT OFF POSITION (9-7: OPEN, CAM SOLENOID GROUND CUT)

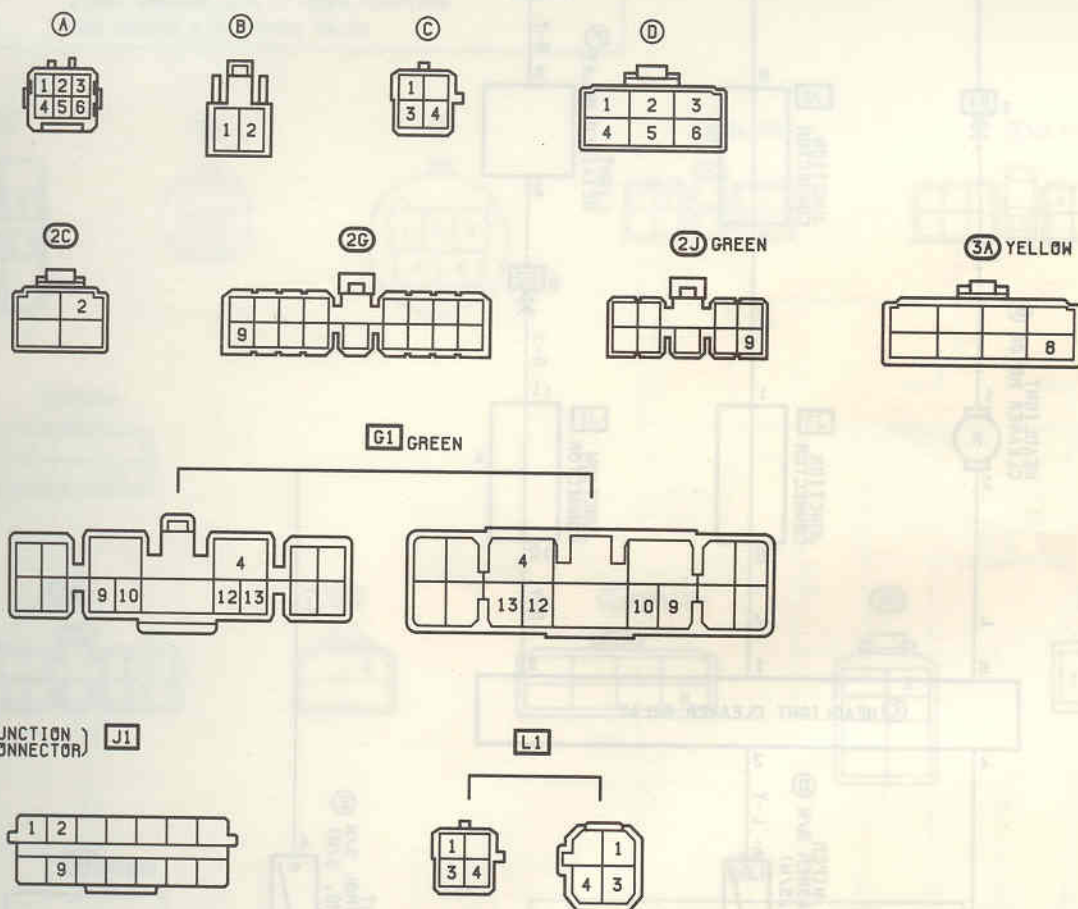


REAR WIPER AND WASHER

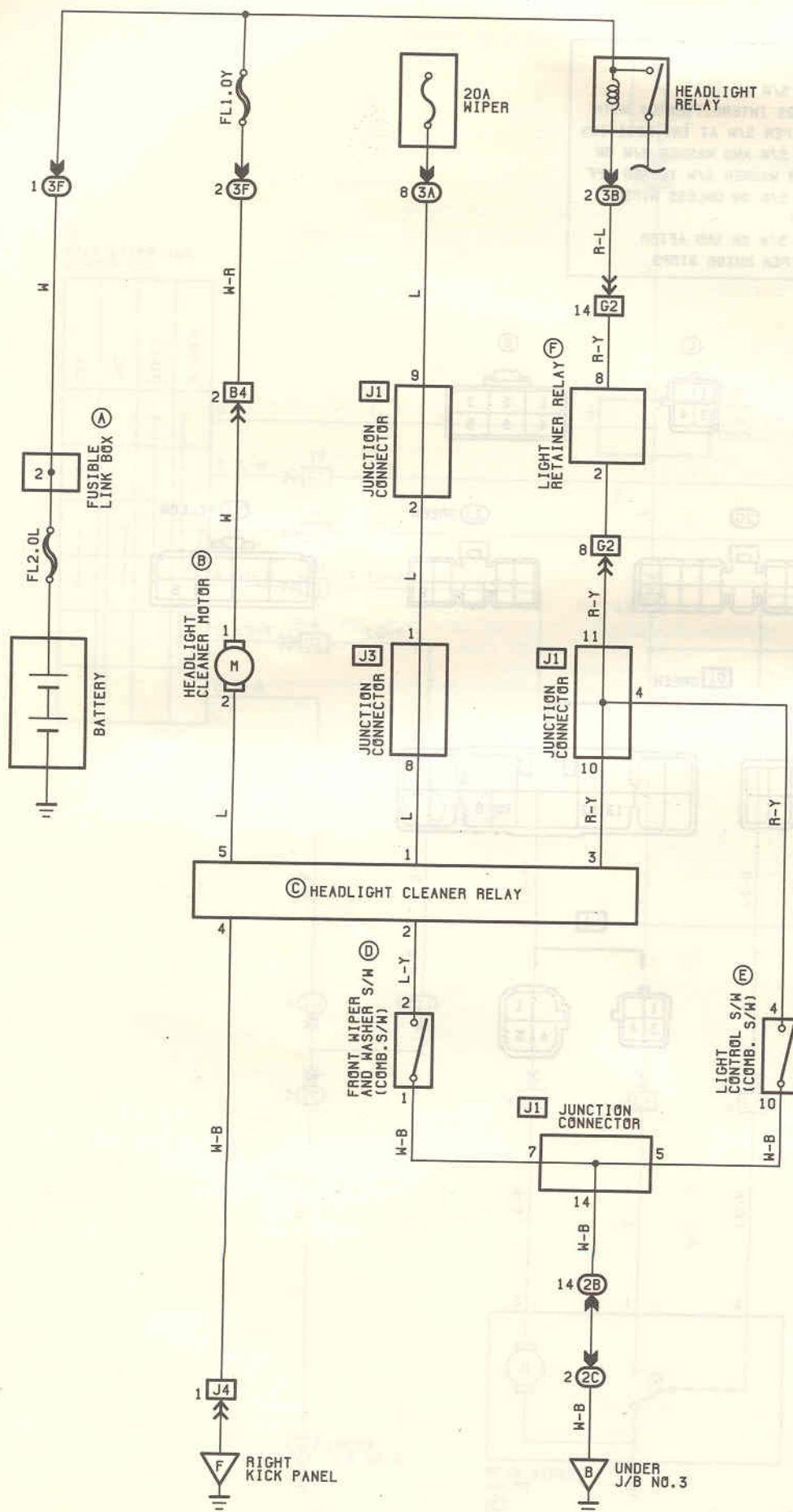


① REAR WIPER RELAY

- 1-GROUND: 12VOLTS WITH IGNITION S/W ON
 3-GROUND: 12VOLTS EVERY 12SECONDS INTERMITTENTLY WITH
 IGNITION S/W ON AND WIPER S/W AT INT POSITION
 3-GROUND: 12VOLTS WITH IGNITION S/W AND WASHER S/W ON
 AND FOR 4SECONDS AFTER WASHER S/W TURNED OFF
 2-GROUND: 12VOLTS WITH IGNITION S/W ON UNLESS WIPER
 MOTOR AT STOP POSITION
 3-GROUND: 12VOLTS WITH IGNITION S/W ON AND AFTER
 WIPER S/W OFF UNTIL WIPER MOTOR STOPS



16 HEADLIGHT CLEANER

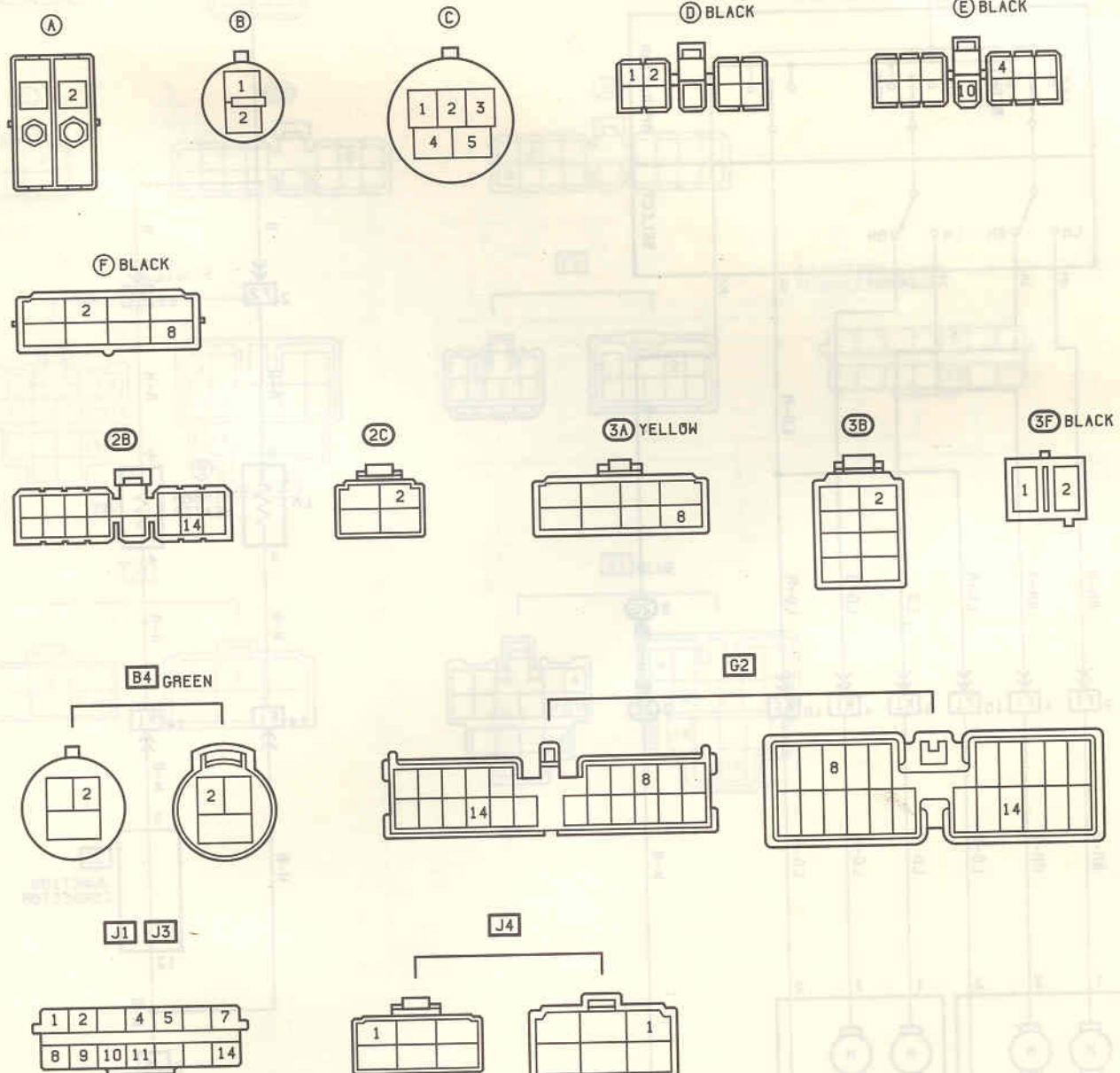


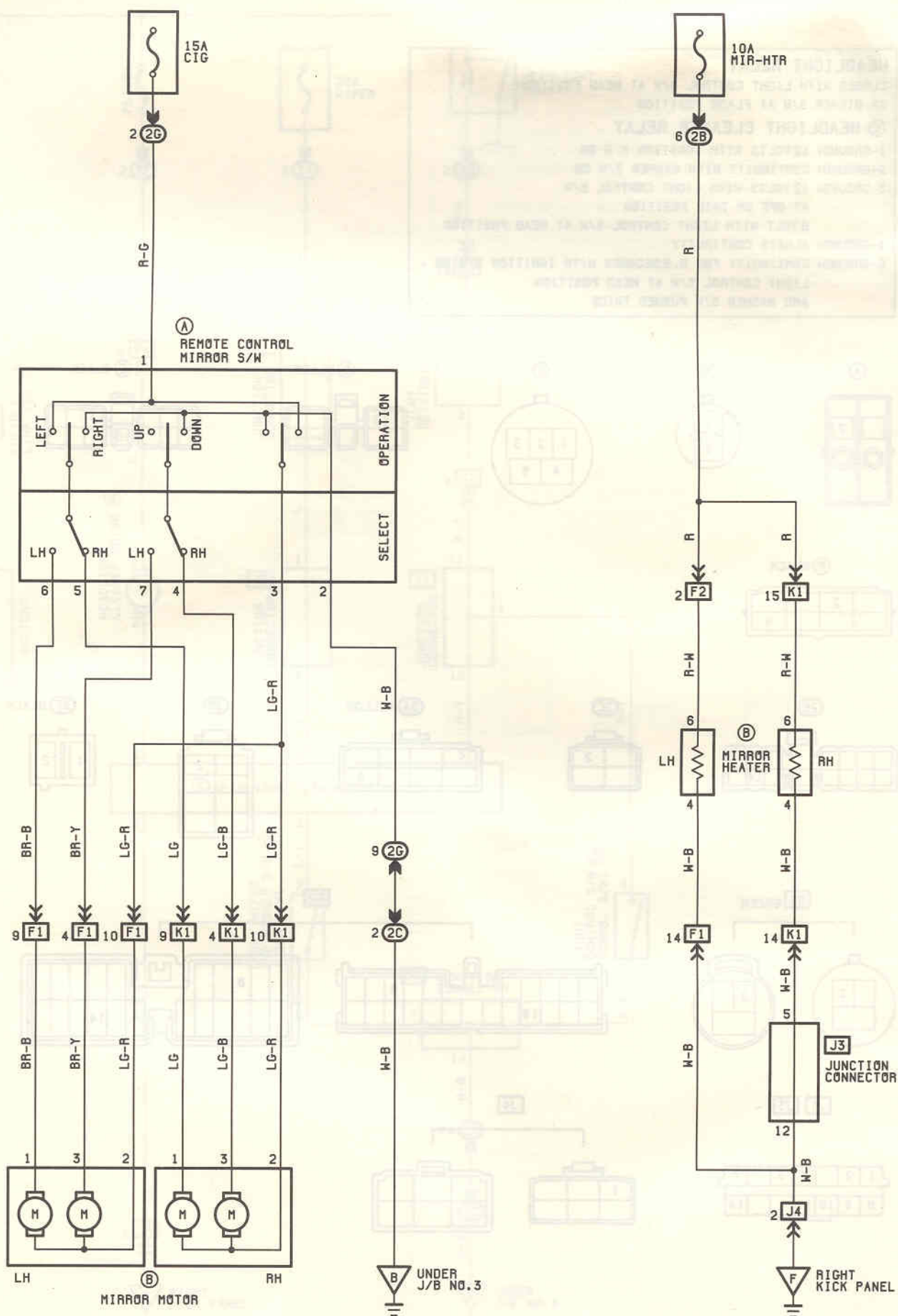
HEADLIGHT RELAY

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

© HEADLIGHT CLEANER RELAY

- 1-GROUND: 12 VOLTS WITH IGNITION S/W ON
- 2-GROUND: CONTINUITY WITH WASHER S/W ON
- 3-GROUND: 12 VOLTS WITH LIGHT CONTROL S/W
AT OFF OR TAIL POSITION
0 VOLT WITH LIGHT CONTROL S/W AT HEAD POSITION
- 4-GROUND: ALWAYS CONTINUITY
- 5-GROUND: CONTINUITY FOR 0.5 SECONDS WITH IGNITION S/W ON,
LIGHT CONTROL S/W AT HEAD POSITION
AND WASHER S/W PUSHED TWICE



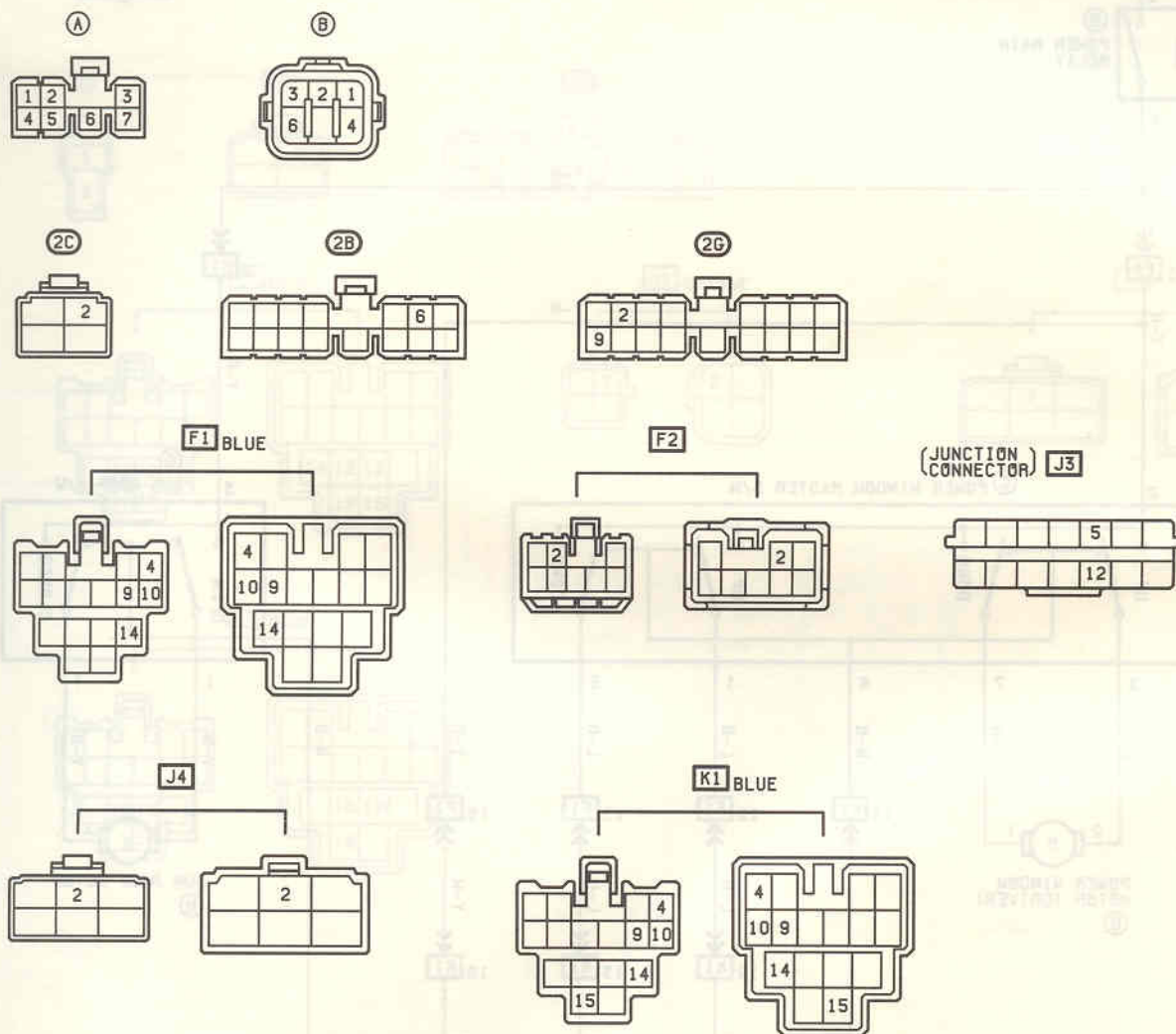


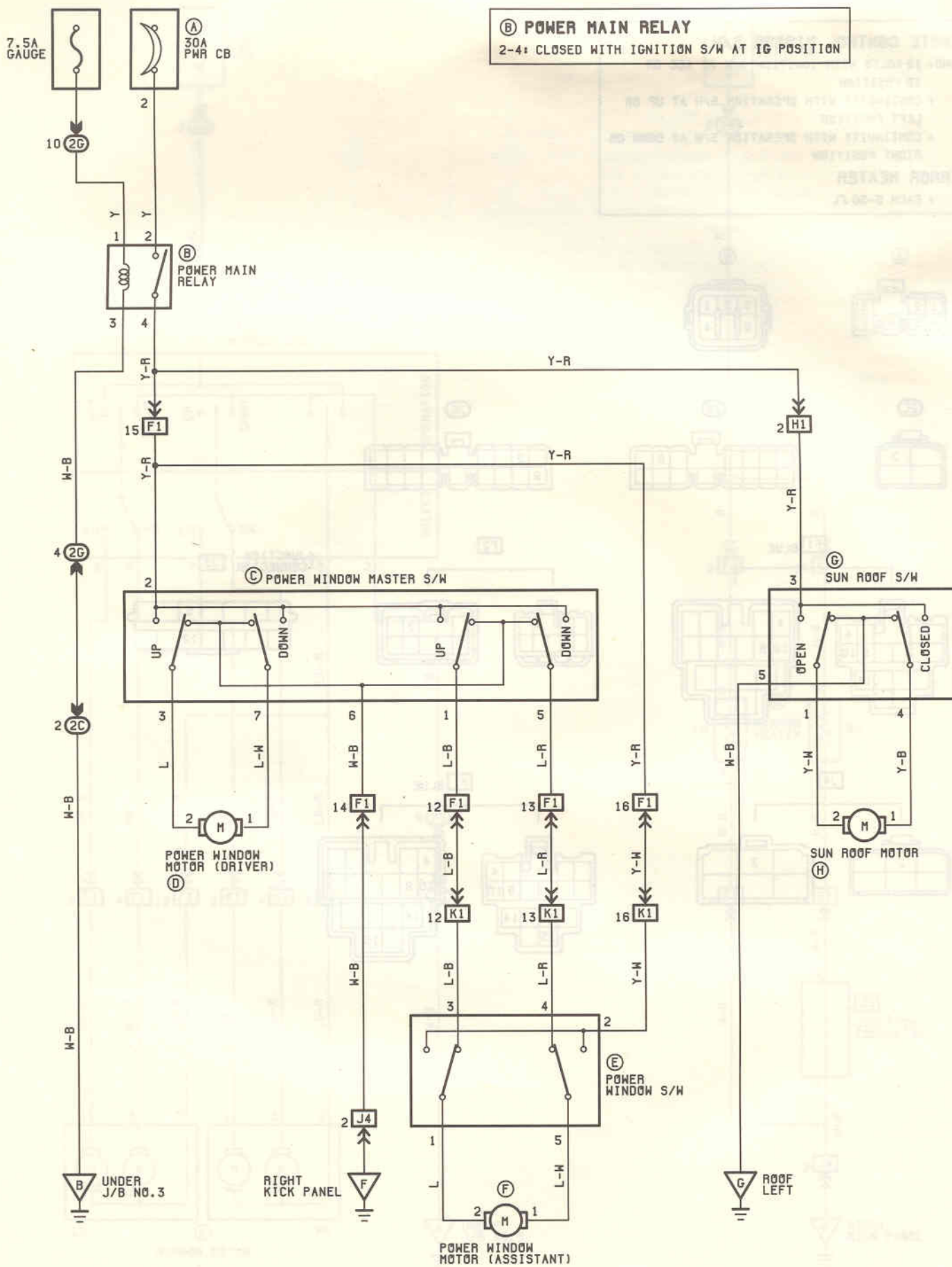
Ⓐ REMOTE CONTROL MIRROR S/W

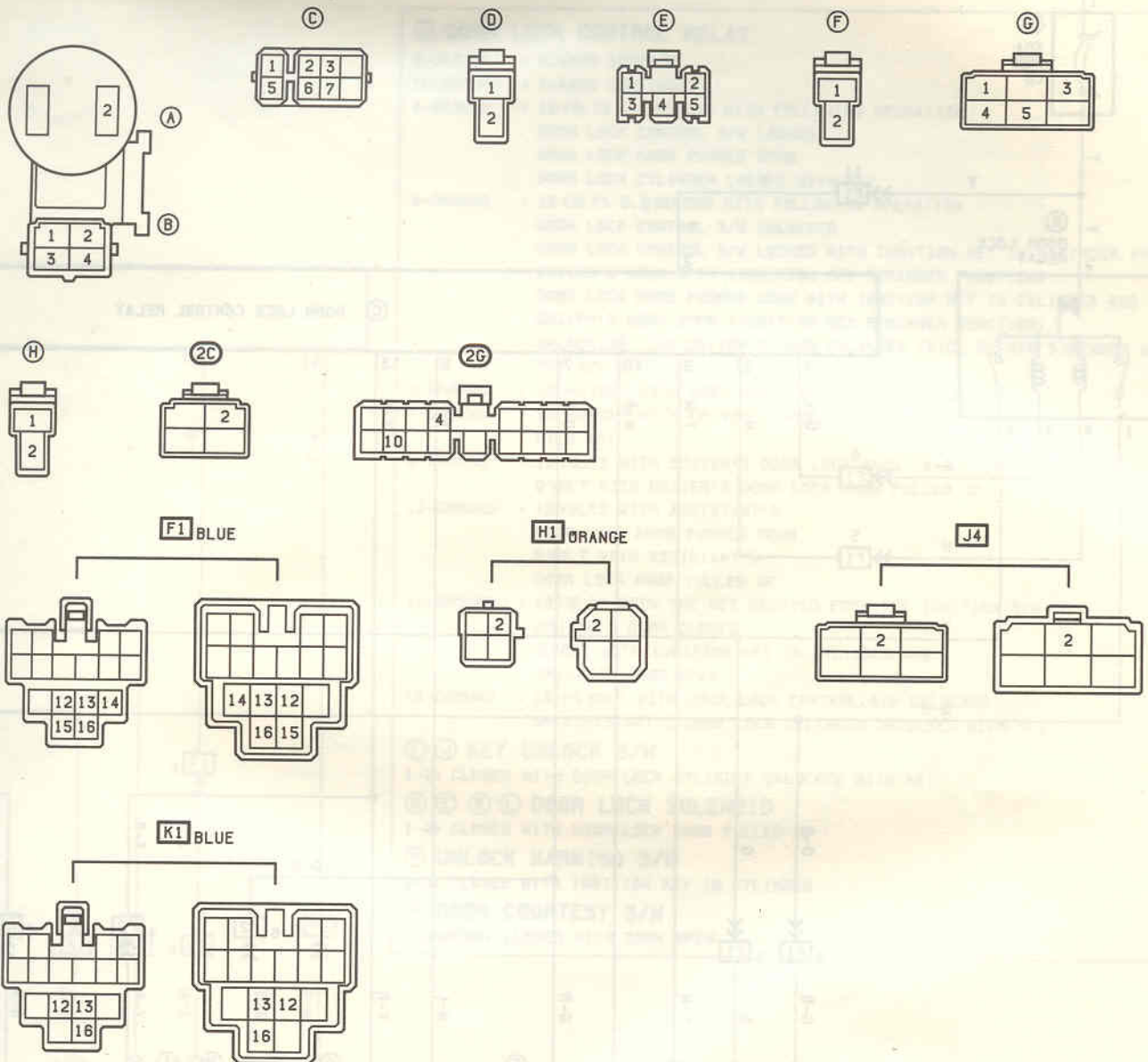
- 1-GROUND: 12 VOLTS WITH IGNITION S/W AT ACC OR IG POSITION
 3-2 : CONTINUITY WITH OPERATION S/W AT UP OR LEFT POSITION
 1-3 : CONTINUITY WITH OPERATION S/W AT DOWN OR RIGHT POSITION

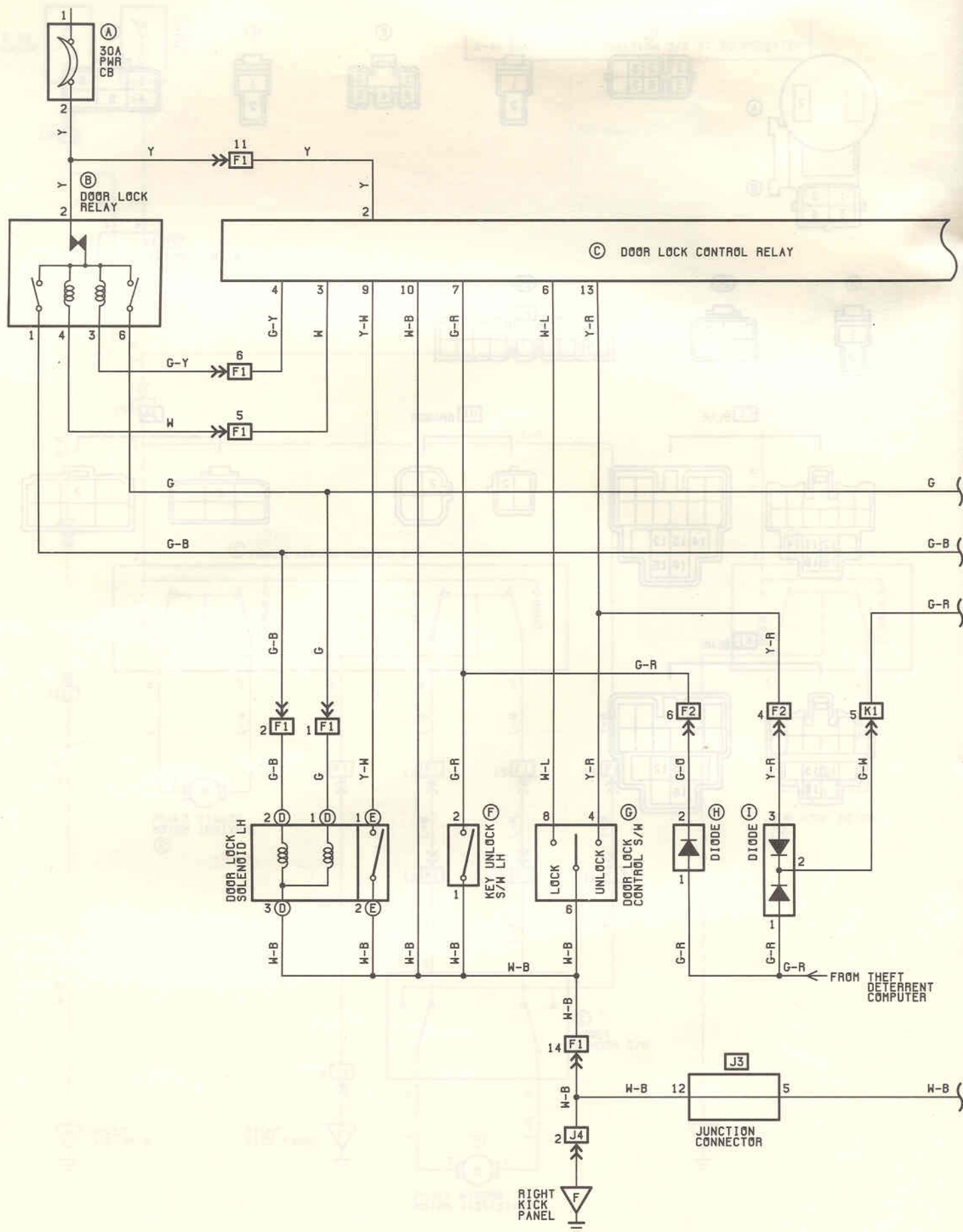
Ⓑ MIRROR HEATER

- 4-6 : EACH 5-30 Ω





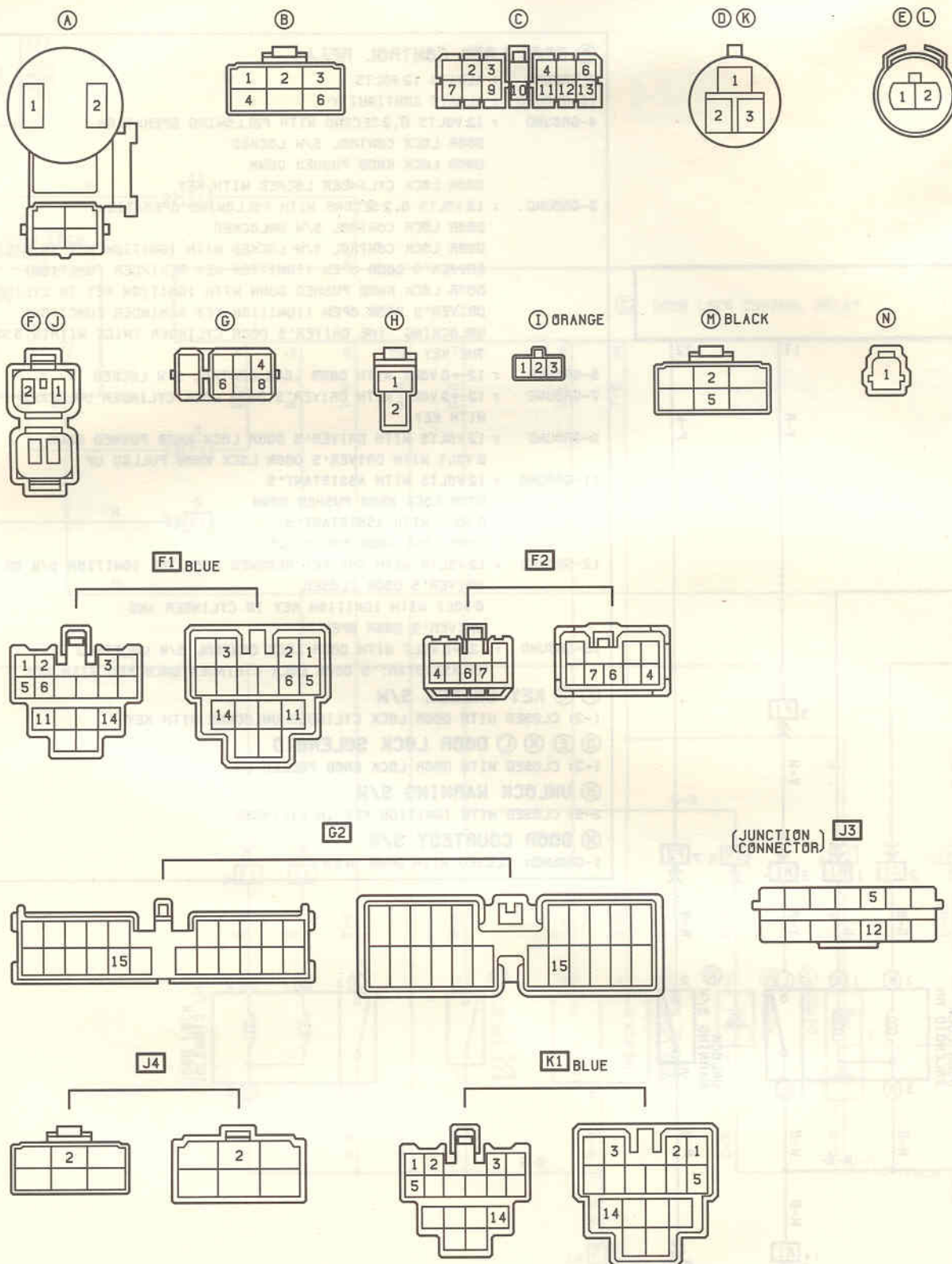


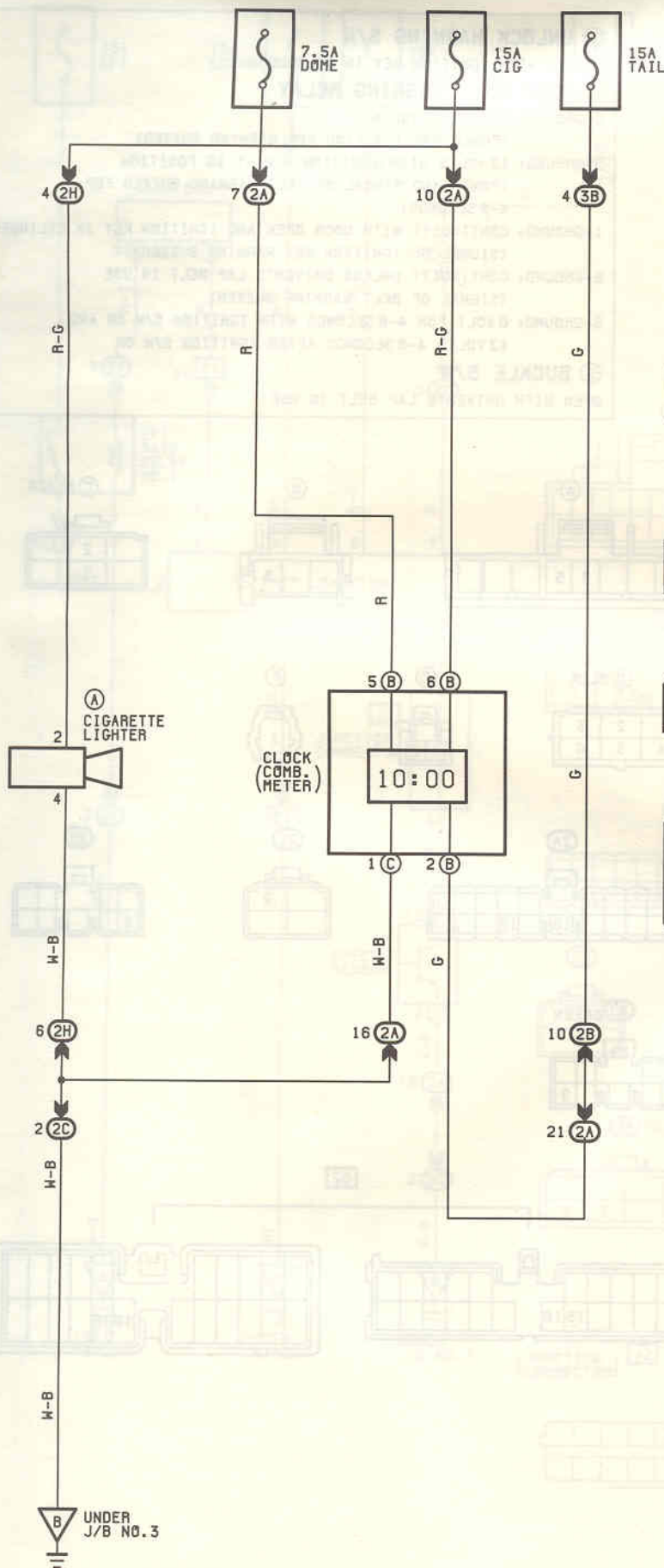


1-GROUND: CLOSED WITH DOOR OPEN



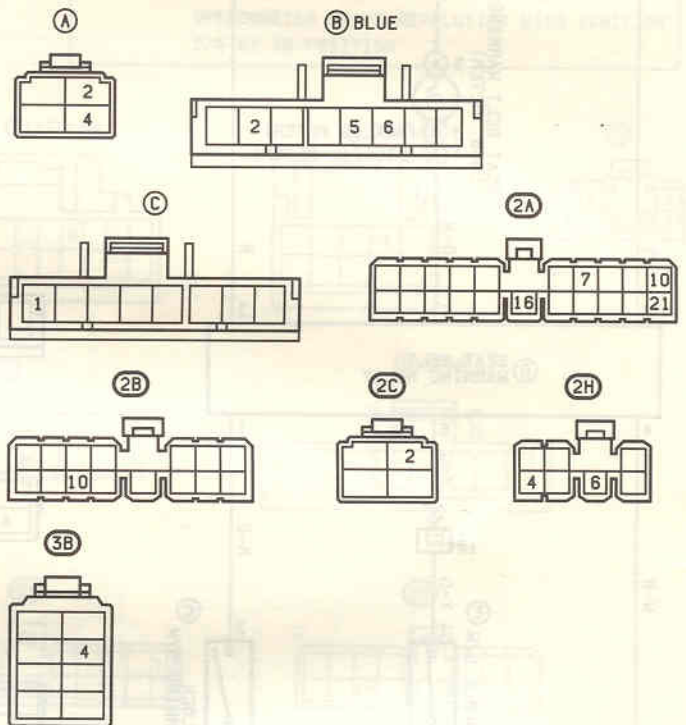
19 DOOR LOCKS



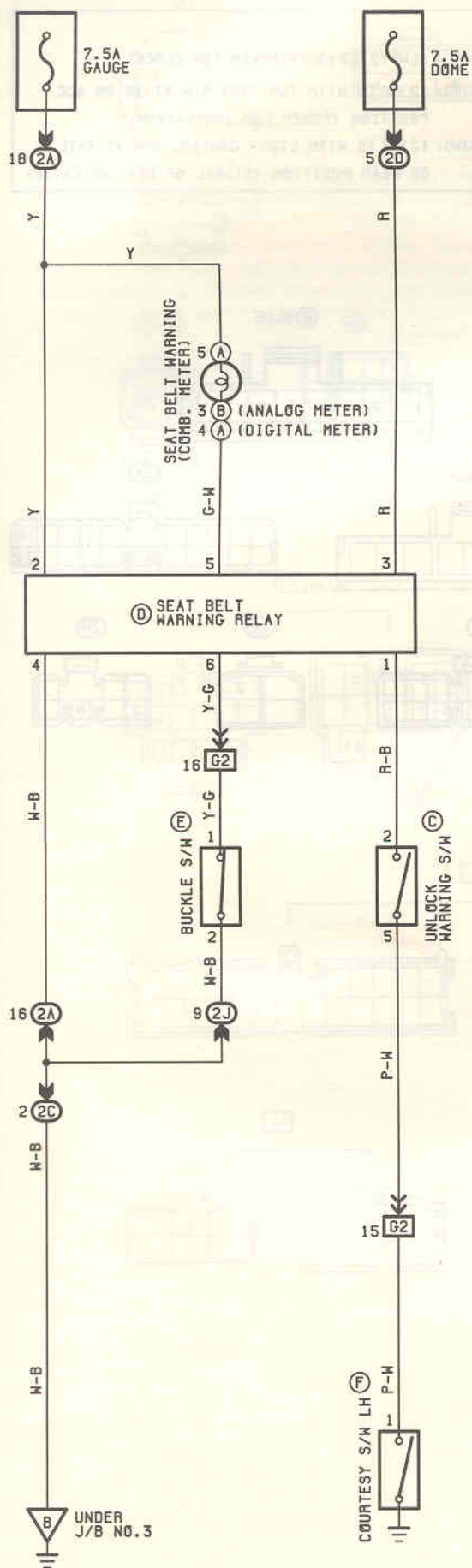


CLOCK

- (B) 5-GROUND: ALWAYS 12VOLTS (POWER FOR CLOCK)
- (B) 6-GROUND: 12VOLTS WITH IGNITION S/W AT IG OR ACC POSITION (POWER FOR INDICATION)
- (B) 2-GROUND: 12VOLTS WITH LIGHT CONTROL S/W AT TAIL OR HEAD POSITION (SIGNAL OF DIM INDICATOR)



21 UNLOCK AND SEAT BELT WARNING



(C) UNLOCK WARNING S/W

CLOSED WITH IGNITION KEY IN CYLINDER

(D) SEAT BELT WARNING RELAY

3-GROUND: ALWAYS 12VOLTS

(POWER FOR IGNITION KEY WARNING BUZZER)

2-GROUND: 12VOLTS WITH IGNITION S/W AT IG POSITION

(POWER AND SIGNAL OF BELT WARNING BUZZER FOR 4-8 SECONDS)

1-GROUND: CONTINUITY WITH DOOR OPEN AND IGNITION KEY IN CYLINDER

(SIGNAL OF IGNITION KEY WARNING BUZZER)

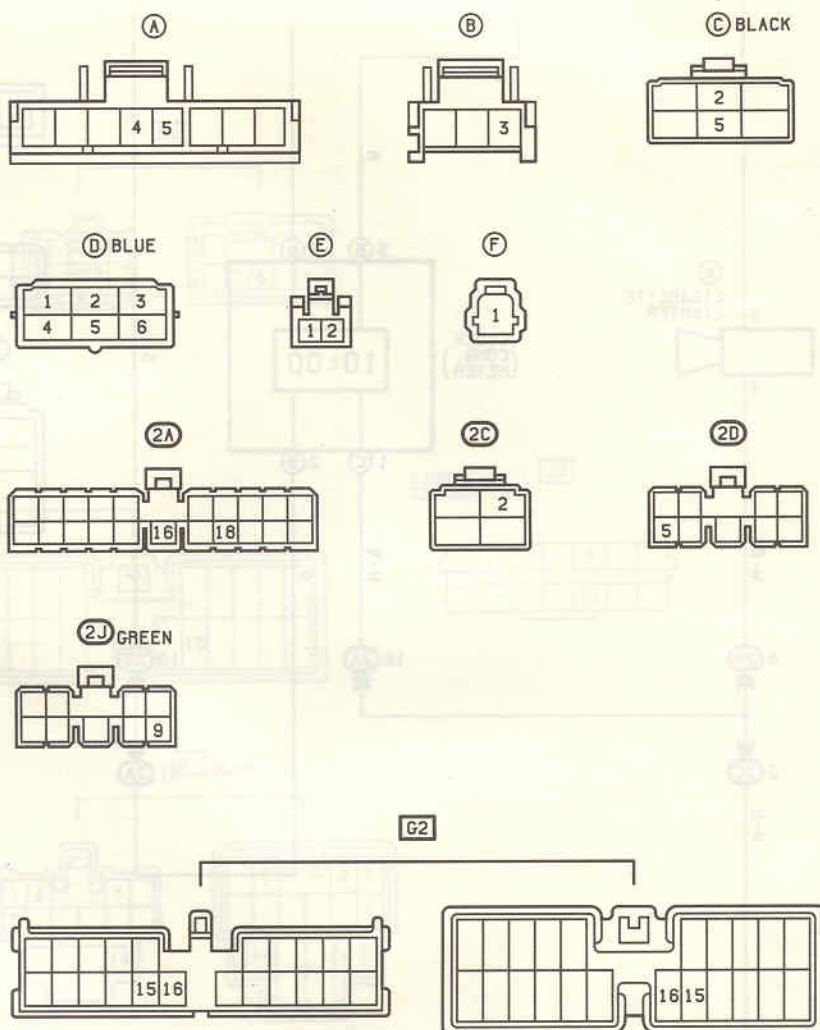
6-GROUND: CONTINUITY UNLESS DRIVER'S LAP BELT IN USE

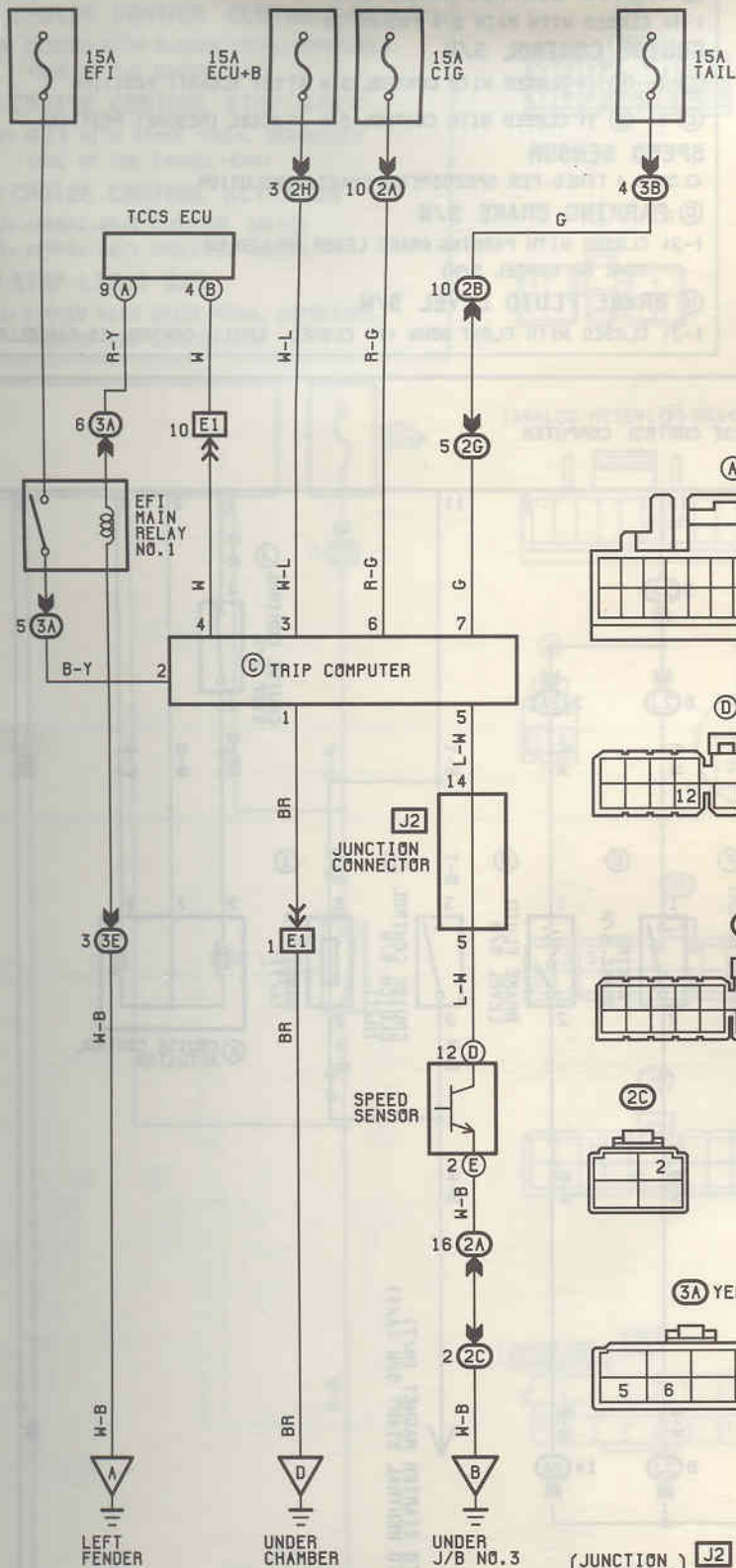
(SIGNAL OF BELT WARNING BUZZER)

5-GROUND: 0VOLT FOR 4-8 SECONDS WITH IGNITION S/W ON AND 12VOLTS 4-8 SECONDS AFTER IGNITION S/W ON

(E) BUCKLE S/W

OPEN WITH DRIVER'S LAP BELT IN USE





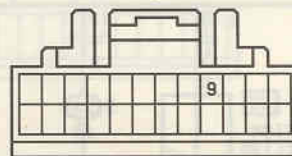
EFI MAIN RELAY NO.1

CLOSED WITH IGNITION S/W ON

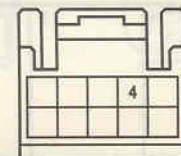
(C) TRIP COMPUTER

- 1-GROUND: ALWAYS CONTINUITY (COMPUTER GROUND)
- 3-GROUND: ALWAYS 12VOLTS (POWER FOR COMPUTER)
- 6-GROUND: 12VOLTS WITH IGNITION S/W AT ACC OR IG POSITION (POWER OF INDICATION)
- 7-GROUND: 12VOLTS WITH LIGHT CONTROL S/W AT TAIL OR HEAD POSITION. (SIGNAL OF DIM INDICATION)
- 2-GROUND: 10-14VOLTS WITH IGNITION S/W ON
- 4-GROUND: 9-14VOLTS WITH IGNITION S/W ON
- 5-GROUND: CHANGES FROM 12 TO 0VOLTS 4TIMES PER SPEEDOMETER SHAFT REVOLUTION WITH IGNITION S/W AT IG POSITION

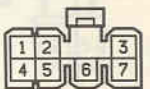
(A) YELLOW



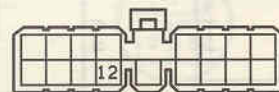
(B) YELLOW



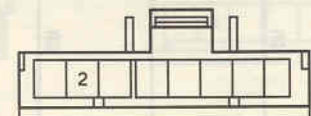
(C)



(D)



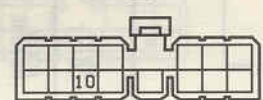
(E) BLUE



(2A)



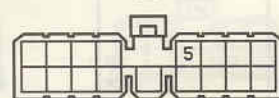
(2B)



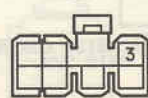
(2C)



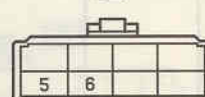
(2G)



(2H)



(3A) YELLOW



(3B)



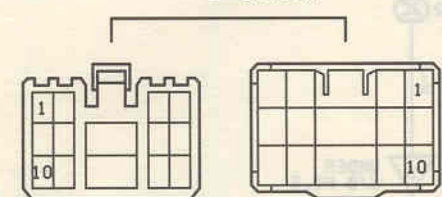
(3E) BLACK

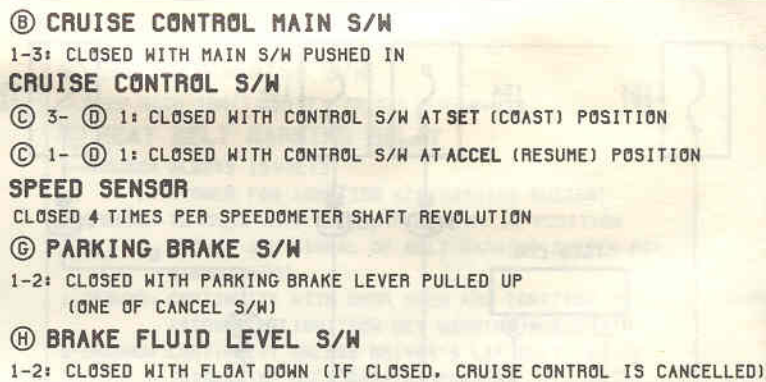


(JUNCTION CONNECTOR) J2



(E1) YELLOW





① CRUISE CONTROL CLUTCH S/W(M/T)

2-3: CLOSED WITH CLUTCH PEDAL DEPRESSED.
(ONE OF THE CANCEL S/W)

② CRUISE CONTROL STOP S/W

1-2: OPEN WITH BRAKE PEDAL DEPRESSED
(ONE OF THE CANCEL S/W)

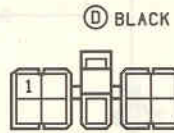
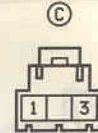
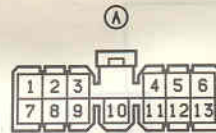
③ CRUISE CONTROL ACTUATOR

1-2: APPROX. 30Ω (CONTROL VALVE)

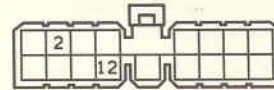
1-3: APPROX. 68Ω (RELEASE VALVE)

④ STOP LIGHT S/W

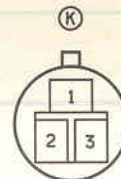
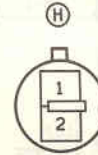
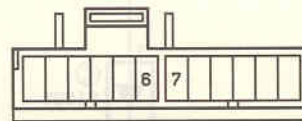
1-2: CLOSED WITH BRAKE PEDAL DEPRESSED.
(ONE OF THE CANCEL S/W)



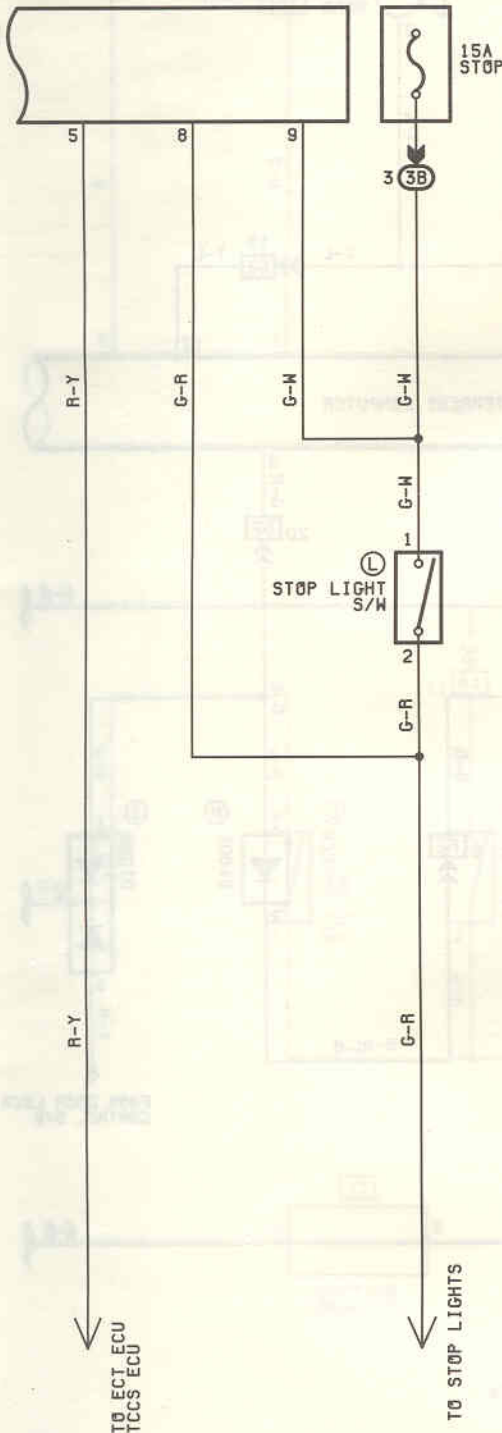
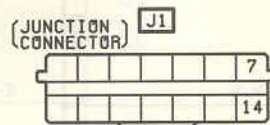
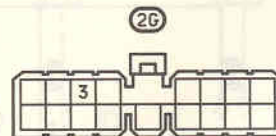
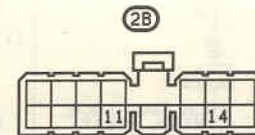
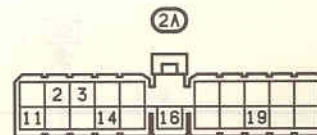
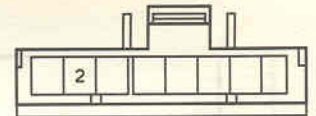
(DIGITAL METER) (E)



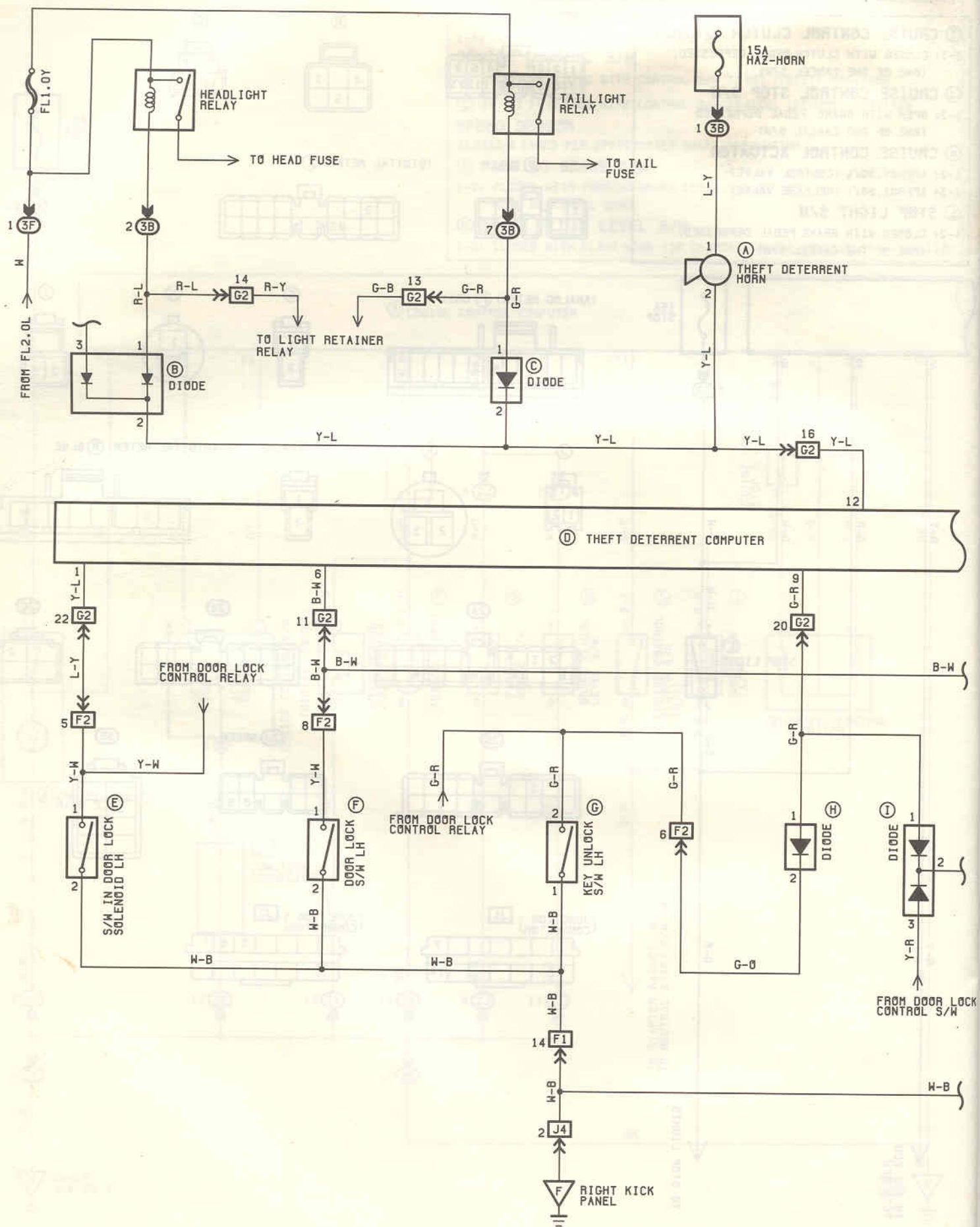
(ANALOG METER) (F) GRAY

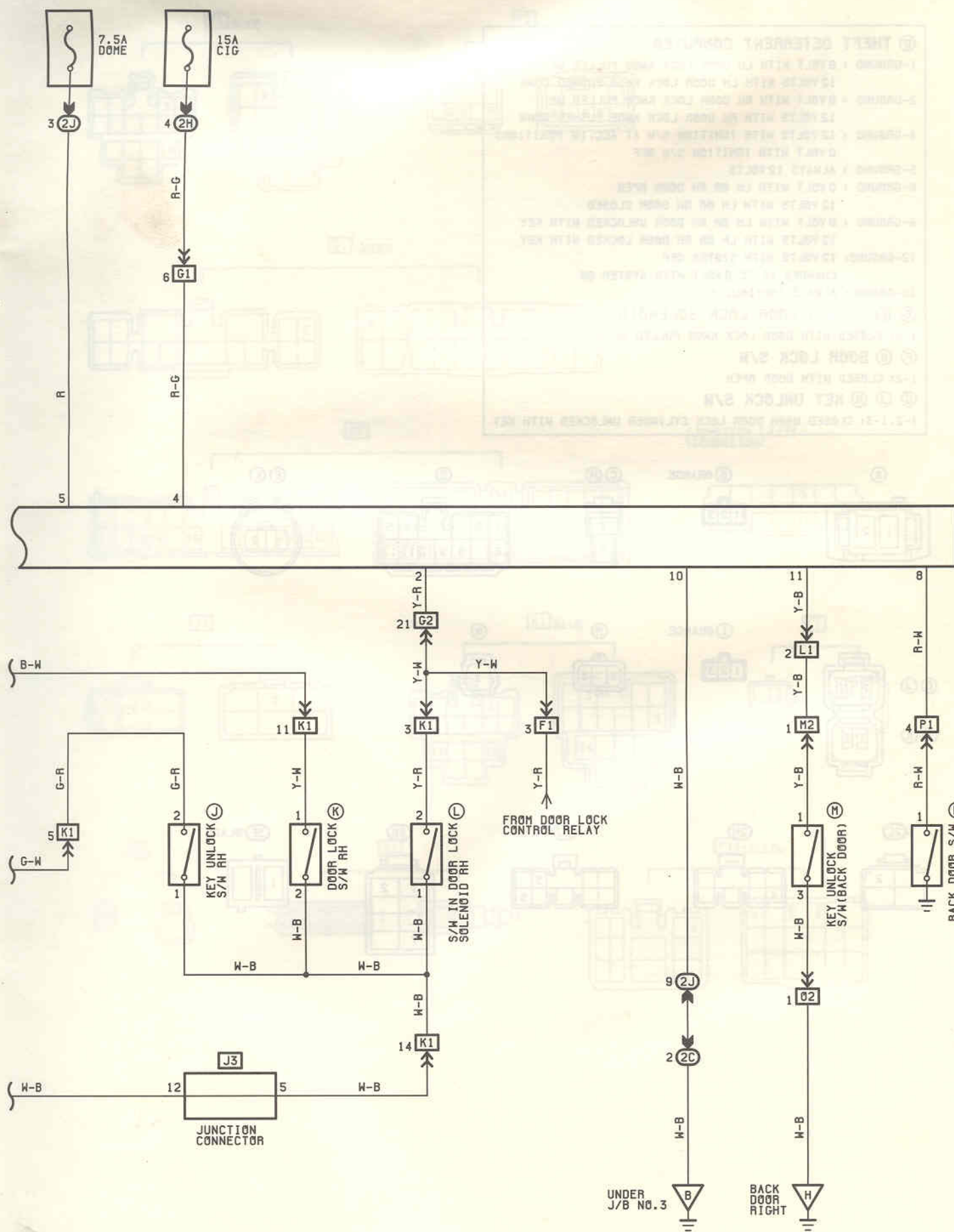


(DIGITAL METER) (M) BLUE



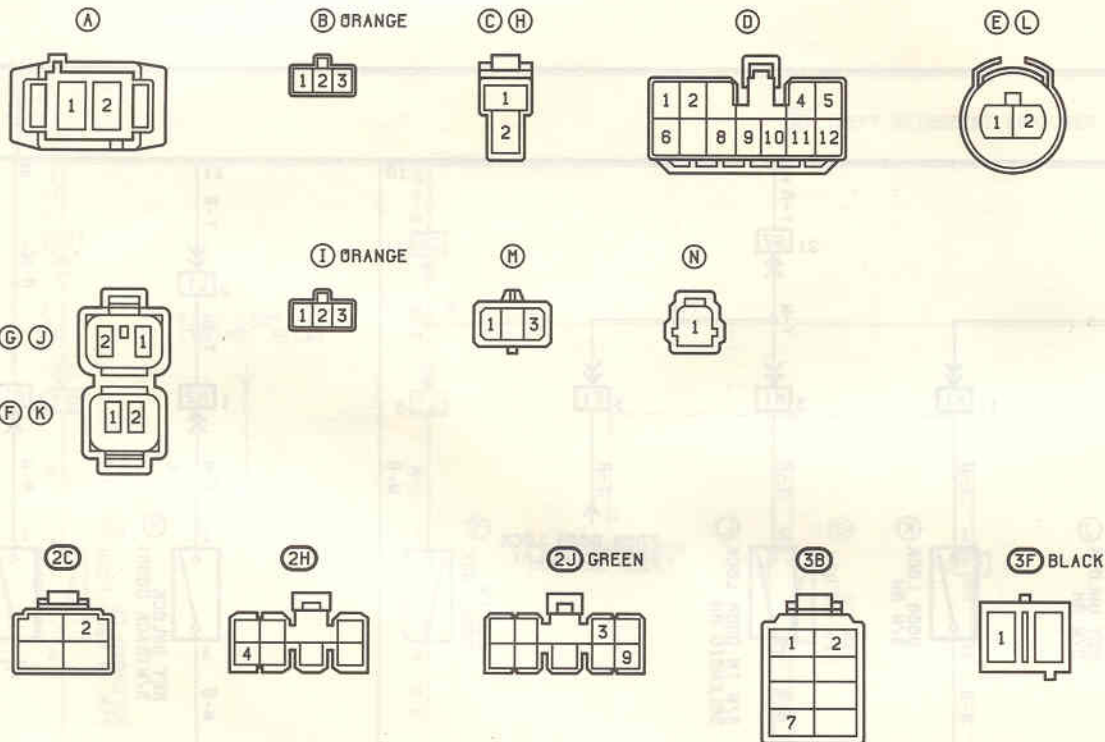
24 THEFT DETERRENT SYSTEM

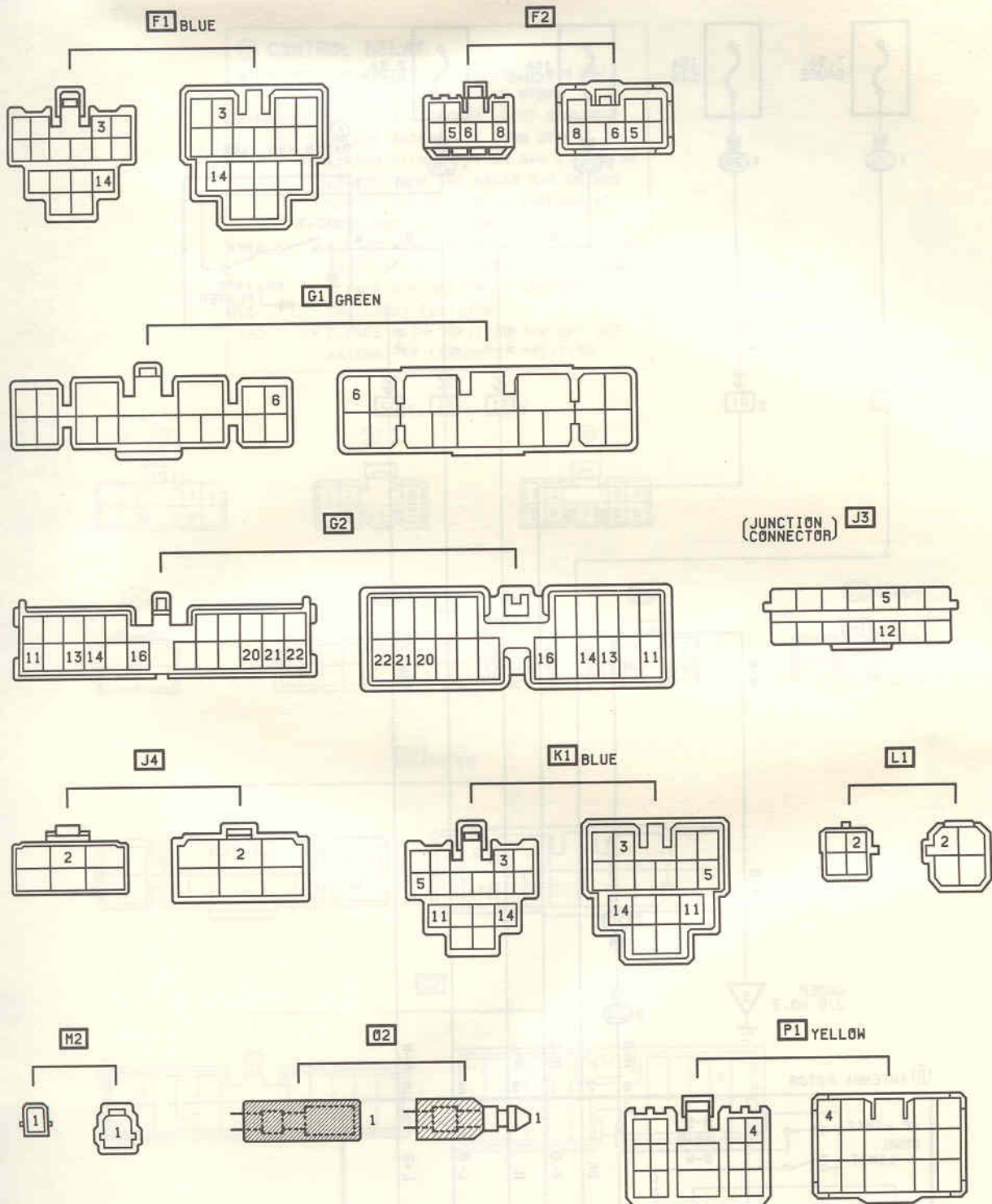


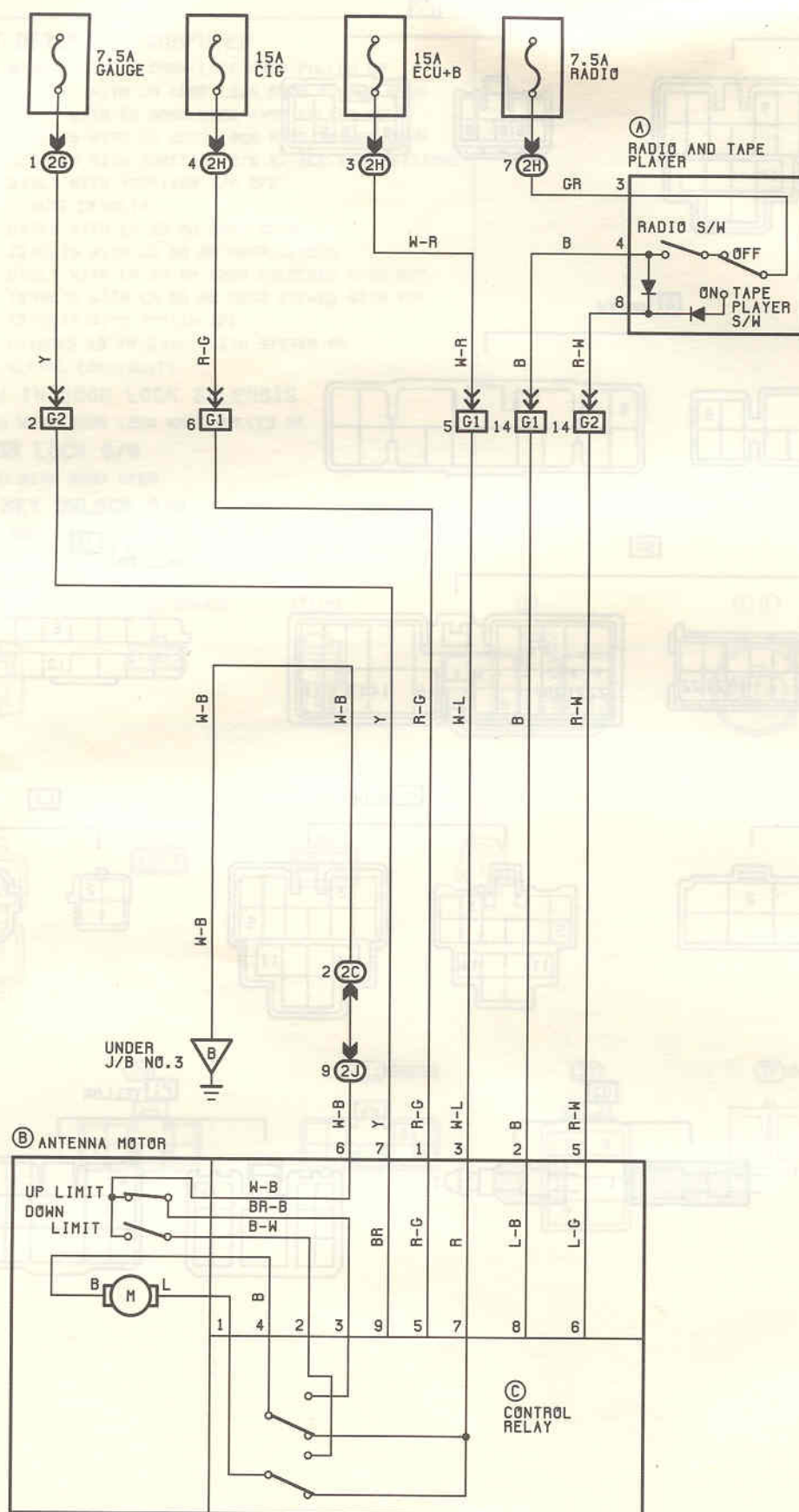


④ THEFT DETERRENT COMPUTER

- 1-GROUND : 0VOLT WITH LH DOOR LOCK KNOB PULLED UP
12VOLTS WITH LH DOOR LOCK KNOB PUSHED DOWN
- 2-GROUND : 0VOLT WITH RH DOOR LOCK KNOB PULLED UP
12VOLTS WITH RH DOOR LOCK KNOB PUSHED DOWN
- 4-GROUND : 12VOLTS WITH IGNITION S/W AT ACC,IG POSITIONS
0VOLT WITH IGNITION S/W OFF
- 5-GROUND : ALWAYS 12VOLTS
- 6-GROUND : 0VOLT WITH LH OR RH DOOR OPEN
12VOLTS WITH LH OR RH DOOR CLOSED
- 9-GROUND : 0VOLT WITH LH OR RH DOOR UNLOCKED WITH KEY
12VOLTS WITH LH OR RH DOOR LOCKED WITH KEY
- 12-GROUND: 12VOLTS WITH SYSTEM OFF
CHANGES 12 TO 0VOLT WITH SYSTEM ON
- 10-GROUND: ALWAYS CONTINUITY
- ⑤ ① S/W IN DOOR LOCK SOLENOID
- 1-2: CLOSED WITH DOOR LOCK KNOB PULLED UP
- ⑥ ② DOOR LOCK S/W
- 1-2: CLOSED WITH DOOR OPEN
- ⑦ ③ ④ KEY UNLOCK S/W
- 1-2,1-3: CLOSED WITH DOOR LOCK CYLINDER UNLOCKED WITH KEY

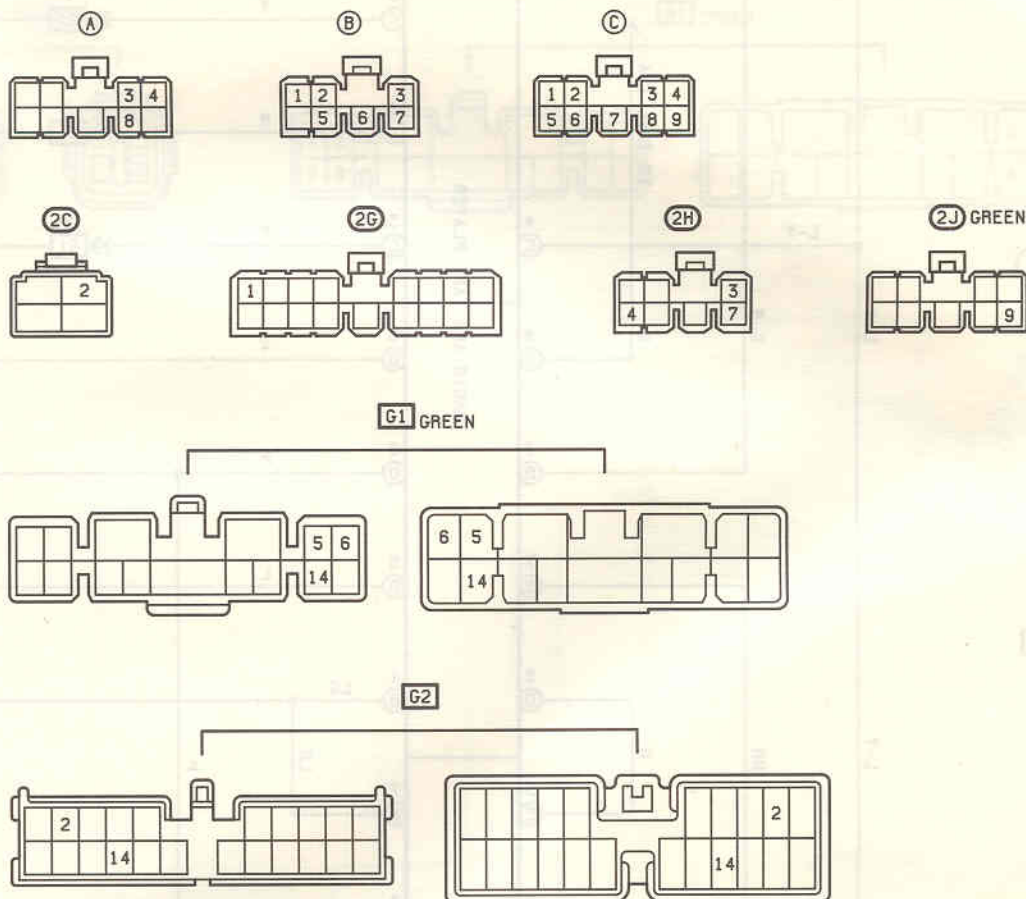


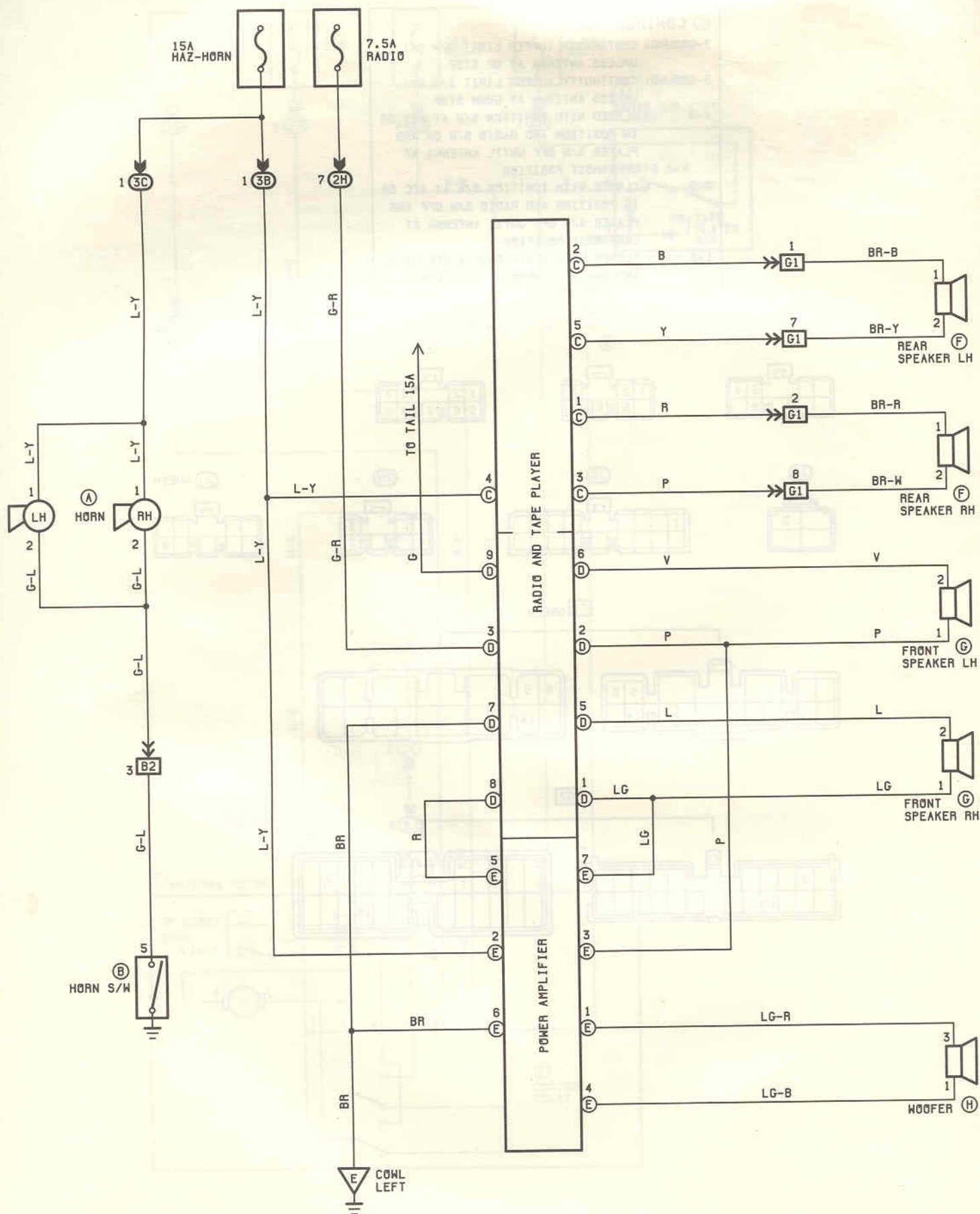


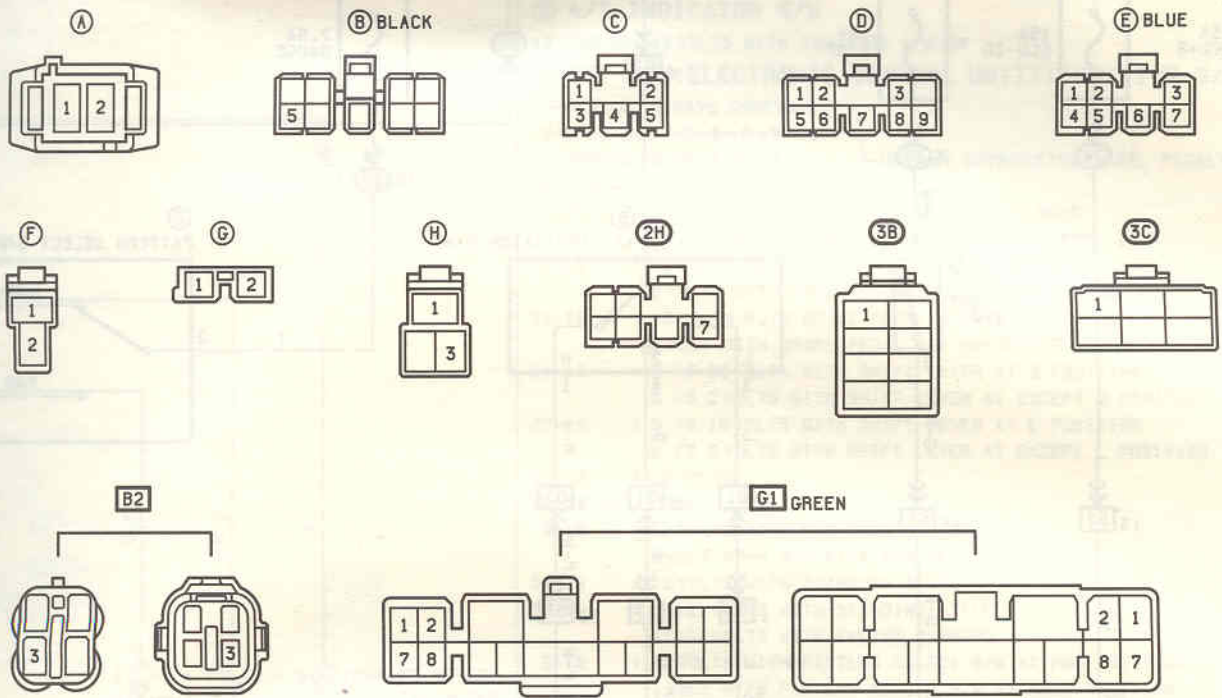


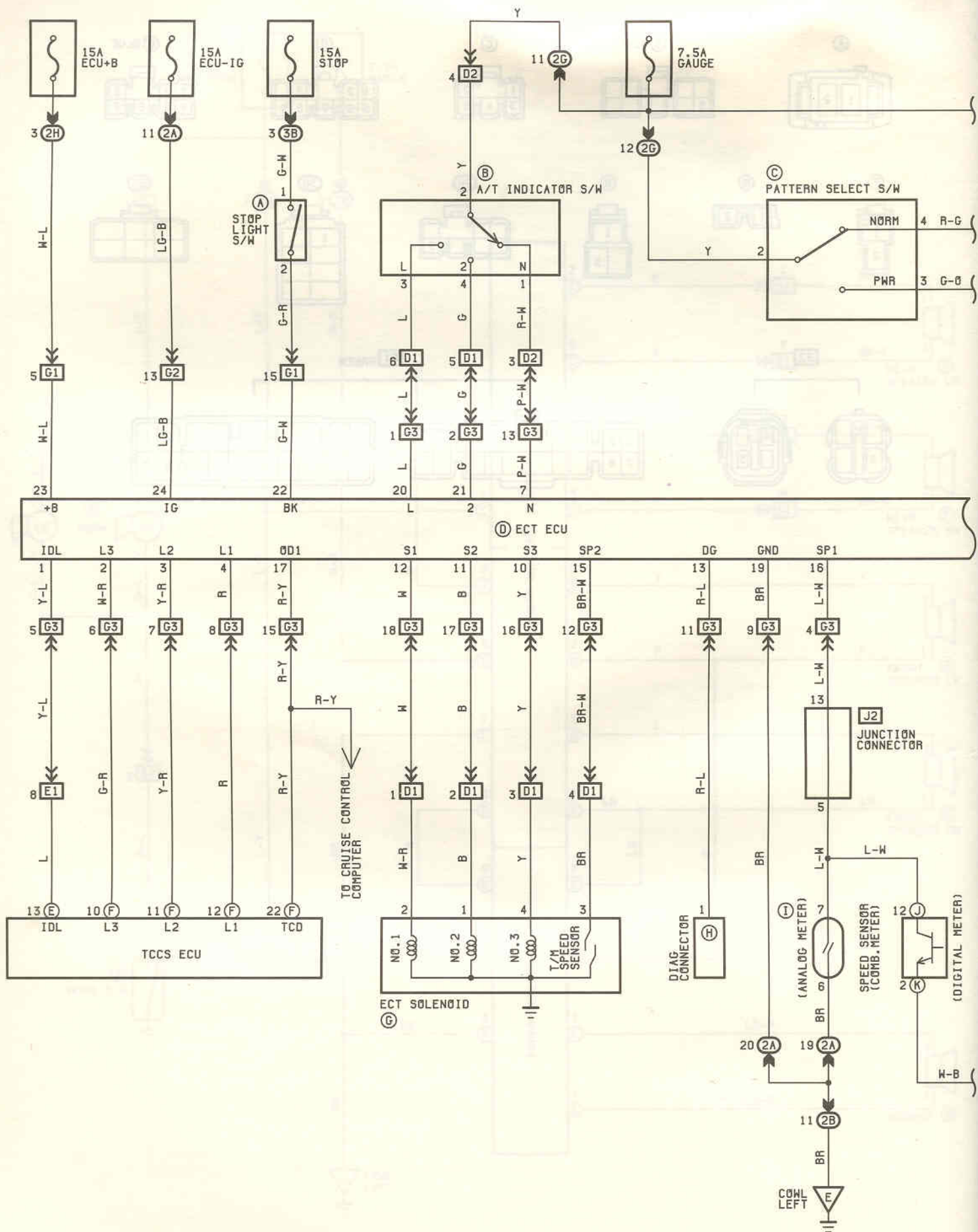
③ CONTROL RELAY

- 3-GROUND: CONTINUITY (UPPER LIMIT S/W ON)
UNLESS ANTENNA AT UP STOP
- 2-GROUND: CONTINUITY (UPPER LIMIT S/W ON)
UNLESS ANTENNA AT DOWN STOP
- 4-3 : CLOSED WITH IGNITION S/W AT ACC OR
IG POSITION AND RADIO S/W ON AND
PLAYER S/W OFF UNTIL ANTENNA AT
UPPERMOST POSITION
- 1-2 : CLOSED WITH IGNITION S/W AT ACC OR
IG POSITION AND RADIO S/W OFF AND
PLAYER S/W OFF UNTIL ANTENNA AT
LOWERMOST POSITION
- 1-2 : CLOSED WITH IGNITION S/W OFF UNTIL
ANTENNA AT LOWERMOST POSITION



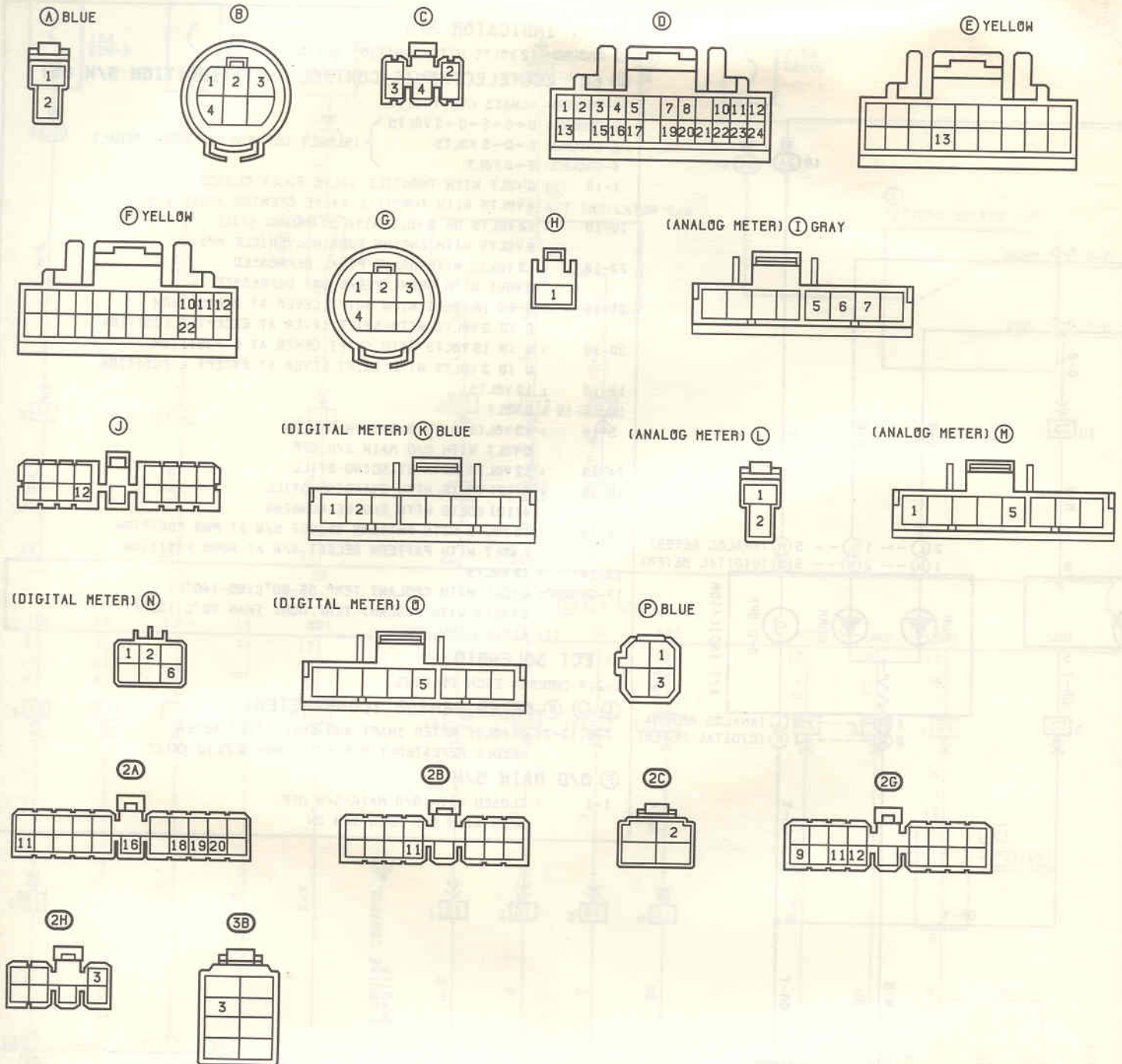


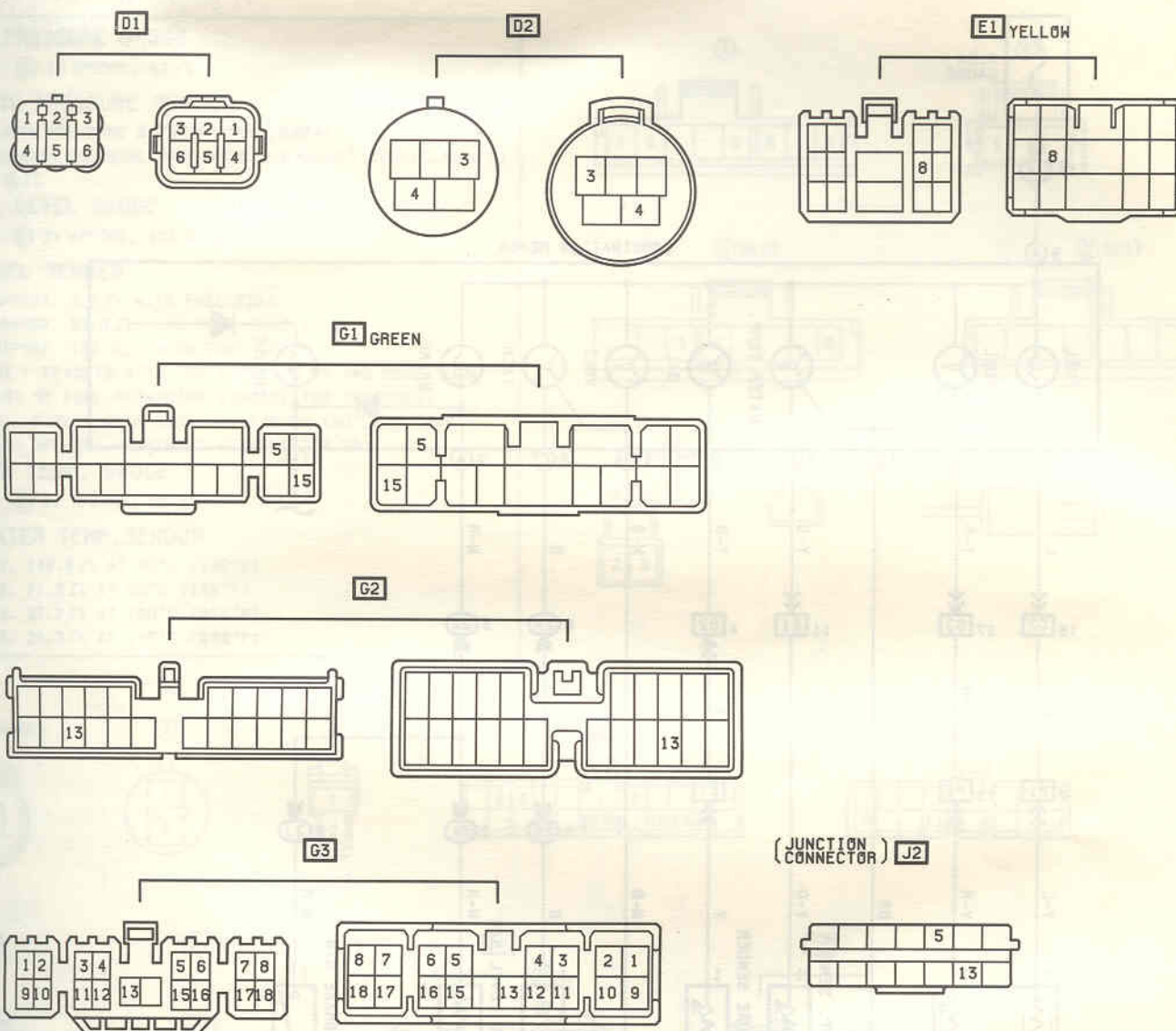






OPEN WITH O/D MAIN S/W ON



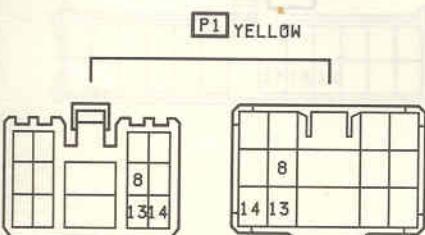
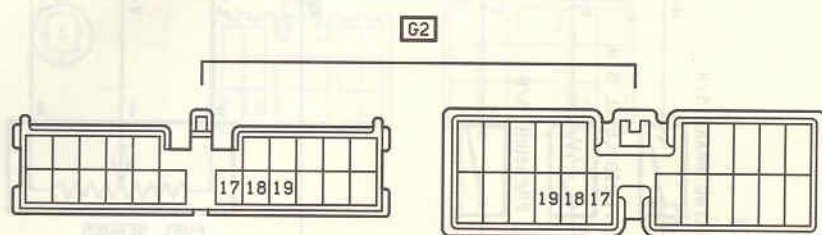
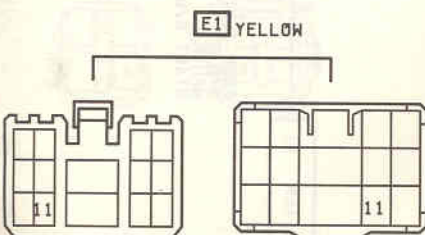
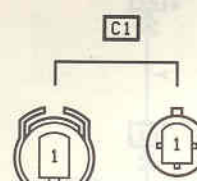
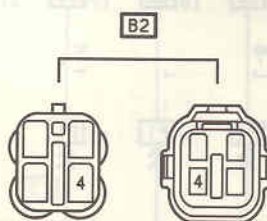
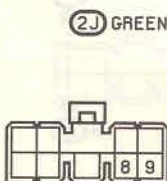
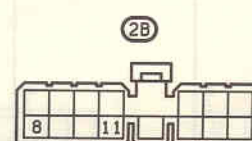
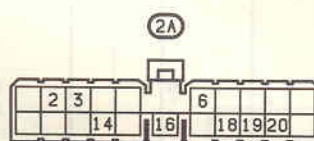
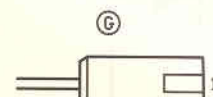
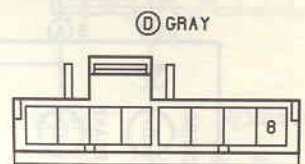
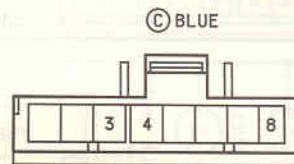
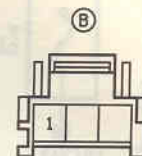
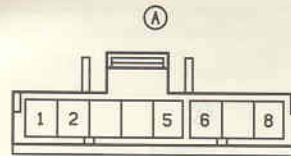




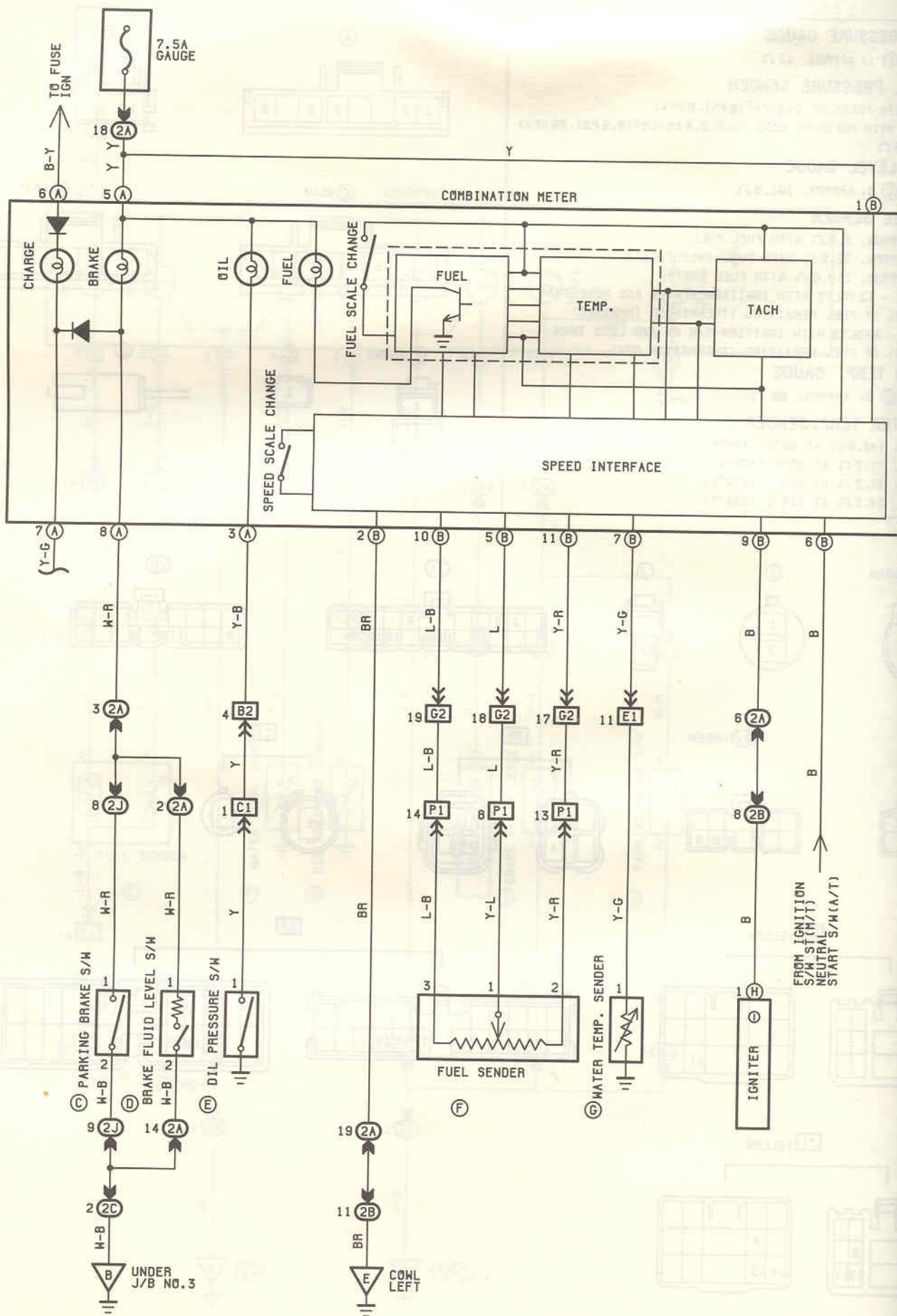
OIL PRESSURE GAUGE(A) 5- (B) 1: APPROX. 42 Ω **(C) OIL PRESSURE SENDER**OPEN WITH PRESSURE 0 KG/CM² (0 PSI, 0 KPA)CLOSED WITH PRESSURE MORE THAN 0.6 KG/CM² (8.5 PSI, 59 KPA)30 - 45 Ω **FUEL LEVEL GAUGE**(A) 5- (C) 3: APPROX. 101.9 Ω **(E) FUEL SENDER**2-3: APPROX. 3.0 Ω WITH FUEL FULLAPPROX. 32.5 Ω WITH FUEL HALF FULLAPPROX. 110.0 Ω WITH FUEL EMPTY

1-3: 11 - 12 VOLTS WITH IGNITION S/W ON AND MORE THAN 10L OF FUEL REMAINING (THERMISTOR IMMERSSED)

1-3: 5 - 6 VOLTS WITH IGNITION S/W ON AND LESS THAN 10L OF FUEL REMAINING (THERMISTOR DRY)

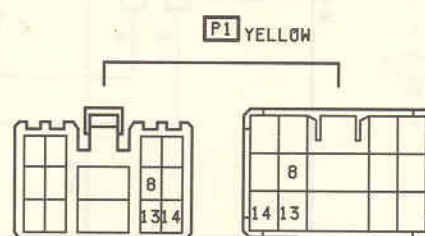
WATER TEMP. GAUGE(A) 5- (D) 8: APPROX. 90 Ω **(F) WATER TEMP. SENDER**APPROX. 148.6 Ω AT 80°C (140°F)APPROX. 71.2 Ω AT 80°C (176°F)APPROX. 37.2 Ω AT 100°C (212°F)APPROX. 24.3 Ω AT 115°C (239°F)

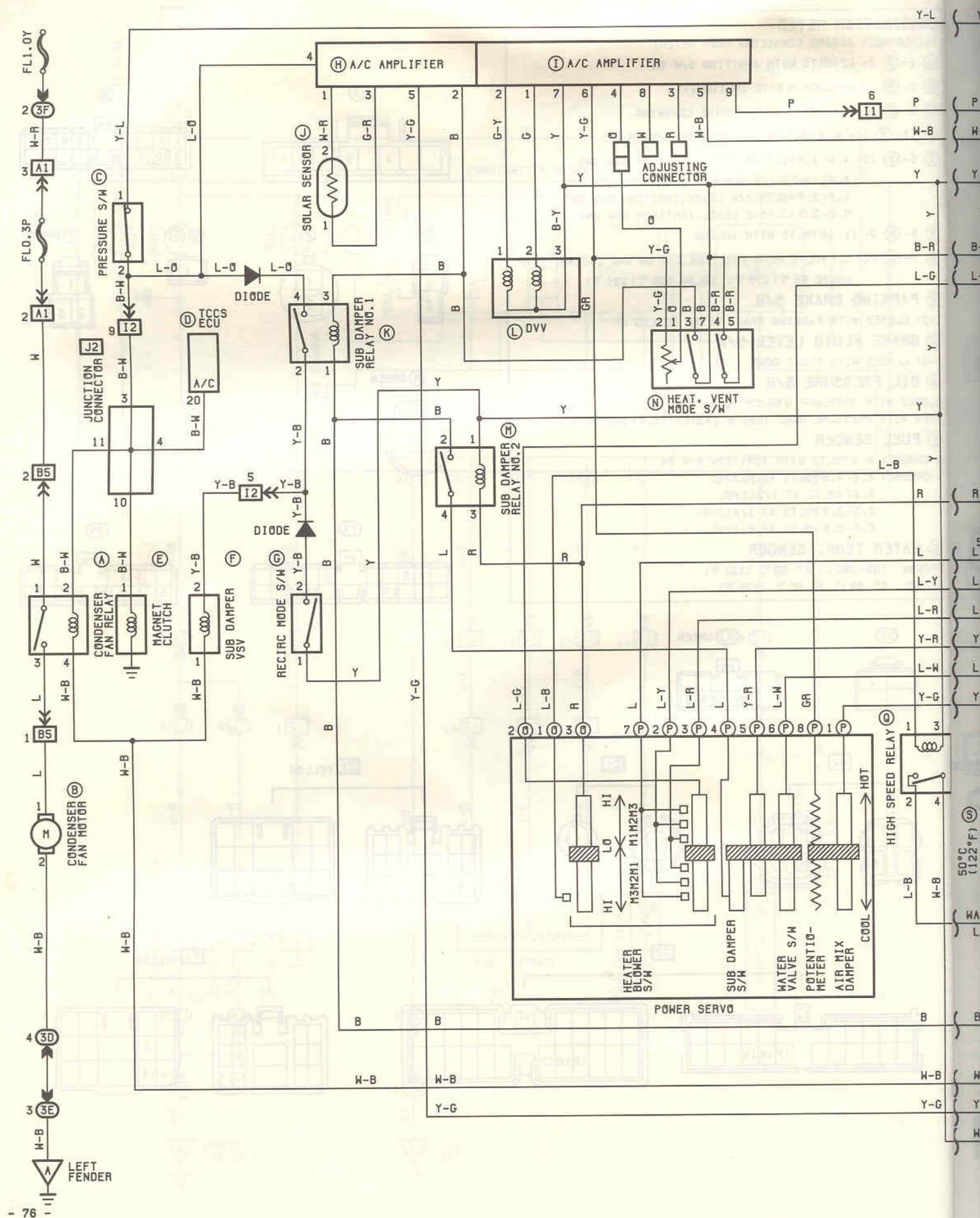
28-2 COMBINATION METER (DIGITAL)

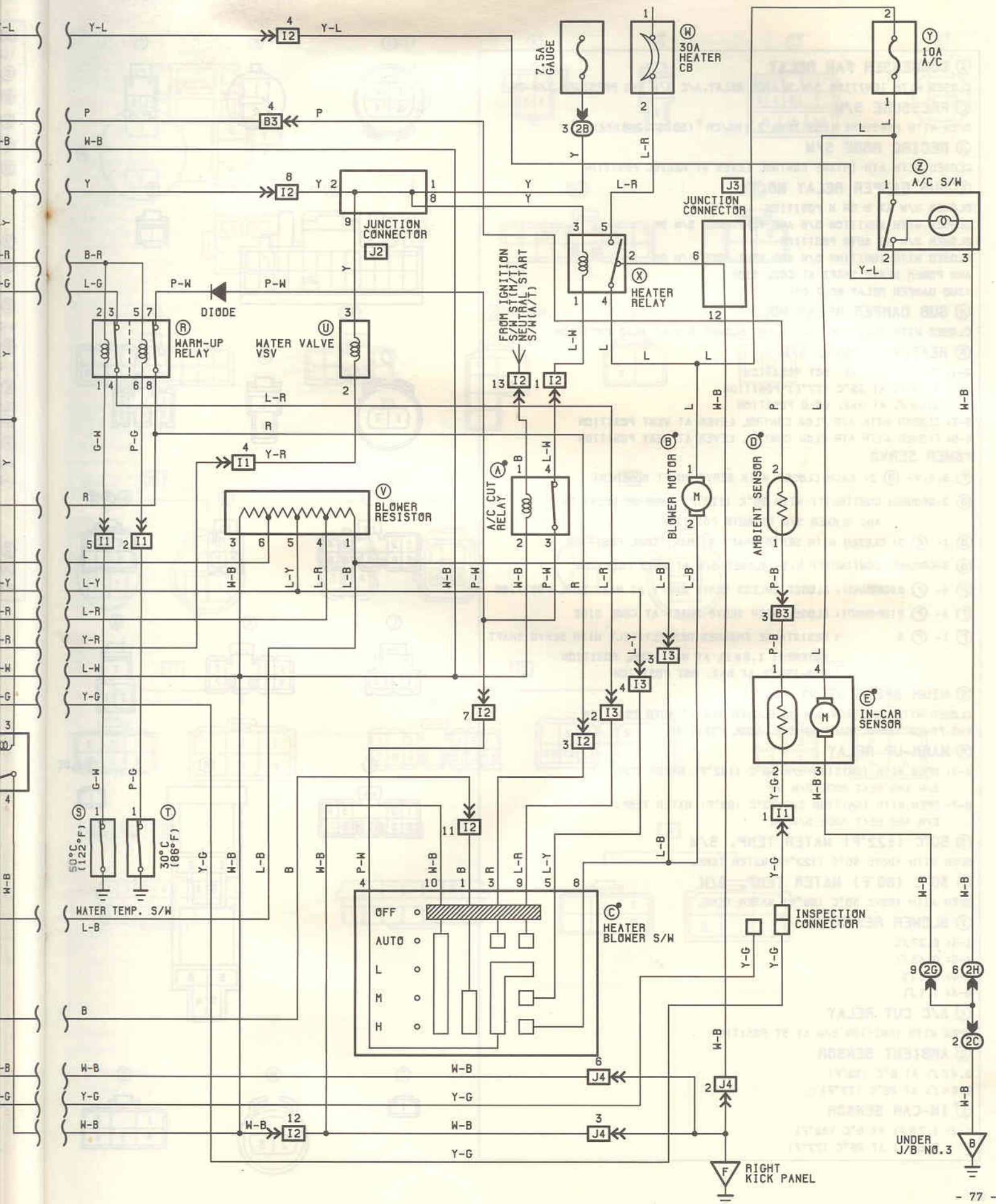


(DISCONNECT WIRING CONNECTOR FROM METER)

- APPROX. 65-89 Ω AT 80 $^{\circ}\text{C}$ (176 $^{\circ}\text{F}$)







(A) CONDENSER FAN RELAY

CLOSED WITH IGNITION S/W, HEATER RELAY, A/C S/W AND PRESSURE S/W ON

(C) PRESSURE S/W

OPEN WITH PRESSURE LESS THAN 2.1 KG/CM² (30 PSI, 206 KPA)

(G) RECIRC MODE S/W

CLOSED WITH AIR INTAKE CONTROL LEVER AT RECIRC POSITION

(K) SUB DAMPER RELAY NO.1

BLOWER S/W AT H OR M POSITION

CLOSED WITH IGNITION S/W AND VENT MODE S/W ON

BLOWER S/W AT AUTO POSITION

CLOSED WITH IGNITION S/W AND VENT MODE S/W ON

AND POWER SERVO SHAFT AT COOL SIDE

(SUB DAMPER RELAY NO.2 ON)

(M) SUB DAMPER RELAY NO.2

CLOSED WITH IGNITION S/W ON AND BLOWER S/W AT AUTO POSITION

(N) HEAT, VENT MODE S/W

2-1: 0.4 K Ω AT MAX. HOT POSITION

1.5 K Ω AT 25°C (77°F) POSITION

2.6 K Ω AT MAX. COLD POSITION

3-7: CLOSED WITH AIR FLOW CONTROL LEVER AT VENT POSITION

4-5: CLOSED WITH AIR FLOW CONTROL LEVER AT HEAT POSITION

POWER SERVO

(P) 3, 2, 7- (O) 2: EACH CLOSED WITH SERVO SHAFT MOVEMENT

(O) 2-GROUND: CONTINUITY WITH 50°C (122°F) WARM-UP RELAY ON
AND BLOWER S/W AT AUTO POSITION

(O) 1- (O) 3: CLOSED WITH SERVO SHAFT AT MAX. COOL POSITION

(O) 3-GROUND: CONTINUITY WITH BLOWER S/W AT AUTO POSITION

(P) 5- (P) 6(GROUND): CLOSED UNLESS SERVO SHAFT AT MAX. COOL POSITION

(P) 4- (P) 6(GROUND): CLOSED WITH SERVO SHAFT AT COOL SIDE

(P) 1- (P) 8 : RESISTANCE CHANGES RESPECTIVELY WITH SERVO SHAFT
MOVEMENT 1.6 K Ω AT MAX. COOL POSITION
350-450 Ω AT MAX. HOT POSITION

(Q) HIGH SPEED RELAY

CLOSED WITH IGNITION S/W ON, BLOWER S/W AT AUTO POSITION
AND POWER SERVO SHAFT AT MAX. COOL POSITION

(R) WARM-UP RELAY

4-3: OPEN WITH IGNITION S/W, 50°C (122°F) WATER TEMP.
S/W AND HEAT MODE S/W ON

8-7: OPEN WITH IGNITION S/W, 30°C (86°F) WATER TEMP.
S/W AND HEAT MODE S/W ON

(S) 50°C (122°F) WATER TEMP. S/W

OPEN WITH ABOVE 50°C (122°F) WATER TEMP.

(T) 30°C (86°F) WATER TEMP. S/W

OPEN WITH ABOVE 30°C (86°F) WATER TEMP.

(V) BLOWER RESISTOR

1-4: 0.27 Ω

4-5: 0.43 Ω

5-6: 0.8 Ω

6-3: 1.1 Ω
(A) A/C CUT RELAY

OPEN WITH IGNITION S/W AT ST POSITION

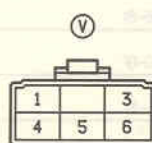
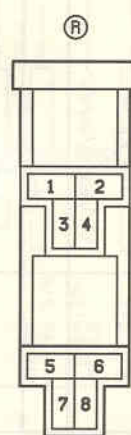
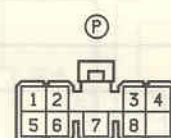
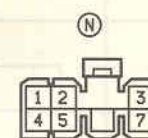
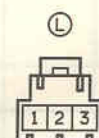
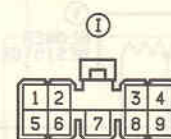
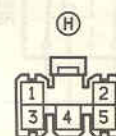
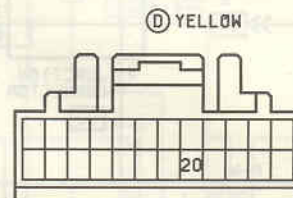
(D) AMBIENT SENSOR

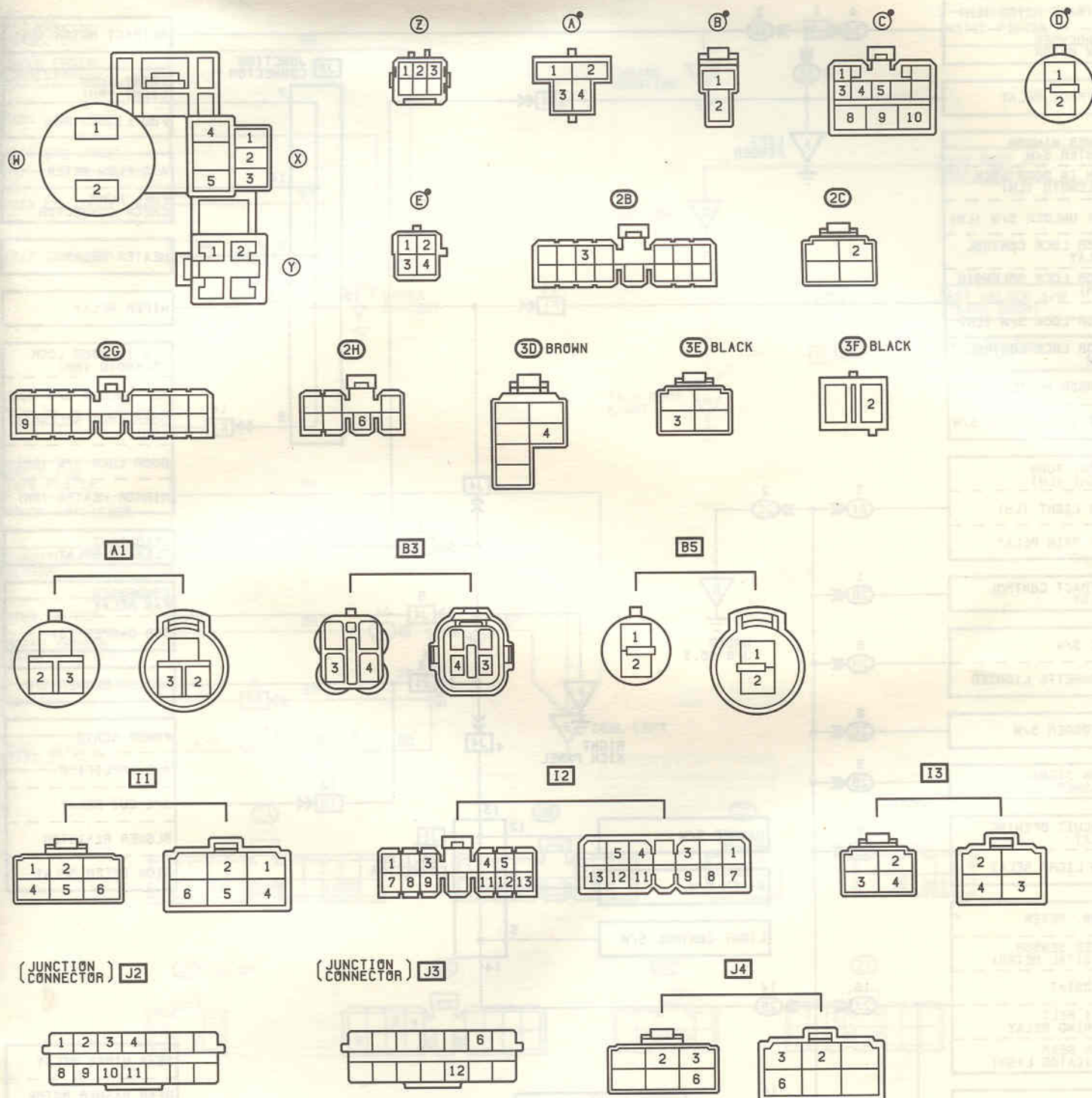
0.4 K Ω AT 0°C (32°F)

0.6 K Ω AT 25°C (77°F)

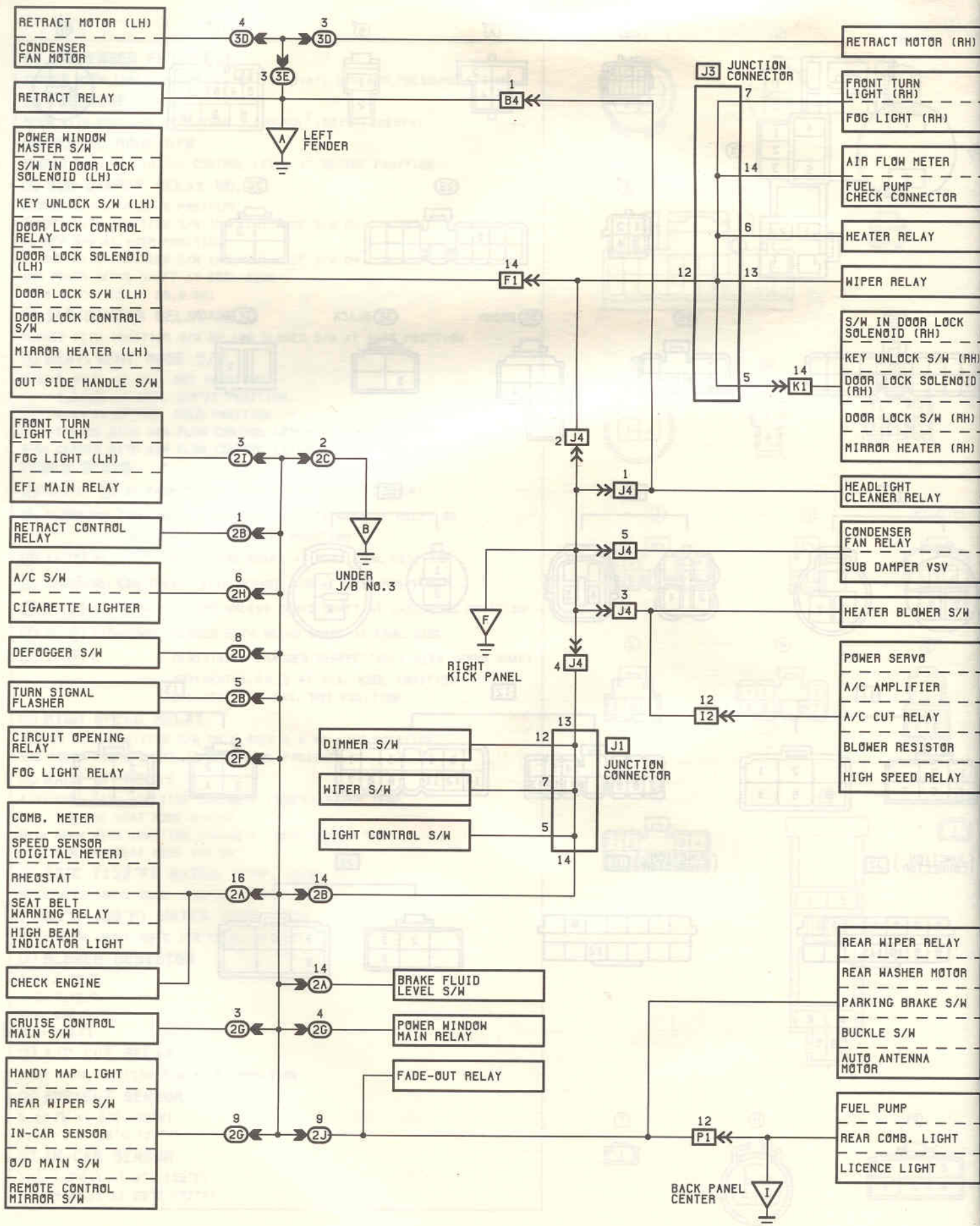
(E) IN-CAR SENSOR

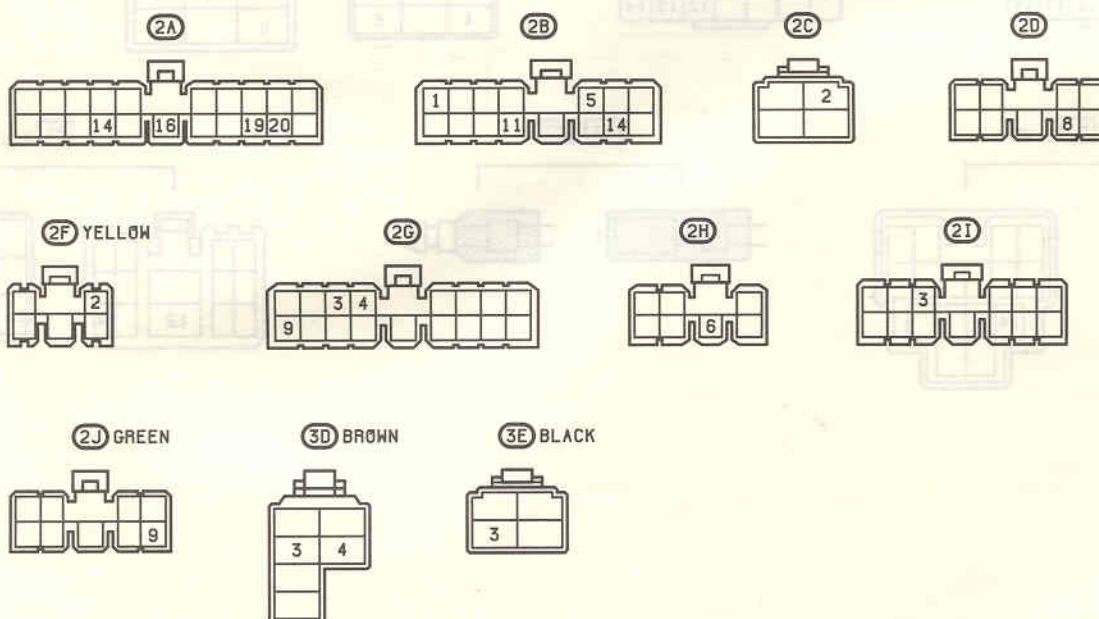
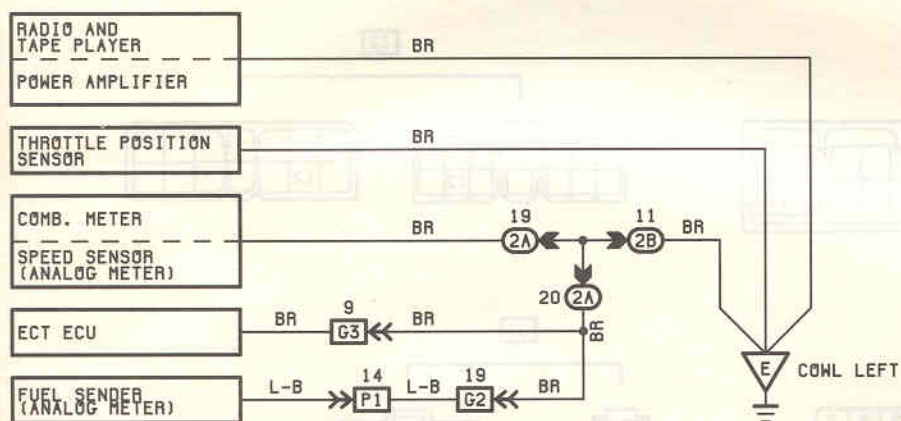
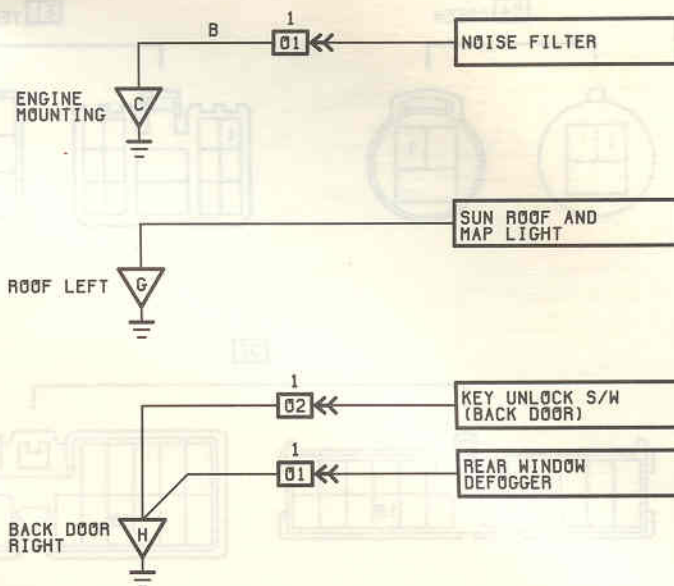
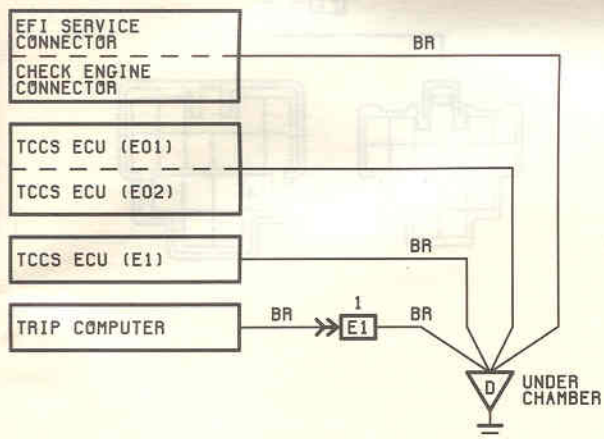
1-2: 1.7 K Ω AT 0°C (32°F)

5.6 K Ω AT 25°C (77°F)


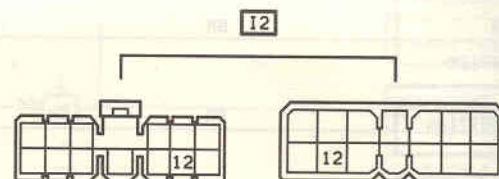
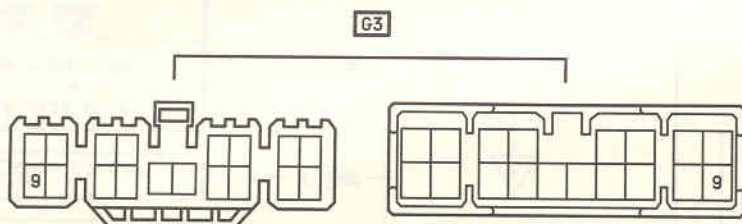
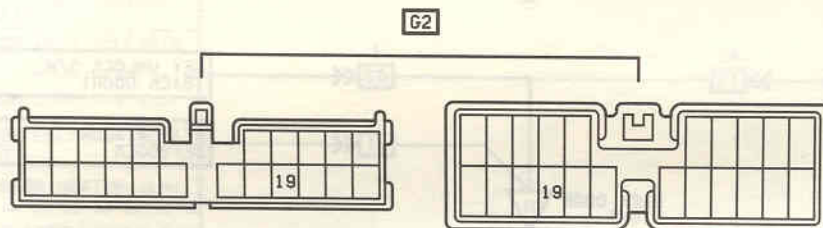
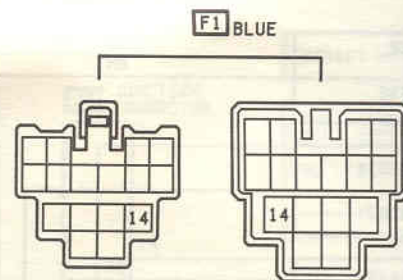
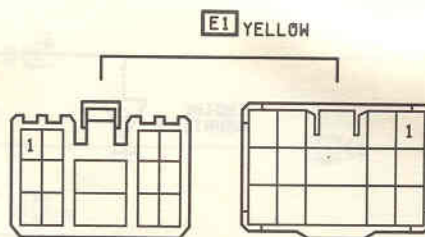
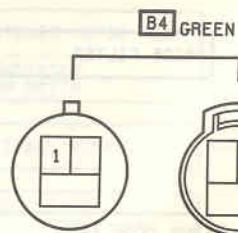


30 GROUND POINTS

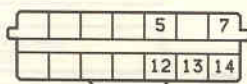




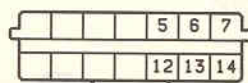
30 GROUND POINTS



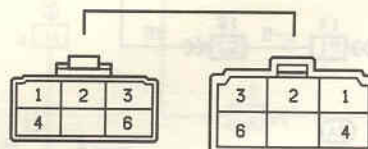
(JUNCTION CONNECTOR) **J1**



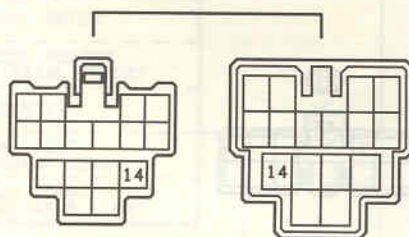
(JUNCTION CONNECTOR) **J3**



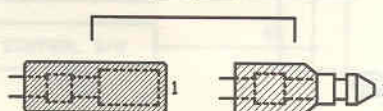
J4



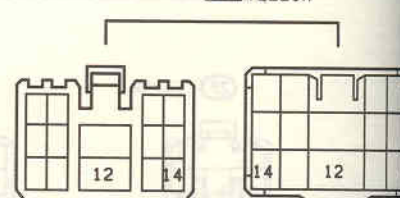
K1 BLUE



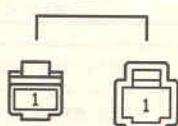
O1 **O2**



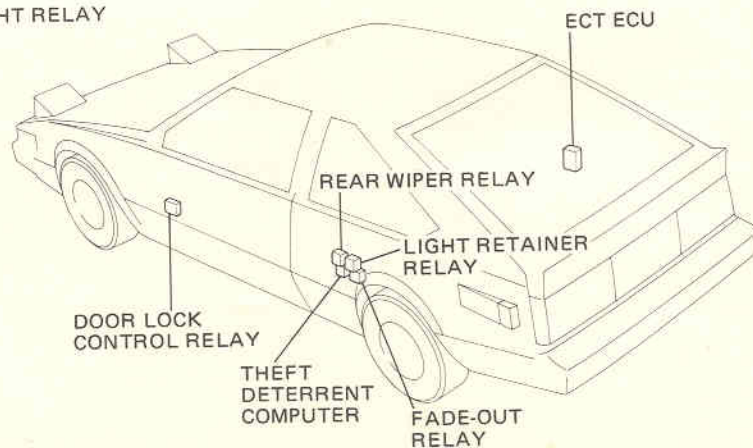
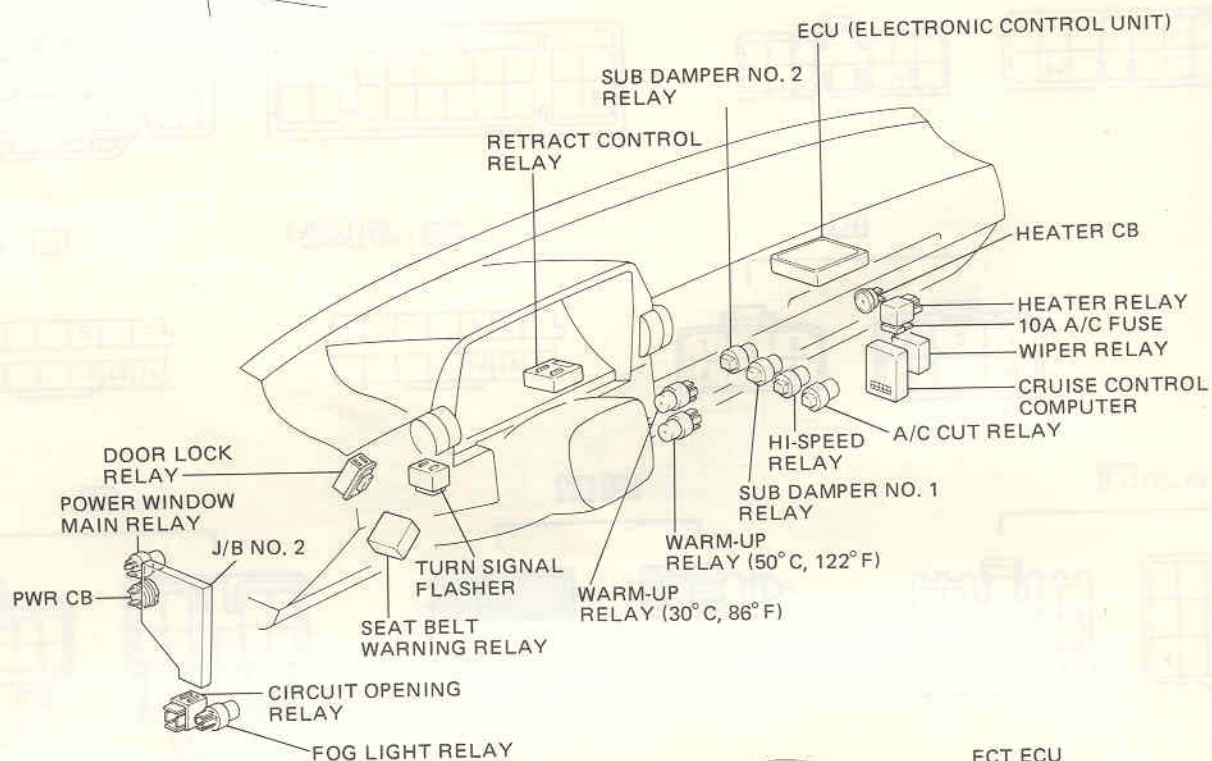
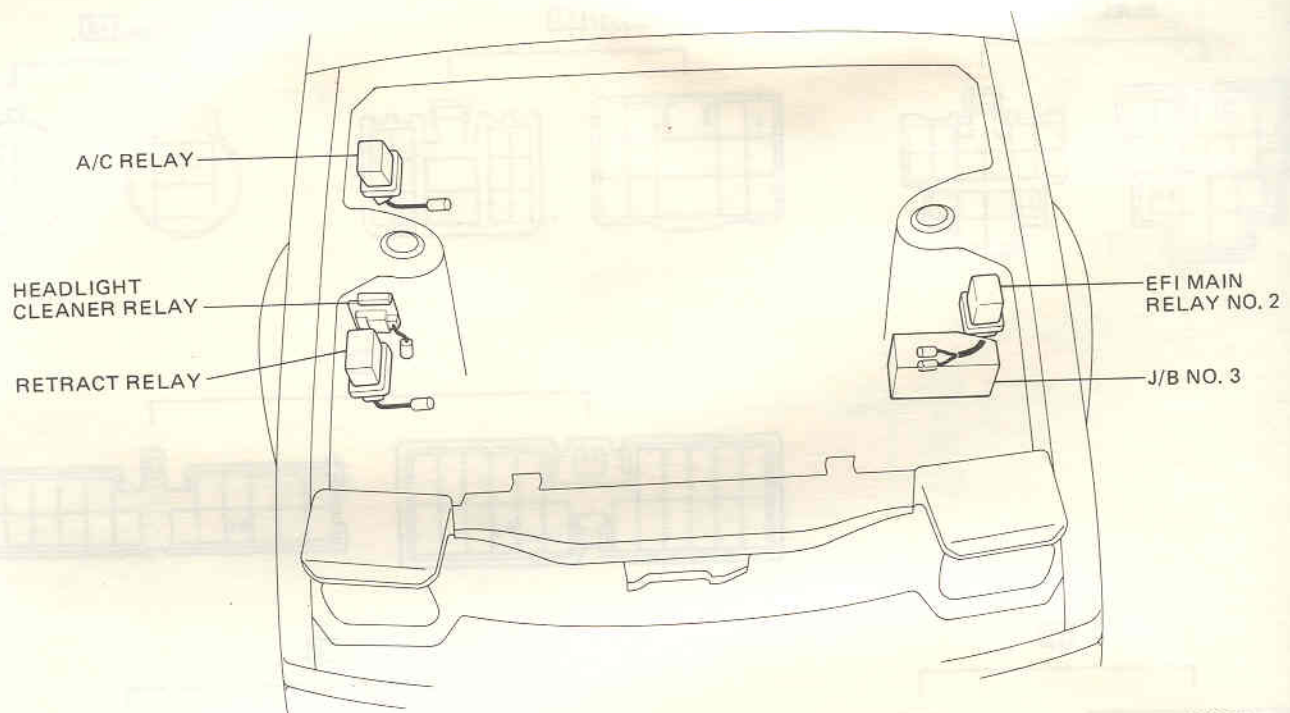
P1 YELLOW

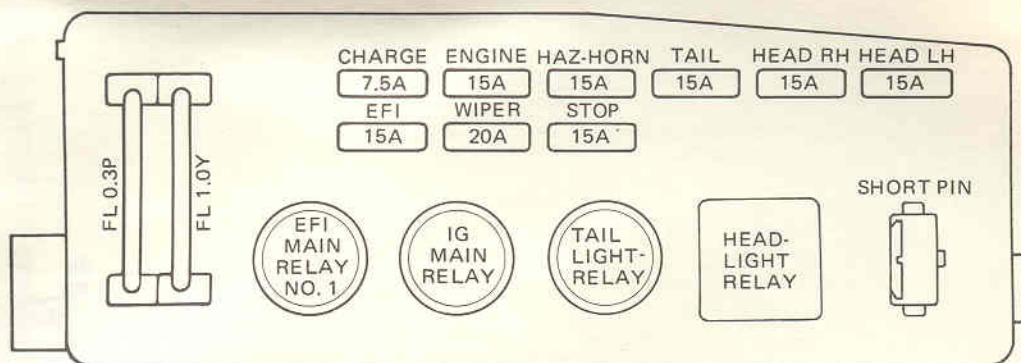


Q1

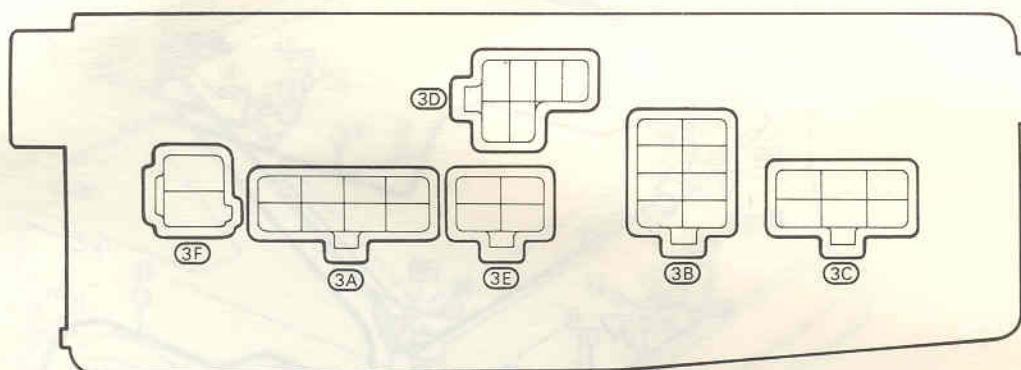


RELAY LOCATIONS

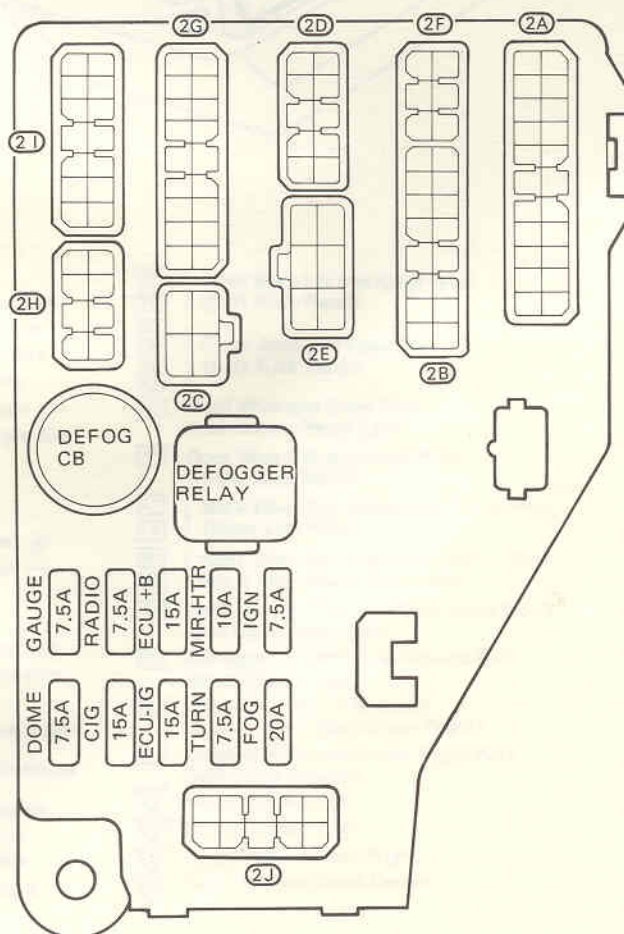




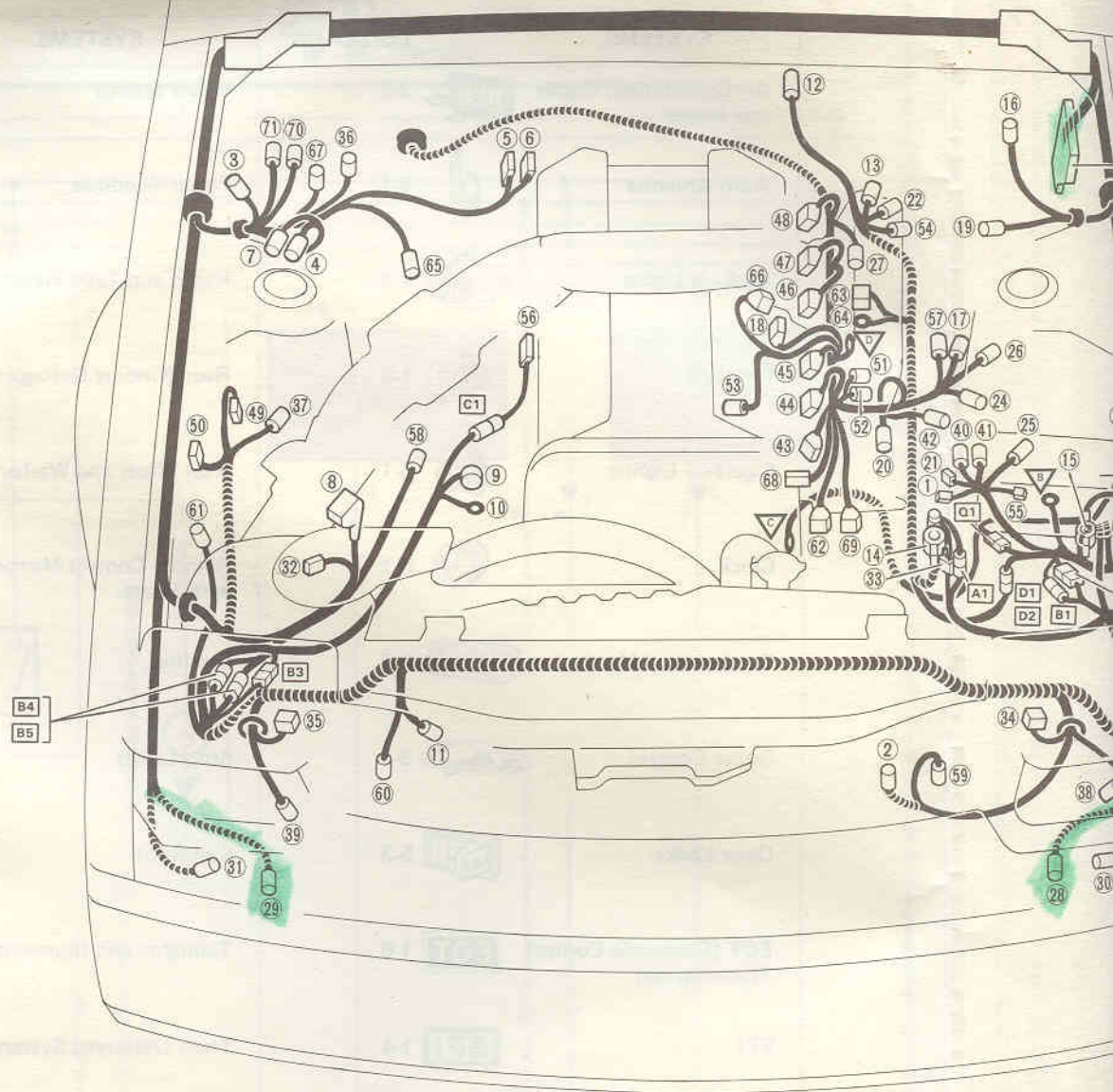
J/B NO. 3



J/B NO. 2



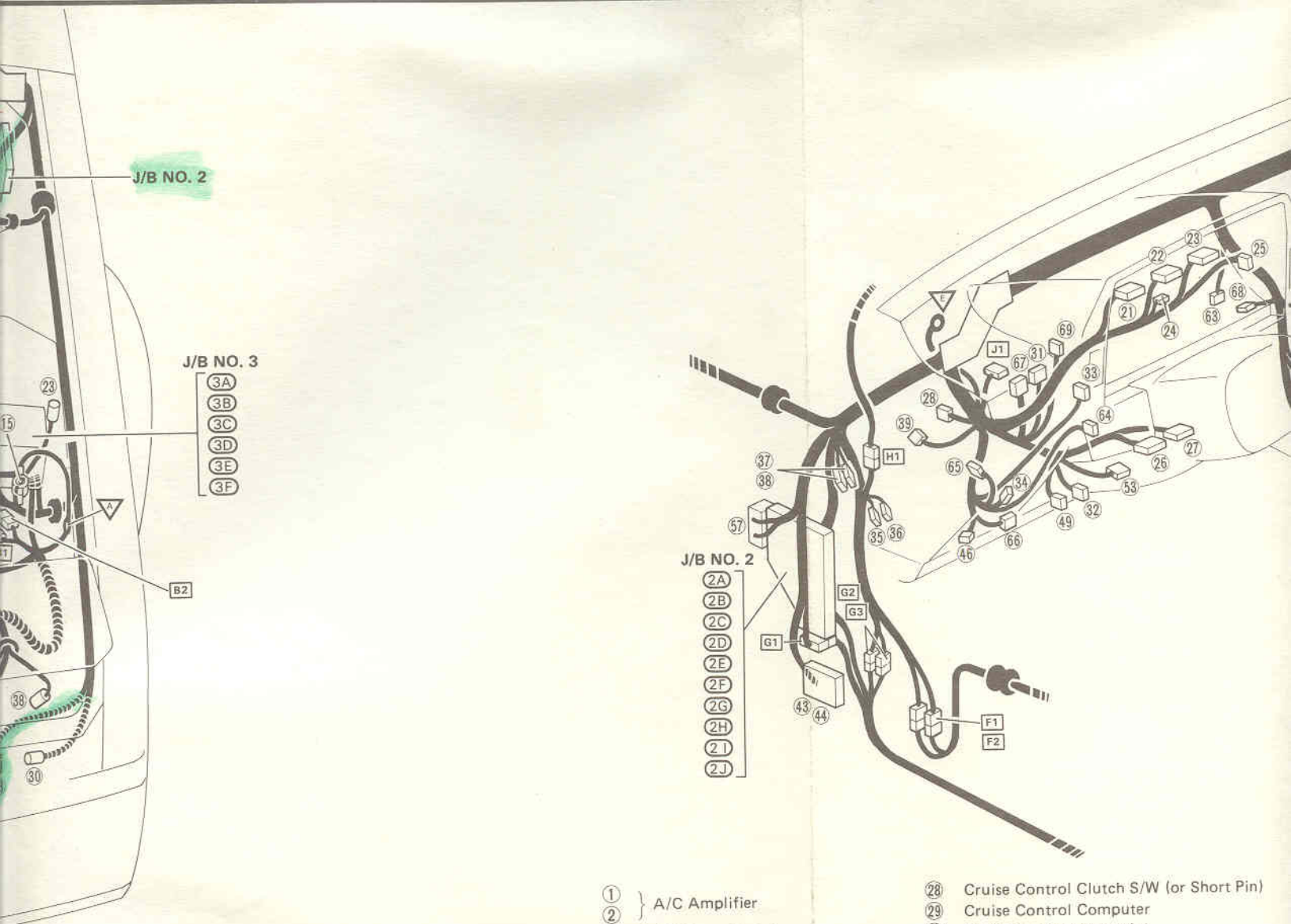
ELECTRICAL WIRING ROUTING



- ① A/C Magnet Clutch
- ② A/C Condenser Fan Motor
- ③ A/C Relay
- ④ A/C Sub Damper VSV
- ⑤ } A/C Water Temp. S/W
- ⑥ }
- ⑦ A/C Water Valve VSV
- ⑧ Air Flow Meter
- ⑨ } Alternator
- ⑩ }
- ⑪ Ambient Sensor
- ⑫ Back-up Light S/W [M/T]
- ⑬ Back-up Light S/W [A/T]
- ⑭ Battery + Terminal
- ⑮ Battery - Terminal
- ⑯ Brake Fluid Level S/W
- ⑰ Check Engine Connector
- ⑱ Cold Start Injector
- ⑲ Cruise Control Actuator
- ⑳ Distributor
- ㉑ ECT DG Connector
- ㉒ ECT Solenoid
- ㉓ EFI Main Relay No. 2

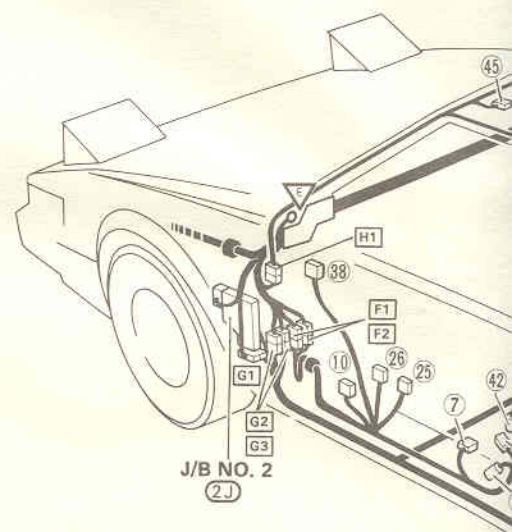
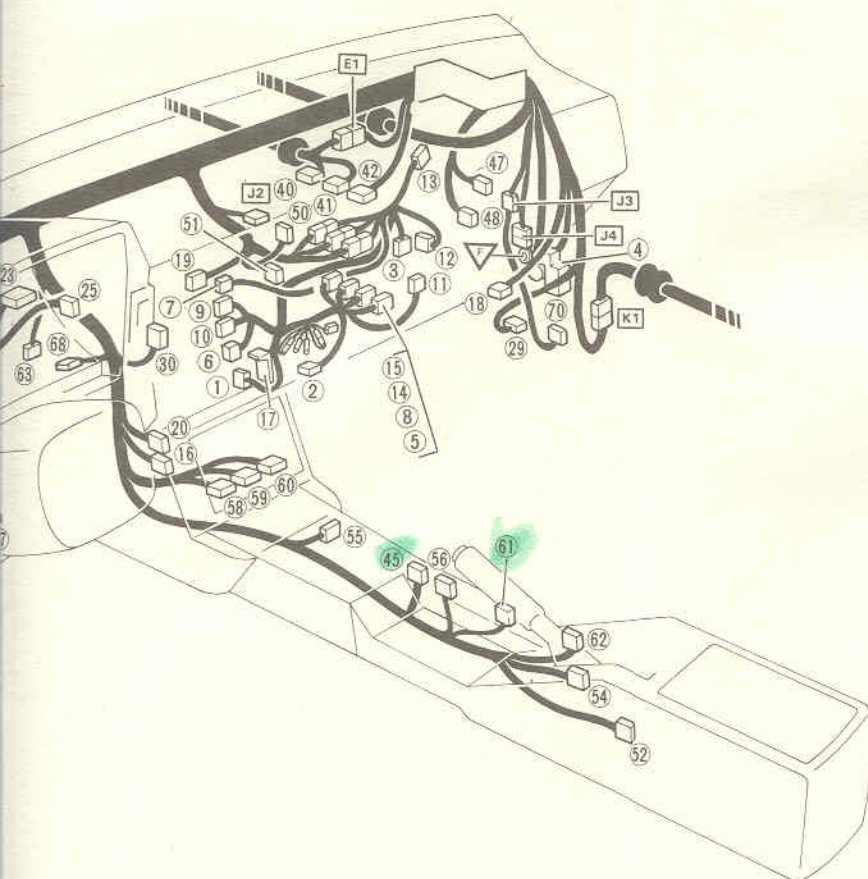
- ㉔ } EFI Resistor
- ㉕ }
- ㉖ EFI Service Connector
- ㉗ EGR Valve
- ㉘ Front Fog Light LH
- ㉙ Front Fog Light RH
- ㉚ Front Turn Signal and Clearance Light LH
- ㉛ Front Turn Signal and Clearance Light RH
- ㉜ Fuel Pump Check Connector
- ㉝ Fusible Link Box
- ㉞ Headlight LH
- ㉟ Headlight RH
- ㊱ Headlight Cleaner Motor
- ㊲ Headlight Cleaner Relay
- ㊳ Horn LH
- ㊴ Horn RH
- ㊵ } Igniter
- ㊶ }
- ㊷ Ignition Coil
- ㊸ Injector No. 1
- ㊹ Injector No. 2
- ㊺ Injector No. 3
- ㊻ Injector No. 4

- ㊼ Injector No. 5
- ㊽ Injector No. 6
- ㊾ Inspection Light
- ㊿ Inspection Light S/W
- 1 } ISC Valve
- 2 }
- 3 Knock Sensor
- 4 Neutral Start S/W
- 5 Noise Filter (Ignition)
- 6 Oil Pressure Sender
- 7 Ox Check Connector
- 8 Ox Sensor
- 9 Retract Motor LH
- 0 Retract Motor RH
- 1 Retract Relay
- 2 Start Injector Time S/W
- 3 } Starter
- 4 }
- 5 Theft Deterrent Horn
- 6 Throttle Position Sensor
- 7 Washer Motor
- 8 Water Temp. Sender
- 9 Water Thermo Sensor (EFI)



- 70 } Wiper Motor
- 71 }
- 3A } Cowl Wire and J/B No. 3
- 3B }
- 3C }
- 3D } Engine Room Main Wire and J/B No. 3
- 3E }
- 3F }
- A1 FL 0.3P and Engine Room Main Wire (Near the Battery)
- B1 } Cowl Wire and Engine Room Main Wire (Left Fender)
- B2 }
- B3 } Cowl Wire and Engine Room Main Wire (Right Fender Apron)
- B4 }
- B5 }
- C1 Oil Pressure Wire and Engine Room Main Wire (Left Fender Apron)
- D1 } Engine No. 2 Wire and Cowl Wire (Left Fender Apron)
- D2 }
- Q1 Ground Wire and Cowl Wire (Left Fender Apron)
- A Ground Left Fender
- S Ground Under J/B No. 3
- C Ground Engine Mounting
- V Ground Under Chamber

- 1 } A/C Amplifier
- 2 }
- 3 A/C Blower Resistor
- 4 Heater CB, Heater Relay, A/C Fuse
- 5 A/C Cut Relay
- 6 A/C D.V.V.
- 7 A/C Heat Mode S/W
- 8 A/C High Speed Relay
- 9 } A/C Power Servo
- 10 }
- 11 A/C Pressure S/W
- 12 A/C Recirc Mode S/W
- 13 A/C Solar Sensor
- 14 A/C Sub Damper Relay No. 1
- 15 A/C Sub Damper Relay No. 2
- 16 A/C S/W
- 17 A/C Warm-up Relay
- 18 Blower Motor
- 19 Blower S/W
- 20 Cigarette Lighter
- 21 }
- 22 }
- 23 } Combination Meter
- 24 }
- 25 }
- 26 } Combination S/W
- 27 }
- 28 Cruise Control Clutch S/W (or Short Pin)
- 29 Cruise Control Computer
- 30 Cruise Control Main S/W
- 31 Cruise Control Stop S/W
- 32 Cruise Control S/W
- 33 Defogger S/W
- 34 Diode (INTERIOR SYSTEM)
- 35 }
- 36 } Diode (Theft Deterrent System)
- 37 }
- 38 } Diode (Theft Deterrent System and Door Lock)
- 39 Door Lock Relay
- 40 }
- 41 } ECU (EFI)
- 42 }
- 43 EFI Circuit Opening Relay
- 44 Fog Light Relay
- 45 Fog Light S/W
- 46 Front Speaker LH
- 47 Front Speaker RH
- 48 Front Speaker (Woofer)
- 49 Front Wiper S/W (INT TIME)
- 50 Glove Box Light
- 51 Glove Box Light S/W
- 52 Handy Map Light
- 53 Ignition S/W
- 54 In-car Sensor



port Pin)

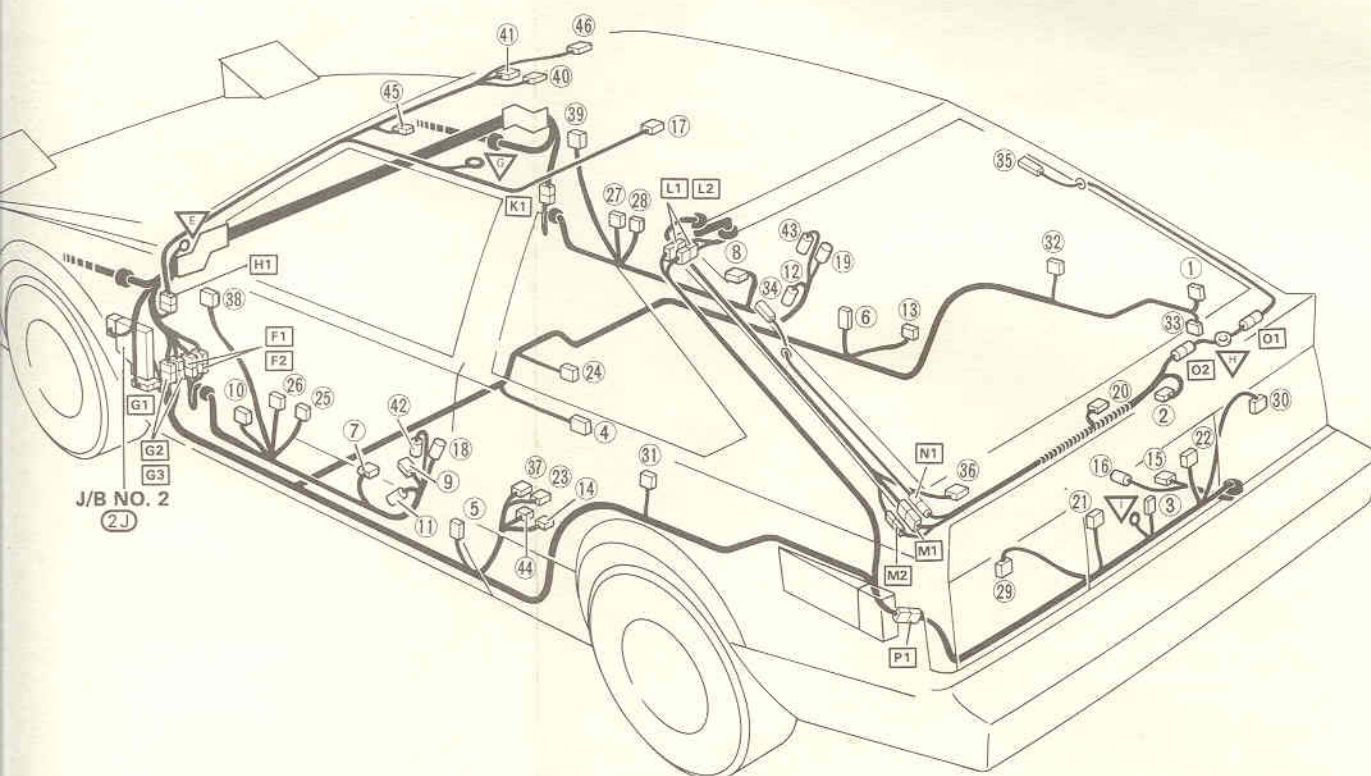
and

- 55 O/D S/W and A/T Indicator Light
- 56 Pattern Select S/W (ECT)
- 57 Power Window Main Relay and PWR CB
- 58 } Radio and Tape Player
- 59 }
- 60 }
- 61 Rear Wiper S/W
- 62 Remote Control Mirror S/W
- 63 Retract Control Relay
- 64 Rheostat
- 65 Seat Belt Warning Relay
- 66 Step Light
- 67 Stop Light S/W
- 68 Trip Computer
- 69 Turn Signal Flasher
- 70 Wiper Relay
- 2A } Cowl Wire and J/B No. 2
- 2B }
- 2C }
- 2D }
- 2E }
- 2F }
- 2G }
- 2H }
- 2I }
- 2J Floor Wire and J/B No. 2

- E1 Engine Wire and Cowl Wire (Instrument Panel Right)
- F1 } Door Wire LH and Cowl Wire (Left Kick Panel)
- F2 }
- G1 } Floor Wire and Cowl Wire (Left Kick Panel)
- G2 }
- G3 }
- H1 Roof Wire and Cowl Wire (Instrument Panel Left)
- I1 } A/C Wire and Cowl Wire (Instrument Panel Right)
- I2 }
- J1 Junction Connector (Instrument Panel Left)
- J2 Junction Connector (Instrument Panel Right)
- J3 Junction Connector (Instrument Panel Right)
- J4 Ground Point E1 and Cowl Wire (Right Kick Panel)
- K1 Door Wire RH and Cowl Wire (Right Kick Panel)
- F Ground Cowl Left
- F Ground Right Kick Panel

- 1 Auto Antenna Motor and Control Relay
- 2 Back Door Light
- 3 Back Door S/W
- 4 Buckle S/W
- 5 } Courtesy S/W
- 6 }
- 7 Door Courtesy Light LH
- 8 Door Courtesy Light RH
- 9 Door Key Cylinder Light and Out Side Handle S/W
- 10 Door Lock Control Relay
- 11 Door Lock Solenoid LH
- 12 Door Lock Solenoid RH
- 13 ECT ECU
- 14 Fade-out Relay
- 15 Fuel Sender
- 16 Fuel Pump
- 17 Interior Light
- 18 } Key Unlock S/W and Door Lock S/W
- 19 }
- 20 Key Unlock S/W (Back Door)
- 21 Licence Light LH
- 22 Licence Light RH
- 23 Light Retainer Relay

ELECTRICAL WIRING ROUTING



- 1 Auto Antenna Motor and Control Relay
- 2 Back Door Light
- 3 Back Door S/W
- 4 Buckle S/W
- 5 } Courtesy S/W
- 6
- 7 Door Courtesy Light LH
- 8 Door Courtesy Light RH
- 9 Door Key Cylinder Light and Out Side Handle S/W
- 10 Door Lock Control Relay
- 11 Door Lock Solenoid LH
- 12 Door Lock Solenoid RH
- 13 ECT ECU
- 14 Fade-out Relay
- 15 Fuel Sender
- 16 Fuel Pump
- 17 Interior Light
- 18 } Key Unlock S/W and Door Lock S/W
- 19
- 20 Key Unlock S/W (Back Door)
- 21 Licence Light LH
- 22 Licence Light RH
- 23 Light Retainer Relay

- 24 Parking Brake S/W
- 25 Power Window Master S/W
- 26 Power Window Motor LH
- 27 Power Window Motor RH
- 28 Power Window S/W RH
- 29 Rear Combination Light LH
- 30 Rear Combination Light RH
- 31 Rear Speaker LH
- 32 Rear Speaker RH
- 33 Rear Washer Motor
- 34 Rear Window Defogger +
- 35 Rear Window Defogger -
- 36 Rear Wiper Motor
- 37 Rear Wiper Relay
- 38 Remote Control Mirror LH
- 39 Remote Control Mirror RH
- 40 Sun Roof Motor
- 41 Sun Roof S/W and Map Light
- 42 } S/W in Door Lock Solenoid
- 43
- 44 Theft Deterrent Computer
- 45 Vanity Mirror Light LH
- 46 Vanity Mirror Light RH
- 2J Floor Wire and J/B No. 2

- F1 } Door Wire LH and Cowl Wire
- F2 } (Left Kick Panel)
- G1 } Floor Wire and Cowl Wire
- G2 } (Left Kick Panel)
- G3 }
- H1 Roof Wire and Cowl Wire (Instrument Panel Left)
- K1 Door Wire RH and Cowl Wire (Right Kick Panel)
- L1 } Back Door No. 1 Wire and Floor Wire
- L2 } (Roof Left Rear)
- M1 } Back Door No. 2 Wire and Back Door
- M2 } No. 1 Wire (Back Door Left)
- N1 Defogger + Wire and Back Door No. 2 Wire (Back Door Left)
- O1 Defogger - Wire and Ground Wire (Back Door Right)
- O2 Back Door No. 2 Wire and Ground Wire (Back Door Right)
- P1 Luggage Room Wire and Floor Wire (Left Rear Fender)
- E Ground Cowl Left
- G Ground Roof Left
- R Ground Back Door Right
- V Ground Back Panel Center

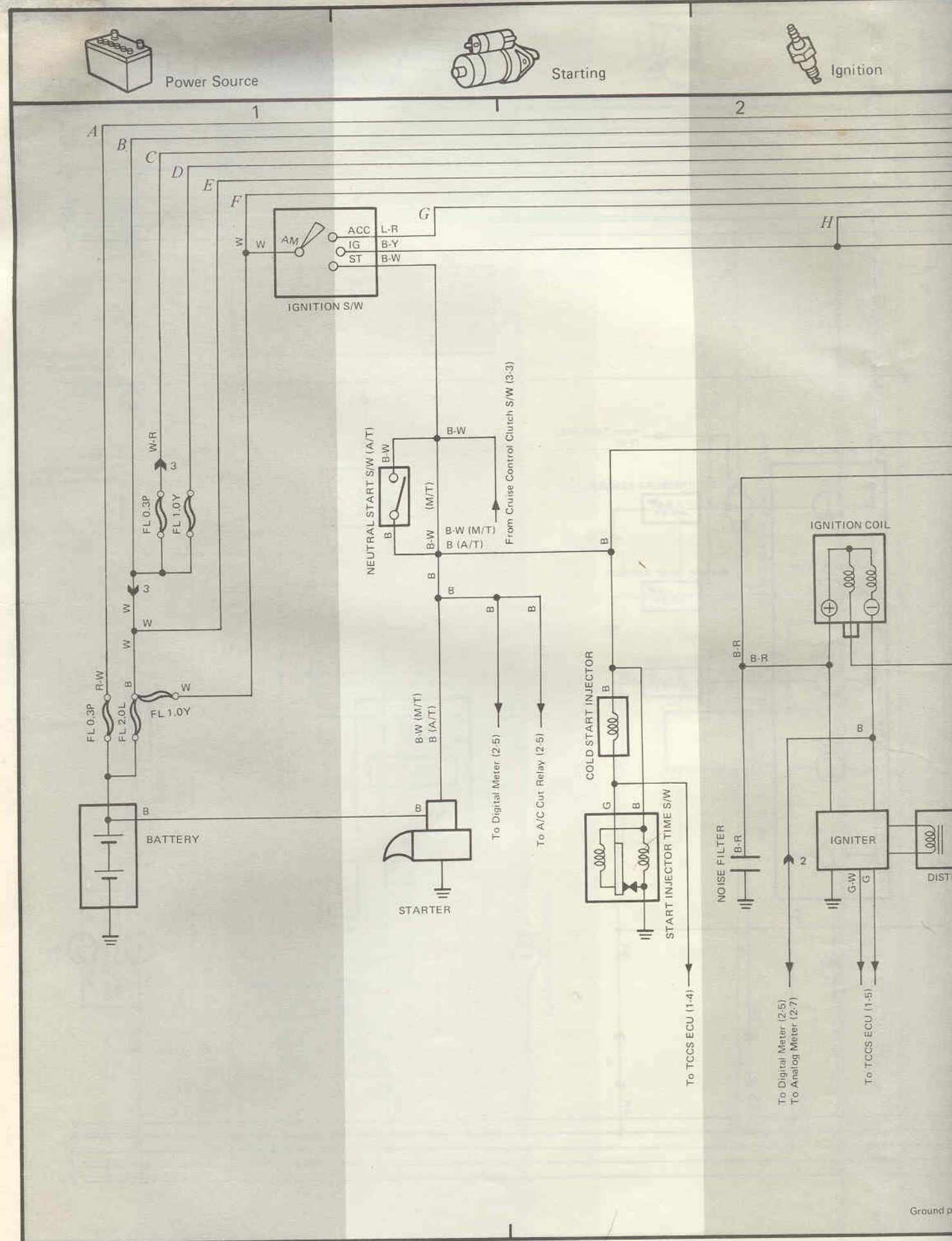
SYSTEM INDEX

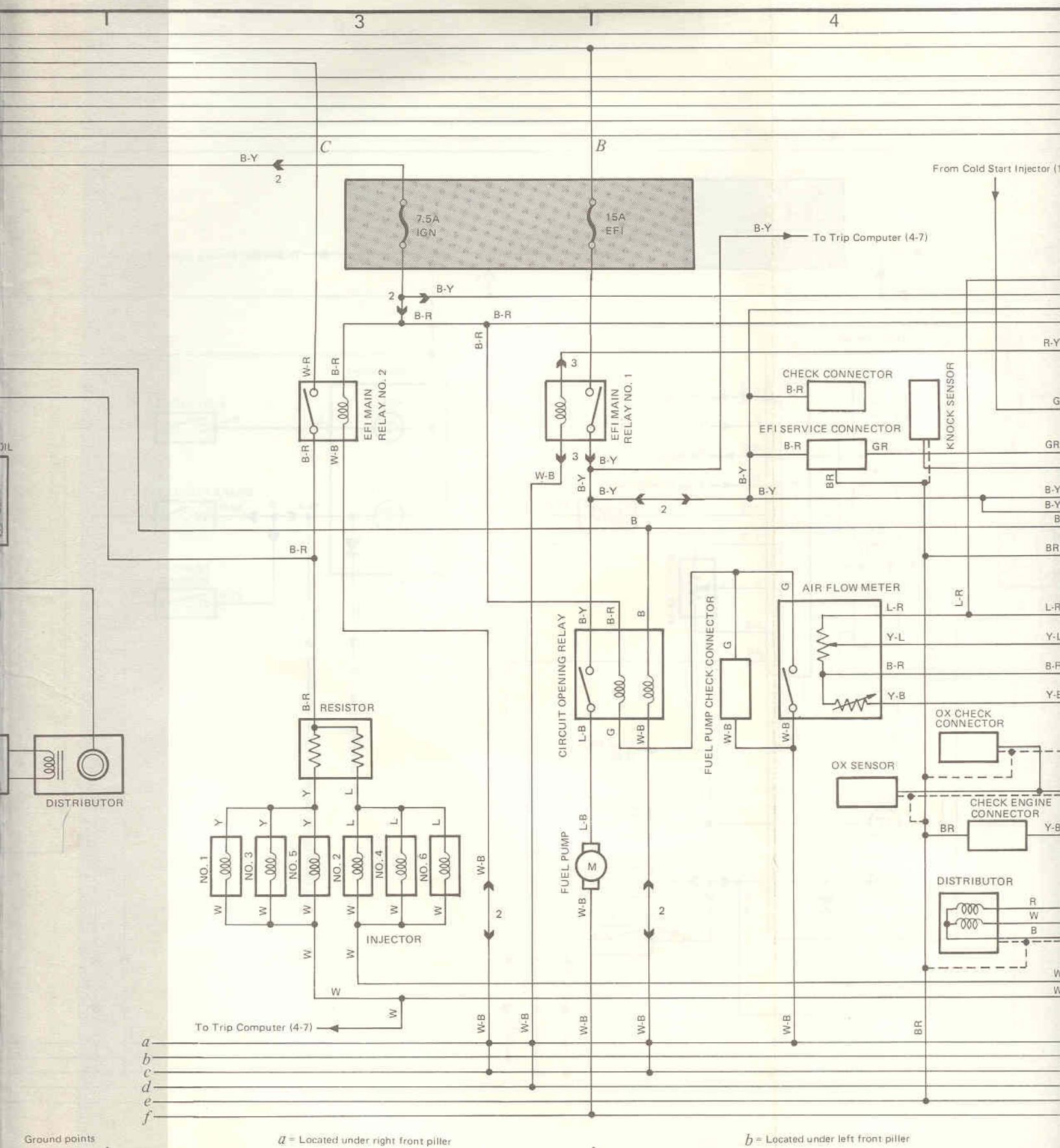
CELICA SUPRA

1985 Model (Page 1 to Page 5)

SYSTEMS	LOCATION	SYSTEMS	LOCATION
Air Conditioner, Cooler and Heater	 2-3	Power Source	 1-1
Auto Antenna	 5-1	Power Windows	 3-1
Back-up Lights	 2-8	Radio and Tape Player	 5-2
Charging	 1-8	Rear Window Defogger	 2-8
Cigarette Lighter	 5-1	Rear Wiper and Washer	 3-7
Clock	 5-1	Remote Control Mirrors with Heater	 4-8
Combination Meter	 2-6	Starting	 1-1
Cruise Control	 3-3	Stop Lights	 3-4
Door Locks	 5-3	Sun Roof	 3-2
ECT (Electronic Control Transmission)	 1-6	Taillights and Illumination	 4-2
EFI	 1-4	Theft Deterrent System	 5-5
Fog Lights	 2-1	Trip Computer	 4-7
Front Wiper and Washer	 3-6	Turn Signal and Hazard	 3-5
Headlights	 4-4	Unlock and Seat Belt Warning	 4-7
Headlight Cleaner	 3-8		
Horn	 3-6		
Ignition	 1-2		
Interior Lights	 4-5		

CELICA SUPRA ELECTRICAL WIRING DIAGRAM-1985 Model (Page 1 to Page 1)

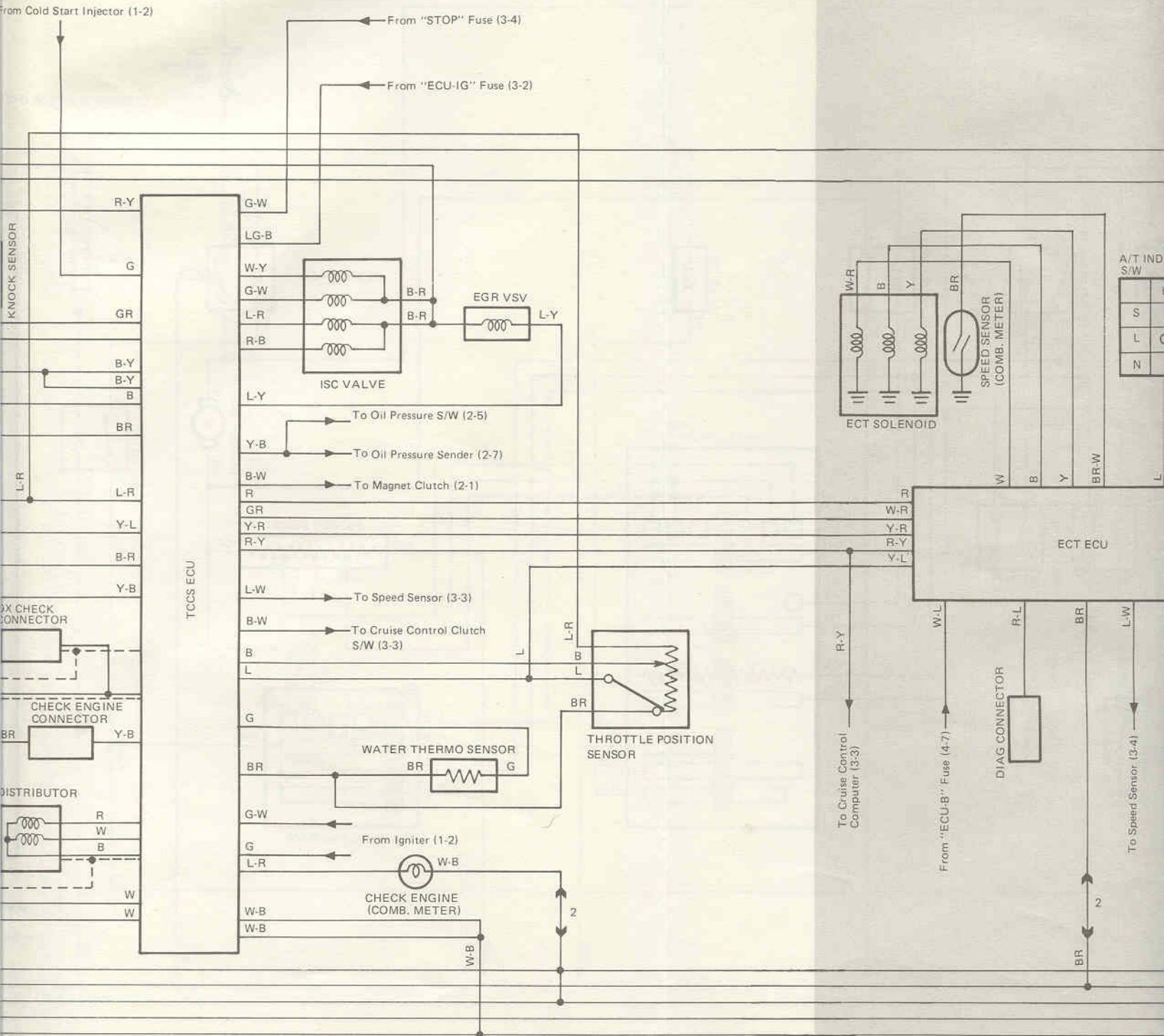




Ground points

a = Located under right front pillar

b = Located under left front pillar



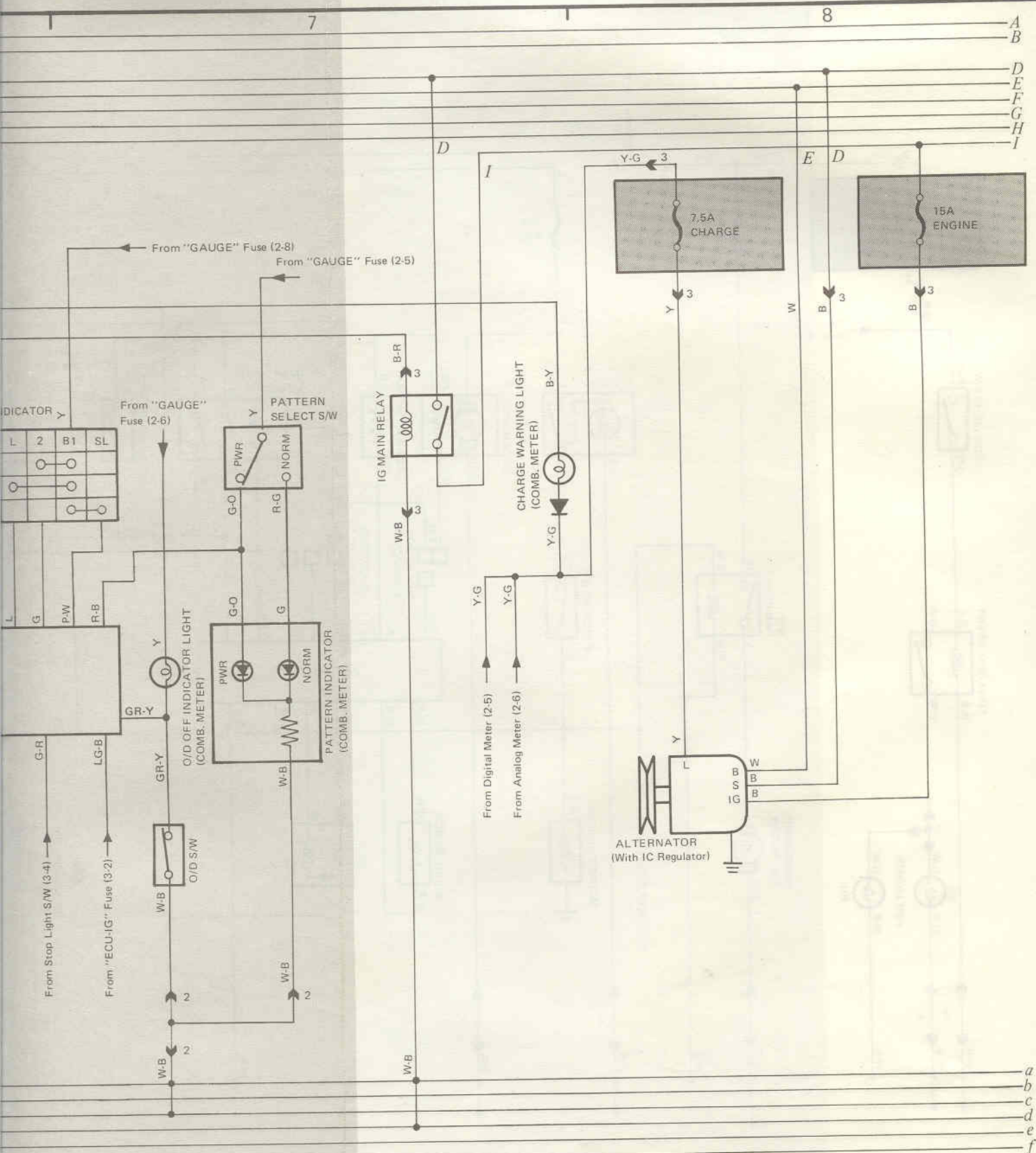
c = Located in left front fender near battery

d = Located on left front fender apron near junction block No. 3

ECT (Electronic Control Transmission)



Charging



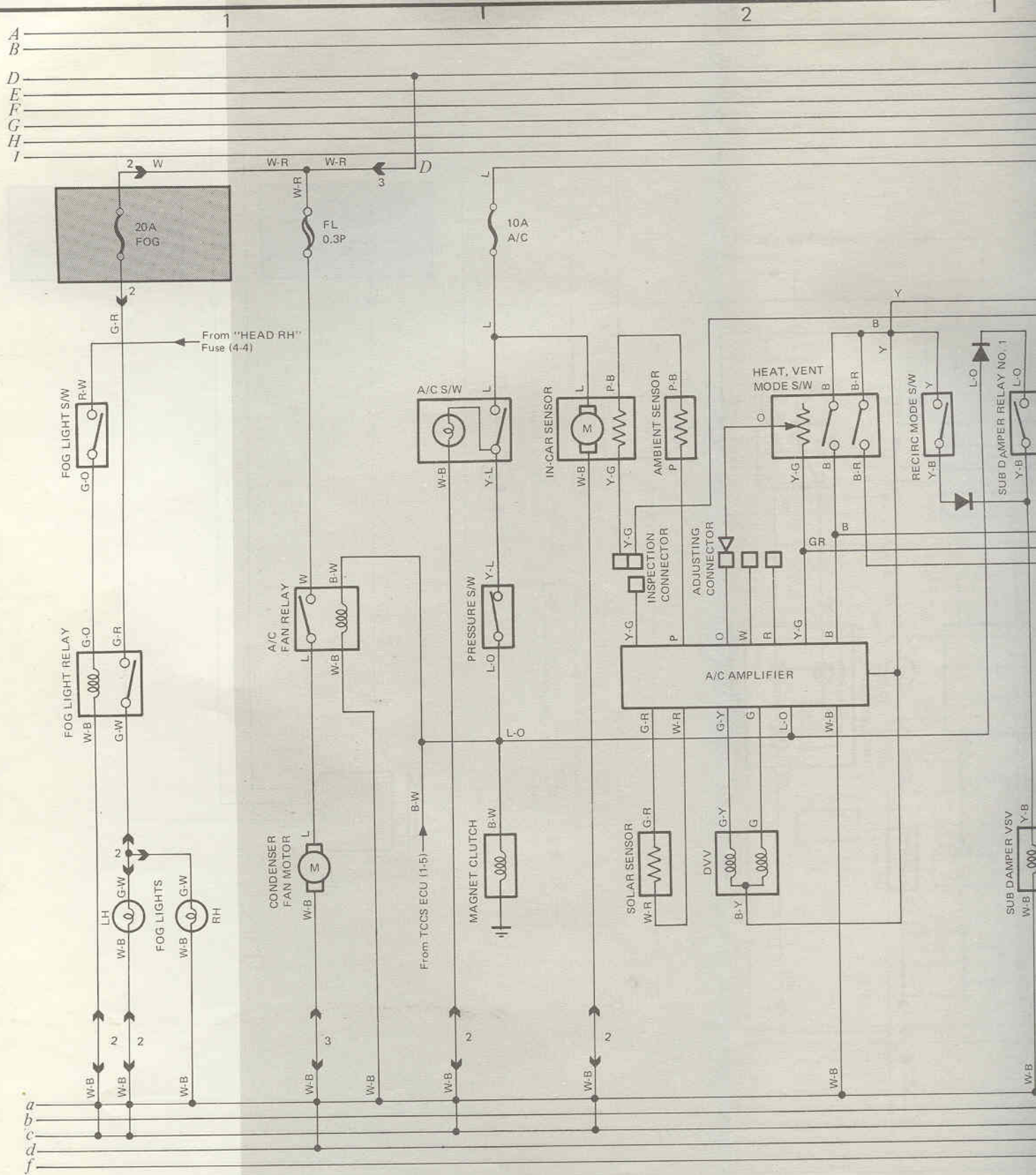
ø = Located on right side of air intake chamber

= Located in back panel near door key cylinder

2 CELICA SUPRA (Cont'd)



Fog Lights



Ground points

a = Located under right front pillar

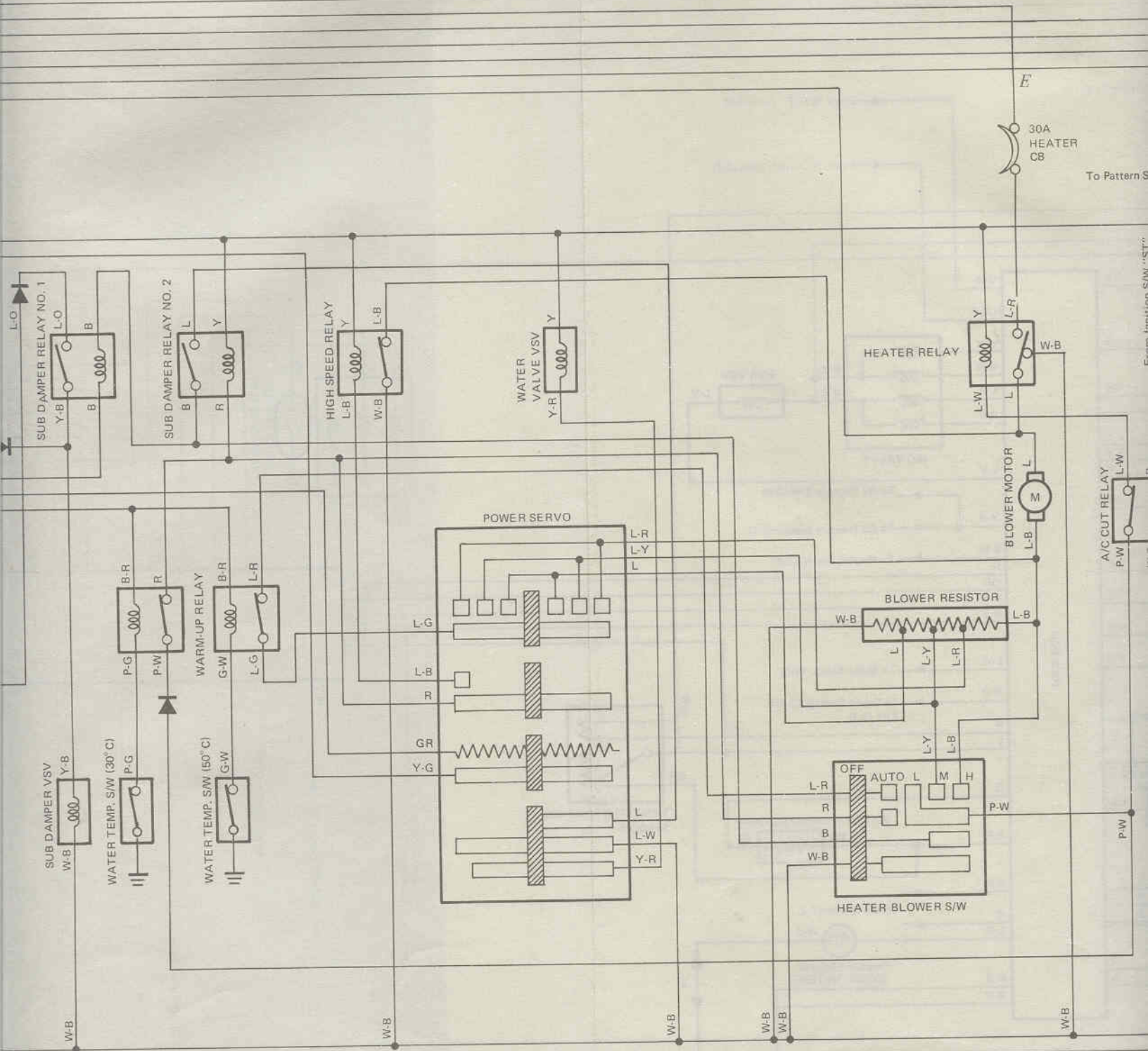
b = Located under left front pillar



Air Conditioner, Cooler and Heater

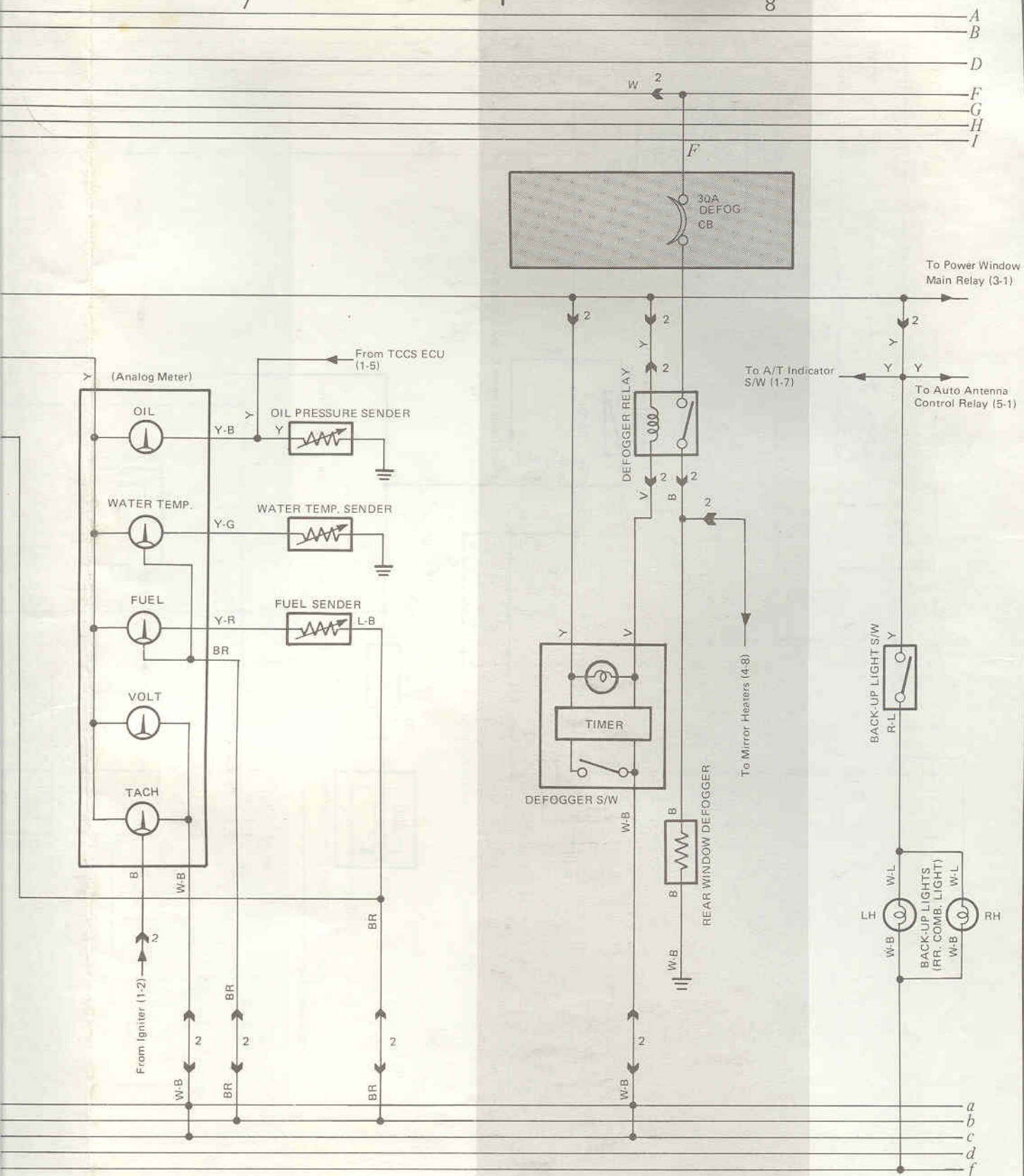
3

4





8



99

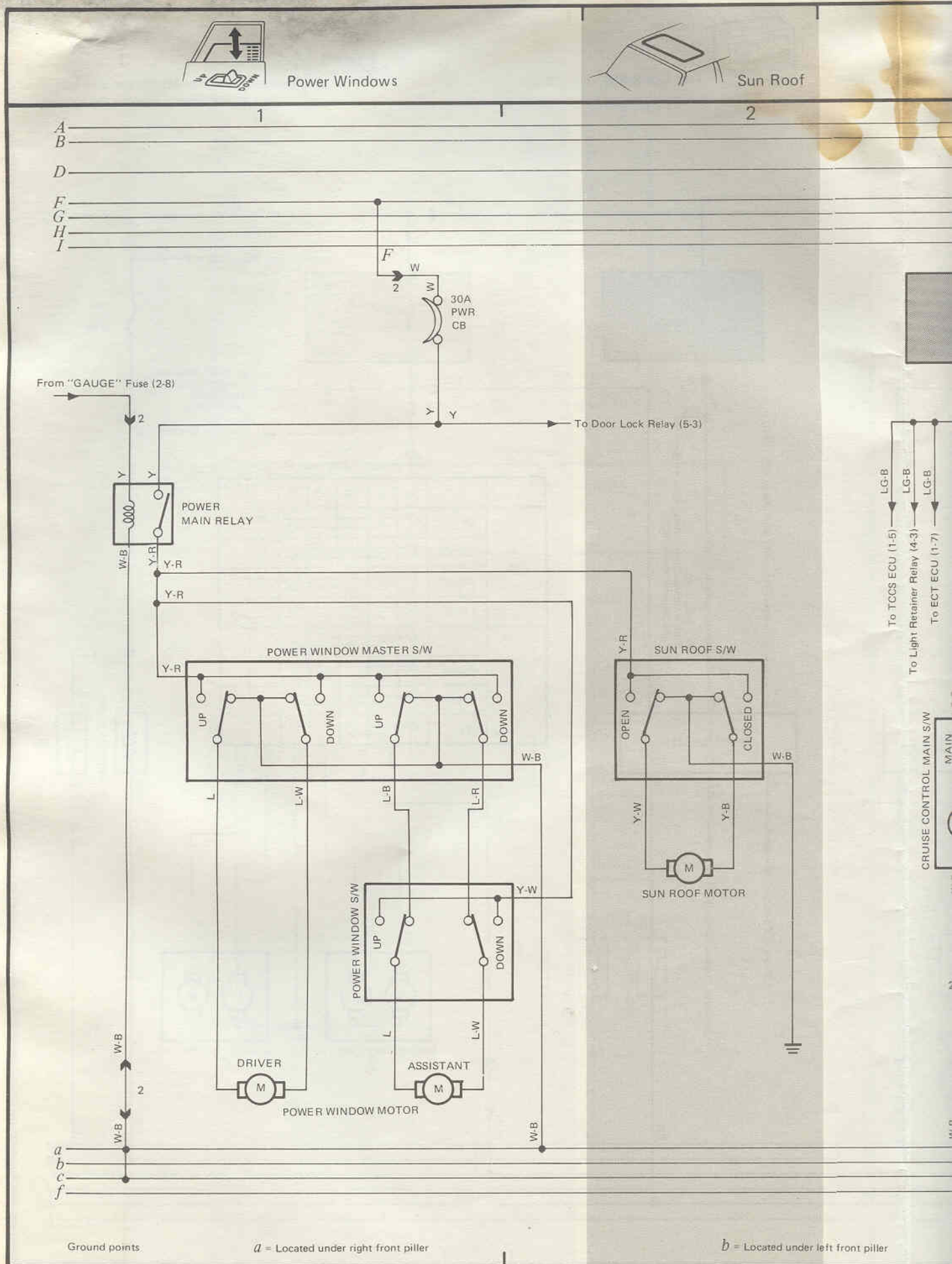
CELICA SUPRA (Cont'd)



Power Windows



Sun Roof





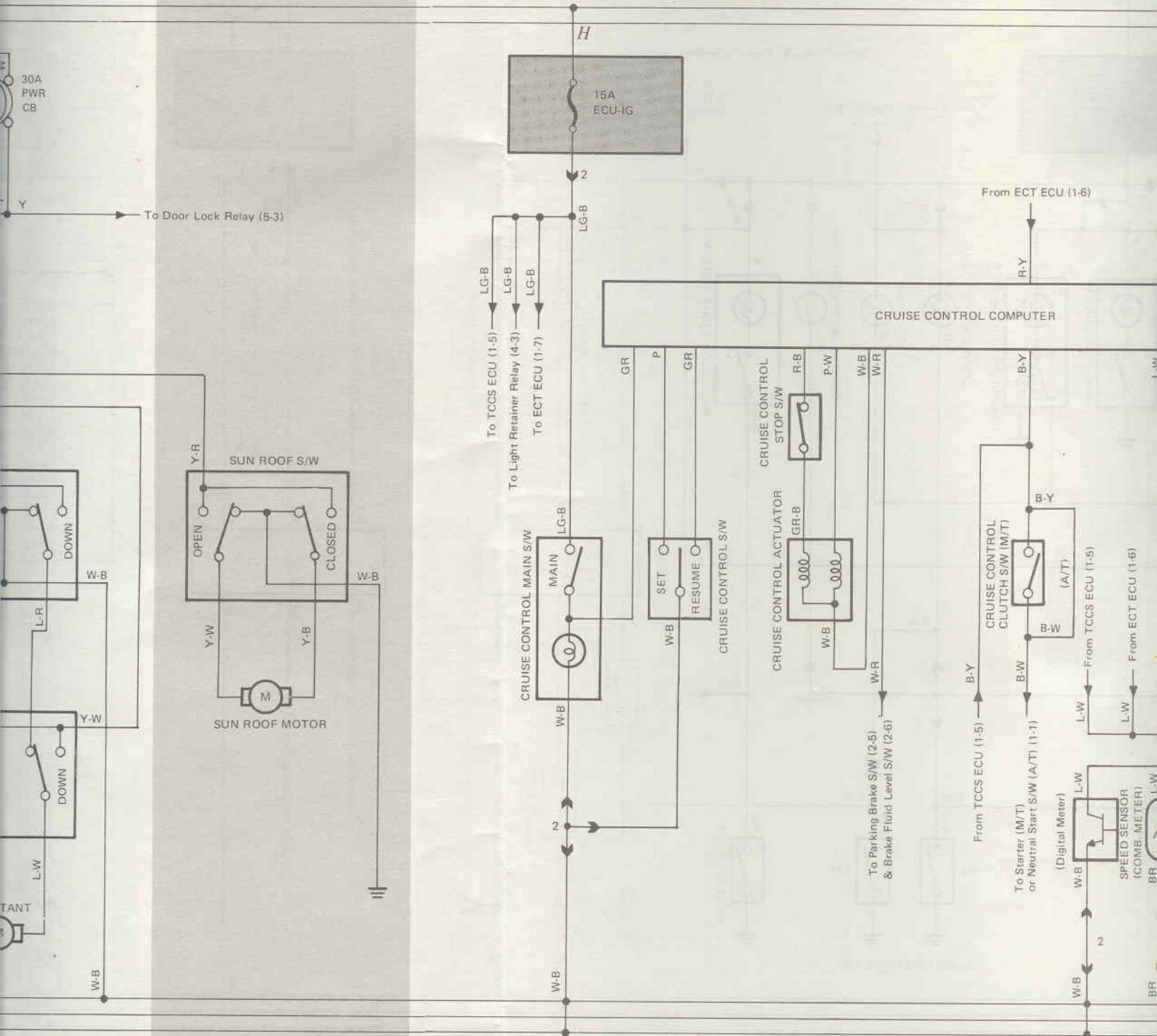
Sun Roof

2



Cruise Control

3



b = Located under left front pillar

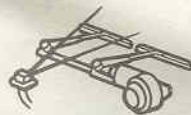
= Located in left front fender near battery



f = Located in back panel near door key cylinder



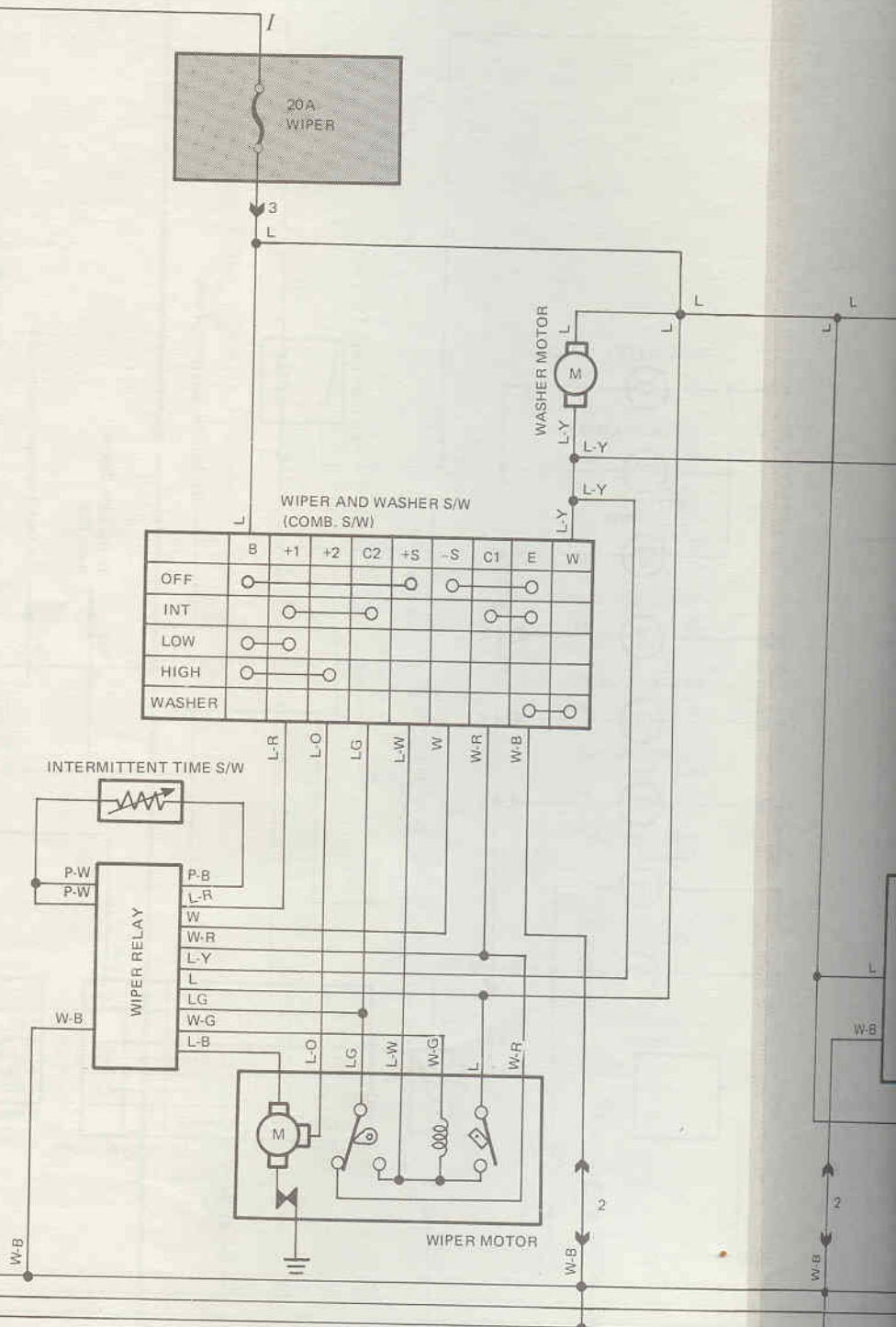
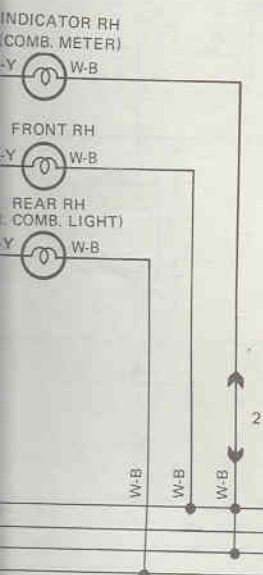
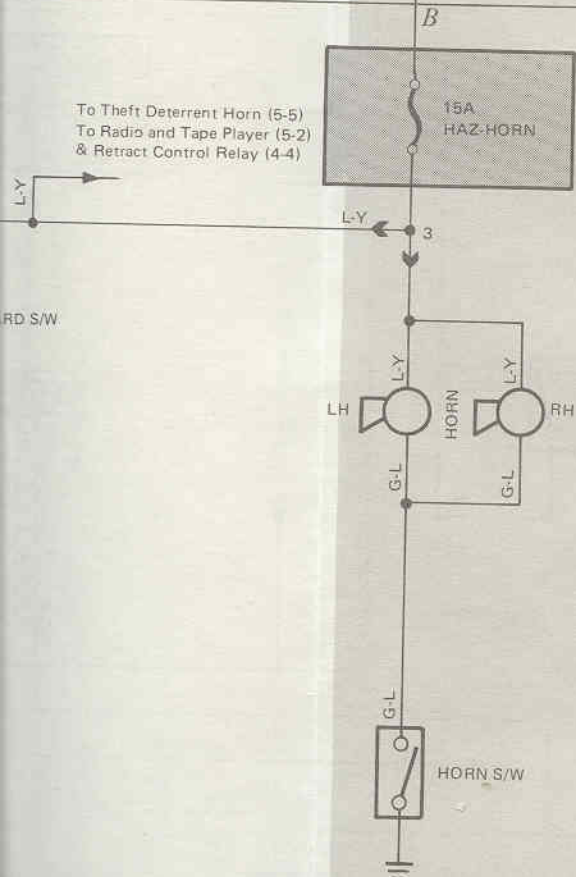
Horn

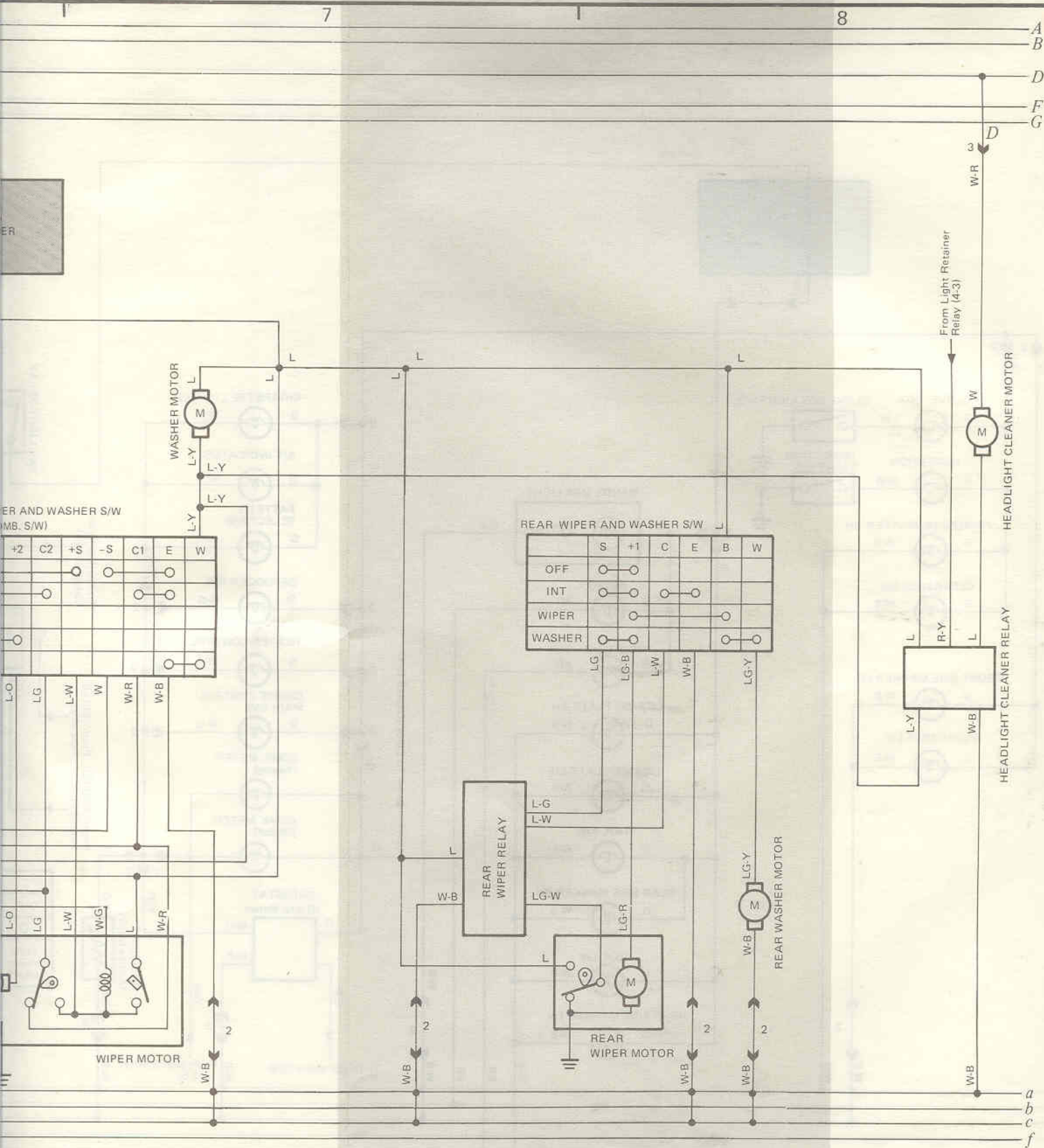
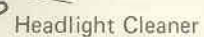
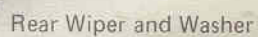
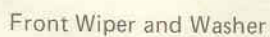


Front Wiper and Washer

6

7

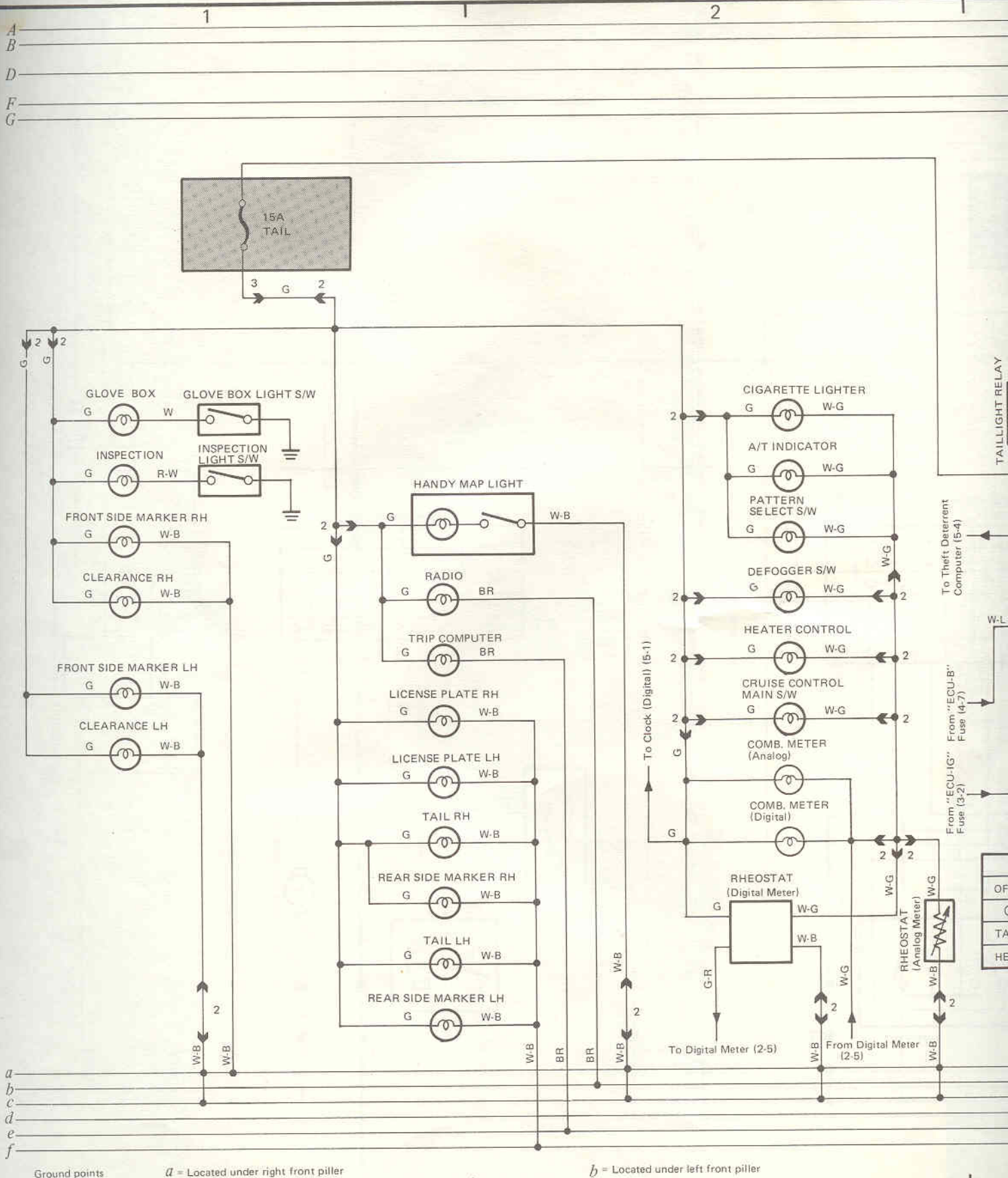




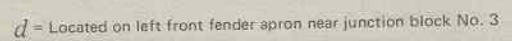
4 CELICA SUPRA (Cont'd)



Taillights and Illumination







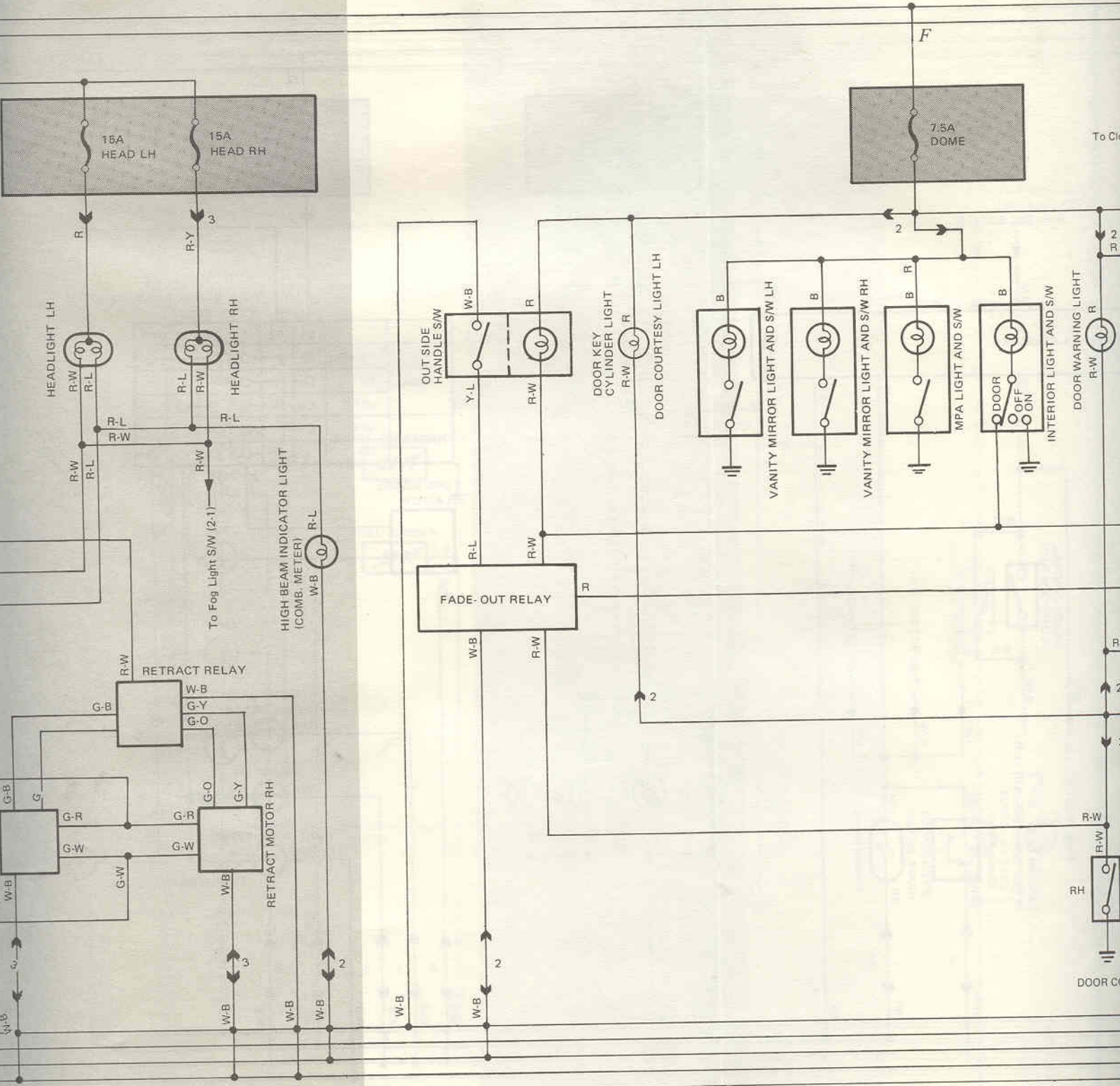


Interior Lights

Headlights

4

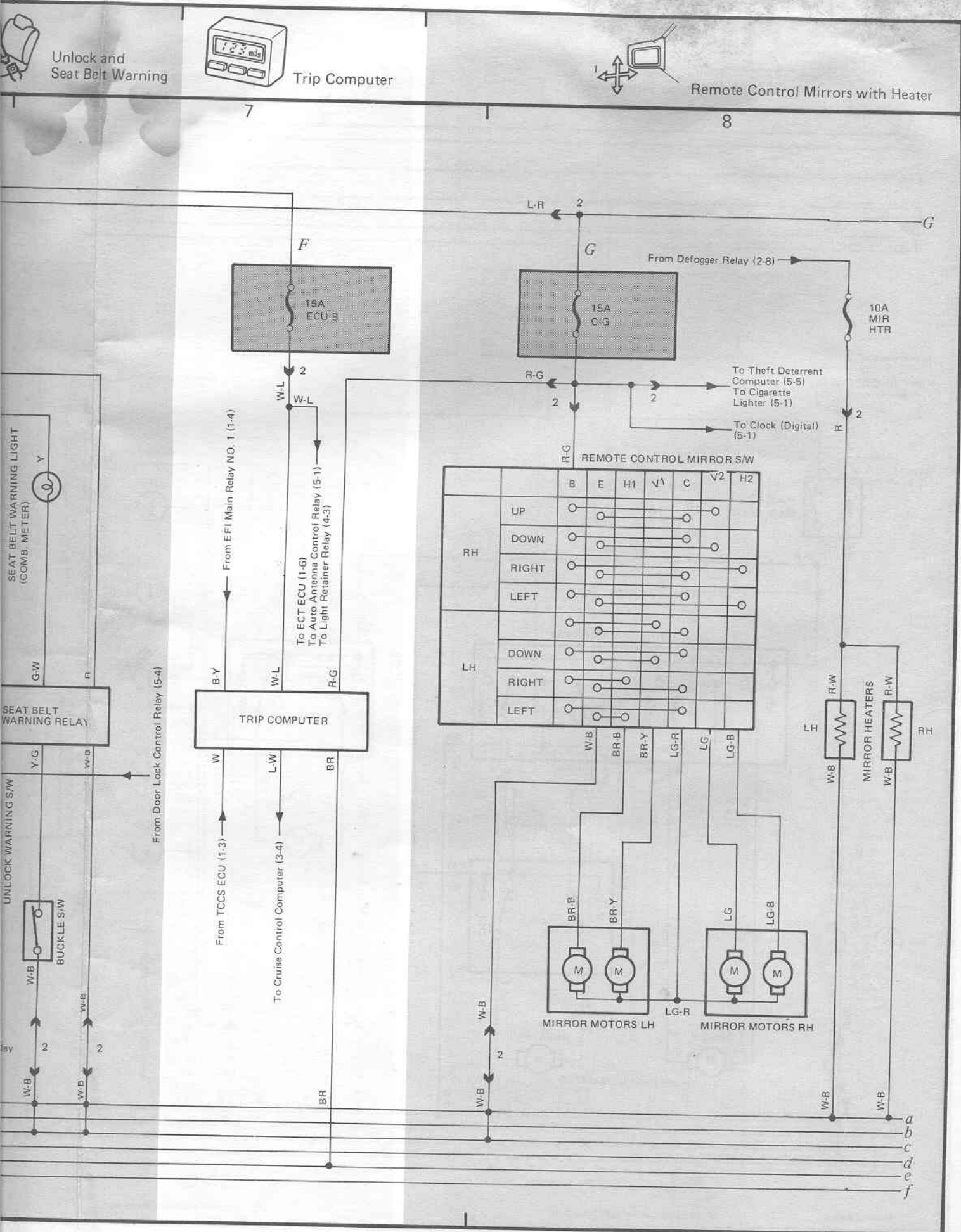
5



located on left front fender apron near junction block No. 3

ℓ = Located on right side of air intake chamber

f = Located in b



CELICA SUPRA (Cont'd)



Clock



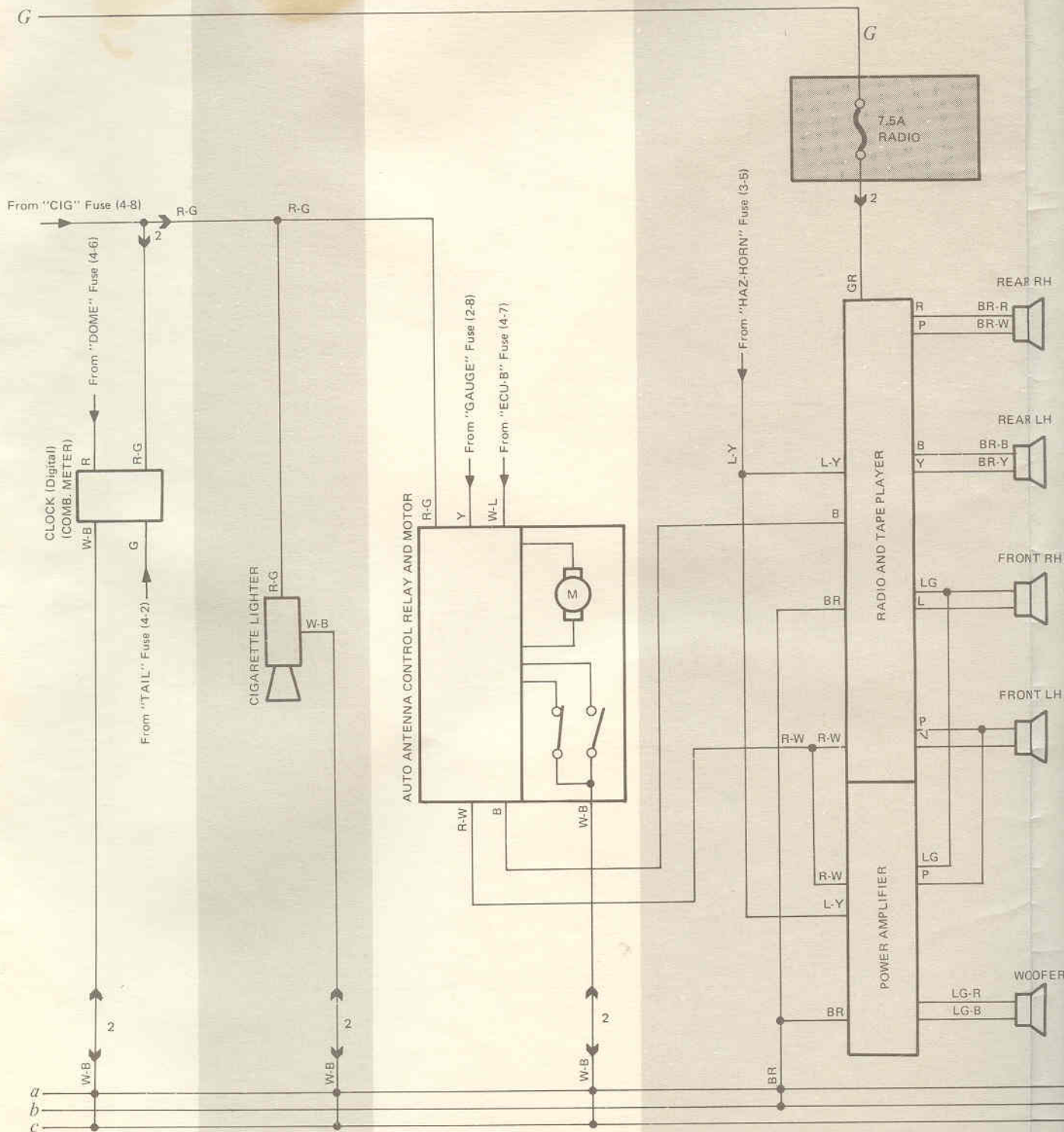
Cigarette Lighter



Auto Antenna



Radio and Tape Player



Ground points

a = Located under right front pillar

b = Located under left front pillar

c = Located in left front fender near battery



3

4

