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**1989**

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**BMW 325i Convertible**

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**Electrical**

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**Troubleshooting**

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**Manual**

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BMW of North America, Inc.  
Woodcliff Lake, New Jersey

## FOREWORD

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BMW 325i Convertible  
Electrical  
Troubleshooting  
Manual**

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The purpose of this manual is to show electrical schematics in a manner that makes electrical troubleshooting easier. Electrical components which work together are shown together on one schematic. The Wiper-Washer schematic, for example, shows all of the electrical components in one diagram. At the top of the page is the fuse (positive) that powers the circuit. The flow of current is shown through all wires, connectors, switches, and motors to ground (negative) at the bottom of the page.

Within the schematic, all switches and sensors are shown "at rest," as though the Ignition Switch were off. For identification, component names are underlined and placed next to or above each component. Notes are included, describing how switches and other components work.

The power distribution schematic shows the current feed through all the connections from the Battery and Alternator to each fuse and the Ignition and Light Switches. If the Power Distribution schematic is combined with any other circuit schematic, a complete picture is made of how that circuit works. The Ground Distribution schematics show how several circuits are connected to common grounds.

All wiring between components is shown exactly as it exists in the vehicle; however, the wiring is not drawn to scale. To aid in understanding electrical operation, wiring inside complicated components has been simplified. The "Solid State" label designates electronic components.

WIRE SIZE CONVERSION CHART	
METRIC (CROSSECTIONAL AREA IN MM <sup>2</sup> )	AWG (AMERICAN WIRE GAUGE)
.5	20
.75	18
1	16
1.5	14
2	14
2.5	12
4	10
6	8
8	8
16	4
20	4
25	2
32	2

WIRE INSULATION	
ABBREVIATIONS	COLOR
BK	BLACK
BR	BROWN
RD	RED
YL	YELLOW
GN	GREEN
BU	BLUE
VI	VIOLET
GY	GRAY
WT	WHITE
PK	PINK

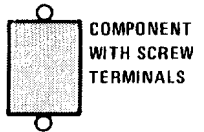
# 4 SYMBOLS



ENTIRE COMPONENT SHOWN



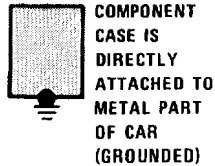
PART OF A COMPONENT SHOWN



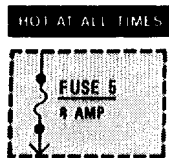
COMPONENT WITH SCREW TERMINALS



SOLID STATE (INCLUDES ONLY ELECTRONIC PARTS)

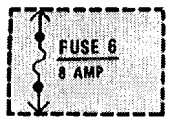


COMPONENT CASE IS DIRECTLY ATTACHED TO METAL PART OF CAR (GROUNDED)



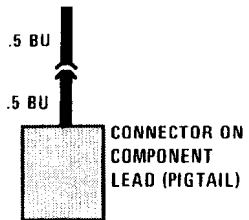
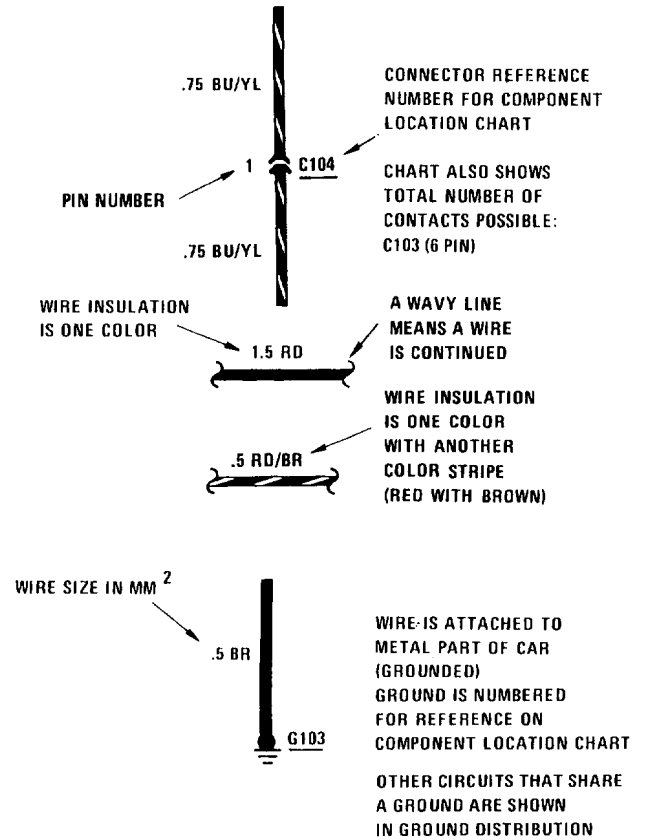
HOT AT ALL TIMES

INDICATES THAT FUSE 5 IS ALWAYS SUPPLIED WITH POWER

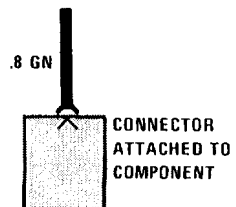


HOT IN RUN OR START

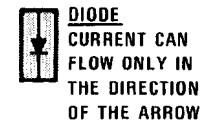
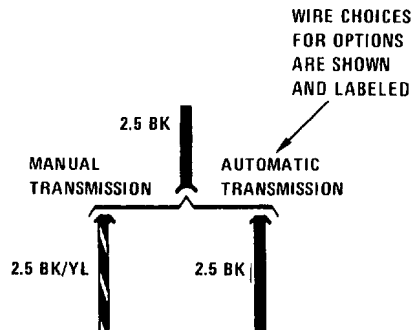
INDICATES THAT FUSE 6 IS SUPPLIED WITH POWER WITH THE IGNITION SWITCH IN THE RUN OR START POSITIONS



CONNECTOR ON COMPONENT LEAD (PIGTAIL)



CONNECTOR ATTACHED TO COMPONENT

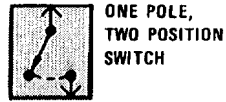


DIODE CURRENT CAN FLOW ONLY IN THE DIRECTION OF THE ARROW

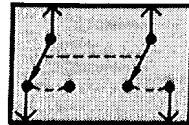
CIRCUIT REFERENCE - A WIRE WHICH CONNECTS TO ANOTHER CIRCUIT



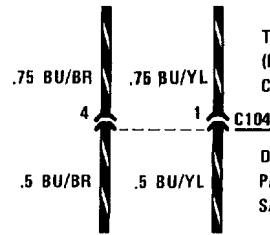
ACTIVE CHECK CONTROL



ONE POLE,  
TWO POSITION  
SWITCH



SWITCHES THAT  
MOVE TOGETHER  
  
DASHED LINE SHOWS  
A MECHANICAL  
CONNECTION  
BETWEEN SWITCHES



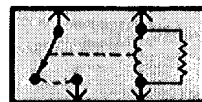
TWO CONNECTIONS  
(PINS) IN THE SAME  
CONNECTOR

DASHED LINE SHOWS  
PARTS OF THE  
SAME CONNECTOR



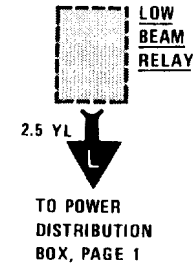
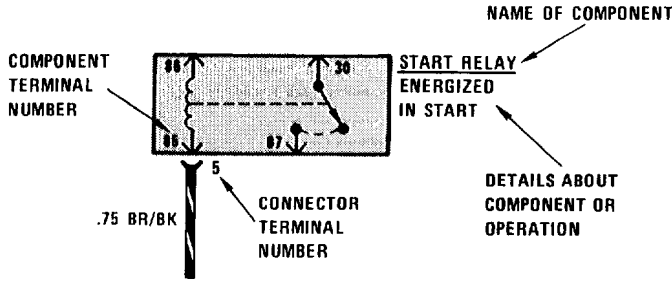
WHEN COIL IS  
ENERGIZED, SWITCH  
IS PULLED CLOSED

RELAY SHOWN  
WITH NO  
CURRENT  
FLOWING  
THROUGH  
COIL

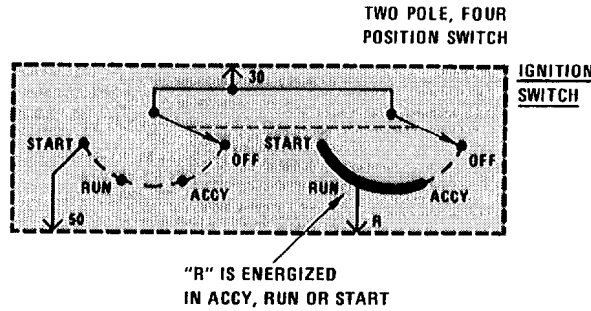


RESISTOR ACROSS COIL  
IS FOR NOISE  
SUPPRESSION

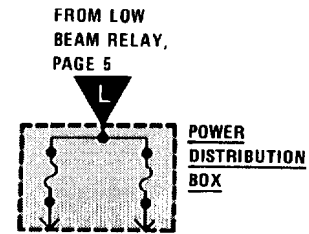
RELAY SHOWN  
WITH RESISTOR  
ACROSS COIL



CURRENT PATH  
IS CONTINUED  
AS LABELED.  
THE ARROW SHOWS  
DIRECTION OF CURRENT  
FLOW AND IS REPEATED  
WHERE CURRENT  
PATH CONTINUES.

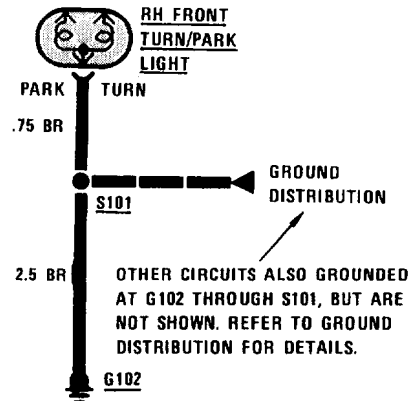


TWO POLE, FOUR  
POSITION SWITCH



FROM LOW  
BEAM RELAY,  
PAGE 5

POWER  
DISTRIBUTION  
BOX



LIGHT  
EMITTING  
DIODE

## 6 SYSTEMATIC TROUBLESHOOTING

### TROUBLESHOOTING PROCEDURE

#### 1. Verify the Problem

Operate the problem circuit to check the accuracy of the complaint. Note the symptoms of the inoperative circuit.

#### 2. Analyze the Problem

Refer to the schematic of the problem circuit in the ETM. Determine how the circuit is supposed to work by tracing the current path(s) from the power feed through the circuit components to ground. Then based on the symptoms you noted in step 1 and your understanding of circuit operation, identify one or more possible causes of the problem.

#### 3. Isolate the Problem

Make circuit tests to prove or disprove the preliminary diagnosis made in step 2. Keep in mind that a logical simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points which are easily accessible.

#### 4. Repair the Problem

Once the specific problem is identified, make the repair using the proper tools and safe procedures.

#### 5. Check the Problem

Operate the circuit to check for satisfactory circuit operation. Good repair practice calls for rechecking all circuits you have worked on.

### TROUBLESHOOTING TOOLS

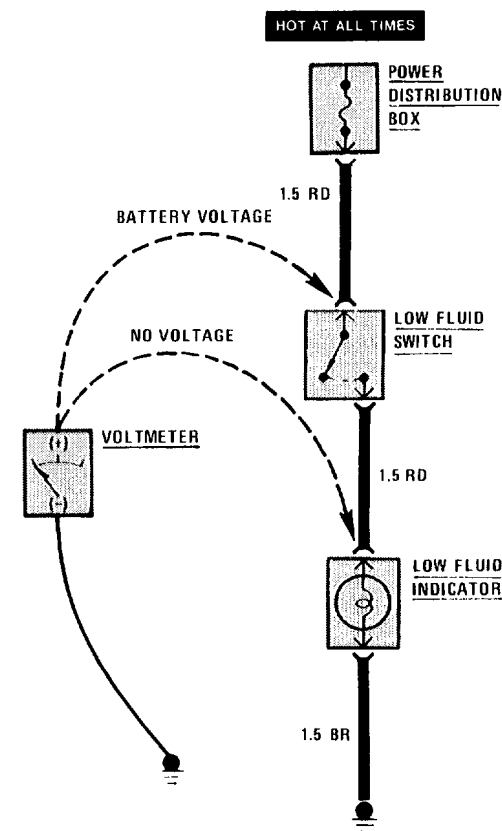
Isolating the problem (Step 3 of TROUBLESHOOTING PROCEDURES) requires the use of a **voltmeter** and/or **ohmmeter**. A voltmeter measures voltage at selected points in a circuit. An ohmmeter measures a circuit's resistance to current flow. It has an internal battery that provides current to the circuit under test. Disconnect the car battery when using an ohmmeter because the battery voltage will cause the ohmmeter to give false readings. Also, do not use an ohmmeter on solid-state components. The voltage that the ohmmeter applies to the circuit could damage these components.

### TROUBLESHOOTING TESTS

#### Voltage Test

This test measures voltage in a circuit. By taking measurements at several points (terminals or connectors) along the circuit, you can isolate the problem.

To take a voltage measurement, connect the negative lead of the voltmeter to the battery's negative terminal or other known good ground. Then connect the positive lead of the voltmeter to the point you want to test. The voltmeter will measure the voltage present at that point in the circuit.

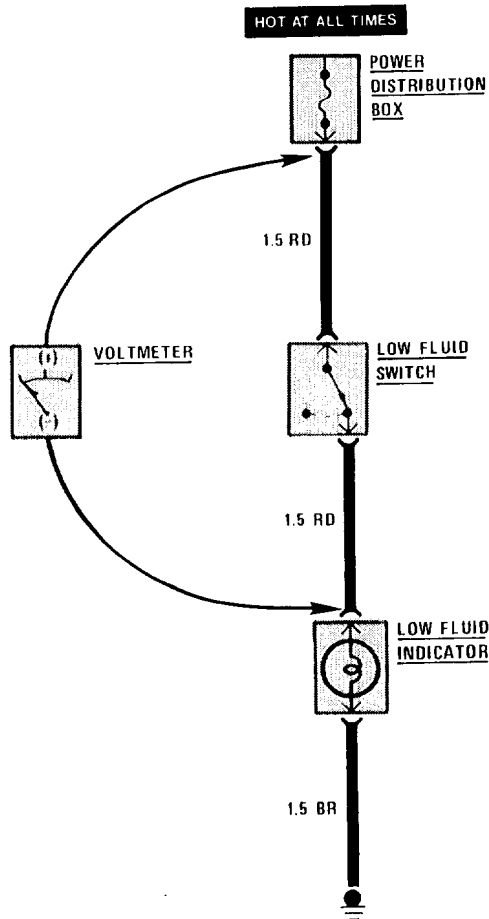


Voltage Test

Voltage Drop Test

Wires, connectors, and switches are designed to conduct current with a minimum loss of voltage. A voltage drop of more than one volt indicates a problem.

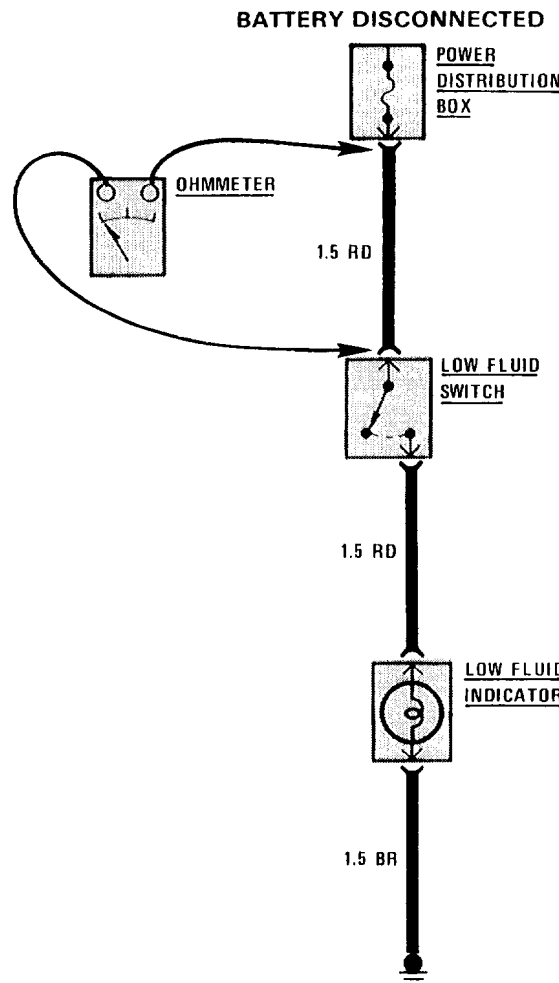
To test for voltage drop, connect the voltmeter leads to connectors at either end of the circuit's suspected problem area. The positive lead should be connected to the connector closest to the power source. The voltmeter will show the voltage drop between these two points.



Voltage Drop Test

Continuity Test

To perform a continuity test, first disconnect the car battery. Then adjust the ohmmeter to read zero while holding the leads together. Connect the ohmmeter leads to connector or terminals at either end of the circuit's suspected problem area. The ohmmeter will show the resistance across that part of the circuit.

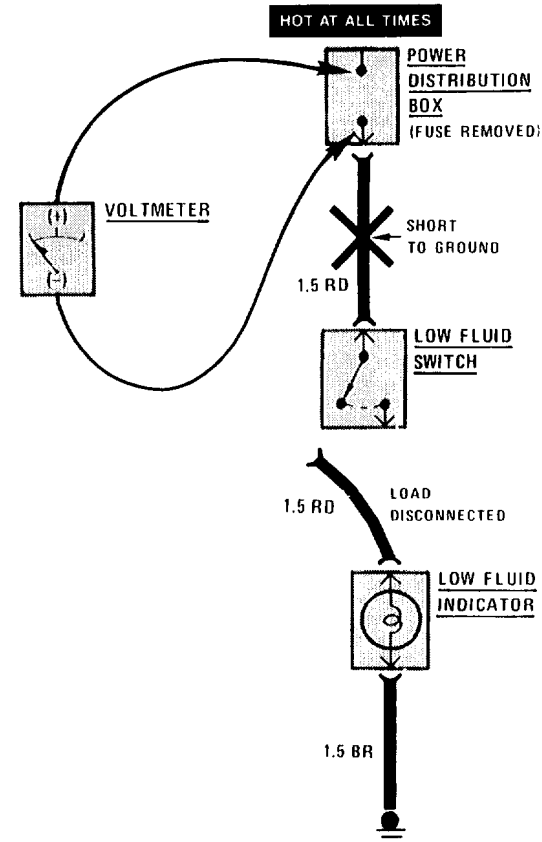


Continuity Test

Short Test Using Voltmeter

Remove the blown fuse and disconnect the load. Connect the voltmeter leads to the fuse terminals. The positive lead should be connected to the terminal closest to the power source.

Starting near the POWER DISTRIBUTION BOX, move the wire harness back and forth and watch the voltmeter reading. If the voltmeter registers a reading, there is a short to ground in the wiring. Somewhere in the area of the harness being moved, the wire insulation is worn away and the circuit is grounding.



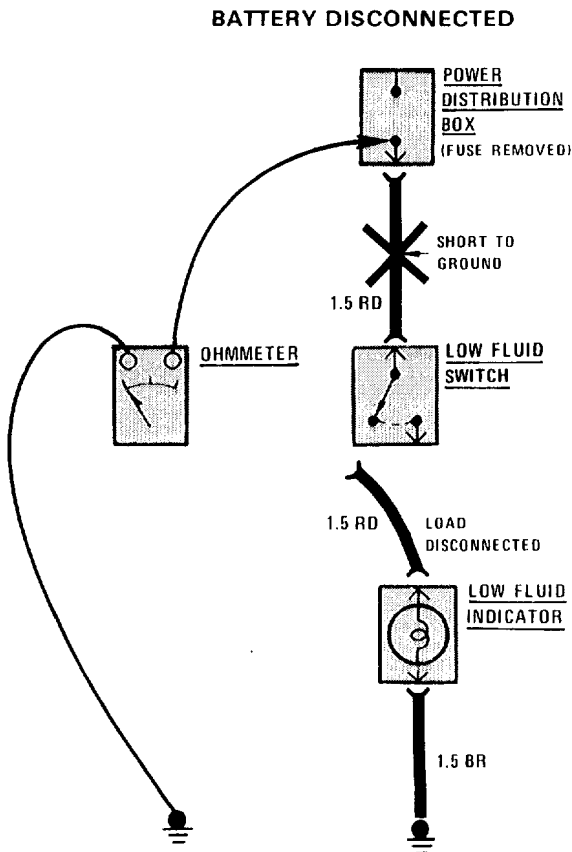
Short Test Using Voltmeter

## 8 SYSTEMATIC TROUBLESHOOTING

### Short Test Using Ohmmeter

Disconnect the battery. Adjust the ohmmeter to read zero while holding the leads together. Remove the blown fuse and disconnect the load. Connect one lead of the ohmmeter to the fuse terminal that is closest to the load. Connect the other lead to a known good ground.

Starting near the POWER DISTRIBUTION BOX, move the wire harness back and forth and watch the ohmmeter reading. Low or no resistance indicates a short to ground in the wiring. Infinitely high resistance indicates no short.

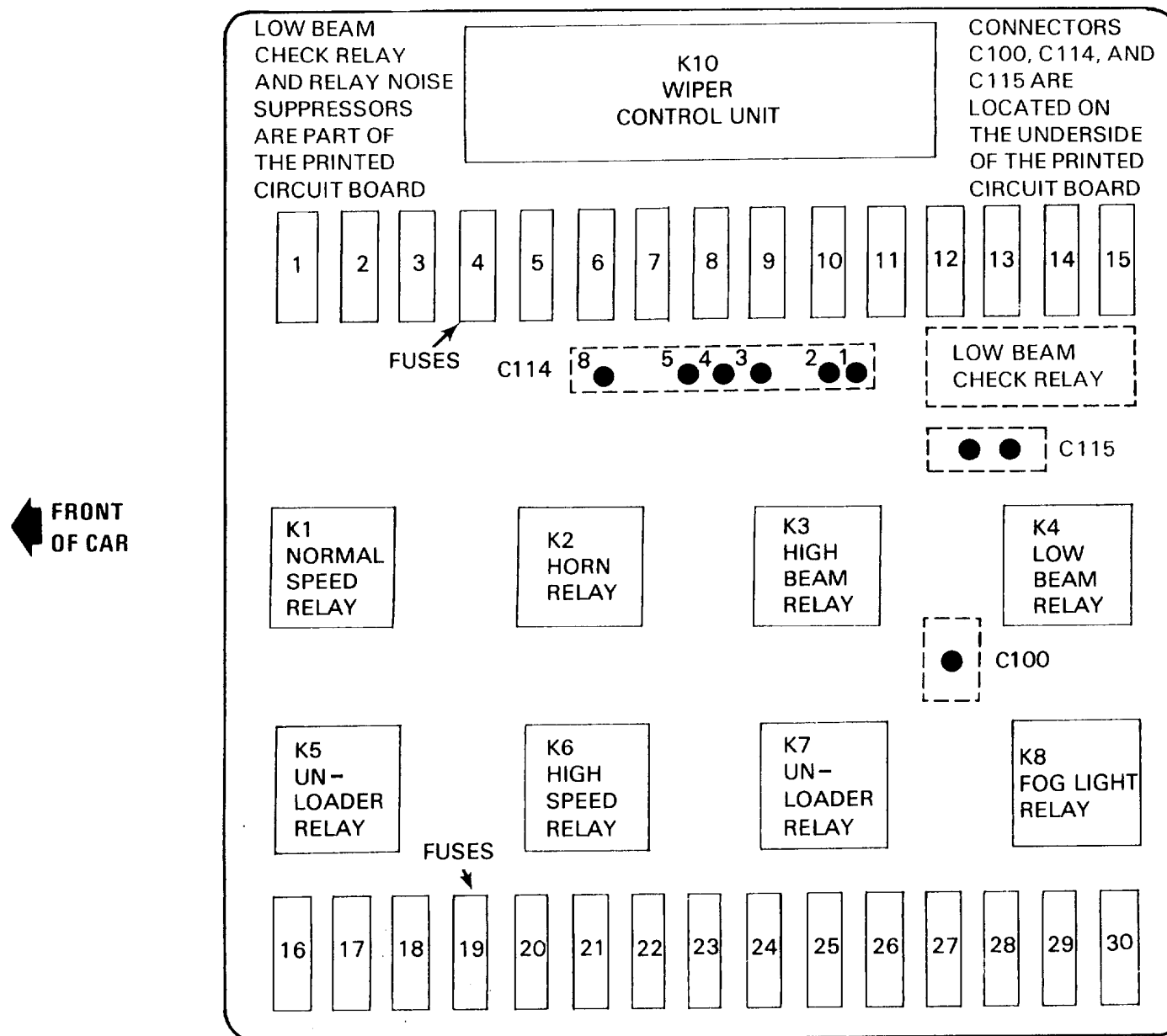


Short Test Using Ohmmeter

**BLANK**

# 0670-0 POWER DISTRIBUTION

## POWER DISTRIBUTION BOX





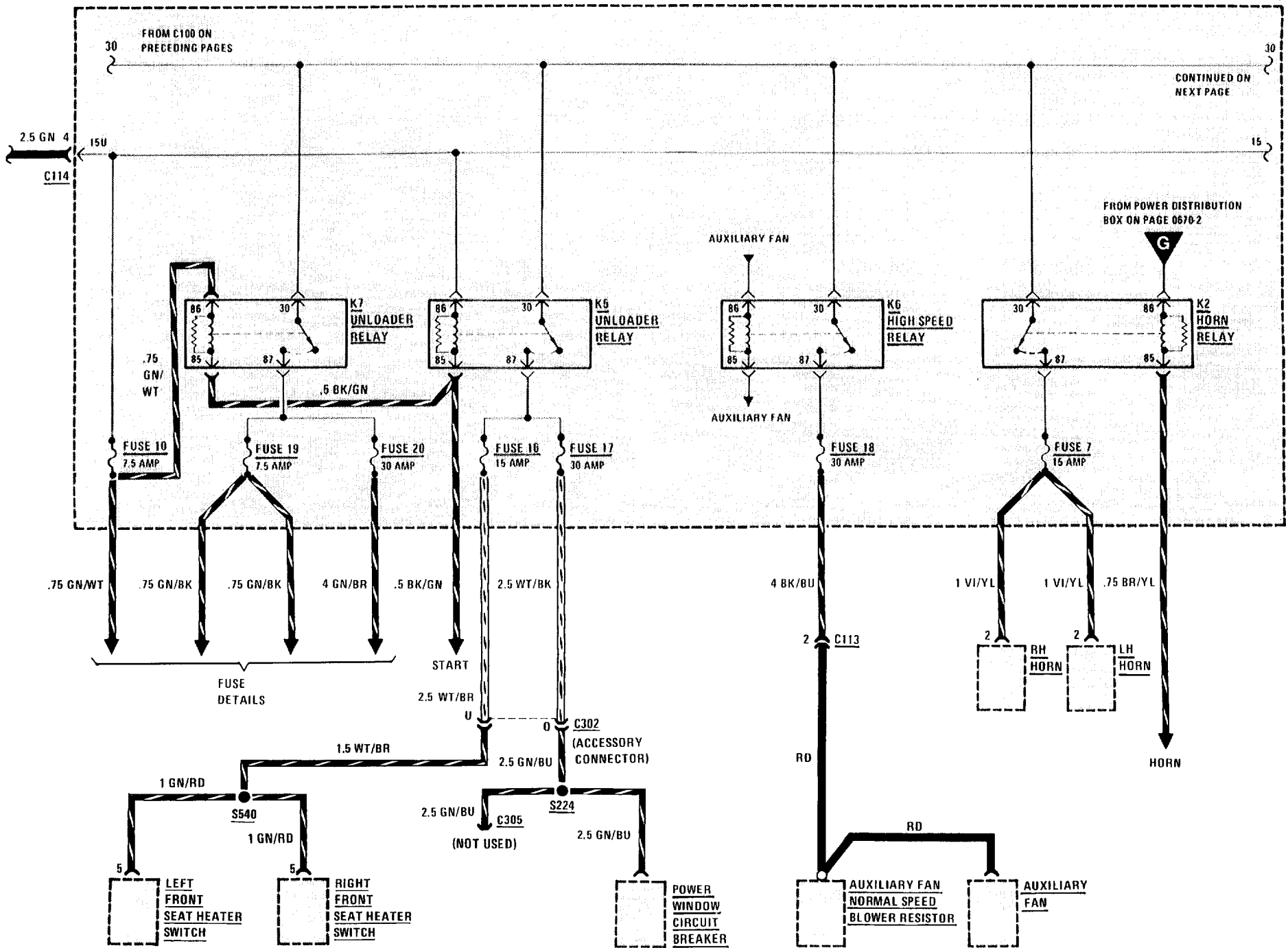
**FUSE DATA CHART**

FUSE NO.	SIZE	CIRCUIT NAME
1	7.5A	Headlights (also fuses 2, 13, 14); High Beam Indicator.
2	7.5A	Headlights (also fuses 1, 13, 14).
3	15A	Auxiliary Fan (also fuses 18, 19, 20).
4	15A	Lights: Turn/Hazard Warning (also fuse 24); Active Check Control (also fuses 6, 10, 21, 22, 23); Glove Box Light.
5	30A	Wiper/Washer.
6	7.5A	Stop Lights Active Check Control (also fuses 4, 10, 21, 22, 23); Antilock Braking System; Cruise Control (also fuse 10) Map Reading Light.
7	15A	Horn.
8	30A	Rear Defogger (also fuse 23).
9	15A	Injection Electronics (also fuses 10, 11, 21)
10	7.5A	Ignition Key Warning/Seatbelt Warning (also Fuse 21); Service Interval Indicator (also fuse 21); Tachometer/Fuel Economy Gauges (also fuse 21); Gauges/Indicators; Brake Warning System; Back Up Lights; On-Board Computer (also fuses 12, 21, 27); Start; Injection Electronics (also fuses 9, 11, 21); Active Check Control (also fuses 4, 6, 21, 22, 23); Cruise Control (also fuse 6).
11	7.5A	Injection Electronics (also fuses 9, 10, 21).
12	7.5A	Radio/Antenna (also fuses 21, 27, 28); Speedometer/Indicators; On-Board Computer (also fuses 10, 21, 27).
13	7.5A	Headlights (also fuses 1, 2, 14).
14	7.5A	Headlights (also fuses 1, 2, 13).
15		Not Used.
16	15A	Heated Seats.
17	30A	Power Windows.
18	30A	Auxiliary Fan (also fuses 3, 19, 20).
19	7.5A	Auxiliary Fan (also fuses 3, 18, 20); Interior Lights (also fuses 21, 27); Power Mirrors.

FUSE NO.	SIZE/ COLOR	CIRCUIT NAME
20	30A	Heater/Air Conditioning; Auxiliary Fan (also fuses 3, 18, 19).
21	7.5A	Auto-Charging Flashlight; Ignition Key Warning/Seatbelt Warning (also fuse 10); Injection Electronics (also fuses 9, 10, 11); Interior Lights (also fuses 19, 27); Radio/Antenna (also fuses 12, 27, 28); Trunk Light; Active Check Control (also fuses 4, 6, 10, 22, 23); Service Interval Indicator (also fuse 10); On-Board Computer (also fuses 10, 12, 27); Tachometer/Fuel Economy Gauge (also fuse 10).
22	7.5A	Active Check Control (also fuses 4, 6, 10, 21, 23); Lights: Front Park/Tail (also fuse 23); Lights: Front Side Marker (also fuse 23).
23	7.5A	Lights: Dash; Lights: Front Park/Tail (also fuse 22); Lights: Front Side Marker (also fuse 22); Lights: Rear Marker/License; Active Check Control (also fuses 4, 6, 10, 21, & 22); Rear Defogger (also fuse 8).
24	15A	Lights: Turn/Hazard Warning (also fuse 4).
25		Not Used.
26		Not Used.
27	30A	Interior Lights (also fuses 19, 21); Central Locking; Radio/Antenna (also fuses 12, 21, 28); On-Board Computer (also fuses 10, 12, 21).
28	30A	Cigar Lighter; Radio/Antenna (also fuses 12, 21, 27).
29	7.5A	Fog Lights (also fuse 30); Fog Light Indicator.
30	7.5A	Fog Lights (also fuse 29).
POWER WINDOW CIRCUIT BREAKER		25A Power Windows

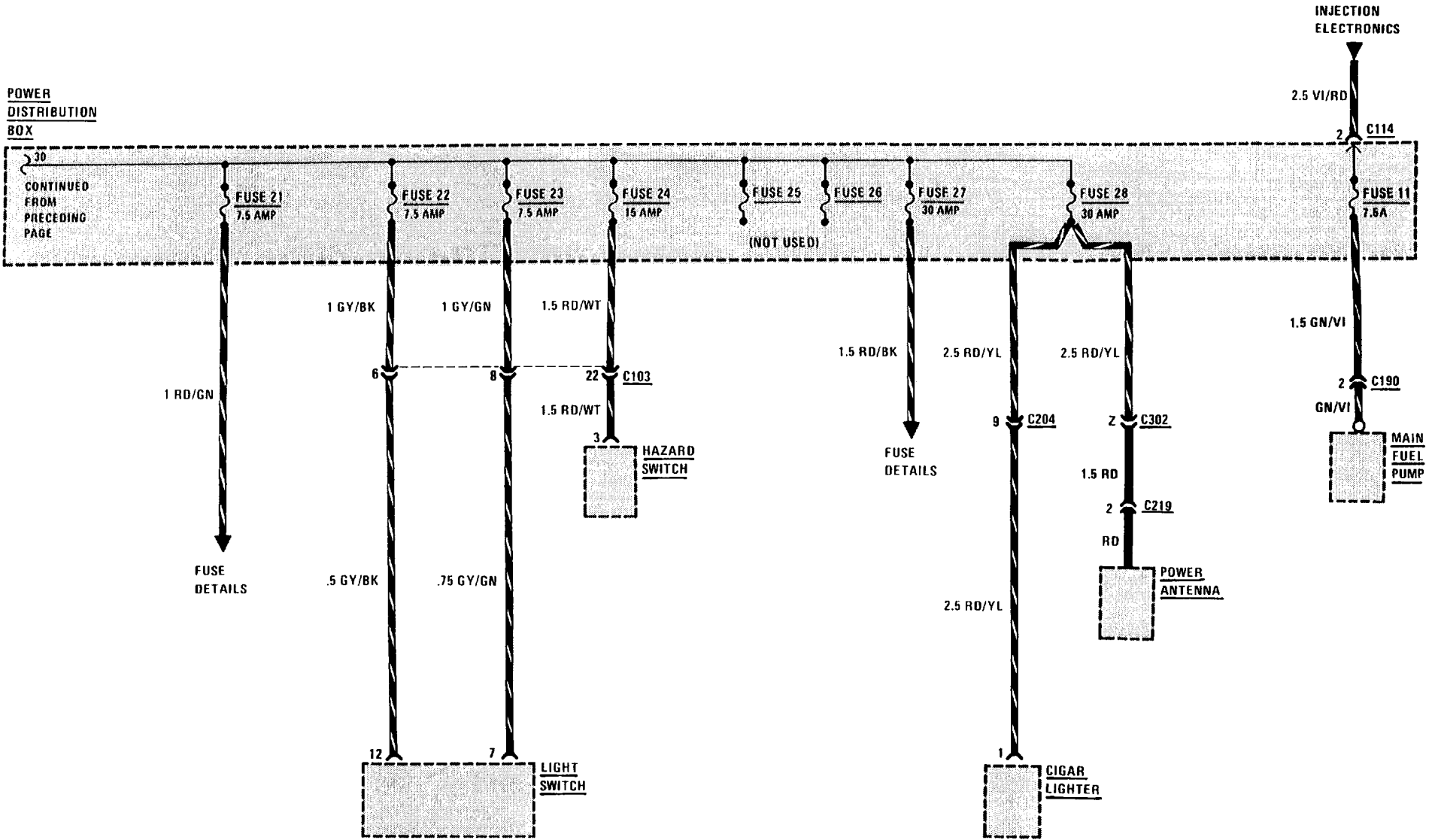


POWER DISTRIBUTION BOX



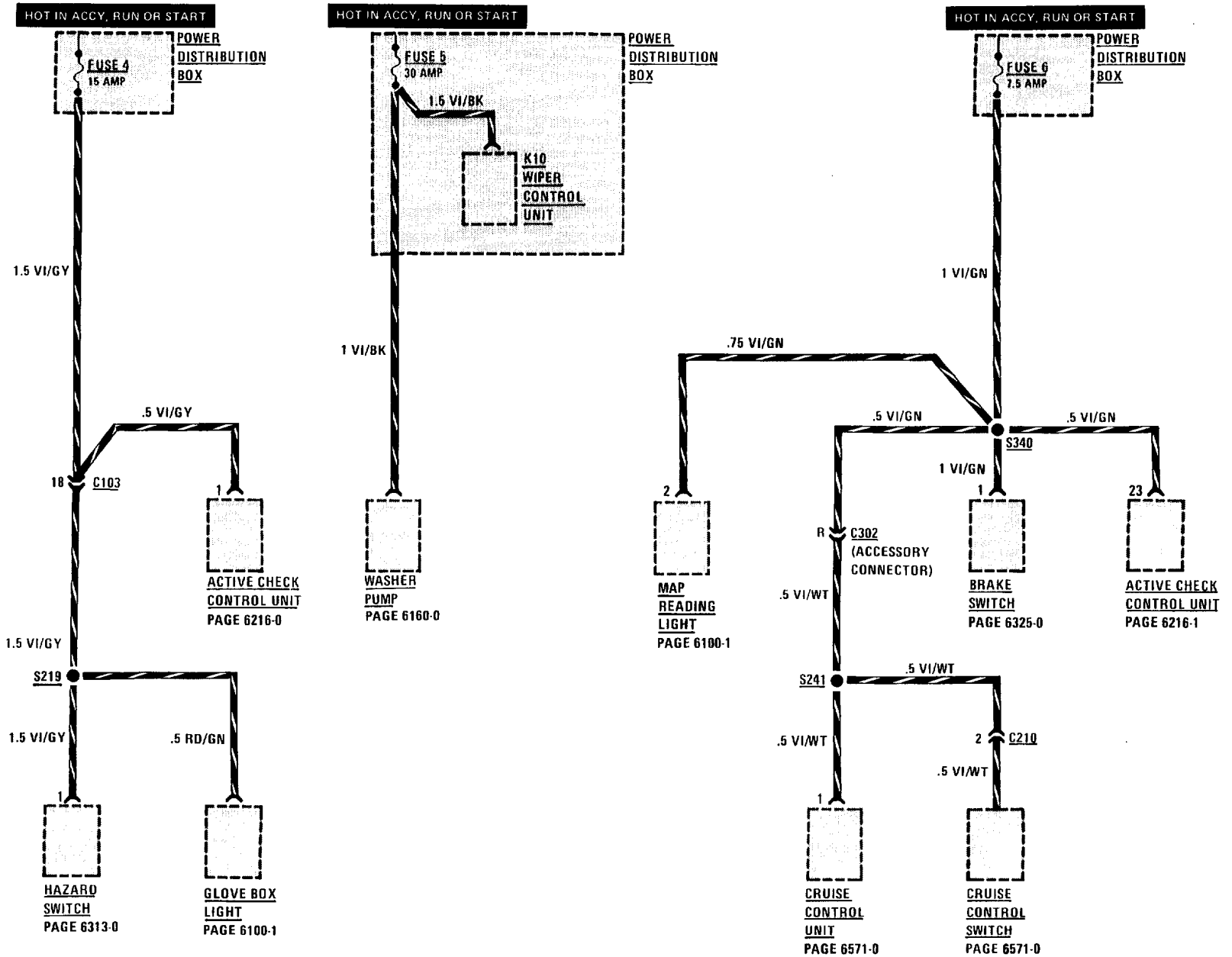


POWER DISTRIBUTION BOX

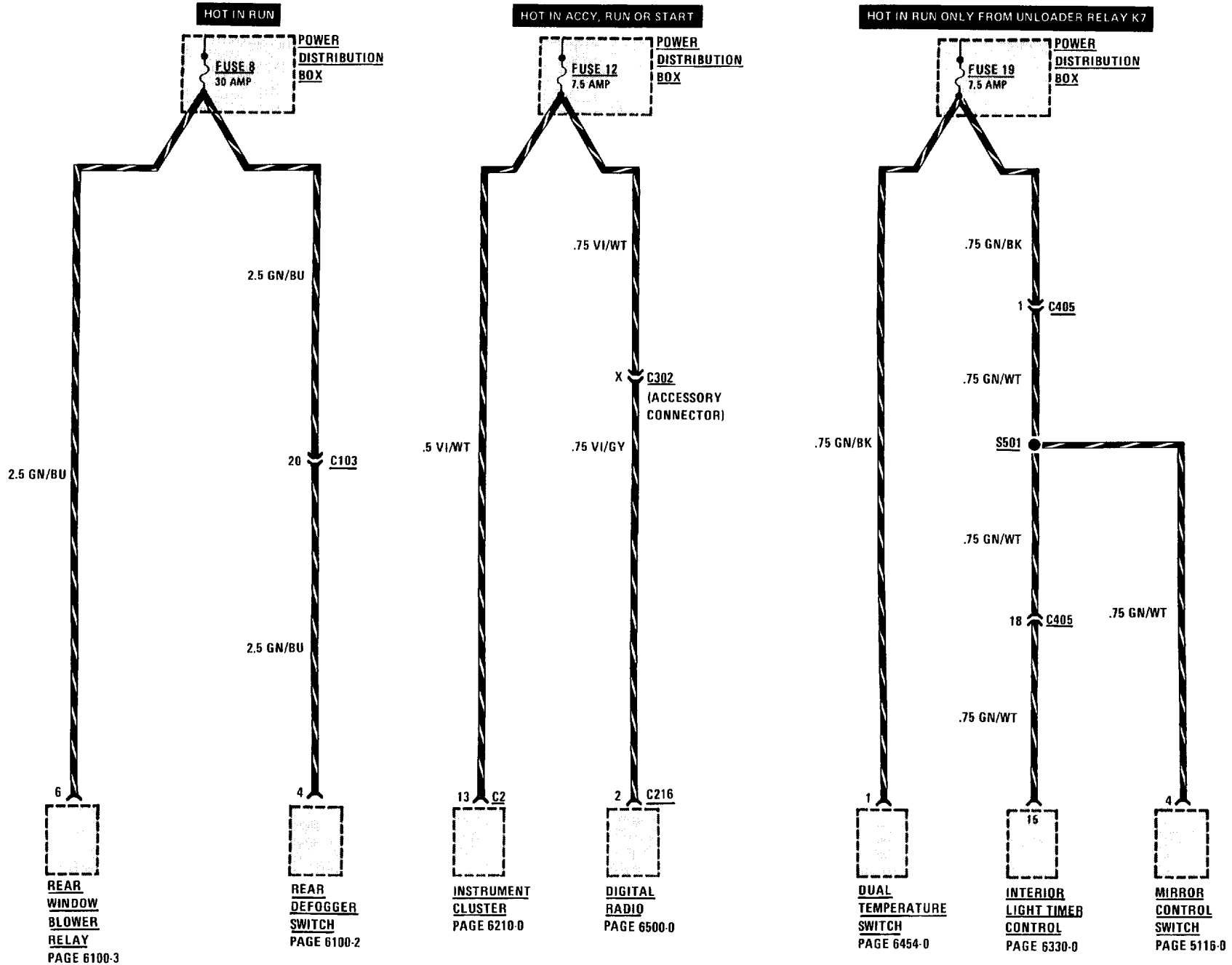


# 0670-6 POWER DISTRIBUTION

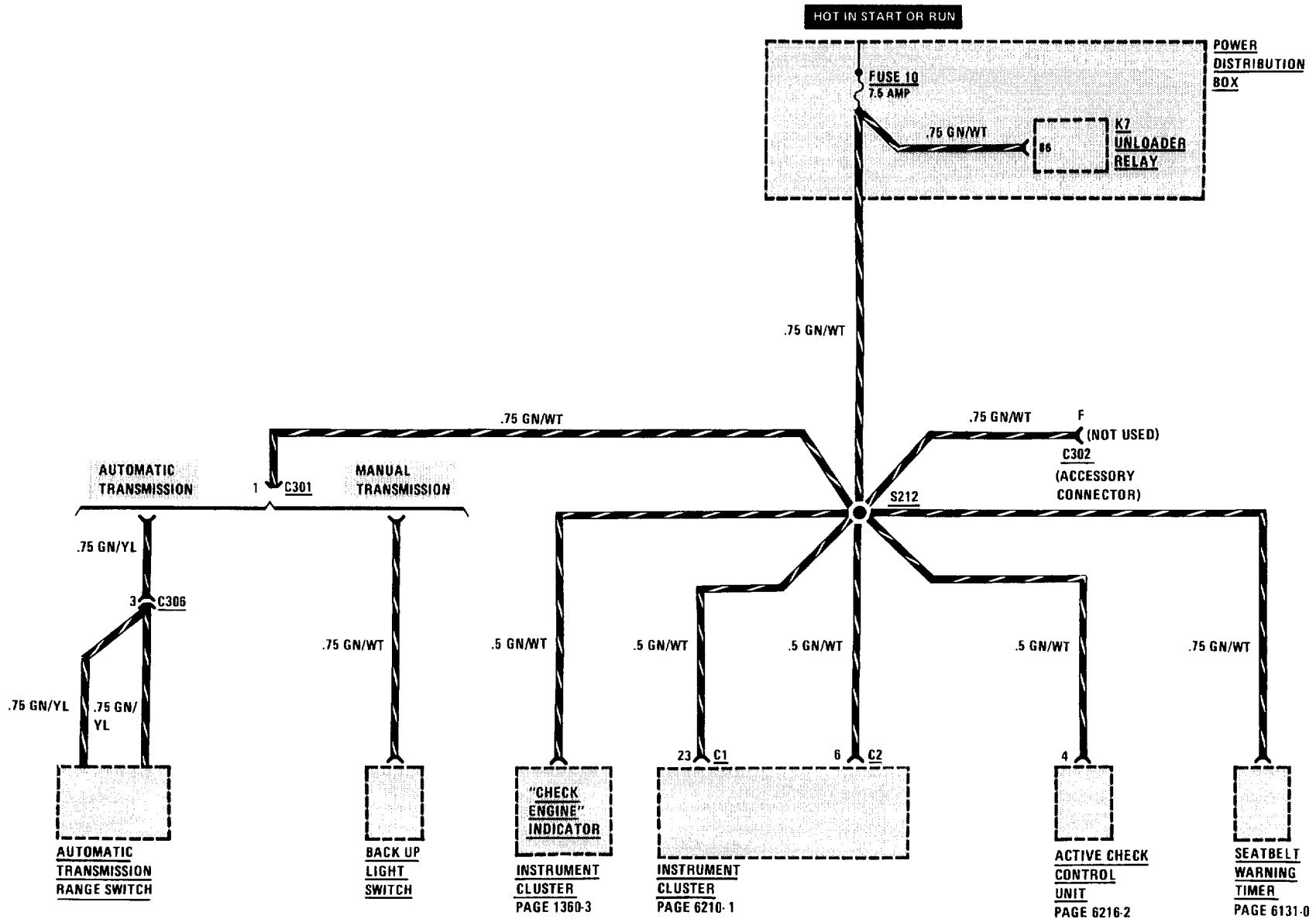
## FUSE DETAILS: FUSES 4, 5, AND 6



FUSE DETAILS: FUSES 8, 12 AND 19

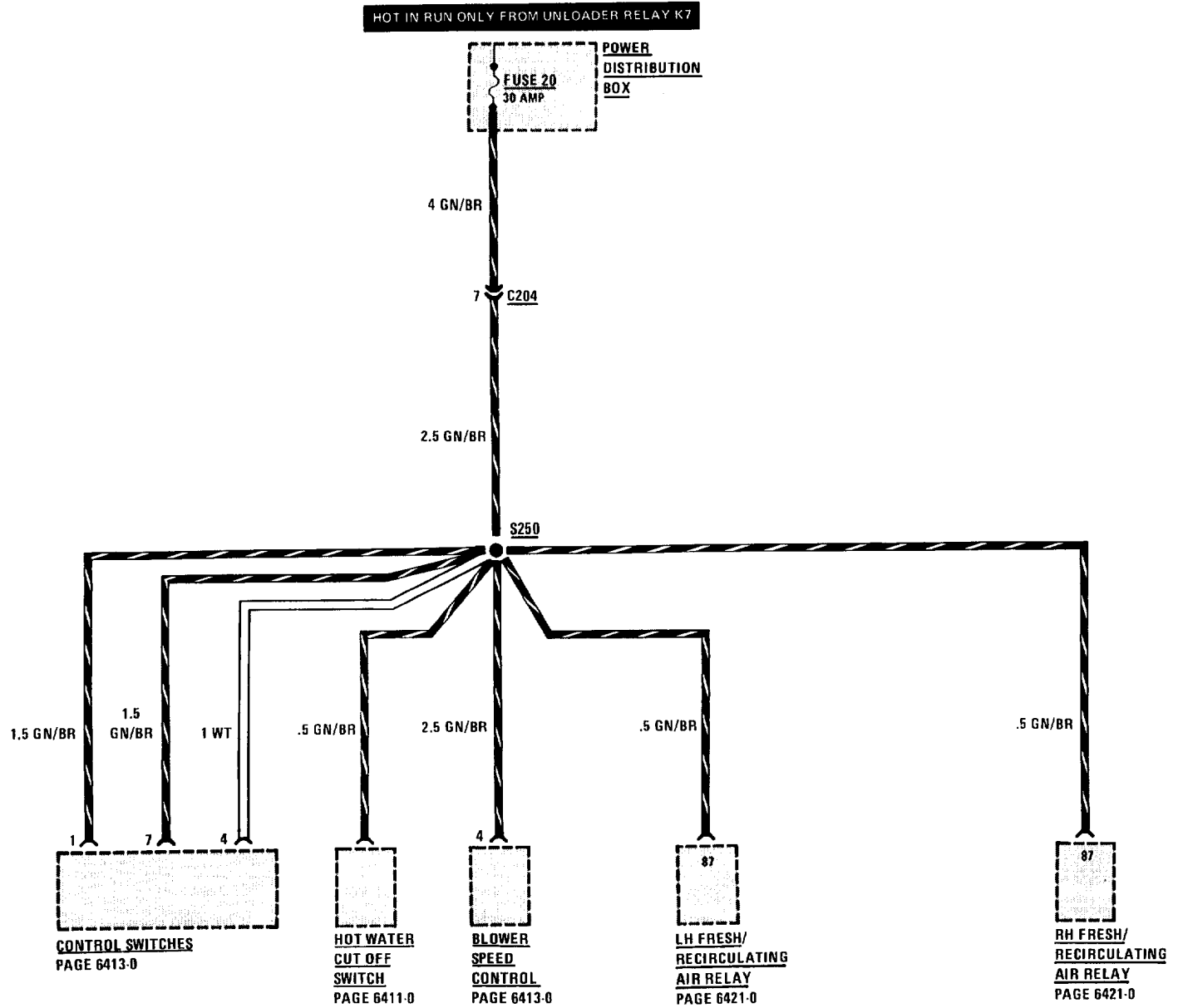


FUSE DETAILS: FUSE 10



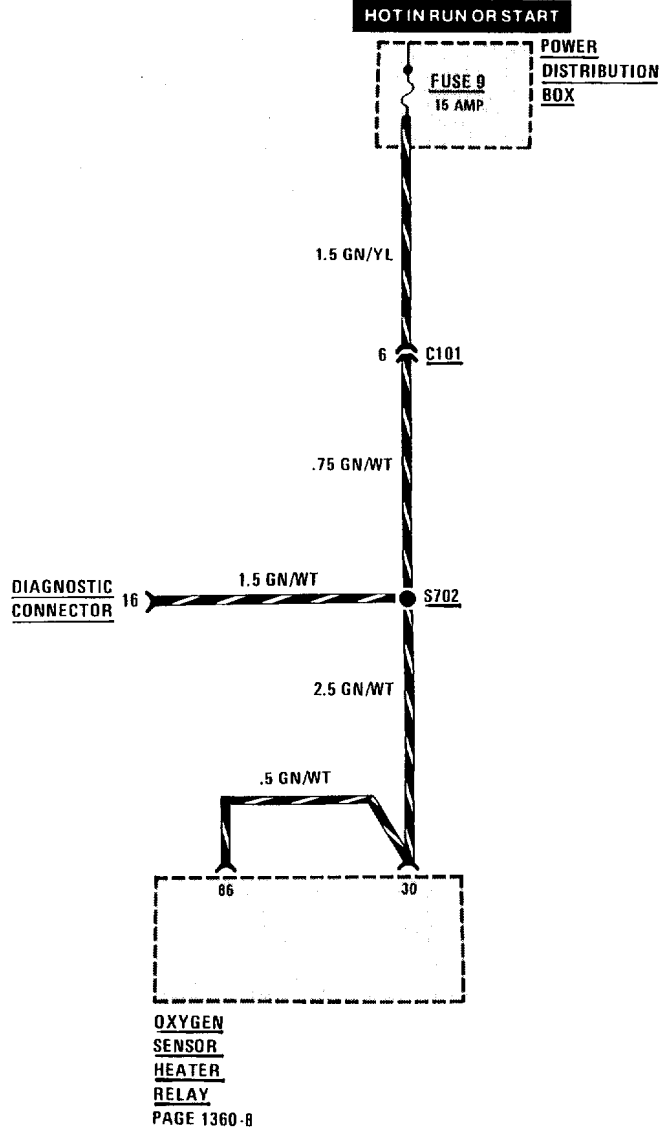
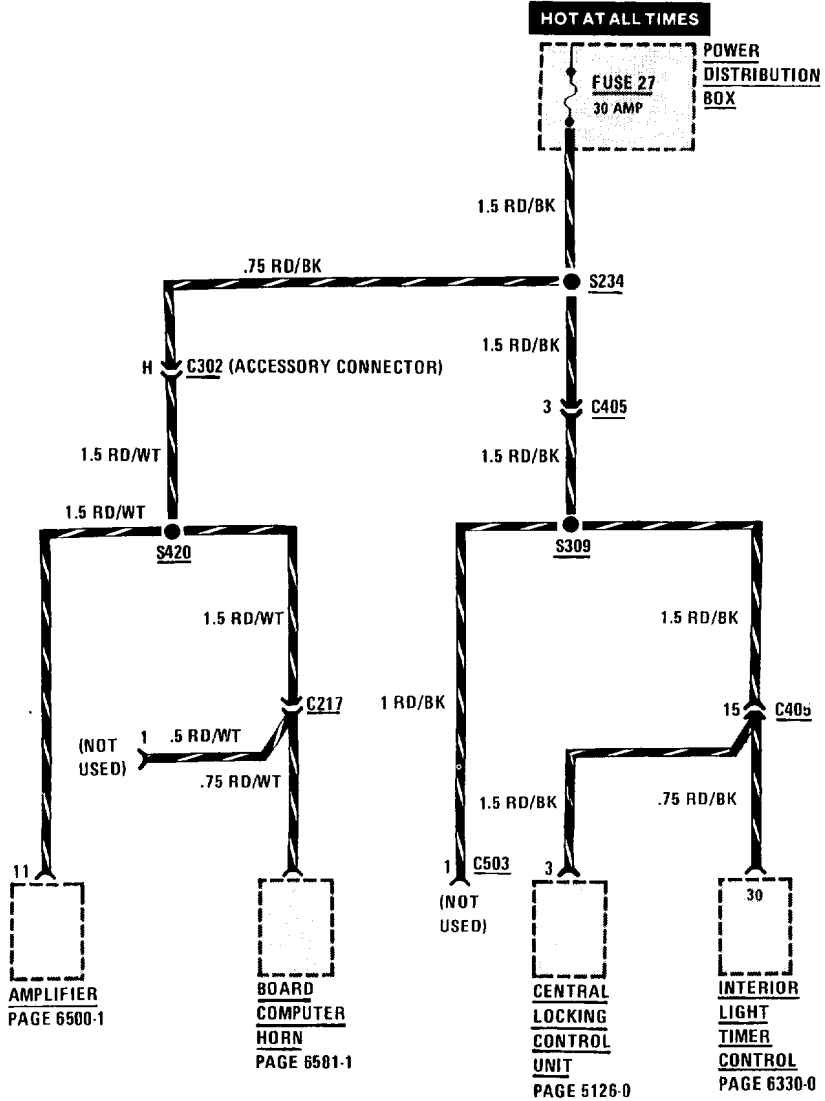


FUSE DETAILS: FUSE 20



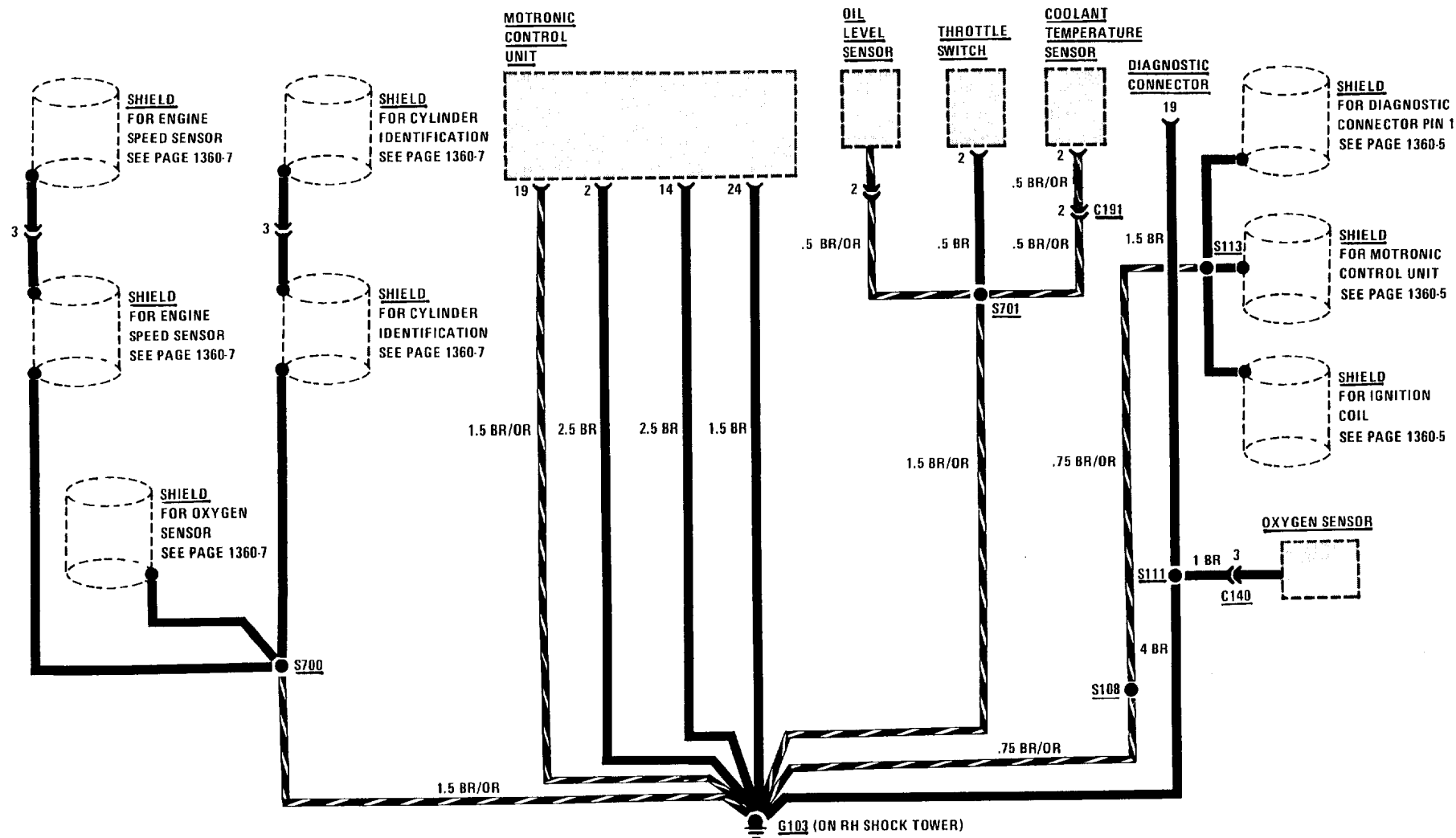


FUSE DETAILS: FUSES 9 AND 27

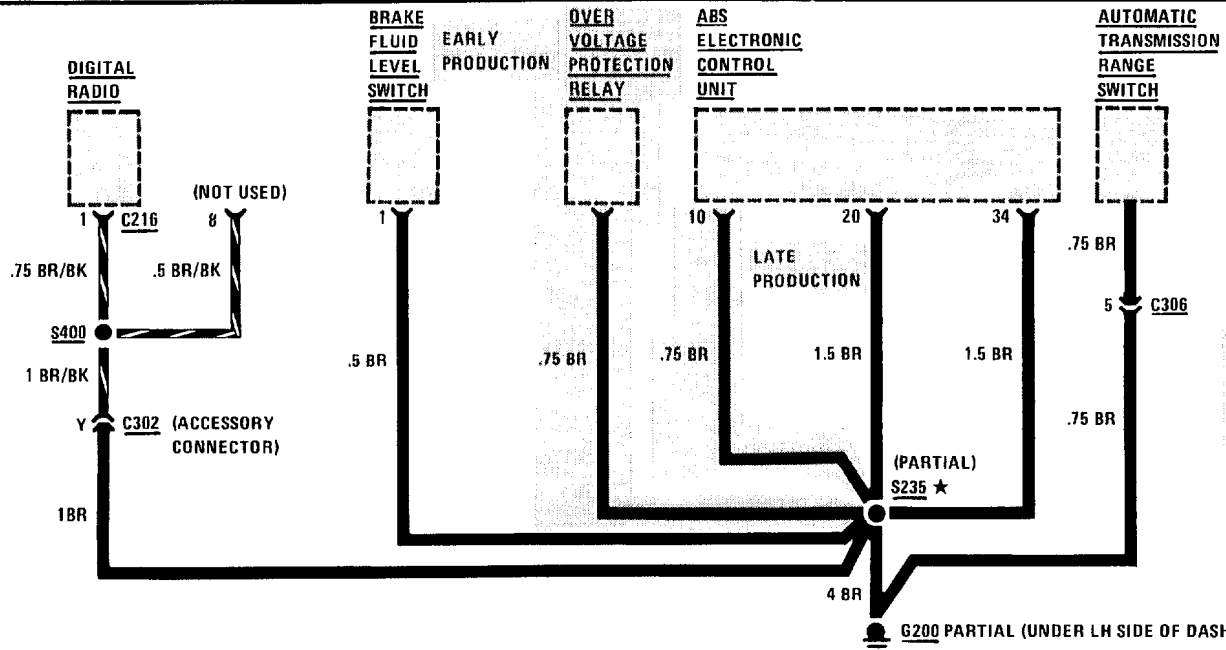
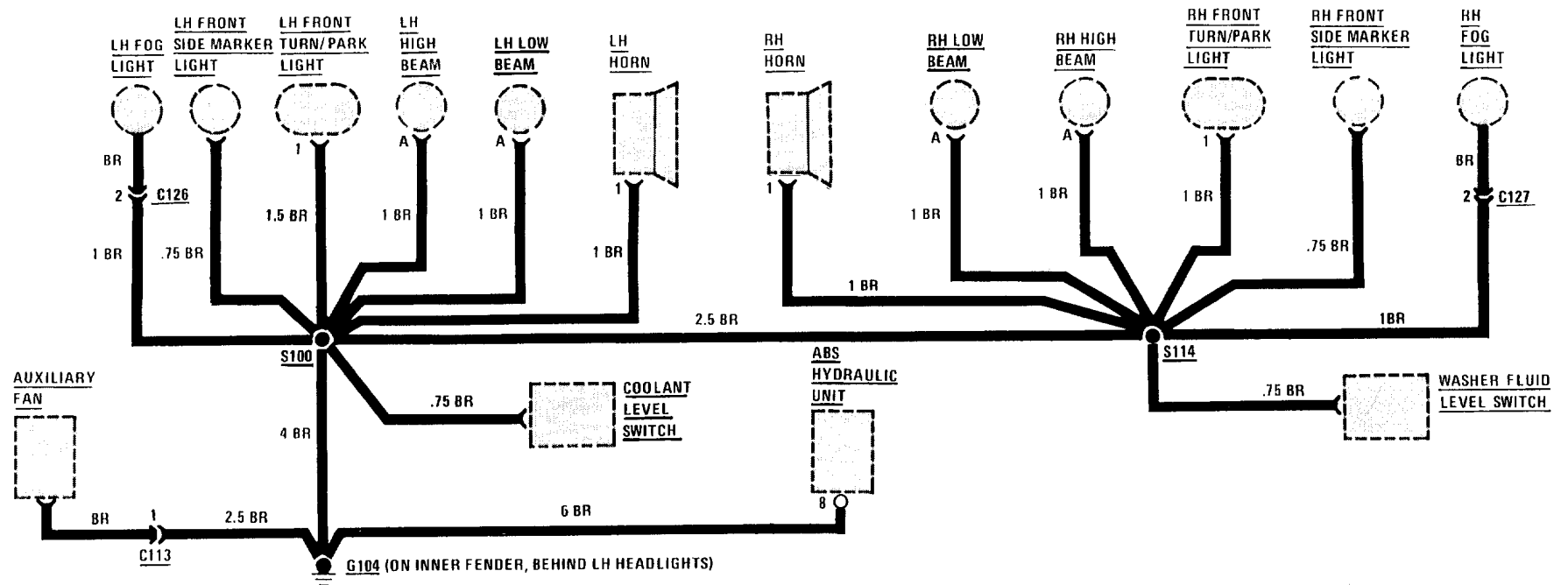


# 0670-12 POWER DISTRIBUTION

## GROUND DISTRIBUTION: G103



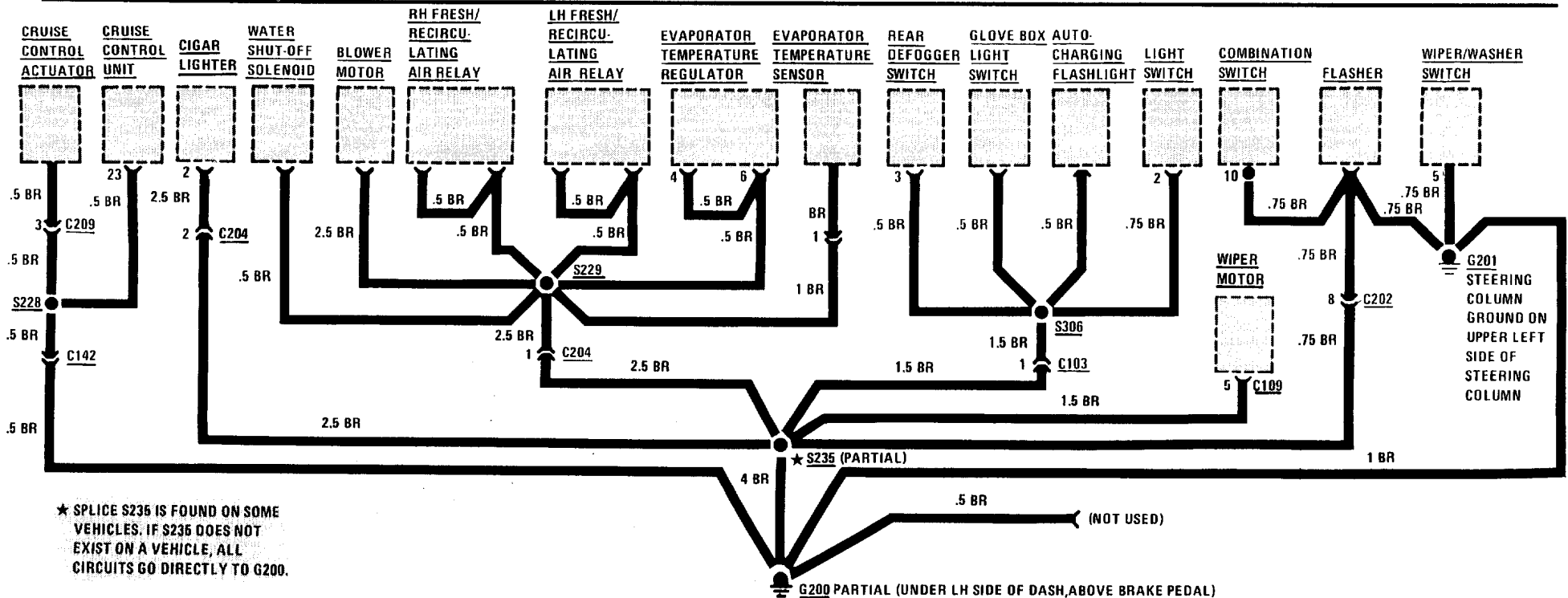
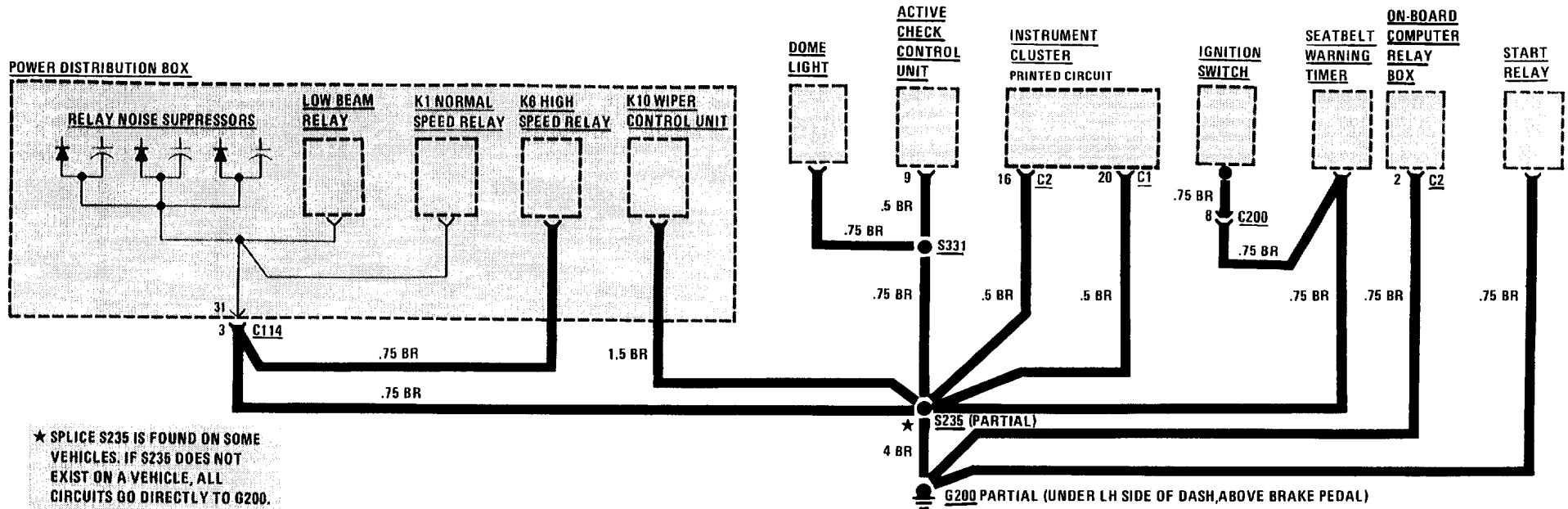
GROUND DISTRIBUTION: G104, AND G200 (PARTIAL)



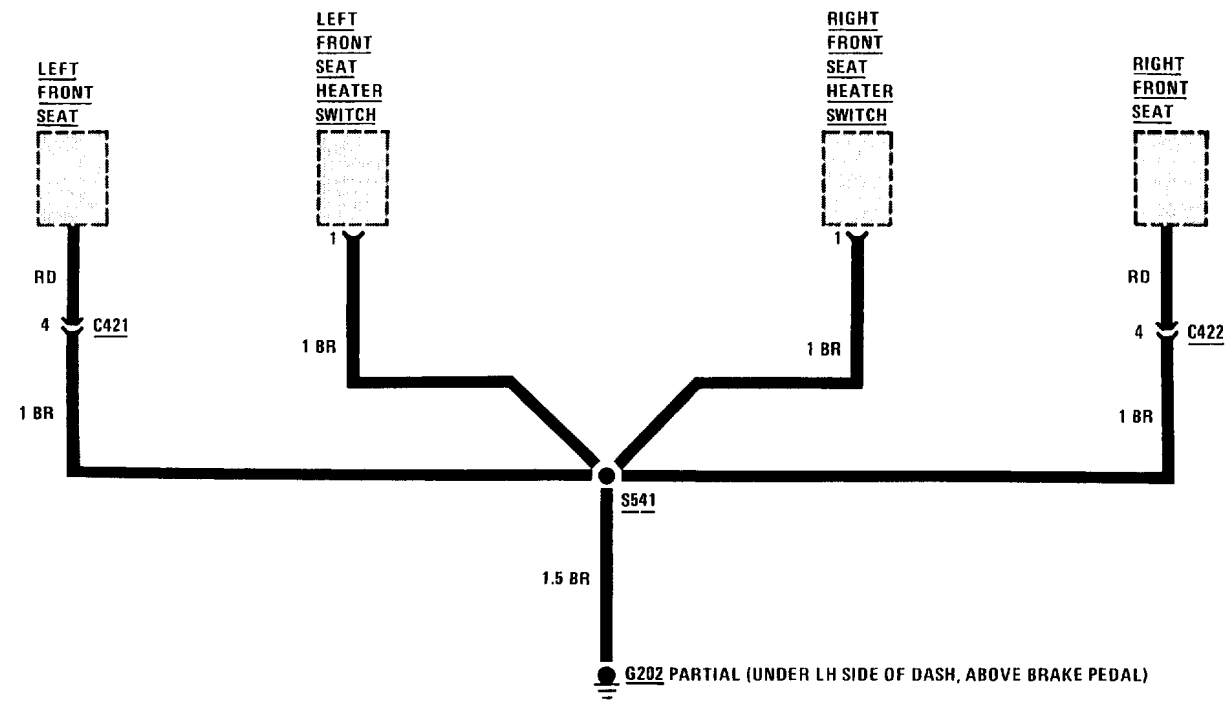
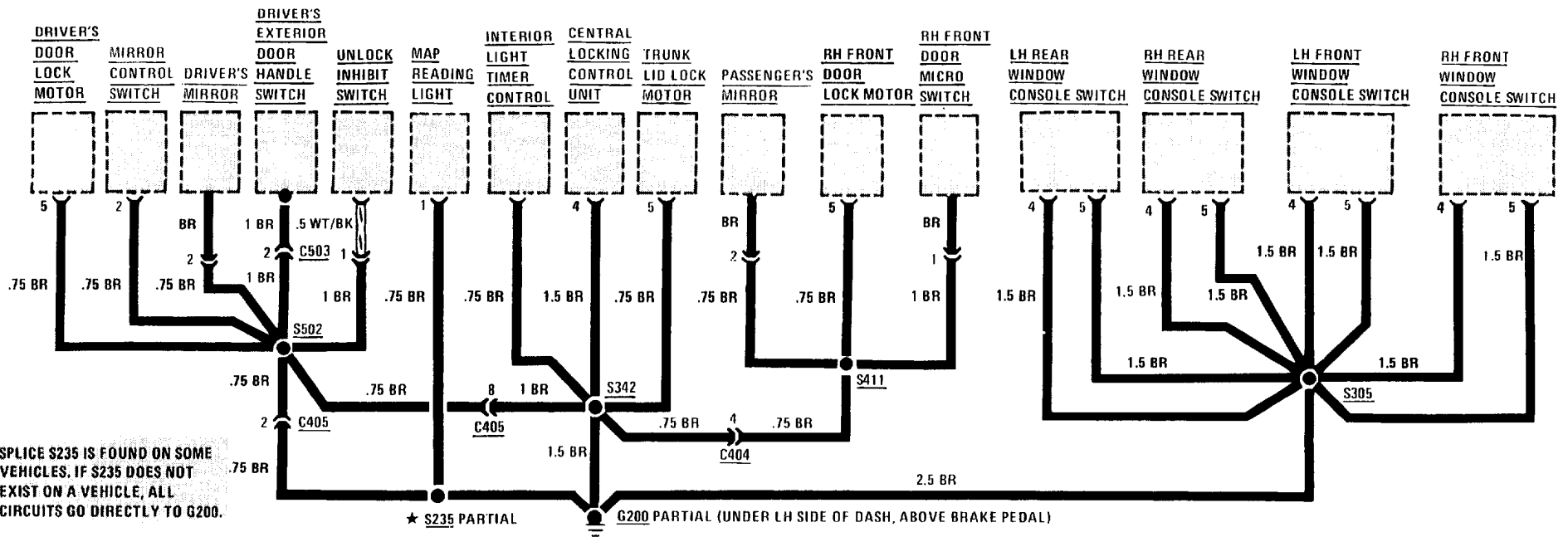
★ SPLICE S235 IS FOUND ON SOME VEHICLES. IF S235 DOES NOT EXIST ON A VEHICLE, ALL CIRCUITS GO DIRECTLY TO G200.

# 0670-14 POWER DISTRIBUTION

## GROUND DISTRIBUTION: G200 (PARTIAL) AND G201

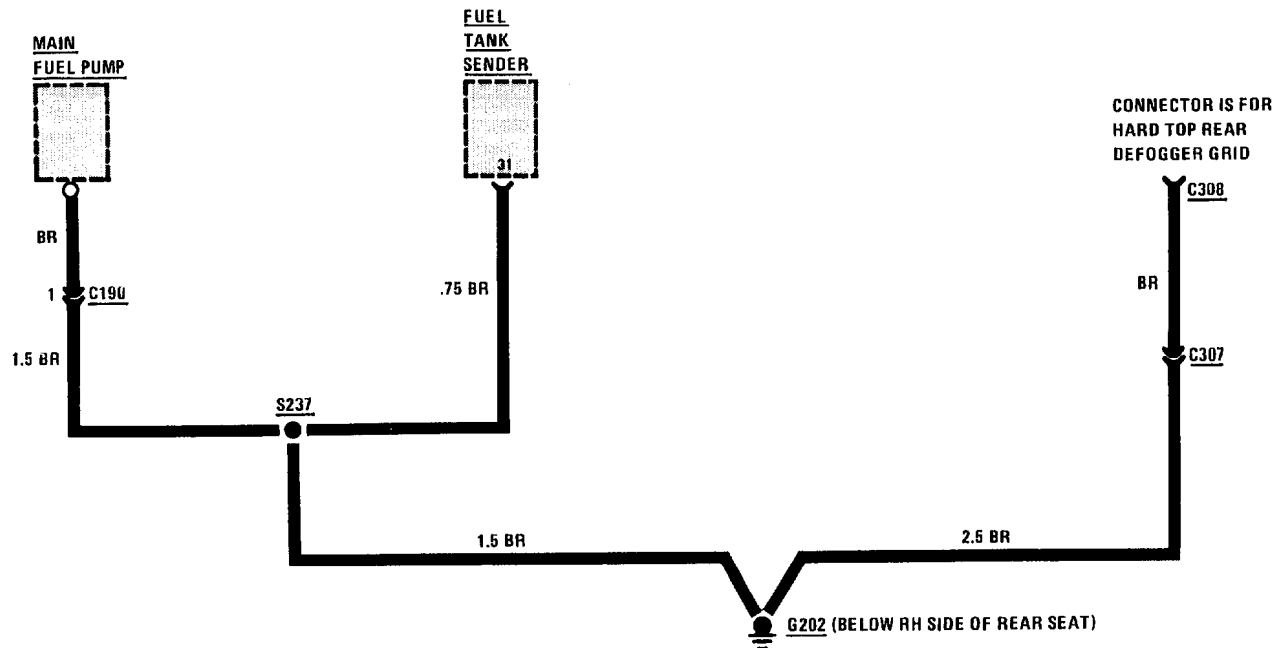
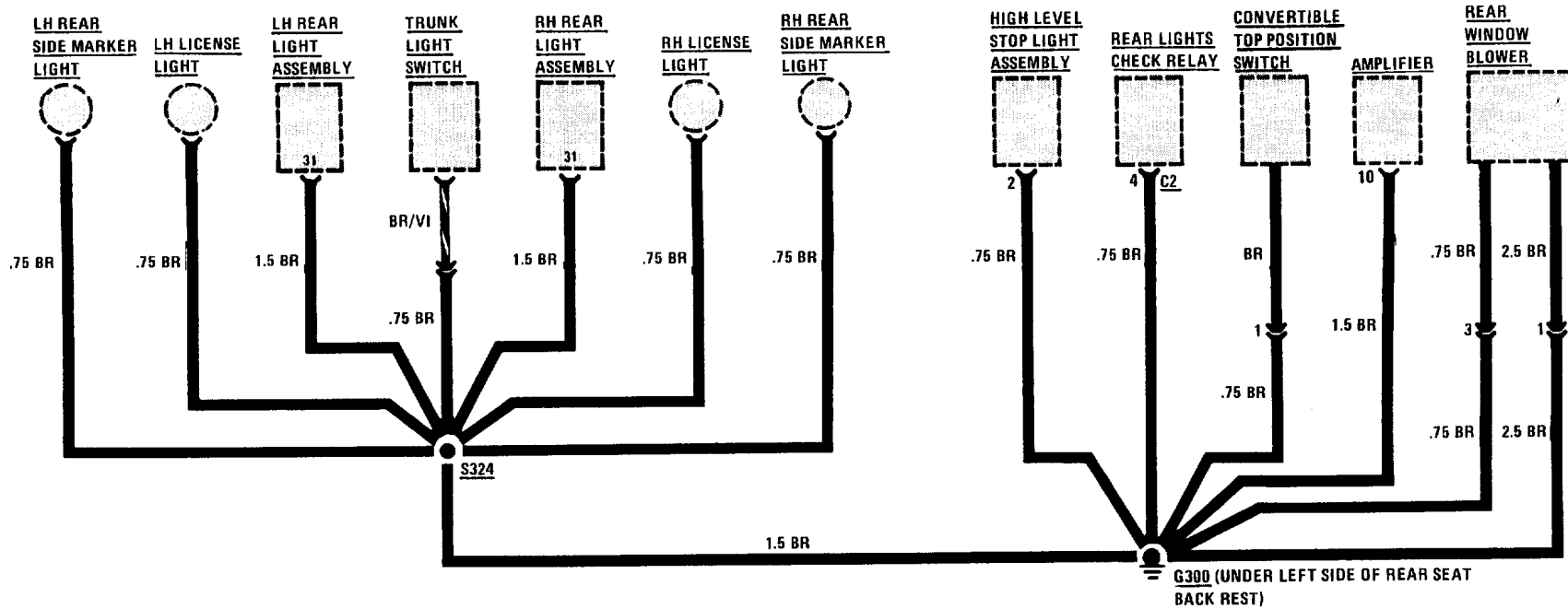


GROUND DISTRIBUTION: G200 (PARTIAL) AND G202 (PARTIAL)



# 0670-16 POWER DISTRIBUTION

## GROUND DISTRIBUTION: G202 AND G300



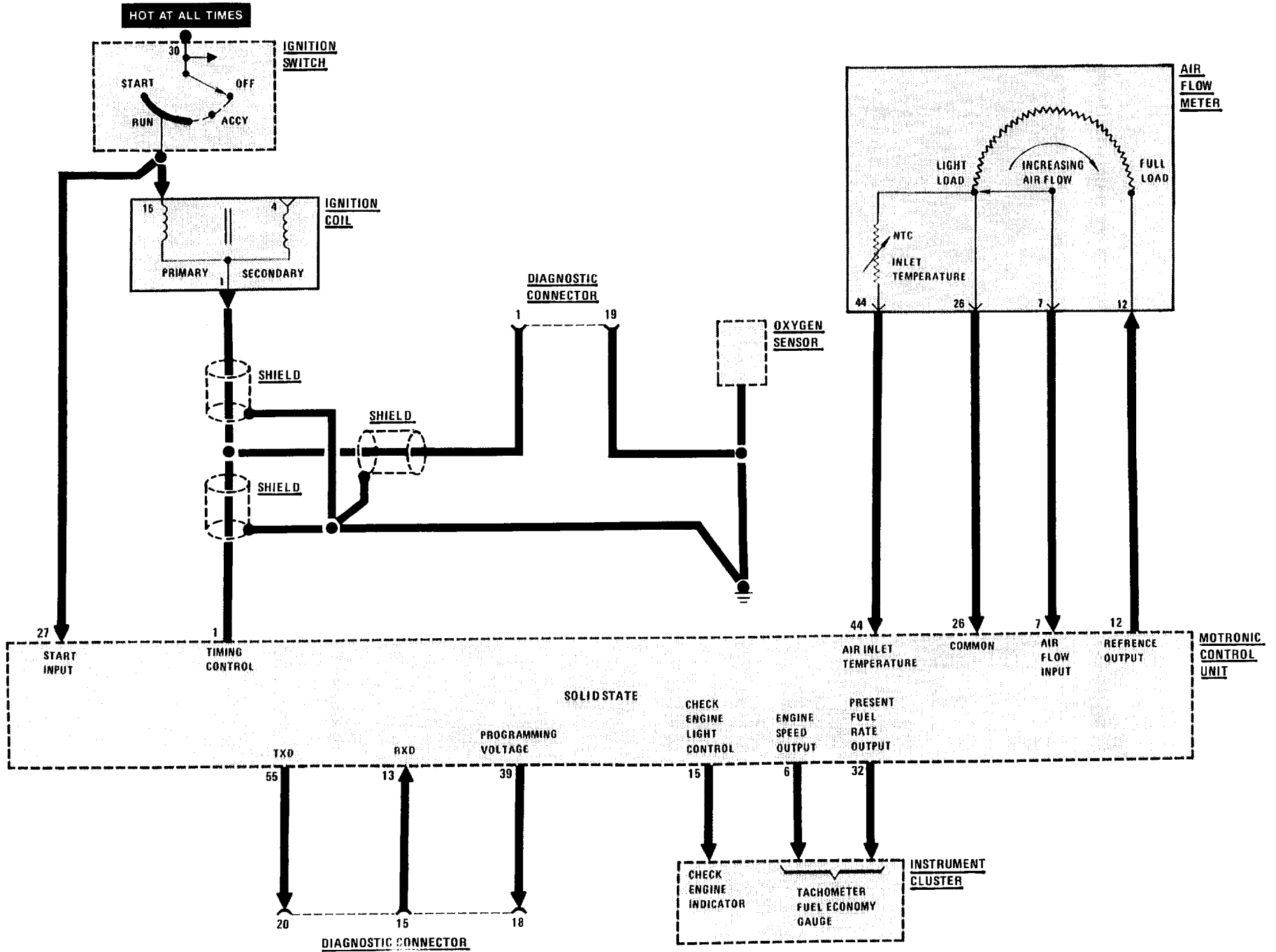




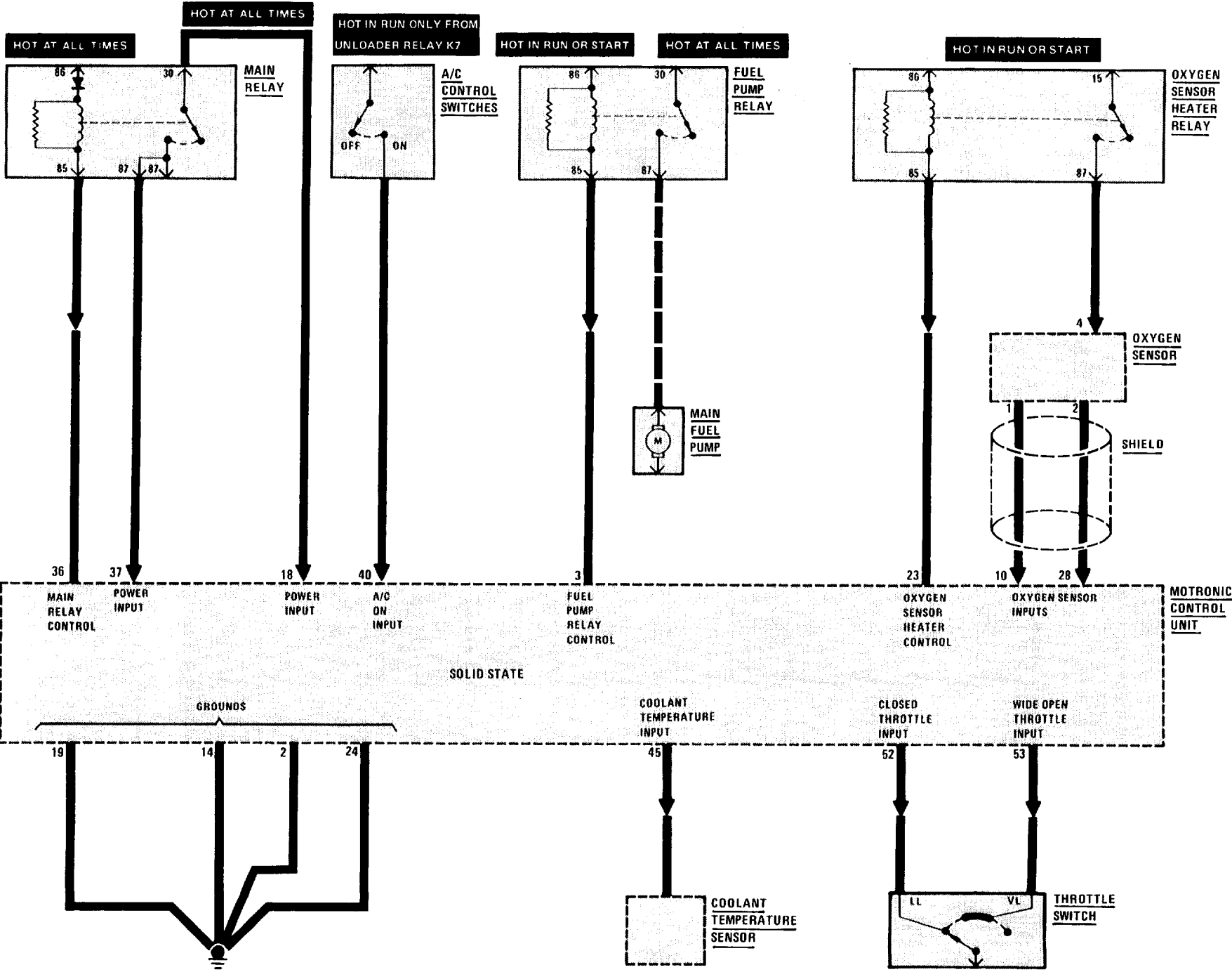




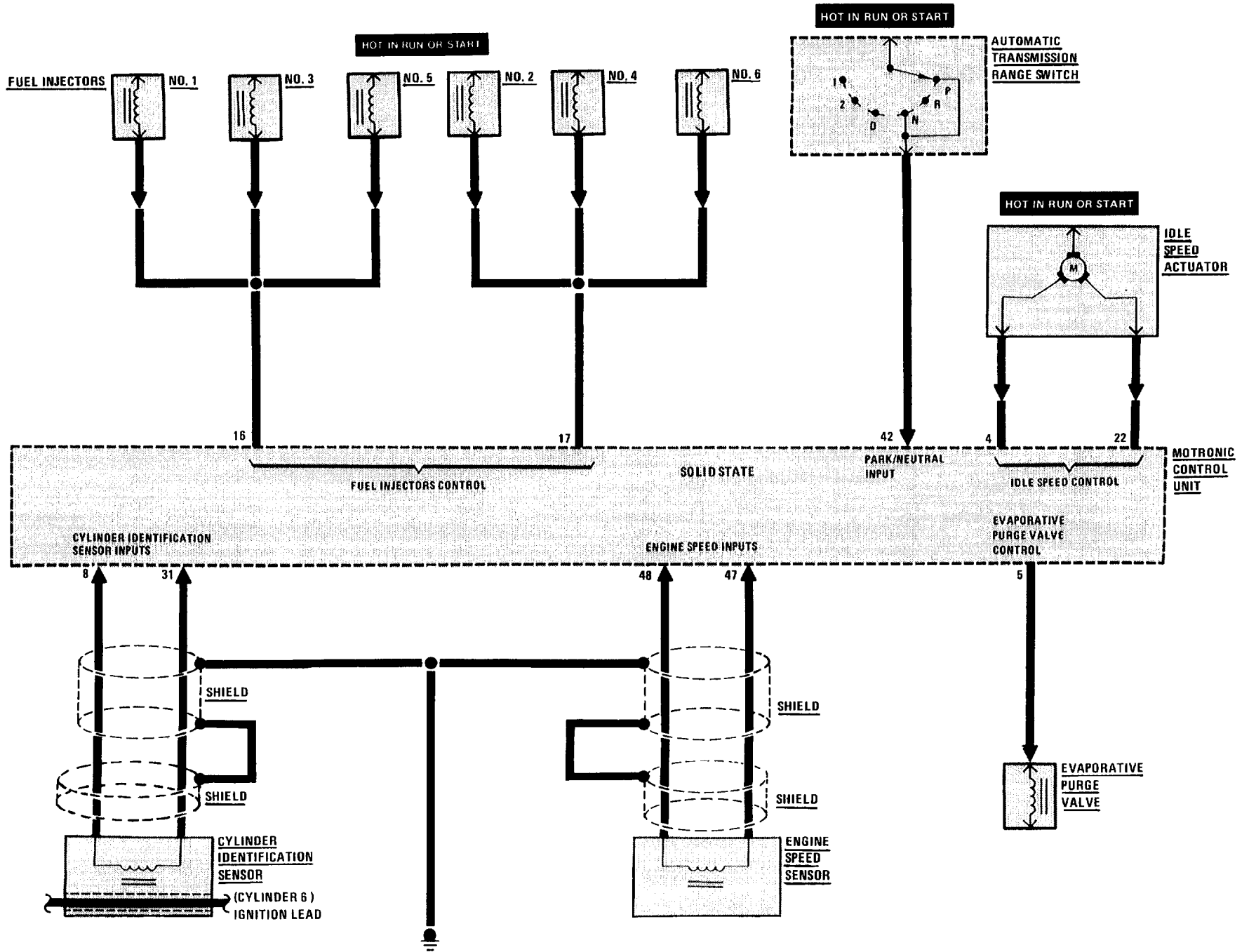
ENGINE BLOCK DIAGRAM

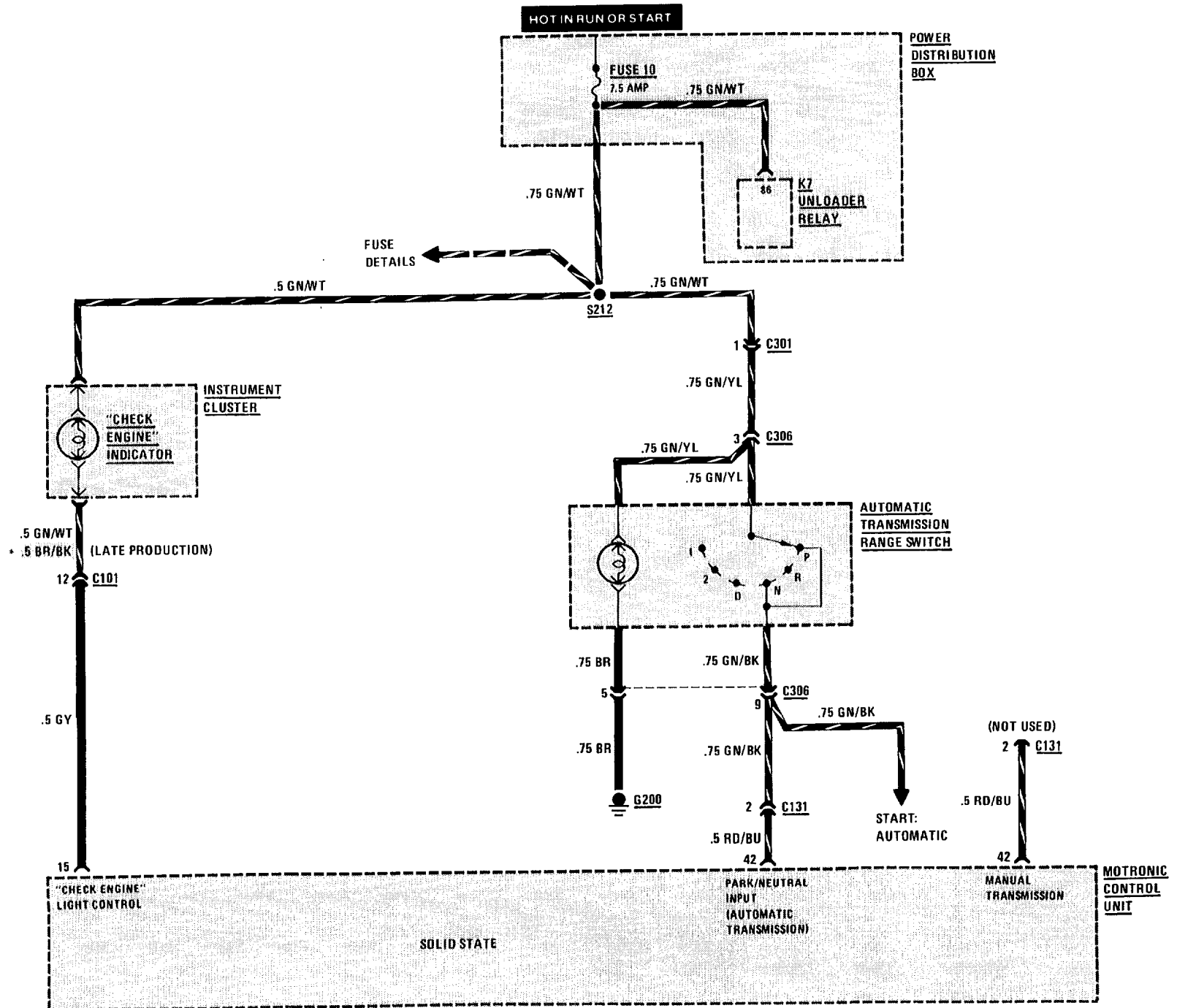


ENGINE BLOCK DIAGRAM

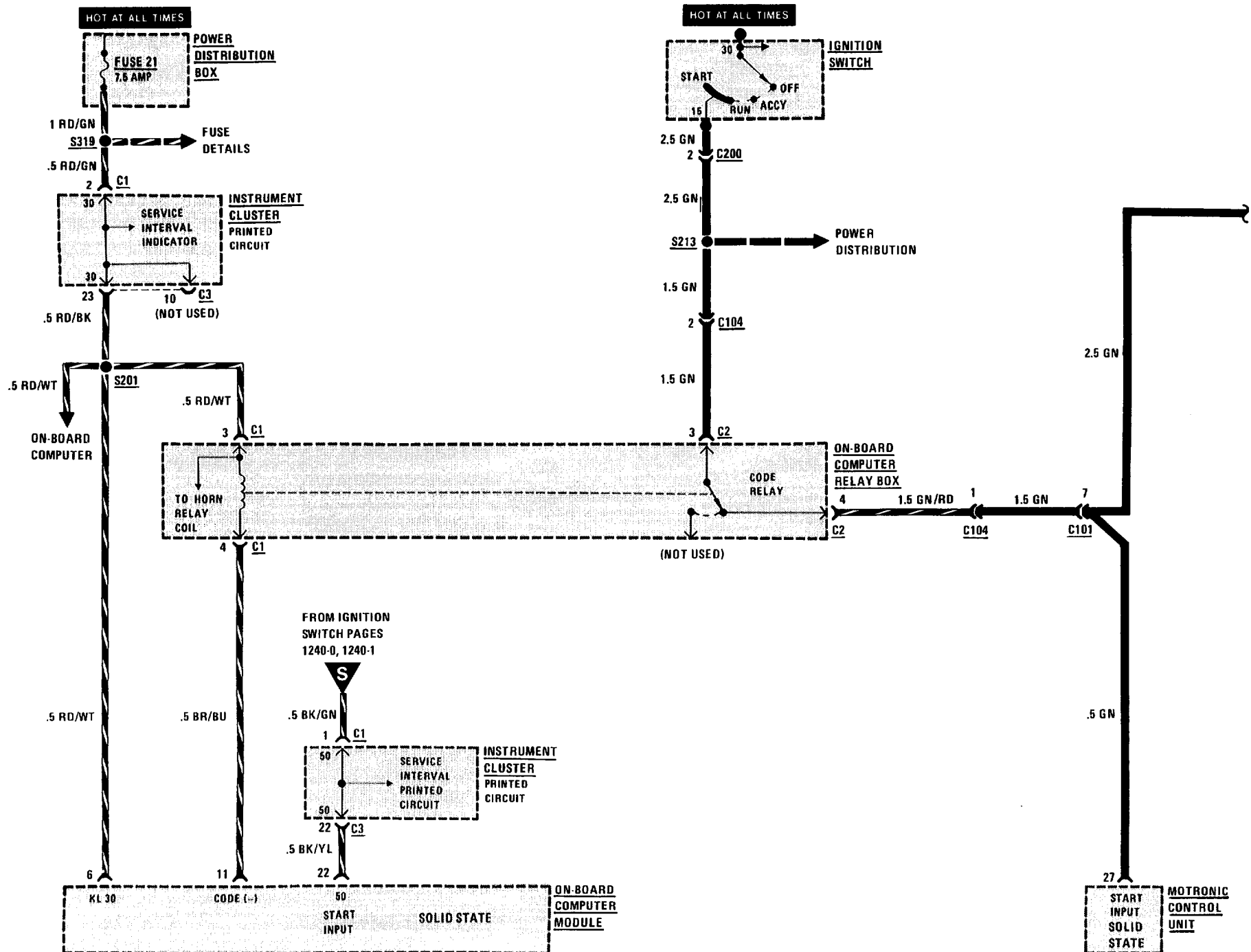


ENGINE BLOCK DIAGRAM

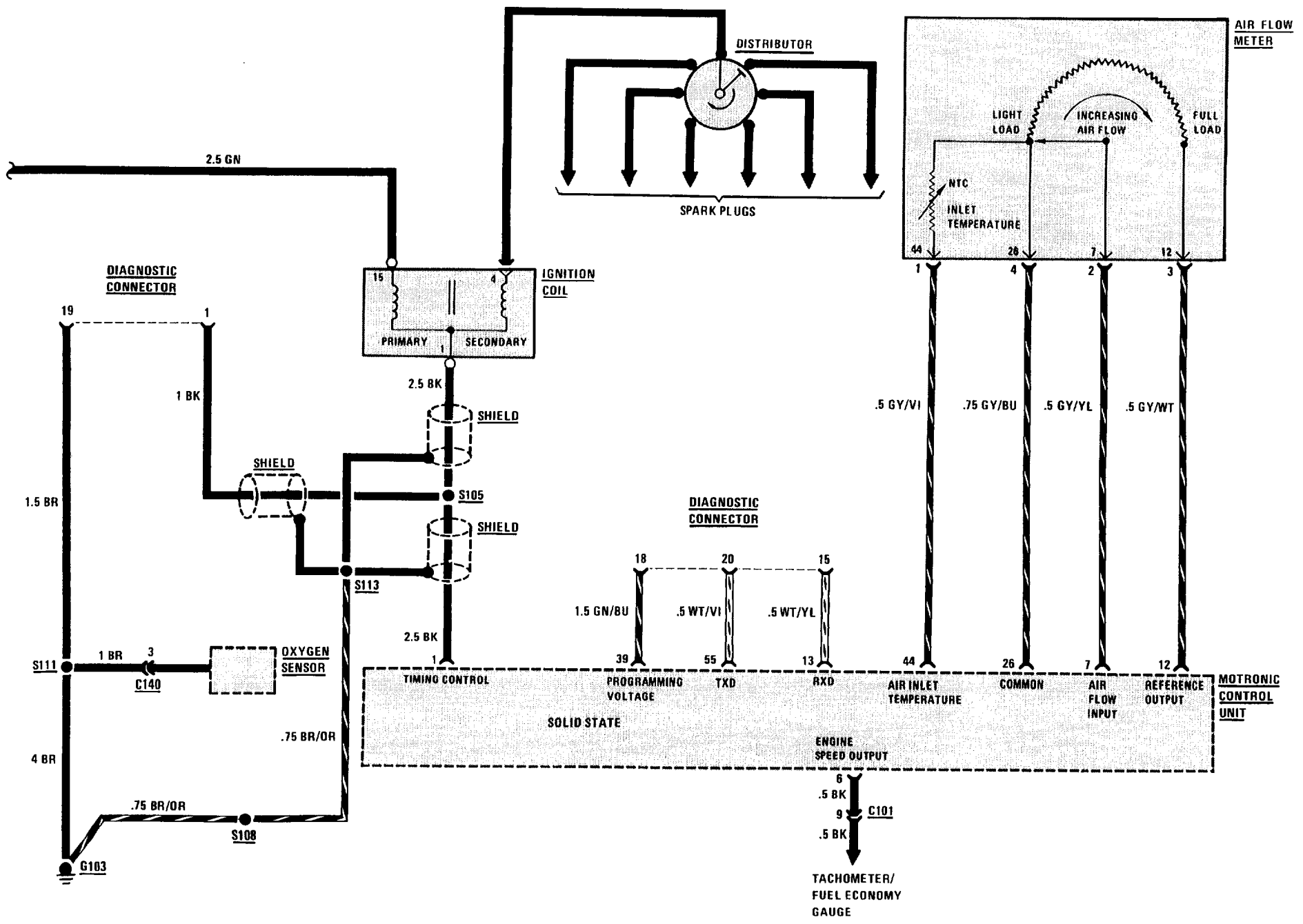


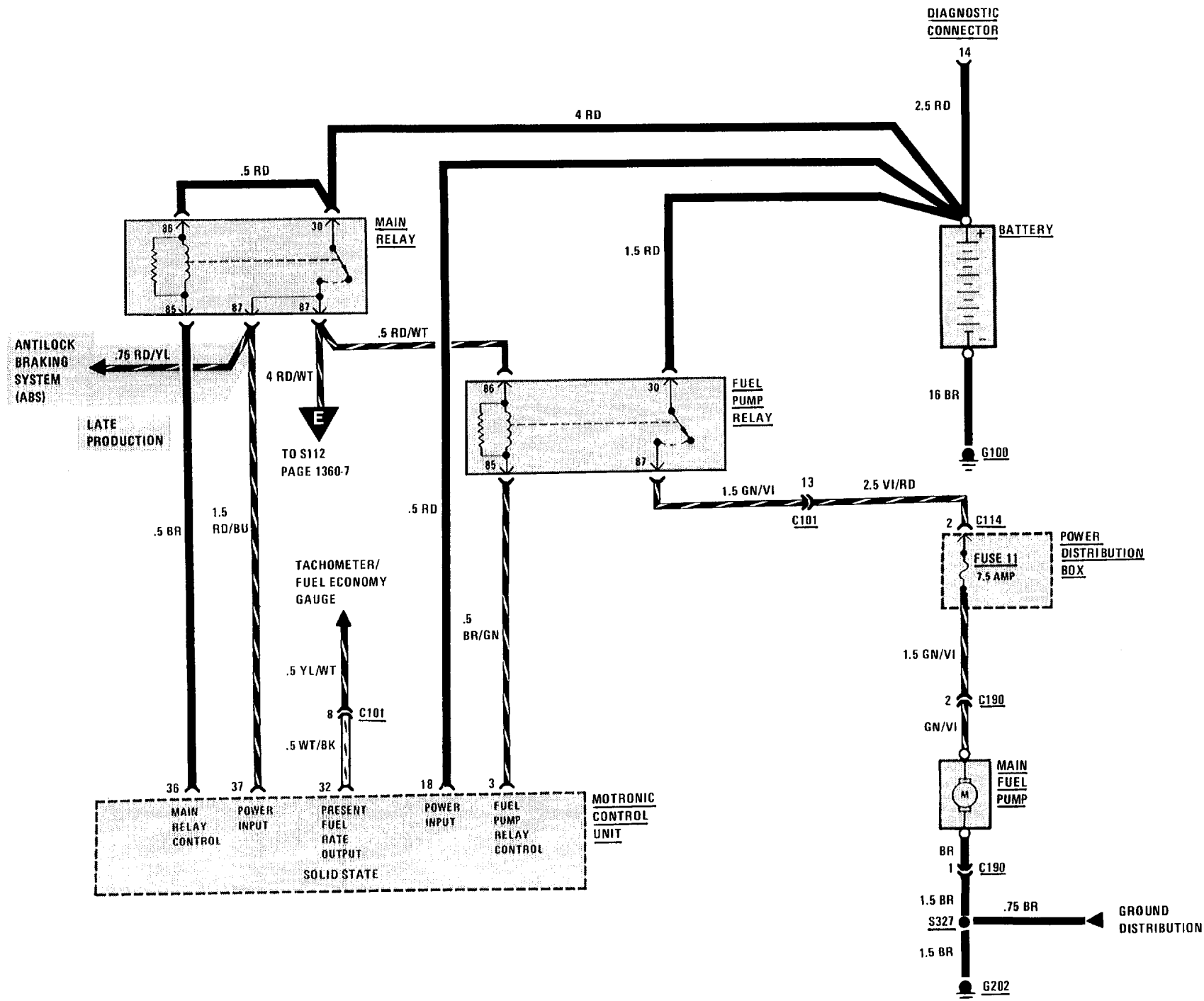


# 1360-4 INJECTION ELECTRONICS









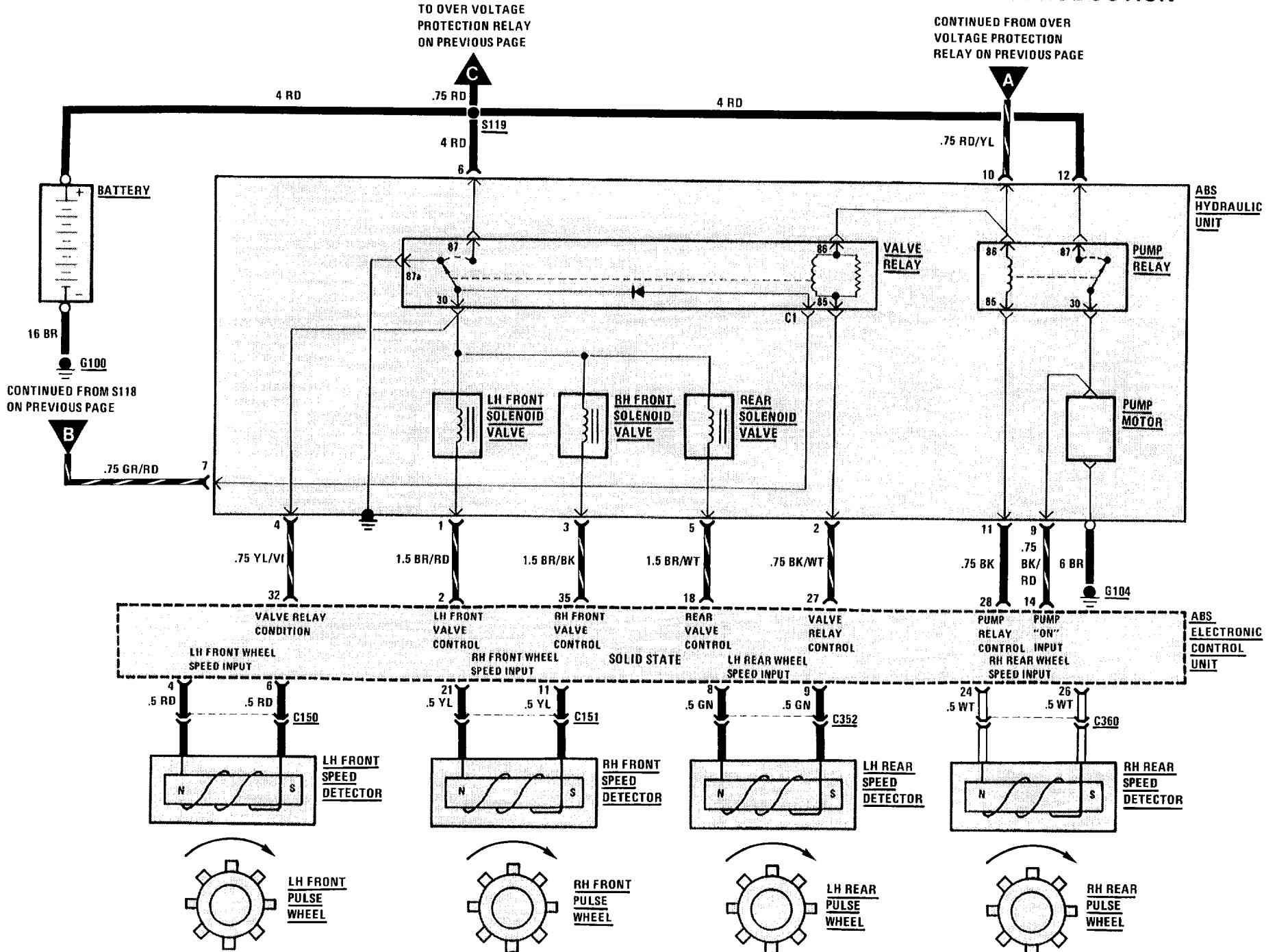






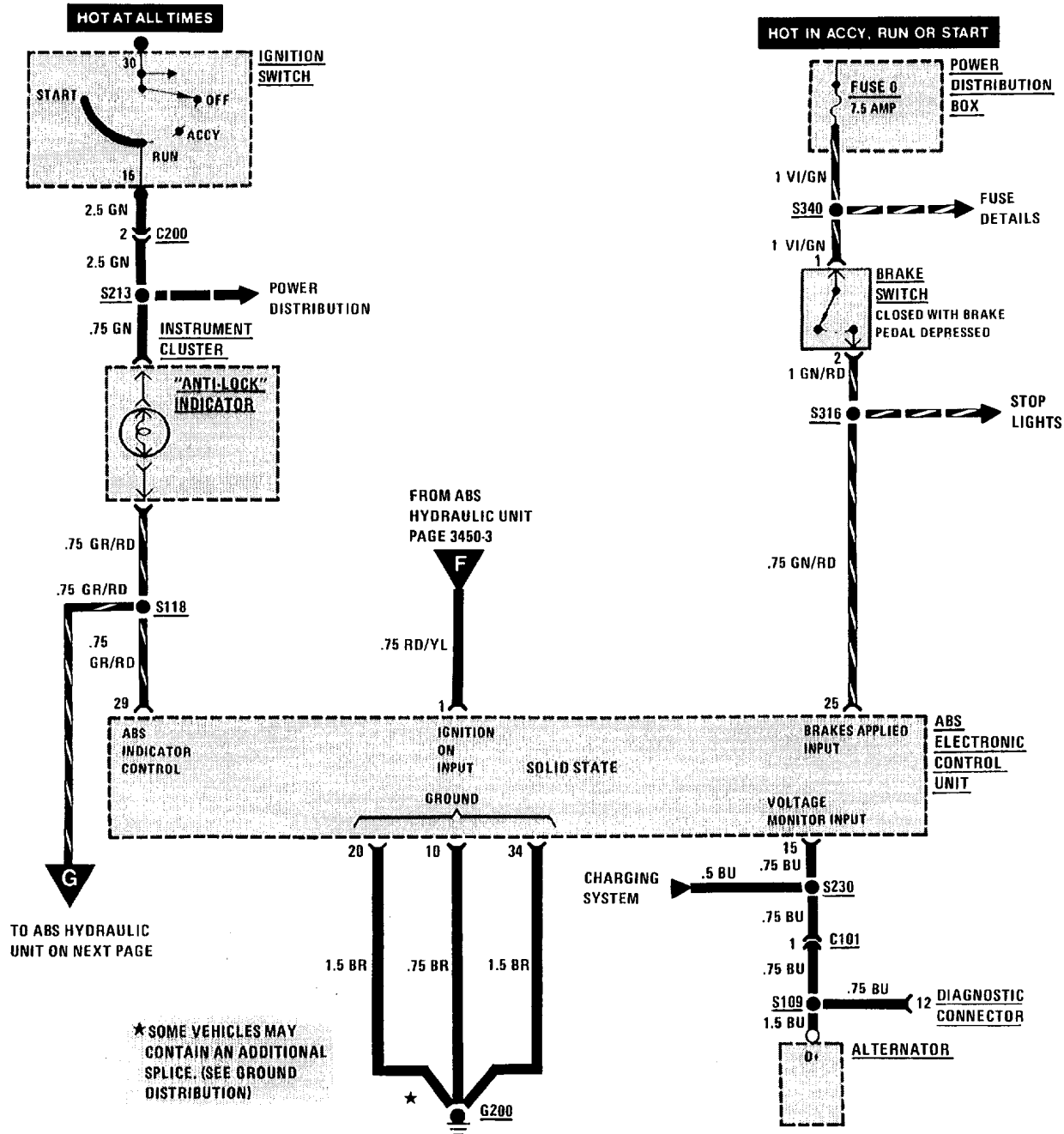


EARLY PRODUCTION



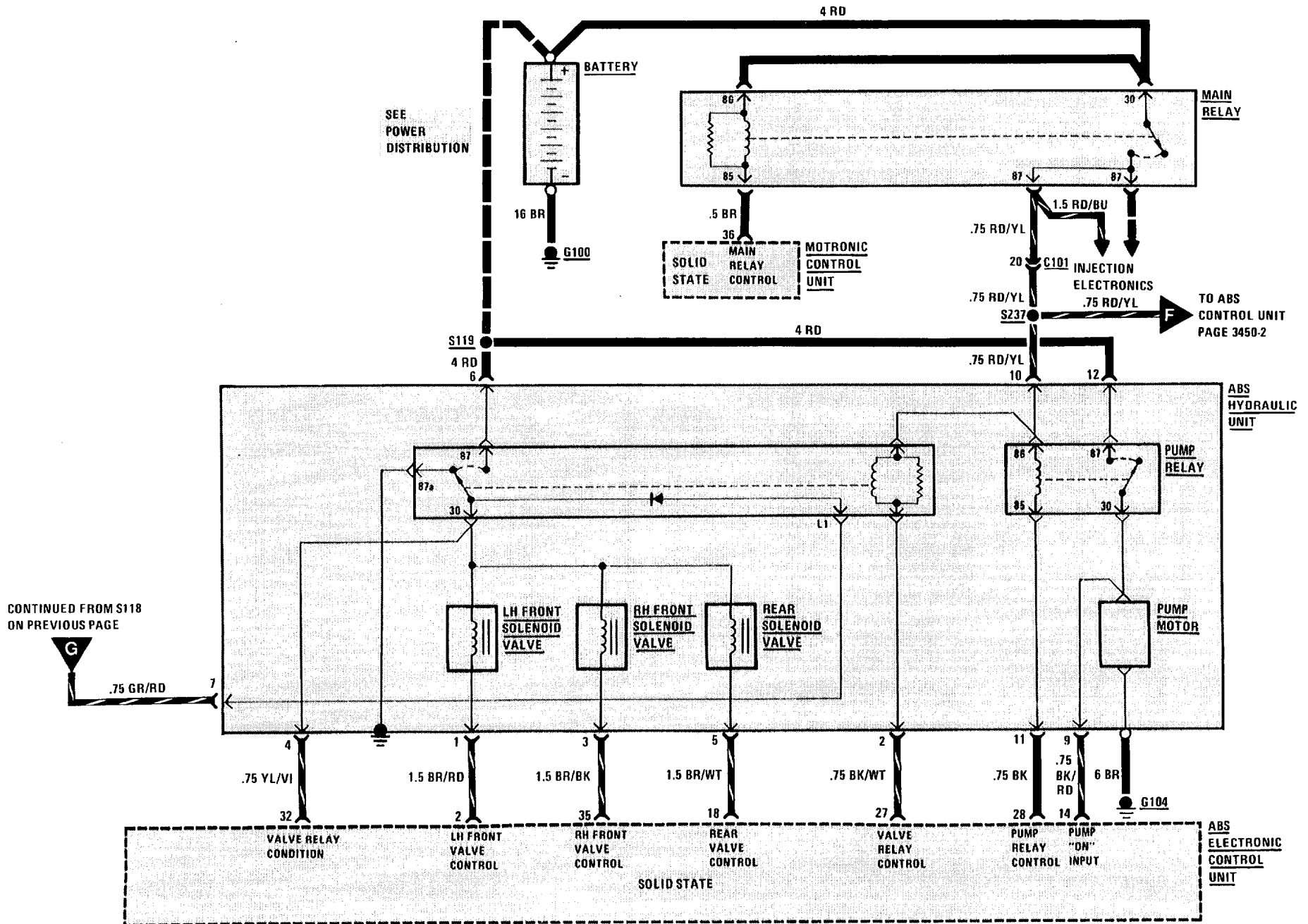
# 3450-2 ANTILOCK BRAKING SYSTEM (ABS)

## LATE PRODUCTION



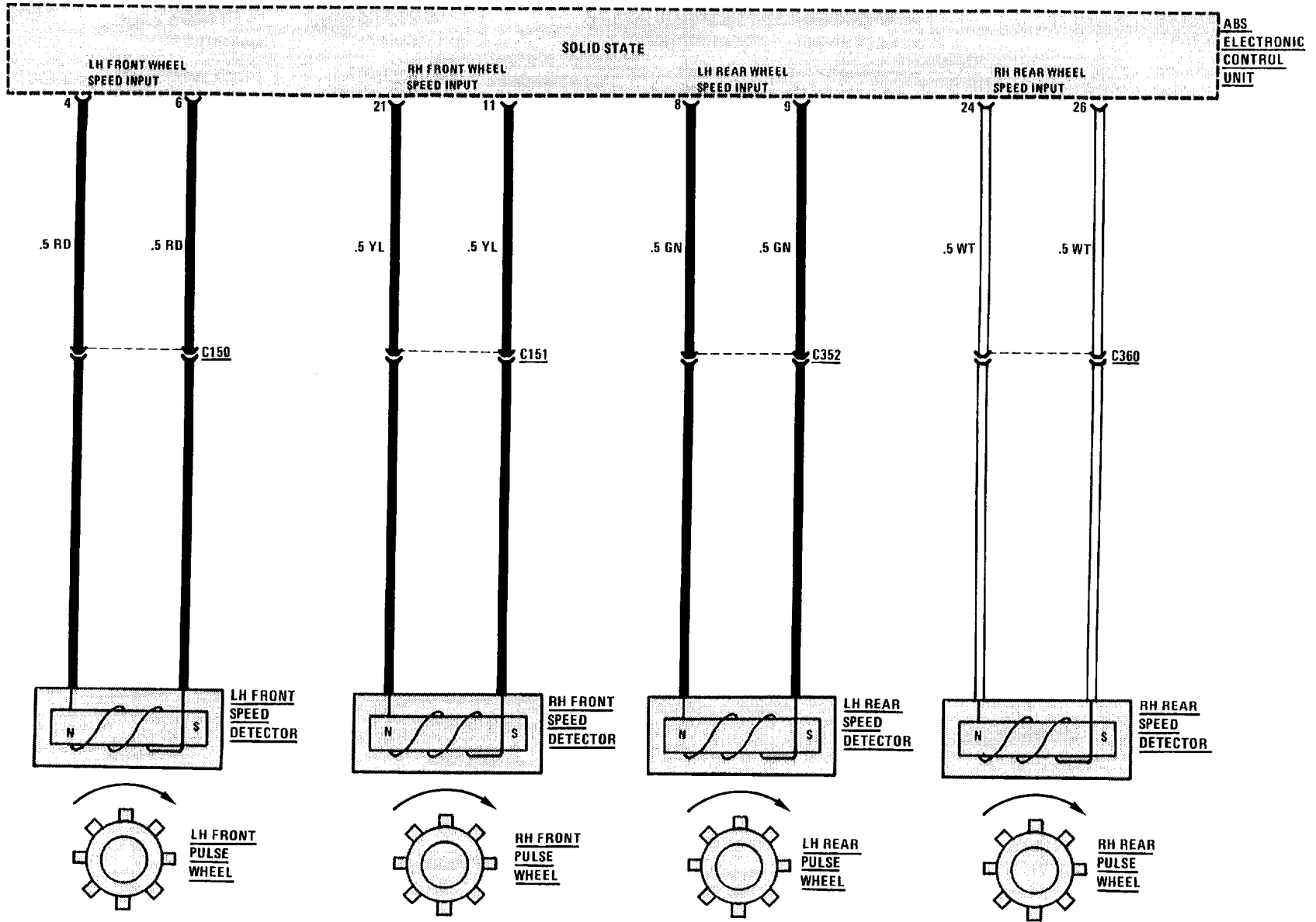


LATE PRODUCTION



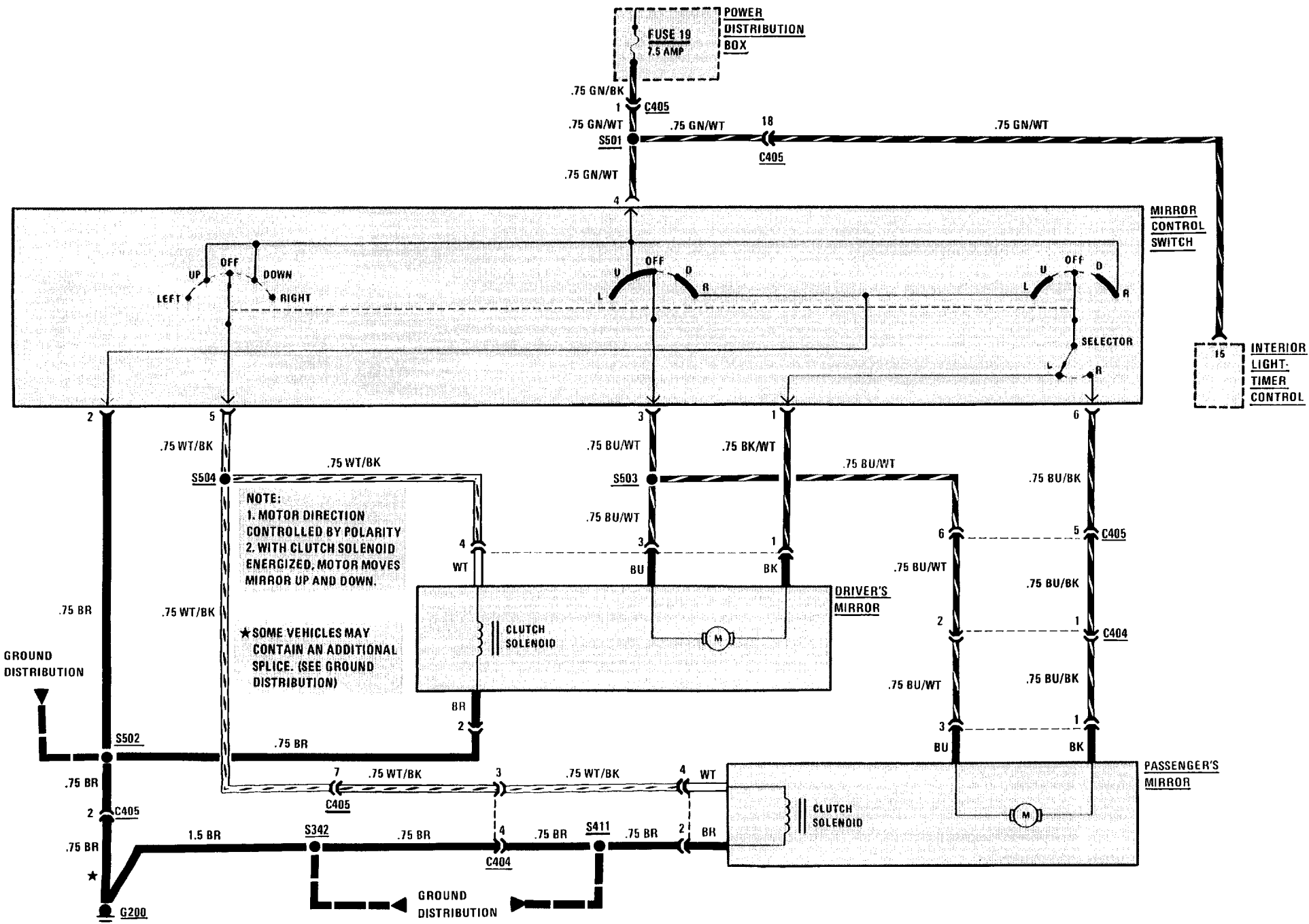
# 3450-4 ANTILOCK BRAKING SYSTEM (ABS)

## LATE PRODUCTION

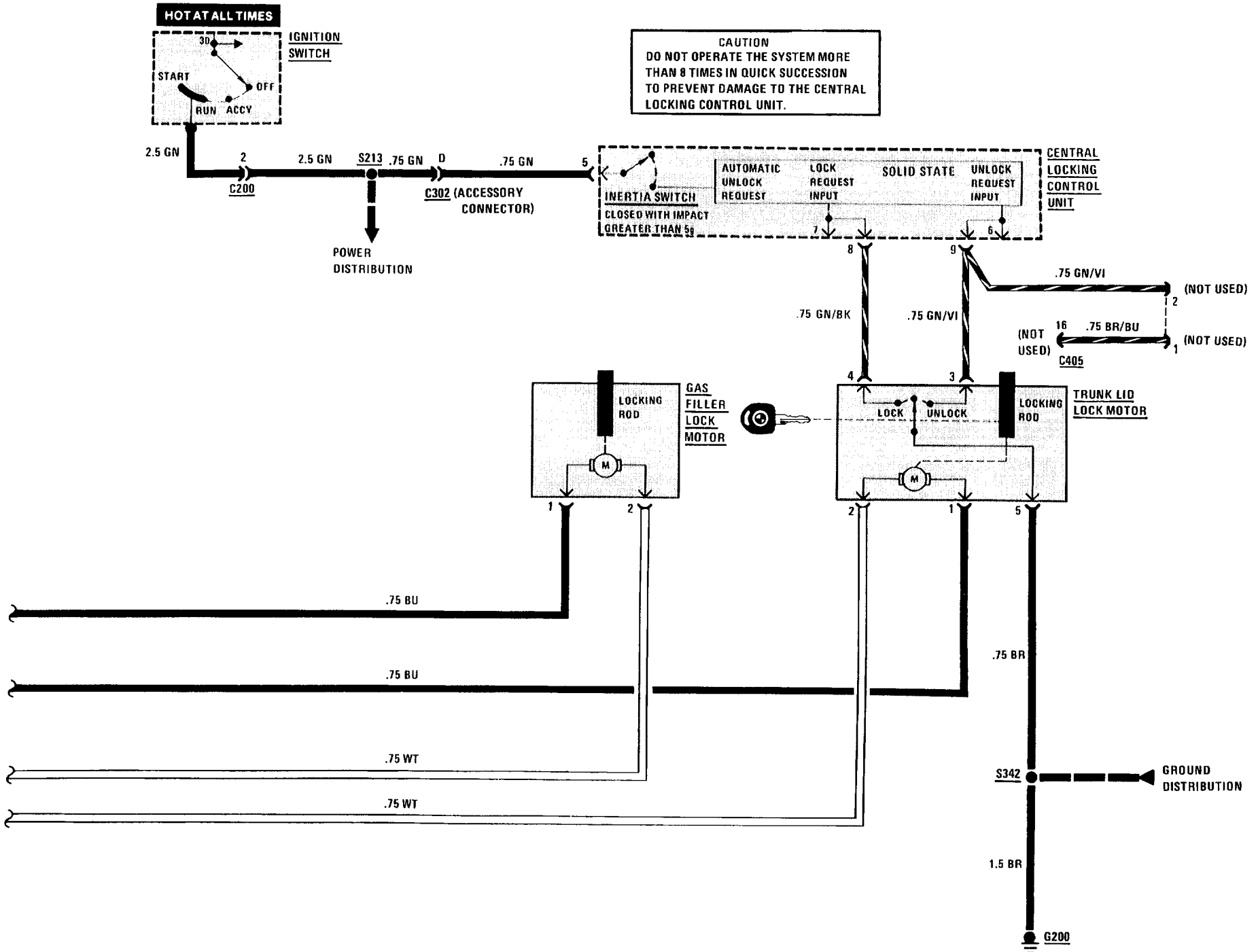


# 5116-0 POWER MIRRORS

HOT IN RUN ONLY FROM UNLOADER RELAY K7







## 5126A-0 CENTRAL LOCKING

### TROUBLESHOOTING HINTS

1. Check Fuse by operating the Interior Light Timer for either Dome Light.
2. If all locks stay in Unlock Inhibit, check the wires to terminal 10 of the Central Locking Unit for a short to ground.

### SYSTEM CHECK

- Operate controls in sequence listed in the System Check Table.
- Refer to Repair Action for the Response received (tests follow the System Check Table).
- After any repair, repeat System Check to verify proper system operation.

**NOTE:** Before replacing any system component, check all connectors, splices, and wiring to that component.

**SYSTEM CHECK TABLE**

OPERATION	RESPONSE	REPAIR ACTION
1. Insert the key in the Driver's door and turn to LOCK	All doors lock	None, proceed to Operation 2
	Some doors lock	Repair/replace the suspect Door Lock Motor Circuit
	No doors lock	Proceed to Operation 4
2. Turn the key to UNLOCK INHIBIT (clockwise until key is horizontal)	All doors double lock (Safety Catch Buttons cannot be pulled up by hand)	None, proceed to Operation 3
	Driver's door double locks and only some of the other doors double lock	Repair/replace the suspect Door Lock Motor
	Driver's door double locks but all the other doors do not double lock	Perform Test B
	Driver's door does not double lock	Mechanical problem, see BMW Workshop Manual

SYSTEM CHECK TABLE (CONT'D)

OPERATION	RESPONSE	REPAIR ACTION
3. Turn the key to UNLOCK	All doors unlock	None, proceed to Operation 4
	Some doors unlock	Repair/replace the suspect Door Lock Motor circuit
	No doors unlock	Proceed to Operation 5
4. Insert the key in the Passenger's door and turn to LOCK	All doors lock	If the doors did not lock in Operation 1, repair/replace the Driver's Door Lock Switch, otherwise proceed to Operation 5
	Some doors lock	Repair/replace the suspect Door Lock Motor circuit
	No doors lock	If all the doors locked in Operation 1, repair/replace the Right Front Door Microswitch. If the doors did not lock in Operation 1, perform Test A
5. Insert the key in the Passenger's door and turn to UNLOCK	All doors unlock	If all the doors did not unlock in Operation 3, repair/replace the Driver's Door Lock Switch, otherwise proceed to Operation 6
	Some doors unlock	Repair/replace the suspect Door Lock Motor
	No doors unlock	If all the doors unlocked in Operation 3, repair/replace the Passenger's Door Lock Switch. If the doors did not unlock in Operation 3, perform Test C
6. Get in the car and close and lock all doors Turn the Ignition Switch to RUN	Doors remain locked	None, proceed to Operation 7
	Doors unlock	Repair/replace the Central Locking Control Unit
7. Get out of the car Insert the key in the Driver's door and turn to LOCK Unlock each of the doors by pulling up the Safety Catch Buttons	All doors can be unlocked	None, proceed to Operation 8
	All doors remain secure	Disconnect the connector from the Central Locking Control Unit and check for a short to ground in the wires at terminal 11. <ul style="list-style-type: none"> <li>• If short to ground is not present, replace the Central Locking Control Unit.</li> <li>• If short to ground is present isolate wiring from Door Lock Motors one at a time to find short</li> </ul>

## 5126A-2 CENTRAL LOCKING

### SYSTEM CHECK TABLE (CONT'D)

OPERATION	RESPONSE	REPAIR ACTION
8. Insert the key in the Trunk Cylinder Switch. Turn the key to LOCK	Trunk locks	None, proceed to Operation 9
	Trunk does not lock	If the doors lock, repair/replace the Trunk Lock Motor Circuit or Trunk Lock Motor If the doors do not lock, repair/replace the Trunk Switch Repair/replace the Central Locking Control Unit if the Trunk Switch Circuit is OK
9. Turn the key to UNLOCK	Trunk unlocks	None, proceed to Operation 10
	Trunk does not unlock	If the doors unlock, repair/replace the Trunk Lock Motor circuit or Trunk Lock Motor If the doors do not unlock, repair/replace the Trunk Switch Repair/replace the Central Locking Control Unit if the Trunk Switch Circuit is OK
10. Turn the key back to LOCK	Gas Filler locks	None, proceed to Operation 11
	Gas Filler does not lock	Repair/replace the Gas Filler Lock Motor circuit
11. Turn the key to UNLOCK	Gas Filler unlocks	None
	Gas Filler does not unlock	Repair/replace the Gas Filler Lock Motor circuit

- If all results are normal, the system is OK.

### SYSTEM DIAGNOSIS

- Do the following tests when directed by the System Check Table.

#### A: CONTROL UNIT LOCK TEST (TABLE 1)

Measure: VOLTAGE At: CONTROL UNIT CONNECTOR (Connected)		
Measure Between	Correct Voltage	For Diagnosis
3 & Ground	Battery	See 1
3 & 4	Battery	See 2
<ul style="list-style-type: none"> <li>• If the voltages are correct, proceed to Table 2.</li> </ul> <ol style="list-style-type: none"> <li>1. Check the wire to terminal 3 for an open.</li> <li>2. Check the wire from terminal 4 for an open to ground (see schematic).</li> </ol>		

#### A: CONTROL UNIT LOCK TEST (TABLE 2)

Connect: A FUSED JUMPER At: CONTROL UNIT CONNECTOR (Connected)		
Jumper Between	Correct Result	For Diagnosis
7 & Ground	Doors lock	See 1
<ul style="list-style-type: none"> <li>• If the result is correct, repair/replace the switches and related wiring (see schematic).</li> </ul> <ol style="list-style-type: none"> <li>1. Proceed to Table 3.</li> </ol>		



**A: CONTROL UNIT LOCK TEST  
(TABLE 3)**

Connect: FUSED JUMPERS At: CONTROL UNIT CONNECTOR (Disconnected)		
Jumper Between	Correct Result	For Diagnosis
1 & 3 2 & 4	Doors lock	See 1
<ul style="list-style-type: none"> <li>If the result is correct, replace the Central Locking Control Unit.</li> </ul> <ol style="list-style-type: none"> <li>Check wire from terminal 1 to splice and wire from terminal 3 to splice for opens (see schematic).</li> </ol>		

**B: UNLOCK INHIBIT TEST**

Connect: A FUSED JUMPER At: CONTROL UNIT CONNECTOR (Connected)		
Jumper Between	Correct Result	For Diagnosis
10 & Ground	Doors double lock	See 1
<ul style="list-style-type: none"> <li>If the result is correct, check the wires from terminal 10 to ground for opens (see schematic). Replace the Unlock Inhibit Switch if the wires and connections are OK.</li> </ul> <ol style="list-style-type: none"> <li>Check the wires from terminal 11 for opens (see schematic). If the wires and connections are OK, replace the Central Locking Control Unit.</li> </ol>		

**C: CONTROL UNIT UNLOCK TEST**

Connect: A FUSED JUMPER At: CONTROL UNIT CONNECTOR (Connected)		
Jumper Between	Correct Result	For Diagnosis
6 & Ground	Doors unlock	See 1
<ul style="list-style-type: none"> <li>If the result is correct, repair/replace the switches and related wiring (see schematic).</li> </ul> <ol style="list-style-type: none"> <li>Replace the Central Locking Control Unit.</li> </ol>		

**CIRCUIT DESCRIPTION**

The Central Locking System is controlled by the Central Locking Control Unit. This unit senses when a lock switch is moved by a key and sends the appropriate signal to drive the Motors. The Central Locking Control Unit controls the Door Locks, Gas Filler Lock and Trunk Lock. The unit also has an Inertia Switch which closes on impact greater than 5g. If in RUN or START, the locks are then unlocked.

**Lock**

When the Key is inserted into a lock and turned clockwise, the Lock Switch moves to LOCK and grounds terminal 7 of the Central Locking Control Unit. The unit then activates the Lock Relay and applies voltage from Fuse 27 to the Lock Motor, which is grounded through the WT wire, Central Locking Control Unit and BR wire. The Lock Motor then pulls the lock down. The door locks also control the Trunk Lock and Gas Filler Lock.

**Unlock**

When the key is turned counterclockwise, terminal 6 of the Central Locking Control Unit is grounded through the Lock Switch. The Central Locking Control Unit activates the Unlock Relay and applies voltage from Fuse 27, through terminal 2 to the Lock Motor. The motor is grounded through the BU wire, Central Locking Control Unit terminal 1. The polarity is reversed and the motor pushes the lock up.

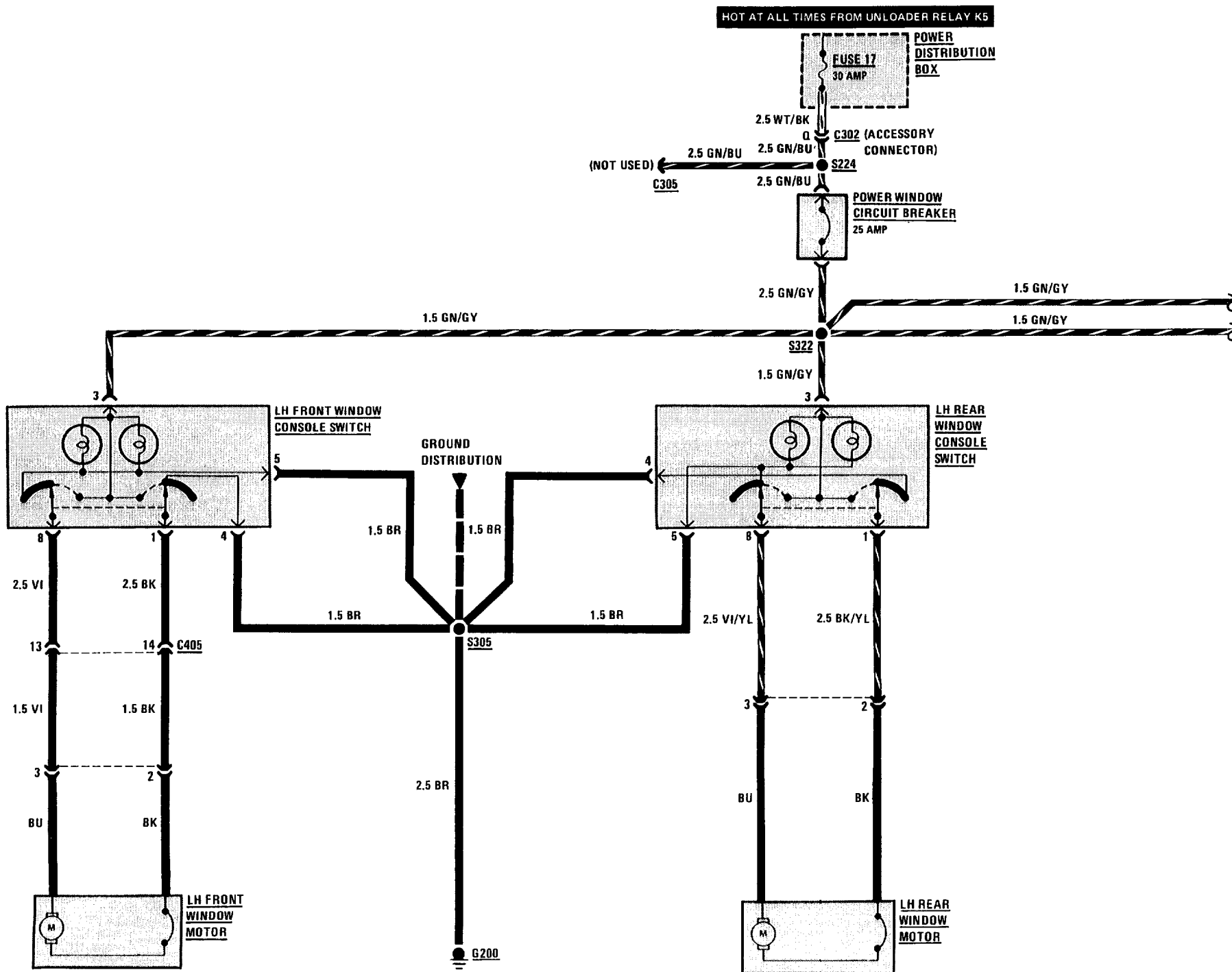
**Unlock Inhibit**

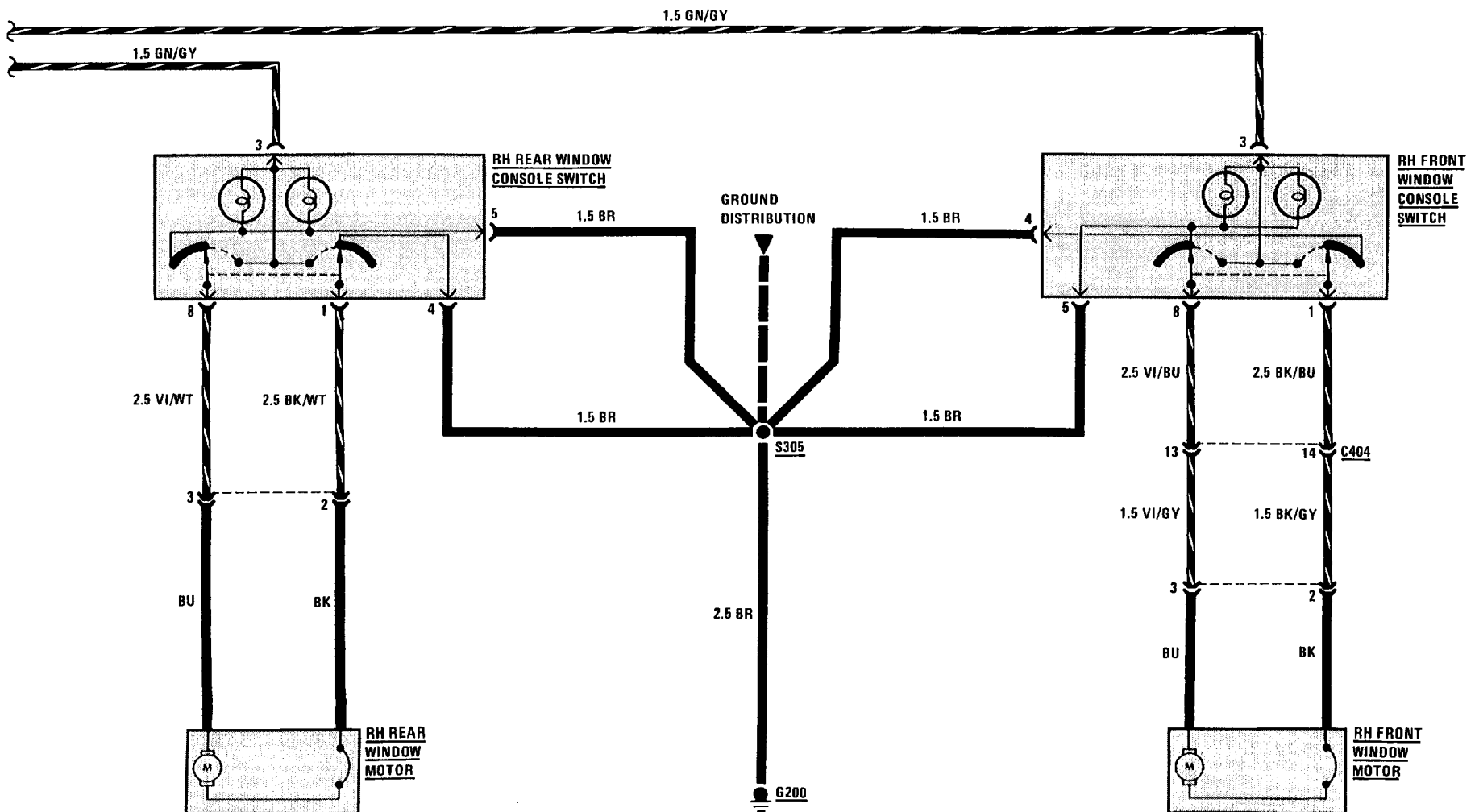
When the key is inserted into the Driver's Lock and turned clockwise past the LOCK position, the Unlock Inhibit mechanism is engaged. Mechanically inserting a bar into the driver's lock prevents unlocking through use of the Safety Catch Button. When in the Unlock Inhibit position, ground is applied to the Unlock Inhibit motors in the other lock units. The Central Locking Control Unit is grounded at terminal 10 and then activates the Lock Relay. Voltage is applied to the Unlock Inhibit motors through terminal 1. They are activated and engage the other Unlock Inhibit mechanisms. The direction of the motors is reversed when the doors are unlocked (see Unlock).

**Trunk Lock**

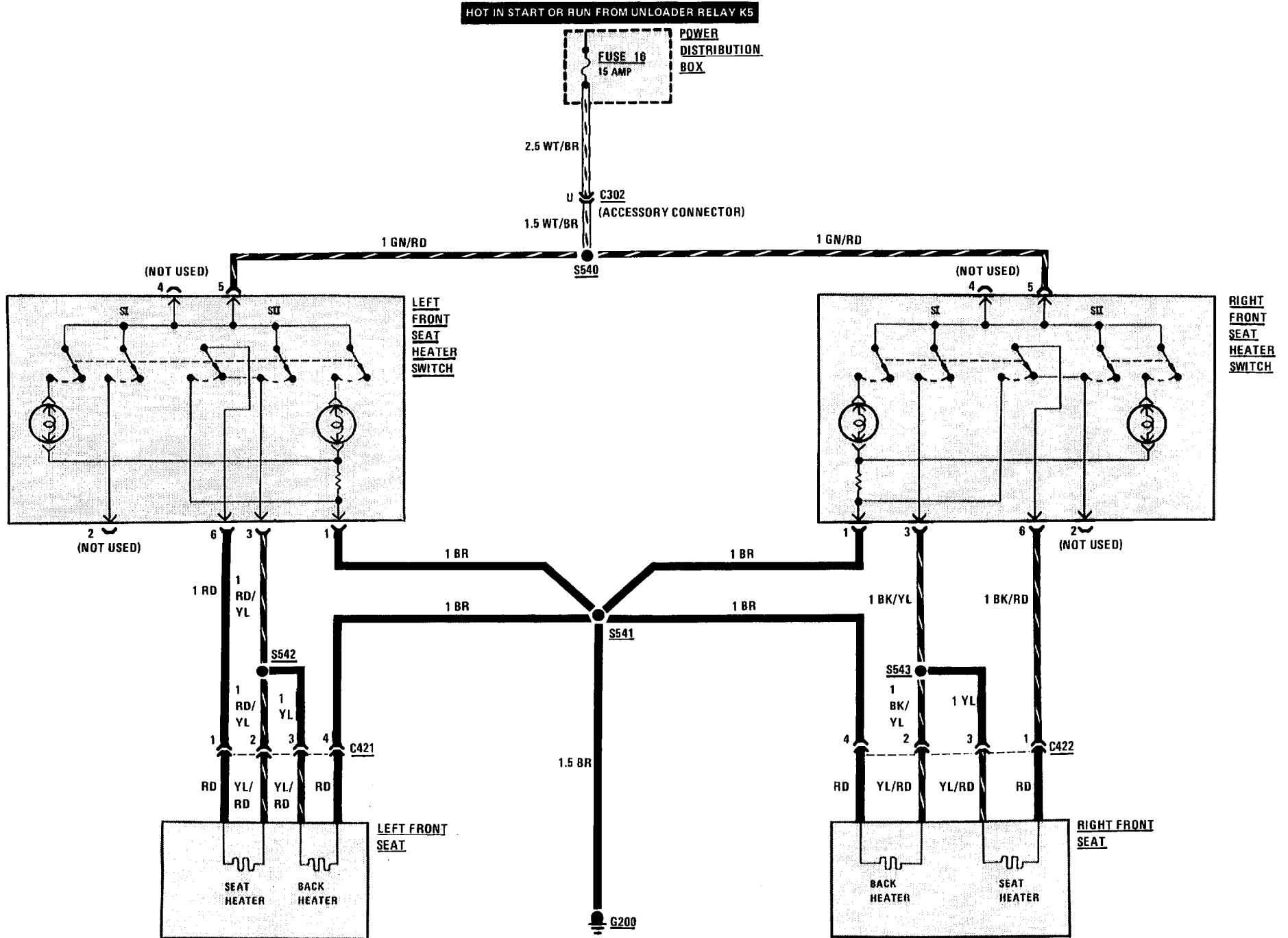
The Trunk Lock operates in a manner similar to the Door Locks.

# 5133-0 POWER WINDOWS



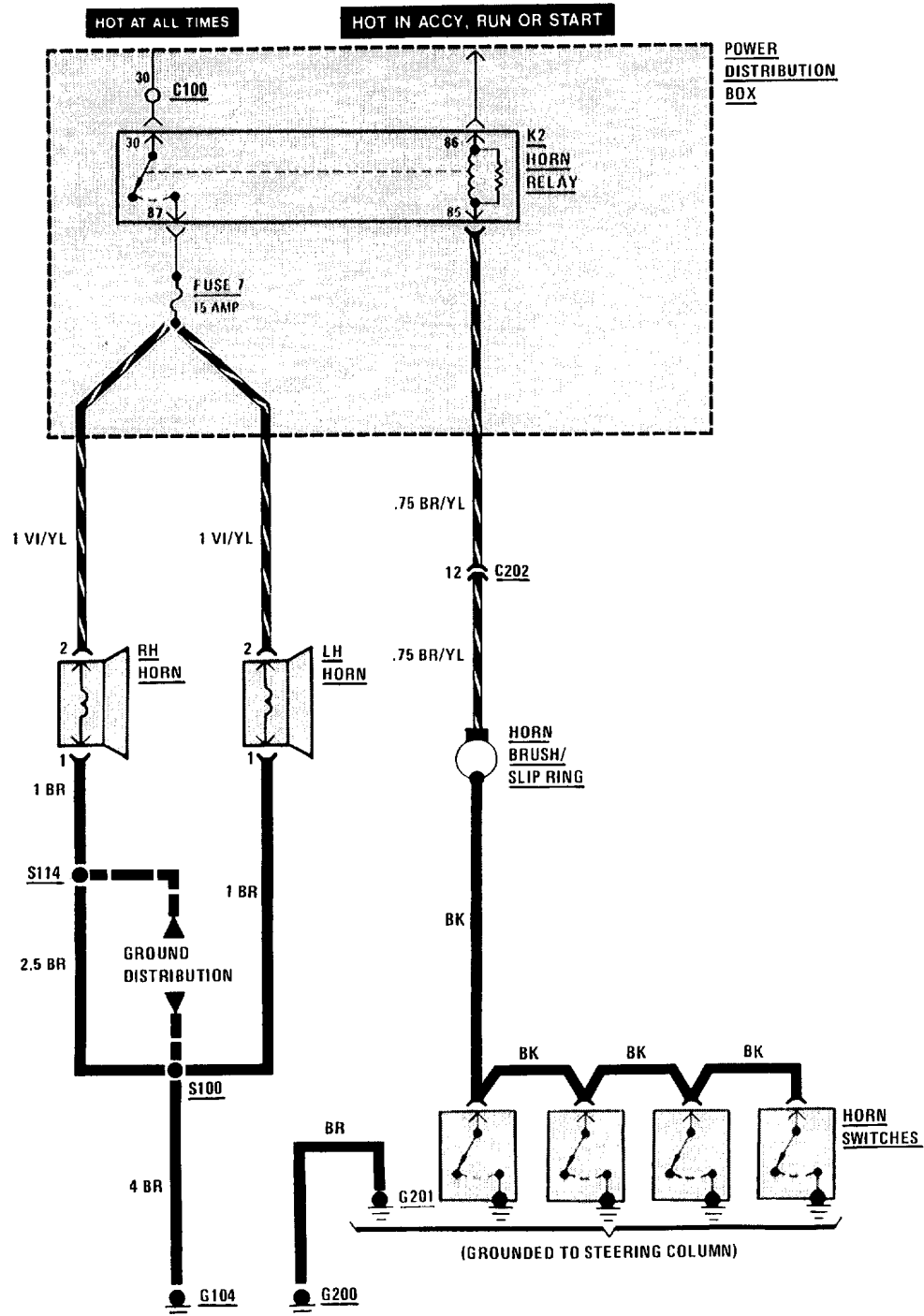


HEATED SEATS

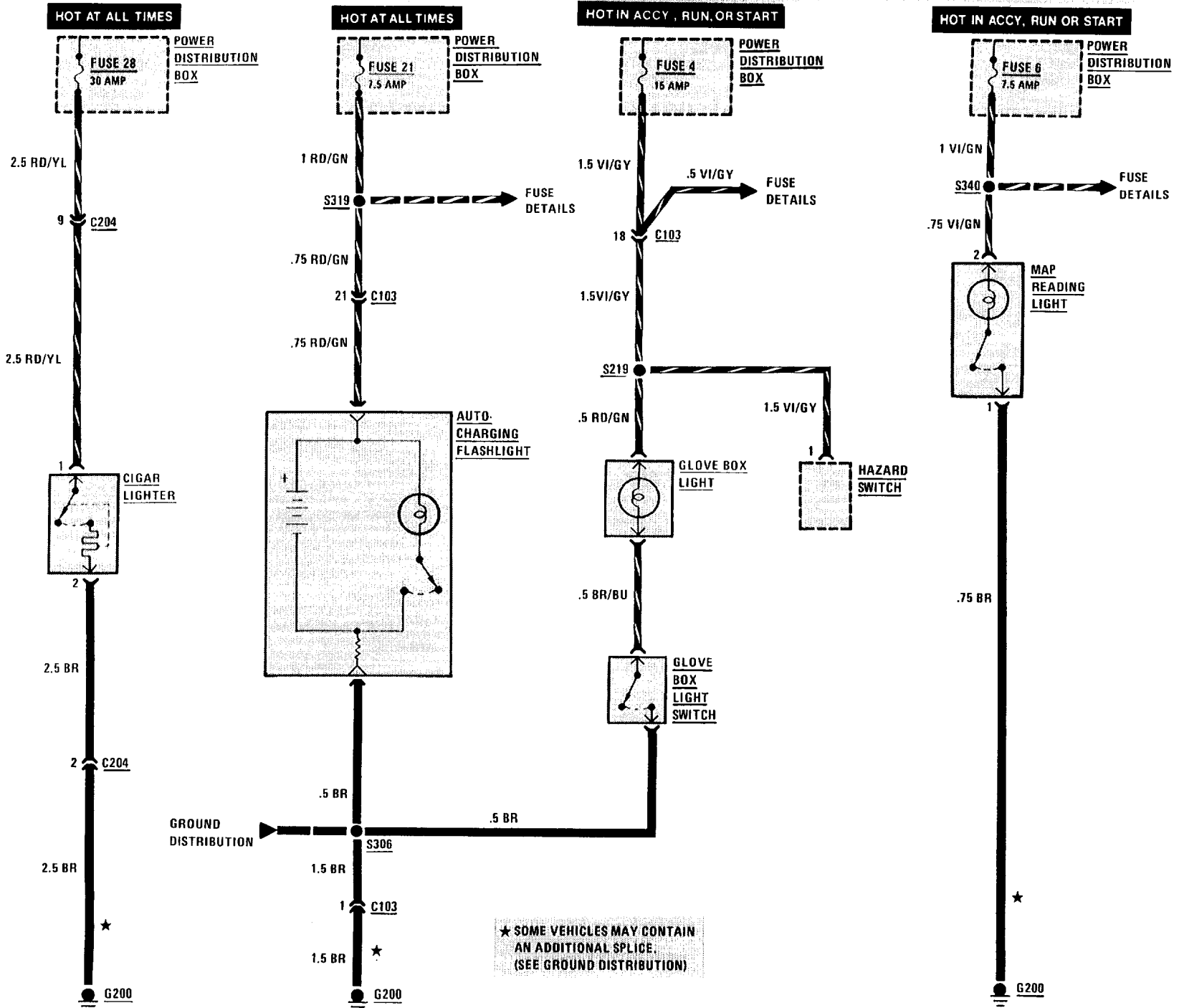


# 6100-0 BODY ELECTRICAL

## HORNS

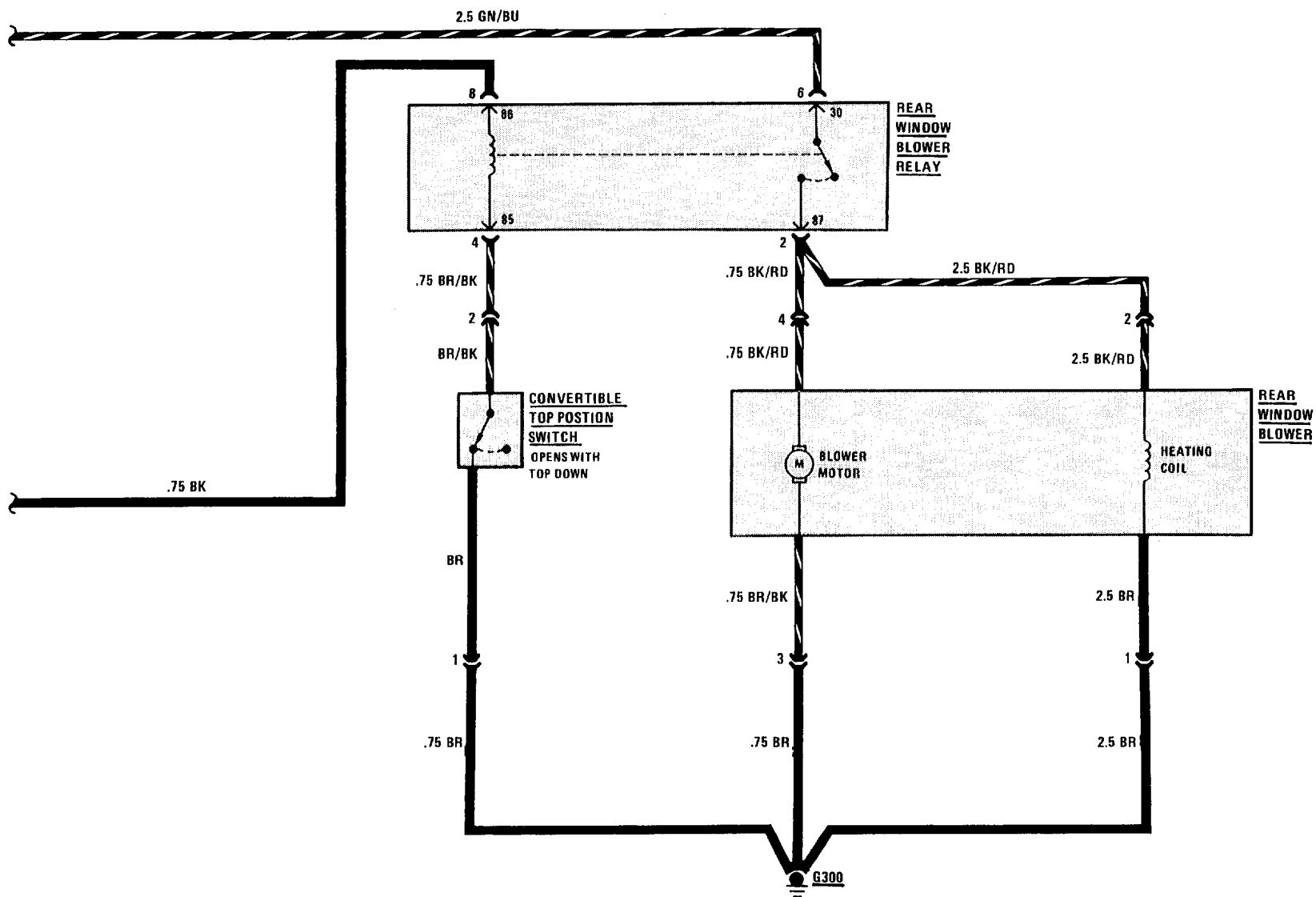


CIGAR LIGHTER/GLOVE BOX LIGHT/AUTO-CHARGING FLASHLIGHT/MAP READING LIGHT



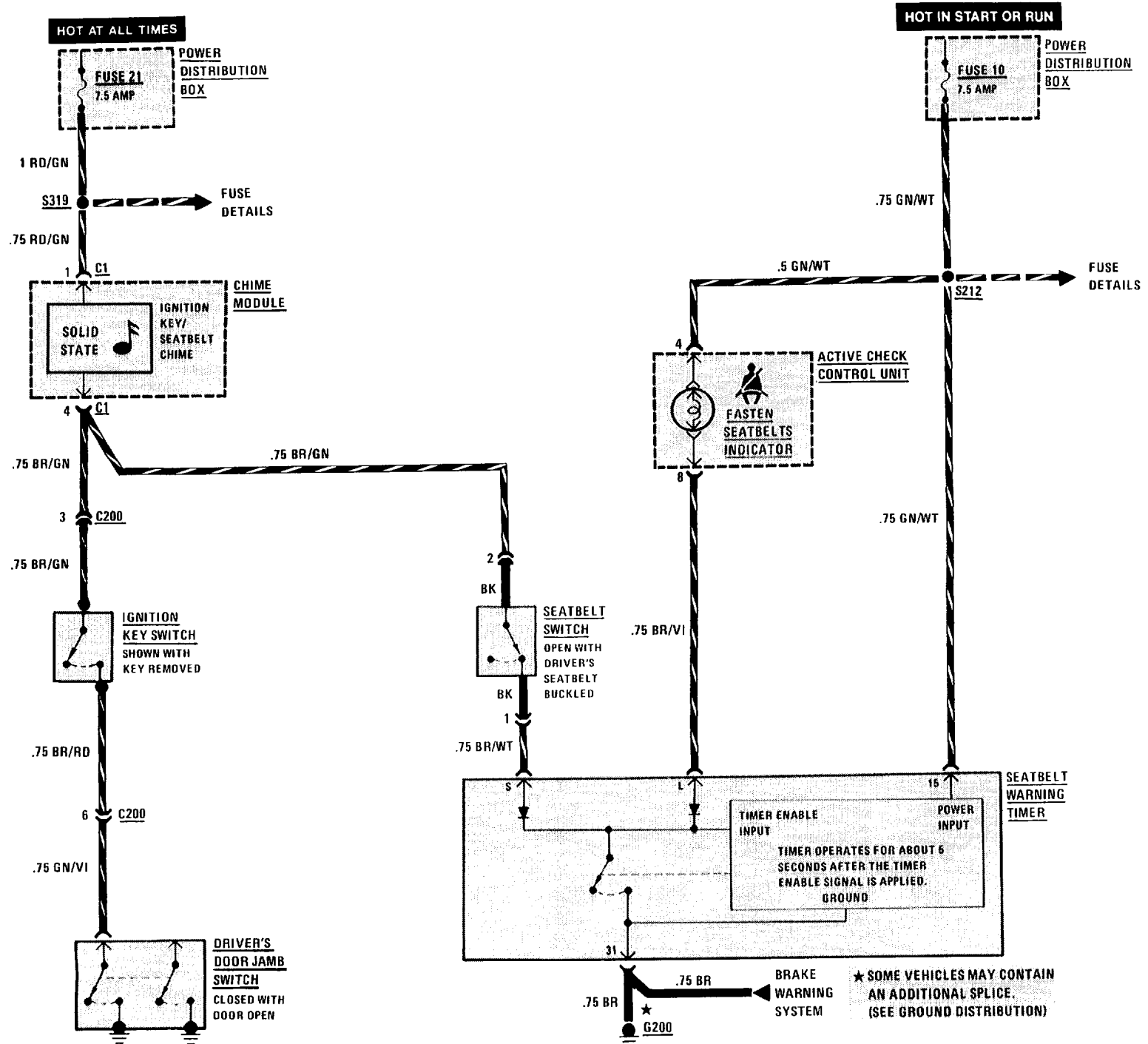


REAR DEFOGGER

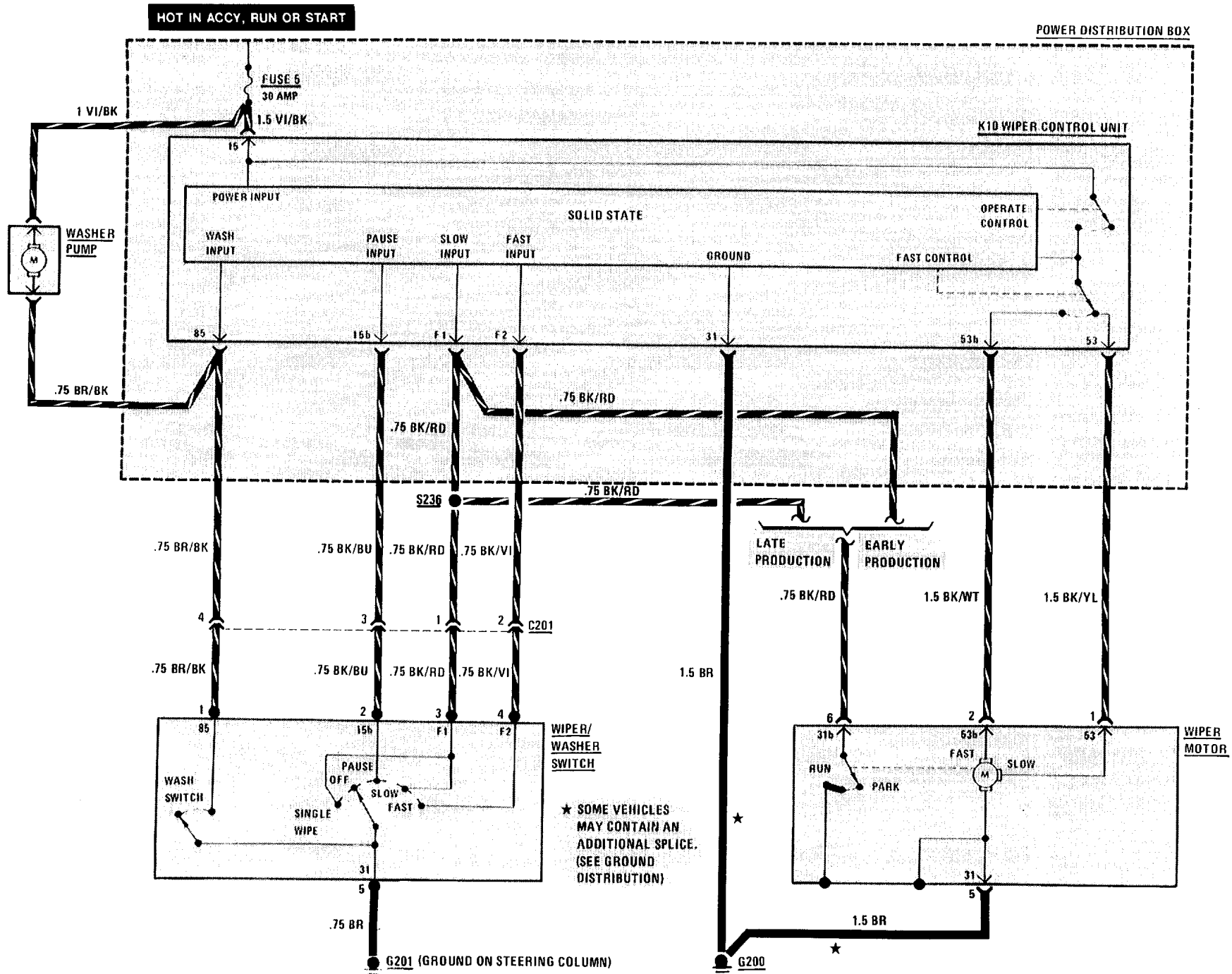




# 6131-0 IGNITION KEY WARNING/SEATBELT WARNING



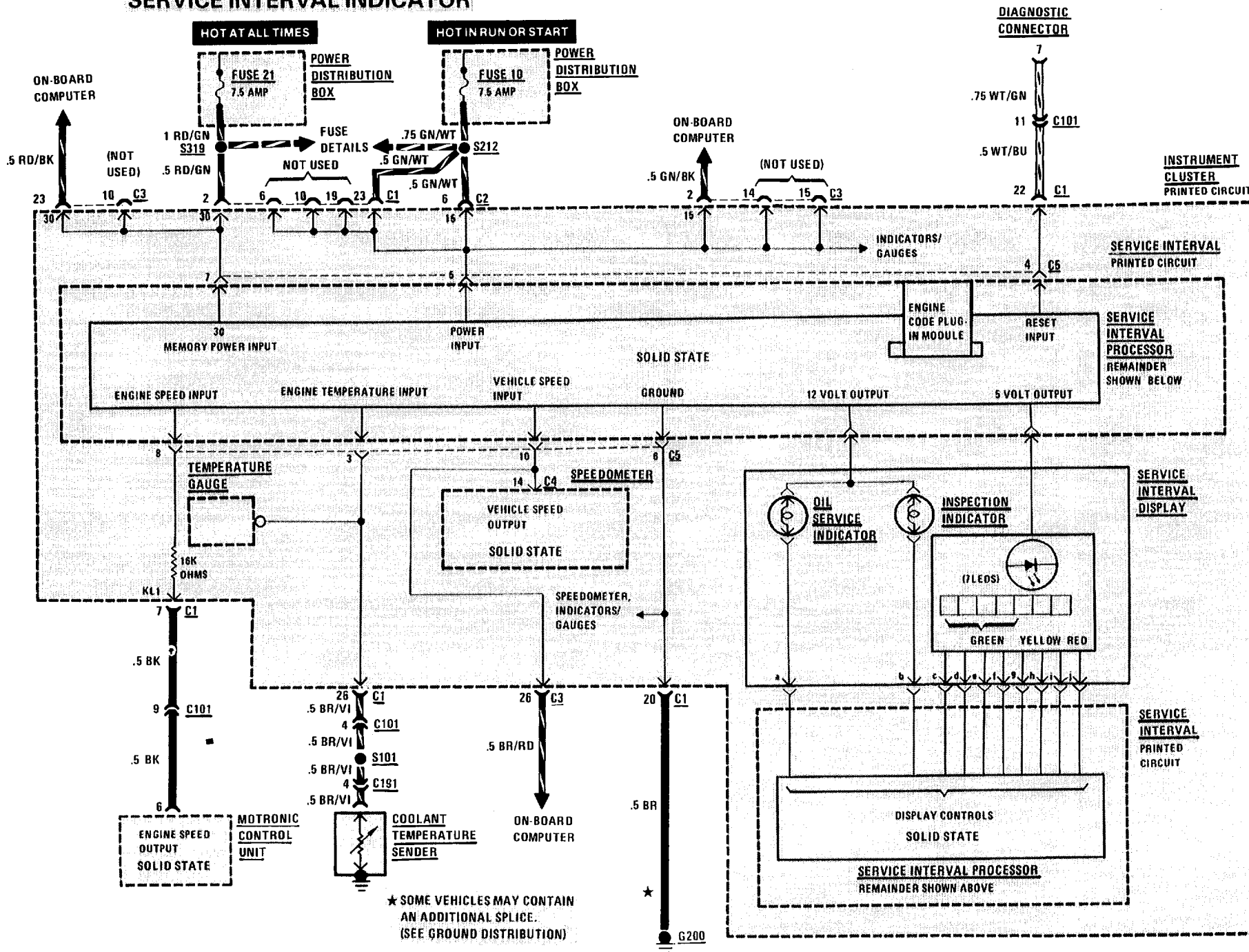
# 6160-0 WIPER/WASHER



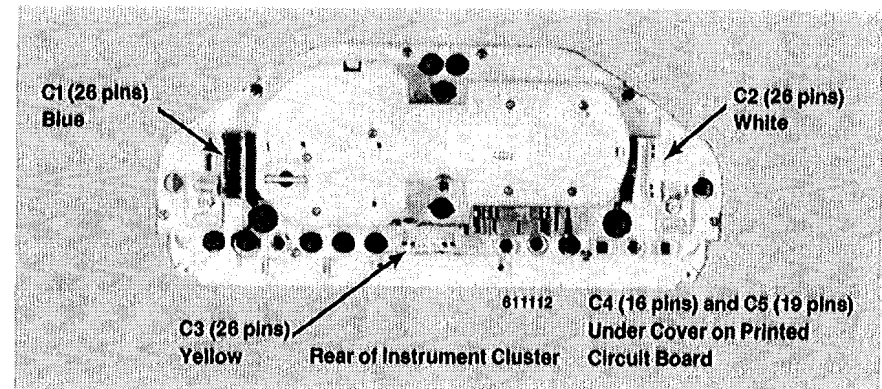
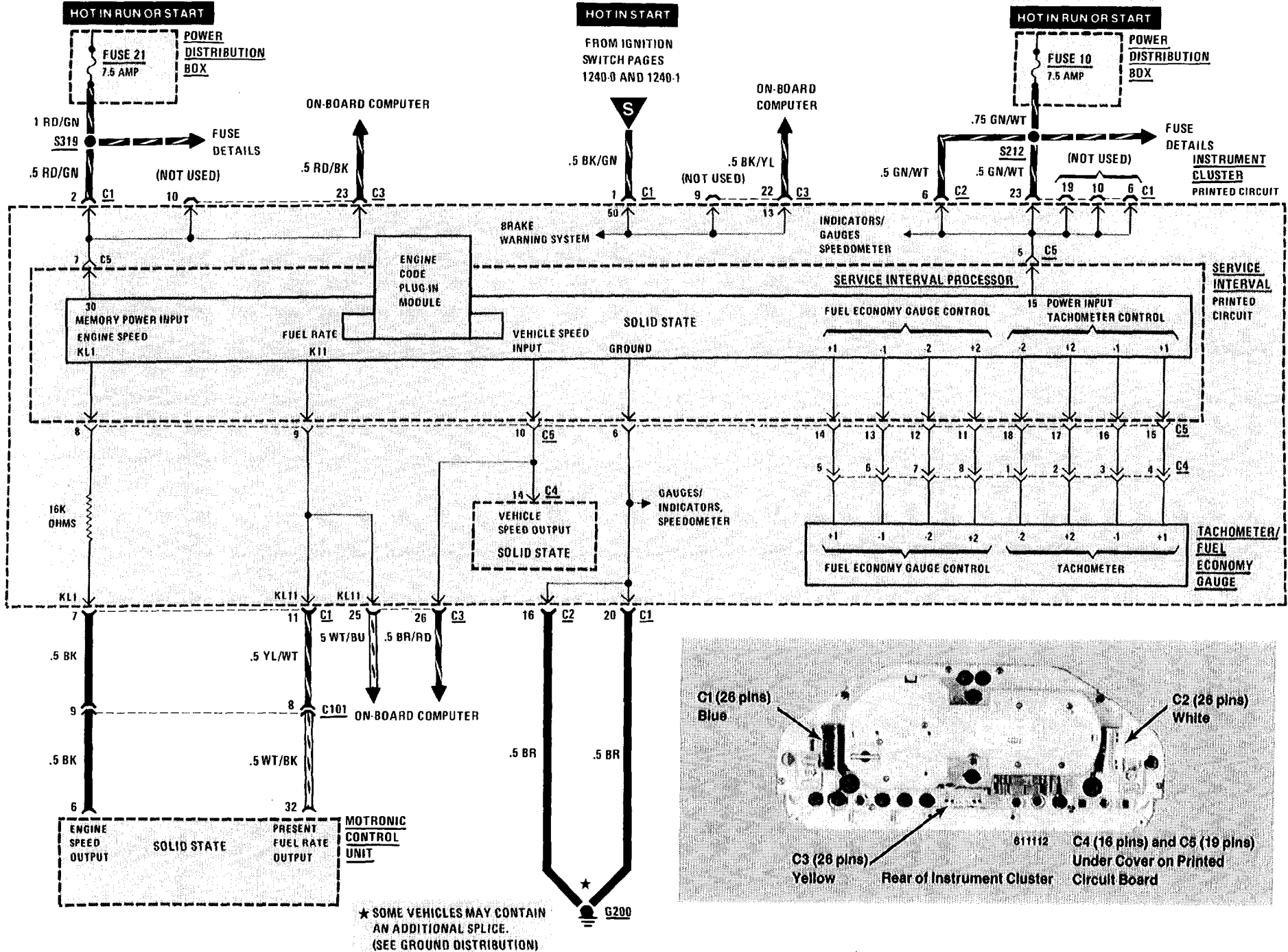




**SERVICE INTERVAL INDICATOR**



TACHOMETER/FUEL ECONOMY GAUGE



ACTIVE CHECK CONTROL

1. When the Ignition Switch is initially placed in RUN, the Active Check Control Arm Indicator flashes, and the Active Check Control Unit Brake Light LED and panel light illuminate for test purposes. Depressing the brake pedal clears the display.
2. When the Ignition Switch is placed in "Run," fault monitoring begins. To monitor the low beams, rear lights, or license lights, those circuits must be on. The brake lights are monitored only while the brake pedal is depressed. An exception to this is when all Brake Light Circuits are open a fault will be indicated with the Ignition Switch in RUN.
3. When a fault occurs, the alarm indicator flashes, the appropriate LED fault indicator lights, and the panel light goes on for five seconds. Depressing the check button will clear the alarm indicator, but the LED fault indicator remains on.
4. To test the unit, depress the test button. The LED fault indicators and the panel lights should go on.

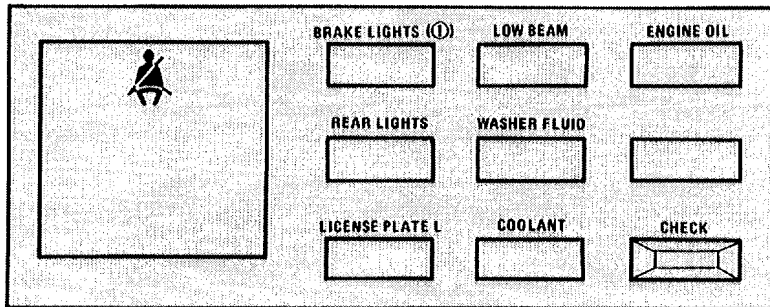
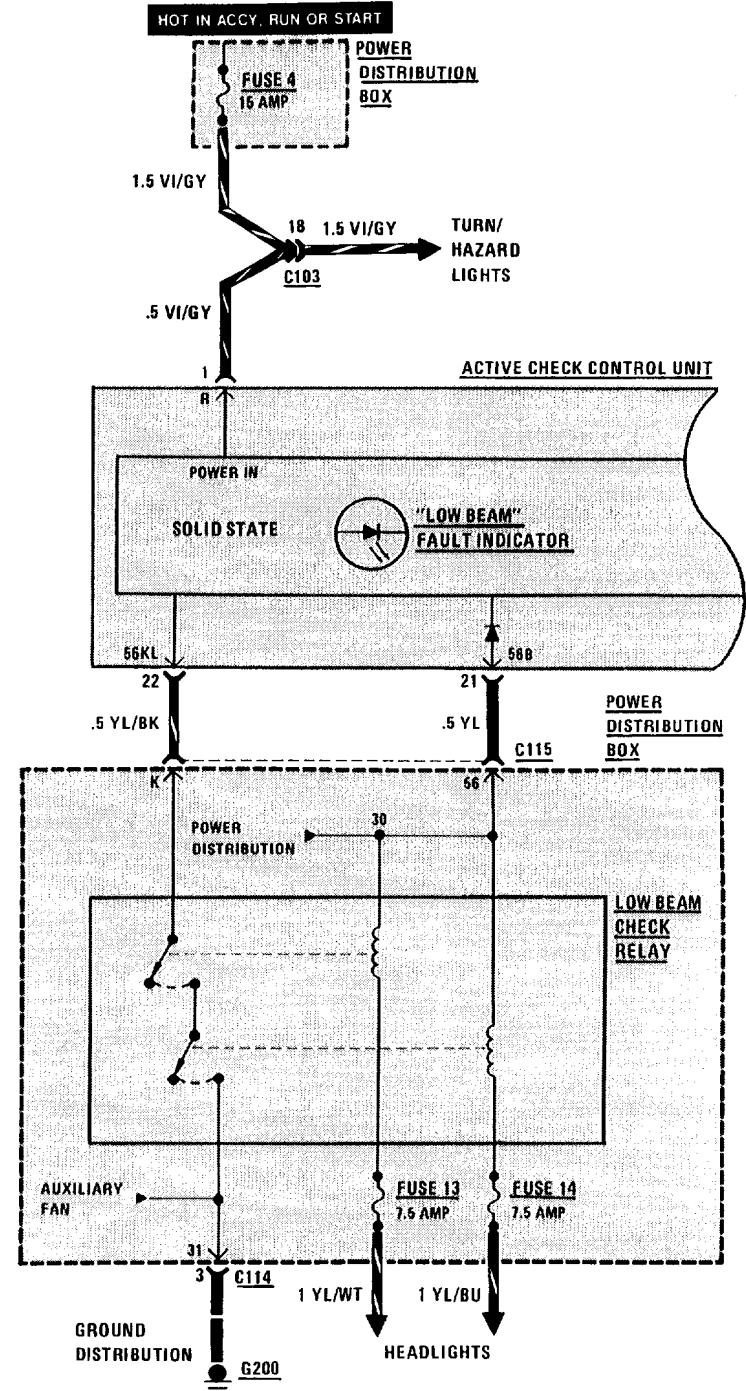


Figure 1 - Active Check Control Unit Above Rear View Mirror



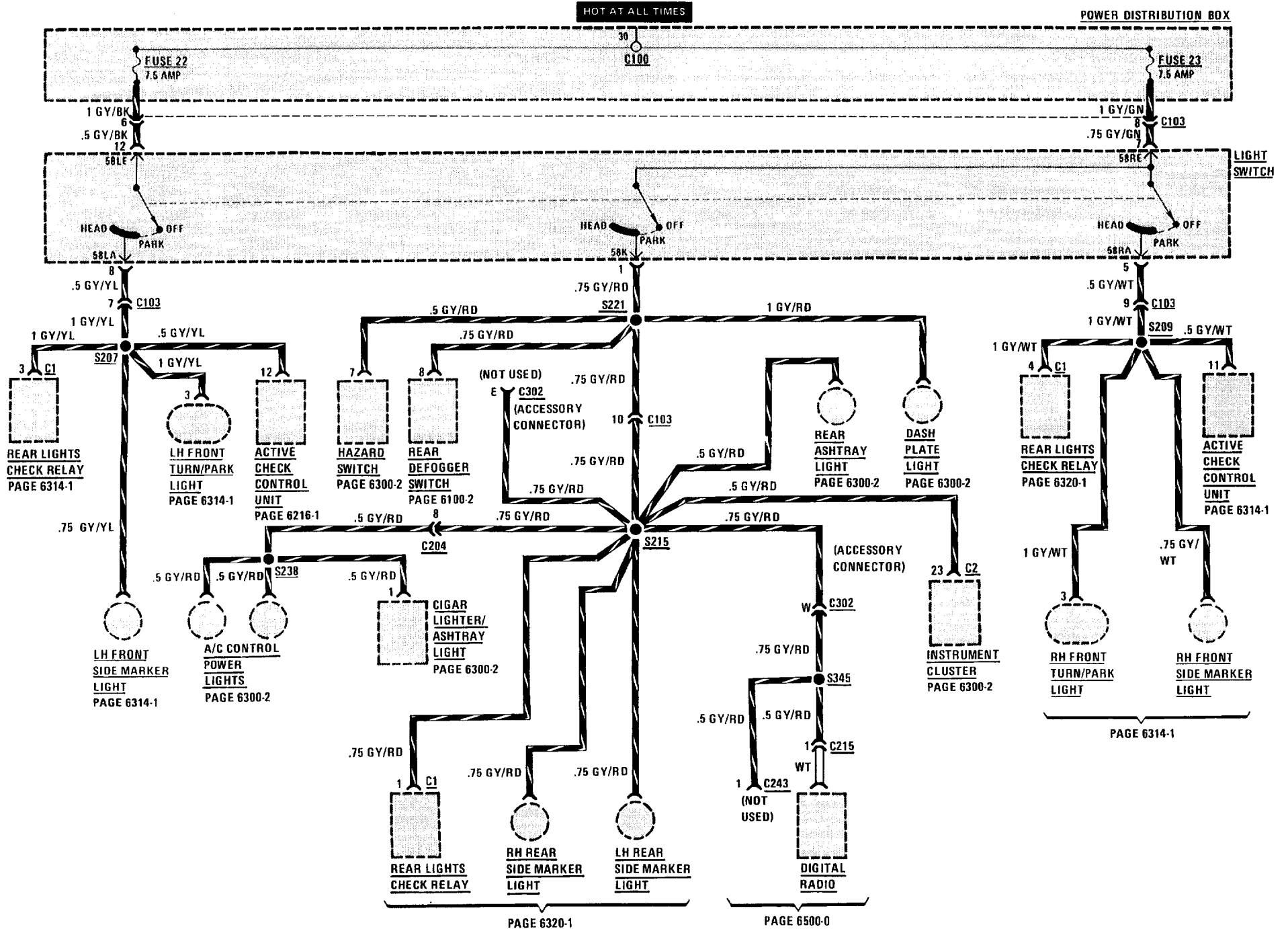






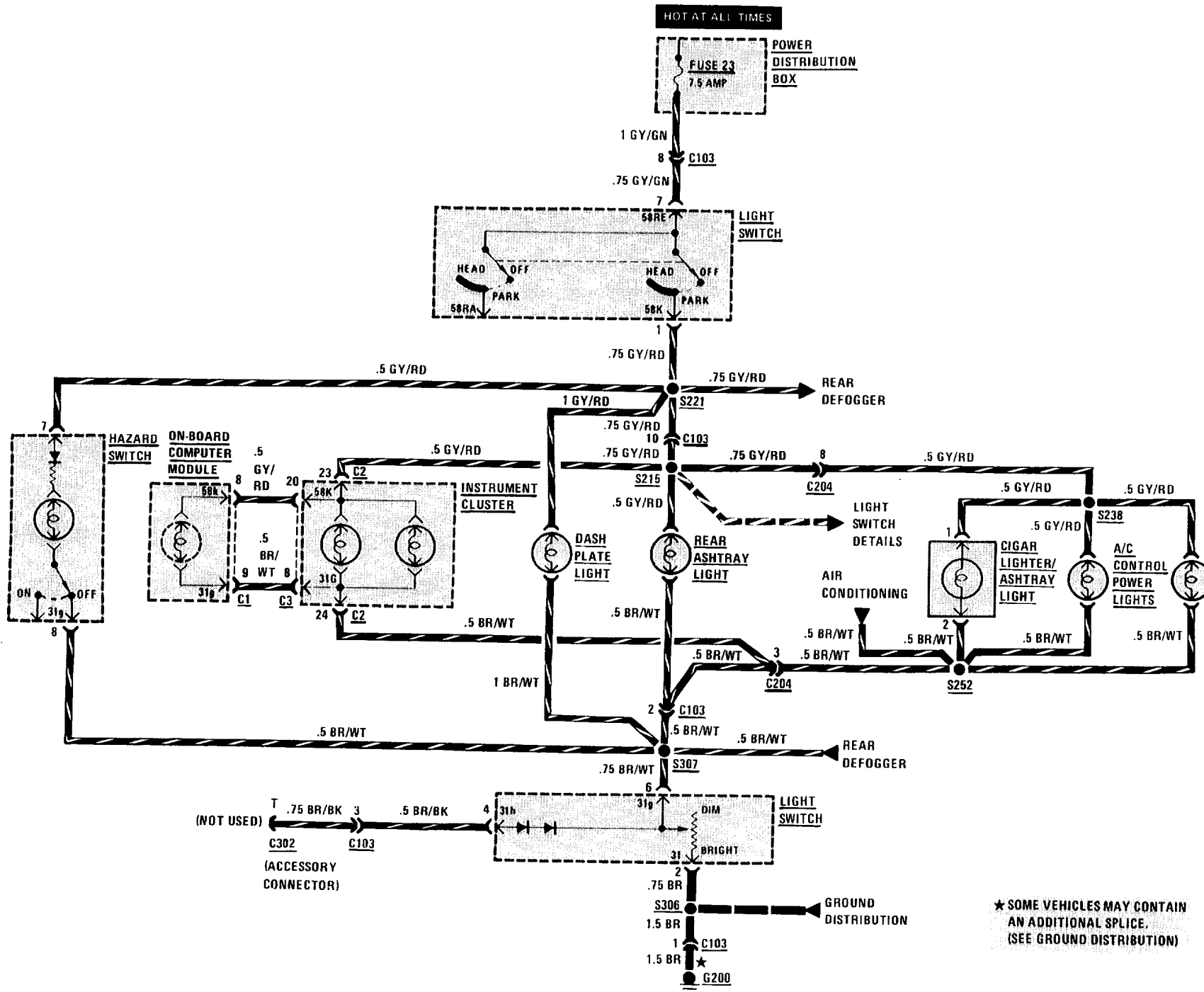


LATE PRODUCTION



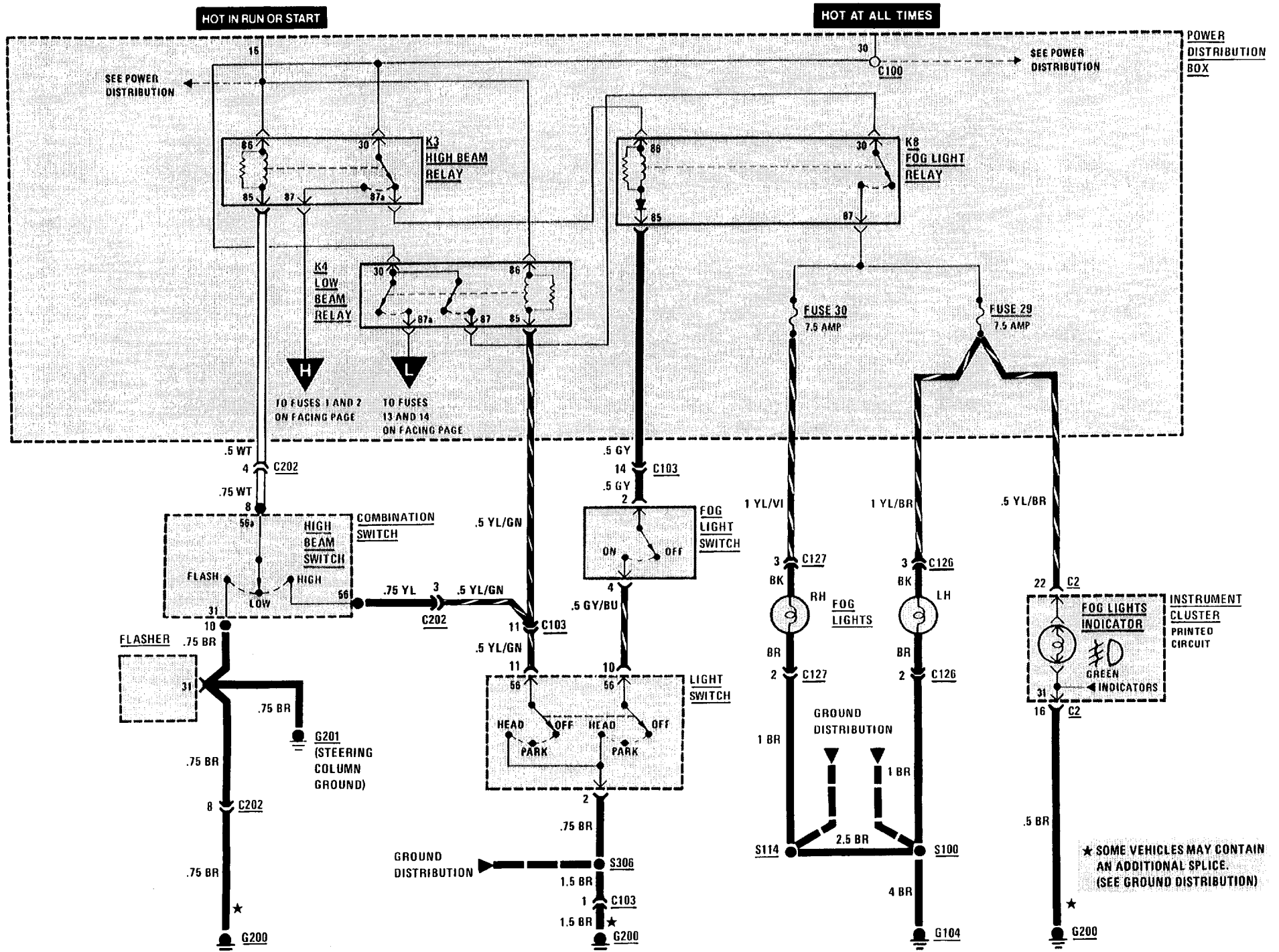
# 6300-2 LIGHT SWITCH DETAILS

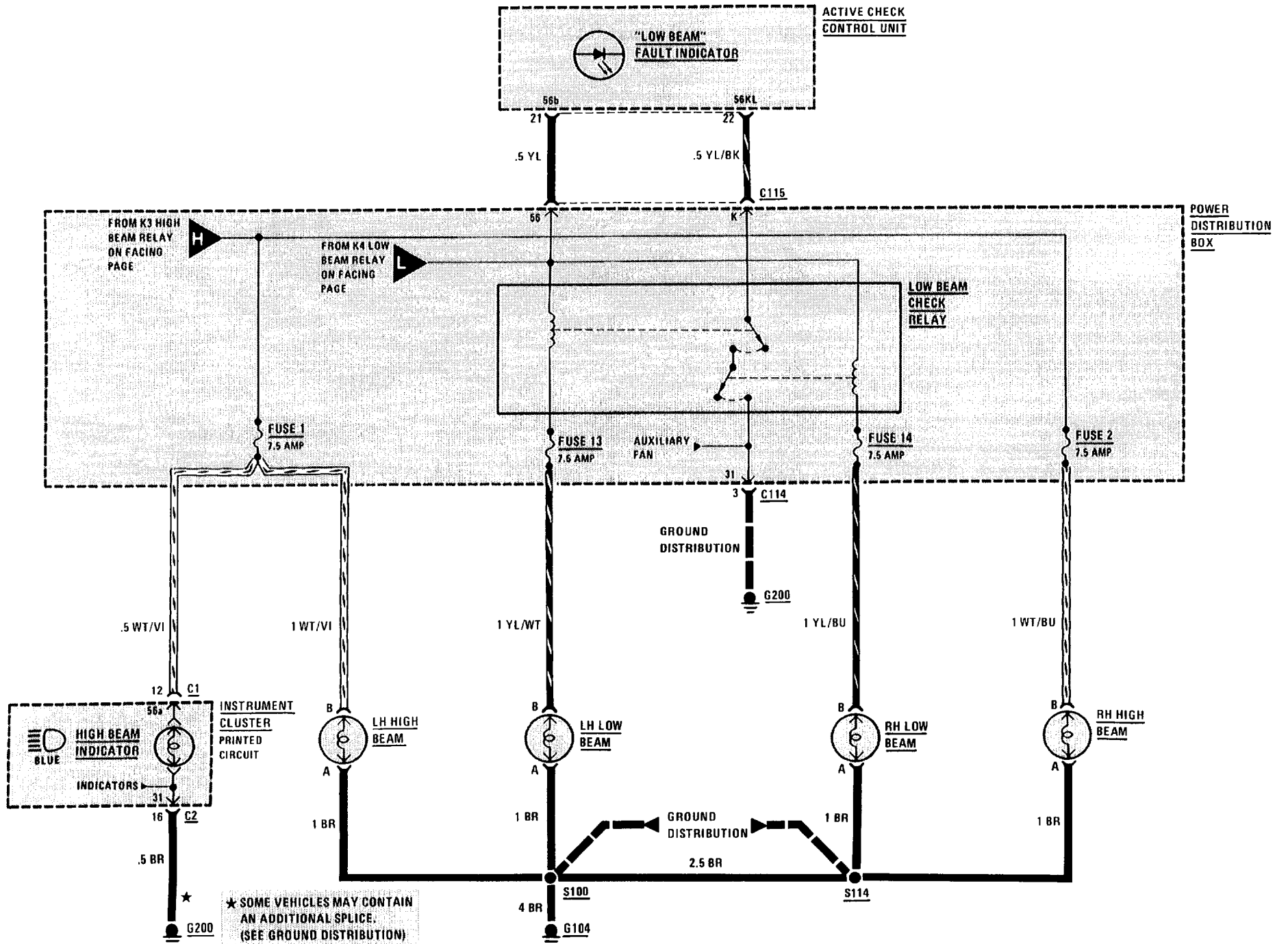
## DASH LIGHTS



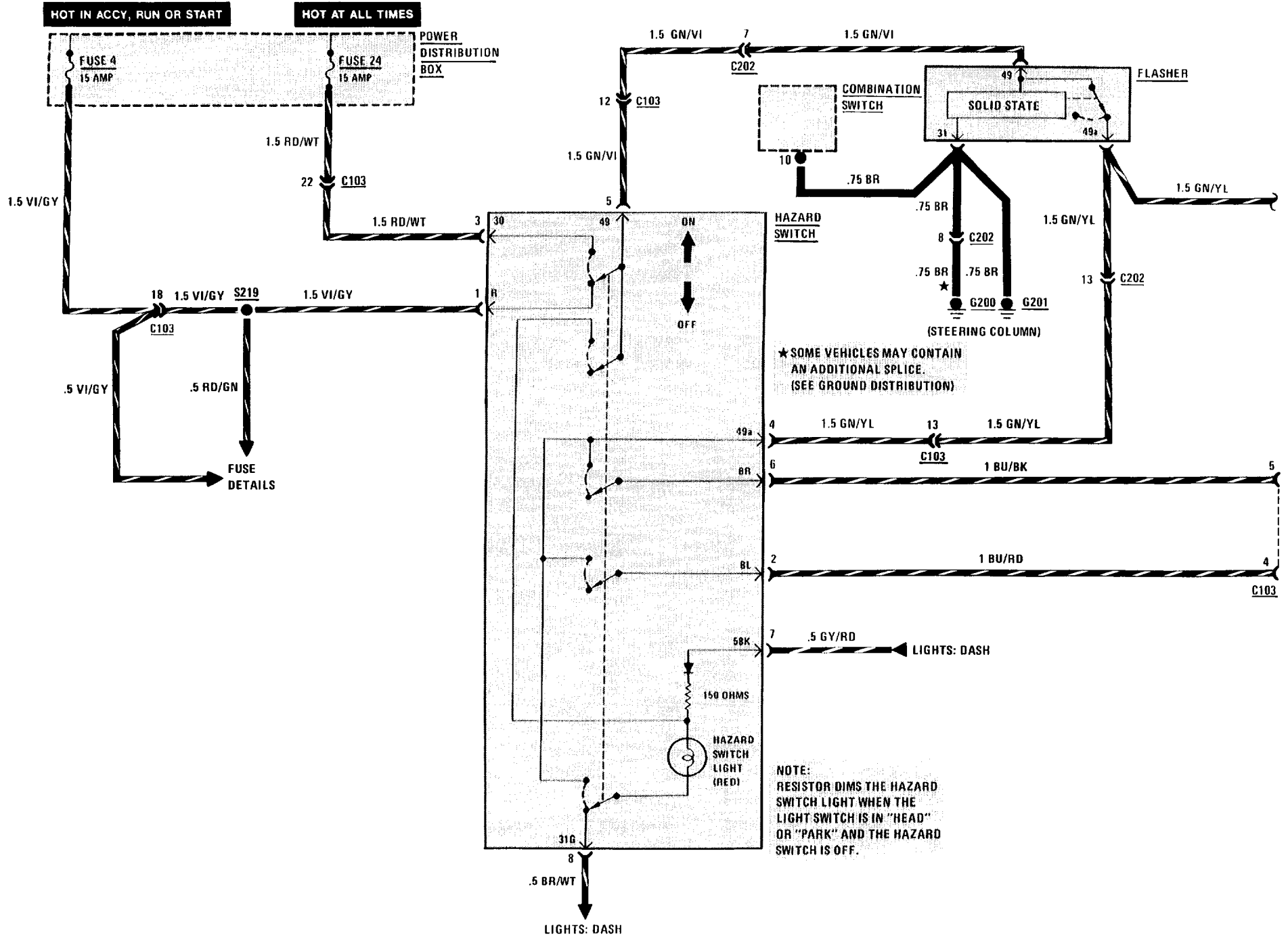
★ SOME VEHICLES MAY CONTAIN AN ADDITIONAL SPLICE. (SEE GROUND DISTRIBUTION)

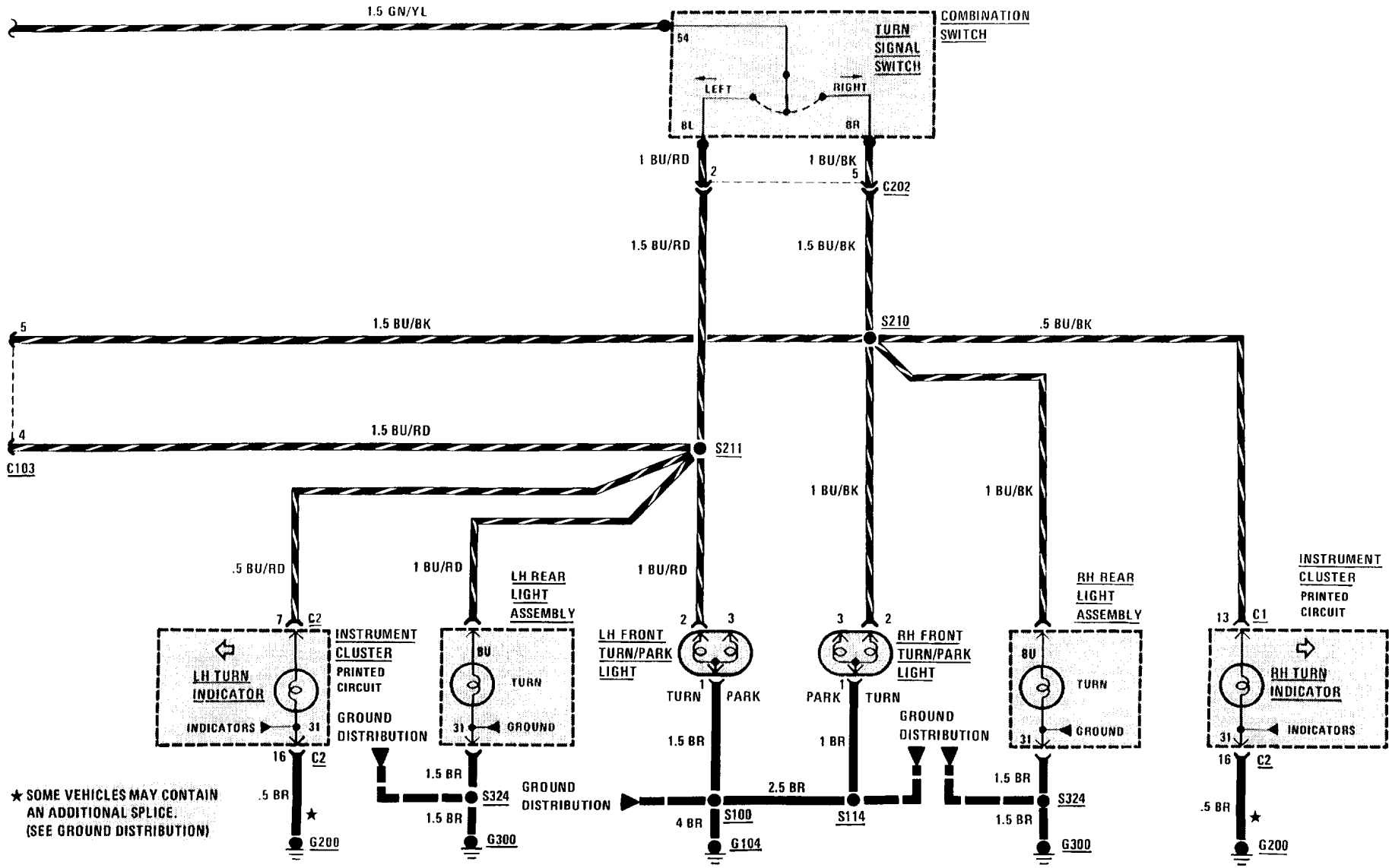
# 6312-0 HEADLIGHTS/FOG LIGHTS





# 6313-0 TURN/HAZARD LIGHTS





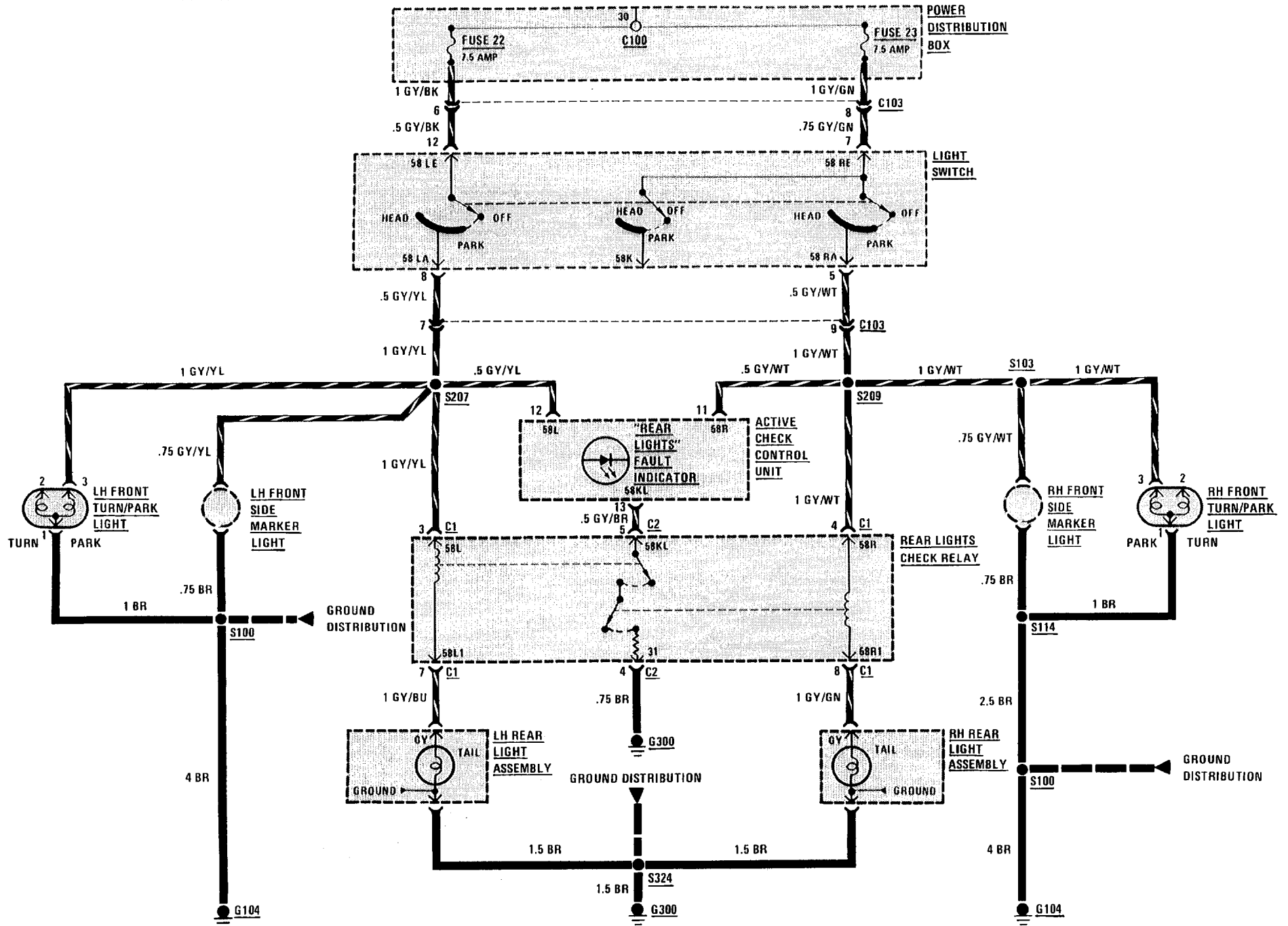
★ SOME VEHICLES MAY CONTAIN AN ADDITIONAL SPLICE. (SEE GROUND DISTRIBUTION)



# 6314-0 PARK/TAIL/FRONT MARKER LIGHTS

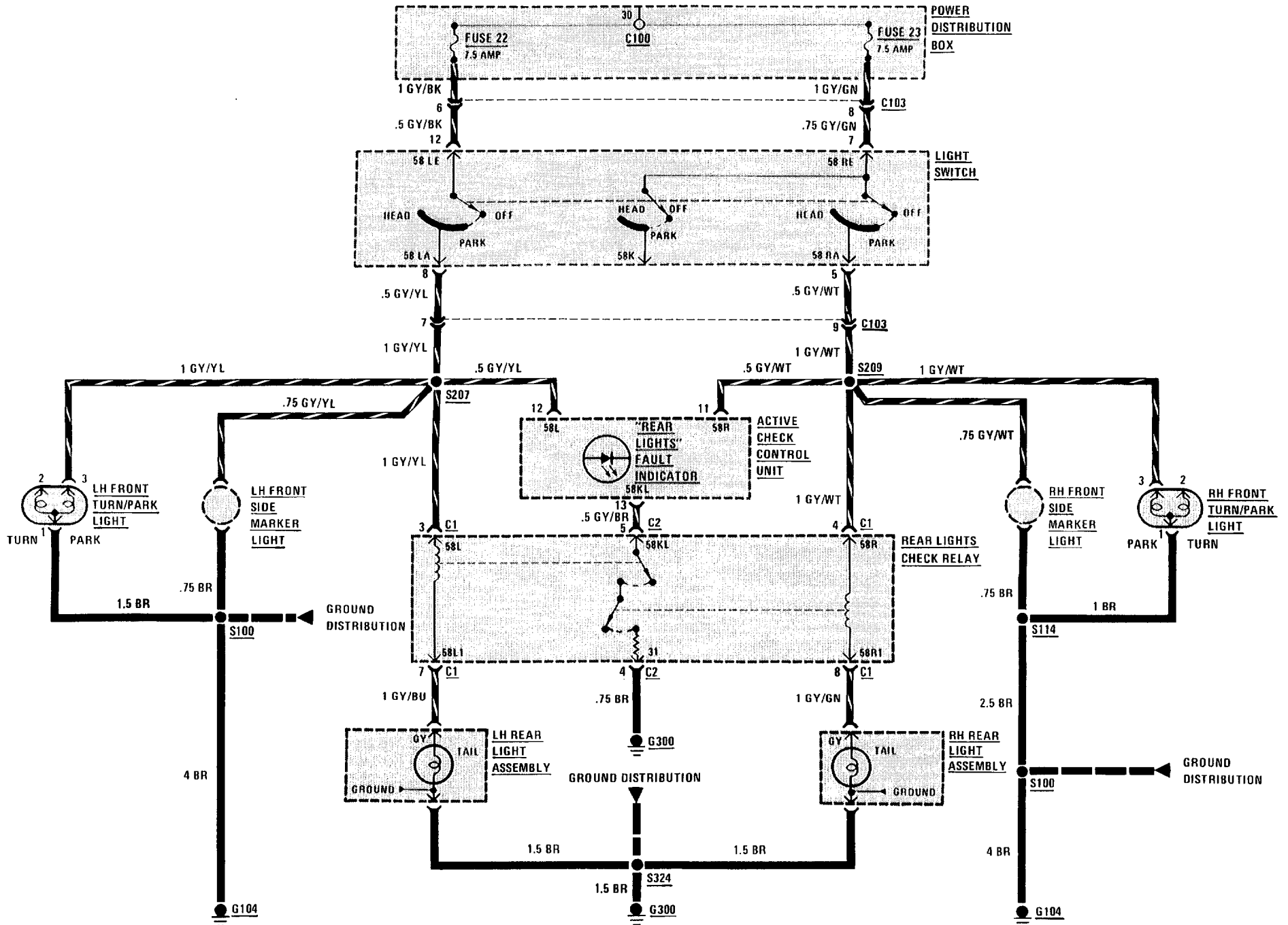
EARLY PRODUCTION

HOT AT ALL TIMES



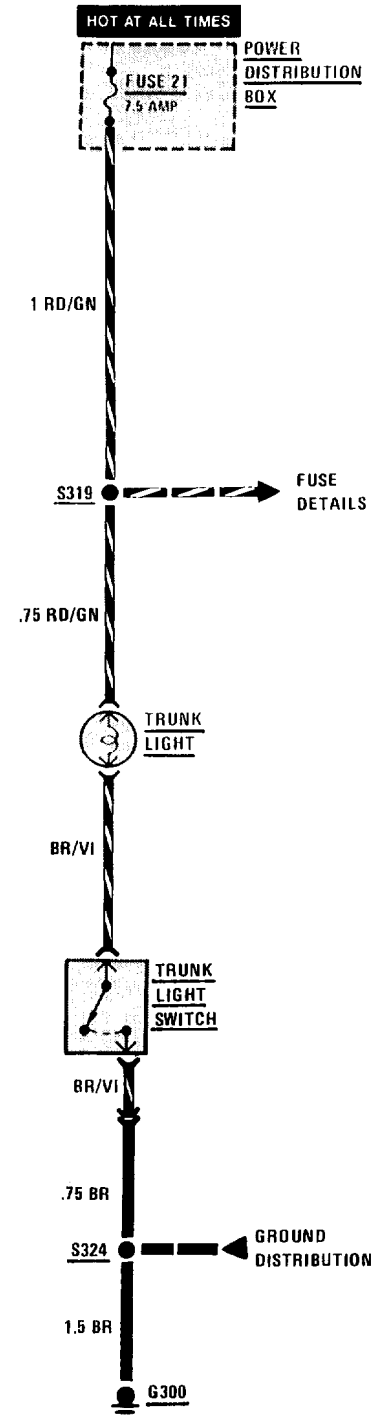
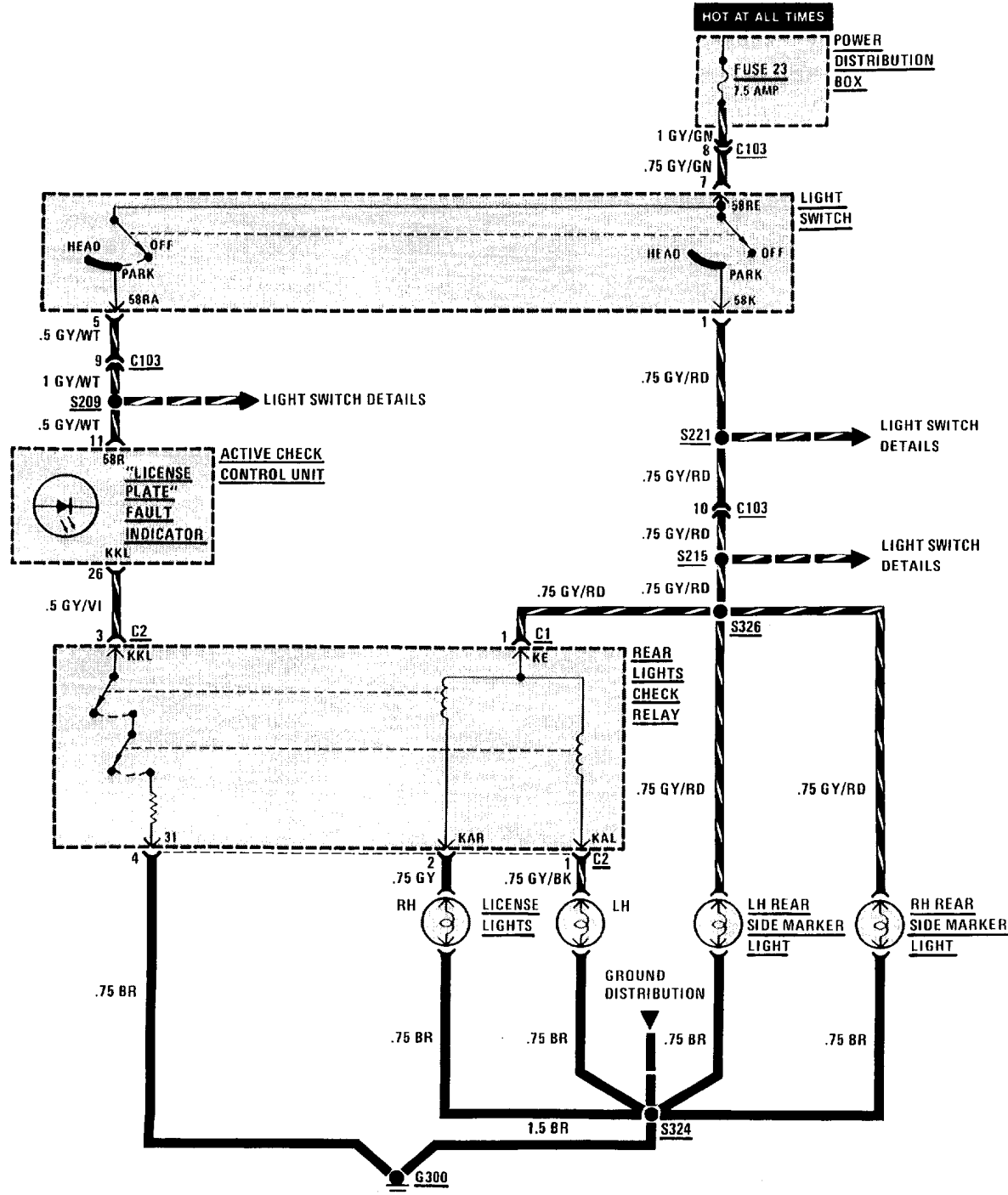
HOT AT ALL TIMES

LATE PRODUCTION



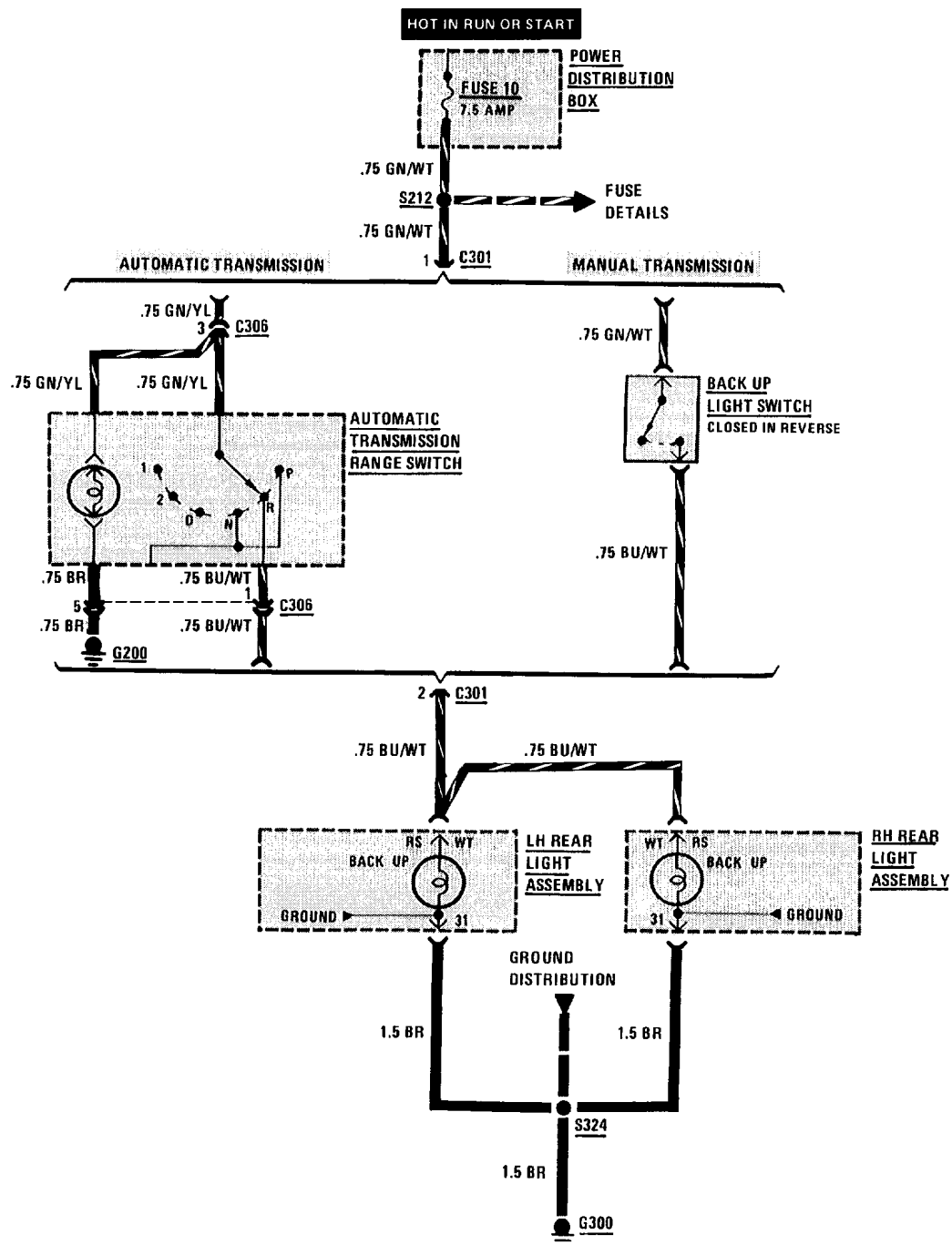
# 6320-0 REAR MARKER/LICENSE/TRUNK LIGHTS

## EARLY PRODUCTION

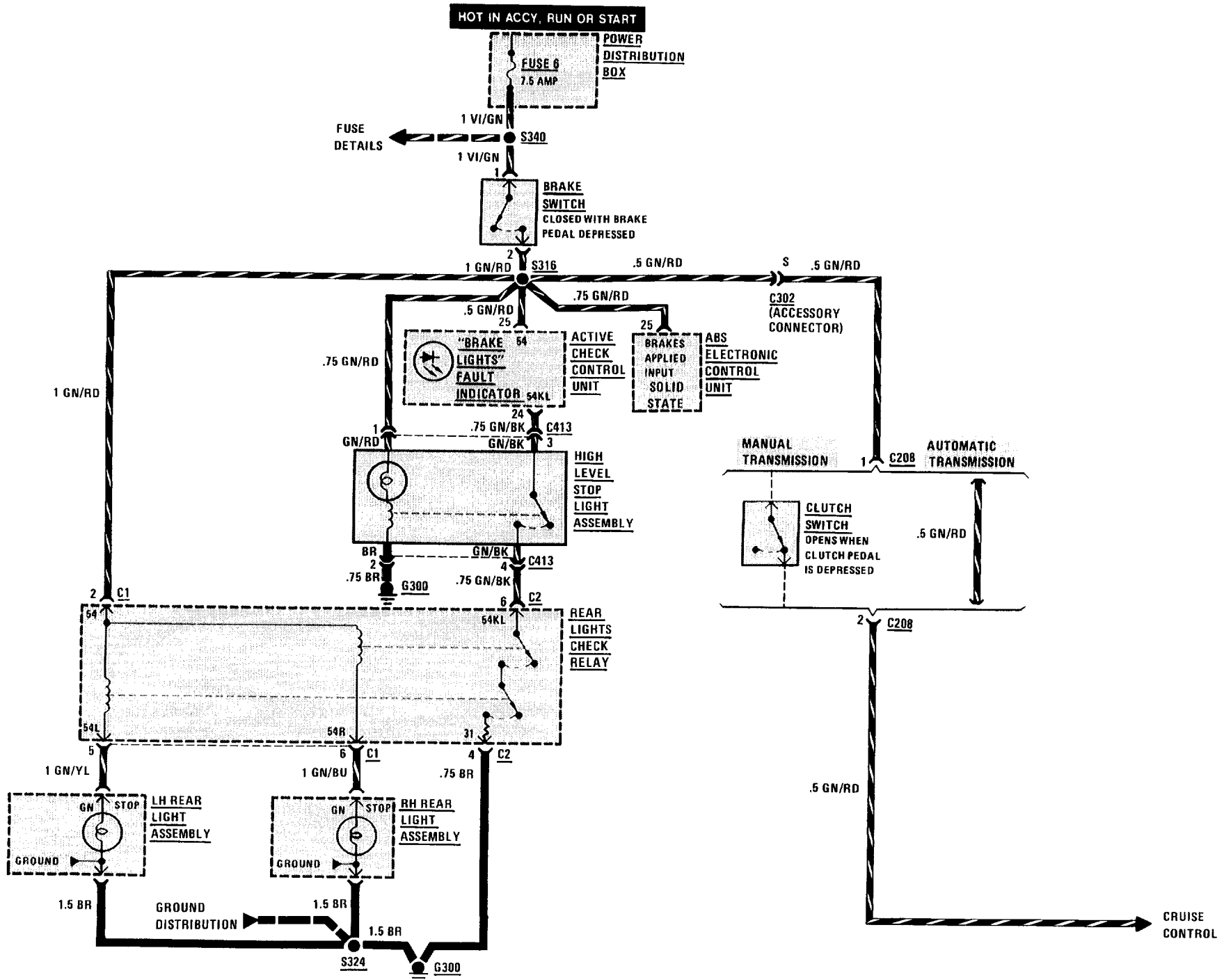




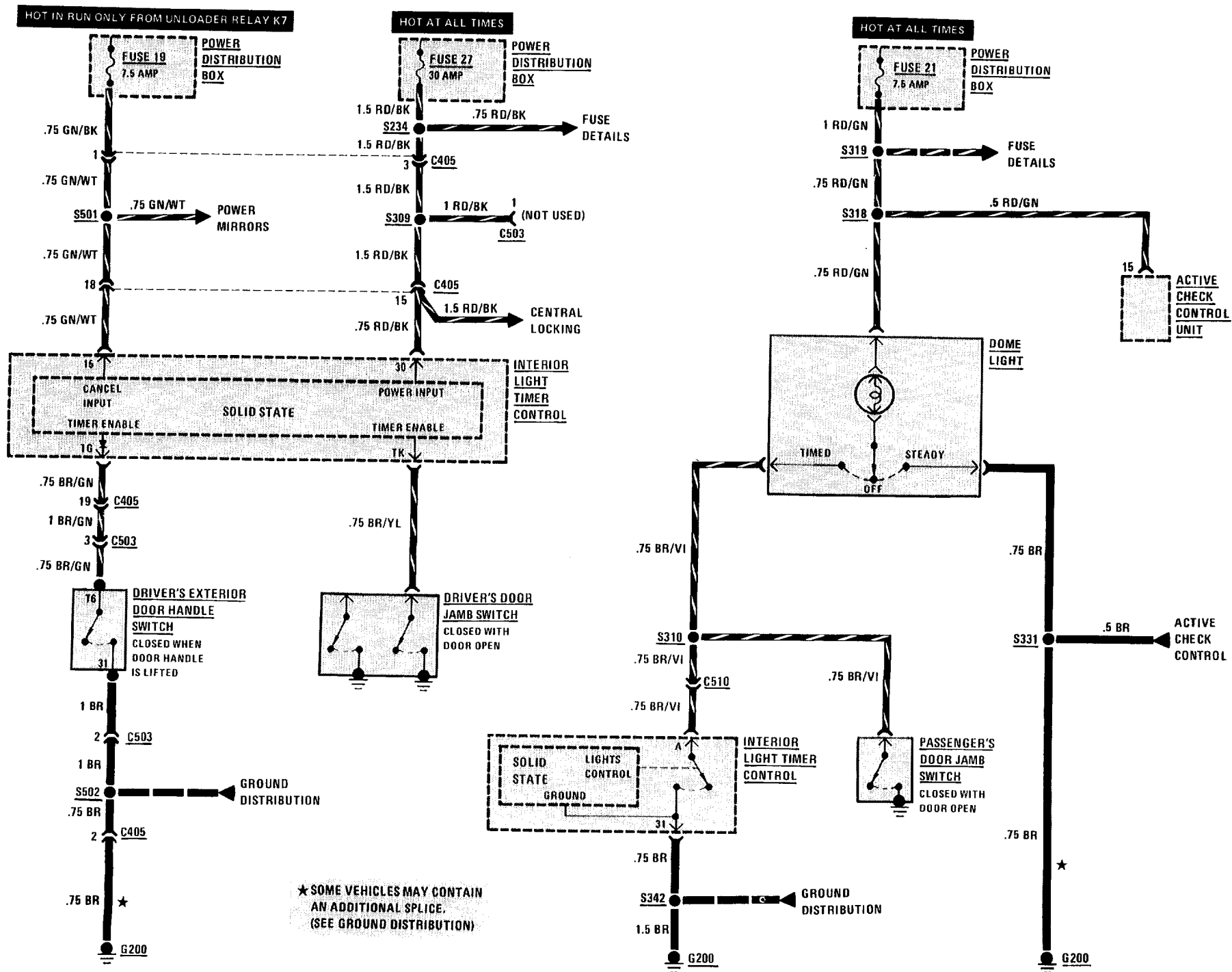
# 6322-0 BACK UP LIGHTS



# 6325-0 STOP LIGHTS



# 6330-0 INTERIOR LIGHTS



**SYSTEM CHECK**

This procedure provides an overall check of the Heating and Air Conditioning System. Each of the steps can be performed without disassembly or the use of tools.

Complete this procedure with the temperature outside the car above 60 degrees F (16 degrees C) and the engine warm and running at idle.

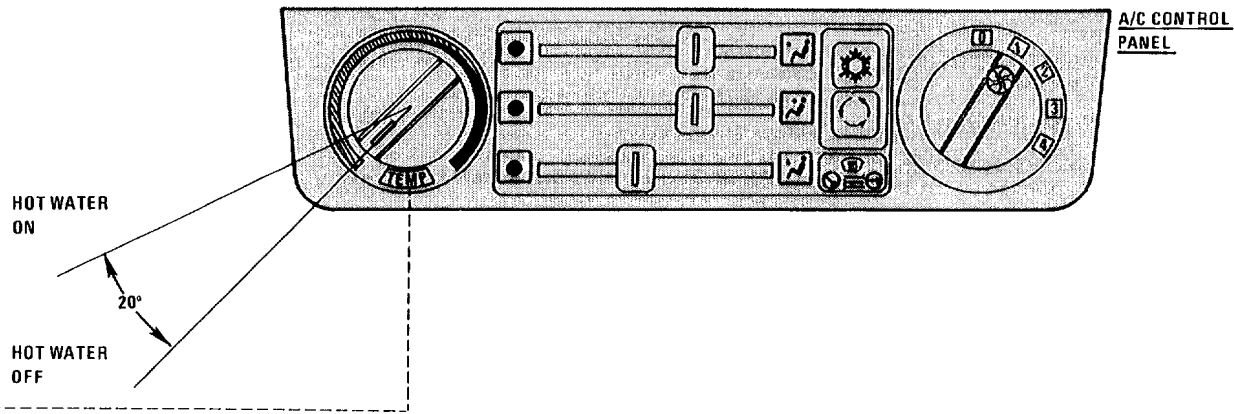
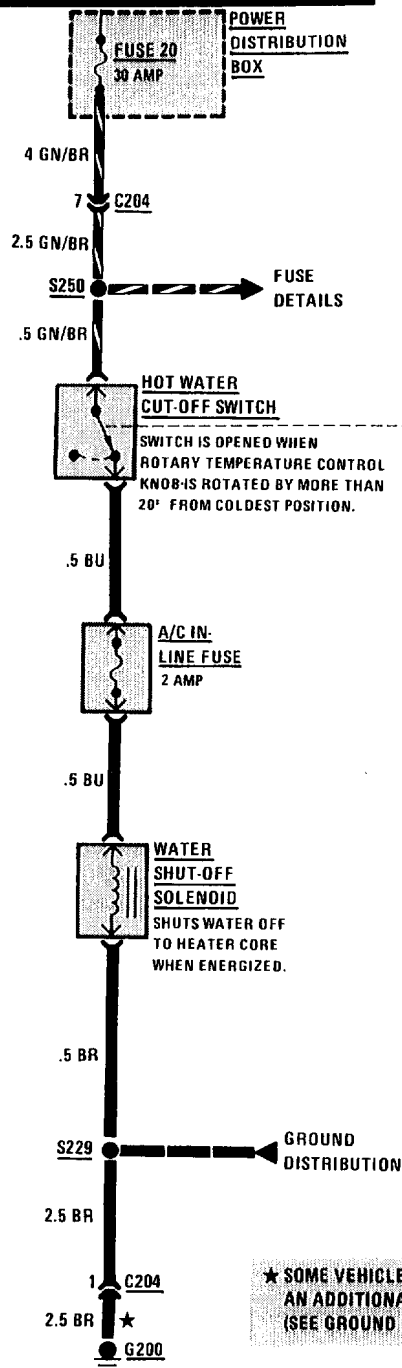
**SYSTEM CHECK TABLE**

<b>SET: Temperature Control fully counterclockwise Upper and Lower Slide Levers to extreme left Center Slide Lever to extreme right Blower Speed Control at 0 (OFF)</b>	
<b>ACTION</b>	<b>NORMAL RESULT</b>
Press Fresh/Recirculating Air Switch (ON). Release A/C button (OFF).	Fresh/Recirculating pushbutton lights. Blower runs slowly.
Rotate Blower Speed Control through steps 1 to 4	Blower speed increases at each step to maximum speed at Step 4
Press Fresh/Recirculating Air Switch to release it (OFF)	Fresh/Recirculating button is no longer lit. Outside air is drawn into car. (The sound of Flap Door Motors may be heard repositioning flaps.)
Rotate Temperature Control at least 1/4 turn clockwise	Air flow becomes warm
Depress A/C button (ON)	A/C button lights. A/C Compressor runs. Auxiliary Cooling Fans runs.
Press A/C button to release it (OFF)	A/C button is no longer lit. A/C Compressor turns off. Auxiliary Cooling Fan turns off.
Set Blower Speed Control to 0 (OFF)	Blower turns off



HEATING AND AIR CONDITIONING (HOT WATER CONTROL)

HOT IN RUN ONLY FROM UNLOADER RELAY K7



★ SOME VEHICLES MAY CONTAIN AN ADDITIONAL SPLICE. (SEE GROUND DISTRIBUTION)

**CIRCUIT OPERATION**

The Water Shut-Off Solenoid controls the flow of engine coolant through the heater core. When the solenoid is energized, coolant flow is shut off to allow maximum cooling from the air conditioning system. The Water Shut-Off Solenoid is controlled by the Hot Water Cut-Off Switch, which is part of the A/C Control Panel TEMP Control.

Battery voltage is applied through Fuse 20 to the Hot Water Cut-Off Switch when the Ignition Switch is in RUN. The Hot Water Cut-Off Switch is closed when the TEMP Control is rotated fully counterclockwise (coldest position), and opens when the control is rotated more than 20 degrees in a clockwise direction. When the switch is closed, battery voltage is applied through the A/C In-Line Fuse to the Water Shut-Off Solenoid. The solenoid is energized and shuts off the coolant flow through the heater core.

The Water Shut-Off Solenoid and A/C In-Line Diode are protected by the A/C In-Line Fuse. If any failures occur in the solenoid, the fuse will isolate them to prevent the failures from affecting other parts of the heating and air conditioning circuits.

**TROUBLESHOOTING HINTS**

- Try the following checks before doing the System Diagnosis.
- 1. Check that Water Shut-Off Solenoid connector is firmly seated.
- 2. Check the A/C In-Line Fuse.
- Go to Heating and Air Conditioning (6410-0) System Check for a guide to normal operation.
- Go to System Diagnosis for diagnostic tests.

**SYSTEM DIAGNOSIS**

- Do the following test if the Water Shut-Off Solenoid does not operate normally.

**WATER SHUT-OFF SOLENOID TEST (TABLE 1)**

Measure: VOLTAGE At: WATER SHUT-OFF SOLENOID CONNECTOR (Disconnected) Conditions: • Ignition Switch: RUN • A/C Control Panel TEMP Control: FULLY COUNTERCLOCKWISE		
Measure Between	Correct Voltage	For Diagnosis
BU & Ground	Battery	See 1
BU & or BR	Battery	See 2
• Rotate A/C Control Panel TEMP Control to Mid-Position		
BU & Ground	0 Volts	See 3

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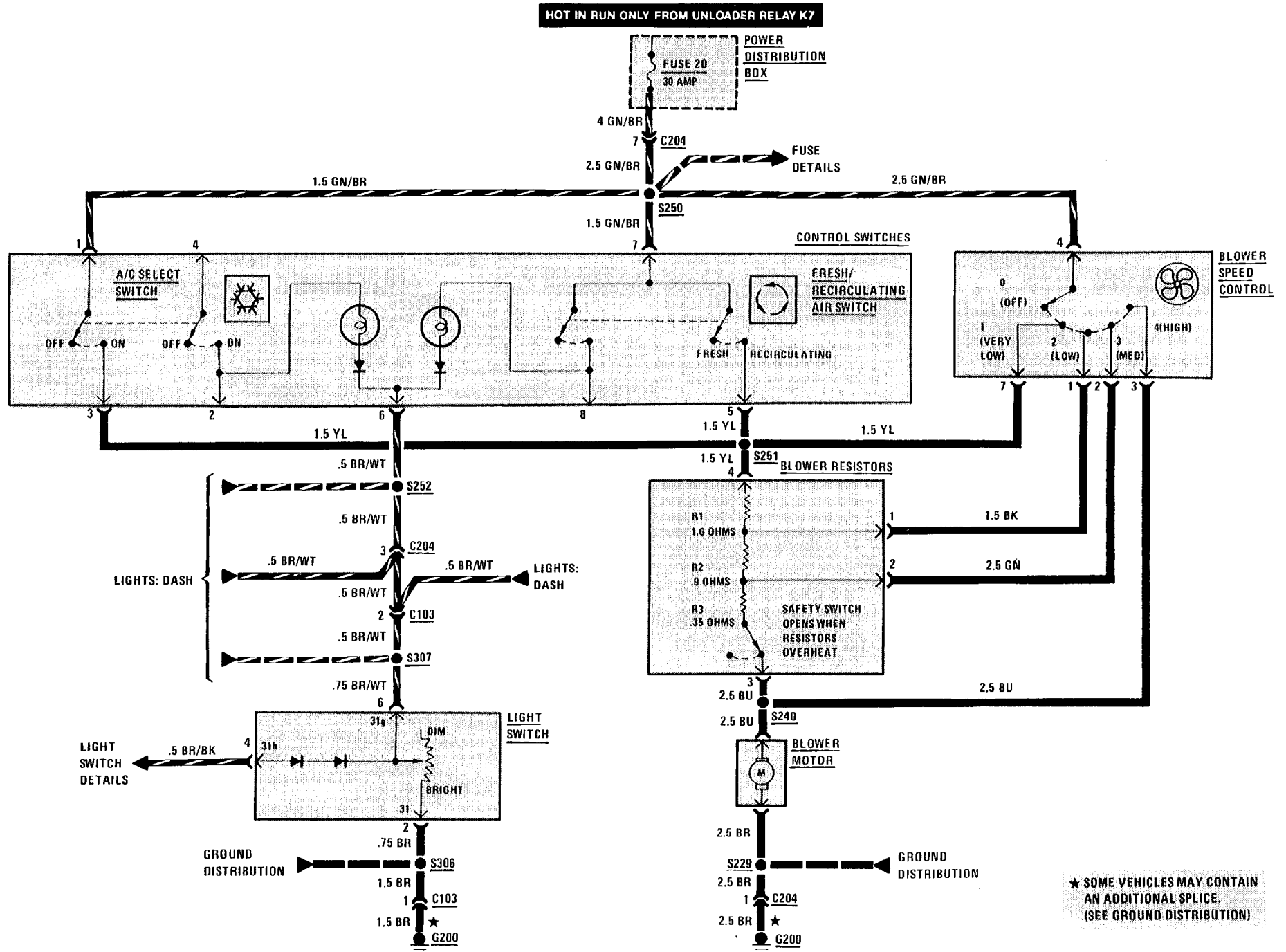
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- If all voltages are correct, replace the Water Shut-Off Solenoid.
- 1. Check the BU wire and A/C In-Line Fuse for an open. If wire and fuse are good, go to Table 2.
- 2. Check the BR wire for an open to ground. Check that connector C204 is properly mated.
- 3. Check BU wire for a wire-to-wire short to voltage. If wire is good, replace the A/C Control Panel TEMP Control.

**WATER SHUT-OFF SOLENOID TEST (TABLE 2)**

Measure: VOLTAGE At: HOT WATER CUT-OFF SWITCH CONNECTOR (Disconnected) Conditions: • Ignition Switch: RUN • Water Shut-Off Solenoid: CONNECTED		
Measure Between	Correct Voltage	For Diagnosis
GN/BR & Ground	Battery	See 1
GN/BR & BU	Battery	See 2
• If both voltages are correct, replace the A/C Control Panel TEMP Control. 1. Check the GN/BR wire for an open back to Fuse 20. 2. Check the BU wire for an open.		

HEATING AND AIR CONDITIONING (BLOWER CONTROLS)



**CIRCUIT OPERATION**

With the Ignition Switch in RUN, battery voltage is applied to the Control Switches and the Blower Speed Control through the GN/BR wires. If either the A/C Select Switch or the Fresh/Recirculating Air Switch are ON or the Blower Speed Control is in position 1, battery voltage is applied through the YL wire to the Blower Resistors and the Blower Motor.

The Blower Motor is a variable speed motor which runs at a speed proportional to the voltage applied to it. With all of the Blower Resistors in the circuit, the voltage applied to the motor is reduced so the motor runs at a low speed.

As the Blower Speed Control is moved through positions 2 and 3, some of the resistors are bypassed, allowing more voltage to be applied to the Blower Motor, which then runs at a higher speed. When the Blower Speed Control is moved to position 4, battery voltage is applied directly to the Blower Motor, which then runs at maximum speed.

The Blower Resistors dissipate heat because of the current flowing through them. They are cooled by the air flow from the blower. If there is insufficient air flow to cool the resistors, the safety switch will open, shutting the Blower Motor off until the resistors have cooled.

**TROUBLESHOOTING HINTS**

• Try the following checks before doing the System Diagnosis.

1. Check Fuse 20 by visual inspection.
2. If Blower will run in high only, check the Blower Resistors' Safety Switch for an open.

- Go to Heating and Air Conditioning (6410-0) System Check for a guide to normal operation.
- Go to System Diagnosis for diagnostic tests.

**SYSTEM DIAGNOSIS**

- Do the tests listed for your symptom in the Symptom Table below.
- Tests follow the Symptom Table.

**SYMPTOM TABLE**

SYMPTOM	DO TEST
Blower Motor does not run in any speed setting	B
Blower runs only in HIGH (does not run in any other speed setting)	B
Blower does not run in some modes	A
Blower does not run with A/C ON or in Recirculating mode	A
A/C Select Switch or Fresh/Recirculating Air Switch does not light	A

**A: CONTROL SWITCH VOLTAGE TEST**

Measure: VOLTAGE At: CONTROL SWITCHES CONNECTOR (Disconnected) Conditions: <ul style="list-style-type: none"> <li>• Ignition Switch: RUN</li> <li>• Blower Speed Control: OFF</li> </ul>		
Measure Between	Correct Voltage	For Diagnosis
1 (GN/BR) & Ground	Battery	See 1
1 (GN/BR) & 3 (YL)	Battery	See 2 & 4
7 (GN/BR) & Ground	Battery	See 1
7 (GN/BR) & 5 (YL)	Battery	See 2 & 4
7 (GN/BR) & 6(BR/WT)	Battery	See 3
<ul style="list-style-type: none"> <li>• If all voltages are correct, do Test B.</li> <li>1. Check the GN/BR wire for an open.</li> <li>2. Check the YL wire for an open.</li> <li>3. Check the BR/WT wire for an open.</li> <li>4. If voltage is not present between the GN/BR wire and both the YL wires (terminals 3 and 5), do Test B.</li> </ul>		

**B: BLOWER SPEED CONTROL TEST**

<b>Measure: VOLTAGE</b> <b>AT: BLOWER SPEED CONTROL CONNECTOR (Disconnected)</b> <b>Conditions:</b> <ul style="list-style-type: none"> <li>• Ignition Switch: RUN</li> <li>• A/C Select Switch: ON (Depressed)</li> <li>• Fresh/Recirculating Air Switch: FRESH (Not Depressed)</li> </ul>		
Measure Between	Correct Voltage	For Diagnosis
4 (GN/BR) & Ground	Battery	See 1
7 (YL) & Ground	Battery	See 2
<ul style="list-style-type: none"> <li>• A/C Select Switch: OFF (Not Depressed)</li> </ul>		
7 (YL) & Ground	0 Volts	See 3
4 (GN/BR) & 7 (YL)	Battery	See 4, 8, 9, & 10
4 (GN/BR) & 1 (BK)	Battery	See 5, 8, 9, & 10
4 (GN/BR) & 2 (GN)	Battery	See 6, 8, 9, & 10
4 (GN/BR) & 3 (BU)	Battery	See 7 & 10
<ul style="list-style-type: none"> <li>• If all voltages are correct, replace the Blower Motor.</li> </ul> <ol style="list-style-type: none"> <li>1. Check the GN/BR wire for an open.</li> <li>2. Check the YL wire for an open between Blower Speed Control and splice S231.</li> <li>3. Check the YL wire for a wire to wire short to voltage.</li> </ol>		

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<ol style="list-style-type: none"> <li>4. Check the YL wire for an open between splice S231 and the Blower Resistors.</li> <li>5. Check the BK wire for an open.</li> <li>6. Check the GN wire for an open.</li> <li>7. Check the BU wire for an open.</li> <li>8. If voltage is not present at the YL wire, but is present at the GN wire or BK wire, replace the Blower Resistors.</li> <li>9. If voltage is not present at the YL, BK or GN wires, check for an open Blower Resistors' Safety Switch.</li> <li>10. If voltage is not present at the YL, BK, GN and BU wires, do Test C.</li> </ol>
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**C: BLOWER MOTOR TEST**

<b>Measure: VOLTAGE</b> <b>At: BLOWER MOTOR CONNECTOR (Disconnected)</b> <b>Conditions:</b> <ul style="list-style-type: none"> <li>• Ignition Switch: RUN</li> <li>• A/C Select Switch: ON</li> <li>• Blower Speed Control: HIGH</li> </ul>		
Measure Between	Correct Voltage	For Diagnosis
BU & Ground	Battery	See 1
BU & BR	Battery	See 2
<ul style="list-style-type: none"> <li>• If both voltages are correct, replace the Blower Motor.</li> </ul> <ol style="list-style-type: none"> <li>1. Check the BU wire for an open. If wire is good, recheck Test B.</li> <li>2. Check the BR wire to ground G200 for an open.</li> </ol>		



**CIRCUIT OPERATION**

When the Ignition Switch is in RUN, battery voltage is applied to terminal 7 of the Control Switches, the normally open contacts of the LH Fresh/Recirculating Air Relay, and the normally closed contacts of the RH Fresh/Recirculating Air Relay. If the Fresh/Recirculating Air Switch is not depressed (open), battery voltage is applied through the normally closed contacts of the RH Fresh/Recirculating Air Relay to both Fresh/Recirculating Air Flap Door Motors and then to ground through the normally closed contacts of the LH Fresh/Recirculating Air Relay. Both motors operate and move the Fresh/Recirculating Air Flap Doors to position A, allowing fresh air to enter the blower.

When the Fresh/Recirculating Air Switch is depressed (closed), battery voltage is applied through the switch to both the LH and RH Fresh/Recirculating Air Relay coils. Both relays are energized. Battery voltage is then applied through the closed contacts of the LH Fresh/Recirculating Air Relay to the Flap Door Motors, and to ground through the closed contacts of the RH Fresh/Recirculating Air Relay. Since the voltage is now applied to the Flap Door Motors in the opposite direction, the motors reverse direction and move the Fresh/Recirculating Air Flap Doors to position B, allowing only recirculating air to enter the blower. Both of the Air Flap Door Motors remain energized continuously. When the doors reach the end of their travel, the motors stall and hold the doors in position.

**TROUBLESHOOTING HINTS**

- Try the following checks before doing the System Diagnosis.
- 1. Check that LH and RH Fresh/Recirculating Air Relays are firmly seated.
- 2. Check that LH and RH Fresh/Recirculating Air Relay pigtail connectors are properly mated.
- Go to Heating and Air Conditioning (6410-0) System Check for a guide to normal operation.
- Go to System Diagnosis for diagnostic tests.

**SYSTEM DIAGNOSIS**

- Do the tests below if the Fresh/Recirculating Air Flap Doors do not operate.

**A: FRESH/RECIRCULATING AIR FLAP DOOR MOTOR VOLTAGE TEST**

Measure: VOLTAGE At: FRESH/RECIRCULATING AIR FLAP DOOR MOTOR PIGTAIL CONNECTORS (Disconnected) Conditions: • Ignition Switch: RUN • Fresh/Recirculating Air Switch: RELEASED (FRESH)		
Measure Between	Correct Voltage	For Diagnosis
WT and Ground	Battery	See 1
WT and YL	Battery	See 2
• Fresh/Recirculating Air Switch: DEPRESSED (RECIRCULATING)		
YL and Ground	Battery	See 3

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YL and WT	Battery	See 3
• If all voltages are correct, replace the inoperative motor.		
1. Check the WT wire for an open. If wire is good, do Test B for RH Air Relay.		
2. Check the YL wire for an open. If wire is good, do Test B for LH Air Relay.		
3. Do Test B for both Air Relays.		

**B: FRESH/RECIRCULATING AIR RELAY VOLTAGE TEST**

Measure: VOLTAGE At: FRESH/RECIRCULATING AIR RELAY CONNECTOR (Disconnected) Conditions: • Ignition Switch: RUN • Fresh/Recirculating Air Switch: DEPRESSED (RECIRCULATING) • Fresh/Recirculating Air Flap Door Motor Connectors: CONNECTED		
Measure Between	Correct Voltage	For Diagnosis
87 (GN/BR) and Ground	Battery	See 1
86 (GN) and Ground	Battery	See 2
86 (GN) and 85 (BR)	Battery	See 3
86 (GN) and 87a (BR)	Battery	See 3

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- If all voltages are correct, replace the suspect Fresh/Recirculating Air Relay.
- 1. Check the GN/BR wire for an open.
- 2. Check the GN wire back to the Control Switches for an open. If wire is good, do Test C.
- 3. Check the BR wire for an open.

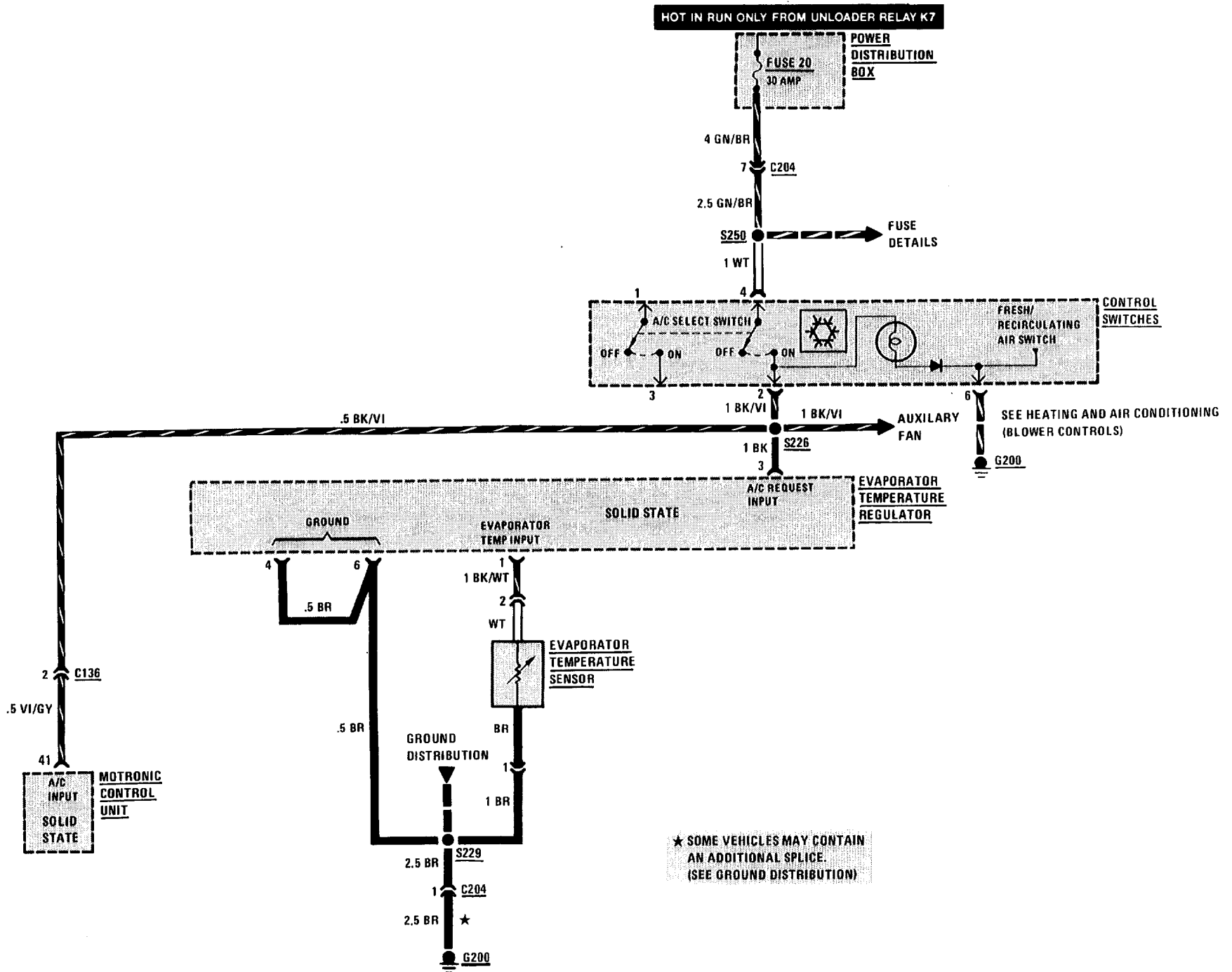
**C: CONTROL SWITCHES VOLTAGE TEST**

<b>Measure: VOLTAGE</b> <b>At: CONTROL SWITCHES CONNECTOR</b> (Disconnected) <b>Condition:</b> • Ignition Switch: RUN		
Measure Between	Correct Voltage	For Diagnosis
7 (GN/BR) & Ground	Battery	See 1
7 (GN/BR) & 8 (GN)	Battery	See 2
<ul style="list-style-type: none"> <li>• If both voltages are correct, replace the Control Switches.</li> <li>1. Check the GN/BR wire for an open. If wire is good, check that connector C204 is properly mated.</li> <li>2. Check the GN wire for an open between the Control Switches and the LH and RH Fresh/Recirculating Air Relays.</li> </ul>		

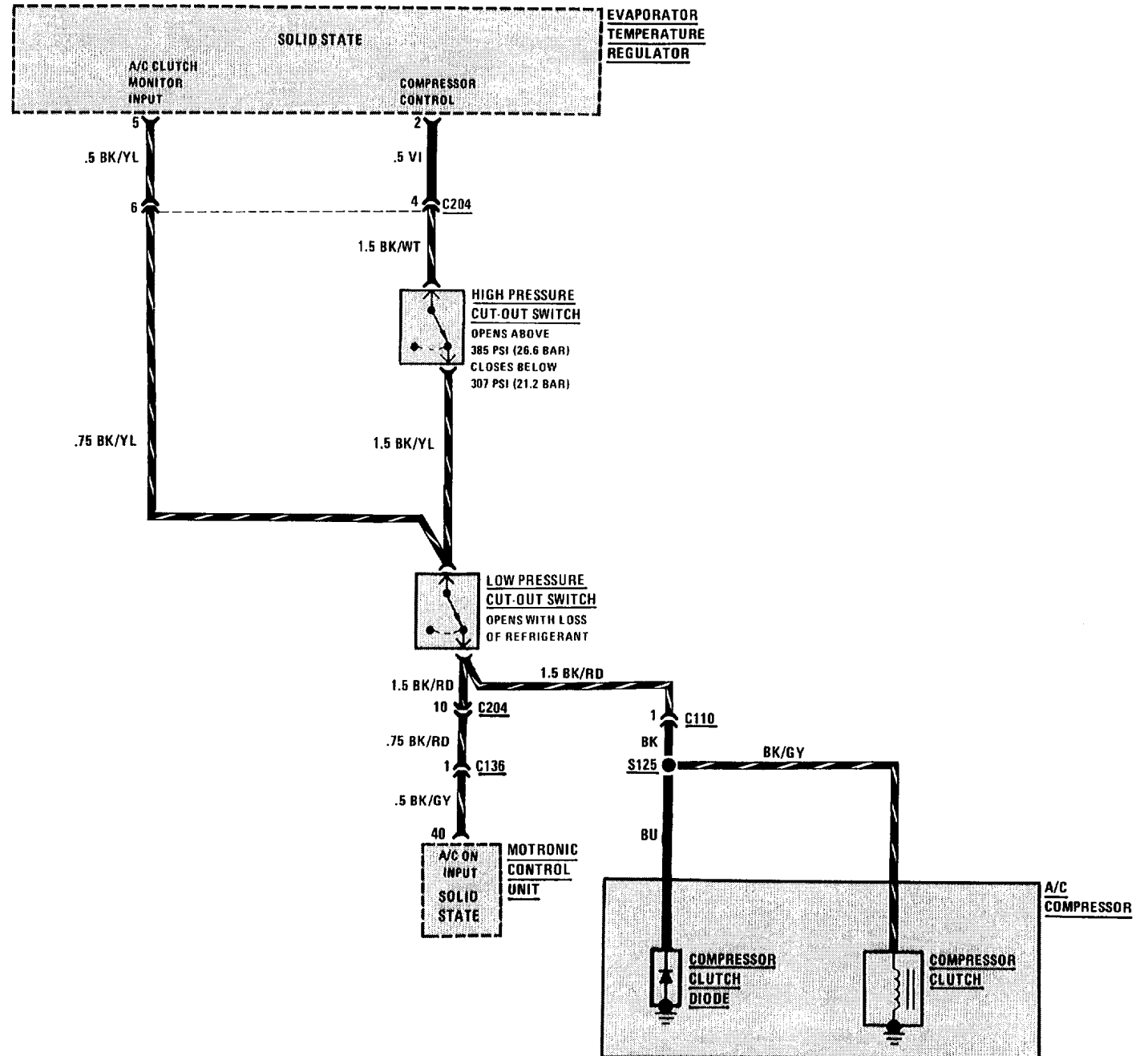


# 6452-0 A/C COMPRESSOR CONTROLS

## HEATING AND AIR CONDITIONING (COMPRESSOR CONTROLS)



HEATING AND AIR CONDITIONING (COMPRESSOR CONTROLS)



**CIRCUIT OPERATION**

When the Ignition Switch is in RUN, battery voltage is applied through Fuse 20 to the A/C Select Switch. When the A/C Select Switch is pressed voltage is applied to terminal 3 of the Evaporator Temperature Regulator. The Evaporator Temperature Regulator applies voltage from terminal 2 to the Compressor Clutch through the High Pressure Cut-Out Switch and the Low Pressure Cut-Out Switch.

The High Pressure Cut-Out Switch will disengage the Compressor Clutch when refrigerant pressure rises above 385 PSI (26.6 Bar). The Evaporator Temperature Regulator will detect the High Pressure Cut-Out Switch opening at terminal 5 and will turn off the output voltage at the Compressor Control terminal. The Evaporator Temperature Regulator will not allow the Compressor Clutch to be turned on again until circuit continuity has been restored between terminals 5 and 2. The Evaporator Temperature Regulator tests for continuity by momentarily applying voltage at the Compressor Control every 8 to 10 seconds. Voltage at the A/C Clutch Monitor Input indicates continuity. The Evaporator Temperature Regulator will continue to apply voltage at the on Compressor Control output, which will energize the Compressor Clutch.

**Clutch Diode**

Whenever the Compressor Clutch is de-energized, the collapsing magnetic field induces a voltage in the winding. The Clutch Diode provides a path for the resulting current.

**A/C On Input**

When the Compressor Clutch is turned on, voltage is applied to terminal 29 of the Motronic Control Unit. The Motronic Control Unit uses this signal increase idle speed to compensate for the increased engine load from the Compressor Clutch engaging.

**TROUBLESHOOTING HINTS**

- Try the following checks before doing the System Diagnosis.
  1. Check Fuse 20 by visual inspection.
  2. Check that Compressor Clutch connector is firmly seated.
- Go to Heating and Air Conditioning (6410A-0) System Check for a guide to normal operation.
- Go to System Diagnosis for diagnostic tests.

**SYSTEM DIAGNOSIS**

- Do the tests listed for your symptom in the Symptom Table below.
- Tests follow the Symptom Table.

**SYMPTOM TABLE**

Compressor Clutch does not engage	A
Engine idle speed is not high enough when Compressor Clutch engages	D

**A: A/C ISOLATION TEST (TABLE 1)**

<b>Measure: VOLTAGE</b> <b>At: EVAPORATOR TEMPERATURE REGULATOR (Disconnected)</b> <b>Conditions:</b> <ul style="list-style-type: none"> <li>• Ignition Switch: RUN (Engine need not be running)</li> <li>• A/C Selector Switch: ON (Depressed)</li> </ul>		
Measure Between	Correct Voltage	For Diagnosis
3 & Ground	Battery	See 1
<ul style="list-style-type: none"> <li>• If voltage is correct, go to Table 2.</li> <li>1. Go to Test E.</li> </ul>		

**A: A/C ISOLATION TEST (TABLE 2)**

Connect: FUSED JUMPER At: EVAPORATOR TEMPERATURE REGULATOR (Disconnected) Conditions: <ul style="list-style-type: none"> <li>• Ignition Switch: RUN</li> <li>• A/C Selector Switch: ON (Depressed)</li> </ul>		
Connect Across	Correct Result	For Diagnosis
2 & 3	Compressor Clutch Engages	See 1
<ul style="list-style-type: none"> <li>• If result is correct go to Test C.</li> </ul> 1. Go to Test B.		

**B: PRESSURE SWITCH TEST**

Measure: RESISTANCE At: EVAPORATOR TEMPERATURE REGULATOR CONNECTOR (Disconnected) Conditions: <ul style="list-style-type: none"> <li>• Ignition Switch: OFF</li> <li>• Negative Battery Terminal: DISCONNECTED</li> </ul>		
Measure Between	Correct Resistance	For Diagnosis
2 & Ground	Approximately 3 to 4 ohms	See 1
<ul style="list-style-type: none"> <li>• If measurement is correct replace the Evaporator Temperature Regulator.</li> </ul> 1. Check for an open Low Pressure Cut-Out Switch, High Pressure Cut-Out Switch, A/C Temperature Switch, or associated wiring (see schematic). If High Pressure Cut-Out Switch is open, check refrigerant pressure to be sure it is normal before replacing the switch. If the switches and related wiring are OK, replace the Compressor Clutch.		

**C: EVAPORATOR TEMPERATURE REGULATOR VOLTAGE AND RESISTANCE TEST**

Measure: RESISTANCE At: EVAPORATOR TEMPERATURE REGULATOR CONNECTOR (Disconnected) Conditions: <ul style="list-style-type: none"> <li>• Ignition Switch: OFF</li> <li>• Negative Battery Terminal: DISCONNECTED</li> </ul>		
Measure Between	Correct Resistance	For Diagnosis
1 & Ground	Approximately 3.5K to 4.5K ohms at 70°F (21°C)	See 1
4 & Ground	Less than 0.5 ohms	See 2
6 & Ground	Less than 0.5 ohms	See 2
5 & 2	Less than 0.5 ohms	See 3
<ul style="list-style-type: none"> <li>• If all resistances are correct but Compressor Clutch does not operate normally, replace the Evaporator Temperature Regulator.</li> </ul> 1. Check the BK/WT wire for an open or a short to ground (see schematic). Check the BR wire for an open (see schematic). If wires are good, replace the Evaporator Temperature Sensor. 2. Check the BR wire for an open (see schematic). 3. Check BK/YL for an open between terminal 5 and the Low Pressure Cut-Out Switch.		

**D: IDLE SPEED CONTROL VOLTAGE TEST**

Measure: VOLTAGE

At: MOTRONIC CONTROL UNIT  
CONNECTOR (Connected — Universal Adapter)

Conditions:

- Ignition Switch: RUN
- A/C Control Panel: A/C ON
- Temperature Outside Car: Above 60 degrees F (16 degrees C)

Measure Between	Correct Voltage	For Diagnosis
40 (BK/GY) & Ground	Battery	See 1
41 (VI/GY) & Ground	Battery	See 2

- If the voltage is correct, repair/replace the Motronic Control Unit.
1. Check for an open in the BL/WT and BK/RD wires.
  2. Check for an open in the VI/GY and BK/VI wires.

**E: A/C SELECT SWITCH VOLTAGE TEST**

Measure: VOLTAGE

At: CONTROL SWITCHES CONNECTOR  
(Connected)

Conditions:

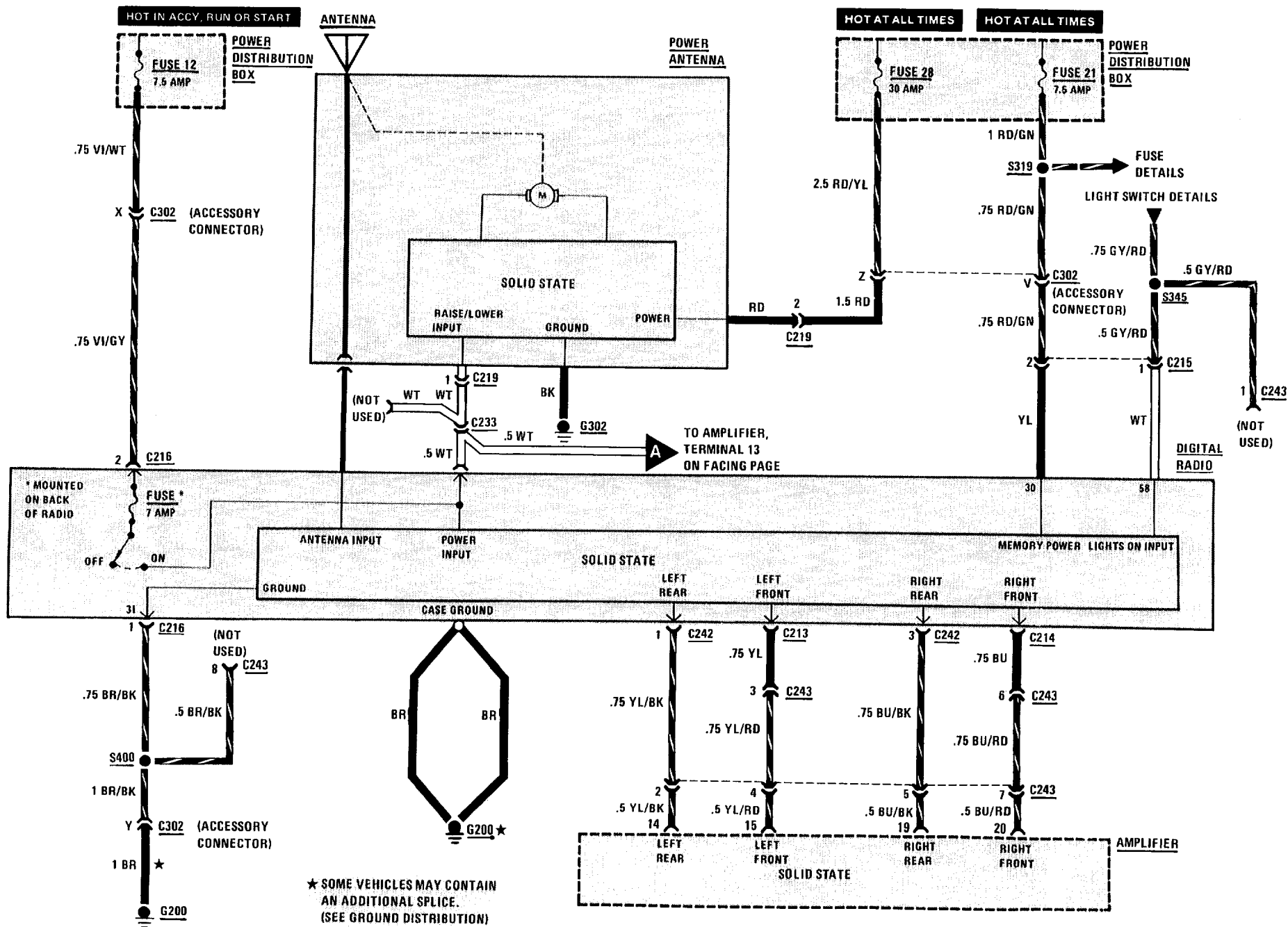
- Ignition Switch: RUN
- A/C Control Panel: A/C ON
- Temperature Outside Car: Above 60 degrees F (16 degrees C)

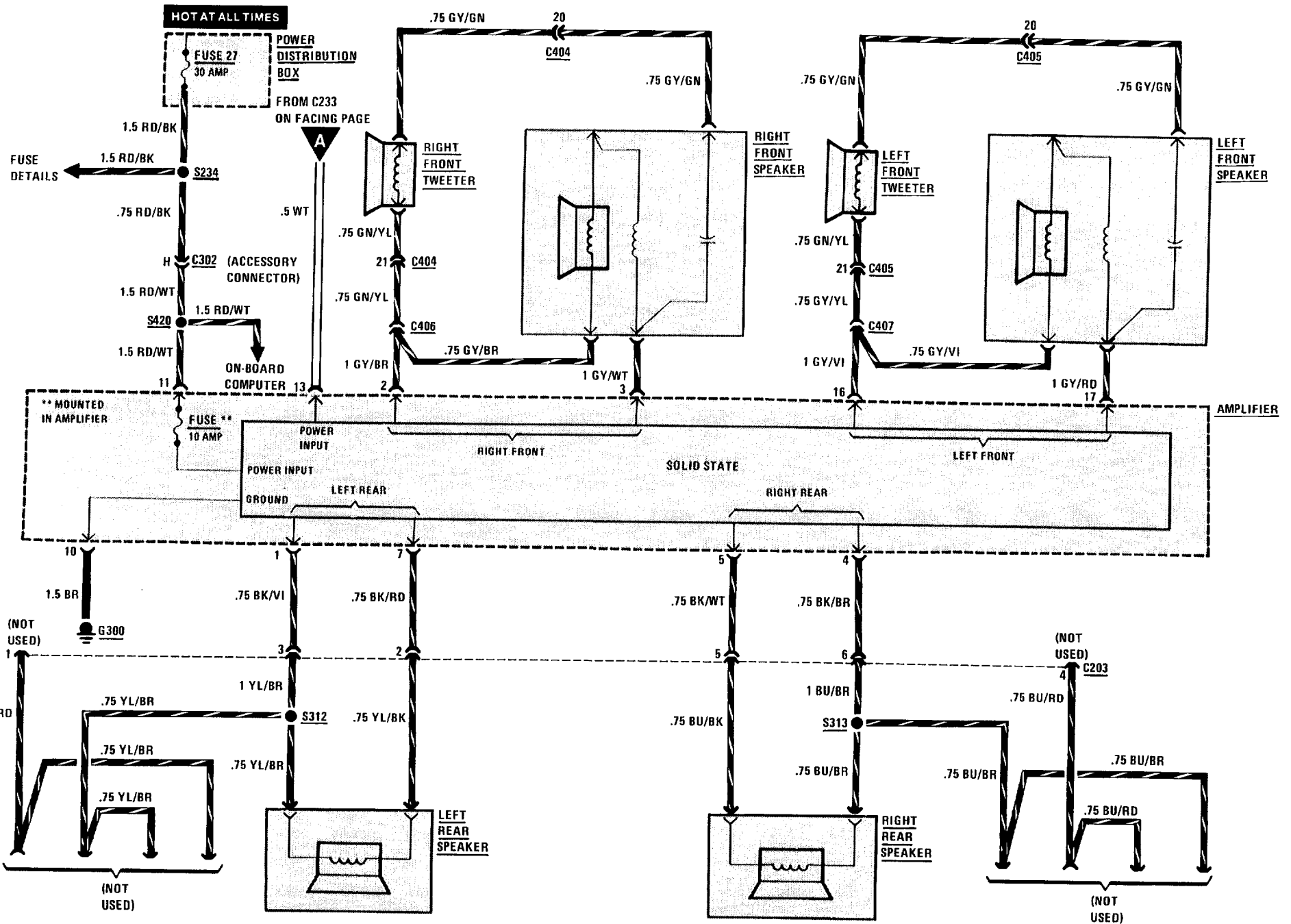
Measure Between	Correct Voltage	For Diagnosis
4 (WT) & Ground	Battery	See 1
2 (BK/VI) & Ground	Battery	See 2

- If both voltages are correct, check connections at Evaporator Temperature Regulator.
1. Check for an open in the WT and GN/BR wires.
  2. Replace the A/C Select Switch.



# 6500-0 RADIO/ANTENNA







## CIRCUIT OPERATION

With the Ignition Switch in ACCY, RUN or START, Fuse 12 provides voltage to turn on the three components in the system. When the Radio Switch is on, voltage is applied to the Radio and the Amplifier. This voltage is used to control the individual unit's main power supply.

Fuse 21 constantly supplies voltage to the Memory Power Input of the Radio. This allows the Radio to maintain the present settings while it is turned off.

The Amplifier receives constant power at terminal 11 from Fuse 27. When the Radio is on, voltage is applied to terminal 13 to enable the Amplifier.

The actual Radio signal originates at the Antenna. It is supplied to the Radio, processed, and output from the Left Channel and Right Channel Outputs. The signal is then input to the Left Front, Left Rear, Right Front and Right Rear Inputs to the Amplifier. After amplification, the signal is output to the corresponding speakers.

## TROUBLESHOOTING HINTS

- Try the following checks before doing the System Check.
  1. Check power input to the Radio by observing if Instrument Cluster Indicators light.
  2. Check memory power to Radio by checking operation of the Glove Box Light.
  3. Check power input to the Amplifier.
  4. Check that the Antenna is properly connected.
  5. Before troubleshooting a suspect Speaker, check all connections to that Speaker.
  6. If display shows "CODE" and Radio will not operate, the individual Anti-Theft Code must be entered. Refer to "Anti-Theft" instruction booklet.
  7. Check Radio Fuse located on back of Radio.
  8. Check Amplifier Fuse located on back of Amplifier.
  9. For Radios without sound system. If a speaker is inoperative switch with a good speaker. If still inoperative, check related wiring. Remove Radio for service if wiring is OK.

## SYSTEM CHECK

- Use the System Check Table as a guide to normal operation.
- Refer to System Diagnosis for a list of symptoms and diagnostic steps.

**SYSTEM CHECK TABLE**

ACTION	NORMAL RESULT
With Ignition Switch in RUN, turn Radio ON.	Digital display lights. Sound is emitted from all Speakers.
Operate Fader Control.	Sound volume varies from front to rear.

- Refer to System Diagnosis when a result is not normal.

## SYSTEM DIAGNOSIS

- Do the tests listed for your symptom in the Symptom Table below.
- Tests follow the Symptom Table.

**SYMPTOM TABLE**

SYMPTOM	FOR DIAGNOSIS
Radio does not work (no display, no sound).	Do Test A
Digital display lights, but there is no sound.	Do Test B
LH Speakers or RH Speakers do not operate.	Do Test C

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An individual Speaker does not operate.	Do Test D
Excessive noise comes from all speakers.	Do Test E

**A: RADIO POWER TEST**

<b>Measure: VOLTAGE</b> <b>At: RADIO CONNECTOR C216 (Disconnected) or CONNECTOR C215 (Disconnected)</b> <b>Condition:</b> <ul style="list-style-type: none"> <li>• Ignition Switch: RUN</li> </ul>		
Measure Between	Correct Voltage	For Diagnosis
C216/2 & Ground	Battery	See 1
C216/2 & C216/1	Battery	See 2
C215/2 & Ground	Battery	See 3
<ul style="list-style-type: none"> <li>• If all voltages are correct, check wire from connector C215 to Radio for an open. If wire is OK, remove Radio for service.</li> </ul> <ol style="list-style-type: none"> <li>1. Check power input wire for an open</li> <li>2. Check ground wire for an open to ground. Make sure ground G200 is clean and tight.</li> <li>3. Check memory power supply wire for an open.</li> </ol>		

**B: AMPLIFIER POWER TEST**

<b>Measure: VOLTAGE</b> <b>At: AMPLIFIER CONNECTOR (Disconnected)</b> <b>Conditions:</b> <ul style="list-style-type: none"> <li>• Ignition Switch: RUN</li> <li>• Radio: ON</li> </ul>		
Measure Between	Correct Voltage	For Diagnosis
11 & Ground	Battery	See 1
11 & 18	Battery	See 2
13 & Ground	Battery	See 3
11 & 10	Battery	See 4
<ul style="list-style-type: none"> <li>• If all voltages are correct, go to Test C.</li> </ul> <ol style="list-style-type: none"> <li>1. Check power supply wire for an open.</li> <li>2. Check Amplifier ground to Amplifier for an open to ground. Make sure ground G200 is clean and tight.</li> <li>3. Check Amplifier "Radio On" wire for an open.</li> <li>4. Check wire from terminal 10 for an open to ground. Make sure ground G106 is clean and tight.</li> </ol>		

**C: FADER SIGNAL TEST (WITH SOUND SYSTEM)**

<b>Measure: VOLTAGE</b> <b>At: AMPLIFIER CONNECTOR (Disconnected)</b> <b>Conditions:</b> <ul style="list-style-type: none"> <li>• Ignition Switch: RUN</li> <li>• Radio: ON</li> </ul>		
Measure Between	Correct Voltage	For Diagnosis
14 & Ground	Approximately 6 Volts	See 1
15 & Ground	Approximately 6 Volts	See 1
19 & Ground	Approximately 6 Volts	See 1
20 & Ground	Approximately 6 Volts	See 1
<ul style="list-style-type: none"> <li>• If all voltages are correct but sound was not present, remove Amplifier for service.</li> </ul> <ol style="list-style-type: none"> <li>1. Check between Radio and Amplifier for an open in the wiring. If wire is OK, remove Radio for service.</li> </ol>		

## D: SUSPECT SPEAKER TEST

<b>Connect: OHMMETER</b> <b>At: SUSPECT SPEAKER (Disconnected)</b> <b>Condition:</b> <ul style="list-style-type: none"> <li>• Ohmmeter set on Rx 1 scale or Diode Check Scale</li> </ul>		
Action	Correct Result	For Diagnosis
Connect Ohmmeter across Speaker Terminals	Speaker "pops"	See 1
<ul style="list-style-type: none"> <li>• If the result is correct, check wires to the Amplifier or Radio for opens or shorts. If wires are OK, check the related wire between Radio and Amplifier. If OK, remove Radio for service.</li> </ul> <ol style="list-style-type: none"> <li>1. Replace the suspect Speaker.</li> </ol>		

## E: NOISE DIAGNOSIS

With Radio on and noise present, unplug the Antenna at the back of the Radio.

- If noise is no longer present, it was being picked up by the Antenna. Perform Antenna Noise Test.
- If noise persists, it is coming in the Radio wiring. Refer to the following Noise Symptom Table.

## ANTENNA NOISE TEST

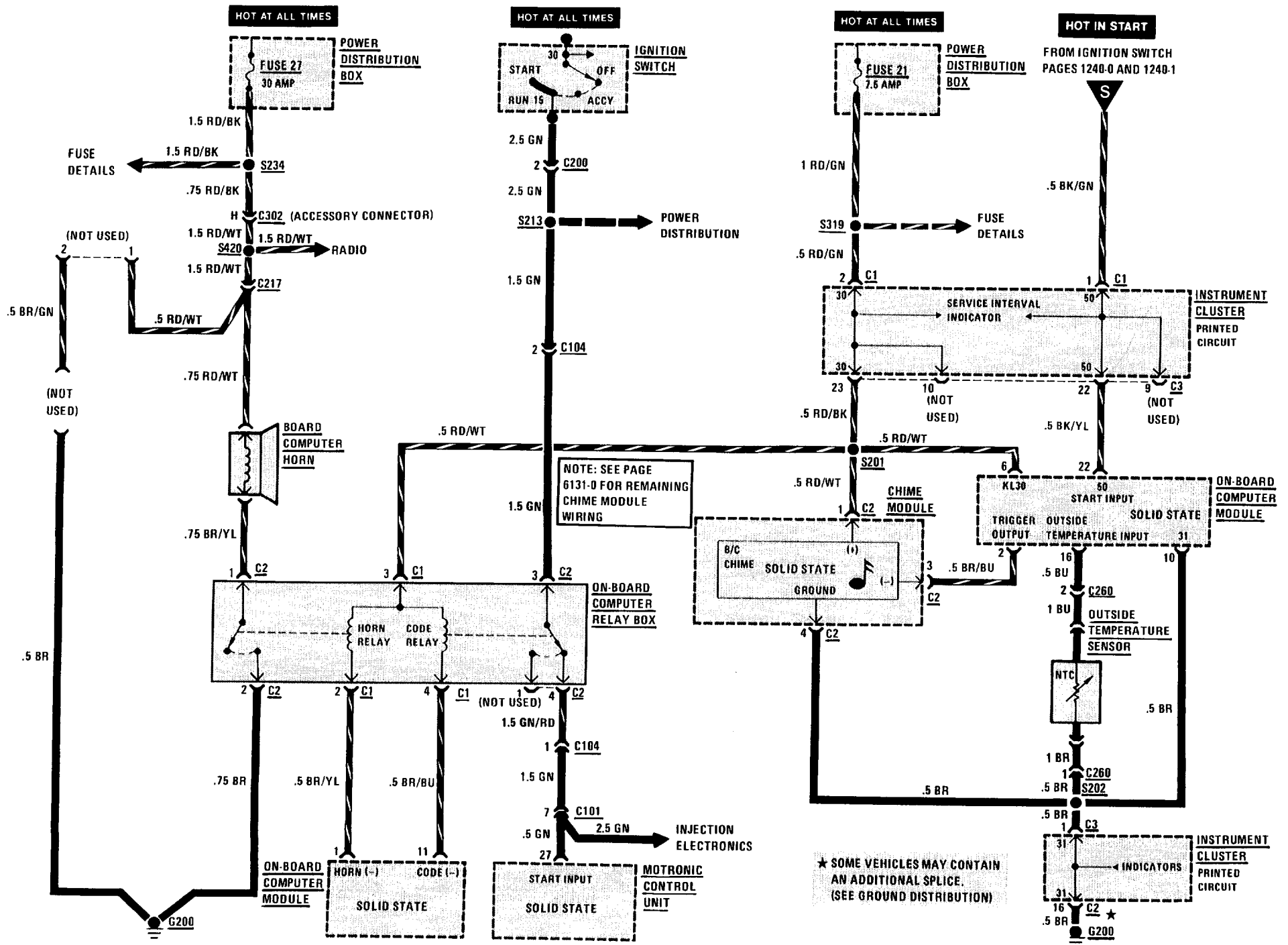
<b>Measure: RESISTANCE</b> <b>At: ANTENNA</b>		
Measure Between	Correct Resistance	For Diagnosis
Antenna Plug Base & Ground	Less than 3 Ohms	See 1
Antenna Plug Tip & Antenna Plug Base	Greater than 1 Megaohm (open circuit)	See 2
<ul style="list-style-type: none"> <li>• If both resistances are correct, check the hood ground strap. If OK, substitute different Antenna at Radio. If good, replace Antenna. If noise is still present, refer to Noise Symptom Table.</li> </ul> <ol style="list-style-type: none"> <li>1. Check ground contact at Antenna base. If necessary, install a braided ground strap from the Antenna Base to Chassis ground. Check for an open in the Antenna Cable.</li> <li>2. Check for a short to ground at the Antenna or Antenna cable.</li> </ol>		

**NOISE SYMPTOM TABLE**

SYMPTOM	POSSIBLE CAUSE	REPAIR ACTION
Harsh popping or crackling noise present when ignition on-changes with engine rpm.	Ignition Noise	<ul style="list-style-type: none"> <li>• Check for proper distributor cap shielding.</li> <li>• Check shielding ground strap. If not present, install.</li> <li>• Check for defective spark plug or spark plug wire.</li> <li>• Reroute spark plug wires laying against anything that could be transmitting noise to the Radio (wiring or sensor leads traveling into the passenger compartment).</li> <li>• Check engine/firewall ground strap and engine hood/body ground strap.</li> <li>• Check if engine hood is closing properly.</li> <li>• Connect dedicated ground strap to Radio.</li> <li>• Replace distributor cap and rotor.</li> </ul>
High whine or howling that changes with engine rpm.	Alternator noise	<ul style="list-style-type: none"> <li>• Connect dedicated ground strap to Radio.</li> <li>• Run a direct wire from Battery to Alternator.</li> </ul>
AM only is weak and noisy.	AM alignment	<ul style="list-style-type: none"> <li>• Remove Radio for service.</li> </ul>
FM only is weak and noisy.	FM alignment	<ul style="list-style-type: none"> <li>• Remove Radio for service.</li> </ul>







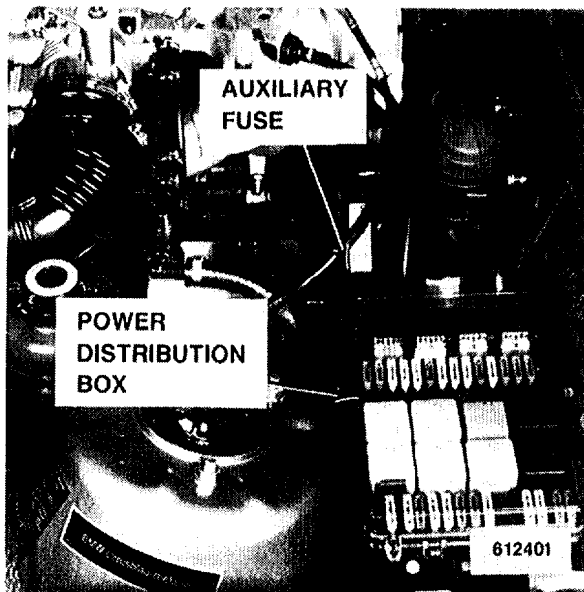


Figure 1 - LH Rear of Engine Compartment

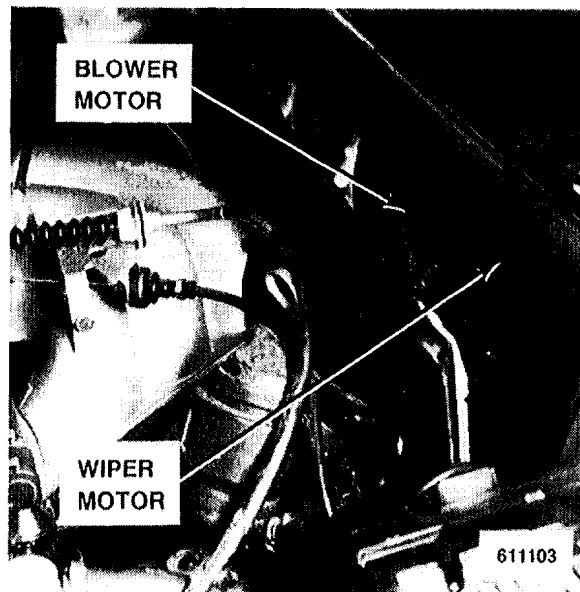


Figure 3 - LH Rear of Engine Compartment

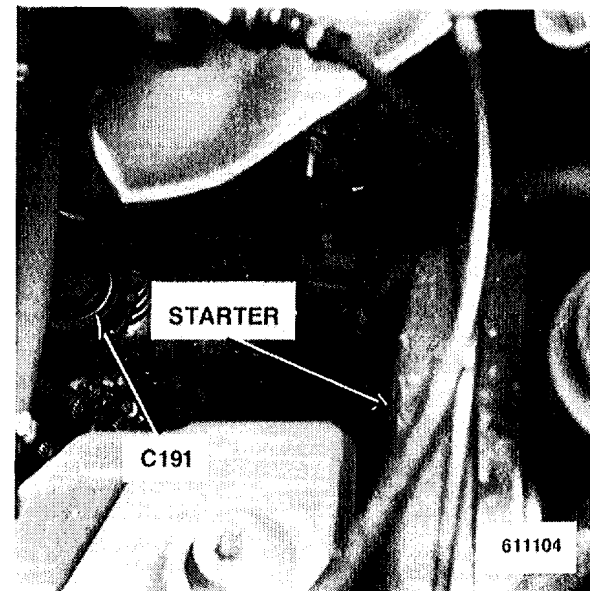


Figure 5 - Lower RH Rear of Engine

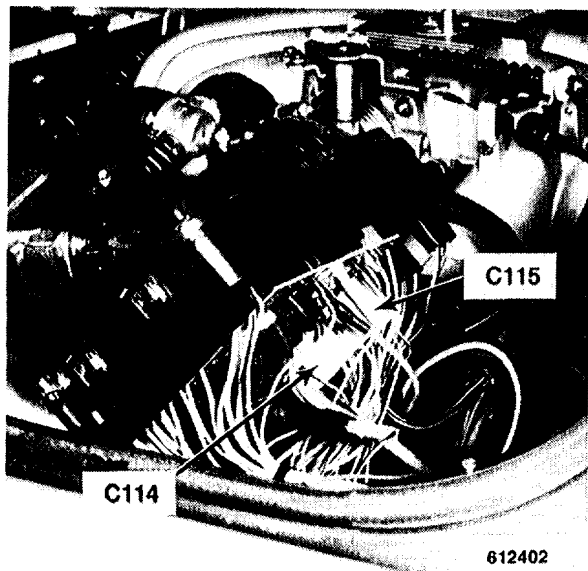


Figure 2 - LH Rear of Engine Compartment  
(Inside Power Distribution Box)

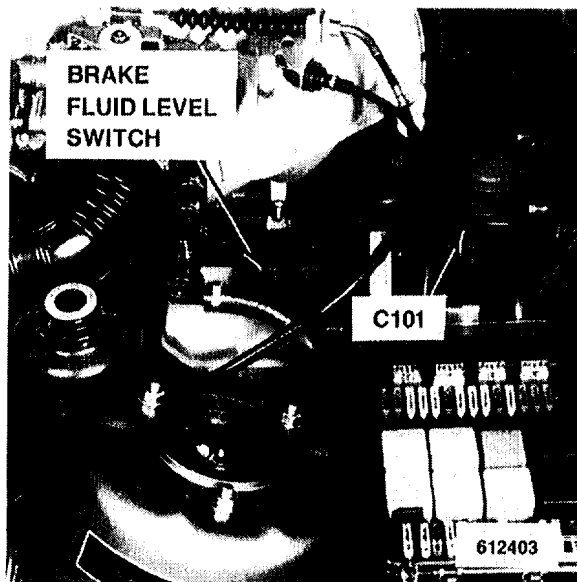


Figure 4 - Behind Fresh Air Intake Cowl

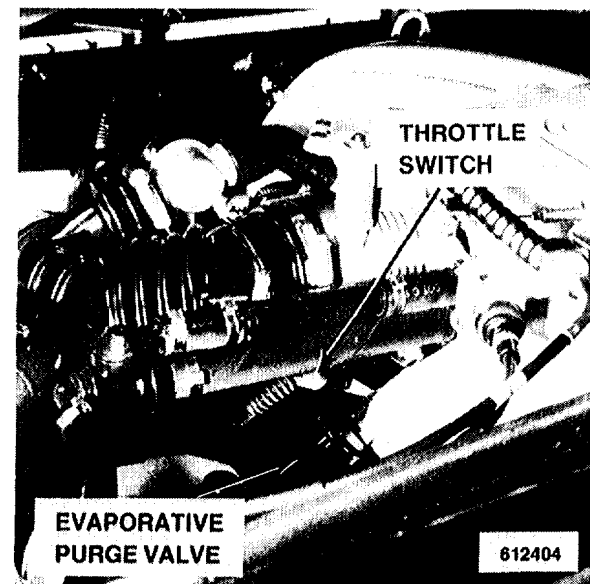


Figure 6 - LH Side of Engine



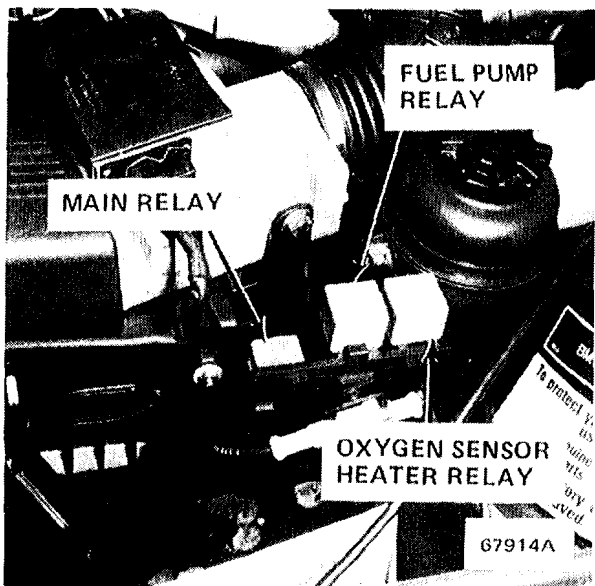


Figure 1 - Forward of LH Shock Tower (Relay Cover Removed)

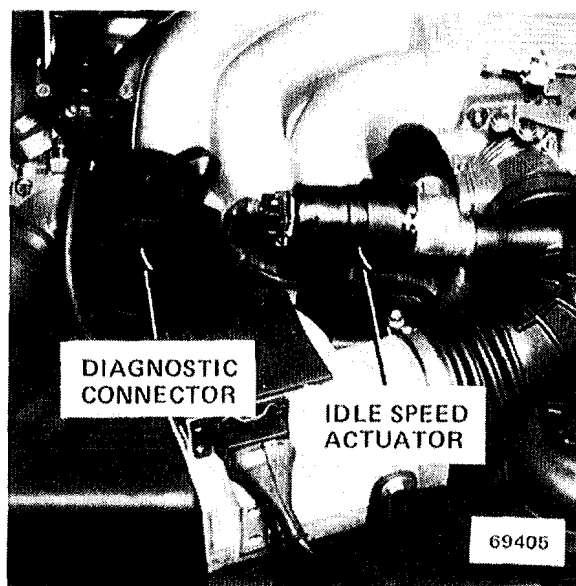


Figure 3 - LH Front of Engine

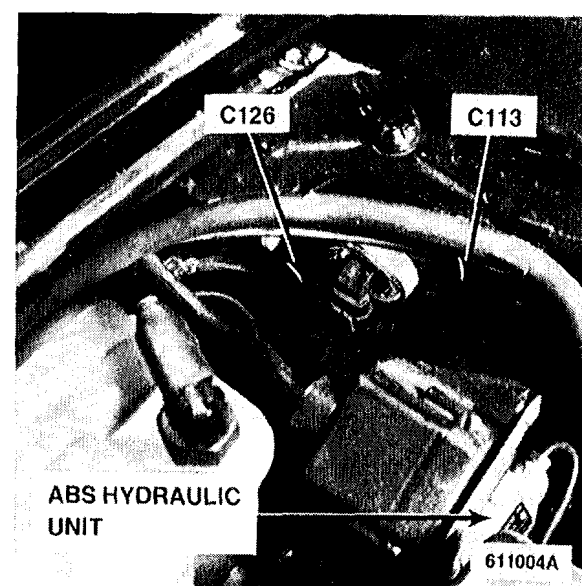


Figure 5 - LH Front Corner of Engine Compartment

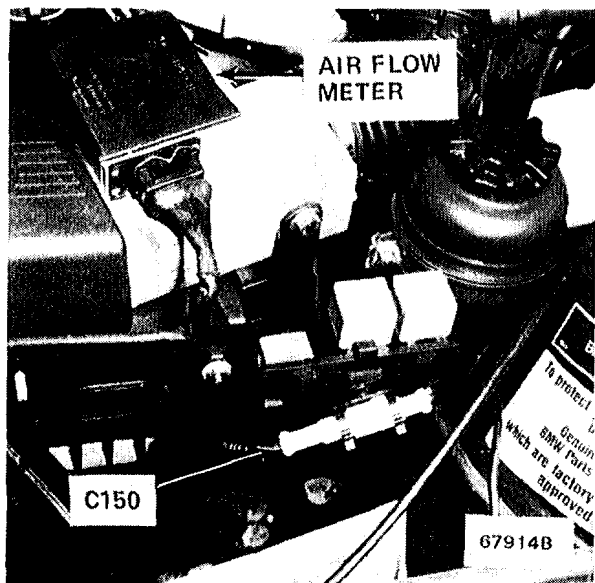


Figure 2 - Forward of LH Shock Tower

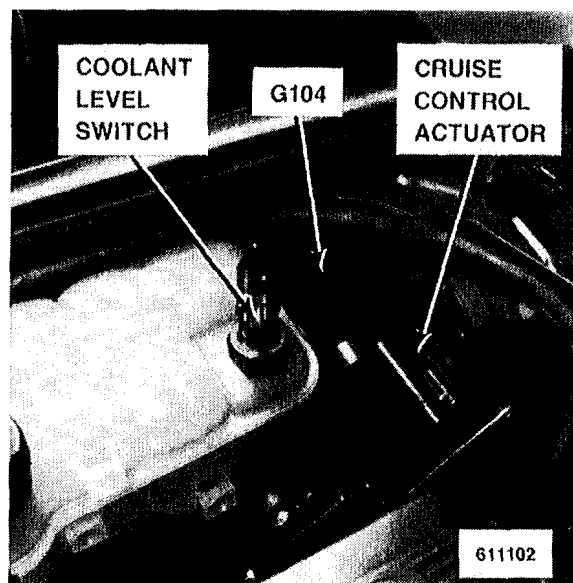


Figure 4 - LH Front Corner of Engine Compartment



Figure 6 - Lower LH Side of Engine

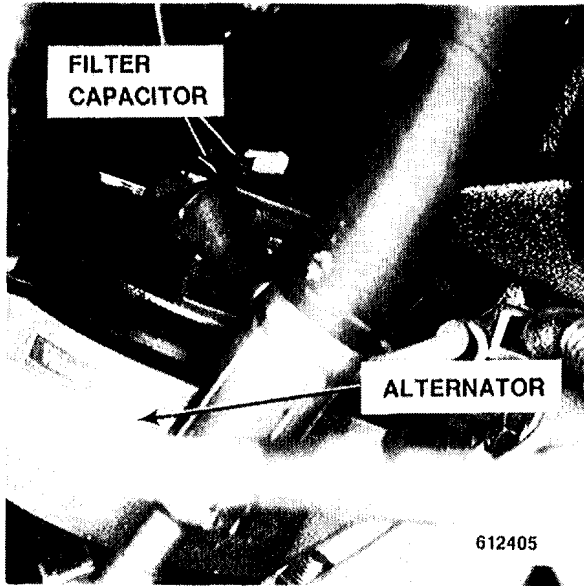


Figure 1 - Lower LH Front of Engine

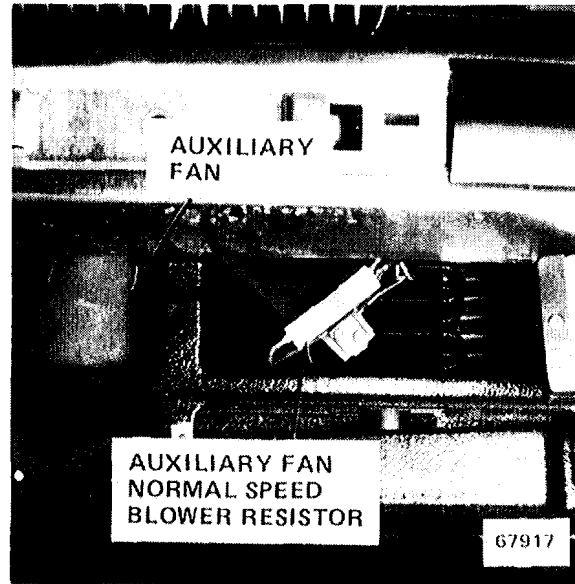


Figure 3 - Behind Center of Front Bumper

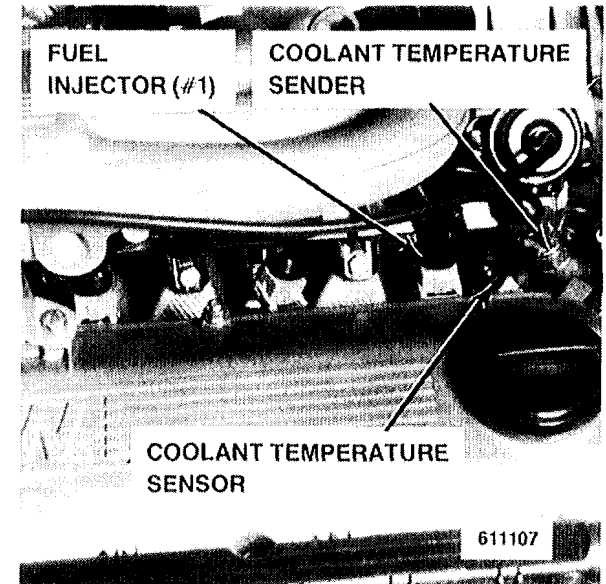


Figure 5 - Top Front of Engine

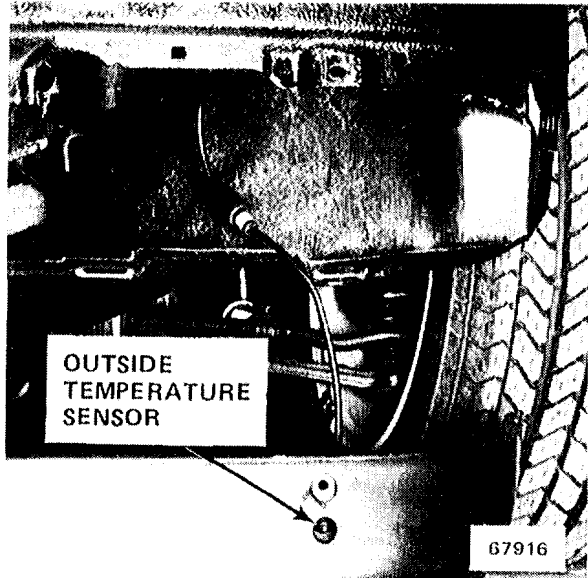


Figure 2 - Behind LH Side of Front Bumper

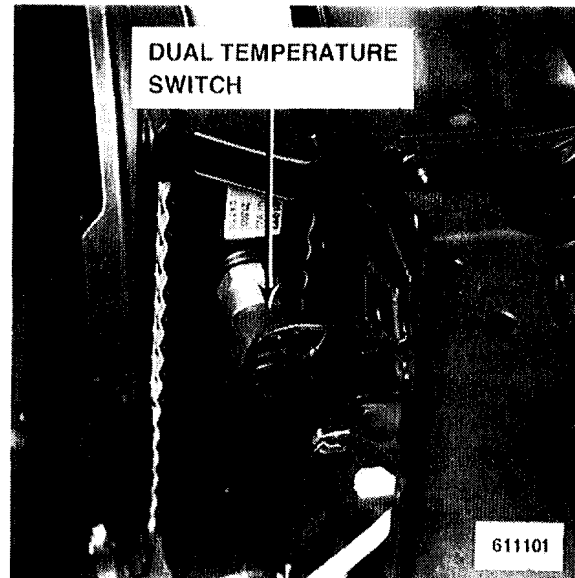


Figure 4 - Top RH Side of Radiator

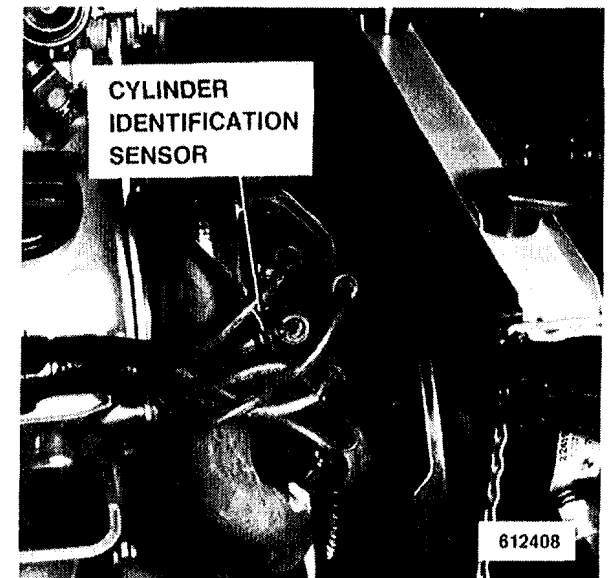


Figure 6 - RH Front of Engine

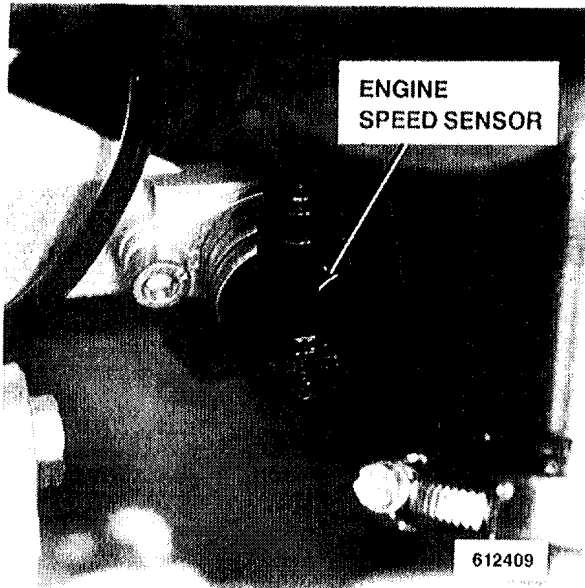


Figure 1 - Lower RH Front of Engine



Figure 3 - Lower RH Front of Engine

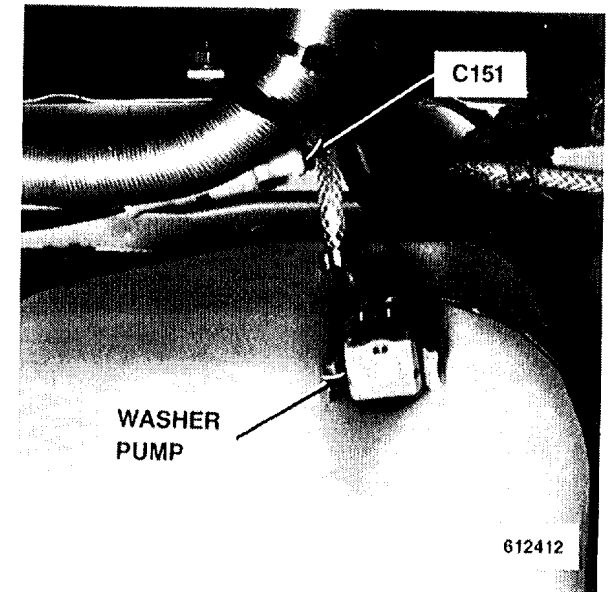


Figure 5 - RH Side of Engine Compartment

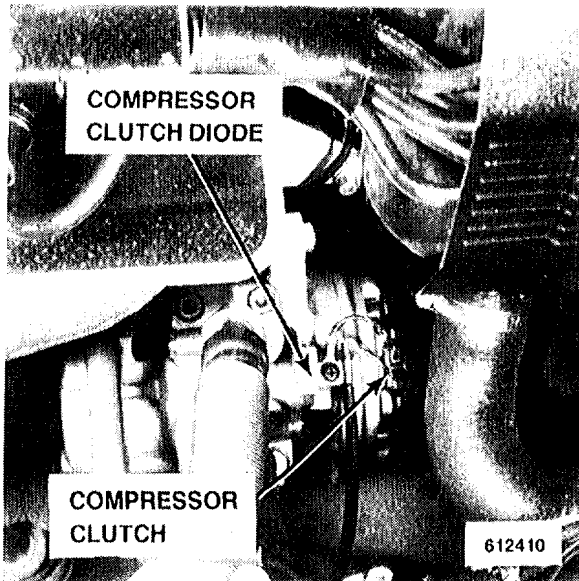


Figure 2 - Lower RH Front of Engine

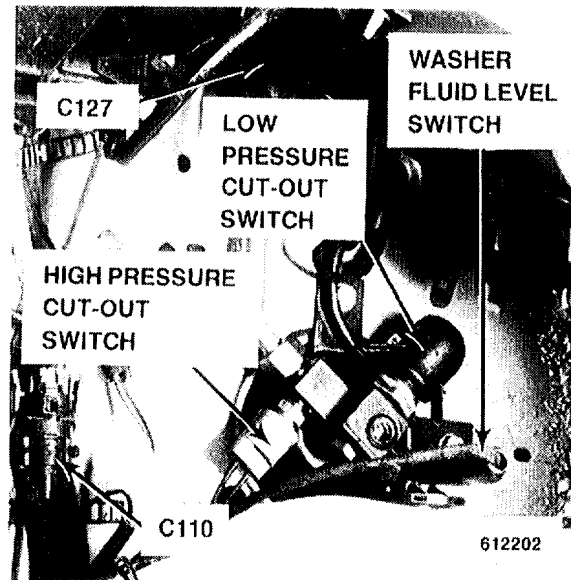


Figure 4 - RH Front Corner of Engine Compartment

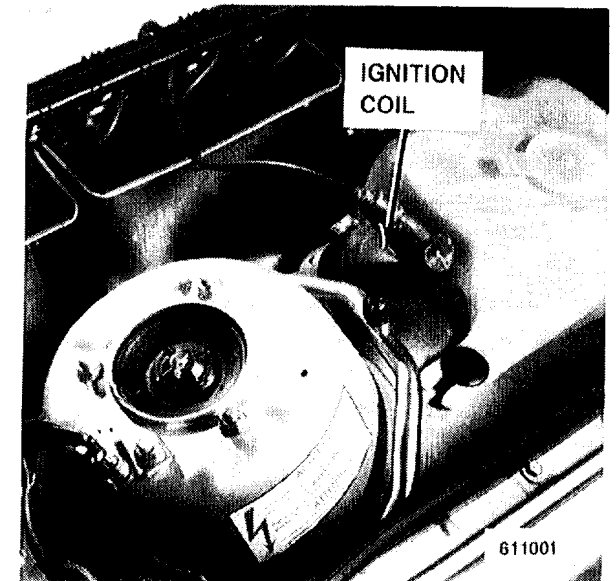


Figure 6 - RH Side of Engine Compartment

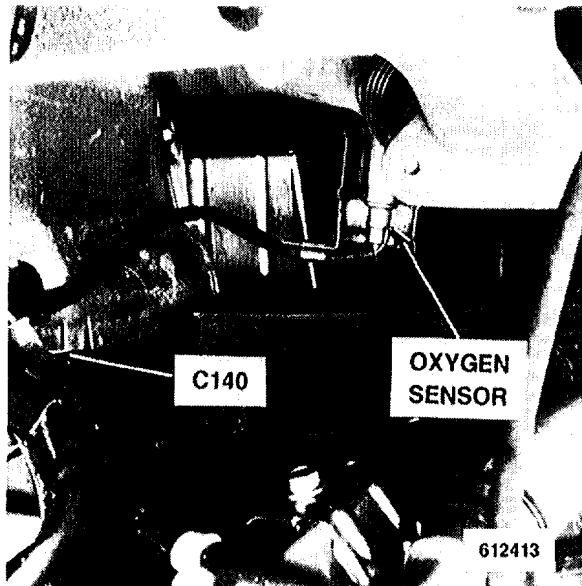


Figure 1 - Lower RH Rear of Engine



Figure 3 - LH Front Spindle Assembly

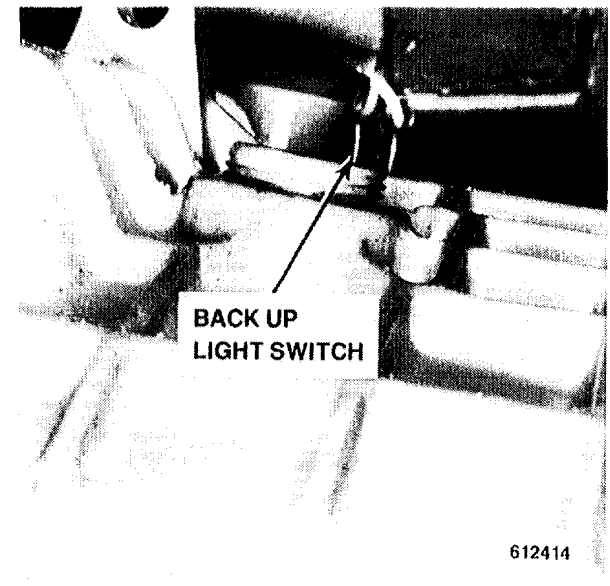


Figure 5 - RH Side of Transmission

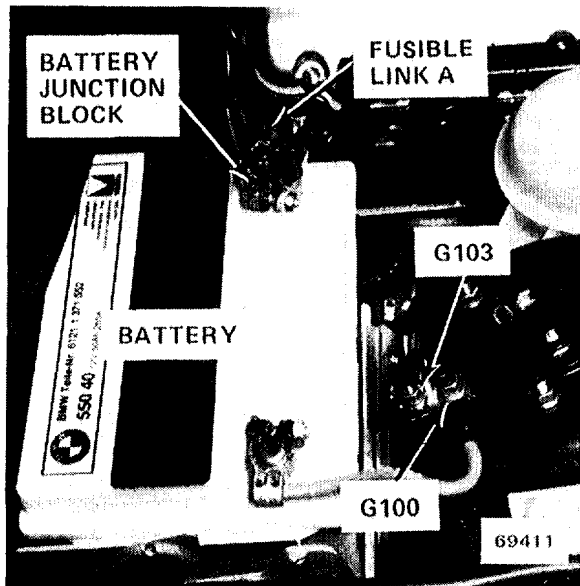


Figure 2 - RH Rear of Engine Compartment

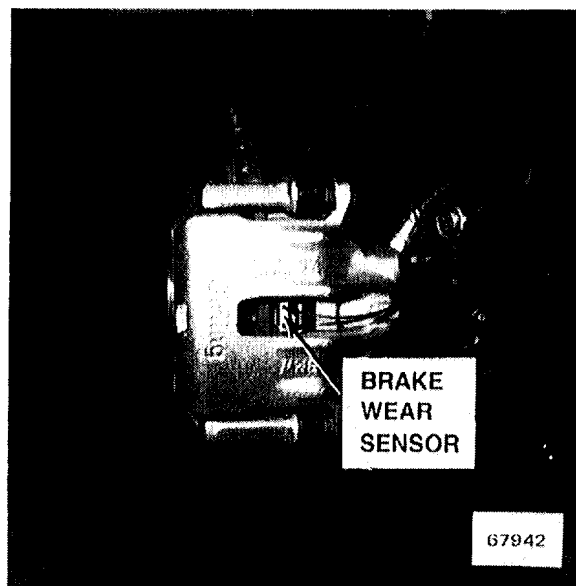


Figure 4 - LH Front Brake Assembly (Wheel Removed)

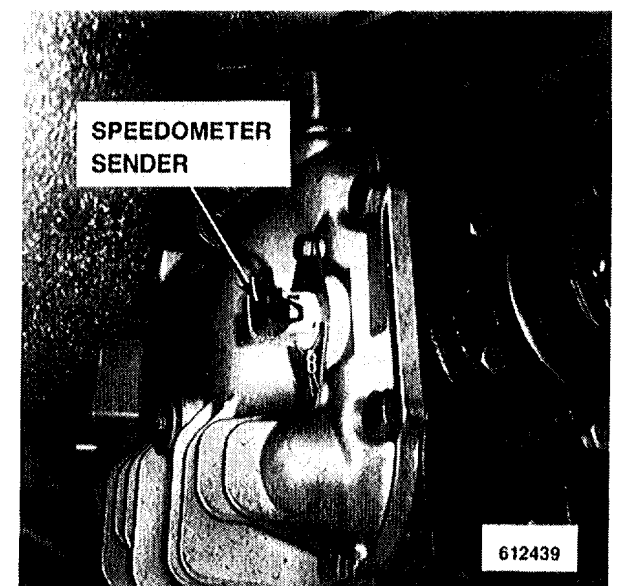


Figure 6 - Rear of Differential

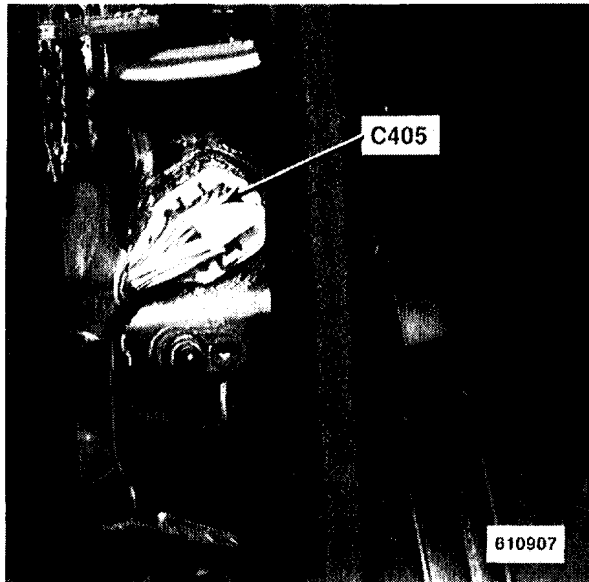


Figure 1 - Above LH Front Door Jamb Switch



Figure 3 - Behind LH Side of Dash

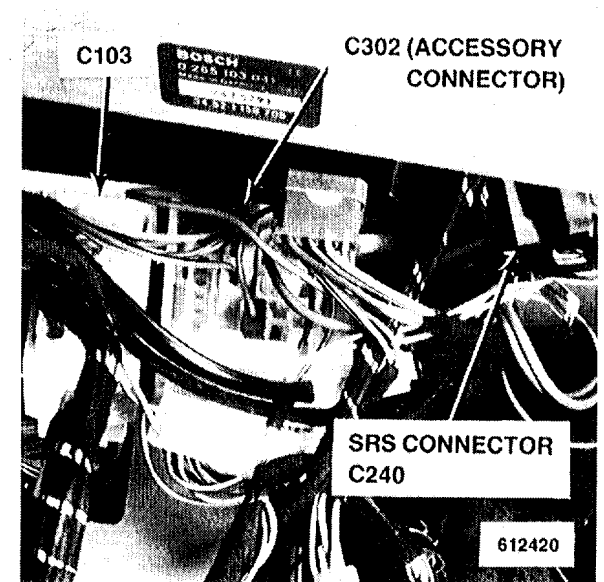


Figure 5 - Behind LH Side of Dash

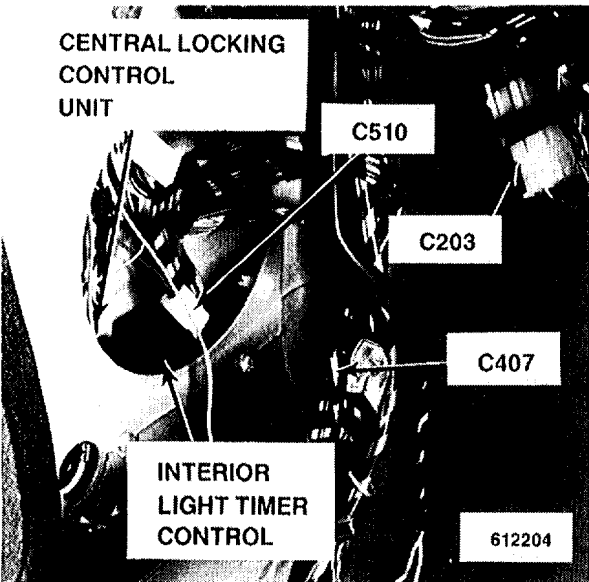


Figure 2 - LH Kick Panel (Speaker Removed)

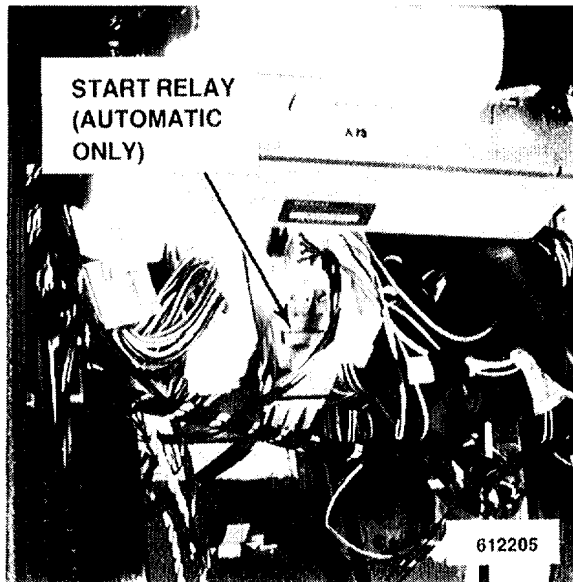


Figure 4 - Behind LH Side of Dash

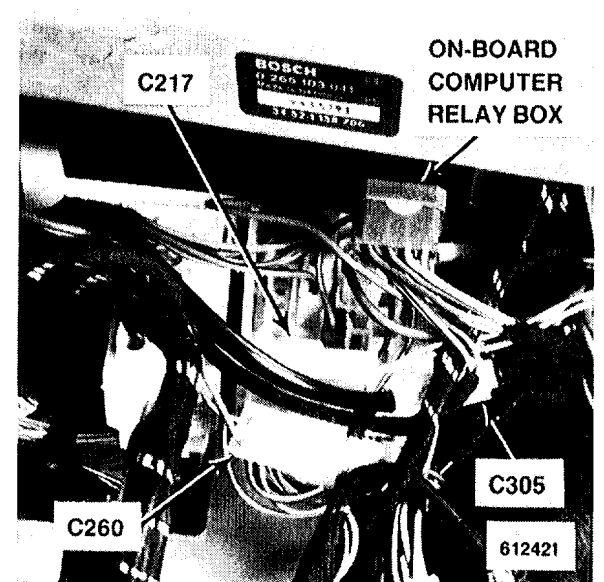


Figure 6 - Behind LH Side of Dash

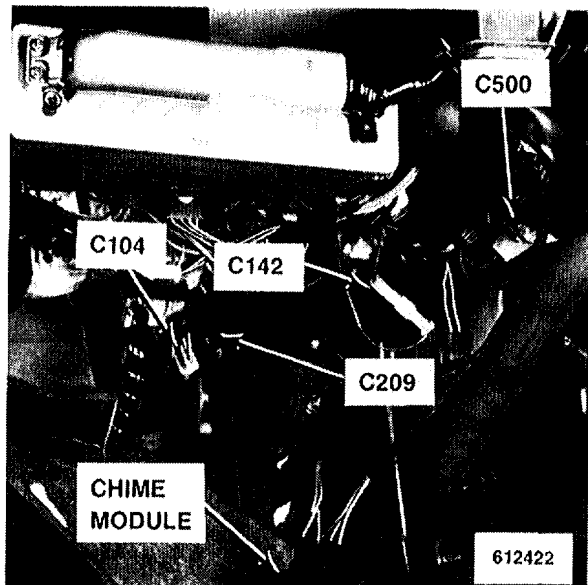


Figure 1 - Behind LH Side of Dash

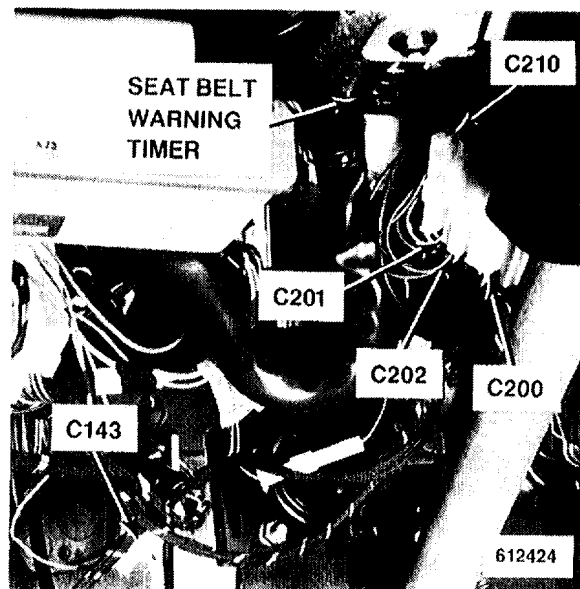


Figure 3 - Behind LH Side of Dash

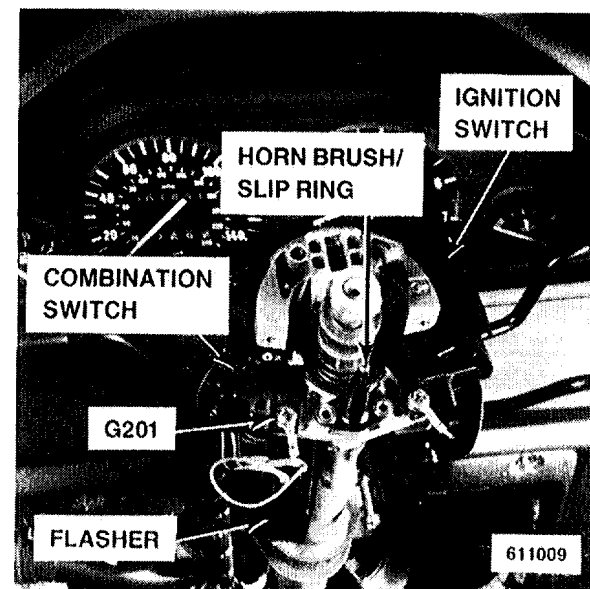


Figure 5 - Top of Steering Column

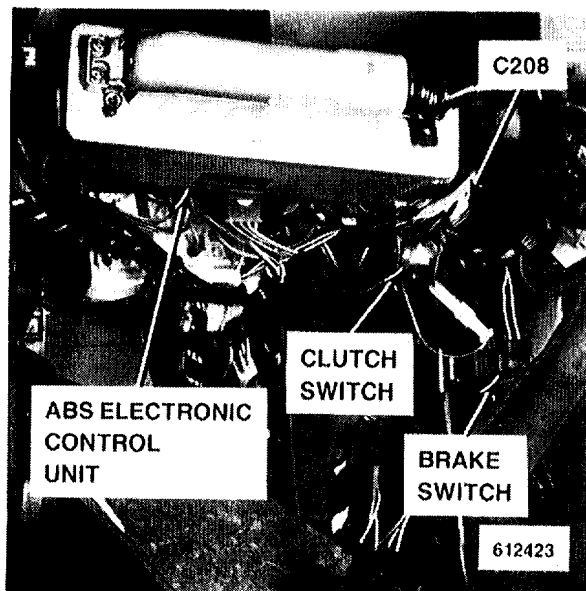


Figure 2 - Behind LH Side of Dash

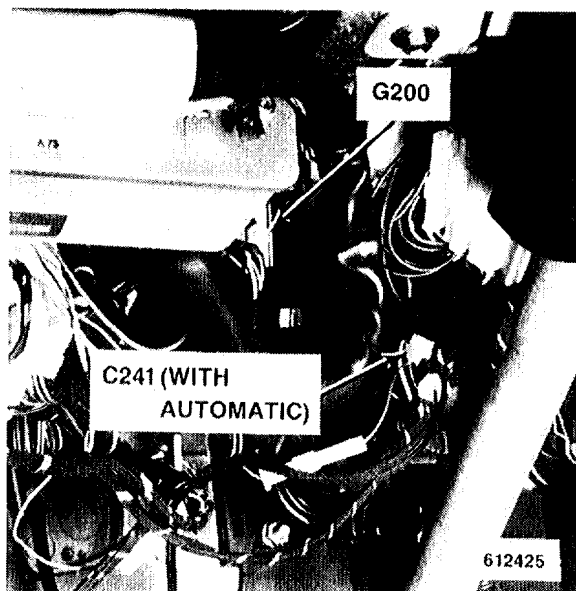


Figure 4 - Behind LH Side of Dash

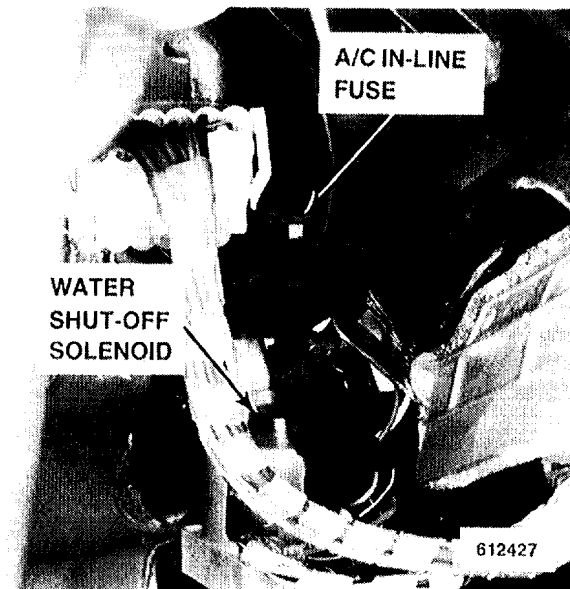


Figure 6 - LH Side of Evaporator Housing

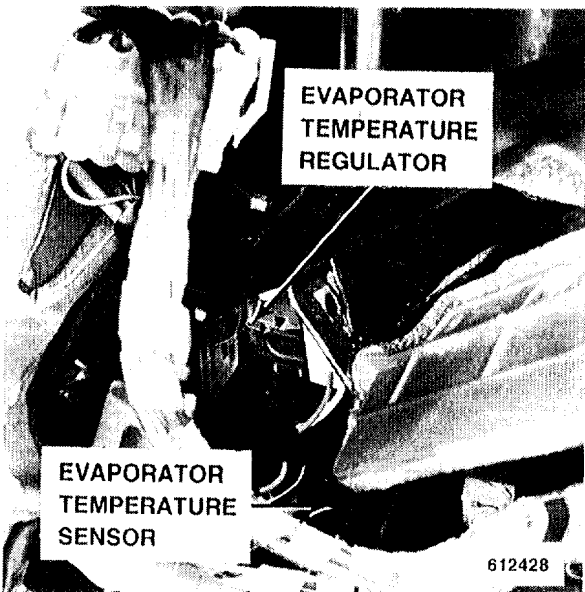


Figure 1 - LH Side of Evaporator Housing

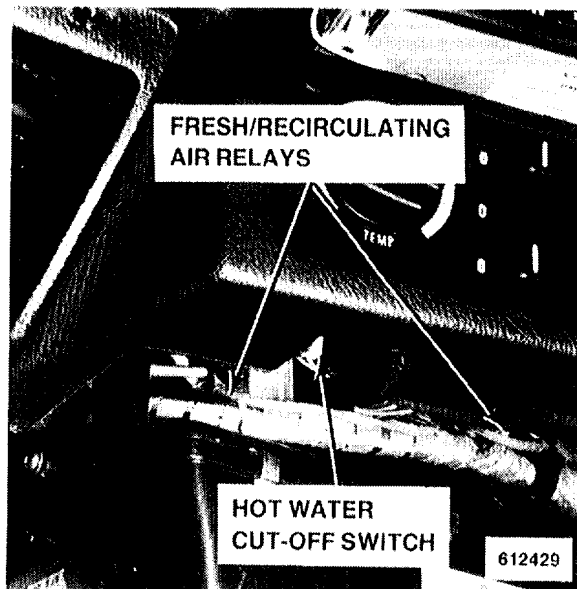


Figure 3 - Behind Center of Dash

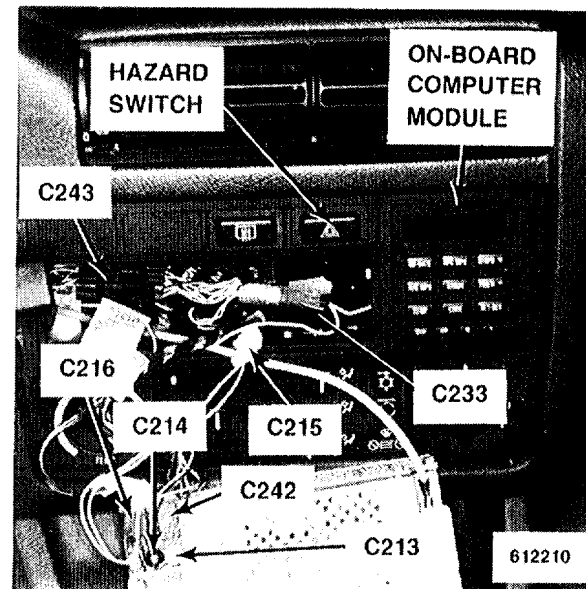


Figure 5 - Behind Center of Dash

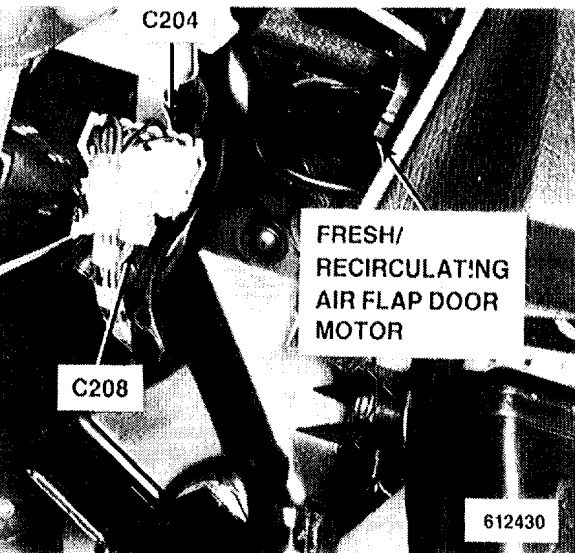


Figure 2 - LH Side of Evaporator Housing

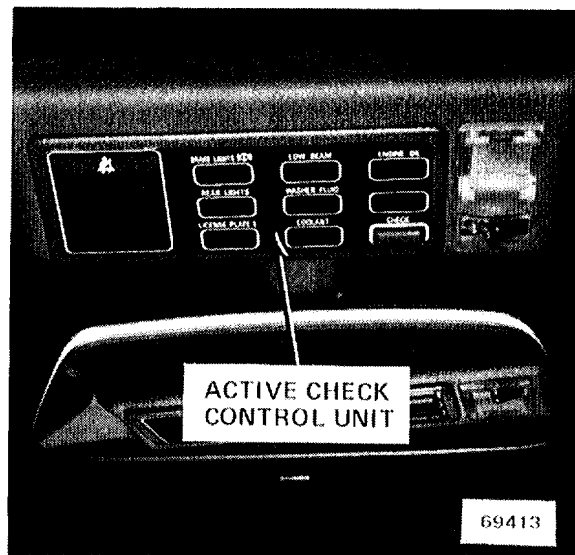


Figure 4 - Center of Windshield Header

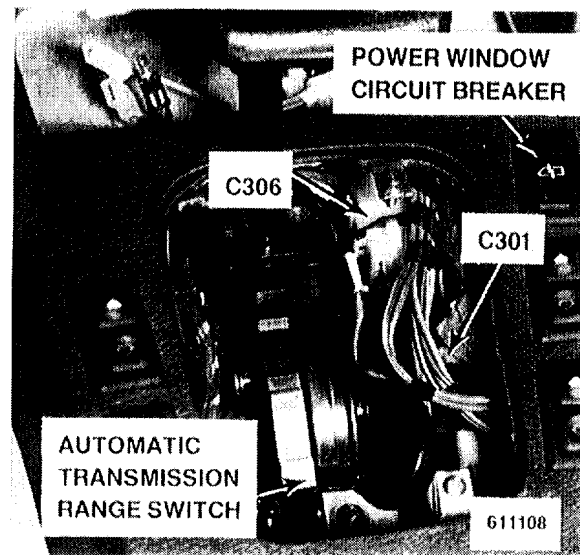


Figure 6 - Below Center Console



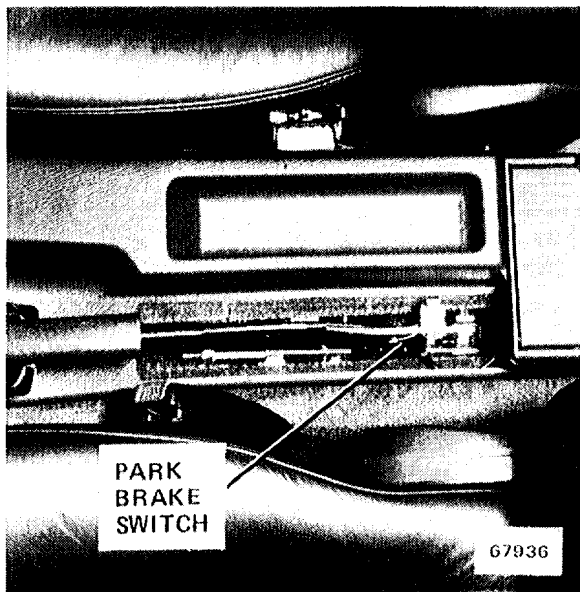


Figure 1 - Below Rear of Center Console

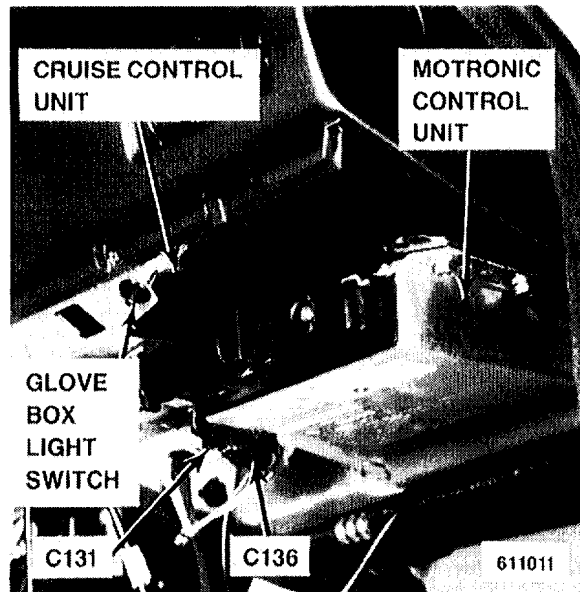


Figure 3 - Behind RH Side of Dash,  
Above Glove Box

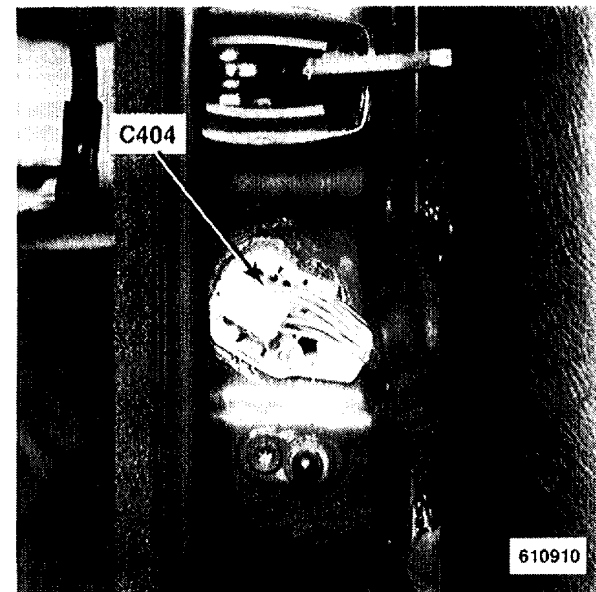


Figure 5 - Above RH Front Door  
Jamb Switch

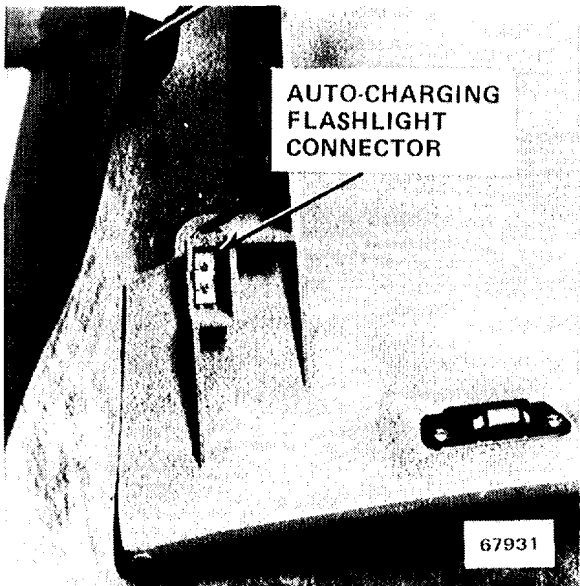


Figure 2 - LH Side of Glove Box



Figure 4 - RH Kick Panel

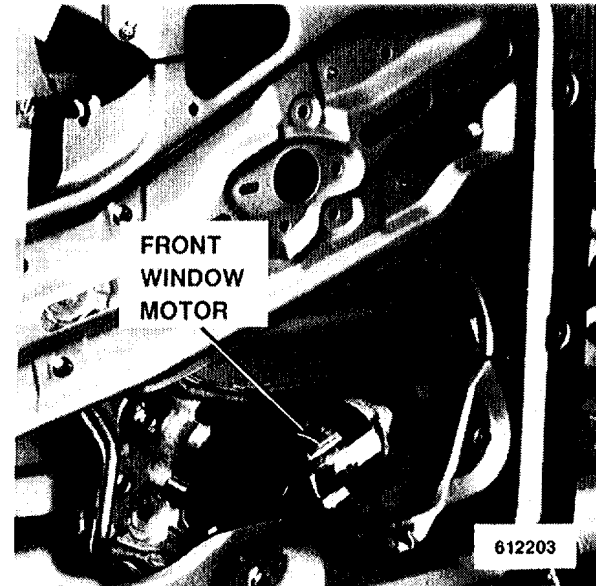


Figure 6 - Inside LH Front Door  
(LH Shown; RH Similar)



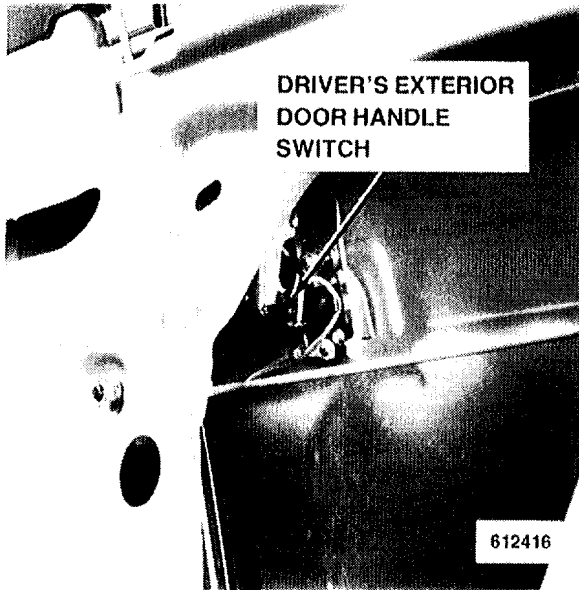


Figure 1 - Inside Rear of LH Front Door

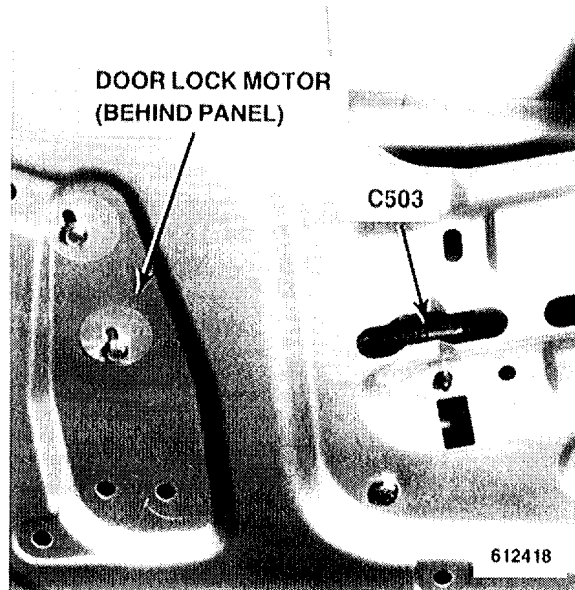


Figure 3 - Inside Rear of LH Front Door

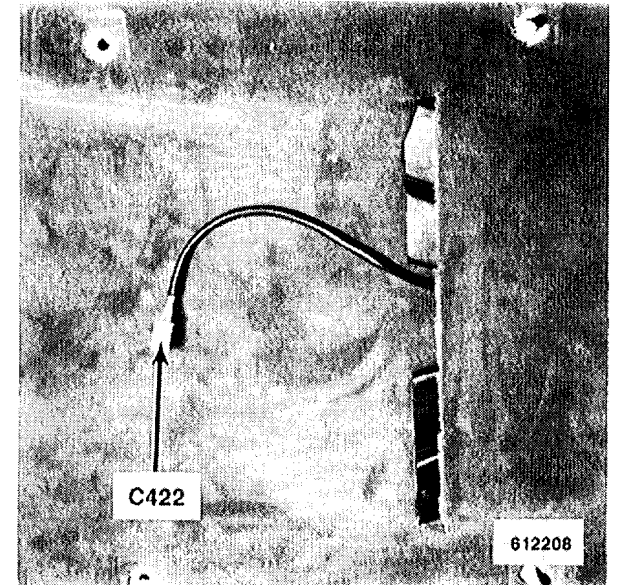


Figure 5 - Below RH Front Seat Assembly

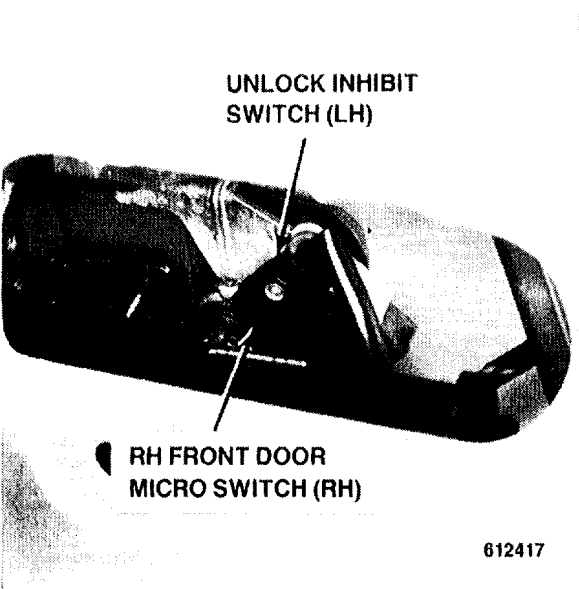


Figure 2 - Inside Rear of LH Front Door (LH Shown; RH Similar)

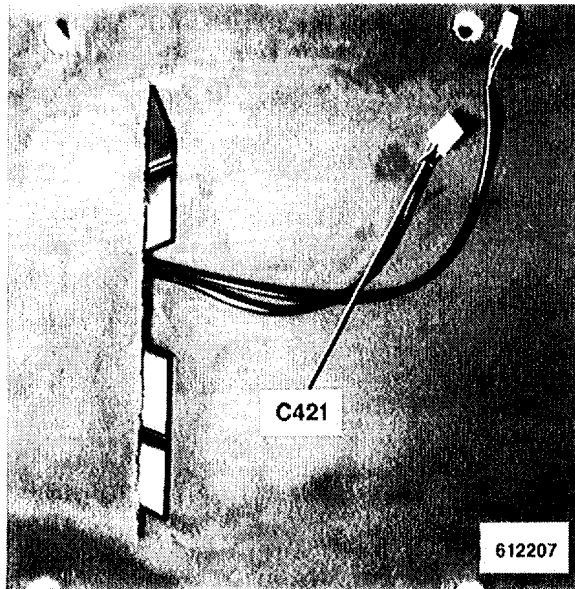


Figure 4 - Below LH Front Seat Assembly

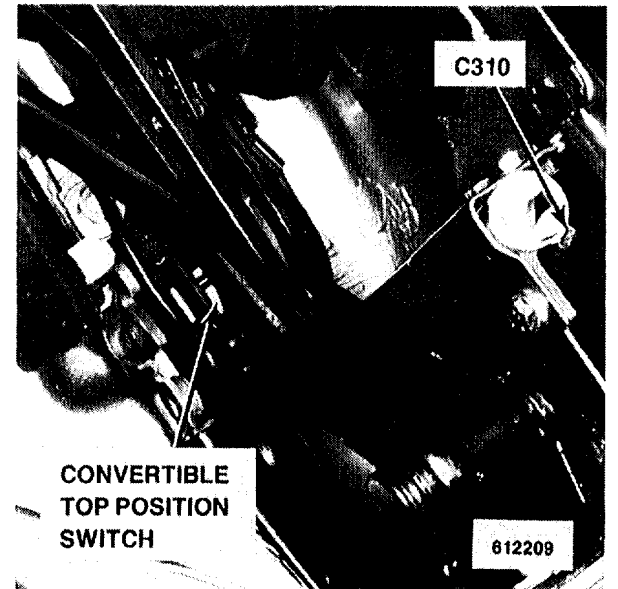


Figure 6 - LH Side of Soft Top Stowage Compartment

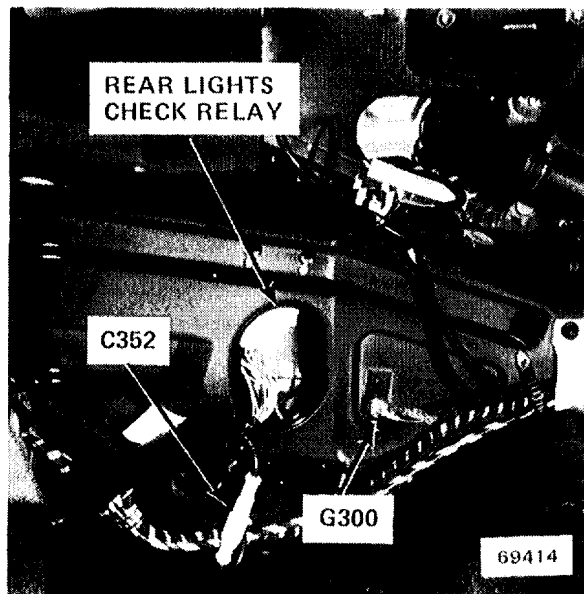


Figure 1 - Below LH Side of Rear Seat



Figure 3 - Behind Center of Rear Seat

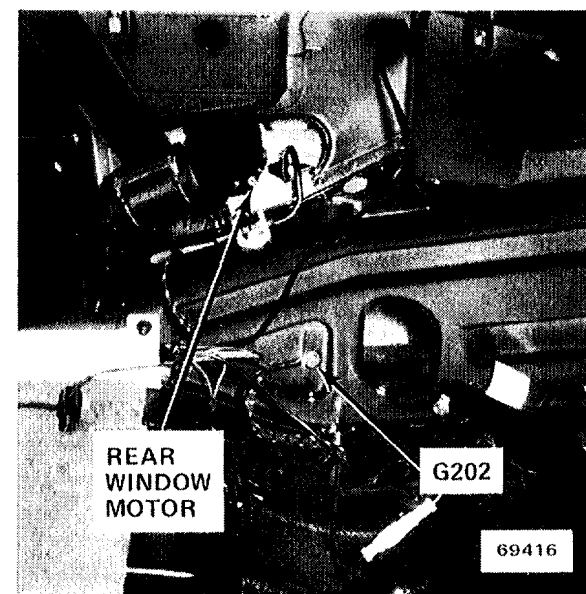


Figure 5 - RH Rear of Passenger Compartment

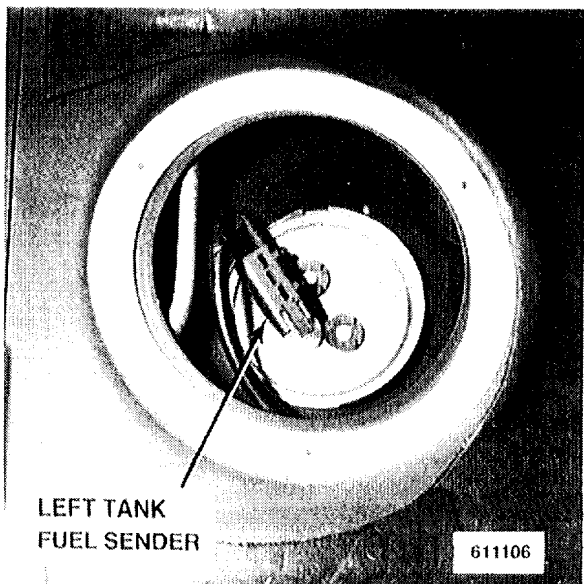


Figure 2 - Below LH Side of Rear Seat

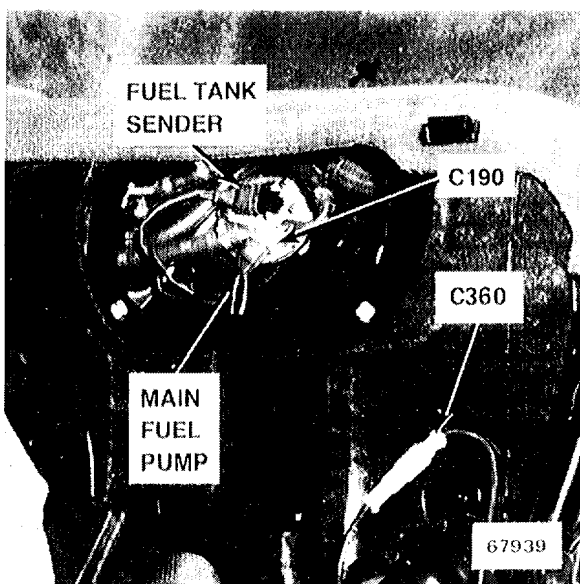


Figure 4 - Below RH Side of Rear Seat

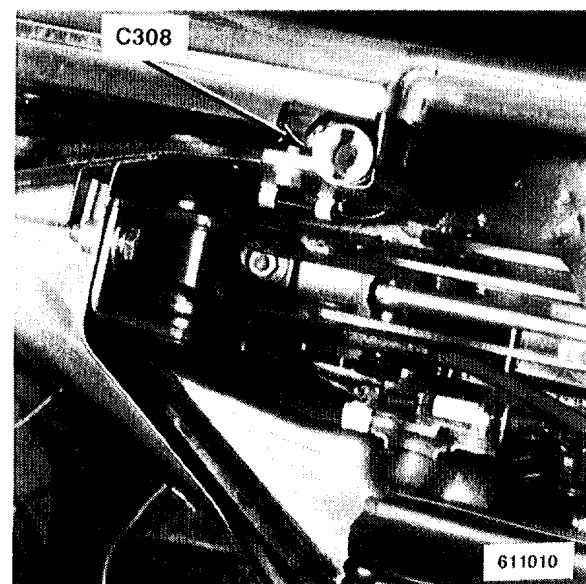


Figure 6 - RH Side of Soft Top Stowage Compartment

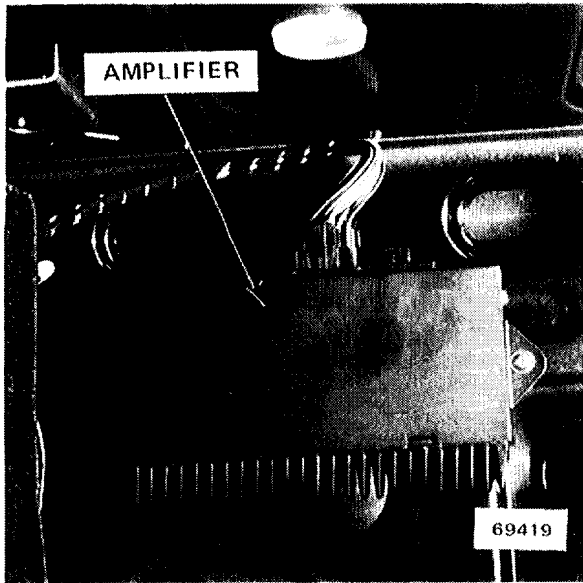


Figure 1 - LH Front of Trunk

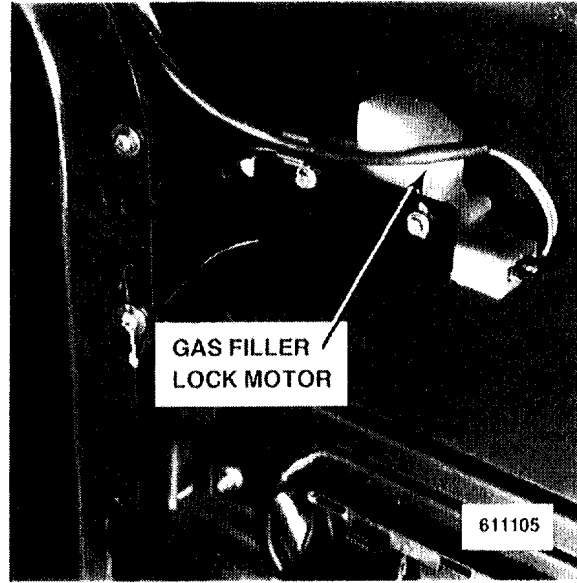


Figure 3 - RH Side of Trunk

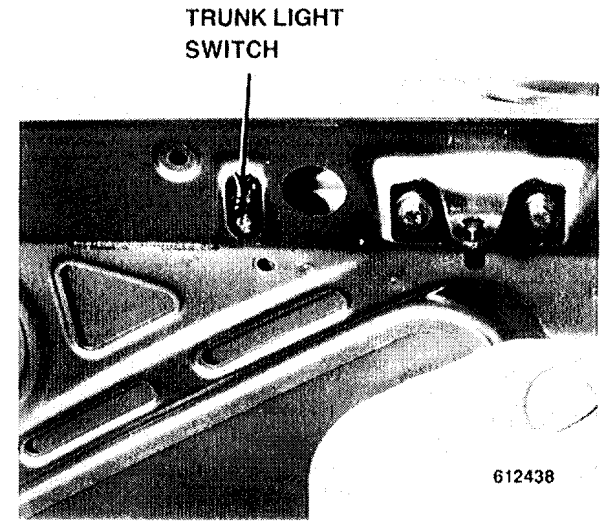


Figure 5 - LH Rear of Trunk Lid

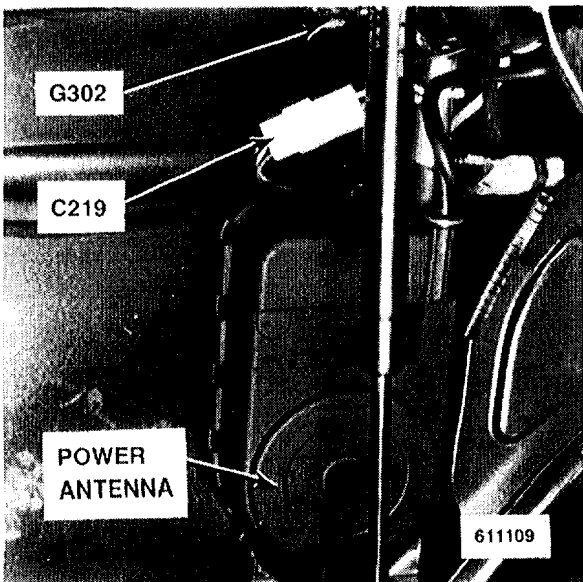


Figure 2 - LH Side of Trunk

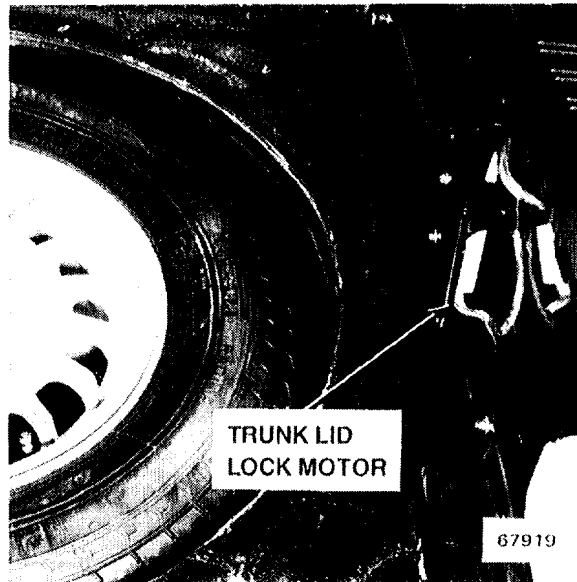


Figure 4 - Center Rear of Trunk

## 8000-0 SPLICE LOCATION VIEWS

### INDEX

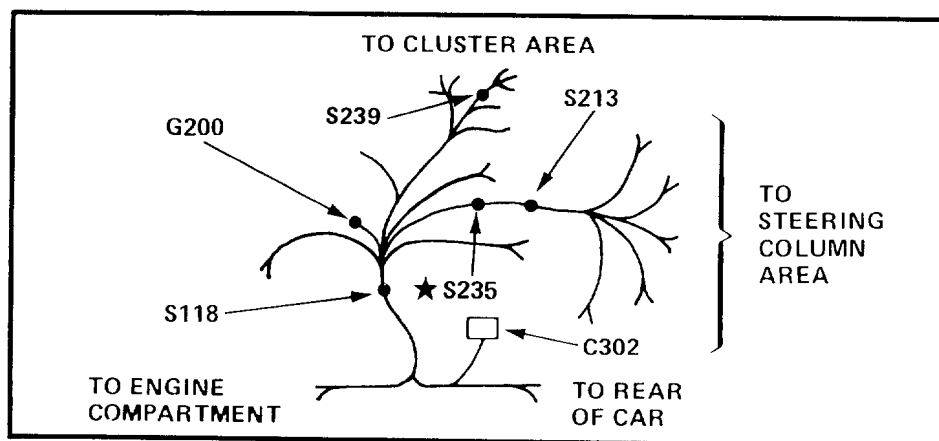
This index lists all the splices in the vehicle, the harness location of each splice, and the page on which each splice appears. The drawings after the index show how the harnesses are routed through the vehicle and the location of the splices on the harnesses.

SPLICE	HARNESS	PAGE NUMBER	SPLICE	HARNESS	PAGE NUMBER
S100	MAIN	8000-2	S219	INSTURMENT PANEL	8000-5
S101	ENGINE	8000-3	S221	INSTRUMENT PANEL	8000-5
S103	MAIN	8000-2	S228	CRUISE CONTROL	NOT SHOWN
S104	ENGINE	8000-3	S229	AIR CONDITIONING	NOT SHOWN
S105	ENGINE	8000-3	S230	MAIN	8000-2
S106	ENGINE	8000-3	S231	MAIN	8000-2
S107	ENGINE	8000-3	S232	MAIN	8000-2
S108	ENGINE	8000-3	S233	MAIN	8000-2
S109	ENGINE	8000-5	S234	MAIN	8000-2
S111	ENGINE	8000-3	S235	MAIN	8000-2
S112	ENGINE	8000-3	S236	MAIN	8000-2
S113	ENGINE	8000-3	S237	MAIN	8000-2
S114	MAIN	8000-2	S239	MAIN	8000-2
S115	MAIN	8000-2	S240	AIR CONDITIONING	NOT SHOWN
S116	MAIN	8000-2	S250	AIR CONDITIONING	NOT SHOWN
S118	MAIN	8000-2	S251	AIR CONDITIONING	NOT SHOWN
S119	MAIN	8000-2	S252	AIR CONDITIONING	NOT SHOWN
S120	ENGINE	8000-3	S300	DOOR	8000-4
S201	ON-BOARD COMPUTER	8000-6	S301	DOOR	8000-4
S202	ON-BOARD COMPUTER	8000-6	S302	DOOR	8000-4
S207	MAIN	8000-2	S303	DOOR	8000-4
S209	MAIN	8000-2	S305	DOOR	8000-4
S210	MAIN	8000-2	S306	INSTRUMENT PANEL	8000-5
S211	MAIN	8000-2	S307	INSTRUMENT PANEL	8000-5
S212	MAIN	8000-2	S308	DOOR	8000-4
S213	MAIN	8000-2	S309	DOOR	8000-4
S215	MAIN	8000-2	S310	MAIN	8000-2
			S312	MAIN	8000-2
			S313	MAIN	8000-2
			S316	MAIN	8000-2
			S319	DOOR	8000-2
			S322	DOOR	8000-4

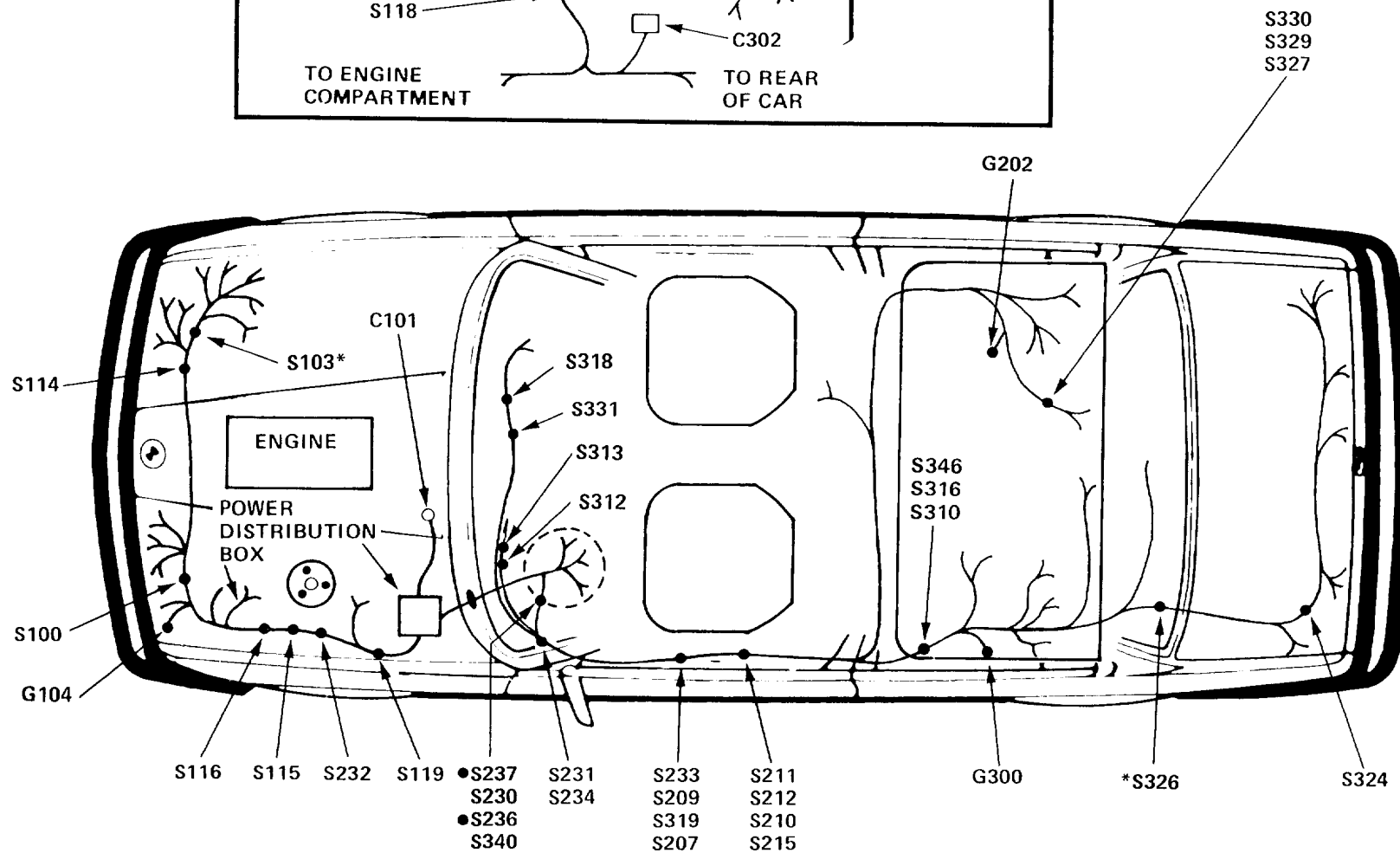
<b>SPLICE</b>	<b>HARNESS</b>	<b>PAGE NUMBER</b>
S324	MAIN	8000-2
S326	MAIN	8000-2
S327	MAIN	8000-2
S329	MAIN	8000-2
S330	MAIN	8000-2
S332	DOOR	8000-3
S333	DOOR	8000-4
S340	MAIN	8000-2
S342	DOOR	8000-4
S345	RADIO	NOT SHOWN
S346	MAIN	8000-2
S400	RADIO	NOTSHOWN
S403	RADIO	NOT SHOWN
S404	RADIO	NOT SHOWN
S411	DOOR	8000-4
S420	RADIO	NOTSHOWN
S501	DOOR	8000-4
S502	DOOR	8000-4
S503	DOOR	8000-4
S504	DOOR	8000-4
S540	HEATED SEATS	NOT SHOWN
S541	HEATED SEATS	NOT SHOWN
S542	HEATED SEATS	NOT SHOWN
S543	HEATED SEATS	NOT SHOWN
S700	ENGINE	8000-3
S701	ENGINE	8000-3
S702	ENGINE	8000-3
S703	ENGINE	8000-3

# 8000-2 SPLICE LOCATION VIEWS

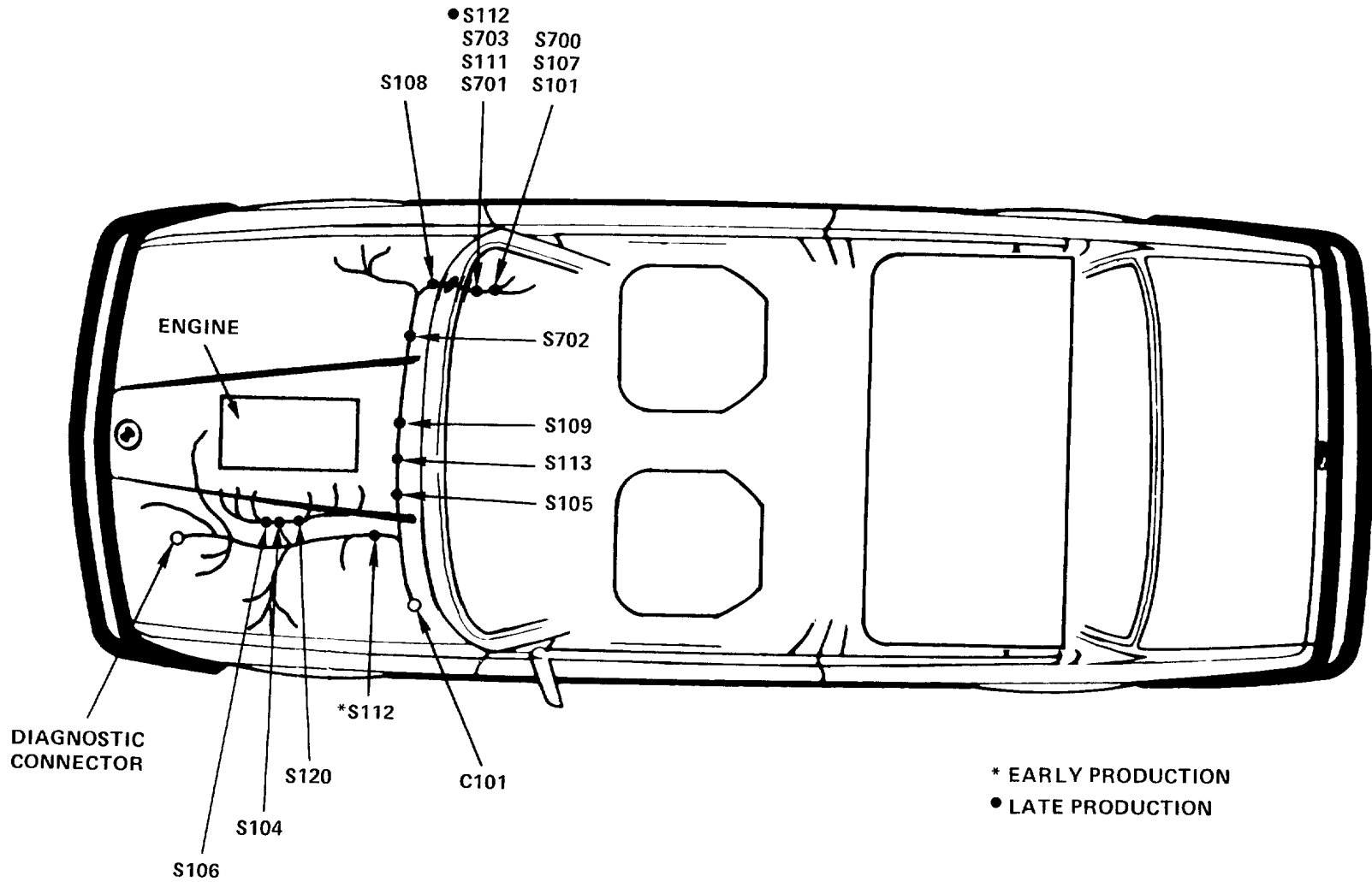
## MAIN HARNESS SPLICE LOCATIONS



- LATE PRODUCTION
- \* EARLY PRODUCTION
- ★ S235 MAY NOT EXIST ON ALL VEHICLES

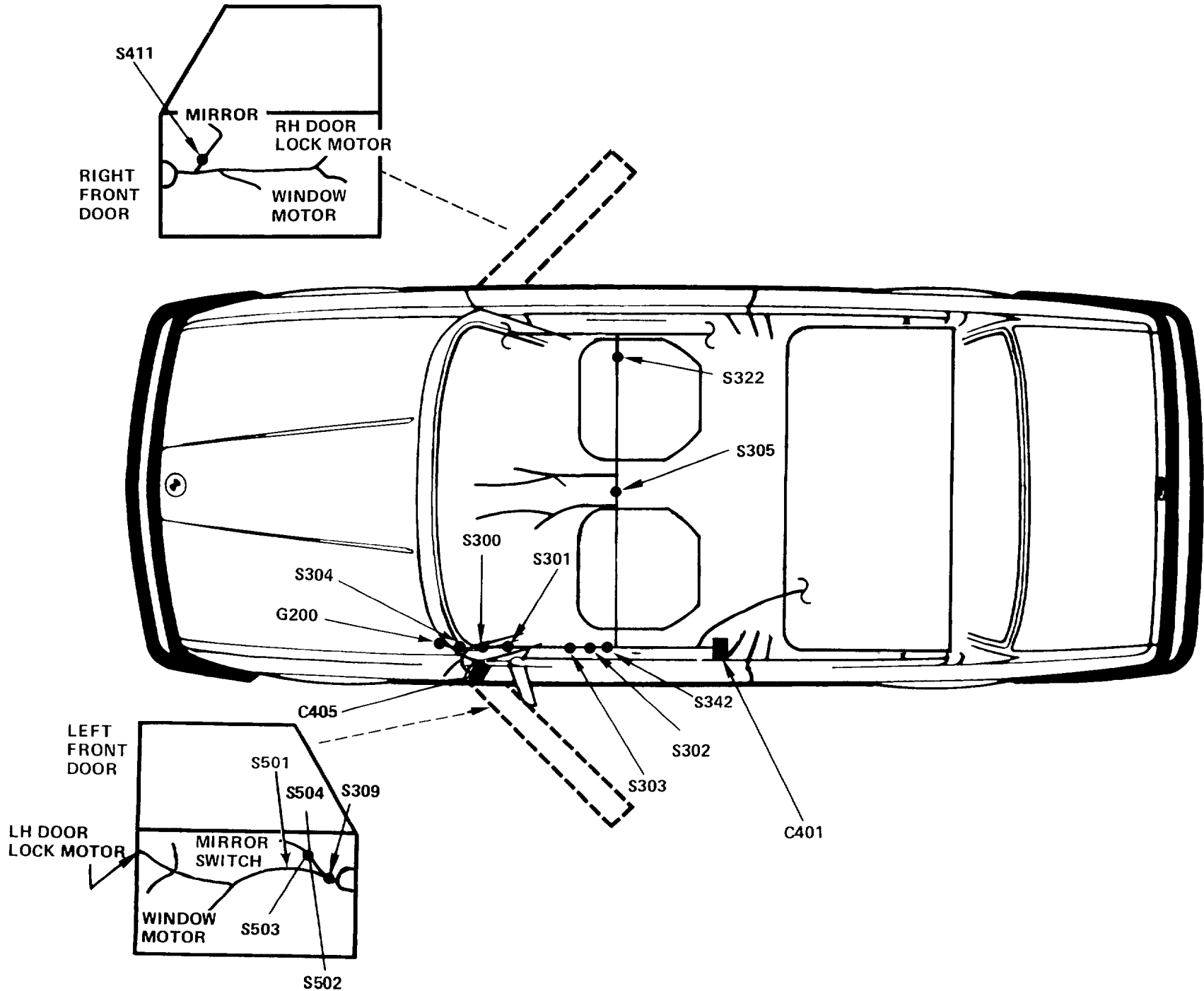


ENGINE HARNESS SPLICE LOCATIONS



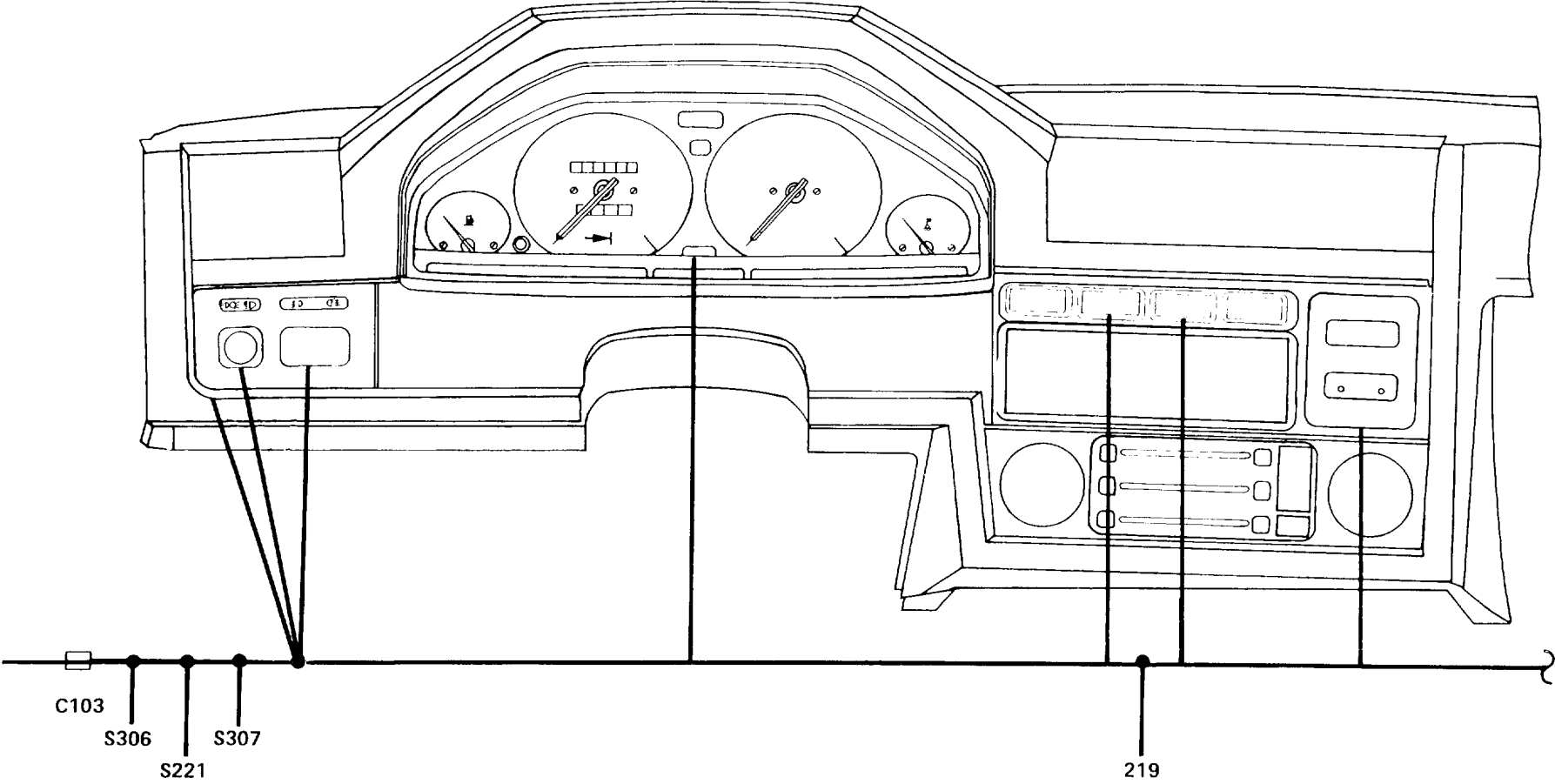
# 8000-4 SPlice LOCATION VIEWS

## DOOR HARNESS SPlice LOCATIONS



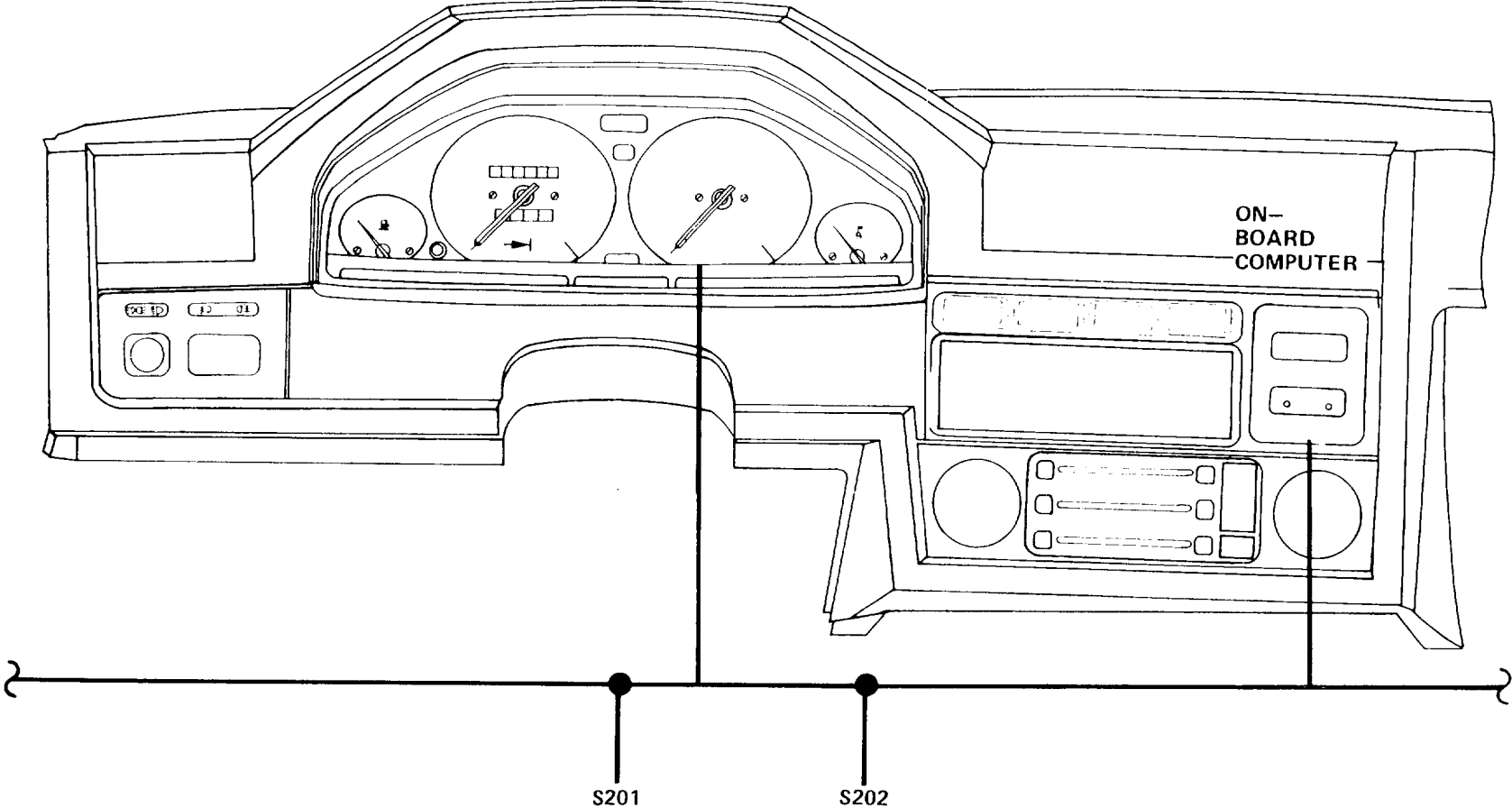


INSTRUMENT PANEL HARNESS SPLICE LOCATION

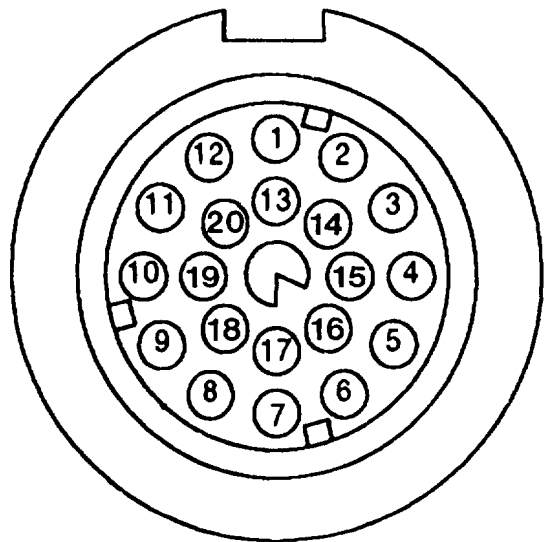


8000-6 SPLICE LOCATION VIEWS

ON-BOARD COMPUTER HARNESS SPLICE LOCATIONS



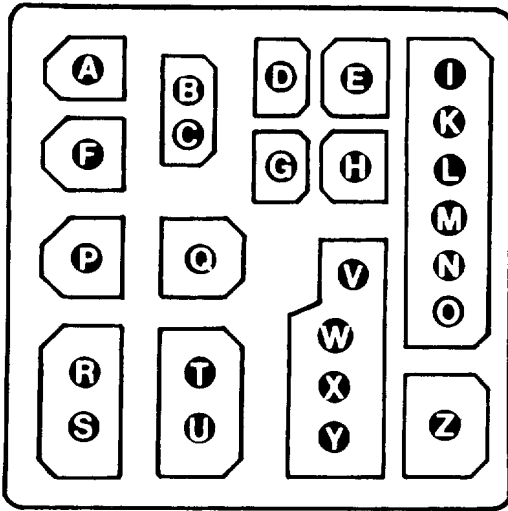
DIAGNOSTIC CONNECTOR



DIAGNOSTIC CONNECTOR FACE

Pin	Wire Size	Wire Color	Circuit and Component Connected
1	1	BK	Ignition Coil, Motronic Control Unit
6	.5	WT/BK	SRS Connector (Not Used)
7	.5	WT/GN	Service Interval Indicator, Service Interval Processor (Reset)
11	2.5	BK/YL	Starter, Start Signal (50)
12	.75	BU	Charge, Alternator (D+)
14	2.5	RD	Battery (+)
15	.5	WT/YL	Motronic Control Unit (RXD)
16	1.5	GN/WT	Oxygen Sensor
18	.5	GN/BU	Motronic Control Unit (Programming Voltage)
19	1.5 BR	BR	Ground Distribution (G103)
20	.5	WT/VI	Motronic Control Unit (TXD)

**CIRCUITS USING C302 (ACCESSORY CONNECTOR)**

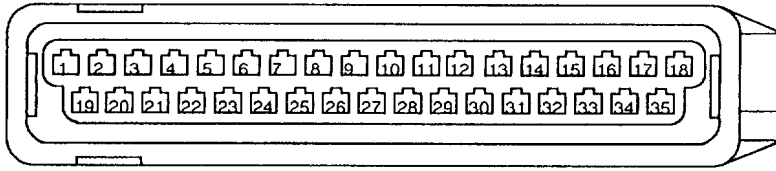


**Figure 1-C302 (Accessory Connector)**  
**Front View—Under LH Side**  
**of Dash Ahead of Pedal Assembly**

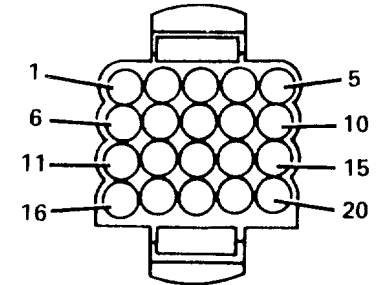
TERMINAL	CIRCUIT	TERMINAL	CIRCUIT
A	Not Used	N	Not Used
B	Not Used	O	Not Used
C	Anti-Lock Braking	P	Not Used
D	Central Locking	Q	Power Windows & Sunroof
E	Not Used	R	Cruise Control
F	Not Used	S	Anti-Lock Braking
G	Anti-Lock Braking	T	Not Used
H	On-Board Computer	U	Not Used
I	Not Used	V	Radio
J	Not Used	W	Radio
K	Not Used	X	Radio
L	Not Used	Y	Radio
M	Not Used	Z	Power Antenna

# 8500-2 CONNECTOR VIEWS

B350002.04

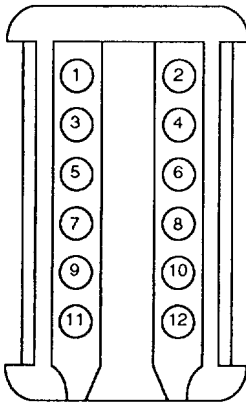


Mating Face  
ABS CONTROL UNIT



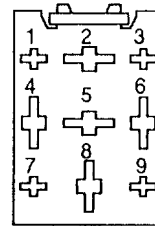
Wiring Face  
AMPLIFIER  
(SOUND SYSTEM)

B120014



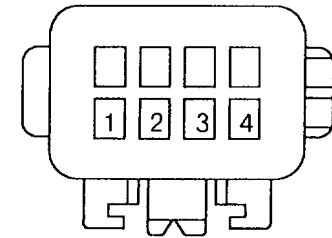
Wiring Face  
ABS HYDRAULIC UNIT

B090001.14



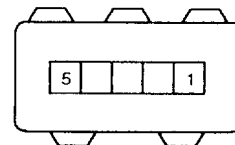
Mating Face  
ABS NEUTRAL  
INPUT RELAY

B080012



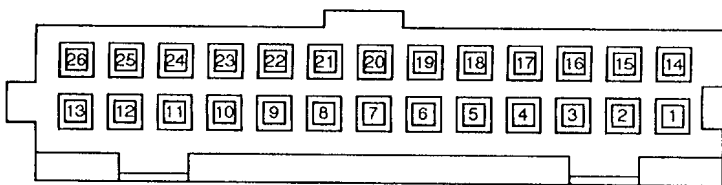
Wiring Face  
AUXILIARY FUSE

B050010.00



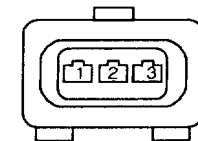
Mating Face  
AIR FLOW METER

B260002.01

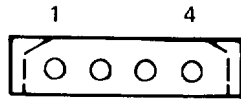


Mating Face  
ACTIVE CHECK CONTROL

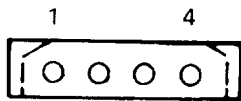
B030015.03



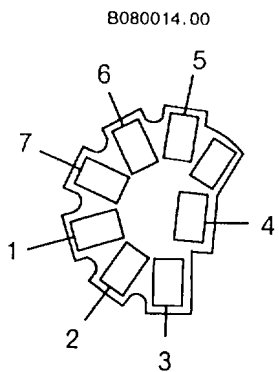
Wiring Face  
BAROMETRIC PRESSURE  
SENSOR



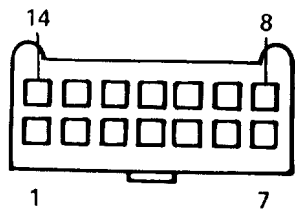
Wiring Face  
CHIME MODULE (C1)



Wiring Face  
BLOWER RESISTORS

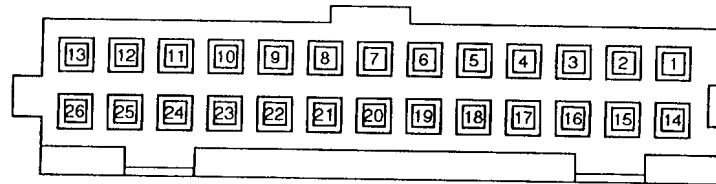


Wiring Face  
BLOWER SPEED CONTROL



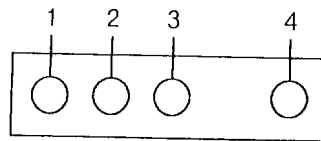
Wiring Face  
CENTRAL LOCKING CONTROL UNIT

B260002.03



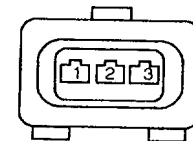
Wiring Face  
CRUISE CONTROL UNIT

B040013



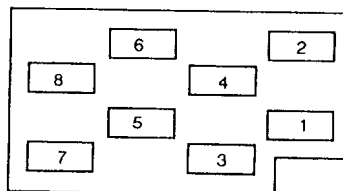
Wiring Face  
CHIME MODULE (C2)

B030015.05

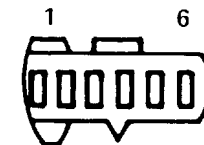


Mating Face  
CYLINDER IDENTIFICATION SENSOR

B080013.00



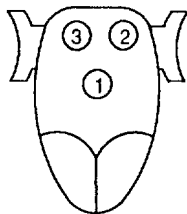
Wiring Face  
CONTROL SWITCHES



Wiring Face  
DOOR LOCK MOTOR

# 8500-4 CONNECTOR VIEWS

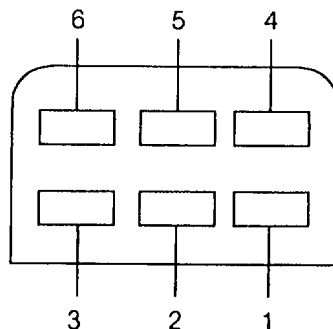
B030019.00



Wiring Face

DUAL TEMPERATURE SWITCH

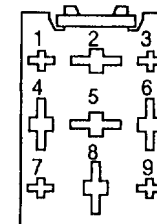
B060024



Wiring Face

EVAPORATOR TEMPERATURE  
REGULATOR

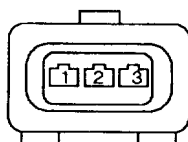
B090001.17



Mating Face

FRESH/RECIRCULATING AIR RELAY

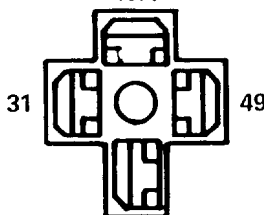
B030015.04



Wiring Face

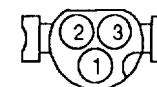
ENGINE SPEED SENSOR

49A



Wiring Face  
FLASHER

B030017.00



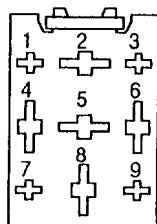
Wiring Face

FRONT TURN/PARK LIGHT

LATE PRODUCTION

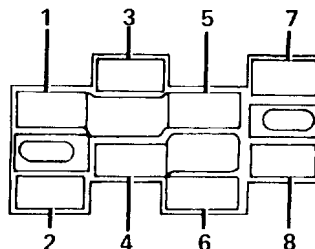
for 325i/325is, 325ix

B090001.04



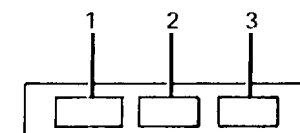
Mating Face

EVAPORATIVE  
PURGE VALVE RELAY



Wiring Face

FOG LIGHT SWITCH



Wiring Face

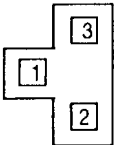
FRONT TURN/PARK LIGHT

All 325ic, M3

EARLY PRODUCTION

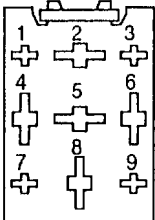
for 325i/325is, 325ix

B030020.00



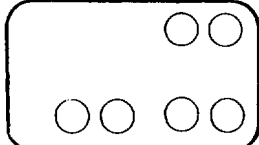
Wiring Face  
INSTRUMENT CLUSTER (C6)

B090001.06



Mating Face  
MAIN RELAY

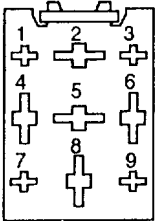
2 6



3 4 5 1

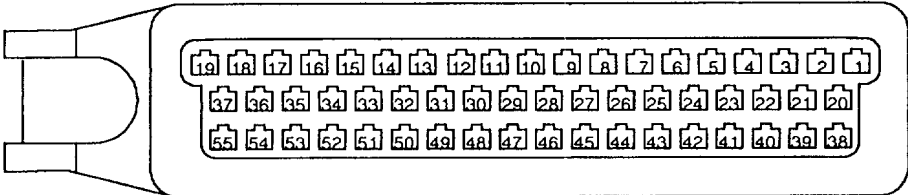
Mating Face  
MIRROR CONTROL SWITCH

B090001.16



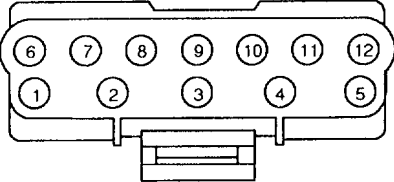
Mating Face  
INTERIOR LIGHT TIMER CONTROL

B550001.02



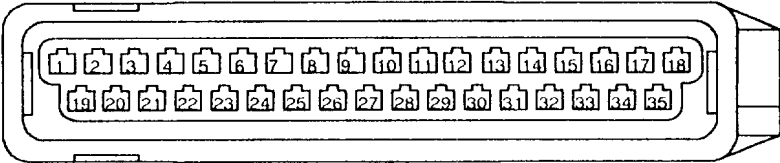
Mating Face  
MOTRONIC CONTROL UNIT  
ALL EXCEPT M3

B120006.00



Wiring face  
LIGHT SWITCH

B350002

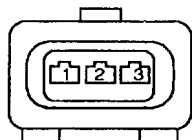


Mating Face  
MOTRONIC CONTROL UNIT  
(M3)



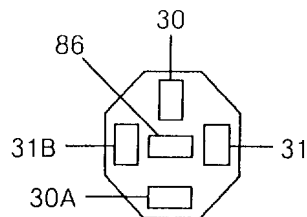
# 8500-6 CONNECTOR VIEWS

B030015.06

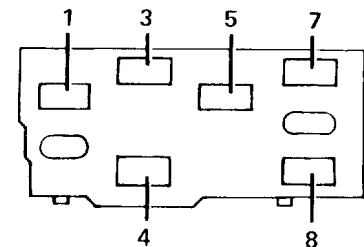


Wiring Face  
OIL LEVEL SENSOR

B060027

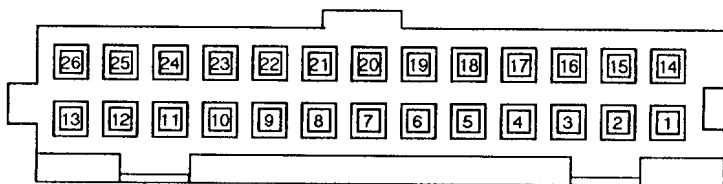


Wiring Face  
OVER VOLTAGE PROTECTION RELAY



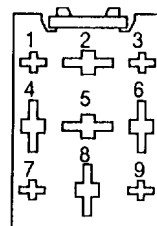
Wiring Face  
POWER WINDOW SWITCHES

B260002.00

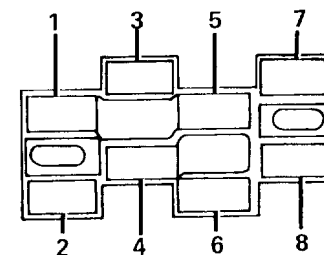


Mating Face  
ON - BOARD COMPUTER MODULE

B090001.05

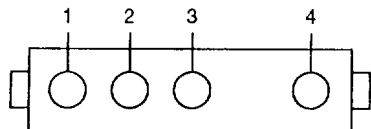


Mating Face  
OXYGEN SENSOR HEATER RELAY



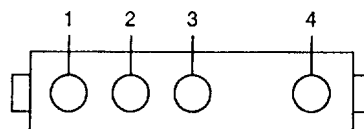
Wiring Face  
REAR DEFOGGER SWITCH

B040012.02



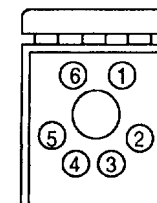
Wiring Face  
ON - BOARD COMPUTER RELAY BOX (C2)

B040012.01



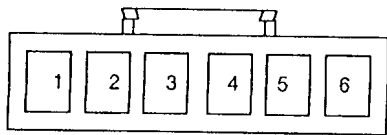
Wiring Face  
POWER MIRRORS

B060027.00



Wiring Face  
REAR LIGHT ASSEMBLY

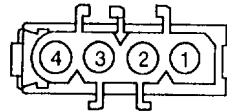
B060033.00



Wiring Face

REAR LIGHT ASSEMBLY

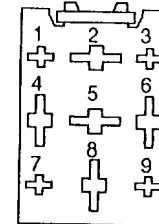
B0400002.03



Mating Face

REAR WINDOW  
BLOWER

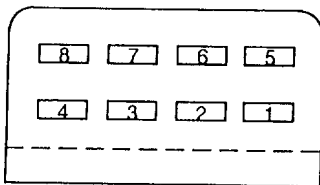
B090001.08



Mating Face

START RELAY

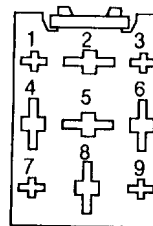
B080015.01



Wiring Face

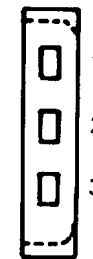
REAR LIGHTS CHECK RELAY (C1)

B090001.14



Mating Face

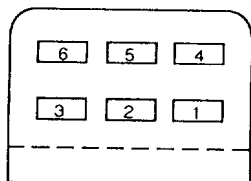
REAR WINDOW BLOWER RELAY



Wiring Face

SUNROOF MOTOR (C1)

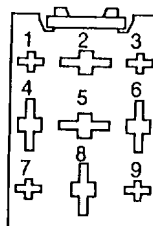
B060028 .01



Wiring Face

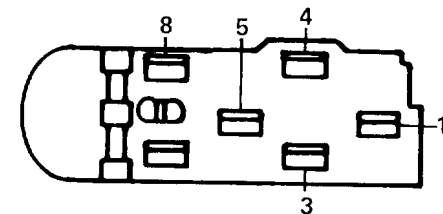
REAR LIGHTS CHECK RELAY (C2)

B090001.05



Mating Face

SEATBELT WARNING TIMER

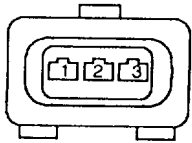


Wiring Face

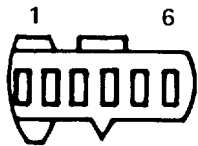
SUNROOF SWITCH

# 8500-8 CONNECTOR VIEWS

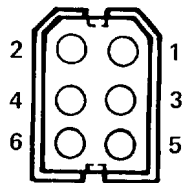
B030015.07



Wiring Face  
THROTTLE SWITCH

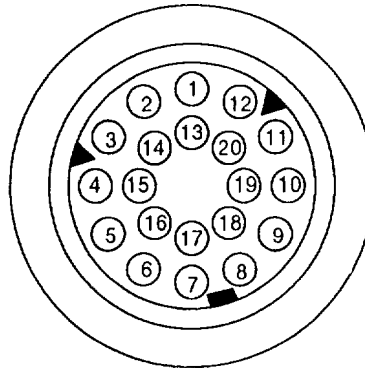


Wiring Face  
TRUNK LID LOCK MOTOR



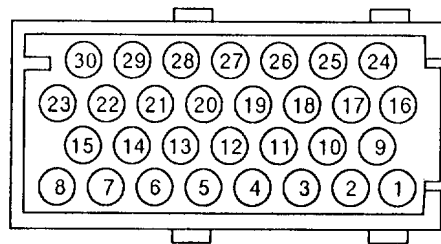
Wiring Face  
WIPER MOTOR

B200002.00



Wiring Face  
C101

B300001.00



Wiring Face  
C103

B030004.02

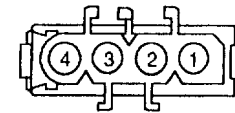


Mating Face  
C110  
C113



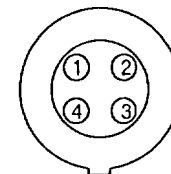
Wiring Face  
C114

B040002.00



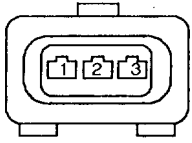
Wiring Face  
C107  
C131  
C136

B040006.01

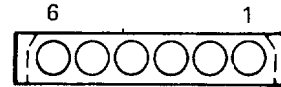


Wiring Face  
C140

B030015.06

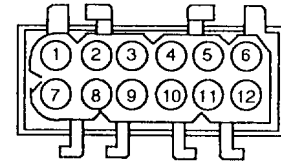


Wiring Face  
C152, C153, C154



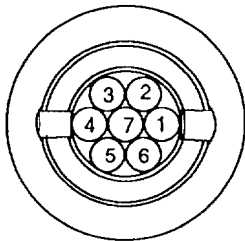
Wiring Face  
C201

B120004.00

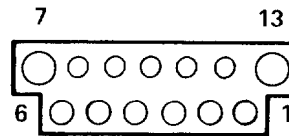


Wiring Face  
C204

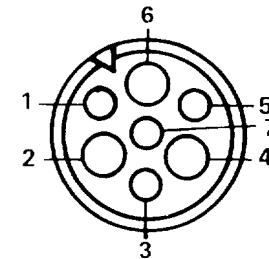
B070002.00



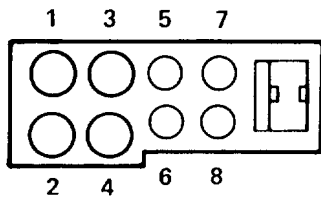
Wiring Face  
C191



Wiring Face  
C202

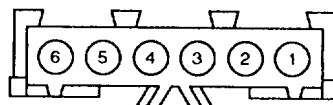


Wiring Face  
C209



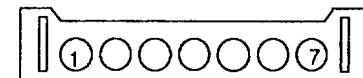
Wiring Face  
C200

B060032.00



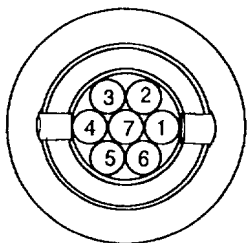
Wiring Face  
C203

B070004.00



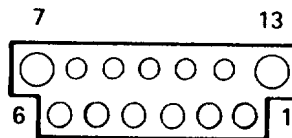
Wiring Face  
C210

B070002.00



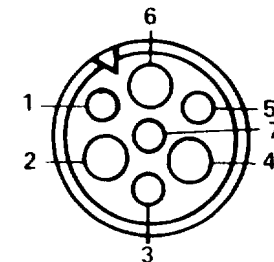
Wiring Face

C191



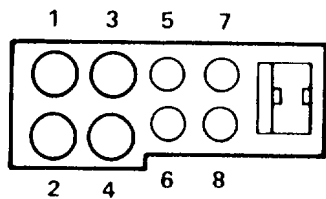
Wiring Face

C202



Wiring Face

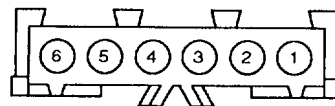
C209



Wiring Face

C200

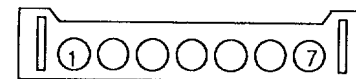
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Wiring Face

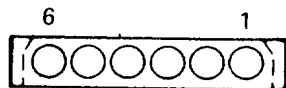
C203

B070004.00



Wiring Face

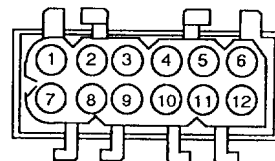
C210



Wiring Face

C201

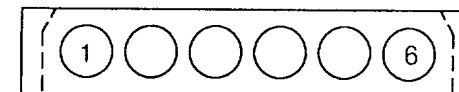
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Wiring Face

C204

B060025



Wiring Face

C240

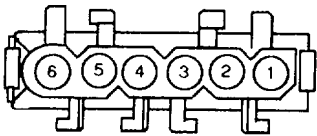
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Wiring Face

C240

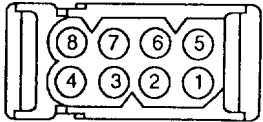
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Mating Face

C242

B080002.00



Mating Face

C243

1 2 3

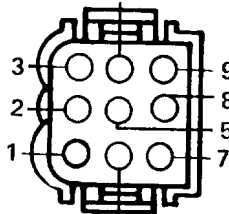


Wiring Face

C303

C304

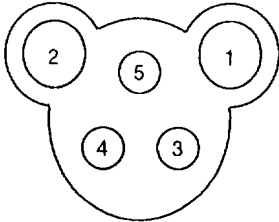
6



Wiring Face

C306

B050011.00



Wiring Face

C413

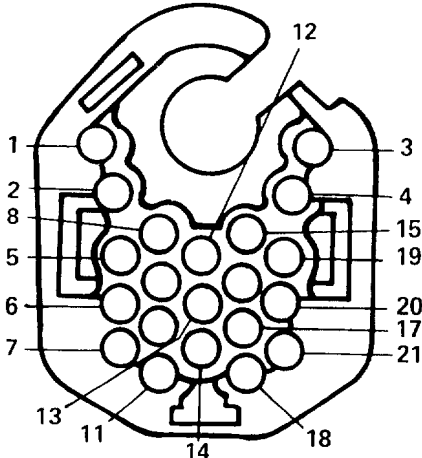
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Wiring Face

C421

C422

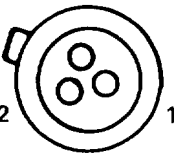


Wiring Face

C404

C405

3



Wiring Face

C503

## 9000-0 COMPONENT LOCATION CHART

COMPONENTS		Page-Figure
A/C In-Line Fuse . . . . .	LH rear side of evaporator housing . . . . .	7000- 6-6
ABS Electronic Control Unit . . . . .	Behind LH side of dash, above hood release . . . . .	7000- 6-2
ABS Hydraulic Unit . . . . .	LH front corner of engine compartment . . . . .	7000- 1-5
Active Check Control Unit . . . . .	Above rear view mirror . . . . .	7000- 7-4
Air Flow Meter . . . . .	LH front of engine compartment, behind air cleaner . . . . .	7000- 1-2
Alternator . . . . .	Lower LH front of engine . . . . .	7000- 2-1
Amplifier . . . . .	LH front corner of trunk . . . . .	7000- 11-1
Auto-Charging Flashlight . . . . .	Inside LH side of glove box . . . . .	7000- 8-2
Automatic Transmission Range Switch . . . . .	At base of gear shift lever . . . . .	7000- 7-6
Auxiliary Fan . . . . .	In front of radiator . . . . .	7000- 2-3
Auxiliary Fan Normal Speed Blower Resistor . . . . .	In front of radiator, RH side of auxiliary fan . . . . .	7000- 2-3
Auxiliary Fuse . . . . .	LH rear of engine compartment, above brake fluid reservoir . . . . .	7000- 0-1
Back Up Light Switch . . . . .	Top RH side of transmission . . . . .	7000- 4-5
Battery . . . . .	RH rear corner of engine compartment . . . . .	7000- 4-2
Battery Junction Block . . . . .	RH rear corner of engine compartment, on battery . . . . .	7000- 4-2
Blower Motor . . . . .	Inside fresh air intake cowl . . . . .	7000- 0-4
Blower Resistors . . . . .	Inside fresh air intake cowl, inside blower motor housing	
Board Computer Horn . . . . .	Behind LH corner of front bumper	
Brake Fluid Level Switch . . . . .	LH side of engine compartment, on brake fluid reservoir . . . . .	7000- 0-3
Brake Switch . . . . .	Behind LH side of dash, on brake pedal support . . . . .	7000- 6-2
Brake Wear Sensors . . . . .	On LH front and RH rear brake calipers . . . . .	7000- 4-4
Central Locking Control Unit . . . . .	Inside LH kick panel, below LH front speaker . . . . .	7000- 5-2
Chime Module . . . . .	Mounted on LH dash hush panel . . . . .	7000- 6-1
Clutch Switch . . . . .	Behind LH side of dash, on clutch pedal support . . . . .	7000- 6-2
Combination Switch . . . . .	Upper LH side of steering column . . . . .	7000- 6-5
Compressor Clutch . . . . .	Lower RH front of engine, on A/C compressor . . . . .	7000- 3-2
Compressor Clutch Diode . . . . .	Lower RH front of engine, on A/C compressor . . . . .	7000- 3-2
Convertible Top Position Switch . . . . .	LH side of soft top stowage compartment . . . . .	7000- 9-6
Coolant Level Switch . . . . .	In front of LH front wheel well, in coolant reservoir . . . . .	7000- 1-4
Coolant Temperature Sender . . . . .	Top front of engine, top of thermostat housing . . . . .	7000- 2-5
Coolant Temperature Sensor . . . . .	Top front of engine, top of thermostat housing . . . . .	7000- 2-5
Cruise Control Actuator . . . . .	LH front of engine compartment . . . . .	7000- 1-4
Cruise Control Unit . . . . .	Behind RH side of dash, above glove box . . . . .	7000- 8-3
Cylinder Identification Sensor . . . . .	Top RH front of engine, near distributor . . . . .	7000- 2-6
Diagnostic Connector . . . . .	Top LH front of engine . . . . .	7000- 1-3
Door Lock Motors . . . . .	Rear part of each door . . . . .	7000- 9-3
Driver's Exterior Door Handle Switch . . . . .	In top rear of LH front door . . . . .	7000- 9-1

<b>COMPONENTS</b>	Page-Figure
Dual Temperature Switch . . . . .	Top RH side of radiator . . . . . 7000- 2-4
Engine Speed Sensor . . . . .	Lower RH front of engine. . . . . 7000- 3-1
Evaporative Purge Valve . . . . .	Below LH side of throttle body . . . . . 7000- 0-6
Evaporator Temperature Regulator . . . . .	On LH side of evaporator housing . . . . . 7000- 7-1
Evaporator Temperature Sensor.	On LH side of evaporator housing . . . . . 7000- 7-1
Filter Capacitor . . . . .	Lower LH front of engine, on alternator . . . . . 7000- 2-1
Flasher. . . . .	Upper part of steering column . . . . . 7000- 6-5
Fresh/Recirculating Air Flap Door Motors. . . . .	Behind A/C face plate, on either side of evaporator housing . . . . . 7000- 7-2
Fresh/Recirculating Air Relays . .	Behind A/C face plate . . . . . 7000- 7-3
Front Window Motors . . . . .	Forward part of each door . . . . . 7000- 8-6
Fuel Injectors . . . . .	Below intake manifold, at each cylinder . . . . . 7000- 2-5
Fuel Pump Relay . . . . .	Front of LH front shock tower, on bracket . . . . . 7000- 1-1
Fuel Tank Sender. . . . .	Below RH side of rear seat, top of fuel tank . . . . . 7000-10-4
Fusible Link A . . . . .	RH rear corner of engine compartment, at battery . . 7000- 4-2
Gas Filler Lock Motor . . . . .	RH side of trunk, behind RH wheel well . . . . . 7000-11-3
Glove Box Light Switch . . . . .	Behind RH side of dash, above glove box . . . . . 7000- 8-3
Hazard Switch . . . . .	In center of dash, above digital radio . . . . . 7000- 7-5
High Pressure Cut-Out Switch. . .	On receiver dryer, behind RH headlight . . . . . 7000- 3-4
Horn Brush/Slip Ring . . . . .	In upper part of steering column . . . . . 7000- 6-5
Horns . . . . .	Behind LH corner of front bumper
Hot Water Cut-Off Switch . . . . .	Behind center of dash, near rotary temperature control . . . . . 7000- 7-3
Idle Speed Actuator . . . . .	Top LH side of engine . . . . . 7000- 1-3
Ignition Coil . . . . .	On RH front wheel well, forward of shock tower. . . 7000- 3-6
Ignition Key Switch . . . . .	Part of ignition switch, in upper part of steering column
Ignition Switch . . . . .	Top RH side of steering column . . . . . 7000- 6-5
Interior Light Timer Control . . . .	Inside LH kick panel, below LH front speaker . . . . . 7000- 5-2
Left Tank Fuel Sender . . . . .	Below LH side of rear seat . . . . . 7000-10-2
Low Pressure Cut-Out Switch . . . .	On receiver dryer, behind RH headlight . . . . . 7000- 3-4
Main Fuel Pump . . . . .	Below RH side of rear seat, in fuel tank . . . . . 7000-10-4
Main Relay . . . . .	Front of LH front shock tower, on bracket . . . . . 7000- 1-1
Motronic Control Unit . . . . .	Behind RH side of dash, above glove box . . . . . 7000- 8-3
Oil Level Sensor . . . . .	Top LH side of oil pan . . . . . 7000- 1-6
Oil Pressure Switch . . . . .	Lower RH front of engine, below oil filter . . . . . 7000- 3-3
On-Board Computer Module . . . . .	In center of dash, on RH side of digital radio . . . . . 7000- 7-5
On-Board Computer Relay Box. . . .	Behind LH side of dash, near ABS electronic control unit . . . . . 7000- 5-6
Outside Temperature Sensor . . . .	Behind LH corner of front bumper, on splash guard . 7000- 2-2
Over Voltage Protection Relay . . .	Behind LH side of dash, near ABS electronic control



## 9000-2 COMPONENT LOCATION CHART

COMPONENTS		Page-Figure
	unit . . . . .	7000- 5-3
Oxygen Sensor . . . . .	Lower RH rear of engine compartment, on exhaust manifold . . . . .	7000- 4-1
Oxygen Sensor Heater Relay . . . . .	Front of LH front shock tower, on bracket . . . . .	7000- 1-1
Park Brake Switch . . . . .	At base of parking brake . . . . .	7000- 8-1
Power Antenna . . . . .	LH side of trunk, behind LH wheel well . . . . .	7000-11-2
Power Distribution Box . . . . .	LH rear corner of engine compartment . . . . .	7000- 0-1
Power Window Circuit Breaker . . . . .	On center console, near gear shift lever . . . . .	7000- 7-6
Pulse Wheels . . . . .	On respective wheels, in brake housing	
Rear Lights Check Relay . . . . .	Inside front of LH rear quarter panel, behind trim panel . . . . .	7000-10-1
Rear Window Blower . . . . .	Behind center of rear seat back. . . . .	7000-10-3
Rear Window Blower Relay . . . . .	Behind center of rear seat back, on rear window blower . . . . .	7000-10-3
Rear Window Motors . . . . .	Inside front of LH rear quarter panel, behind trim panel . . . . .	7000-10-5
RH Front Door Micro Switch . . . . .	In top rear of RH front door . . . . .	7000- 9-2
Seatbelt Switch . . . . .	In driver's seatbelt buckle assembly	
Seatbelt Warning Timer . . . . .	Behind LH side of dash, on electrical bracket . . . . .	7000- 6-3
Speed Detectors . . . . .	On wheels, in brake housing . . . . .	7000- 4-3
Speedometer Sender . . . . .	On rear of differential . . . . .	7000- 4-6
SRS Connector C240 . . . . .	Behind LH side of dash, RH side of accessory connector . . . . .	7000- 5-5
Start Relay . . . . .	Behind LH side of dash, on accessory connector bracket . . . . .	7000- 5-4
Starter . . . . .	Lower LH rear of engine . . . . .	7000- 0-5
Throttle Switch . . . . .	Below LH side of throttle body . . . . .	7000- 0-6
Trunk Lid Lock Motor . . . . .	On trunk lock center support . . . . .	7000-11-4
Trunk Light Switch . . . . .	Top center of trunk lid . . . . .	7000-11-5
Unlock Inhibit Switch . . . . .	In top rear of LH front door . . . . .	7000- 9-2
Washer Fluid Level Switch . . . . .	Behind RH headlight, in washer fluid reservoir . . . . .	7000- 3-4
Washer Pump . . . . .	Ahead of RH front wheel well, on washer fluid reservoir . . . . .	7000- 3-5
Water Shut-Off Solenoid . . . . .	LH side of evaporator housing . . . . .	7000- 6-6
Wiper Motor . . . . .	Inside LH side of fresh air intake cowl . . . . .	7000- 0-4
<b>CONNECTORS</b>		
C 101 (20 pins) . . . . .	Next to power distribution box, mounted on engine dash . . . . .	7000- 0-3
C 103 (30 pins) . . . . .	Behind LH side of dash, on body electrical bracket. . . . .	7000- 5-5
C 104 (2 pins) . . . . .	Behind LH side of dash, near accessory connector. . . . .	7000- 6-1
C 109 (6 pins) . . . . .	Inside LH side of fresh air intake cowl, near wiper motor	

COMPONENTS	Page-Figure
C110 (3 pins) . . . . .	RH front of engine compartment . . . . . 7000- 3-4
C113 (3 pins) . . . . .	LH front corner of engine compartment . . . . . 7000- 1-5
C114 (8 pins) . . . . .	LH rear corner of engine compartment, on power distribution box . . . . . 7000- 0-2
C115 (2 pins) . . . . .	LH rear corner of engine compartment, on power distribution box . . . . . 7000- 0-2
C126 (2 pins) . . . . .	LH front corner of engine compartment . . . . . 7000- 1-5
C127 (2 pins) . . . . .	RH front corner of engine compartment . . . . . 7000- 3-4
C131 (4 pins) . . . . .	Behind RH side of dash, above glove box . . . . . 7000- 8-3
C136 (4 pins) . . . . .	Behind RH side of dash, above glove box . . . . . 7000- 8-3
C140 (4 pins) . . . . .	RH rear of engine compartment, under battery tray . 7000- 4-1
C142 (1 pin) . . . . .	Behind LH side of dash, near steering column . . . . . 7000- 6-1
C143 (1 pin) . . . . .	Behind LH side of dash, near accessory connector. . 7000- 6-3
C150 (2 pins) . . . . .	Front of LH front wheel well, on bracket . . . . . 7000- 1-2
C151 (2 pins) . . . . .	Front of RH front wheel well . . . . . 7000- 3-5
C190 (2 pins) . . . . .	Below RH side of rear seat . . . . . 7000-10-4
C191 (7 pins) . . . . .	Lower LH side of engine . . . . . 7000- 0-5
C200 (10 pins) . . . . .	Behind LH side of dash, on steering column . . . . . 7000- 6-3
C201 (6 pins) . . . . .	Behind LH side of dash, on steering column . . . . . 7000- 6-3
C202 (13 pins) . . . . .	Behind LH side of dash, on steering column . . . . . 7000- 6-3
C203 (6 pins) . . . . .	Behind LH side of dash, near LH kick panel. . . . . 7000- 5-2
C204 (12 pins) . . . . .	Behind LH side of dash, RH side of steering column . 7000- 7-2
C208 (2 pins) (Automatic) . . . . .	Behind LH side of dash, on C204 . . . . . 7000- 7-2
C208 (2 pins) (Manual) . . . . .	Behind LH side of dash, on brake pedal support. . . 7000- 6-2
C209 (7 pins) . . . . .	Behind LH side of dash, near brake pedal support . . 7000- 6-1
C210 (7 pins) . . . . .	Behind LH side of dash, on steering column . . . . . 7000- 6-3
C213 (2 pins) . . . . .	Behind center of dash, on digital radio . . . . . 7000- 7-5
C214 (2 pins) . . . . .	Behind center of dash, on digital radio . . . . . 7000- 7-5
C215 (2 pins) . . . . .	Behind center of dash, behind digital radio . . . . . 7000- 7-5
C216 (2 pins) . . . . .	Behind center of dash, on digital radio . . . . . 7000- 7-5
C217 (1 pin) . . . . .	Behind LH side of dash, near accessory connector. . 7000- 5-6
C219 (2 pins) . . . . .	LH side of trunk, above LH wheel well . . . . . 7000-11-2
C233 (1 pin) . . . . .	Behind center of dash, near digital radio. . . . . 7000- 7-5
C241 (1 pin) . . . . .	Behind LH side of dash, above steering column . . . 7000- 6-4
C242 (2 pins) . . . . .	Behind center of dash, on digital radio . . . . . 7000- 7-5
C243 (8 pins) . . . . .	Behind center of dash, near digital radio. . . . . 7000- 7-5
C260 (2 pins) . . . . .	Behind LH side of dash, near accessory connector. . 7000- 5-6
C301 (2 pins) . . . . .	Below center console, near gear shift lever. . . . . 7000- 7-6
C302 (25 pins) Accessory Connector . . . . .	Behind LH side of dash, on body electrical bracket. . 7000- 5-5
C305 (1 pin) . . . . .	Behind LH side of dash, near accessory connector. . 7000- 5-6
C306 (9 pins) . . . . .	Below center console, near gear shift lever. . . . . 7000- 7-6

## 9000-4 COMPONENT LOCATION CHART

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<b>COMPONENTS</b>		Page-Figure
C308 (1 pin)	RH side of soft top stowage compartment	7000-10-6
C310 (1 pin)	LH side of soft top stowage compartment	7000- 9-6
C352 (2 pins)	Below LH side of rear seat	7000-10-1
C360 (2 pins)	Below RH side of rear seat	7000-10-4
C404 (21 pins)	Above RH front door jamb switch	7000- 8-5
C405 (21 pins)	Above LH front door jamb switch	7000- 5-1
C406 (1 pin)	Below RH front speaker	7000- 8-4
C407 (1 pin)	Below LH front speaker	7000- 5-2
C421 (3 pins)	Below left front seat assembly	7000- 9-4
C422 (3 pins)	Below right front seat assembly	7000- 9-5
C500 (1 pin)	Behind LH side of dash, near steering column	7000- 6-1
C503 (3 pins)	In lower rear of LH front door	7000- 9-3
C510 (1 pin)	Inside LH kick panel, above LH front speaker	7000- 5-2
<b>GROUNDS</b>		
G100	On RH shock tower	7000- 4-2
G103	On RH shock tower	7000- 4-2
G104	On inner fender, behind LH headlight	7000- 1-4
G200	Behind LH side of dash, above brake pedal	7000- 6-4
G201	Upper LH side of steering column	7000- 6-5
G202	Below RH side of rear seat	7000-10-5
G300	Below LH side of rear seat	7000-10-1
G302	LH side of trunk, behind LH wheel well	7000-11-2

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