Key-on Beeper

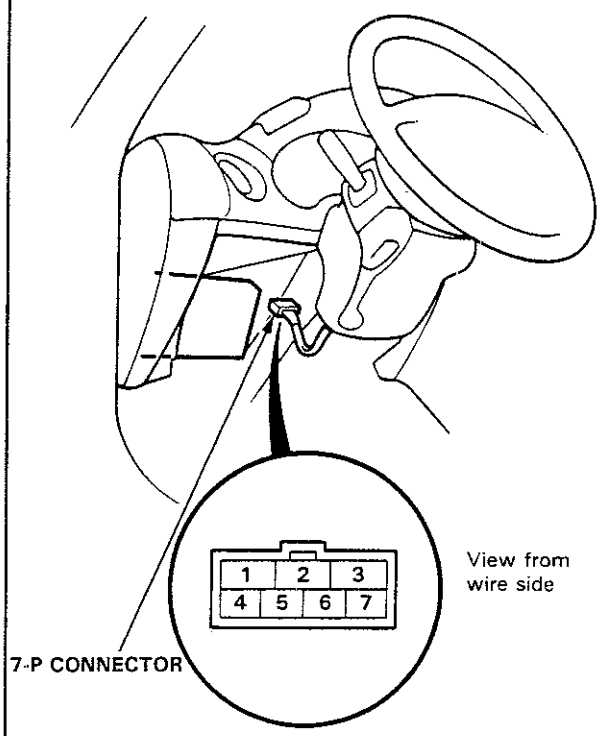
Ignition Key Switch Test

NOTE: Refer to page 23-155 for the circuit diagram of the key-on beeper, and page 23-157 for the input test of the beeper circuit

When the ignition key is not removed, the key-on beeper in the integrated control unit senses ground through the closed ignition key switch. When you open the driver's or passenger's door, the beeper circuit senses ground through the closed door switch. With ground at the "A1" and "A2" or "A3" terminals, the beeper sounds.

1. Remove the dashboard lower cover.

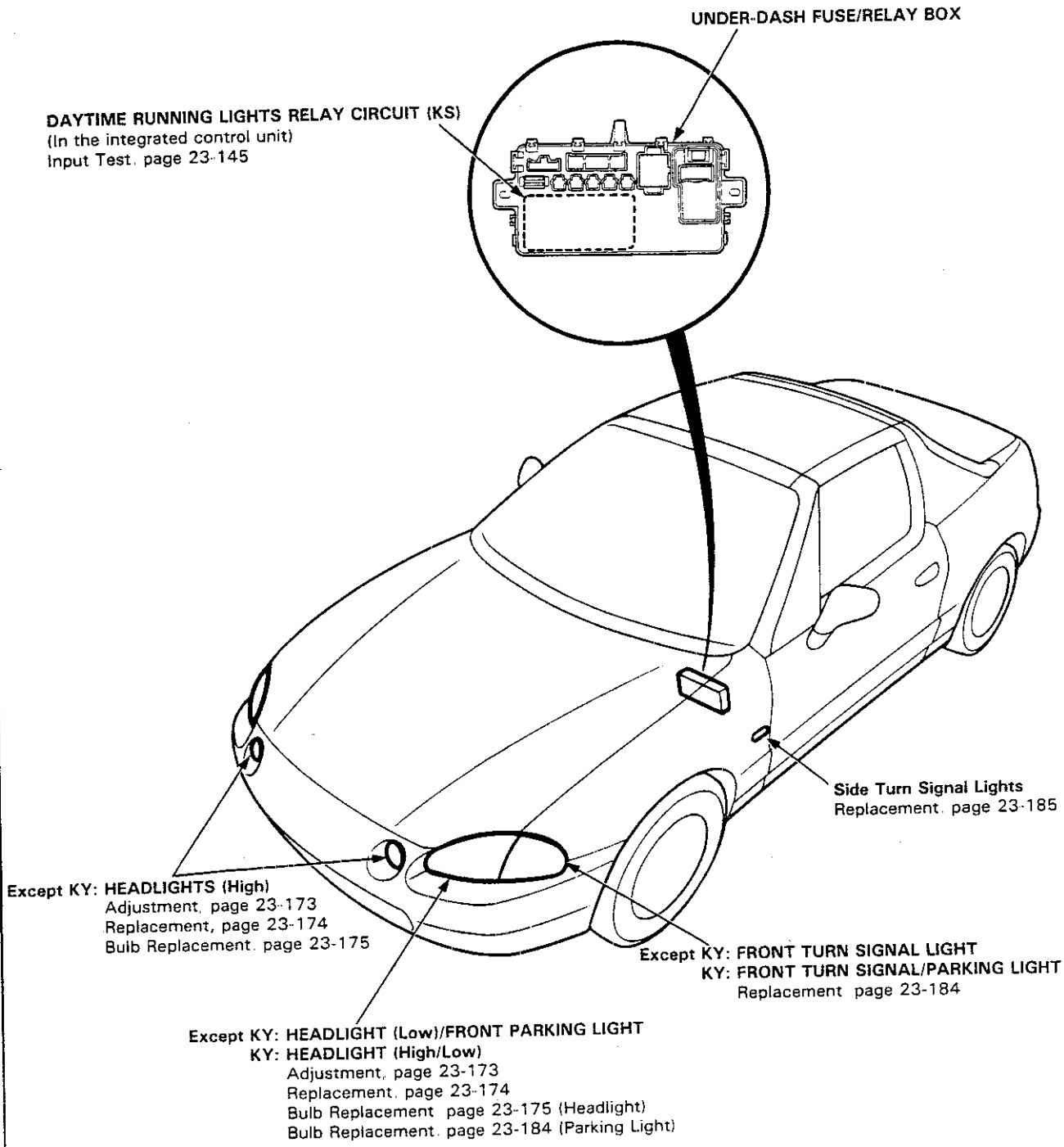
2. Disconnect the 7-P connector from the under-dash fuse/relay box



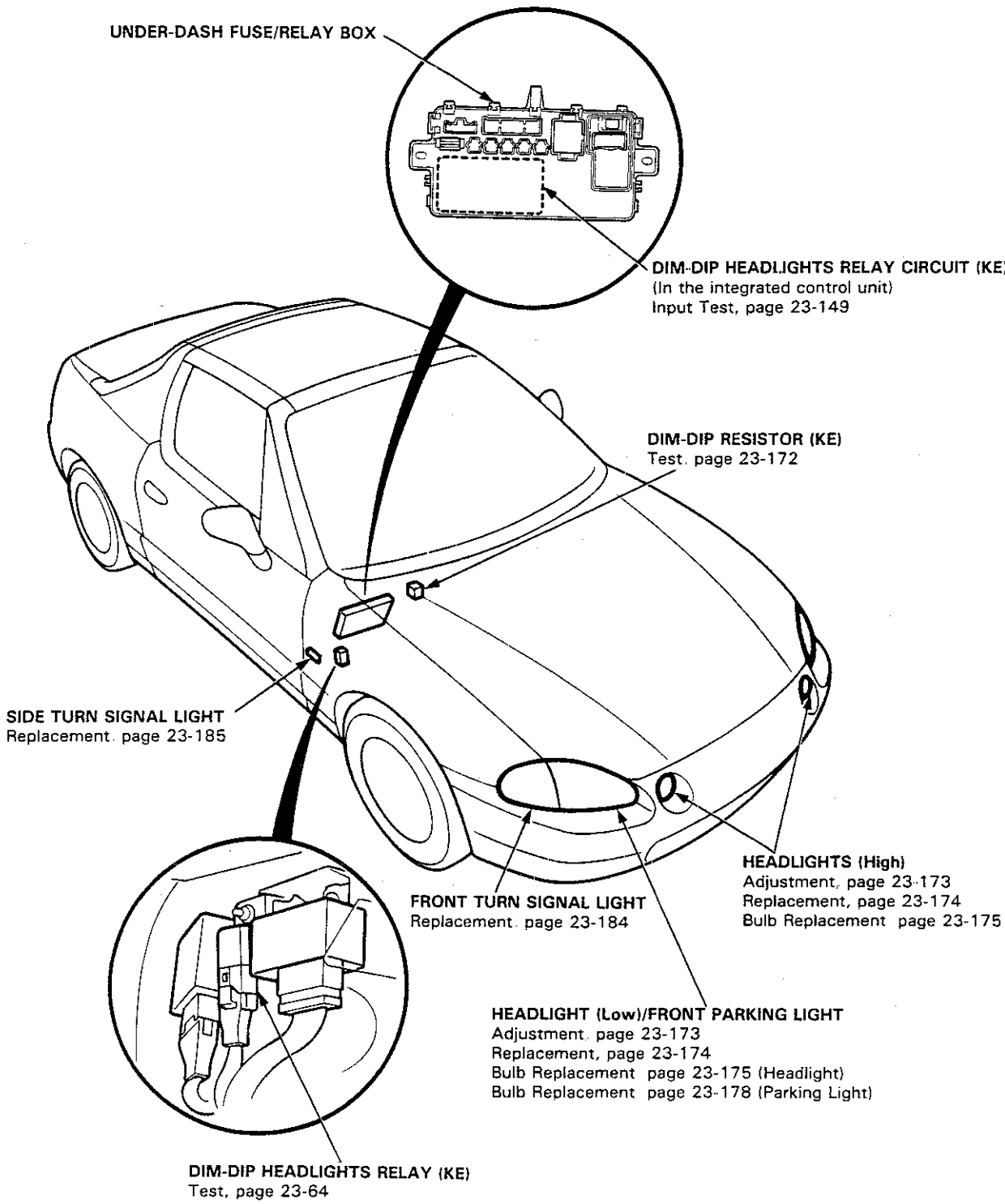
3. There should be continuity between the No. 2 and No. 4 terminals when the ignition key is inserted into the ignition key cylinder.
   There should be no continuity with the ignition key removed

Component Location Index

LHD:

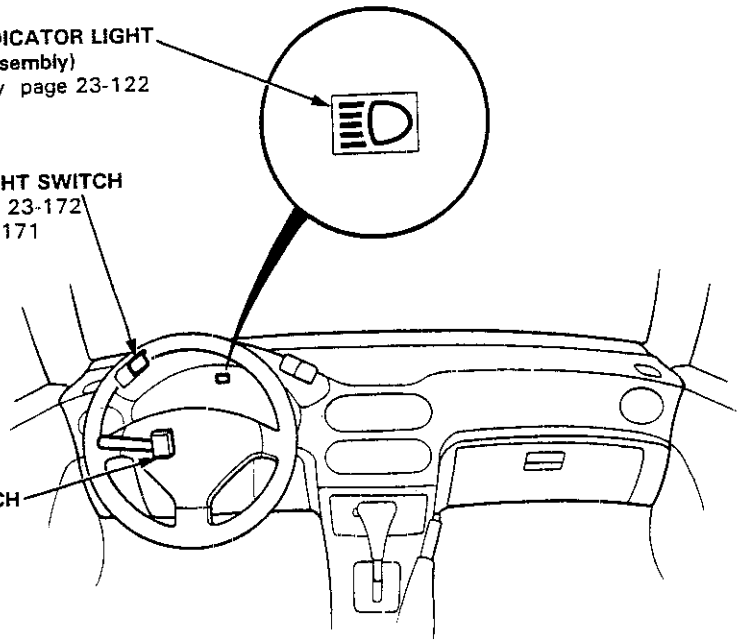


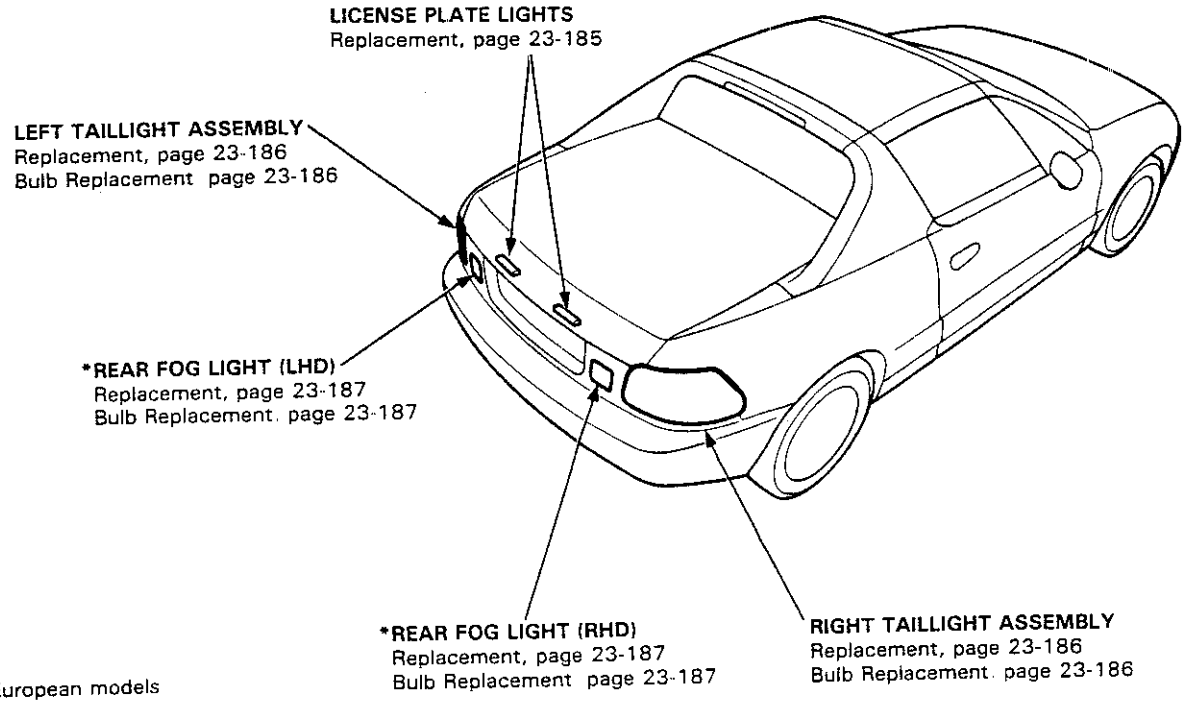
RHD:


UNDER-DASH FUSE/RELAY BOX
DIM-DIP HEADLIGHTS RELAY CIRCUIT (KE)
(In the integrated control unit)
Input Test, page 23-149
DIM-DIP RESISTOR (KE)
Test, page 23-172
SIDE TURN SIGNAL LIGHT
Replacement, page 23-185
FRONT TURN SIGNAL LIGHT
Replacement, page 23-184
HEADLIGHTS (High)
Adjustment, page 23-173
Replacement, page 23-174
Bulb Replacement page 23-175
HEADLIGHT (Low)/FRONT PARKING LIGHT
Adjustment, page 23-173
Replacement, page 23-174
Bulb Replacement page 23-175 (Headlight)
Bulb Replacement page 23-178 (Parking Light)
DIM-DIP HEADLIGHTS RELAY (KE)
Test, page 23-64

(cont'd)

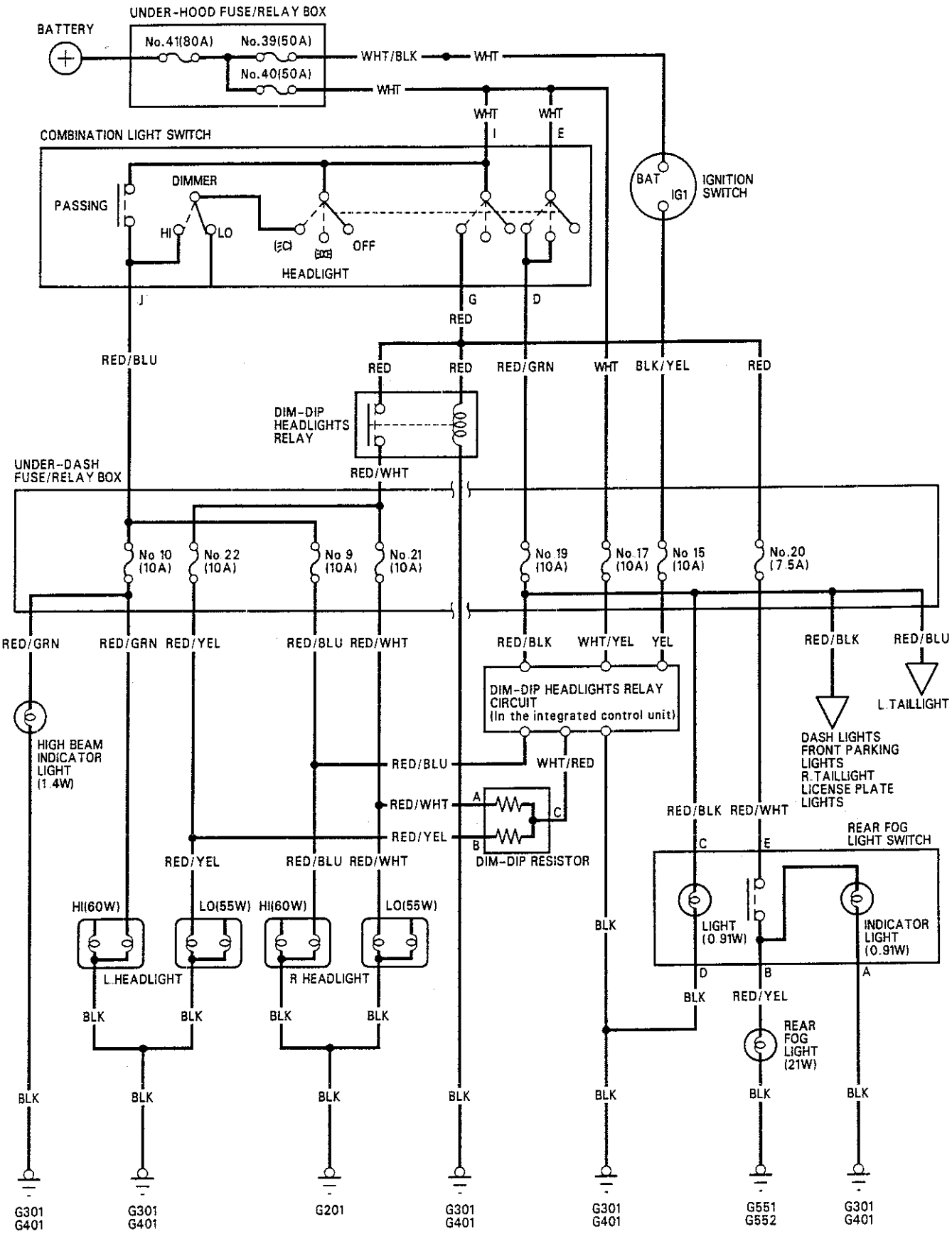
Component Location Index (cont'd)





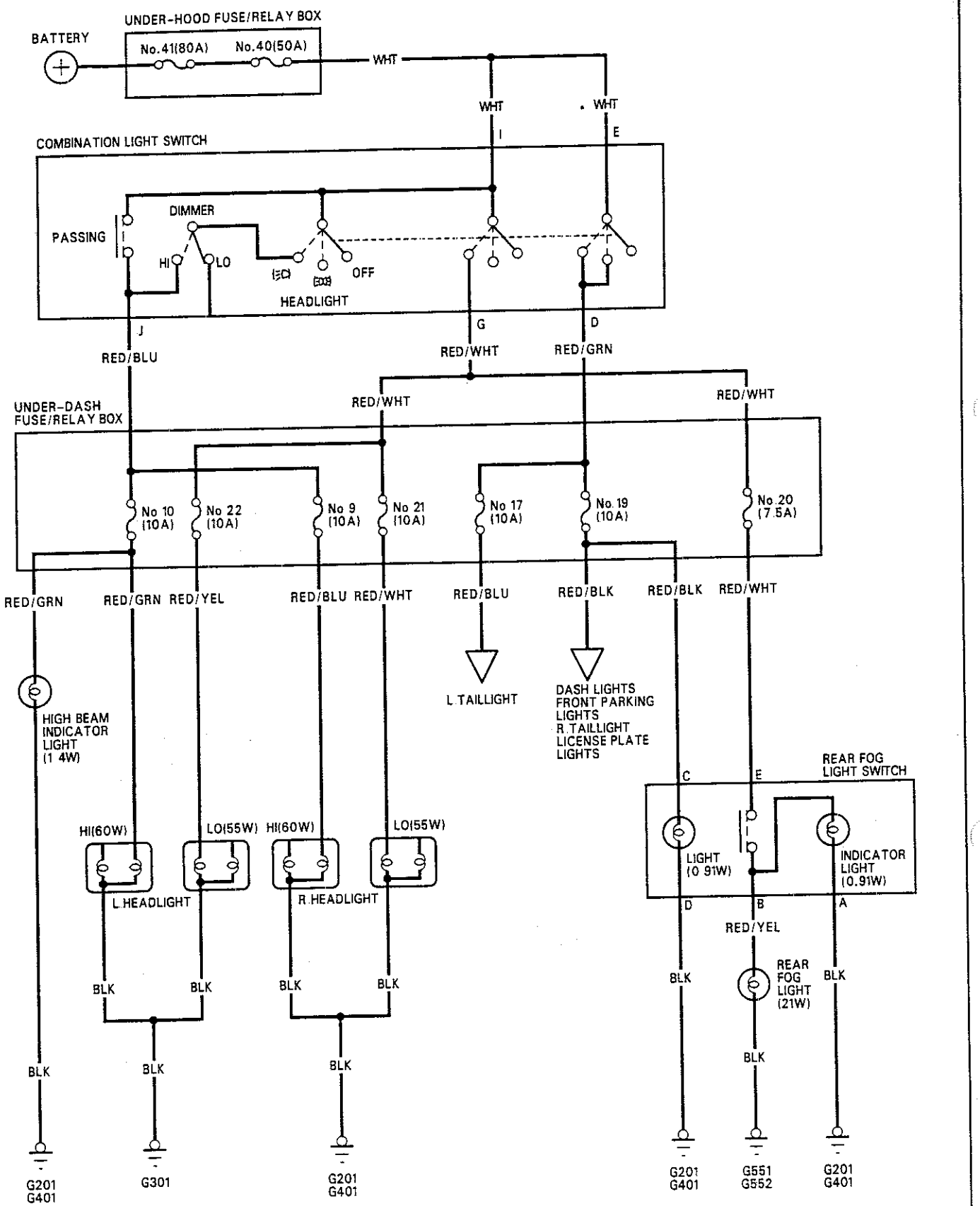
*: European models

Circuit Diagram (KE)

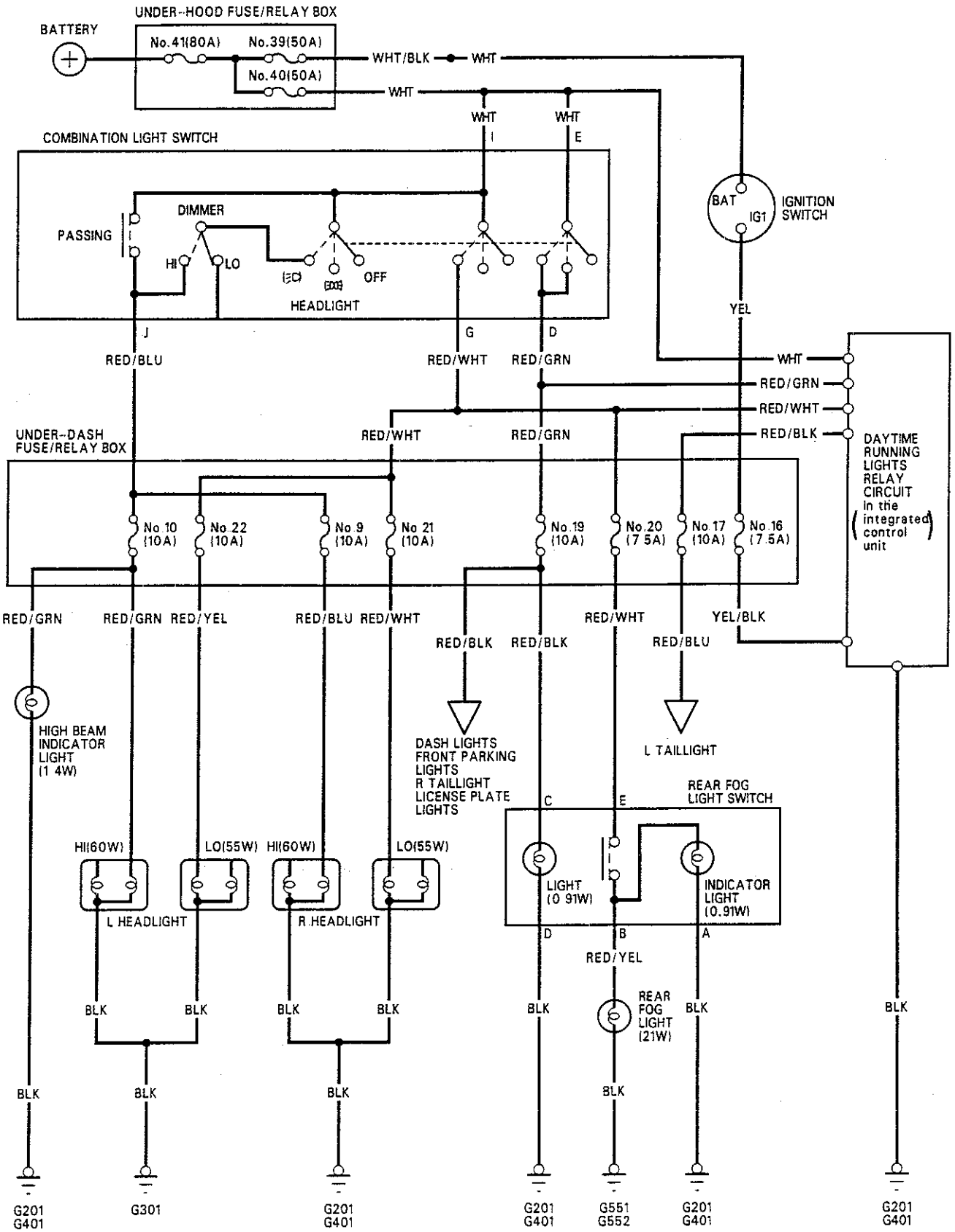


Lighting System

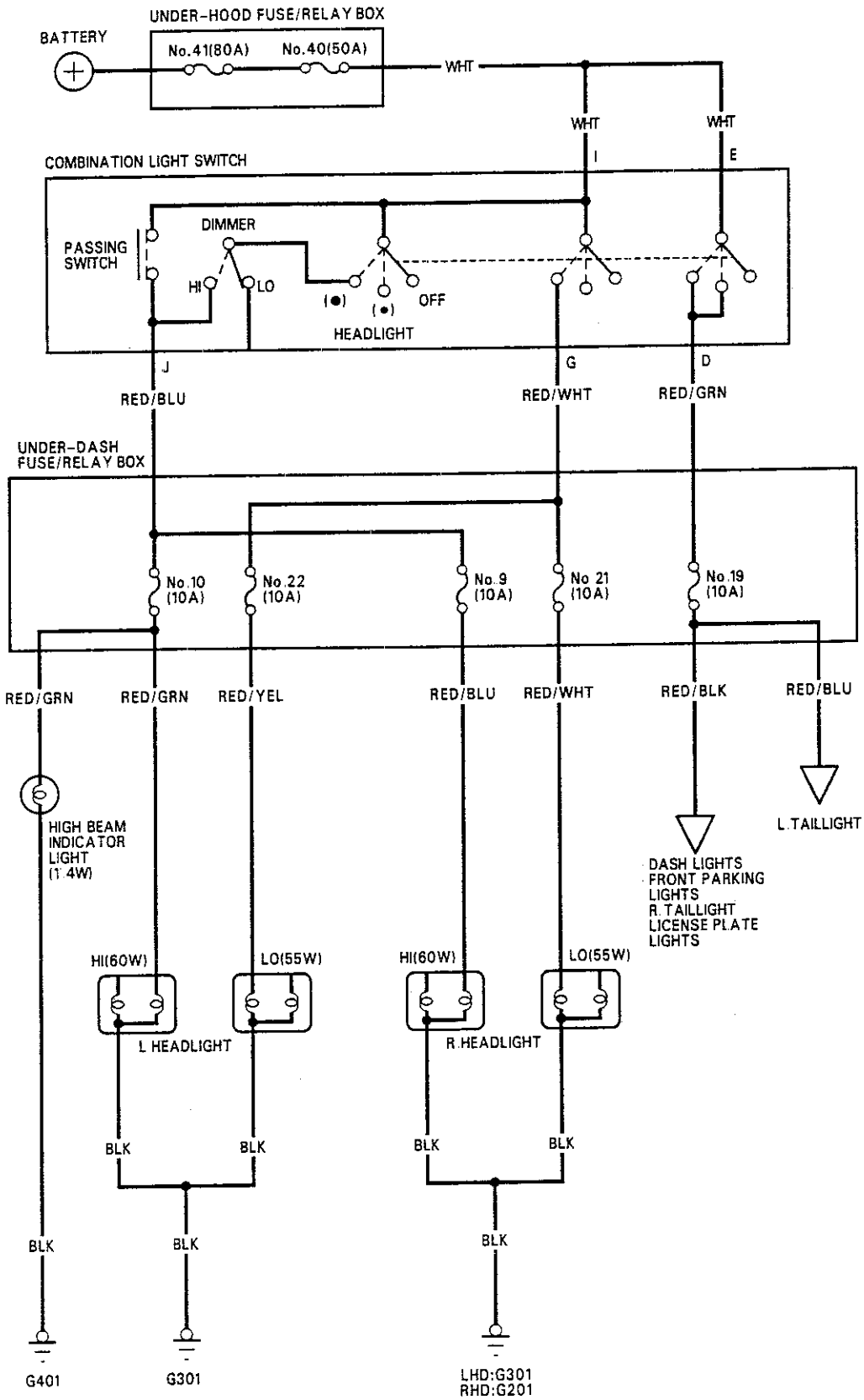
Circuit Diagram (KF,KG)



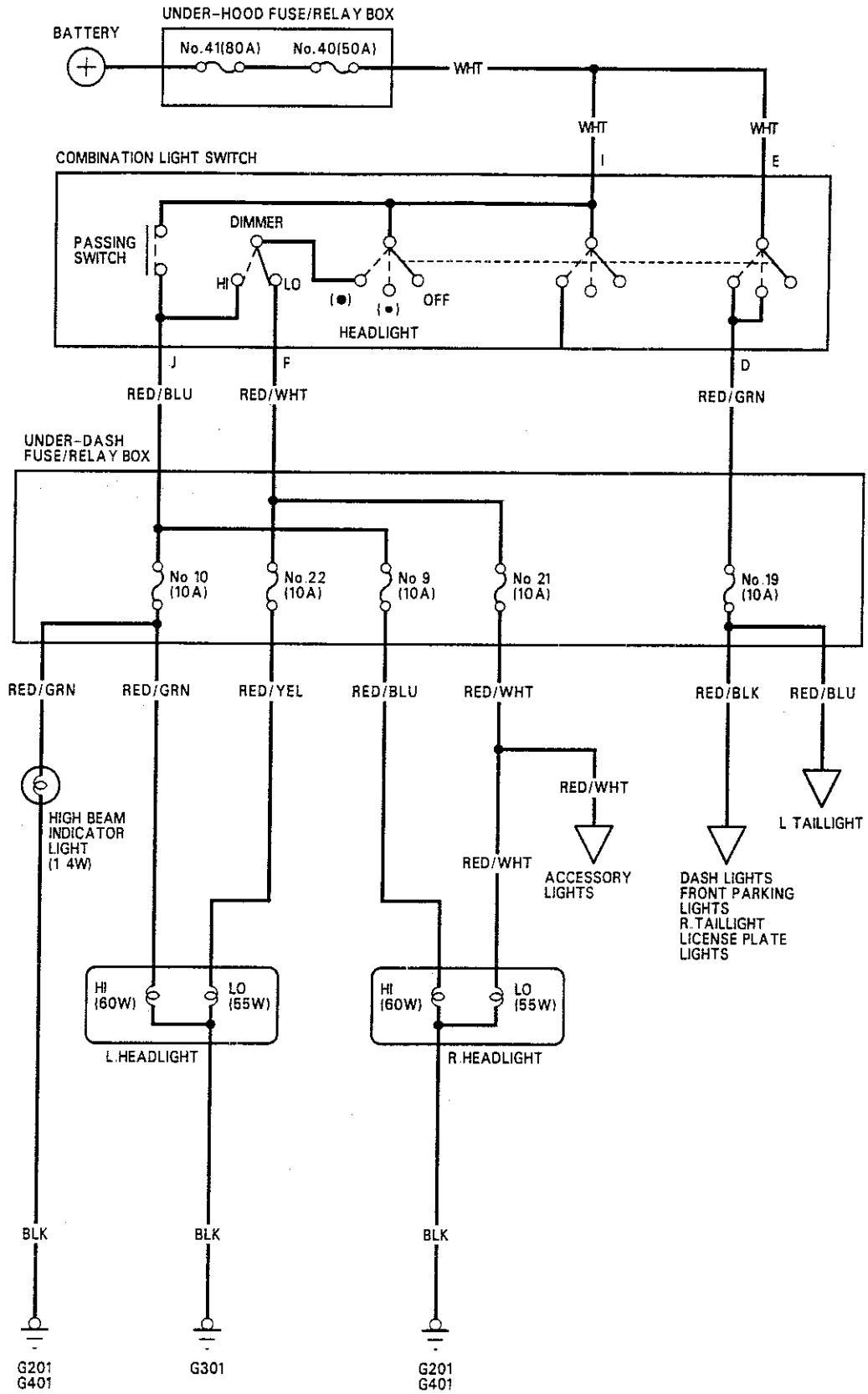
Circuit Diagram (KS)



Circuit Diagram (KP,KQ,KT)



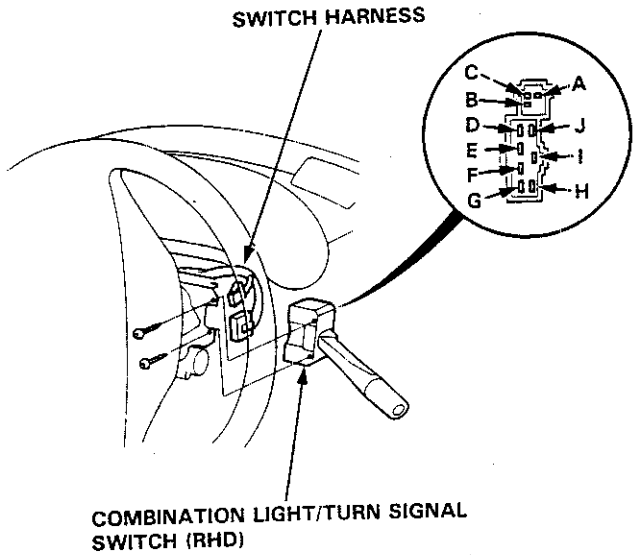
Circuit Diagram (KY)

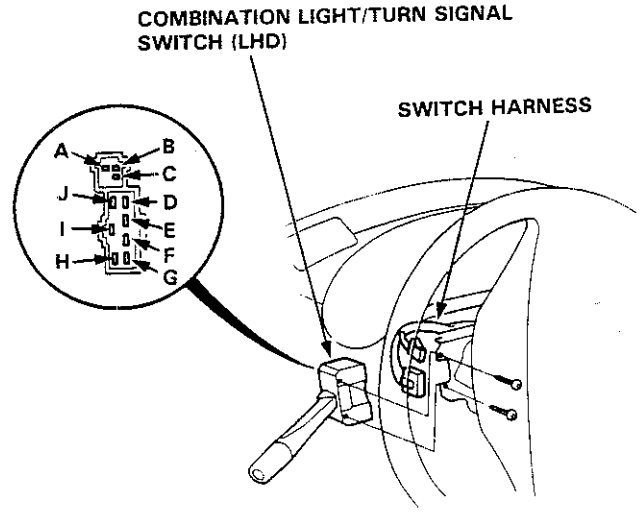


Combination Light Switch Test

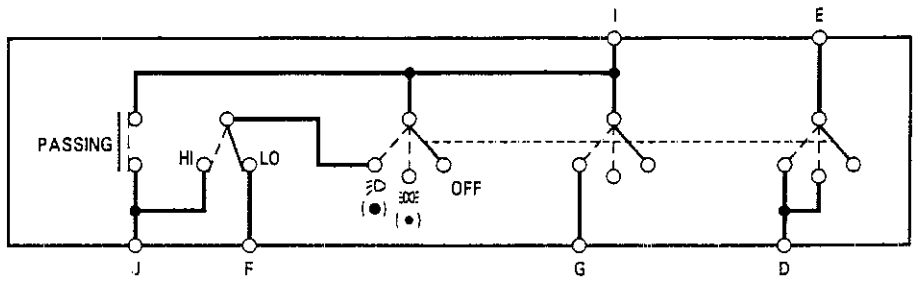
NOTE: LHD type is shown; RHD type is symmetrical.

1. Remove the combination light switch (see page 23-170).
2. Check the connector terminals to be sure they are all making good contact.
   - If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
3. Check for continuity between the terminals in each switch position according to the table.
4. If all the tests prove OK, but the system does not work, check for continuity in the switch harness (between the main wire harness and the switch)



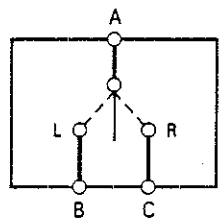


COMBINATION LIGHT SWITCH :



Position \ Terminal		D	E	F (KY)	G (Except KY)	I	J
Headlight switch	OFF						
	or	○	○				
	LOW	○	○	○	○	○	
	HIGH	○	○		○	○	○
Passing switch	OFF						
	ON					○	○

TURN SIGNAL SWITCH :

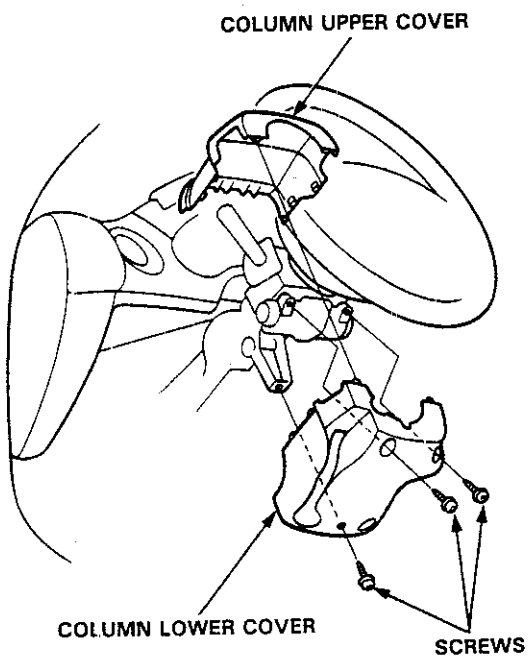


Position \ Terminal	A	B	C
R	○		○
NEUTRAL			
L	○	○	

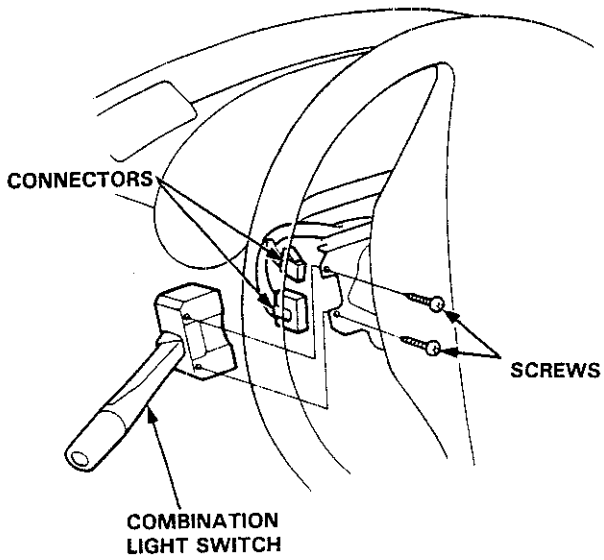
Combination Light Switch Replacement

NOTE: LHD type is shown; RHD type is symmetrical

1. Remove the three screws from the column lower cover.
2. Remove the column covers.



3. Turn the steering wheel 90° toward the switch
4. Disconnect the 4-P and 7-P connectors from the combination light switch.
5. Remove the two screws, and then pull out the switch.

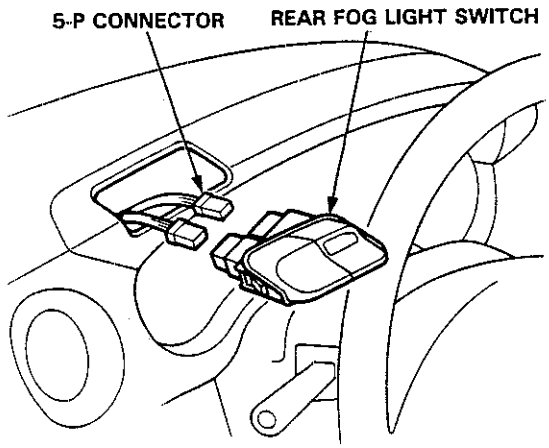


6. Install in the reverse order of removal.

Rear Fog Light Switch Test (European models)

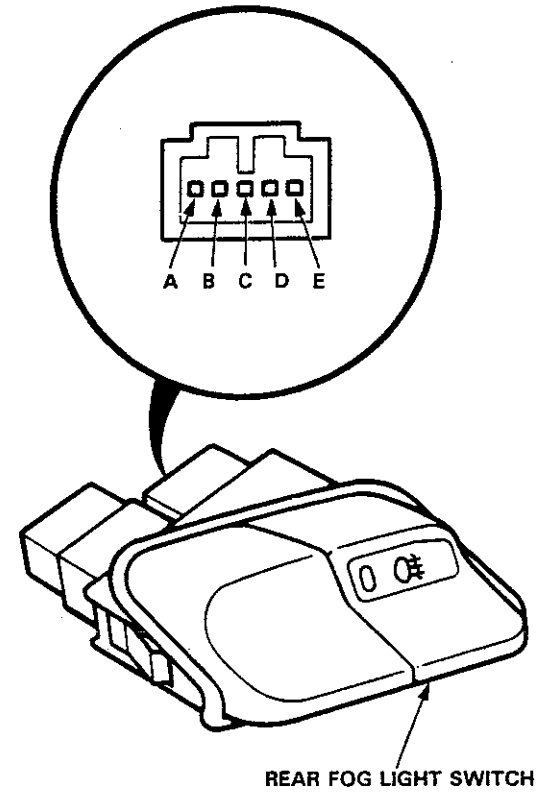
NOTE: LHD type is shown; RHD type is symmetrical

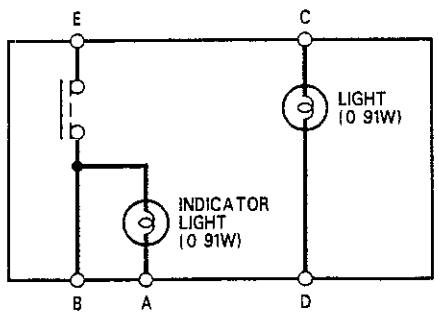
1. Pry the switch out of the meter visor (see next page).
2. Disconnect the connectors from the switches.



3. Check for continuity between the terminals according to the table.

Terminal / Position	A		B	C		D	E
OFF	○	⊙	○	○	⊙	○	
ON	○	⊙	○	○	⊙	○	○

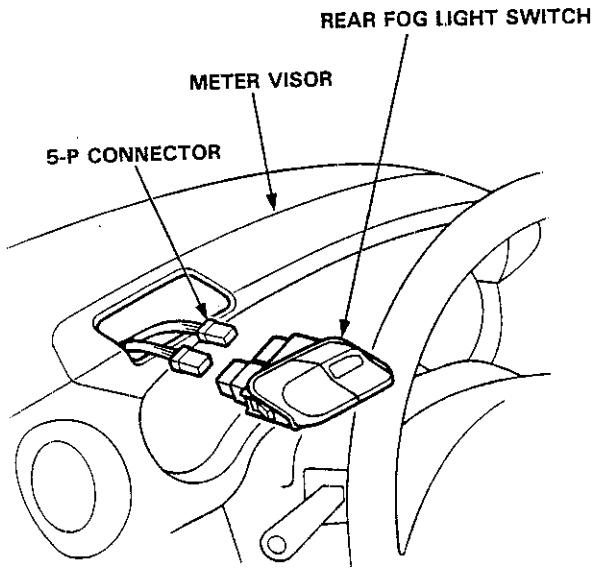




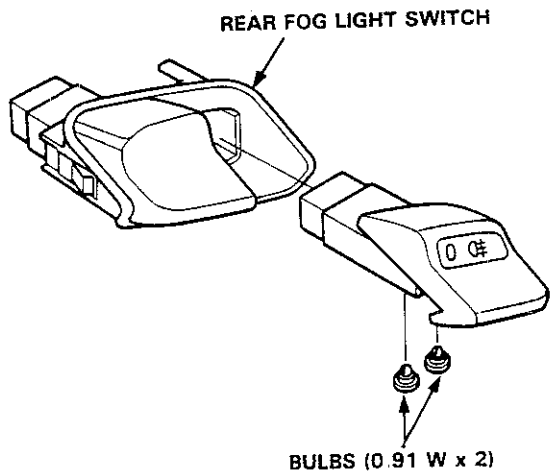
Rear Fog Light Switch Removal (European models)

1. Pry the switch out of the meter visor.
2. Disconnect the connectors from the switches

NOTE:
- Carefully remove the switch without damaging it or the meter visor
- LHD type is shown; RHD type is symmetrical



3. When replacing a bulb, turn the bulb socket 45° counterclockwise, then remove the bulb

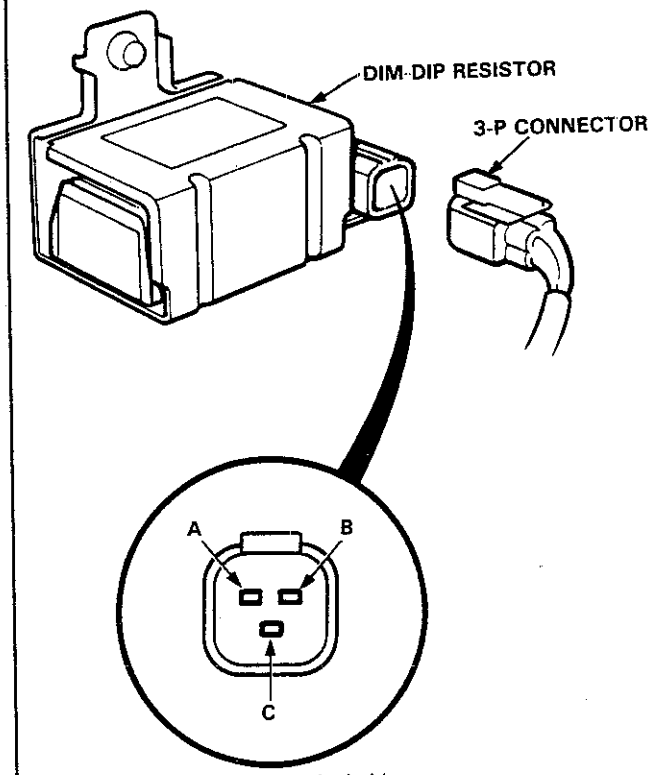


Dim-dip Resistor Test (KE)

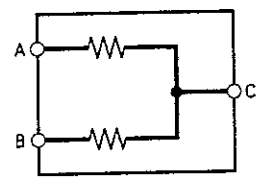
CAUTION: The dim-dip resistor becomes very hot during use of the dim-dip headlights; do not touch it or the attaching hardware immediately after the lights have been turned off.

1. Disconnect the 3-P connector from the resistor.
2. Using an ohmmeter, measure the resistance between the terminals

Left Headlight Resistance
(between the A and C terminals):
1.6 ± 0.08 Ω
Right Headlight Resistance
(between the B and C terminals):
1.6 ± 0.08 Ω



View from terminal side



3. Replace the resistor if the resistance is not within specifications.

Headlights

Headlight Adjustment

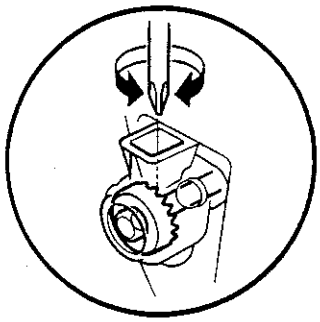
Low beam: Except KY
High/Low beam: KY

CAUTION:
- Halogen headlights become very hot in use; do not touch them or the attaching hardware immediately after they have been turned off
- Do not try to replace or clean the headlights with the lights on.

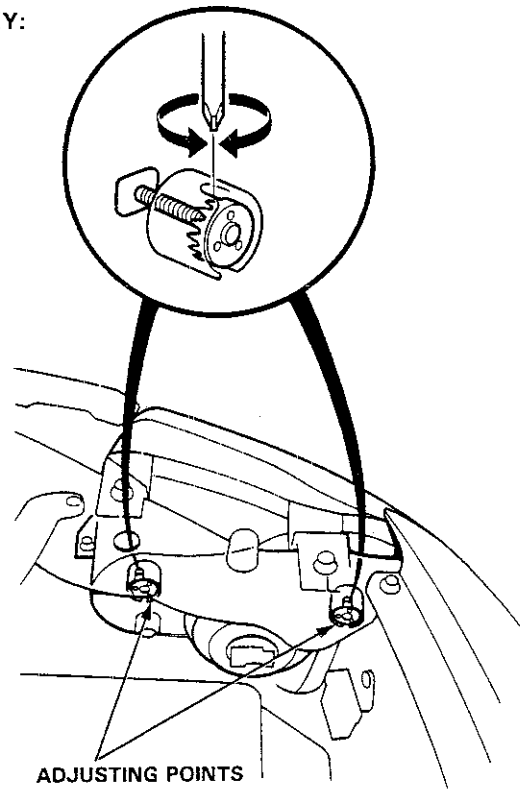
NOTE: Adjust the headlight to local requirements

1. Adjust by turning the adjusting points.

KY:



Except KY:

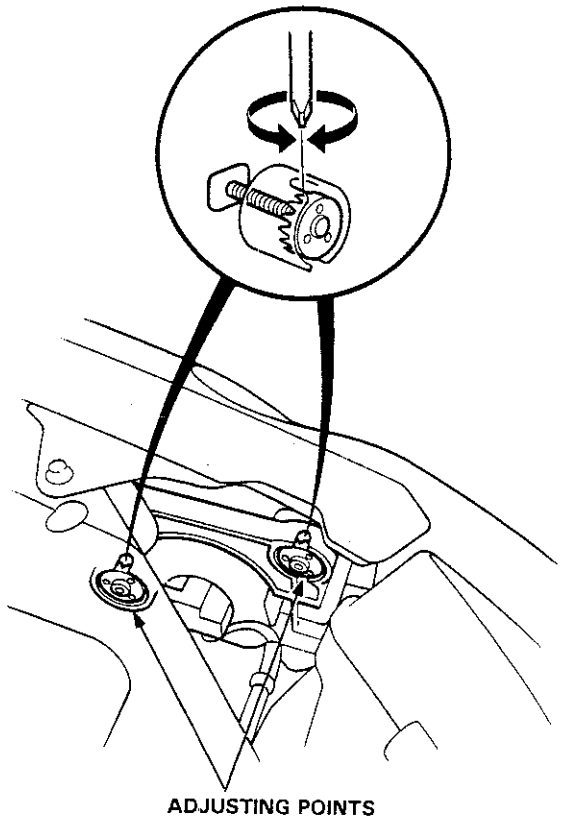


High beam: Except KY

CAUTION:
- Halogen headlights become very hot in use; do not touch them or the attaching hardware immediately after they have been turned off.
- Do not try to replace or clean the headlights with the lights on.

NOTE: Adjust the headlight to local requirements

1 Adjust by turning the adjusting points.

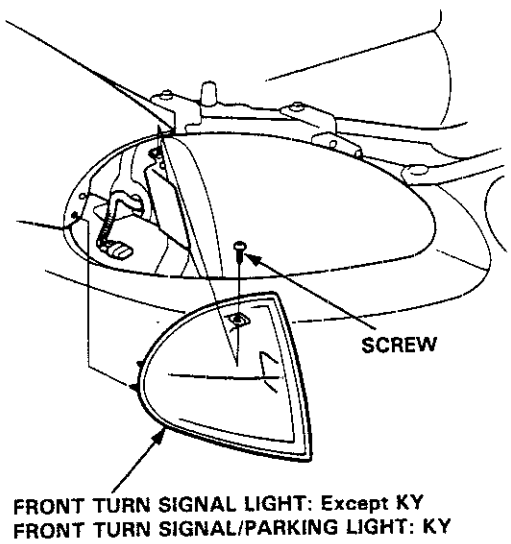


Headlights

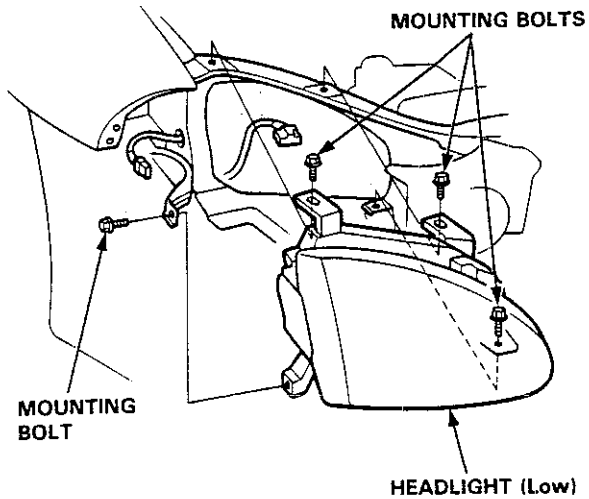
Headlight Replacement

Low beam: Except KY
High/Low beam: KY

1. Remove the front bumper (see section 20).
2. Disconnect the 2-P or 3-P connector from the front turn signal or front turn signal/parking light.
3. Remove the light by removing the screw.



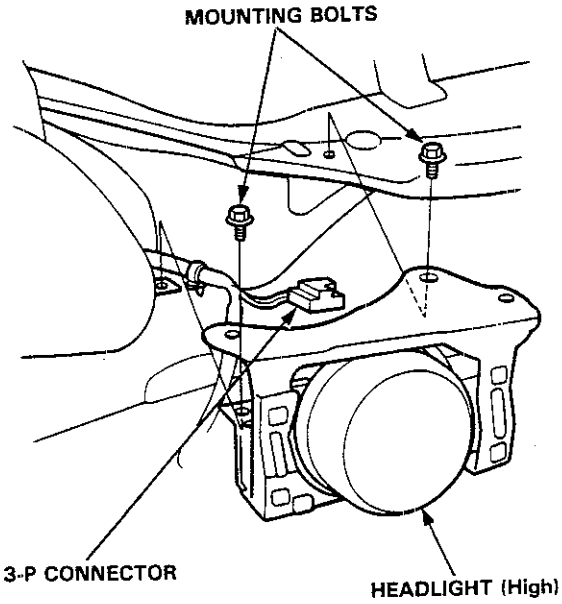
4. Disconnect the connector(s) from the headlight.
5. Remove the mounting bolts from the headlight, and replace it



6. After replacement, adjust the headlight to local requirements

High beam: Except KY

1. Remove the front bumper (see section 20).
2. Disconnect the 3-P connector from the headlight.



3. Remove the two mounting bolts from the headlight, and replace it.
4. After replacement, adjust the headlight to local requirements.

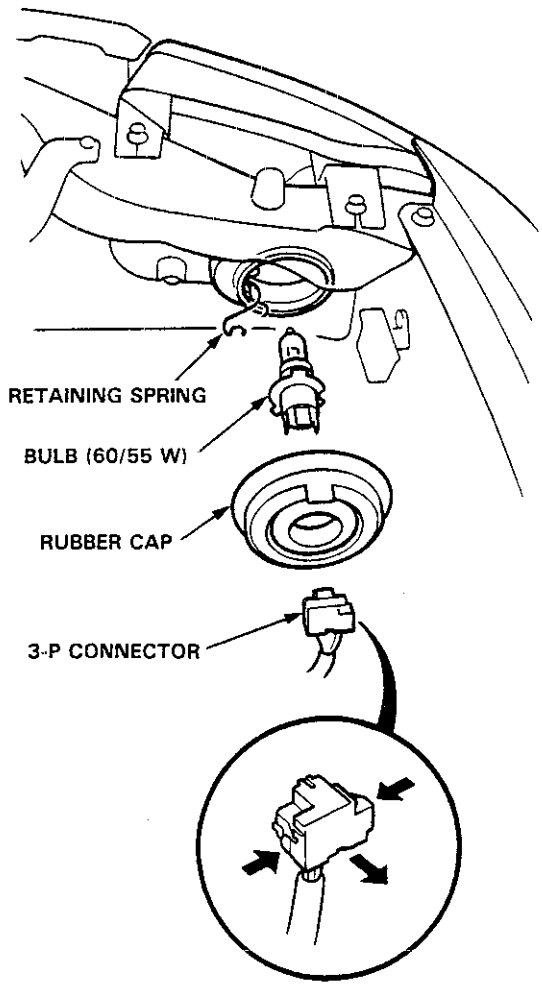
Bulb Replacement

Low beam: Except KY
High/Low beam: KY

CAUTION:
- **Halogen headlights become very hot in use; do not touch them or the attaching hardware immediately after they have been turned off.**
- **Do not try to replace or clean the headlights with the lights on.**

1. Disconnect the 3-P connector from the bulb.
2. Turn the retaining spring out and then replace the bulb.

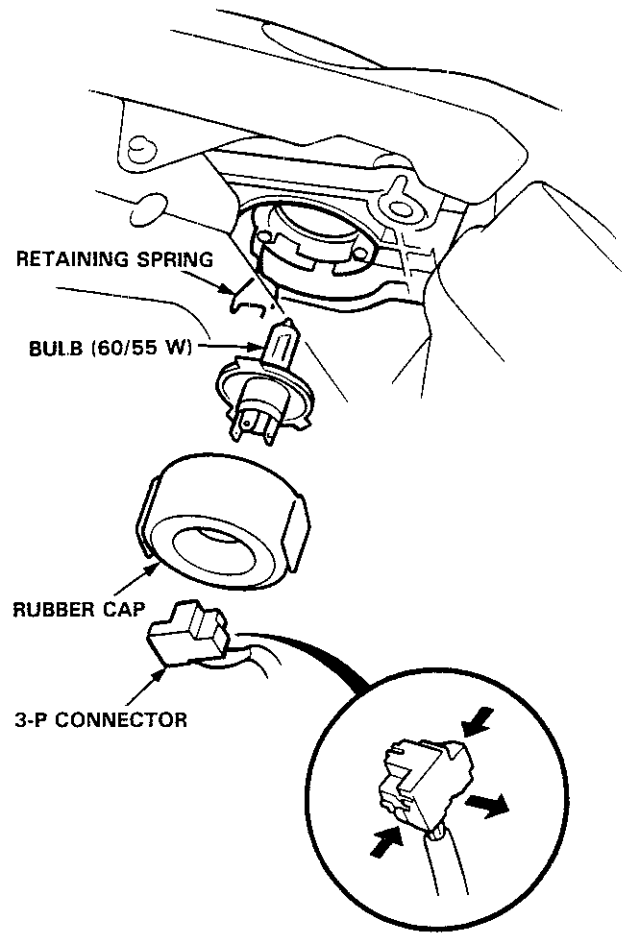
NOTE: All except KY are shown; KY is similar.



High beam: Except KY

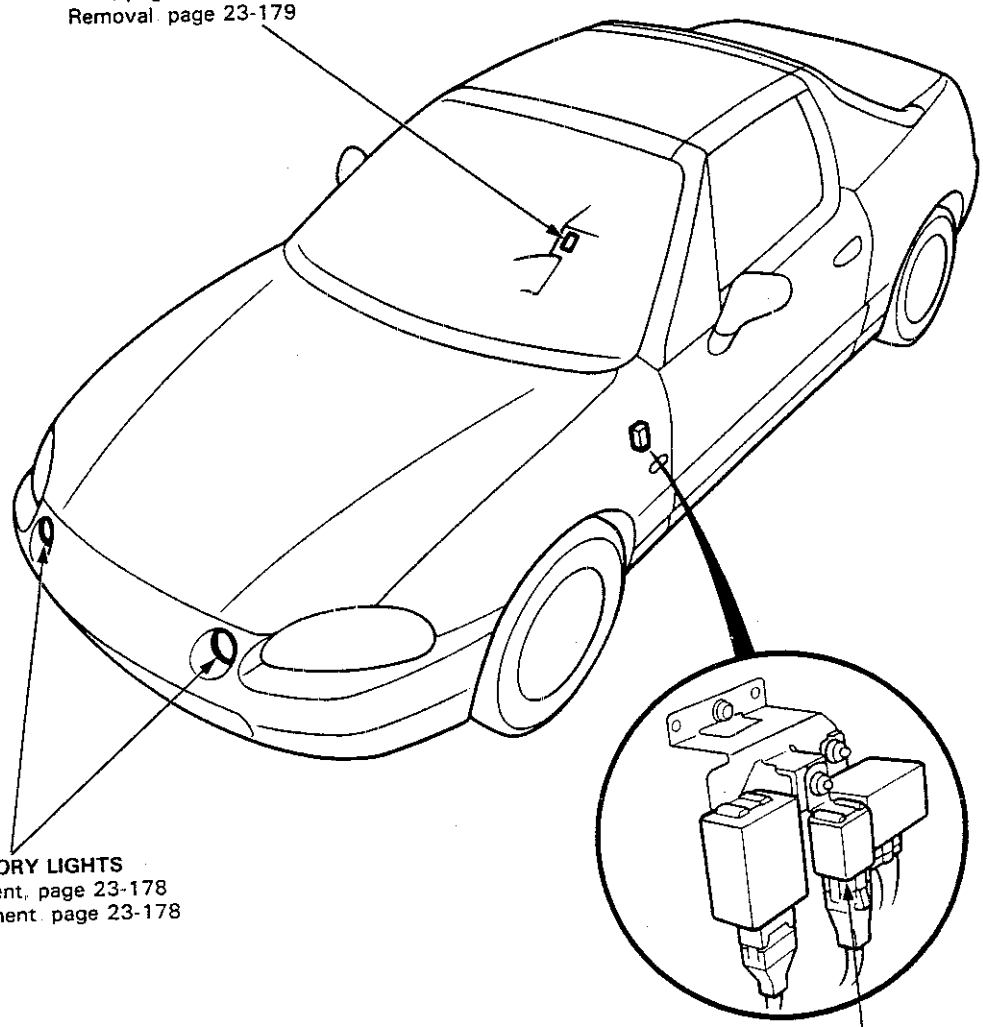
CAUTION:
- **Halogen headlights become very hot in use; do not touch them or the attaching hardware immediately after they have been turned off.**
- **Do not try to replace or clean the headlights with the lights on.**

1. Disconnect the 3-P connector from the bulb.
2. Turn the retaining spring out and then replace the bulb

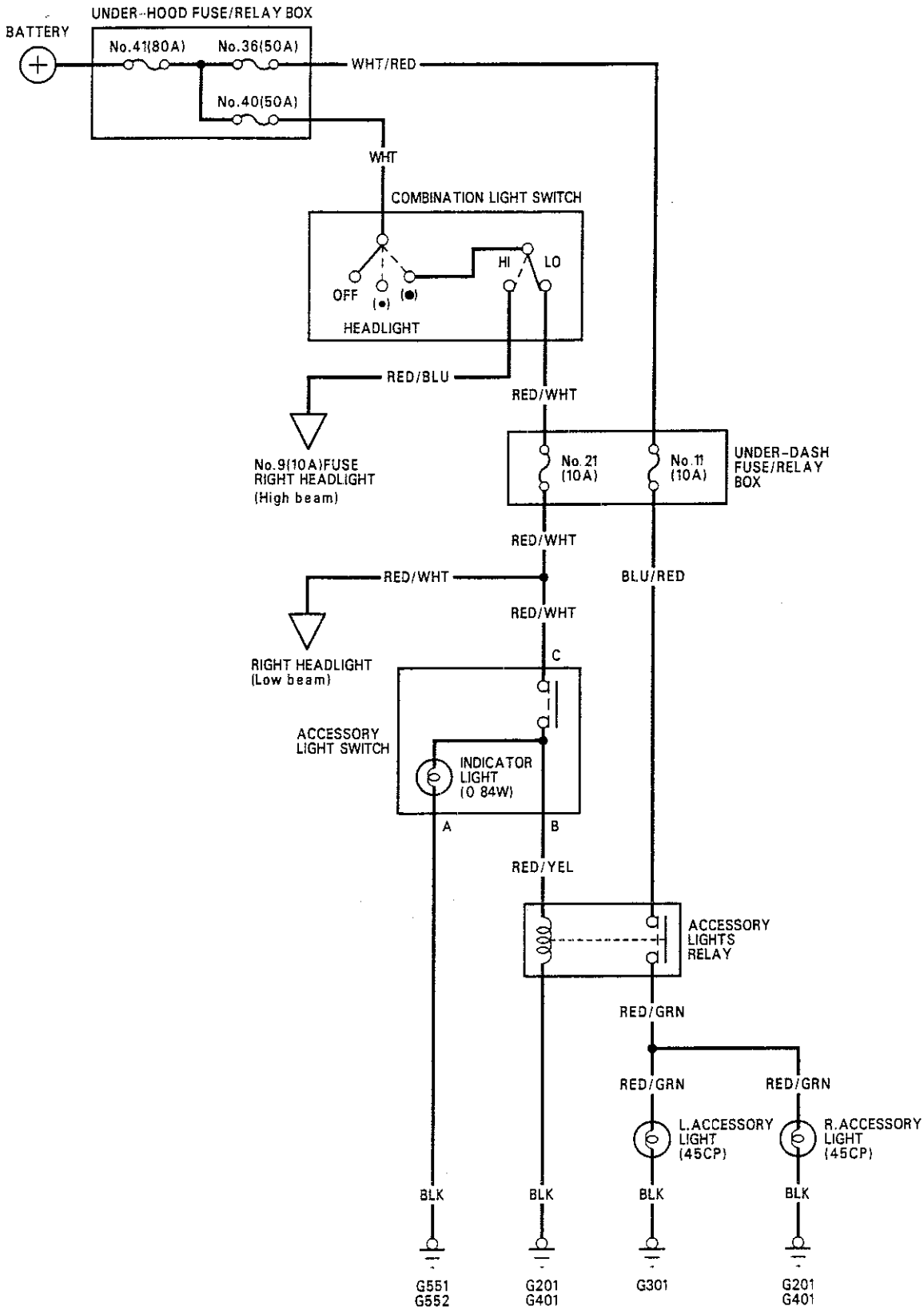


Accessory Lights (KY)

Component Location Index



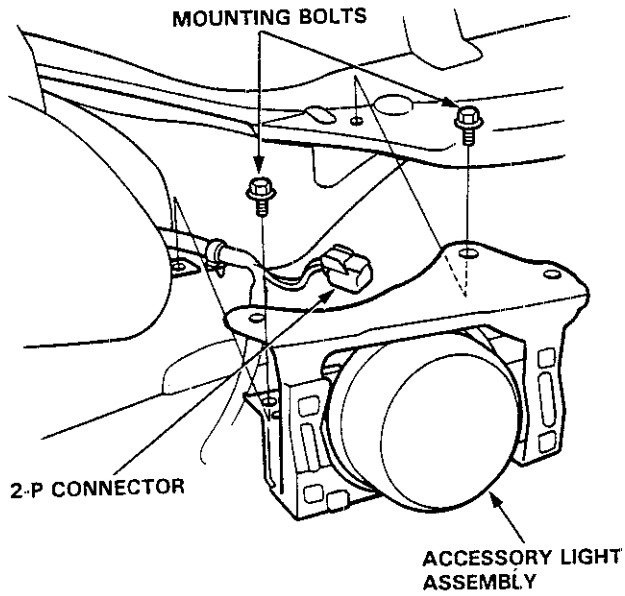
Circuit Diagram



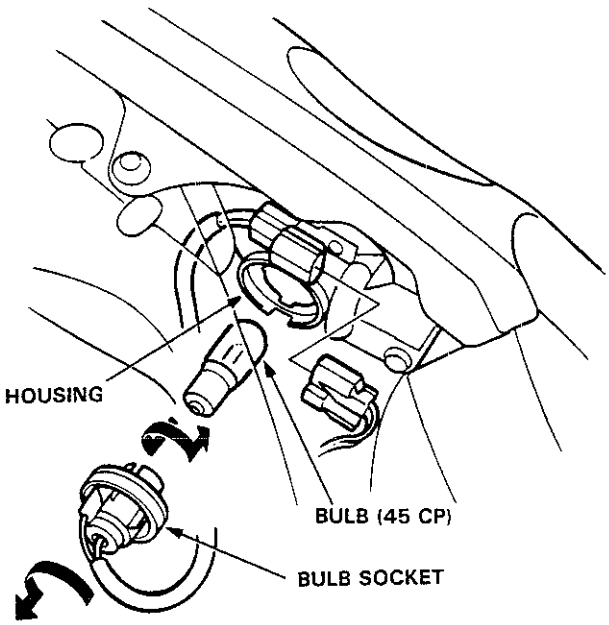
Accessory Lights (KY)

Replacement

1. Remove the front bumper (see section 20)
2. Disconnect the 2-P connector from the accessory light assembly
3. Remove the two mounting bolts from the accessory light assembly, and replace it

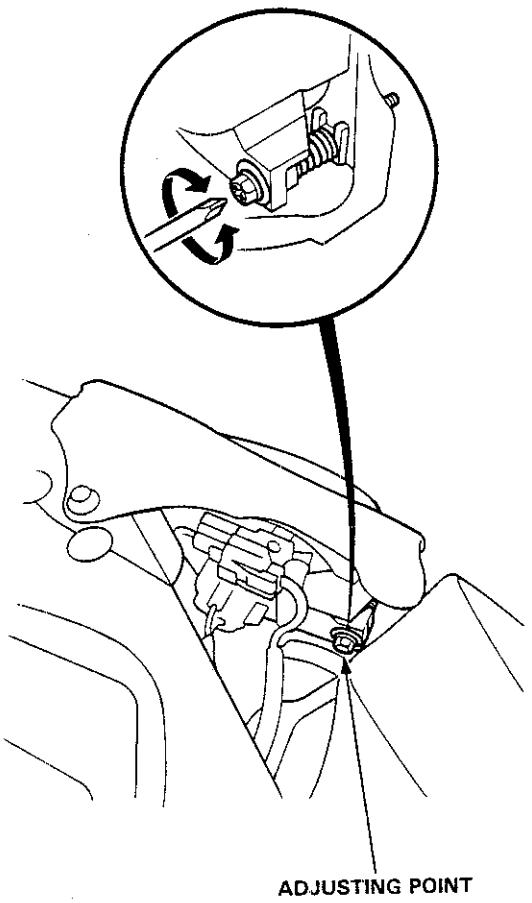


4. After replacement, adjust the accessory lights.
5. When replacing only a bulb, turn the bulb socket 45° counterclockwise to remove it from the housing, then replace the bulb



Adjustment

1. Adjust the accessory lights by turning the adjusting point.

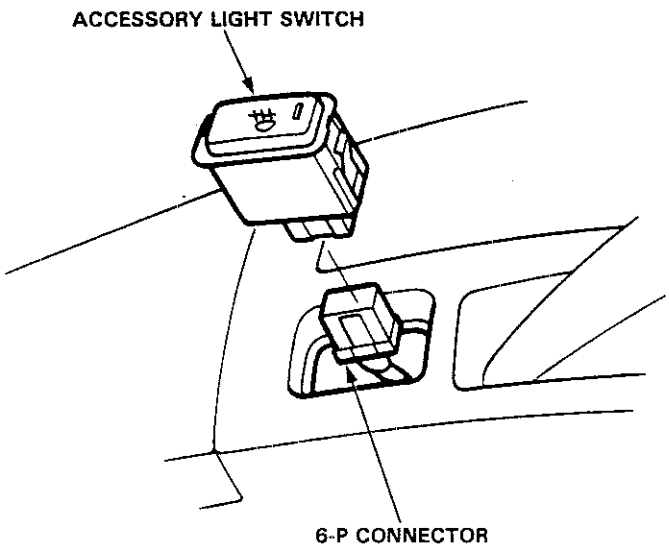


Switch Test/Removal

1 Pry the accessory light switch out of the rear console

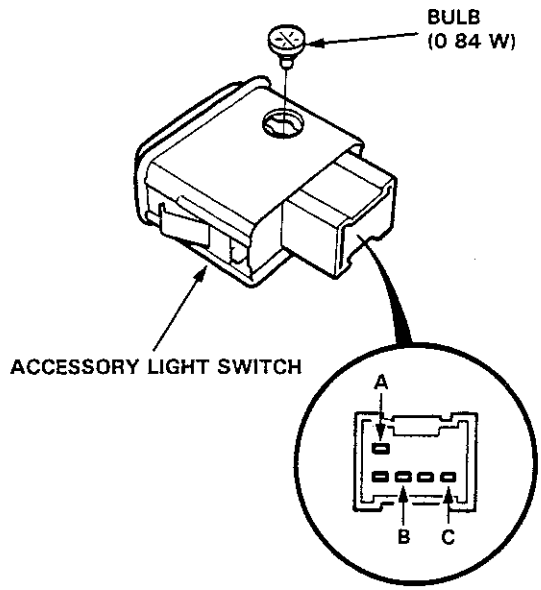
NOTE: Carefully remove the switch without damaging it or the rear console.

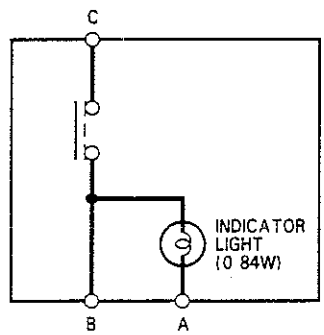
2 Disconnect the 6-P connector and remove the switch



3. Check for continuity between the terminals according to the table

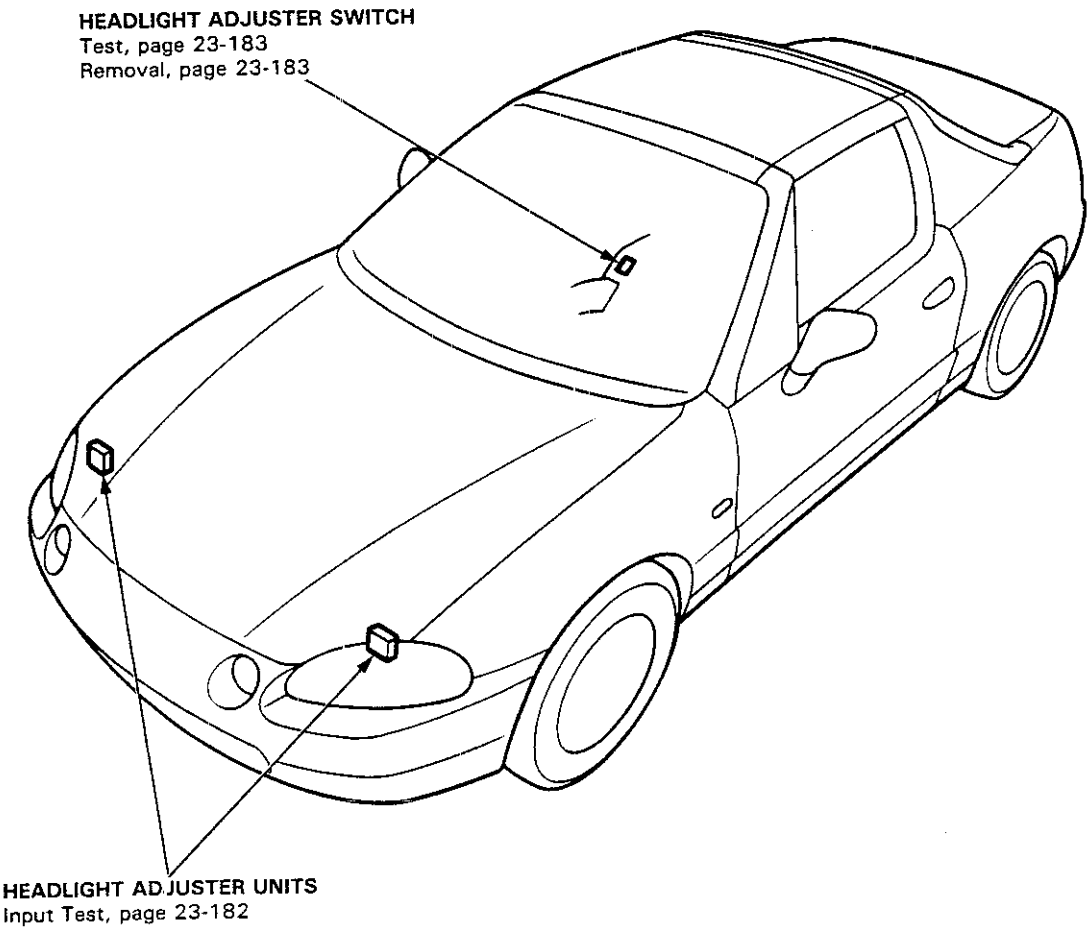
Terminal / Position	A		B	C
ON	○	∿	○	○
OFF				



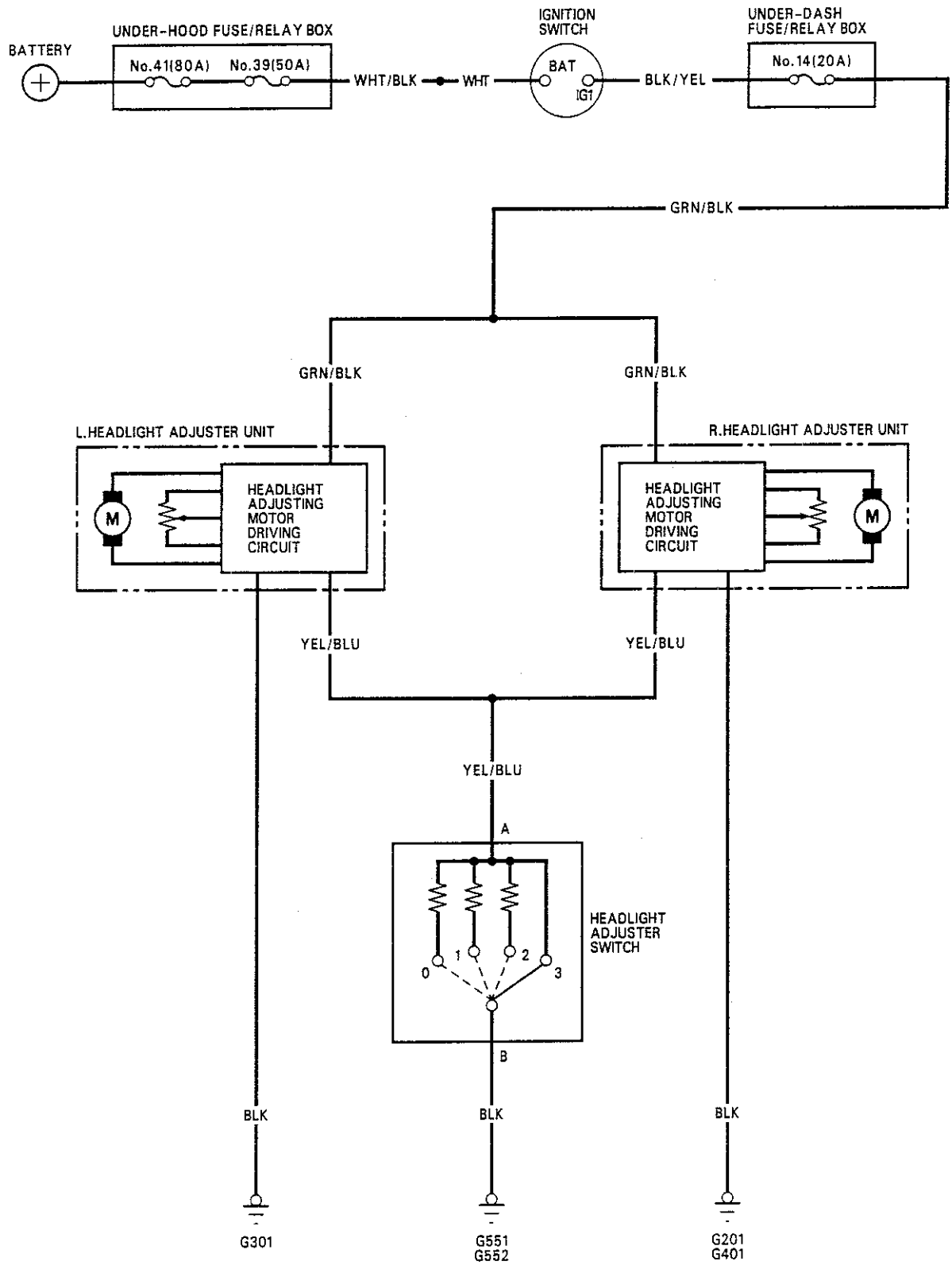


Headlight Adjuster (KG)

Component Location Index



Circuit Diagram

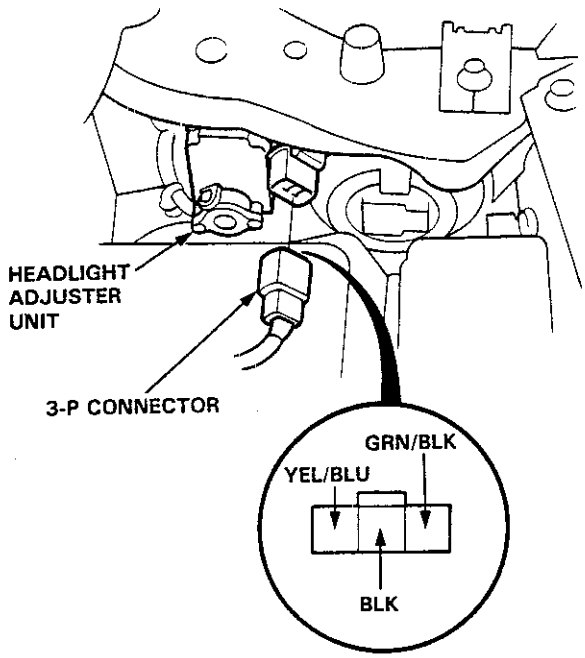


Headlight Adjuster (KG)

Headlight Adjuster Unit Input Test

NOTE: Before testing, check for:
- Blown No. 14 (20 A) fuse in the under-dash fuse/relay box.
- Bent, loose or corroded terminals

1 Disconnect the 3-P connector from each headlight adjuster unit.

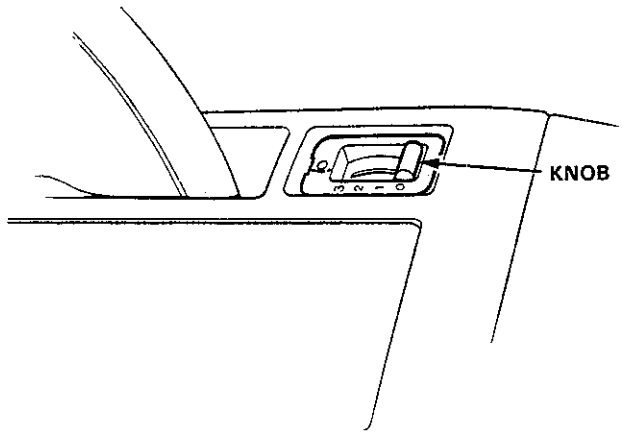


View from terminal side

2 Check for continuity between the BLK terminal and body ground.
There should be continuity.
- If there is no continuity, check for:
  - Poor ground (G201, G301, G401)
  - An open in the BLK wire
- If there is continuity, go to step 3.

3 Check for voltage between the GRN/BLK terminal and body ground with the ignition switch ON.
There should be battery voltage.
- If there is no voltage, check for:
  - An open in the GRN/BLK wire
- If there is battery voltage, go to step 4

4 Using an ohmmeter, measure the resistance between the YEL/BLU terminal and body ground in position "0" of the headlight adjuster switch.
There should be approximately 187Ω
- If the resistance is not within specification, check for:
  - An open in the YEL/BLU wire.
  - Faulty headlight adjuster switch.
- If the resistance is within specification, go to step 5



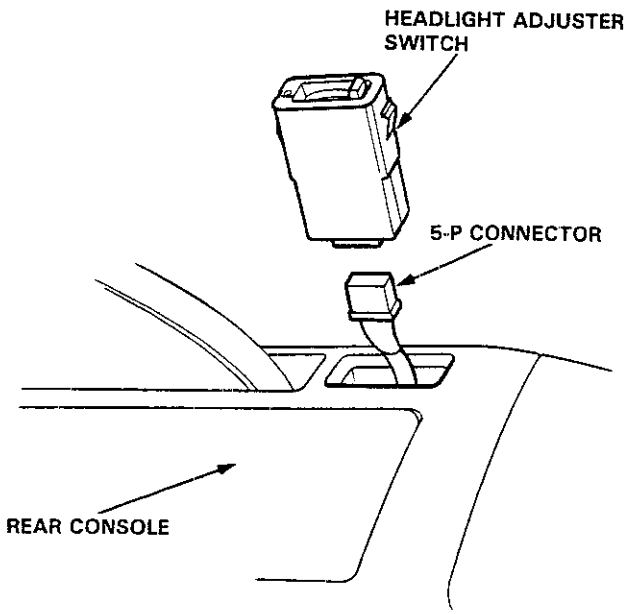
5 If all tests prove OK, but the headlight adjuster unit does not operate, check for:
- Frozen or stuck unit.
- Improperly installed unit.
- If the mechanical check is OK, replace the headlight adjuster unit.

6 After installing, recheck the system

Switch Removal

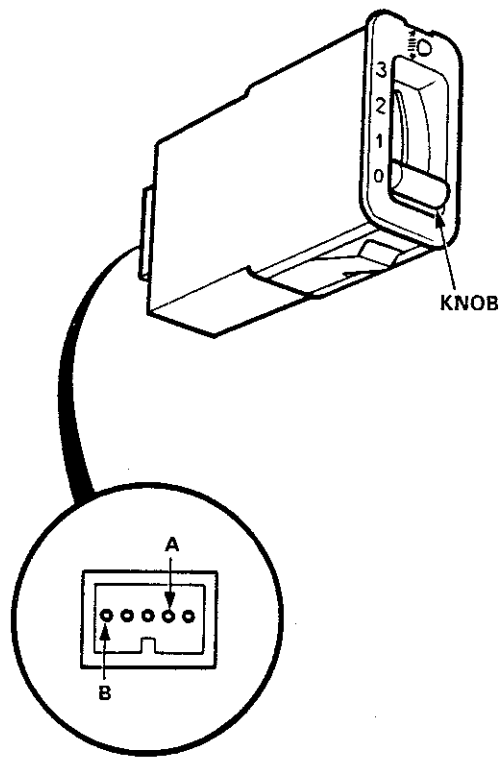
1. Pry the headlight adjuster switch out of the rear console.
2. Disconnect the 5-P connector from the switch.

   NOTE: Carefully remove the switch without damaging it or the rear console.

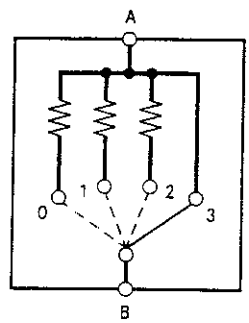


Switch Test

1. Remove the switch from the rear console.
2. Measure the resistance between the A and B terminals at 0, 1, 2, and 3 positions by moving the knob.
   Replace the switch if the resistance is not within specifications.



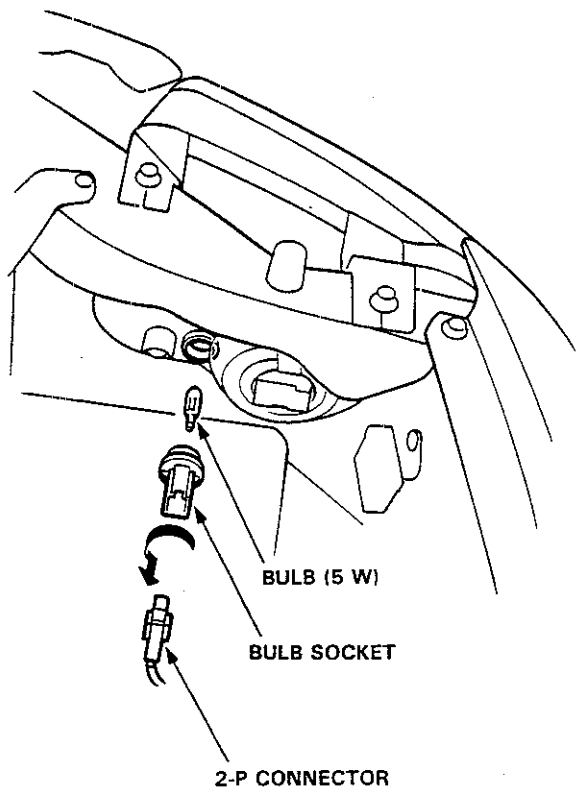
Knob Position	0	1	2	3
Resistance (Ω)	187	118	56.2	0



Front Parking Lights (Except KY)

Replacement

1. Disconnect the 2-P connector from the front parking light.
2. Turn the bulb socket 45° counterclockwise to remove it from the housing, then replace the bulb.



Front Turn Signal/ Parking Lights

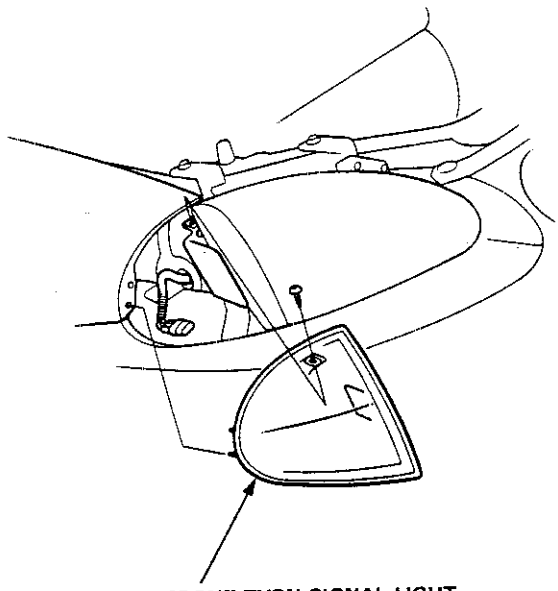
Replacement

1. Remove the screw and separate the light from the headlight.

   NOTE: Carefully remove the light without damaging the headlight and the front fender

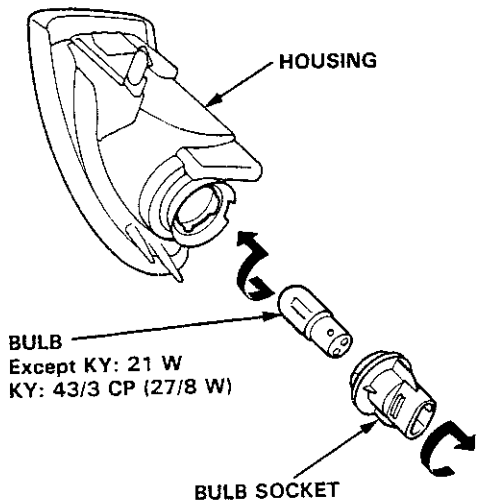
2. Disconnect the *connector from the light.

   * 2-P connector: Except KY
     3-P connector: KY



Except KY: FRONT TURN SIGNAL LIGHT
KY: FRONT TURN SIGNAL/ PARKING LIGHT

3. Turn the bulb socket 45° counterclockwise to remove it from the housing, then replace the bulb



Side Turn Signal Lights

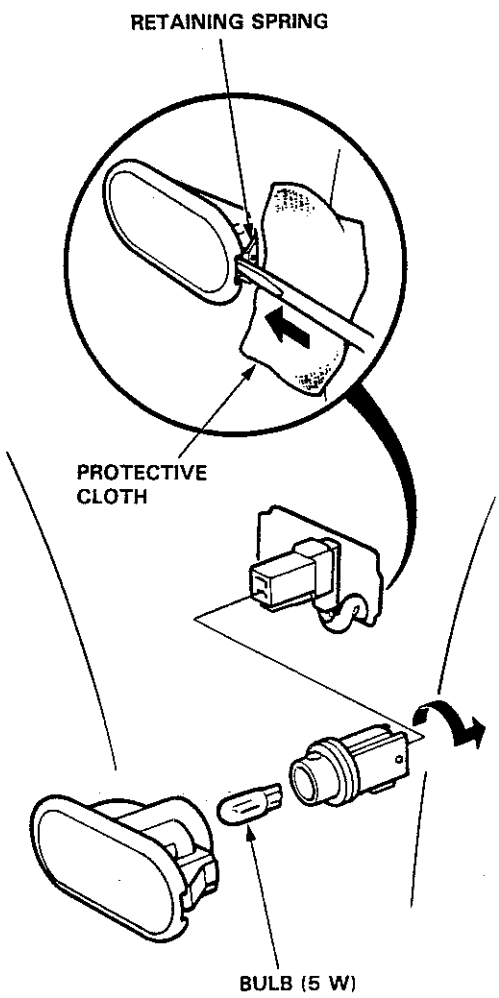
Replacement

1. Push the retaining spring and remove the side turn signal light.

   NOTE: Carefully remove the light without damaging it and the body

2. Disconnect the 2-P connector from the light.

3. Turn the bulb socket 45° counterclockwise to remove it from the housing, then replace the bulb.



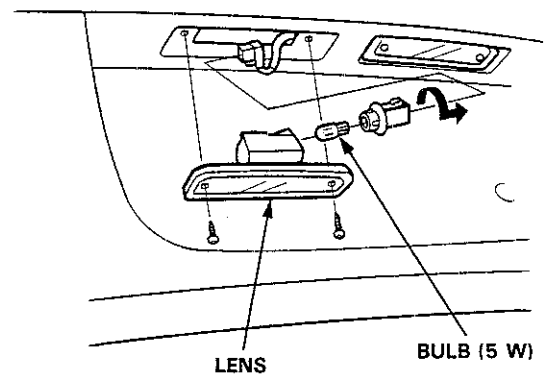
License Plate Lights

Replacement

1. Remove the two screws from the license plate light

2. Pull the light out of the trunk-lid and disconnect the 2-P connector from the light.

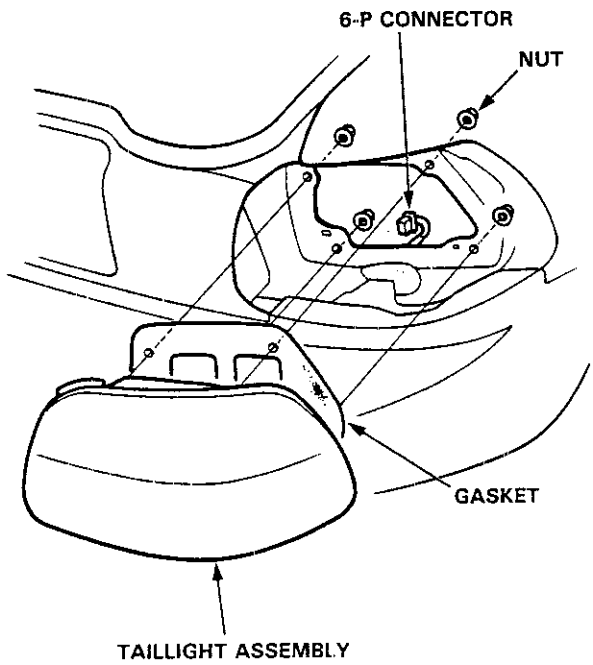
3. Turn the bulb socket 45° counterclockwise to remove it from the housing, then replace the bulb.



Taillights

Replacement

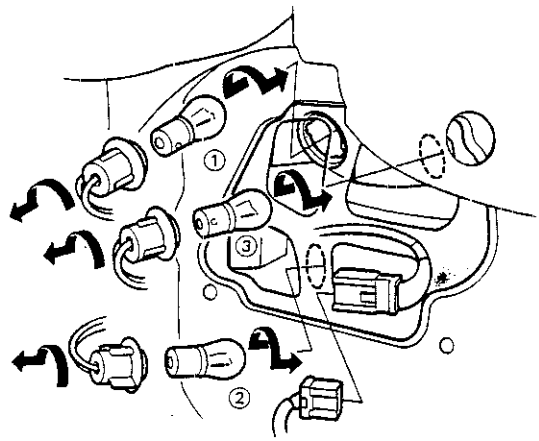
1. Open the trunk-lid and remove the side lining (see section 20).
2. Disconnect the 6-P connector from the taillight assembly
3. Remove the four nuts, and replace the taillight assembly



NOTE:
- If the gasket is distorted or stays compressed, replace it
- After installing, run water over the lights to make sure they don't leak.

Bulb Replacement

1. Open the trunk-lid and remove the access panel.
2. Turn the bulb socket 45° counterclockwise to remove it from the housing, then replace the bulb.



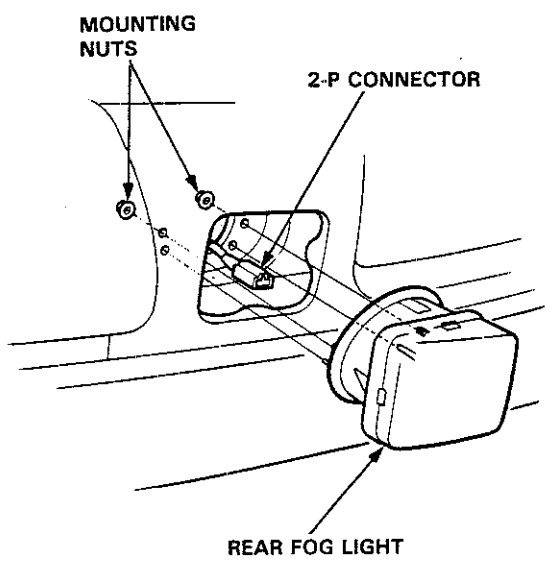
①: TURN SIGNAL LIGHT BULB (21 W, *32CP)
②: BRAKE/TAILLIGHT BULB (21/5 W, *32/2CP)
③: BACK-UP LIGHT BULB (21 W, *32CP)
*: KY

Rear Fog Light (European models)

Replacement

1. Open the trunk-lid and the rear fog light access panel.
2. Disconnect the 2-P connector from the rear fog light
3. Remove the two mounting nuts from the rear fog light and replace it.

NOTE: LHD type is shown; RHD type is symmetrical.

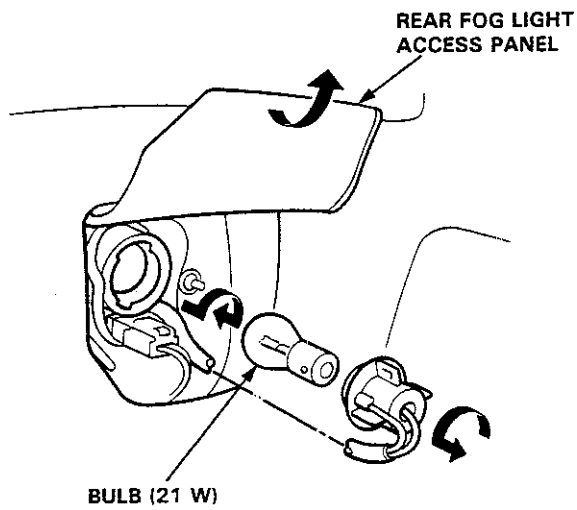


Bulb Replacement

1 Open the trunk-lid and the rear fog light access panel

2 Turn the bulb socket 45° counterclockwise to remove it from the housing, then replace the bulb

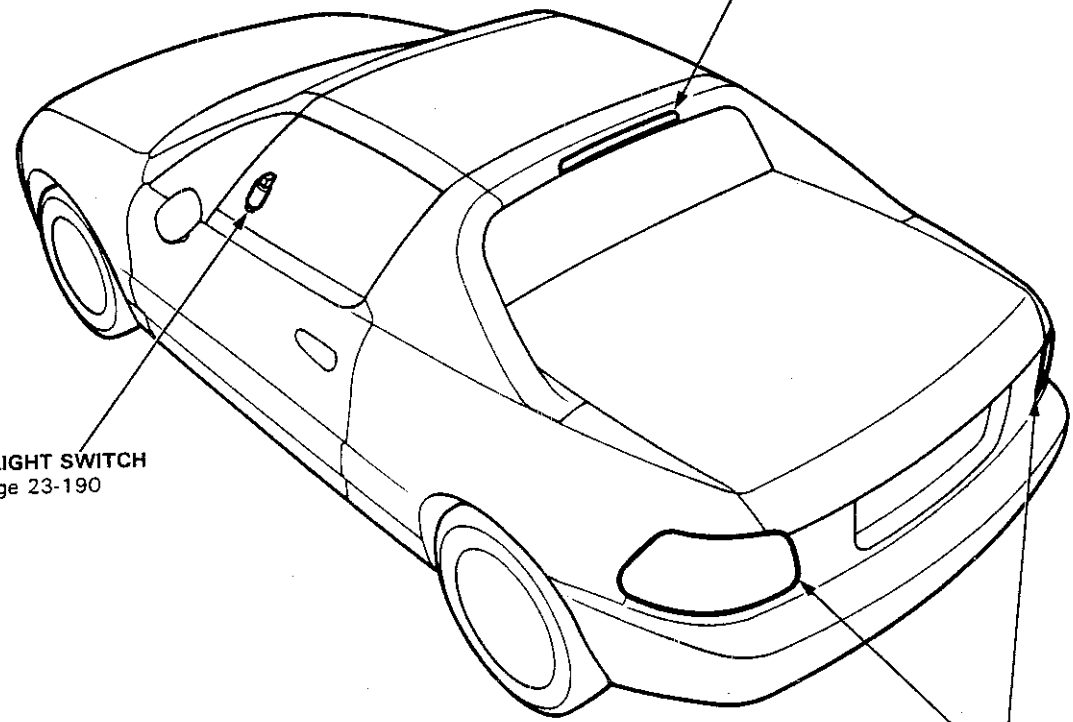
NOTE: LHD type is shown; RHD type is symmetrical.



Brake/High Mount Brake Lights

Component Location Index

NOTE: LHD type is shown; RHD type is symmetrical.

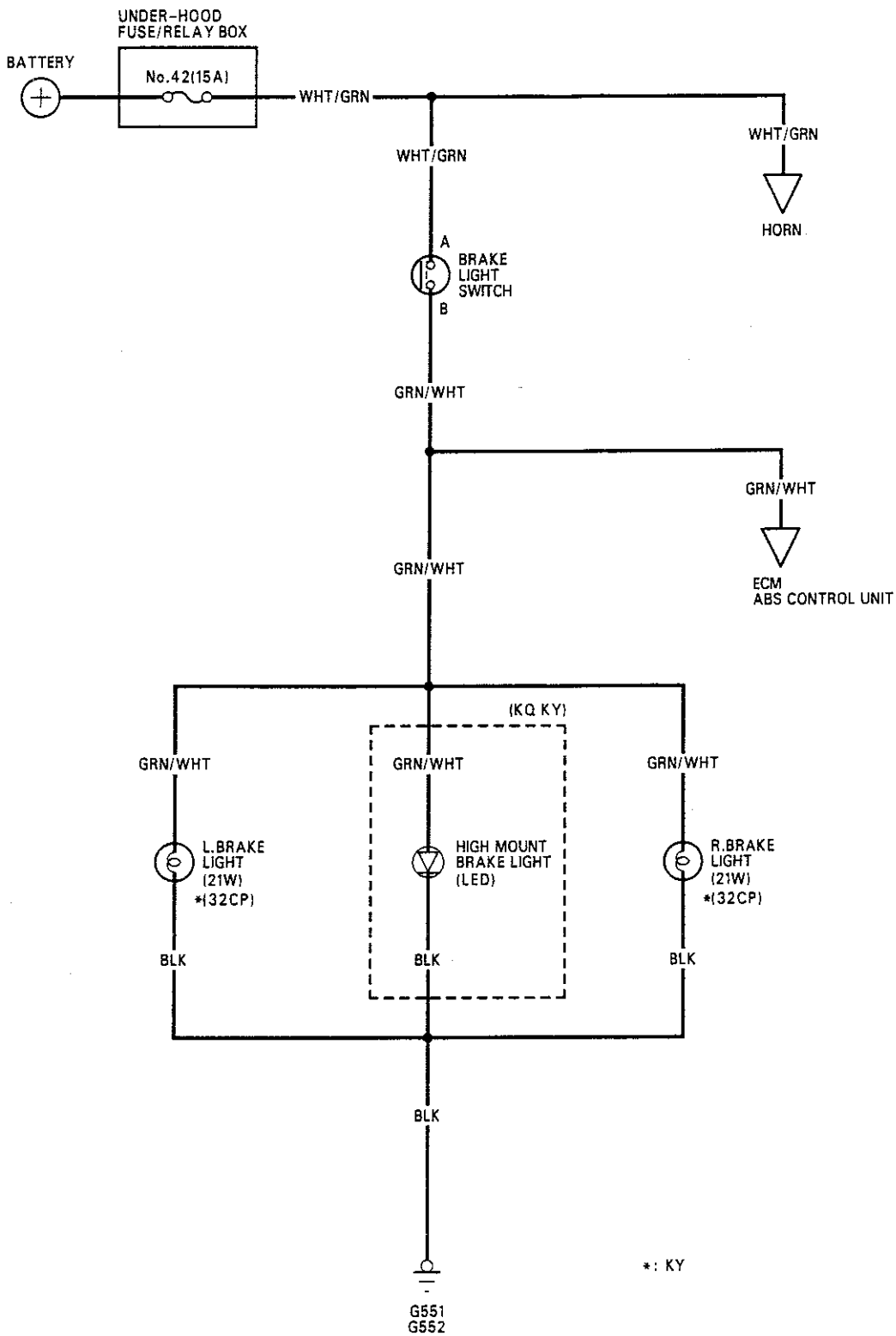


HIGH MOUNT BRAKE LIGHT
(KQ, KY)
Replacement, page 23-190

BRAKE LIGHT SWITCH
Test, page 23-190

BRAKE LIGHTS
Replacement, page 23-186
Bulb Replacement, page 23-186

Circuit Diagram



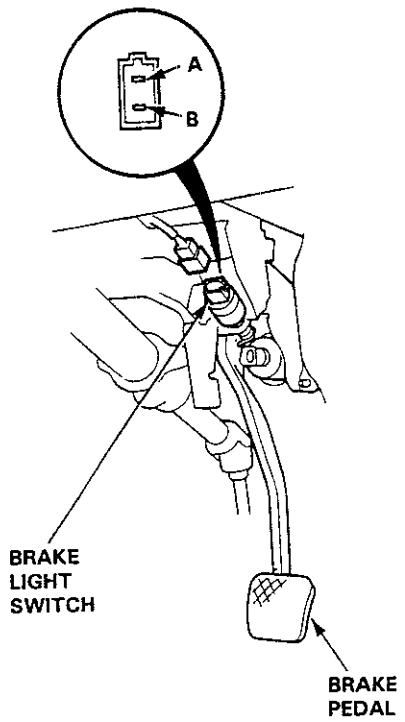
Brake/High Mount Brake Lights

Brake Light Switch Test

1. Check the brake lights with the brake pedal depressed.

   - If one or both lights do not go on, check for:
   - Blown No 42 (15 A) fuse in the under-hood fuse/relay box.
   - Blown bulb.

   - If the fuse and bulbs are OK, go to step 2.



2 Disconnect the 2-P connector from the brake light switch

3 Check for continuity between the A and B terminals
There should be continuity only with the brake pedal depressed.

   - If there is no continuity, replace the switch or adjust pedal height (see section 19), and recheck them.

   - If there is continuity, but the brake lights do not go on, check for:
   - Poor ground (G551,G552)
   - An open in the WHT/GRN or GRN/WHT wire.

High Mount Brake Light Replacement (KQ, KY)

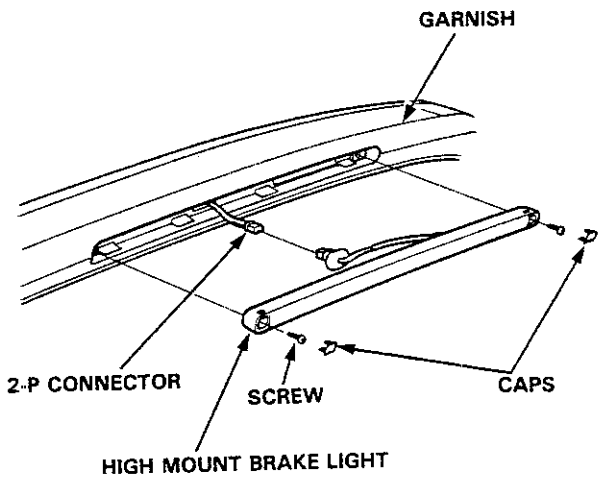
NOTE: Carefully remove the high mount brake light without damaging the roof and the garnish

1. Remove the caps from each side of the light.

2 Remove the two screws from the light.

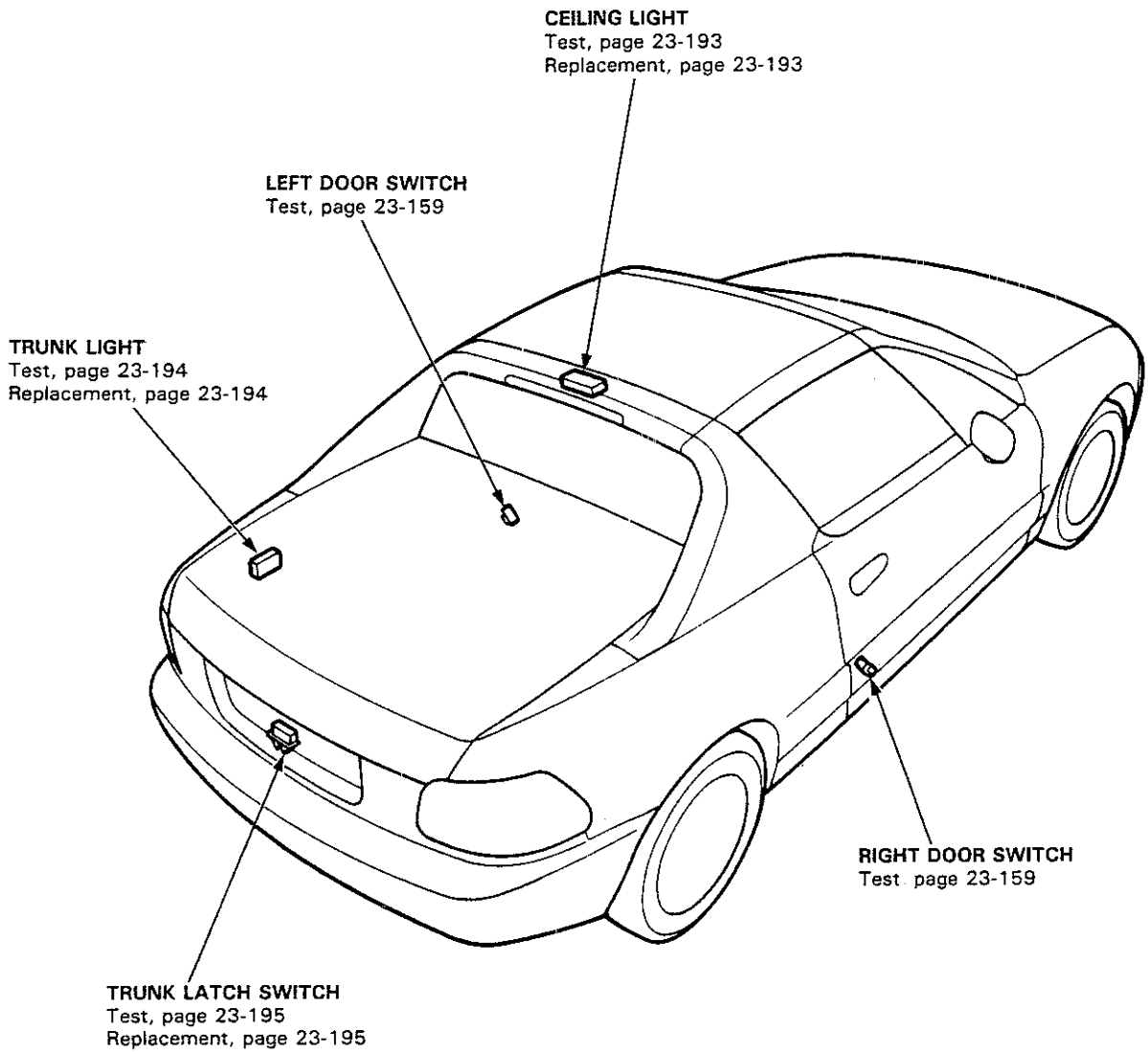
3 Pry the light out of the garnish.

4. Disconnect the 2-P connector from the light, and replace it.



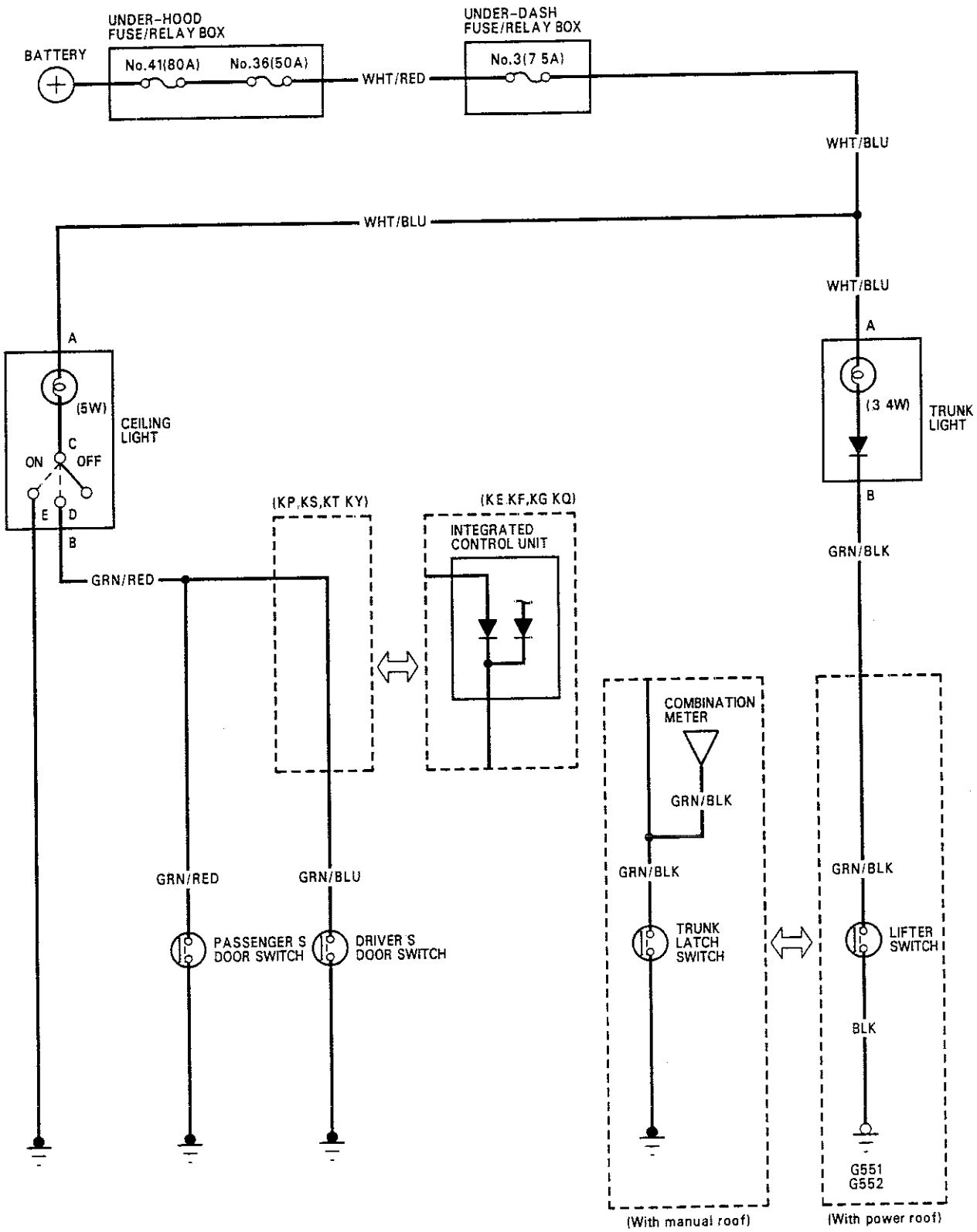
Ceiling/Trunk Lights

Component Location Index



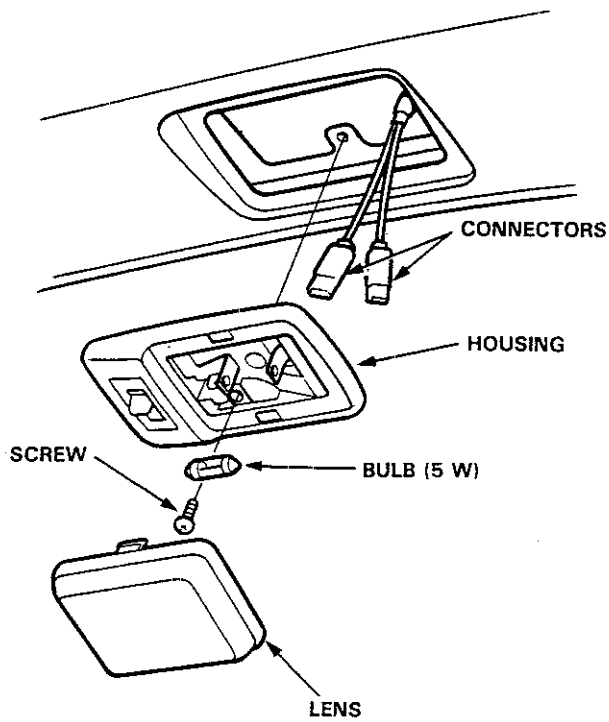
Ceiling/Trunk Lights

Circuit Diagram



Test/Replacement

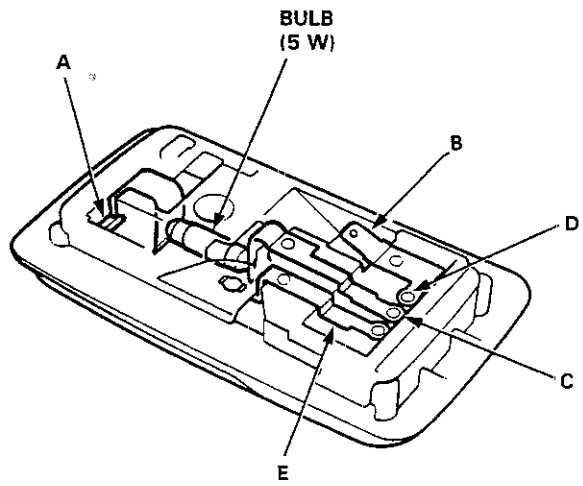
1. Remove the lens with the ceiling light switch OFF
2. Remove the screw and disconnect the connectors, then remove the housing.

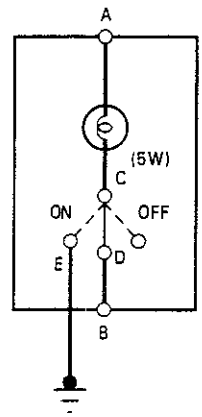


3 When replacing the bulb, only take the lens off from the housing, and replace it.

4 Check for continuity between the terminals in each switch position according to the table.

Position \ Terminal	A		B	C	D	E
OFF	○	○		○		
MIDDLE	○	○	○	○	○	
ON	○	○		○		○

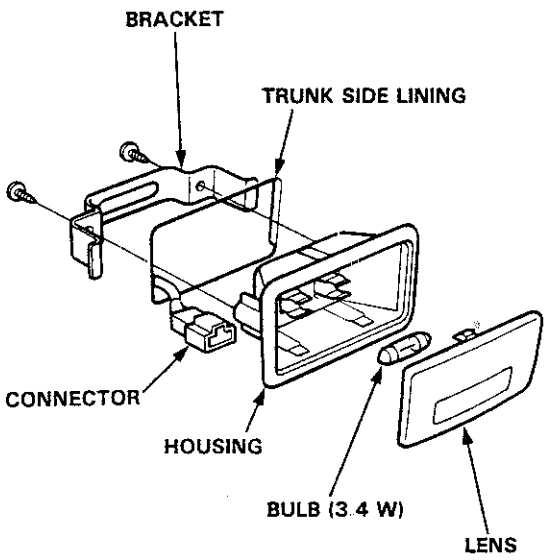




Ceiling/Trunk Lights

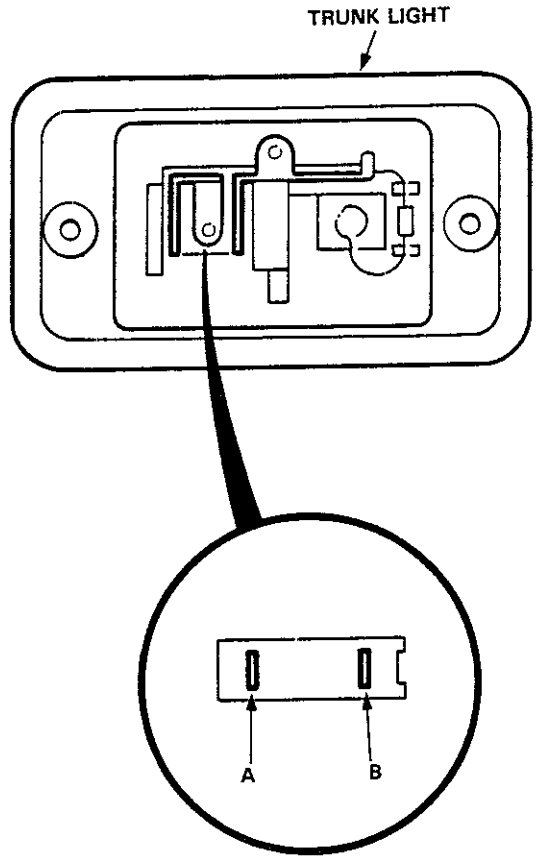
Test/Replacement

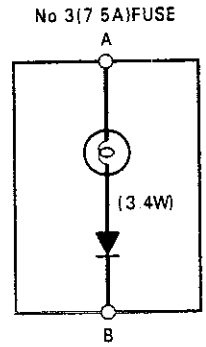
1. Carefully remove the trunk side lining.
2. Remove the two screws, and disconnect the connector.
3. Remove the trunk light from the lining.



4. When replacing the bulb, only take the lens off from the housing, and replace it.
5. Check for continuity between the A and B terminals.
   There should be continuity.

   ● If there is no continuity, check for:
   – Faulty trunk light
   – Blown bulb.



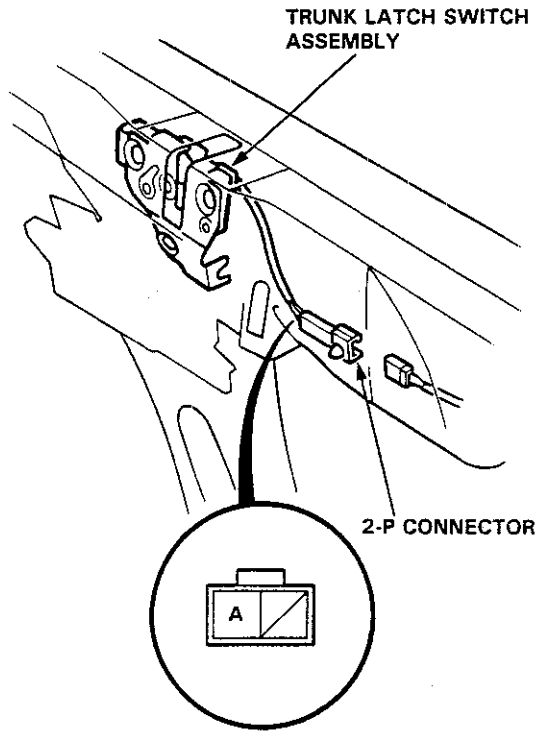


To LATCH SWITCH
(With manual roof)
To LIFTER SWITCH
(With power roof)

Latch Switch Test (With Manual Roof)

1 Open the trunk-lid, and disconnect the 2-P connector from the trunk latch switch assembly

2. Check for continuity between the A terminal and body ground.



View from wire side

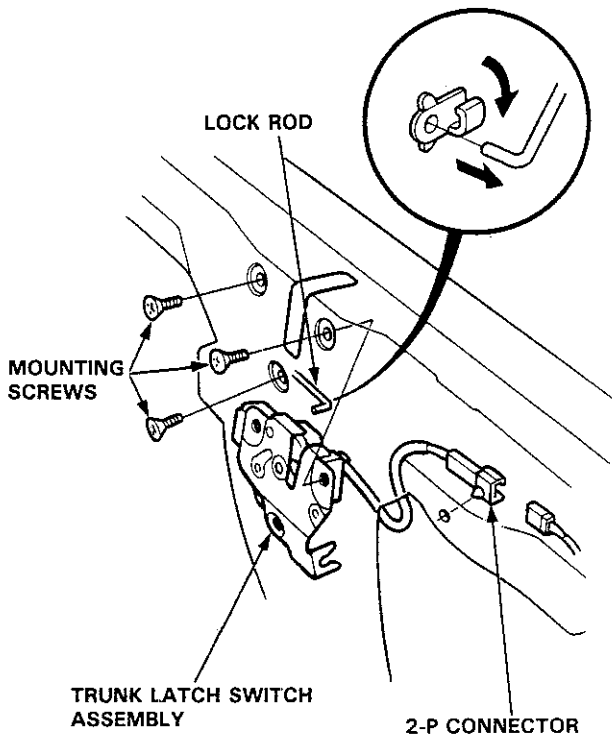
3. If there is no continuity, replace the trunk latch switch assembly.

Latch Switch Replacement (With Manual Roof)

1. Open the trunk-lid, and remove the roof holder switch assembly (see section 14).

2 Disconnect the 2-P connector from the trunk latch switch assembly

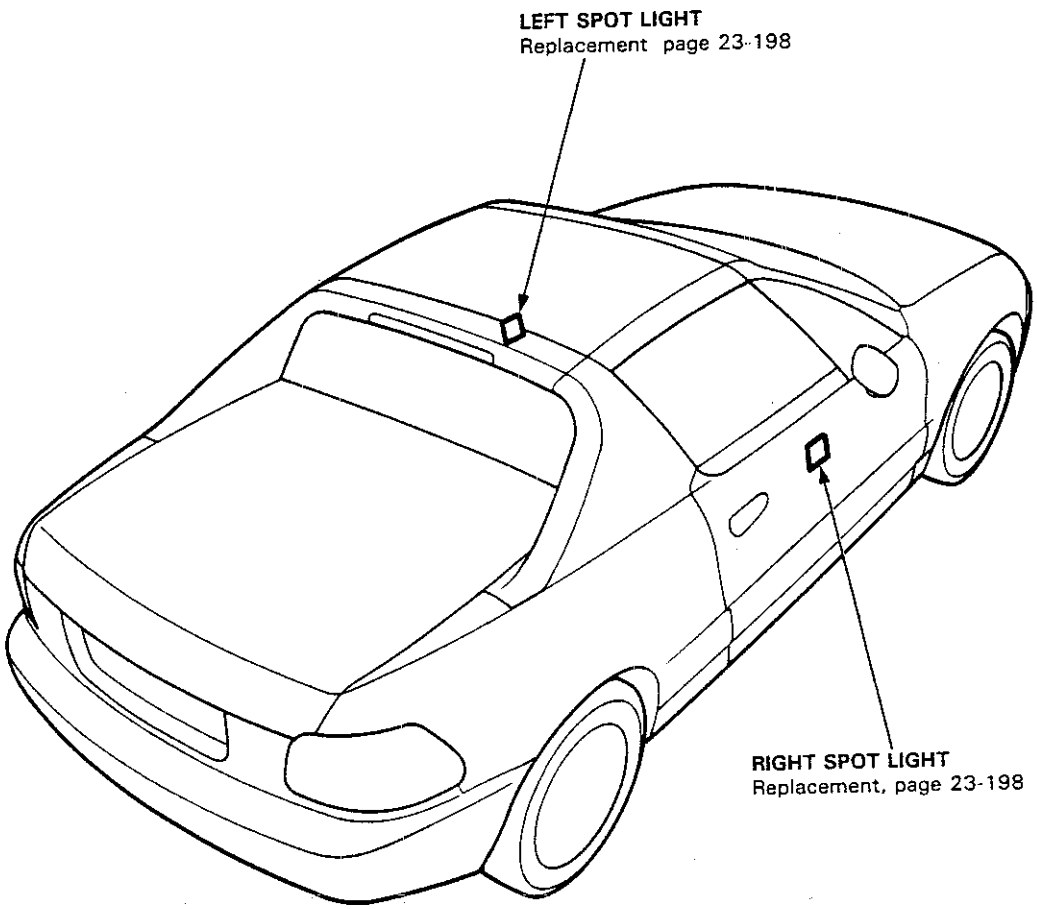
3 Remove the three mounting screws and disconnect the lock rod, then replace the trunk latch switch assembly.



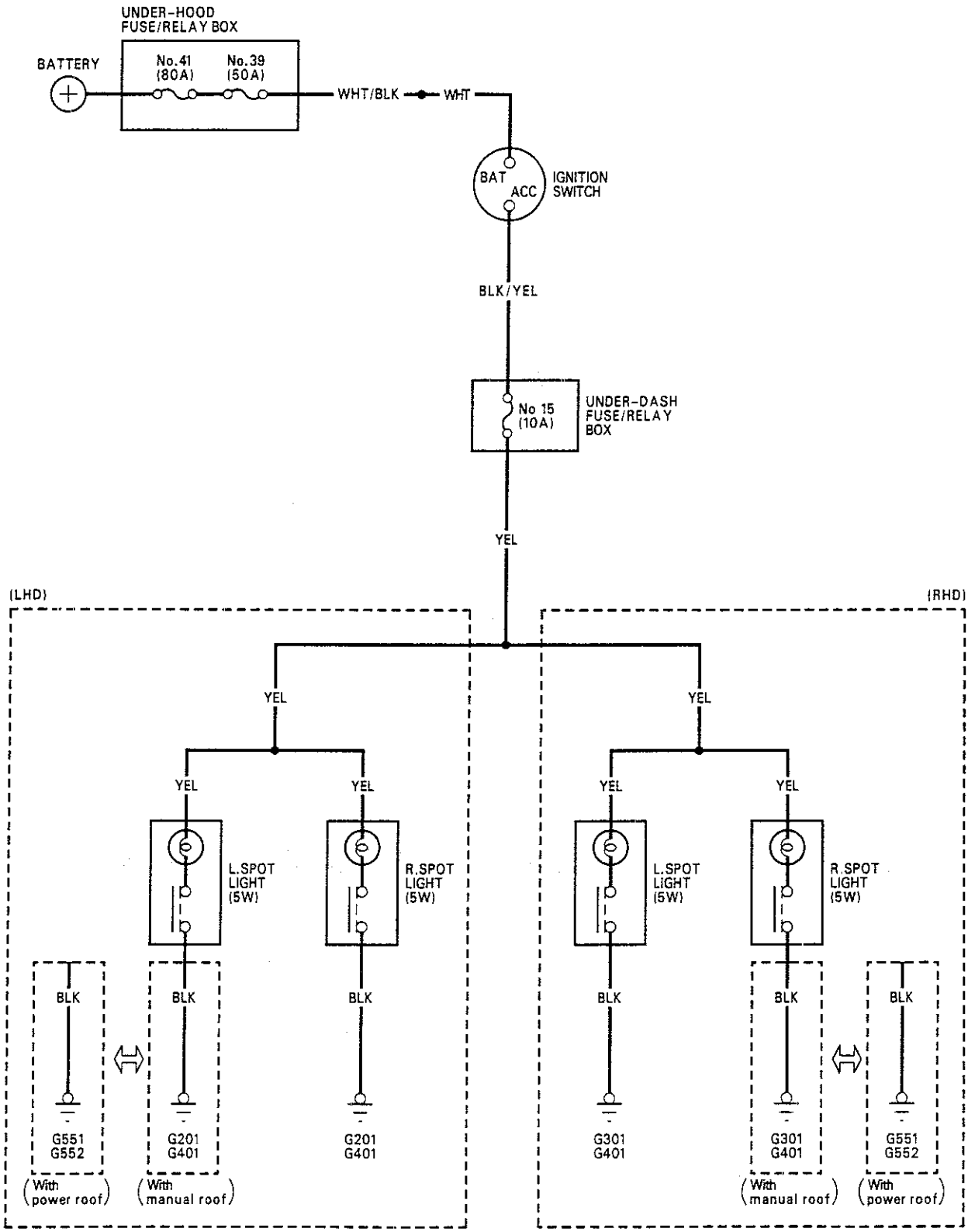
4. After replacement, install the roof holder switch assembly and adjust it (see section 14)

Spot Lights (KE, KF, KG, KQ, KY)

Component Location Index



Circuit Diagram

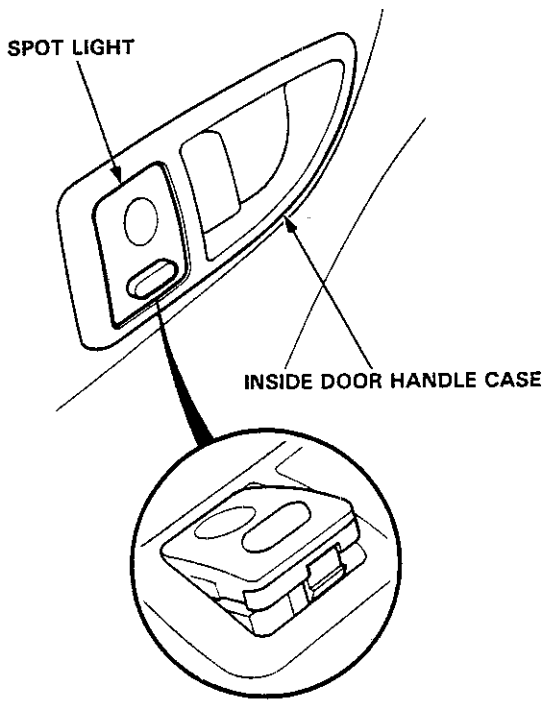


Spot Lights (KE, KF, KG, KQ, KY)

Replacement

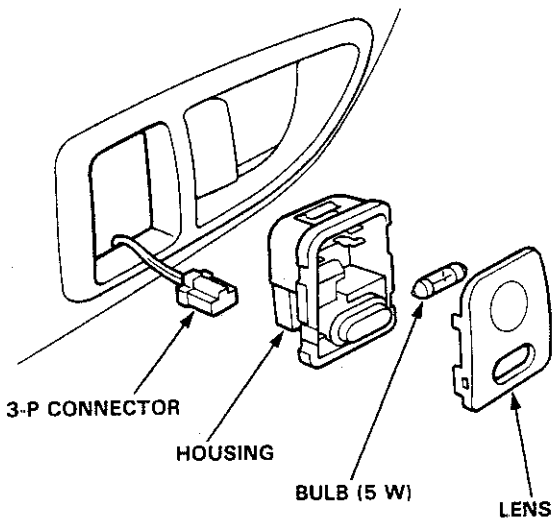
1. Pry the spot light out of the inside door handle case.

   NOTE: Carefully remove the light without damaging it and the handle case.



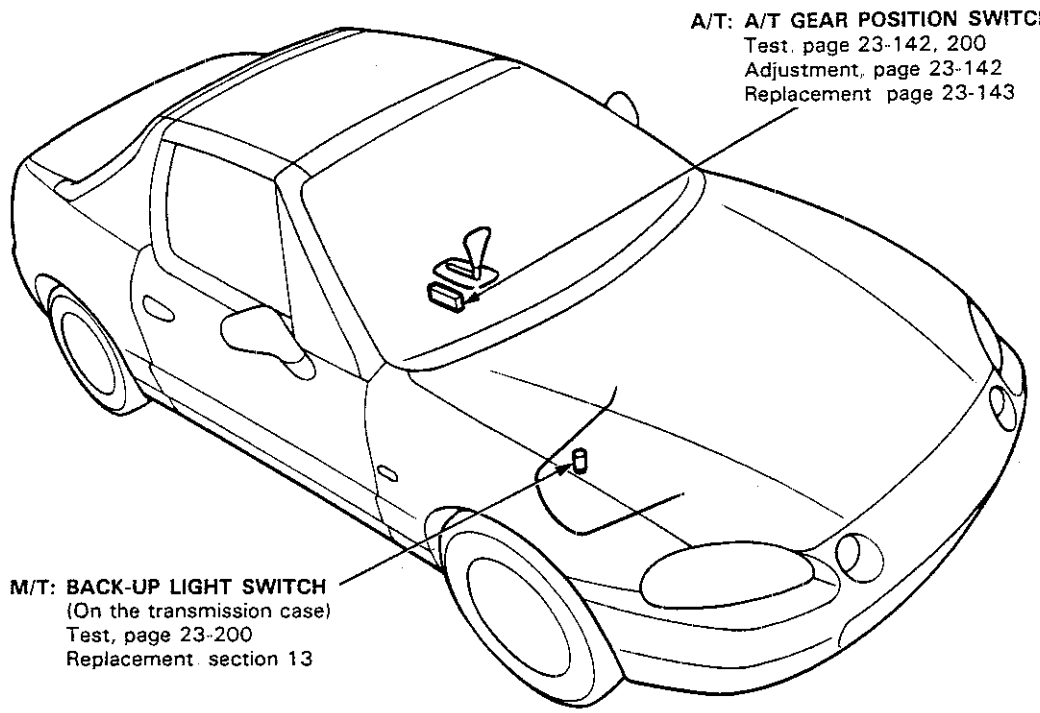
2. Disconnect the 3-P connector from the light.

3. Take the lens off from the housing, then replace the bulb.



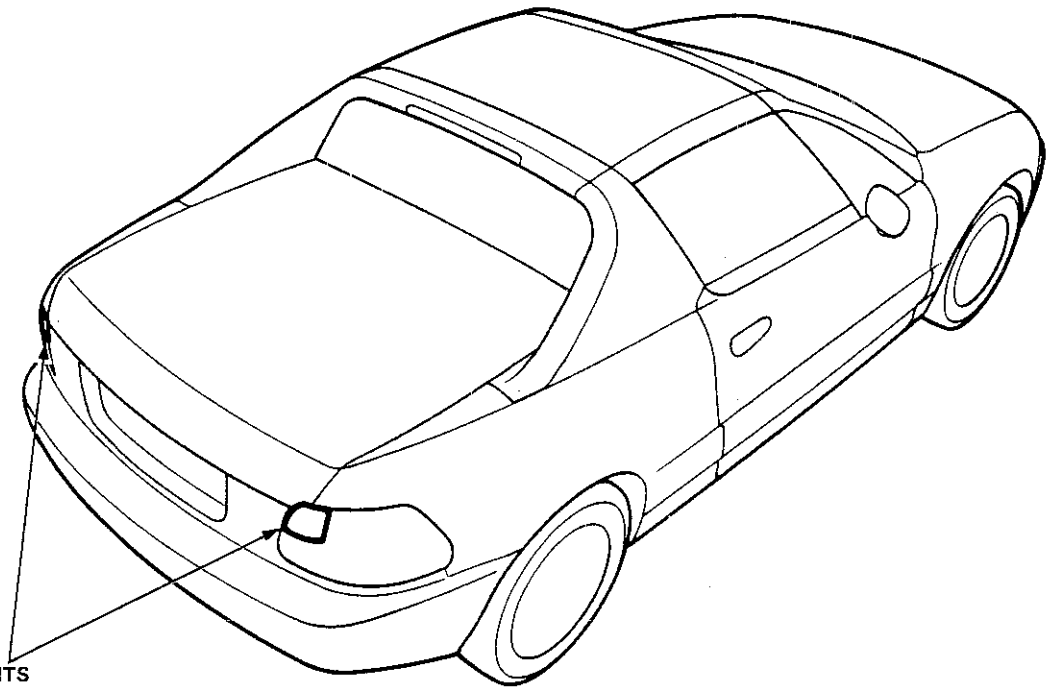
Back-up Lights

Component Location Index



A/T: A/T GEAR POSITION SWITCH
Test, page 23-142, 200
Adjustment, page 23-142
Replacement page 23-143

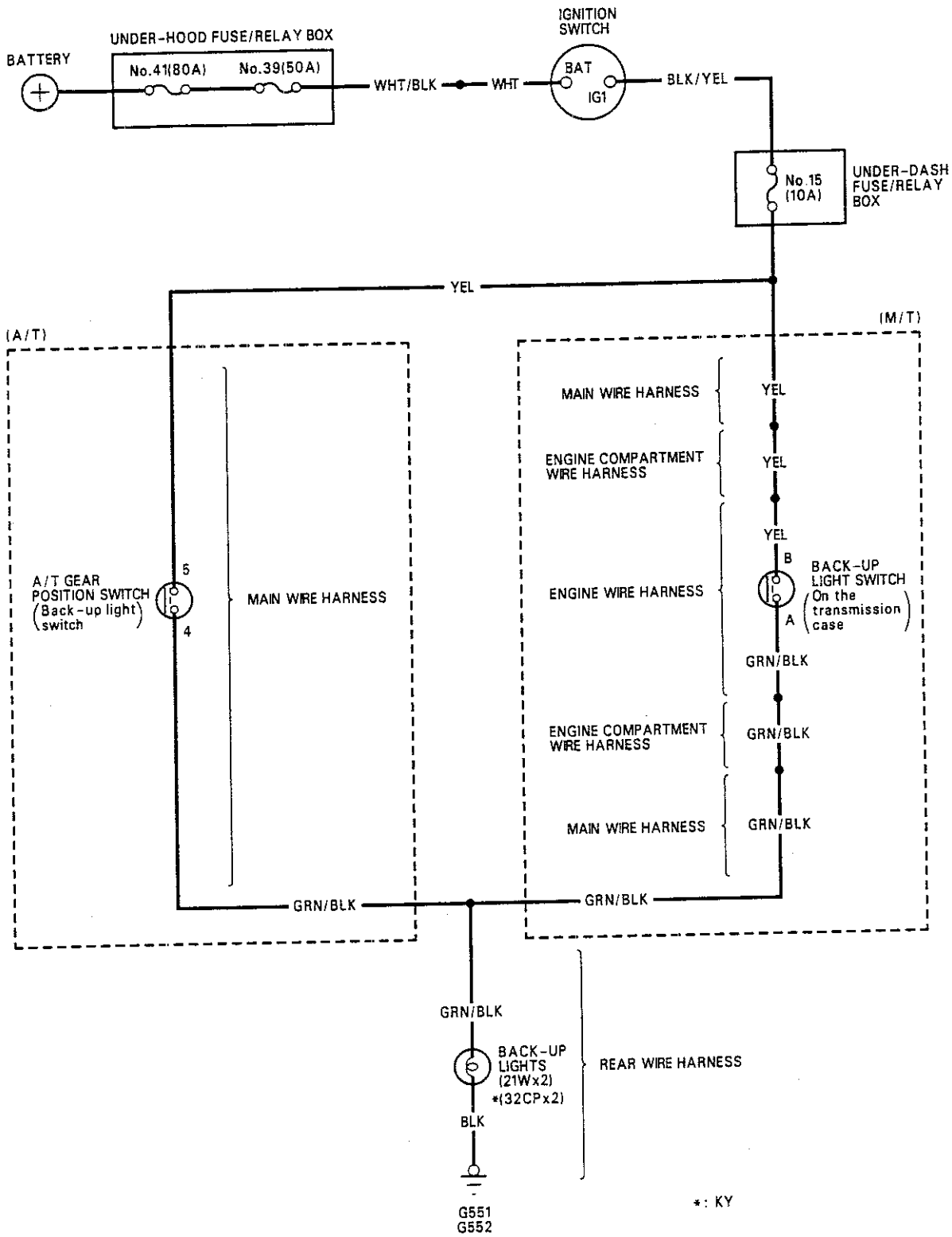
M/T: BACK-UP LIGHT SWITCH
(On the transmission case)
Test, page 23-200
Replacement section 13



BACK-UP LIGHTS
(In the taillight assembly)
Replacement, page 23-186
Bulb Replacement page 23-186

Back-up Lights

Circuit Diagram



Test

Manual Transmission:

1. Turn the ignition switch on and move the shift lever in "R" position
   The back-up lights should go on

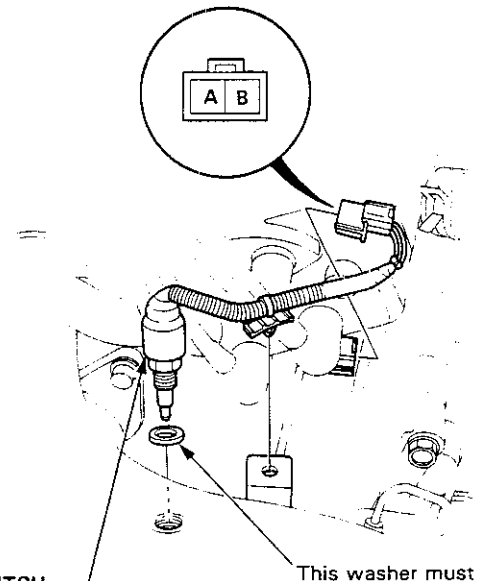
   - If a back-up light does not go on, check for:
   — Blown bulb in the taillight assembly

   - If both back-up lights do not go on, check for:
   — Blown No. 15 (10 A) fuse in the under-dash fuse/relay box

   - If the fuse and bulbs are OK, go to step 2.

2. Disconnect the 2-P connector from the back-up light switch.

View from terminal side



SWITCH
25 N·m (2.5 kg-m, 18 lb-ft)

This washer must be always replaced for the switch to function properly and to prevent oil leaks.

3. Check for continuity between the A and B terminals.
   Only with the shift lever in "R" position, there should be continuity.

   - If there is no continuity, replace the switch (see section 13).

   - If there is continuity, but the back-up lights do not go on, check for:
   — An open in the YEL or GRN/BLK wire
   — Poor ground (G551, G552).

Automatic Transmission:

1. Turn the ignition switch on and move the shift lever in "R" position.
   The back-up lights should go on.

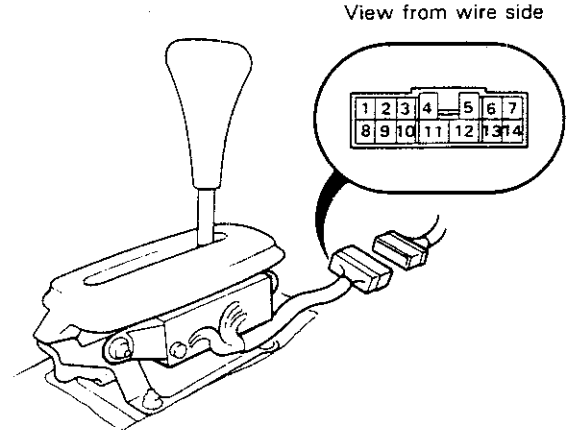
   - If a back-up light does not go on, check for:
   — Blown bulb in the taillight assembly

   - If both back-up lights do not go on, check for:
   — Blown No. 15 (10 A) fuse in the under-dash fuse/relay box.

   - If the fuse and bulbs are OK, go to step 2.

2. Disconnect the 14-P connector from the A/T gear position switch (back-up light switch).

View from wire side



3. Move the shift lever back and forth in "R" position without touching the push button, and check for continuity between No. 4 and No. 5 terminals.
   There should be continuity within the range of free play of the shift lever.

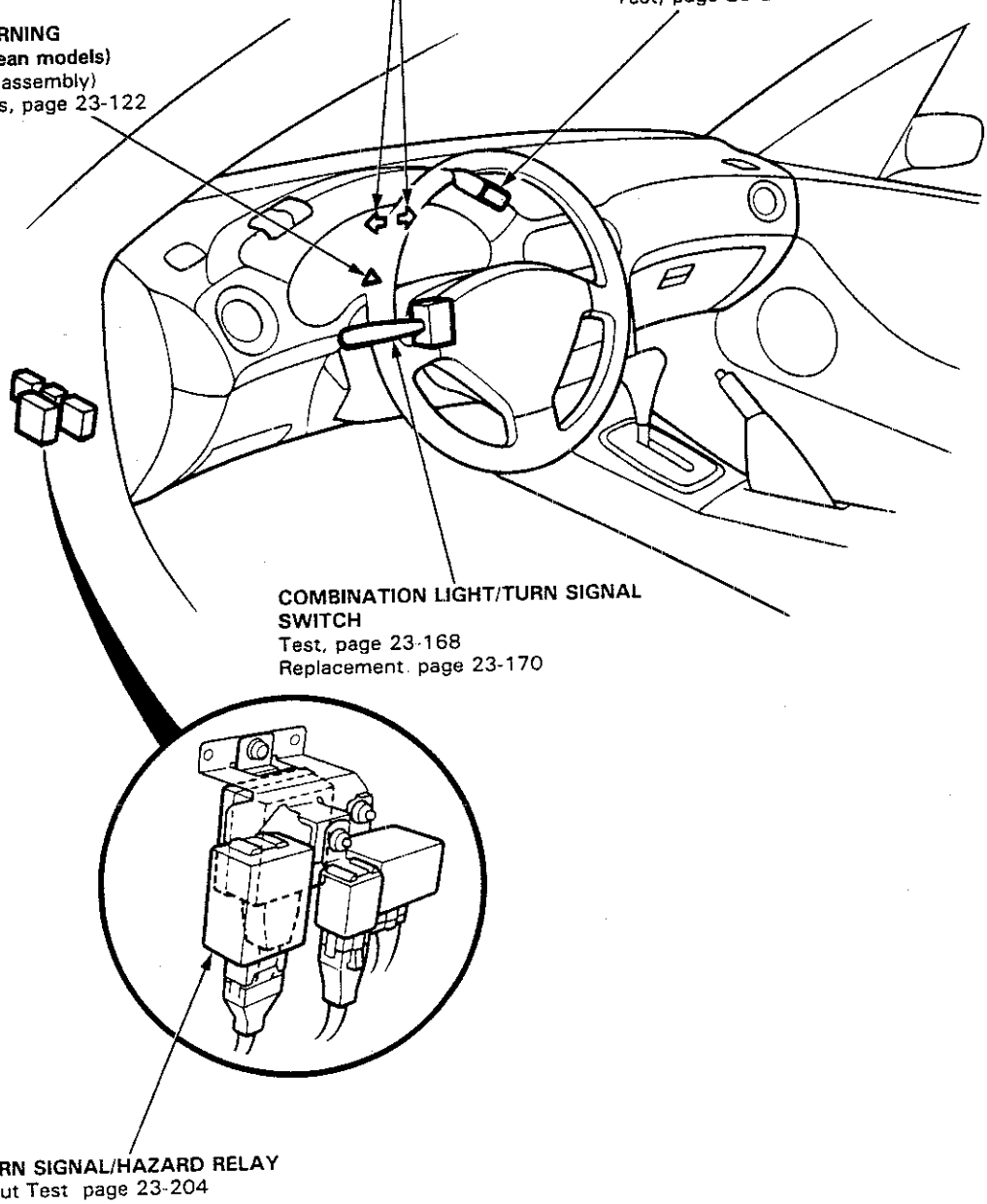
   - If there is no continuity within the range of free play, adjust the position of the A/T gear position switch (see page 23-142).

   - If there is continuity, but the back-up lights do not go on, check for:
   — An open in the YEL or GRN/BLK wire.
   — Poor ground (G551, G552).

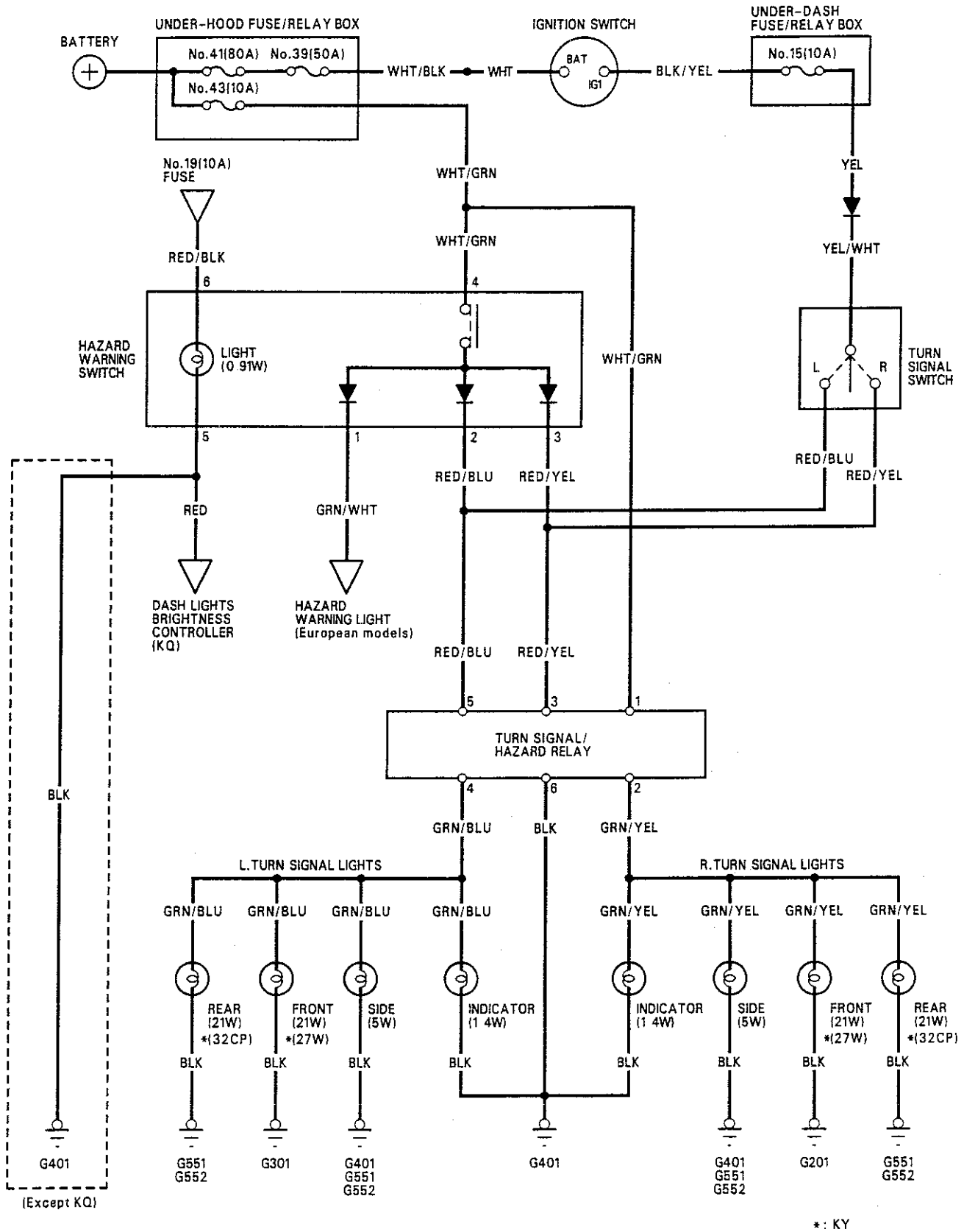
Turn Signal/Hazard Flasher System

Component Location Index

NOTE: LHD type is shown; RHD type is symmetrical



Circuit Diagram



Turn Signal/Hazard Flasher System

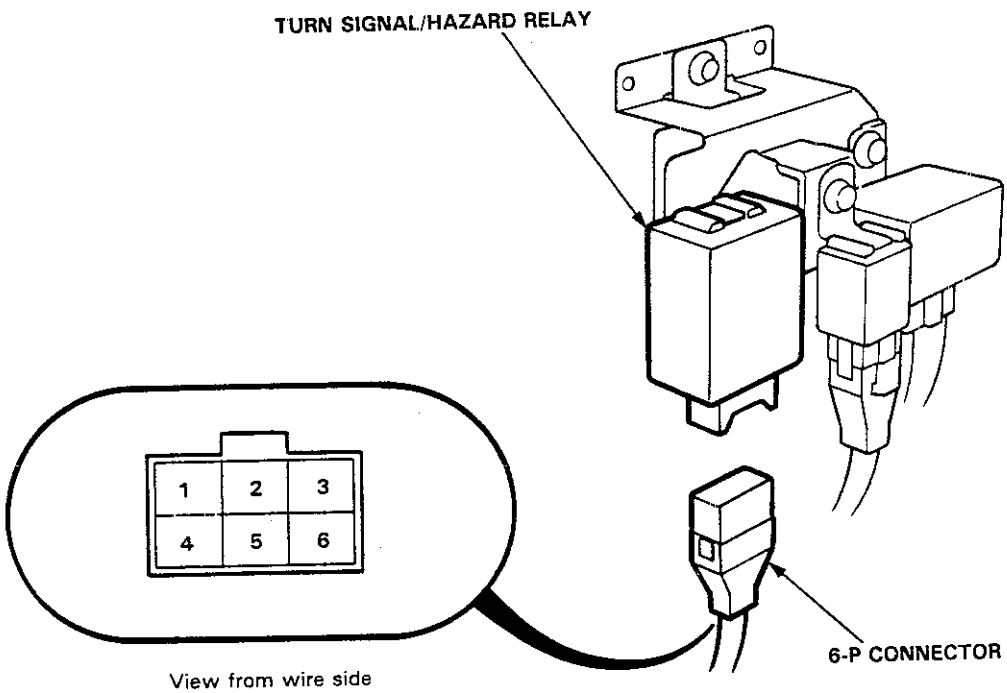
Turn Signal/Hazard Relay Input Test

1. Remove the driver's side kick panel, then disconnect the 6-P connector from the turn signal/hazard relay.

2. Inspect the connector and socket terminals to be sure they are all making good contact.

   - If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.

   - If the terminals look OK, make the following input tests at the connector terminals.
   - If any test indicates a problem, find and correct the cause, then recheck the system
   - If all input tests prove OK, the turn signal/hazard relay must be faulty; replace it.



View from wire side

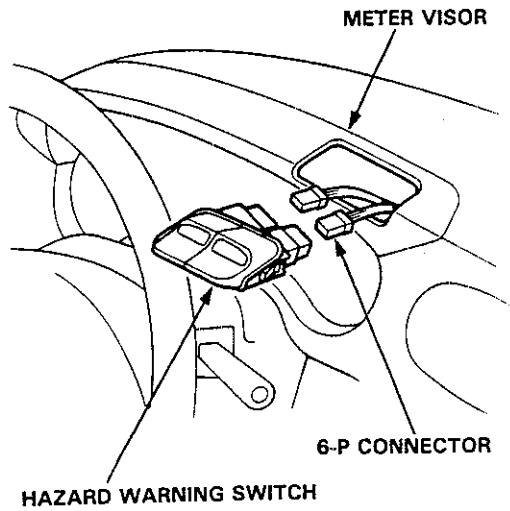
No.	Terminal	Test condition	Test: Desired result	Possible cause if result is not obtained
1	6	Under all conditions.	Check for continuity to ground: There should be continuity.	• An open in the BLK wire. • Poor ground (G201, G301, G401).
2	1	Under all conditions.	Check for voltage to ground: There should be battery voltage.	• Blown No. 43 (10 A) fuse in the under-hood fuse/relay box • An open in the WHT/GRN wire.
3	3	Hazard warning switch ON	Check for voltage to ground: There should be battery voltage.	• Faulty hazard warning switch • An open in the RED/YEL wire. • Blown No. 15 (10 A) fuse in the under-dash fuse/relay box.
		Ignition switch ON and turn signal switch in Right position.		• Faulty turn signal switch. • An open in the RED/YEL wire
4	5	Hazard warning switch ON.	Check for voltage to ground: There should be battery voltage	• Faulty hazard warning switch. • An open in the RED/BLU wire. • Blown No. 15 (10 A) fuse in the under-dash fuse/relay box.
		Ignition switch ON and turn signal switch in Left position.		• Faulty turn signal switch. • An open in the RED/BLU wire.
5	1 • 2	Connect the No. 1 terminal to the No. 2 terminal.	Right turn signal lights should come on as the battery is connected	• Blown bulb. • An open in the GRN/YEL wire • Poor ground (G201, G301, G401, G551, G552).
6	1 • 4	Connect the No. 1 terminal to the No. 4 terminal.	Left turn signal lights should come on as the battery is connected.	• Blown bulb. • An open in the GRN/BLU wire. • Poor ground (G201, G301, G401, G551, G552).

Turn Signal/Hazard Flasher System

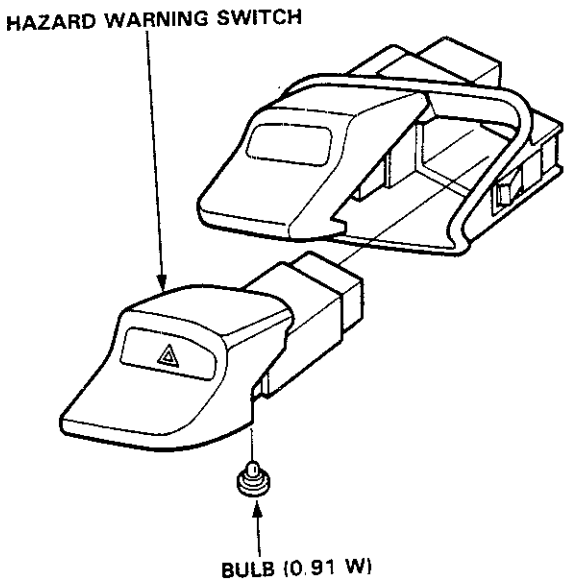
Hazard Warning Switch Test/Removal

1. Pry the switch out of the meter visor.
2. Disconnect the connectors from the switches

NOTE:
- Carefully remove the switches without damaging them or the meter visor.
- LHD type is shown; RHD type is symmetrical.



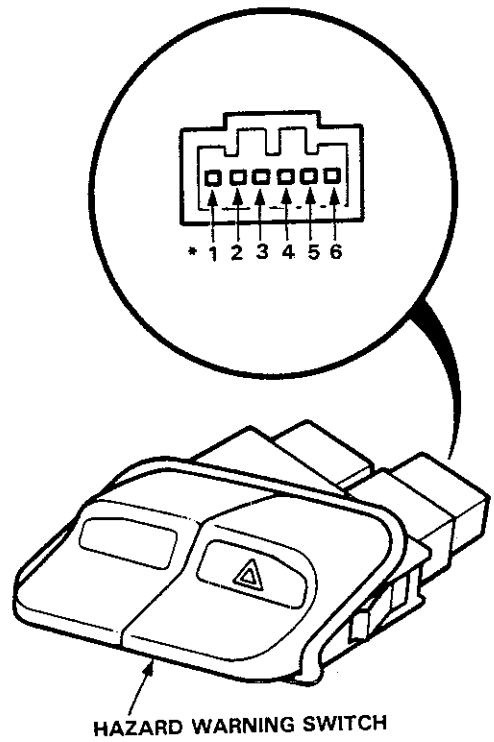
3. When replacing a bulb, turn the bulb socket 45° counterclockwise, then remove the bulb from the switch

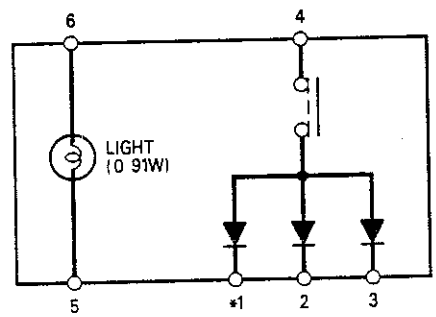


4. Check for continuity between the terminals according to the table.

Position \ Terminal	*1	2	3		4	5		6
OFF						○	⊖	○
ON	○			▷	○			
		○		▷		○	⊖	○
			○	▷				

*: European models



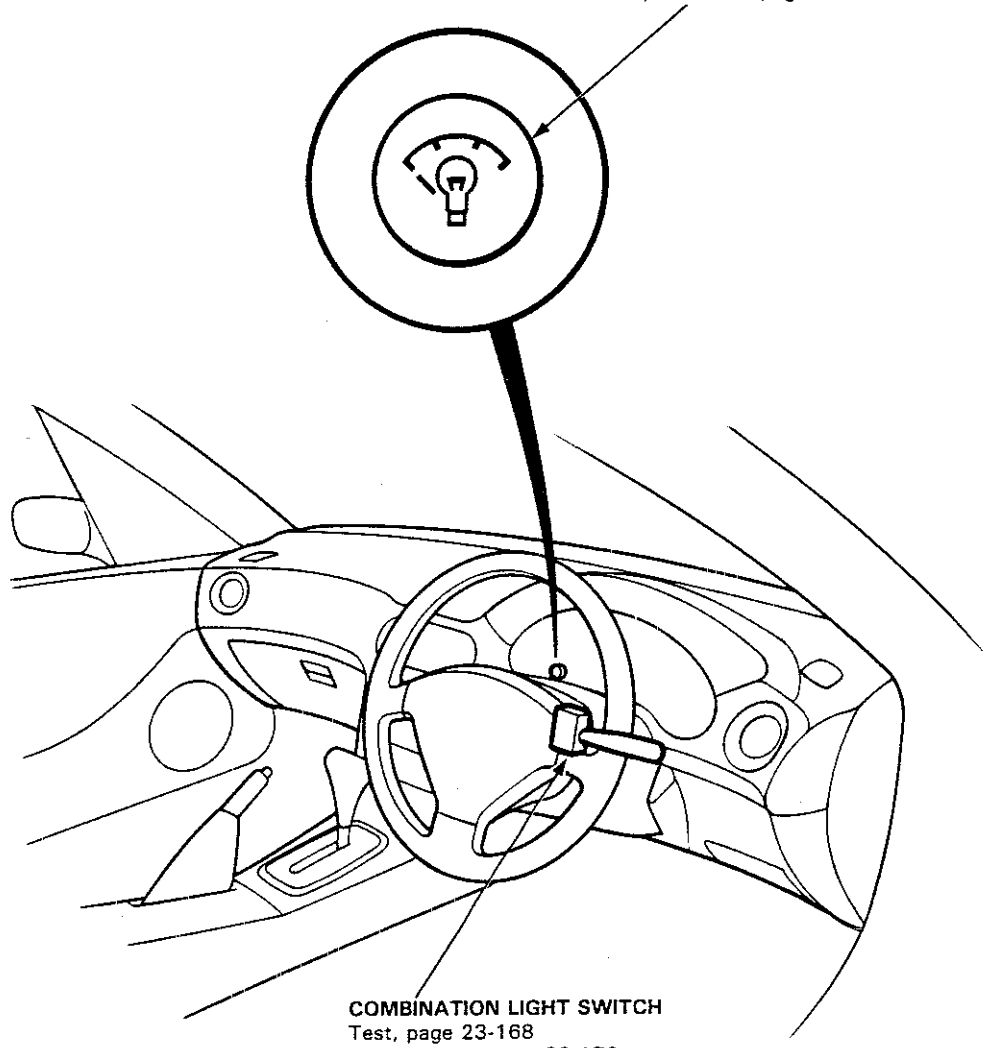


*: European models

Dash Lights Brightness Controller (KQ)

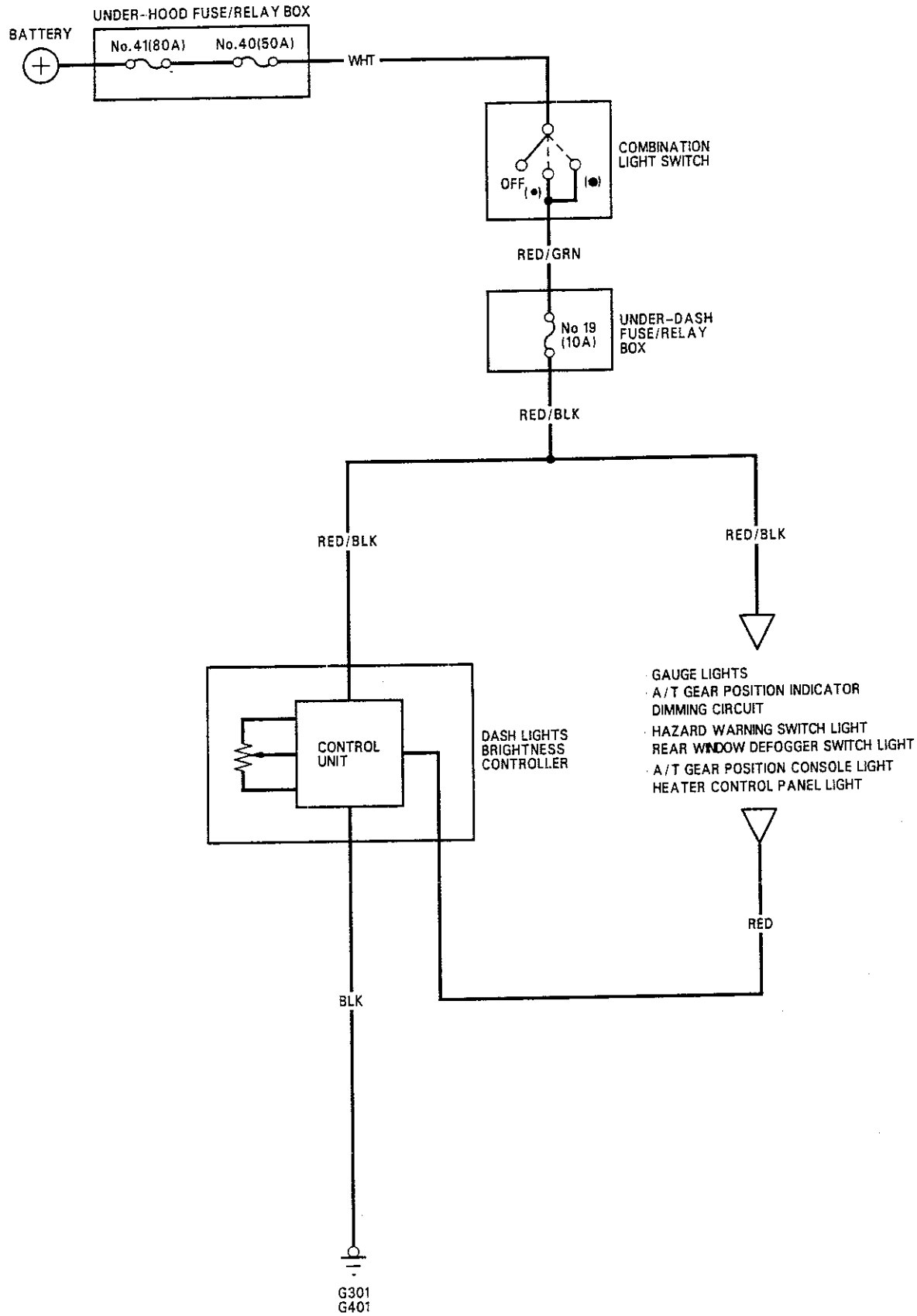
Component Location Index

NOTE: The control unit is built into the dash lights brightness controller



Dash Lights Brightness Controller (KQ)

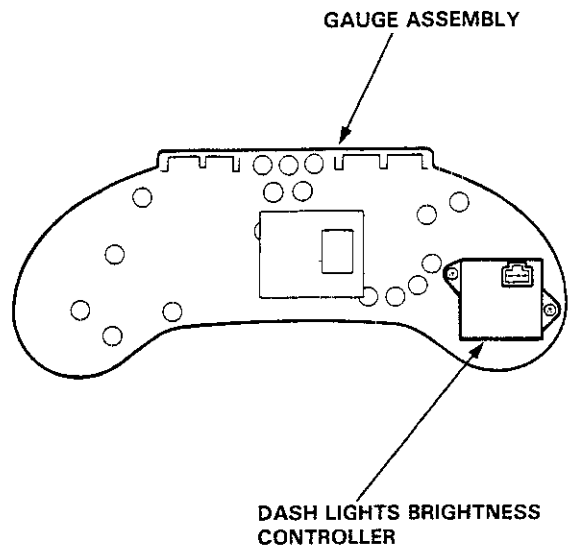
Circuit Diagram

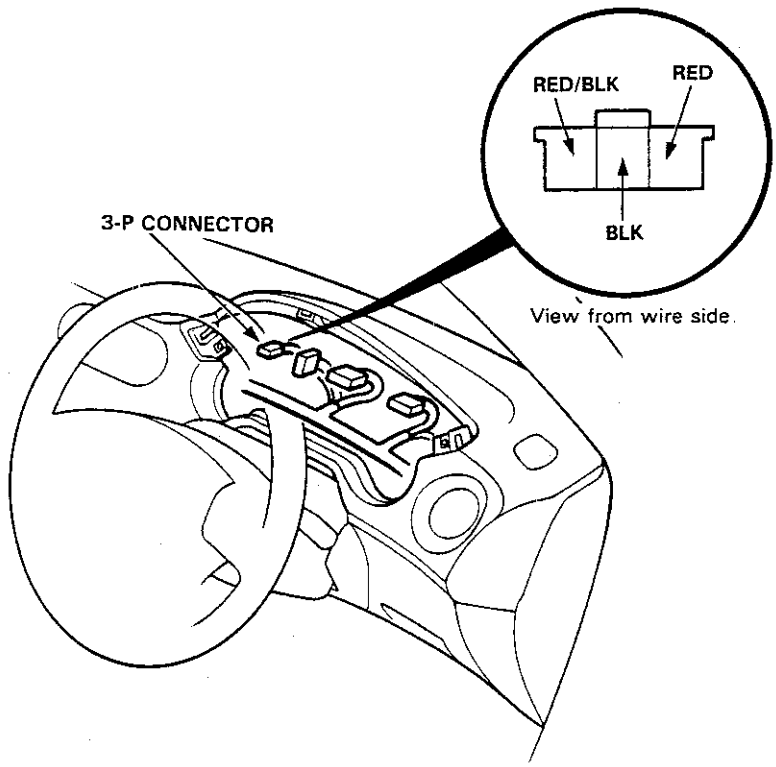


Controller Input Test

NOTE: The control unit is built into the dash lights brightness controller.

1. Remove the gauge assembly (see page 23-126).
2. Disconnect the 3-P connector from the dash lights brightness controller.
3. Inspect the connector terminals to be sure they are all making good contact.
   - If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
   - If the terminals look OK, make the following input tests at the terminals.
   - If any test indicates a problem, find and correct the cause, then recheck the system.
   - If all input tests prove OK, the dash lights brightness controller must be faulty; replace it.

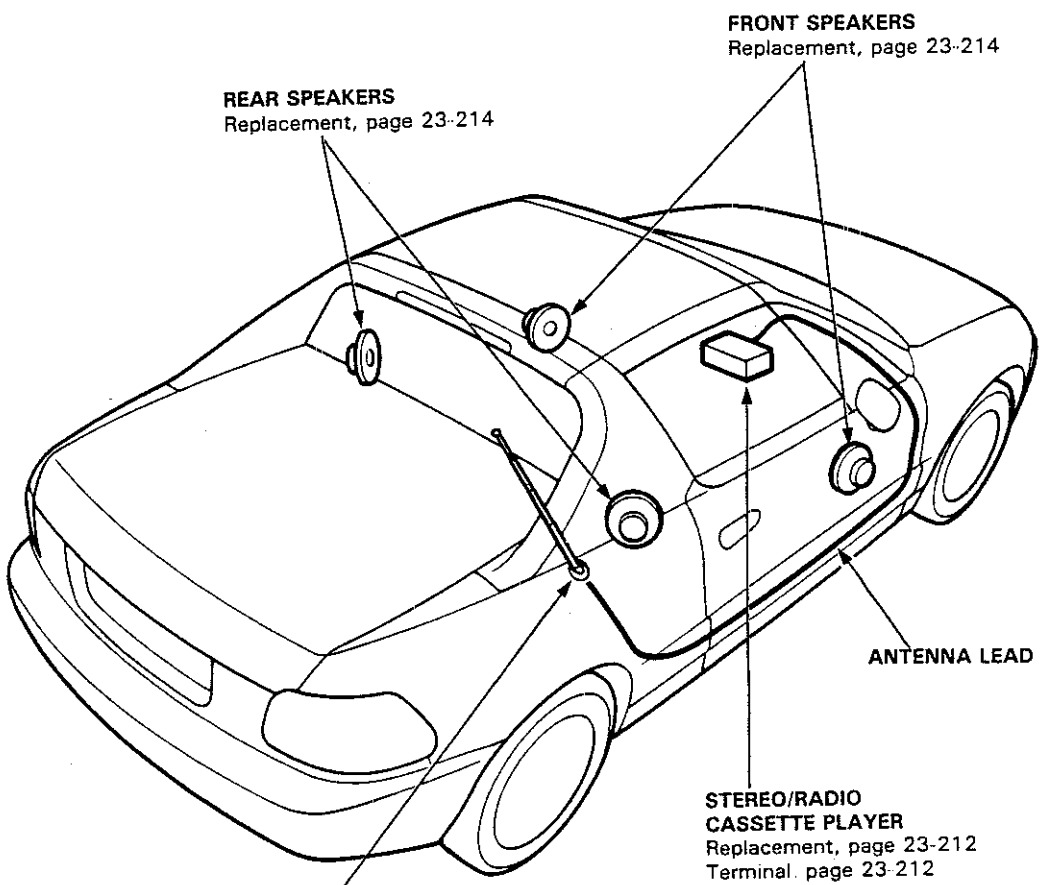




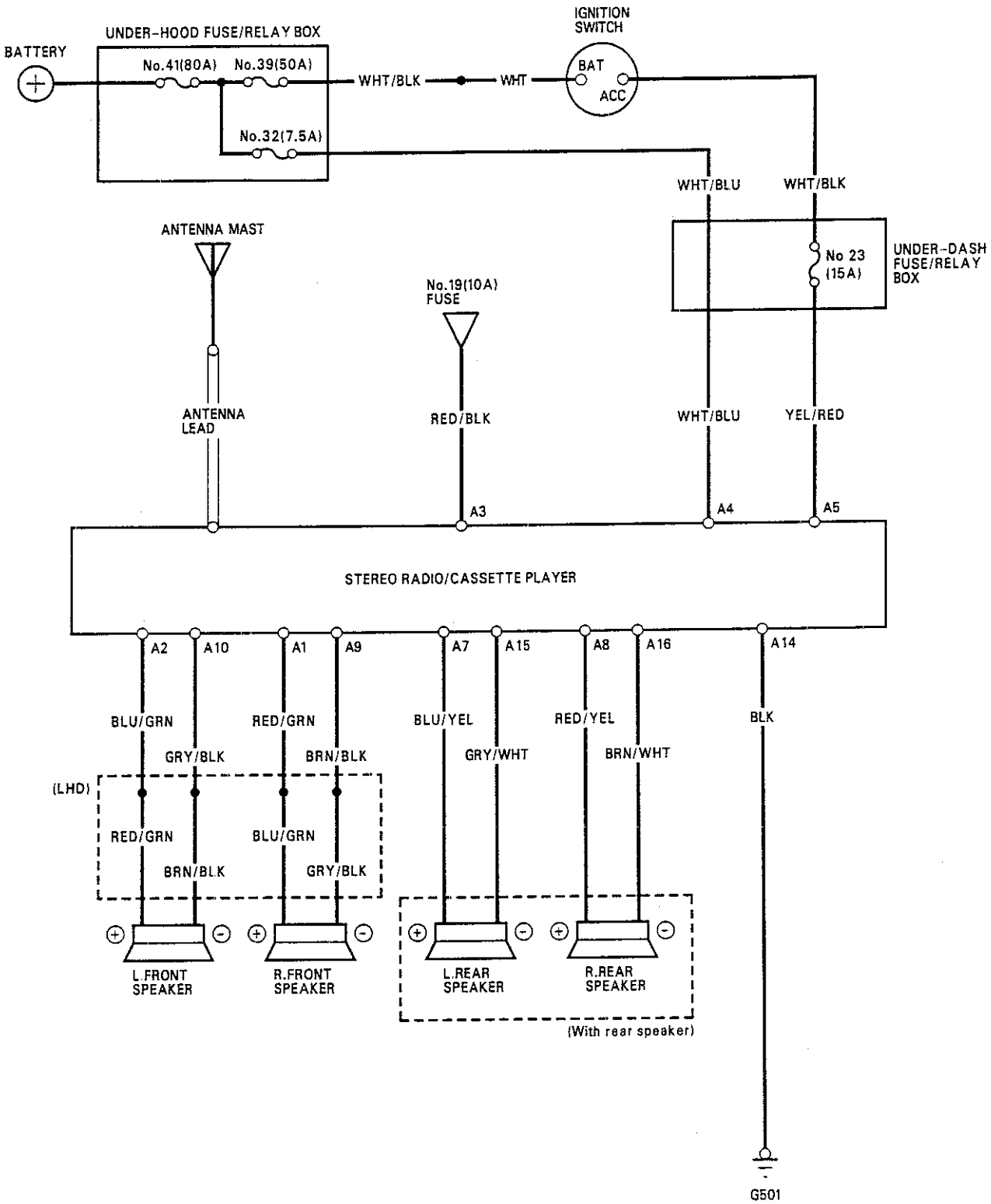
No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G301, G401) • An open in the wire.
2	RED/BLK	Combination light switch ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 19 (10 A) fuse. • Faulty combination light switch • An open in the wire.
3	RED	Combination light switch ON.	Connect to ground: Dash lights should come on full bright.	• An open in the RED/BLK or RED wire.

Stereo Sound System

Component Location Index



Circuit Diagram

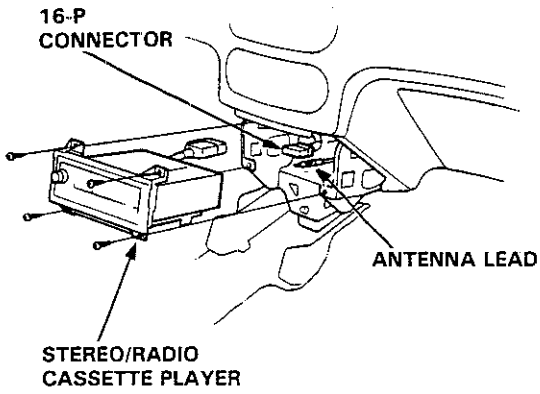


Stereo Sound System

Stereo Radio/Cassette Player Replacement

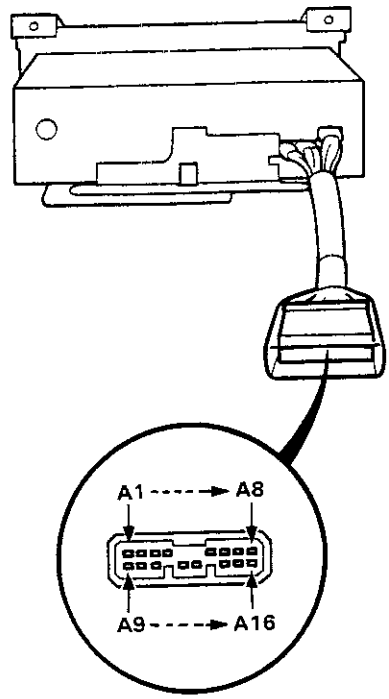
1. Remove the rear and center consoles (see section 20).

2. Remove the four screws, then disconnect the 16-P connector and the antenna lead, and pull out the stereo radio/cassette player.



3. Install in the reverse order of removal.

Stereo Radio/Cassette Player Terminals.

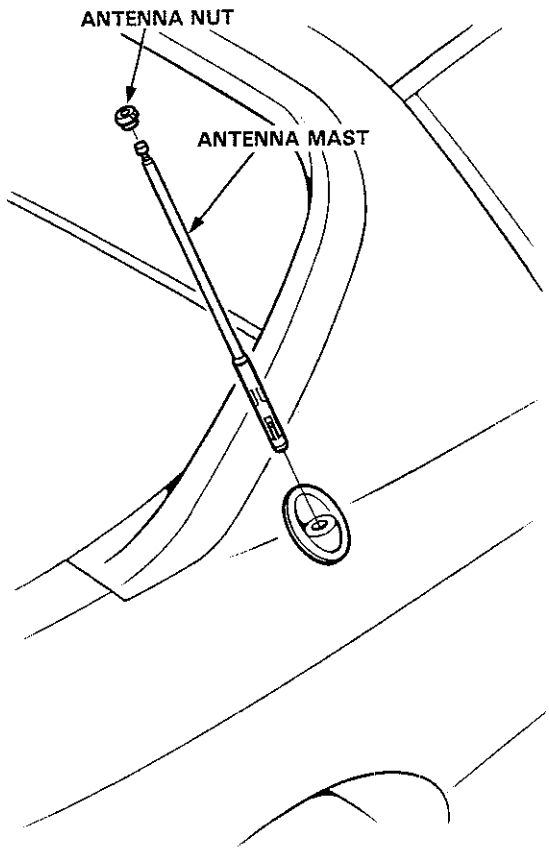


View from terminal side

Terminal	Wire	Connects to
A1	RED/GRN	Right front speaker ⊕
A2	BLU/GRN	Left front speaker ⊕
A3	RED/BLK	Lights-on signal
A4	WHT/BLU	Constant power (Tuning memory)
A5	YEL/RED	ACC (Main stereo power supply)
A6	—	(Not used)
A7	BLU/YEL	Left rear speaker ⊕
A8	RED/YEL	Right rear speaker ⊕
A9	BRN/BLK	Right front speaker ⊖
A10	GRY/BLK	Left front speaker ⊖
A11	—	(Not used)
A12	—	(Not used)
A13	—	(Not used)
A14	BLK	Ground (G501)
A15	GRY/WHT	Left rear speaker ⊖
A16	BRN/WHT	Right rear speaker ⊖

Antenna Mast Replacement

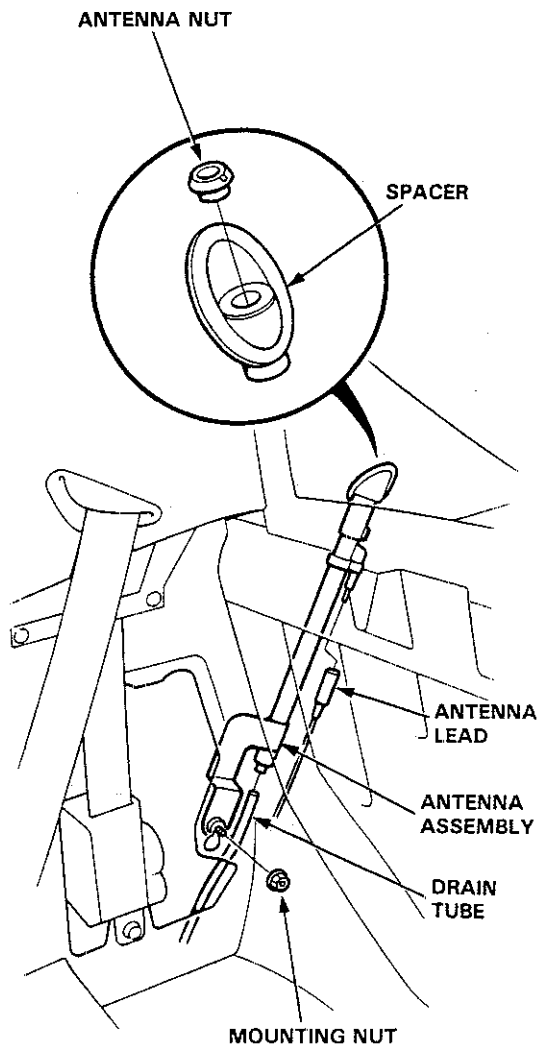
1. Remove the antenna nut.
2. Pull out the antenna mast



3. Install the reverse order of removal.

Antenna Assembly Replacement

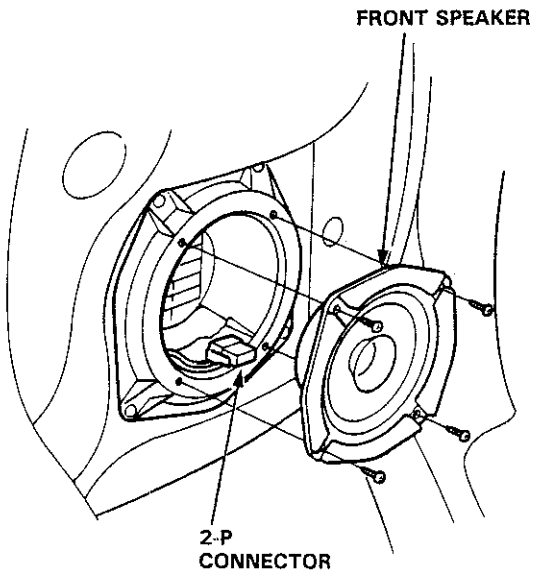
1. Remove the antenna nut and spacer.
2. Remove the right side lower panel (see section 20)
3. Remove the mounting nut.
4. Disconnect the drain tube and antenna lead, then remove the antenna assembly.



Stereo Sound System

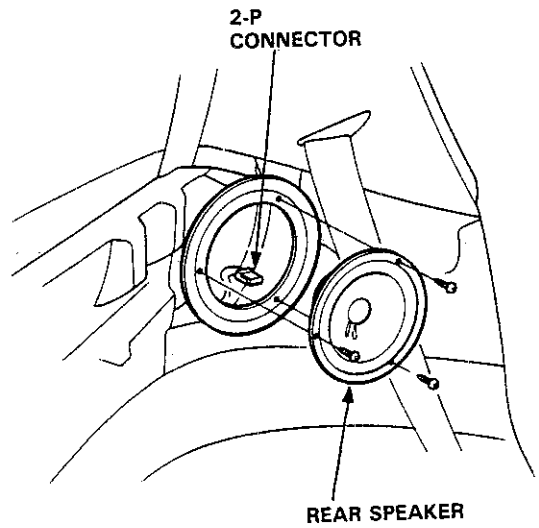
Front Speaker Replacement

1. Remove the door panel (see section 20)
2. Remove the four screws, then disconnect the 2-P connector from the speaker and remove the speaker



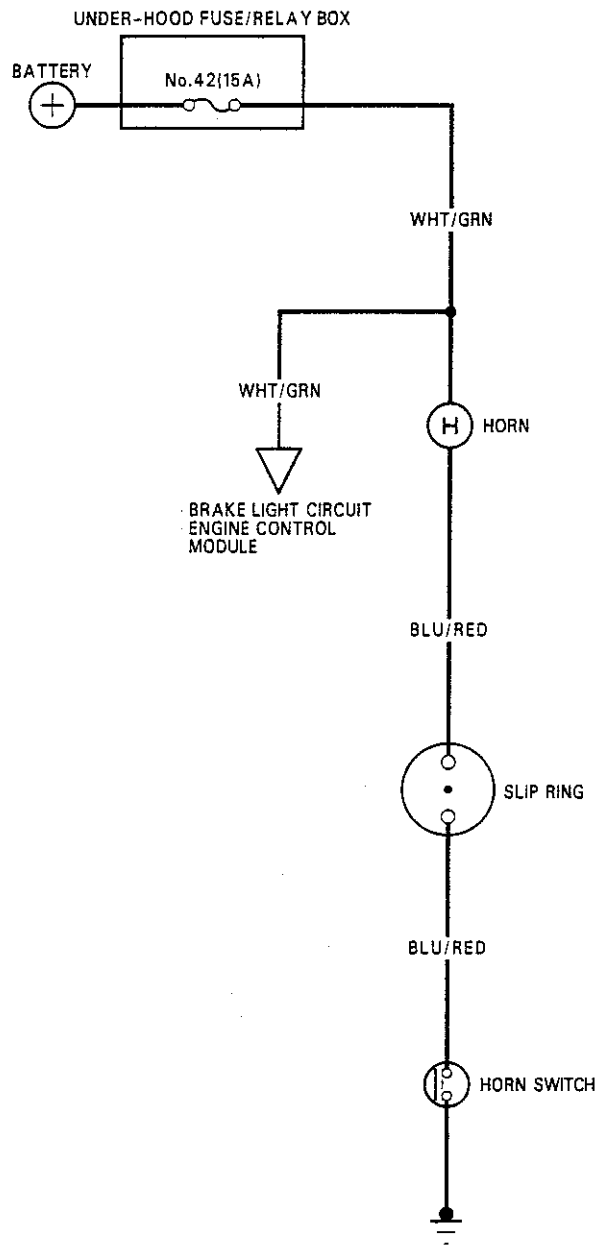
Rear Speaker Replacement

1. Remove the rear panel and side upper panel (see section 20).
2. Remove the three screws, then disconnect the 2-P connector from the speaker and remove the speaker.



Horns

Circuit Diagram

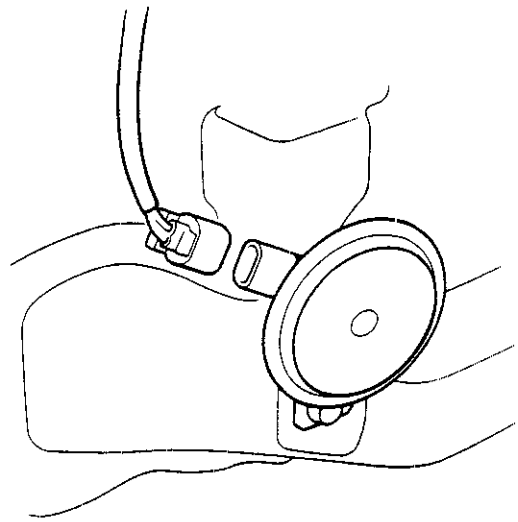


Horn Test

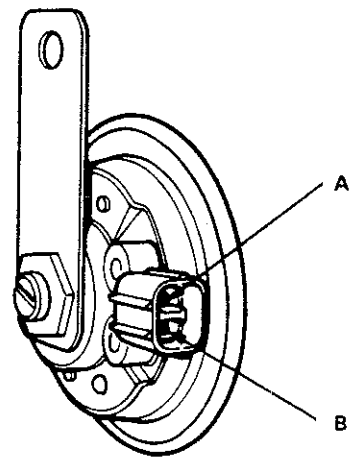
1 Remove the front bumper

2. Disconnect the 2-P connector from the horn.

3 Remove the horn.



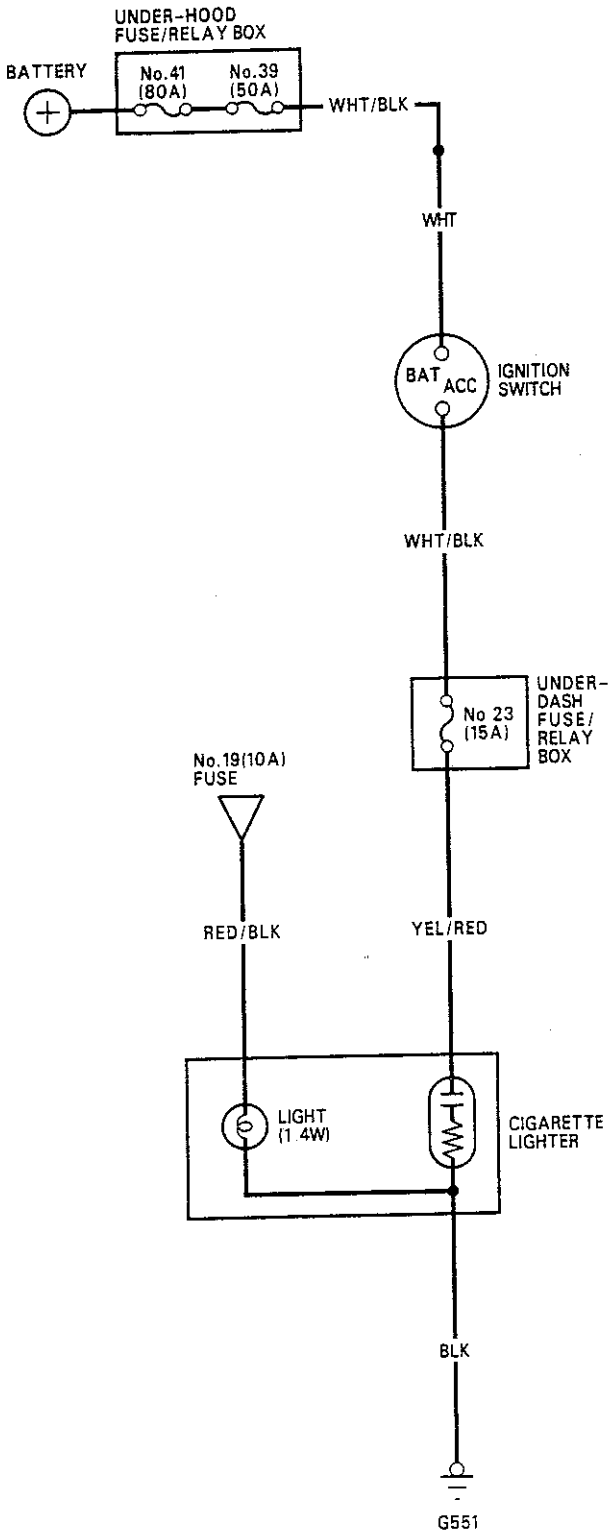
4 Test the horn by connecting battery power to one terminal and grounding the other. The horn should sound.



5 Replace the horn if it fails to sound

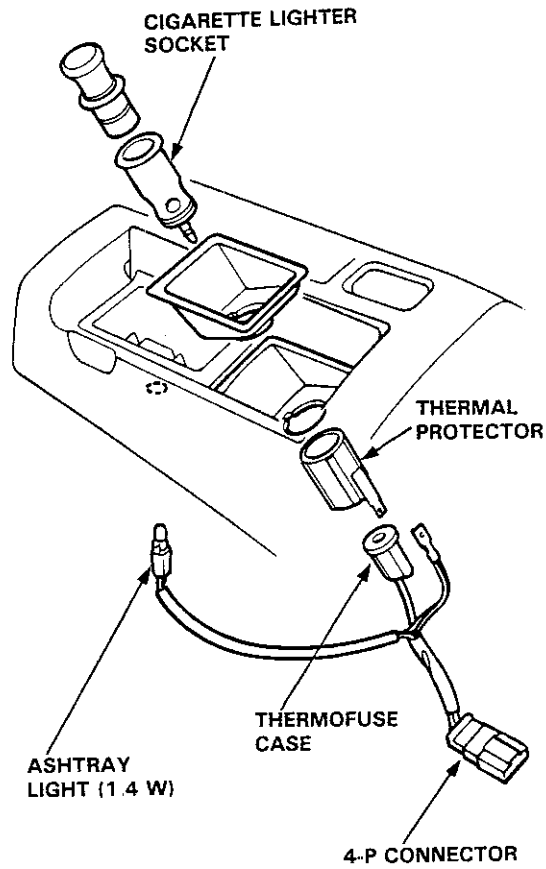
Cigarette Lighter

Circuit Diagram



Replacement

1. Remove the rear console (see section 20), then disconnect the 4-P connector from the cigarette lighter
2. Disconnect the thermofuse case from the socket end.
3. Remove the thermofuse protector and separate the cigarette lighter socket

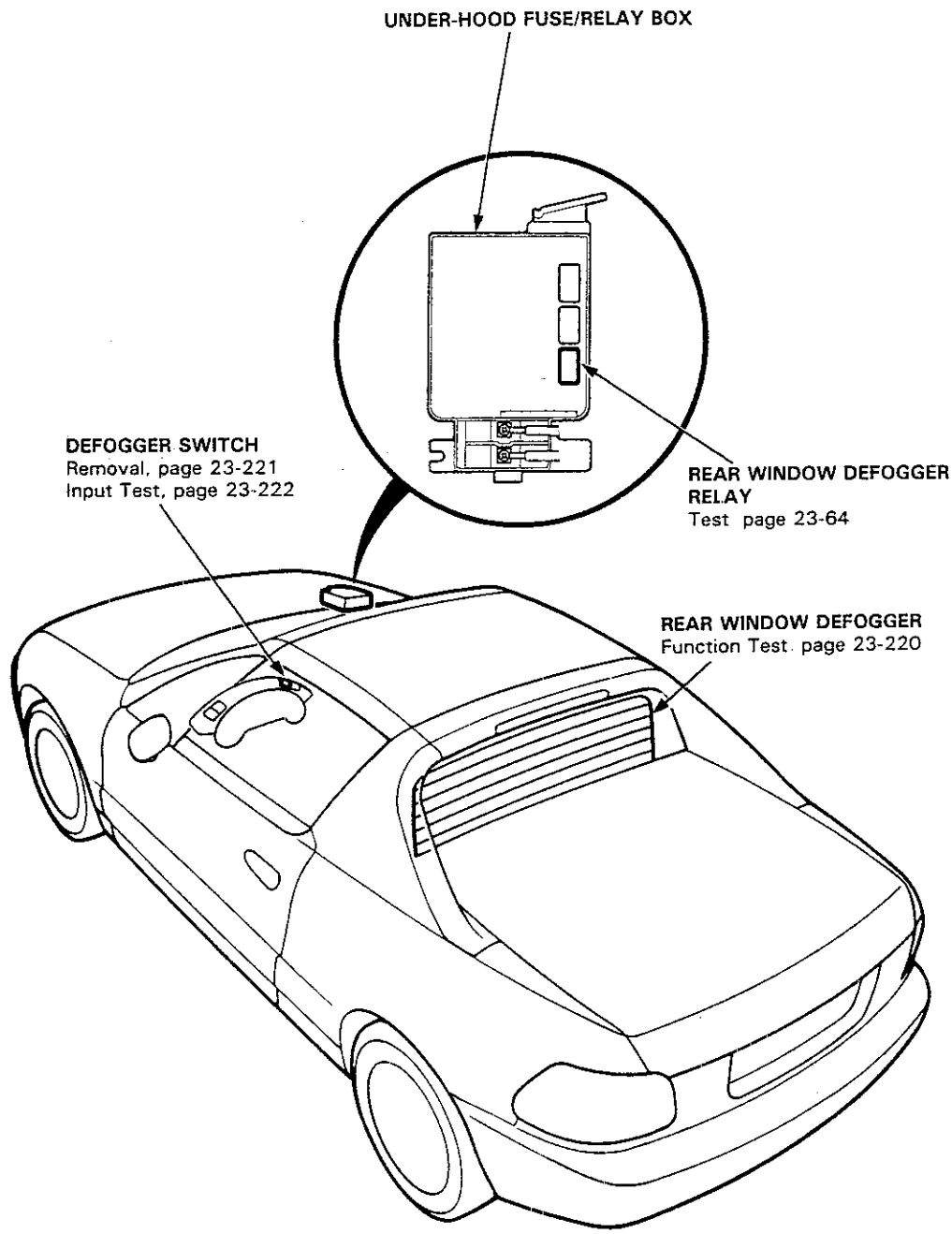


4. When installing the cigarette lighter, align the lug on the cigarette lighter socket with the slot in the rear console.
5. Make sure that the ground wire and thermofuse case are seated to the cigarette lighter assembly.

Rear Window Defogger

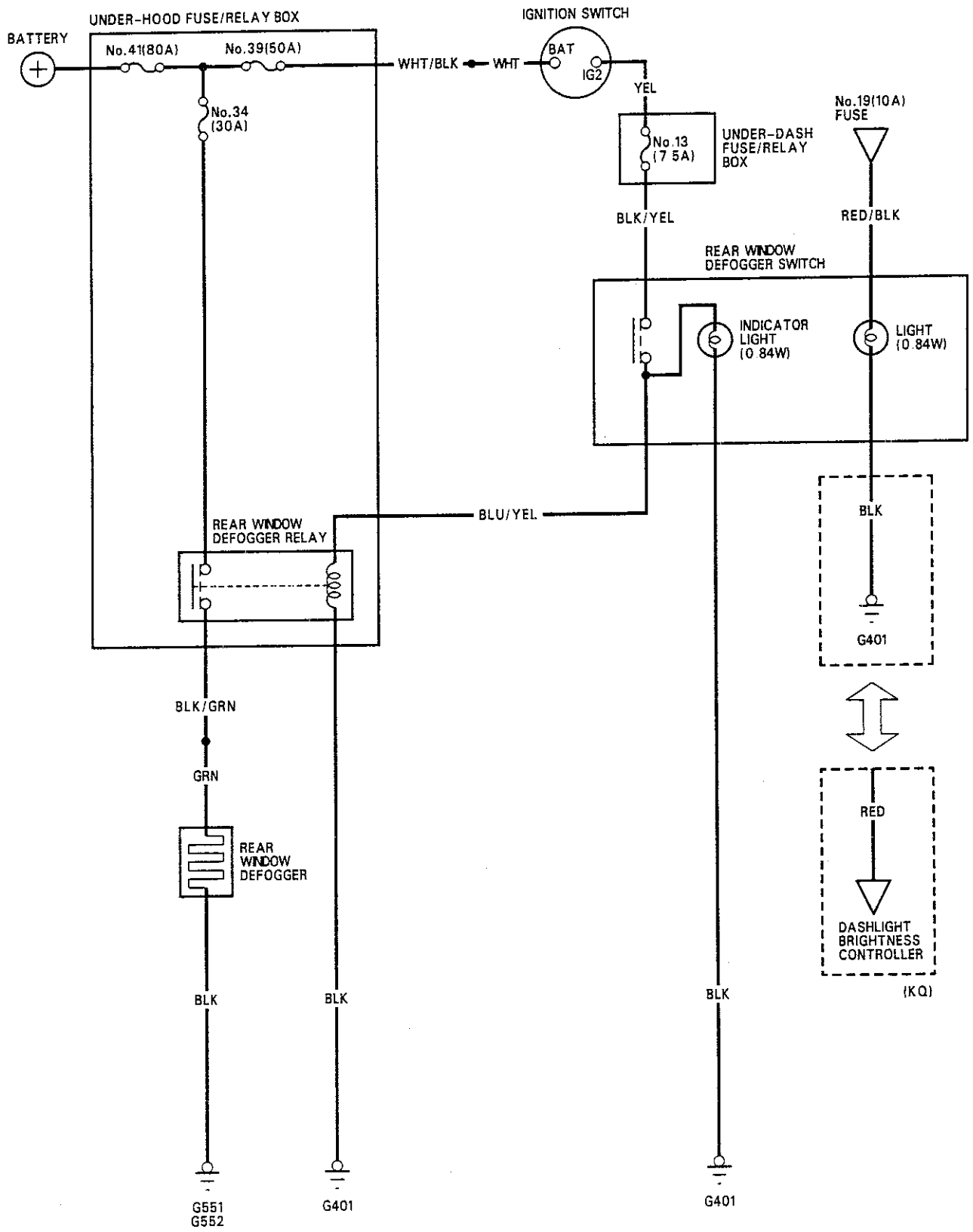
Component Location Index

NOTE: LHD type is shown; RHD type is symmetrical



Rear Window Defogger

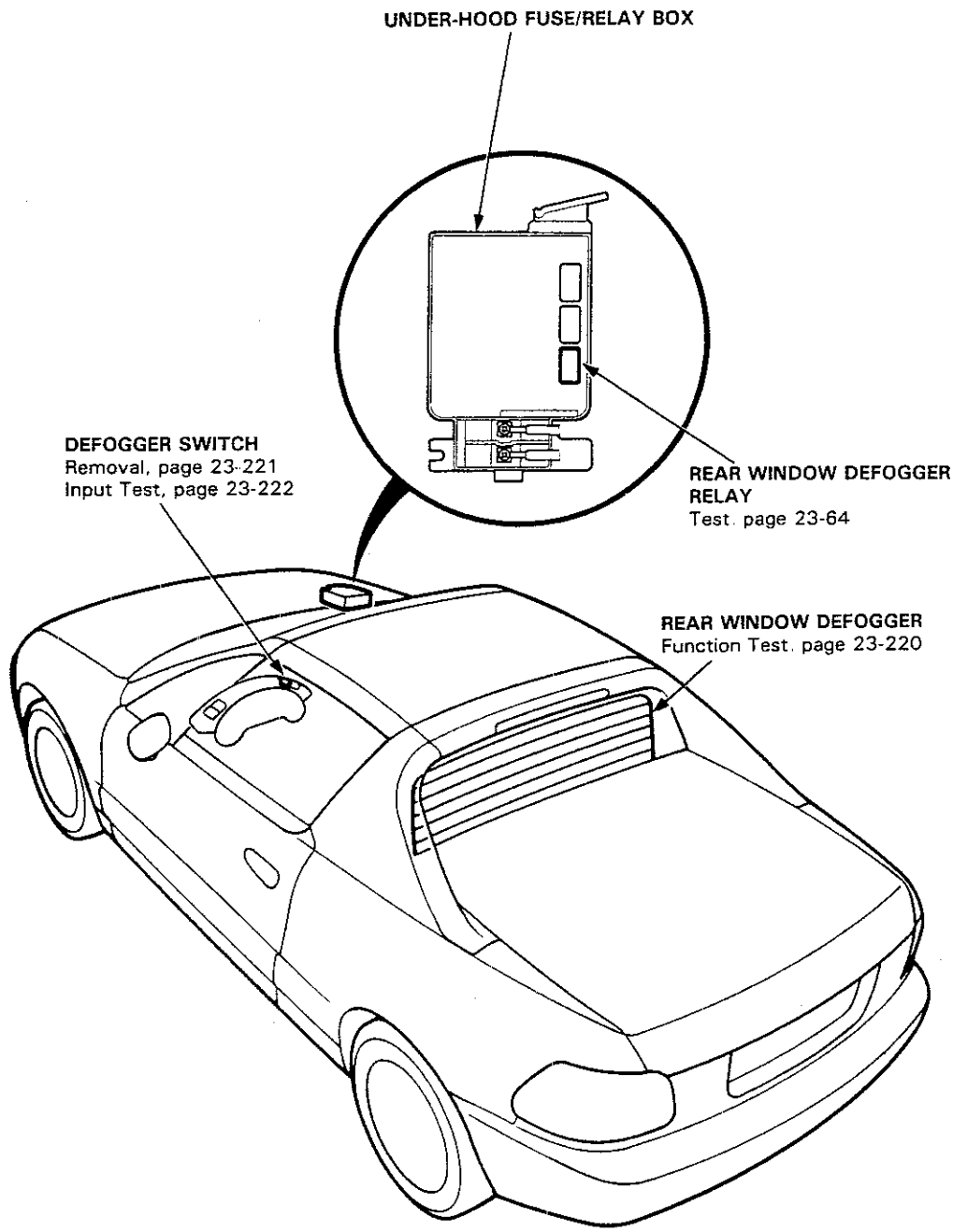
Circuit Diagram



Rear Window Defogger

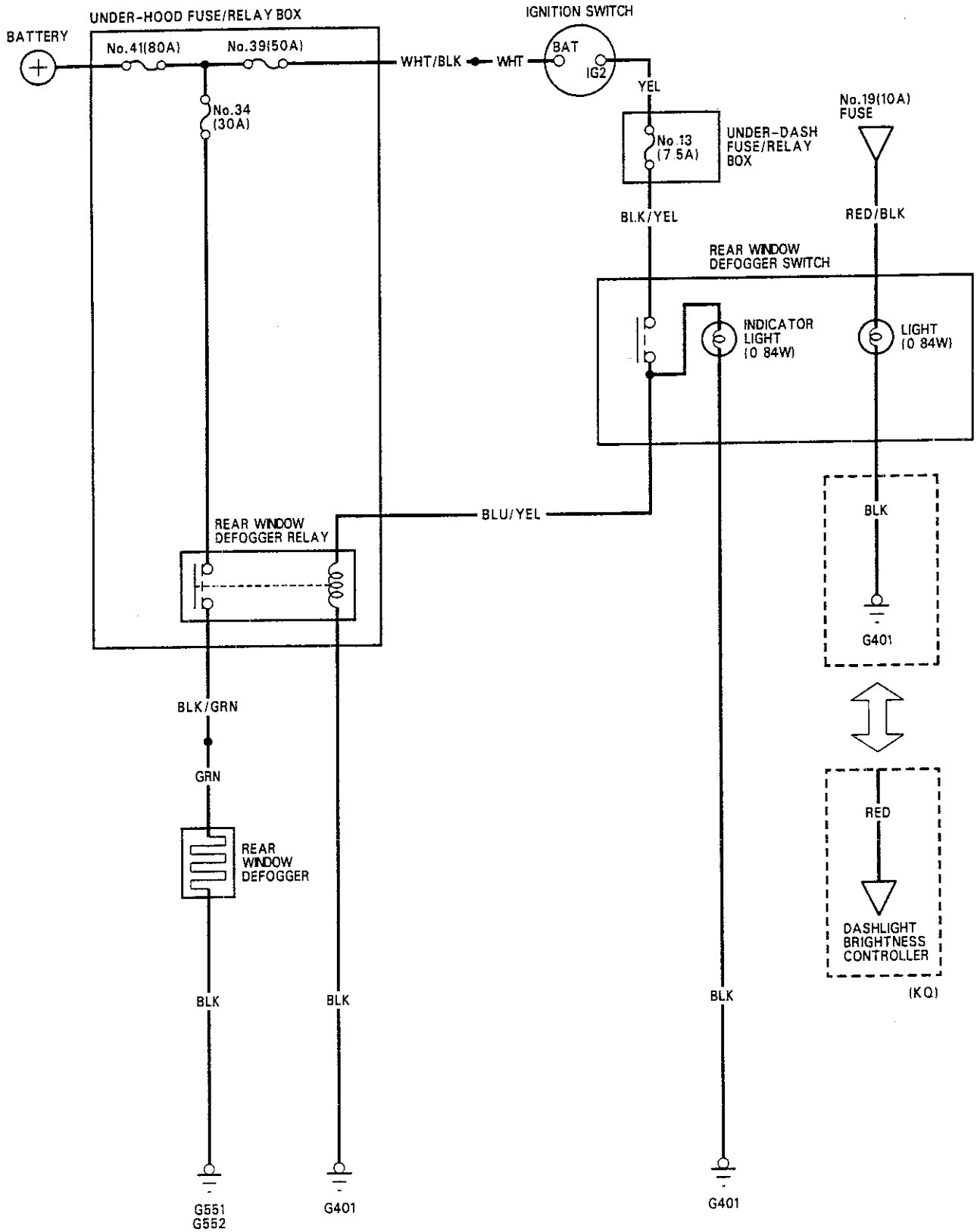
Component Location Index

NOTE: LHD type is shown; RHD type is symmetrical



Rear Window Defogger

Circuit Diagram



Troubleshooting

NOTE: The numbers in the table show the troubleshooting sequence

Item to be inspected / Symptom	Blown indicator light bulb	Blown No. 13 (7.5 A) fuse (In the under-dash fuse/relay box)	Blown No. 34 (30 A) fuse (In the under-hood fuse/relay box)	Function test	Defogger relay	Defogger switch	Poor ground	Open circuit, loose or disconnected terminals
Defogger operates, but indicator light does not go on.	1							BLK/YEL
Defogger does not operate and indicator light does not go on.		1				2	G401	YEL, BLU/YEL or BLK/YEL
Defogger does not operate, but indicator light goes on.			1	3	2	4	G551 G552	BLU/YEL, BLK/YEL or BLK/GRN (GRN)

Rear Window Defogger

Function Test

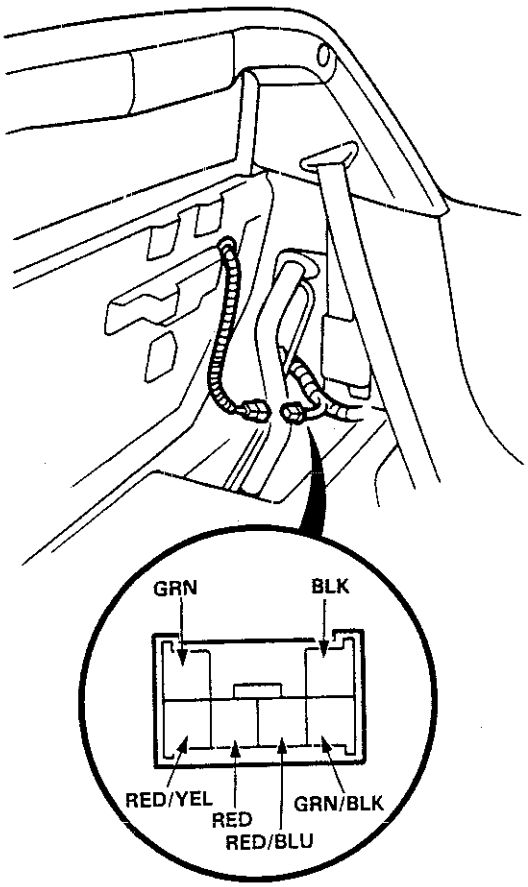
CAUTION: Be careful not to scratch or damage the defogger wires with the tester probe.

1. Remove the personal trunk assembly (see section 20).

2. Disconnect the 6-P connector from the rear window defogger sub-harness
   Check for voltage between the BLK/GRN terminal and body ground with the ignition and defogger switches ON.
   There should be battery voltage

   - If there is no voltage, check for:
     - Faulty defogger relay.
     - Faulty defogger switch.
     - An open in the BLK/GRN wire.

   - If there is battery voltage, go to step 3.



View from wire side

3. Check for continuity between the BLK terminal and body ground
   There should be continuity.

   - If there is no continuity, check for:
     - An open in the BLK wire.
     - Poor ground (G551,G552)

4. Reconnect the 6-P connector to the rear window defogger sub-harness
   Touch the voltmeter positive probe to the middle of each defogger wire, and the negative probe to the BLK terminal.
   There should be approximately 6 V with the ignition and defogger switches ON.

   - If the voltage is as specified, the defogger wire is OK
   - If there is battery voltage, the defogger wire is broken on the negative side.
   - If there is no voltage, the defogger wire is broken on the positive side

Troubleshooting

NOTE: The numbers in the table show the troubleshooting sequence.

Item to be inspected / Symptom	Blown indicator light bulb	Blown No. 13 (7.5 A) fuse (In the under-dash fuse/relay box)	Blown No. 34 (30 A) fuse (In the under-hood fuse/relay box)	Function test	Defogger relay	Defogger switch	Poor ground	Open circuit, loose or disconnected terminals
Defogger operates, but indicator light does not go on.	1							BLK/YEL
Defogger does not operate and indicator light does not go on.		1				2	G401	YEL, BLU/YEL or BLK/YEL
Defogger does not operate, but indicator light goes on.			1	3	2	4	G551 G552	BLU/YEL, BLK/YEL or BLK/GRN (GRN)

Rear Window Defogger

Function Test

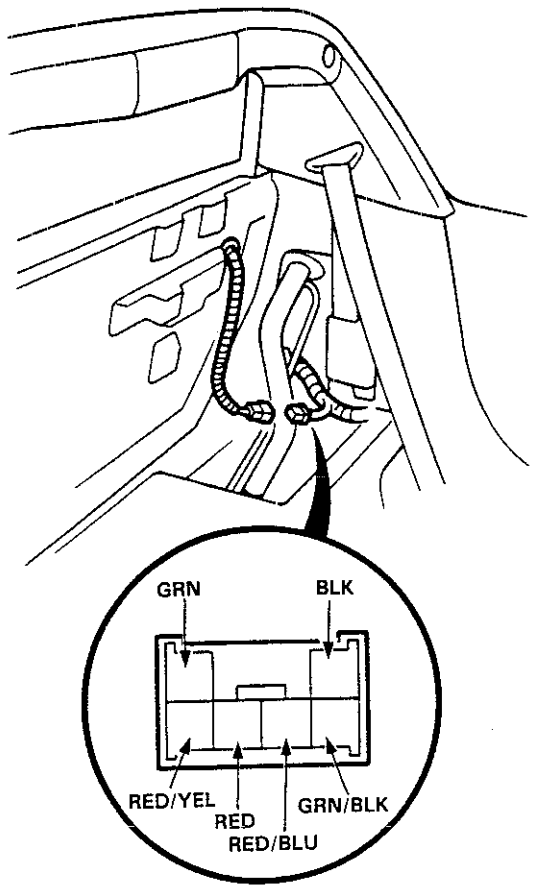
CAUTION: Be careful not to scratch or damage the defogger wires with the tester probe

1. Remove the personal trunk assembly (see section 20).

2. Disconnect the 6-P connector from the rear window defogger sub-harness
   Check for voltage between the BLK/GRN terminal and body ground with the ignition and defogger switches ON
   There should be battery voltage

   - If there is no voltage, check for:
     - — Faulty defogger relay
     - — Faulty defogger switch
     - — An open in the BLK/GRN wire.

   - If there is battery voltage, go to step 3.



View from wire side

3. Check for continuity between the BLK terminal and body ground.
   There should be continuity.

   - If there is no continuity, check for:
     - — An open in the BLK wire.
     - — Poor ground (G551,G552)

4. Reconnect the 6-P connector to the rear window defogger sub-harness.
   Touch the voltmeter positive probe to the middle of each defogger wire, and the negative probe to the BLK terminal.
   There should be approximately 6 V with the ignition and defogger switches ON

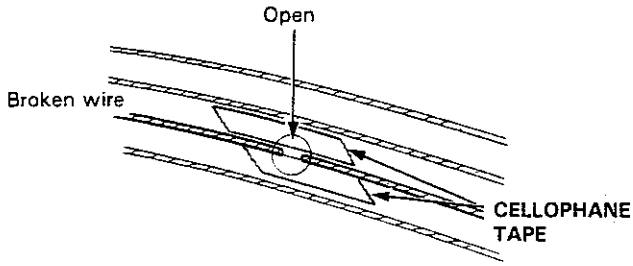
   - If the voltage is as specified, the defogger wire is OK.
   - If there is battery voltage. the defogger wire is broken on the negative side.
   - If there is no voltage, the defogger wire is broken on the positive side.

Defogger Wire Repair

NOTE: Repair section must be no longer than one inch.

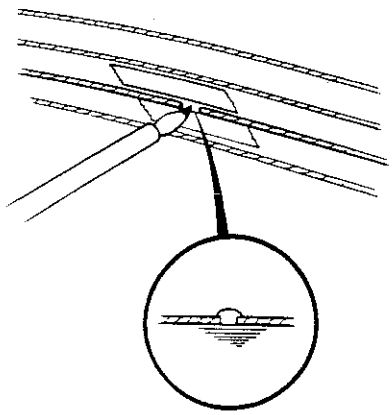
1. Lightly scour area around the break with fine steel wool, then clean with alcohol.

2. Carefully mask the broken portion of the defogger wire with cellophane tape.



3 Using a small brush, apply heavy coat of silver conductive paint extending about 1/8 in. on both sides of the break. Allow 30 minutes to dry.

NOTE: Thoroughly mix paint before use.



4 Check for proper operation with a voltmeter (approximately 6 V at the mid-point)

5. Apply a second coat of paint in the same manner. Dry three hours before removing tape.

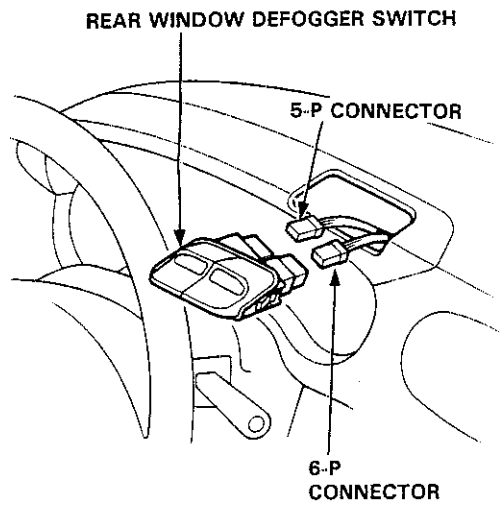
Switch Removal

NOTE: Be careful not to damage the meter visor

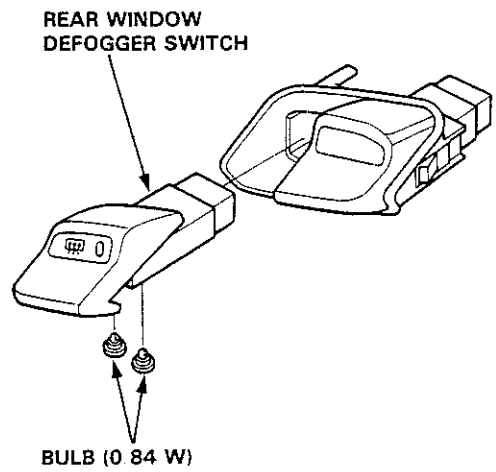
1 Carefully pry the switch out of the meter visor

2. Disconnect the 5-P and 6-P connector from the switch.

NOTE: LHD type is shown; RHD type is symmetrical.



3. Turn the socket 45° counterclockwise to remove either bulb.



Rear Window Defogger

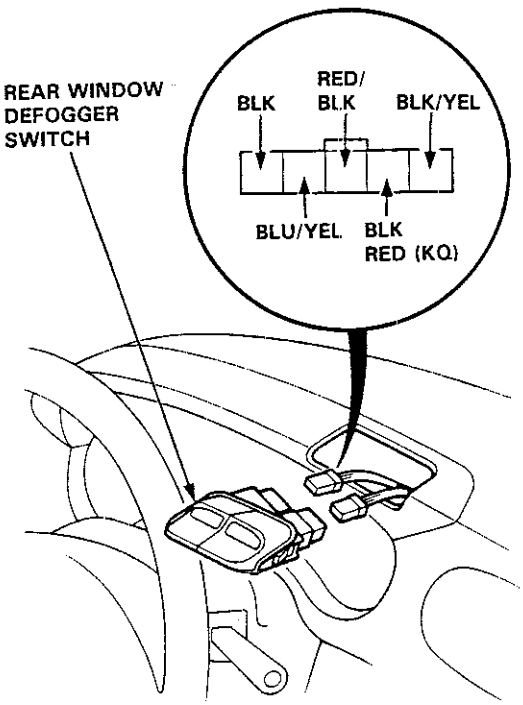
Switch Input Test

NOTE: Before testing, check for blown No 13 (7.5 A) fuse in the under-dash fuse/relay box

1. Remove the switch from the meter visor.

2. Turn the ignition switch ON and check the voltage at the BLK/YEL (+) and BLK (−) terminals. There should be battery voltage.

   - If there is no voltage, check for an open in the BLK/YEL wire
   - If there is battery voltage, go to step 3.



3. Connect a jumper wire between the BLK/YEL and BLU/YEL terminals. Turn the ignition switch ON and check that the rear window defogger operates normally.

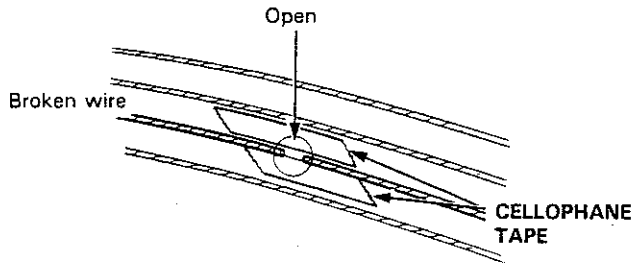
   - If the rear window defogger operates normally, replace the defogger switch

Defogger Wire Repair

NOTE: Repair section must be no longer than one inch.

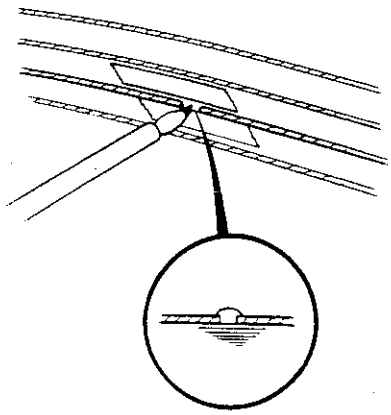
1. Lightly scour area around the break with fine steel wool, then clean with alcohol.

2. Carefully mask the broken portion of the defogger wire with cellophane tape



3. Using a small brush, apply heavy coat of silver conductive paint extending about 1/8 in. on both sides of the break. Allow 30 minutes to dry

   NOTE: Thoroughly mix paint before use



4. Check for proper operation with a voltmeter (approximately 6 V at the mid-point).

5. Apply a second coat of paint in the same manner. Dry three hours before removing tape.

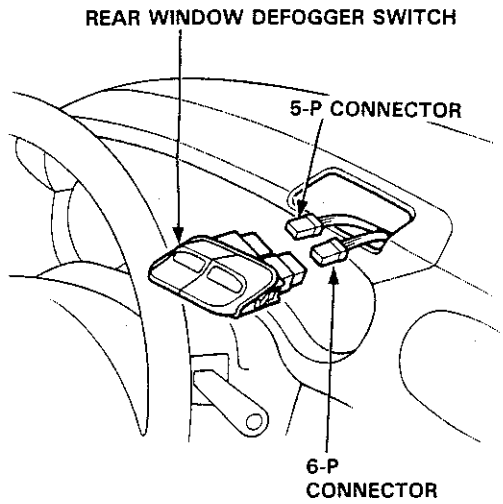
Switch Removal

NOTE: Be careful not to damage the meter visor.

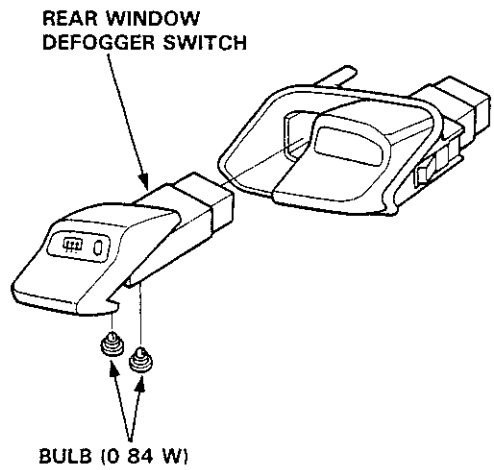
1. Carefully pry the switch out of the meter visor

2. Disconnect the 5-P and 6-P connector from the switch

   NOTE: LHD type is shown; RHD type is symmetrical.



3 Turn the socket 45° counterclockwise to remove either bulb.



Rear Window Defogger

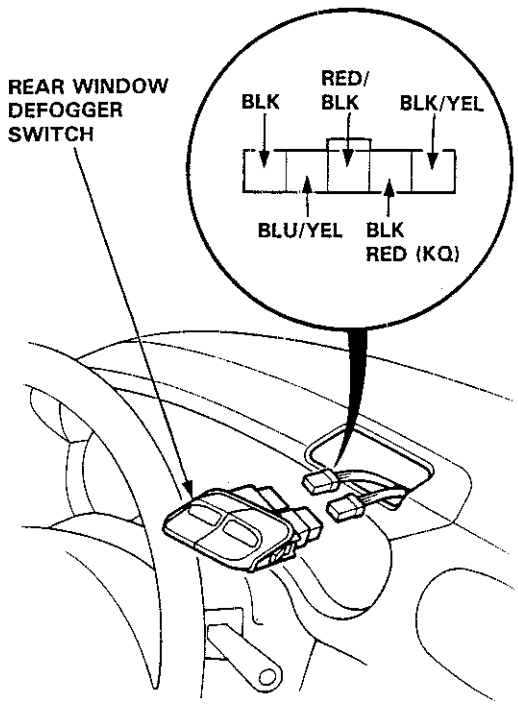
Switch Input Test

NOTE: Before testing, check for blown No. 13 (7.5 A) fuse in the under-dash fuse/relay box

1. Remove the switch from the meter visor.

2. Turn the ignition switch ON and check the voltage at the BLK/YEL (+) and BLK (−) terminals. There should be battery voltage.

   - If there is no voltage, check for an open in the BLK/YEL wire.
   - If there is battery voltage, go to step 3.

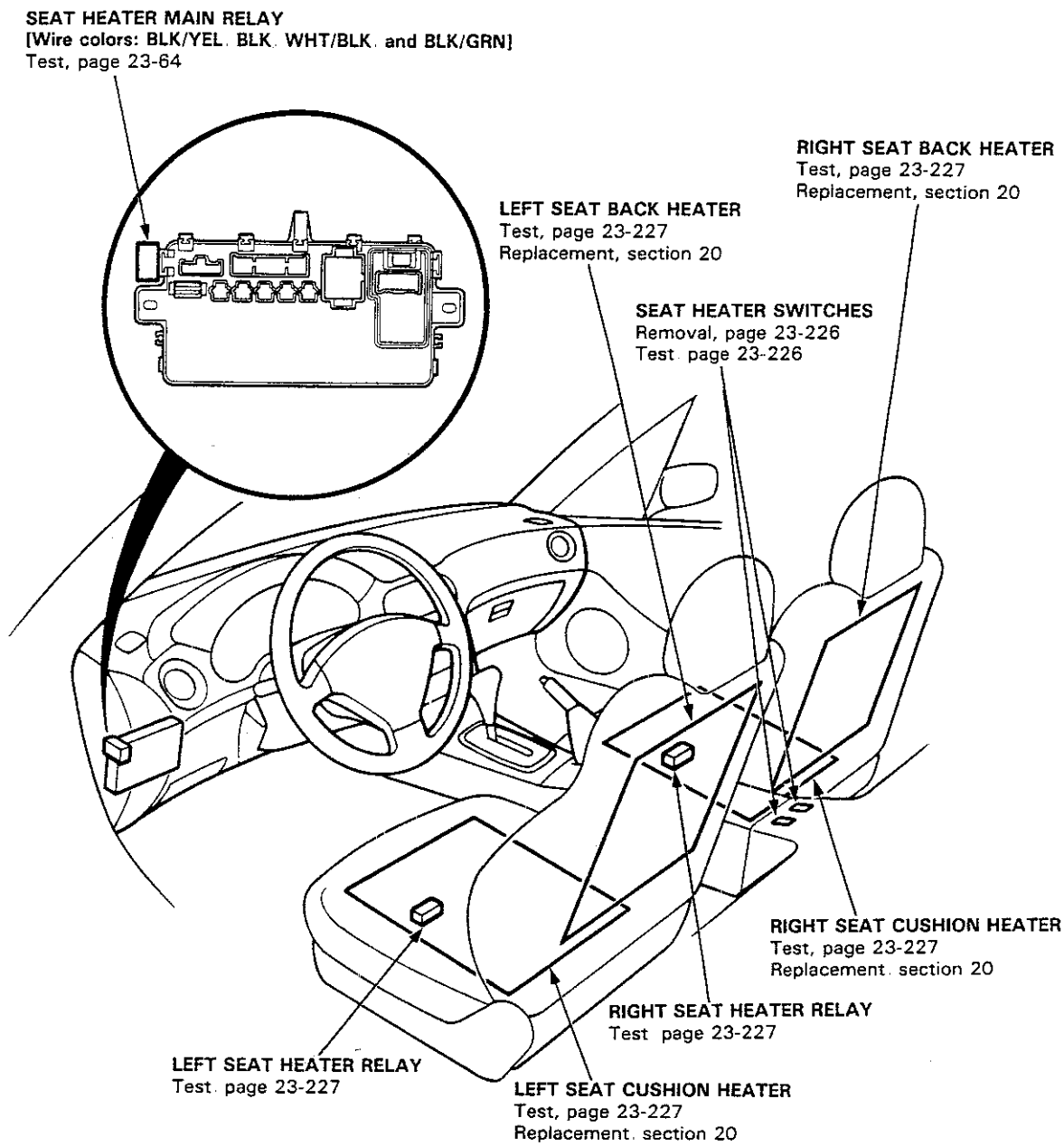


3. Connect a jumper wire between the BLK/YEL and BLU/YEL terminals. Turn the ignition switch ON and check that the rear window defogger operates normally

   - If the rear window defogger operates normally, replace the defogger switch

Seat Heaters

Component Location Index

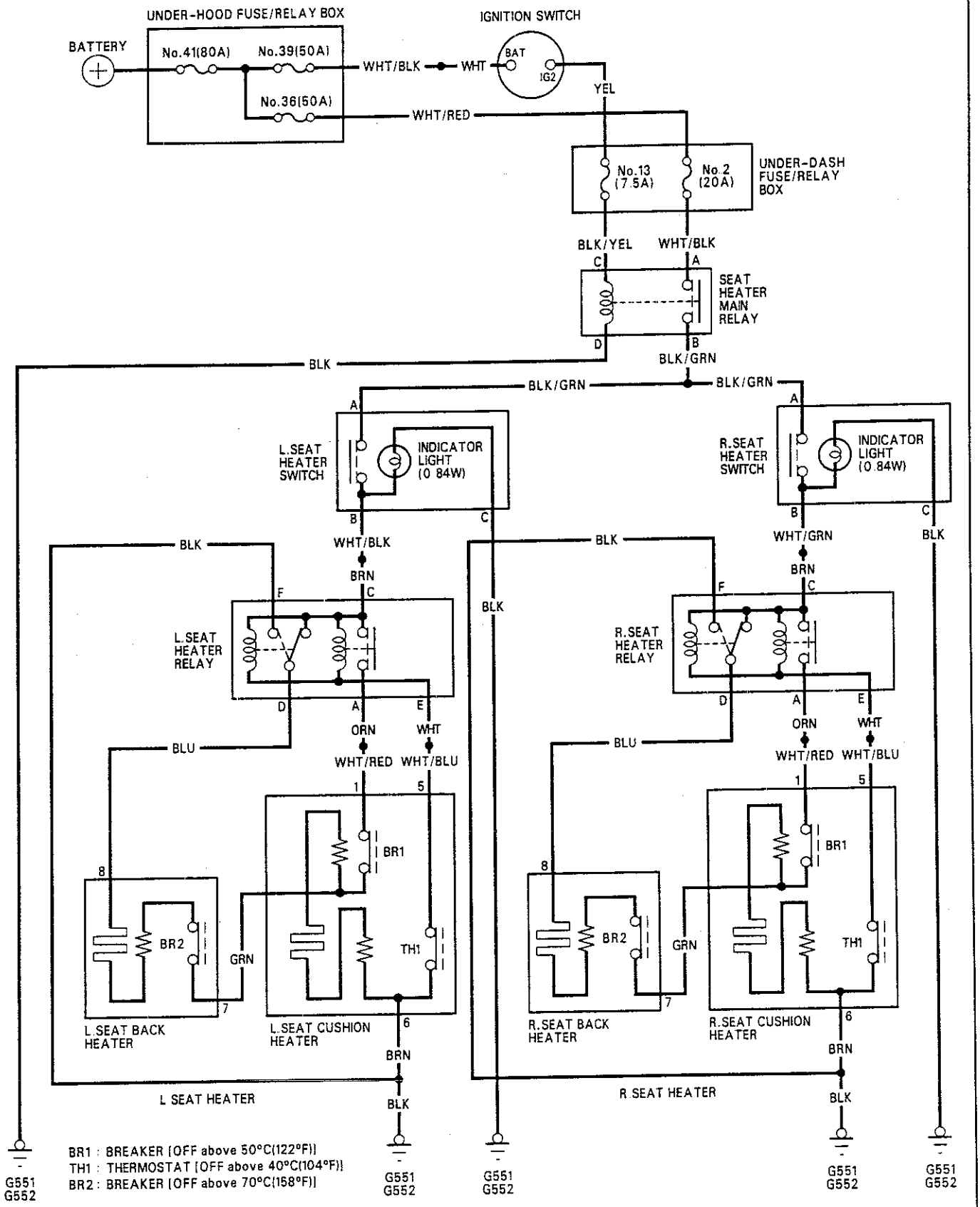


Description

In some model versions of KG and KS two heaters are provided in each seat; one in the seat cushion and one in the seat back. During normal use, temperature is automatically controlled by the thermostat (OFF above 40°C [104°F]) built into each seat cushion heater. In case of an emergency, the breaker 1 (OFF above 50°C [122°F]) and the breaker 2 (OFF above 70°C [158°F]) open the circuit to prevent abnormal temperature rise.

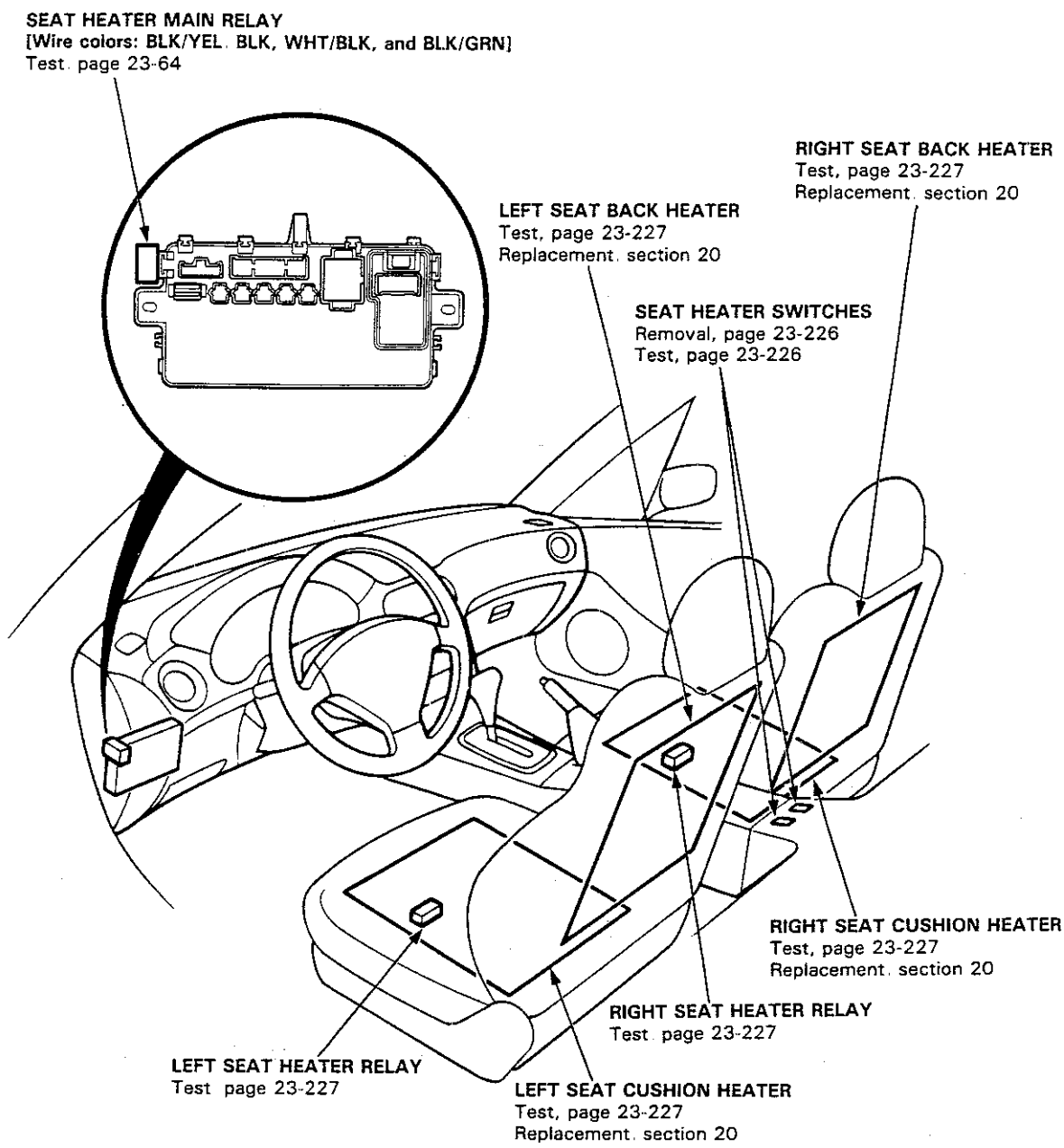
Seat Heaters

Circuit Diagram



Seat Heaters

Component Location Index

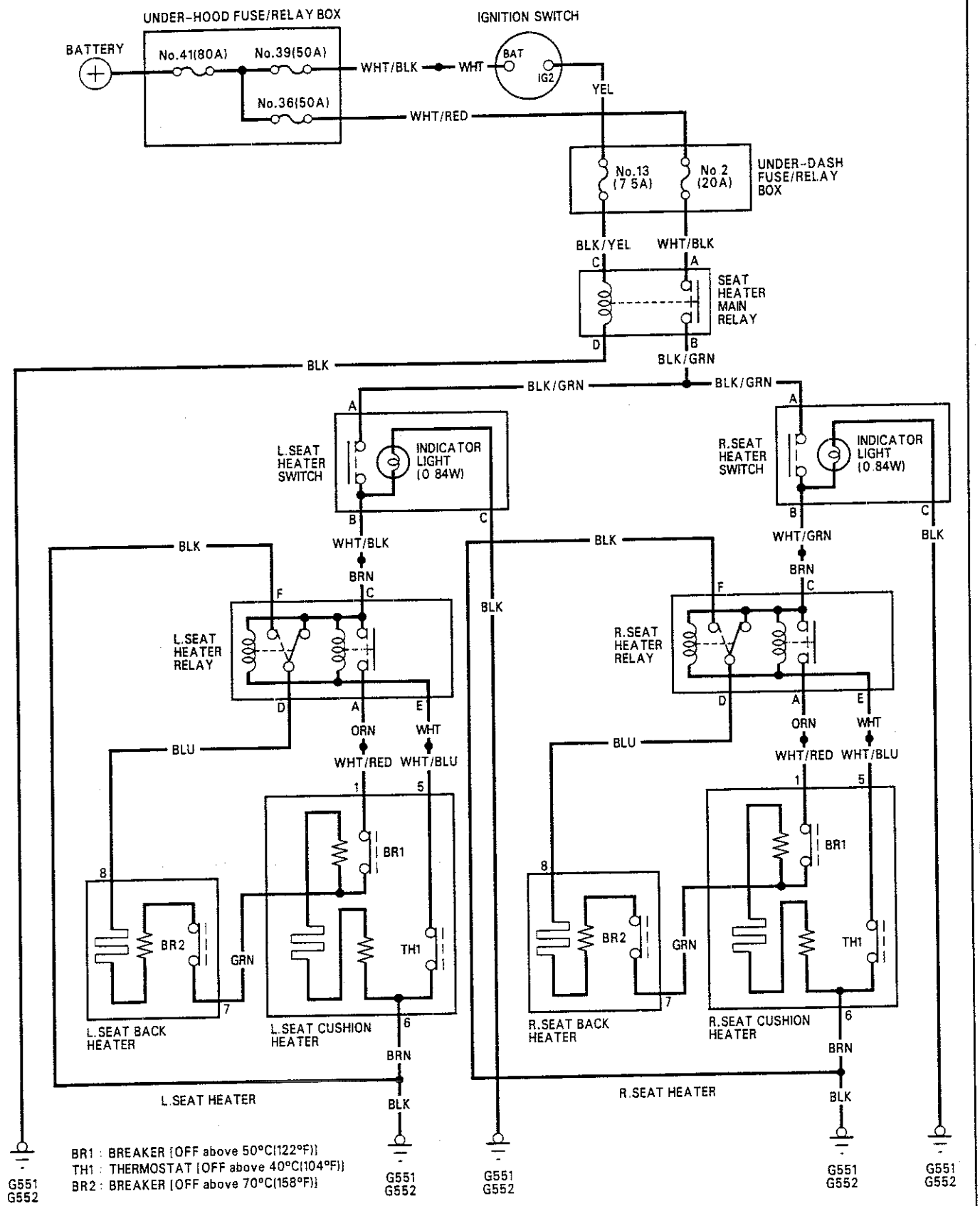


Description

In some model versions of KG and KS two heaters are provided in each seat; one in the seat cushion and one in the seat back. During normal use, temperature is automatically controlled by the thermostat (OFF above 40°C [104°F]) built into each seat cushion heater. In case of an emergency, the breaker 1 (OFF above 50°C [122°F]) and the breaker 2 (OFF above 70°C [158°F]) open the circuit to prevent abnormal temperature rise.

Seat Heaters

Circuit Diagram



Troubleshooting

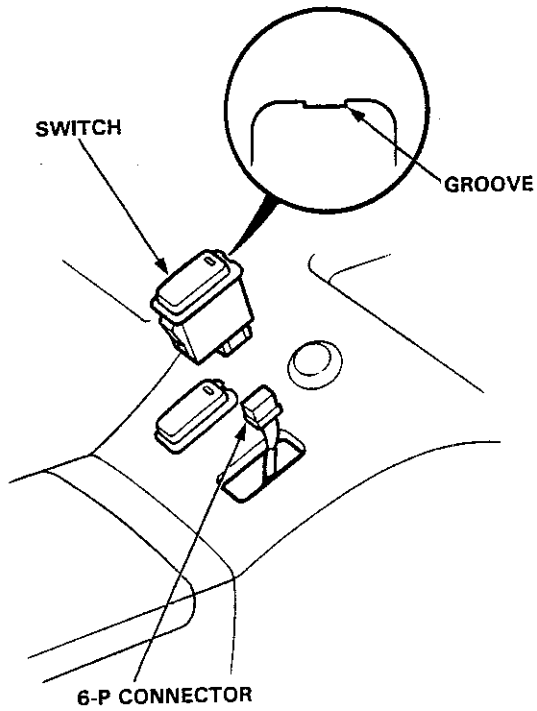
NOTE: The numbers in the table show the troubleshooting sequence.

Symptom \ Item to be inspected		Blown No. 2 (20 A) fuse (In the under-dash fuse/relay box)	Blown No. 13 (7.5 A) fuse (In the under-dash fuse/relay box)	Blown indicator light bulb	Seat heater switch	Seat heater	Seat heater relay input	Poor ground	Open circuit, loose or disconnect terminals
Seat heaters operate, but indicator light does not go on.				1				G551 G552	
Seat heaters do not operate and indicator light does not go on.		1			2			G551 G552	BLK/YEL, WHT/BLK
Seat heaters do not operate, but indicator light goes on.	Left and right seat						1	G551 G552	WHT/BLK, WHT/GRN, BRN, BLU, ORN WHT
Seat cushion heater or seat back heater does not operate, but indicator light goes on.						1			

Seat Heaters

Switch Removal

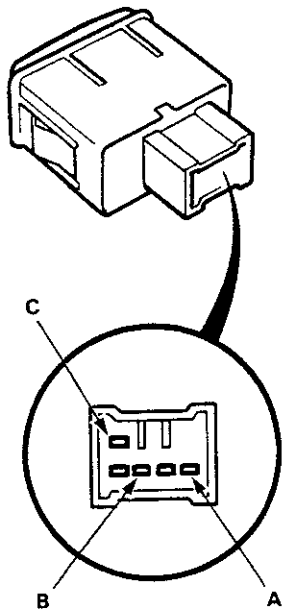
1. Pry the switch out of the personal trunk assembly.
2. Disconnect the 6-P connector to remove the switch.

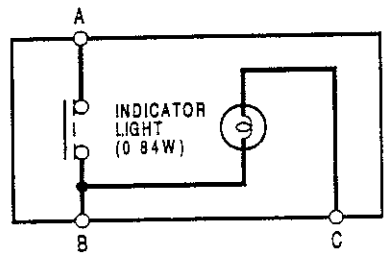


Switch Test

1. Pry the switch out of the personal trunk assembly
2. Check for continuity between the terminals according to the table.

Terminal / Position	A		B		C
ON	○		○	⊖	○
OFF			○	⊖	○

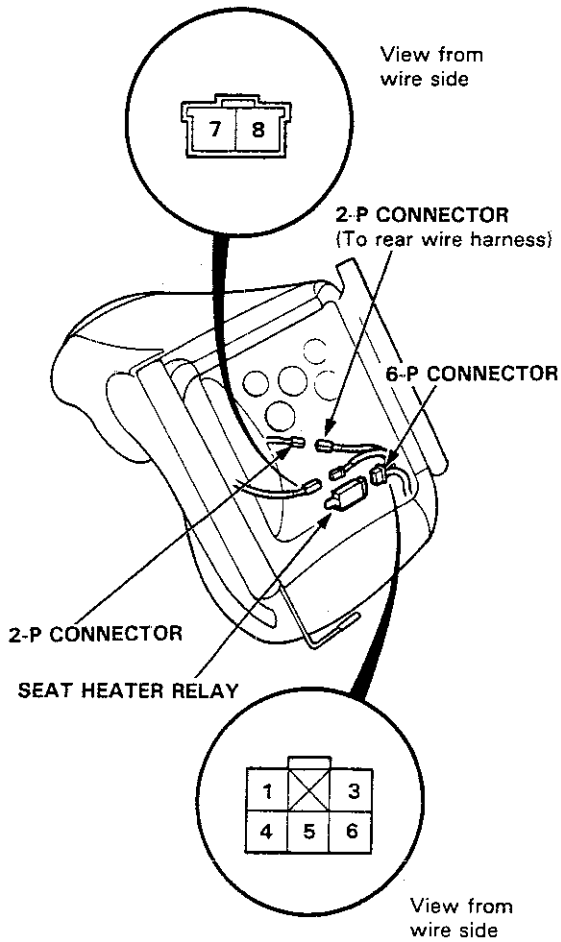




Heater Test

1. Disconnect the 6-P and 2-P connectors as shown below.

   NOTE: Passenger's seat is shown. Driver's seat is similar

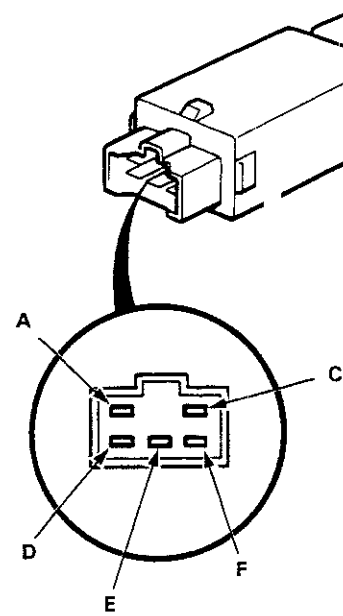


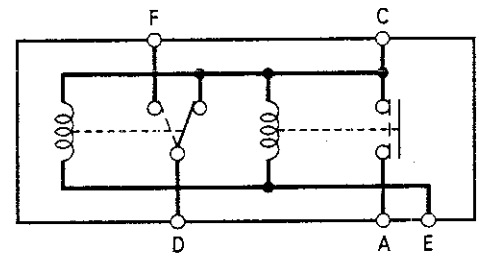
2. Check for continuity between the No. 1 and No. 5 terminals, and between the No. 7 and No. 8 terminals (R x 10^3 scale). There should be continuity.

Heater Relay Test

1. Remove the seat, then remove the relay from the bottom of the seat

2. There should be continuity between the C and A terminals, and the F and D terminals when power and ground are connected to the C and E terminals. There should be continuity between the C and D terminals when power is disconnected.

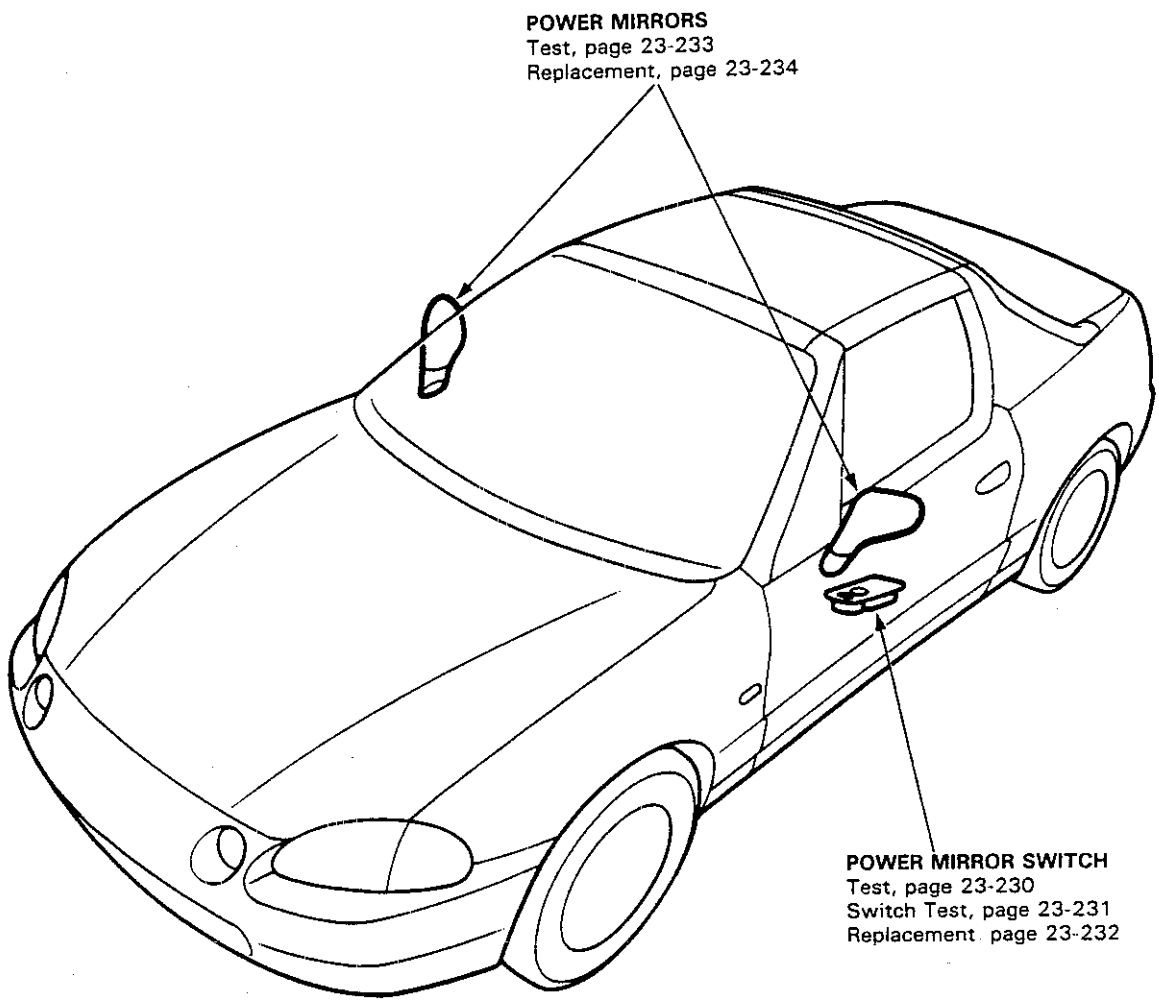




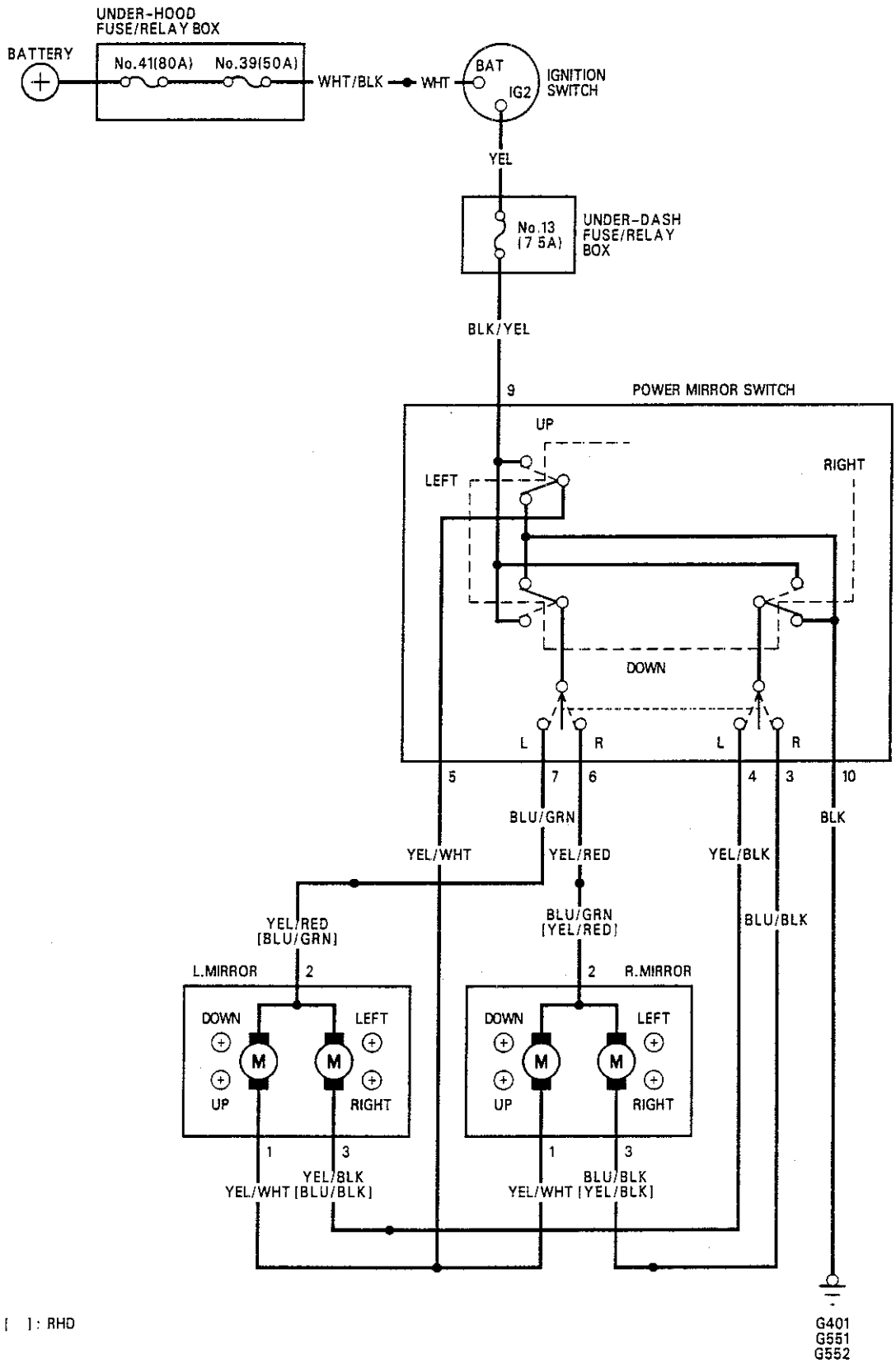
Power Mirrors

Component Location Index

NOTE: LHD type is shown; RHD type is symmetrical



Circuit Diagram

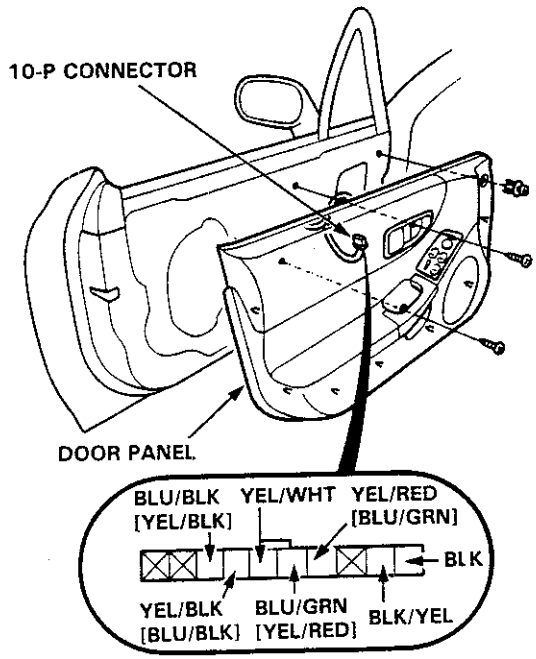


Power Mirrors

Function Test

1. Remove the door panel from the door(see section 20).
2. Disconnect each connector from the door panel
3. Test at the harness side of the 10-P mirror switch connector.

   NOTE: LHD type is shown; RHD type is symmetrical.



View from wire side

[ ]: **RHD**

Mirror Test

One or both mirrors inoperative:

1 Check for voltage between the BLK/YEL terminal and body ground with the ignition switch ON
There should be battery voltage.
- If there is no voltage, check for:
- — Blown No 13 (7.5 A) fuse in the under-dash fuse/relay box.
- — An open in the BLK/YEL wire.
- If there is battery voltage, go to step 2.

2 Check for continuity between the BLK terminal and body ground.
There should be continuity
- If there is no continuity, check for:
- — An open in the BLK wire
- — Poor ground (G401, G551, G552)

Left mirror inoperative:

1. Connect the BLK/YEL terminal to the BLU/GRN terminal and the YEL/WHT or YEL/BLK [BLU/BLK] terminal to body ground with jumper wires.
   The left mirror should tilt down (or swing left) with the ignition switch ON.
   - If the mirror does not tilt down (or swing left), check for:
   - — An open in the wires between the switch and the left mirror (BLU/GRN, YEL/RED [BLU/GRN], YEL/WHT, YEL/BLK [BLU/BLK]).
   - If the wires are OK, check for the left mirror actuator
   - If the mirror neither tilts down nor swings left, check for:
   - — An open in the BLU/GRN and YEL/RED [BLU/GRN] wire between the switch and the left mirror.
   - If the mirror operates properly, check the mirror switch

Right mirror inoperative:

1. Connect the BLK/YEL terminal to the YEL/RED terminal and the YEL/WHT or BLU/BLK [YEL/BLK] terminal to body ground with jumper wires
   The right mirror should tilt down (or swing left) with the ignition switch ON
   - If the mirror does not tilt down (or swing left), check for:
   - — An open in the wires between the switch and the right mirror (YEL/RED, BLU/GRN [YEL/RED], YEL/WHT, BLU/BLK [YEL/BLK]).
   - If the wires are OK, check for the right mirror actuator
   - If the mirror neither tilts down nor swings left, check for:
   - — An open in the YEL/RED and BLU/GRN [YEL/RED] wire between the switch and the right mirror.
   - If the mirror operates properly, check the mirror switch

[ ]: **RHD**

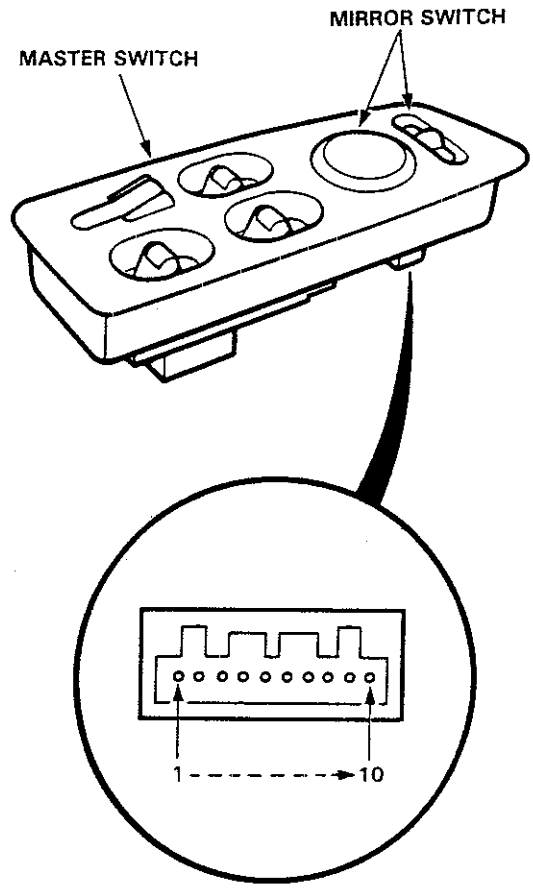
Switch Test

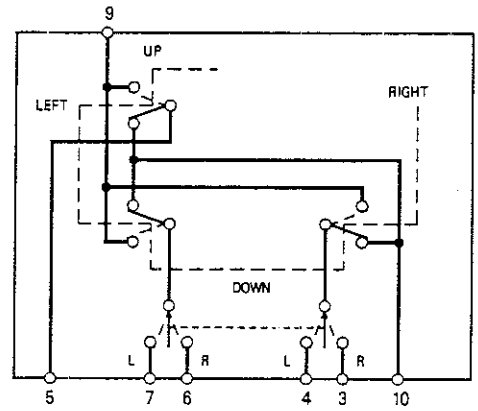
1. Remove the master switch from the door panel (see next page).
2. Check for continuity between the terminals in each switch position according to the table.

Mirror Switch

Position		Terminal 3	4	5	6	7	9	10
R	OFF	○		○	○			○
	UP			○			○	
	DOWN	○			○		○	
	LEFT			○			○	
					○		○	
	RIGHT	○					○	
L	OFF		○	○		○		○
	UP			○			○	
	DOWN		○			○	○	
	LEFT			○		○	○	
	RIGHT		○				○	

NOTE: LHD type is shown; RHD type is symmetrical



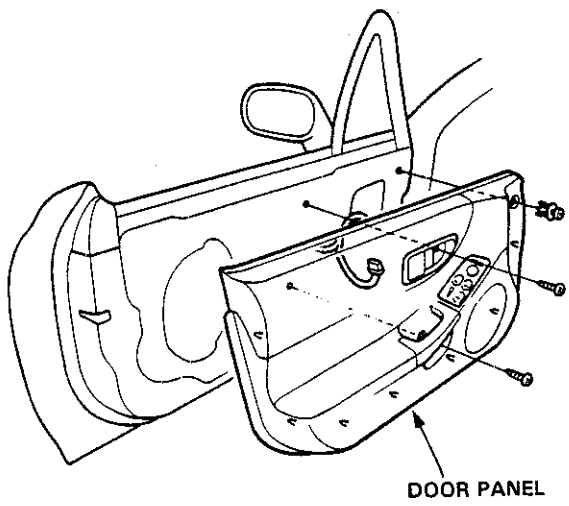


Power Mirrors

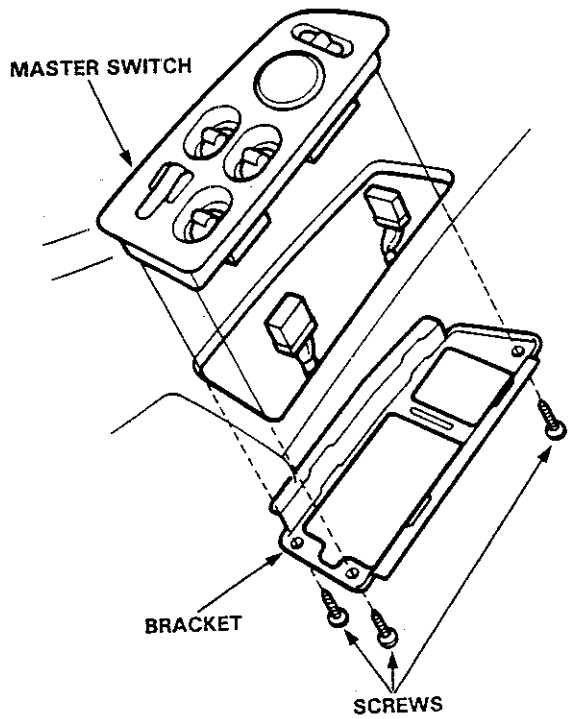
Switch Replacement

NOTE: LHD type is shown; RHD type is symmetrical

1. Close the window, then remove the door panel from the door (see section 20).
2. Disconnect the connectors from the master switch.



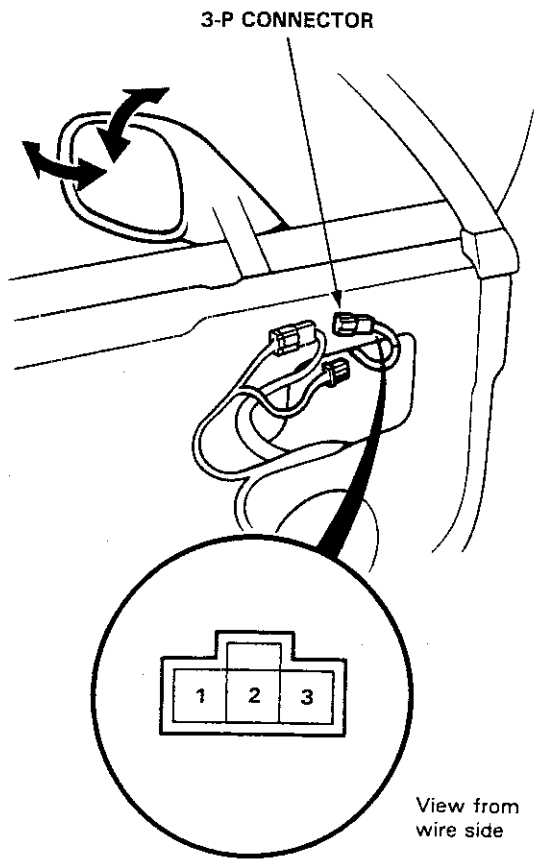
3. Remove the three screws and the bracket from the master switch.
4. Remove the master switch from the door panel, then replace it.

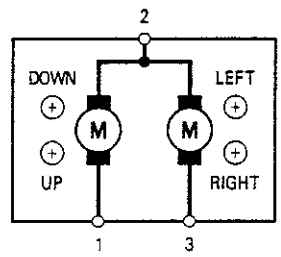


Power Mirror Actuator Test

1. Close the window, then remove the door panel from the door(see section 20)

2. Disconnect the 3-P connector from the mirror.





3. Test mirror actuator operation:

TILT UP	: Connect battery power to No. 1 terminal and ground to No. 2 terminal.
TILT DOWN	: Connect battery power to No. 2 terminal and ground to No. 1 terminal.
SWING LEFT	: Connect battery power to No. 2 terminal and ground to No. 3 terminal
SWING RIGHT:	Connect battery power to No. 3 terminal and ground to No. 2 terminal

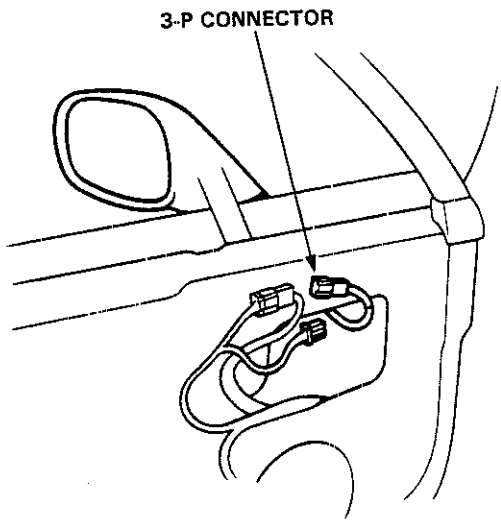
4. If the mirror fails to operate properly, replace it.

Power Mirrors

Power Mirror Replacement

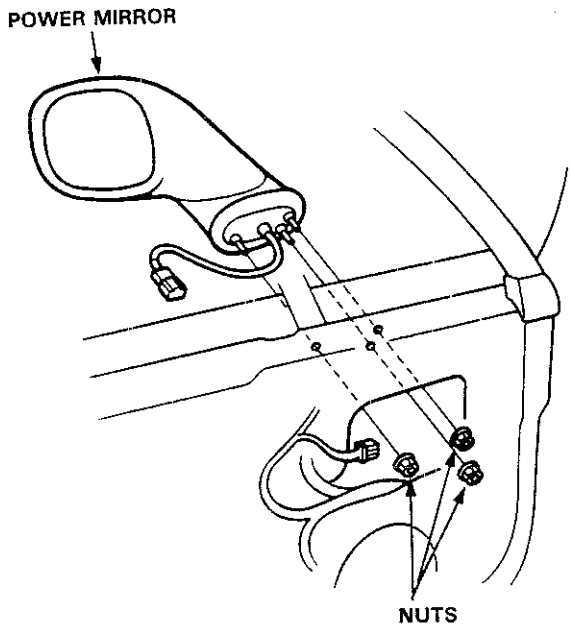
1. Close the window, then remove the door panel from the door (see section 20).

2. Disconnect the 3-P connector from the mirror.



3. Remove the three nuts, and then the mirror.

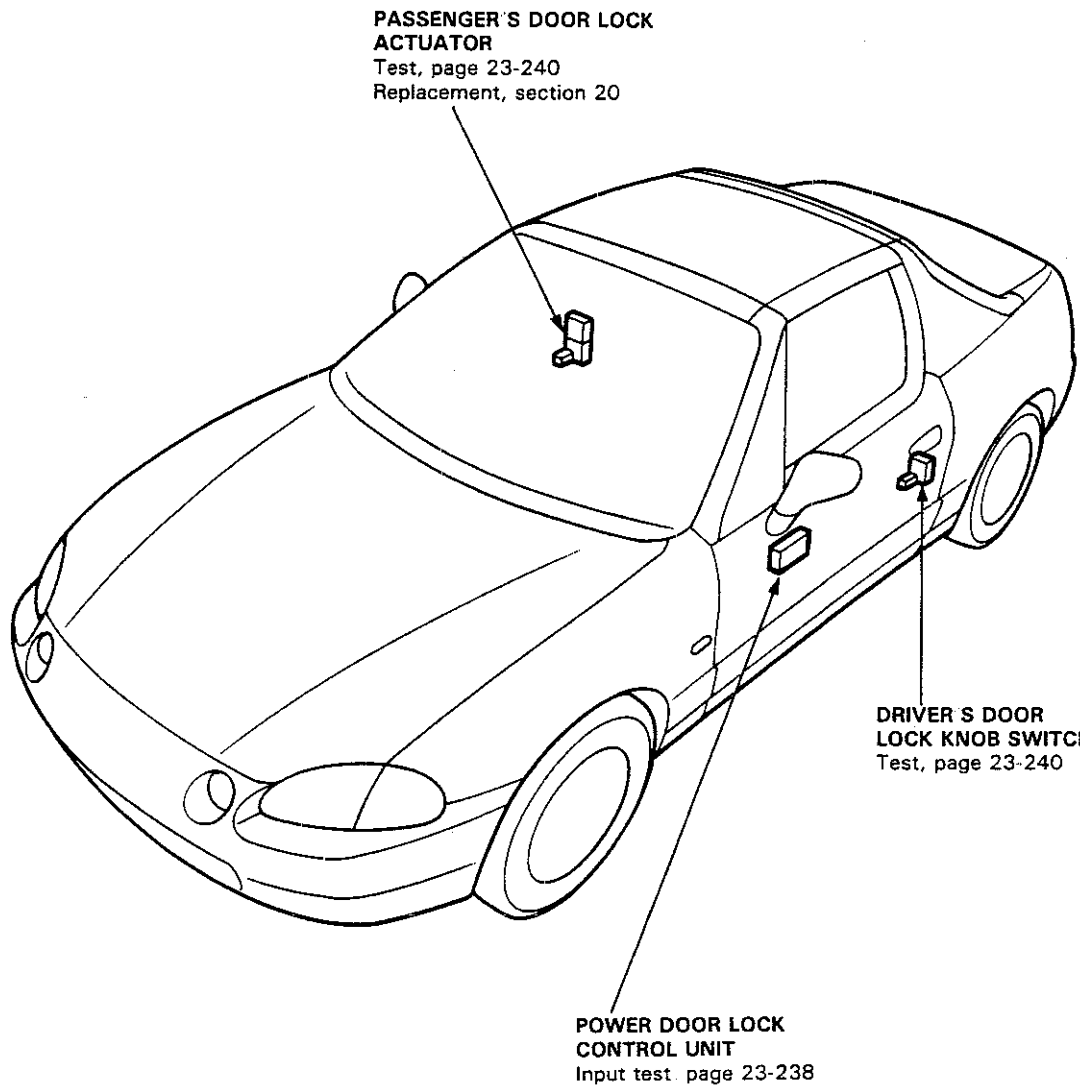
   NOTE: Remove the mirror carefully so that it will not fall down.



Power Door Lock

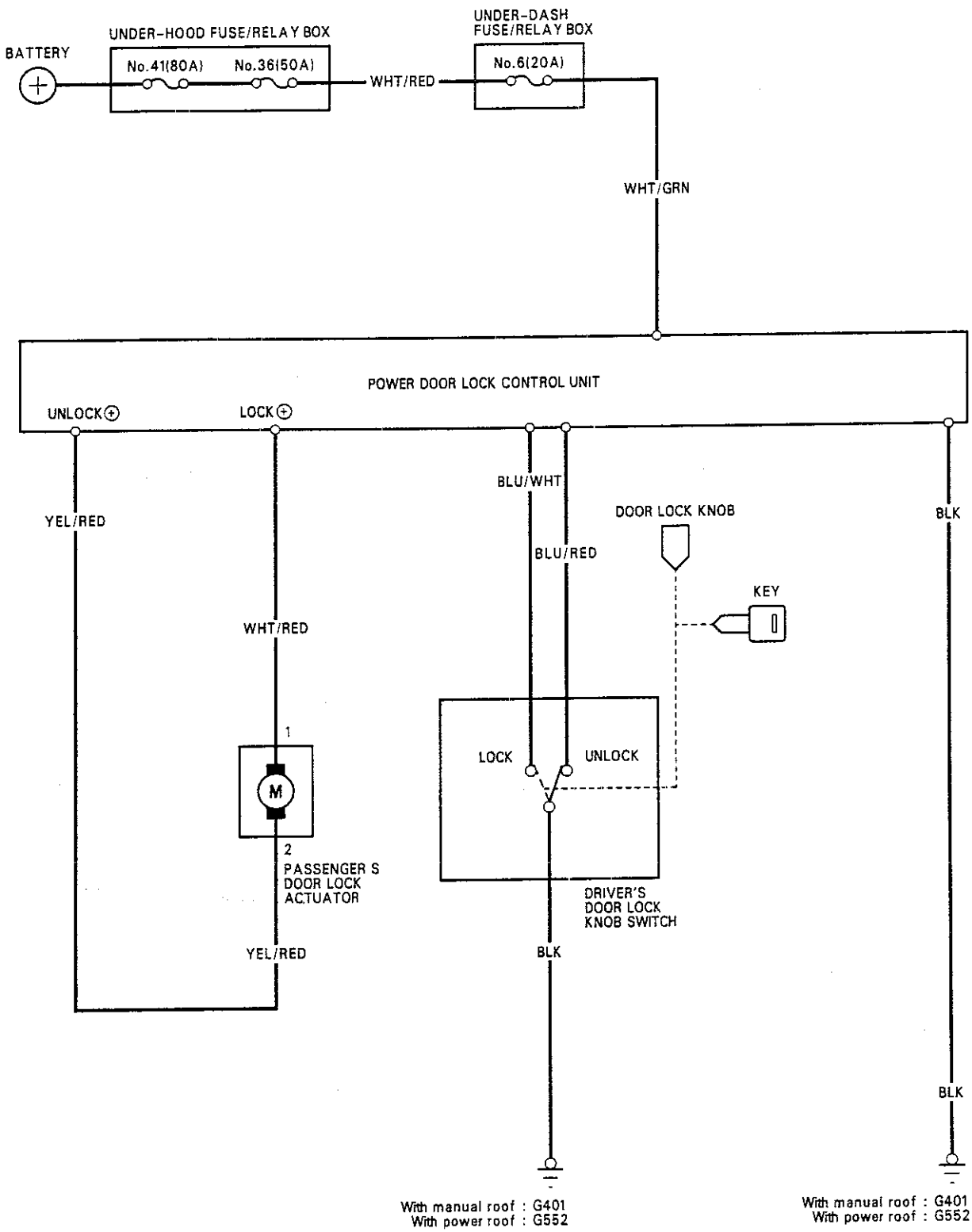
Component Location Index

NOTE: LHD type is shown; RHD type is symmetrical



Power Door Lock

Circuit Diagram



Troubleshooting

NOTE: The numbers in the table show the troubleshooting sequence.

Symptom \ Item to be inspected	Blown No. 6 (20 A) fuse (In the under-dash fuse/relay box)	Driver's door lock knob switch	Control unit input	Passenger's door lock actuator	Disconnected or obstructed door lock rod/linkage	Poor ground	Open circuit, loose or disconnected terminals
Passenger's door does not lock or unlock with the driver's door lock knob switch.	1	2	3	4	5	G*	WHT/GRN, BLU/WHT, BLU/RED, YEL/RED or WHT/RED

G*: G201 (LHD), G301 (RHD), G401 } With manual roof
G551, G552 } With power roof

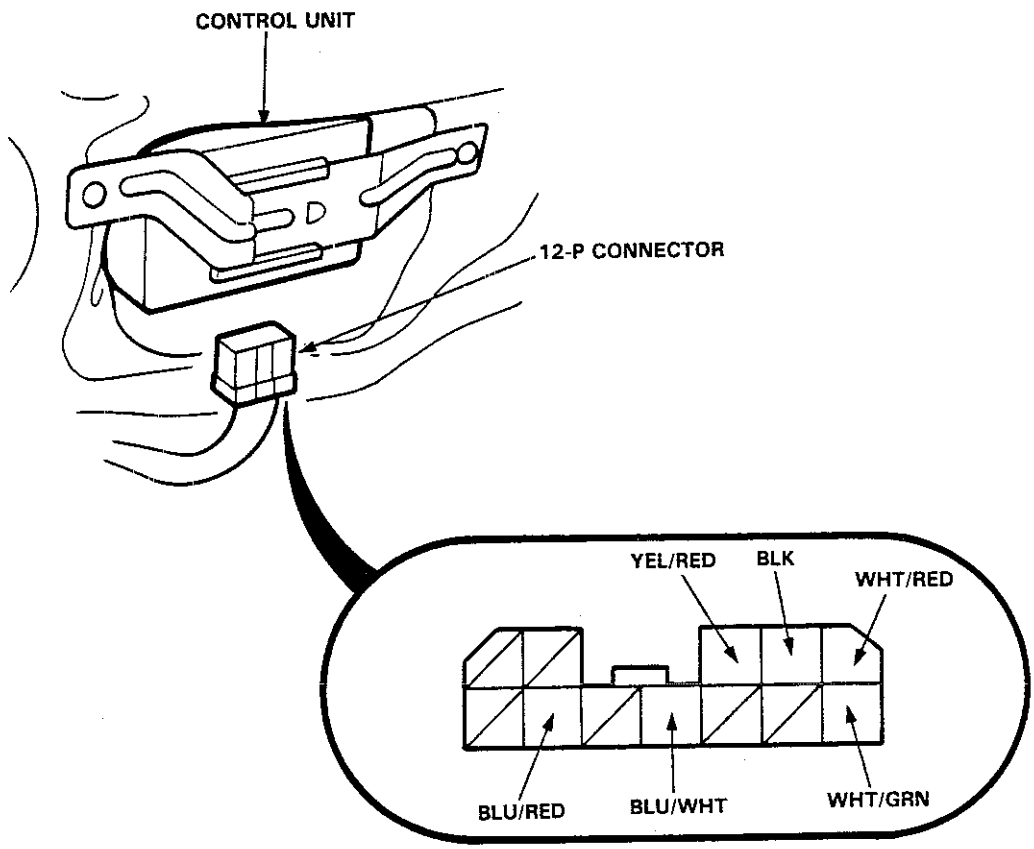
Power Door Lock

Control Unit Input Test

Remove the driver's door panel, then disconnect the 12-P connector from the control unit. Inspect the connector and socket terminals to be sure they are all making good contact.

- If any terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector terminals.

– If any test indicates a problem, find and correct the cause, then recheck the system.
– If all the input tests prove OK, the control unit must be faulty; replace it

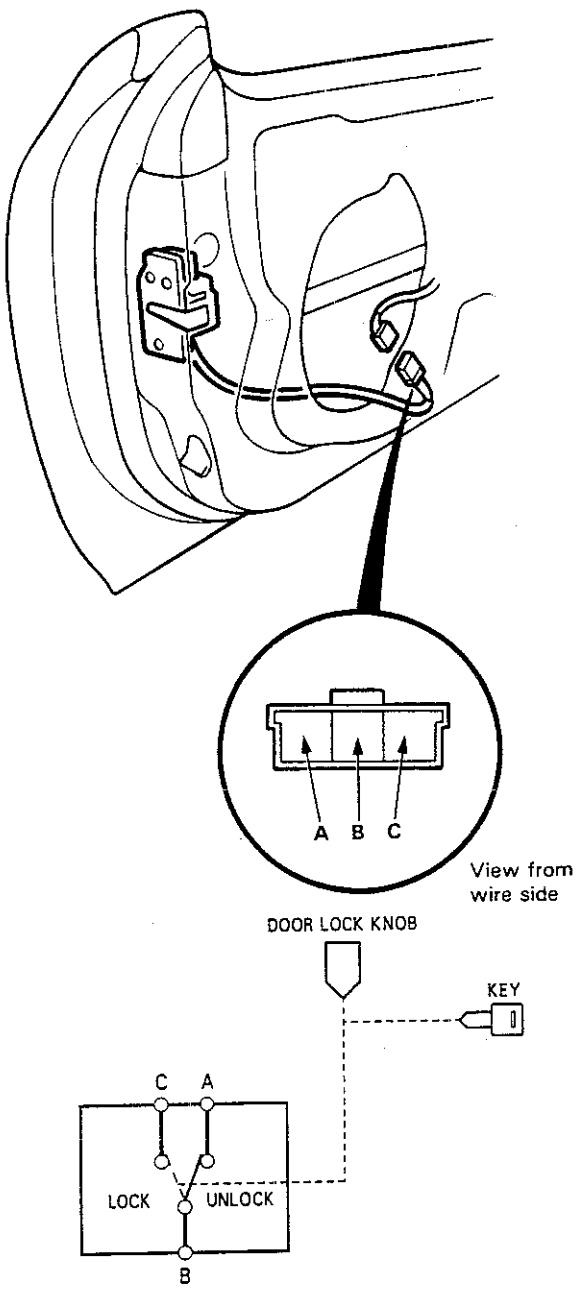


Power Door Lock

Driver's Door Lock Knob Switch Test

1. Remove the driver's door panel (see section 20).
2. Disconnect the 3-P connector from the switch.
3. Check for continuity between the terminals in each switch position according to the table.

Terminal / Position	A	B	C
LOCK		○——	——○
UNLOCK	○——	——○	



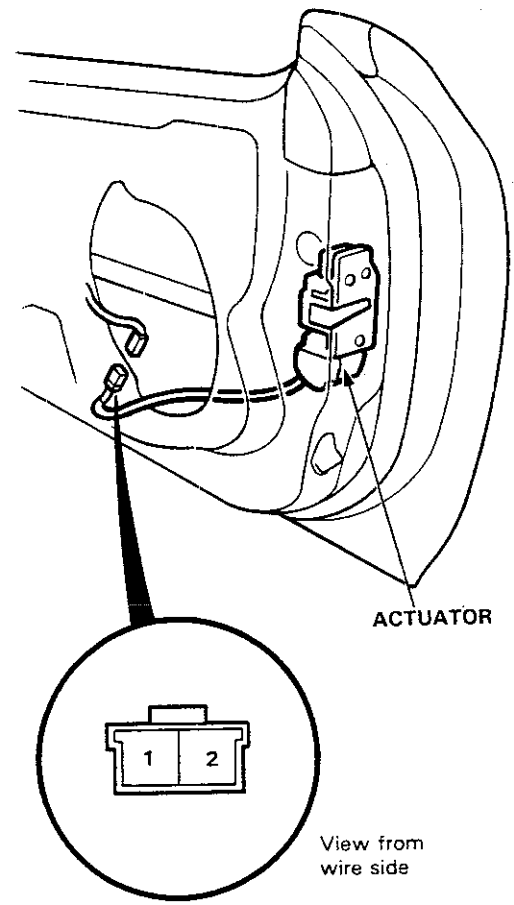
Passenger's Door Lock Actuator Test

1. Remove the passenger's door panel (see section 20).
2. Disconnect the 2-P connector from the actuator.
3. Test the actuator operation:

   LOCK: With battery power connected to the No 1 terminal, ground the No 2 terminal momentarily.

   UNLOCK: With battery power connected to the No 2 terminal, ground the No 1 terminal momentarily.

CAUTION: To prevent damage to the motor, connect power and ground only momentarily.



Disconnect the 12-P connector from the control unit.

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor Ground (*). • An open in the wire.
2	WHT/GRN	Under all conditions.	Check for voltage to ground: There should be battery voltage.	• Blown No. 6 (20 A) fuse. • An open in the wire.
3	WHT/RED and YEL/RED	Connect the WHT/GRN terminal to the WHT/RED terminal, and the YEL/RED terminal to the BLK terminal momentarily.	Check passenger's door lock operation: It should lock as power and ground are connected momentarily.	• Faulty passenger's door lock actuator. • An open in the wire
		Connect the WHT/GRN terminal to the YEL/RED terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check passenger's door unlock operation: It should unlock as power and ground are connected momentarily.	

Reconnect the 12-P connector to the control unit.

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLU/RED	Driver's door lock knob switch in UNLOCK	Check for voltage to ground: There should be 1V or less.	• Faulty driver's door lock knob switch. • Poor ground (*). • An open in the wire.
2	BLU/WHT	Driver's door lock knob switch in LOCK.	Check for voltage to ground: There should be 1V or less.	• Faulty driver's door lock knob switch. • Poor ground (*). • An open in the wire.

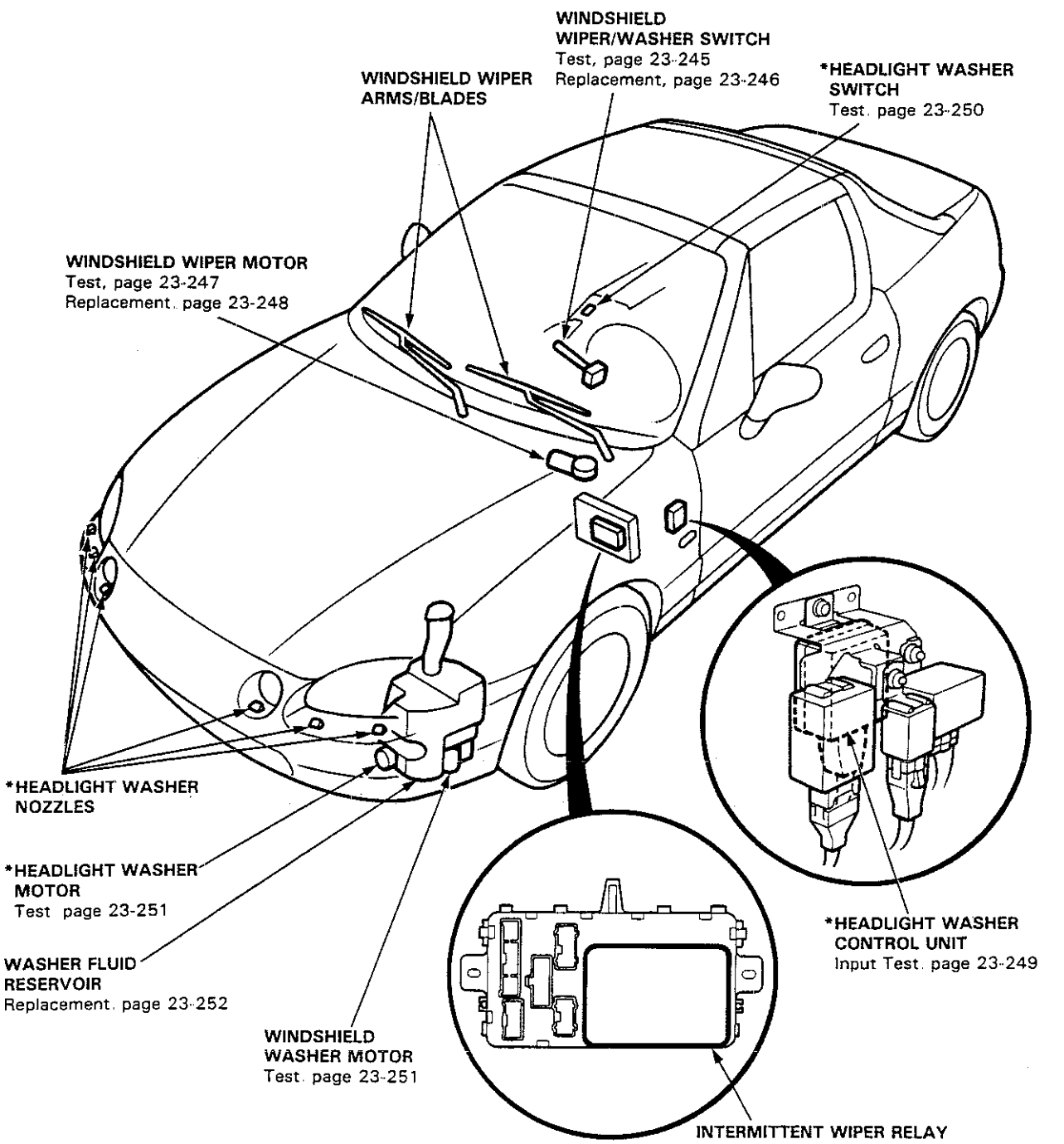
(*): G201 (LHD), G301 (RHD), G401 } With manual roof
G551, G552 } With power roof

CAUTION: To prevent damage to the motor, connect power and ground only momentarily.

Wiper/Washers

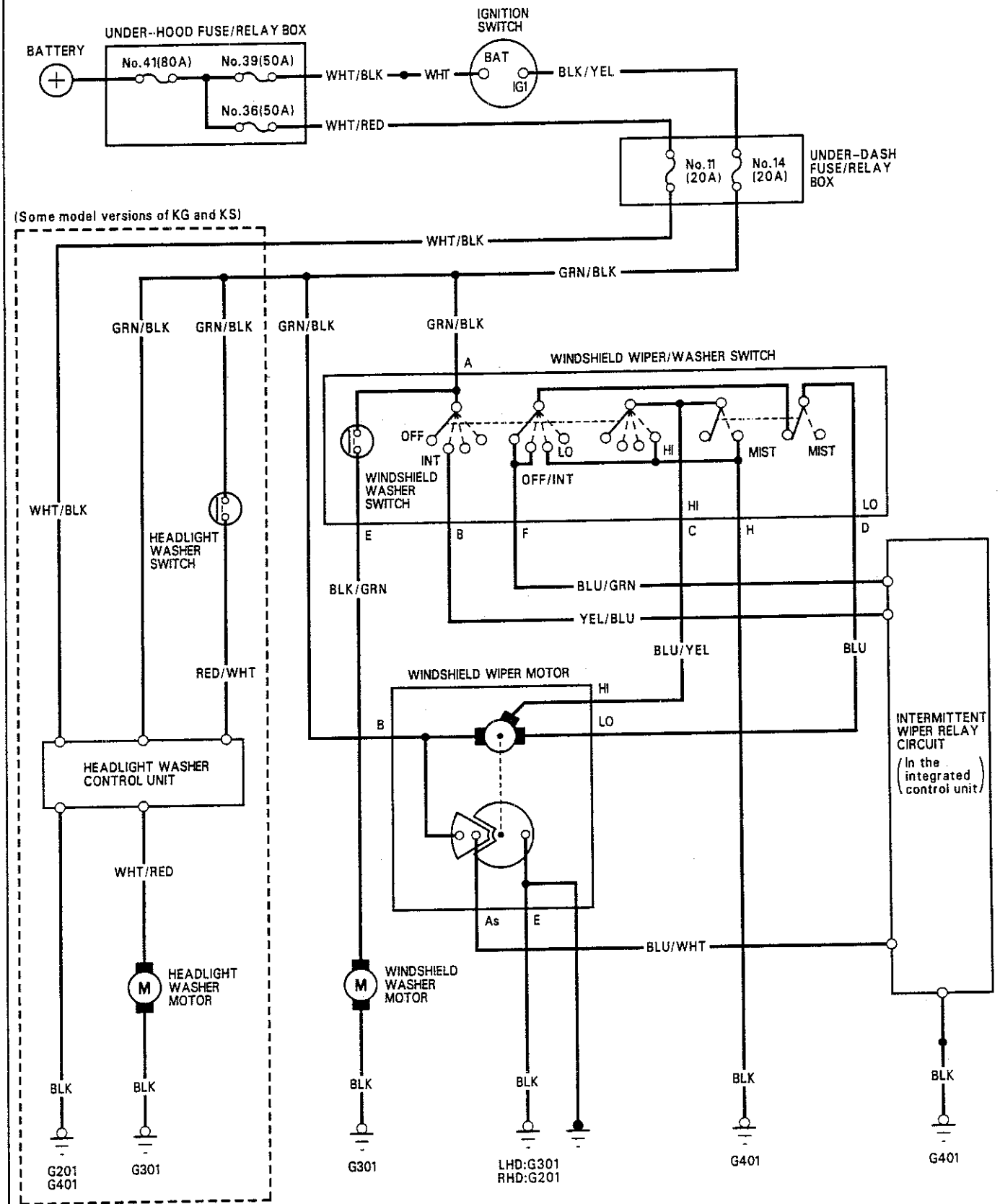
Component Location Index

NOTE:
- LHD type is shown; RHD type is similar
- Some model versions of KG and KS are equipped with headlight washer

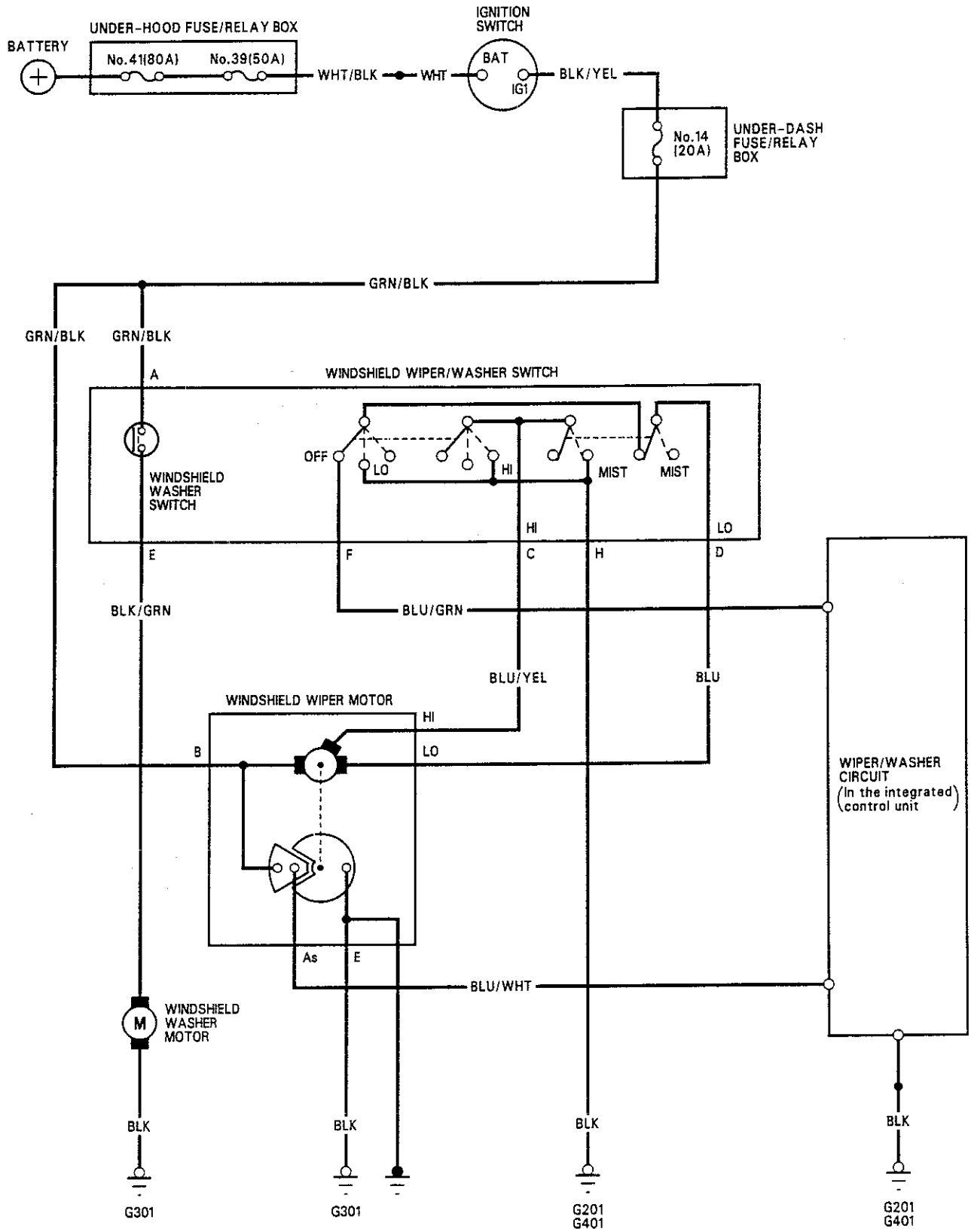


*: Some model versions of KG and KS

Circuit Diagram (Except KY)



Circuit Diagram (KY)



Troubleshooting (Windshield Wiper/Washer)

NOTE: The numbers in the table show the troubleshooting sequence

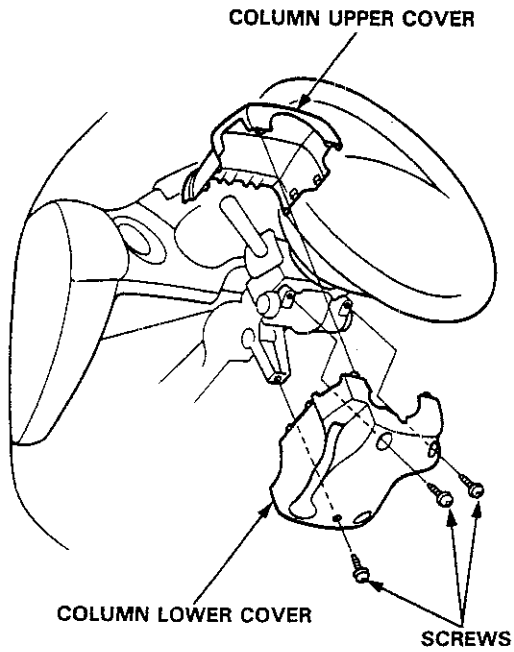
Symptom	Item to be inspected	Blown No. 14 (20 A) fuse (In the under-dash fuse/relay box)	Wiper switch	Mist switch	Wiper motor assembly	Washer switch	Washer motor	*Intermittent wiper relay circuit (In the integrated control unit)	Combined operation of wiper/washer (In the integrated control unit)	Not enough washer fluid in reservoir	Disconnected or blocked washer hose, or clogged outlet	Disconnected wiper linkage	Poor ground	Open circuit in wires, loose or disconnected terminals
Wipers do not work.	In all positions	1	4		2							3	G201 G301	GRN/BLK
	*In INT		1					2						BLU/WHT, YEL/BLU, BLU/GRN
	In LO or HI		1		2								G401	BLU/YEL or BLU
	In MIST			1										GRN/BLK
Blades do not return to park position when wipers are turned OFF.			2		1								G201 G301	BLU/WHT
*Erratic intermittent cycle or wipers do not work intermittently.			2					1					G201 G301	YEL/BLU, BLU/GRN or BLU/WHT
Little or no washer fluid is pumped.						4	3			1	2		G201 G301	BLK/GRN

*: Except KY

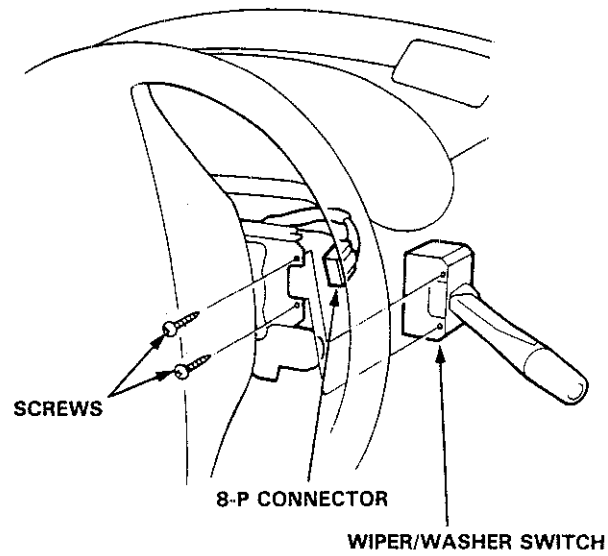
Wiper/Washer Switch Replacement

NOTE: LHD type is shown; RHD type is symmetrical.

1. Remove the three screws from the column lower cover
2. Remove the column covers.



3. Turn the steering wheel 90° toward the switch.
4. Disconnect the 8-P connector from the switch
5. Remove the two screws, and then pull out the switch.

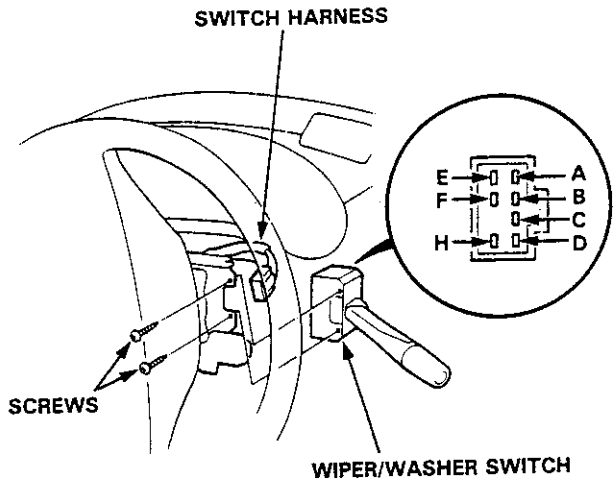


6. Install in the reverse order of removal

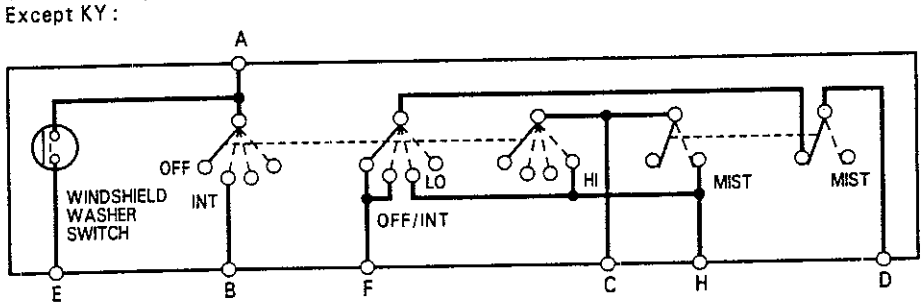
Wiper/Washer Switch Test

NOTE: LHD type is shown; RHD type is symmetrical.

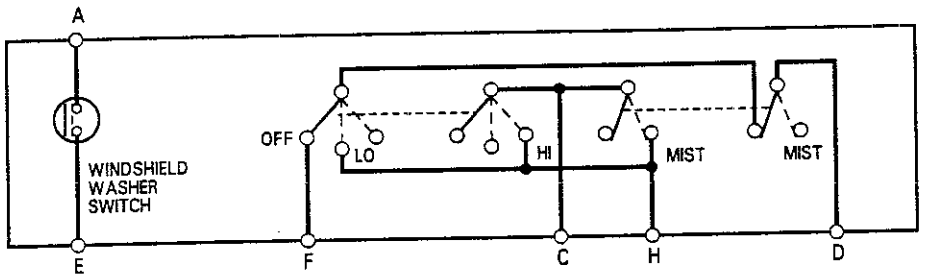
1. Remove the steering column covers
2. Disconnect the 8-P connector from the switch.
3. Remove the two screws, and then pull out the switch.
4. Check for continuity between the terminals in each switch position according to the table.
5. If all the tests prove OK, but the system does not work, check for continuity in the switch harness (between the main wire harness and the switch assembly)



Windshield Wiper/Washer Switch
Except KY :



KY :



Windshield Wiper/Washer Switch
*: Except KY

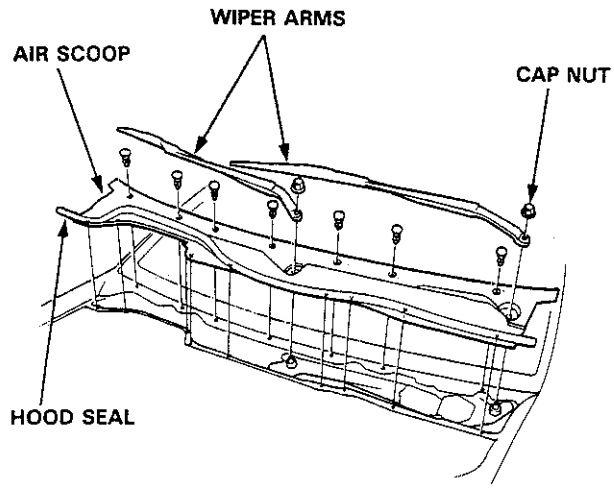
Terminal / Position	A	*B	C	D	E	F	H
OFF				○		○	
* INT	○	○		○		○	
LO				○			○
HI			○				○
Mist switch "ON"			○				○
Washer switch "ON"	○				○		

Windshield Wiper Motor Test

1. Open the hood, then remove the cap nuts and the wiper arms.

   NOTE:
   - Carefully remove the wiper arms without damaging the hood
   - LHD type is shown; RHD type is symmetrical

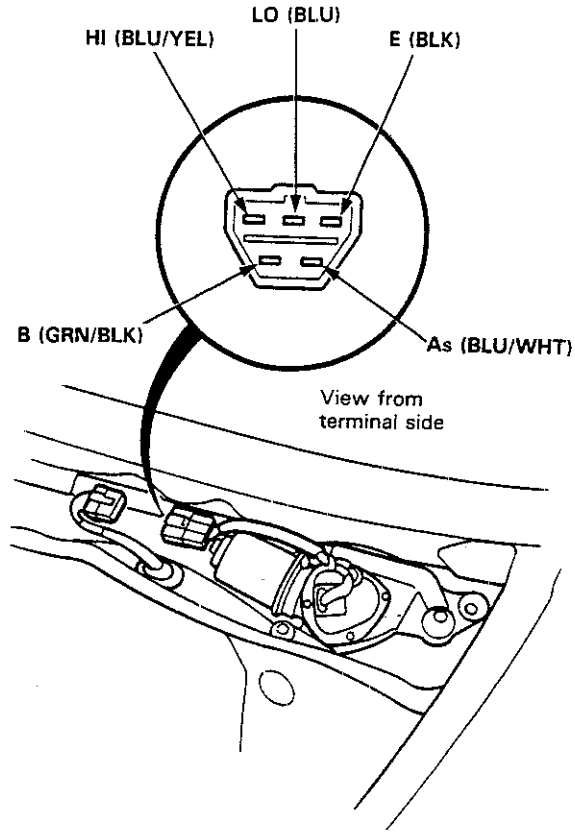
2. Remove the hood seal and the air scoop by prying out their trim clips.



3. Disconnect the 5-P connector from the wiper motor assembly

4. Test motor operation:

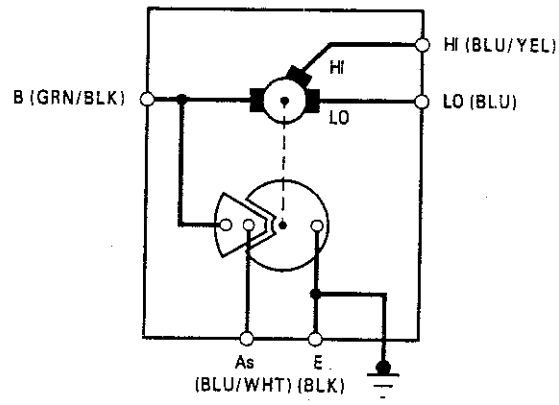
   LOW SPEED: Connect battery power to the B (GRN/BLK) terminal and ground to the LO (BLU) terminal.
   HIGH SPEED: Connect battery power to the B (GRN/BLK) terminal and ground to the HI (BLU/YEL) terminal.



5. If the motor fails to run smoothly, replace it.

6. Reconnect the 5-P connector to the wiper motor assembly

7. Connect an analog voltmeter between the As (BLU/WHT) and the E (BLK) terminals. Run the motor by turning the wiper switch ON (LO or HI position)



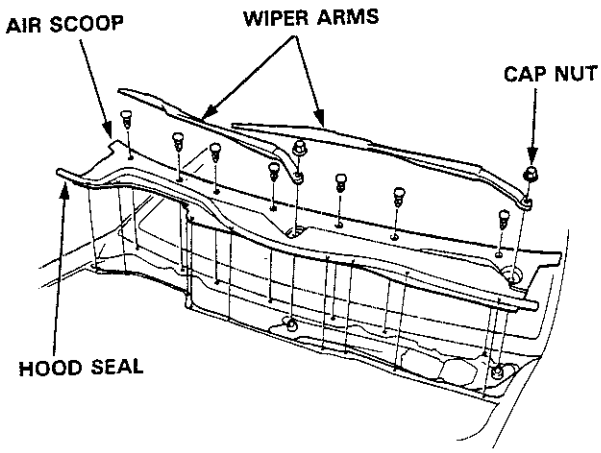
The voltmeter should alternately indicate 0 V and more than 4 V

Windshield Wiper Motor Replacement

NOTE:
- Carefully remove the wiper arms without damaging the hood.
- LHD type is shown; RHD type is symmetrical.

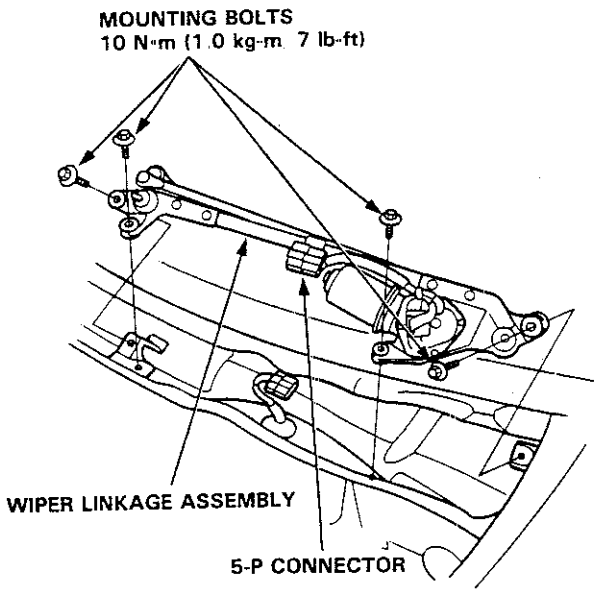
1. Open the hood, then remove the cap nuts and the wiper arms

2. Remove the hood seal and the air scoop by prying out their trim clips

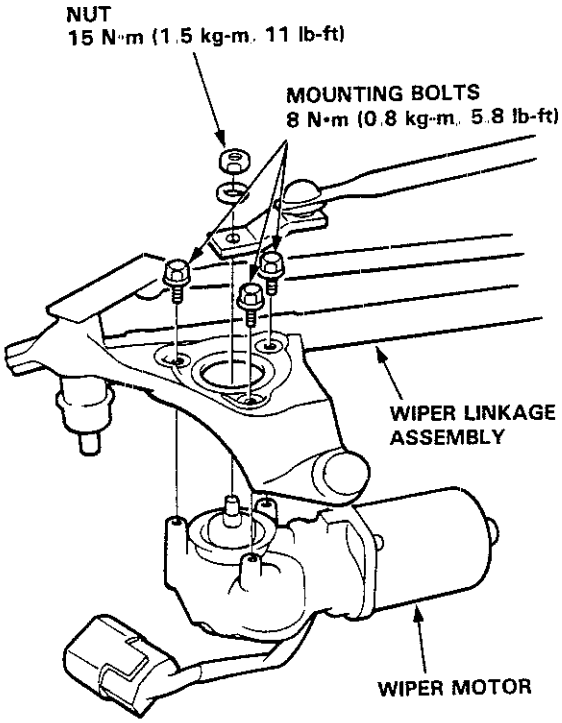


3. Disconnect the 5-P connector from the wiper motor, then remove the wiper harness from the wiper linkage.

4. Remove the wiper linkage assembly by removing the four mounting bolts



5. Remove the three mounting bolts and one nut from the wiper linkage, and then remove the wiper motor.



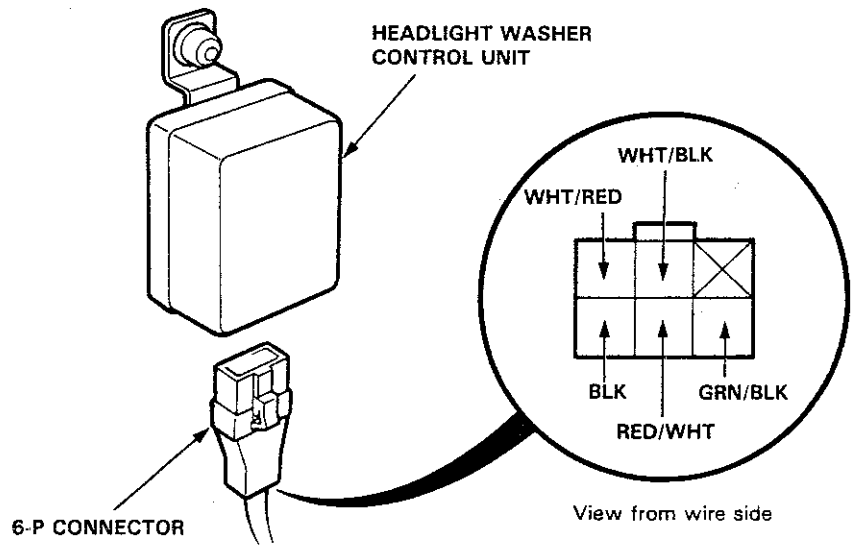
6. Install in the reverse order of removal.

Headlight Washer Control Unit Input Test

NOTE: Some model versions of KG and KS are equipped with headlight washer

Disconnect the 6-P connector from the control unit Inspect the connector and socket terminals to be sure they are all making good contact

- If the terminals are bent,loose,or corroded,repair them as necessary, and recheck the system.
- If the terminals look OK,make the following input tests at the connector terminals
  - If any test indicates a problem,find and correct the cause, then recheck the system.
  - If all the input tests prove OK,the control unit must be faulty, replace it.



No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions.	Check for continuity to ground: There should be continuity.	• Poor ground (G201, G401) • An open in the wire.
2	WHT/BLK	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 11 (20 A) fuse • An open in the wire.
3	GRN/BLK	Ignition switch and headlight washer switch ON.	Check for voltage to ground: There should be battery voltage.	• Blown No. 14 (20 A) fuse • An open in the wire
4	RED/WHT			
5	WHT/RED	Connect the WHT/BLK terminal to the WHT/RED terminal with a jumper wire.	Check washer motor operation: Washer motor should work.	• Faulty headlight washer motor. • Poor ground (G201, G401) • An open in the wire.

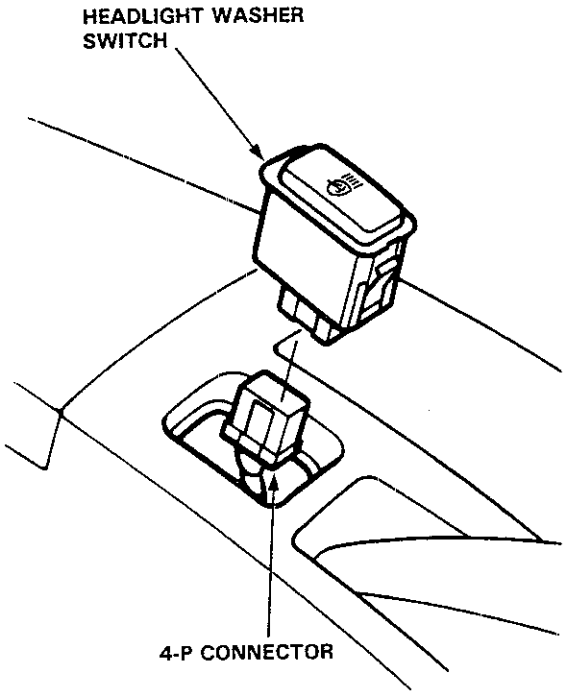
Headlight Washer Switch Test/Replacement

NOTE: Some model versions of KG and KS are equipped with headlight washer.

1. Pry the headlight washer switch out of the rear console.

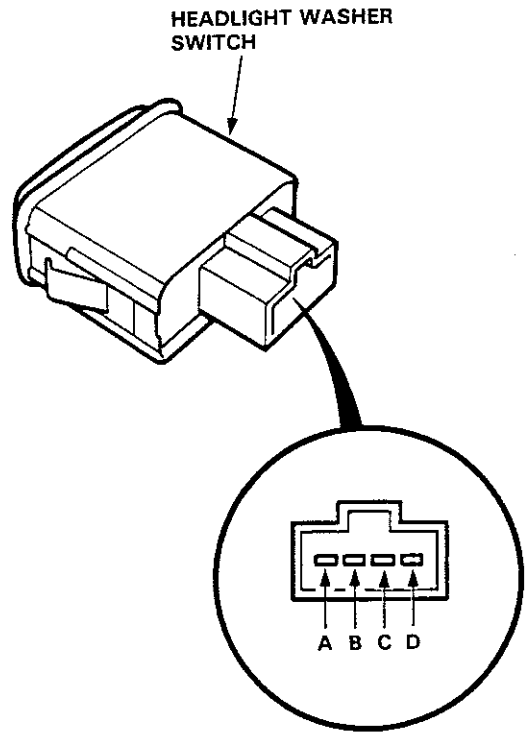
   NOTE: Carefully remove the switch without damaging it and the rear console

2. Disconnect the 4-P connector from the switch.



3. Check for continuity between the terminals according to the table.

Terminal / Position	A	B	C	D
OFF				
ON		○	—	○

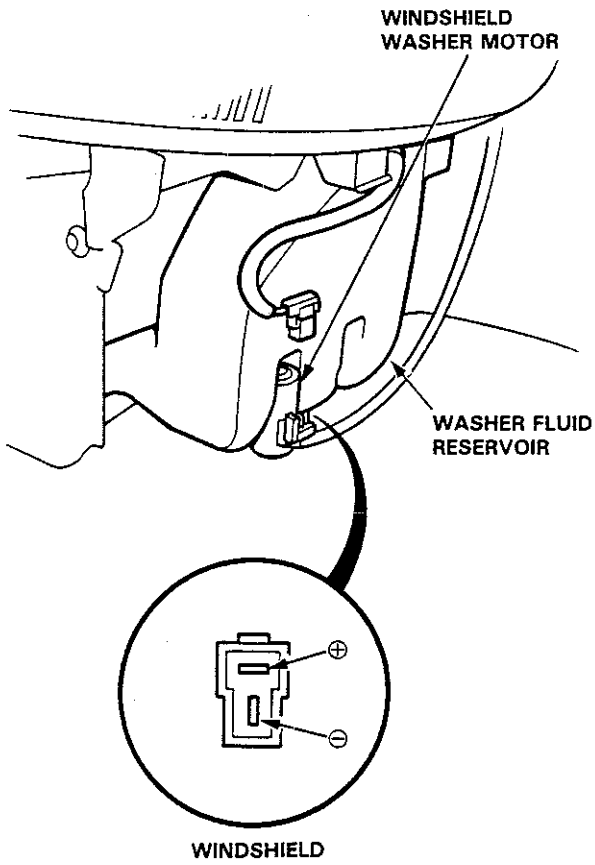


Washer Motor Test

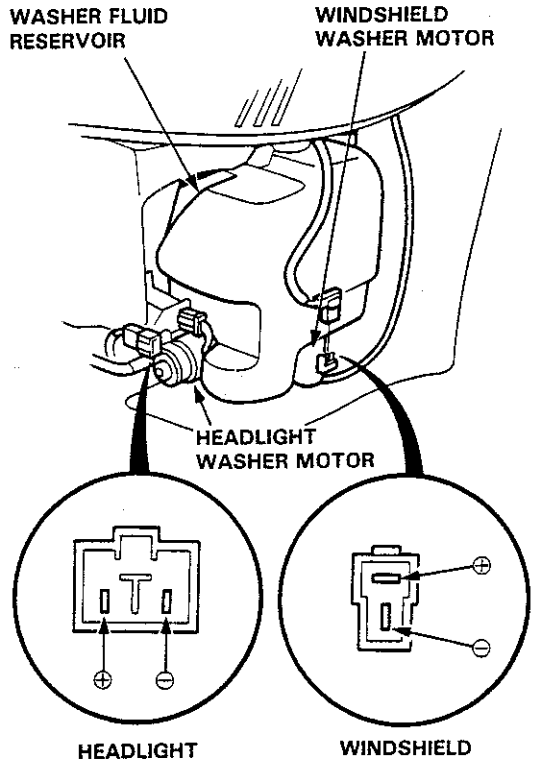
NOTE: Some model versions of KG and KS are equipped with headlight washer

1. Remove the front bumper (see section 20)
2. Disconnect the 2-P connector from the washer motor
3. Connect battery power to the ⊕ terminal and ground to the ⊖ terminal.
   - If the motor fails to run smoothly,replace it.
   - If the motor runs smoothly, but little or no washer fluid is pumped, check for a disconnected or blocked washer hose, or a clogged pump outlet in the motor.

Without Headlight Washer:



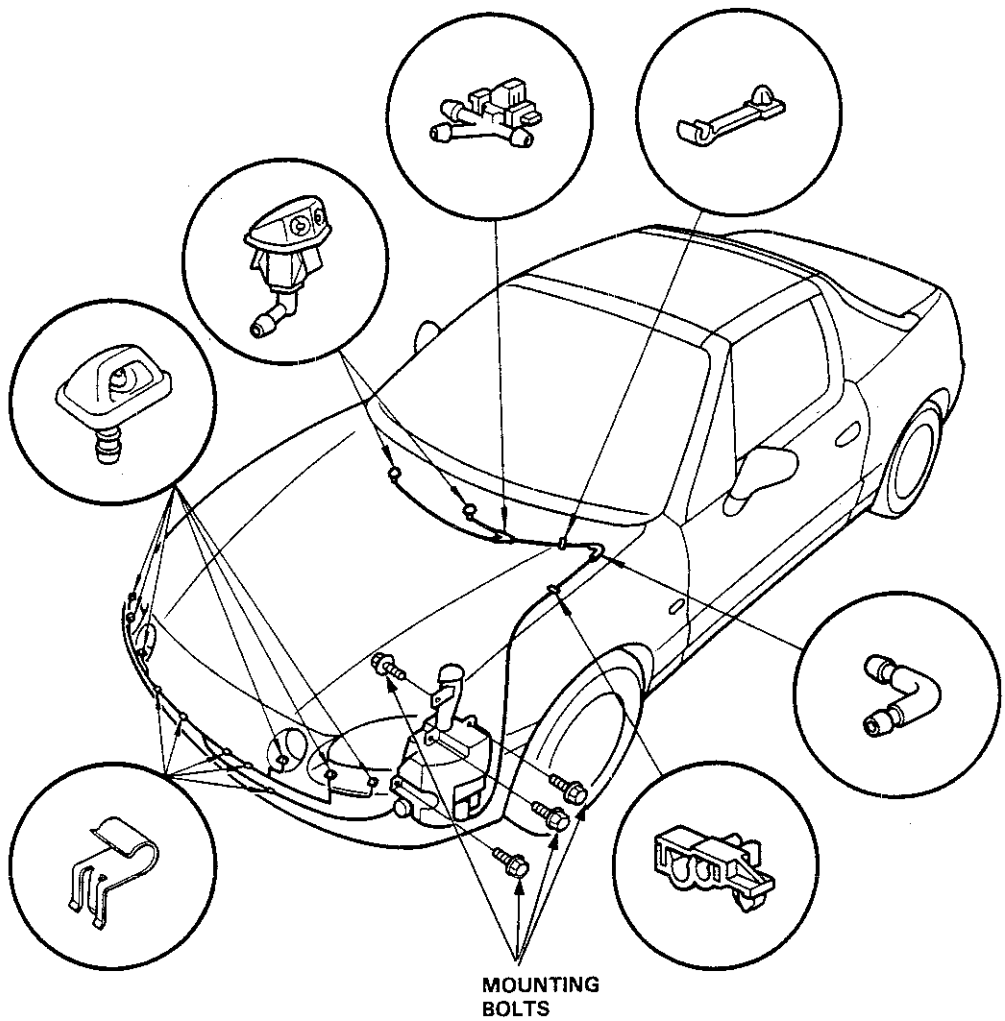
With Headlight Washer:



Washer Replacement

NOTE: Some model versions of KG and KS are equipped with headlight washer

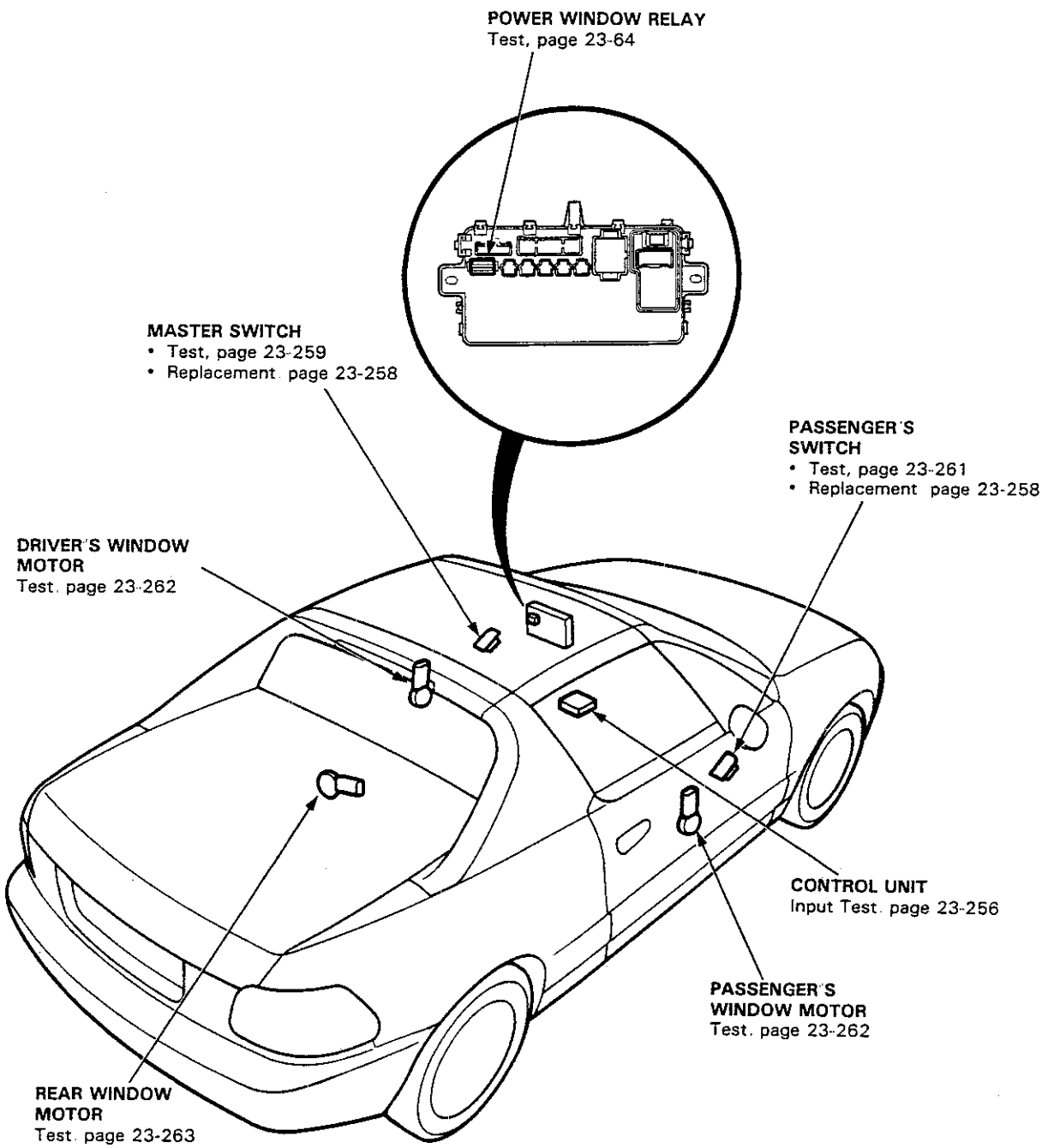
1. Remove the front bumper (see section 20).
2. Disconnect the 2-P connector and the hose from the washer motor.
3. Remove the three or four mounting bolts, then pull out the washer reservoir from below.
4. Remove the washer nozzles and the washer hoses.
5. When installing the washer system:
   — take care not to pinch the hoses.
   — install the hose clips firmly.
6. After installing, adjust the washer nozzles.



Power Windows (With Manual Roof)

Component Location Index

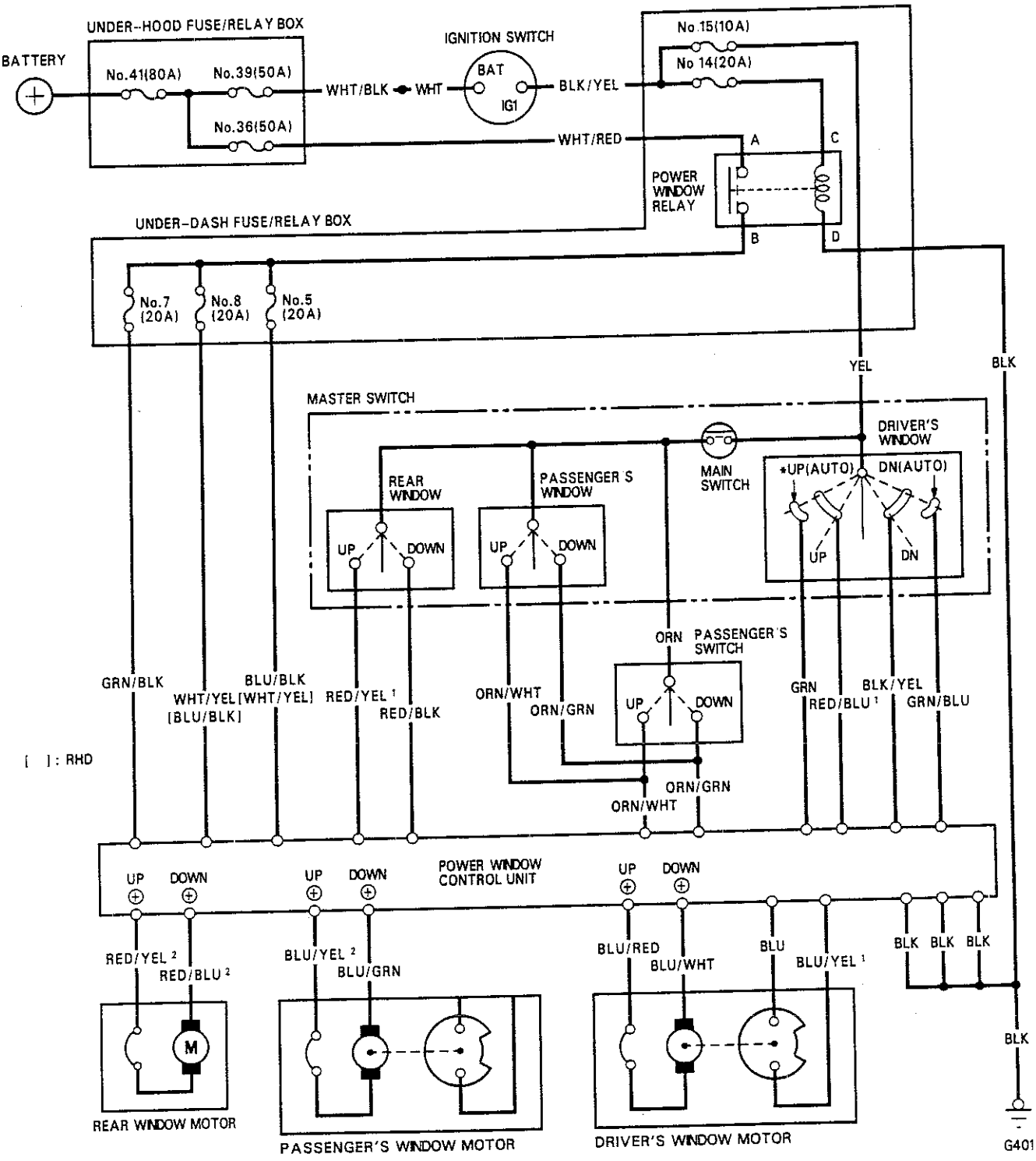
NOTE:
- For the power windows of models with power roof see section 20
- LHD type is shown; RHD type is symmetrical



Power Windows (With Manual Roof)

Circuit Diagram

NOTE: Wires with the same color have been given a number suffix to distinguish them (for example, RED/YEL[1] and RED/YEL[2], RED/BLU[1] and RED/BLU[2], BLU/YEL[1] and BLU/YEL[2] are not the same).



DN : DOWN
*UP(AUTO) : Some models

Troubleshooting

NOTE: The numbers in the table show the troubleshooting sequence.

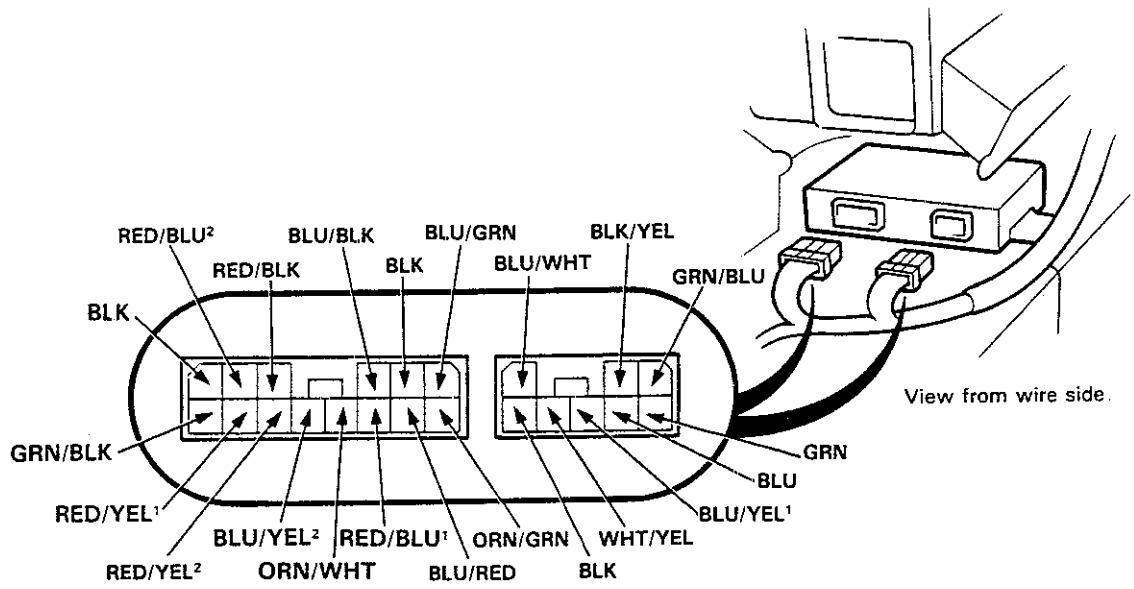
Item to be inspected / Symptom	Blown No. 14 (20 A) fuse (In the under-dash fuse/relay box)	Blown No. 15 (20 A) fuse (In the under-dash fuse/relay box)	Blown No. 36 (50 A) fuse (In the under-hood fuse/relay box)	Power window relay	In the under-dash fuse/relay box.			Master switch	Passenger's switch	Driver's window motor	Pulser (In driver's window motor)	Passenger's window motor	Rear window motor	Window regulator	Power window control unit input	Poor ground	Open circuit, loose or disconnected terminals
					Blown No. 5 (20 A) fuse	Blown No. 7 (20 A) fuse	Blown No. 8 (20 A) fuse										
All windows do not operate	2	2	1	3											4	G401	WHT/RED BLK/YEL or YEL
Driver's window does not operate.					1			3		2				5	4		WHT/YEL
Driver's window does not operate in AUTO.								1							2		BLU
Passenger's window does not operate.							1		3			2		5	4		BLU/BLK
Rear window does not operate.						1		3					2	5	4		GRN/BLK

Control Unit Input Test

1. Remove the rear and center console panels (see section 20).

2. Disconnect the 8-P and 14-P connectors from the control unit. Inspect the connector and socket terminals to be sure they are all making good contact.

   - If any terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
   - If the terminals look OK, make following input tests at the connector terminals.
   - — If any test indicates a problem, find and correct the cause, then recheck the system.
   - — If all the input tests prove OK, the control unit must be faulty; replace it.



No.	Terminal	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401) • A break in the wire.
2	WHT/YEL GRN/BLK BLU/BLK	Ignition switch is ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 5, 7 or 8 (20 A) fuse. • Faulty power window relay. • A break in the wire
3	BLU/RED and BLU/WHT	Connect the WHT/YEL terminal to the BLU/WHT terminal, and the BLU/RED terminal to the BLK terminal, then turn ignition switch ON.	Check the driver's window motor operation: It should run (the window moves down)	• Faulty driver's window motor • A break in the wire

4	BLU/YEL[2] and BLU/GRN	Connect the BLU/BLK terminal to the BLU/GRN terminal, and the BLU/YEL[2] terminal to the BLK terminal, then turn ignition switch ON.	Check the passenger's window motor operation: It should run (the window moves down).	• Faulty passenger's window motor. • A break in the wire.
5	RED/YEL[2] and RED/BLU[2]	Connect the GRN/BLK terminal to the RED/BLU[2] terminal, and the RED/YEL[2] terminal to the BLK terminal, then turn ignition switch ON.	Check the rear window motor operation: It should run (the window moves down).	• Faulty rear window motor • A break in the wire
6	BLU and BLU/YEL[1]	Connect the WHT/YEL terminal to the BLU/WHT terminal and the BLU/RED terminal to the BLK terminal, then turn ignition switch ON.	Check for resistance between the BLU and BLU/YEL[1] terminals: Between 20—50 ohms should be indicated as the driver's window motor runs	• Faulty pulser. • Faulty driver's window motor. • A break in the wire.
7	GRN/BLU	Driver's window switch is in position "DOWN (AUTO)".	Check for voltage to ground: There should be battery voltage.	• Blown No. 15 (10 A) fuse. • Faulty master switch. • A break in the wire.
	BLK/YEL	Driver's window switch is in position "DOWN".		
	RED/BLU[1]	Driver's window switch is in position "UP".		
	GRN	* Driver's window switch is in position "UP (AUTO)".		

NOTE: Turn the main switch (in the master switch) ON, then go to No. 8 test.

8	ORN/GRN	Passenger's window switch is in position "DOWN".	Check for voltage to ground: There should be battery voltage.	• Blown No. 15 (10 A) fuse. • Faulty master switch • Faulty passenger's switch. • A break in the wire.
	ORN/WHT	Passenger's window switch is in position "UP".		
	RED/BLK	Rear window switch is in position "DOWN".		
	RED/YEL[1]	Rear window switch is in position "UP".		

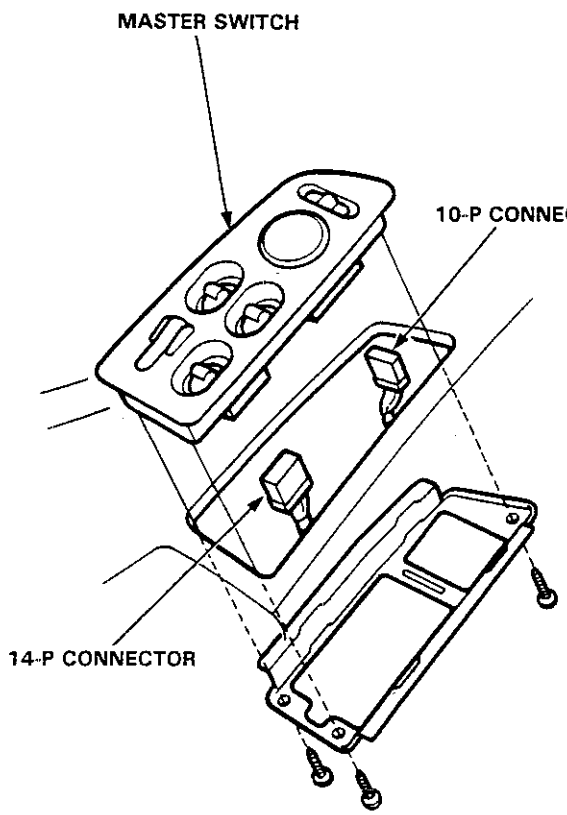
* UP (AUTO): Some models

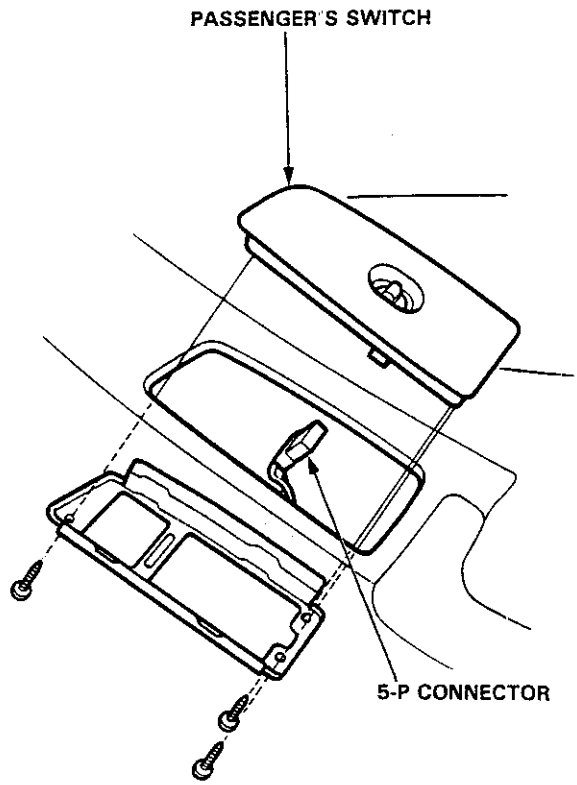
Power Windows (With Manual Roof)

Switch Replacement

1. Remove the door panel and disconnect the connectors
2. Remove the master switch from the door panel by unscrewing the mounting screws.

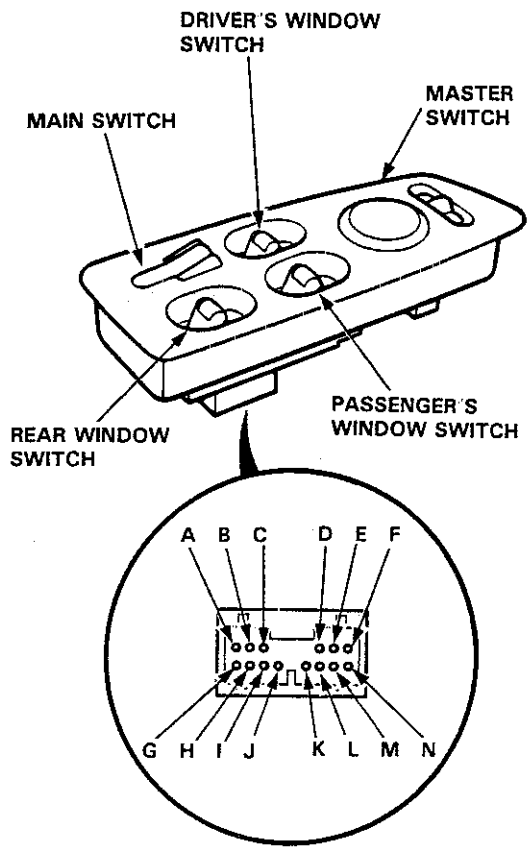
   NOTE: LHD type is shown; RHD type is symmetrical.





Master Switch Test (LHD)

1. Remove the master switch from the door panel.
2. Check for continuity between the terminals in each switch position according to the tables.



Driver's window switch

Position \ Terminal	C	B	A	I	J
OFF					
*UP(AUTO)			○	○	○
UP				○	○
DOWN	○				○
DOWN(AUTO)	○	○			○

Main switch

Position \ Terminal	F	J
ON	○	○
OFF		

Passenger's window switch

Position \ Terminal	L	K	J
UP	○		○
DOWN		○	○

Rear window switch

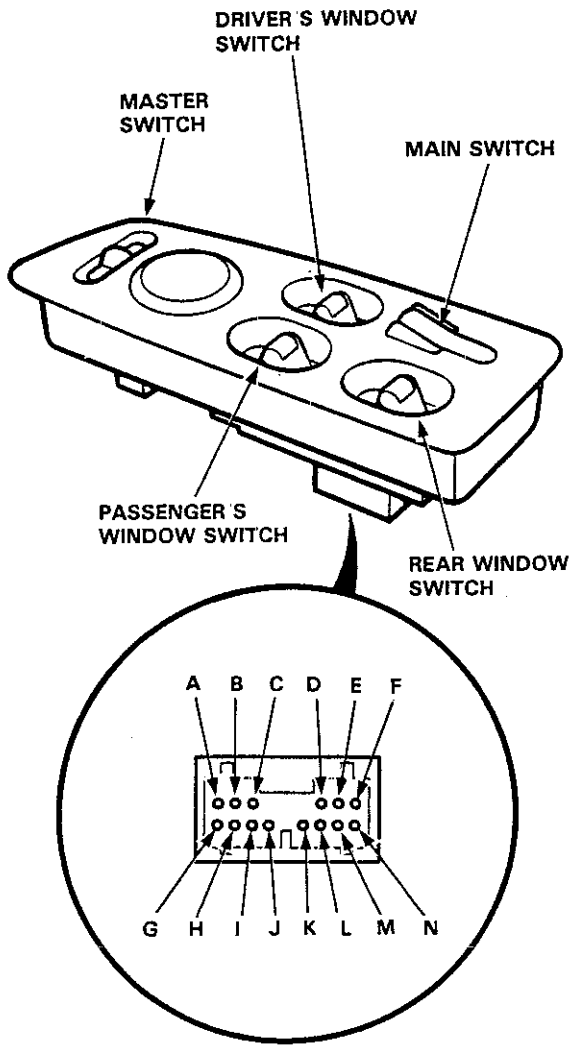
Position \ Terminal	N	M	J
UP	○		○
DOWN		○	○

*UP(AUTO) : Some models

Power Windows (With Manual Roof)

Master Switch Test (RHD)

1. Remove the master switch from the door panel.
2. Check for continuity between the terminals in each switch position according to the tables



Driver's window switch

Position \ Terminal	J	K	L	M	N
OFF					
*UP(AUTO)			○	○	○
UP				○	○
DOWN	○				○
DOWN(AUTO)	○	○			○

Main switch

Position \ Terminal	F	N
ON	○	○
OFF		

Passenger's window switch

Position \ Terminal	B	C	N
UP	○		○
DOWN		○	○

Rear window switch

Position \ Terminal	D	E	N
UP	○		○
DOWN		○	○

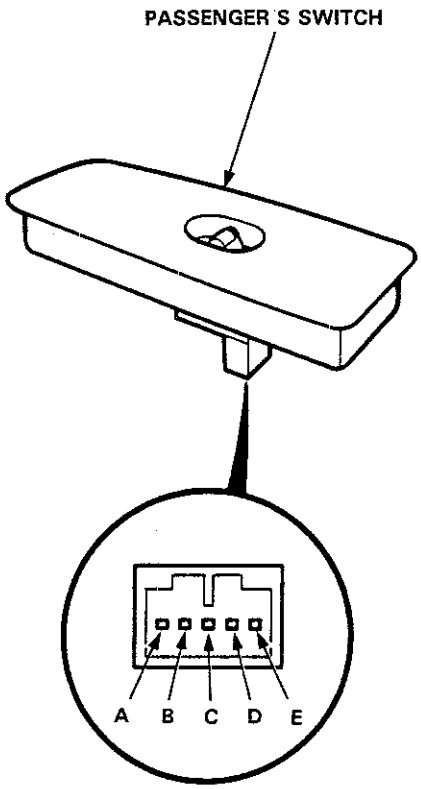
*UP(AUTO) : Some models

Passenger's Switch Test

1 Remove the door panel and disconnect the connector.

2. Check for continuity between the terminals in each switch position according to the table

NOTE: LHD type is shown; RHD type is symmetrical.



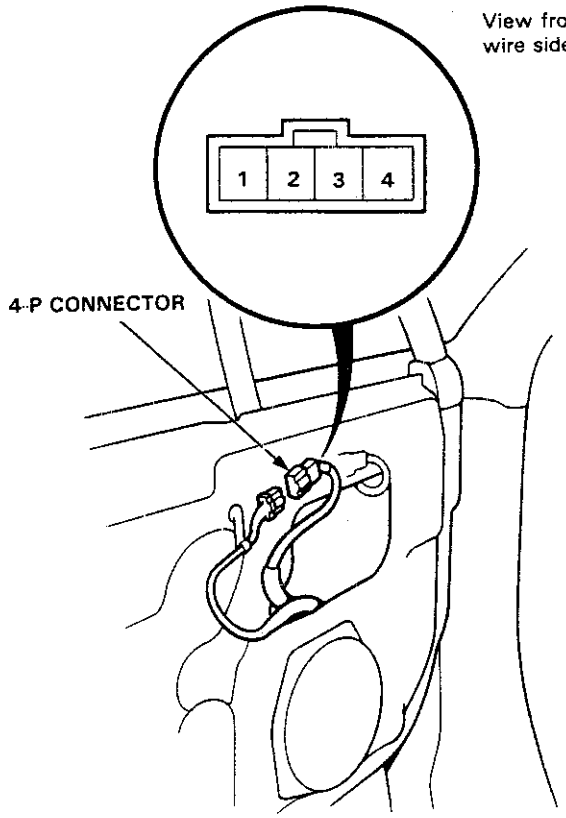
Passenger's switch

Terminal / Position	A	C	E
UP	○	○	
DOWN	○		○

Door Window Motor Test

Motor Test:

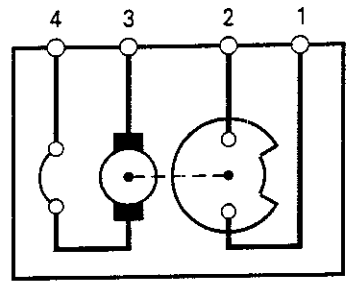
1. Remove the door panel (see section 20)
2. Disconnect the 4-P connector from the door wire harness
3. Test motor operation by connecting battery power to the No. 4 terminal and ground to the No. 3 terminal
   Test the motor in each direction by switching the leads.



4. If the motor does not run, replace it.

Pulser Test (Driver's window motor):

Connect the test leads of an analog ohmmeter to the No. 1 and No. 2 terminals, and check for needle movement while running the motor by connecting battery power to the No. 3 and ground to the No. 4 terminal.
The analog ohmmeter needle should move back and forth alternately

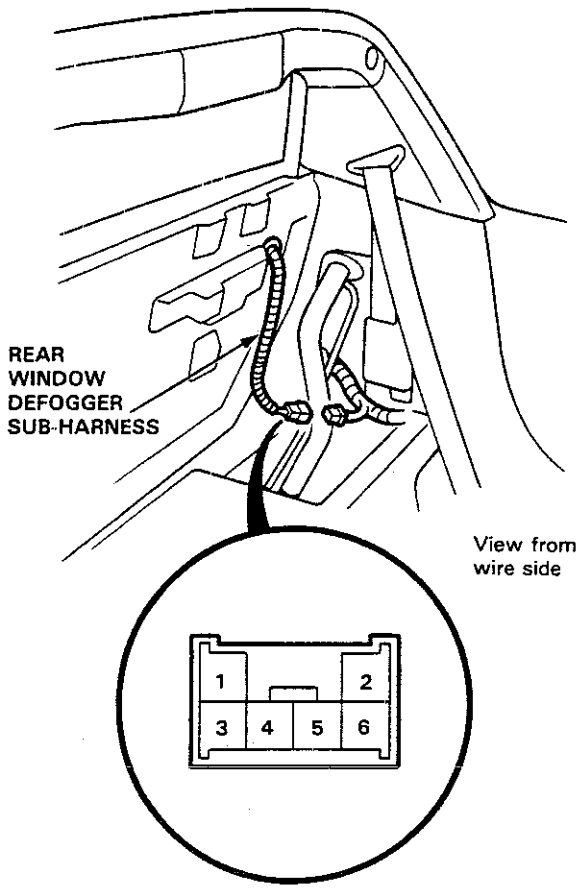


Rear Window Motor Test

1. Remove the personal trunk assembly (see section 20).

2. Disconnect the 6-P connector from the rear window defogger sub-harness.

3 Test motor operation by connecting battery power to the No. 6 terminal and ground to the No. 4 terminal.
Test the motor in each direction by switching the leads



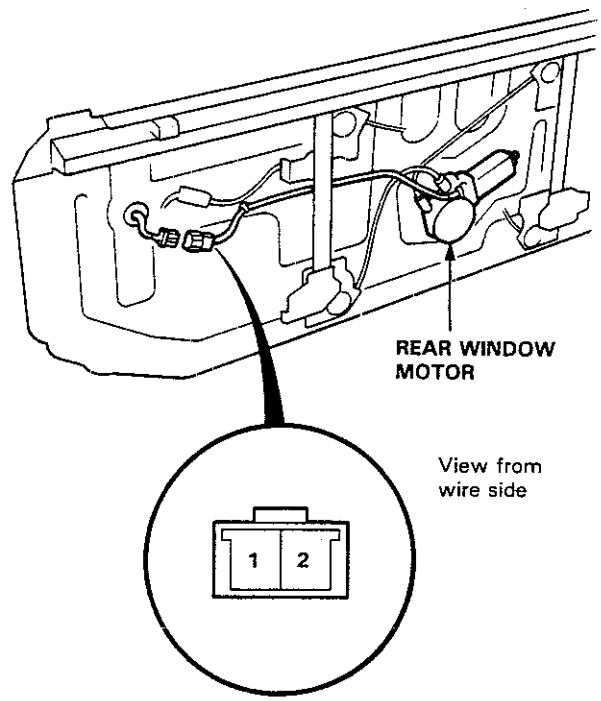
4 If the motor does not run, go to step 5.

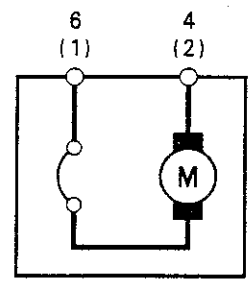
5. Remove the rear window panel assembly (see section 20).

6 Disconnect the 2-P connector from the rear window motor.

7. Test motor operation by connecting battery power to the No. 1 terminal and ground to the No. 2 terminal.
Test the motor in each direction by switching the leads.

- If the motor does not run, replace it.
- If the motor run, check for an open in the RED/YEL and RED/BLU wires





Wiring Diagrams

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