

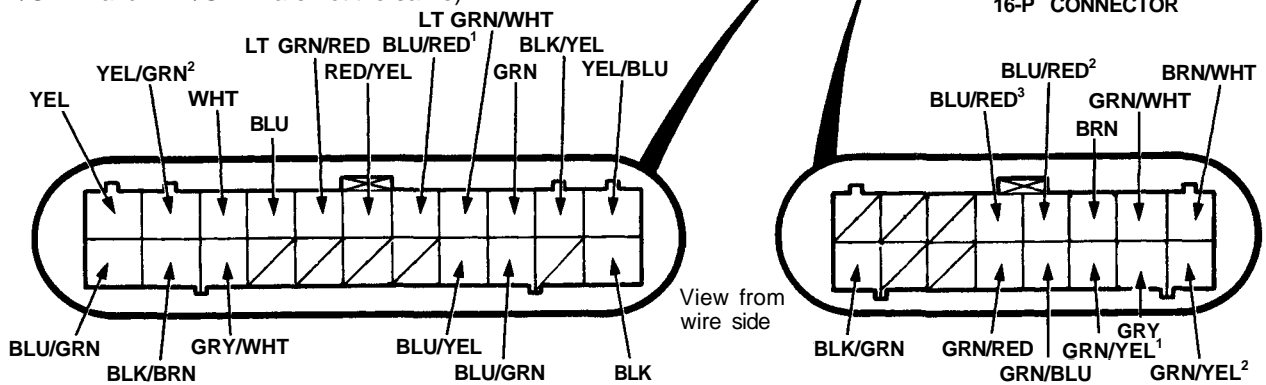
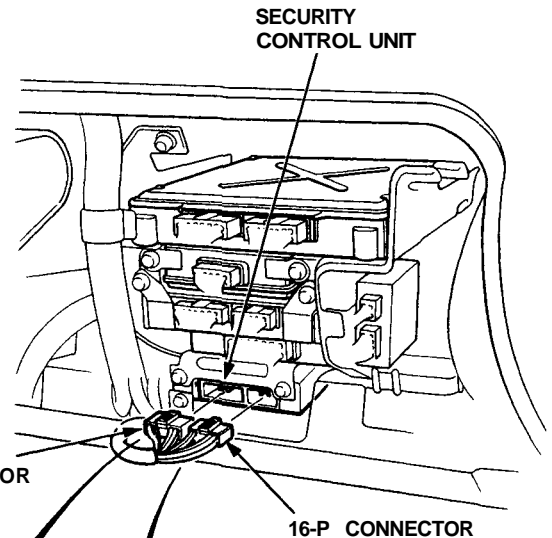
Security Alarm System

Control Unit Input Test

Remove the glove box and disconnect the 22-P connector and 16-P connector from the control unit.

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 connector.
 - 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.
- Different wires with the same color have been given a number suffix to distinguish them (for example, YEL/GRN¹ and YEL/GRN² are not the same).



No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G401, G402). • An open in the wire.
2	YEL/BLU	Under all conditions.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 18 (20A) fuse. • An open in the wire.
3	GRN	Under all conditions.	Connect to ground: The security indicator should come on.	<ul style="list-style-type: none"> • Blown No. 45 (20A) fuse. • Faulty security indicator. • An open in the wire.
4	YEL	Ignition switch ON.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 5 (10A) fuse. • An open in the wire.
5	BLK/GRN	Ignition switch START.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Faulty starter cut relay. • An open in the wire.
6	BLK/YEL	Ignition switch START, clutch pedal pushed (M/T), shift lever in P (A/T).	Attach to ground: Starter should crank the engine.	<ul style="list-style-type: none"> • Blown No. 29 (50A) fuse. • Faulty starting system. • Faulty starter cut relay. • Faulty clutch interlock switch (M/T). • Faulty A/T gear position switch(A/T). • An open in the wire.
7	LT GRN/WHT	Under all conditions.	Attach to ground: All horns should sound.	<ul style="list-style-type: none"> • Blown No. 45 (20 A) fuse. • Faulty horn relay. • Faulty horn (either). • Poor ground (G301 or G302). • An open in the wire.



No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
8	BLU/RED	Under all conditions.	Attach to ground: The headlights should come on.	<ul style="list-style-type: none"> Faulty headlight relay. Faulty headlight system. An open in the wire.
9	RED/YEL	Under all conditions.	Connect to ground: The taillights should come on.	<ul style="list-style-type: none"> Faulty taillight relay. Faulty taillight system. An open in the wire.
10	LT GRN/ RED	Passing switch ON.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> Faulty passing switch. Faulty dimmer relay. Faulty headlight relay. An open in the wire.
11	YEL/GRN ²	Hood open.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Faulty hood switch. Misadjusted hood switch. Poor ground (G301). An open in the wire.
		Hood closed.	Check for continuity to ground: There should be no continuity.	
12	BLU/GRN	Ignition key is in the ignition switch.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Faulty ignition key switch. Poor ground (G401, G402). An open in the wire.
		Ignition key is not in the ignition switch.	Check for continuity to ground: There should be no continuity.	
13	BLU	Engine compartment lid open.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Faulty engine compartment lid switch. Misadjusted engine compartment lid switch. Poor ground (G401, G402). An open in the wire.
		Engine compartment lid closed.	Check for continuity to ground: There should be no continuity.	
14	BLK/BRN or BLK/ LT GRN	Under all conditions.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Poor ground (G404). An open in the wire.
15	BRN/WHT	Trunk key in UNLOCK.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Faulty trunk key. Poor ground (G551). An open in the wire.
16	WHT	Trunk lid open.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Faulty trunk latch switch. Misadjusted trunk latch switch. Poor ground (G551). An open in the wire.
		Trunk lid closed.	Check for continuity to ground: There should be no continuity.	

(cont'd)

Security Alarm System

Control Unit Input Test (cont'd)

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
17	GRN/BLU	Driver's door open.	Check for continuity to ground: When the door is open, there should be continuity. When the door is closed, there should be no continuity.	<ul style="list-style-type: none"> • Faulty right door switch. • An open in the wire.
		Driver's door closed.		
18	GRN/RED	Passenger's door open.		
		Passenger's door closed.		
19	GRN/YEL ¹	Driver's door key in UNLOCK.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Faulty left or right door key switch. • Poor ground (G401, G402). • An open in the wire.
20	GRN/YEL ²	Passenger's door key in UNLOCK.		
21	GRN/WHT	Driver's door key in LOCK.	Check for continuity to ground: There should be continuity, as the door keylock is turned to LOCK.	<ul style="list-style-type: none"> • Faulty left or right door key switch. • Poor ground (G401, G402). • An open in the wire.
22	GRY/WHT	Passenger's door key in LOCK.		
23	BLU/RED ²	Driver's door lock knob in UNLOCK.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Faulty left door lock knob switch. (Built into the actuator.) • Poor ground (G401, G402). • An open in the wire.
24	BLU/RED ³	Passenger's door lock knob in UNLOCK.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Faulty right door lock knob switch. (Built into the actuator.) • Poor ground (G401, G402). • An open in the wire.