

Shift Lever Position Indicator

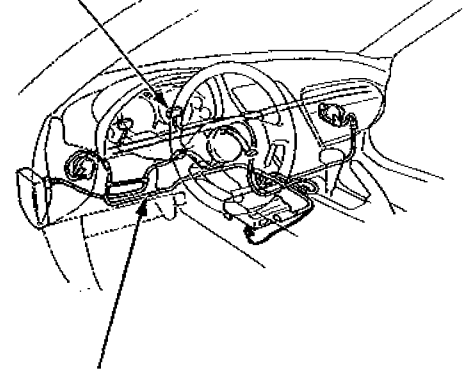
Indicator Input Test

CAUTION:

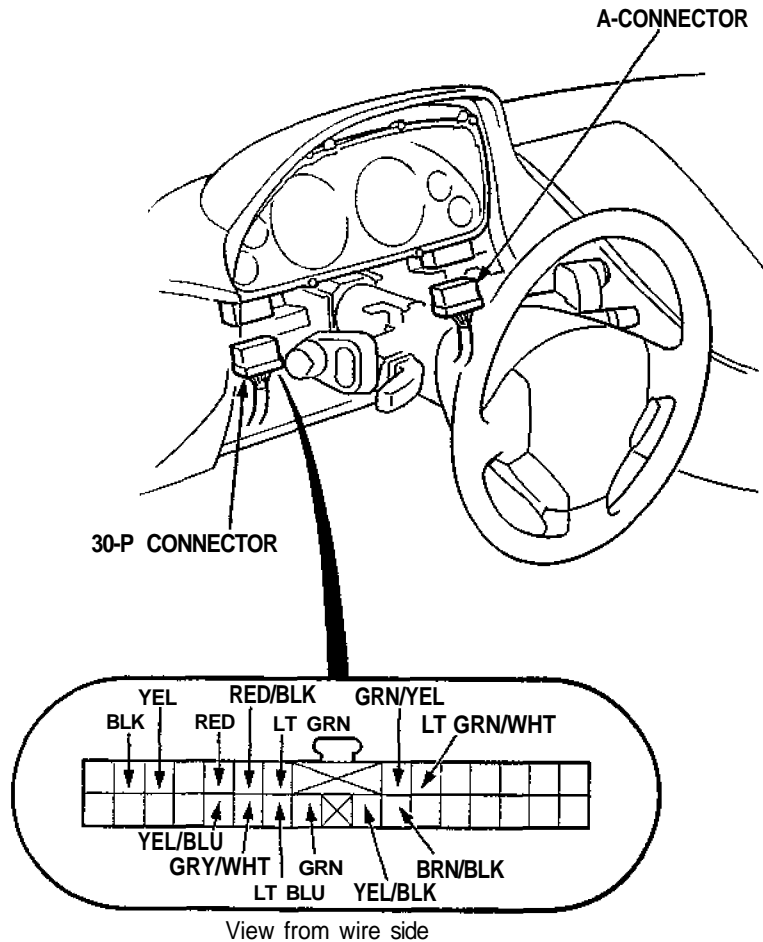
- All SRS electrical wiring harnesses are covered with yellow outer insulation.
- Before disconnecting the SRS wire harness, install the short connector on the airbus (see page 23-323).
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.
- After installation of the gauge assembly, recheck the operation of the SRS indicator light.

Remove the gauge assembly from the dashboard and disconnect the 30-P connector from the gauge assembly. Make the following input tests at the connector terminals. If all tests prove OK, yet the indicator still fails to work, replace the main printed circuit panel, speedometer, tachometer and odo/trip meter.

A-CONNECTOR (Carries the SRS indicator signal)



SRS MAIN WIRE HARNESS





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	Ignition switch ON.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 5 (10 A) fuse. • An open in the wire.
3	GRY/WHT	Shift lever in position P.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Faulty shift position console switch. • Poor ground (G401, G402). • An open in the wire.
	LT BLU	Shift lever in position R.		
	GRN	Shift lever in position N.		
	BRN/BLK	Shift lever in position 3.		
	GRN/YEL	Shift lever in position 2.		
	LT GRN/ WHT	Shift lever in position 1.		
4	GRN/BLU	Shift lever in position D.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Faulty shift position console switch. • Faulty A/T control system. • Poor ground (G401, G402). • An open in the wire.
5	RED/BLK and RED	Lighting switch ON and dashlight brightness control dial on full bright.	Check for voltage between RED/BLK and RED terminals: There should be battery voltage.	<ul style="list-style-type: none"> • Faulty dashlight brightness control system. • An open in the wire.
6	YEL/BLK	Ignition switch ON, shift lever in position 2 or 3 and D switch ON.	Check for voltage to ground: There should be about 5 V.	<ul style="list-style-type: none"> • Faulty D switch. • Faulty shift position console switch. • Faulty A/T control system. • An open in the wire.
7	YEL/BLU	Ignition switch ON, shift lever in position 2 or 3 and D switch ON.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Faulty D switch. • Faulty shift position console switch. • Faulty A/T control system. • An open in the wire.
8	LT GRN	Ignition switch ON.	Check for voltage to ground: There should be about 5 V.	<ul style="list-style-type: none"> • Faulty PGM-FI ECU and A/T control unit. • An open in the wire.