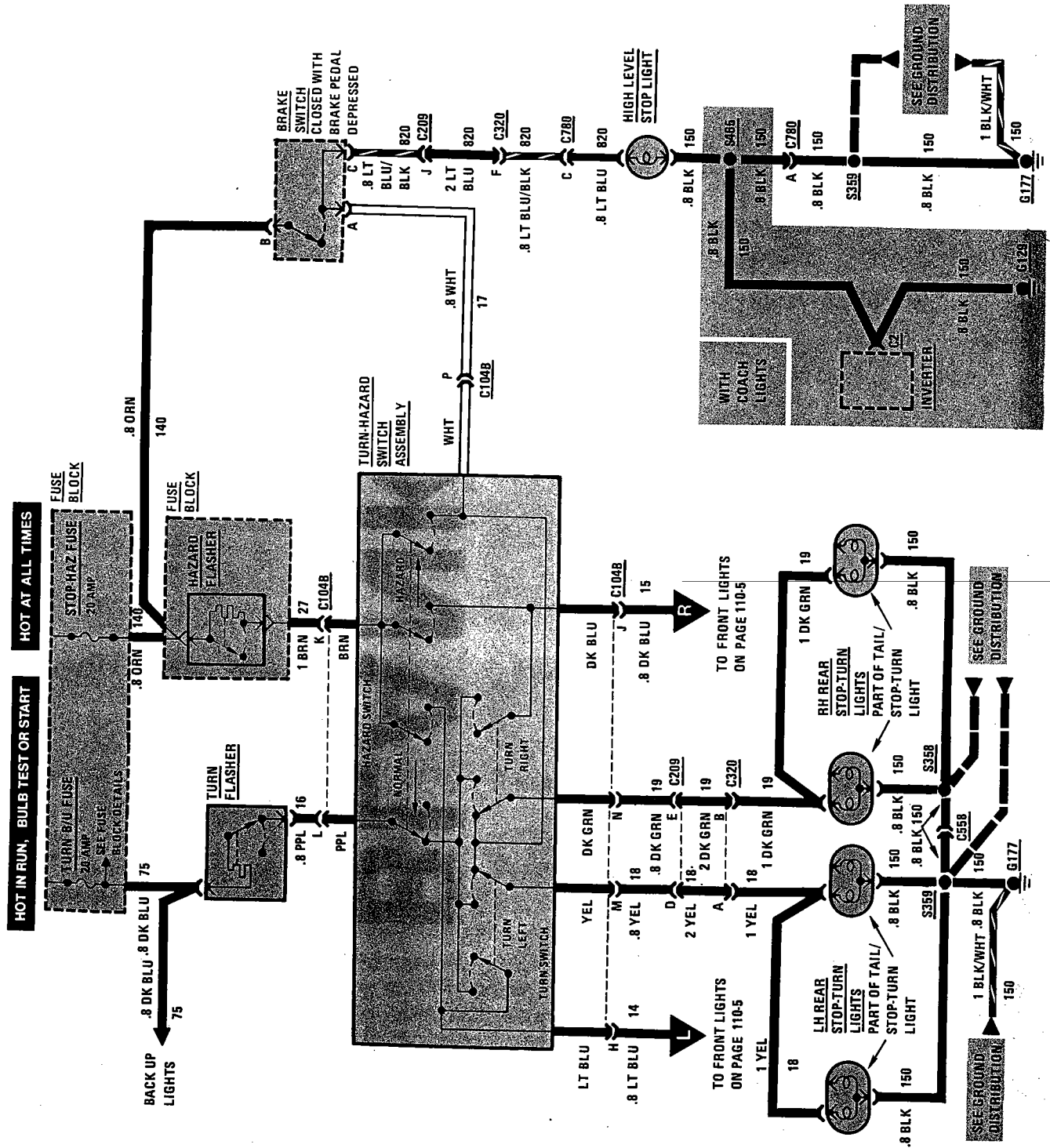


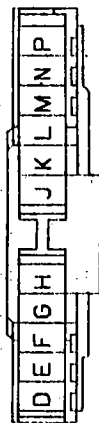
**BLANK**

EXTERIOR LIGHTS: TURN/HAZARD/STOP

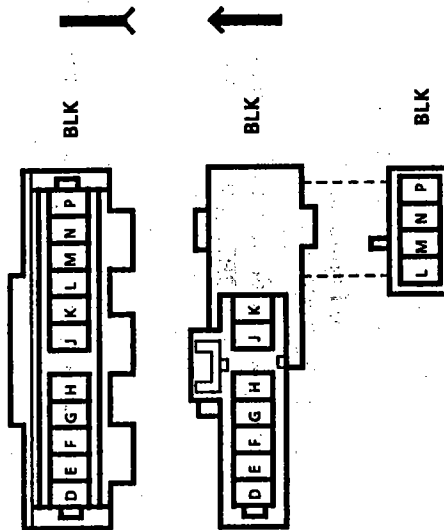


**EXTERIOR LIGHTS: TURN/HAZARD/STOP**

**HARNESS CONNECTOR FACES**



BLK 12004147  
C104

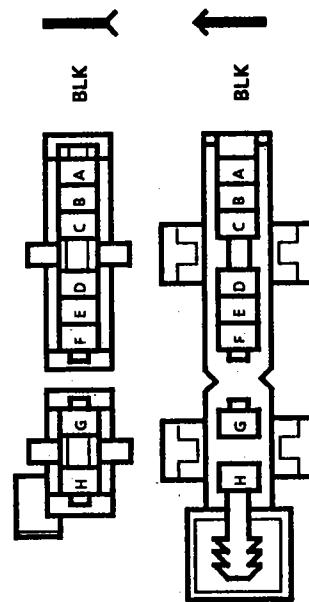


V11002.0  
C209

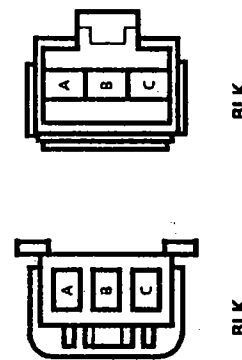
**COMPONENT LOCATION**

Component	Page-Figure
Brake Switch	201-12-A
Fuse Block	201-12-A
Inverter	201-21-D
Turn-Hazard Switch Assembly	201-13-A
Turn Flasher	201-12-B
C104 (11 cavities)	201-13-A
C209 (11 cavities)	201-13-C
C320 (6 cavities)	201-22-A
C558 (1 cavity)	201-21-B
C780 (1 cavity)	201-22-A
G129	201-21-D
G177	201-22-A
S358	201-21-B
S359	201-21-B
S465	201-21-D

Top of brake pedal support	201-12-A
Under LH side of I/P	201-12-A
In trunk, behind center of rear seat	201-21-D
Top of steering column	201-13-A
On bracket, right of steering column	201-12-B
Attached to RH side of steering column	201-13-A
Attached to LH side of fuse block	201-13-C
Rear LH corner of trunk	201-22-A
In rear lights harness, above license plate	201-21-B
Rear LH corner of trunk	201-22-A
Front center of trunk	201-21-D
Rear LH corner of trunk	201-22-A
Rear lights harness, below RH tail lights	201-21-B
Rear lights harness, below LH tail lights	201-21-B
In opera/high level stop lamp harness, behind LH side of rear seat	201-21-D



V08002.0  
C320



V03009.5  
C780

# EXTERIOR LIGHTS: TURN/HAZARD/STOP

## TROUBLESHOOTING HINTS

- Try the following checks before doing the System Diagnosis.
  1. If neither the Turn Lights nor Back Up Lights work, check the TURN B/U Fuse.
  2. If neither the Stop Lights nor Hazard Lights work, check the STOP-HAZ Fuse.
  3. If the Stop Lights do not work, check the Brake Switch, and ORN (140) wire for continuity (see schematic).
  4. If Stop Lights do not turn off, adjust or replace the Brake Switch as necessary.
  5. If the High Level Stop Light does not work, check bulb, LT BLU (820) and BLK (150) wires for an open. Repair/replace as necessary.
  6. For any of the following symptoms replace the Turn-Hazard Switch Assembly:
    - Some Turn Lights work and all Hazard Lights work.
    - Some Hazard Lights work and all Turn Lights work.
    - Hazard lights do not turn off.
  7. If Turn Indicator and Front Turn Light on one side are inoperative, check the connection at C104B, then replace Turn-Hazard Switch Assembly as necessary.
  8. If Turn Lights stay on (do not flash) in both TURN LEFT and TURN RIGHT, replace the Turn Flasher.
  9. If Hazard Lights stay on (do not flash) in HAZARD, but Stop Lights go off normally, replace the Hazard Flasher.
  10. If only one light does not operate, check bulb, socket and related wiring (see schematic).
- Go to System Diagnosis for diagnostic tests.

## SYSTEM DIAGNOSIS

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

**SYMPTOM TABLE**

SYMPTOM	DO TEST
Turn Lights do not work but Hazard Lights do	A: Turn Lights Test
Hazard Lights do not operate but Stop Lights do	B: Hazard Lights Test
Stop Lights do not work but the signals work	C: Stop Lights Test
Stop-Turn Lights on one or both sides do not work	C: Stop Lights Test
Park Lights do not turn off	D: Park Lights Short Test
Coach Lights do not work but Tail Lights do	E: Inverter Test

## A: TURN LIGHTS TEST

Connect: TEST LAMP  
At: CONNECTOR C104B (Connected)

Conditions:  
• Ignition Switch: RUN

Connect Between	Correct Result	For Diagnosis
L (PPL) & Ground	Test Lamp Lights	See 1
• If the Test Lamp lights, replace Turn-Hazard Switch Assembly. 1. Check Turn Flasher and PPL (16) wire for an open.		

## B: HAZARD LIGHTS TEST (TABLE 1)

Connect: FUSED JUMPER  
At: HAZARD FLASHER CONNECTOR (Disconnected)

Conditions:  
• Hazard Switch: HAZARD

Jumper Between	Correct Result	For Diagnosis
ORN & BRN	All Turn Lights turn on	See 1
• If the result is correct, replace the Hazard Flasher. 1. Go to Table 2.		

**EXTERIOR LIGHTS: TURN/HAZARD/STOP**

**B: HAZARD LIGHTS TEST (TABLE 2)**

Measure: VOLTAGE At: CONNECTOR C104B (Disconnected) Conditions: • Hazard Flasher: CONNECTED		
Measure Between	Correct Voltage	For Diagnosis
K (BRN) & Ground	Battery	See 1
• If the voltage is correct, replace the Turn-Hazard Switch Assembly. 1. Check ORN (140) and BRN (27) wires for an open.		

**C: STOP LIGHTS TEST**

Connect: TEST LAMP At: CONNECTOR C104B (Connected) Conditions: • Brake Pedal: DEPRESSED		
Connect Between	Correct Result	For Diagnosis
P (WHT) & Ground	Test Lamp lights	See 1
M (YEL) & Ground	Test Lamp lights	See 2
N (DK GRN) & Ground	Test Lamp lights	See 2
• If all results are correct, check bulb, connection and related wiring. 1. Check the Brake Switch, WHT (17) and ORN (140) wires for continuity. 2. Replace Turn-Hazard Switch Assembly.		

**D: PARK LIGHTS SHORT TEST (TABLE 1)**

Disconnect: CONNECTOR At: Sentinel Amplifier Connector (if equipped) (Disconnected)		
Action	Correct Result	For Diagnosis
Disconnect Connector from Sentinel Amplifier	Lights turn off	See 1
• If lights turn off, go to 8A-101. 1. Go to Table 2.		

**D: PARK LIGHTS SHORT TEST (TABLE 2)**

Disconnect: CONNECTOR At: LIGHT SWITCH		
Action	Correct Result	For Diagnosis
Disconnect Connector from Light Switch	Lights turn off	See 1
• If lights go off, replace light switch. 1. Check BRN (9) wire for a short to voltage.		

**E: INVERTER TEST**

Measure: VOLTAGE At: INVERTER CONNECTOR (Connected) Conditions: • Light Switch: PARK			
Measure Between	Correct Result	For Diagnosis	
C1/4 & Ground	Battery	See 1	
C1/4 & C2/1	Battery	See 2	
• Set J 34029-A or equivalent multimeter to AC V 200. C2/2 & C2/3 110 volts See 3			
• If the above results are correct, check the Electroluminescent lights, DK BLU (351) and WHT (352) wires for opens. 1. Check Coach Lights and BRN (9) wires for opens (see schematic). 2. Check BLK (150) wire for an open. 3. Replace the inverter.			

**CIRCUIT OPERATION**

**Rear Turn Lights**

If the turn left switches in the Turn-Hazard Switch Assembly are closed to the left, the Stop-Turn light comes on. Battery voltage is applied to the Turn Flasher, the hazard switch, the turn left switch, and the YEL wire. The LH Front Turn Light and the LH Turn Indicator also come on. They are fed through the LT BLU wire. The current through the bulbs heats the Turn Flasher. It opens and closes to flash the left turn lights.

The right turn lights operate in a similar way when the two light switches are closed to the right.

(Continued on next page)

## EXTERIOR LIGHTS: TURN/HAZARD/STOP

(Continued from previous page)

If the Brake Switch is closed at the same time the left turn switch is closed, the LH Turn Lights will continue to receive power through the Turn Flasher. The RH Rear Stop-Turn Light comes on steadily as long as the Brake Switch is closed.

### Hazard Lights

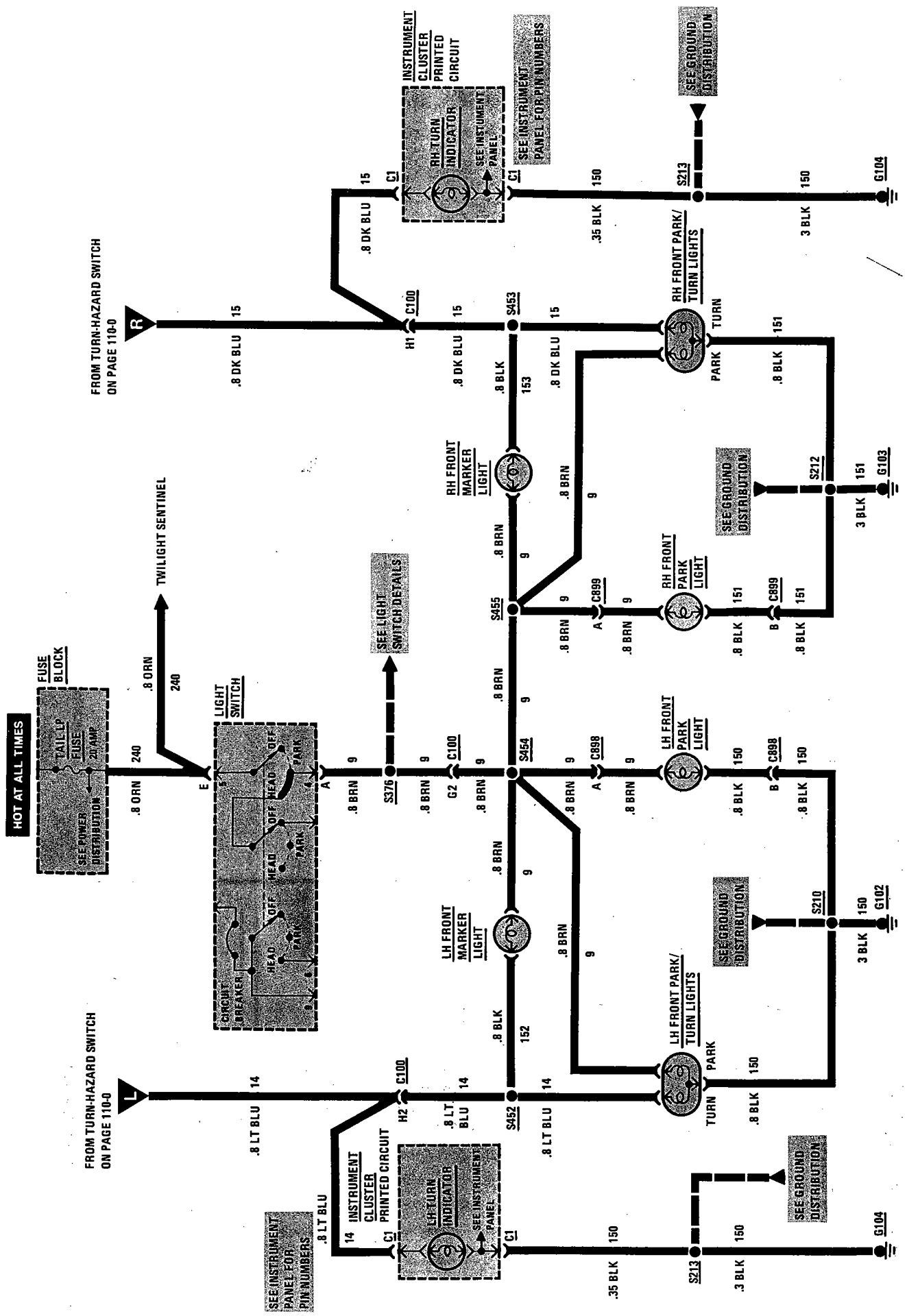
If the Hazard switches are moved to the Hazard position, the Stop-Turn lights will flash simultaneously. In this situation, power for all the lamps comes through the Hazard Flasher.

### Stop Lights

Voltage is applied directly from the Brake Switch to the High Level Stop Light.

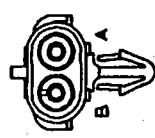
The Stop-Turn Lights receive voltage through the WHT wire that feeds the Turn-Hazard Switch. With the switches in the positions shown in the schematic, the Stop-Turn Lights are connected to the WHT wire through the YEL and DK GRN wires and the turn switches. They will come on when the Brake Switch is closed.

EXTERIOR LIGHTS: TURN/HAZARD/MARKER/PARK



**HARNES CONNECTOR FACES**

**C100, See Page 202-0**



BLK 12015454  
C898

**C899, See C898**

**COMPONENT LOCATION**

	Page-Figure
Fuse Block	201-12-A
Inverter	201-21-D
C100 (45 cavities)	201- 9-B
C898 (2 cavities)	201-20-C
C899 (2 cavities)	201-20-C
C102	201-20-E
G103	201-21-C
G104	201-15-A
S210	201-20-C
S212	201-21-A
S213	201-16-A
S376	201-13-B
S452	201- 9-B
S453	201-21-A
S454	201- 9-B
S455	201-21-A

**Instrument Panel Connector**  
(Indicators Cluster), See Page 80-6

**Instrument Panel Connector**  
(Digital Cluster), See Page 82-5



## EXTERIOR LIGHTS: TURN/HAZARD/MARKER/PARK

### TROUBLESHOOTING HINTS

- Try the following checks before doing the System Diagnosis.
  1. If one of the Turn Indicators goes on when the Park Lights are turned on, check the Front Turn Light on that side.
  2. If a Turn Indicator does not light but the turn signals work, check the bulb, connections, and wiring to the Indicator.  
If neither the Park, Marker, nor Tail Lights work, check TAIL LP Fuse, ORN (240), BRN (9) wire and the Light Switch for an open.
  3. If only one light does not operate, check bulb, socket, and related wiring (see schematic).
  - Go to System Diagnosis for diagnostic tests.

### SYSTEM DIAGNOSIS

- Refer to System Diagnosis for Exterior Lights: Turn/Hazard/Stop.

### CIRCUIT OPERATION

#### Turn Lights

If the turn left switches in the Turn-Hazard Switch are closed to the left, the LH Park/Turn lights come on. It gets battery voltage through the Turn Flasher, the Hazard Switch, the Turn Left Switches. The LH Front Park/Turn Light and the LH Turn Indicator also come on. They are fed through the LT BLU wire. The current through the bulbs heats the Turn Flasher. It opens and closes to flash the left turn lights.

The right turn lights operate in a similar way when the turn light switches are closed to the right.

#### Front Marker Lights

The Front Marker Lights can be lit by either the Park Lights or the Turn Lights. Neither of the two wires to each of the marker bulbs is a ground wire.

With the Park Lights on, battery voltage is supplied through the BRN wires to both Marker Lights. The path to ground for the marker bulbs is through the Turn Lights. The small Marker Light bulbs light up, but not the larger turn bulbs.

When the Turn Lights are on, but not the Park Lights, battery voltage is applied through the BLU wires to the Marker Lights. They glow since they are grounded through the entire Park Light system. As before, the small marker bulbs light up, but not all the parking bulbs.

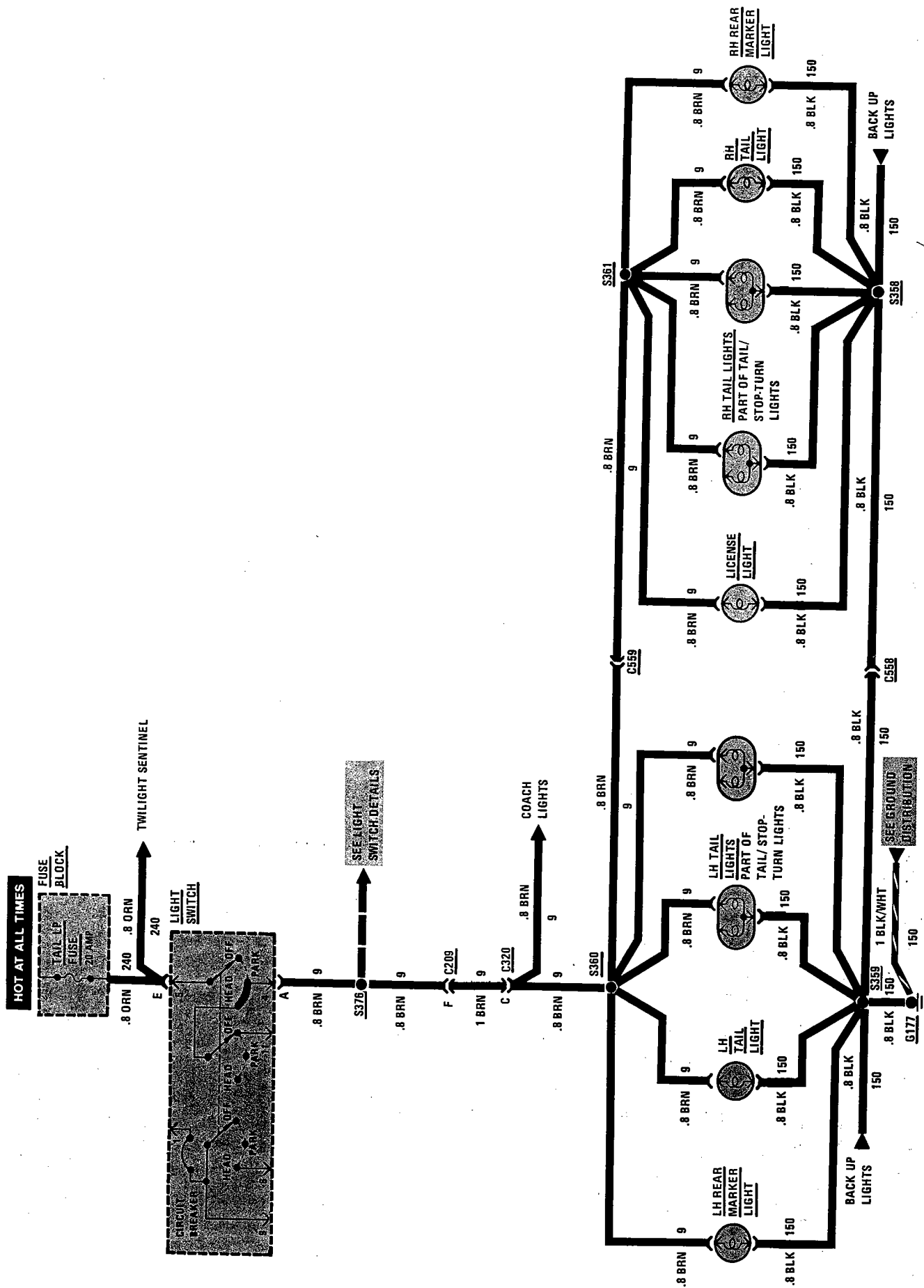
If both the Park Lights and a set of Turn Lights are on at the same time, the marker bulb for that side will not light up. With battery voltage on both sides of a bulb, it will not glow. When the Turn Lights flash off, however, the marker bulb on that side will come on since it is now grounded through the Turn Lights. This circuit makes the turn and marker bulbs flash out of step with each other when the Park Lights are on.

#### Front Park Lights

The Front Park Lights can be lit by either the Park Lights or the Headlights.

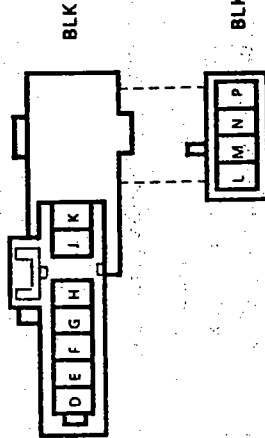
With the Park Lights or Headlights on, battery voltage is provided through the BRN wires to both Park Lights. The path to ground for the Park Lights is G102 (LH) or G103 (RH).

EXTERIOR LIGHTS: TAIL/MARKER/LICENSE



**EXTERIOR LIGHTS: TAIL/MARKER/LICENSE**

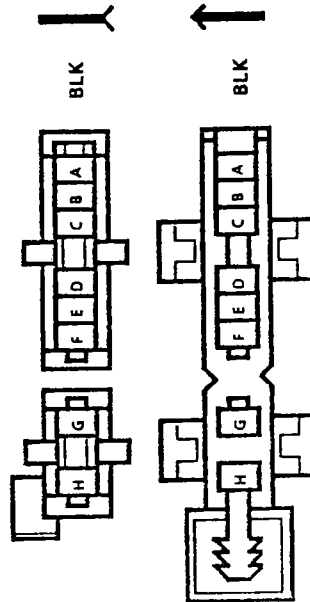
**HARNES CONNECTOR FACES**



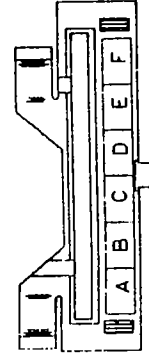
V11002.0  
C209

**COMPONENT LOCATION**

COMPONENT	LOCATION	Page-Figure
Fuse Block	Under LH side of I/P	201-12-A
C209 (11 cavities)	Attached to LH side of fuse block	201-13-C
C320 (6 cavities)	Rear LH corner of trunk	201-22-A
C558 (1 cavity)	In rear lights harness, above license plate	201-21-B
C559 (1 cavity)	In rear lights harness, above license plate	201-21-B
G177	Rear LH corner of trunk	201-22-A
S358	Rear lights harness, below RH tail lights	201-21-B
S359	Rear lights harness, below LH tail lights	201-21-B
S360	Rear lights harness, below LH tail lights	201-21-B
S361	Rear lights harness, below RH tail lights	201-21-B
S376	I/P harness, above fuse block	201-13-B



V08002.0  
C320



WHT 12020031  
Light Switch

## EXTERIOR LIGHTS: TAIL/MARKER/LICENSE

### TROUBLESHOOTING HINTS

- Try the following checks before doing the System Diagnosis.
  1. If Tail, Rear Marker and License Lights work, check the TAIL LPS Fuse, Light Switch, ORN (240), BRN (9) and BLK (150) wire for continuity.
  2. If LH TAIL, and Rear Marker lights do not work, but RH Tail and Rear Marker lights do work, check connections of C559 and C558 and BRN (9) and BLK (150) wires for continuity.
  3. If the Tail, Rear Marker, License, and Coach Lights do not work, but the Front Exterior Lights work, check C320 and related wiring (see schematic).
- Go to System Diagnosis for diagnostic tests.

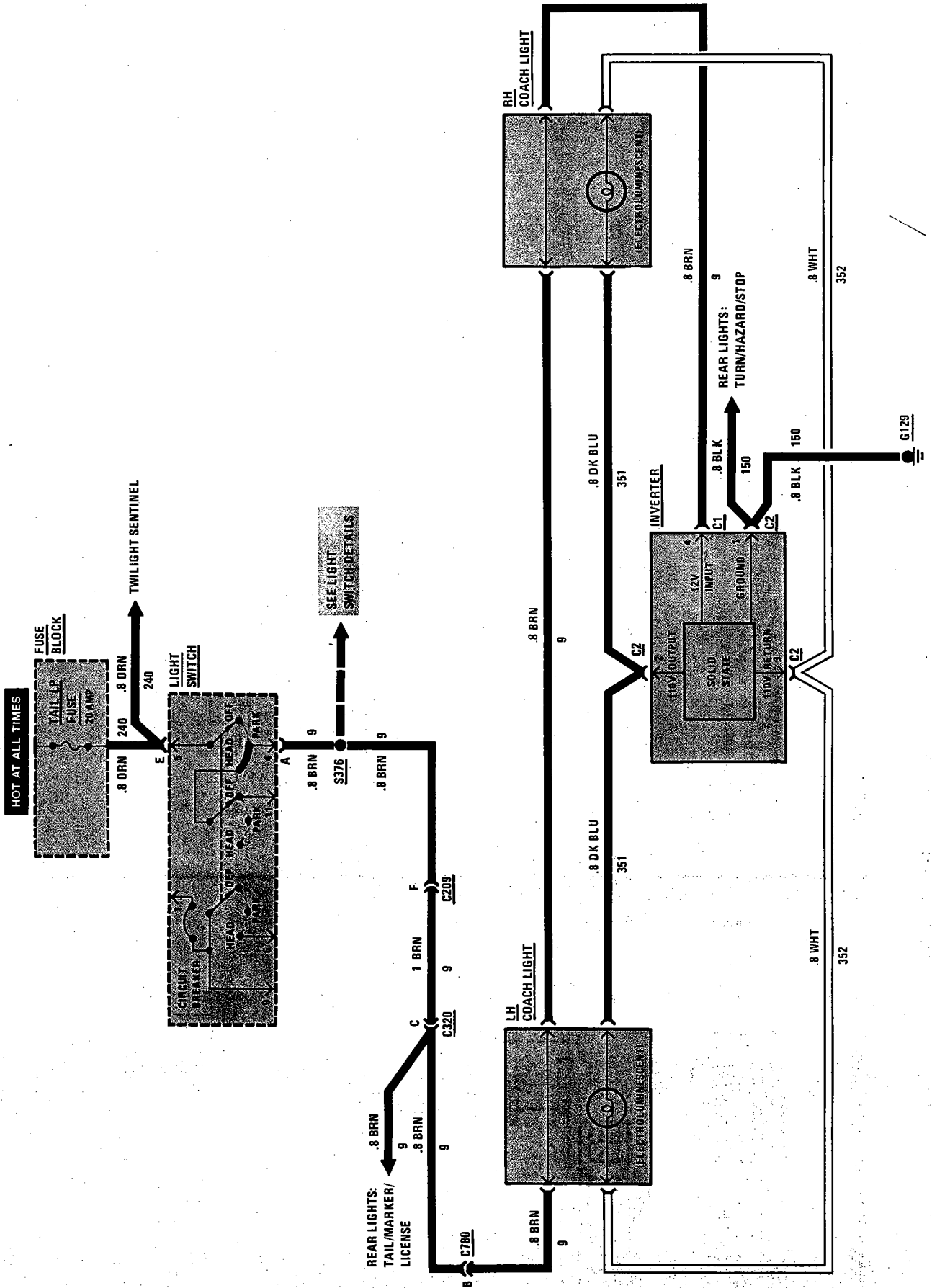
### SYSTEM DIAGNOSIS

- Refer to System Diagnosis for Exterior Lights: Turn/Hazard/Stop.

### CIRCUIT OPERATION

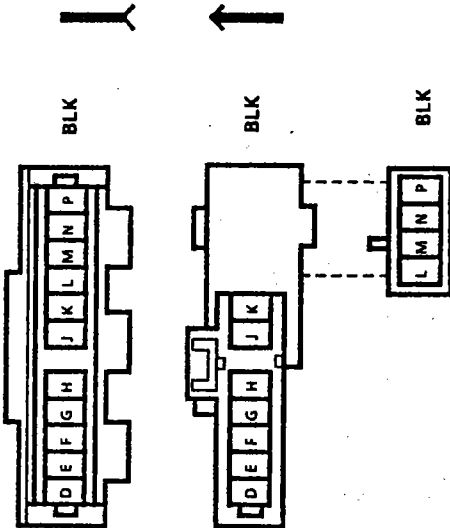
Voltage is applied through the Tail LP Fuse to the Light Switch at all times. With the Light Switch in PARK or HEAD, voltage is applied to all of the lights in this circuit.

EXTERIOR LIGHTS: COACH

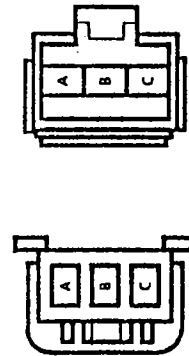


**EXTERIOR LIGHTS: COACH**

**HARNES CONNECTOR FACES**



V11002.0  
C209



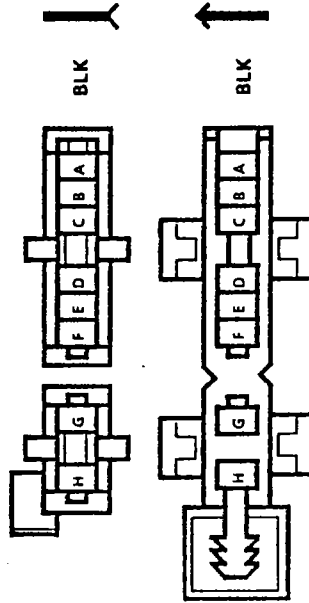
BLK BLK

V03009.5  
C780

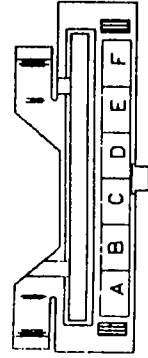
**COMPONENT LOCATION**

Fuse Block	Under LH side of I/P	201-12-A
Inverter	In trunk, behind center of rear seat	201-21-D
C209 (11 cavities)	Attached to LH side of fuse block	201-13-C
C320 (6 cavities)	Rear LH corner of trunk	201-22-A
C780 (3 cavities)	Rear LH corner of trunk	201-22-A
G129	Front center of trunk	201-21-D
S376	I/P harness, above fuse block	201-13-B

Page-Figure



V08002.0  
C320



WHT 12020031  
Light Switch

## EXTERIOR LIGHTS: COACH

### TROUBLESHOOTING HINTS

- Try the following checks before doing the System Diagnosis.
  1. If both Coach Lights do not work, check TAIL LP FUSE by operating Park Lights.
  2. If one Coach Light does not operate, replace the bad lamp assembly, check WHT (352) and DK BLU (351) wires.
- Go to System Diagnosis for diagnostic tests.

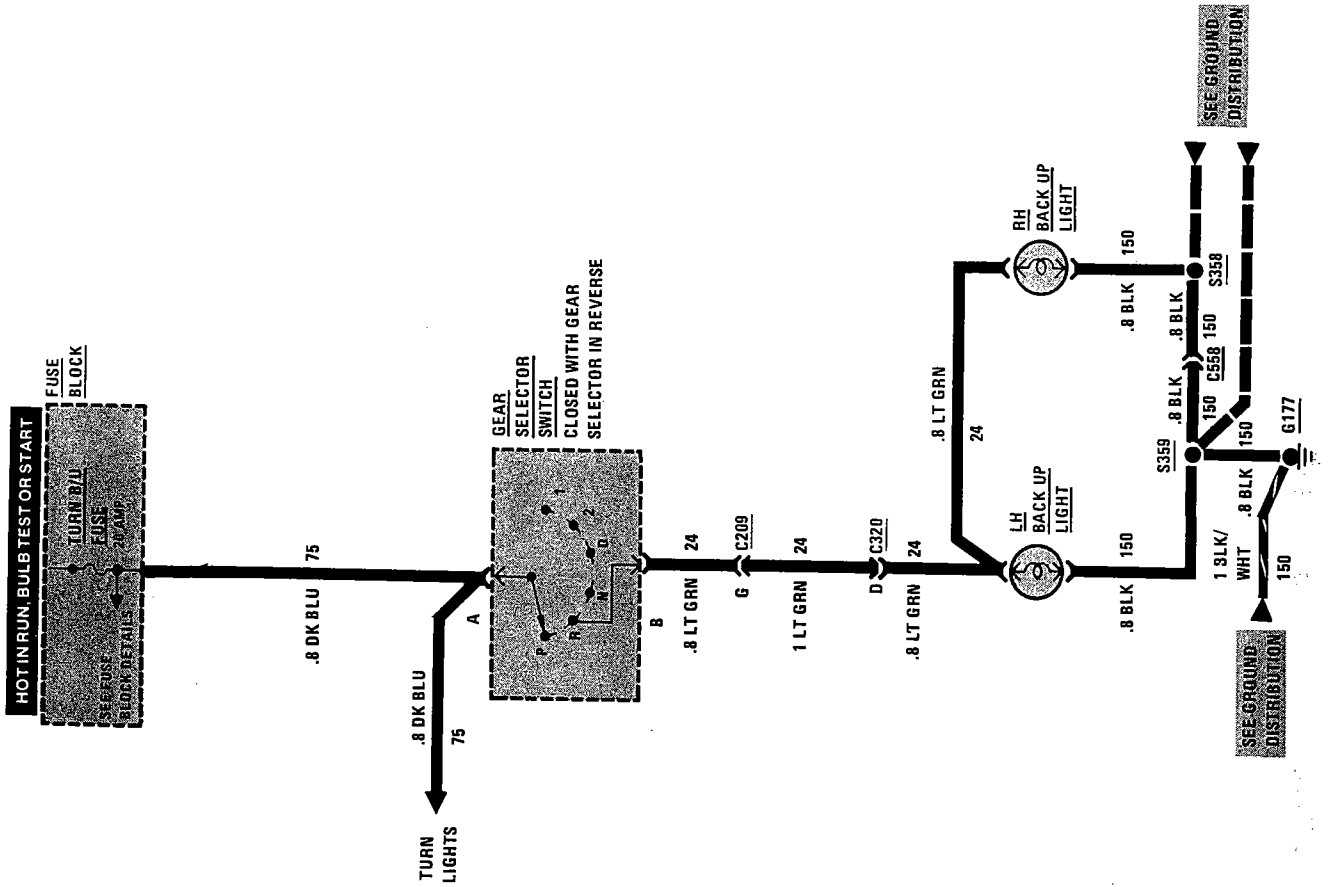
### SYSTEM DIAGNOSIS

- Refer to System Diagnosis for Exterior Lights: Turn/Hazard/Stop.

### CIRCUIT OPERATION

Voltage is applied through the Tail LP Fuse to the Light at all times. With the Light Switch in PARK or HEAD, voltage is applied to the input of the Inverter and the Inverter then supplies a 110 volt AC signal to the Coach Lights.

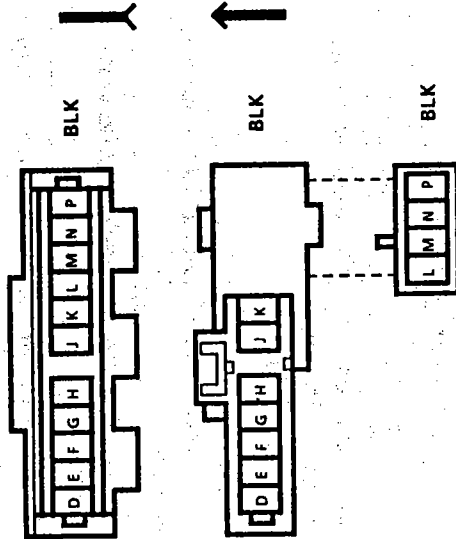
BACK UP LIGHTS





**BACK UP LIGHTS**

**HARNES CONNECTOR FACES**

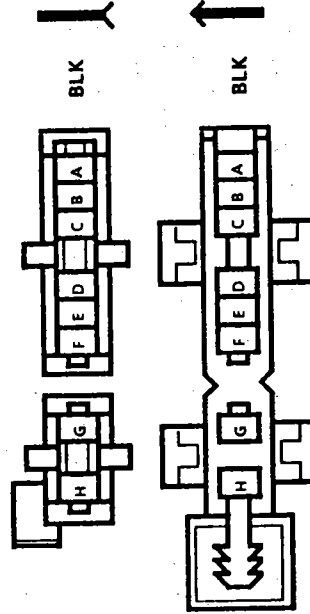


BLK 2973407  
Gear Selector Switch

**COMPONENT LOCATION**

Fuse Block.....	Under LH side of I/P.....	201-12-A
Gear Selector Switch.....	Attached to base of steering column.....	201-13-A
C209 (11 cavities).....	Attached to LH side of fuse block.....	201-13-C
C320 (6 cavities).....	Rear LH corner of trunk.....	201-22-A
C558 (1 cavity).....	In rear lights harness, above license plate.....	201-21-B
G177.....	Rear LH corner of trunk.....	201-22-A
S358.....	Rear lights harness, below RH tail lights.....	201-21-B
S359.....	Rear lights harness, below LH tail lights.....	201-21-B

Page-Figure



## BACK UP LIGHTS

### TROUBLESHOOTING HINTS

- Try the following checks before doing the System Diagnosis.
  1. Check the Turn-B/U Fuse and DK BLU (75) wire by operating the Turn Lights.
  2. If Back Up Lights go on in the wrong gear, adjust the Gear Selector Switch.
- Go to System Check for a guide to normal operation.
- Go to System Diagnosis for diagnostic tests.

### SYSTEM CHECK

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

### SYSTEM CHECK TABLE

ACTION	NORMAL RESULT
Put the Ignition Switch in RUN and the Gear Shift in P (park)	Back Up Lights are off
Put the Gear Shift in R (reverse)	Back Up Lights turn on
Put the Gear Shift in N (neutral)	Back Up Lights go out

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

### SYSTEM DIAGNOSIS

- Diagnostic steps for the symptoms listed in the following table are listed after the table.

#### SYMPTOM TABLE

A: Back Up Lights do not operate
B: Back Up Lights stay on in park or neutral

#### A: BACK UP LIGHTS DO NOT OPERATE

Connect: TEST LAMP At: GEAR SELECTOR SWITCH CONNECTOR Condition:		
Connect Between	Correct Result	For Diagnosis
DK BLU & Ground	Test Lamp lights	See 1
DK BLU & LT GRN	Test Lamp lights	See 2
<ul style="list-style-type: none"> <li>• If the above results are correct, adjust/replace Gear Selector Switch.</li> </ul>		
<ol style="list-style-type: none"> <li>1. Check DK BLU (75) wire for an open.</li> <li>2. Check LT GRN (24) wire for an open.</li> </ol>		

#### B: BACK UP LIGHTS STAY ON IN PARK OR NEUTRAL

- Remove the connector from the Gear Selector Switch.
- If Back Up Lights go out, adjust/replace the Gear Selector Switch.
- If Back Up Lights do not go out, check for short to voltage in LT GRN (24) wires.

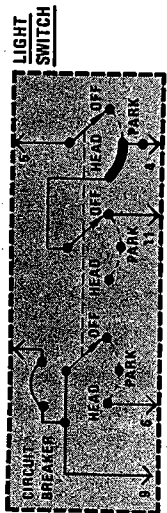
#### CIRCUIT OPERATION

With the IGNITION SWITCH in RUN, BULB TEST, or START, voltage is applied through the Turn B/U Fuse to the Gear Selector Switch. Whenever the gear selector is shifted to REVERSE, the Gear Selector Switch closes, and voltage is applied to the Back Up Lights.

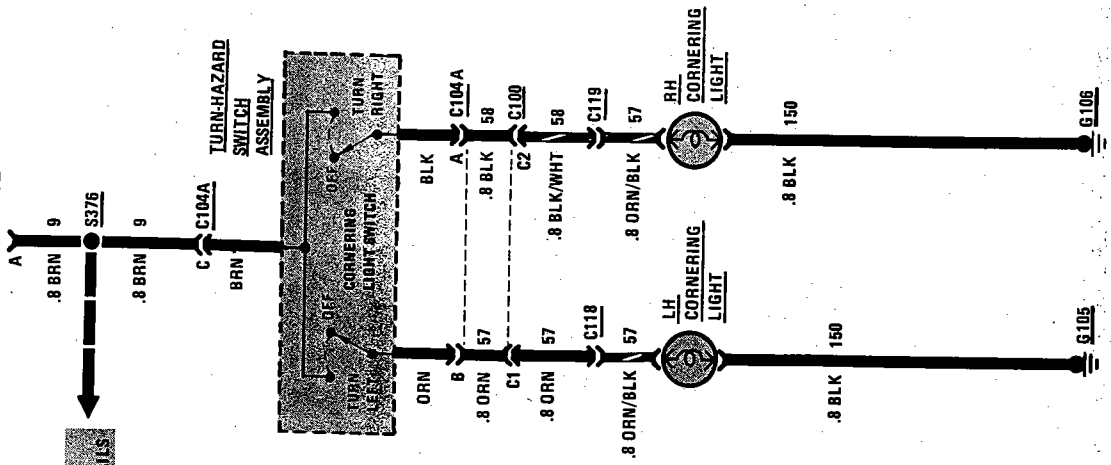
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# CORNERING LIGHTS

HOT AT ALL TIMES



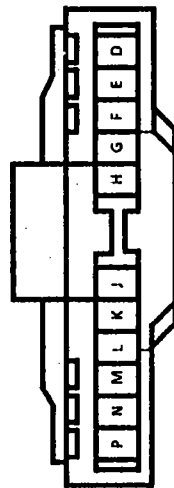
SEE LIGHT SWITCH DETAILS



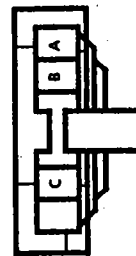
**CORNERING LIGHTS**

**HARNES CONNECTOR FACES**

C100, See Page 202-0



BLK



BLK

V00057.0

C104

**COMPONENT LOCATION**

Page-Figure

Turn-Hazard Switch Assembly . . . . .	Top of steering column . . . . .	201-13-A
C100 (45 cavities) . . . . .	LH rear of engine compartment . . . . .	201- 9-B
C104 (11 cavities) . . . . .	Attached to RH side of steering column . . . . .	201-13-A
C118 (1 cavity) . . . . .	LH front of engine compartment, behind LH park and turn light . . . . .	201-20-D
C119 (1 cavity) . . . . .	RH front of engine compartment, behind RH park and turn light . . . . .	201-20-D
G105 . . . . .	LH front of engine compartment, on inner fender . . . . .	201-20-E
G106 . . . . .	RH front of engine compartment, on inner fender . . . . .	201-21-C
S376 . . . . .	I/P harness, above fuse block . . . . .	201-13-B

**TROUBLESHOOTING HINTS**

- Try the following checks before doing the System Diagnosis.
- 1. Check the TAIL, LP Fuse and Light Switch by turning on the Lights and observing the License Light.
- 2. If one or both Cornering Lamps do not turn off, the Turn-Hazard Switch Assembly is at fault.
- Go to System Diagnosis for diagnostic tests.

**SYSTEM DIAGNOSIS**

- Make the following measurements if one or both Cornering Lamps do not operate.

**CORNERING LIGHTS TEST**

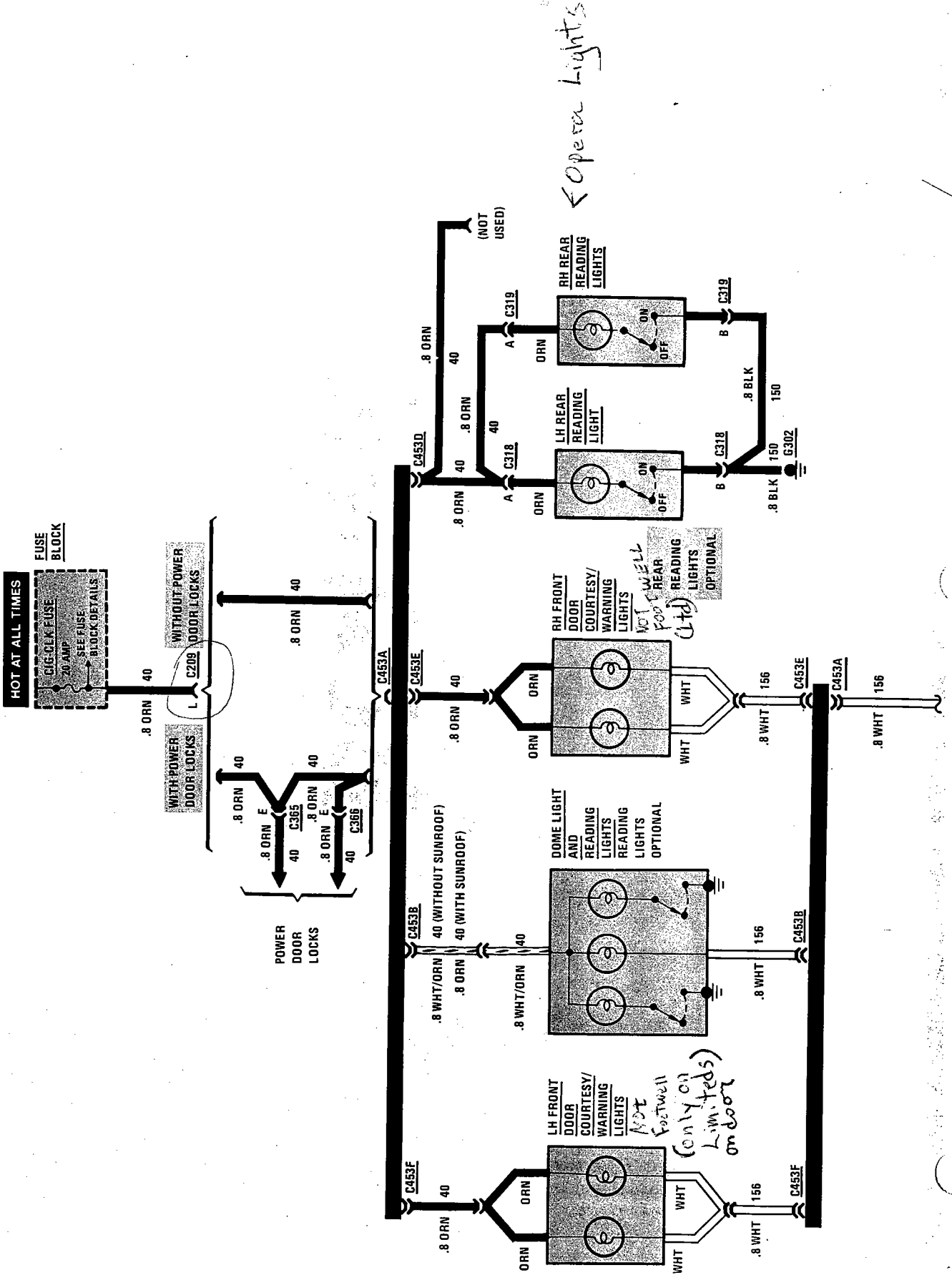
Connect: TEST LAMP At: CONNECTOR C104A (Connected)		
Connect Between	Correct Lamp State	For Diagnosis
C (BRN) & Ground	ON	See 1
• Turn Signal Switch in the Left turn position		
B (ORN) & Ground	ON	See 2
• Turn Signal Switch in the Right turn position		
A (BLK) & Ground	ON	See 2
• If all tests yield the correct response, check the bulb wire, bulbs and related connectors for opens.		
1. Check the BRN (9) wire for an open (see schematic).		
2. Replace the Turn-Hazard Switch Assembly.		

**CIRCUIT OPERATION**

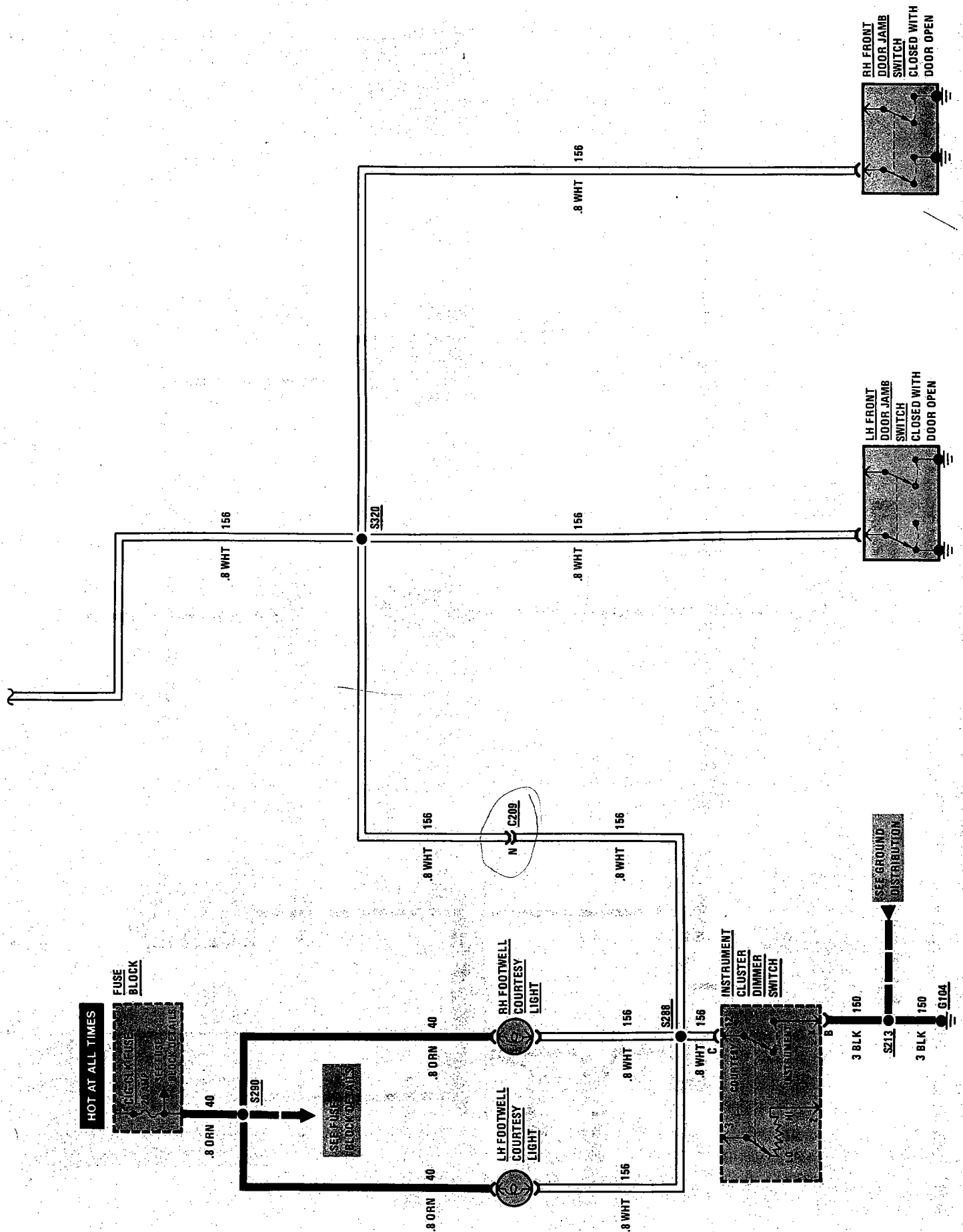
Voltage is applied at all times to the Light Switch. With the Light Switch in PARK or HEAD, voltage is applied to the Cornering Light Switch (part of the Turn-Hazard Switch Assembly). With the Turn-Hazard Switch Assembly in either TURN RIGHT or TURN LEFT, the corresponding Cornering Light goes on.

**BLANK**

INTERIOR LIGHTS

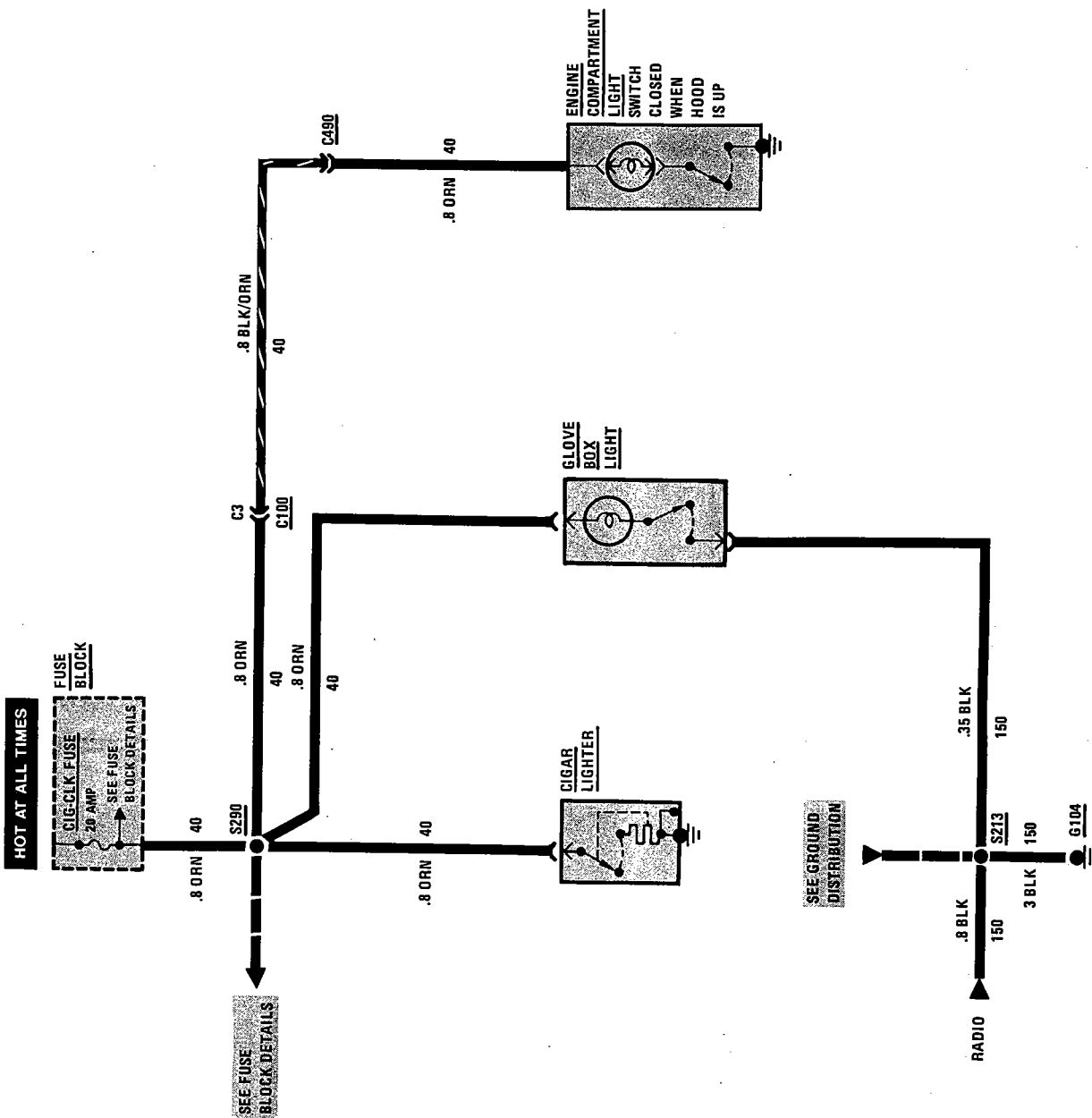
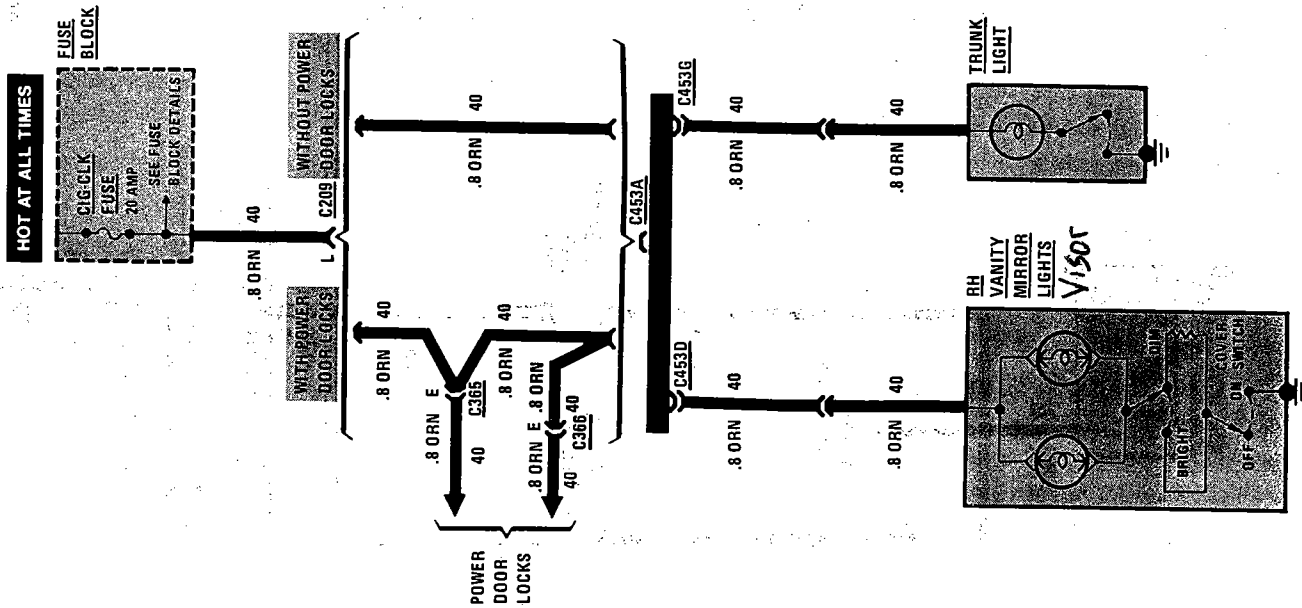






INTERIOR LIGHTS

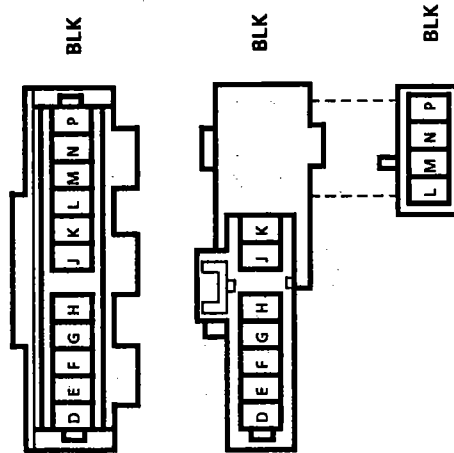
FRONT CIGAR LIGHTER/CLOCK/GLOVE BOX LIGHT/ENGINE COMPARTMENT LIGHT/VANITY LIGHTS AND TRUNK LIGHT



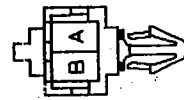
**INTERIOR LIGHTS**

**HARNESS CONNECTOR FACES**

C100, See Page 202-0



V11002.0  
C209

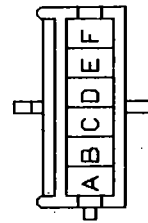


WHT 12010487  
C318

C319, See 318

**COMPONENT LOCATION**

	Page-Figure
Fuse Block	201-12-A
Under LH side of I/P	201-9-B
C100 (45 cavities)	201-13-C
LH rear of engine compartment	201-15-A
C209 (11 cavities)	201-23-D
Attached to LH side of fuse block	201-23-B
C258 (2 cavities)	201-14-A
Behind radio	201-9-C
C318 (2 cavities)	201-15-A
On left reading light	201-23-D
C365 (6 cavities)	201-23-B
LH shroud, near center access hold	201-14-A
C453 (18 cavities)	201-9-C
Behind LH side of I/P, near shroud	201-15-A
C490 (1 cavity)	201-23-A
Rear of engine compartment, right of brake master cylinder	201-13-B
G104	201-13-B
Behind I/P, to left of steering column	201-15-A
G302	201-23-D
On LH sail panel	201-13-B
S213	201-13-B
I/P harness, above radio	201-15-A
S288	201-23-A
I/P harness, near headlight switch	201-13-B
S290	201-23-A
I/P harness, above steering column	201-13-B
S320	201-13-B
Jamb switch harness, near LH shroud	201-13-B
S376	201-13-B
I/P harness, above fuse block	201-13-B



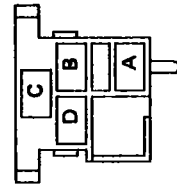
BLK 8917540  
C365

C366, See 365

C453, See Page 202-1



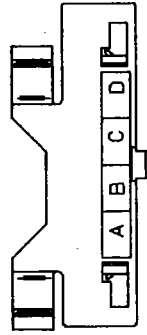
WHT 12004036  
Glove Box Light



BLK 8917693  
Headlight Dimmer Switch

Instrument Panel Connector  
(Digital Cluster), See Page 82-5

Instrument Panel Connector  
Indicators Cluster), See Page 80-6



WHT 12020032  
Instrument Panel Dimmer Switch

# INTERIOR LIGHTS

## TROUBLESHOOTING HINTS

- Try the following checks before doing the System Diagnosis.
- 1. If none of the Courtesy Lights work, check the CIG-CLK Fuse.
- 2. If only one light does not operate, check bulb and related wiring.
- 3. Make sure connector C453 is mated properly.
- Go to System Diagnosis for diagnostic tests.

## SYSTEM DIAGNOSIS

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

## A: LIGHT SHORT TEST

With all doors closed and the Panel Dome Light Control turned off, disconnect connector C209.

- If the Footwell Courtesy lights turn off but the Dome and Courtesy/Warning Lights stay on, check all the Door Jamb Switches and WHT (156) wires (see schematic) for a short to ground.
- If the Dome and Courtesy/Warning Lights turn off but the Footwell Courtesy Lights stay on, check the Instrument Panel Dimming Switch and WHT (156) wires for a short to ground (see schematic).

## CIRCUIT OPERATION

Voltage is applied at all times through the CIG-CLK Fuse to each of the components in this circuit. The Dome, Courtesy/Warning, and Courtesy Footwell Lights operate when either the Instrument Panel Dimmer Switch or the Door Jamb Switches are closed and provide a path to ground.

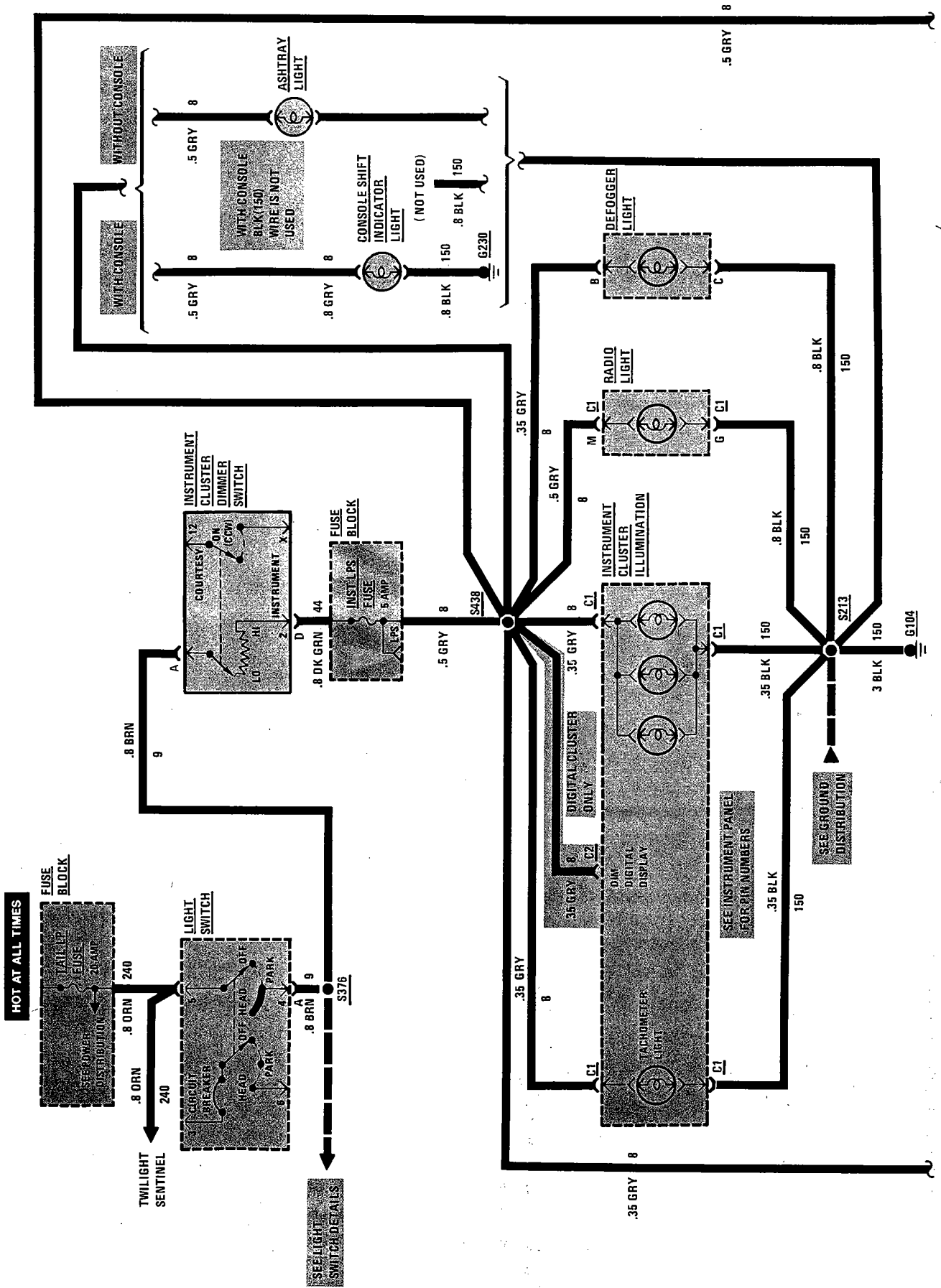
The Cigar Lighter, Glove Box Light, Engine Compartment Light, Trunk Light, Vanity Mirror Lights, and Reading Lights are individually operated by their respective switches.

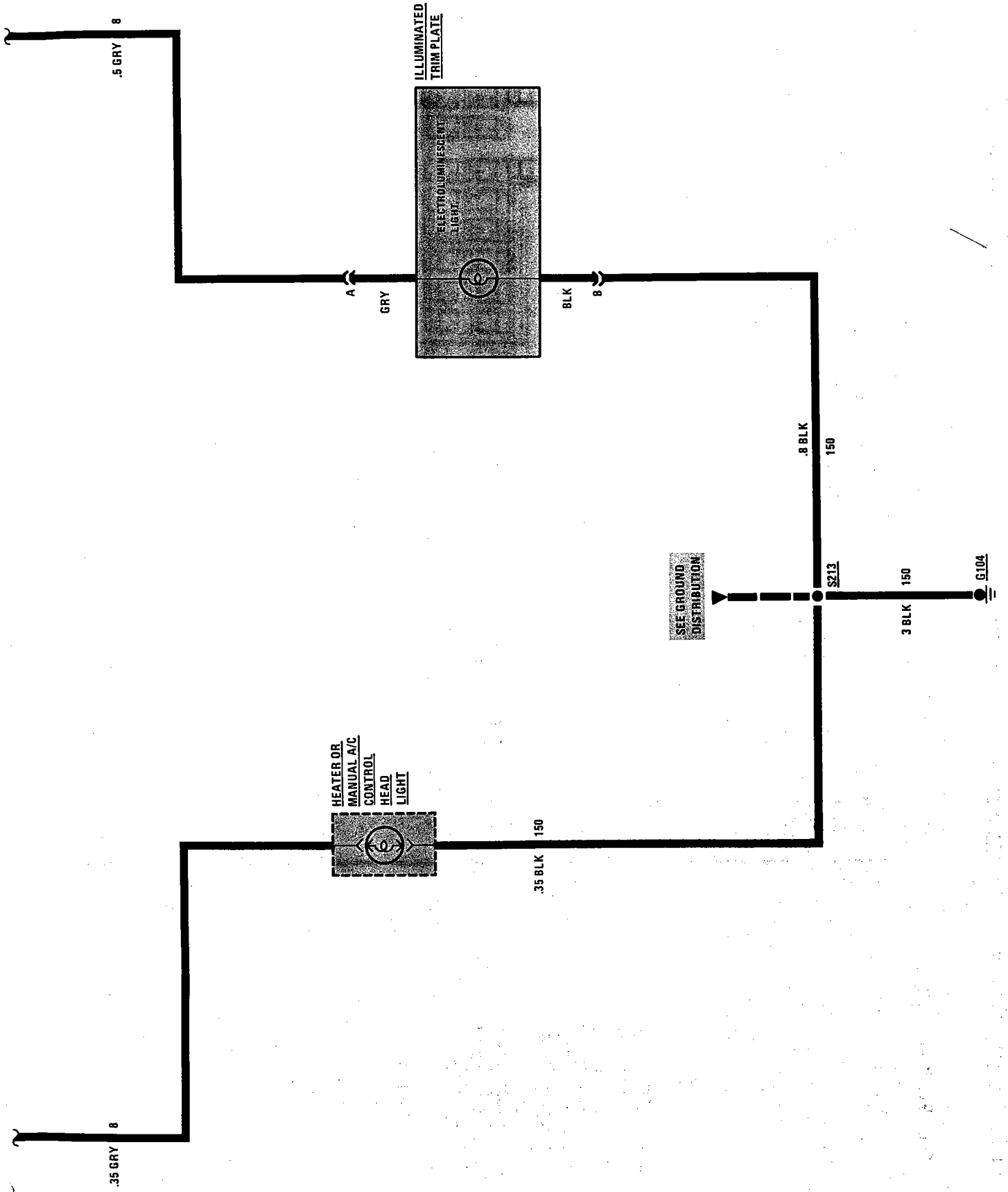
SYMPTOM TABLE

SYMPTOM	FOR DIAGNOSIS
Courtesy Lights stay on at all times	Do Test A
Instrument Panel Dimming Switch does not operate Interior Lights, but lights turn on with any door open	Check WHT (156) and BLK (150) wires (see schematic) for opens Check Instrument Panel Dimmer Switch for continuity Repair/Replace as necessary
Vanity Mirror does not operate	Check Vanity Mirror Lights connector and related wiring (see schematic) If connector and wiring are OK, repair/replace Vanity Mirror
Vanity Mirror operates only in bright or only in dim	Repair/Replace Vanity Mirror
Cigar Lighter does not work	Check for corrosion or element damage Check for voltage at socket with a test lamp, replace Cigar Lighter if test lamp lights

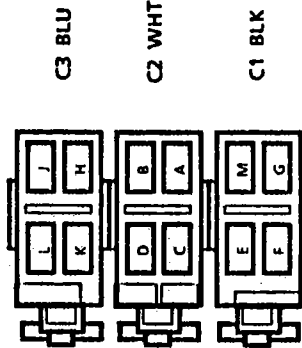
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INTERIOR LIGHTS DIMMING





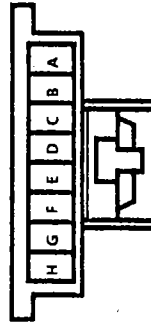
HARNES CONNECTOR FACES



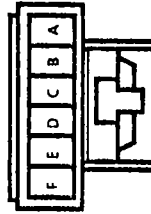
V00010.0  
Radio

COMPONENT LOCATION

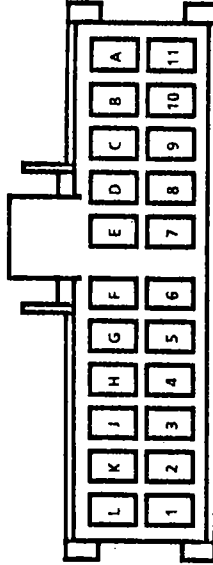
Component	Location	Page-Figure
Fuse Block	Under LH side of I/P	201-12-A
G104	Behind I/P, to left of steering column	201-15-A
G230	In console, behind gear shift lever	201-14-C
S213	I/P harness, above radio	201-16-A
S376	I/P harness, above fuse block	201-13-B
S438	I/P harness, above fuse block	201-15-A



C2 BLK



C3 BLK



C1 BLK

V00071.0

Electronic A/C Control Head

Instrument Cluster Connector  
(Indicators), See Page 80-6

Instrument Cluster Connector  
(Digital Cluster), See Page 82-5



# INTERIOR LIGHTS DIMMING

## TROUBLESHOOTING HINTS

- Try the following checks before doing the System Check.
- 1. Check the TAIL LPS Fuse by observing the Marker Lights.
- 2. If a group of Interior lights do not come on, check the wires to the suspect lamps (see schematic).
- 3. If a single Interior Light does not come on, check the bulb and wires to the suspect lamp (see schematic).
- 4. If the brightness will not vary the Dimmer Switch position, replace the Light Switch.
- 5. If the Interior Lights will not turn off, replace the Light Switch.
- Go to System Check for a guide to normal operation.
- Go to System Diagnosis for diagnostic tests.

## SYSTEM CHECK

- Use the System Check as a guide to normal operation.

## SYSTEM CHECK TABLE

ACTION	NORMAL RESULT
Move the Light Switch to the Park or Head Lamp position	The Digital Display, Instrument Cluster, Radio, Defogger, Ashtray, Shift Indicator, A/C and Heater Control Head, Tachometer, and the Illuminated Trim Plate Lights come on
Move the Dimmer Switch to both extremes	In one direction the lights are bright, in the other direction they become dim

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

## SYSTEM DIAGNOSIS

- Do the tests below if none of the Interior Lights come on.

### A: LIGHT SWITCH CONNECTOR TEST

Connect: TEST LAMP At: LIGHT SWITCH CONNECTOR (Connected)		
Connect Between	Correct Display	For Diagnosis
5 (ORN) & Ground	Test Lamp lights	See 1
<ul style="list-style-type: none"> <li>• Light Switch in the Park or Head Lamp position</li> </ul>		
4 (BRN) & Ground	Test Lamp lights	See 2
<ul style="list-style-type: none"> <li>• If all tests yield the correct response, go to Test B.</li> <li>1. Check the ORN (240) wire and the TAIL LP Fuse for an open (see schematic).</li> <li>2. Replace the Light Switch.</li> </ul>		

**INTERIOR LIGHTS DIMMING**

(Continued from previous page)

**B: INSTRUMENT DIMMER SWITCH TEST**

Connect: TEST LAMP At: INSTRUMENT DIMMER SWITCH (Connected) Condition: • Light Switch		
Connect Between	Correct Display	For Diagnosis
A (BRN) & Ground	Test Lamp lights	See 1
• Dimmer Switch in the bright position		
D (DK GRN) & Ground	Test Lamp lights	See 2
• If all tests yield the correct response, check the GRY (8) wire, DK GRN (49) wire and the INST LPS Fuse for an open (see schematic). 1. Check the BRN (9) for an open (see schematic). 2. Replace the Dimmer Switch.		

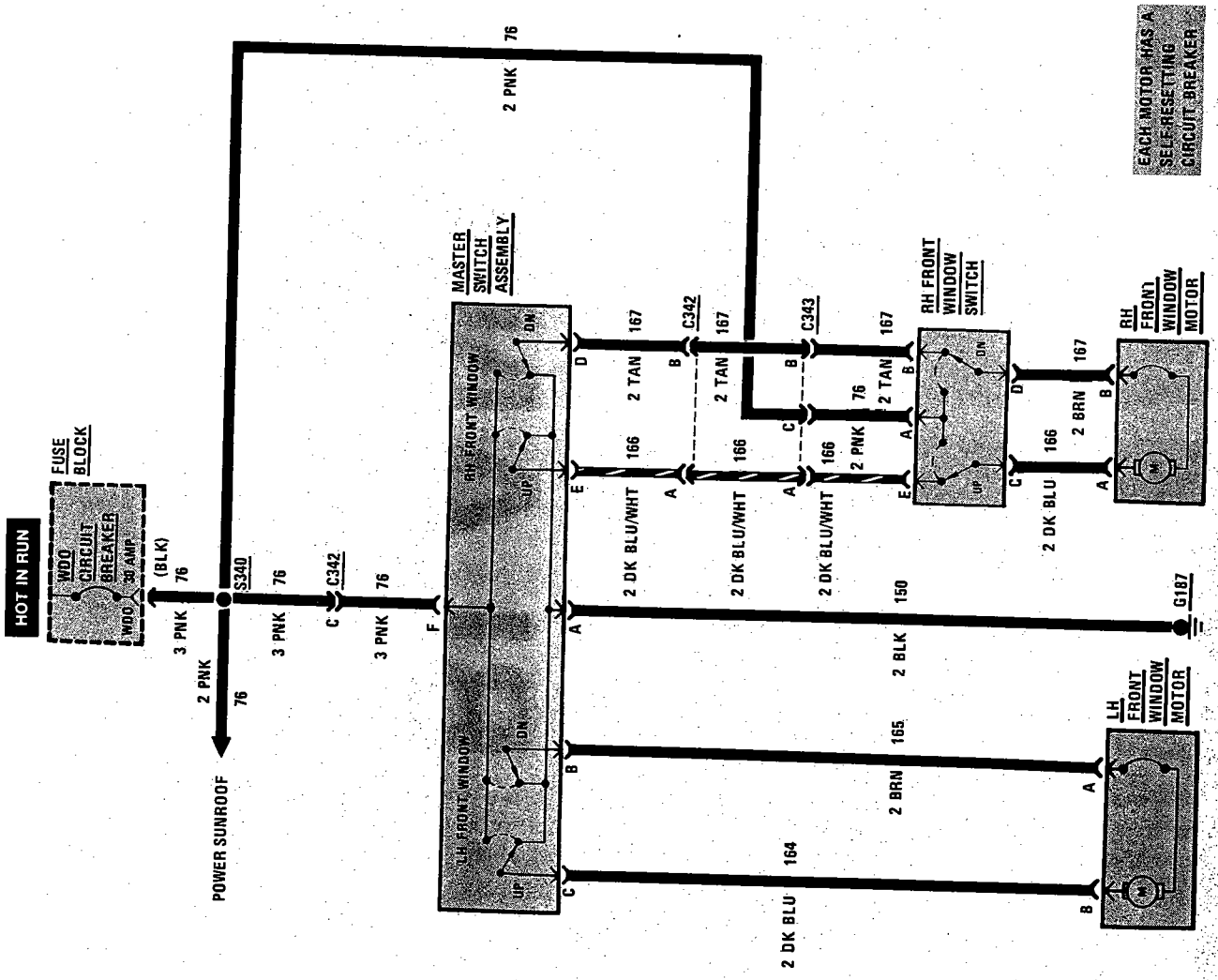
**CIRCUIT OPERATION**

Voltage is applied at all times through the TAIL LP Fuse to the Light Switch. With the Light Switch in the PARK or HEAD position, voltage is applied through the Instrument Cluster Dimmer Switch and then through the INST LPS Fuse to the individual Instrument lamp and the Digital Cluster.

A rheostat inside the Instrument Cluster Dimmer Switch controls the brightness of the lights. When the Dimmer Switch is turned the resistance of the rheostat either increases or decreases thus decreasing or increasing the Instrument Light brightness.

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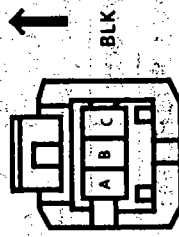
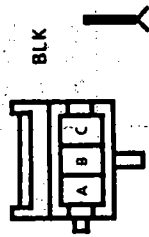
POWER WINDOWS



EACH MOTOR HAS A SELF-RESETTING CIRCUIT BREAKER

**POWER WINDOWS**

**HARNES CONNECTOR FACES**



V03003.1  
C342

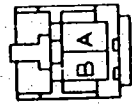
C343, See C342

**COMPONENT LOCATION**

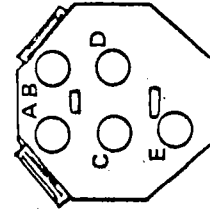
Fuse Block.....	Under LH side of I/P.....	201-12-A
Window Motors.....	Lower front of each door.....	201-22-F
C342 (3 cavities).....	LH shroud, at center access hole.....	201-22-F
C343 (3 cavities).....	RH shroud, at center access hole.....	201-22-F
G187.....	In LH front door, near front.....	201-22-F
S340.....	Cross car harness, above steering column.....	

Page-Figure

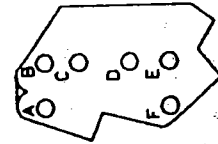
RH Window Motor, See LH Window Motor



BLK 12004140  
LH Window Motor



BLK 12034136  
RH Window Switch



WHT 12010121  
Master Switch Assembly

# POWER WINDOWS

## TROUBLESHOOTING HINTS

- Try the following check before doing the System Check.
- If all the Power Windows do not operate, check the WDO CIRCUIT BREAKER by operating the Sunroof (if equipped).
- Go to System Check for a guide to normal operation.
- Go to System Diagnosis for diagnostic tests.

## SYSTEM CHECK

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

## SYSTEM CHECK TABLE

ACTION	NORMAL RESULT
With the Ignition Switch in RUN, operate each window UP and DN from the Master Switch Assembly	Each window operates quietly and smoothly, with no sticking
Operate the RH Front Window from the RH Front Window Switch (UP and DN)	RH Front Window operates quietly and smoothly, with no sticking

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

## SYSTEM DIAGNOSIS

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

## SYMPTOM TABLE

SYMPTOM	DO TEST
No Power Windows operate from any switch	A: Window Power and Ground Test B: Master Switch Assembly Test D: Window Motor Test
No Power Windows operate from the Master Switch Assembly	A: Window Power and Ground Test B: Master Switch Assembly Test C: RH Front Window Switch Test D: Window Motor Test
LH Front Window does not operate	B: Master Switch Assembly Test D: Window Motor Test
RH Front Window does not operate from the Master Switch Assembly	B: Master Switch Assembly Test C: RH Front Window Switch Test D: Window Motor Test
RH Front Window operates from the Master Switch Assembly but does not operate from the RH Front Window Switch	E: RH Front Window Switch Power Test

- If your symptom does not appear in the Symptom Table, perform all of the tests.

# POWER WINDOWS

## A: WINDOW POWER AND GROUND TEST

Connect: TEST LAMP At: MASTER SWITCH ASSEMBLY CONNECTOR (Connected)		
Condition: • Ignition Switch: RUN		
Connect Between	Correct Result	For Diagnosis
A (PNK) & Ground	Test Lamp lights	See 1
A (PNK) & F (BLK)	Test Lamp lights	See 2
• If all results are correct, go to Symptom Table. 1. Check/repair the PNK (76) wire for an open (see schematic). 2. Check/repair the BLK (150) wire and G187 for an open (see schematic).		

## B: MASTER SWITCH ASSEMBLY TEST

Connect: TEST LAMP At: MASTER SWITCH ASSEMBLY CONNECTOR (Connected)		
Conditions: • Ignition Switch: RUN • Operate the LH Front Window UP and DN from the Master Switch Assembly		
Connect Between	Correct Result	For Diagnosis
D (DK BLU) & E (BRN)	Test Lamp lights	See 1
• Operate the RH Window UP and DN from the Master Switch Assembly.		
B (DK BLU/ WHT) & C (TAN)	Test Lamp lights	See 1
• If all results are correct, go to Symptom Table. 1. Replace Master Switch Assembly.		

## C: RH FRONT WINDOW SWITCH TEST

Connect: TEST LAMP At: RH FRONT WINDOW SWITCH CONNECTOR (Connected)		
Conditions: • Ignition Switch: RUN • Operate the RH Front Window Switch in the Master Switch Assembly UP and DN (see schematic)		
Connect Between	Correct Result	For Diagnosis
B (TAN) & E (DK BLU/ WHT)	Test Lamp lights	See 1
C (DK BLU) & D (BRN)	Test Lamp lights	See 2
• If all results are correct, go to Symptom Table. 1. Check/repair wires from the Master Switch Assembly for an open (see schematic). 2. Replace the RH Front Window Switch.		

# POWER WINDOWS

(Continued from previous page)

## D: WINDOW MOTOR TEST

Connect: TEST LAMP At: WINDOW MOTOR CONNECTOR (Disconnected) Conditions: <ul style="list-style-type: none"> <li>• Ignition Switch: RUN</li> <li>• Operate associated switch in the Master Switch Assembly UP and DN (see schematic)</li> </ul>		
Connect Between	Correct Result	For Diagnosis
DK BLU wire & BRN wire (see schematic)	Test Lamp lights	See 1
<ul style="list-style-type: none"> <li>• If the result is correct, replace the Window Motor. Refer to Section 5 of the Body Service Manual for replacement procedures.</li> </ul>		
1. Check/repair the wires to the Window Motor for an open (see schematic).		

## E: RH FRONT WINDOW SWITCH POWER TEST

Connect: TEST LAMP At: RH FRONT WINDOW SWITCH CONNECTOR (Connected) Condition: <ul style="list-style-type: none"> <li>• Ignition Switch: RUN</li> </ul>		
Connect Between	Correct Result	For Diagnosis
A (PNK) & Ground	Test Lamp lights	See 1
<ul style="list-style-type: none"> <li>• If the result is correct, replace the RH Front Window Switch.</li> </ul>		
1. Check/repair the PNK (76) wire for an open (see schematic).		

## CIRCUIT OPERATION

The Power Windows are driven by reversible permanent magnetic motors. Each motor is controlled by two normally closed to ground switches. When the RH Front Window UP Switch in the Master Switch Assembly is pressed, the DK BLU motor wire is connected to battery voltage through the RH Front Window Switch. The motor drives the window up. When the switch is released, the contacts return to their normal position and the DK BLU motor wire is returned to ground. The motor stops.

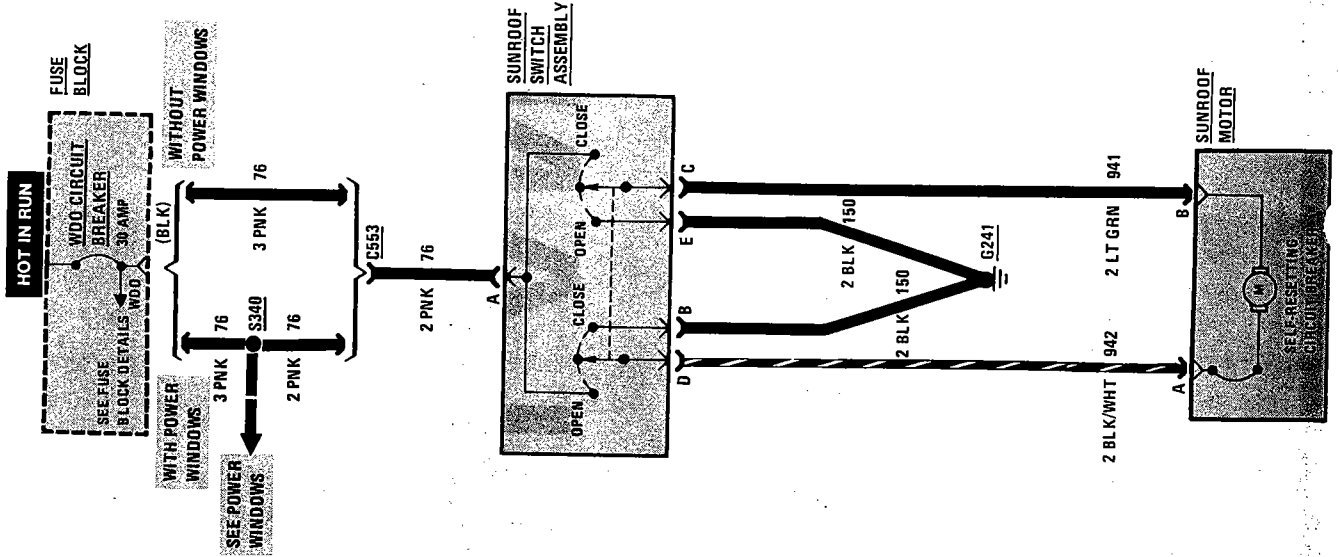
To lower the window, the RH Front Window DN Switch in the Master Switch Assembly connects the BRN motor wire to battery voltage through the RH Front Window Switch. The polarity across the motor is reversed from the polarity that occurs when the UP Switch is pressed. The motor runs the opposite way to drive the window down.

When the RH Front Window Switch is operated, voltage to run the Window Motor is switched from the PNK wire to either motor wire. The other motor wire remains grounded.

Each motor is protected by a built-in circuit breaker. If a Window Switch is held on too long with the window obstructed or after the window is fully up or down, the circuit breaker opens the circuit. The circuit breaker resets automatically as it cools.



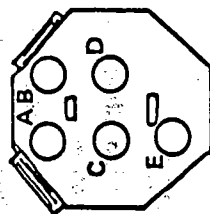
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HARNES CONNECTOR FACES



BLK 2989743  
Sunroof Motor



BLK 12004602  
Sunroof Switch Assembly

COMPONENT LOCATION

	Page-Figure	
Fuse Block.....	Under LH side of I/P.....	201-12-A
Sunroof Motor.....	Center of windshield header area.....	201-23-C
Sunroof Switch Assembly.....	Center of windshield header area.....	201-23-C
C553 (1 cavity).....	Behind LH side of I/P, near upper access hole..	201-23-C
G241.....	LH side of windshield header area.....	201-23-C
S340.....	Cross car harness, above steering column	

# SUNROOF

## TROUBLESHOOTING HINTS

- Try the following checks before doing the System Check.
- 1. Check the WDO Circuit Breaker by operating the Power Windows (if equipped).
- 2. Check that G241 is clean and tight.
- Go to System Check for a guide to normal operation.
- Go to System Diagnosis for diagnostic tests.

## SYSTEM CHECK

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

## SYSTEM CHECK TABLE

ACTION	NORMAL RESULT
1. With the Ignition Switch in RUN, move the Sunroof Switch to open.	Sunroof operates smoothly with no sticking to full open position
2. Hold the Sunroof Switch in CLOSE position	Sunroof operates smoothly with no sticking and closes completely

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

## SYSTEM DIAGNOSIS

- Do the tests below if the Sunroof does not operate.

### A: SUNROOF SWITCH ASSEMBLY CONNECTOR TEST

Connect: TEST LAMP At: SUNROOF SWITCH ASSEMBLY CONNECTOR (Connected) Condition: • Ignition Switch: RUN			
Connect Between	Correct Result	For Diagnosis	
A (PNK) & Ground	Test lamp lights	See 1	
A (PNK) & B (BLK)	Test lamp lights	See 2	
A (PNK) & E (BLK)	Test lamp lights	See 2	
• Hold Sunroof Switch in OPEN			
D (BLK/WHT) & C (LT GRN)	Test lamp lights	See 3	
• Hold the Sunroof Switch in CLOSE			
D (BLK/WHT) & C (LT GRN)	Test lamp lights	See 3	
• If all the results are correct, go to Test B.			
1. Check/repair PNK (76) wire for an open.			
2. Check/repair BLK (150) wire for an open.			
3. Replace Sunroof Switch Assembly.			

### B: SUNROOF MOTOR CONNECTOR TEST

Connect: TEST LAMP At: SUNROOF MOTOR CONNECTOR (Disconnected) Conditions: • Ignition Switch: RUN • Operate Sunroof Switch in OPEN and CLOSE positions			
Connect Between	Correct Result	For Diagnosis	
(BLK/WHT) wire & (LT GRN) wire	Test lamp lights	See 1	
• If the result is correct, replace the Sunroof Motor. Refer to Section 8 of the Body Service Manual for removal and installation procedures.			
1. Check/repair BLK/WHT (942) and LT GRN (941) wires for an open.			

## CIRCUIT OPERATION

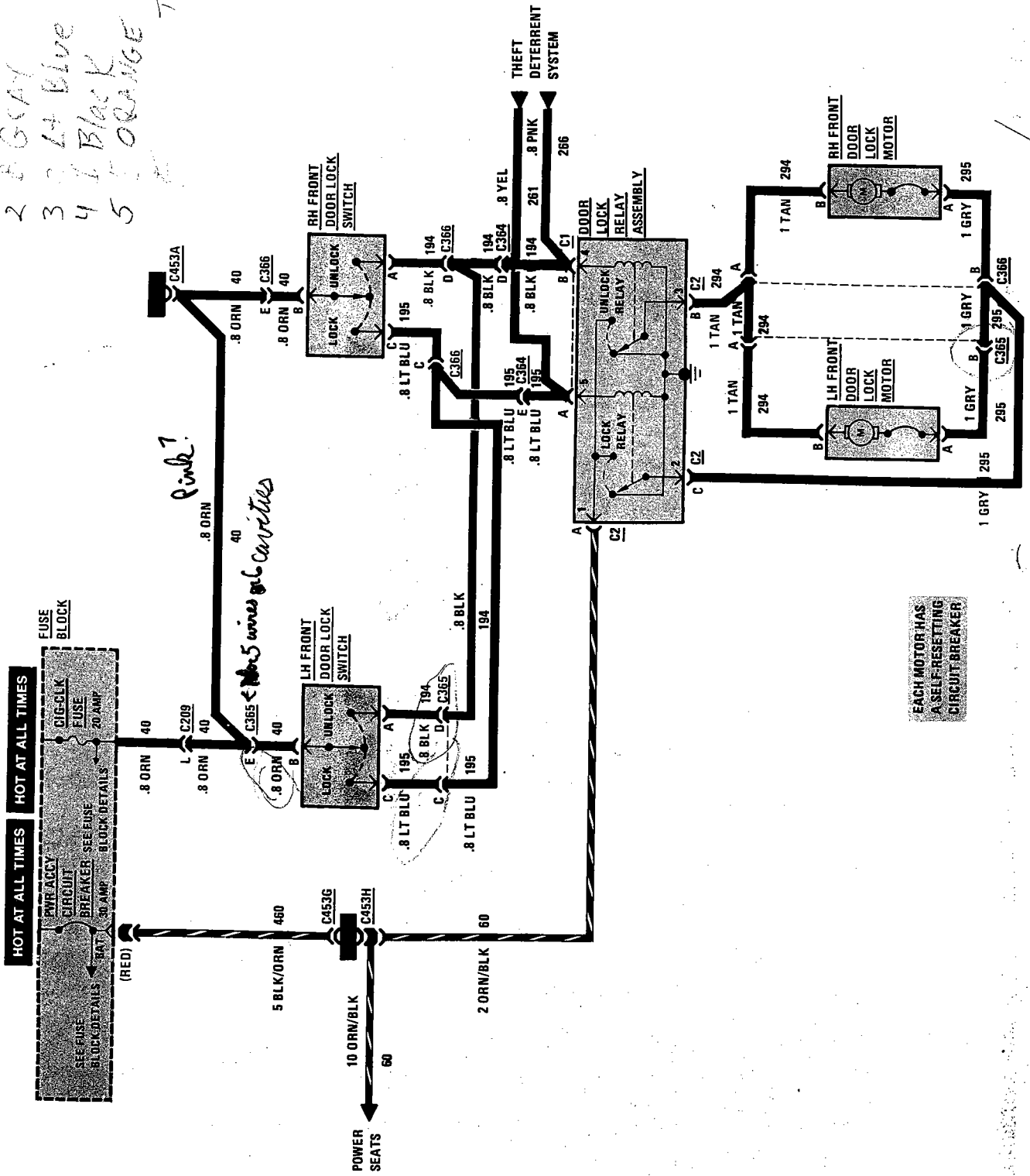
With the Ignition Switch in RUN and the Sunroof Switch in OPEN, voltage is applied to the Sunroof Motor windings through the BLK/WHT wire and the Sunroof opens. When the Sunroof Switch is placed in CLOSE, voltage is applied to the Sunroof Motor through the LT GRN wire. The motor runs in the opposite direction and the window closes.

**BLANK**

POWER DOOR LOCKS

- 1 A TAN
- 2 B GRAY
- 3 C LT Blue
- 4 D Black
- 5 E ORANGE

TAN?



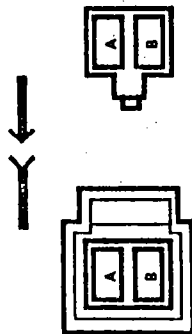
*pink!*

*5 wires of 60 carvites*

EACH MOTOR HAS A SELF-RESETTING CIRCUIT-BREAKER

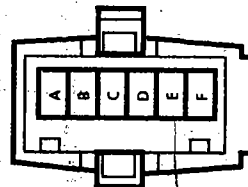
**POWER DOOR LOCKS**

**HARNESS CONNECTOR FACES**



BLK GRY

V02012.1  
C364



BLK

V00021.0  
C365

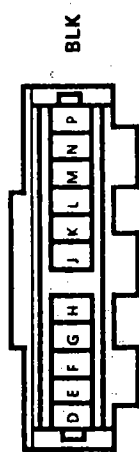
C366, See C365

C453, See Page 202-1

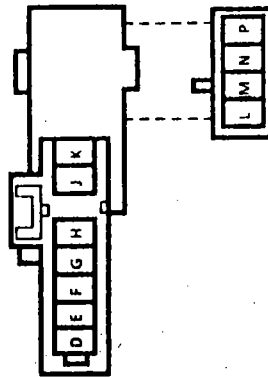
**COMPONENT LOCATION**

Page-Figure

Door Lock Motors	In bottom of each door	201-23-B
Door Lock Relay Assembly	Lower RH shroud, at bottom access hole	201-22-E
Fuse Block	Under LH side of I/P	201-12-A
C209 (11 cavities)	Attached to LH side of fuse block	201-13-C
C364 (2 cavities)	Near RH shroud	201-15-B
C365 (6 cavities)	LH shroud, near center access hole	201-23-B
C366 (6 cavities)	RH shroud, near center access hole	201-23-B
C453 (18 cavities)	Behind LH side of I/P, near shroud	201-14-A



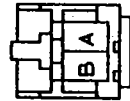
BLK



BLK

BLK

V11002.0  
C209



WHT 12004595

Door Lock Motor (LH)

Door Lock Motor (RH),  
See Door Lock Motor (LH)

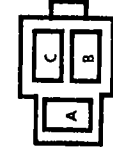


BLK 12004155  
Door Switch (LH)

Door Switch (RH), See Door Switch (LH)

2984378

2977373



C2 BLK

C1 GRY

V00018.0

Door Lock Relay

# POWER DOOR LOCKS

## TROUBLESHOOTING HINTS

- Try the following checks before doing the System Check.
- 1. Check the PWR ACCY Circuit Breaker by operating the Power Seats (if equipped).
- 2. Check the CIG-CLK Fuse by observing that the Glove Box Light comes on when opened.
- 3. Check that the Door Lock Relay Assembly case ground is making good contact.
- 4. If one or more of the door lock motors do not operate properly, but the other door locks function normally, check the wiring to the motors. If the wiring is correct, replace that motor.
- 5. Check for mechanical binds in the Door Lock System.
- Go to System Check for a guide to normal operation.
- Go to System Diagnosis for diagnostic tests.

## SYSTEM CHECK

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

## SYSTEM CHECK TABLE

ACTION	NORMAL OPERATION
Operate all the LH Door Lock Switches	All the doors lock and unlock
Operate all the RH Door Lock Switches	All the doors lock and unlock
Unlock one door using the vehicle key	That door unlocks, but the other doors remain unlocked
With all the doors closed and locked, operate the inside door handle to try to open each door	The doors will not open
Open the LH door and move the LH Door Lock Switch to the LOCK position, close the door, and try to open each door from the outside	The doors will not open

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

## SYSTEM DIAGNOSIS

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

## SYMPTOM TABLE

SYMPTOM	DO TEST
Only some of the doors lock and unlock	A: Door Lock Motor Test on suspect Door Lock Motor
The Power Door Locks do not operate from one or more Door Lock Switch(es)	B: Door Lock Switch Test on suspect Door Lock Switch(es)
The Power Door Locks do not operate from all Door Lock Switches	C: Door Lock Relay Test

## A: DOOR LOCK MOTOR TEST

Measure: VOLTAGE

At: SUSPECT DOOR LOCK MOTOR CONNECTOR (Disconnected)

Condition:

- LH Door Lock Switch: UNLOCK and hold

Measure Between	Correct Voltage	For Diagnosis
B (TAN) & Ground	Battery	See 1
B (TAN) & A (GRY)	Battery	See 2

- If all the voltages are correct, replace the suspect Door Lock Motor.
- 1. Check the TAN (294) wire for an open (see schematic).
- 2. Check the GRY (295) wire for an open (see schematic).



**POWER DOOR LOCKS**

**B: DOOR LOCK SWITCH TEST**

Measure: VOLTAGE			
At: SUSPECT DOOR LOCK SWITCH CONNECTOR (Connected)			
Measure Between	Correct Voltage	For Diagnosis	
B (ORN) & Ground	Battery		See 1
<ul style="list-style-type: none"> <li>• Move the Door Lock Switch to LOCK and hold</li> </ul>			
C (LT BLU) & Ground	Battery		See 2
<ul style="list-style-type: none"> <li>• Move the Door Lock Switch to UNLOCK and hold</li> </ul>			
A (BLK) & Ground	Battery		See 2
<ul style="list-style-type: none"> <li>• If all the voltages are correct, check the LT BLU (195) wire and BLK (194) wire for an open (see schematic).</li> <li>1. Check the CIG-CLK Fuse. Check the ORN (40) wire for an open (see schematic).</li> <li>2. Replace the suspect Door Lock Switch.</li> </ul>			

**C: DOOR LOCK RELAY TEST (TABLE 1)**

Connect: TEST LAMP			
At: DOOR LOCK RELAY CONNECTOR C2 (Disconnected)			
Connect Between	Correct Result	For Diagnosis	
A (ORN/BLK) & Ground	Test Lamp lights		See 1
<ul style="list-style-type: none"> <li>• If all the results are correct, proceed to Table 2.</li> <li>1. Check the PWR ACCY Circuit Breaker. Check the ORN/BLK (60) and (460) wires for opens (see schematic).</li> </ul>			

**C: DOOR LOCK RELAY TEST (TABLE 2)**

Connect: TEST LAMP			
At: DOOR LOCK RELAY CONNECTORS C1 & C2 (Connected)			
Condition:			
• Door Lock Switch: LOCK and hold			
Connect Between	Correct Result	For Diagnosis	
C1:A (LT BLU) & Ground	Test Lamp lights		See 1
C2:C (GRY) & Ground	Test Lamp lights		See 3
C2:C (GRY) & C2:B (TAN)	Test Lamp lights		See 3
<ul style="list-style-type: none"> <li>• Move the Door Lock Switch to UNLOCK and hold</li> </ul>			

(Continued in next column)

(Continued from previous column)

C1:B (BLK) & Ground	Test Lamp lights	See 2
C2:B (TAN) & Ground	Test Lamp lights	See 3
C2:C (GRY) & C2:B (Tan)	Test Lamp lights	See 3
<ul style="list-style-type: none"> <li>• If all the results are correct, check the TAN (294) and GRY (295) wires for opens (see schematic). If OK, do Test A.</li> <li>1. Check the LT BLU (195) wire for an open (see schematic). If the wire is good, do Test B.</li> <li>2. Check the BLK (194) wire for an open (see schematic). If the wire is good, do Test B.</li> <li>3. Replace the Door Lock Relay.</li> </ul>		

## POWER DOOR LOCKS

### CIRCUIT OPERATION

When a Door Lock Switch is activated in the Power Door Lock system, all of the doors will lock or unlock in unison. Each lock can also be operated manually from the locking post. The locks are operated by reversible Motors that receive voltage from two relays in the Door Lock Relay Assembly. These relays operate to turn the Motors on by applying a voltage to one of the terminals and a ground to the other terminal.

When either Door Lock Switch is moved to the LOCK position, it completes the circuit to the coil of the Door Lock Relay Assembly. The lock relay is energized. The contact for the Lock Relay closes, and is connected to battery voltage through the ORN/BLK wire which is the high current feed for driving the Motors.

Voltage is then applied to the GRY wire and the Door Lock Motors, which are grounded by the TAN wire from the other terminal of the Motor through the contact for the Unlock Relay. The Motor in each door runs to operate the Door Locks. When the Door Lock Switch is released, the Lock Relay contact returns to ground and the Motors turn off.

A similar action occurs with the unlock relay when it is energized by either of the Door Lock Switches closing to the UNLOCK position. Now the TAN wires to the Motors carry battery voltage and the GRY wires are grounded. The polarity of the voltage to the Motors has been reversed. The Motors run in the opposite direction to unlock the doors.

The Door Lock Switches are usually closed for just a moment. If they are held closed, a circuit breaker in each motor will open to protect against damage. The circuit breakers close automatically when they cool off.