



Mercedes-Benz

Service

## Electrical Troubleshooting Manual <sup>USA</sup>

Models 450SL/450SLC • Model Year 1974

Mercedes-Benz of North America, Inc.  
Mercedes-Benz Canada, Ltd.  
Service and Parts Literature

### SECTION I - INTRODUCTION

This third issue of the Mercedes-Benz Electrical Troubleshooting Manual includes information for 1974 models 450 SL and 450SLC.

The format is similar to the 230/240D/280 issue with only minor changes incorporated. The component location index has been repositioned such that components on a given page are indexed on the page opposite the schematic. For example, the components shown on schematic page 4-4 are listed, in left to right order, on page 4-5. Components whose locations are obvious, such as headlights, etc., have been dropped from the index.

A new feature of the schematic has been added on page 4-11, Power Bus Details. This section shows individual wires that make up both the Battery Bus and the Start-Run Bus. For example, if you wish to know where power originates for the window Relay, terminal 3, (see 4-7, A5) refer to the Power Bus Details on page 4-11, C25. As before, power buses are drawn at the top of the sheet and ground buses near the bottom. Care has been taken to arrange circuit components such that the operation of a circuit can be easily and correctly understood. Ample notes are included to assure understanding of the intended circuit operation.

Two power buses are used on the Schematic Wiring Diagram. The "Battery Bus" is connected directly to the battery and is "hot" or energized at all times, regardless of position of the key switch. See page 4-3, B18 and 4-11, C23 and notice that the battery plus terminal is connected to the Battery Bus permanently. The second bus used is the "Start-Run Bus". This bus is "hot" only when the key switch is in the start or run positions. Refer to 4-3, B11 and trace power from the Battery Bus through the key switch to the Start-Run Bus.

All switches and other components are shown as they exist when the vehicle is "at rest." At rest means doors closed, seats unoccupied, engine off, shift lever in park or neutral, temperature stabilized at 20°C 59°F, key out of ignition, light switch off, etc. The manner in which each component operates is explained in notes on the Schematic Wiring Diagram. See page 4-8, G16. The Engine Temperature Switch is closed when the engine coolant temperature is above 100°C 212°F.

When a component is shown in its entirety in one location on the Schematic/Wiring Diagram, it is outlined with a solid heavy line. When a component is used in more than one location, it is outlined with a dash-dot heavy line. For example, the key switch is shown with a dash-dot outline indicating that component is shown in more than one location. See 4-3, B10 and 4-4, B17. On the other hand, fuse 13 (4-4, D17) is outlined with a solid line because all wire connections to it are shown in this one schematic location.

All wiring between components is shown exactly as it actually exists on the vehicle. Wiring internal to complicated components (for example, the Ignition Switch or the Light Switch) has been modified to aid in understanding electrical operation. In these cases, multiple pole, multiple throw switches are shown. To properly use the Schematic/Wiring Diagram, mentally position all switch poles to the same position and then trace the current paths through the component. It is important to remember that the switches actually function precisely as shown when measured from the switch terminals. For example, the Key Switch page 4-3, B10 and page 4-4, B17 is drawn as a four pole switch, each pole with four throws or positions, one each corresponding to the actual four Ignition Switch positions, Off, 1, 2, and Start. By mentally positioning all four poles to, say, Start, you see the only circuits through the Ignition Switch that are completed when the switch is actually in the Start position are terminal 30 to 50 and terminal 30 to R. Circuits which involve transistorized parts require special troubleshooting procedures. For example, if the Safety Interlock Circuit (page 4-3, D5) does not function, first check all circuits external to the relay logic unit. Using a voltmeter, check for power at terminals 7 and 8. Be sure the Key Switch is turned to the Run position before checking for voltage on terminal 7. Ground terminal 1 and with the Ignition Key in the Start position, check that the AC Starter Relay picks up. Using an ohmmeter, check that the Seat Switches, Buckle Switches and Starter Lockout Switch, terminals 2, 5, 6, 9, 10 on the Logic Relay connector, all show shorts to ground when the switches are operated. If all external circuits operate properly, the fault lies within the transistorized Logic Relay and it is replaced.

### PROCEDURE FOR SYSTEMATIC TROUBLESHOOTING

Systematic troubleshooting should proceed through the following five steps:

**1 VERIFY THE COMPLAINT**  
Check the complaint to be sure the problem is real. If the customer is available, ask him to demonstrate the problem to you. Road test the vehicle if necessary but in any case, get first hand knowledge of the complaint. If there are several symptoms, note them all and then look for one failure that could cause them all. It is rare for more than one failure to occur at a time. For example, you are troubleshooting a 450 SL. The customer has complained that 1) the turn signal does not work, 2) the windows and sliding roof are inoperative, 3) the backup lights are out and 4) all instrument gauges except the clock do not work.

**2 LOCATE THE FAULT ON THE SCHEMATIC**  
Use the circuit index at the beginning of Section IV to locate on the schematic the inoperative circuits. In this example you find the turn signal circuit on page 4-4, D6, the window circuit on page 4-7, D5, the sliding roof on page 4-11, D10, the backup lights on page 4-11, D18 and the instrument gauges on page 4-7, D22.

**3 ANALYZE THE CIRCUIT**  
Since the customer stated that all of the complaints seemed to occur at one time, you should look for some feature of the electrical design that is common to all of the complaints. In this example, you notice that all the faulty circuits are supplied with power by fuse 12. Circuit analysis requires much thought. No two cases are alike. You can save troubleshooting time by carefully examining the schematic rather than making unnecessary electrical measurement on the vehicle or replacing suspected components.

**4 CORRECT THE FAILURE**  
In this example, replace the fuse to correct the failure. In most cases, fuses fail because they have been overloaded, not from old age or some other reason. To correct the reason for the fuse failure, you must isolate and test each circuit which is fed through fuse 12. After replacing fuse 12, all faulty circuits once again work properly. Now to the task of locating the reason for the fuse failure. Basically, locating the reason for the fuse failure requires that each circuit supplied by fuse 12 be individually tested. Since fuse 12 was overloaded, you should suspect that one of the circuits supplied by it has a short to ground. Good procedure is to check the easy circuits first.

For example, turn the Key Switch to the

Run position (to supply power to the Start-Run Bus) and operate the Window Switches and Sliding Roof Switches. Similarly the Turn Signals Switch is turned to both left and right turn positions and verified to not contain the short.

Turning your attention to the Backup Light circuit, you shift into reverse and fuse 12 immediately fails. Good troubleshooting practice calls for splitting a suspected circuit in half to quickly isolate the fault. You therefore disconnect C104, located in the right kick panel and now fuse 12 does not blow. The short is therefore beyond C104.

An examination of the right rear backup light shows a short within the bulb socket.

**5 CHECK FOR PROPER CIRCUIT OPERATION**  
Good practice requires that you check all parts of the circuit you have worked on. After correcting the short, test not only the backup Light circuit, but also the Turn Signals, Windows and Roof.

SECTION II - STANDARD SYMBOLS AND DEFINITIONS

1. STANDARD SYMBOLS

The following electrical symbols are used in the Electrical Troubleshooting Manual.

Temperature switch	
Capacitor	
Clutch, electric	
Coil	
Component, shown complete in one position on Diagram	

2-1

Component, shown in more than one position on Diagram	
Connector	
Diode	
Fuse	
Electric gauge	
Ground or chassis	

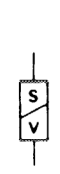



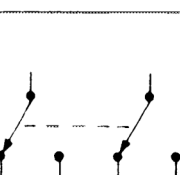

2-2

Ground shown elsewhere	
Light bulb	
Motor, permanent magnet	
Motor, series field	
Spark gap	
Relay (contacts as shown with no voltage applied to coil)	

2-3

Relay coil, time delay	
Relay coil, two windings	
Switch, momentary (Returns to center off position when released)	
Resistor, fixed value	
Resistor, variable value	
Screw terminal	

2-4

Solenoid valve	
Switch, normally closed	
Switch normally open	
Switch, one pole, two positions	
Switch, two poles, two positions (Dashed line indicates the two poles move together)	
Transistor	

## 2. WIRE SIZE AND COLOR

Wire size and insulation color is shown on the Schematic Wiring Diagram as an aid in locating specific wires. Wire size, (cross-section area) is shown in millimeters square, 0.5, 0.75, 1.0, 1.5, 2.5, 4.0, 6.0, 10, 25 and 35. The first color shown on the Diagram is the base or overall insulation color. Second and third colors, if any, designate striping. Solid brown insulation is used exclusively for wires that are grounded.

The color code used in this Manual is somewhat different from the code used in Mercedes-Benz documents prepared in Germany. All color codes used in the Manual are two letter, selected to closely relate to the English word they represent. Notice that lower case letters are used.

COLOR	CODE USED IN ETM	GERMAN EQUIVALENT
White	wt	ws
Green	gn	gn
Brown	br	br
Yellow	yl	ge
Gray	gy	gr
Pink	pk	rs
Blue	bu	bl
Red	rd	rt
Black	bk	sw
Ivory	iv	el
Natural	nt	nf
Violet	vi	vi

### Example:

Wire designation: 1.5 gy rd  
Wire size: 1.5 mm<sup>2</sup>  
Insulation base color: gray  
Insulation strip color: red

## 3. FUSE DATA

The maximum current carrying capacity of fuses is coded according to the color of the porcelain fuse body as follows:

yellow	— 5 amperes
white	— 8 amperes
red	— 16 amperes
blue	— 25 amperes

Proper fuse sizes are as follows:

1 — 8a	11 — 16a
2 — 8a	12 — 8a
3 — 16a	13 — 8a
4 — 16a	14 — 8a
5 — 25a	15 — 16a
6 — 5a	16 — 8a
7 — 16a	17 — 8a
8 — 8a	18 — 8a
9 — 8a	19 — 8a
10 — 8a	20 — 16a

F 1  
flasher

F 2  
antenna  
warning buzzer, right & left  
tail parking lights right & left  
standing parking lights  
glove box, trunk light,  
interior lights, clock

F 3  
sliding roof  
windows

F 4  
windows

F 5  
cigar lighter  
high beams  
high beam indicator  
windshield wiper washer  
horns

F 6  
radio

F 7  
blower motor control  
heater control valves

F 8  
not used

F 9  
AC control

F 10  
kickdown  
coldstart circuit  
brake lights  
cruise control

F 11  
heated rear window

F 12  
turn signal  
change-over circuit  
sliding roof  
backup lights  
windows  
instruments

F 13  
gear shift light,  
instrument cluster lights  
blower switch lights  
heater control lights  
A.C. Thermostat light  
flasher switch light  
right tail parking light  
right front standing parking light

F 14  
fuel injection circuit  
hot start circuit

F 15  
not used

F 16  
left tail parking  
left front standing parking

F 17  
right high beams  
high beam indicator

F 18  
left high beams

F 19  
right low beam

F 20  
fog  
left low beam

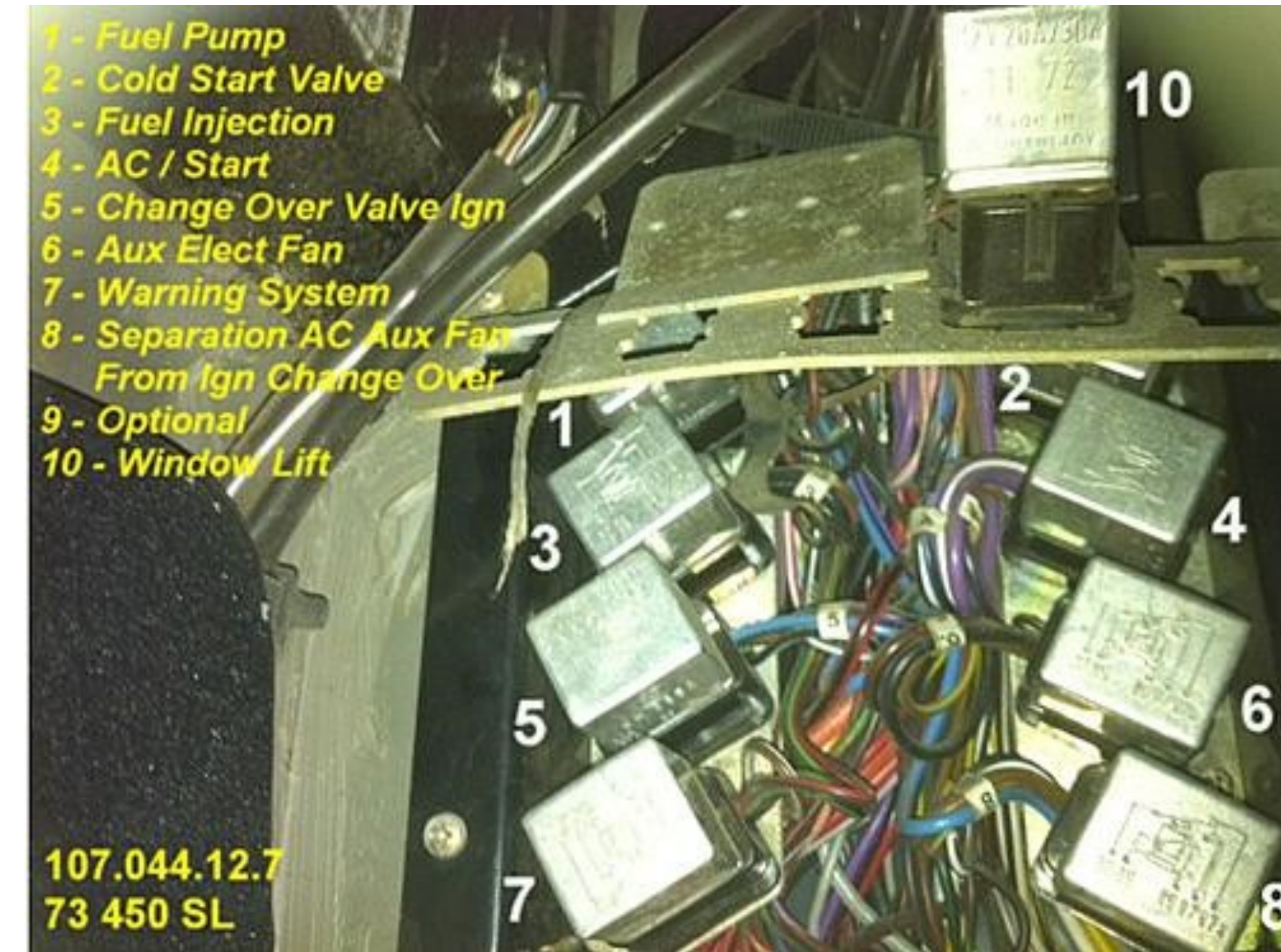
## 4. RELAY KEY CODE DESTINATION

Since the exact position of relays varies due to manufacturing convenience, the harness leading to each relay is tagged as a means to identifying each relay. The following listing identifies the key numbering system.

Key Number	Function
1	Fuel pump
2	Cold Start Valve
3	Fuel Injection
4	A C Starter
5	Change-over Valve
10	Windows Sliding roof

## 5. CONNECTOR LIST

C 102	Impulse trigger (Trigger points)
C 103	Fuel injection circuit
C 104	Rear harness circuits
C 105	Charge-start circuit (3 or 4 terminal)
C 106	Combination switch
C 108	Electric window circuit
C 109	Front dome light
C 110	Rear dome light
C 111	Hot start circuit
C 116	Ignition points terminal block
C 117	Heater controls lights
C 118	Cruise control
C 119	Cruise control
C 120	Cruise control
C 121	Cruise control
C 122	Heater control valves
C 123	Heated rear window



SECTION III - COMPONENT LOCATION  
AND TERMINAL PHOTOGRAPHS

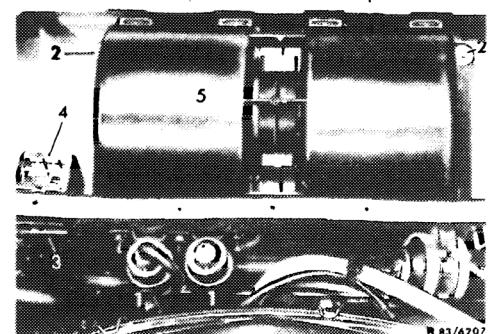


Fig. 3-1  
1-Heater control valves 4-Pre-resistors  
3-Pre-resistor connector 5-Blower motor

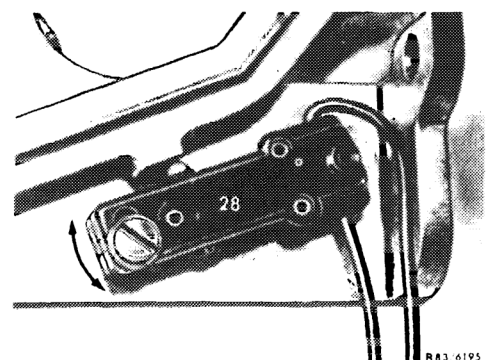


Fig. 3-2  
28-Heater control switch

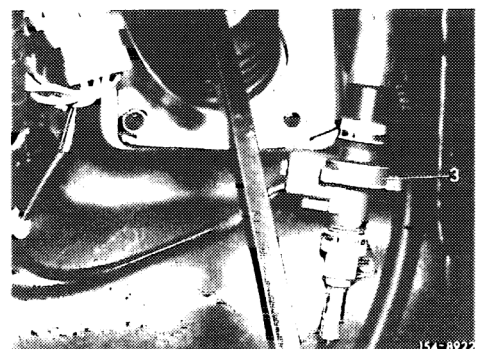


Fig. 3-7  
3-Cruise control speed sensor

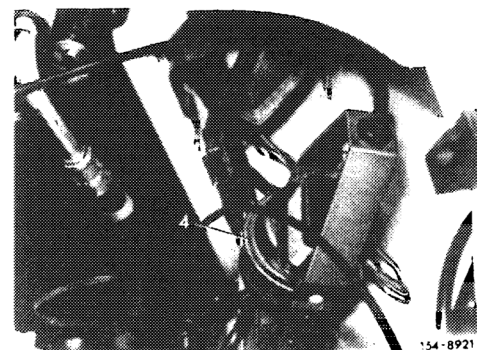


Fig. 3-8  
4-Cruise control throttle actuator.

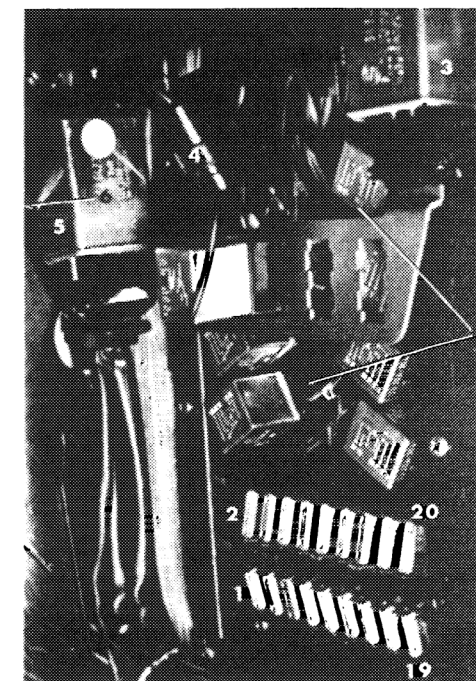


Fig. 3-13  
1-2-19-20-Fuses  
3-Heated rear window delay relay  
4-C111  
5-Hot start relay  
6-Points to C104 (near) and C103 (far)  
7-Relays

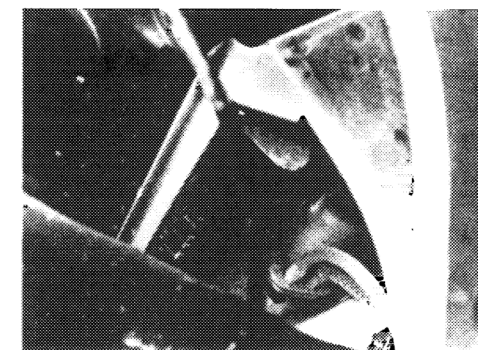


Fig. 3-14  
8-Windshield washer pump

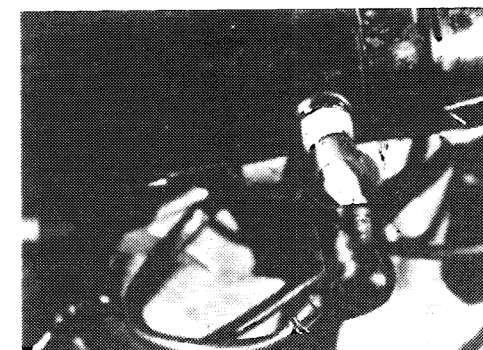


Fig. 3-18  
Air temperature sensor

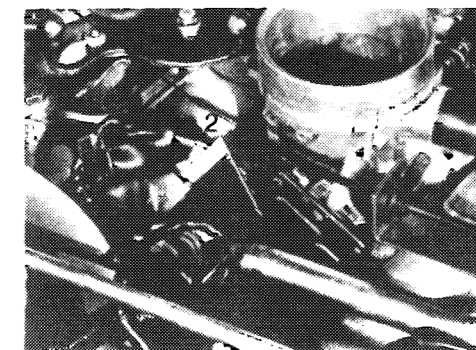


Fig. 3-19  
2-Throttle valve switch

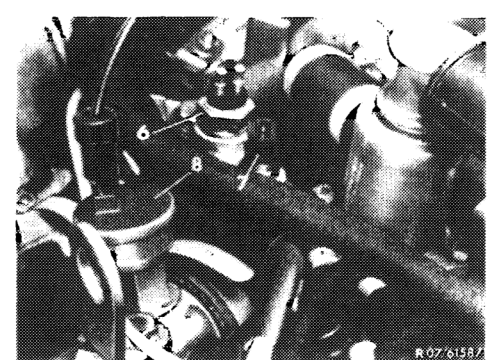


Fig. 3-3  
6-Thermal time switch  
7-Water temperature sensor (E.F.I.)  
8-100°C, 212°F engine temperature switch

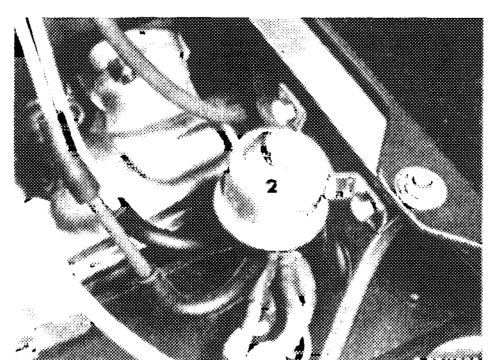


Fig. 3-4  
2-Change-over valve

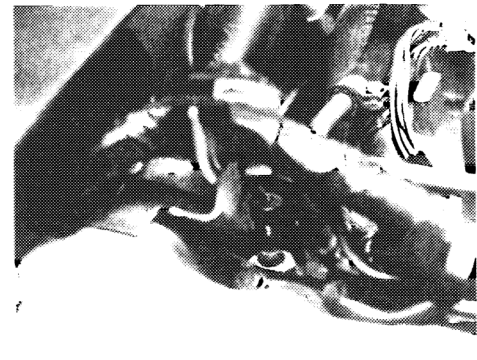


Fig. 3-9  
1-Coolant temperature sensor (sending unit)

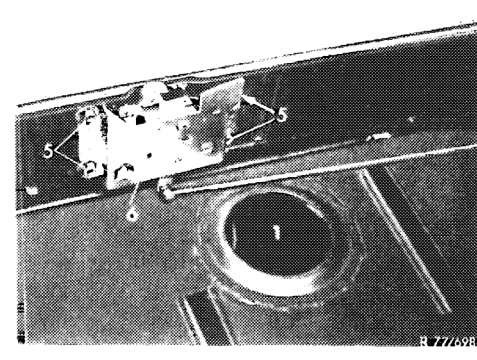


Fig. 3-10  
1-Access hole in housing for soft top for fuel gauge sending unit (450 SL model only)

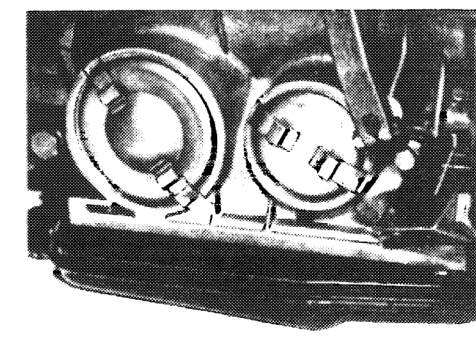


Fig. 3-16  
1-Kickdown solenoid

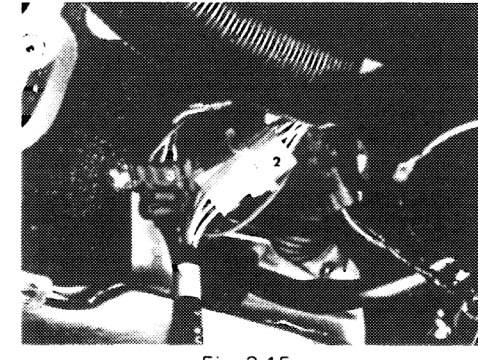


Fig. 3-15  
1-C119  
2-C120  
3-C118

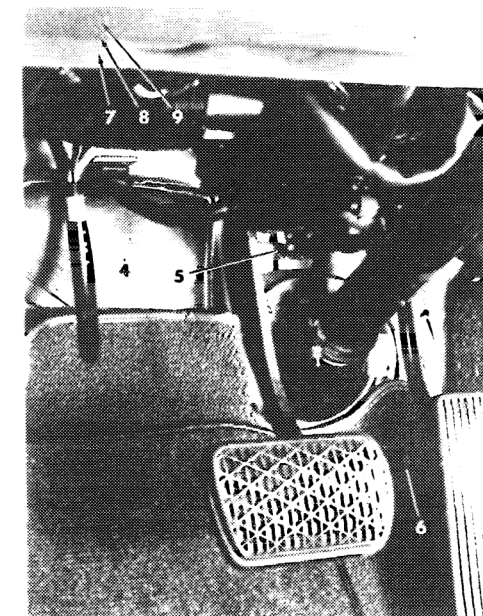


Fig. 3-20  
4-Seat belt logic relay  
5-Wiper interval relay  
6-Kickdown switch  
7-C106  
8-Turn signal flasher  
9-Seat belt buzzer (above air distribution tube)

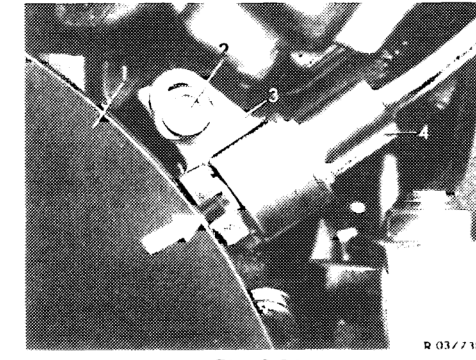


Fig. 3-21  
4-Top dead center (TDC) sensor

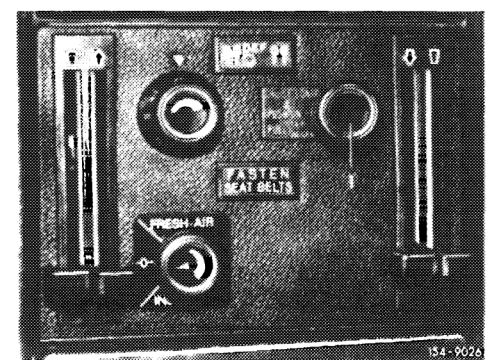


Fig. 3-5  
1-Cruise control switch

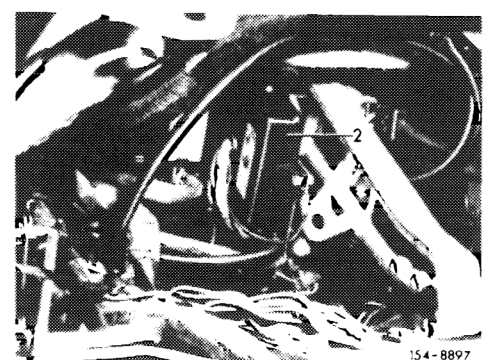


Fig. 3-6  
2-Cruise control amplifier

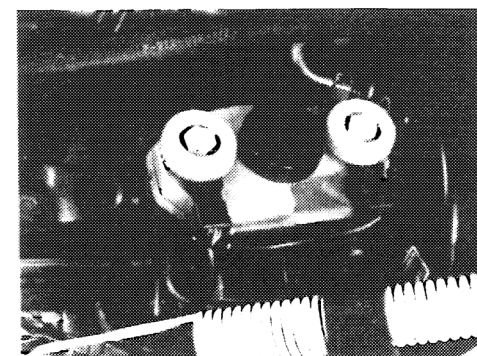


Fig. 3-11  
3-Brake fluid switches

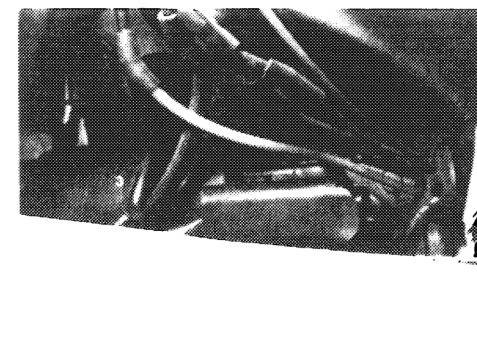


Fig. 3-12  
3-Windshield wiper motor

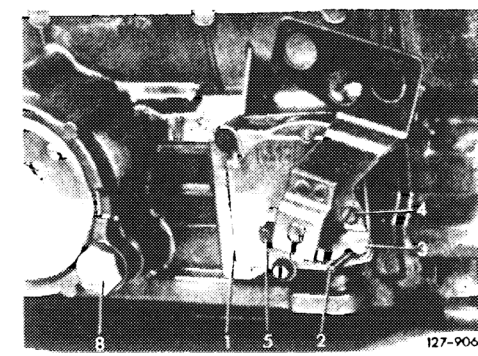


Fig. 3-17  
1-Starter lockout backup light switch

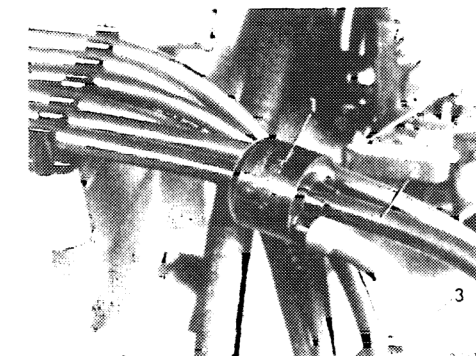


Fig. 3-22  
1-#1 Cylinder firing impulse transmitter

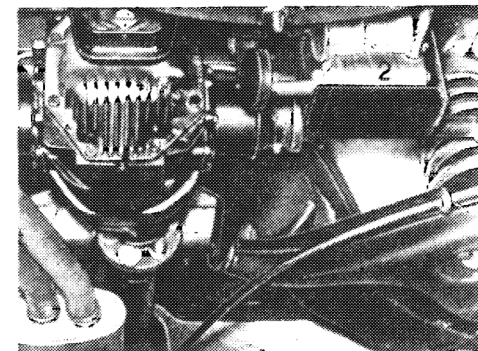


Fig. 3-23  
2—Fuel pump

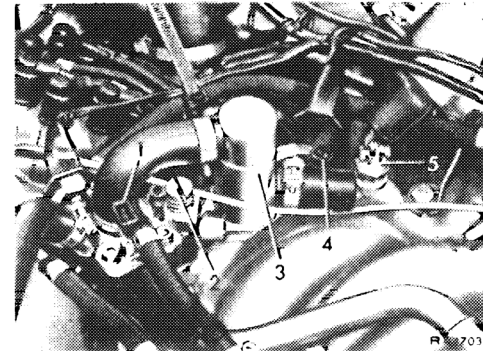


Fig. 3-24  
1—Cold start valve

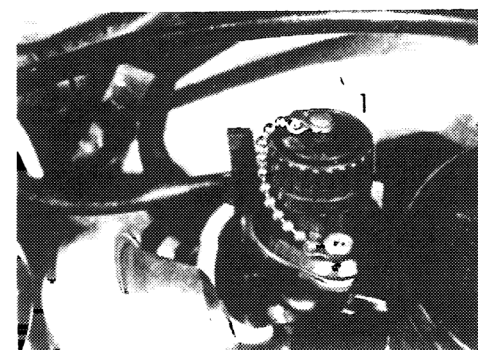


Fig. 3-25  
1—Diagnostic plug

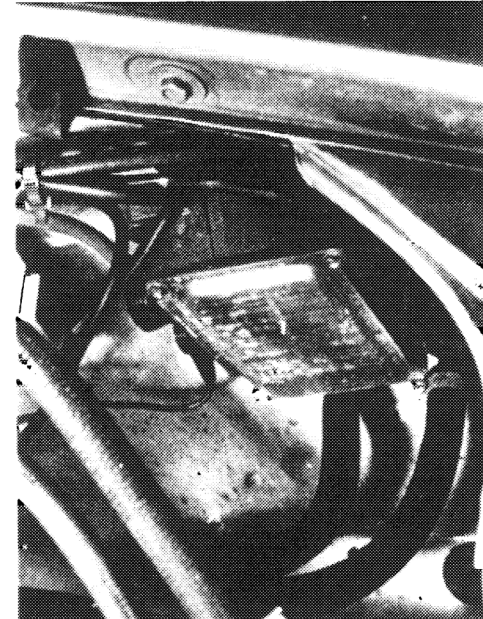


Fig. 3-26  
1—Transistorized ignition switching unit

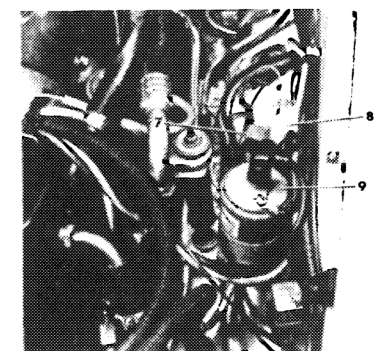


Fig. 3-27  
7—0.4 ohm pre-resistor  
8—0.6 ohm pre-resistor  
9—Ignition coil

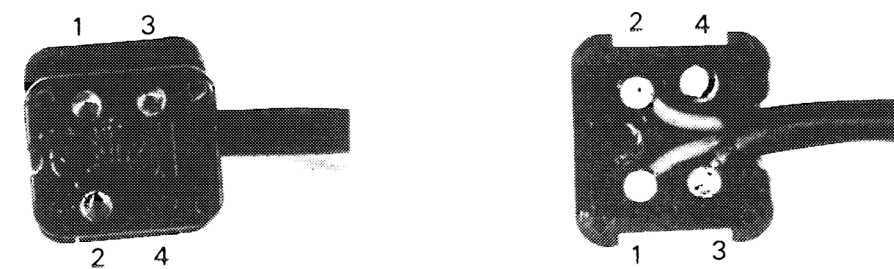


Fig. 3-31  
Connector, 4 terminal

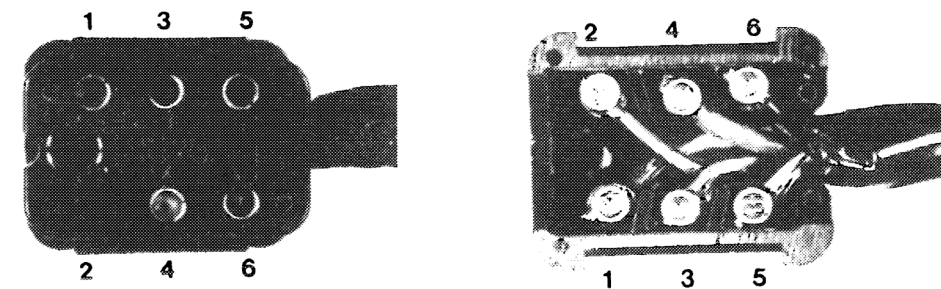


Fig. 3-32  
Connector, 6 terminal

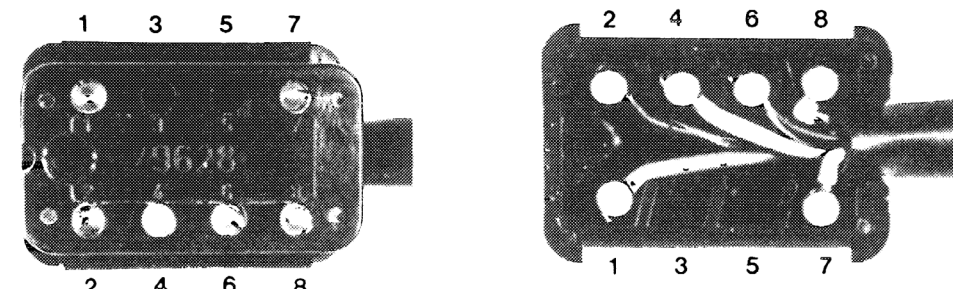


Fig. 3-33  
Connector 8 terminal

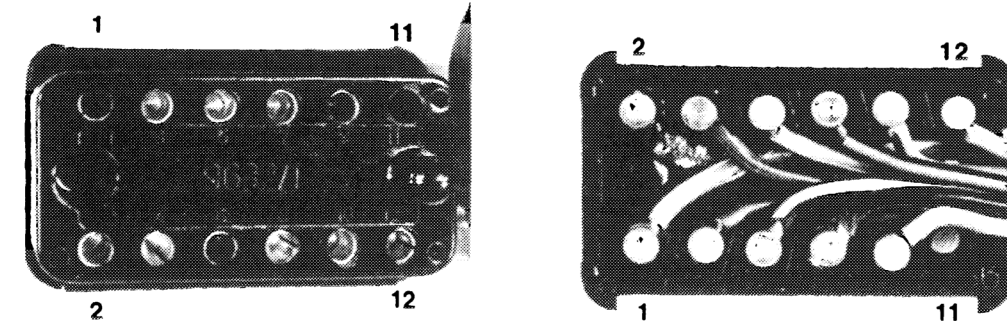


Fig. 3-34  
Connector, 12 terminal

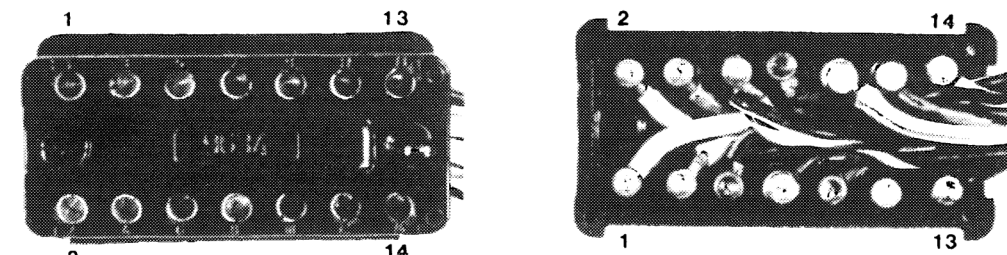


Fig. 3-35  
Connector, 14 terminal

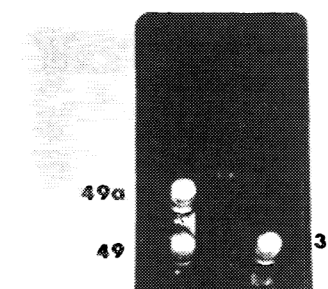


Fig. 3-36  
Turn signal flasher relay

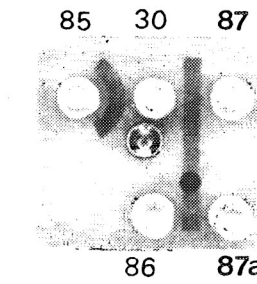


Fig. 3-37  
Relay

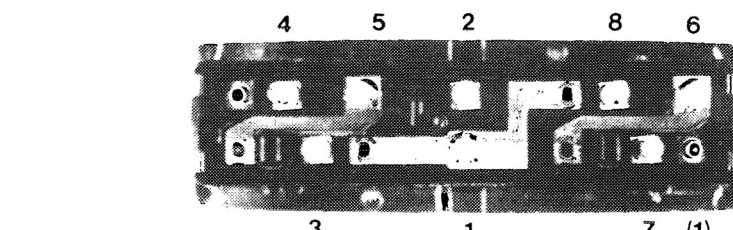
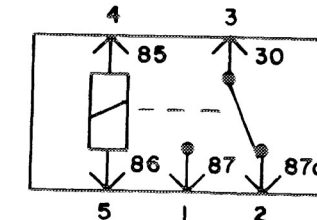


Fig. 3-38  
Window switch group  
(the 1 terminal has two alternate positions)

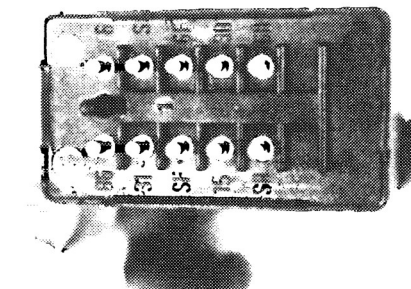


Fig. 3-39  
Seat belt starter logic relay

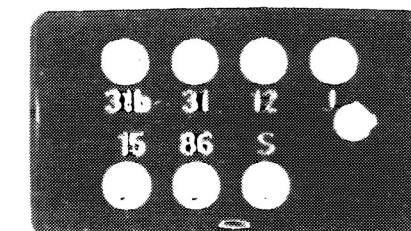


Fig. 3-40  
Windshield wiper interval relay

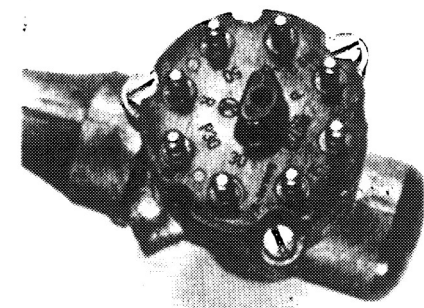


Fig. 3-41  
Ignition switch

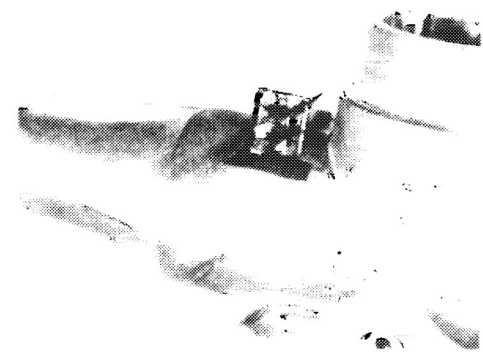


Fig. 3-42  
Ignition lock warning switch

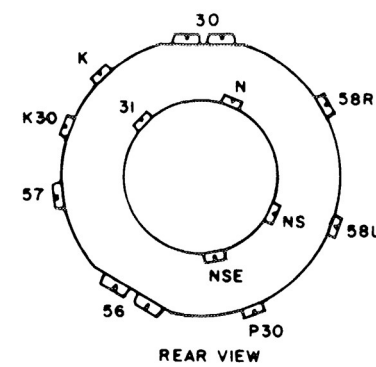


Fig. 3-43  
Light switch

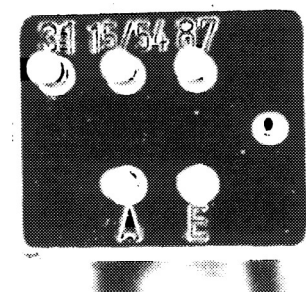


Fig. 3-44  
Heated rear window delay relay

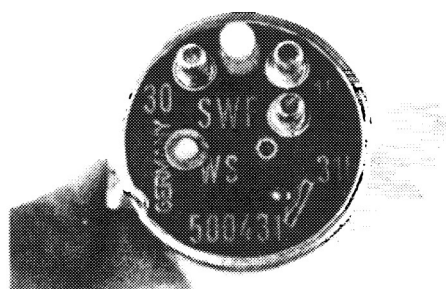


Fig. 3-45  
Buzzer, warning

SECTION IV

450 SL/SLC  
SCHEMATIC

Click on the page number to go to schematic location

	Page	Schematic Location Coordinate
AIR CONDITIONING CONTROL		<b>Next Index</b>
BLOWER MOTOR CONTROL		<b>Next Index</b>
CHARGE	4-3	D16
CIGAR LIGHTER	4-3	D13
CLOCK	4-7	D24
COOLANT TEMPERATURE GAUGE	4-7	D22
CRUISE CONTROL		<b>Next Index</b>
ENGINE EMISSION CONTROL		<b>Next Index</b>
FUEL GAUGE	4-7	D21
FUEL INJECTION		<b>Next Index</b>
HEATED REAR WINDOW		<b>Next Index</b>
HEATER CONTROL		<b>Next Index</b>
HORNS		<b>Next Index</b>
IGNITION SYSTEM	4-3	D23
KICKDOWN	4-7	D10
LIGHT CIRCUITS		
AIR CONDITIONING THERMOSTAT	4-4	F9
ASH TRAY	4-3	D12
BACKUP		<b>Next Index</b>
BRAKE		<b>Next Index</b>
BRAKE SYSTEM WARNING	4-7	D20
FOG	4-4	G20
GEAR SELECTOR	4-4	D14
GLOVE BOX		<b>Next Index</b>
HEAD	4-4	G22
INSTRUMENT CLUSTER	4-4	F12
INTERIOR & TRUNK	4-7	D14
LOW FUEL WARNING	4-7	D21
MARKER	4-4	G14 G17
PARKING	4-4	G18
STANDING	4-4	G18
TAIL	4-4	G18
RADIO	4-3	D11
ANTENNA	4-3	D11
SEAT BELT INTERLOCK	4-3	D6
SLIDING ROOF		<b>Next Index</b>
START	4-3	B10 C20
TURN SIGNAL FLASHER	4-4	D7
TACH	4-7	D23
WINDOWS	4-7	D5
WINDSHIELD WIPER WASHER		<b>Next Index</b>
POWER BUS DETAILS		<b>Next Index</b>
SPECIAL GROUNDING CIRCUITS		<b>Next Index</b>

Component Locations

SECTION IV

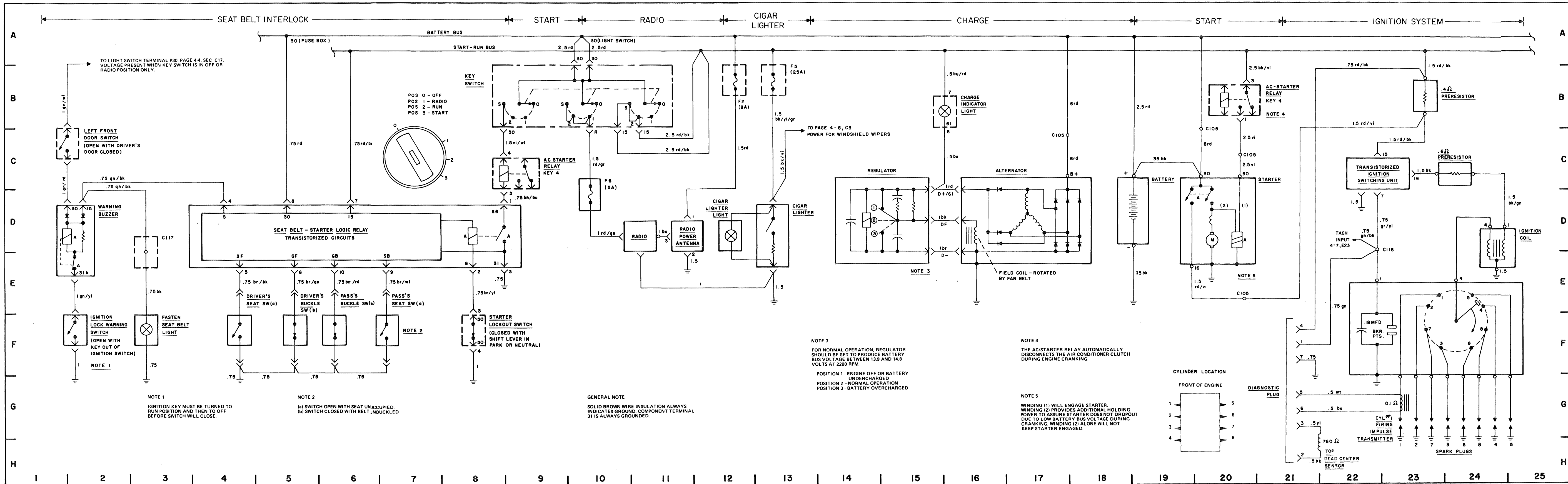
450 SL/SLC  
SCHEMATIC

Click on the page number to go to schematic location

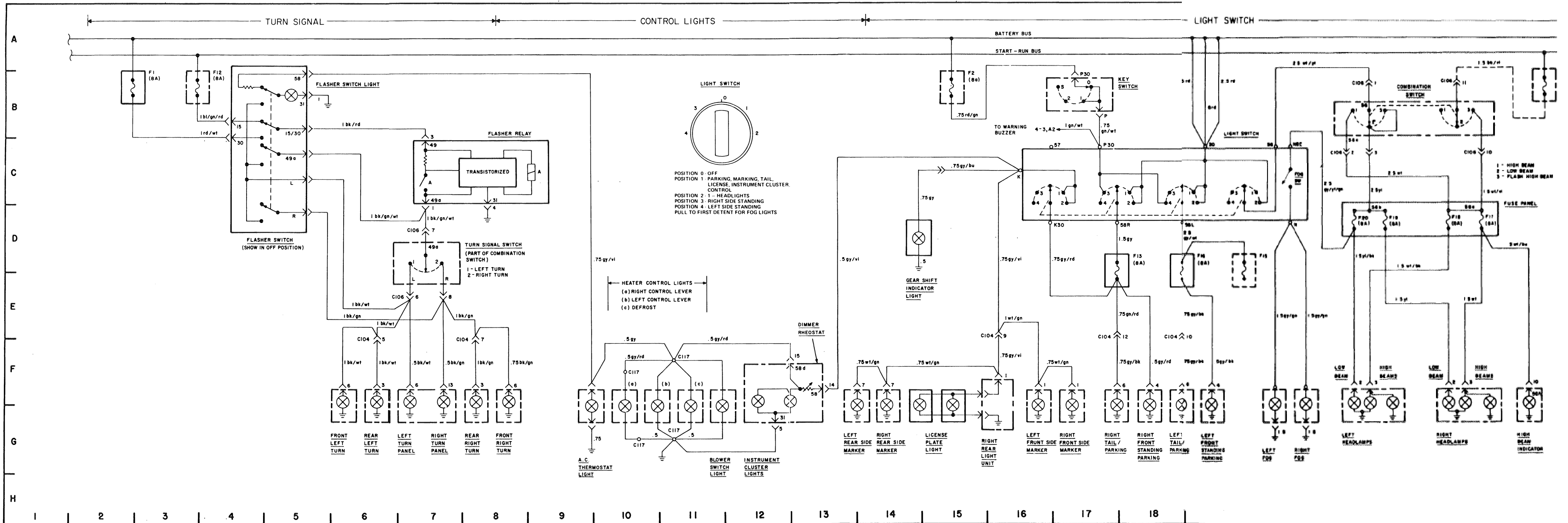
	Page	Schematic Location Coordinate
AIR CONDITIONING CONTROL	4-8	D13
BLOWER MOTOR CONTROL	4-8	D10
CHARGE		<b>Previous Index</b>
CIGAR LIGHTER		<b>Previous Index</b>
CLOCK		<b>Previous Index</b>
COOLANT TEMPERATURE GAUGE		<b>Previous Index</b>
CRUISE CONTROL	4-11	D6
ENGINE EMISSION CONTROL	4-8	D20
FUEL GAUGE		<b>Previous Index</b>
FUEL INJECTION	4-12	D5
HEATED REAR WINDOW	4-11	D16
HEATER CONTROL	4-11	D13
HORNS	4-11	D2
IGNITION SYSTEM		<b>Previous Index</b>
KICKDOWN		<b>Previous Index</b>
LIGHT CIRCUITS		
AIR CONDITIONING THERMOSTAT		<b>Previous Index</b>
ASH TRAY		<b>Previous Index</b>
BACKUP	4-11	D18
BRAKE	4-11	D3
BRAKE SYSTEM WARNING		<b>Previous Index</b>
FOG		<b>Previous Index</b>
GEAR SELECTOR		<b>Previous Index</b>
GLOVE BOX	4-11	D20
HEAD		<b>Previous Index</b>
INSTRUMENT CLUSTER		<b>Previous Index</b>
INTERIOR & TRUNK		<b>Previous Index</b>
LOW FUEL WARNING		<b>Previous Index</b>
MARKER		<b>Previous Index</b>
PARKING		<b>Previous Index</b>
STANDING		<b>Previous Index</b>
TAIL		<b>Previous Index</b>
RADIO		<b>Previous Index</b>
ANTENNA		<b>Previous Index</b>
SEAT BELT INTERLOCK		<b>Previous Index</b>
SLIDING ROOF	4-11	D10
START		<b>Previous Index</b>
TURN SIGNAL FLASHER		<b>Previous Index</b>
TACH		<b>Previous Index</b>
WINDOWS		<b>Previous Index</b>
WINDSHIELD WIPER WASHER	4-8	E5
POWER BUS DETAILS	4-11	D23
SPECIAL GROUNDING CIRCUITS	4-12	D14

Component Locations

COMPONENT	COMPONENT LOCATION ON VEHICLE	COMPONENT LOCATION PHOTOGRAPH	COMPONENT TERMINAL PHOTOGRAPH
SEAT BELT INTERLOCK			
A/C starter relay, key 4	Right kick panel	3-13	3-37
Driver's buckle switch	Buckle		
Driver's seat switch	Seat		
Fasten seat belt light	Console		
Ignition warning switch	Ignition switch		3-42
Logic relay	Under dash-driver's side	3-20	3-39
Passenger buckle switch	Buckle		
Passenger seat switch	Seat		
Starter lockout switch	Left side transmission	3-17	
Warning buzzer	Under dash-driver's side	3-20	3-45
C117	Behind radio in console		
START			
A/C starter relay, key 4	Right kick panel	3-13	3-37
Battery	Right side engine comp.		
Motor	Left Rear engine		
Seat belt logic relay	Under dash-driver's side	3-20	3-39
Switch	Dash		3-41
C105	Right fender interskirt		
CHARGE			
Alternator	Right top engine		
Charge indicator light	Instrument cluster		
Regulator	Front right fender		
C105	Right fender interskirt		
IGNITION SYSTEM			
Coil	Left fender interskirt	3-27	
Diagnostic plug	Left of distributor	3-25	
Distributor	Top front engine		
0.4 ohm preresistor	Left fender interskirt	3-27	
0.6 ohm preresistor	Left fender interskirt	3-27	
TDC sensor	Left front engine	3-21	
Transistorized ignition switching unit	Left front wheelwell	3-26	
#1 cylinder sensor	#1 high tension lead	3-22	
Switch	Dash	3-41	
FUSES			
	Right side kick panel	3-13	

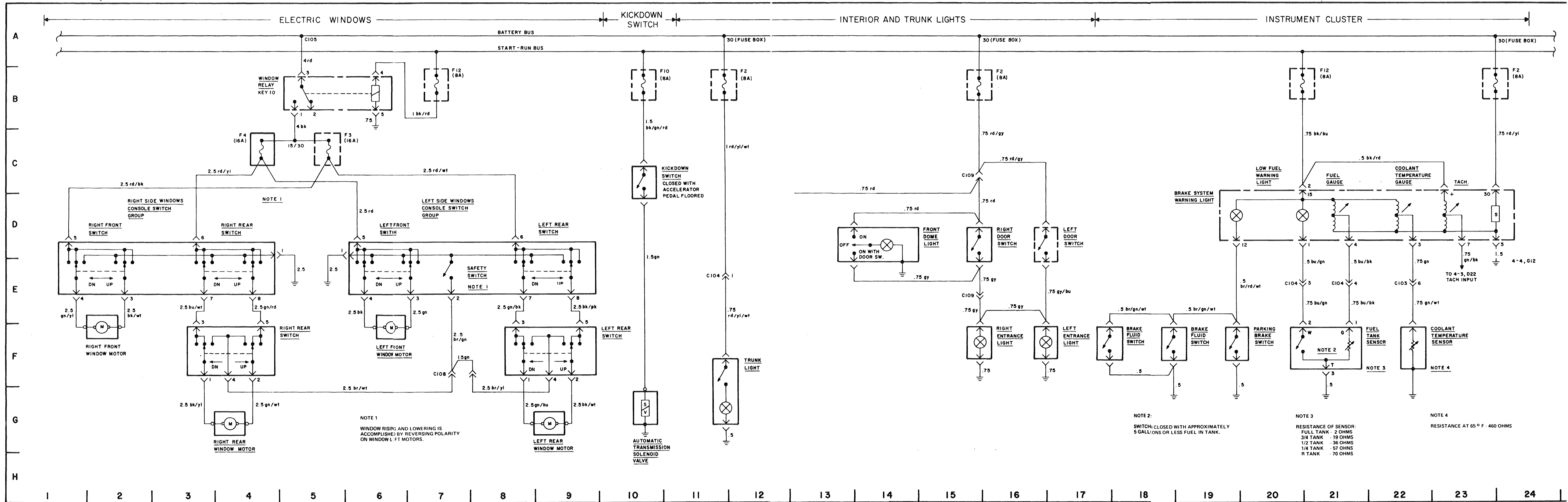


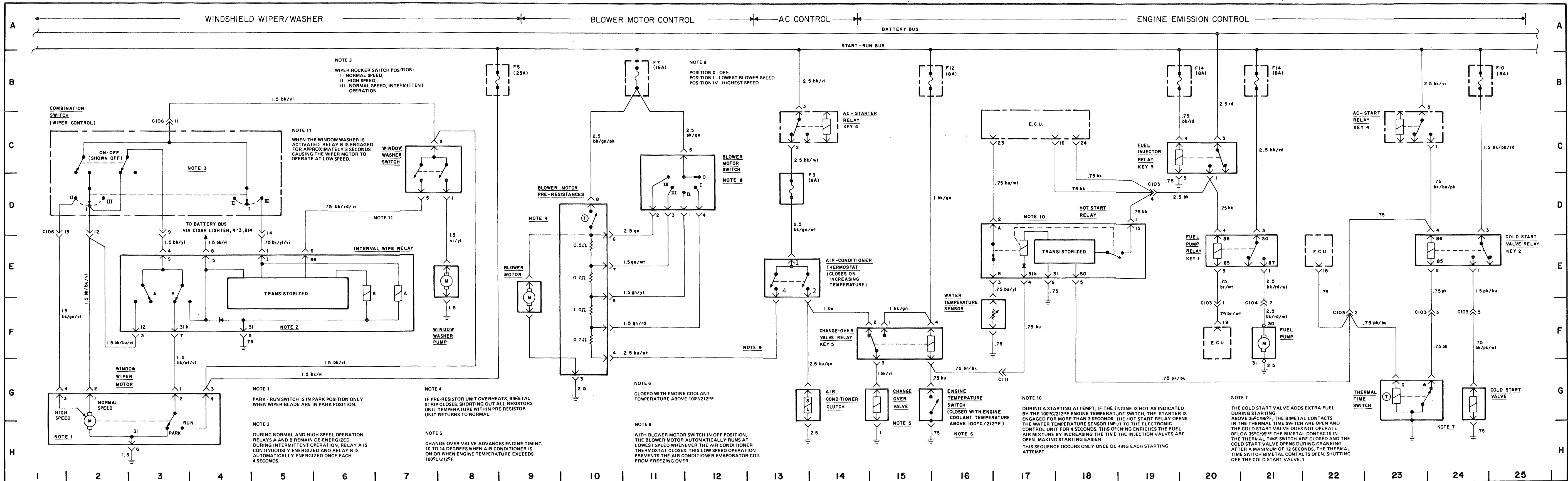




COMPONENT	COMPONENT LOCATION ON VEHICLE	COMPONENT LOCATION PHOTOGRAPH	COMPONENT TERMINAL PHOTOGRAPH
<b>TURN SIGNAL AND FLASHER</b>			
Flasher relay	Driver's side- behind inst. panel	3-20	3-36
Hazard switch	Console		
C 104 (12 pins)	Right hand kick panel	3-13	3-34
C 106 (14 pins)	Driver's side-under dash	3-20	3-35
<b>CONTROL LIGHTS</b>			
Dimmer rheostat	Instrument cluster		
C117	Behind radio in console		
<b>LIGHT SWITCH</b>			
Switch	Dash		3-43
C 104 (12 pins)	Right kick panel	3-13	3-34
C 106 (14 pins)	Driver's side-under dash	3-20	3-35
C 106 (14 pins)			
<b>FUSES</b>			
	Right kick panel	3-13	

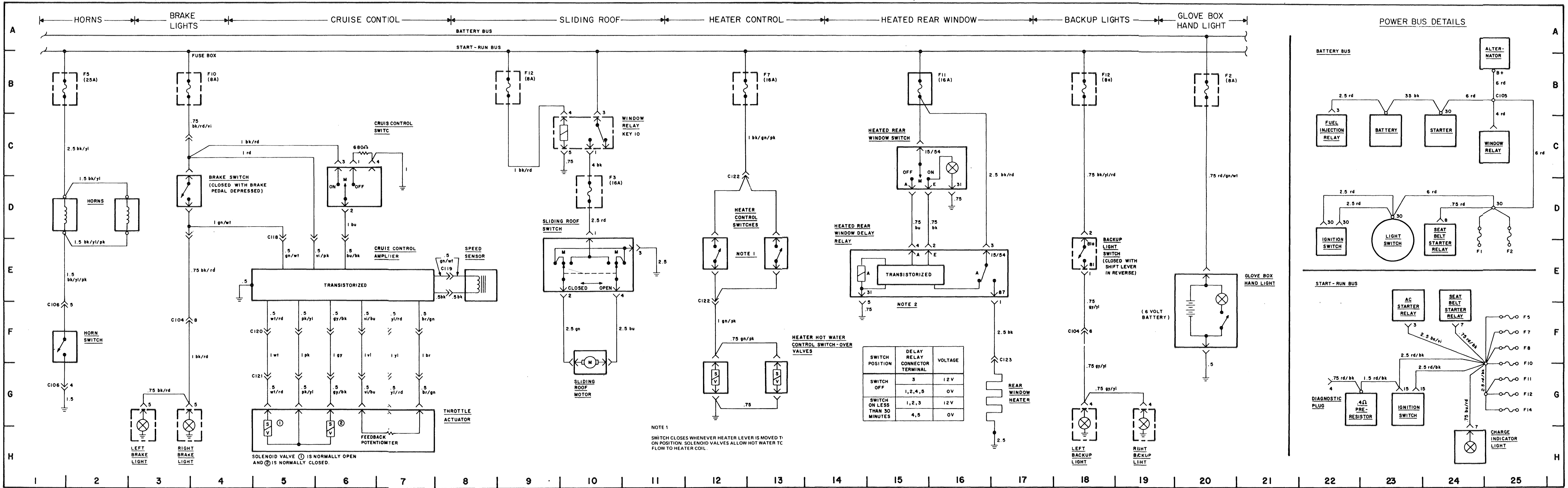
COMPONENT	COMPONENT LOCATION ON VEHICLE	COMPONENT LOCATION PHOTOGRAPH	COMPONENT TERMINAL PHOTOGRAPH
<b>WINDOWS</b>			
Switch			3-38
Window Relay key 10	Right kick panel		3-37
C 108	Console, right side	3-13	
C 105	Right fender interskirt		
<b>KICKDOWN</b>			
Solenoid	Left side transmission	3-16	
Switch	Below acceleration pedal		
<b>INTERIOR &amp; TRUNK LIGHTS</b>			
C 109	Console		
C 110	Center dashboard - left front		
<b>INSTRUMENT CLUSTER</b>			
Brake fluid switches	Top of master cylinder	3-11	
Coolant temp. sensor	Top, right, rear engine	3-9	
Fuel tank sensor	Below hat rack—Coupe	3-10	
	In soft top housing—roadster		
Parking brake switch	Above parking brake pedal		
C 103 (6 pins)	Right hand kick panel	3-13	3-32
C 104 (12 pins)	Right hand kick panel	3-13	3-34
<b>FUSES</b>			
	Right kick panel	3-13	



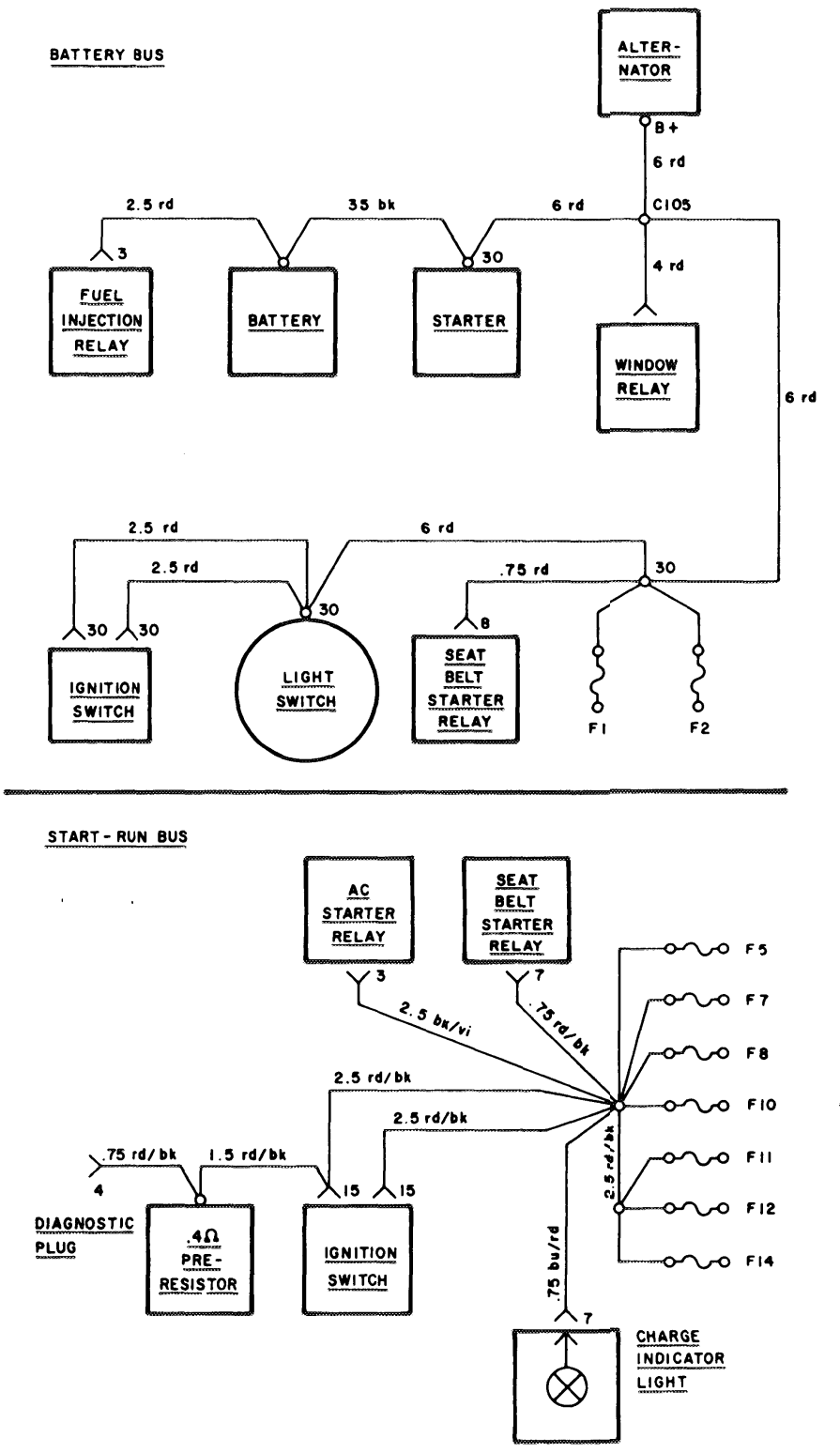


COMPONENT	COMPONENT LOCATION ON VEHICLE	COMPONENT LOCATION PHOTOGRAPH	COMPONENT TERMINAL PHOTOGRAPH
<b>WINDSHIELD WIPER/WASHER</b>			
Interval wipe relay	Driver's side-under dash	3-20	3-40
Washer pump	Right fender interskirt	3-14	
Washer switch	Floor board		
Wiper motor	Left of brake booster	3-12	3-35
C 106 (14 pins)	Driver's side-under dash	3-20	
<b>BLOWER MOTOR CONTROL</b>			
Blower motor	Engine side firewall	3-1	
Blower motor switch	Console		
Pre-resistances	Engine side firewall	3-1	
<b>AC CONTROL</b>			
AC Clutch	Front of compressor		
AC starter relay	Right kick panel	3-13	3-37
AC thermostat	Console		
Change over relay	Right kick panel	3-13	3-37
Change over valve	Left firewall-engine	3-4	
<b>ENGINE EMISSION CONTROL</b>			
AC-starter relay	Right kick panel	3-13	3-37
Change over valve	Left firewall-Engine side	3-4	
Change over valve relay	Right kick panel	3-13	3-37
Cold start valve	Top front engine	3-24	
Cold start valve relay	Right kick panel	3-13	3-37
E.C.U.	Firewall-pass. floor mat		
Engine temp. switch (100°C)	Top front engine	3-3	
Fuel injection relay	Right kick panel	3-13	3-37
Fuel pump	Under vehicle-right rear	3-23	
Fuel pump relay	Right kick panel	3-13	3-37
Hot start relay	Passenger's side, under dash	3-13	
Thermal time switch	Top center engine	3-3	
Water temperature sensor (E.F.I.)	Top front engine	3-3	
C 103 (6 pins)	Right kick panel	3-13	3-32
C 104 (12 pins)	Right kick panel	3-13	3-34
C 111 (6 pins)	Right kick panel	3-13	3-32
FUSES	Right kick panel	3-13	

COMPONENT	COMPONENT LOCATION ON VEHICLE	COMPONENT LOCATION PHOTOGRAPH	COMPONENT TERMINAL PHOTOGRAPH
<b>HORNS</b>			
C 106 (14 pins)	Driver's side-under dash	3-20	3-35
<b>BRAKE LIGHTS</b>			
Switch	Above brake pedal		
C 104 (12 pins)	Right kick panel	3-13	3-34
<b>CRUISE CONTROL</b>			
Amplifier	Left of brake pedal	3-6	
Speed sensor	In speedometer cable near steering col.	3-7	
Switch	Center dash	3-5	
Throttle actuator	Right fender interskirt	3-8	
C 118	Driver's side-under dash	3-15	
C 119	Driver's side-under dash	3-15	
C 120	Driver's side-under dash	3-15	
C 121	Left fender interskirt		
<b>SLIDING ROOF</b>			
Motor	Right side trunk		
Switch	Center dash		
<b>HEATER CONTROL</b>			
Switches	Behind heater levers	3-2	
Valves	Engine side firewall	3-1	
<b>HEATER REAR WINDOW</b>			
Relay	Under dash-passenger side	3-13	3-44
Switch	Center dash		
C 123	Behind flap-rear, right sidewall		
<b>BACKUP LIGHTS</b>			
Switch	Left side transmission	3-17	
C 104	Right kick panel	3-13	3-34
FUSES	Right kick panel	3-13	



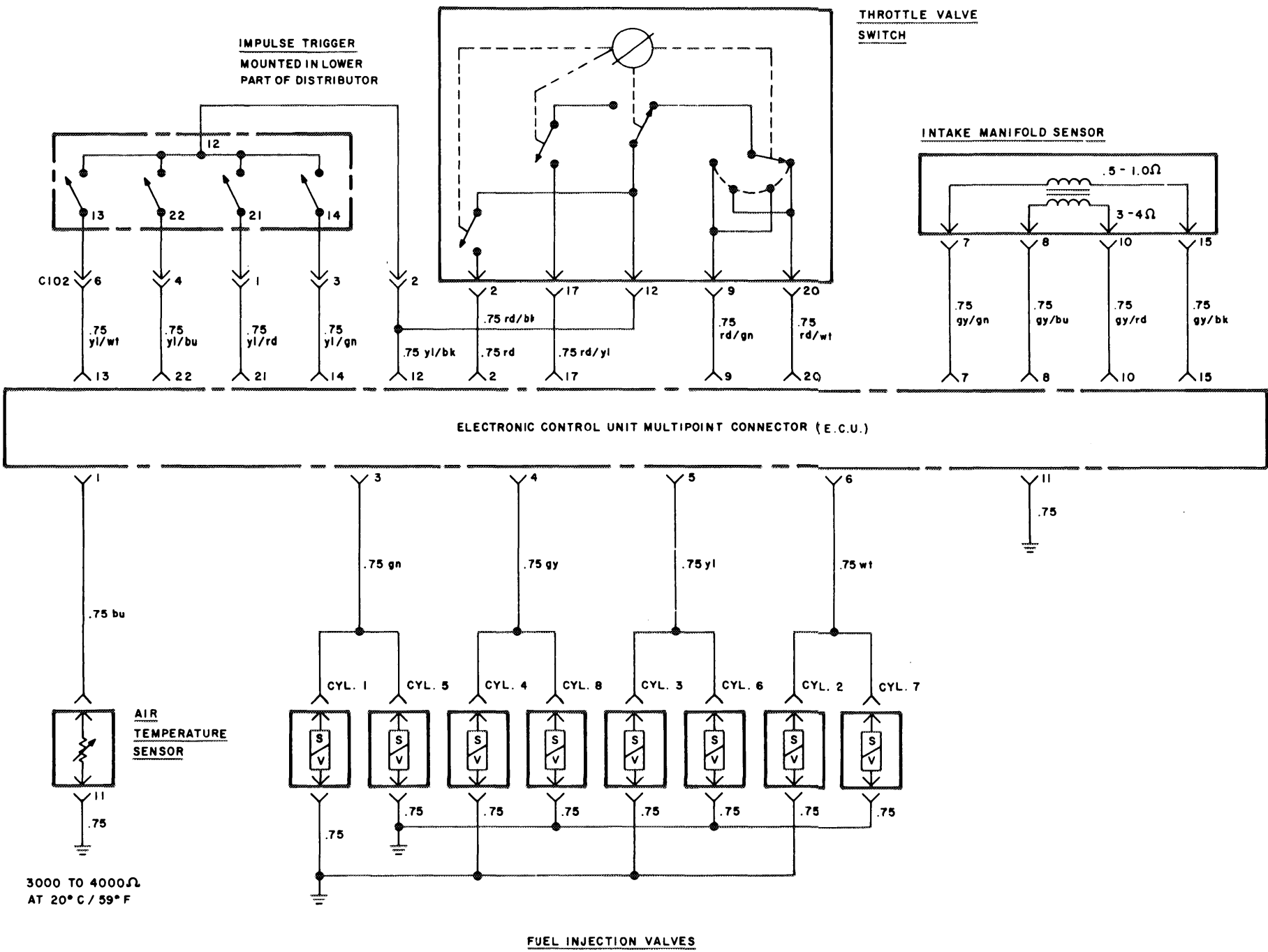
**POWER BUS DETAILS**



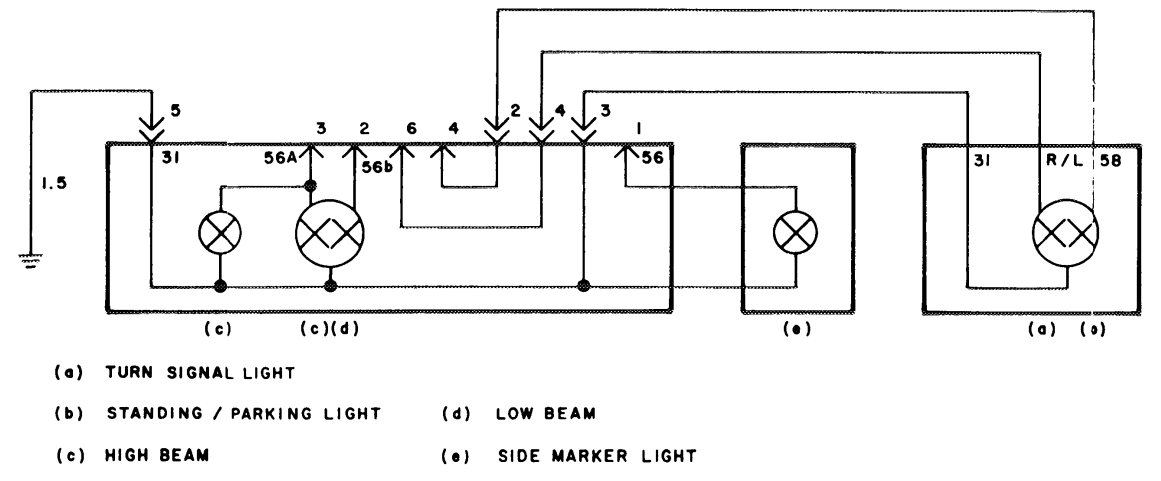
FUEL INJECTION

SPECIAL GROUNDING CIRCUITS

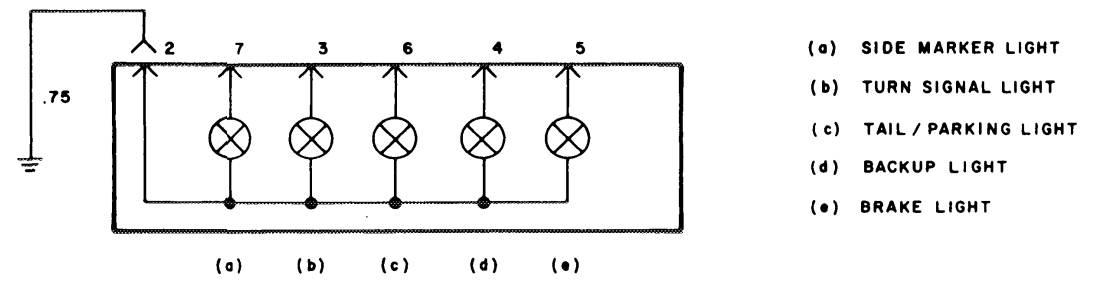
A  
B  
C  
D  
E  
F  
G  
H



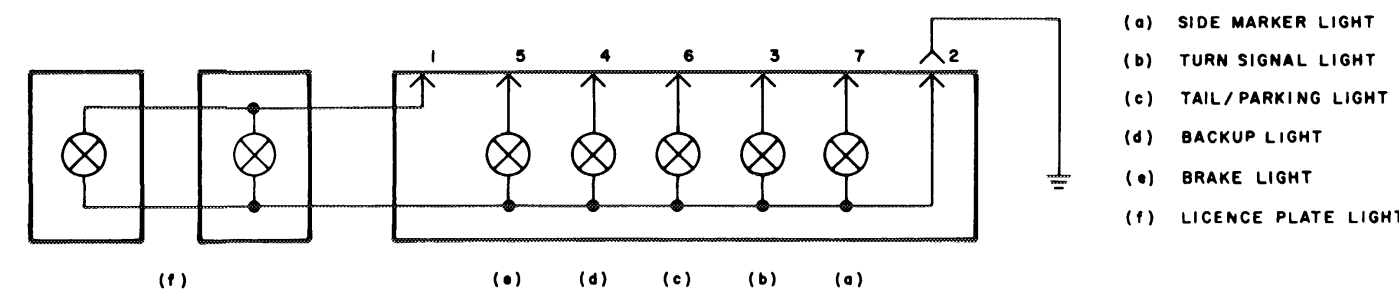
FRONT LIGHT CIRCUIT (LEFT & RIGHT)



LEFT REAR LIGHT CIRCUIT



RIGHT REAR LIGHT CIRCUIT



A  
B  
C  
D  
E  
F  
G  
H

COMPONENT	COMPONENT LOCATION ON VEHICLE	COMPONENT LOCATION PHOTOGRAPH	COMPONENT TERMINAL PHOTOGRAPH
FUEL INJECTION			
Air temperature sensor	Air Cleaner	3-18	
E.C.U.	Firewall-passenger floor mat		
Fuel injection valves	Top of engine		
Impulse trigger	Distributor		
Intake manifold sensor	Below master cylinder	3-19	
Throttle valve switch	Right side throttle housing		
C 102 (6 pins)	Top front engine		