

General information

Special precautions

Before commencing work on a particular circuit the following precautions **must** always be observed.

1. Whenever possible the gear range selector lever should be placed in the park position, the gearchange isolating fuse (fuse A6) removed from fuseboard F2, and the ignition key removed from the switchbox.

In addition, turn the battery master switch (if fitted) to the OFF position and disconnect the battery.

2. When reactivating a seat memory **ensure** that contact with the seat or seat mechanism is avoided. Immediately the seat is reactivated it will automatically move to a pre-set adjustment position.

3. **Never** disconnect the battery when the engine is running.

4. When working on the windscreen wiper system with the wiper mechanism cover removed, **always** disconnect the battery.

5. **Always** ensure correct polarity when making cable connections.

6. **Never** use a test lamp on circuits that contain electronic components.

7. When working on or in the vicinity of the air conditioning micro-processor, anti-static precautions, in particular, the wearing of an anti-static wristband connected to a good earth, must be observed.

Electrical diagnosis

When carrying out electrical diagnosis the following points must be observed.

1. Always try to verify the exact nature and history of the complaint. A malfunction may be reported, when in fact, the system is operating correctly.

2. Familiarize yourself with the operation and lay-out of the circuit to be tested.

3. Always consider the symptoms and then decide on the most advantageous and convenient point (e.g. relay, switch) at which to commence your investigation.

Test equipment

It is essential that only recommended test equipment is used, otherwise damage may occur to an electrical component/circuit.

In order to take readings of either voltage, current, or resistance, a suitable meter is required. When using a multi-meter it is important that before connecting the meter to the component/circuit being tested the correct range is selected on the meter. Before using an ohmmeter, **always** disconnect the battery.

Although a 12 volt test lamp may be used for fault finding, **never** use a test lamp on circuits that contain electronic components, since damage to these components may result.

Electrical accessories

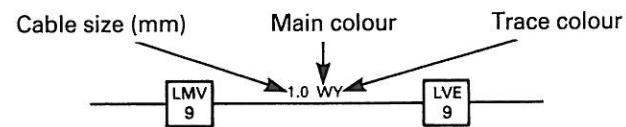
If fitting an electrical accessory **ensure** that it is protected by a fuse of the correct rating.

It is recommended that the accessory is always wired into a spare position on the fuseboard (see Section 3). Do not under any circumstances use a fuse of a **higher** rating than that indicated on the fuseboard identification label.

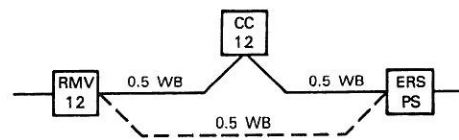
If the accessory incorporates an in-line fuse it is essential that this fuse is of a lower rating than that on the fuseboard.

Cable identification

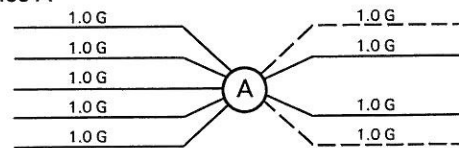
B	Black	P	Purple
G	Green	R	Red
K	Pink	S	Slate
LG	Light green	U	Blue
N	Brown	W	White
O	Orange	Y	Yellow



When the cable route on a left-hand drive car differs from that on a right-hand drive car it is identified by a dotted line



Splice A





Headlamps and lamp bulbs

When changing a lamp bulb the following points should be noted.

It is essential that only lamp bulbs of the correct voltage, rating, and fitting are used.

If the fitting is described as capless, do not turn the bulb when removing.

When fitting a lamp bulb, ensure that it is located securely in its holder. If the lamp has a bayonet fitting ensure that the guide pins are engaged in the recesses of the holder.

If fitting a quartz halogen lamp, care must be taken to avoid touching the bulb portion of the lamp as impurities on the bulb will cause loss of brilliance and possible premature failure. If accidentally touched, the bulb must be cleaned with surgical spirits.

Headlamps

Four door cars
Cars other than those conforming to a Japanese or USA specification
Inner lamps (H3) 12V 55W Quartz halogen
Outer lamps (H4) 12V 60/55W Quartz halogen

On cars conforming to a French or Algerian specification, the bulbs on the outer lamps are yellow and the bulbs on the inner lamps have yellow caps.

Cars conforming to a Japanese specification
Inner lamps 12V 55W Halogen sealed beam unit
Outer lamps 12V 60/40W Halogen sealed beam unit
Inner lamps (H3) 12V 55W Quartz halogen
Outer lamps (H4) 12V 60/55W Quartz halogen

Cars conforming to a USA specification
Inner lamps 12V 55W Halogen sealed beam unit
Outer lamps 12V 45/40W Halogen sealed beam unit

Two door cars
Cars other than those conforming to a North American specification
Inner and outer lamps 12V 55W Quartz halogen

Cars conforming to a North American specification
Inner lamps 12V 50W Sealed beam unit
Outer lamps 12V 60/37½W Sealed beam unit

The two inner lamps are marked 1C1 on the lens.
The two outer lamps are marked 2C1 on the lens.

Lamp bulbs

Location	Rating	Fitting
Front direction indicator lamps	12V 21W	SCC bayonet
Front side/position lamps	12V 5W	SCC bayonet
Front fog lamps (when fitted) – Quartz halogen	12V 55W	Special fitting
Direction indicator repeater lamps (when fitted)	12V 4W	MCC bayonet
Rear direction indicator lamps	12V 21W	SCC bayonet
Side marker lamps (when fitted)	12V 3W	Capless
Stop lamps. Four door cars	12V 21W	SCC bayonet
Rear side/position lamps		
Four door cars other than those conforming to a Japanese or North American specification	12V 10W	SCC bayonet
Four door cars conforming to a Japanese or North American specification		
Inner lamps	12V 5W	SCC bayonet
Outer lamps	12V 10W	SCC bayonet
Stop/rear position (tail) lamps.		
Two door cars	12V 5/21W	SBC bayonet
Stop lamps. Two door cars conforming to a North American specification	12V 21W	SCC bayonet
High mounted stop lamp. Cars conforming to a North American specification	12V 21W	Four door cars SCC bayonet Two door cars Special fitting in integral holder

Location	Rating	Fitting
Rear number plate lamps		
Four door cars	12V 5W	Double-ended festoon
Two door cars other than those conforming to a North American specification	12V 5W	MBC bayonet
Two door cars conforming to a North American specification	12V 5W	Double-ended festoon
Rear fog lamps. Cars other than those conforming to a Japanese or North American specification	12V 21W	SCC bayonet
Reversing lamps	12V 21W	SCC bayonet
Luggage compartment lamp		
Four door cars	12V 5W	Double-ended festoon
Two door cars	12V 5W	SCC bayonet or double-ended festoon
Engine compartment lamp	12V 5W	Double-ended festoon
Facia		
Switchbox illumination	12V 1.5W	LES
Oil pressure warning lamp	12V 2W	MCC bayonet (T7)
Generator warning lamp	12V 2W	MCC bayonet (T7)
Switch panels illumination (6)	12V 1.5W	LES
Headlamps main beam warning lamp. Four door cars	14V 0.56W	LES
Side lamps 'on' warning lamp. Four door cars	14V 0.56W	LES
Warning panel lamps		
Low mineral oil level	12V 3W	Capless
Low brake pressure (2)	12V 3W	Capless
Headlamps main beam. Two door cars	12V 3W	Capless
Side lamps 'on'. Two door cars	12V 3W	Capless
Parking brake	12V 3W	Capless
Brake pad wear	12V 3W	Capless
Stop lamp failure	12V 3W	Capless
Anti-lock	12V 3W	Capless
Oxygen sensor	12V 3W	Capless
Exhaust temperature overheat	12V 3W	Capless
Engine coolant	12V 3W	Capless
Ice warning	12V 3W	Capless
Low washer fluid(s)	12V 3W	Capless
Low fuel	12V 3W	Capless
Speedometer illumination lamps (2)	12V 3W	MCC bayonet
Direction indicator warning lamps	12V 2W	MCC bayonet (T7)
Tachometer illumination lamps (2)	12V 3W	MCC bayonet
Four-in-one instrument	12V 3W	Capless
Fuel/oil level gauge	12V 3W	Capless
Coolant temperature gauge	12V 3W	Capless
Engine oil pressure gauge	12V 3W	Capless
Battery condition indicator	12V 3W	Capless
Horns changeover switch illumination	12V 3W	Capless
Clock illumination	12V 2W	MCC bayonet (T7)
Outside air temperature gauge	12V 2W	MCC bayonet (T7)
Centre console ash tray illumination	12V 1.5W	LES
Cigar lighter illumination	12V 1.2W	Capless
Hazard warning	12V 3W	Capless
Seat belt warning	12V 3W	Capless
Front fog lamps 'on'	12V 3W	Capless
Rear fog lamps 'on'	12V 3W	Capless
Map lamp switch (facia) illumination	12V 1.5W	LES
Facia stowage compartment	12V 5W	Double-ended festoon
Gear range indicator illumination	14V 0.56W	LES
Fuseboard illumination	12V 5W	Double-ended festoon
Vanity mirror illumination	12V 5W	Double-ended festoon
Interior roof lamps		
Four door cars		
Front section	12V 4W	MCC bayonet
Rear section	12V 5W	Double-ended festoon
Two door cars		
Roof lamps	12V 5W	Double-ended festoon
Map lamp	12V 3W	Double-ended festoon
Footwell illumination lamps	12V 5W	Double-ended festoon
Step illumination lamps		
Four door cars	12V 3W	Capless

Location	Rating	Fitting
Door open warning lamps		
Four door cars	12V 3W	Double-ended festoon
Two door cars	12V 3W	Capless
Vanity mirror lamp	12V 5W	Double-ended festoon

Fuse identification

Main fuseboards

A main fuseboard consists of three fuse panels (F1, F2, and F3). It is located behind a hinged cover, directly below the fascia stowage compartment. To gain access to a fuseboard, press the release button situated in the outer edge of the fascia surround.

The fuseboards utilize auto type fuses. The ampere rating of the fuses is shown on each individual fuse. The correct fuse and its location can be identified by reference to the fuseboard identification label (see fig. 3-1, 3-2, 3-3, or 3-4).

Located on the left-hand side of each fuseboard is a circuit breaker, which protects the centralized door locking system.

Incorporated into the circuit breaker is a thermal cut-out and a reset button.

If the circuit breaker requires setting, allow 20 seconds for the cut-out to cool before depressing the reset button.

Fuseholders

Located behind the trim on the right-hand side of the luggage compartment are a number of fuseholders as shown in figures 3-5 and 3-6.

To gain access to a fuseholder on a four door car, release the fastener that secures the trim panel and ease the panel away from the body (see fig. 3-5). Access to a fuseholder on two door cars is by releasing the two fasteners that secure the door situated in the trim panel (see fig. 3-6).

The fuseholder which contains a 20 ampere fuse protects, dependent upon the car and its specification, the circuits for the clock, outside air temperature gauge, elapsed time indicator, cellular telephone, and radio/cassette unit. This fuse also protects the electronic memory functions for front seat adjustment.

From 1988 model year an additional fuseholder also containing a 20 ampere fuse is fitted. This fuse protects the circuit which provides a 12 volts positive battery feed to the electrical components of the anti-lock braking system.

On cars conforming to a North American specification, a fuseholder containing a 4 ampere fuse is fitted. This fuse protects the high mounted stop lamp circuit.

Fault diagnosis

When diagnosing a fault, reference must always be made to the appropriate wiring diagram. This will determine the number of fuses relating to a particular circuit.

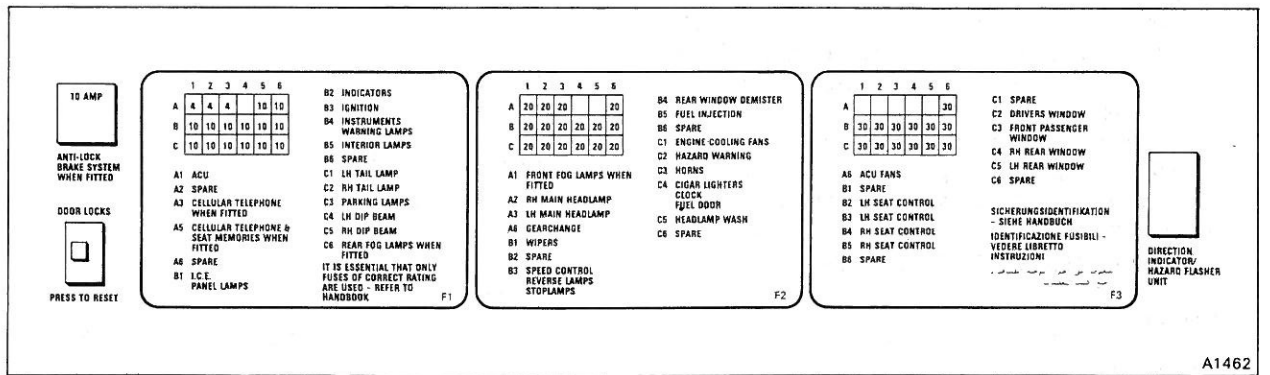


Fig. 3-1 Fuseboard identification label
Four door cars other than those fitted with passive restraint seat belts

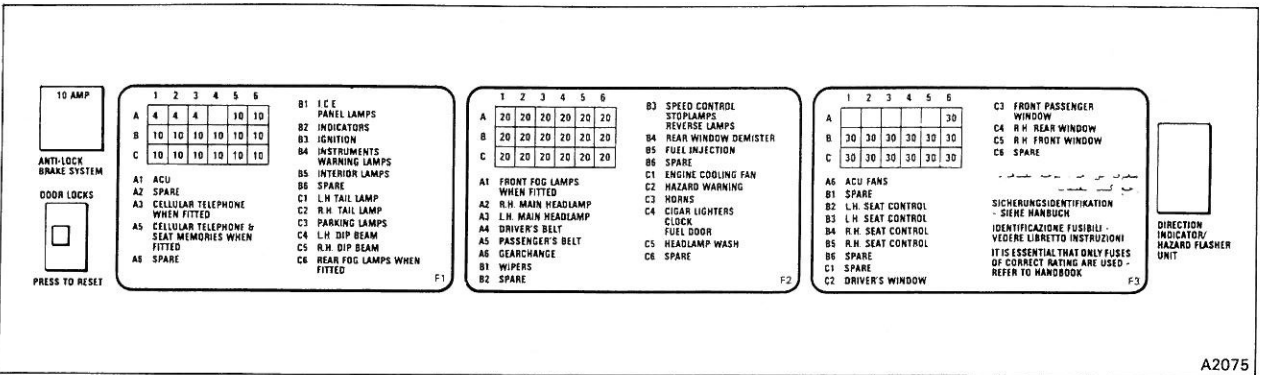


Fig. 3-2 Fuseboard identification label
Four door cars fitted with passive restraint seat belts

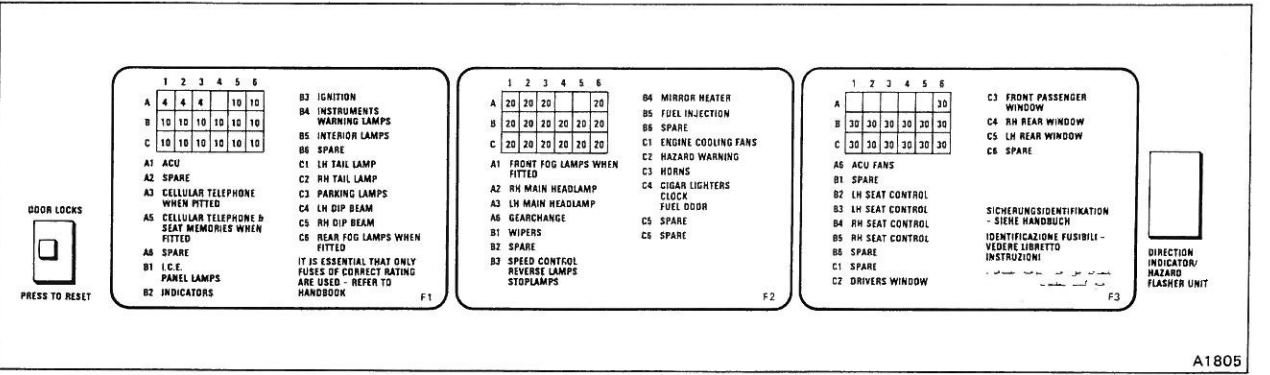


Fig. 3-3 Fuseboard identification label
Two door cars (1987 model year)

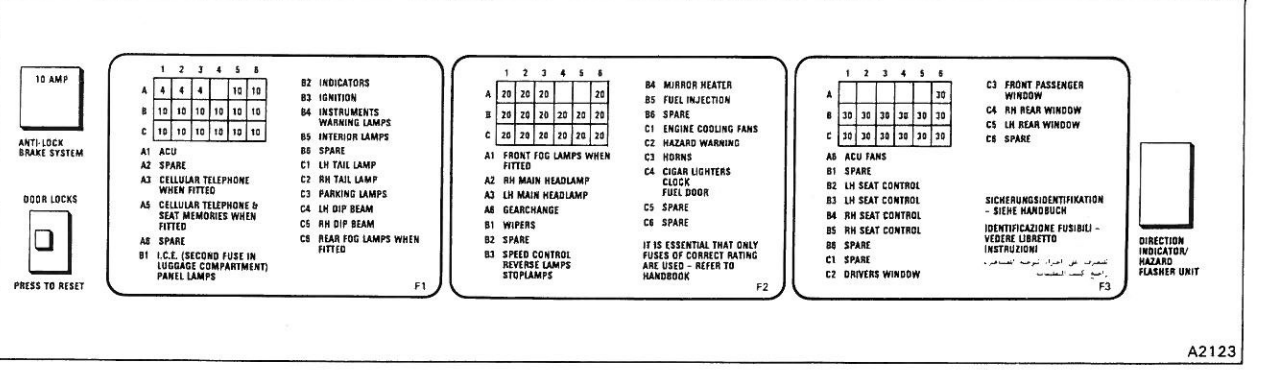


Fig. 3-4 Fuseboard identification label
Two door cars (1988 model year)

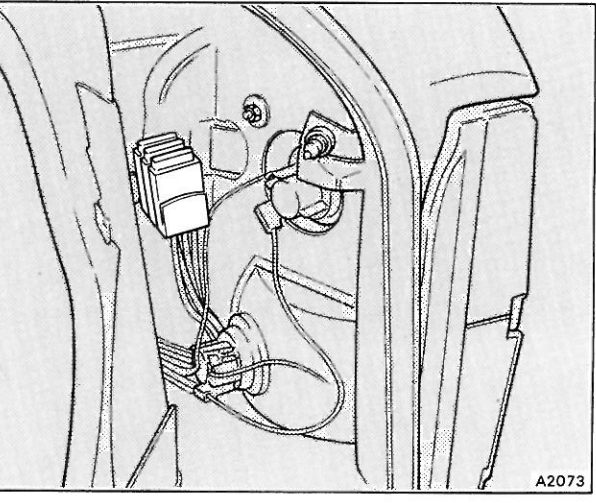


Fig. 3-5 Fuseholders
Four door cars

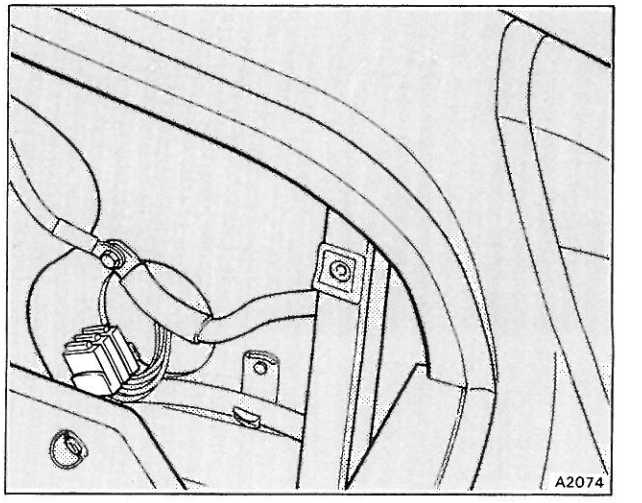


Fig. 3-6 Fuseholders
Two door cars