

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.

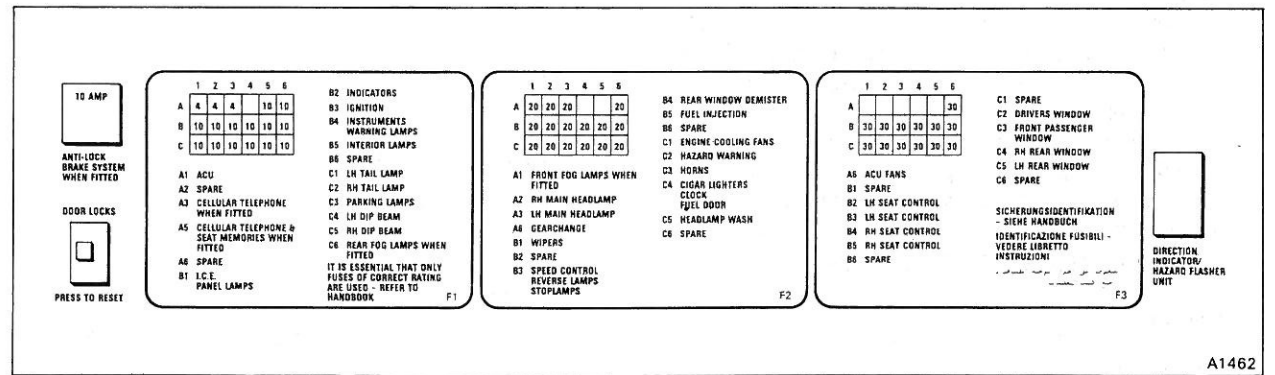


Fig. 3-1 Fuseboard identification label
Four door cars other than those fitted with passive restraint seat belts

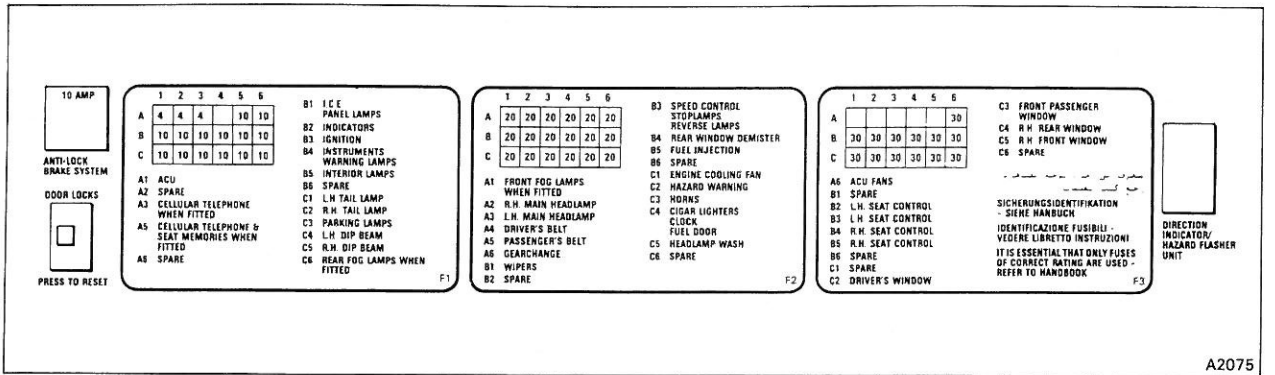


Fig. 3-2 Fuseboard identification label
Four door cars fitted with passive restraint seat belts

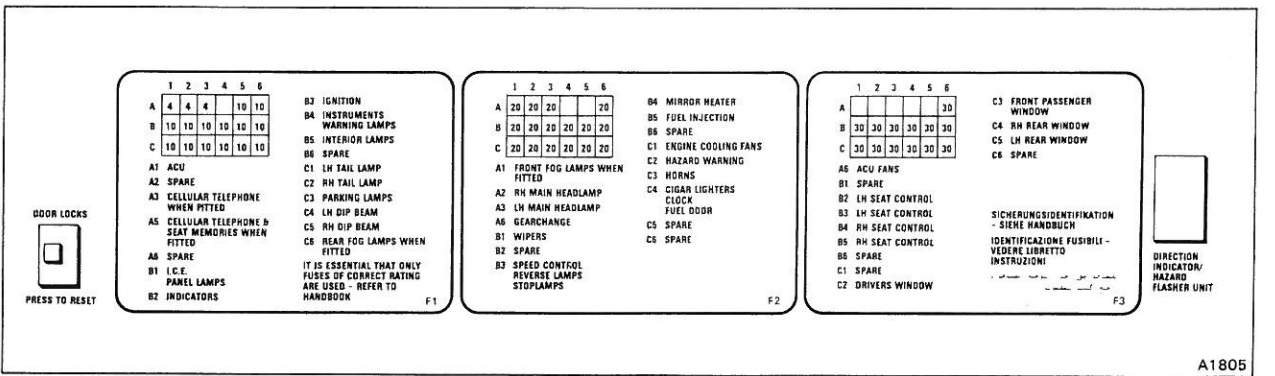


Fig. 3-3 Fuseboard identification label
Two door cars (1987 model year)

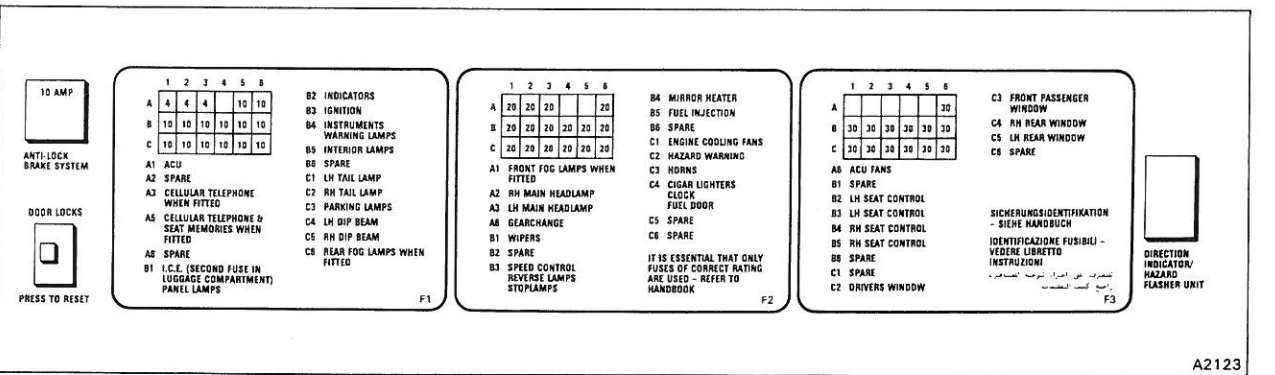


Fig. 3-4 Fuseboard identification label
Two door cars (1988 model year)

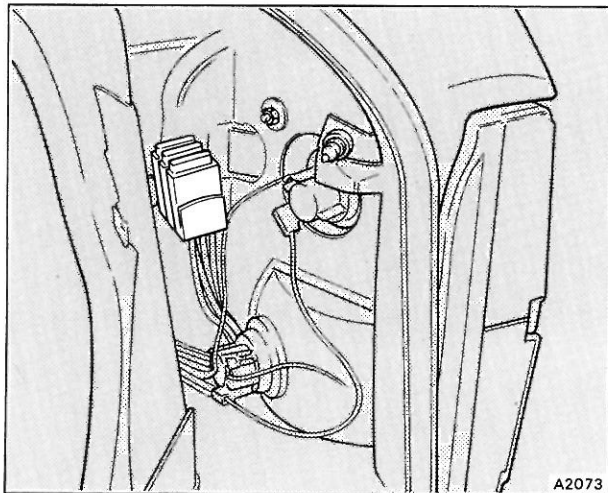


Fig. 3-5 Fuseholders
Four door cars

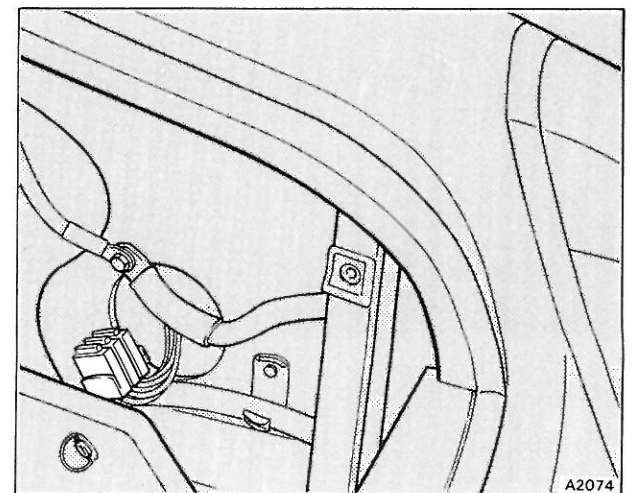


Fig. 3-6 Fuseholders
Two door cars