SECTION POWER SUPPLY, GROUND & CIRCUIT ELEMENTS

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| HARNESS LAYOUT76Outline76Engine Room Harness78Engine Control Harness80Main Harness82Body Harness82Door Harness87Room Lamp Harness91 | H I J |
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< BASIC INSPECTION >

BASIC INSPECTION

BATTERY

How to Handle Battery

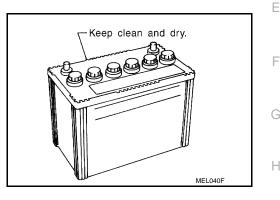
CAUTION:

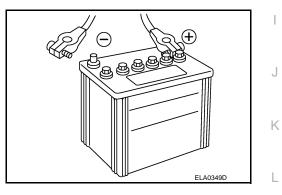
- If it becomes necessary to start the engine with a booster battery and jumper cables, use a 12-volt booster battery.
- After connecting battery cables, ensure that they are tightly clamped to battery terminals for good contact.
- Never add distilled water through the hole used to check specific gravity.

METHODS OF PREVENTING OVER-DISCHARGE

The following precautions must be taken to prevent over-discharging a battery.

- The battery surface (particularly its top) should always be kept clean and dry.
- The terminal connections should be clean and tight.
- At every routine maintenance, check the electrolyte level. This also applies to batteries designated as "low maintenance" and "maintenance-free".





 When the vehicle is not going to be used over a long period of time, disconnect the battery cable from the negative terminal. (If the vehicle has an extended storage switch, turn it off.)

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BATTERY DIAGNOSIS WITH EXP-800 NI OR GR8-1200 NI

To diagnose and confirm the condition of the battery, use the following special service tools:

- EXP-800 NI Battery and electrical diagnostic analyzer
- GR8-1200 NI Multitasking battery and electrical diagnostic station

NOTE:

Refer to the applicable instruction manual for proper battery diagnosis procedures.

BATTERY DIAGNOSIS WITHOUT EXP-800 NI OR GR8-1200 NI

Check Electrolyte Level

WARNING:

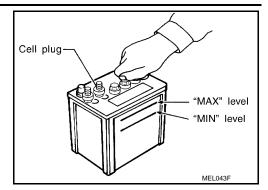
Never allow battery fluid to come in contact with skin, eyes, fabrics, or painted surfaces. After touching a battery, never touch or rub your eyes until you have thoroughly washed your hands. If acid contacts eyes, skin or clothing, immediately flush with water for 15 minutes and seek medical attention. Failure to do this may cause personal injury or damage to clothing or the painted surfaces.

BATTERY

< BASIC INSPECTION >

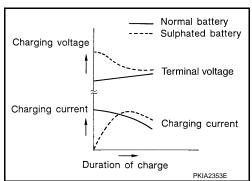
- Remove the cell plug using a suitable tool.
- Add distilled water up to the MAX level.

[POWER SUPPLY&GROUND CIRCUIT]



SULPHATION

- A battery will be completely discharged if it is left unattended for a long time and the specific gravity will become less than 1.100. This may result in sulphation on the cell plates.
- To determine if a battery has been "sulphated", note its voltage and current when charging it. As shown in the figure, less current and higher voltage are observed in the initial stage of charging sulphated batteries.
- A sulphated battery may sometimes be brought back into service by means of a long, slow charge, 12 hours or more, followed by a battery capacity test.



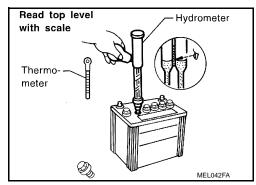
Specific Gravity Check

NOTE:

Check the charge condition of the battery.

Periodically check the specific gravity of the electrolyte. Keep a close check on charge condition to prevent over-discharge.

- 1. Read hydrometer and thermometer indications at eye level.
- 2. Use the chart below to correct your hydrometer reading according to electrolyte temperature.



Hydrometer Temperature Correction

| Battery electrolyte temperature [°C (°F)] | Add to specific gravity reading |
|---|---------------------------------|
| 71 (160) | 0.032 |
| 66 (150) | 0.028 |
| 60 (140) | 0.024 |
| 54 (130) | 0.020 |
| 49 (120) | 0.016 |
| 43 (110) | 0.012 |
| 38 (100) | 0.008 |
| 32 (90) | 0.004 |
| 27 (80) | 0 |
| 21 (70) | -0.004 |
| 16 (60) | -0.008 |
| 10 (50) | -0.012 |

PG-4

BATTERY

< BASIC INSPECTION >

| Battery electrolyte temperature [°C (°F)] | Add to specific gravity reading |
|---|---------------------------------|
| 4 (40) | -0.016 |
| -1 (30) | -0.020 |
| -7 (20) | -0.024 |
| -12 (10) | -0.028 |
| -18 (0) | -0.032 |

| Corrected specific gravity | Approximate charge condition |
|----------------------------|------------------------------|
| 1.260 - 1.280 | Fully charged |
| 1.230 - 1.250 | 3/4 charged |
| 1.200 - 1.220 | 1/2 charged |
| 1.170 - 1.190 | 1/4 charged |
| 1.140 - 1.160 | Almost discharged |
| 1.110 - 1.130 | Completely discharged |

Charging The Battery

CAUTION:

- Never "quick charge" a fully discharged battery.
- Keep the battery away from open flame while it is being charged.
- When connecting the charger, connect the leads first, then turn on the charger. Never turn on the charger first, as this may cause a spark.
- If battery electrolyte temperature rises above 55 °C (131 °F), stop charging. Always charge battery at a temperature below 55 °C (131 °F).

Charging Rates (Standard Charge)

| Approximate charge condi- tion | Charge current (A) | Charge time (h) |
|-----------------------------------|--------------------|-----------------|
| Fully charged | | 2 |
| 3/4 charged | 5 | 2.5 |
| 1/2 charged | | 5 |
| 1/4 charged | | 7.5 |
| Almost discharged | | 9 |
| Completely discharged | | 10 |
| Charging Rates (Quick Charge) | | |

| Approximate charge condi- tion | Charge current (A) | Charge time (h) |
|-----------------------------------|--------------------|-----------------|
| Fully charged | _ | _ |
| 3/4 charged | 13 | |
| 1/2 charged | | 0.5 |
| 1/4 charged | 26 | 0.5 |
| Almost discharged | | |
| Completely discharged | — | — |

NOTE:

The ammeter reading on your battery charger will automatically decrease as the battery charges. This indi-Ρ cates that the voltage of the battery is increasing normally as the state of charge improves. The charging amps indicated above refer to initial charge rate.

• If, after charging, the specific gravity of any two cells varies more than 0.050, the battery should be replaced.

[POWER SUPPLY&GROUND CIRCUIT]

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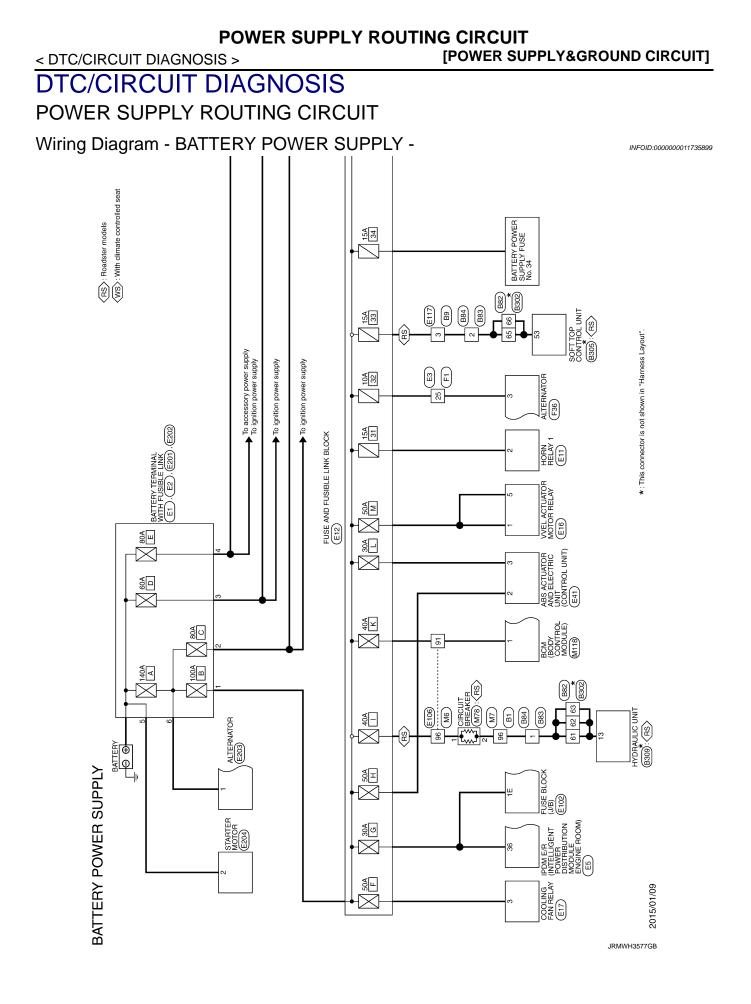
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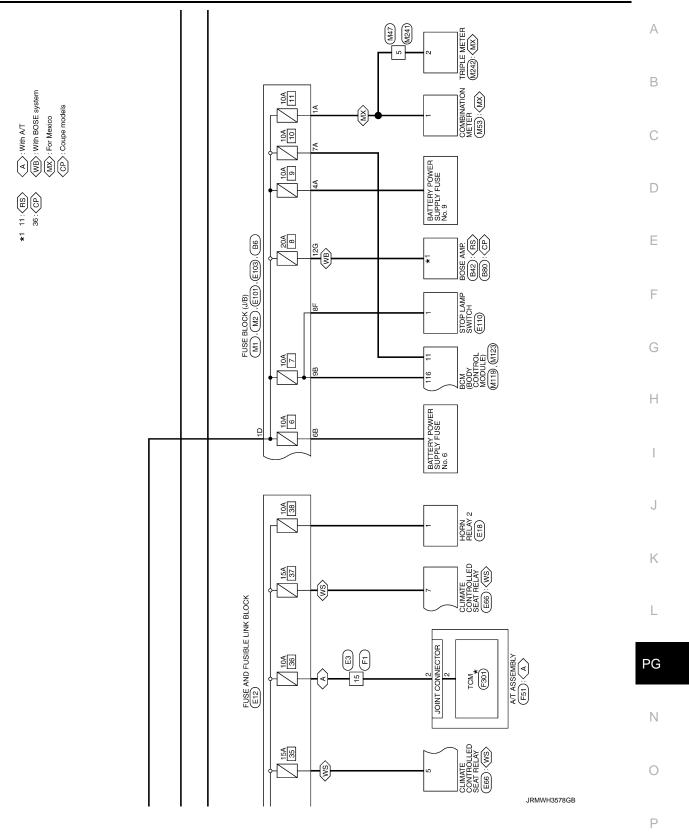
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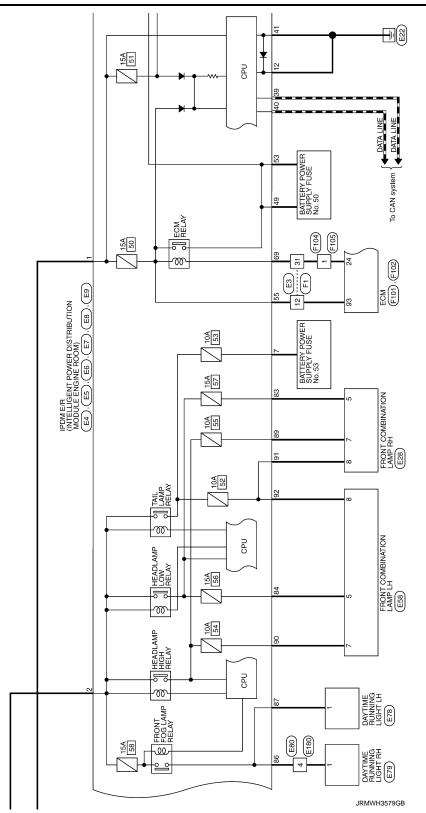
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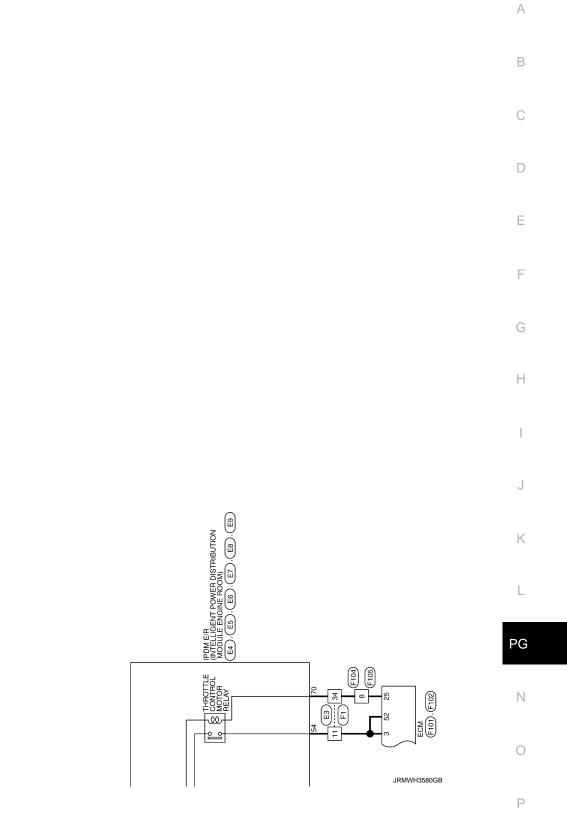


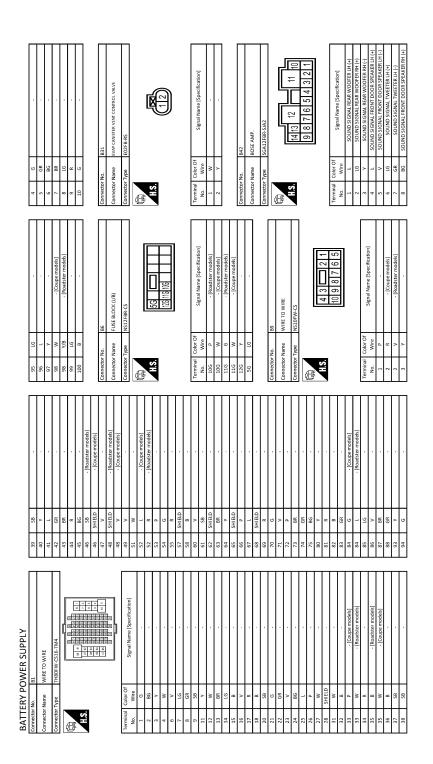


[POWER SUPPLY&GROUND CIRCUIT]

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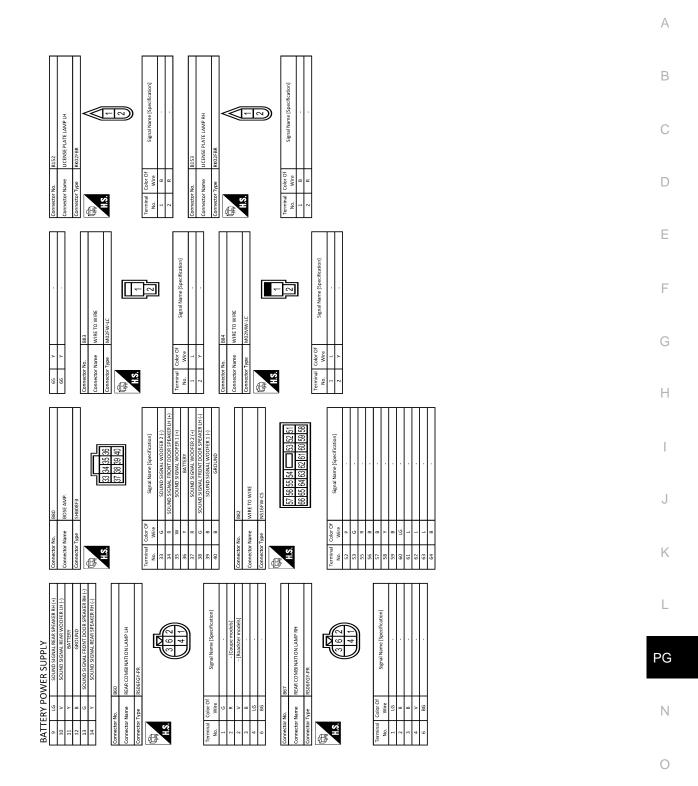






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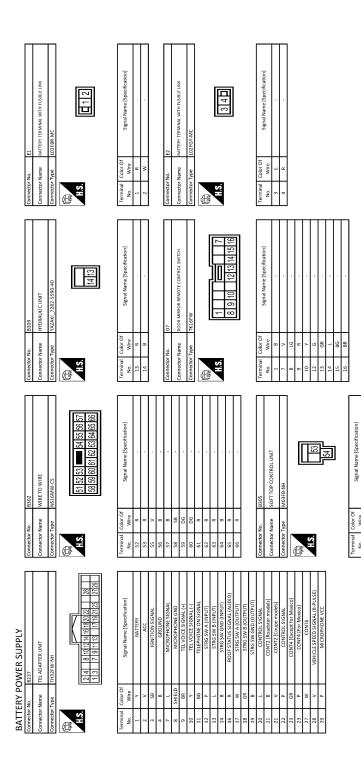


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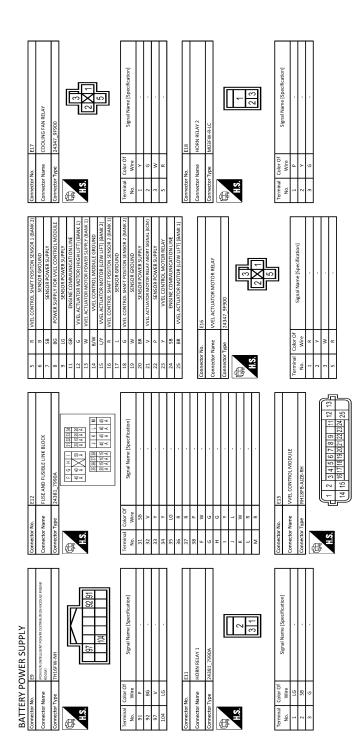
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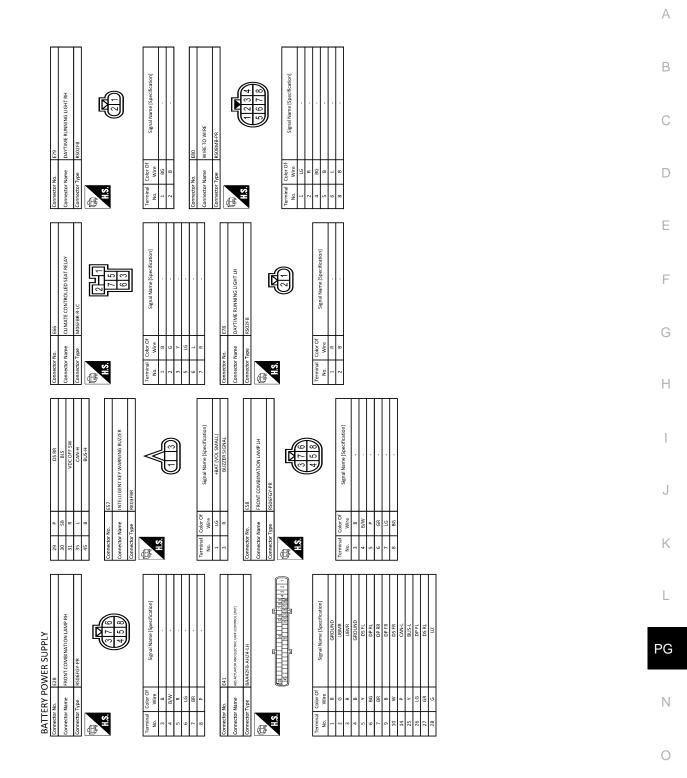
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POWER SUPPLY ROUTING CIRCUIT [POWER SUPPLY&GROUND CIRCUIT] < DTC/CIRCUIT DIAGNOSIS >

Signal Name [Specification]

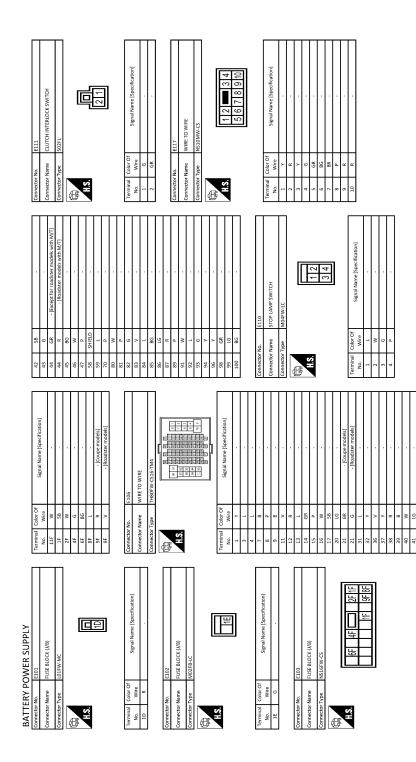


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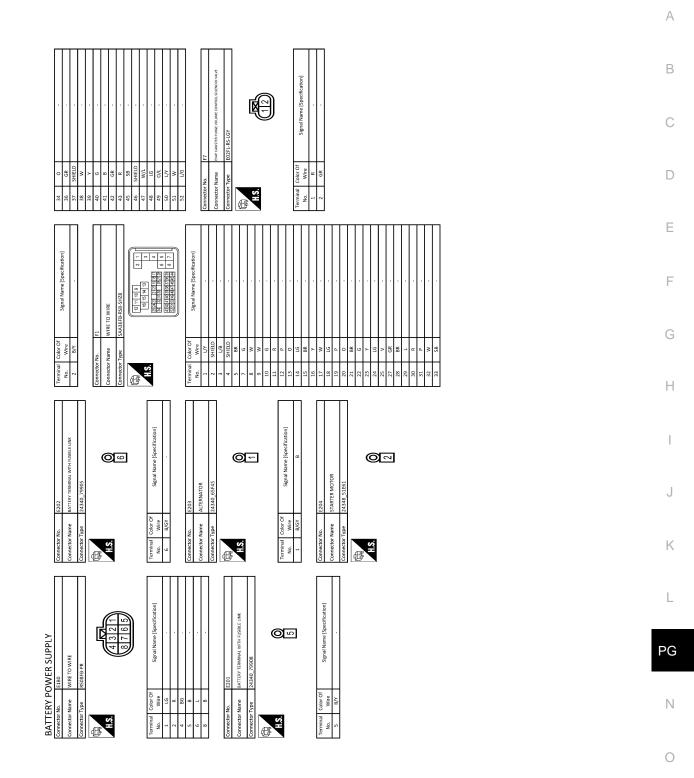
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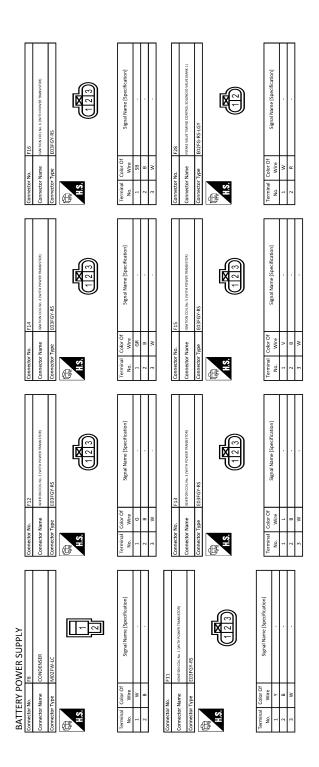


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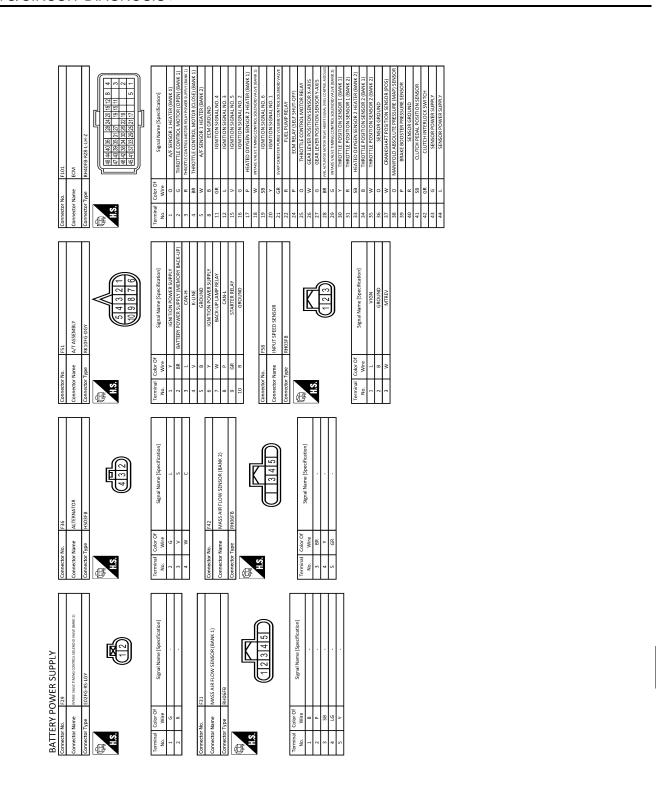


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POWER SUPPLY ROUTING CIRCUIT < DTC/CIRCUIT DIAGNOSIS > [POWER SUPPLY&GROUND CIRCUIT]



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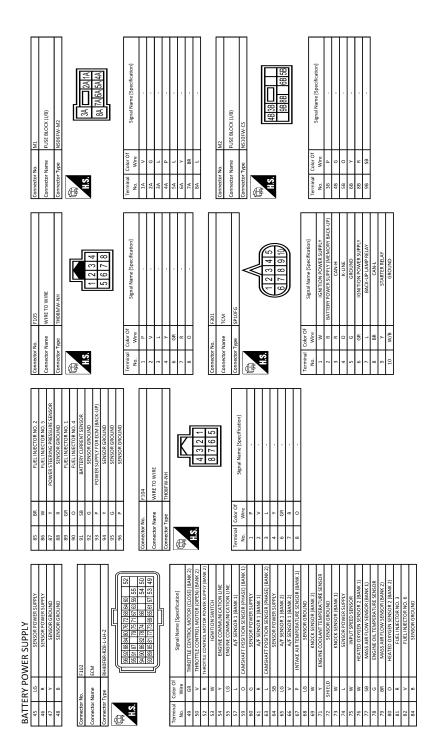
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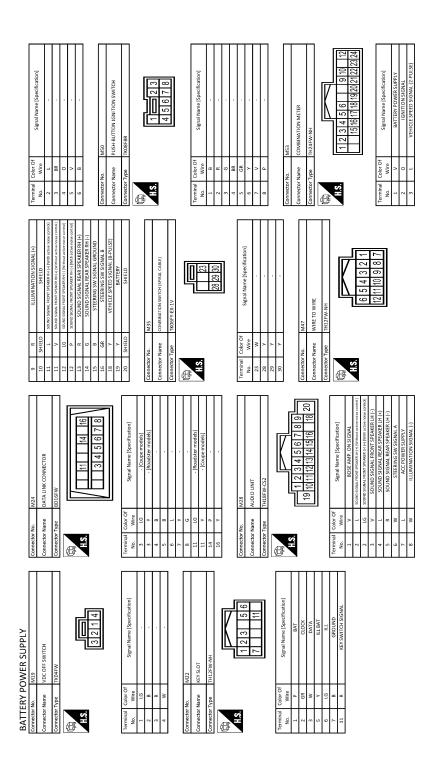
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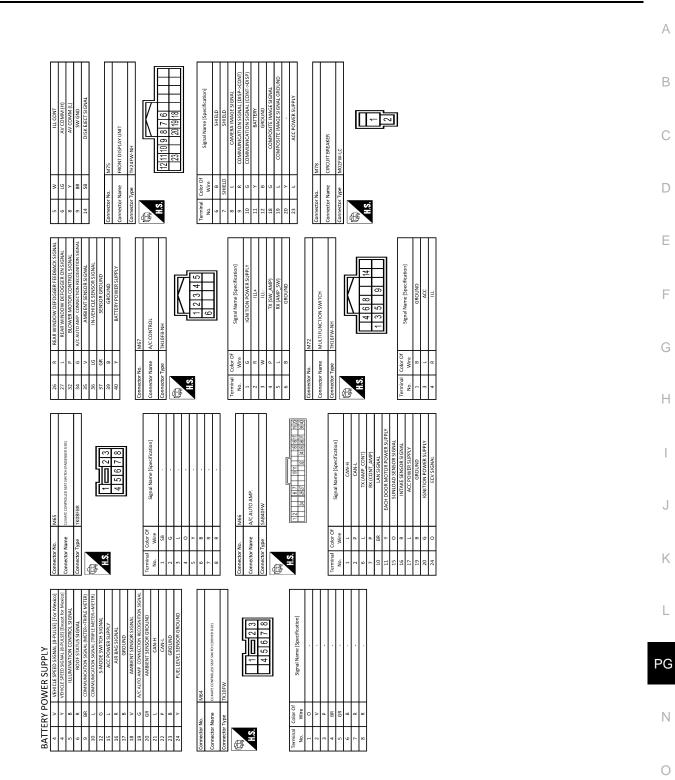
[POWER SUPPLY&GROUND CIRCUIT]



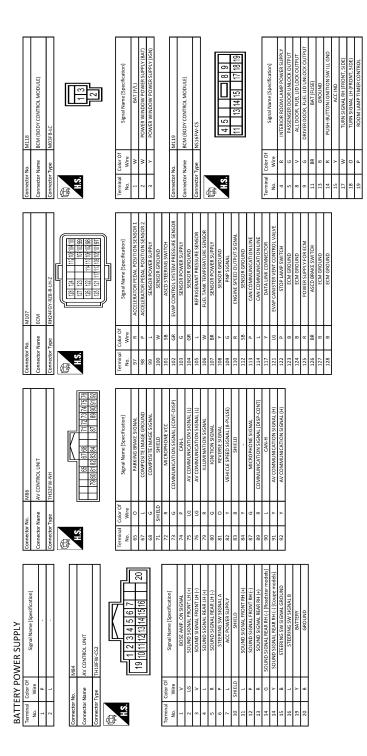
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POWER SUPPLY ROUTING CIRCUIT S > [POWER SUPPLY&GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >



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| 214 pecification | Perfication Internation | В |
| M255 S-MODE SWITCH TR04FGY 31124 Signal Name (Specification) | Mazas Mazas switch Teater Signal Name (Specification) Signal Name (Specification) Beam ILL- (Rauditer model) ILL- (Rauditer model) | С |
| Connector No. M Connector Name 5- Connector Type 11- H.S. M. Wree 1 1 6 | | D |
| | | Е |
| wine 123456 1289101112 Signal Name [Specification] | M22 TWP LE METER TWP LE METE | F |
| <u>`</u> S <u>A</u> <u>y</u> | | G |
| Connector Connector HIS Itan | | Н |
| St.Ecr.toR 12 - 3 4 5 6 7 8 9 10 Signal Name (Specification) | | I |
| M137 A/T SHIFT : TK10FW | M144 | J |
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| DWER SUPPLY M123 BM (BOPY CONTROL MODULE) HHDFG-AH HEDFG-AH BEAT 1 1 4 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 | CULTINELICS SW STOP LAMP SW 1 STOP LAMP SW 2 STOP LAMP SW 2 TRUE LAMP SW 2 PRASTOT SW PRASTOT SW PRASTOT SW 2 PRASTOT SW | PG |
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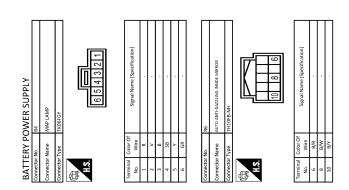
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< DTC/CIRCUIT DIAGNOSIS >

POWER SUPPLY ROUTING CIRCUIT [POWER SUPPLY&GROUND CIRCUIT]

Revision: 2015 June



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POWER SUPPLY ROUTING CIRCUIT [POWER SUPPLY&GROUND CIRCUIT] < DTC/CIRCUIT DIAGNOSIS > Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 6 -INFOID:000000011735900 А **BATTERY POWER SUPPLY FUSE No. 6** CP: Coupe models RS: Roadster models В AD: With auto anti-dazzling inside mirror WB: With BOSE system OB: Without BOSE system FUSE BLOCK XM: Except for Mexico 10A С M2 Connector No. Terminal No. Connect to D (M22) 5 KEY SLOT (M24) 16 DATA LINK CONNECTOR Е (M66) 40 A/C AUTO AMP. F 86 (E57) 1 INTELLIGENT KEY WARNING BUZZER (M6) (E106) (M53) 1 COMBINATION METER 17 WB 10 (R6) AUTO ANTI-DAZZLING INSIDE MIRROR (M106) (R1) (RS) (M242) 2 TRIPLE METER 12

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(M47) (M241)

(M18) (R11)

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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 9 -

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BATTERY POWER SUPPLY FUSE No. 9

M: With M/T

| TUSE BLOCK | | | |
|-------------------|---------------|--------------|-----------------------------|
| | Connector No. | Terminal No. | Connect to |
| • | M22 | 1 | KEY SLOT |
| | (M50) | 8 | PUSH-BUTTON IGNITION SWITCH |
| 93 (M6) (E106) | E111 | 1 | CLUTCH INTERLOCK SWITCH |

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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 34 -INFOID:000000011735902 **BATTERY POWER SUPPLY FUSE No. 34**

| 15A 34 94 M6 000000000000000000000000000000000000 |
|--|
| 94 M6 Connector No. Terminal No. Connect to |
| |
| M75 11 FRONT DISPLAY UNIT |
| (M28) 19 AUDIO UNIT |
| NV (M84) 19 AV CONTROL UNIT |
| GN E3 E237 1 TEL ADAPTER UNIT (M117) (B201) 1 TEL ADAPTER UNIT 1 |

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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

CP: Coupe models

INFOID:000000011735903

Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 50 -

BATTERY POWER SUPPLY FUSE No. 50

| IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE RELAY 49 53 | | | | |
|---|--------------------|---------------|--------------|--|
| 49 55 | | Connector No. | Terminal No. | Connect to |
| 9 (E3) (F1) | | F8 | 1 | CONDENSER |
| • • • • • • • • • • • • • • • • • • • | | (F11) | з | IGNITION COIL No. 1 (WITH POWER TRANSISTOR) |
| | | (F12) | 3 | IGNITION COIL No. 2 (WITH POWER TRANSISTOR) |
| • • • • • • • • • • • • • • • • • • • | | (F13) | 3 | IGNITION COIL No. 3 (WITH POWER TRANSISTOR) |
| • | | (F14) | 3 | IGNITION COIL No. 4 (WITH POWER TRANSISTOR) |
| • | | (F15) | 3 | IGNITION COIL No. 5 (WITH POWER TRANSISTOR) |
| • | | (F16) | 3 | IGNITION COIL No. 6 (WITH POWER TRANSISTOR) |
| ↓ ↓ | | (F28) | 2 | INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 1) |
| ↓ ↓ | | (F29) | 2 | INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 2) |
| (F103) (M11) | • (M7) (B1) | (B31) | 1 | EVAP CANISTER VENT CONTROL VALVE |
| • | | (E15) | 8 | VVEL CONTROL MODULE |
| | | M107 | 125 | ECM |
| • • • • • • • • • • • • • • • • • • • | 4 (M110) (F103) | F7 | 1 | EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE |
| • | 9 | (F31) | 5 | MASS AIR FLOW SENSOR (BANK 1) |
| (MS) | 10 | (F42) | 5 | MASS AIR FLOW SENSOR (BANK 2) |
| Ť | 8 | (F58) | 1 | INPUT SPEED SENSOR |

2009/07/10

JCMWM4804GB

| < DTC/CIRCUIT DIAGNOSIS > | [POWER SUPPL |
|---------------------------------------|---------------|
| Wiring Diagram - BATTERY POWER SUPPLY | FUSE No. 53 - |
| BATTERY POWER SUPPLY FUSE No. 53 | |
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| Wiring Diagram - BATTERY POWER SU BATTERY POWER SUPPLY FUSE No. 53 | | JSE N | IO. 53 - INFOID: | 0000000011735904 A |
|---|---|--------------|---|-----------------------|
| IPDM E/R INTELLIGENT POWER DISTRIBUTION DULE ENGINE | A : With A/T M : With M/T CP : Coupe model RS : Roadster mod | s (WB | >: With M/T and SynchroRev Match mode >: With climate controlled seat >: With BOSE system >: Without BOSE system | E |
| T T T T T T T T T T T T T T | NV: With NAVI | | | C |
| | Connector No. | Terminal No. | Connect to | - |
| 2 (E117): (B9) | (B60) | 2 | REAR COMBINATION LAMP LH | E |
| | | 2 | REAR COMBINATION LAMP RH | E |
| FUSE BLOCK (J/B) (M2),(E103) (B64) (B15) | B152 | 2 | LICENSE PLATE LAMP LH | r |
| 8B | B153 | 2 | LICENSE PLATE LAMP RH | F |
| | (M15) | 5 | ROOF OPEN / CLOSE SWITCH | C |
| • | (M19) | 3 | VDC OFF SWITCH | |
| • | (M35) | 23 | COMBINATION SWITCH (SPIRAL CABLE) | ŀ |
| - ws | (M64) | 7 | CLIMATE CONTROLLED SEAT SWITCH (DRIVER SIDE) | |
| - ws | (M65) | 7 | CLIMATE CONTROLLED SEAT SWITCH (PASSENGER SIDE) | |
| | | 2 | A/C CONTROL | |
| | M72 | 4 | MULTIFUNCTION SWITCH | ŀ |
| | (M28) | 9 | AUDIO UNIT | |
| | (M86) | 79 | AV CONTROL UNIT | L |
| | M137 | 6 | A/T SHIFT SELECTOR | P |
| A | (M144) | 3 | HAZARD SWITCH | |
| | | | | N |

*: This connector is not shown in "Harness Layout".

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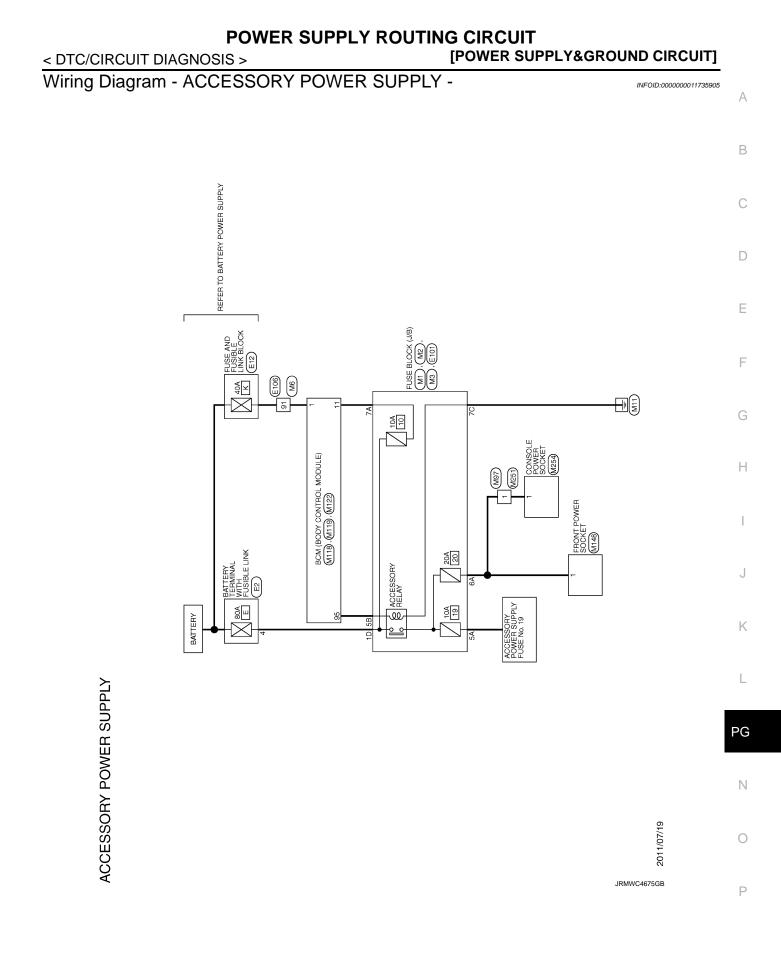
POWER SUPPLY ROUTING CIRCUIT S > [POWER SUPPLY&GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >

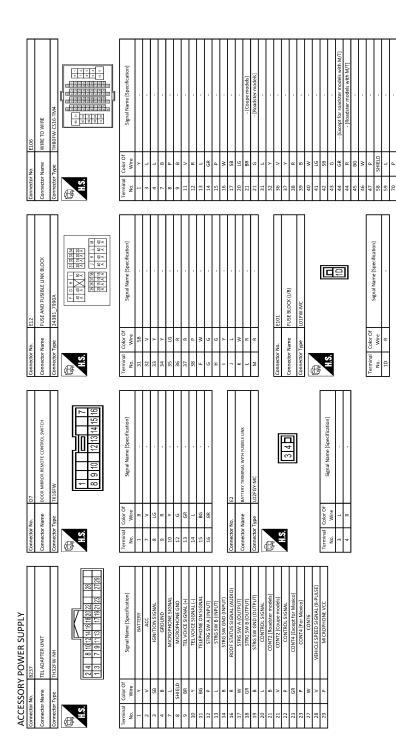
| | Connector No. | Terminal No. | Connect to |
|-------------------------|---------------|--------------|-----------------------------------|
| 6 (M98) : (M252) | M255 | 3 | S-MODE SWITCH |
| | M256 | 3 | HAZARD SWITCH |
| RS WB M20 R12 WB RS | R4 | 6 | MAP LAMP |
| M100 R1 51 (M5) (D1) | D7 | 9 | DOOR MIRROR REMOTE CONTROL SWITCH |

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< DTC/CIRCUIT DIAGNOSIS >



JRMWH3601GB

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POWER SUPPLY ROUTING CIRCUIT
< DTC/CIRCUIT DIAGNOSIS > [POWER SUP

[POWER SUPPLY&GROUND CIRCUIT]

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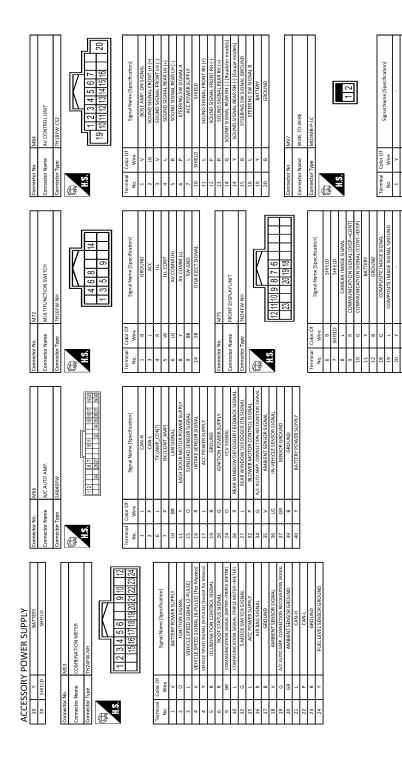
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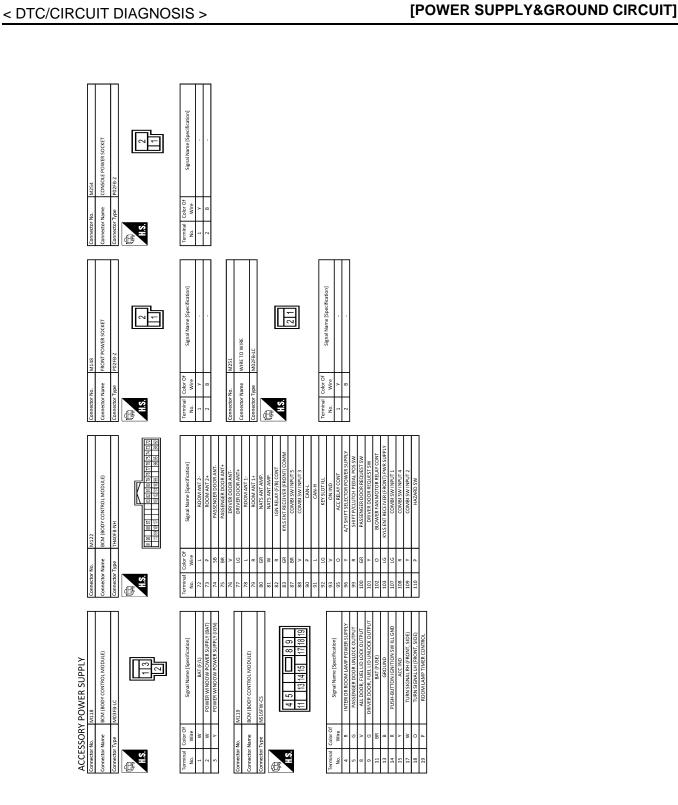
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CP : Coupe models

Wiring Diagram - ACCESSORY POWER SUPPLY FUSE No. 19 -

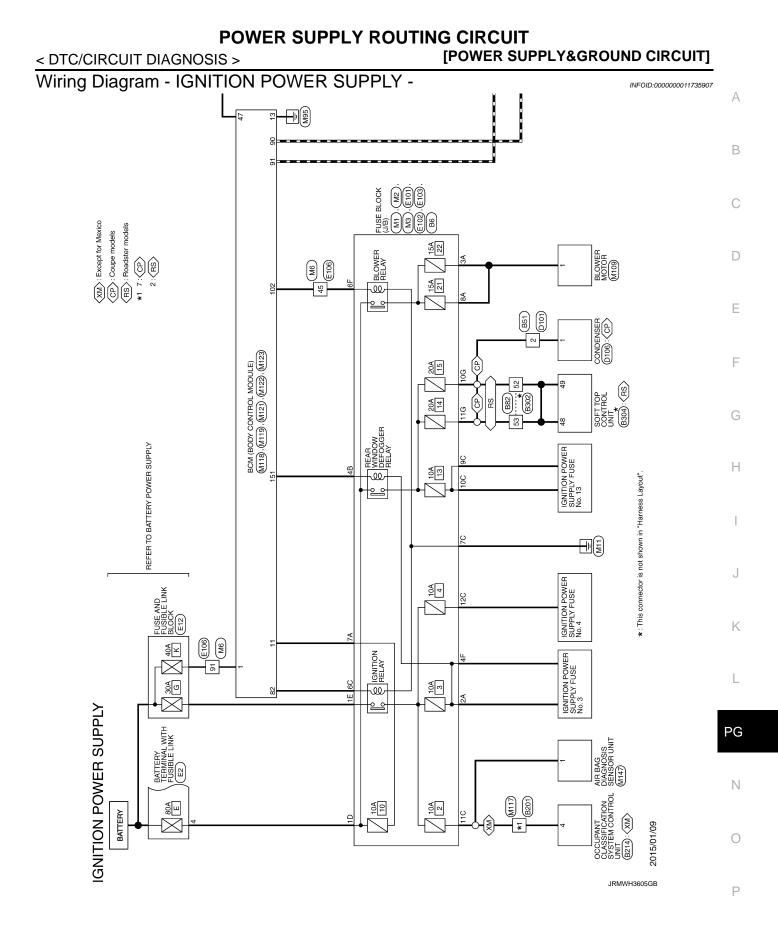
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ACCESSORY POWER SUPPLY FUSE No. 19

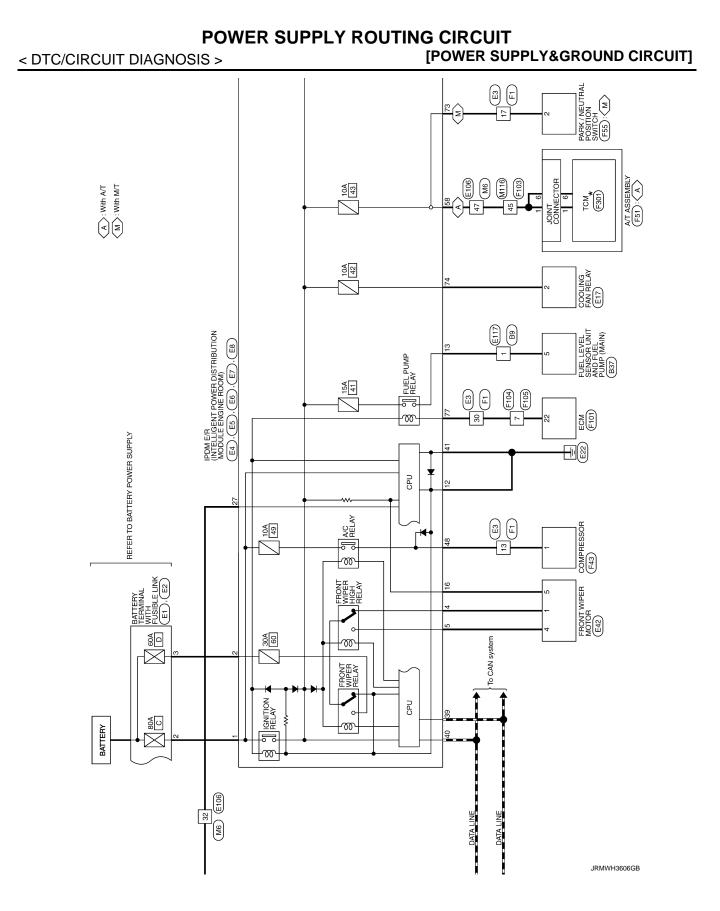
| FUSE BLOCK (J/B) (M1) | | | With NAVI |
|-----------------------------|---------------|--------------|-----------------------------------|
| 5A | | | |
| | Connector No. | Terminal No. | Connect to |
| | (M53) | 15 | COMBINATION METER |
| • | (M66) | 17 | A/C AUTO AMP. |
| | (M72) | 3 | MULTIFUNCTION SWITCH |
| | (M75) | 23 | FRONT DISPLAY UNIT |
| (| (M28) | 7 | AUDIO UNIT |
| | (M84) | 7 | AV CONTROL UNIT |
| (M117) (B201) | B237) | 2 | TEL ADAPTER UNIT |
| 52 (M5) D1 | D7 | 7 | DOOR MIRROR REMOTE CONTROL SWITCH |

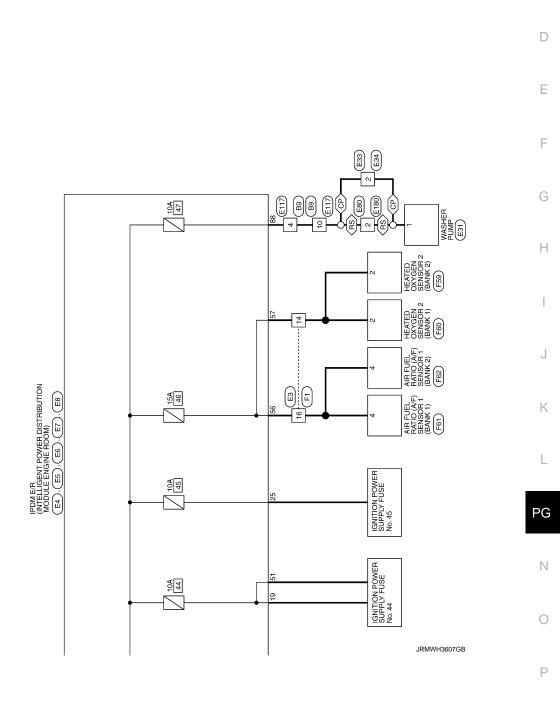
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Revision: 2015 June

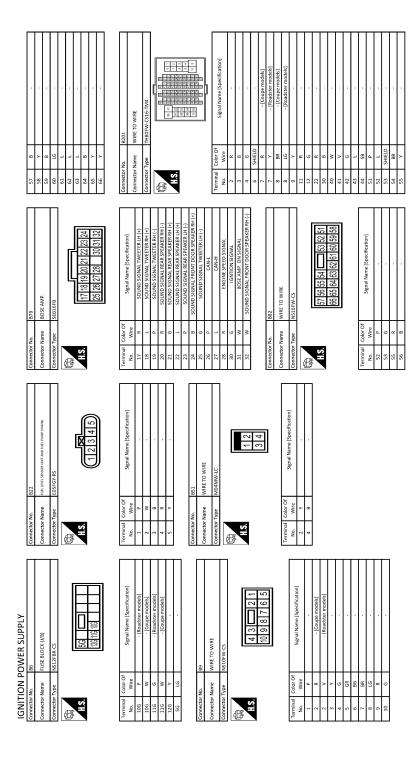




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| 21 B CONT2 (float/term model) 22 P CONT2 (float/term model) 23 P CONT3 (float/term model) 23 V V 24 V V 25 V V 26 V V 27 V V 28 V V 29 29 20 29 20 20 20 N N 20 N N 20 N N 20 N N 21 N N 22 N N 23 N N 24 N N 25 N N 26 N N 26 N <td></td> | |
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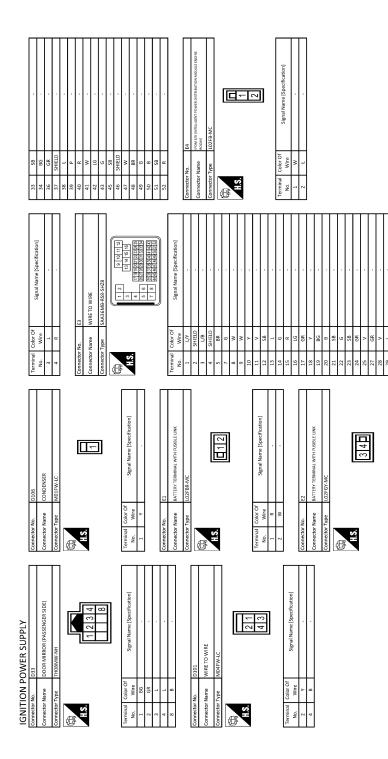
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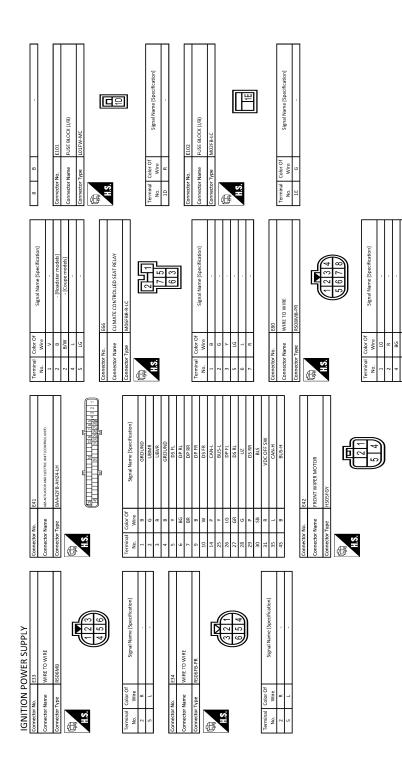
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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]



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| Connector No. E110 Connector Name 510P LANP SWITCH Connector Type Mod4W-LC Image: The second | Terrninal Cader Of No. Signal Name (Specification) 1 1 5 2 1 - 3 5 - - - - -< | Terminal No. Color Of Wree Signal Name (Specification) 1 Wree Signal Name (Specification) 2 R - 3 Y - 4 G - 7 B - 9 R - 10 R - |
|---|--|--|
| Connector No. 5108 Connector Name Currich PEDA, POSITION SWITCH Connector Type S02PL | Terminal Color Of No. Signal Name [Specification] 0 Write Signal Name [Specification] 1 1 6 (Writh Synchrolew Natch model) 2 8 - (Writh Synchrolew Natch model) 2 8 - (Writh Synchrolew Natch model) Connector Name 500 100 Connector Name 500 200 Connector Name 200 200 | Terrmial Clur of No. Signal Name (Specification) n. Write Signal Name (Specification) 1 G - (Writh M/T without Specification) 2 38 - (Writh M/T without Specification) March |
| | 41 1(5) · · · · · · · · · · · · · · · · · · · | 32 1 N - |
| IGNITION POWER SUPPLY Connector Name Fust BLOCK (J/B) Connector Name Fust BLOCK (J/B) Connector Type MSIETWICS | Terminal Color Of Signal Name (Specification) 11. Wree Signal Name (Specification) 11. View Signal Name (Specification) 11. Signa | Image: Second |

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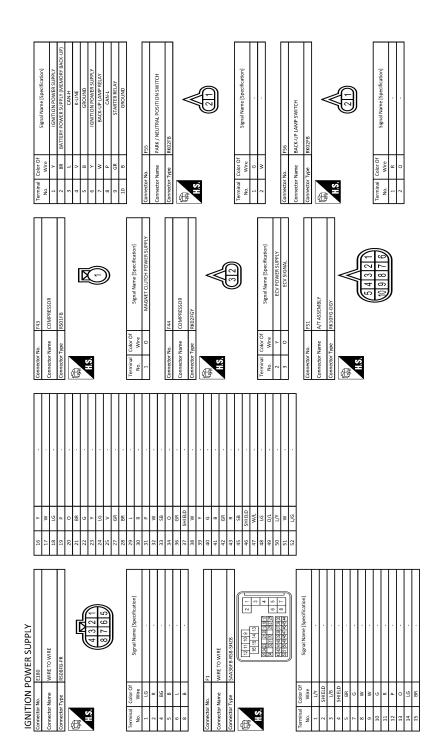
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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]



JRMWH3614GB

| 45 1G SRNGR POWER SUPPLY 46 R SRNGR FOWER SUPPLY 47 Y SENSOR FOWER SUPPLY 47 Y SENSOR FOWER SUPPLY 48 B SENSOR FOWER SUPPLY 49 SENSOR FOWER SUPPLY Connector Num 41 T102 Connector Num 42 FCM Connector Num | al Color of Wire of Wire of Color of Co | ci3 L CAMSARETO FUNDAS SIGNED FPMASE (Jakwez) 64 56 SENSOR PROVINCE SUPPLY 65 LG A/F SENSOR I (Jakwez) 66 V A/F SENSOR I (Jakwez) 66 V A/F SENSOR I (Jakwez) 67 P N 68 LG A/F SENSOR I (Jakwez) 69 W MCOCOMMETOREFINICE SENSOR 71 V ENFORCEGNOR (Jakwez) 73 WHL NEOCOMMETOREFINICE SENSOR 74 L SENSOR GROUND 75 W HALLON CONSTRUENCES ELSENSOR 74 L SENSOR GROUND 75 W HANOL SENSOR (Jakwez) 76 M MESTOR SENSOR (Jakwez) 77 G MANOL SENSOR (Jakwez) 78 MONC SENSOR (Jakwez) Jakwez 79 BR MASS ALI FLOV SENSOR (Jakwez) 79 BR MASS ALI FLOV SENSOR (Jakwez) 79 BR MASS ALI FLOV SENSOR (Jakwez) 71 BR MASS ALI | |
|---|--|--|--|
| Connector No. F101 Connector Name ECA Connector Type MAC MacLana Mac | all Color of Wire of Wire of Note of Note of R THMOT R THMOT R R R MOT R R R R R R R R R R R R R R R R R R R | 24 P TRIERLIV SECTIRE CONTROL MOTION CFUT 25 0 GRAILERP POSTINO SENOTI ASIN 26 W GRAILERP POSTINO SENOTI ASIN 27 6 GRAILERP POSTINO SENOTI ASIN 28 BN W.C. TOTON SENOTI ASIN 29 6 INACTURE POSTINO SENOTI ASIN 20 7 THEOTILE POSTINO SENOTI ASIN 31 8 THEOTILE POSTINO SENOTI ASIN 31 8 THEOTILE POSTINO SENOTI ASIN 32 9 HATILE POSTINO SENOTI JEANN 3) 33 59 HATILE POSTINO SENOTI ASINK 2) 34 0 THEOTILE POSTINO SENOTI 2JEANN 3) 35 0 HATILE POSTINO SENOTI 2JEANN 3) 36 0 THEOTILE POSTINO SENOTI 2JEANN 3) 36 0 SENOTI GENOR 2JEANN 2) 36 0 SENOTI GENOR 2JEANN 2) 37 0 SENOTI GENOR 2 38 0 MATICLE POSTINO SENOTI 2JEANN 2) 39 0 SENOTI GENOR 2 41 1 SENOTI GENOR 2 | |
| Cometor Ro. F51 Connector Name MR. FL. BATO (AP) SINGR 1 (BAH 1) Connector Name MR. CEL. BATO (AP) SINGR 1 (BAH 1) Connector Name MR. CEL. BATO (AP) SINGR 1 (BAH 1) CONNECTOR 1 (BAH 1) CONNECTOR 1 (BAH 1) CONNECTOR 1) | Terminal Galor Of No. Signal Name [Specification] 1 1 1 2 0 0 3 0 - 0 - - | Terminal Coler Of No. Signal Name [Specification] 1 1 0 - 2 V - - 3 V - - | |
| IGNITION POWER SUPPLY connector han F59 connector han Heater Owners Reson 2 (BANK 2) connector Type HeatAMS | Terminal Color of No. Signal Name (Specification) i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i i | Terrinal Color Of No. Signal Name (Specification) 1 B - 2 R - 4 W - | |

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

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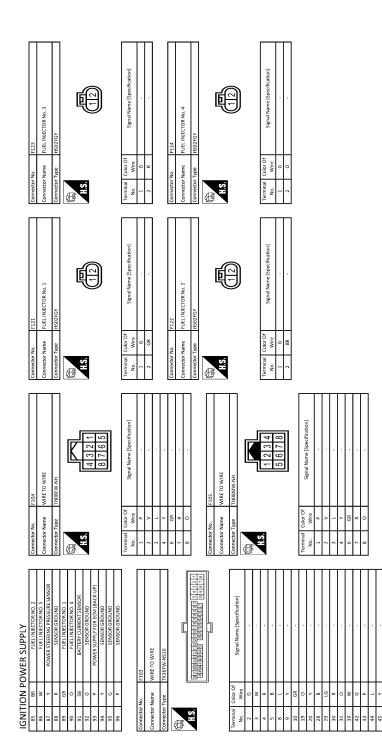
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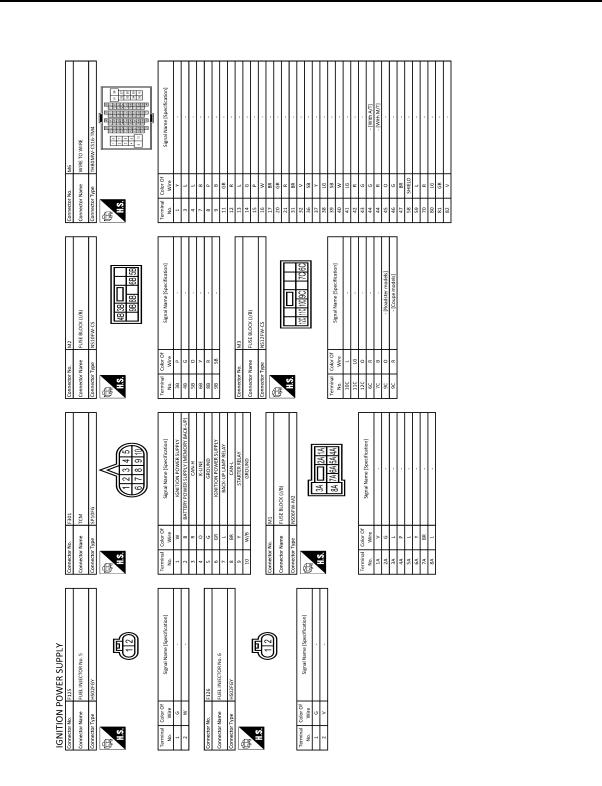
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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]



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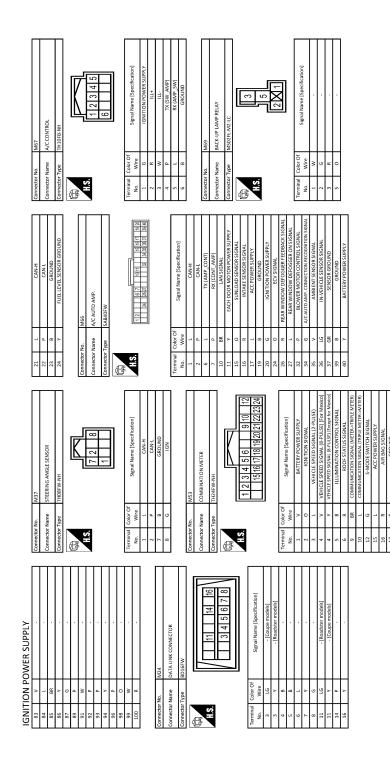
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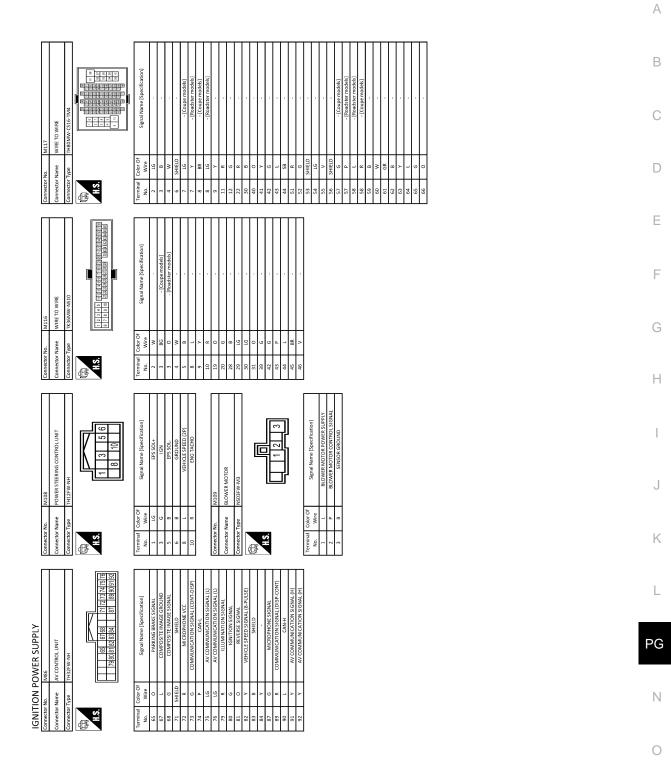
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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]



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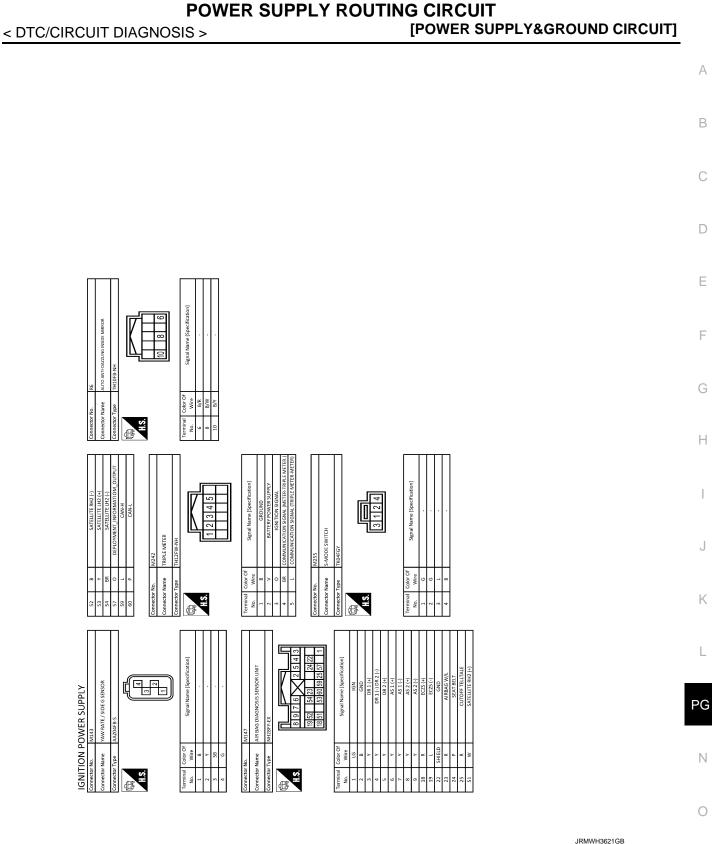


| BACK DOOR/TRUNK ROOM LAMP SW Commector No. M123 | BACK DOOR/TRUNK LID OPENER SW Connector Name BCM (BODY CONTROL MODULE) | Connector Type TH40FG-NH | M122 | BCM (BODY CONTROL MODULE) | | | | | | 90 88 87 83 82 81 80 73 73 73 73 74 73 72 에 에 예 예 1 44 1 44 144 144 14 14 17 175 154 14 14 173 172 Terminal Color Of | | 113 0 OPTICAL SENSOR | 114 R CLUTCH INTERLOCK SW | Signal Name [Specification] 115 0 - | 116 SB | 118 P | 119 SB DR DO | 121 R KE | T+ 123 W | 124 LG | O . | FOUMANI 1- 1.30 L REAK DEFUGGERSW | A 261 | 133 6 | 134 GR | COMM 137 P | 138 V RECE | + | D 147 | | | ONT 144 G | A/T SHIFT SELECTOR POWER SUPPLY 145 L COMBI SW OUTPUT 3 | SHIFT P/CLUTCH PEDAL POS SW 146 SB COMBI SW OUTPUT 4 | PASSENGER DOOR REQUEST SW 150 GR DRIVER DOOR SW | DRIVER DOOR REQUEST SW 151 G REAR WINDOW DEFOGGER RELAY CONT | BLOWER FAN MOTOR RELAY CONT | KYLS ENT RECEIVER (FRONT) PWR SUPPLY | COMBI SW INPUT 1 | COMBLSW INPUT 4 | COMBLSW INPUT 2 | M2ARD 5W | |
|---|--|--------------------------|---------------|---------------------------|----|----------------|-----------------------|-------|------------------|--|-----------------------------|-----------------------------------|--------------------------------|-------------------------------------|---------------------|------------------|------------------|-----------------------------------|------------------|---------------------|--------------------------------|-----------------------------------|-----------------------|---------------|-----------------|---------------------------|----------------|------------------|----------|------|-----|-------------------|---|--|---|--|-----------------------------|--------------------------------------|---------------------------------|---------------------------------|-----------------|-------------------------------------|--|
| ж | GR | | | | | | | | L | 5 | | | | Color Of | Wire | _ | ۵. | SB | 8 | > | 9 | | د e | 5 × | œ | GR | BR | > 4 | - | - 9 | 3 > | | > | в | GR | ~ | 0 | P | 9 | ~ : | > 4 | 2 | |
| 99 | 67 | | Connector No. | Connector Name | | connector 1ype | Æ | ALL I | H.S. | | | | | ler | No. | 72 | 73 | 74 | 52 | 76 | 1 | 8/ P | 6/ | 81 | 82 | 83 | 87 | 88 8 | P2 5 | 5 6 | ; 6 | 95 | 96 | 66 | 100 | 101 | 102 | 103 | 107 | 108 | 109 | OTT | |
| M119 | e BCM (BODY CONTROL MODULE) | e NS16FW-CS | | | | 40 44 45 | 11 13 14 15 11/ 18 19 | | | Color Of | Signal Name [Specification] | R INTERIOR ROOM LAMP POWER SUPPLY | G PASSENGER DOOR UNLOCK OUTPUT | V ALL DOOR, FUEL LID LOCK OUTPUT | DRIVER DOOR, | | | R PUSH-BUTTON IGNITION SW ILL GND | | _ | 0 TURN SIGNAL LH (FRONT, SIDE) | P ROUM LAWP LIMER CONTROL | | M121 | | ν | E TH40FGY-NH | | | | | 67 66 64 61 61 61 | | | Color Of Stand Name [Snartfination] | a, | | FUG | | W REAR BUMPER ANT+ | 0 | 26 STARIER KELAT CONT BR DISH SW | |
| Connector No. | Connector Name | Connector Type | | F | SH | | | | | ferminal Colo | _ | 4 | 5 | | 6 | | + | | + | + | + | 51 | | Connector No. | Constant Manual | | Connector Type | 4 | M | H.S. | | | | | Terminal Cold | ╉ | + | | + | + | + | 709 | |
| GNITION POWER SUPPLY | | | | <u>.</u> | | | | . , | - [Coupe models] | | | - [Roadster models] | - [Roadster models] | - [Coupe models] | - [Roadster models] | - [Coupe models] | - [Coupe models] | - [Roadster models] | - [Coupe models] | - [Roadster models] | | - [Loupe models] | [stanouti tansnaut] - | 8 | M118 | BCM (BODY CONTROL MODULE) | | M03FB-LC | 5 | | 13 | | 2 |] | T | Signal Name [Specification] | | BAT (F/L) | POWER WINDOW POWER SUPPLY (BAT) | POWER WINDOW POWER SUPPLY (IGN) | | 1 | |
| | a - | | æ | • | | | • | n a | • 0 | , 91 | œ | > | υ | SHIELD | ΓC | SB | 9 | ~ | > | Y/B | σ | ž | - | | Connector No. N | Connector Name B | | Connector Type N | | | | | | | | | Wire | N | > | > | | | |
| EN 19 | 68 | 70 | 71 | 2 5 | 2 | 75 | t | e 1 | 26 | 92 | 6 | 93 | | 94 | 95 | | 97 | 97 | 8 | 98 | | 100 | 1 | | tor | to I | | ctor | | | HS. | | | | | la | No | | 1 | | | | |

JRMWH3620GB

POWER SUPPLY ROUTING CIRCUIT

[POWER SUPPLY&GROUND CIRCUIT]



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< DTC/CIRCUIT DIAGNOSIS >

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[POWER SUPPLY&GROUND CIRCUIT]

Wiring Diagram - IGNITION POWER SUPPLY FUSE No. 3 -

IGNITION POWER SUPPLY FUSE No. 3



- MS: With M/T and SynchroRev Match mode
- AM: With A/T or with M/T and SynchroRev Match mode
- MO: With M/T without SynchroRev Match mode
- CP: Coupe models
- RS: Roadster models

- INFOID:000000011735908

- WS: With climate controlled seat
- AD: With auto anti-dazzling inside mirror
- NV: With NAVI
- ON: Without NAVI
- BS: Coupe models with BOSE system
- OB: Without BOSE system
- WB: With BOSE system

| 10A FUSE BLOCK ↓ M1 | | | |
|--|---------------|--------------|----------------------------------|
| 2A 4F | Connector No. | Terminal No. | Connect to |
| ~~ws> | (E66) | 2 | CLIMATE CONTROLLED SEAT RELAY |
| ← MO> | (E108) | 1 | CLUTCH PEDAL POSITION SWITCH |
| | (E109) | 1 | ASCD BRAKE SWITCH |
| T | (E110) | 3 | STOP LAMP SWITCH |
| • | (M24) | 8 | DATA LINK CONNECTOR |
| • | (M66) | 20 | A/C AUTO AMP. |
| < | (M67) | 1 | A/C CONTROL |
| | (M86) | 80 | AV CONTROL UNIT |
| 7 | M255 | 2 | S-MODE SWITCH |
| 20 (M116) (F103) | (F44) | 2 | COMPRESSOR |
| 65 (M117) (B201) | (B237) | 3 | TEL ADAPTER UNIT |
| AD CP CB 12 CB CF CB CF CB CF CB CF CF CB CF | (R6) | 6 | AUTO ANTI-DAZZLING INSIDE MIRROR |
| | (B79) | 30 | BOSE AMP. |
| (M7) (B1) | | | |

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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

Wiring Diagram - IGNITION POWER SUPPLY FUSE No. 4 -

IGNITION POWER SUPPLY FUSE No. 4

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| A: With A/T | |
|-------------|--|
| M: With M/T | |

| With A/ | ŕ |
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| With M/ | Г |

FUSE BLOCK (J/B) M3 Connector No. Terminal No Connect to (M53) 2 COMBINATION METER (M69) 1 BACK-UP LAMP RELAY A (M69) 3 BACK-UP LAMP RELAY (M242) 3 TRIPLE METER (M47) (M241) (F56) 1 BACK-UP LAMP SWITCH (F103)

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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

Wiring Diagram - IGNITION POWER SUPPLY FUSE No. 13 -

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IGNITION POWER SUPPLY FUSE No. 13

ON: Without NAVI

| USE BLOCK | | | |
|-----------------|---------------|--------------|------------------------------|
| | Connector No. | Terminal No. | Connect to |
| | (M66) | 26 | A/C AUTO AMP. |
| (M124) (D31) | D33 | 4 | DOOR MIRROR (PASSENGER SIDE) |
| 44 (M5) (D1) | D3 | 4 | DOOR MIRROR (DRIVER SIDE) |

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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

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Wiring Diagram - IGNITION POWER SUPPLY FUSE No. 44 - INFOLD-00000011735911 IGNITION POWER SUPPLY FUSE No. 44

| 10A 10A 10A 10A 10A 10A 10FELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) E5 . E7 | | | | | |
|---|-------------------|---------------|--------------|---------------------------|--|
| 10 01 | | Connector No. | Terminal No. | Connect to | |
| 10 (E3) (F1) | • | (F102) | 53 | ECM | |
| | 1 (F10) (F120) | (F121) | 1 | FUEL INJECTOR No. 1 | |
| | | (F122) | 1 | FUEL INJECTOR No. 2 | |
| | • | (F123) | 1 | FUEL INJECTOR No. 3 | |
| | • • • | (F124) | 1 | FUEL INJECTOR No. 4 | |
| | • | (F125) | 1 | FUEL INJECTOR No. 5 | |
| | | (F126) | 1 | FUEL INJECTOR No. 6 | |
| (E106) (M6) | | M123 | 123 | BCM (BODY CONTROL MODULE) | |

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Revision: 2015 June

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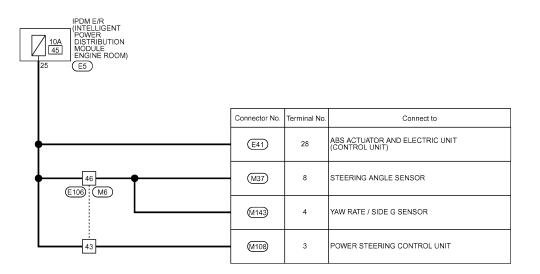
< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

INFOID:000000011735912

Wiring Diagram - IGNITION POWER SUPPLY FUSE No. 45 -

IGNITION POWER SUPPLY FUSE No. 45



2008/09/12

JCMWA3312GB

< DTC/CIRCUIT DIAGNOSIS >

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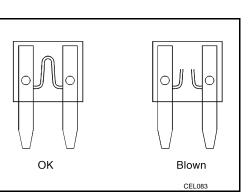
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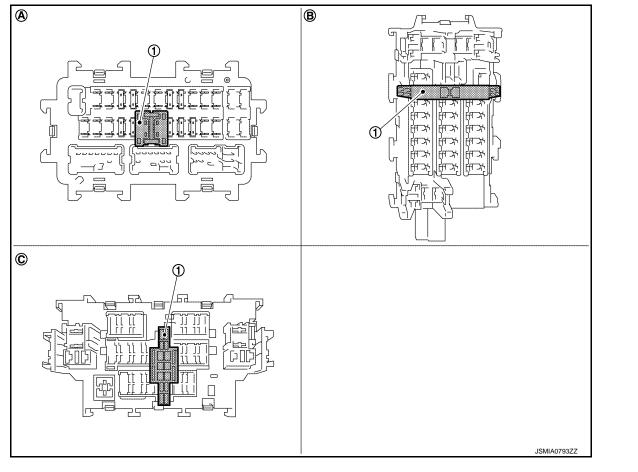
- If fuse is blown, be sure to eliminate cause of malfunction before installing new fuse.
- Use fuse of specified rating. Never use fuse of more than specified rating.
- Do not partially install fuse; always insert it into fuse holder properly.
- Remove fuse for "ELECTRICAL PARTS (BAT)" if vehicle is not used for a long period of time.



[POWER SUPPLY&GROUND CIRCUIT]

EXTENDED STORAGE FUSE SWITCH (IF EQUIPPED)

The following switch may be mounted on the fuse block (Junction Box) for transportation and storage.



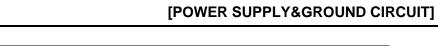
- 1. Extended storage fuse switch
- А. Туре А В. Туре В
- Remove the extended storage fuse switch when replacing the fuse of extended storage fuse switch.
- Remove the extended storage fuse switch if it causes the interference when the fuse or the other fuses is checked.

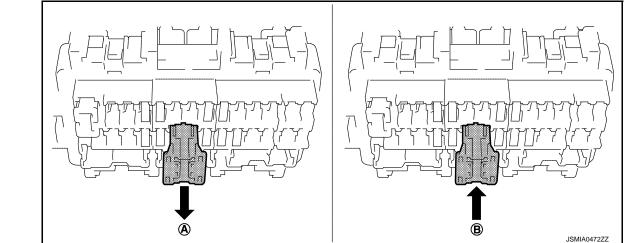
C. Type C

How To Extended Storage Fuse Switch ON/OFF **CAUTION:**

- Turn the ignition switch OFF when operating the extended storage fuse switch.
- Under normal conditions, keep the extended storage fuse switch in ON state. Never operate the extended storage fuse switch except when necessary.

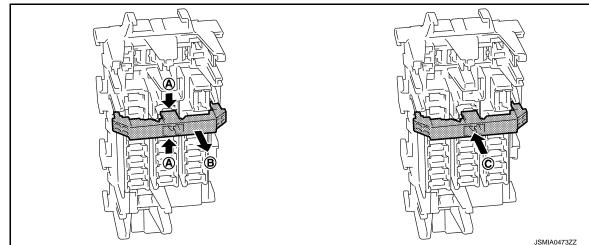
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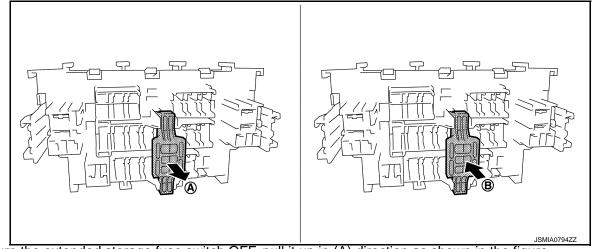


- To turn the extended storage fuse switch OFF, pull it up in (A) direction as shown in the figure.
- To turn the extended storage fuse switch ON, press it in (B) direction as shown in the figure.
- Type B

• Type A



- To turn the extended storage fuse switch OFF, hold (A) of the switch and pull up in (B) direction as shown in the figure.
- To turn the extended storage fuse switch ON, press it in (C) direction as shown in the figure.
- Type C



- To turn the extended storage fuse switch OFF, pull it up in (A) direction as shown in the figure.
- To turn the extended storage fuse switch ON, press it in (B) direction as shown in the figure.

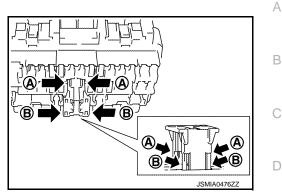
How To Remove Extended Storage Fuse Switch

Туре А

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

- 1. Turn the ignition switch OFF.
- 2. Turn the extended storage fuse switch OFF.
- Press pawl (A) and tilt to disengage the extended storage fuse switch. Press pawl (B) and tilt to remove the extended storage fuse switch.



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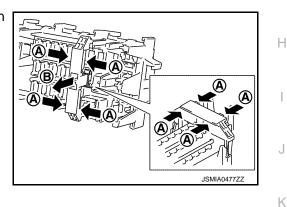
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NOTE:

- Extended storage fuse switch and fuse are removed together. Remove fuse from extended storage fuse switch, if necessary.
- Extended storage fuse switch is for transportation and storage. Reinstallation is not required after the removal.

Туре В

- 1. Turn the ignition switch OFF.
- 2. Turn the extended storage fuse switch OFF.
- Hold (A) and pull up the extended storage fuse switch hard in (B) direction.

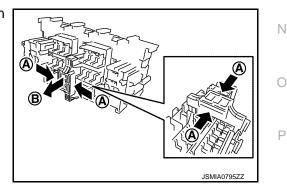


NOTE:

- Extended storage fuse switch and fuse may be removed together. Remove fuse from extended storage fuse switch, if necessary.
- Extended storage fuse switch is for transportation and storage. Reinstallation is not required after the removal.

Туре С

- 1. Turn the ignition switch OFF.
- 2. Turn the extended storage fuse switch OFF.
- Hold (A) and pull up the extended storage fuse switch hard in (B) direction.



NOTE:

• Extended storage fuse switch and fuse are removed together. Remove fuse from extended storage fuse switch, if necessary.



POWER SUPPLY ROUTING CIRCUIT SIS > [POWER SUPPLY&GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >

• Extended storage fuse switch is for transportation and storage. Reinstallation is not required after the removal.

Fusible Link

A melted fusible link can be detected either by visual inspection or by feeling with finger tip. If its condition is questionable, use circuit tester or test lamp.

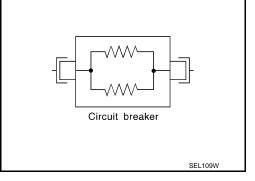
1 : Fusible link

CAUTION:

- If fusible link should melt, it is possible that critical circuit (power supply or large current carrying circuit) is shorted. In such a case, carefully check and eliminate cause of malfunction.
- Never wrap outside of fusible link with vinyl tape. Important: Never let fusible link touch any other wiring harness, vinyl or rubber parts.

Circuit Breaker

The PTC thermistor generates heat in response to current flow. The temperature (and resistance) of the thermistor element varies with current flow. Excessive current flow will cause the element's temperature to rise. When the temperature reaches a specified level, the electrical resistance will rise sharply to control the circuit current. Reduced current flow will cause the element to cool. Resistance falls accordingly and normal circuit current flow is allowed to resume.



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INFOID:000000011735914

< DTC/CIRCUIT DIAGNOSIS >

GROUND DISTRIBUTION

Engine Room Harness

ENGINE ROOM HARNESS

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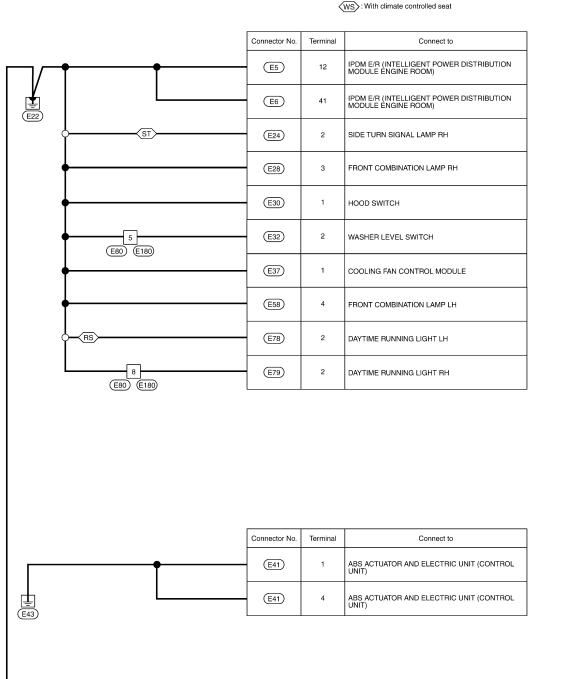
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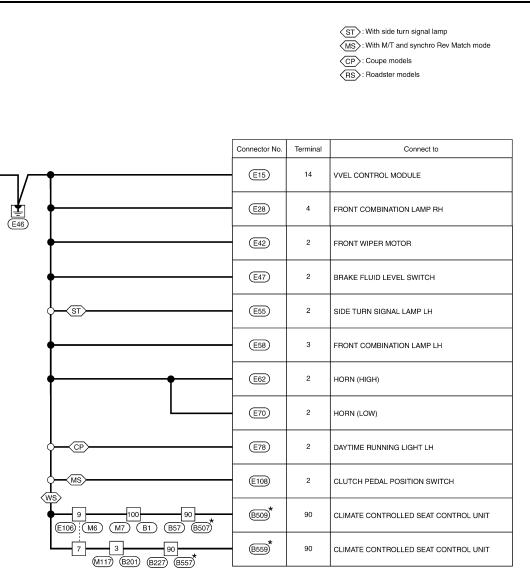


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< DTC/CIRCUIT DIAGNOSIS >



 \bigstar : This connector is not shown in "Harness Layout".

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< DTC/CIRCUIT DIAGNOSIS >

Engine Control Harness

ENGINE CONTROL HARNESS

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| | Connector No. | Terminal | Connect to |
|----------|---------------|----------|--------------|
| • | (F51) | 5 | A/T ASSEMBLY |
| | (F51) | 10 | A/T ASSEMBLY |

| | | Connector No. | Terminal | Connect to |
|---------------------------------------|---|---------------|----------|---|
| · · · · · · · · · · · · · · · · · · · | • | F8 | 2 | CONDENSER |
| (F34) | | (F11) | 2 | IGNITION COIL No. 1 (WITH POWER TRANSISTOR) |
| | | (F12) | 2 | IGNITION COIL No. 2 (WITH POWER TRANSISTOR) |
| | | (F13) | 2 | IGNITION COIL No. 3 (WITH POWER TRANSISTOR) |
| | | (F14) | 2 | IGNITION COIL No. 4 (WITH POWER TRANSISTOR) |
| | | (F15) | 2 | IGNITION COIL No. 5 (WITH POWER TRANSISTOR) |
| | | (F16) | 2 | IGNITION COIL No. 6 (WITH POWER TRANSISTOR) |

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[POWER SUPPLY&GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

Main Harness





RS: Roadster models

INFOID:000000012083651



 WS: With climate controlled seat

 WX: For Mexico

 WB: With BOSE system

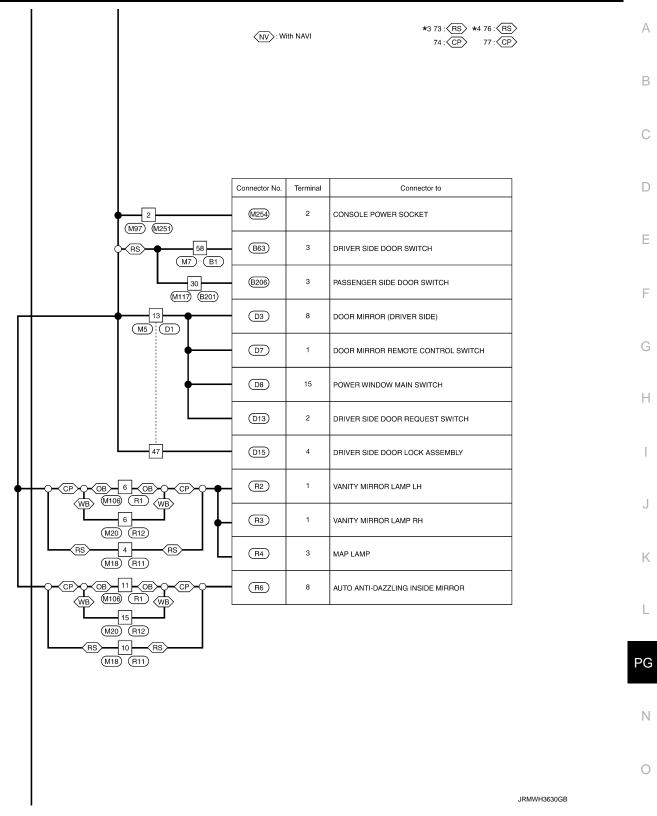
 WS: With M/T and SynchroRev Match mode

| | | Connector No. | Terminal | Connector to | |
|-------|---------------------------|---------------|----------|-----------------------------|--|
| | | M3 | 7C | FUSE BLOCK (J/B) | |
| (M11) | | M19 | 2 | VDC OFF SWITCH | |
| | | (M22) | 7 | KEY SLOT | |
| | • • • | (M24) | 4 | DATA LINK CONNECTOR | |
| | | M24) | 5 | DATA LINK CONNECTOR | |
| (| ┝── | (M32) | 1 | PADDLE SHIFTER (SHIFT-DOWN) | |
| | | M33 | 6 | COMBINATION SWITCH | |
| | | (M39) | 1 | PADDLE SHIFTER (SHIFT-UP) | |
| (| • • | (M53) | 17 | COMBINATION METER | |
| | | (M53) | 23 | COMBINATION METER | |
| (| ├ ──── ─ ── | (M66) | 19 | A/C AUTO AMP. | |
| | | (M66) | 39 | A/C AUTO AMP. | |
| (| | (M67) | 6 | A/C CONTROL | |
| (| | M148 | 2 | FRONT POWER SOCKET | |
| (| 5 (M96) (M201) | M203 | 2 | MODE DOOR MOTOR | |
| | <u> </u> | (M204) | 2 | AIR MIX DOOR MOTOR | |
| | | M206 | 2 | INTAKE DOOR MOTOR | |
| (| 6 (M47) (M241) | (M242) | 1 | TRIPLE METER | |
| | | | | | |
| | | | | | |

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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]



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< DTC/CIRCUIT DIAGNOSIS >

| | Connector No. | Terminal | Connector to |
|----------|---------------|----------|--|
| | M9 | 1 | DIODE |
| | M14 | 2 | TRUNK LID OPENER CANCEL SWITCH |
| (M55) | (M15) | 6 | ROOF OPEN / CLOSE SWITCH |
| | (M19) | 4 | VDC OFF SWITCH |
| <u>↓</u> | M28 | 8 | AUDIO UNIT |
| | M29 | 43 | AUDIO UNIT |
| | M29 | 44 | AUDIO UNIT |
| | M29 | 45 | AUDIO UNIT |
| | (M29) | 46 | AUDIO UNIT |
| │ | (M36) | 26 | COMBINATION SWITCH (SPIRAL CABLE) |
| • | (M37) | 7 | STEERING ANGLE SENSOR |
| ↓ | (M50) | 1 | PUSH-BUTTON IGNITION SWITCH |
| ×m> | (M53) | 5 | COMBINATION METER |
| | (M64) | 6 | CLIMATE CONTROLLED SEAT SWITCH (DRIVER SIDE) |
| -ws | (M64) | 8 | CLIMATE CONTROLLED SEAT SWITCH (DRIVER SIDE) |
| | (M65) | 6 | CLIMATE CONTROLLED SEAT SWITCH (PASSENGEF SIDE) |
| | M65 | 8 | CLIMATE CONTROLLED SEAT SWITCH (PASSENGEF SIDE) |
| | (M67) | 3 | A/C CONTROL |
| | M72 | 1 | MULTI FUNCTION SWITCH |
| | M72 | 5 | MULTI FUNCTION SWITCH |
| | M73 | 4 | PASSENGER AIR BAG OFF INDICATOR |
| | | | · |
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GROUND DISTRIBUTION < DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

| | Connector No. | Terminal | Connector to |] |
|--|---------------|----------|-----------------------------------|---|
| | (M75) | 12 | FRONT DISPLAY UNIT | |
| | <u>(M84</u>) | 20 | AV CONTROL UNIT | - |
| | M137 | 4 | A/T SHIFT SELECTOR | - |
| | M137 | 7 | A/T SHIFT SELECTOR | |
| , | M143 | 1 | YAW RATE / SIDE G SENSOR | |
| A> | M144 | 1 | HAZARD SWITCH | |
| ~~A~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | M144 | 4 | HAZARD SWITCH | |
| | M147 | 2 | AIR BAG DIAGNOSIS SENSOR UNIT | |
| | M255 | 4 | S-MODE SWITCH | |
| M M M98 (M252) | M250 | 1 | HAZARD SWITCH | |
| | M256 | 4 | HAZARD SWITCH | |
| | B237 | 4 | TEL ADAPTER UNIT | |
| : ★2 ∭117 ₿201 | B237) | 20 | TEL ADAPTER UNIT | |
| -XM - 71 (M117): (B201) | (B237) | 21 | TEL ADAPTER UNIT | |
| ×3 | B237) | 22 | TEL ADAPTER UNIT | |
| | B237) | 23 | TEL ADAPTER UNIT | |
| *4 | B237) | 27 | TEL ADAPTER UNIT | |
| 50 (M5) (D1) | D7 | 8 | DOOR MIRROR REMOTE CONTROL SWITCH | |
| | R4 | 5 | MAP LAMP | |
| (M18) (R11) | | | | - |

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< DTC/CIRCUIT DIAGNOSIS >

| | | Connector No. | Terminal | Connector to |
|-----|--------------------|---------------|----------|------------------------------------|
| | • • • • | M107 | 123 | ECM |
| M95 | • | M107 | 124 | ECM |
| | • | (107) | 127 | ECM |
| | | M107 | 128 | ECM |
| | | M108 | 6 | POWER STEERING CONTROL UNIT |
| | | (109) | 3 | BLOWER MOTOR |
| • | | M119 | 13 | BCM (BODY CONTROL MODULE) |
| | (M116) (F103) 5 | (F101) | 8 | ECM |
| < | (M117) (B201) | (B206) | 3 | PASSENGER SIDE DOOR SWITCH |
| • | 14 (M124) (D31) | D38 | 11 | POWER WINDOW SUB-SWITCH |
| | | | 1 | PASSENGER SIDE DOOR REQUEST SWITCH |
| | (M124) (D31) 14 | (D33) | 8 | DOOR MIRROR (PASSENGER SIDE) |

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GROUND DISTRIBUTION

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

Body Harness

BODY HARNESS



OS: Without climate controlled seat

INFOID:000000012083652

 CP
 Coupe models
 WS
 With climate controlled seat

 RS
 Roadster models
 Roadster models

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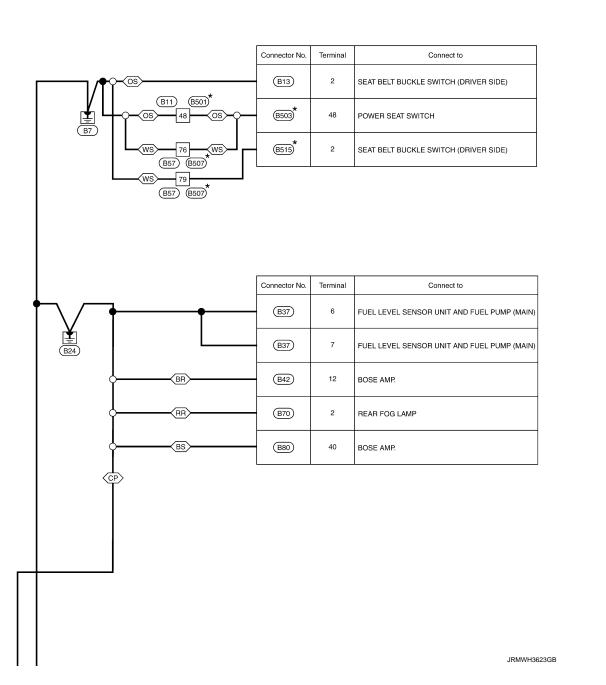
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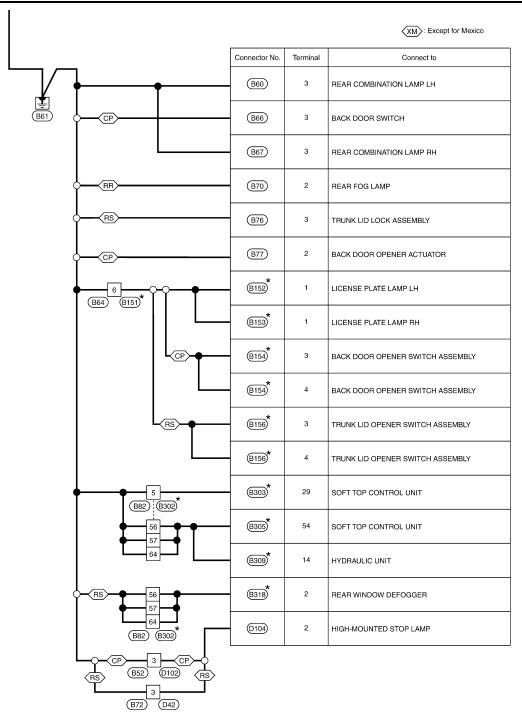
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GROUND DISTRIBUTION

< DTC/CIRCUIT DIAGNOSIS >



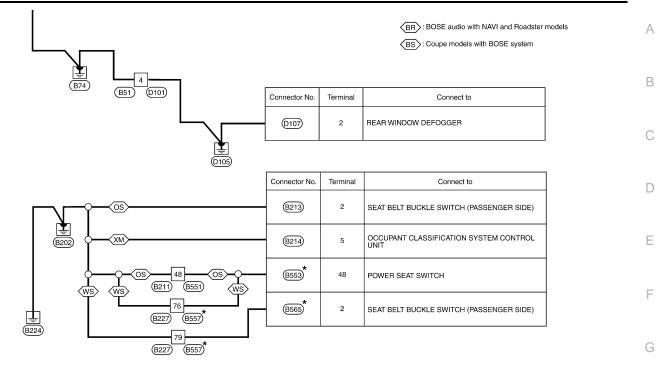
*: This connector is not shown in "Harness Layout".

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GROUND DISTRIBUTION

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]



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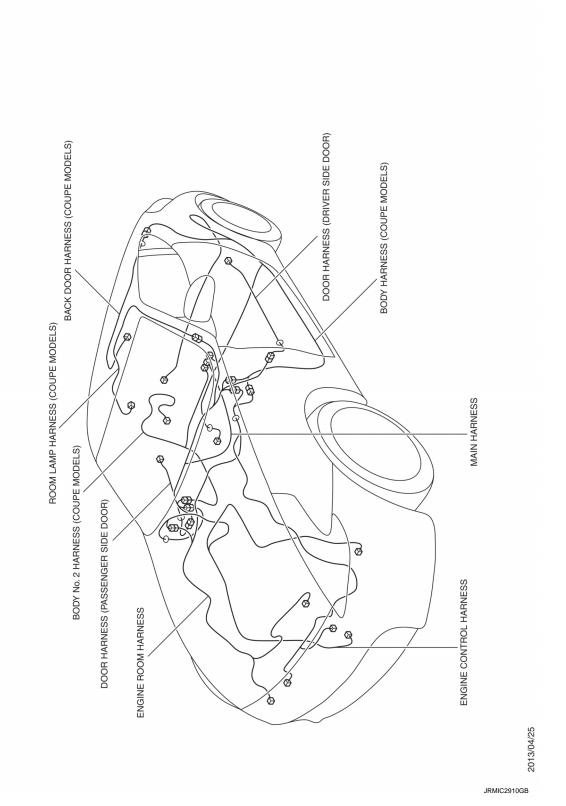
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2015/01/09

HARNESS LAYOUT

Outline

COUPE MODELS



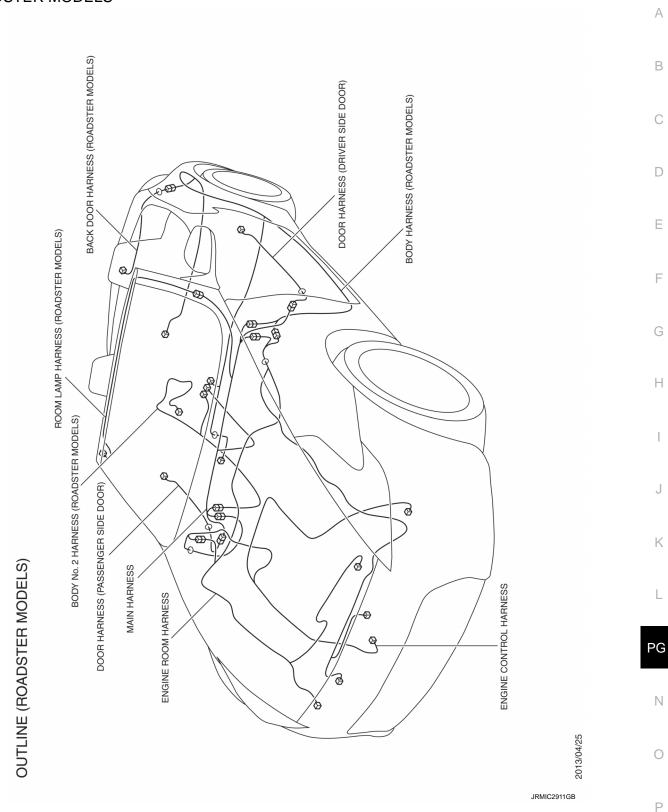
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OUTLINE (COUPE MODELS)

HARNESS LAYOUT

[POWER SUPPLY&GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS > ROADSTER MODELS



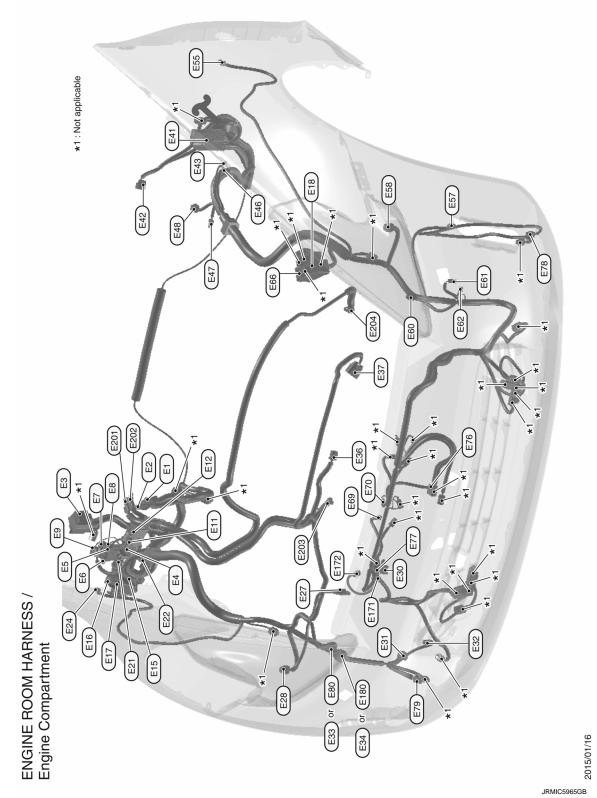
Revision: 2015 June

2016 370Z

Engine Room Harness

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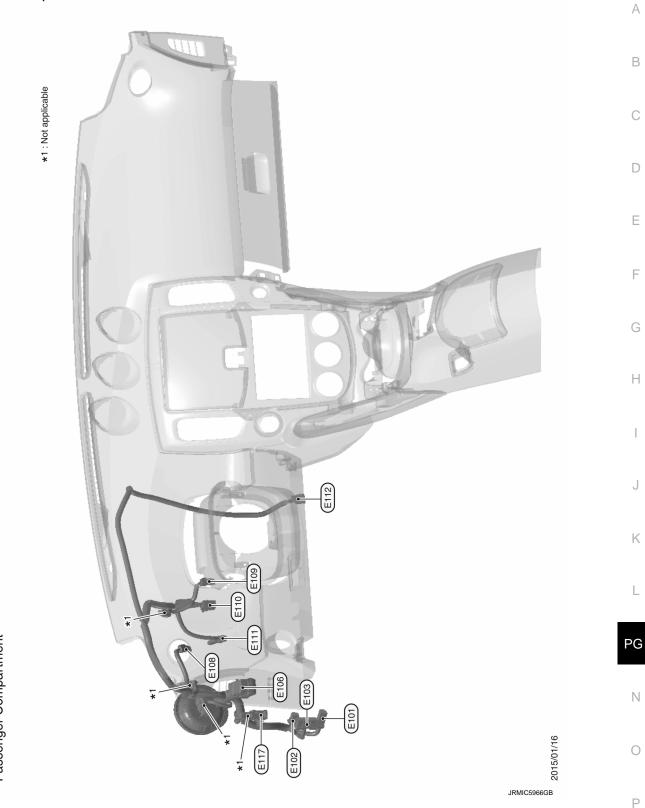
Engine compartment



HARNESS LAYOUT

< DTC/CIRCUIT DIAGNOSIS >

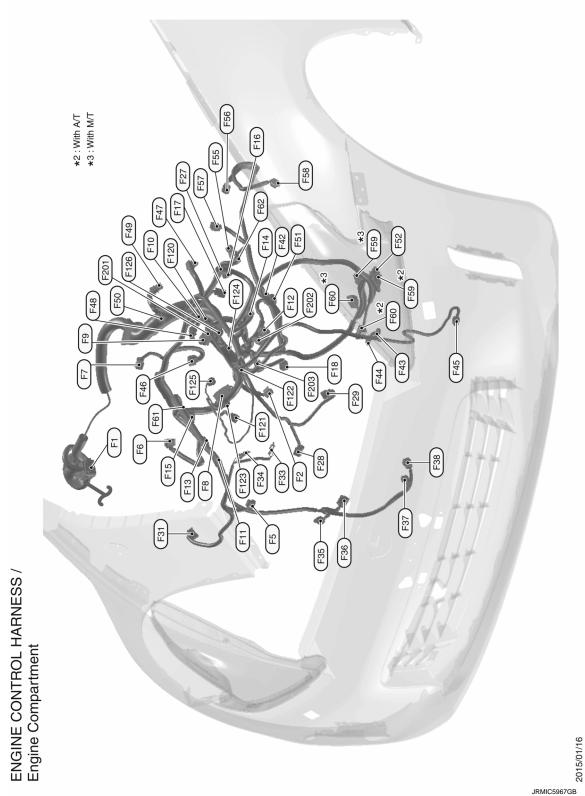
Passenger compartment



Engine Control Harness

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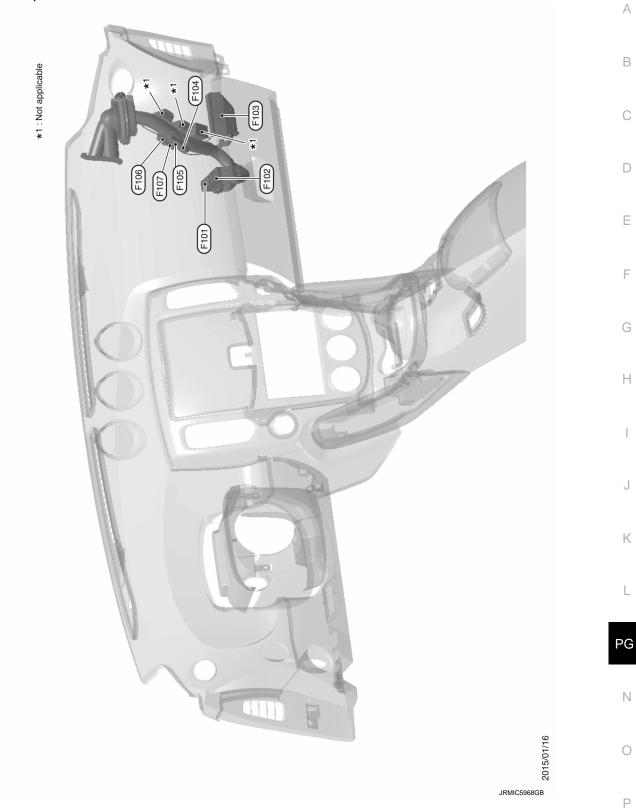
Engine compartment



HARNESS LAYOUT [POWER SUPPLY&GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >

Passenger compartment



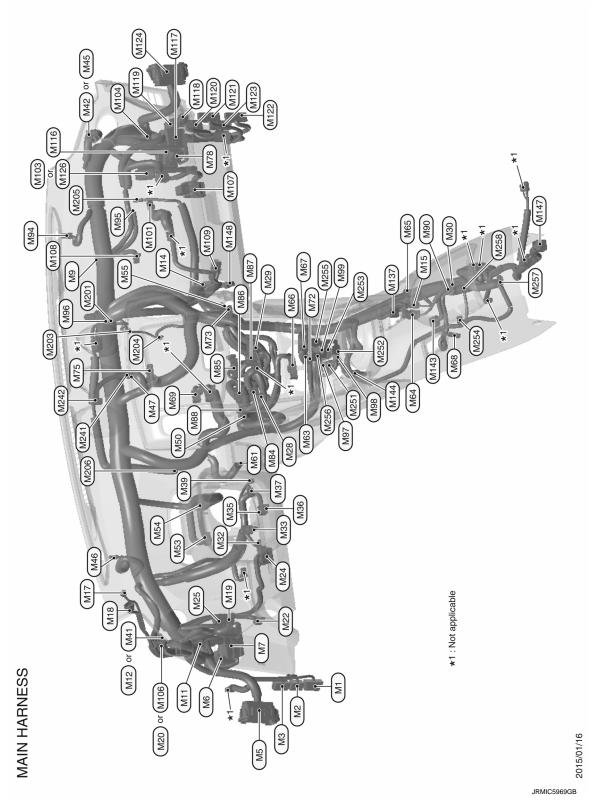
Passenger Compartment

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HARNESS LAYOUT [POWER SUPPLY&GROUND CIRCUIT]

Main Harness

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Body Harness

BODY HARNESS

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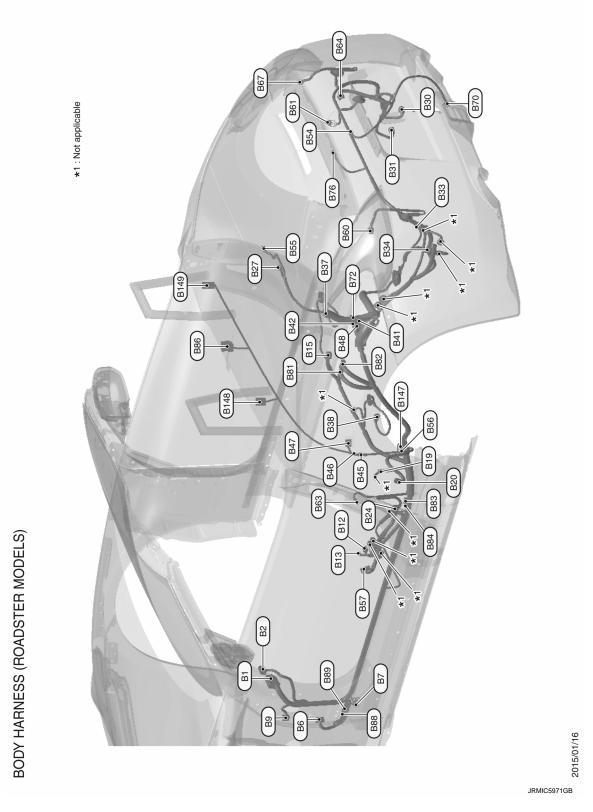
Coupe models



BODY HARNESS (COUPE MODELS)

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Roadster models

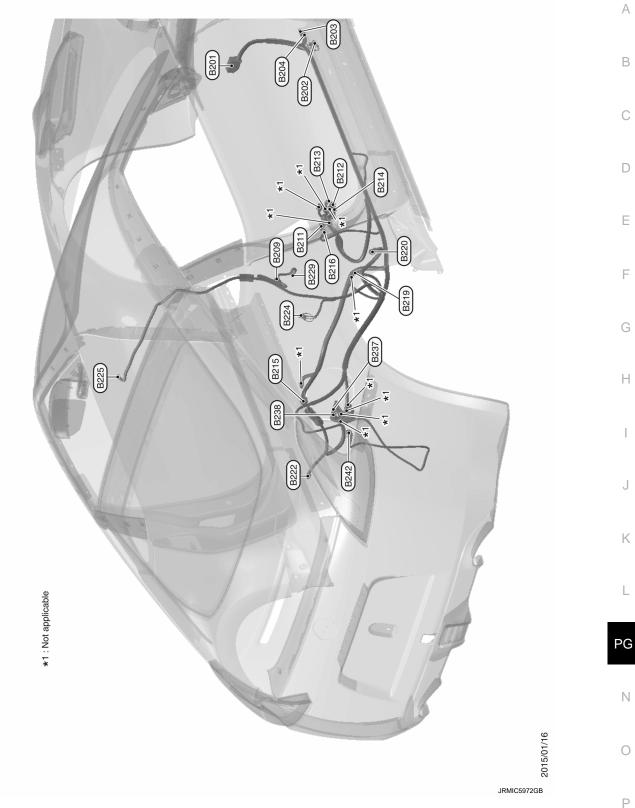


BODY No. 2 HARNESS

HARNESS LAYOUT [POWER SUPPLY&GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >

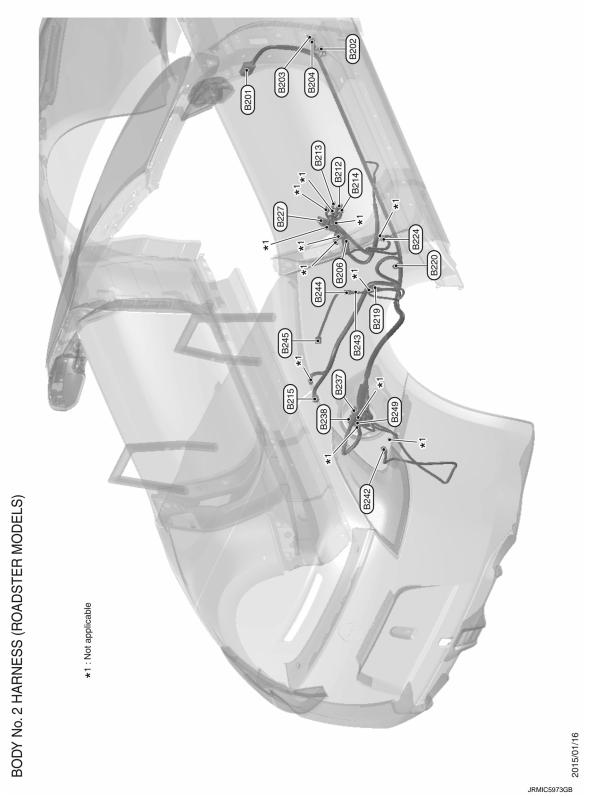
Coupe models



HARNESS LAYOUT

< DTC/CIRCUIT DIAGNOSIS >

Roadster models



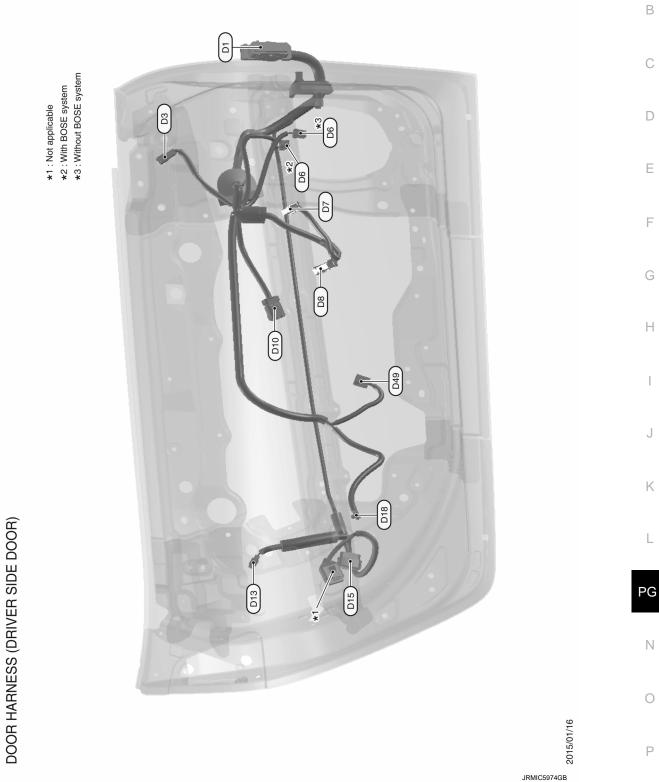
Door Harness

[POWER SUPPLY&GROUND CIRCUIT]

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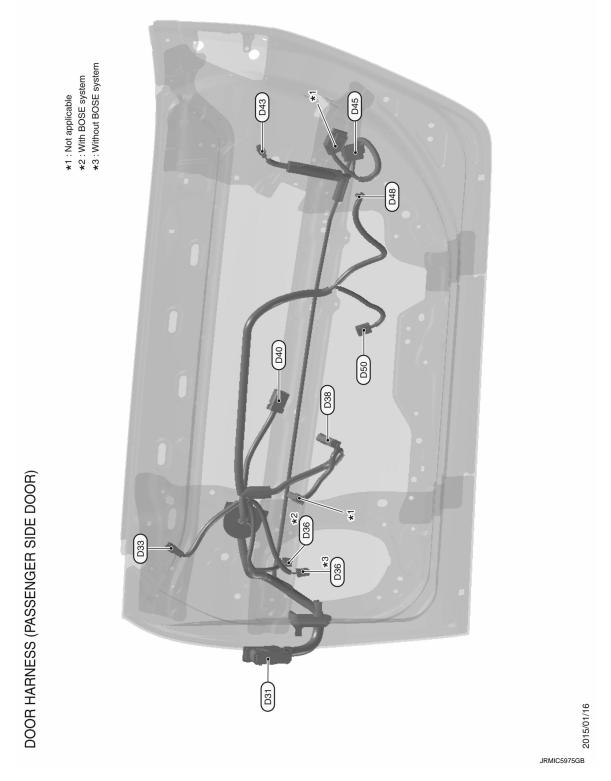
DOOR HARNESS (DRIVER SIDE DOOR)



HARNESS LAYOUT

< DTC/CIRCUIT DIAGNOSIS >

DOOR HARNESS (PASSENGER SIDE DOOR)

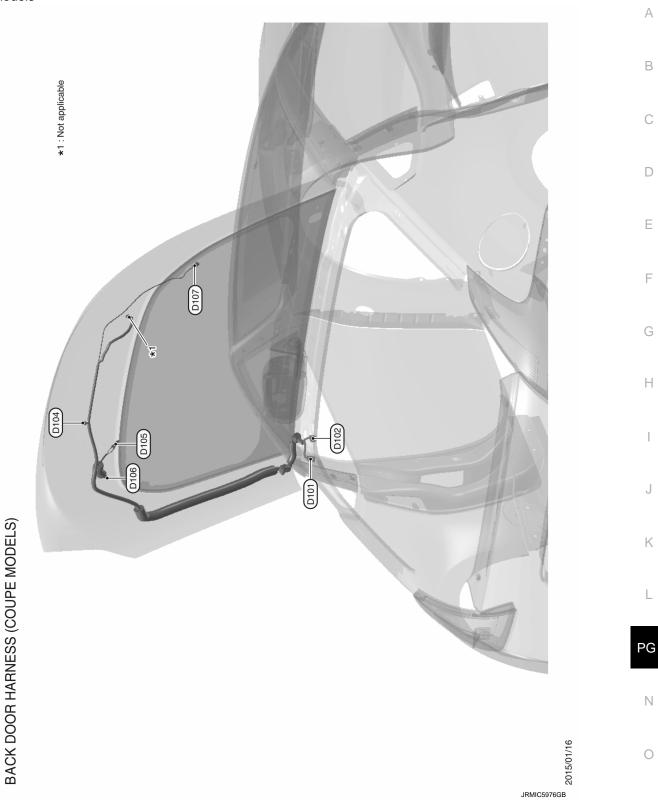


BACK DOOR HARNESS

HARNESS LAYOUT

< DTC/CIRCUIT DIAGNOSIS >

Coupe models



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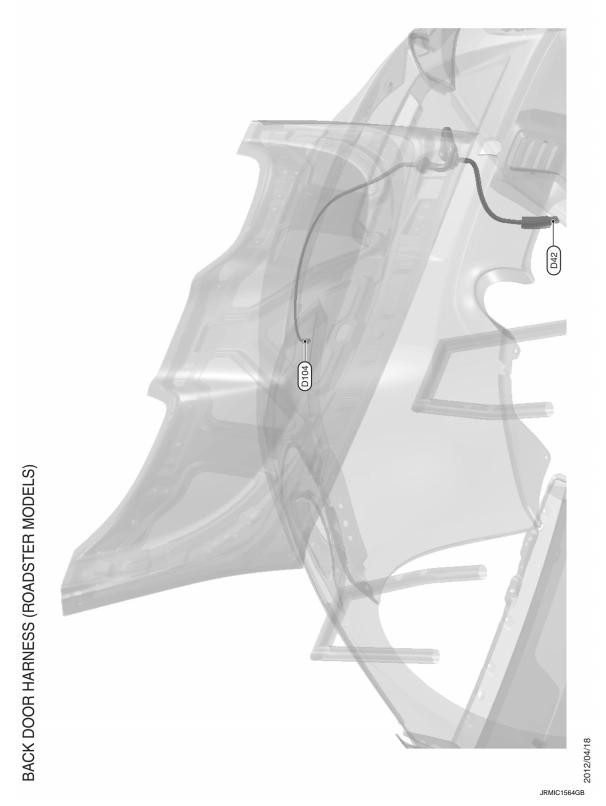
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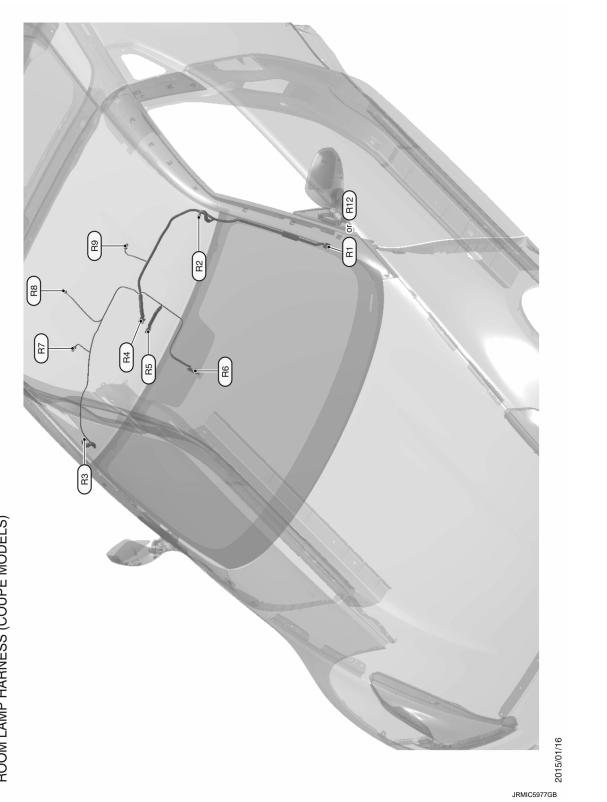
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< DTC/CIRCUIT DIAGNOSIS > Room Lamp Harness

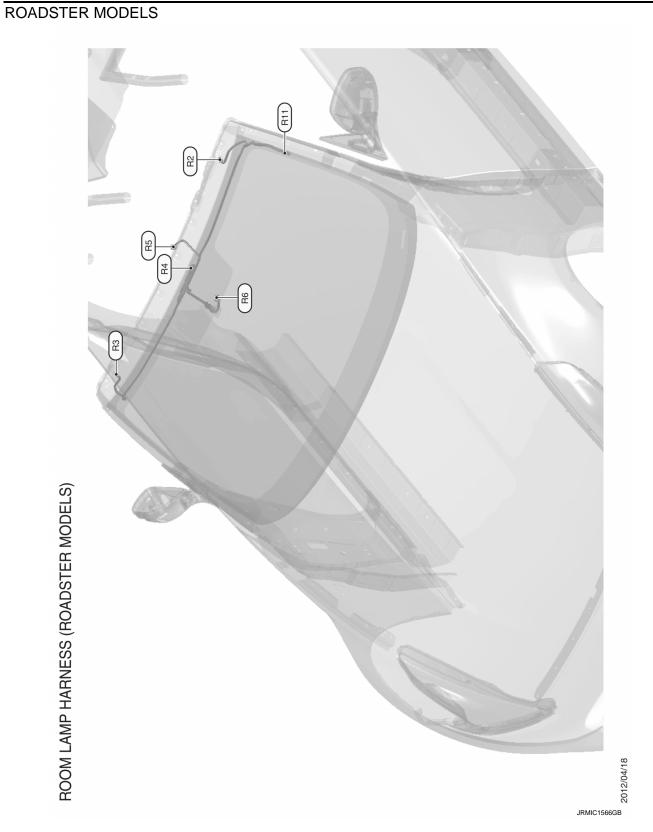
COUPE MODELS



HARNESS LAYOUT

[POWER SUPPLY&GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >



HARNESS CONNECTOR

Description

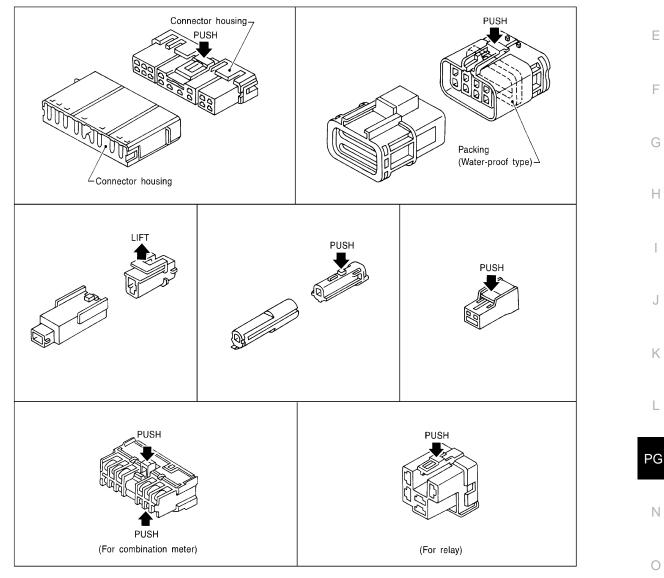
HARNESS CONNECTOR (TAB-LOCKING TYPE)

- The tab-locking type connectors help prevent accidental looseness or disconnection.
- The tab-locking type connectors are disconnected by pushing or lifting the locking tab(s). Refer to the figure below.

CAUTION:

Never pull the harness or wires when disconnecting the connector.

[Example]



SEL769DA

HARNESS CONNECTOR (SLIDE-LOCKING TYPE)

- A new style slide-locking type connector is used on certain systems and components, especially those related to OBD.
- The slide-locking type connectors help prevent incomplete locking and accidental looseness or disconnection.
- The slide-locking type connectors are disconnected by pushing or pulling the slider. Refer to the figure below.

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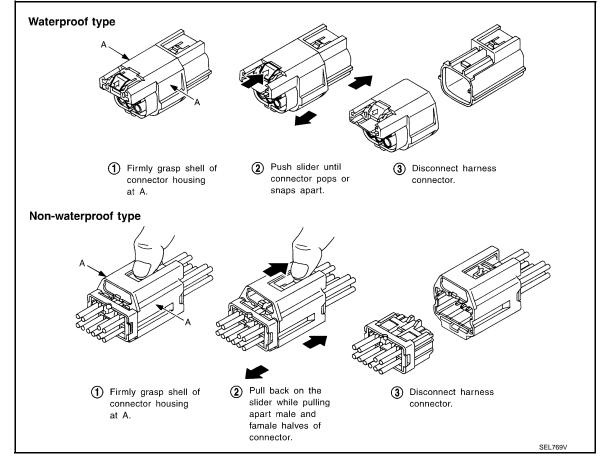
HARNESS CONNECTOR

< DTC/CIRCUIT DIAGNOSIS >

CAUTION:

- Never pull the harness or wires when disconnecting the connector.
- Be careful not to damage the connector support bracket when disconnecting the connector.





HARNESS CONNECTOR (LEVER LOCKING TYPE)

- Lever locking type harness connectors are used on certain control units and control modules such as ECM, ABS actuator and electric unit (control unit), etc.
- Lever locking type harness connectors are also used on super multiple junction (SMJ) connectors.
- Always confirm the lever is fully locked in place by moving the lever as far as it will go to ensure full connection.

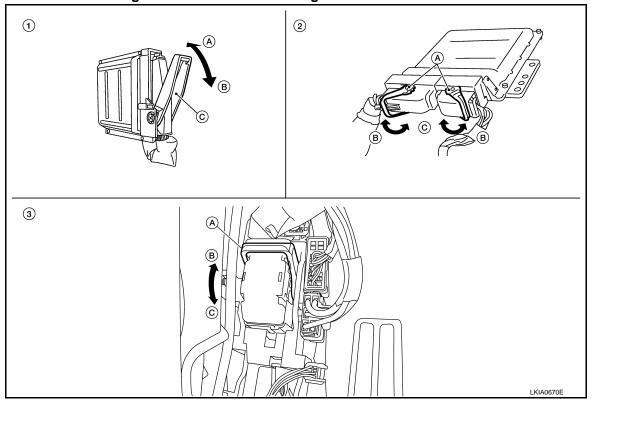
CAUTION:

HARNESS CONNECTOR

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

Always confirm the lever is fully released (loosened) before attempting to disconnect or connect these connectors to avoid damage to the connector housing or terminals.



- 1. Control unit with single lever
 - A. Fasten
 - B. Loosen
 - C. Lever

- 2. Control unit with dual levers
 - A. Levers
 - B. Fasten C. Loosen

- 3. SMJ connector A. Lever
 - B. Fasten
 - C. Loosen

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STANDARDIZED RELAY

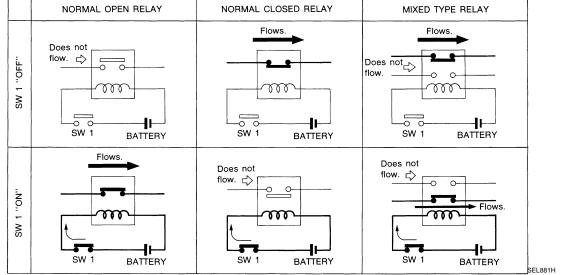
[POWER SUPPLY&GROUND CIRCUIT]

Description

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NORMAL OPEN, NORMAL CLOSED AND MIXED TYPE RELAYS

Relays can mainly be divided into three types: normal open, normal closed and mixed type relays.



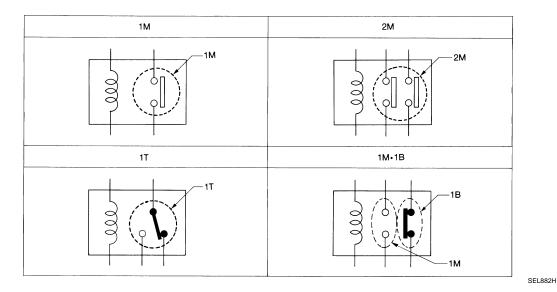
TYPE OF STANDARDIZED RELAYS

1M 1 Make

2M 2 Make

1T1 Transfer

1M-1B 1 Make 1 Break



STANDARDIZED RELAY

[POWER SUPPLY&GROUND CIRCUIT]

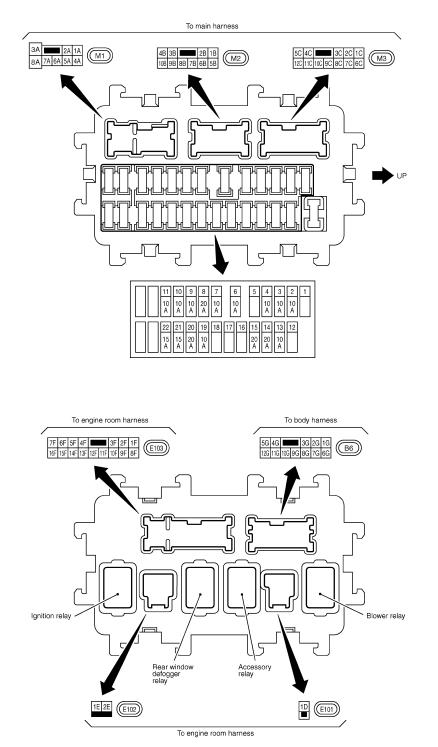
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|--|-------|------------|---------|------------------------------------|------------|------------------------|
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 1T | | | 5 | BLACK | B C D |
| $1 M + IB = \begin{pmatrix} 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0$ | 2M | | | | BROWN | F |
| | 1M•1B | | | | GRAY | G H I |
| | | | | | - BLUE | J K L PG N |

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FUSE BLOCK - JUNCTION BOX (J/B)

Fuse, Connector and Terminal Arrangement

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2011/07/19

JRMWC4677GB

Battery (+)

[POWER SUPPLY&GROUND CIRCUIT]

FUSE, FUSIBLE LINK AND RELAY BOX

Fuse and Fusible Link Arrangement

80 A 60

> Battery terminal with fusible link E1, E2, E201, E202

> > Front

Horn relay 1

FGH

50 A 30 A 50 A 40 A 15

15 A 10 A 15 A 10 A

Fuse, fusible link and relay box

Fuse and fusible link block E12 F-M: FUSIBLE LINK No. 31-38: FUSE

1

31 32 33 34

10 15

Κ 30 A 50 A

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< DTC/CIRCUIT DIAGNOSIS >

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IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

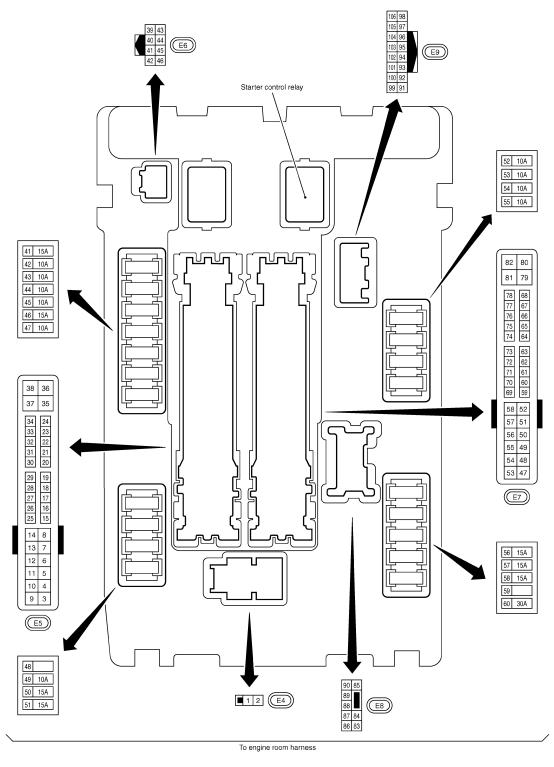
< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY&GROUND CIRCUIT]

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

Fuse, Connector and Terminal Arrangement

INFOID:000000011735927



2012/04/18

JRMWD0800GB

< PRECAUTION > PRECAUTION PRECAUTIONS

EXCEPT FOR MEXICO

EXCEPT FOR MEXICO : Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

WARNING:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness
 H connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

EXCEPT FOR MEXICO : Precaution for Battery Service

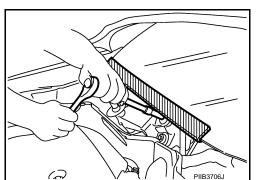
Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

EXCEPT FOR MEXICO : Precaution for Procedure without Cowl Top Cover

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When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc to prevent damage to windshield.



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PRECAUTIONS

< PRECAUTION >

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EXCEPT FOR MEXICO : Precautions For Xenon Headlamp Service

WARNING:

Comply with the following warnings to prevent any serious accident.

- Disconnect the battery cable (negative terminal) or the power supply fuse before installing, removing, or touching the xenon headlamp (bulb included). The xenon headlamp contains high-voltage generated parts.
- Never work with wet hands.
- Check the xenon headlamp ON-OFF status after assembling it to the vehicle. Never turn the xenon headlamp ON in other conditions. Connect the power supply to the vehicle-side connector. (Turning it ON outside the lamp case may cause fire or visual impairments.)
- Never touch the bulb glass immediately after turning it OFF. It is extremely hot.

CAUTION:

Comply with the following cautions to prevent any error and malfunction.

- Install the xenon bulb securely. (Insufficient bulb socket installation may melt the bulb, the connector, the housing, etc. by high-voltage leakage or corona discharge.)
- Never perform HID circuit inspection with a tester.
- Never touch the xenon bulb glass with hands. Never put oil and grease on it.
- Dispose of the used xenon bulb after packing it in thick vinyl without breaking it.
- Never wipe out dirt and contamination with organic solvent (thinner, gasoline, etc.).

EXCEPT FOR MEXICO : Precautions for Removing Battery Terminal

 When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.
 NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

• For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch. **NOTE:**

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.
 NOTE:

The removal of 12V battery may cause a DTC detection error. FOR MEXICO

FOR MEXICO : Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

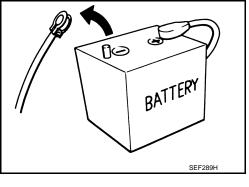
The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

WARNING:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS



PG-102

PRECAUTIONS

< PRECAUTION >

WARNING:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

FOR MEXICO : Precaution for Battery Service

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

FOR MEXICO : Precaution for Procedure without Cowl Top Cover

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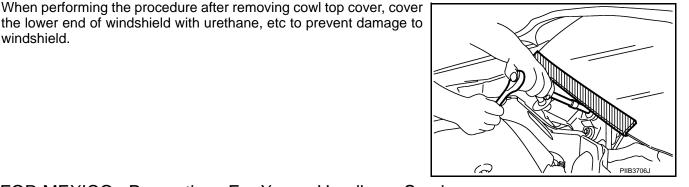
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FOR MEXICO : Precautions For Xenon Headlamp Service

WARNING:

windshield.

Comply with the following warnings to prevent any serious accident.

- Disconnect the battery cable (negative terminal) or the power supply fuse before installing, removing, or touching the xenon headlamp (bulb included). The xenon headlamp contains high-voltage generated parts.
- Never work with wet hands.
- Check the xenon headlamp ON-OFF status after assembling it to the vehicle. Never turn the xenon headlamp ON in other conditions. Connect the power supply to the vehicle-side connector. (Turning it ON outside the lamp case may cause fire or visual impairments.)

Never touch the bulb glass immediately after turning it OFF. It is extremely hot.

CAUTION:

Comply with the following cautions to prevent any error and malfunction.

- Install the xenon bulb securely. (Insufficient bulb socket installation may melt the bulb, the connector, the housing, etc. by high-voltage leakage or corona discharge.)
- Never perform HID circuit inspection with a tester.
- Never touch the xenon bulb glass with hands. Never put oil and grease on it.
- Dispose of the used xenon bulb after packing it in thick vinyl without breaking it.
- Never wipe out dirt and contamination with organic solvent (thinner, gasoline, etc.).

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PRECAUTIONS

FOR MEXICO : Precautions for Removing Battery Terminal

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• When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

NOTE:

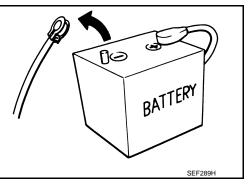
ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

• For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch. **NOTE:**

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.
 NOTE:

The removal of 12V battery may cause a DTC detection error.



[POWER SUPPLY&GROUND CIRCUIT]

< PREPARATION > PREPARATION

PREPARATION

Special Service Tools

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| Tool number (Techmate No.) Tool name | | Description |
|---|-------------|--|
| — (—) Model GR8-1200 NI Multitasking battery and electrical di- agnostic station | AWIIA1239ZZ | Tests batteries, starting and charging sys- tems and charges batteries. For operating instructions, refer to diagnostic station instruction manual. |
| — (—) Model EXP-800 NI Battery and electrical diagnostic ana- lyzer | JSMIA0806ZZ | Tests batteries and charging systems. For operating instructions, refer to diagnostic analyzer instruction manual. |

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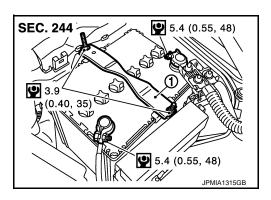
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< REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION BATTERY

Exploded View

1 : Battery fix frame Refer to <u>GI-4. "Components"</u> for symbols in the figure. INFOID:000000011735937

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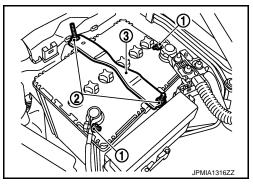
Removal and Installation

REMOVAL

- 1. Remove battery cover.
- 2. Remove cowl top cover RH. Refer to EXT-29, "Exploded View".
- 3. Remove cover of battery positive terminal.
- Loosen battery terminal nuts (1), and disconnect both battery cables from battery terminals.
 CAUTION:

When disconnecting, disconnect the battery cable from the negative terminal first.

- 5. Remove battery fix frame mounting nuts (2) and battery fix frame (3).
- 6. Remove battery.



INSTALLATION Install in the reverse order of removal. CAUTION:

When connecting, connect the battery cable to the positive terminal first.

Reset electronic systems as necessary. Refer to <u>GI-59</u>, "ADDITIONAL SERVICE WHEN REMOVING BAT-TERY NEGATIVE TERMINAL : Required Procedure After Battery Disconnection".

BATTERY TERMINAL WITH FUSIBLE LINK < REMOVAL AND INSTALLATION > [POWER SUPPLY&GROUND CIRCUIT]

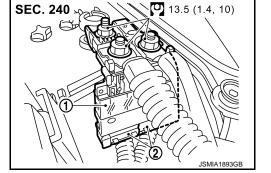
BATTERY TERMINAL WITH FUSIBLE LINK

Exploded View

1 : Battery terminal with fusible link

2 : Harness connector

Refer to <u>GI-4, "Components"</u> for symbols in the figure.



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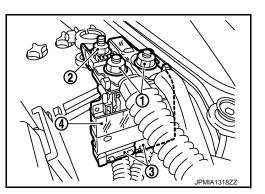
Removal and Installation

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REMOVAL

- 1. Remove battery cover.
- 2. Disconnect the battery cable from the negative terminal.
- 3. Remove cover of battery positive terminal.
- 4. Remove harness mounting nuts (1) and battery terminal with fusible link mounting nut (2).
- 5. Disconnect harness connector (3) and remove battery terminal with fusible link (4).



INSTALLATION Install in the reverse order of removal.



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[POWER SUPPLY&GROUND CIRCUIT]

SERVICE DATA AND SPECIFICATIONS (SDS) SERVICE DATA AND SPECIFICATIONS (SDS)

Battery

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| Туре | | 80D23L |
|---|----------|---------|
| 20 hour rate capacity | [V – Ah] | 12 - 62 |
| Cold cranking current (For reference value) | | 582 |