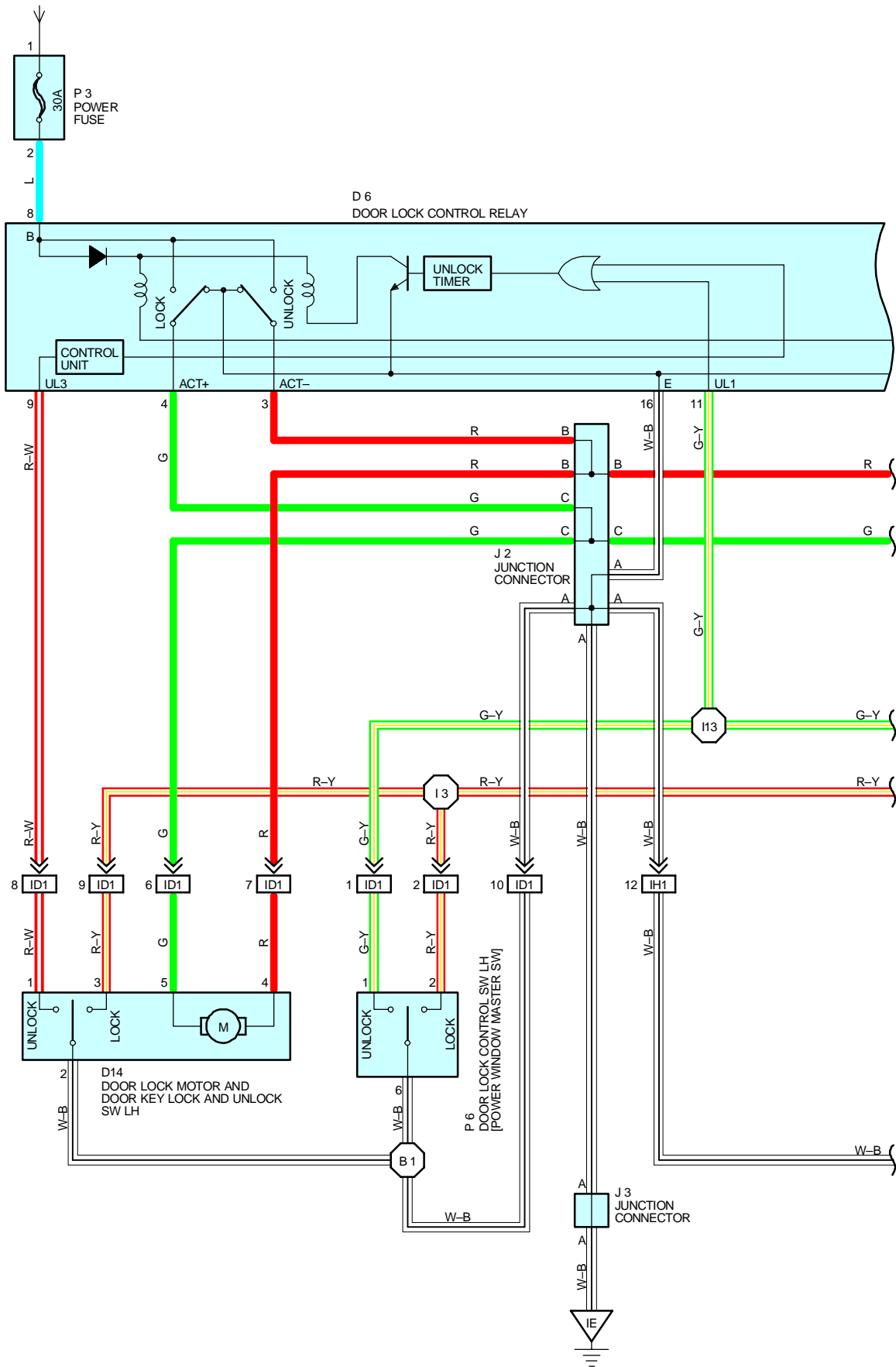


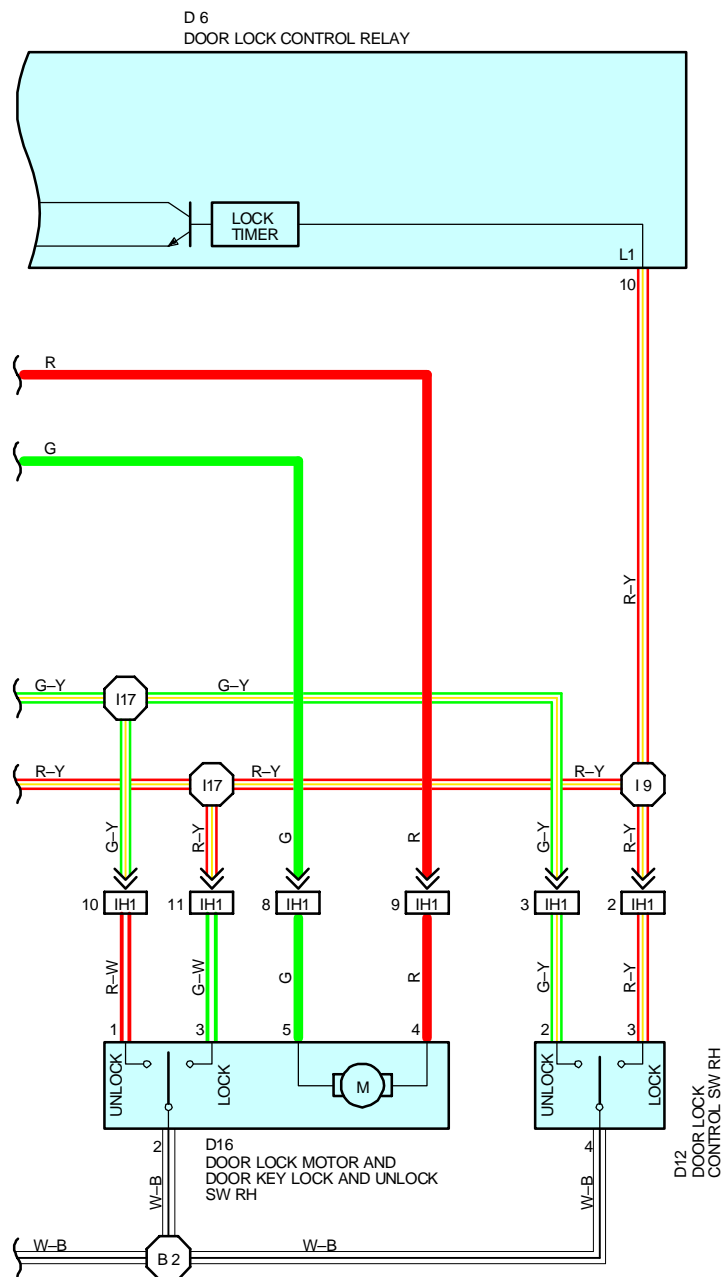


# DOOR LOCK CONTROL

FROM POWER SOURCE SYSTEM (SEE PAGE 48)



## (w/o) THEFT DETERRENT SYSTEM





# DOOR LOCK CONTROL

## SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY THROUGH THE **POWER FUSE**

### 1. MANUAL LOCK OPERATION

TO CHANGE THE DOOR LOCK CONTROL SW OR DOOR KEY LOCK AND UNLOCK SW TO THE **LOCK** POSITION, A LOCK SIGNAL IS INPUT TO **TERMINAL 10** OF THE DOOR LOCK CONTROL RELAY AND CAUSES THE RELAY TO FUNCTION. THE CURRENT FLOWS FROM THE **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY TO **TERMINAL 4** → **TERMINAL 5** OF THE DOOR LOCK MOTOR AND DOOR KEY LOCK AND UNLOCK SW LH, RH → **TERMINALS 4** → **TERMINAL 3** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

### 2. MANUAL UNLOCK OPERATION

TO CHANGE THE DOOR LOCK CONTROL SW OR DOOR KEY LOCK AND UNLOCK SW TO THE **UNLOCK** POSITION, AN UNLOCK SIGNAL IS INPUT TO **TERMINAL 11** OF THE DOOR LOCK CONTROL RELAY AND CAUSES THE RELAY TO FUNCTION.

THE CURRENT FLOWS FROM **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY TO RELAY **TERMINAL 3** → **TERMINAL 4** OF THE DOOR LOCK MOTOR AND DOOR KEY LOCK AND UNLOCK SW LH, RH → **TERMINAL 5** → **TERMINAL 4** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO UNLOCK.

### 3. DOUBLE OPERATION UNLOCK OPERATION

WHEN THE DOOR KEY AND UNLOCK SW LH IS TURNED TO THE UNLOCK SIDE, ONLY THE DRIVER'S DOOR IS MECHANICALLY UNLOCKED. TURNING THE DOOR KEY LOCK AND UNLOCK SW LH TO THE UNLOCK SIDE CAUSES A SIGNAL TO BE INPUT TO **TERMINAL 9** OF THE DOOR LOCK CONTROL RELAY, AND IF THE SIGNAL INPUT WITHIN 3 SECONDS BY TURNING THE SW TO THE UNLOCK SIDE AGAIN, THE CURRENT FLOWS FROM **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY TO **TERMINAL 3** → **TERMINALS 4** OF THE DOOR LOCK MOTOR AND DOOR KEY LOCK AND UNLOCK SW LH, RH → **TERMINALS 5** → **TERMINAL 4** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOORS TO UNLOCK.

## SERVICE HINTS

### D 6 DOOR LOCK CONTROL RELAY

8-GROUND : ALWAYS APPROX. 12 VOLTS

16-GROUND : ALWAYS CONTINUITY

4-GROUND : APPROX. 12 VOLTS 0.2 SECONDS WITH FOLLOWING OPERATION

THE DOOR LOCK CONTROL SW LOCKED

THE DOOR KEY CYLINDER LOCKED WITH THE KEY

3-GROUND : APPROX. 12 VOLTS 0.2 SECONDS WITH FOLLOWING OPERATION

THE DOOR LOCK CONTROL SW UNLOCKED

THE DOOR KEY CYLINDER UNLOCK WITH THE KEY

9-GROUND : APPROX. CONTINUITY VOLTS WITH THE DRIVER'S DOOR KEY CYLINDER UNLOCK WITH THE KEY

10-GROUND : APPROX. CONTINUITY VOLTS WITH THE DOOR LOCK CONTROL SW OR THE DOOR KEY LOCK AND UNLOCK SW LOCKED

11-GROUND : APPROX. CONTINUITY VOLTS WITH THE DOOR LOCK CONTROL SW OR THE DOOR KEY LOCK AND UNLOCK SW UNLOCKED

## ○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D 6	<a href="#">26</a>	D16	<a href="#">28(C/P),29(CONVERTIBLE)</a>	P 3	<a href="#">27</a>
D12	<a href="#">28(C/P),29(CONVERTIBLE)</a>	J 2	<a href="#">27</a>	P 6	<a href="#">28(C/P),29(CONVERTIBLE)</a>
D14	<a href="#">28(C/P),29(CONVERTIBLE)</a>	J 3	<a href="#">27</a>		

## □ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	32	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IH1	34	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

## ▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	32	INSTRUMENT PANEL BRACE LH

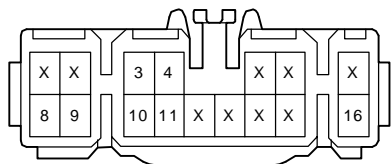
(w/o) THEFT DETERRENT SYSTEM



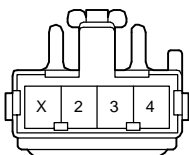
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 3	34	INSTRUMENT PANEL WIRE	B 1	36(C/P)	FRONT DOOR LH WIRE
I 9				37(CONVERTIBLE)	
I13			B 2	36(C/P)	FRONT DOOR RH WIRE
I17				37(CONVERTIBLE)	

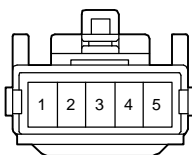
D 6 ORANGE



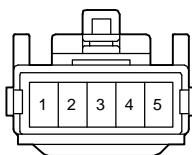
D12



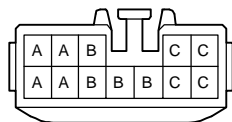
D14



D16

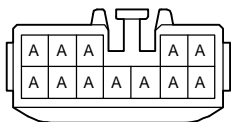


J 2 GRAY



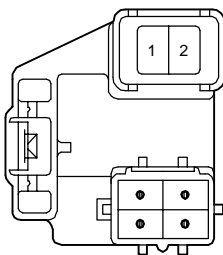
(HINT : SEE PAGE 7)

J 3 BLUE



(HINT : SEE PAGE 7)

P 3



P 6

