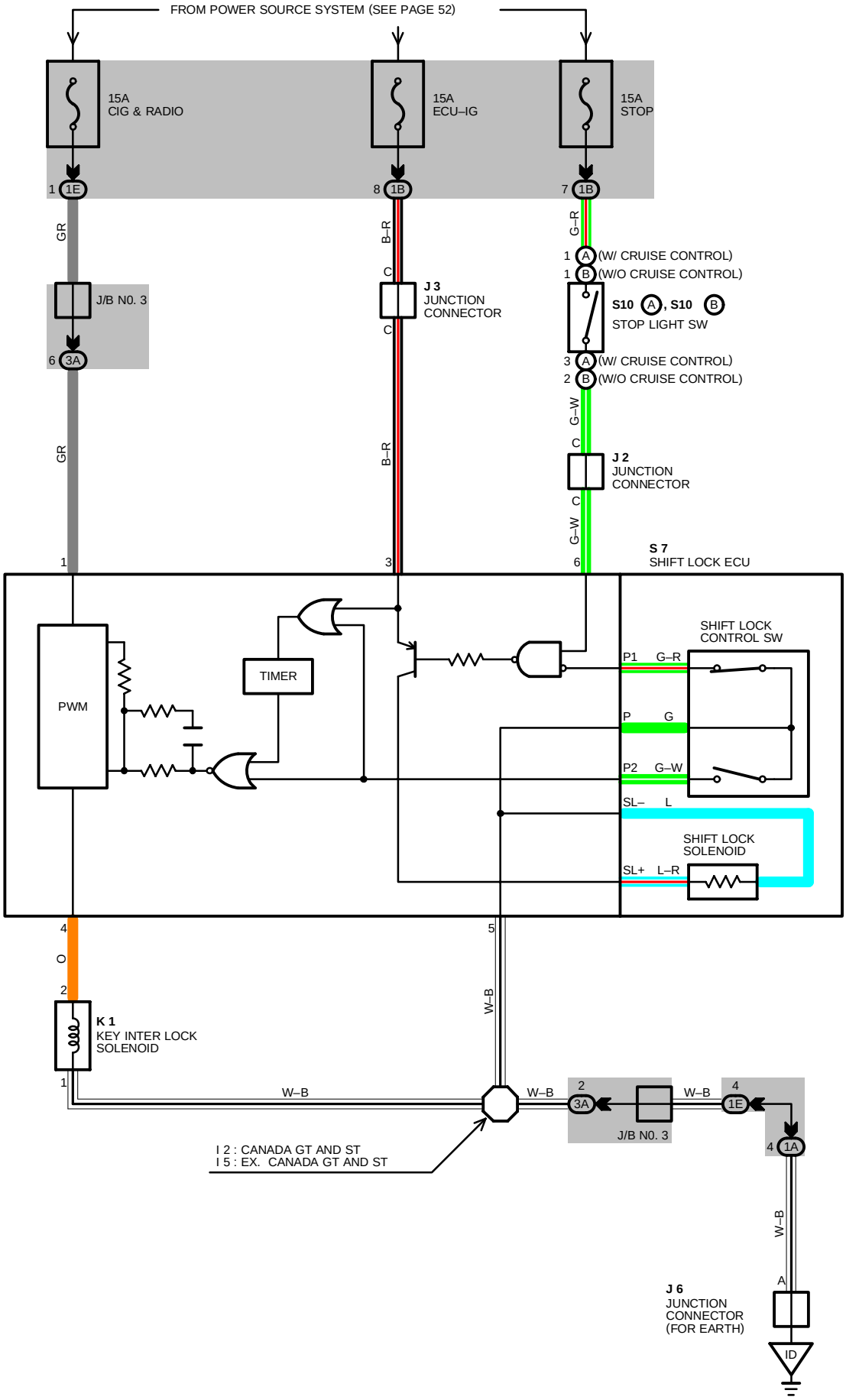
# SHIFT LOCK


FROM POWER SOURCE SYSTEM (SEE PAGE 52)
15A
CIG & RADIO
15A
ECU–IG
15A
STOP
1 1E
8 1B
7 1B
GR
B–R
G–R
1 A (W/ CRUISE CONTROL)
1 B (W/O CRUISE CONTROL)
J/B N0. 3
6 3A
J 3
JUNCTION
CONNECTOR
S10 A, S10 B
STOP LIGHT SW
3 A (W/ CRUISE CONTROL)
2 B (W/O CRUISE CONTROL)
G–W
J 2
JUNCTION
CONNECTOR
S 7
SHIFT LOCK ECU
SHIFT LOCK
CONTROL SW
P1 G–R
P G
P2 G–W
SL– L
SHIFT LOCK
SOLENOID
SL+ L–R
PWM
TIMER
O
K 1
KEY INTER LOCK
SOLENOID
W–B
I 2 : CANADA GT AND ST
I 5 : EX. CANADA GT AND ST
2 3A
4 1E
4 1A
J/B N0. 3
J 6
JUNCTION
CONNECTOR
(FOR EARTH)
A
ID

## SYSTEM OUTLINE

WHEN THE IGNITION SW IS TURNED TO **ACC** POSITION THE CURRENT FROM THE CIG FUSE FLOWS TO **TERMINAL 1** OF THE SHIFT LOCK ECU. IN THE **ON** POSITION, THE CURRENT FROM THE ECU–IG FUSE FLOWS TO **TERMINAL 3** OF THE ECU.

### 1. SHIFT LOCK MECHANISM

WITH THE IGNITION SW ON, WHEN A SIGNAL THAT THE BRAKE PEDAL IS DEPRESSED (STOP LIGHT SW ON) AND A SIGNAL THAT THE SHIFT LEVER IS PUT IN "P" RANGE (CONTINUITY BETWEEN P1 AND P OF THE SHIFT POSITION SW) IS INPUT TO THE ECU. THE ECU OPERATES AND CURRENT FLOWS FROM **TERMINAL 3** OF THE ECU → **TERMINAL SL+** OF THE SHIFT LOCK SOLENOID → SOLENOID → **TERMINAL SL–** → **TERMINAL 5** OF THE ECU → **GROUND**. THIS CAUSES THE SHIFT LOCK SOLENOID TO TURN ON (PLATE STOPPER DISENGAGES) AND THE SHIFT LEVER CAN SHIFT INTO OTHER RANGE THAN THE "P" RANGE.

### 2. KEY INTER LOCK MECHANISM

WITH THE IGNITION SW IN **ON** OR **ACC** POSITION, WHEN THE SHIFT LEVER IS PUT IN "P" RANGE (NO CONTINUITY BETWEEN P2 AND P OF LOCK CONTROL SW). THE CURRENT FLOWING FROM **TERMINAL 4** OF THE ECU → KEY INTER LOCK SOLENOID IS CUT OFF. THIS CAUSES THE KEY INTER LOCK SOLENOID TO TURN OFF (LOCK LEVER DISENGAGES FROM LOCK POSITION) AND THE IGNITION KEY CAN BE TURNED FROM **ACC** TO **LOCK** POSITION. IF THE IGNITION IS LEFT IN **ACC** OR **ON** POSITION WITH THE SHIFT LEVER IN OTHER THAN "P" RANGE, THEN AFTER APPROX. ONE HOUR THE ECU OPERATES TO RELEASE THE LOCK.

## SERVICE HINTS

**S 7 SHIFT LOCK ECU**

1–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
3–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
5–GROUND : ALWAYS CONTINUITY
6–GROUND : APPROX. **12** VOLTS WITH BRAKE PEDAL DEPRESSED

## ○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|---|---|---|---|---|---|
| **J 2** | 29 | **K 1** | 29 | **S10** B | 29 |
| **J 3** | 29 | **S 7** | 29 | | |
| **J 6** | 29 | **S10** A | 29 | | |

## : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|---|---|---|
| **1A** | 18 | COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL) |
| **1B** | | |
| **1E** | | |
| **3A** | 22 | COWL WIRE AND J/B NO. 3 (BEHIND COMBINATION METER) |

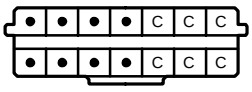
## : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|---|---|---|
| **ID** | 36 | LEFT KICK PANEL |

## : SPLICE POINTS

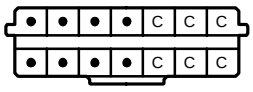
| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|---|---|---|---|---|---|
| **I 2** | 36 | COWL WIRE | **I 5** | 36 | COWL WIRE |

**J 2**




(HINT : SEE PAGE 7)

**J 3**

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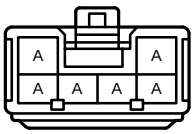
**J 6**

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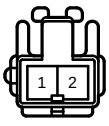
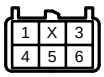
**K 1** BLUE




**S 7**




**S10** Ⓐ


**S10** Ⓑ