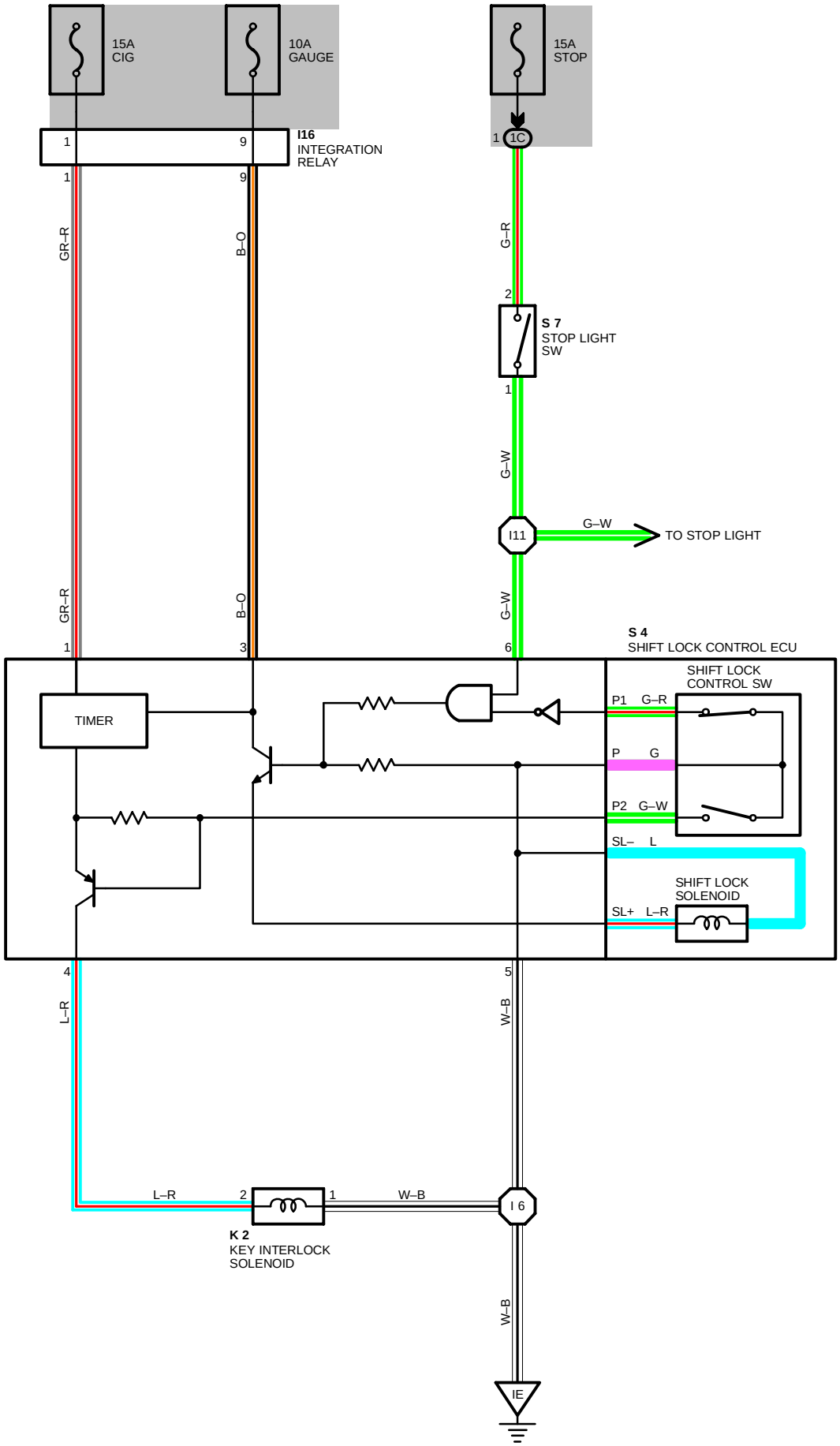
SHIFT LOCK


15A
CIG
10A
GAUGE
15A
STOP
I16
INTEGRATION
RELAY
1
9
1C
GR–R
B–O
G–R
2
S 7
STOP LIGHT
SW
G–W
I11
TO STOP LIGHT
S 4
SHIFT LOCK CONTROL ECU
SHIFT LOCK
CONTROL SW
TIMER
P1 G–R
P G
P2 G–W
SL– L
SHIFT LOCK
SOLENOID
SL+ L–R
4
5
L–R
W–B
K 2
KEY INTERLOCK
SOLENOID
I 6
IE

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 CONTROL ECU, IN THE ON POSITION, THE CURRENT FROM THE **GAUGE** 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**" POSITION (CONTINUITY BETWEEN P1 AND P OF THE SHIFT LOCK CONTROL 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**" POSITION.

2. KEY INTER LOCK MECHANISM

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

SERVICE HINTS

S4 SHIFT LOCK CONTROL 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
4–GROUND : **0** VOLTS WITH IGNITION SW AT **ACC** POSITION AND SHIFT LEVER POSITION IN **P** POSITION
6–12 VOLTS WITH SHIFT LEVER POSITION IN EXCEPT **P** POSITION
5–GROUND : ALWAYS CONTINUOUS
6–GROUND : APPROX. **12** VOLTS WITH BRAKE PEDAL DEPRESSED

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
I16	28	**S 4**	28		
K 2	28	**S 7**	28		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IC	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)

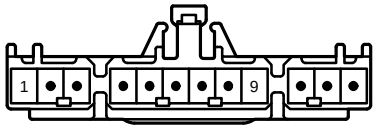
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	34	LEFT KICK PANEL

⬡ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 6	34	COWL WIRE	**I11**	34	COWL WIRE

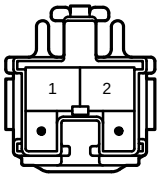
I16



K 2

S 4

(W/ CRUISE CONTROL) **S 7**



(W/O CRUISE CONTROL) **S 7** BLACK