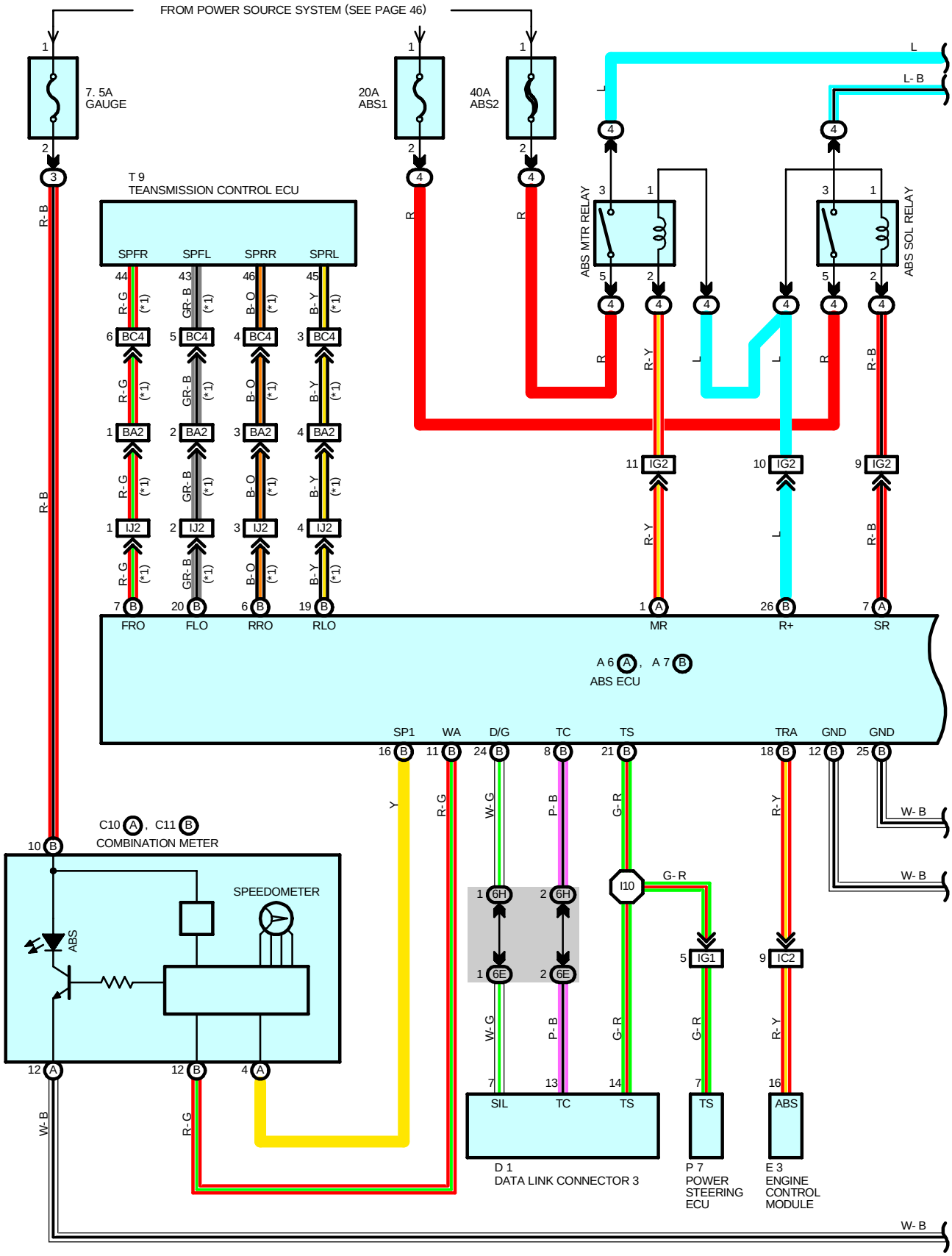
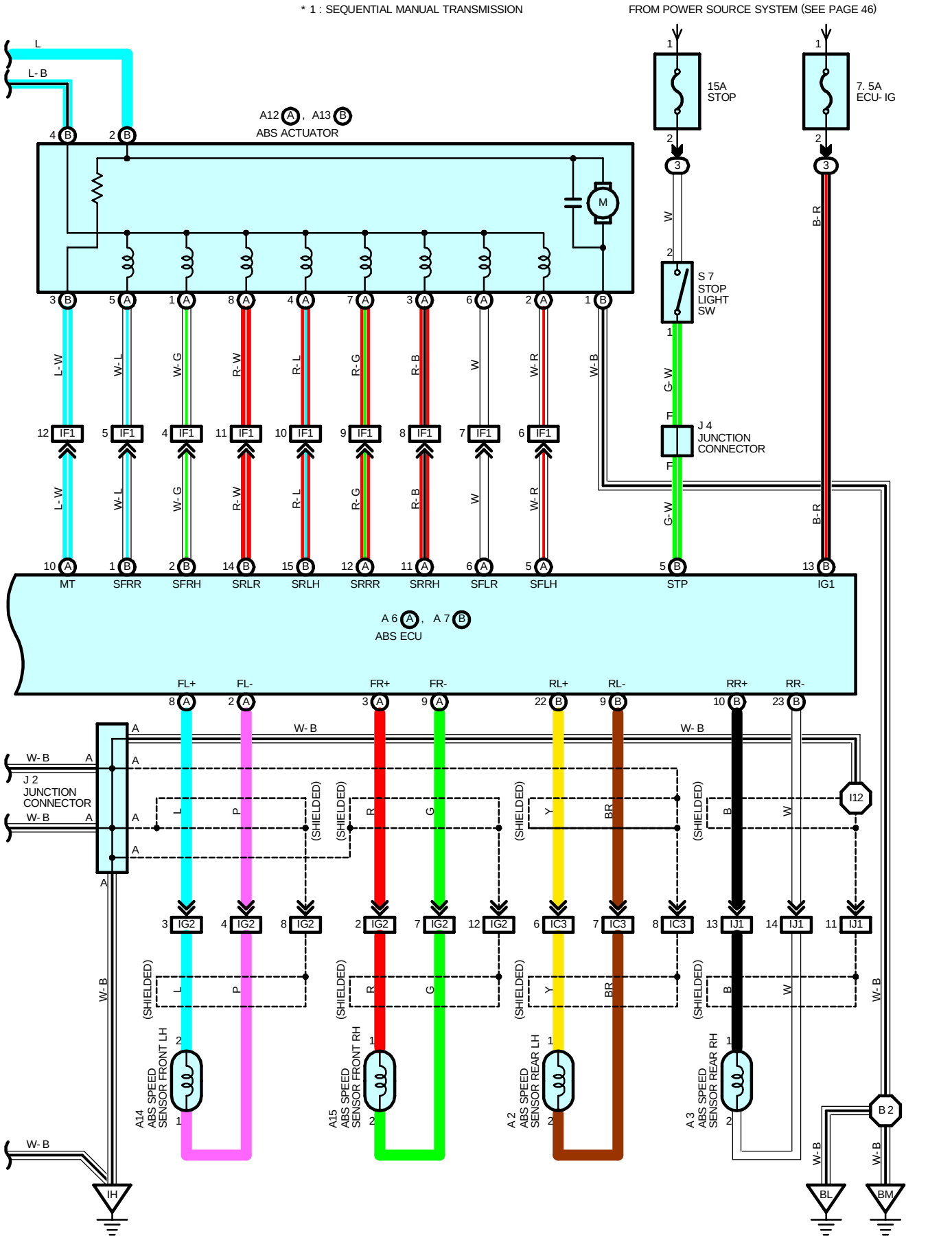

FROM POWER SOURCE SYSTEM (SEE PAGE 46)
7. 5A GAUGE
20A ABS1
40A ABS2
T 9
TEANSMISSION CONTROL ECU
SPFR
SPFL
SPRR
SPRL
BC4
BA2
IJ2
FRO
FLO
RRO
RLO
ABS MTR RELAY
ABS SOL RELAY
IG2
MR
R+
SR
A 6 A , A 7 B
ABS ECU
SP1
WA
D/G
TC
TS
TRA
GND
GND
C10 A , C11 B
COMBINATION METER
SPEEDOMETER
ABS
I10
6H
6E
IG1
IC2
SIL
TC
TS
TS
ABS
D 1
DATA LINK CONNECTOR 3
P 7
POWER STEERING ECU
E 3
ENGINE CONTROL MODULE
W- B


* 1 : SEQUENTIAL MANUAL TRANSMISSION
FROM POWER SOURCE SYSTEM (SEE PAGE 46)
A12 A , A13 B
ABS ACTUATOR
15A STOP
7. 5A ECU- IG
S 7 STOP LIGHT SW
J 4 JUNCTION CONNECTOR
MT
SFRR
SFRH
SRLR
SRLH
SRRR
SRRH
SFLR
SFLH
STP
IG1
A 6 A , A 7 B
ABS ECU
FL+
FL-
FR+
FR-
RL+
RL-
RR+
RR-
J 2 JUNCTION CONNECTOR
I12
B 2
A14 ABS SPEED SENSOR FRONT LH
A15 ABS SPEED SENSOR FRONT RH
A 2 ABS SPEED SENSOR REAR LH
A 3 ABS SPEED SENSOR REAR RH
IH
BL
BM

SYSTEM OUTLINE

This system controls the respective brake fluid pressures acting on the brake cylinders of the right front wheel, the left front wheel, the right rear wheel and the left rear wheel when the brakes are applied in a panic stop so that the wheels do not lock. This results in improved directional stability and steerability during panic braking.

1. INPUT SIGNALS

(1) Speed sensor signal

The speed of the wheels is detected and input to TERMINALS FL+, FR+, RL+ and RR+ of the ABS ECU.

(2) Stop light SW signal

A signal is input to TERMINAL STP of the ABS ECU when the brake pedal depressed.

2. SYSTEM OPERATION

During sudden braking the ABS ECU which has signals input from each of the sensor, controls current to the solenoid inside the actuator and causes the hydraulic pressure acting on each of the wheel cylinder escape to the reservoir. The pump inside the actuator is also operating at this time and it returns the brake fluid from the reservoir to the master cylinder, preventing locking of the vehicle wheels.

If the ECU judges that the hydraulic pressure acting on the wheel cylinder is insufficient, the current acting on the solenoid is controlled and the hydraulic pressure is increased. Holding of the hydraulic pressure is also controlled by the ECU, by the same method as above. By repeated pressure reduction, holding and increase are repeated to maintain vehicle stability and to improve steerability during sudden braking.

SERVICE HINTS

A6 (A), A7 (B) ABS ECU

(B)13-GROUND : Approx. **12** volts with the ignition SW at **ON** position

(B) 5-GROUND : Approx. **12** volts with the brake pedal depressed

(B)12, (B) 25-GROUND : Always continuity

: PARTS LOCATION

Code		See Page	Code		See Page	Code	See Page
A2		30	A14		34	J2	33
A3		30	A15		34	J4	33
A6	A	32	C10	A	32	P7	35
A7	B	32	C11	B	32	S7	33
A12	A	34	D1		32	T9	35
A13	B	34	E3		34		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
3	24	R/B No.3 (Left Side of Instrument Panel)
4	25	R/B No.4 (Front Compartment Left)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
6E	26	Instrument Panel Wire and J/B No.6 (Instrument Panel Brace LH)
6H		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC2	38	Engine Room Main Wire and Instrument Panel Wire (Left Kick Panel)
IC3		
IF1	40	Luggage Room Wire and Instrument Panel Wire (Instrument Panel Brace LH)
IG1	40	Luggage Room Wire and Instrument Panel Wire (Under the Instrument Panel Center)
IG2		
IJ1	40	Floor Wire and Instrument Panel Wire (Right Kick Panel)

: GROUND POINTS

Code	See Page	Ground Points Location
IH	38	Right Kick Panel
BL	42	Cylinder Head Front LH
BM		

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I10	40	Instrument Panel Wire	B2	42	Luggage Room Wire
I12					