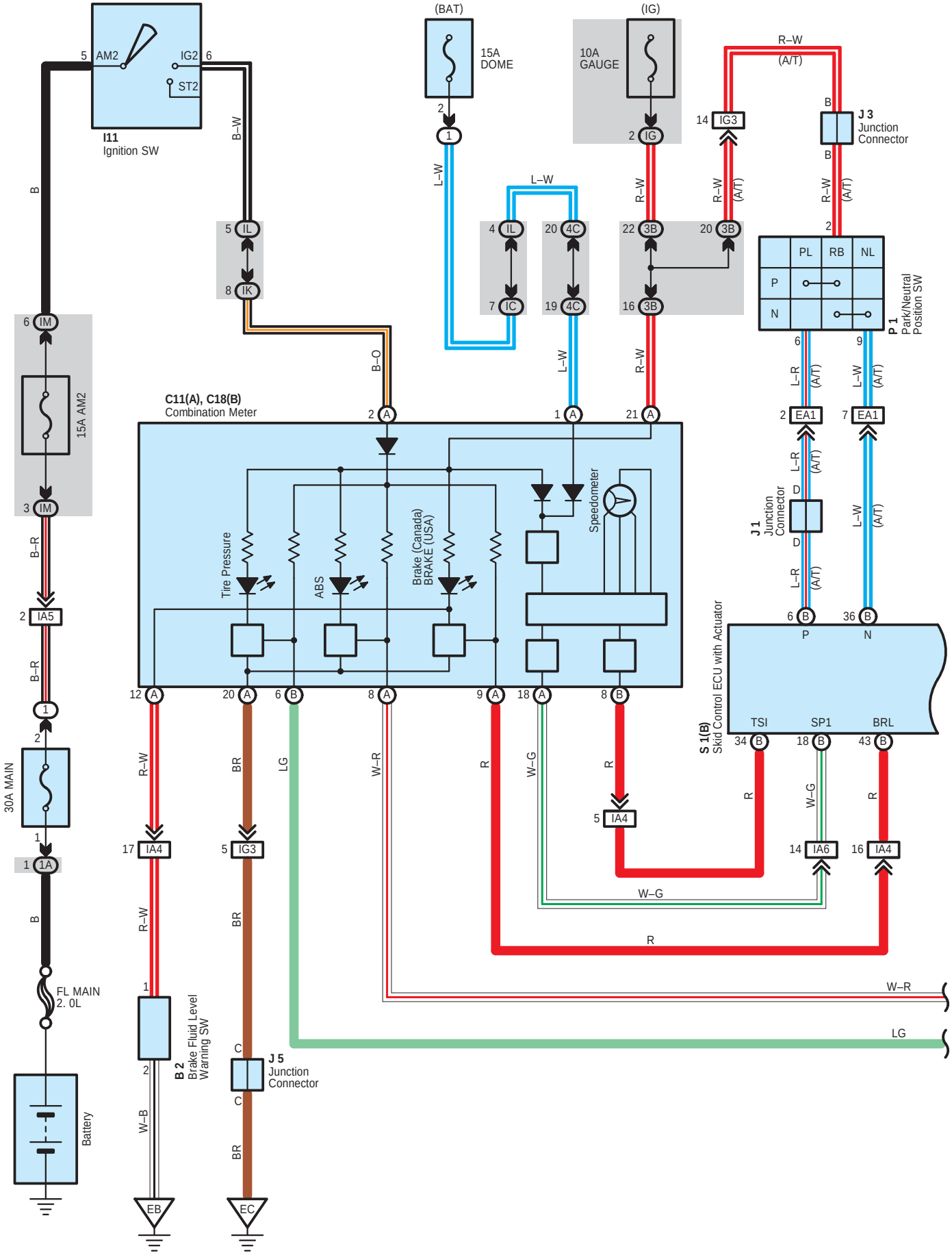
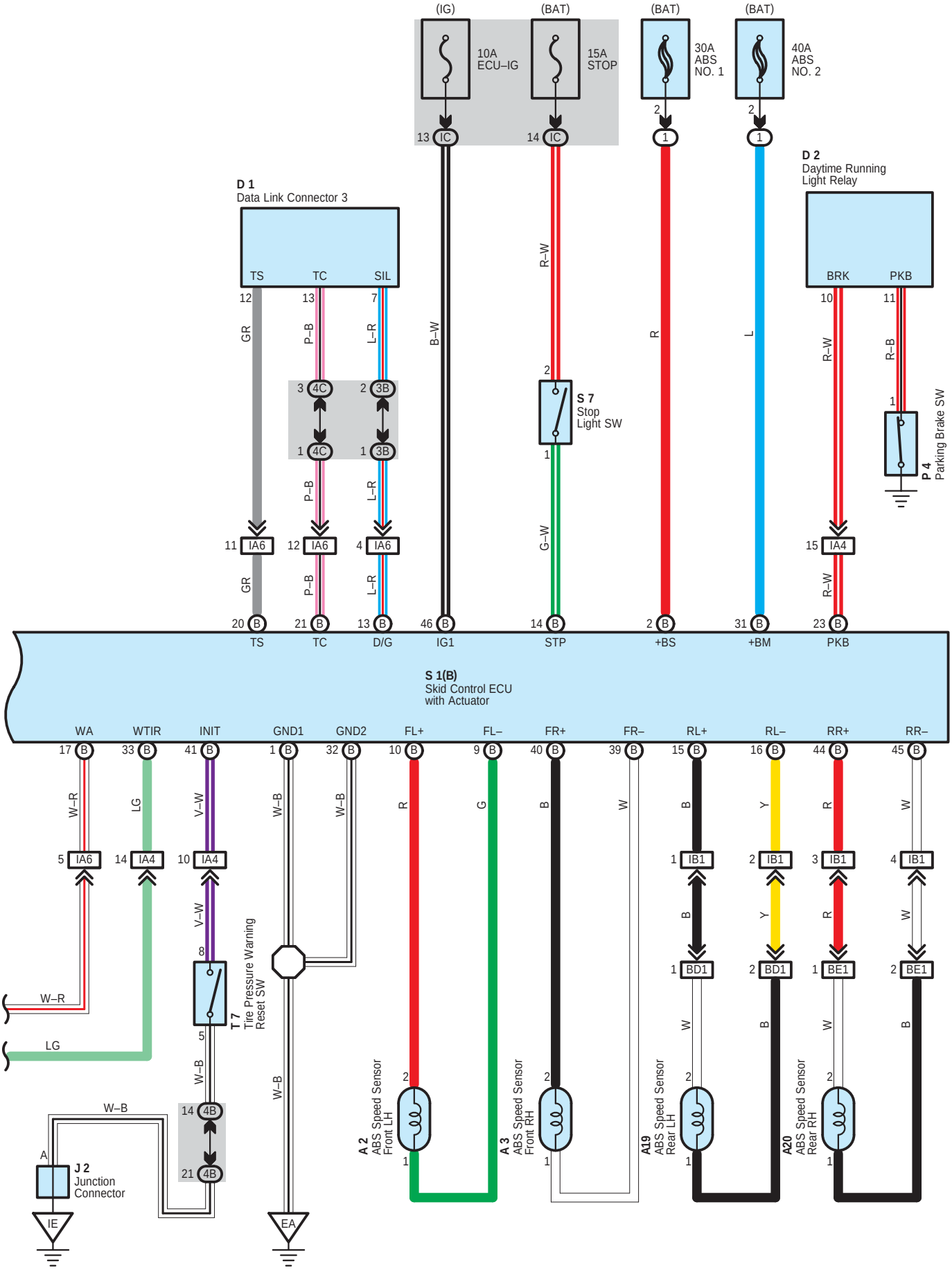

I11
Ignition SW
AM2
IG2
ST2
(BAT)
15A
DOME
(IG)
10A
GAUGE
R–W
(A/T)
J 3
Junction
Connector
PL
RB
NL
P
N
P 1
Park/Neutral
Position SW
15A AM2
C11(A), C18(B)
Combination Meter
Tire Pressure
ABS
Brake (Canada)
BRAKE (USA)
Speedometer
J 1
Junction
Connector
S 1(B)
Skid Control ECU with Actuator
TSI
SP1
BRL
30A MAIN
FL MAIN
2. 0L
Battery
B 2
Brake Fluid Level
Warning SW
J 5
Junction
Connector
EB
EC
B–O
L–W
R–W
B–R
L–R
W–B
BR
LG
W–R
W–G
R


(IG)
(BAT)
(BAT)
(BAT)
10A
ECU–IG
15A
STOP
30A
ABS
NO. 1
40A
ABS
NO. 2
D 1
Data Link Connector 3
D 2
Daytime Running
Light Relay
S 7
Stop
Light SW
P 4
Parking Brake SW
S 1(B)
Skid Control ECU
with Actuator
T 7
Tire Pressure Warning
Reset SW
J 2
Junction
Connector
A 2
ABS Speed Sensor
Front LH
A 3
ABS Speed Sensor
Front RH
A19
ABS Speed Sensor
Rear LH
A20
ABS Speed Sensor
Rear RH
TS
TC
SIL
BRK
PKB
WA
WTIR
INIT
GND1
GND2
FL+
FL–
FR+
FR–
RL+
RL–
RR+
RR–
+BS
+BM
STP
IG1
D/G
IE
EA

System Outline

ABS is a brake system designed to improve the operating ability and securing the stability of the vehicle by preventing the lock–up of the vehicle by controlling the wheel cylinder pressure of all the four wheels at the time of sudden 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 skid control ECU with actuator.

(2) Stop light SW signal

A signal is input to TERMINAL STP of the skid control ECU with actuator when brake pedal is depressed.

2. System Operation

When the wheels are locked–up, the solenoid inside the actuator is controlled by the signal from the skid control ECU with actuator, and the brake fluid in the wheel cylinder will flow through the reservoir and reduce the hydraulic pressure.

While the ABS is in operation, as the skid control ECU with actuator always outputs the operation signal to the pump inside the actuator, and the brake fluid stored inside the reservoir will be sucked up by the pump inside the actuator and returned to the master cylinder.

When the hydraulic pressure of the wheel cylinder is decompressed or increased until the necessary hydraulic pressure, the solenoid inside the actuator is controlled by the control signal from the skid control ECU with actuator and as a result, hydraulic pressure of the wheel cylinder will be closed at both the master cylinder and reservoir sides routes, and the hydraulic pressure of the wheel cylinder will be in the hold condition.

If increase of the hydraulic pressure volume of the wheel cylinder becomes necessary, the control signals from the skid control ECU with actuator control the solenoid inside the actuator, to resume to the normal condition. Thus the brake fluid of the master cylinder will be sent to the wheel cylinder and will increase the hydraulic pressure of the wheel cylinder. At this time, in the case that the brake fluid is left in the reservoir, it will be sucked up by the pump inside the actuator and will be sent to the wheel cylinder.

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
A2	34	D1	36	P1	35
A3	34	D2	36	P4	37
A19	38	I11	37	S1 B	35
A20	38	J1	35	S7	37
B2	34	J2	37	T7	37
C11 A	36	J3	37		
C18 B	36	J5	37		

▭ : Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
1	23	Engine Room R/B (Engine Compartment Left)

▭ : Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	25	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IG	25	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IK	24	
IL		
IM		
1A	23	Engine Wire and Engine Room J/B (Engine Compartment Left)
3B	29	Instrument Panel Wire and RH J/B (Right Side of the Instrument Panel Reinforcement)
4B	32	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
4C		

: Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	40	Engine Wire and Engine Room Main Wire (Inside of the Engine Room R/B)
IA4	42	Engine Room Main Wire and Instrument Panel Wire (Instrument Panel Reinforcement LH)
IA5		
IA6		
IB1	42	Engine Room Main Wire and Floor Wire (Cowl Side Panel LH)
IG3	43	Engine Wire and Instrument Panel Wire (Blower Unit RH)
BD1	44	Skid Control Sensor Wire LH and Floor Wire (Quarter Wheel House LH)
BE1	44	Skid Control Sensor Wire RH and Floor Wire (Quarter Wheel House RH)

: Ground Points

Code	See Page	Ground Points Location
EA	40	Front Right Fender
EB	40	Front Left Suspension Tower
EC	40	Left Side of the Cylinder Head
IE	42	Behind Combination Meter