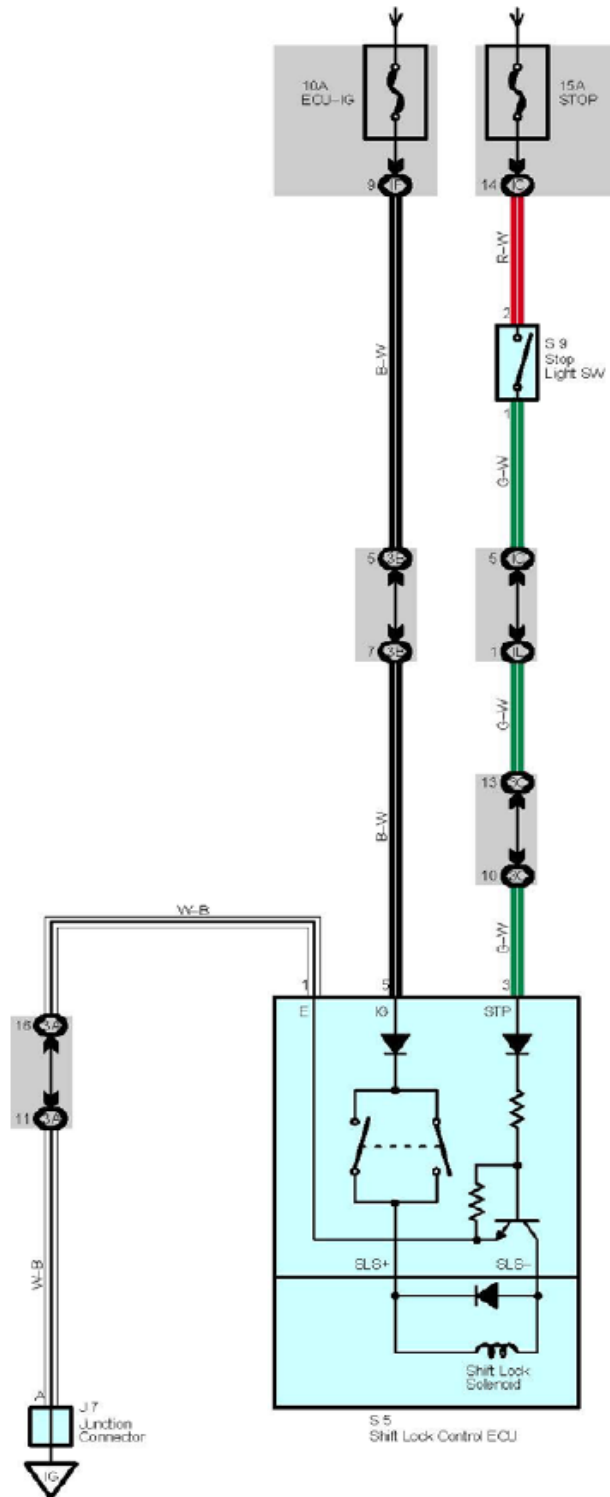


Shift Lock

From Power Source System (See Page 48)



System Outline

When the ignition SW is turned to ON position, the current from the ECU-IG fuse flows to TERMINAL 5 of the shift lock control ECU.

Shift Lock Mechanism

With the ignition SW at ON position, 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 is input to the ECU, the ECU operates and the current flows from TERMINAL 5 of the ECU to TERMINAL SLS+ of the shift lock solenoid to TERMINAL SLS- to TERMINAL 1 of the ECU to GROUND. This causes the shift lock solenoid to turn on (Plate stopper disengages) and the shift lever can shift into position other than P.

Service Hints**S5 Shift Lock Control ECU**

5-Ground : Approx. 12 volts with the ignition SW at ON position

1-Ground : Always continuity

3-Ground : Approx. 12 volts with the brake pedal depressed

S9 Stop Light SW

2-1 : Closed with the brake pedal depressed

Junction Block and Wire Harness Connector

Code	Junction Block and Wire Harness (Connector Location)
IC	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IF	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IL	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
3A	
3B _	Instrument Panel Wire and RH J/B (Right Side of the Instrument Panel Reinforcement)(g)
3C _	

Ground Points

Code	Ground Points Location
IG	Right Kick Panel