

DIAGNOSIS AND TESTING (Continued)

PINPOINT TEST B: WIRING HARNESS CHECK SUBROUTINE B (Continued)

TEST STEP		RESULT	ACTION TO TAKE
B3	POWER TO GROUND CIRCUIT CHECK		
	<ul style="list-style-type: none"> Put test lamp between Circuit 57 (GND) and 54. Does test lamp light? 	Yes No	REPLACE and VERIFY clock operation. GO to A1. Concern in Circuit 57. SERVICE and VERIFY clock operation. GO to A1.
B4	HEADLAMP SWITCH TO CLOCK HARNESS CHECK		
	<ul style="list-style-type: none"> Put test lamp between Circuit 57 and Circuit 14 on back of clock connector. Turn headlamps ON. Does test lamp light? 	Yes No	GO to B5. Concern in Circuit 14. SERVICE and VERIFY clock operation. GO to A1.
B5	CHECK POWER TO IGNITION		
	<ul style="list-style-type: none"> Connect test lamp between Circuit 57 and Circuit 296. Turn ignition to ACC. Does test lamp light? 	Yes No	REPLACE and VERIFY clock operation. SERVICE open in Circuit 296, and VERIFY clock operation. GO to A1.

TK19287A

REMOVAL AND INSTALLATION

Clock

Removal and Installation

- Remove instrument panel applique.
- Disconnect clock electrical connector.

- Remove two screws retaining clock into panel applique (one on each clock mounting tab).
- Remove clock from applique.
- To install, reverse Removal procedure.

The wiring harness associated with the lamp-out warning system use special resistance wire for proper system operation.

CAUTION: Do not alter lengths of these wires unless otherwise directed. Do not hook up additional lamps (ie. trailer tow lamps). Do not replace bulbs with any type different from original equipment. Doing so may result in a false warning or no warning.

A lamp outage is sensed by measuring the change in voltage drop across a special section of the wiring harness.

