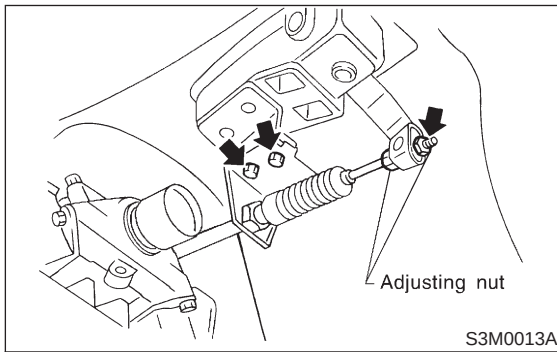


3. Inhibitor Switch

A: INSPECTION

When driving condition or starter motor operation is erroneous, first check the shift linkage for improper operation. If the shift linkage is functioning properly, check the inhibitor switch.



- 1) Remove heat shield cover.
- 2) Disconnect cable end from select lever.
- 3) Remove air intake chamber and duct.
- 4) Disconnect inhibitor switch side connector.
- 5) Check continuity in inhibitor switch circuits with select lever moved to each position.

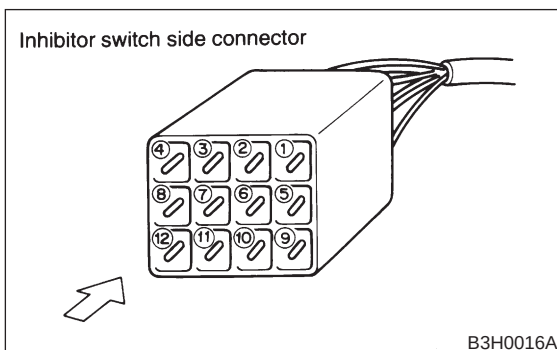
CAUTION:

Also check that continuity in ignition circuit does not exist when selector lever is in R, D, 3, 2 and 1 ranges.

NOTE:

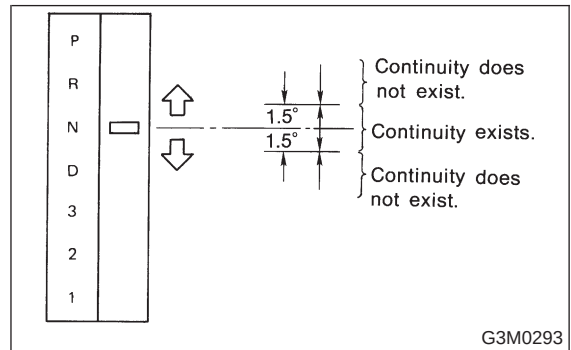
If inhibitor switch is inoperative, check for poor contact of connector on transmission side.

	Position	Pin No.
Signal sent to TCM	P	4 — 3
	R	4 — 2
	N	4 — 1
	D	4 — 8
	3	4 — 7
	2	4 — 6
	1	4 — 5
Ignition circuit	P/N	12 — 11
Back-up light circuit	R	10 — 9



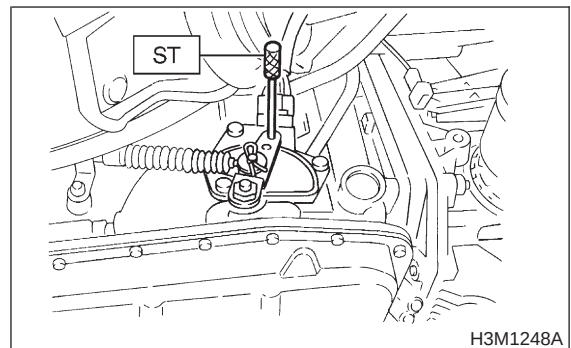
- 6) Check if there is continuity at equal points when the select lever is turned 1.5° in both directions from the N range.

If there is continuity in one direction and the continuity in the other or if there is continuity at unequal points, adjust the inhibitor switch.



B: ADJUSTMENT

- 1) Loosen the three inhibitor switch securing bolts.
- 2) Shift the select lever to the N range.
- 3) Insert ST as vertical as possible into the holes in the inhibitor switch lever and switch body.
ST 499267300 STOPPER PIN



- 4) Tighten the three inhibitor switch bolts.

Tightening torque:

$3.4 \pm 0.5 \text{ N}\cdot\text{m}$ ($0.35 \pm 0.05 \text{ kg}\cdot\text{m}$, $2.5 \pm 0.4 \text{ ft}\cdot\text{lb}$)

- 5) Repeat the above checks. If the inhibitor switch is determined to be "faulty", replace it.