

BACKUP

GROUP INDEX

M00AA-

Service Manual

GALANT

1989-1990-1991-1992-1993

Volume 2

Body & Electrical

FOREWORD

This Service Manual has been prepared with the latest service information available at the time of publication. It is subdivided into various group categories and each section contains diagnostic, disassembly, repair, and installation procedures along with complete specifications and tightening references. Use of this manual will aid in properly performing any servicing necessary to maintain or restore the high levels of performance and reliability designed into these outstanding vehicles.

This BACKUP DSM manual is to be used ONLY as a BACKUP. Please DO NOT REDISTRIBUTE WHOLE SECTIONS. This BACKUP was sold to YOU under the fact that you do indeed OWN a GENUINE DSM MANUAL. It CANNOT BE considered a REPLACEMENT (Unless your original manual was lost or destroyed.)

Please See README.TXT or README.HTML for additional information.

Thank you. Gimmiemymanual@hotmail.com

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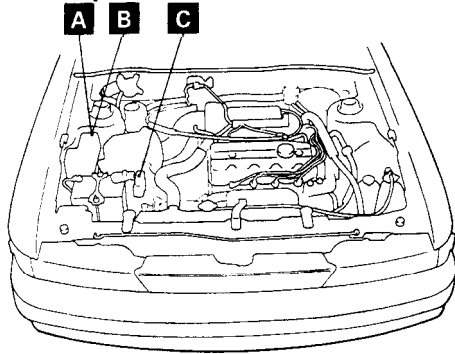
Reprinted in USA

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NOTE:
For information concerning all components other than the electrical system and on-vehicle service procedures for engines and transmissions, refer to Volume 1 "Chassis & Body" of this paired Service Manual. For overhaul procedures of engines or transmissions, refer to the separately issued Engine Service Manual or Manual/Automatic Transmission Service Manual.

FUSIBLE LINK AND FUSE LOCATION

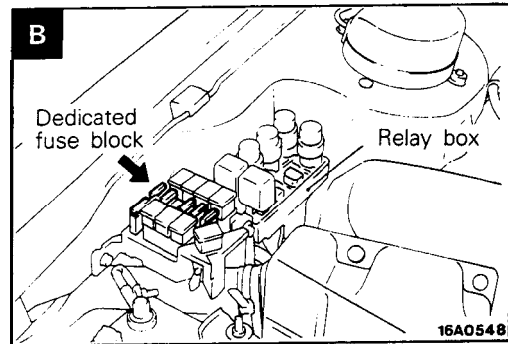
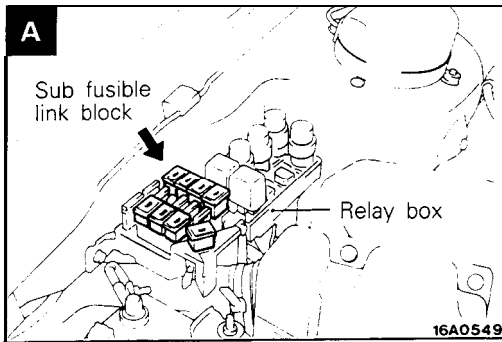
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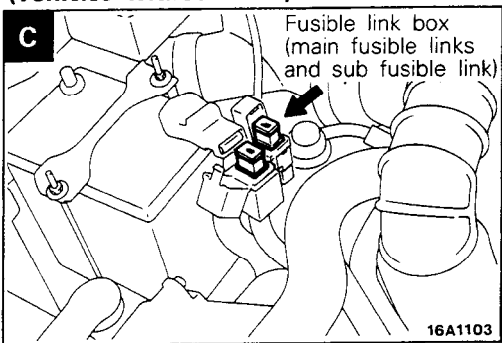
Name	Symbol
Dedicated fuse block	B
Fusible link box (main fusible links and sub fusible link)	C
Multi-purpose fuse block	D
Sub fusible link-block	A

NOTE

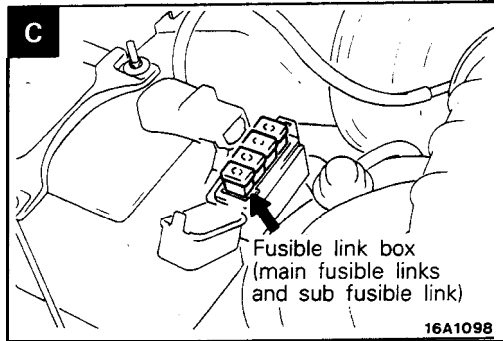
- (1) For details of fusible link and fuse, refer to P.12.
- (2) The "Name" column is arranged in alphabetical order.



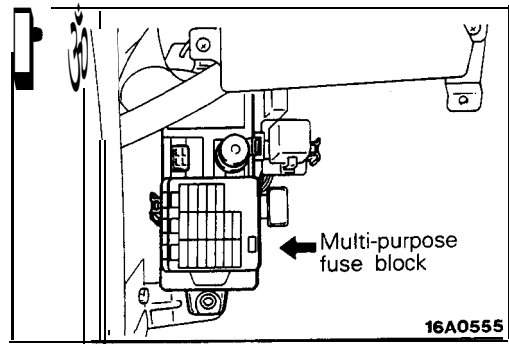
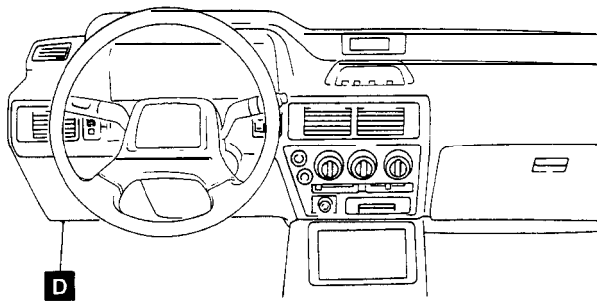
<Up to 1990 models (vehicles without ABS)>



<Up to 1990 models (vehicles with ABS)> <From 1990.5 models>



<Interior>



13A0218

16A0555

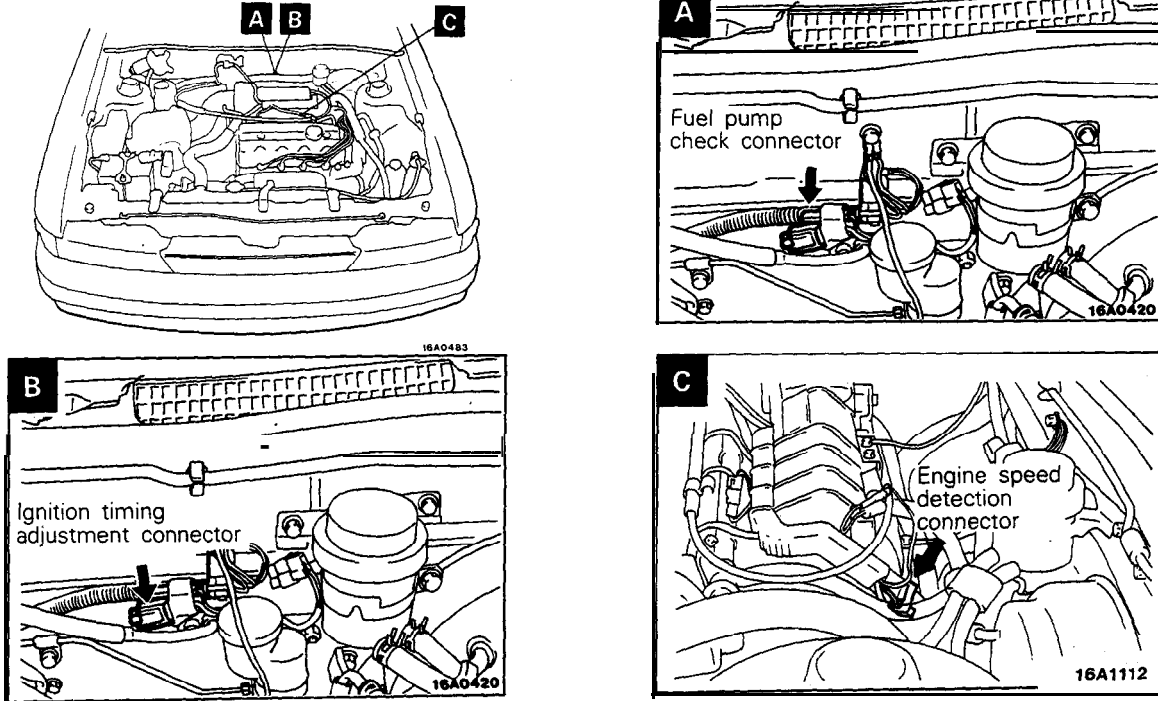
INSPECTION TERMINAL LOCATION

Name	Symbol	Name	Symbol
Engine speed detection connector* <DOHC>	C	Oxygen sensor check connector <DOHC>	D
Fuel pump check connector	A	Data link connector	E
Ignition timing adjustment connector	B		

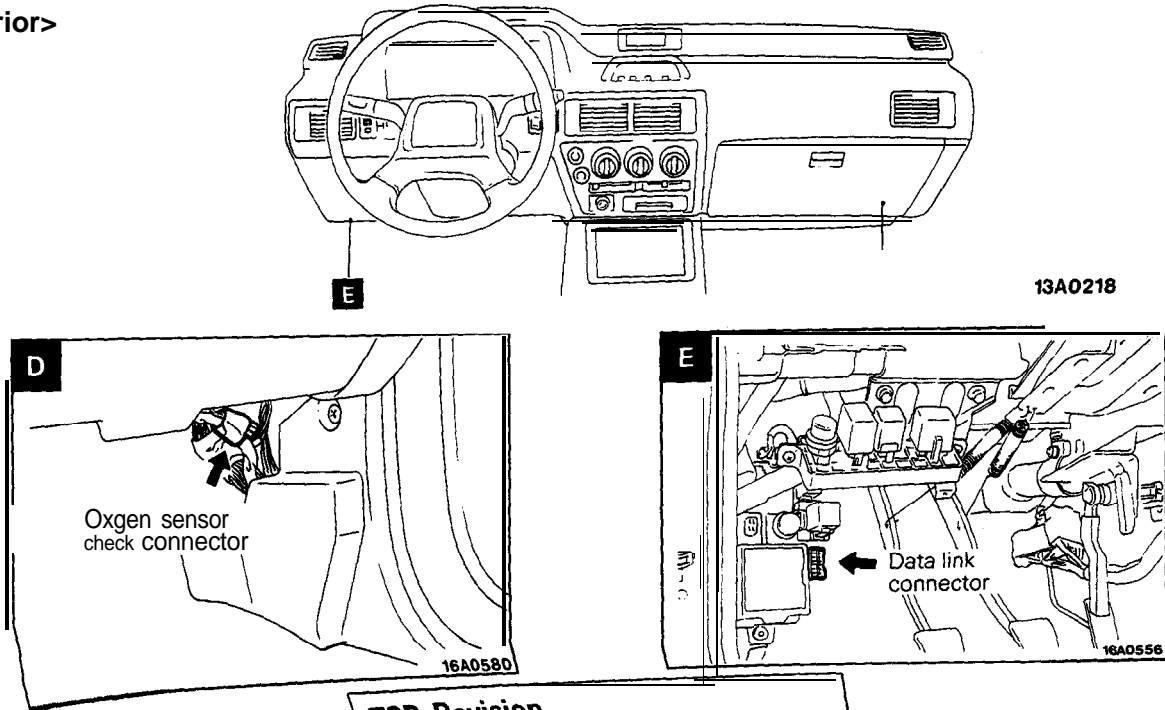
NOTE

- (1)*: <From 1990 models>
- (2) The "Name" column is arranged in alphabetical order.

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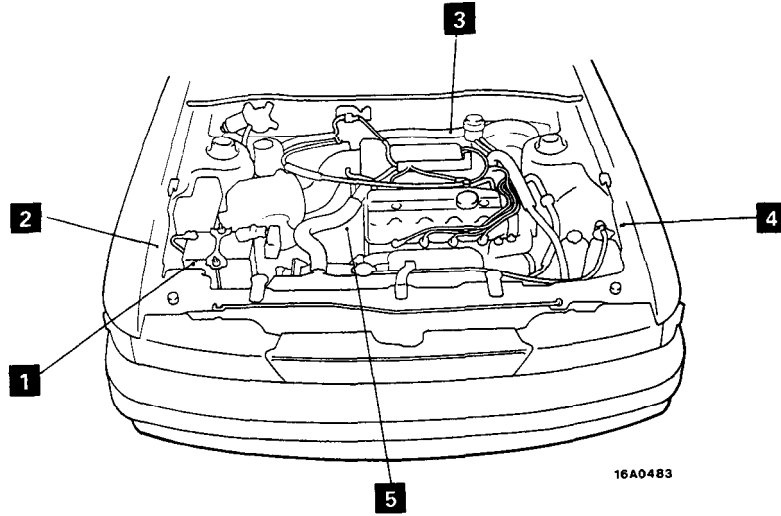
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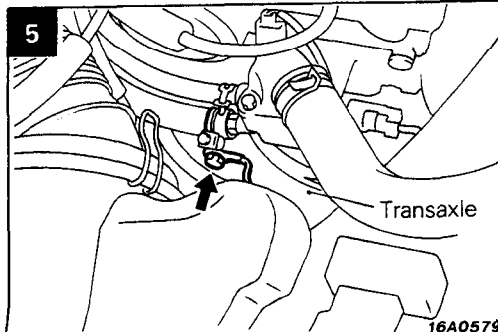
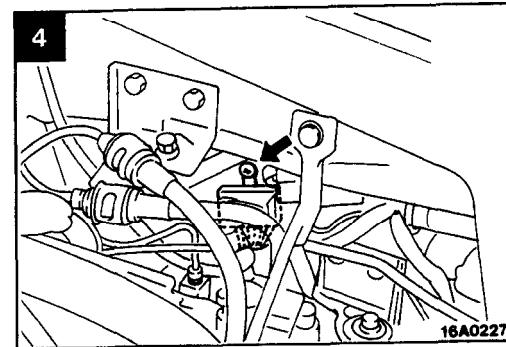
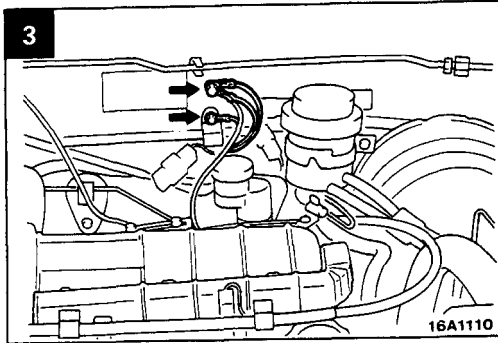
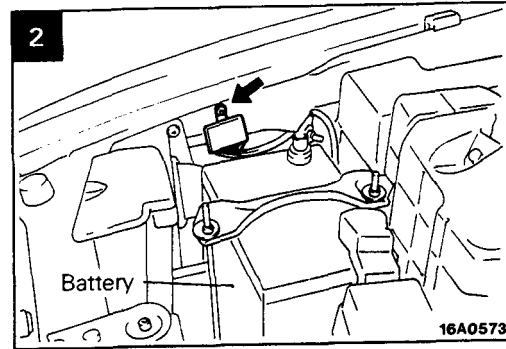
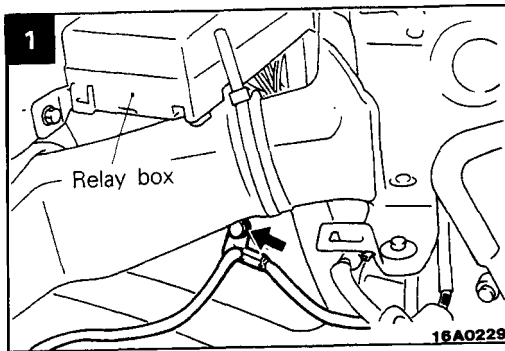
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GROUNDING LOCATION

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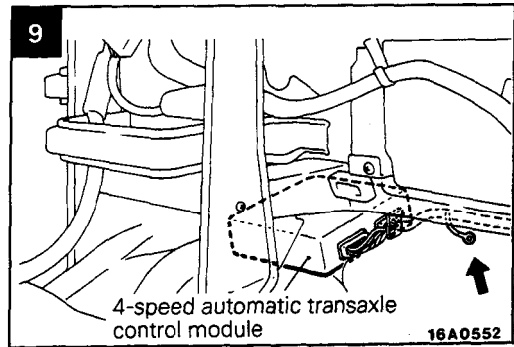
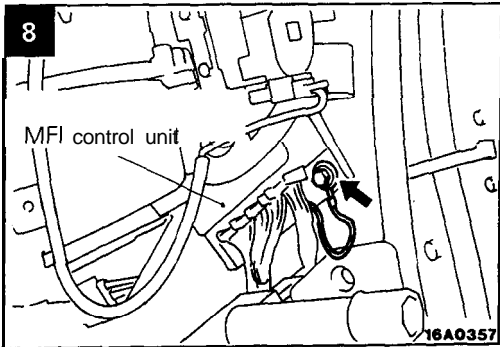
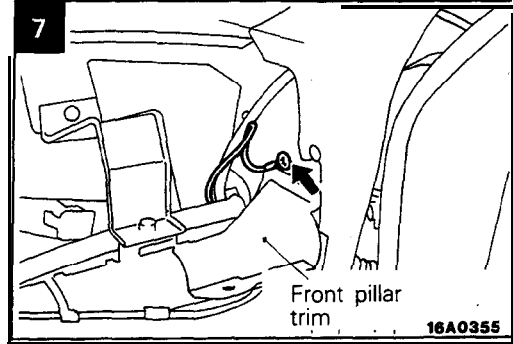
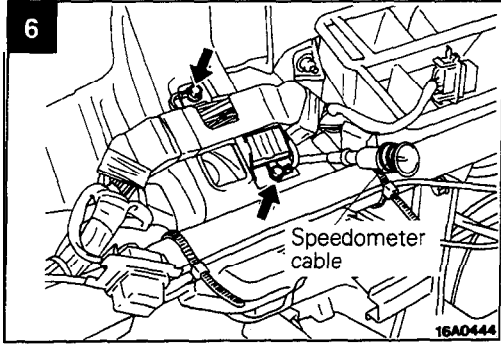
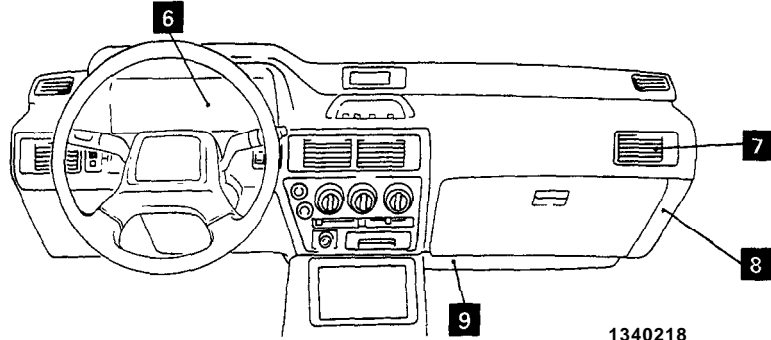


16A0483

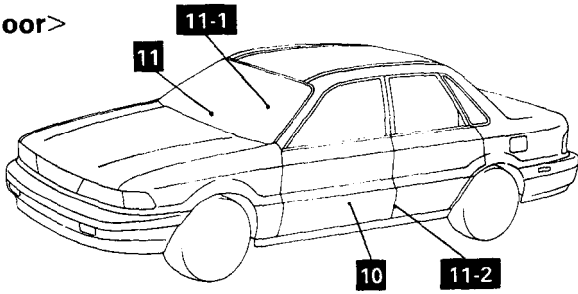


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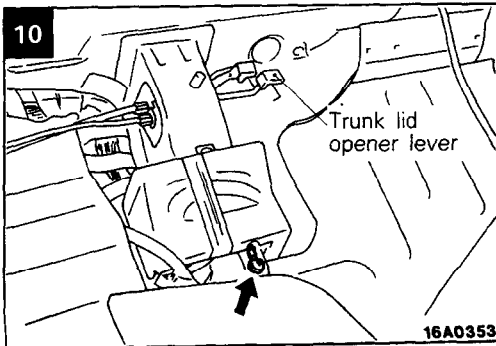
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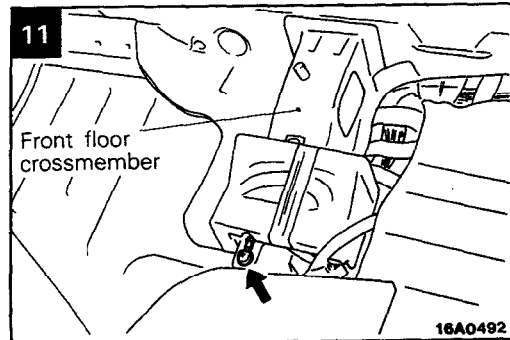
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16A0535

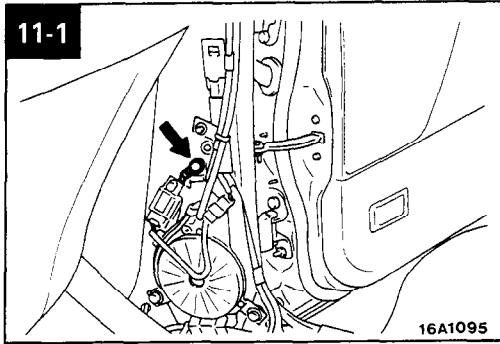


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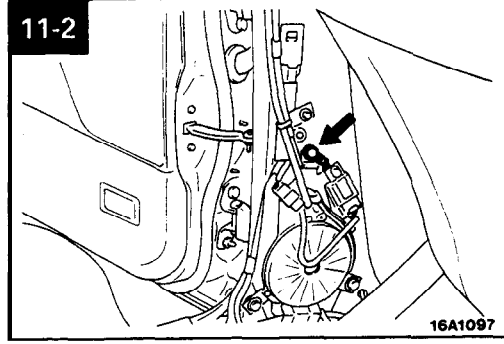


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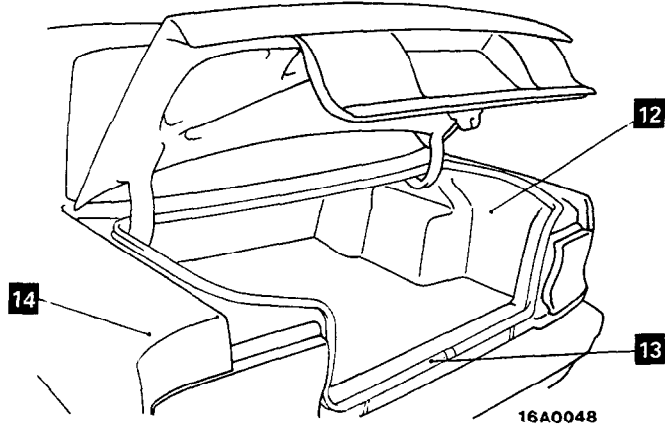
From 1990 models



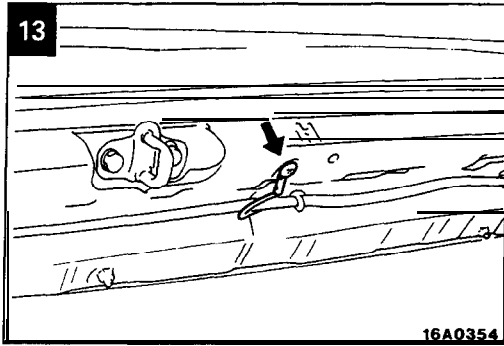
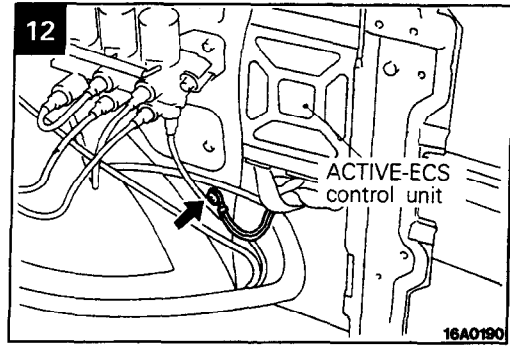
From 1990 models



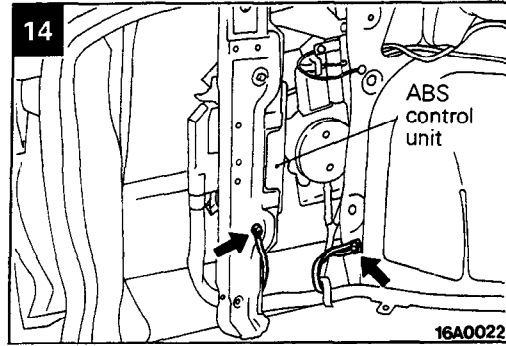
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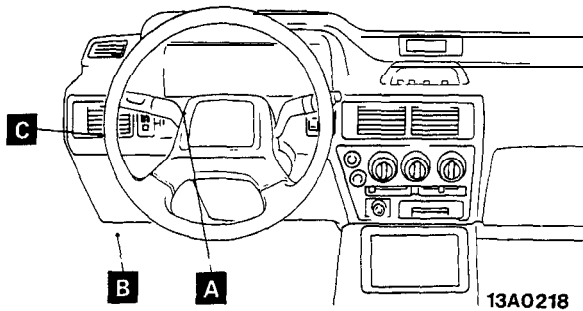


DIODE LOCATION

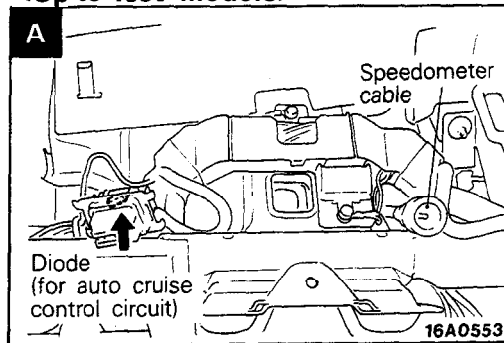
Name	Symbol	Name	Symbol
Diode (4WS fluid level warning light circuit)	A	Diode (auto-cruise control circuit) <up to 1990 models>	A
Diode (ABS circuit)	B	Diode (sunroof circuit) <From 1991 models>	C
Diode (ACTIVE-ESC circuit)	C	Diode (theft-alarm system circuit)	A,C
Diode (A/T fluid temperature warning light circuit) <AWD-A/T>	A		

NOTE
The "Name" column is arranged in alphabetical order.

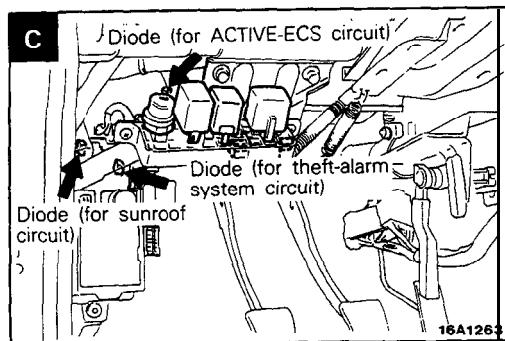
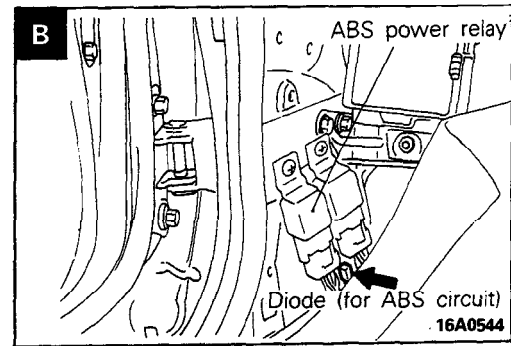
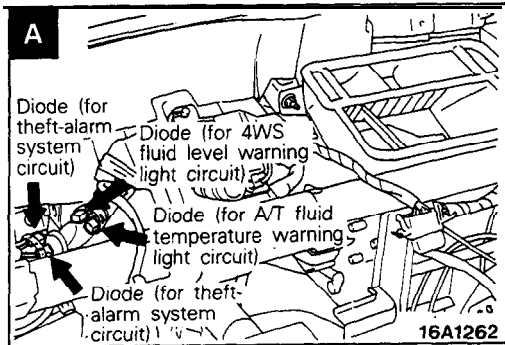
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<Up to 1990 models>



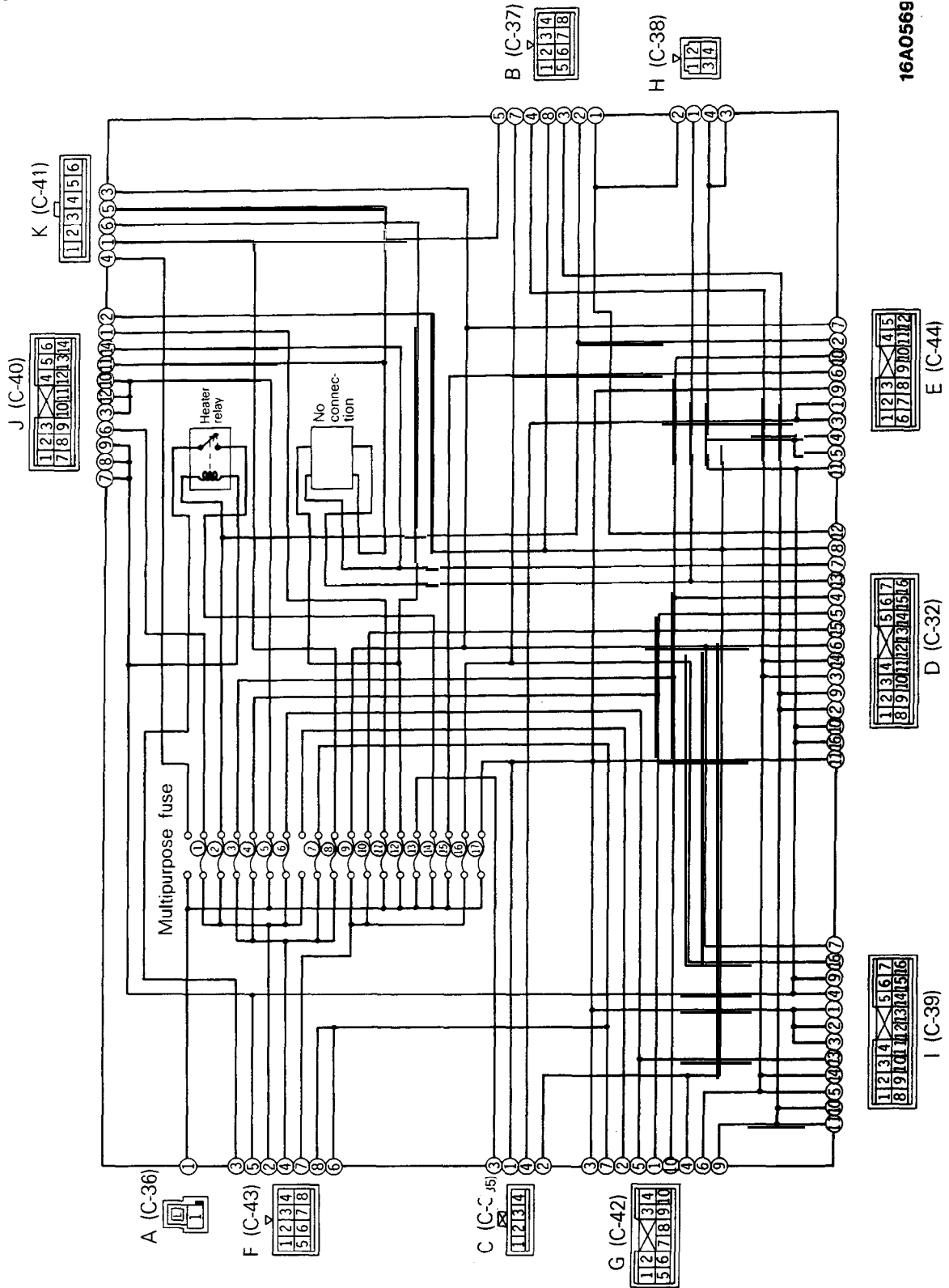
<From 1991 models>



JUNCTION BLOCK

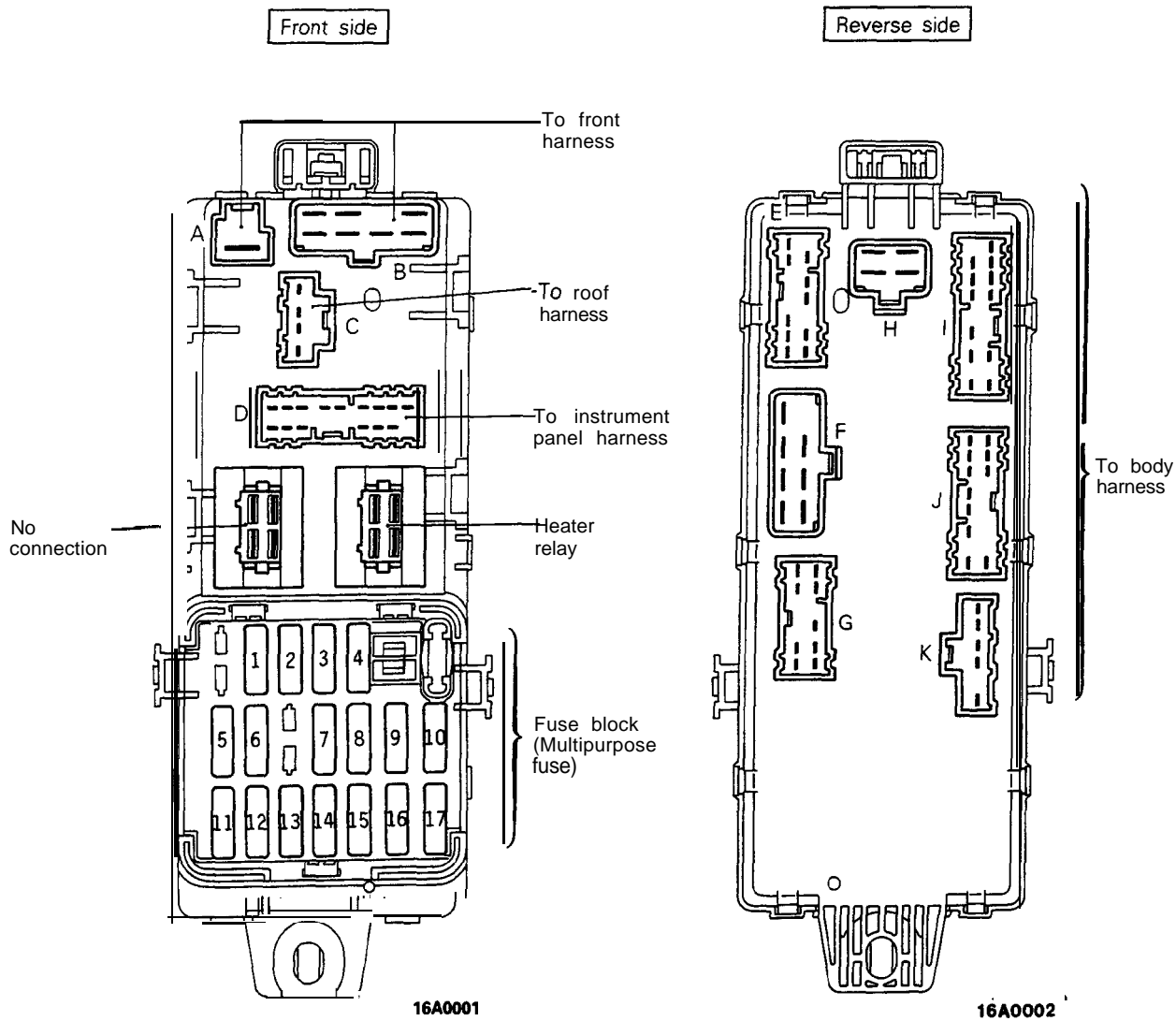
<Up to 1990 models>

M168C-

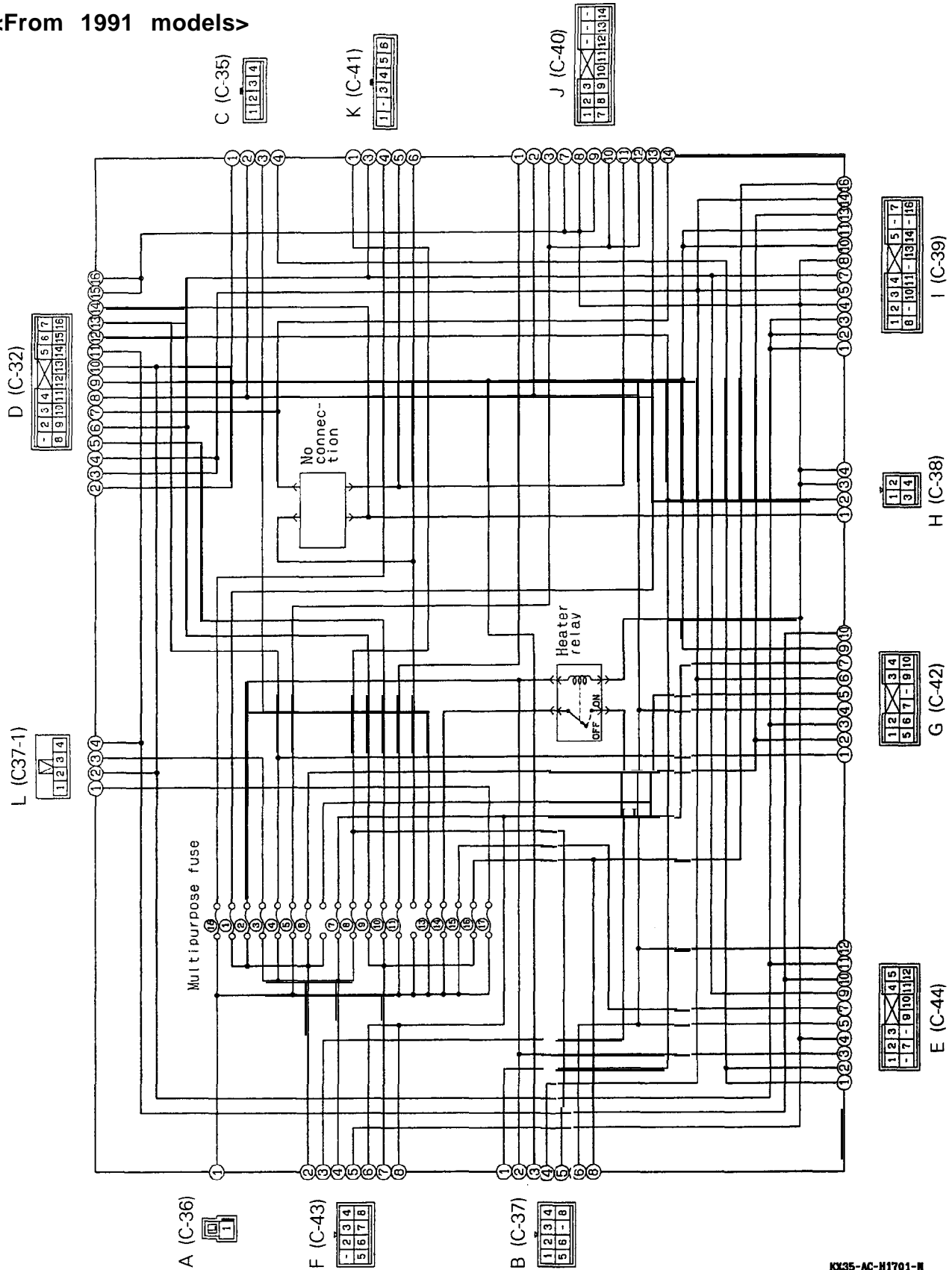


Note

- 1) The alphabetical symbols used for connectors correspond to the alphabetical symbols for connectors on next page.
- 2) The () indicates the connection terminal at the harness side.



<From 1991 models>

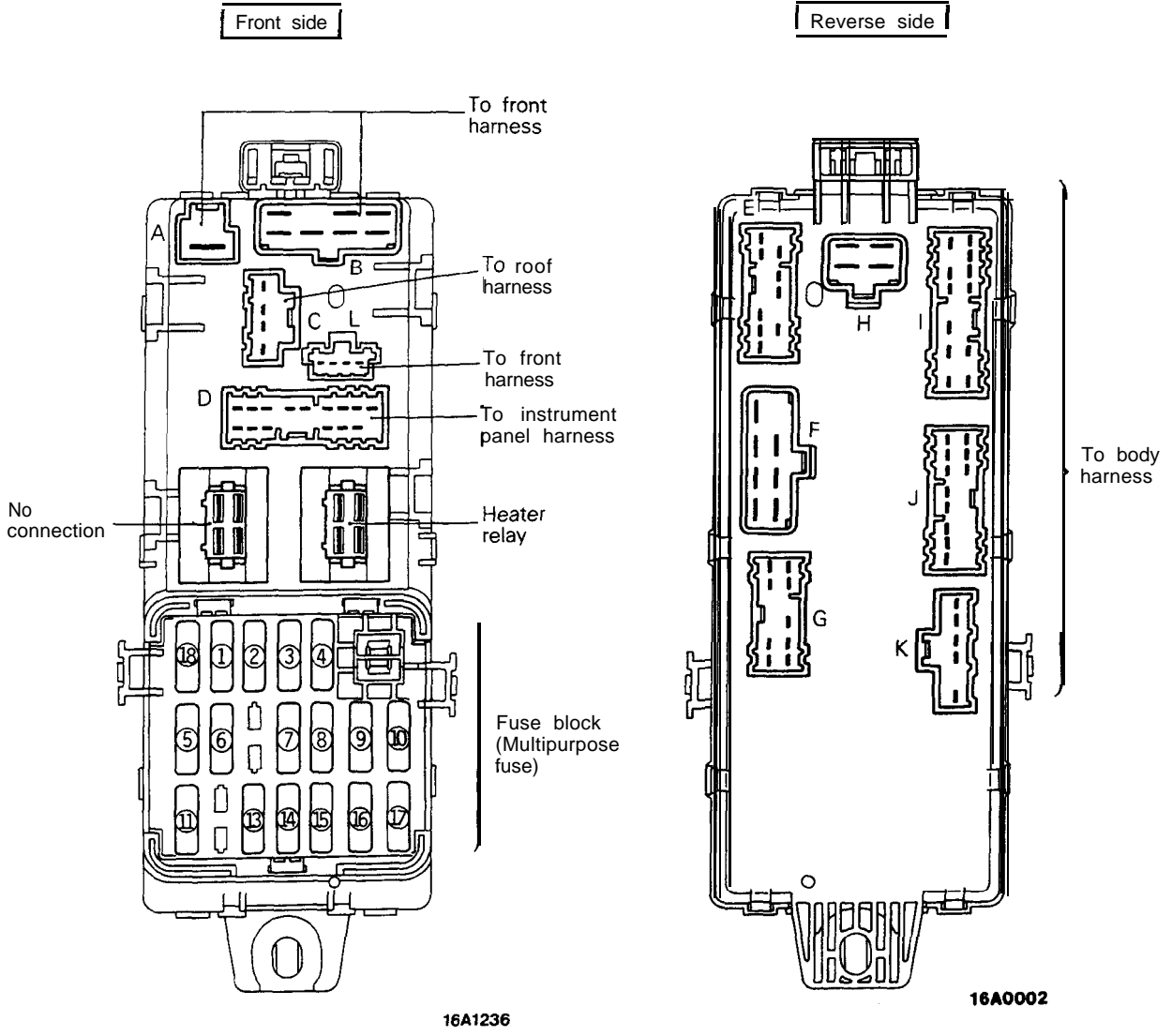


KI35-AC-H1701-N

NOTE

- (1) The alphabetical symbols used for connectors correspond to the alphabetical symbols for connectors on next page.
- (2) The () indicates the connection terminal at the harness side.

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CENTRALIZED JUNCTION

M16BB--

MAIN FUSIBLE LINK (direct connection to battery's positive ⊕ terminal)

No.	Circuit	Housing color	Rated capacity (A)
1	Generator circuit	Black*, Blue* ²	80* ¹ , 100* ²
2	ABS circuit (control unit power supply)	Blue	20
3	ABS circuit (hydraulic unit power supply)	Yellow	60

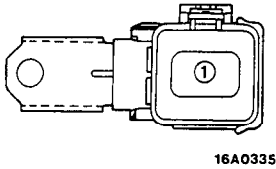
NOTE

*1: <1989 models>

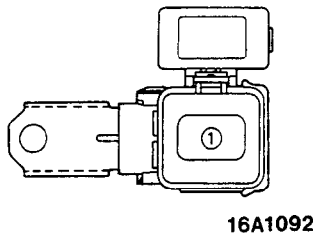
*2: <From 1990 models>

<Vehicles without ABS>

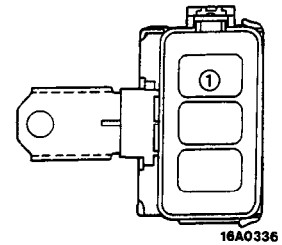
1989 models



1990 models

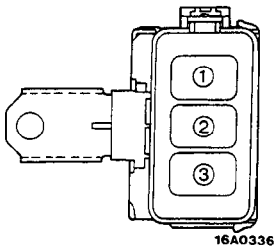


From 1990.5 models

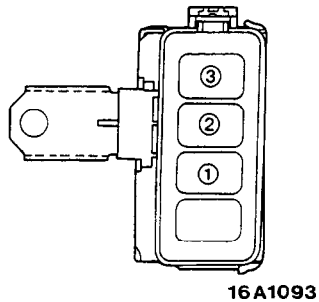


<Vehicles with ABS>

1989 models

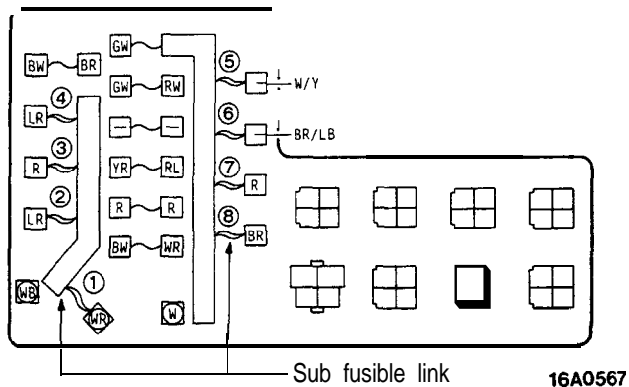


From 1990 models



SUB FUSIBLE LINK (relay box inside engine compartment, fusible link box)

No.	Circuit	Housing color	Rated capacity (A)
1	Junction block (Multipurpose fuse ⑤, ⑪, ⑫, ⑬, ⑭, ⑮, ⑰) A/C circuit	Yellow	60
2	Power window circuit	Pink	30
3	ACTIVE-ECS circuit	Green	40
4	Defogger circuit	Pink	30
5	ignition switch and generator circuit	Pink	30
6	Radiator fan motor and condenser fan motor circuit	Pink	30
7	Headlight and tail light circuit	Green	40
8	MFI circuit	Blue	20
9	Automatic seatbelt circuit <From 1990 models>	Pink	30

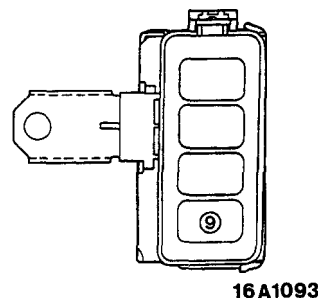
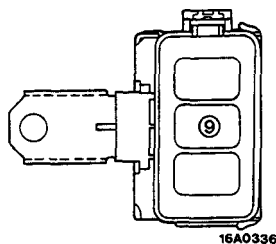
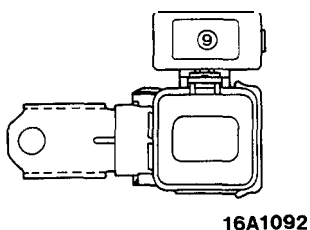


<Vehicles without ABS>

<Vehicles with ABS>

1990 models

From 1990.5 models

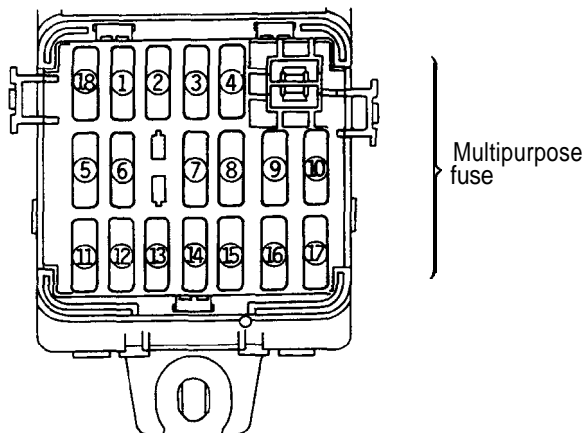


MULTI-PURPOSE FUSE (inside junction block)

Power supply circuit	No.	Rated capacity (A)	Load circuit	
Ignition switch	IG2	1	EPS control unit	
		2	Heater relay, blower switch, defogger timer, power window relay (Vehicles without ETACS), sunroof power relay (Vehicles without ETACS), ABS power relay, ACTIVE-ECS power relay	
	ACC	3	Clock, motor antenna, radio, ETACS control unit* ⁴	
		4	Remote-controlled mirror switch, cigarette lighter	
Battery	5	15	Door lock relay	
Ignition switch	IG2	6	Power/Economy change over switch <A/T>, over drive switch <A/T>, park/neutral position switch <A/T>, ELC 4-speed automatic transaxle control module, auto-cruise control unit <A/T>	
		ACC	7	Wiper and washer, ETACS control unit* ³ , wiper relay
	8		Headlight relay, horn	
	IG1	9	Combination meter, auto-cruise control switch, motor antenna, ETACS control unit, seat belt timer*, clutch pedal position switch	
10		Hazard switch		
Battery	11	20	ACTIVE-ECS power relay	
	12	20	–	
	13	20	Sunroof relay	
	14	30	Heater relay	
	15	15	Stop light, auto-cruise control unit <M/T>	
Ignition switch	IG1	16	10	Back-up light <M/T>, park/neutral position switch <A/T>
Battery	17	10	MFI control unit, clock, dome light, luggage compartment light, door light, map light (Vehicles without sunroof), radio, ETACS control unit, sunroof relay (Vehicles with ETACS), combination meter, ELC 4-speed automatic transaxle control module, key reminder switch, automatic seatbelt control unit* ²	
	18	10	–	

NOTE

- *1: <1989 models>
- *2: <From 1990 models>
- *3: <Up to 1990 models>
- *4: <From 1991 models>



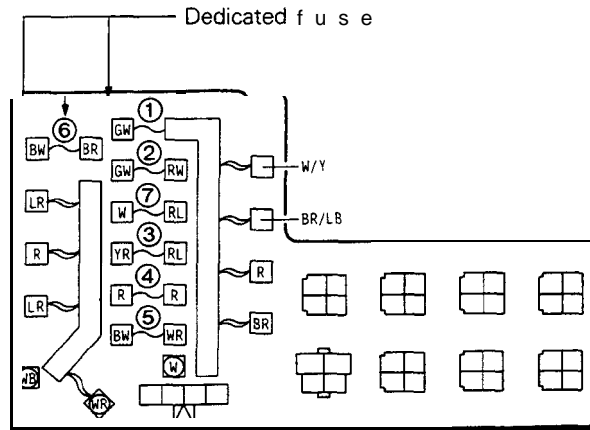
16A1236

DEDICATED FUSE (relay box inside engine compartment)

Power supply circuit	No.	Rated capacity (A)	Housing color	Circuit
Battery	1	10	Red	Hazard light circuit
Taillight relay (Battery)	2	10	Red	Taillight circuit
Headlight relay (Battery)	3	10	Red	Upper beam indicator
Battery	4	15	Blue	ECS circuit
	5	10	Red	A/C compressor circuit
	6	25, 30*	transparent	Condenser fan motor circuit
Headlight relay (Battery)	7	15	Blue	Fog light circuit

NOTE

*: DOHC <From 1992 models>



16A1259

CENTRALIZED RELAY

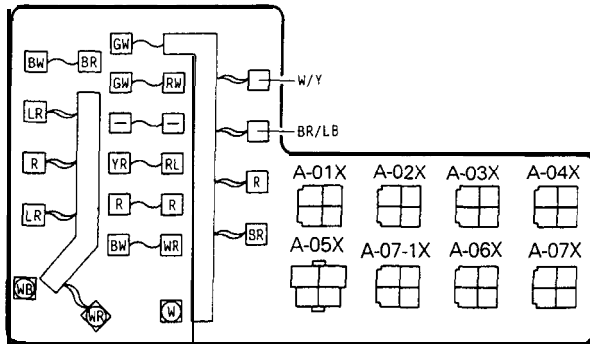
Classification		Name		Classification		Name	
Relay box inside engine compartment	A-01X	Headlight relay		Passenger compartment relay box	C-72X	Power window relay	
	A-02X	Taillight relay			C-73X	Door lock relay	
	A-03X	Radiator fan motor relay (HI)			C-74X	Seat belt timer* ¹ Theft-alarm starter relay* ²	
	A-04X	Radiator fan motor relay (LO)			C-75X	Defogger timer	
	A-05X	Generator relay					
	A-06X	ACTIVE-ECS solenoid valve power relay					
	A-07X	A/C compressor clutch relay					
	A-07-1X	Fog light relay					

NOTE

*1: <1989 models>

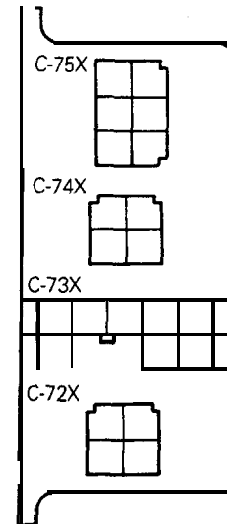
*2: <From 1991 models>

<Relay box inside engine compartment>



16A0567

<Passenger compartment relay box>



16A0566

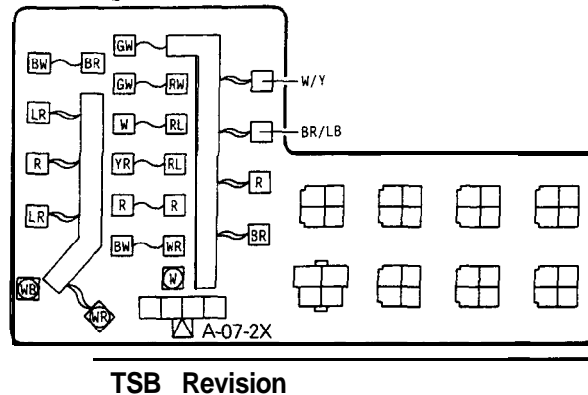
IOD or STORAGE CONNECTOR <From 1991 models>

Classification		Name	
Relay box inside engine compartment	A-07-2X	IOD or Storage Connector	

NOTE

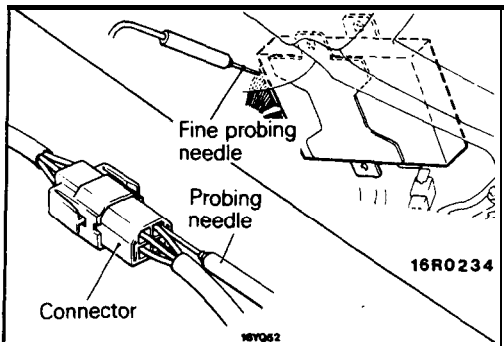
IOD: Ignition Off Draw

<Relay box inside engine compartment>



16A1259

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INSPECTION OF HARNESS CONNECTOR

M16CAAA

CONTINUITY AND VOLTAGE TEST FOR CONNECTOR

Following procedures shall be followed for testing continuity and voltage at connector in order to prevent improper contact and deterioration of waterproof in connector.

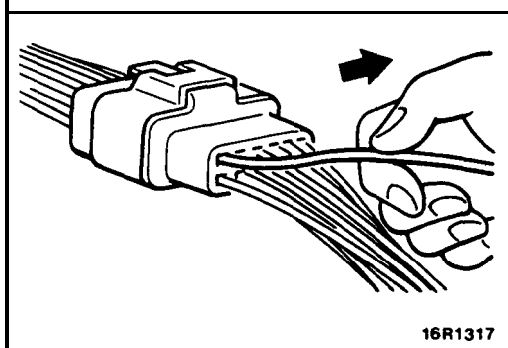
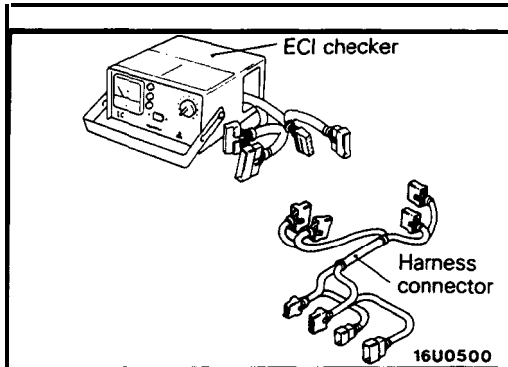
CONVENTIONAL (NON-WATERPROOF) CONNECTOR

Check shall be done by inserting a probing needle from harness side.

WATER PROOF CONNECTOR

Caution

Do not insert probing needle from harness side as it will deteriorates waterproof and cause for rusting. To inspect the energized circuit, use the ECI checker.

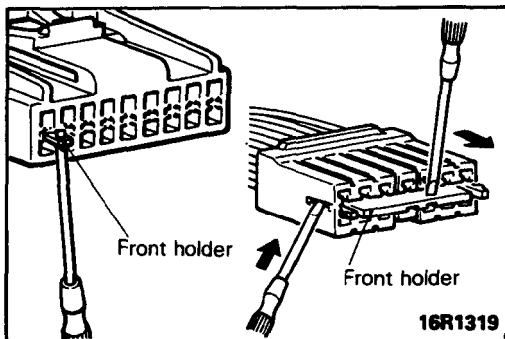


CHECK FOR IMPROPER ENGAGEMENT OF TERMINAL

When terminal stopper of connector is out of order, engagement of male and female terminals becomes improper even when connector itself is engaged perfectly and terminal sometimes slips out to rear side of connector. Ascertain, therefore, that each terminal does not come off connector by pulling each harness wire.

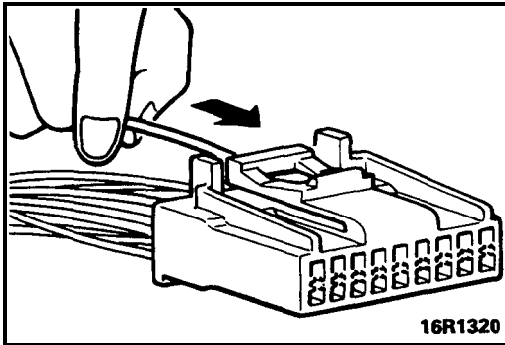
ENGAGING AND DISENGAGING OF CONNECTOR TERMINAL

Connector which gives loose engagement shall be rectified by removing female terminal from connector housing and raise its lance to establish securer engagement. Removal of connector housing and raise its lance to establish securer engagement. Removal of connector terminal used for ECI and ELC 4 A/T control circuit shall be done in the following manner.

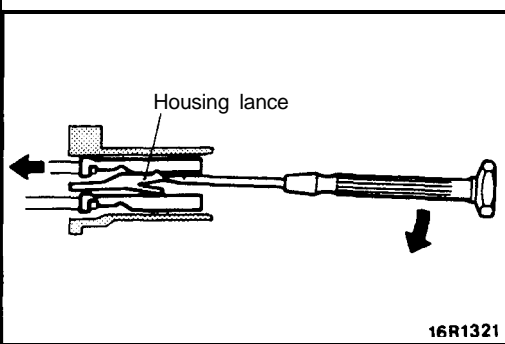


COMPUTER CONNECTOR

- (1) Insert screwdriver [1.4 mm (.06 in.) width] as shown in the figure, disengage front holder and remove it.



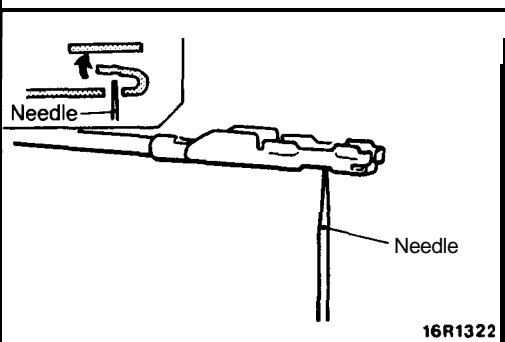
- (2) Insert harness of terminal to be rectified deep into connector from harness side and hold it there.



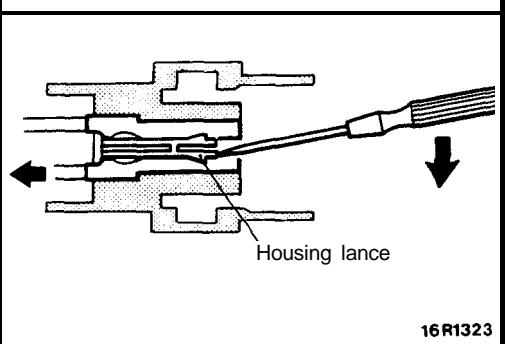
- (3) Insert tip of screwdriver [1.4 mm (.06 in.) width] into connector in a manner as shown in the figure, raise housing lance slightly with it and pull out harness.

Caution

Tool No. 753787-1 supplied by AMP can be used instead of screwdriver.

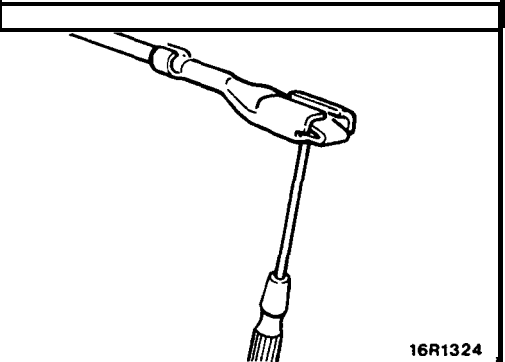


- (4) Insert needle through a hole provided on terminal and raise contact point of male terminal.

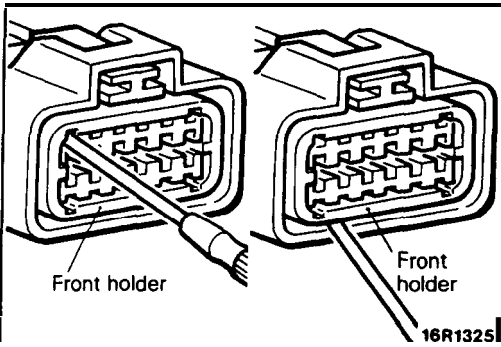


ROUND WATERPROOF CONNECTOR

- (1) Remove waterproof cap by using a screwdriver.
 (2) Insert tip of screwdriver [1.4 mm (.06 in.) or 2.0 mm (.08 in.) width] into connector in a manner as shown in the figure, raise housing lance slightly with it and pull out harness.

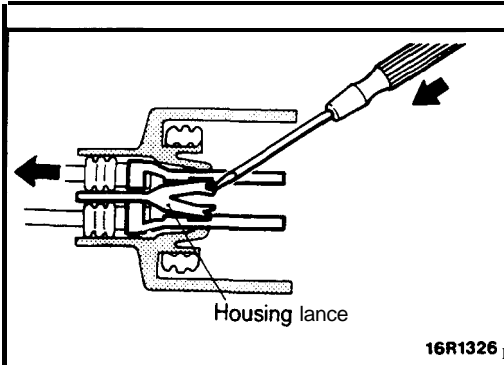


- (3) Insert screwdriver through a hole provided on terminal and raise contact point of male terminal.



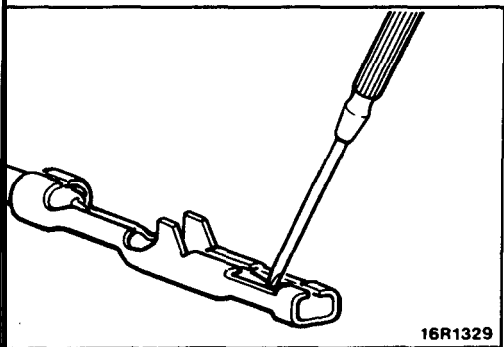
RECTANGULAR WATERPROOF CONNECTOR

(1) Disengage front holder by using a screwdriver and remove it.

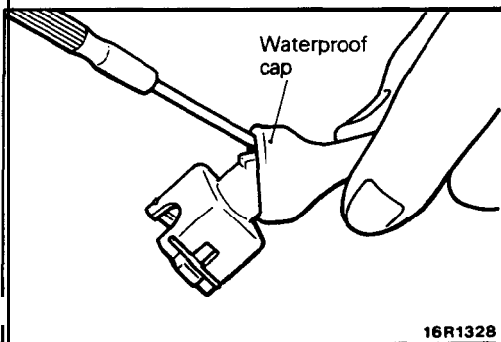


(2) Insert tip of screwdriver [*0.8 mm (.03 in.) width] into connector in a manner as shown in the figure, push it lightly to raise housing lance and pull out harness.

*If right size screwdriver is not available, convert a conventional driver to suit the size.

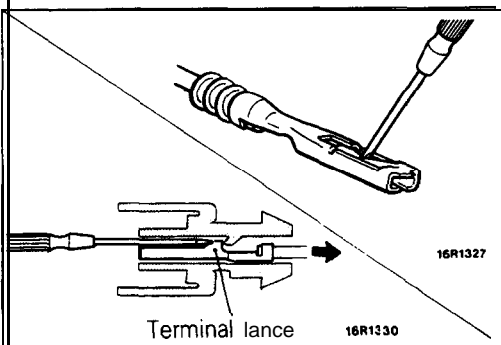


(3) Press contact point of male terminal down by holding a screwdriver [1.4 mm (.06 in.) width] in a manner as shown in the figure.



INJECTOR CONNECTOR

(1) Remove waterproof cap.



(2) Insert tip of screwdriver [1.4 mm (.06 in.) width] into connector in a manner as shown in the figure, press in terminal lance and pull out harness.

(3) Press contact point of male terminal down by holding a screwdriver [1.4 mm (.06 in.) width] in a manner as shown in the figure.

Caution

Correct lance to be in proper condition before terminal is inserted into connector.

HOW TO DIAGNOSE

M16DAAC

The most important point in troubleshooting is to determine "Probable Causes". Once the probable causes are determined, parts to be checked can be limited to those associated with such probable causes. Therefore, unnecessary checks can be eliminated. The determination of the probable causes must be based on a theory and be supported by facts and must not be based on intuition only.

TROUBLESHOOTING STEPS

If an attempt is made to solve a problem without going through correct steps for troubleshooting, the problem symptoms could become more complicated, resulting in failure to determine the causes correctly and making incorrect repairs. The four steps below should be followed in troubleshooting.

1 Observation of Problem Symptoms

Observe the symptom carefully. Check if there are also other problems.



2 Determination of Probable Causes

In determining the probable causes, it is necessary to check the wiring diagram to understand the circuit as a system. Knowledge of switches, relays and other parts is necessary for accurate determination. The causes of similar problems in the past must be taken into account.



3 Checking of Parts Associated with Probable Causes and Determination of Faulty Parts

Troubleshooting is carried out by making step by step checks until the true cause is found. Always go through the procedures considering what check is to be made where for the best results.



4 Repair and Confirmation

After the problems are corrected, be sure to check that the system operates correctly. Also check that new problems have not been caused by the repair.

INFORMATION FOR DIAGNOSTIC

This manual contains the cable diagrams as well as the individual circuit drawings, operational explanations, and troubleshooting hints for each component required to facilitate the task of troubleshooting. The information is compiled in the following manner:

- (1) Cable diagrams show the connector positions, etc., on the actual vehicle as well as the harness path.
- (2) Circuit drawings show the configuration of the circuit with all switches in their normal positions.
- (3) Operational explanations include circuit drawings of voltage flow when the switch is operated and how the component operates in reaction.
- (4) Troubleshooting hints include numerous examples of problems which might occur, traced backward in a common-sense manner to the origin of the trouble. Problems whose origins may not be found in this manner are pursued through the various system circuits.

NOTE

Components of ECI, ETACS, ECS, etc. with ECU do not include 3 and 4 above. For this information, refer to a manual which includes details of these components.

TSB Revision