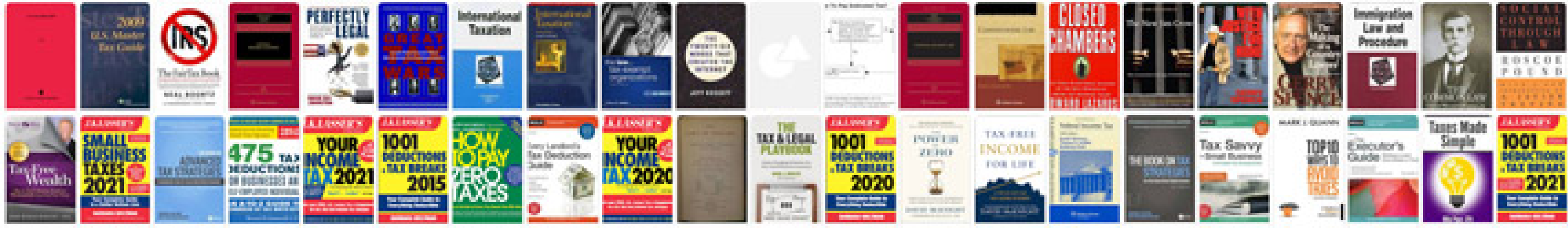

98 legacy outback

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A majority of all used US imports have either been in accidents, been stolen, been flooded, salvaged and rebuilt and shipped to Europe or are subject to open recalls. For 30 years, CARFAX has been collecting data on US vehicles from thousands of sources and has helped millions of used car shoppers reduce their risk of getting stuck with a vehicle that has costly hidden problems. For more than 30 years, CARFAX has been helping millions of used car shoppers make better purchase decisions and avoid expensive hidden problems. In addition, CARFAX has helped used car dealers around the world to build trust with their customers and sell their American cars with confidence. With more than 14 billion records, CARFAX has built up its database with the help of its partners and sources, including government offices, law enforcement agencies, service and repair shops, car dealerships, insurance companies and many more. In addition to publicly available information, CARFAX has collected information from many independent reliable sources. Thanks for the service, the price was absolutely worth. Immediately to the Internet, paid with credit card and in 10 minutes I had the report. Vehicle imported from California to Lithuania. For some weeks "Babs" is now with us and we have a lot of fun with the car. Buying Used American Cars? Search by VIN. Instant Access. We offer you unique vehicle history to help you make better purchase decisions. Trusted by millions of users. Worldwide market leader. The most popular blog articles How to detect mileage rollback? Mileage rollback is one of the most occurring types of fraud in the selling process of used cars. However, there are ways to detect mileage fraud. Even though odometer fraud is difficult to detect for the untrained eye, it is not an impossible task. Import a car from the USA. There are a few advantages to buying a American used car. 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Right here are a few of the top illustrations we receive from various resources, we hope these photos will certainly serve to you, and also hopefully very pertinent to exactly what you desire about the Subaru Legacy Radio Wiring Diagram is. This photo we have filteringed system from excellent create the best picture, yet what do you think? We intend to make a web site valuable for many people. Subaru Legacy Lifier Wiring Diagram. If the photo above is not very clear, please click the photo you want to expand, after that you will certainly be required to one more page to display a more clear and also bigger picture, you will also exist details from gambvar. At the end of this website there is also a Subaru Legacy Radio Wiring Diagram photo gallery, if the photo above is insufficient for you. Tags: subaru legacy outback radio wiring diagram subaru legacy outback stereo wiring diagram subaru legacy radio wiring diagram. Toggle navigation. Vw Buggy Engine. The Subaru Outback is an automotive nameplate used by the Japanese automaker Subaru for two different vehicles: a Legacy -based station wagon , the Outback â€"present , and an Impreza -derived hatchback , the Outback Sport â€" Most versions of the Outback wagon and Outback Sport have had all-wheel drive as either an option or standard equipment. The original Outback station wagon was derived from the wagon variant of the second-generation Subaru Legacy. The first-generation Legacy , which made its debut in , did not receive the cosmetic and suspension modifications to create an Outback version, although Subaru offered an Outdoor option package for the model year Legacy L all-wheel drive model, which added an compressed air strut height adjustable suspension, a luggage rack, a skidplate, and mud flaps. Earlier, a raised-roof "Touring Wagon" variant had been offered on the preceding Subaru Leone for the and model years. North American Legacy wagons were only offered as the flat-roof variant chassis code BJ until a special "GT" model was marketed for the model year. The second-generation Legacy wagon became the first generation of the Outback wagon series, called the "Legacy Grand Wagon" in Japan in , and the "Legacy Outback" in most other markets. Compared to the existing Legacy wagon, the "Outback" variant added partial protective plastic side body cladding for off-road conditions, used a raised roof, and would later raise the suspension to provide additional ground clearance. It was introduced at the New York Auto Show. When launched in Australia in , the name "Legacy Outback" was shortened to "Outback", followed in other markets afterwards. In the United States, Subaru also retailed the Legacy SUS sedan between the and model years, with similar modifications to distinguish it from the equivalent Legacy model sedan. In Subaru used the second generation of the Legacy wagon as the basis for the first generation of the

Outback wagon, which came equipped with the same 2. The model year Legacy Outback wagon was largely limited to cosmetic changes, featuring two-tone paint, larger wheels and tires, mud flaps, a roof rack, and upgraded upholstery, similar to the modifications on the previous model year Legacy Outdoor trim. The model year Outback, released in September , incorporated more substantial mechanical changes, including a raised suspension increasing ground clearance to 7. Encapsulating the sport theme of the Outback wagon, Subaru hired Paul Hogan , star of the movie Crocodile Dundee , as a pitchman for the vehicle. Subaru released a similarly altered second generation Outback as part of the third generation Legacy lineup in In North America, the new Outback and Legacy were introduced in for model year Although most markets used the Outback nameplate, the raised-suspension version was called the Legacy Lancaster in Japan. This generation also saw the introduction of the 3. The EZ30 was introduced at the New York Auto Show in April , [24] equipped in two separate models, including one that was co-branded with the Maine-based retailer L. The fourth generation Legacy formed the basis for a third-generation Outback. The third-generation Outback was unveiled at the Frankfurt Motor Show in September , offered with either the 2. Introduction was delayed in North America until January for the model year. A turbocharged 2. The interior and exterior styling of the entire Legacy series, including the Outback, was updated in mid At the same time, the Legacy wagon was dropped, leaving Subaru with only a single sedan Legacy and wagon Outback for the mid-size car market in North America. The fourth-generation Outback arrived with the debut of the fifth generation Legacy , marketed as model year vehicles in North America, and called the Outback worldwide. The EZ30 was replaced with a new 3. The EZ36 also provided increased power using regular unleaded fuel. The 2. Japanese dealers began selling the new Outback in May The styling was refreshed for the model year and base models switched to the 2. The model year was also the first time Subaru's advanced driver-assistance system , a stereoscopic camera-based system branded EyeSight, was available in North America. One of the more interesting features introduced from was tailgate PIN access. Found only on push-button start models, the tailgate features an extra button to the right of the tailgate release button that can be used to enter a PIN, morse-code style, to unlock the car in the lieu of having the fob. The promoted purpose is to allow access to the car where you have deliberately locked the fob inside the car e. This feature is now available across all Subaru models including sedans across all year models that feature push-button start. The fifth-generation Outback appeared in for the year model with the sixth generation Legacy , still badged the Legacy Outback for Japan. Subaru billed the exterior styling evolution as being shaped by the concept of 'more Outback', claiming to combine the strengths of passenger cars and sport-utility vehicles and capitalizing on the brand recognition gained from selling the Outback since From , some world markets also offered Subaru Adaptive Driving Beam ADB that allow a driver to leave their high beam switched on at all times, and in combination with EyeSight, adjust a series of shutters that cover portions of the high beam light projection to prevent dazzling oncoming drivers whilst maintaining visibility of the rest of the road, or to "draw a box" of low beam around a lead vehicle that adjusts left and right working with SRH in line with that vehicle's movement. Other additions include front and side cameras along with Apple Carplay and Android Auto, and the ability to change the colour of the combination meter illuminated rings to one of eleven different colours. The fifth-generation Subaru Outback is now classified as a 'crossover', with the body and wheelbase set larger than previous models. The fifth-generation Outback retained the same 2. Internally, the Outback moves to the Subaru Global Platform, [47] which is stiffer and offers a common base to allow use of alternative powertrains, such as hybrid or all-electric. In addition to all-wheel drive coming standard on every trim, the model year also added adaptive LED headlights with SRH on premium variants some world markets also receive SRH and ADP and a seat-belt reminder standard for all passengers. World markets outside of North America, including Japan, did not launch the sixth generation Outback until There is improved camera resolution for rear, side and front driver assistance cameras, EyeSight 4. Subaru also released the first generation Impreza-based Outback Sport in to North America only for the model year. Derived from the Impreza hatchback, the Outback Sport initially featured an off-road appearance package with two-tone paint; otherwise, the mechanics of the platform were unchanged. The first Impreza Outback Sport was introduced for the model year as a trim line based on the "L Active Safety Group", which included all-wheel-drive and front and rear disc anti-lock brakes. The standard engine was a 1. In addition, the Outback Sport received a roof rack and mud flaps, but ground clearance was unchanged from the Impreza wagon on which it was based at 6. The Outback Sport was priced lower and aimed at a younger buyer than the Legacy-based Outback. Advertisements for the Outback Sport featured an actor who referred to Paul Hogan as his "uncle". Subaru in North America launched the subsequent generation in for the model year based on the second generation Impreza. In Australia, the Impreza RV incorporated similar styling changes. Subaru in North America launched the subsequent generation in for model year based on the third generation Impreza. From Wikipedia, the free encyclopedia. Japanese automobile model. This article needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. Motor vehicle. Main article: Subaru Outback Legacy second generation. Main article: Subaru Outback Legacy third generation. Main article: Subaru Outback Legacy fourth generation. Main article: Subaru Outback Legacy fifth generation. Main article: Subaru Outback Legacy sixth generation. Main article: Subaru Outback Legacy seventh generation. Main article: Subaru Impreza. Main article: Impreza first generation. Main article: Subaru Impreza second generation. Main article: Impreza third generation. Car and Driver. Retrieved 22 April New Car Test Drive. November 10, Cars Retrieved 23 April Money Inc. February 10, Automotive News. The New York Times. Motor Trend. Motor Car Net. Subaru Corporation. Retrieved 25 April Fuji Heavy Industries. March 15, Bean, Subaru pair for co-branding appeal to outdoor enthusiasts links carmaker, clothing retailer". May 22, Fuji Heavy Industries, Ltd. August 8, May 8, May 24, April 9, December 17, August 7, May 20, March 30, November 14, February 7, April 18, November 20, November 7, Auto Deadline. August 20, December 4, November 13, March 7, Subaru Australia. Retrieved 29 April February 19, Car Showroom. Retrieved Retrieved 25 February Categories : Subaru vehicles Cars introduced in Crossover sport utility vehicles Station wagons Cars powered by boxer engines. Hidden categories: Articles with short description Short description is different from Wikidata Articles needing additional references from March All articles needing additional references Commons category link from Wikidata. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Wikimedia Commons has media related to Subaru Outback. Kei car. Pleo I. Pleo II rebadged: Daihatsu Mira. Pleo Plus rebadged: Daihatsu Mira e:S. Lucra Daihatsu Tanto Exe. Chiffon Daihatsu Tanto. Stella I. Stella II Daihatsu Move. Dias Wagon Daihatsu Hijet. Justy I. Justy II. Justy IV Daihatsu Sirion. Trezia Toyota Ractis. Justy V Toyota Tank. Leone III. Leone IV. Leone V. Impreza I. Impreza II. Impreza III. Impreza IV. Impreza V. Legacy I. Legacy II. Legacy III. Legacy IV. Legacy V. Legacy VI. Legacy VII. Alcyone XT. Alcyone SVX. Crossover SUV. Outback Sport I. Outback Sport II. Outback Sport III. XV Crosstrek I. Outback I. Outback II. Outback III. Outback IV. Outback V. Outback VI. Bighorn Isuzu Trooper. Forester I. Forester II. Forester III. Forester IV. Forester V. Justy KA. Outback Sport. XV Crosstrek. Sport compact. WRX VA. Legacy BM. Legacy BN. Legacy BW. XT AX. SVX CX. Forester SF. Forester SG. Forester SH. Forester SJ. Forester SK. Outback BG. Outback BH. Outback BP. Outback BR. Outback BS. Outback BT. Tribeca WX. Ascent WM. Coupe utility. Baja BT. Outback vs Legacy. When buying a Subaru, the difference between an Outback and a Legacy is more than just price. The Subaru Legacy is most popular among sedan drivers, while the Outback is the preference for those who are looking for SUV capabilities. Each car has received upgrades over the last few years, but the Legacy has received more upgrades when it comes to the smoothness of the ride, and the feel of the road. The Legacy comes with more options for enhancing every day performance. While both of these vehicles are excellent for snow travel, and can handle a great deal of winter weather, it seems that the Legacy has been given a little more consideration to the idea of the fun of those spring and summertime drives. The Outback has a redesigned interior that exudes machismo in many fashions, while simultaneously offering better legroom and rear passenger seating. For the family on the go, the Outback gives you more options, and has the potential for packing up and heading out. The Outback has historically not sold as well as the Legacy, in part due to the lack of available turbo engine on the wagon. The Legacy tends to be a bit more popular, but since owners tend to hold onto these cars well after the , mile mark resale value, each is in the same ballpark. Both cars are US manufactured, with a very good reputation for creating low waste and recycling materials used in the building of these cars. Fuel efficiency tends to be somewhat better for the Outback, especially if you go for the turbo engine in the Legacy. The Legacy has received upgrades for performance, handling and fun. Cite Noa A. June 5, Leave a Response Cancel Reply Name required. Email required. Please note: comment moderation is enabled and may delay your comment. There is no need to resubmit your comment. Notify me of followup comments via e-mail. Written by : Noa A. User assumes all risk of use, damage, or injury. You agree that we have no liability for any damages. Summary: 1. The Legacy is popular among sedan drivers. The Outback is better for SUV lovers. The Outback has increased interior space. The Outback comes with an overhauled interior. The Outback offers more traveling options. The Legacy is historically the better seller. Fuel efficiency is slightly better for the Outback. The Legacy is less expensive as a base model. Author Recent Posts. Noa A. Latest posts by Noa A see all. Help us improve. Rate this post! Cancel Reply. Get New Comparisons in your inbox:. Follow Us. By Jormungarde , May 31, in Off Road. Started out looking like this, purchased from a family friend. It was not so sound mechanically, but it had no rust anywhere! Bone Stock! First thing I did was replace blown speakers and a cassette deck head unit whats a cassette? After some repairs like the cv boot that no longer existed, along with a bunch of minor problems like rear window washer fluid pump, ac compressor, and other stuff I can't remember, it was running pretty well for a car on bald tires. Once I decided to lift it, I held off on replacing the bald tires and drove my other vehicle cheating, I know until I could figure out what, where, and how that lift would happen. I have no tools, and limited mechanical knowledge, but a mechanic that has worked on all my cars to date was willing to lend a hand on the weekend. Ran into some issues, and out of time, leaving this interesting situation:. Was hard to drive without an upper radiator hose and the air box, so it had to sit until the project could continue Got creative this past weekend and fixed some of the issues, having an experienced mechanic to help made a huge difference, especially untangling the mess of tubes for the air box. The driveline was dangling at the center knuckle, and I had to figure out some reasonable hack job to keep it in the same place. Luckily there isn't a whole lot of stress on this part of it and some old threaded plumbing tube along with spare washers and long partially threaded bolts did the trick. It was grinding slightly on the rear tunnel, so I added more washers until it stopped. Also removed the rear swaybar to aid installation of the struts, and left it off. Phase one of the build is done, lift blocks and subframe spacers are on, random other bits figured out and it drives! Like a boat, but that can be fixed. On the driveline bearing mount you can just spin the mount and bolt back up, may give enuf lift. I did try that, but I wasn't able to get the mount close enough to bolt with the original hardware, and the driveline was at a really sharp angle that way. I tried to keep it as straight as I could within reason , and this also prevented the driveline from grinding on the rear driveline tunnel. Now go find some wheel spacers and put some better tires under it. At least so it doesn't look so top heavy. Finished bolting in the 4 pt harness hope the coppers don't mind , washed the car which it desperately needed, and put on my decal. There was a guy not long ago in the Portland area who was driving subarus a few blocks and removing batteries and any valuables left in the car, probably with a jiggle key. I also had a car stolen last year, and I'm still in the same area- want to make this thing as visible as possible so its easy to find. Also good luck fitting in the narrow seat, I'm a beanpole. Yeah, I dropped by Les Schwab on saturday to see what they could do- the only wheels they had with this bolt pattern were positive offset by at least 40mm, and I'd ideally like a wheel that has a negative offset or neutral so I don't have top space the wheel out half a foot. I'm planning to drop by SSI on monday and see what kind of solutions they can offer. Unless anyone here has some leads, in which case I wouldn't mind looking elsewhere! What is your solution to the spring perch? Other than strut bottom extensions, too late for that. The wheels that I WANT are Allied Daytona wheels, where you can essentially choose the offset you want, but sadly the bolt pattern is wrong for that, and I would prefer to avoid the hassle of redrilling or using an adapter I haven't got the equipment for that, do you? However, despite my research I have been unable to find such a wheel, and that is why I am turning to USMB for help, because I am outmatched here. What size tire you trying to run agin? There is a 5x wheel out there that has a high offset but you'll still need spacer even with them Really the wrorst thing about EJ Subaru struts. I would like to run a 31 inch tire, but would also be fine settling with a inch tire if that meant not butchering my fenders. Is there a 'standard' way to fit tires on these cars when they would be too tall for the spring perch? Wheel spacers? I don't plan to do any extreme wheeling, but I am also not certain that the stock aluminum wheels will hold up- that being the main reason I was considering other wheels. With the strength however comes brittleness. Hit something hard and cheap aluminum wheels will crack,steel wheels will bend, but the steel can be hammered out again. Factory steel wheels bent enough to stop rotating,aftermarket steel wheels bent alot but still rotated,factory alloy wheels bounced over the cinder block with no damage,cheap alloy wheels cracked and bent. Thats interesting. However, I plan to carry a fullsize spare and use in in my tire rotation- would just need to find another one of these stock wheels. And if I do start doing extreme wheeling, I need to rethink my vehicle, not just the wheel. Legacy Outback Limited is one of the heaviest vehicles subaru has made so far. Thank you for your input, got me past my overthinking and I know what I want to do now. Next steps will be tying all the subframe together with a tube underframe, and bracing the strut top extensions and subframe spacers, along with rerouting the exhaust so it doesn't dangle so low. Its been a while since I was able to work on the car, since medical issues ate up my entire yearly deductible in a month, but I am back at it again, and working with Les Schwab to get wheels and tires! There should be more pics coming soon of it once I get those mounted after some fender bashing I mean 'massage' , and I will be rerouting the exhaust and probably sticking on a glasspack in a couple weeks with help from a friend. The current muffler is gigantic and won't fit where I want it to at the moment. Once I have that stuff done, I just need to wheel it a bit and see what its capable of and where it needs help. Will probably head to

Brownscamp or Sand Lake for that! I swear the tires only stuck out 4. It was an excellent excuse to put on my brand new 04 Forester struts that were gathering dust in the garage, along with some Flexy Flares I found on amazon, and some mudflaps so it attracts less police attention. While removing the front swaybar with an angle grinder, I slipped and put a hole in a steel power steering line. I'm a real idiot sometimes, and this was probably one of the dumbest things I've done in a while. Previous attempts with normal hose clamps, radiator hose, jb weld, and 'just driving it' failed horribly and I do NOT recommend those options. Its running, driving and ready to kick more rump roast. There is a check engine light, PO, fuel level sensor has a short somewhere that I need to find, but its not really urgent thankfully. The 04 Forester struts bolted right in swaybars have to be off, or you will need a really big crowbar and strut spring compressors and seem to be a bit stiffer with far better damping in addition to a modest increase in ride height. I also scuffed up the silver part of the paint and sprayed on some bedliner to hold it over until I remove all the paint and start to Mad Max this thing. The future of this build will involve some creative exhaust work, a rust paint coat, tube underframe and probably exo-cage, along with a whp ej25 engine rebuild with turboback exhaust this won't be in DEQ for long , and potentially a. In addition I need to build front and rear bumpers with hitch recievers to mount my 12,lb winch on when I need it, along with another front seat, and bucket seat bench. It never ends though, does it? I appreciate any and all feedback and comments, hope its somewhat interesting to watch the journey! You need to be a member in order to leave a comment. Sign up for a new account in our community. It's easy! Already have an account? Sign in here. Off Road Search In. Prev 1 2 Next Page 1 of 2. Recommended Posts. Posted May 31, Share this post Link to post Share on other sites. Posted May 31, edited. Cable ties are my current solution for anything dangling, and that includes the e-brake lines. Back in my 'driveway'. Edited May 31, by Jormungarde. Posted June 1, I can see through the windshield again! Haha SSI will tell you to contact me, that's where I'm from lol. Posted June 1, edited. Edited June 1, by Jormungarde. Posted June 2, Here it is dangling. Posted June 8, Looks good. But yeah, gotta tuck that exhaust. The exhaust will self clearance. Posted August 17, Posted August 23, Finally got my new wheels and tires on this thing! Bumper shell and grille are off, most likely permanently- tube bumper will come later. Posted August 28, Posted October 14, How much lift did you go with? Really like the way it looks in the last pictures. You will like those tires, that's what I run. I'd really like to get my outback close to looking like this. Those tires do look awesome! Posted October 18, edited. New vs old strut, spring is totally shot and strut bottom is warped. Successful cheap leak fix! Edited December 19, by Jormungarde. Posted October 18, Create an account or sign in to comment You need to be a member in order to leave a comment Create an account Sign up for a new account in our community. Register a new account. Sign in Already have an account? Sign In Now. Sign In Sign Up. I just picked up a Legacy Outback wagon. Seller stated it had issue with immobilizer. Put new battery in and the immobilizer is activated. Searched under dash and can not find the reset button. My Haynes manual wiring diagram does not show the immobilizer circuits. What are my options for getting this thing running? I don't think '98 had a true ECU based immobilizer like later models but the alarm system definitely can prevent it from cranking. Did it crank before you replaced the battery? Disconnect the battery - , turn the key to On then reconnect the battery. That will disable the alarm. Your saying reconnect the battery with the key already in the ON position? Procedures I've found online talk about pushing and holding a reset button. The only thing I can find is a small toggle switch wired into the remote start box. Two small green connectors under the dash. One wire each. Make sure they are UNplugged. That remote start module may be causing your trouble. Looks like an aftermarket add-on. Those are notorious for causing problems. Automatic transmission. I can hear a relay clicking in the Keyless Entry box up in the drivers footwell far left side, it has 3 connectors going into it. Also the little red light on the dash is flashing. The test mode connectors were connected, I unplugged them. I removed the power cable for the remote start box from the battery positive post. Still no luck. Does anyone have any further. I'm getting frustrated with this car. I unplugged the keyless entry box and followed all the wires. I can't find the reset switch. The engine does not crank. I can hear a relay in the passengers foot well area. The keyless entry box continues to click too. Just removing power from the remote start module doesn't eliminate the possibility of that being the problem. That box is still part of the circuit from key to relay to starter solenoid. That remote start box has the wires labeled, but I can't see exactly what it says by the wires. One of those wires going in is the signal from the key switch, the other goes out to the starter solenoid. Need to check both of those for voltage when the key is turned to start. This might not work on your model but it does on mine. Activating the keyfob also disarms the alarm system. So far I have tried all suggestions. I am unable to locate a reset button. When connecting the battery a relay can be heard clicking in the keyless entry box and the tail lights flash. I checked for voltage to the starter down the main cable, got battery volts. Turned key and no voltage down signal wire to starter. Jumpered the trigger post and starter bumped engine. I spoke with the remote starter manufacturer and they said all wires in their unit are piggy backed and nothing interrupts vehicle harness. So I'm back to the keyless entry box and a dead Legacy. Does anyone know what color wires go to the reset switch? I have spent a lot of time under the dash and can't find the button. Try jumping the security interlock relay. I wanna say its on the left side of the steering column kind of between the column and fuse box area. I'm pretty sure now that the remote start box is the issue. The manufacturers instructions show piggy backing wiring onto the existing harness. Who ever installed it cut factory wires and reconnected to the Omega remote start. I believe that is all of my problems. Time to remove the remote start and rewire to factory original. Take the key out and disconnect the negative battery cable. Put the key back in, turn it to ON. Reconnect the battery cable and see if it starts. I did that. They said the unit is supposed to be piggy backed onto the factory wiring and simply unplugging it will take it out of the equation. Who ever installed it cut and spliced it into the Subaru harness. So, I need to figure out which wires can be jumped or connected to restore factory function. Hi there I spent 5 hours on a similar issue trying to do a simple fix on the rear lights for a friend and in advertantly tripped the Security imobilser by removing the fuses for the box. It turns out that there was a factory upgrade to the security system which repositions the reset button. The factory mod to the security system months the reset button at the rear bottom of the bracket. Procedure is them as per the cars info previously suggested. Open drivers door - hold button for 15 seconds, etc. Hope that helps. You need to be a member in order to leave a comment. Sign up for a new account in our community. It's easy! Already have an account? Sign in here. Prev 1 2 Next Page 1 of 2. Recommended Posts. Posted December 12, Share this post Link to post Share on other sites. Posted December 12, edited. Edited December 12, by smokeeater Yes, reconnect the battery with the key in the On position. Edited December 12, by Fairtax4me. Manual or Automatic? If Manual, could be the Clutch-pedal Switch. If Automatic, could be the Neutral Safety-Switch. Edited December 12, by foresters. What happens when you try to start the car? Does the starter crank the engine? Or is just quiet? Is there a 'click' from the starter, and nothing else. Or does the engine crank, but not start? Posted December 14, Have you checked for voltage reaching the small wire on solenoid? Posted December 15, Posted December 16, Posted December 18, Whats that red wire all wrapped up in the corner of that pic? Posted December 19, It goes up into dash by factory radio. Posted December 20, Posted December 21, Create an account or sign in to comment You need to be a member in order to leave a comment Create an account Sign up for a new account in our community. Register a new account. Sign in Already have an account? Sign In Now. Sign In Sign Up. Would you like to sell products for this vehicle on Amazon. Learn how. There's a problem loading this menu right now. Learn more about Amazon Prime. Get free delivery with Amazon Prime. Back to top. Get to Know Us. Amazon Payment Products. English Choose a language for shopping. Skip to main content. Exterior Accessories. Mirrors Exterior Mirrors Towing Mirrors. Interior Accessories. Amazon Music Stream millions of songs. 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