S00576

ECM
P11278

CHECK HARNESS A

ECU
FI6451

Before Connection **After Connection**

Bolt
Collar
Stopper
Female Connector
Nut
Male Connector
FI6522

Less Than 1 mm (0.04 in.)
FI6523

TERMINALS OF ECM

DI4SK–01

Connectors of the ECM are water–proof and are the bolt type. For water proof type connectors, in order to measure the voltage of ECM terminals and the resistance of connected parts, connect the inspection check harness between the ECM and vehicle wire harness, then perform the inspection.

The inspection method of inserting a tester probe from the other side of connector noticeably reduces the water–proof ability. Disconnect the connector by fully loosening the bolt.
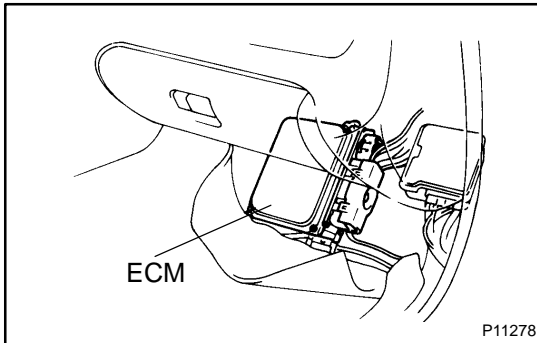
PREPARATION

(a)   Turn the ignition switch to LOCK position.
(b)   Turn up the passenger side floor mat.
(c)   Remove the ECM protector.
(d)   Disconnect the connectors from the ECM.
   After completely loosening the bolt, the 2 parts of connector can be separated.

NOTICE:

- **Do not pully the wire harness when disconnecting the connector.**
- **When disconnecting the connector, the ECM's back–up power source is cut off, so the DTC, etc. recorded in the ECM memory are cancelled.**
- **Never insert a tester probe or male terminal used for inspection purposes into the female terminal of the vehicle wire harness. Otherwise, the female terminal may be widened, which can result in faulty connection.**
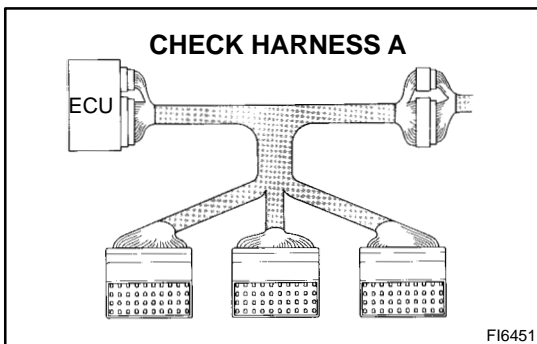
(e)   Connect the Check Harness A between ECM and connector of vehicle wire harness.
   SST   09990–01000
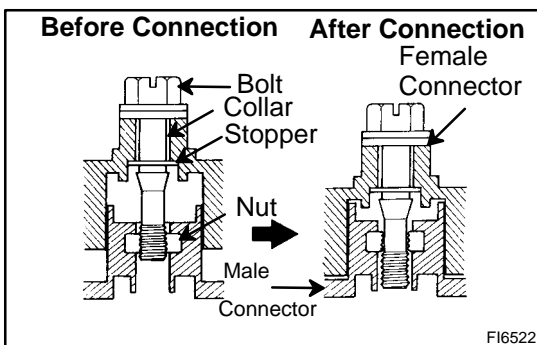
HINT:

The arrangement of the DLC1 terminals are the same as those of the ECM (See page DI–164).

(f)   Disconnect the Check Harness A.
(g)   Reconnect the connectors to the ECM.
       (1)   Match the male connector correctly with female connector, then press them together.
       (2)   Tighten the bolt.
              Make sure the connector is completely connected, by tightening the bolt until there is a clearance of less than 1 mm (0.04 in.) between bottom of the male connector and end of the female connector.

(h)   Install the ECM protector and floor mat.

ECM Terminals

Ⓑ (E9) Ⓐ (E10)

FI6460
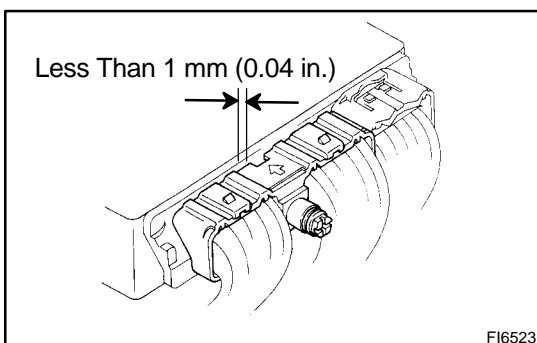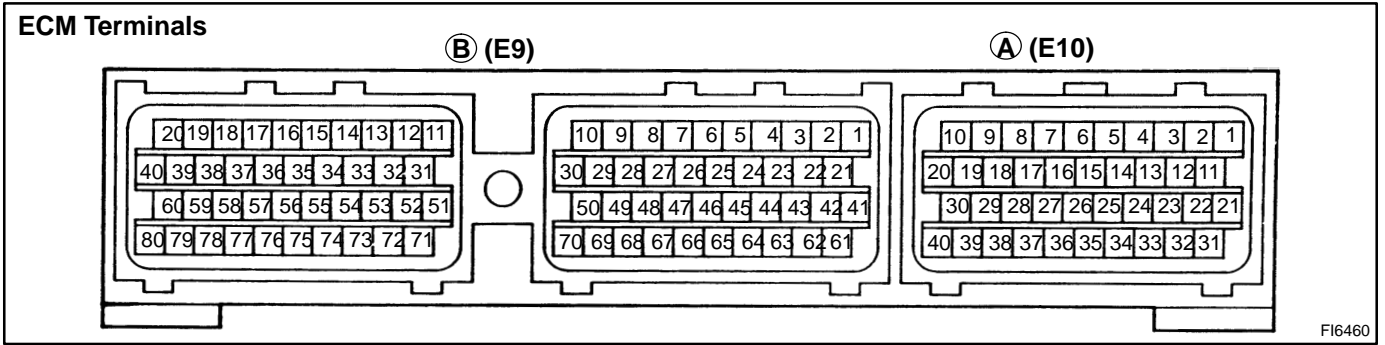
Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (A33) – E1 (B69)	B–W ↔ BR	Always	9 – 14
IGSW (A1) – E1 (B69)	B–W ↔ BR	IG switch ON	9 – 14
+B (A31) – E1 (B69)	B–R ↔ BR	IG switch ON	9 – –14
VCC (B41) – E2 (B65)	L–R↔ W–B	IG switch ON	4.5 – 5.5
IDL1 (B64) – E2 (B65)	R ↔ W–B	IG switch ON and apply vacuum to the throttle opener Main throttle valve fully closed	–0.1 – 3.0
		IG switch ON • Main throttle valve fully opened	9 – 14
IDL2 (B63) – E2 (B65)	GR–R ↔ W–B	IG switch ON Sub–throttle valve fully closed	–0.1 – 3.0
		IG switch ON • Sub–throttle valve fully open	9 – 14
VTA1 (B43) – E2 (B65)	Y ↔ W–B	IG switch ON • Main or sub–throttle valve fully closed	0.3 – 0.8
		IG switch ON • Main or sub–throttle valve fully open	3.2 – 4.9
VTA2 (B42) – E2 (B65)	Y–L ↔ W–B	IG switch ON • Main or sub–throttle valve fully closed	0.3 – 0.8
		IG switch ON • Main or sub–throttle valve fully open	3.2 – 4.9
VG (B66) – E2G (B28)	Y–R ↔ BR	Idling	0.7 – 1.7
THA (B45) – E2 (B65)	P–L ↔ W–B	Idling, Intake air temp. 0˚C (32˚F) to 80˚C (176˚F)	0.5 – 3.4
THW (B44) – E2 (B65)	L–Y ↔ W–B	Idling, Engine Coolant temp. 60˚C (140˚F) to 120˚C (248˚F)	0.2 – 1.0
THG (B46) – E2 (B65)	BR–Y ↔ W–B	Idling after warning up	1 – 4
STA (B77) – E1 (B69)	B ↔ BR	Cranking	6.0 or more
#10 (B20) – E01 (B80)	R–L ↔ BR	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–204)
#20 (B19) – E01 (B80)	R–Y ↔ BR	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–204)
#30 (B18) – E01 (B80)	R–G ↔ BR	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–204)
#40 (B17) – E01 (B80)	R–W ↔ BR	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–204)

Terminal	Wiring	Condition	STD Voltage (V)
#50 (B16) – E01 (B80)	R ↔ BR	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–204)
#60 (B15) – E01 (B80)	R–B ↔ BR	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–204)
IGT1 (B57) – E1 (B69)	R–W ↔ BR	IG switch ON	– 0.1 – 0.5
		Idling	Pulse generation (See page DI–252)
IGT2 (B56) – E1 (B69)	W–R ↔ BR	IG switch ON	– 0.1 – 0.5
		Idling	Pulse generation (See page DI–252)
IGT3 (B55) – E1 (B69)	LG ↔ BR	IG switch ON	– 0.1 – 0.5
		Idling	Pulse generation (See page DI–252)
IGT4 (B54) – E1 (B69)	B–R ↔ BR	IG switch ON	– 0.1 – 0.5
		Idling	Pulse generation (See page DI–252)
IGT5 (B53) – E1 (B69)	L ↔ BR	IG switch ON	– 0.1 – 0.5
		Idling	Pulse generation (See page DI–252)
IGT6 (B52) – E1 (B69)	R ↔ BR	IG switch ON	– 0.1 – 0.5
		Idling	Pulse generation (See page DI–252)
IGF (B58) – E1 (B69)	R–Y ↔ BR	IG switch ON	4.5 – 5.5
		Idling	Pulse generation (See page DI–252)
G1 (B26) – G1⊖ (B6)	W ↔ O	Idling	Pulse generation (See page DI–215)
G2 (B25) – NE⊖ (B7)	B–W ↔ BR	Idling	Pulse generation (See page DI–215)
NE (B27) – NE⊖ (B7)	B–R ↔ BR	Idling	Pulse generation (See page DI–215)
M–REL (A24) – E1 (B69)	GR ↔ BR	IG switch ON	9 – 14
FPC (A22) – E1 (B69)	V–W ↔ BR	IG switch ON	Below 0.5
		Idling	Pulse generation (4.0 – 5.5)
DI (A21) – E1 (B69)	G ↔ BR	Idling	7.0 or more
EVAP (B74) – E01 (B80)	V ↔ BR	IG switch ON	9 – 14
EGR (B75) – E01 (B80)	P ↔ BR	D posiiton stall rpm: 1,600 ~ 1,800 rpm	Pulse generation or Below 2.0
		Idling	9 – 14
ISC1 (B35) – E01 (B80)	V–Y ↔ BR	Idling, When A/C Switch ON or OFF	Pulse generation (See page DI–240)
ISC2 (B34) – E01 (B80)	G–W ↔ BR	Idling, When A/C Switch ON or OFF	Pulse generation (See page DI–240)
ISC3 (B33) – E01 (B80)	G–O ↔ BR	Idling, When A/C Switch ON or OFF	Pulse generation (See page DI–240)

Terminals	Wiring	Condition	STD Voltage (V)
ISC4 (B32) – E01 (B80)	R–G ↔ BR	Idling, When A/C Switch ON or OFF	Pulse generation (See page DI–240)
OX1 (B48) – E1 (B69)	W ↔ BR	Maintain engine speed at 2,500 rpm for 2 min. after warning up	Pulse generation (See page DI–193)
OXS (B47) – E1 (B69)	R–L ↔ BR	Maintain engine speed at 2,500 rpm for 2 min. after warning up	Pulse generation (See page DI–193)
HT1 (B71) – E01 (B80)	B–L ↔ BR	Idling after warning up	Below 3.0
		IG switch ON	9 – 14
HTS (B72) – E01 (B80)	BR–W ↔ BR	Idling after warning up	Below 3.0
		IG switch ON	9 – 14
KNK1 (B50) – E1 (B69)	W ↔ BR	Idling	Pulse generation (See page DI–212)
KNK2 (B49) – E1 (B69)	W ↔ BR	Idling	Pulse generation (See page DI–212)
NSW (B76) – E1 (B69)	B–W ↔ BR	IG switch ON Other shift position in ”P” or ”N” position	9 – 14
		IG switch ON Shift position in ”P” or ”N” position	0 – 3.0
SPD (A2) – E1 (B69)	P ↔ BR	IG switch ON Rotate driving wheel slowly	Pulse generation (See page DI–238)
TE1 (A20) – E1 (B69)	L ↔ BR	IG switch ON	9 – 14
W (A6) – E1 (B69)	L–B ↔ BR	Idling	9 – 14
		IG switch ON	0 – 3.0
OD1 (A12) – E1 (B69)	BR–B ↔ BR	IG switch ON	9 – 14
AC1 (A34) – E1 (B69)	L–R ↔ BR	A/C switch ON (At idling)	0 – 1.5
		A/C switch OFF	7.5 – 14
ACMG (A23) – E01 (B80)	W–G ↔ BR	A/C switch ON (At idling)	0 – 3.0
		A/C switch OFF	9 – 14
FPU (B73) – E01 (B80)	W–L ↔ BR	IG switch ON	9 – 14
		Restarting at high engine coolant temp.	Below 2.0
ELS (A15) – E1 (B69)	R–Y ↔ BR	Defogger switch or taillight switch ON	7.5 – 14
		Defogger switch and taillight switch OFF	–0.1 – 1.5
SDL (A8) – E1 (B69)	G ↔ BR	During transmission	Pulse generation
VSV1 (B40) – E1 (B69)	G–B ↔ BR	Immediately after racing	Below 3.0
		Idling	9 – 14
VSV2 (B39) – E1 (B69)	G–Y ↔ BR	For 2 sec. after IG switch ON to OFF	Below 3.0
		Idling	9 – 14
VSV3 (B38) – E1 (B69)	B–Y ↔ BR	Idling	9 – 14
VSV4 (B60) – E1 (B69)	L–W ↔ BR	Idling and other shift position ”P” or ”N” position (for A/T). Idling (for M/T)	Below 3.0
		Idling and shift position ”P” or ”N” position (for A/T)	9 – 14
PIM1 (B62) – E2 (B65)	B–Y ↔ W–B	IG switch ON	2.3 – 3.0
		IG switch ON and apply vacuum 26.7 kPa (200 mm Hg, 7.9 in. Hg)	1.0 – 1.5
EFI+ (A27) – E2 (B65)	B ↔ W–B	IG switch ON	Pulse generation (See page DI–285)
EFI– (A26) – E2 (B65)	W ↔ W–B	IG switch ON	Pulse generation (See page DI–285)

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ETC+ (A14) – E2 (B65)	Y ↔ W–B	IG switch ON	Pulse generation (See page DI–285)
ETC– (A13) – E2 (B65)	BR ↔ W–B	IG switch ON	Pulse generation (See page DI–285)