ENGINE CONTROL

SYSTEM OUTLINE

THIS SYSTEM UTILIZES AN ENGINE CONTROL MODULE AND MAINTAINS OVERALL CONTROL OF THE ENGINE, TRANSMISSION AND SO ON. AN OUTLINE OF THE ENGINE CONTROL IS EXPLAINED HERE.

1. INPUT SIGNALS

(1) ENGINE COOLANT TEMP. SIGNAL CIRCUIT
THE ENGINE COOLANT TEMP. SENSOR DETECTS THE ENGINE COOLANT TEMP. AND HAS A BUILT–IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE WATER TEMP. IS INPUT INTO **TERMINAL THW** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

(2) INTAKE AIR TEMP. SIGNAL CIRCUIT
THE INTAKE AIR TEMP. SENSOR IS INSTALLED IN THE MASS AIR FLOW METER AND DETECTS THE INTAKE AIR TEMP., WHICH IS INPUT AS A CONTROL SIGNAL INTO **TERMINAL THA** OF THE ENGINE CONTROL MODULE.

(3) OXYGEN SENSOR SIGNAL SYSTEM
THE OXYGEN DENSITY IN THE EXHAUST GASES IS DETECTED AND INPUT AS A CONTROL SIGNAL INTO **TERMINALS OXL1, OXR1** AND **OXS** OF THE ENGINE CONTROL MODULE TO MAINTAIN STABLE DETECTION PERFORMANCE BY THE HEATED OXYGEN SENSOR, A HEATER IS USED FOR WARMING THE SENSOR. THE HEATER IS ALSO CONTROLLED BY THE ENGINE CONTROL MODULE **(HTL, HTR** AND **HTS).**

(4) RPM SIGNAL SYSTEM
CAMSHAFT POSITION AND CRANKSHAFT POSITION ARE DETECTED BY THE CAMSHAFT POSITION SENSOR AND CRANKSHAFT POSITION SENSOR. THE CAMSHAFT POSITION IS INPUT AS A CONTROL SIGNAL TO **TERMINAL G22+** OF THE ENGINE CONTROL MODULE, AND THE ENGINE RPM IS INPUT INTO **TERMINAL NE+.**

(5) THROTTLE SIGNAL CIRCUIT
THE THROTTLE POSITION SENSOR DETECTS THE THROTTLE VALVE OPENING ANGLE AS A CONTROL SIGNAL, WHICH IS INPUT INTO **TERMINAL VTA1** OF THE ENGINE CONTROL MODULE.

(6) VEHICLE SPEED SIGNAL SYSTEM
THE VEHICLE SPEED SENSOR, INSTALLED INSIDE THE TRANSMISSION, DETECTS THE VEHICLE SPEED AND INPUTS A CONTROL SIGNAL INTO **TERMINAL SPD** OF THE ENGINE CONTROL MODULE.

(7) PARK/NEUTRAL POSITION SW SIGNAL SYSTEM
THE PARK/NEUTRAL POSITION SW DETECTS WHETHER THE SHIFT POSITION IS IN NEUTRAL, PARKING OR NOT, AND INPUTS A CONTROL SIGNAL INTO **TERMINAL STA** OF THE ENGINE CONTROL MODULE

(8) A/C SW SIGNAL SYSTEM
THE A/C CONTROL ASSEMBLY INPUTS THE A/C OPERATIONS INTO **TERMINAL A/C** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

(9) BATTERY SIGNAL CIRCUIT
VOLTAGE IS CONSTANTLY APPLIED TO **TERMINAL BATT** OF THE ENGINE CONTROL MODULE. WHEN THE IGNITION SW IS TURNED ON, VOLTAGE FOR THE ENGINE CONTROL MODULE OPERATION IS APPLIED TO **TERMINAL +B** OF THE ENGINE CONTROL MODULE VIA THE EFI RELAY.

(10) INTAKE AIR VOLUME SIGNAL CIRCUIT
INTAKE AIR VOLUME IS DETECTED BY THE MASS AIR FLOW METER AND A SIGNAL IS INPUT INTO **TERMINAL VG** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

(11) NSW SIGNAL CIRCUIT
TO CONFIRM WHETHER THE ENGINE IS CRANKING, THE VOLTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND THE SIGNAL IS INPUT INTO **TERMINAL NSW** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

(12) ENGINE KNOCK SIGNAL CIRCUIT
ENGINE KNOCKING IS DETECTED BY THE KNOCK SENSOR 1 AND 2, THEN THE SIGNALS ARE INPUT INTO **TERMINALS KNKR** AND **KNKL** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

2. CONTROL SYSTEM

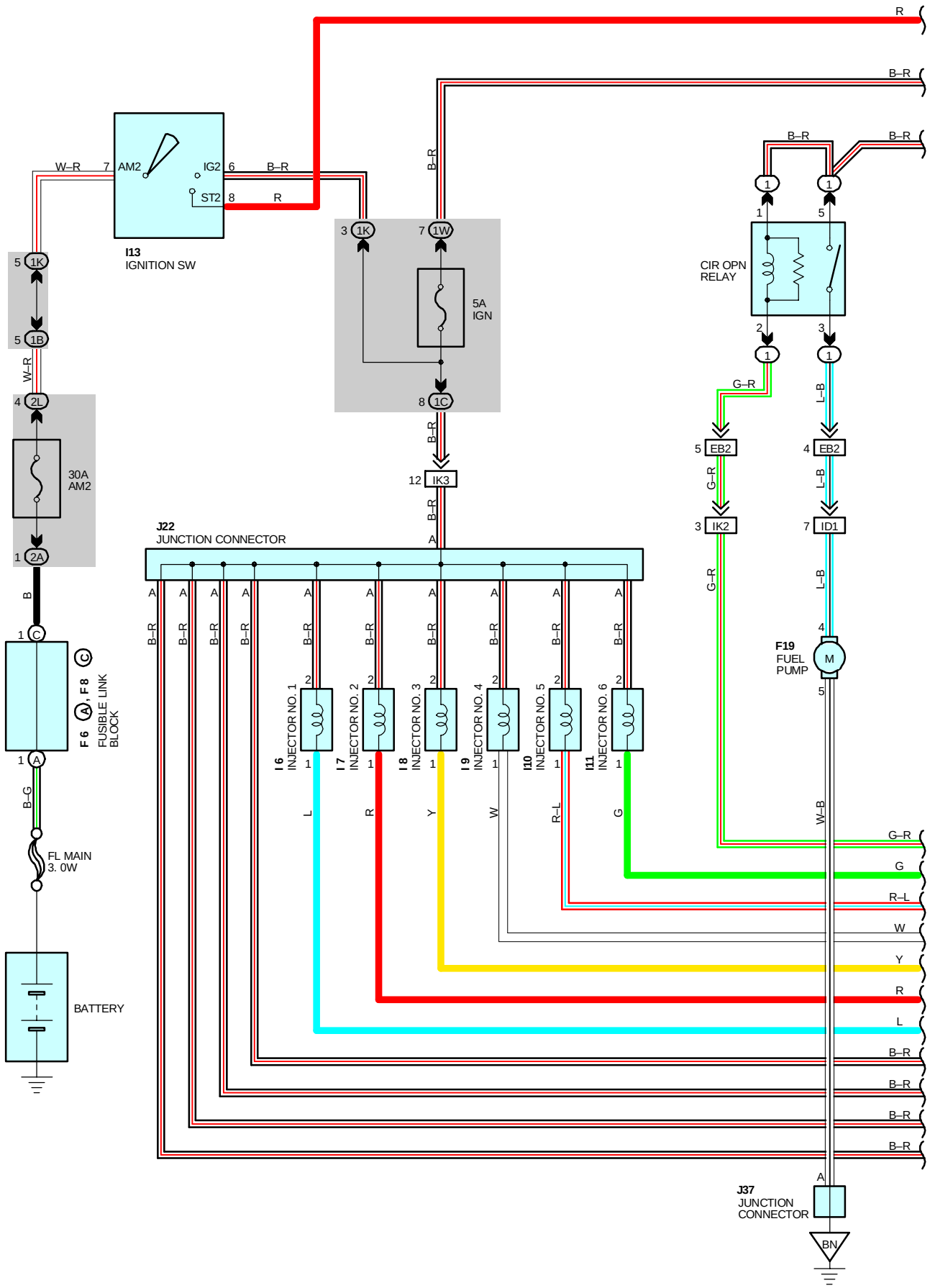
- SFI (SEQUENTIAL MULTIPORT FUEL INJECTION) SYSTEM
  THE SFI SYSTEM MONITORS THE ENGINE CONDITION THROUGH THE SIGNALS, WHICH ARE INPUT FROM EACH SENSOR (INPUT SIGNALS (1) TO (12)). THE BEST FUEL INJECTION VOLUME IS DECIDED BASED ON THIS DATA AND
  THE PROGRAM MEMORIZED BY THE ENGINE CONTROL MODULE, AND THE CONTROL SIGNAL IS OUTPUT TO **TERMINALS #10, #20, #30, #40, #50,** AND **#60** OF THE ENGINE CONTROL MODULE TO OPERATE THE INJECTOR (INJECT THE FUEL). THE SFI SYSTEM PRODUCES CONTROL OF FUEL INJECTION OPERATION BY THE ENGINE CONTROL MODULE IN RESPONSE TO THE DRIVING CONDITIONS.
- ESA (ELECTRONIC SPARK ADVANCE) SYSTEM
  THE ESA SYSTEM MONITORS THE ENGINE CONDITION THROUGH THE SIGNALS, WHICH ARE INPUT TO THE ENGINE CONTROL MODULE FROM EACH SENSOR (INPUT SIGNALS FROM 1, 3, 4, 12). THE BEST IGNITION TIMING IS DECIDED ACCORDING TO THIS DATA AND THE MEMORIZED DATA IN THE ENGINE CONTROL MODULE AND THE CONTROL SIGNAL IS OUTPUT TO **TERMINALS IGT1, IGT2** AND **IGT3.** THIS SIGNAL CONTROLS THE IGNITER TO PROVIDE THE BEST IGNITION TIMING FOR THE DRIVING CONDITIONS.
- HEATED OXYGEN SENSOR HEATER CONTROL SYSTEM
  THE HEATED OXYGEN SENSOR HEATER CONTROL SYSTEM TURNS THE HEATER ON WHEN THE INTAKE AIR VOLUME IS LOW (TEMP. OF EXHAUST EMISSIONS IS LOW), AND WARMS UP THE HEATED OXYGEN SENSOR TO IMPROVE DETECTION PERFORMANCE OF THE SENSOR. THE ENGINE CONTROL MODULE EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS FROM 1, 4, 9, 10), CURRENT IS OUTPUT TO **TERMINALS HTL, HTR** AND **HTS,** CONTROLLING THE HEATER.
- IDLE AIR CONTROL SYSTEM
  THE IDLE AIR CONTROL SYSTEM (ROTARY SOLENOID TYPE) INCREASES THE RPM AND PROVIDES IDLE STABILITY FOR FAST IDLE–UP WHEN THE ENGINE IS COLD, AND WHEN THE IDLE SPEED HAS DROPPED DUE TO ELECTRICAL LOAD AND SO ON, THE ENGINE CONTROL MODULE EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS FROM 1, 4, 5, 8, 9), CURRENT IS OUTPUT TO **TERMINALS RSO** AND **RSC** TO CONTROL IDLE AIR CONTROL VALVE.
- EGR CONTROL SYSTEM
  THE EGR CONTROL SYSTEM DETECTS THE SIGNAL FROM EACH SENSOR (INPUT SIGNALS FROM 1, 4, 9, 10), AND OUTPUTS CURRENT TO **TERMINAL EGR** TO CONTROL THE VSV (EGR).
  THE EGR VALVE POSITION SENSOR IS MOUNTED ON THE EGR VALVE. THIS SENSOR CONVERTS THE EGR VALVE OPENING HEIGHT INTO A VOLTAGE AND SENDS IT TO THE ENGINE CONTROL MODULE AS THE EGR VALVE POSITION SIGNAL.
- ACIS (ACOUSTIC CONTROL INDUCTION SYSTEM)
  ACIS INCLUDES A VALVE IN THE BULKHEAD SEPARATING THE SURGE TANK INTO TWO PARTS. THIS VALVE IS OPENED AND CLOSED IN ACCORDANCE WITH THE DRIVING CONDITIONS TO CONTROL THE INTAKE MANIFOLD LENGTH IN TWO STAGES FOR INCREASED ENGINE OUTPUT IN ALL RANGES FROM LOW TO HIGH SPEEDS.
  THE ENGINE CONTROL MODULE JUDGES THE ENGINE SPEED BY THE SIGNALS ((4), (5)) FROM EACH SENSOR AND OUTPUTS SIGNALS TO THE **TERMINAL ACIS** TO CONTROL THE VSV (INTAKE AIR CONTROL).

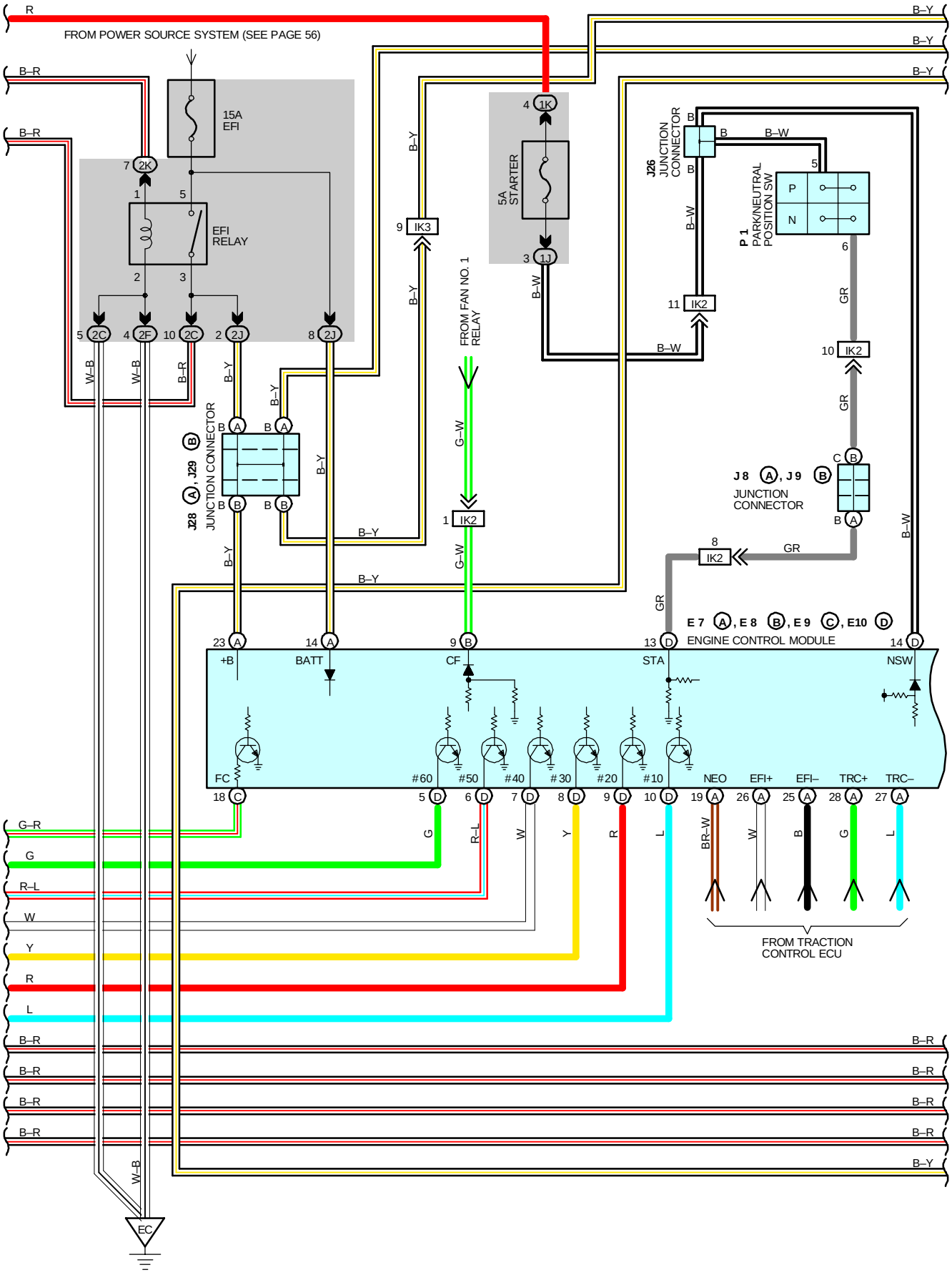
3. DIAGNOSIS SYSTEM

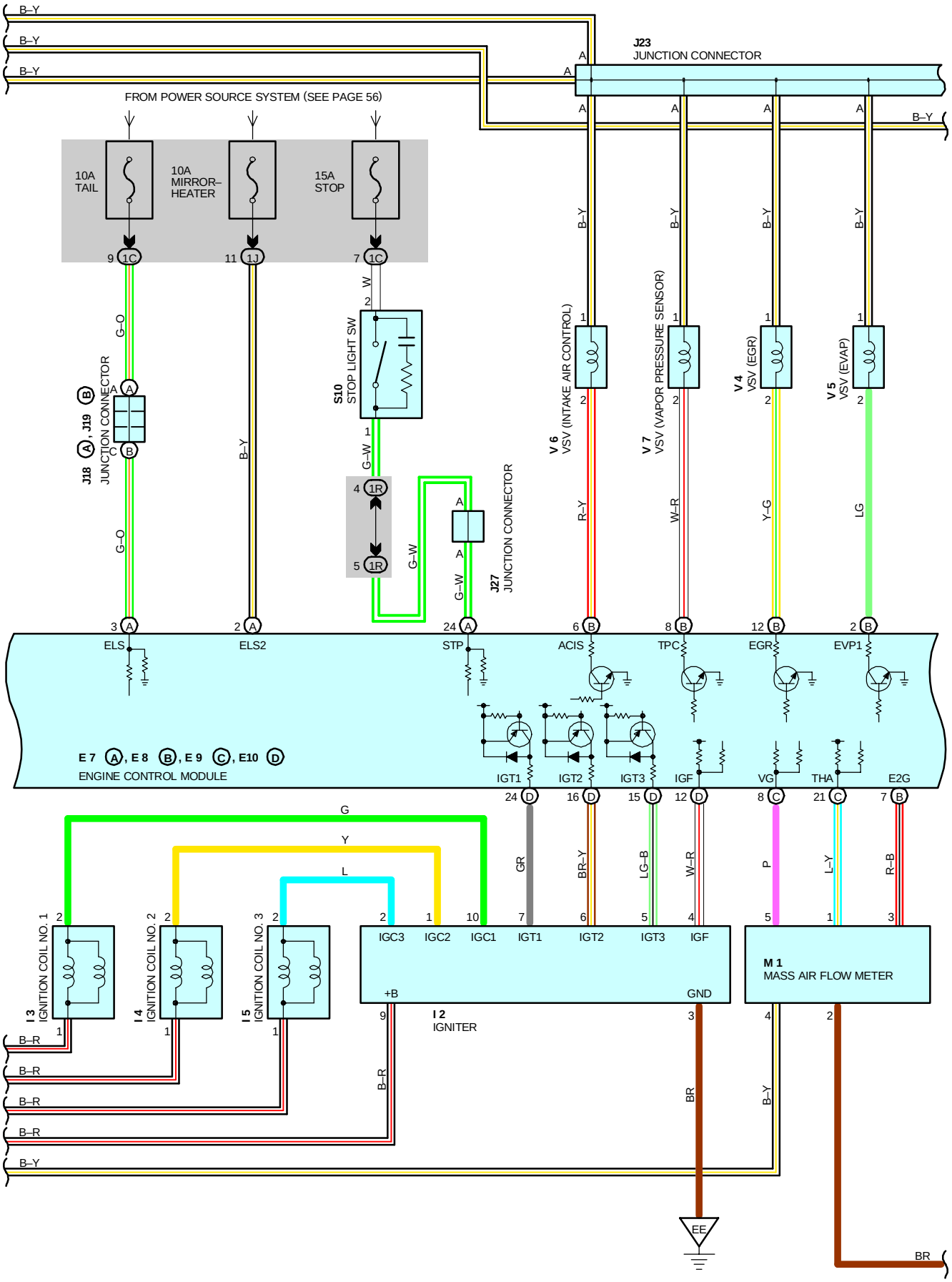
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTION IN THE ENGINE CONTROL MODULE SIGNAL SYSTEM, THE MALFUNCTIONING SYSTEM IS RECORDED IN THE MEMORY.

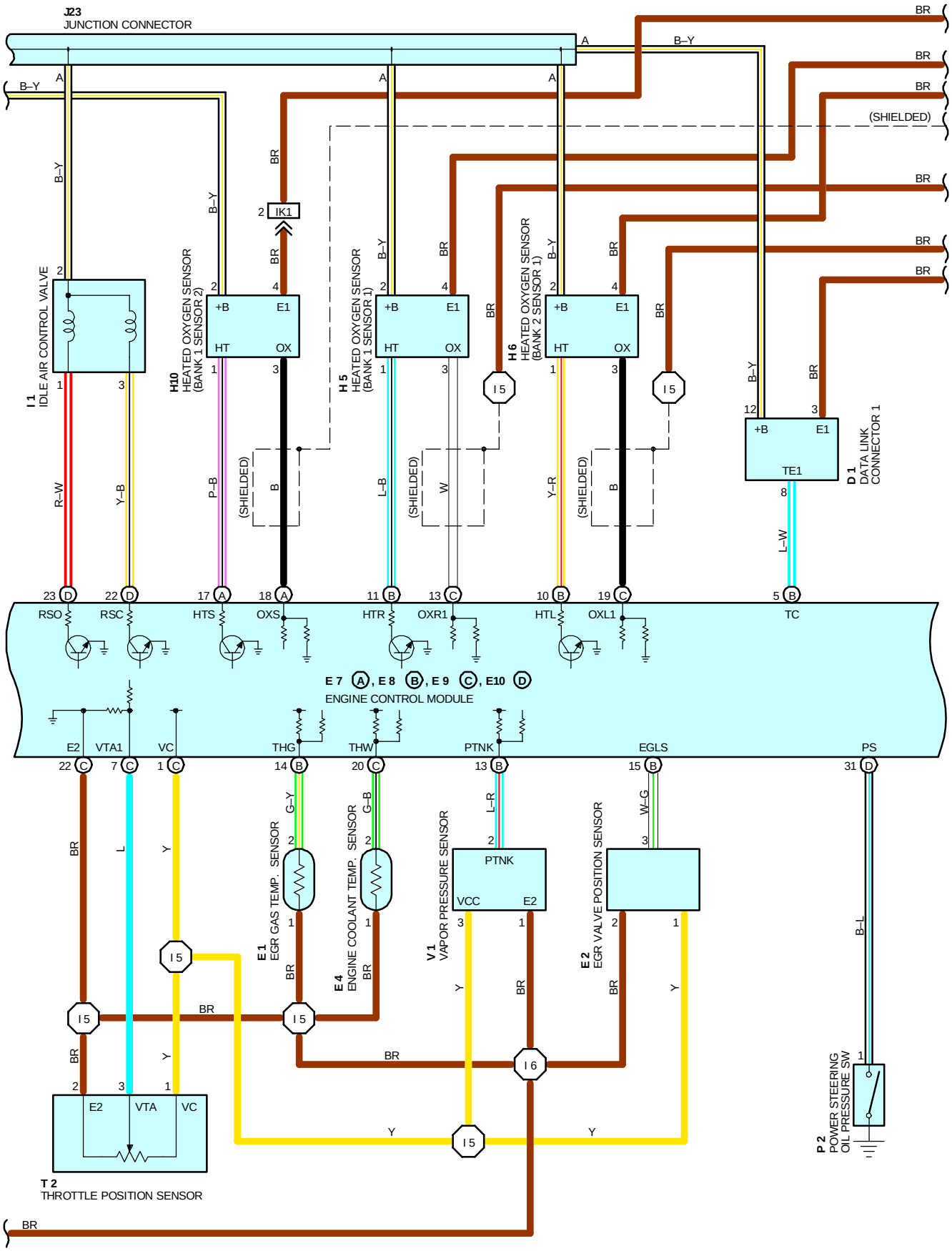
4. FAIL–SAFE SYSTEM

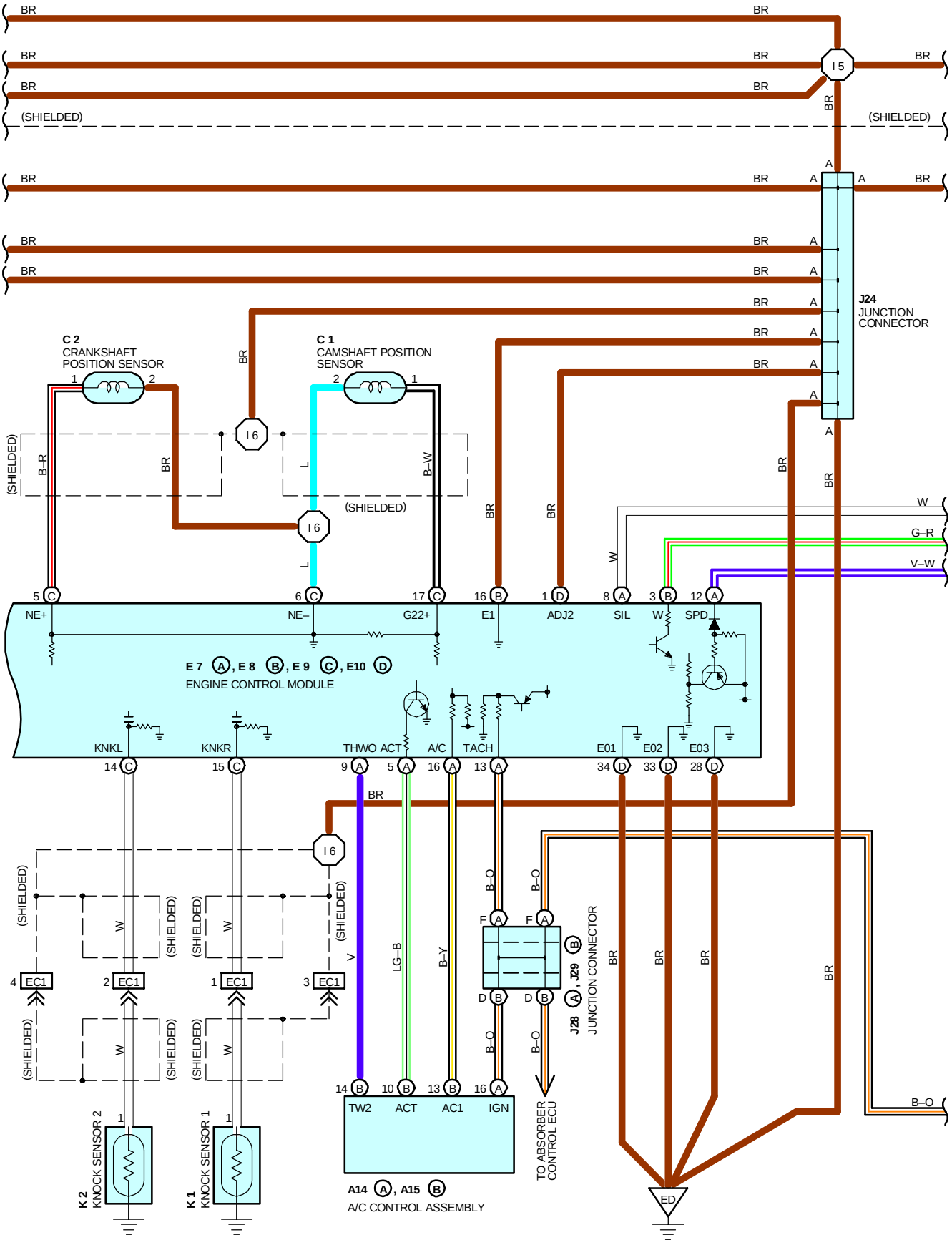
WHEN A MALFUNCTION OCCURS IN ANY SYSTEMS, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL–SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ENGINE CONTROL MODULE MEMORY OR ELSE STOPS THE ENGINE.

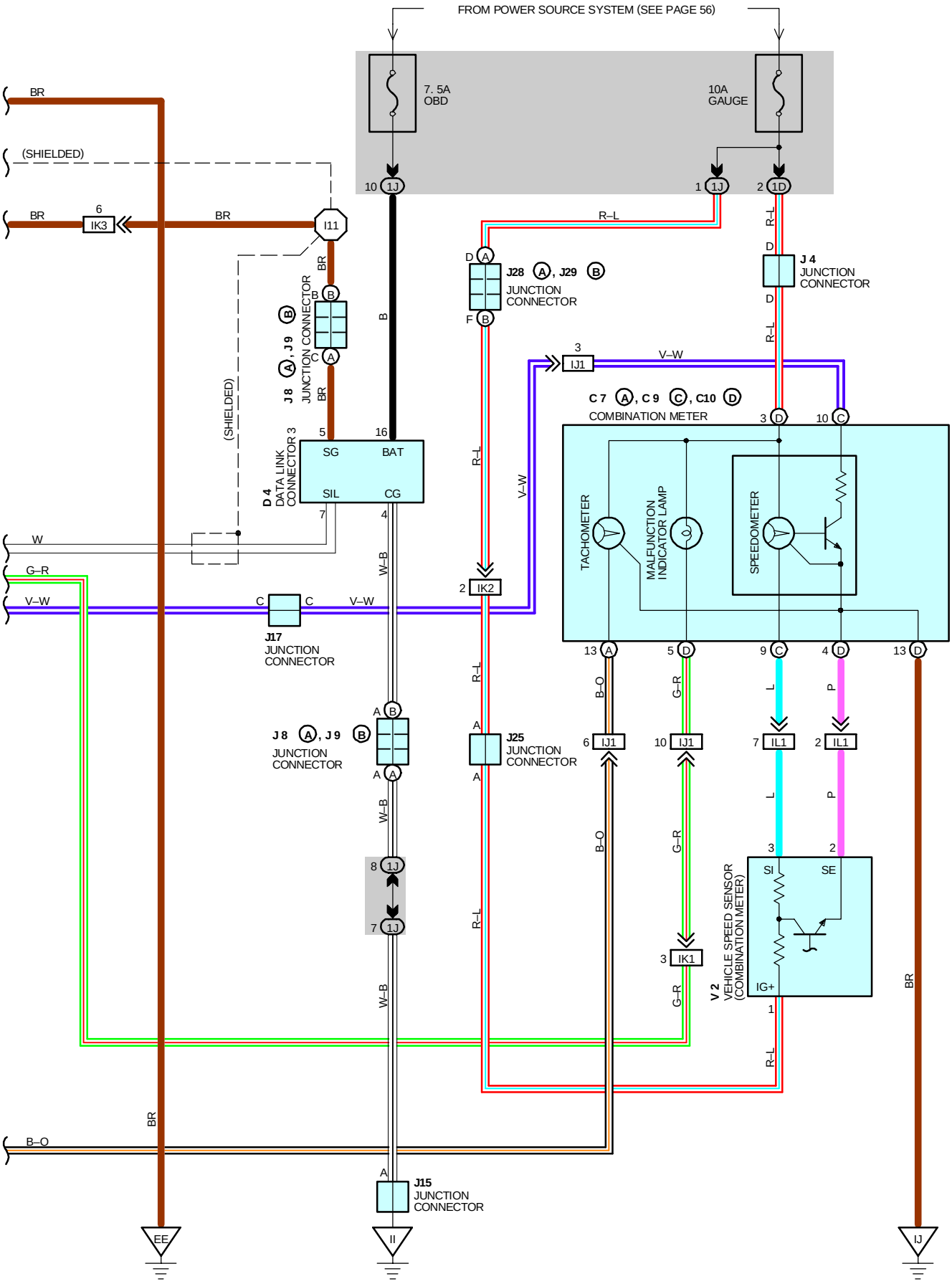

R
B–R
W–R
7
AM2
IG2
6
B–R
ST2
8
R
I13
IGNITION SW
3 1K
7 1W
5A
IGN
8 1C
5 1K
5 1B
W–R
4 2L
30A
AM2
1 2A
B
1 C
F6 A, F8 C
FUSIBLE LINK
BLOCK
1 A
B–G
FL MAIN
3. 0W
BATTERY
12 IK3
J22
JUNCTION CONNECTOR
A
B–R
I6
INJECTOR NO. 1
I7
INJECTOR NO. 2
I8
INJECTOR NO. 3
I9
INJECTOR NO. 4
I10
INJECTOR NO. 5
I11
INJECTOR NO. 6
L
R
Y
W
R–L
G
CIR OPN
RELAY
G–R
L–B
5 EB2
4 EB2
3 IK2
7 ID1
F19
FUEL
PUMP
M
W–B
G–R
G
R–L
W
Y
R
L
B–R
J37
JUNCTION
CONNECTOR
BN


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
15A EFI
EFI RELAY
5A STARTER
FROM FAN NO. 1 RELAY
J26 JUNCTION CONNECTOR
P 1 PARK/NEUTRAL POSITION SW
J28 (A), J29 (B) JUNCTION CONNECTOR
J8 (A), J9 (B) JUNCTION CONNECTOR
E7 (A), E8 (B), E9 (C), E10 (D) ENGINE CONTROL MODULE
+B
BATT
CF
STA
NSW
FC
#60
#50
#40
#30
#20
#10
NEO
EFI+
EFI–
TRC+
TRC–
FROM TRACTION CONTROL ECU
EC


B–Y
B–Y
B–Y
J23
JUNCTION CONNECTOR
FROM POWER SOURCE SYSTEM (SEE PAGE 56)
10A
TAIL
10A
MIRROR–
HEATER
15A
STOP
9 1C
11 1J
7 1C
G–O
B–Y
W
S10
STOP LIGHT SW
G–W
J18, J19
JUNCTION CONNECTOR
4 1R
5 1R
J27
JUNCTION CONNECTOR
V 6
VSV (INTAKE AIR CONTROL)
V 7
VSV (VAPOR PRESSURE SENSOR)
V 4
VSV (EGR)
V 5
VSV (EVAP)
R–Y
W–R
Y–G
LG
3 ELS
2 ELS2
24 STP
6 ACIS
8 TPC
12 EGR
2 EVP1
E7 A, E8 B, E9 C, E10 D
ENGINE CONTROL MODULE
IGT1
IGT2
IGT3
IGF
VG
THA
E2G
24 16 15 12 8 21 7
G
Y
L
GR
BR–Y
LG–B
W–R
P
L–Y
R–B
I3 IGNITION COIL NO. 1
I4 IGNITION COIL NO. 2
I5 IGNITION COIL NO. 3
IGC3 IGC2 IGC1 IGT1 IGT2 IGT3 IGF
+B
GND
I2
IGNITER
M1
MASS AIR FLOW METER
B–R
B–R
B–R
B–R
B–Y
BR
B–Y
EE
BR


J23
JUNCTION CONNECTOR
I 1
IDLE AIR CONTROL VALVE
H10
HEATED OXYGEN SENSOR (BANK 1 SENSOR 2)
H 5
HEATED OXYGEN SENSOR (BANK 1 SENSOR 1)
H 6
HEATED OXYGEN SENSOR (BANK 2 SENSOR 1)
D 1
DATA LINK CONNECTOR 1
IK1
I 5
I 6
+B
E1
HT
OX
TE1
(SHIELDED)
B–Y
BR
R–W
Y–B
P–B
B
L–B
W
Y–R
L–W
RSO
RSC
HTS
OXS
HTR
OXR1
HTL
OXL1
TC
E 7 (A), E 8 (B), E 9 (C), E10 (D)
ENGINE CONTROL MODULE
E2
VTA1
VC
THG
THW
PTNK
EGLS
PS
G–Y
G–B
L–R
W–G
B–L
L
Y
E 1
EGR GAS TEMP. SENSOR
E 4
ENGINE COOLANT TEMP. SENSOR
V 1
VAPOR PRESSURE SENSOR
E 2
EGR VALVE POSITION SENSOR
P 2
POWER STEERING OIL PRESSURE SW
VCC
VTA
T 2
THROTTLE POSITION SENSOR


BR
(SHIELDED)
I 5
I 6
A
J24
JUNCTION
CONNECTOR
C 2
CRANKSHAFT
POSITION SENSOR
C 1
CAMSHAFT POSITION
SENSOR
B–R
B–W
L
W
G–R
V–W
NE+
NE–
G22+
E1
ADJ2
SIL
W
SPD
E7 A, E8 B, E9 C, E10 D
ENGINE CONTROL MODULE
KNKL
KNKR
THWO
ACT
A/C
TACH
E01
E02
E03
EC1
V
LG–B
B–Y
B–O
J28 A, J29 B
JUNCTION CONNECTOR
TW2
ACT
AC1
IGN
A14 A, A15 B
A/C CONTROL ASSEMBLY
TO ABSORBER
CONTROL ECU
K 2
KNOCK SENSOR 2
K 1
KNOCK SENSOR 1
ED


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
7. 5A
OBD
10A
GAUGE
BR
(SHIELDED)
BR
6
IK3
BR
I11
10
1J
1
1J
2
1D
R–L
R–L
D
J 4
JUNCTION
CONNECTOR
D
R–L
D
A
J28 A, J29 B
JUNCTION
CONNECTOR
F
B
3
IJ1
V–W
C 7 A, C 9 C, C10 D
COMBINATION METER
3
D
10
C
TACHOMETER
MALFUNCTION
INDICATOR LAMP
SPEEDOMETER
BR
B
B
B
A, J 9
J 8
JUNCTION CONNECTOR
C
A
BR
(SHIELDED)
5
16
SG
BAT
D 4
DATA LINK
CONNECTOR 3
SIL
CG
7
4
W–B
W
G–R
V–W
V–W
C
C
V–W
J17
JUNCTION
CONNECTOR
2
IK2
R–L
R–L
A
B
J 8 A, J 9 B
JUNCTION
CONNECTOR
A
A
W–B
A
J25
JUNCTION
CONNECTOR
A
13
A
5
D
9
C
4
D
13
D
B–O
G–R
L
P
6
IJ1
10
IJ1
7
IL1
2
IL1
8
1J
7
1J
W–B
B–O
G–R
L
P
3
IK1
3
2
V 2
VEHICLE SPEED SENSOR
(COMBINATION METER)
SI
SE
IG+
1
R–L
BR
BR
B–O
A
J15
JUNCTION
CONNECTOR
EE
II
IJ

SERVICE HINTS

CIR OPN RELAY

(1) 5 – (1) 3 : CLOSED WITH THE STARTER RUNNING

EFI RELAY

5–3 : CLOSED WITH THE IGNITION SW AT **ON** OR **ST** POSITION

E 4 ENGINE COOLANT TEMP. SENSOR

1–2 : **10.0 –20.0** KΩ **(–20**°C, **–4**°F)
4.0 – 7.0 KΩ (**0**°C, **32**°F)
2.0 – 3.0 KΩ (**20**°C, **68**°F)
0.9 – 1.3 KΩ (**40**°C, **104**°F)
0.4 – 0.7 KΩ (**60**°C, **140**°F)
0.2 – 0.4 KΩ (**80**°C, **176**°F)

E7(A) , E 8(B) , E 9(C) , E10(D) ENGINE CONTROL MODULE

VOLTAGE AT ENGINE CONTROL MODULE WIRING CONNECTOR

BATT–E1 : ALWAYS **9.0–14.0** VOLTS
+B–E1 : 9.0–14.0 VOLTS (IGNITION SW TO **ON** POSITION)
VC–E2 : ALWAYS **4.5–5.5** VOLTS (IGNITION SW AT **ON** POSITION)
VTA1–E2 : 0.3–0.8 VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED)
3.2–4.9 VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY OPEN)
VG–E2G : 1.1–1.5 VOLTS (ENGINE IDLING AND A/C SW OFF)
THA–E2 : 0.5–3.4 VOLTS (ENGINE IDLING AND INTAKE AIR TEMP. **20**°C, **68**°F)
THW–E2 : 0.2–1.0 VOLTS (ENGINE IDLING AND COOLANT TEMP. **80**°C, **176**°F)
IGF–E1 : 4.5–5.5 VOLTS (IGNITION SW AT **ON** POSITION)
PULSE GENERATION (ENGINE IDLING)
G22+–NE : PULSE GENERATION (ENGINE IDLING)
NE+–NE : PULSE GENERATION (ENGINE IDLING)
SIL–E1 : PULSE GENERATION (DURING TRANSMISSION)
TACH–E1 : PULSE GENERATION (ENGINE IDLING)
STA–E1 : 6.0 VOLTS OR MORE (ENGINE CRANKING)
THG–E2 : 4.5–5.5 VOLTS (IGNITION SW AT **ON** POSITION)
EGR–EO1: 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
FC–E1 : 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
0–3.0 VOLTS (ENGINE IDLING)
SPD–E1 : PULSE GENERATION (IGNITION SW ON AND ROTATE DRIVING WHEEL SLOWLY)
W–E1 : BELOW **3.0** VOLTS (IGNITION SW AT **ON** POSITION)
A/C–E1 : BELOW **2.0** VOLTS (ENGINE IDLING AND A/C SW ON)
9.0–14.0 VOLTS (A/C SW OFF)
ACT–E1 : 9.0–14.0 VOLTS (ENGINE IDLING AND A/C SW ON)
BELOW **2.0** VOLTS (A/C SW OFF)
ACIS–EO1: 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
NSW–E1 : 9.0–14.0 VOLTS (IGNITION SW ON AND OTHER SHIFT POSITION IN **P** OR **N** POSITION)
0–3.0 VOLTS (IGNITION SW ON AND SHIFT POSITION IN **P** OR **N** POSITION)
EVP–E01 : 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
TC–E1 : 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
STP–E1 : 7.5–14.0 VOLTS (IGNITION SW ON AND BRAKE PEDAL DEPRESSED)
0–1.5 VOLTS (IGNITION SW ON AND BRAKE PEDAL DEPRESSED)
CF–E1 : 9.0–14.0 VOLTS (COOLING FAN IS OPERATING ON HIGH SPEED)
: 0–2.0 VOLTS (COOLING FAN IS OPERATING ON LOW SPEED OR OFF)
TPC–E1 : 9.0–14.0 VOLTS (IGNITION SW ON AND DISCONNECT THE VACUUM HOSE FROM THE VAPOR PRESSURE SENSOR)
PTNK–E1 : 3.0–3.6 VOLTS (IGNITION SW AT **ON** POSITION)
1.3–2.1 VOLTS (IGNITION SW ON AND APPLY VACUUM **2.0** KPA)
RSC,RSO–E1 : 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
KNKL,KNKR–E1 : PULSE GENERATION (ENGINE IDLING)
HTS, HTL, HTR–E03 : 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
0–3.0 VOLTS (ENGINE IDLING)
OXS, OXL1, OXR1–E1 : PULSE GENERATION (MAINTAIN ENGINE SPEED AT **2500** RPM FOR TWO MINUTES AFTER WARMING UP)
IGT1, IGT2, IGT3–E1:PULSE GENERATION (ENGINE IDLING)
#10, #20, #30, #40, #50, #60–EO1:9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
:PULSE GENERATION (ENGINE IDLING)

I 6, I 7, I 8, I 9 , I10, I 11 INJECTOR

2–1 : APPROX. **13.8** Ω

T 2 THROTTLE POSITION SENSOR

2–1 **: 3.75** KΩ

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE		SEE PAGE
A14	A	28	H10		28	J23		29
A15	B	28	I 1		27	J24		29
C 1		26	I 2		27	J25		29
C 2		26	I 3		27	J26		29
C 7	A	28	I 4		27	J27		29
C 9	C	28	I 5		27	J28	A	29
C10	D	28	I 6		27	J29	B	29
D 1		26	I 7		27	J37		30
D 4		28	I 8		27	K 1		27
E 1		26	I 9		27	K 2		27
E 2		26	I10		27	M 1		27
E 4		26	I11		27	P 1		27
E 7	A	28	I13		28	P 2		27
E 8	B	28	J 4		29	S10		29
E 9	C	28	J 8	A	29	T 2		27
E10	D	28	J 9	B	29	V 1		27
F 6	A	26	J15		29	V 2		27
F 8	C	26	J17		29	V 4		27
F19		30	J18	A	29	V 5		27
H 5		26	J19	B	29	V 6		27
H 6		26	J22		29	V 7		27

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	22	ENGINE ROOM R/B (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1C		
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1K		
1R		
1W		
2A	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2C		
2F		
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2K		
2L		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB2	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (UNDER THE ENGINE ROOM J/B)
EC1	34	ENGINE WIRE AND SENSOR WIRE (LEFT BANK OF THE CYLINDER HEAD)

: **CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS**

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	36	FLOOR WIRE AND COWL WIRE (LEFT KICK PANEL)
IJ1	38	INSTRUMENT PANEL WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2		
IK3		
IL1	38	ENGINE WIRE AND INSTRUMENT PANEL WIRE (UNDER THE GLOVE BOX)

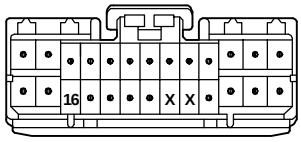
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EC	34	LEFT RADIATOR SIDE SUPPORT
ED	34	SURGE TANK RH
EE	34	REAR SIDE OF SURGE TANK
II	36	INSTRUMENT PANEL BRACE LH
IJ	36	INSTRUMENT PANEL BRACE RH
BN	40	UNDER THE LEFT CENTER PILLAR

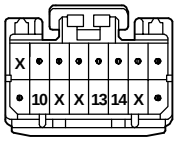
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	38	ENGINE WIRE	I11	38	INSTRUMENT PANEL WIRE
I 6					

A14 Ⓐ



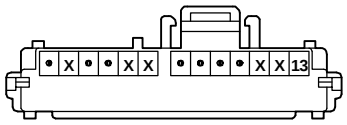
A15 Ⓑ



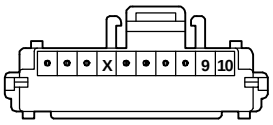
C 1 BLACK

C 2 BLACK

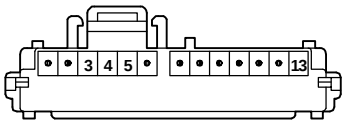
C 7 Ⓐ BLUE



C 9 Ⓒ GRAY



C10 Ⓓ BROWN



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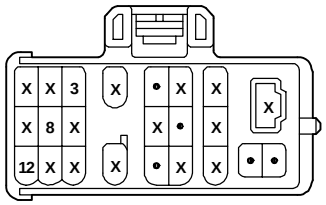

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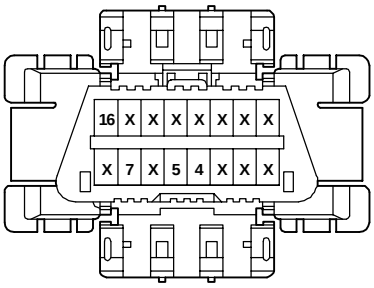
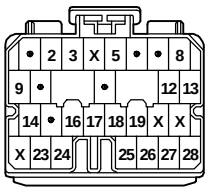


E 1 DARK GRAY

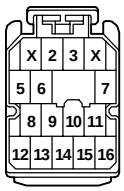
E 2 BLACK

E 4 DARK GRAY

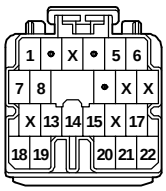
E 7 Ⓐ



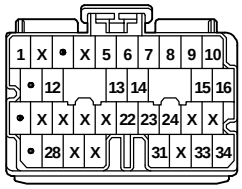
E 8 Ⓑ



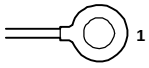
E 9 Ⓒ



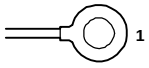
E10 Ⓓ



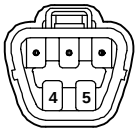
F 6 Ⓐ



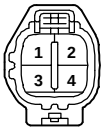
F 8 Ⓒ



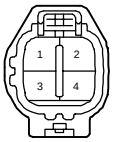
F19



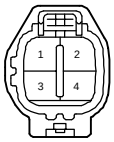
H 5 DARK GRAY



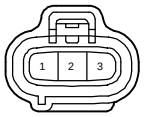
H 6 DARK GRAY



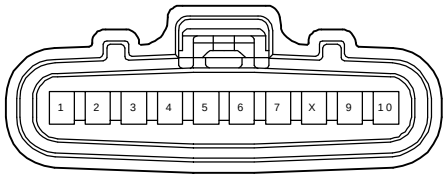
H10 DARK GRAY



I 1 GRAY



I 2 BLACK



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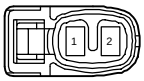

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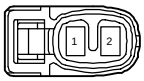

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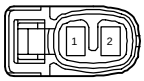


I 6 GRAY

I 7 GRAY

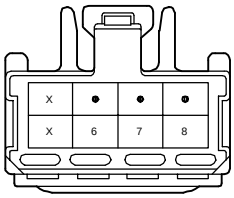
I 8 GRAY

I 9 GRAY

I10 GRAY

I11 GRAY

I13



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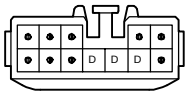
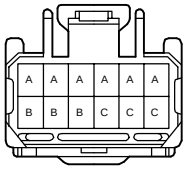


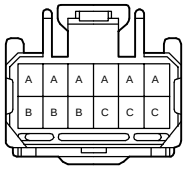
(HINT : SEE PAGE 7)

J 8 (A) GRAY



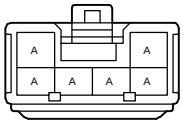
(HINT : SEE PAGE 7)

J 9 (B) GRAY



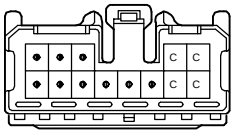
(HINT : SEE PAGE 7)

J15



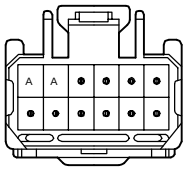
(HINT : SEE PAGE 7)

J17 BLUE



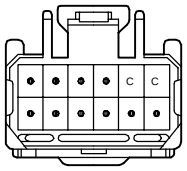
(HINT : SEE PAGE 7)

J18 (A) BLACK



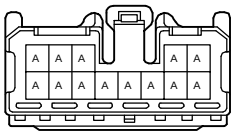
(HINT : SEE PAGE 7)

J19 (B) BLACK



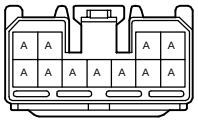
(HINT : SEE PAGE 7)

J22 ORANGE



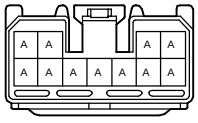
(HINT : SEE PAGE 7)

J23



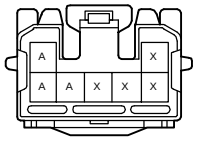
(HINT : SEE PAGE 7)

J24



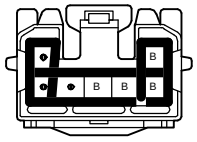
(HINT : SEE PAGE 7)

J25



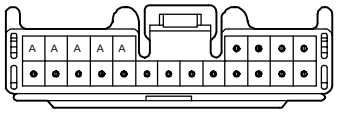
(HINT : SEE PAGE 7)

J26



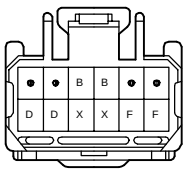
(HINT : SEE PAGE 7)

J27



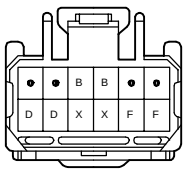
(HINT : SEE PAGE 7)

J28 (A)

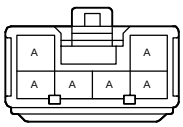


(HINT : SEE PAGE 7)

J29 (B)



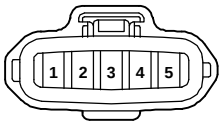
J37



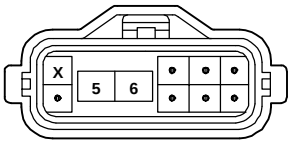
K 1 DARK GRAY

K 2 DARK GRAY

M 1 BLACK

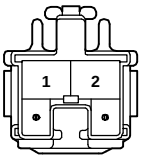


P 1 GRAY



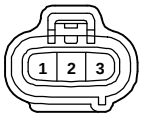
P 2 BLACK

S10 BLUE

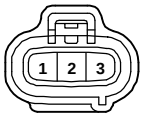


T 2 BLACK

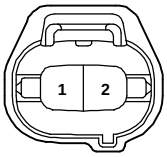
V 1 GRAY



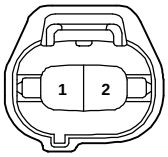
V 2 BLACK



V 4 BROWN



V 5 BLUE



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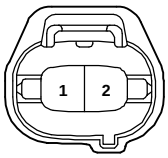

V 7 BLUE