Circuit Index

Request for ETM Change or Correction
(photocopy this form letter)

The problem is on page _____ of the (year) _____ (model) _____ ETM. Describe the problem in the space below. If it involves a schematic, make a sketch showing the correction. (If you need more space, use the other side.)

Dealer# _____ Your Name (print) _____ ( ) Phone _____

(Fold here first...)

PLACE STAMP HERE

AMERICAN HONDA MOTOR CO., INC.
ATTENTION SERVICE COMMUNICATIONS
1919 TORRANCE BLVD
TORRANCE CA 90501-2746

...then fold here)

Connector Views

Component Connector View Index

1997-2001 Prelude Electrical Troubleshooting Manual

General Information

- Safety Messages
- How to Read Schematics
- Symbol Definitions
- How to Troubleshoot
- Request for Correction

Indexes

- All Circuit Schematics
- Fuse/Relay Information
- Ground-to-Components
- In-Line Connector Views
- Component Connector Views
- How to Identify Terminal Numbers
- Wire Harness Routing Index

Connector Identification and Wire Harness Routing Index

How To Use This Manual

The next few pages describe how this manual is organized. They also explain what kind of information the manual contains, what that information means, and how to use it to troubleshoot electrical problems.

Circuit schematics break the entire electrical system into individual systems, like the Low Fuel Indicator Light on the next page. Only electrical components that work together are shown together, so you won't be distracted by unrelated wires.

Explanations of the abbreviations and symbols used in the schematics begin on page 8. You'll need to know what they mean before you can use a schematic effectively.

How To Use This Manual

Circuit Schematics

Each schematic represents one circuit. A circuit's wires and components are arranged to show current flow, from power at the top of the page, to ground, at the bottom.

Shared Circuits

Other circuits may share power or ground terminals or wiring with the circuit shown. A wire that connects one circuit to another, for example, is cut short and has an arrowhead at the end of it pointing in the direction of current flow. Next to the arrowhead is the name of the circuit or component which shares that wiring. To quickly check shared wiring, check the operation of a component it serves. If that component works, you know the shared wiring is OK.

Connectors

All in-line and junction connectors are numbered (C725, C416, etc.). Component connectors are not numbered but are identified either by the name of the component if the component only has one connector, or by a capital letter (A, B, C, etc.) if the component has *more than one* connector.

Below most connector numbers and component names are PHOTO and VIEW numbers. The PHOTO number refers to a photo in the back of the book that shows the connector's location on the car. The VIEW number refers to an illustration in the back of the book that shows the connector face, wire colors, connector cavity numbers, and other details.

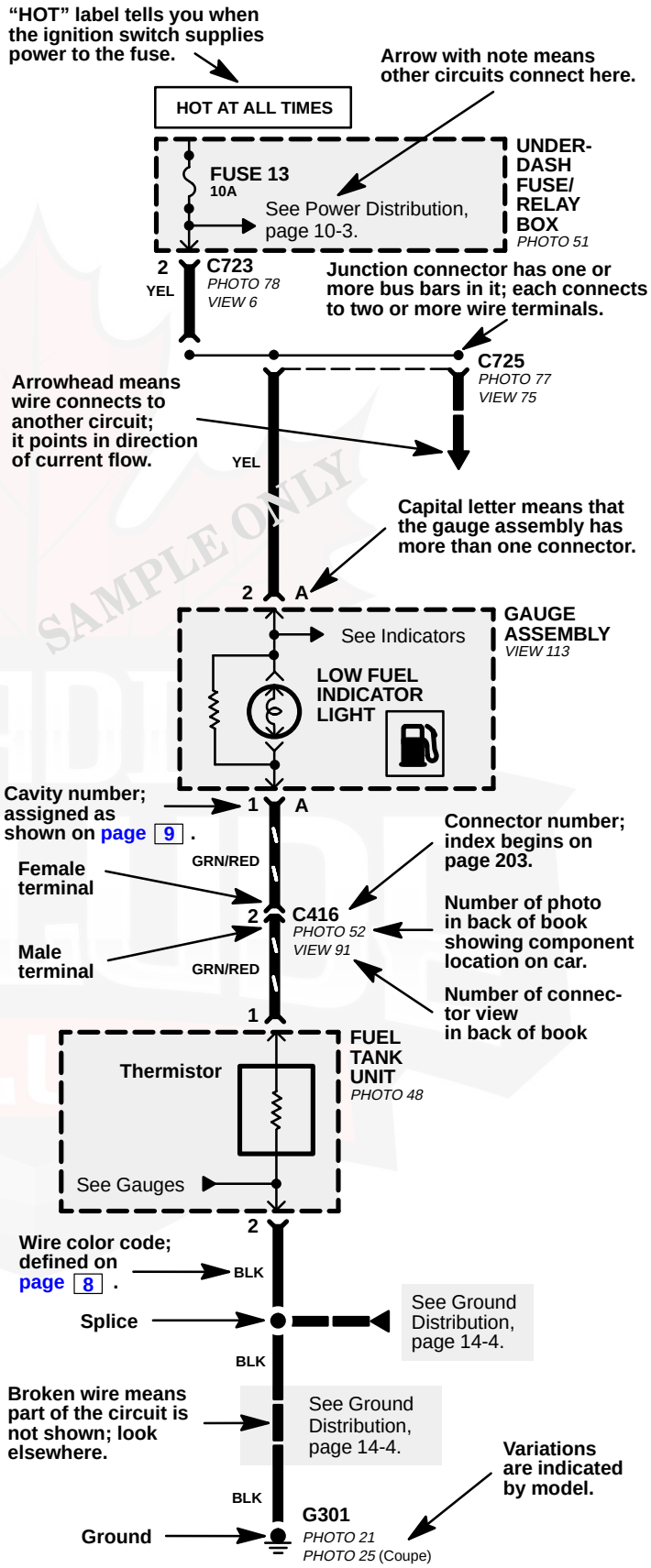
The connector cavity numbering sequence begins at the top left corner of the connector as seen from either of the viewpoints shown on page 9 . Disregard any numbers molded into the connector housing.

Wires

Wires are identified by the abbreviated names of their colors; the second color is the color of the stripe. Wires are also identified by their location in a connector. The number "2" next to the male and female wire terminals at C416, for example, means those terminals join in cavity 2 of connector C416.

Symbols

A complete description of schematic symbols begins on page 8 .



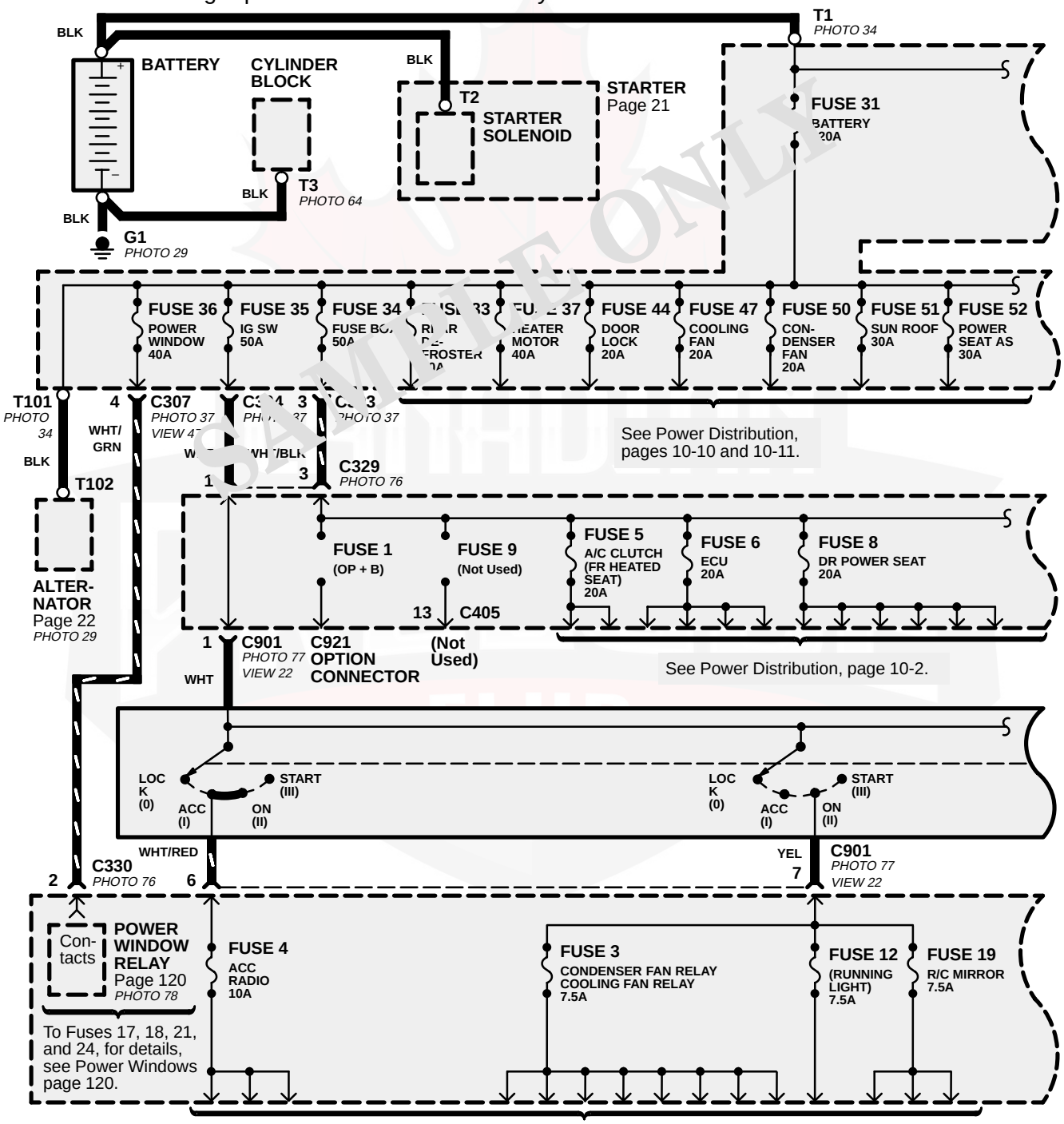
How To Use This Manual

Power Distribution Schematics

Power Distribution schematics show how power is supplied from the positive battery terminal to various circuits in the car. Refer to the Power Distribution section to get a more detailed picture of how power is supplied to the circuit you're working on.

From Battery to Ignition Switch, Fuses, and Relays

Individual circuit schematics begin with a fuse. The first half of Power Distribution, however, shows the wiring "upstream" between the battery and the fuses.

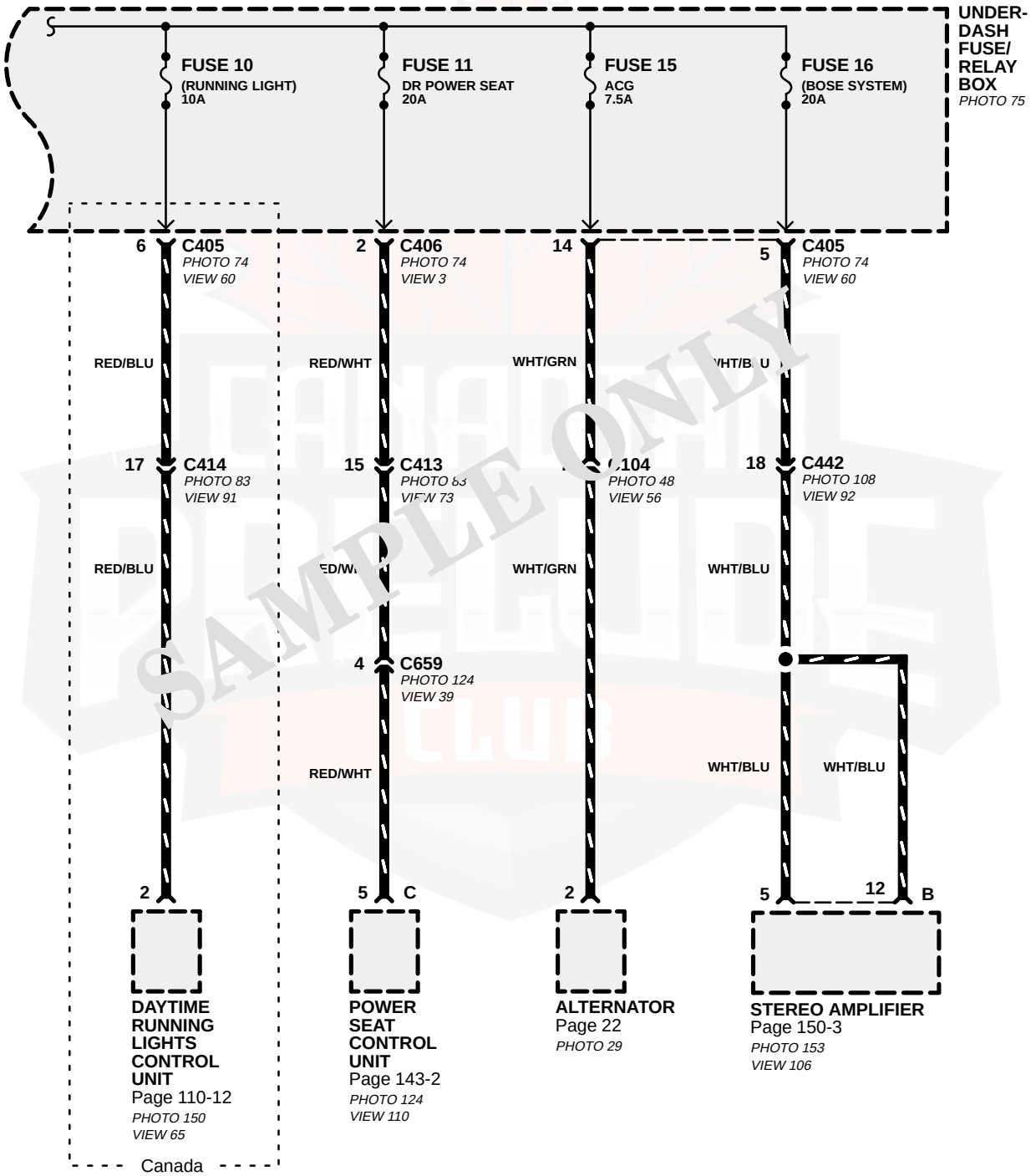


How To Use This Manual

Power Distribution Schematics

From Fuses to Relays and Components

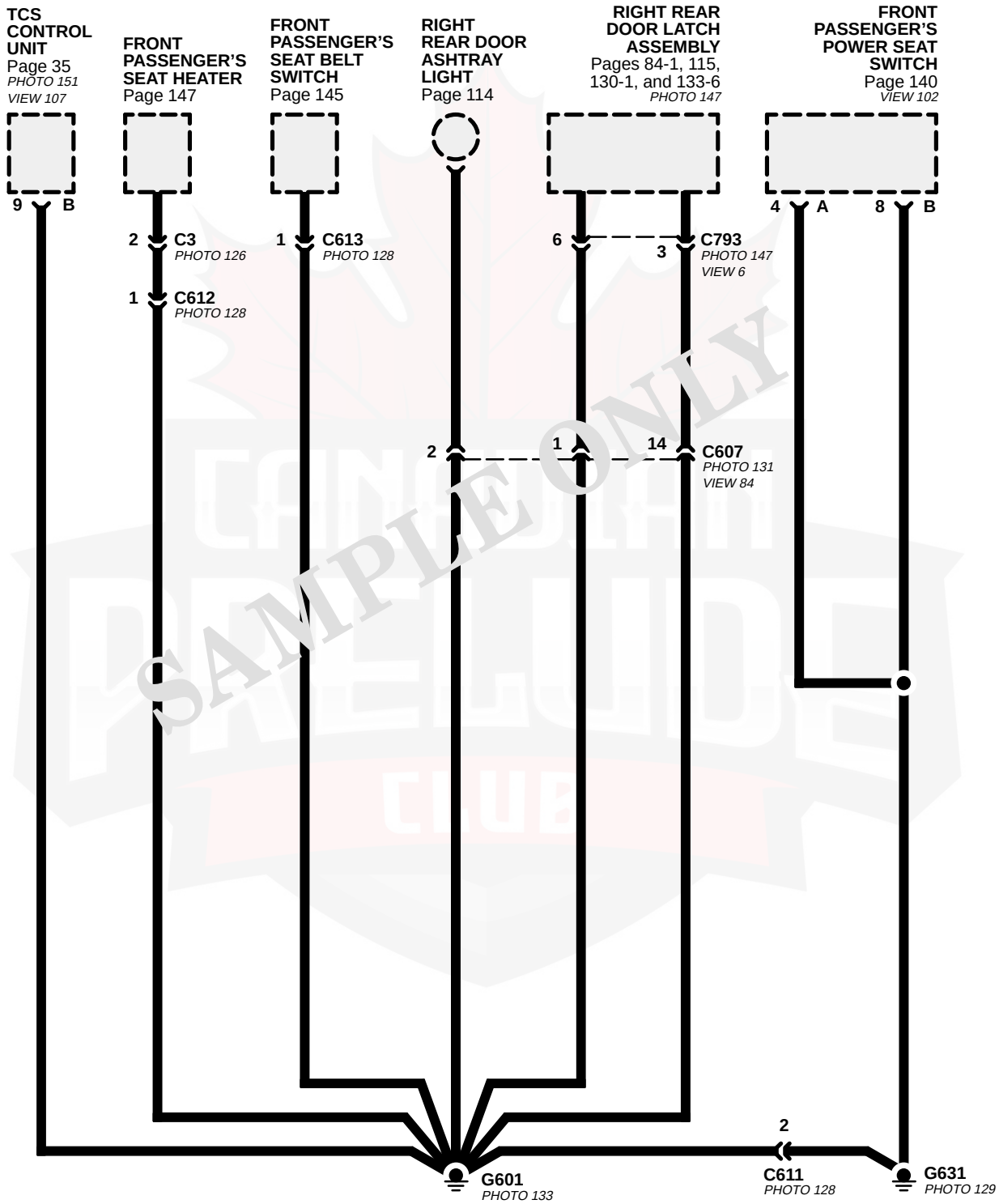
The second half of Power Distribution shows the wiring “From Fuses to Relays and Components.” This can speed your troubleshooting by showing which circuits share fuses. If Power Distribution shows that an inoperative circuit and another circuit share a fuse, check a component in the other circuit. If it works, you know the fuse is good and power is available to the inoperative circuit.



How To Use This Manual

Ground Distribution Schematics

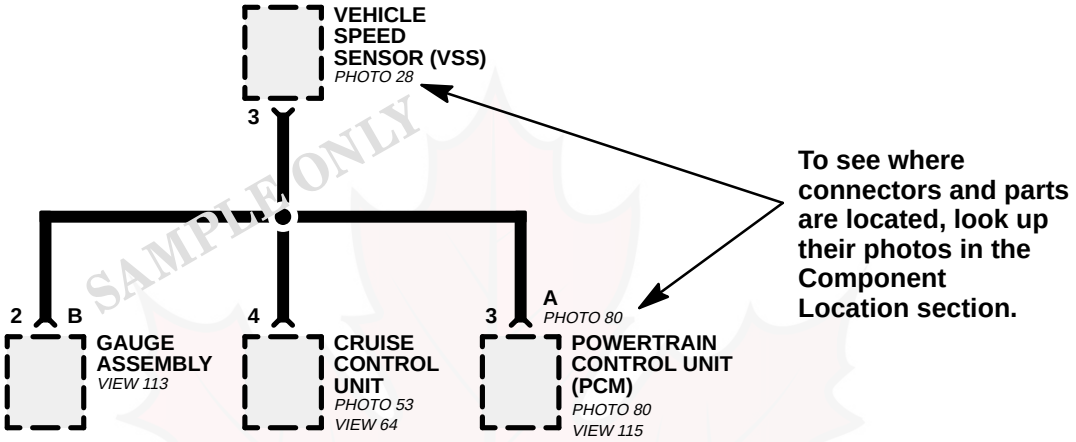
This sample Ground Distribution schematic shows all of the components that share two ground points.



How To Use This Manual

Component Locations

To see where a component or connector is located on the car, look up its photo number in the Component Location section in the back of the book. The photo will also tell you the color of the connector, and how many cavities it has.



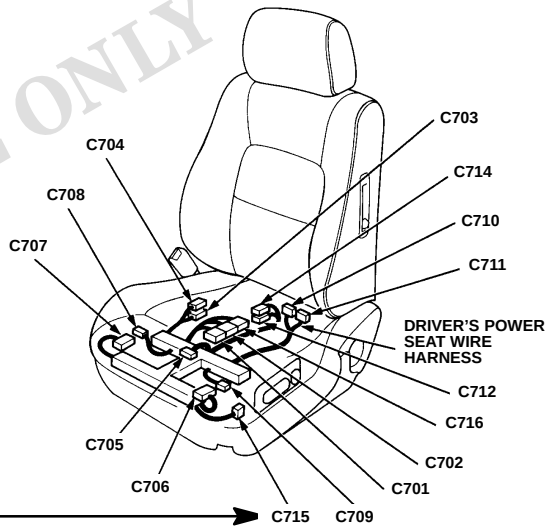
If there is no photo number below or beside a component name or a connector, ground, or terminal number, look up that name or number in the appropriate Connector Identification Chart in the Service Manual. The chart lists how many cavities a connector has, where it's located, and what it connects to. The related illustration shows the connector's location on the harness, and the harness routing.

Connector Identification and Wire Harness Routing

Driver's Seat Wire Harness

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C701	10	Under driver's seat	Left side wire harness (C261)	
C702	5	Under driver's seat	Left side wire harness (C262)	
C703	2	Under driver's seat	Front up-down memory sensor	
C704	2	Under driver's seat	Rear up-down memory sensor	
C705	10	Under driver's seat	Power seat control unit	
C706	7	Under driver's seat	Power seat control unit	
C707	7	Under driver's seat	Power seat control unit	
C708	2	Under driver's seat	Slide sensor	
C709	2	Under driver's seat	Slide motor	
C710	2	Under driver's seat	Rear up-down motor	
C711	2	Under driver's seat	Front up-down motor	
C712	4	Under driver's seat	Recline motor	
C714	2	Under driver's seat	Recline limit switch	
C715	10	Left side of driver's seat	Power seat switch	
C716	14	Under driver's seat	Left side wire harness (C297)	

If a connector on a schematic has no photo number, look it up in the Connector Identification chart and related illustration.



How To Use This Manual

Connector Views

To see the configuration of a connector's cavities, look up its view number in the Connector View section in the back of the book. Each view includes the color of the connector, where it is located, and what it connects to.

Use the Connector Views to help locate the proper cavity when you need to probe a connector. It can be especially helpful if the connector has more than one wire of the same color. A dash symbol (—) indicates that the cavity is empty.

Connector views can also be used to help diagnose multiple symptoms in separate circuits which could be caused by a single problem in a connector shared by those circuits.

Here's an example:

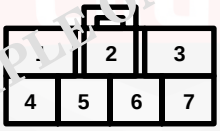
1. Pick one of the multiple symptoms and look up the schematic for that circuit.
2. Make a list of all the in-line and fuse box connectors in that schematic (include page numbers).
3. Then, in the Connector View section, look up each connector on your list to see if circuits related to the other symptoms run through one of them. If they do, inspect that connector for the problem.

Example: The blower, rear window defogger, and the windshield wiper don't work. List all in-line and fuse box connectors in the blower controls circuit and then check the Connector View section (sample below). You find that C324 is common to the blower controls, rear window defogger, and wiper/washer, so you inspect C324 and find the problem, bent terminals.

How To Use This Manual

21. C324

– Brown
– Behind left kick panel
– Connects left engine compartment wire harness to main wire harness



1. WHT (Blower controls)
2. YEL/BLU (Rear window defogger)
3. BLK/WHT (Starting)
4. BLU/YEL (Wiper/washer)
5. BLU (Wiper/washer)
6. BLK/YEL (Ignition)
7. WHT/BLU (ABS)

Connector Views

– In-Line Connector View Index

In this manual:

⚠ WARNING **Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.**

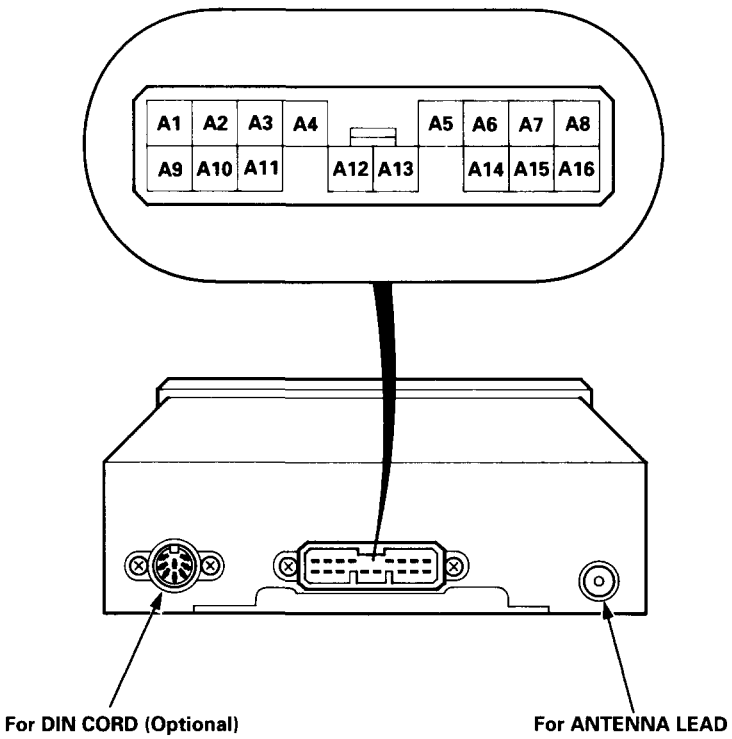
CAUTION: Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

CAUTION: Detailed descriptions of *standard* workshop procedures, safety principles, and service operations are not included. Please note that this manual does contain warnings and cautions against some specific service methods which could cause PERSONAL INJURY, or could damage a vehicle or make it unsafe. Please understand that these warnings cannot cover all conceivable ways in which service, whether or not recommended by American Honda might be done, or of the possible hazardous consequences of each conceivable way, nor could American Honda investigate all such ways. Anyone using service procedures or tools, whether or not recommended by American Honda, *must thoroughly satisfy themselves that neither personal safety nor vehicle safety will be jeopardized.*

Stereo Sound System

Audio Unit Terminals ('97 - 98 models)



Cavity	Wire	Connects to	Cavity	Wire	Connects to
A1	RED/GRN	Passenger's door speaker ⊕, Right tweeter ⊕	A9	BRN/BLK	Passenger's door speaker ⊖, Right tweeter ⊖
A2	BLU/GRN	Driver's door speaker ⊕, Left tweeter ⊕	A10	GRY/BLK	Driver's door speaker ⊖, Left tweeter ⊖
A3	RED/BLK	Lights-on signal	A11	———	(not used)
A4	WHT/YEL	Constant power (Tuning memory)	A12	———	(not used)
A5	WHT/RED	ACC (Main stereo power supply)	A13	———	(not used)
A6	———	(not used)	A14	BLK	Ground (G551)
A7	BLU/YEL	Left rear speaker signal ⊕	A15	GRY/WHT	Left rear speaker signal ⊖
A8	RED/YEL	Right rear speaker signal ⊕	A16	BRN/WHT	Right rear speaker signal ⊖

How To Use This Manual

Symbols

Wire Color Abbreviations

The following abbreviations are used to identify wire colors in the circuit schematics:

BLK	black
BLU	blue
BRN	brown
GRN	green
GRY	gray
LT BLU	light blue
LT GRN	light green
ORN	orange
PNK	pink
PUR	purple
RED	red
WHT	white
YEL	yellow

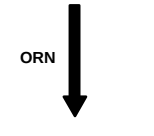
Wires

A wavy line at the end of a wire means the wire is broken by the binding of the book or by a “choice” bracket but continues on the next page.

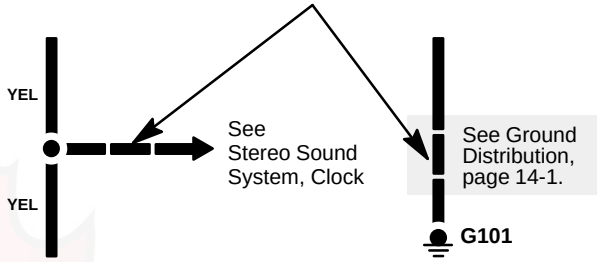
Wire insulation can be one color, or one color with another color stripe. (The second color is the stripe.)

This circuit continues on another page. (The arrow shows direction of current flow.) To follow the RED/BLK wire in this example, you would turn to page 23-5 and look for the “Z” arrow.

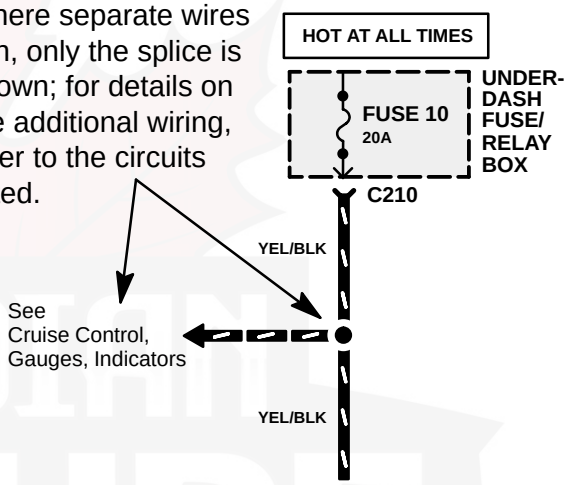
This means the branch of the wire connects to another circuit. The arrow points to the name of the circuit branch where the wire continues.



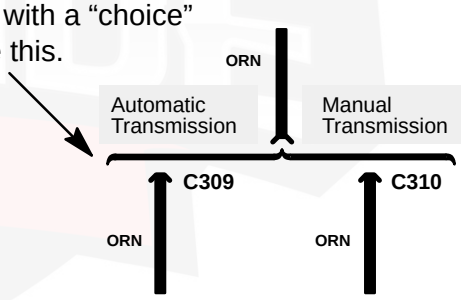
A broken line means this part of the circuit is not shown; refer to the circuit listed for the complete schematic.



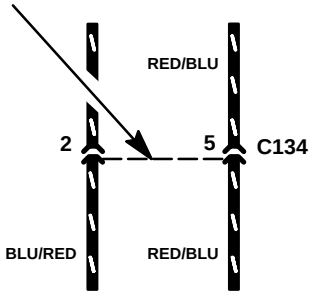
Where separate wires join, only the splice is shown; for details on the additional wiring, refer to the circuits listed.



Wire choices for options or different models are labeled and shown with a “choice” bracket like this.



This broken line means both terminals are in connector C134.

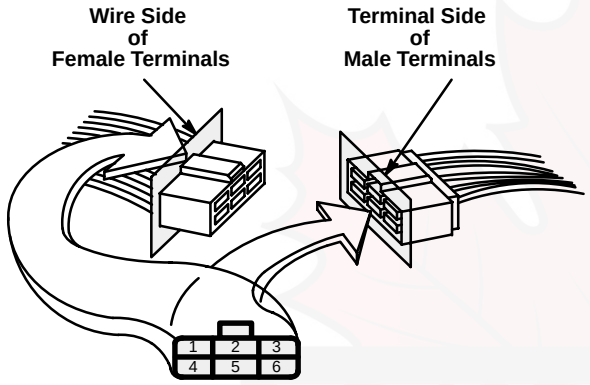


How To Use This Manual

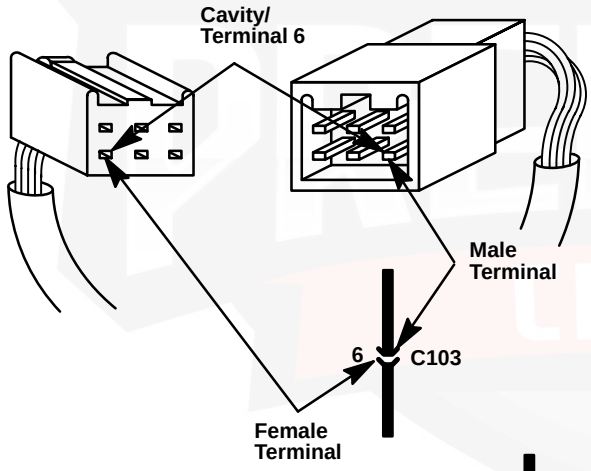
Symbols

Connectors – "C"

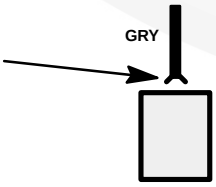
The cavities (and wire terminals) in each connector are numbered starting from the upper left, looking at the male terminals from the terminal side (or looking at the female terminals from the wire side. Both views are in the same direction so the numbers are the same.) All actual cavities are numbered, even if they have no wire terminals in them.



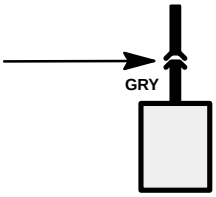
The connector cavity number is listed next to each terminal on the circuit schematic. The cavity/terminal shown below is #6.



This means the connector connects directly to the component.

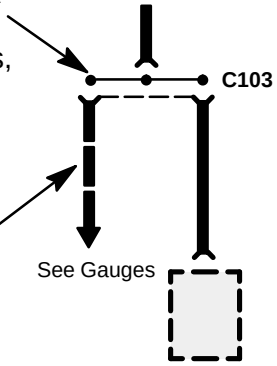


This means the connector connects to a lead (pigtail) wired directly to the component.



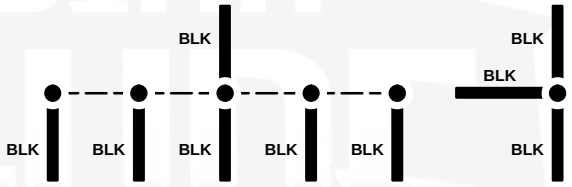
This symbol represents one bus bar inside the cap of a junction connector. A junction connector cap contains several bus bars, but only the one affecting that circuit will be shown. The dots represent tabs on the bus that the wire terminals connect to.

Remaining wires to the same bus are represented by a broken line.



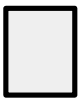
Splices

Splices are shown as a dot. Their location and the number of wires may vary depending on the harness manufacturer.



Components

A solid border line means the entire component is shown.



A broken border line indicates that only part of the component is shown.

The name of the component appears next to its upper right corner followed by notes about its function.

BRAKE SWITCH
Closed with pedal depressed.

How To Use This Manual

Symbols

Ground – "G"

This symbol means the end of the wire is attached (grounded) to the car frame or to a metal part connected to the frame.

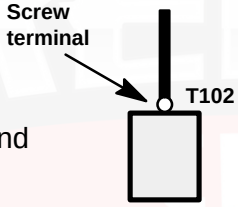
Each wire ground (G) is numbered for reference.

This ground symbol (dot and 3 lines) overlapping the component means the housing of the component is grounded to the car frame or to a metal part connected to the frame.

This symbol represents the bus inside a ground connector. The dots represent tabs on the bus that the wire terminals connect to. The ground symbol (large dot) is the connection between the bus and metal (grounded) part of the car.

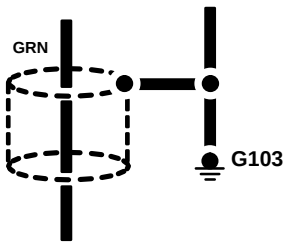
Terminals – "T"

Each "T" terminal (ring type) is numbered for reference and location. A "T" terminal is secured with a screw or bolt.



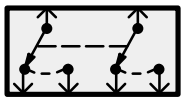
Shielding

This represents RFI (Radio Frequency Interference) shielding around a wire. The shielding is always connected to ground.

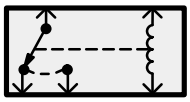


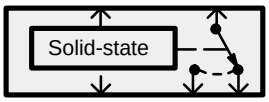
Switches

These switches move together; the broken straight line between them means they are mechanically connected.



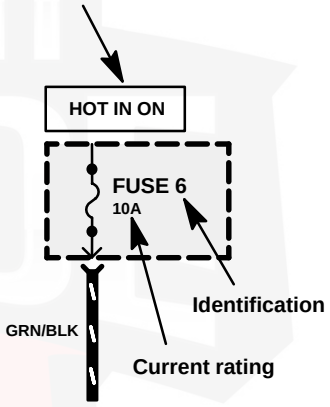
Other types of switches are controlled by a coil or a solid state circuit. Unless otherwise noted, all switches are shown in their normal (rest) position, with power off.





Fuses

This means power is supplied when the ignition switch is in ON (II).



Diodes

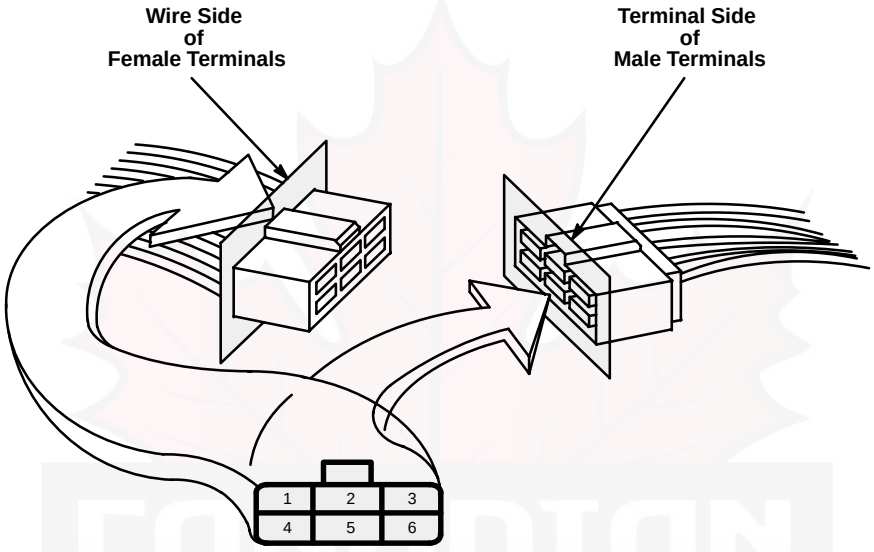
A rectifier diode works like a one way valve. It allows current to flow only in the direction of the arrow.

A Zener diode blocks reverse current at normal voltages just like a rectifier diode. At high voltages, however, a Zener diode allows current to flow in reverse.

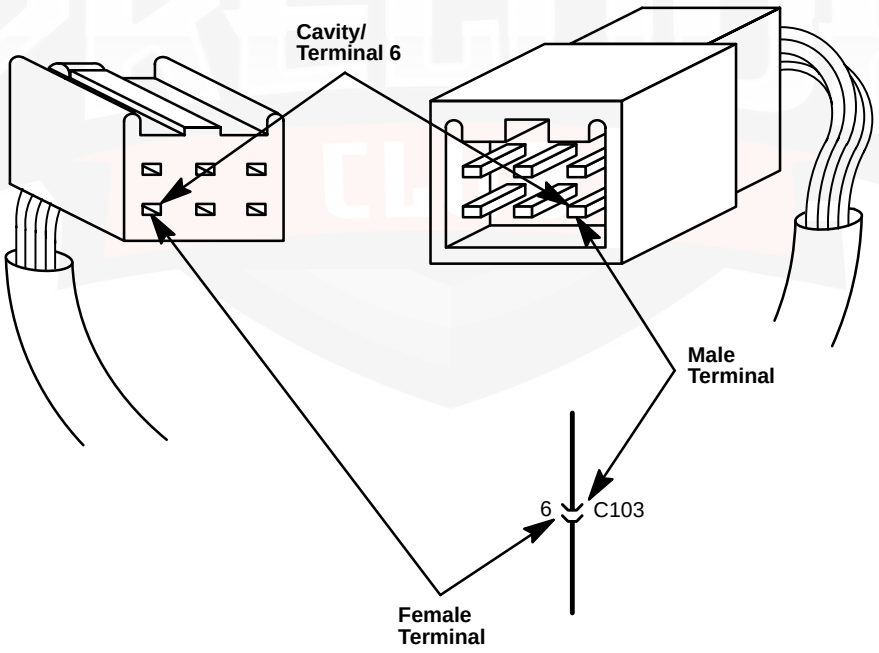
Connector Views

– Terminal Numbering System

The cavities (and wire terminals) in each connector are numbered starting from the upper left, looking at the male terminals from the terminal side (or looking at the female terminals from the wire side. Both views are in the same direction so the numbers are the same.) All actual cavities are numbered, even if they have no wire terminals in them.



The connector cavity number is listed next to each terminal on the circuit schematic. The cavity/terminal shown below is #6.



How To Use This Manual

Five-Step Troubleshooting

1. Verify The Complaint

Turn on all the components in the problem circuit to check the accuracy of the customer complaint. Note the symptoms. Do not begin disassembly or testing until you have narrowed down the problem area.

2. Analyze The Schematic

Look up the schematic for the problem circuit. Determine how the circuit is supposed to work by tracing the current paths from the power source through the circuit components to ground. Also, trace circuits that share wiring with the problem circuit. The names of circuits that share the same fuse, ground, or switch, and so on, are referred to in each circuit schematic. Try to operate any shared circuits you didn't check in step 1. If the shared circuits work, the shared wiring is OK, and the cause must be in the wiring used only by the problem circuit. If several circuits fail at the same time, the fuse or ground is a likely cause.

Based on the symptoms and your understanding of the circuit's operation, identify one or more possible causes.

3. Isolate The Problem By Testing The Circuit

Make circuit tests to check the diagnosis you made in step 2. Keep in mind that a logical, simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points that are easily accessible.

4. Fix The Problem

Once the specific problem is identified, make the repair. Be sure to use proper tools and safe procedures.

5. Make Sure The Circuit Works

Turn on all components in the repaired circuit in all modes to make sure you've fixed the entire problem. If the problem was a blown fuse, be sure to test all of the circuits on that fuse. Make sure no new problems turn up and the original problem does not recur.

Test Equipment

CAUTION:

Most circuits include solid-state devices. Test the voltages in these circuits only with a 10-megaohm or higher impedance digital multimeter. Never use a test light or analog meter on circuits that contain solid-state devices. Damage to the devices may result.

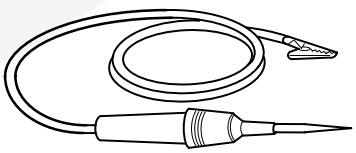
Test Light and DVOM

On circuits without solid-state devices, use a test light to check for voltage. A test light is made up of a 12 volt bulb with a pair of leads attached. After grounding one lead, touch the other lead to various points along the circuit where voltage should be present. The bulb will go on if there is voltage at the point being tested. If you need to know how much voltage is present, use a digital volt/ohmmeter (DVOM).

Self-Powered Test Light and DVOM

Use a self-powered test light to check for continuity. This tool is made up of a light bulb, battery, and two leads. To test it, touch the leads together: the light should go on.

Use a self-powered test light only on an unpowered circuit. First, disconnect the battery, or remove the fuse that feeds the circuit you are working on. Select two points in the circuit between which you want to check continuity. Connect one lead of the self-powered test light to each point. If there is continuity, the test light's circuit will be completed, and the light will go on.



SELF-POWERED TEST LIGHT

If, in addition, you need to know exactly how much resistance there is between two points, use a digital volt/ohmmeter (DVOM).

How To Use This Manual

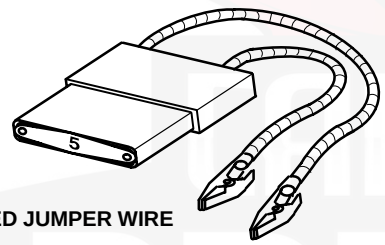
Test Equipment

In the “OHMS” range, the DVOM will measure resistance between two points along a circuit. Low resistance means good continuity.

Diodes and solid-state devices in a circuit can make a DVOM give a false reading. To check a reading, reverse the leads, and take a second reading. If the readings differ, the component is affecting the measurement.

Jumper Wire

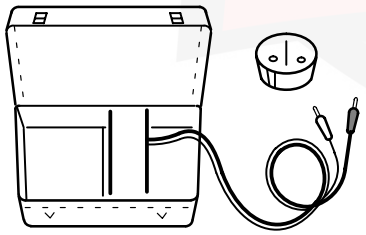
Use a jumper wire to bypass an open circuit. A jumper wire is made up of an in-line fuse holder connected to a set of test leads. It should have a five ampere fuse. Never connect a jumper wire across a short circuit. The direct battery short will blow the fuse.



FUSED JUMPER WIRE

Short Finder (Short Circuit Locater)

Short finders are available to locate shorts to ground. The short finder creates a pulsing magnetic field in the shorted circuit which you can follow to the location of the short. Its use is explained on page 15.



SHORT FINDER

To order any test equipment shown above, contact your local tool supplier. For a list of suppliers and tool numbers, refer to Honda Required Special Tools and Equipment Service Bulletin.

Troubleshooting Precautions

Before Troubleshooting

1. Check the main fuse and the fuse box.
2. Check the battery for damage, state of charge, and clean and tight connections.

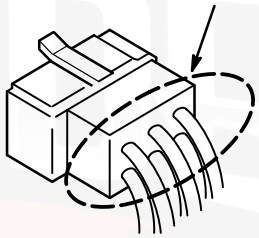
CAUTION:

- **Do not quick-charge a battery unless the battery ground cable has been disconnected, or you will damage the alternator diodes.**
- Do not attempt to crank the engine with the ground cable disconnected or you will severely damage the wiring.

While You’re Working

1. Make sure connectors are clean, and have no loose terminals or receptacles.
2. Make sure that connectors without wire seals are packed with dielectric (silicone) grease. Part Number: 08798-9001.

Pack with dielectric (silicone) grease



3. When connecting a connector, push it until it “clicks” into place.

CAUTION:

- **Do not pull on the wires when disconnecting a connector. Pull only on the connector housings.**
- Most circuits include solid-state devices. Test the voltages in these circuits only with a 10-megaohm or higher impedance digital multimeter. Never use a test light or analog meter on circuits that contain solid-state devices. Damage to the devices may result.

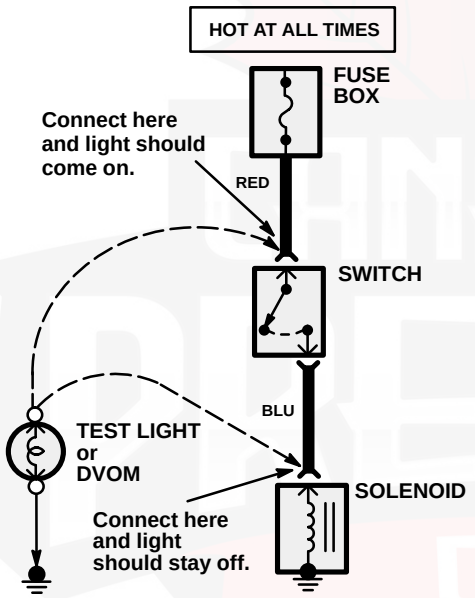
How To Use This Manual

Troubleshooting Tests

Testing for Voltage

When testing for voltage at a connector without wire seals, you do not have to separate the two halves of the connector. Instead, probe the connector from the back. Always check both sides of the connector because dirty, corroded, and bent terminals can cause problems (no electrical contact = an open).

1. Connect one lead of the test light to a known good ground, or, if you're using a digital volt ohmmeter (DVOM), place it in the appropriate DC volts range, and connect its negative lead to ground.



2. Connect the other lead of the test light or DVOM to the point you want to check.

3. If the test light glows, there is voltage present. If you're using a DVOM, note the voltage reading. It should be within one volt of measured battery voltage. A loss of more than one volt indicates a problem.

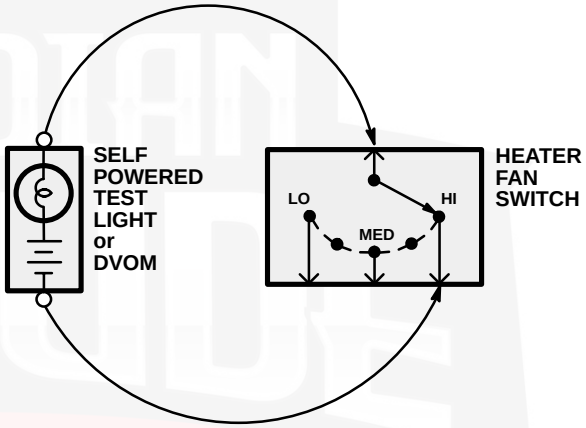
   NOTE: Always use a DVOM on high impedance circuits. A test light may not glow (even with battery voltage present).

Testing for Continuity

When testing for continuity at a connector without wire seals, you do not have to separate the two halves of the connector. Instead, probe the connector from the back. Always check both sides of the connector because dirty, corroded, and bent terminals can cause problems (no electrical contact = an open).

1. Disconnect the negative cable from the car battery. If you're using a DVOM, place it in the lowest "OHMS" range.

2. Connect one lead of a self-powered test light or DVOM to one end of the part of the circuit you want to test.



3. Connect the other lead to the other end.

4. If the self-powered test light glows, there is continuity. If you're using a DVOM, a low reading or no reading (zero), means good continuity.

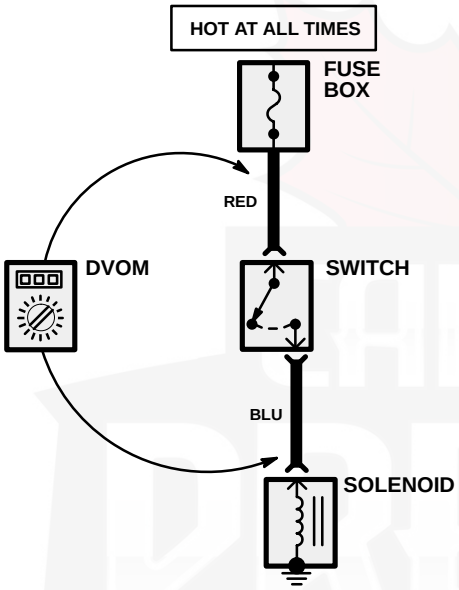
How To Use This Manual

Troubleshooting Tests

Testing for Voltage Drop

Wires, connectors, and switches are designed to conduct current with a minimum loss of voltage. A voltage drop of more than one volt indicates a problem.

1. Place the digital volt/ohmmeter (DVOM) in the appropriate DC volts range. Connect the positive lead to the end of the wire (or to the connector or switch) closest to the battery.



2. Connect the negative lead to the other end of the wire (or the other side of the connector or switch).

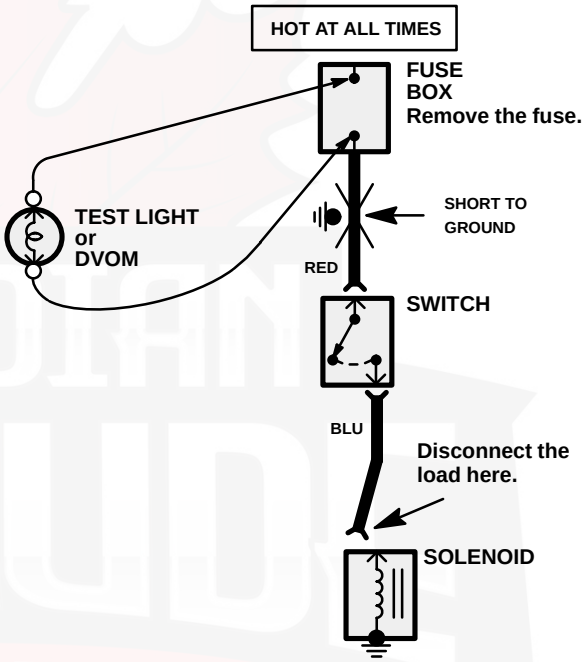
3. Turn on the components in the circuit.

4. The DVOM will show the difference in voltage between the two points. A difference, or drop, of more than one volt indicates a problem. Check the circuit for loose, dirty, or bent terminals.

Testing for a Short with a Test Light or DVOM

1. Remove the blown fuse and disconnect the load.

2. Connect a test light or digital volt/ohmmeter (DVOM), switched to the appropriate DC volts range, across the fuse terminals to make sure voltage is present. You might have to turn the ignition switch to ON; check the schematic to see.



3. Beginning near the fuse box, wiggle the harness. Continue this at convenient points about six inches apart while watching the test light or DVOM.

4. Where the test light goes off, or the DVOM voltage drops to zero, there is a short to ground in the wiring near that point.

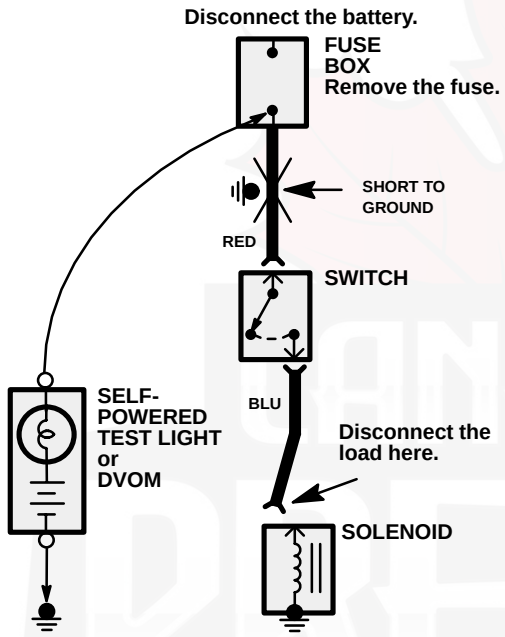
   NOTE: Always use a DVOM on high impedance circuits. A test light may not glow (even with battery voltage present).

How To Use This Manual

Testing for a Short with a Self-Powered Test Light or DVOM

1. Remove the blown fuse and disconnect the battery and load.

2. Connect one lead of a self-powered test light or digital volt/ohmmeter (DVOM) (switched to the lowest “OHMS” range) to the fuse terminal on the load side.



3. Connect the other lead to a known good ground.

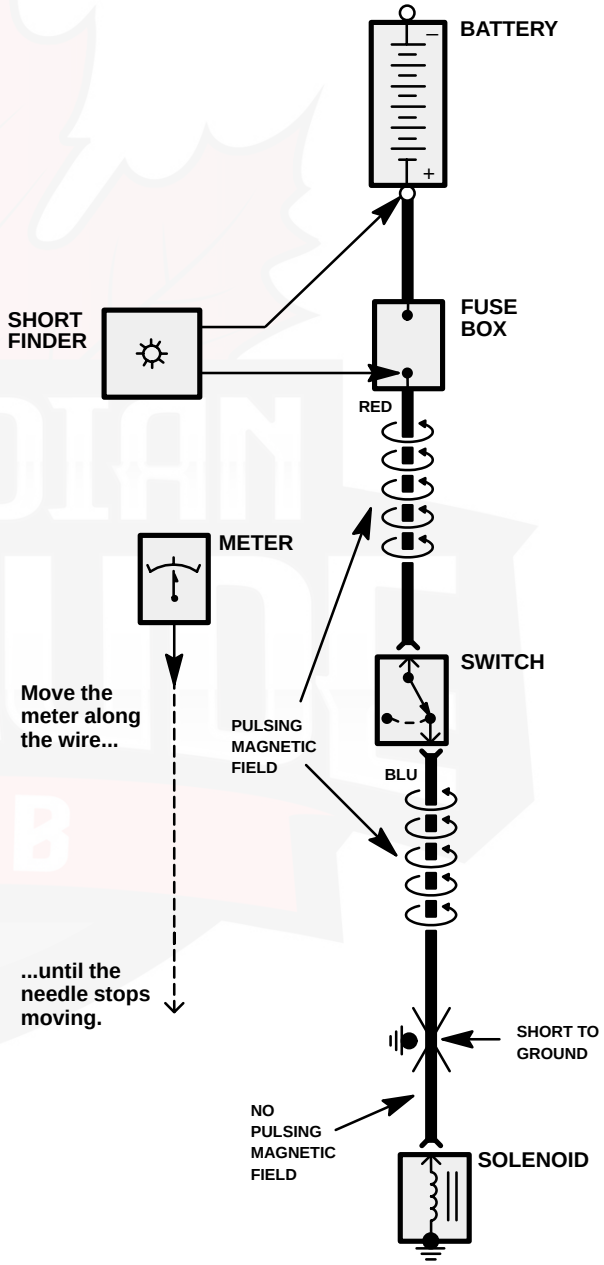
4. Beginning near the fuse box, wiggle the harness. Continue this at convenient points about six inches apart while watching the test light or DVOM.

5. If the self-powered test light goes on or the DVOM displays a low reading or no reading (zero), there is a short to ground in the wiring near that point.

Testing for a Short with a Short Circuit Locator (Short Finder)

1. Remove the blown fuse. Leave the battery connected.

2. Connect the short finder across the battery terminals and the load (component) side of the fuse terminal.



3. Close all switches in the circuit you’re testing.

How To Use This Manual

Troubleshooting Tests

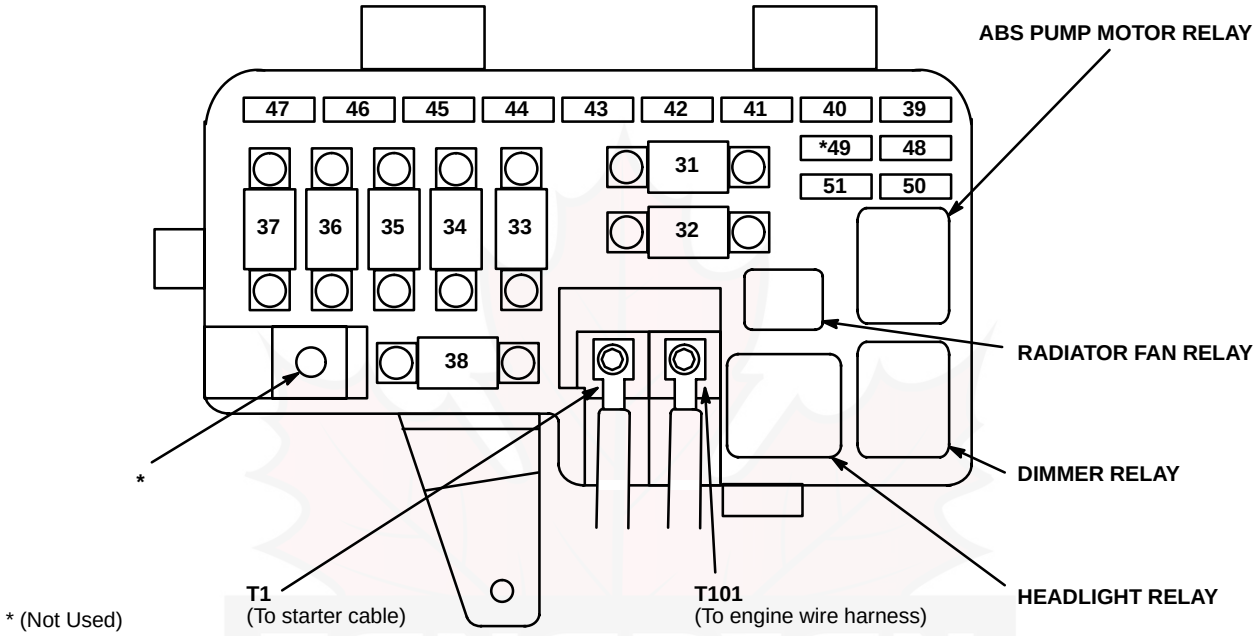
4. Turn on the short finder. This creates a pulsing magnetic field around the wiring between the fuse box and the short.

5. Beginning at the fuse box, slowly move the short finder along the circuit wiring. The meter will show current pulses through sheet metal and body trim. As long as the meter is between the fuse and the short, the needle will move with each current pulse. Once you move the meter past the point of the short, the needle will stop moving. Check the wiring and connectors in this area to locate the cause of the short.

Fuse/Relay Information

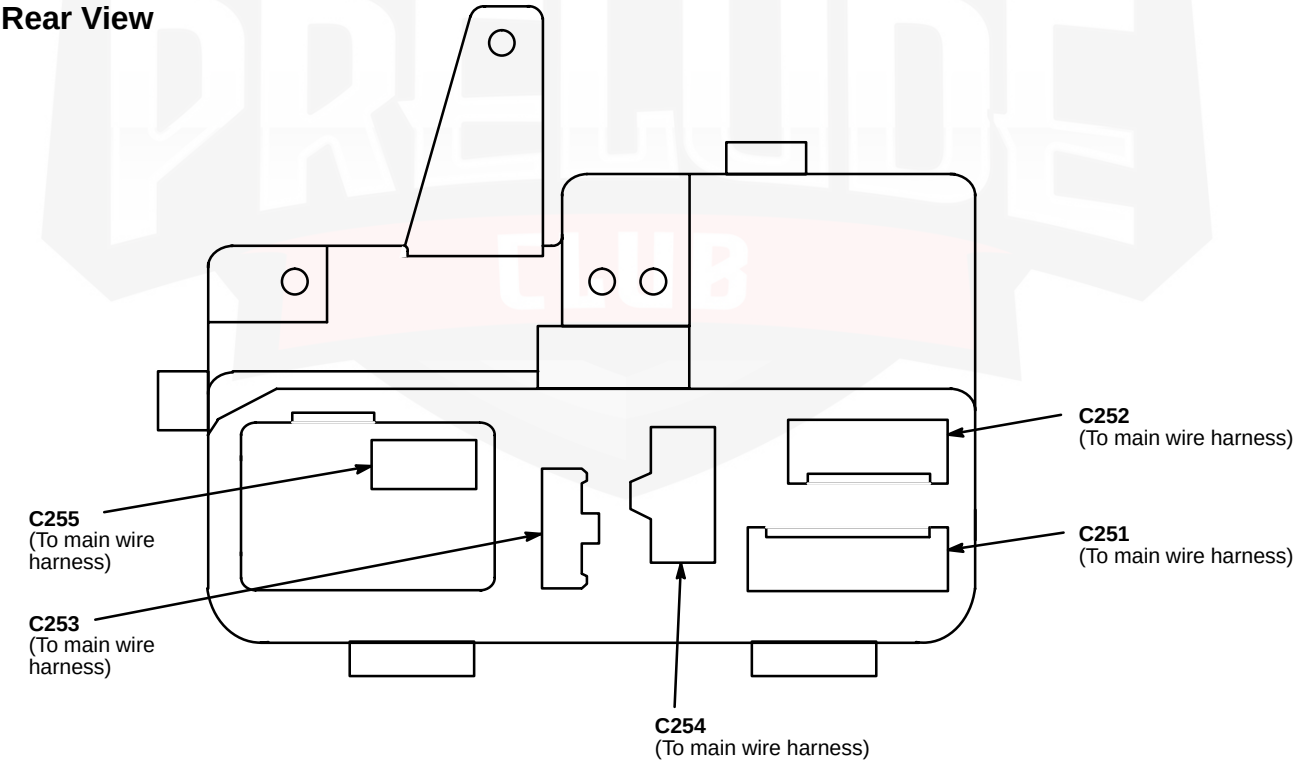
Under-hood Fuse/Relay Box

Front View



* (Not Used)

Rear View



Fuse/Relay Information

Under-hood Fuse/Relay Box

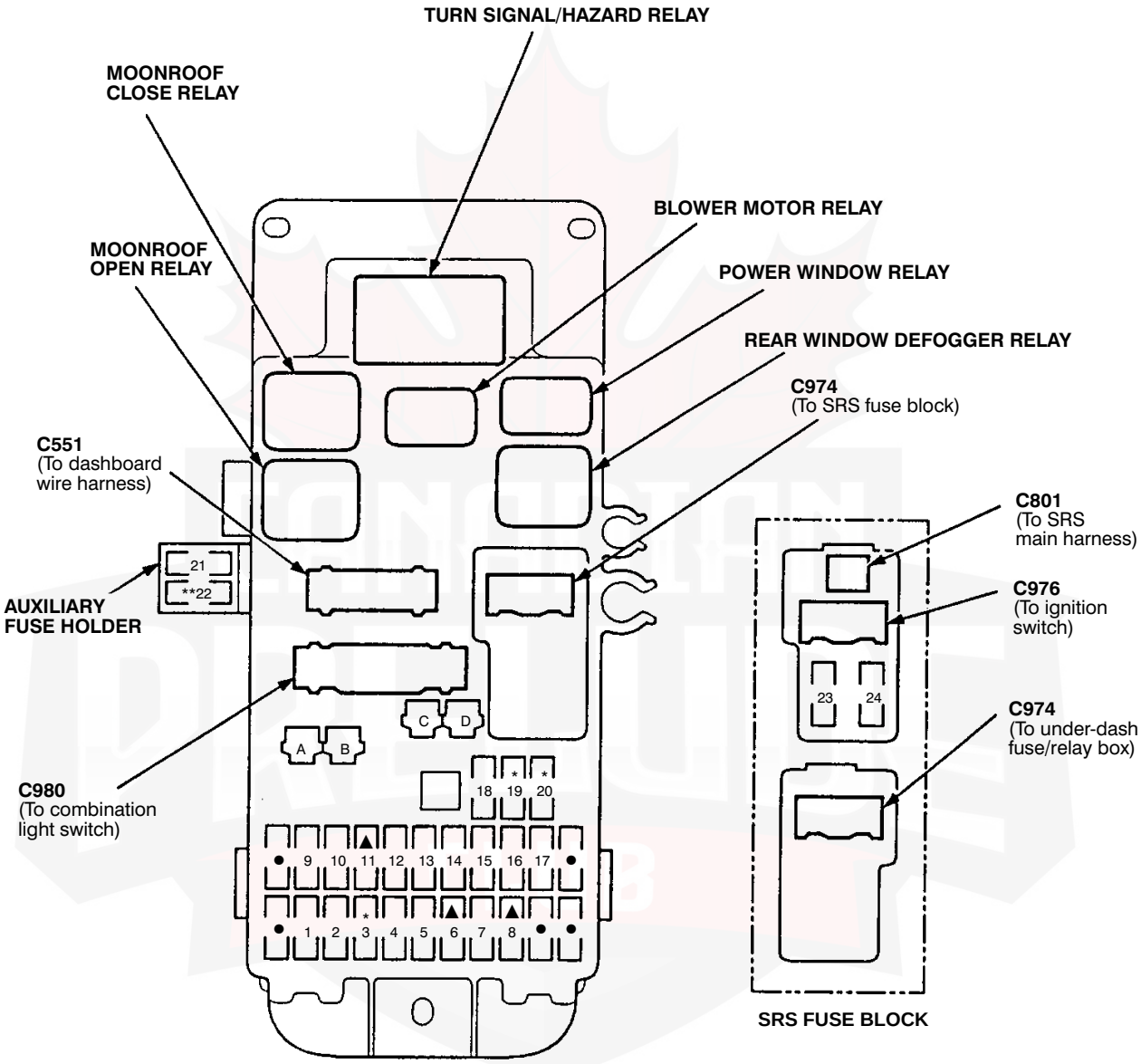
Fuse Number	Fuse Name	Amps	Page	Component or Circuit Protected
31	(ABS MOTOR)	30	10	ABS pump motor relay
32	BATTERY	100	10	Power distribution (Main fuse)
33	IG SW	50	10-1	Ignition switch (BAT)
34	REAR DEFROSTER	40	10-11	Rear window defogger
35	HEATER MOTOR	40	10-11	Blower controls
36	FUSE BOX	50	10	Power distribution
37	POWER WINDOW	40	10	Power distribution, Power windows, Moonroof
38	—	—	—	Not Used
39	HAZARD	10	10-11	Turn signal/hazard warning lights
40	(ABS +B)	20	10-11	ABS fail-safe relay
41	STOP HORN	15	10-11	Horn relay, Brake lights, Ignition key light, Interlock system
42	SMALL LIGHT	20	10-12	Parking lights, Taillights, Dash lights, Console lights
43	CLOCK RADIO	7.5	10-12	Automatic transmission controls, Stereo sound system, Multiplex control system, Clock, PGM-FI, Moonroof, Immobilizer system, Security system (Canada)
44	DOOR LOCK	10	10-13	Power door locks
45	CONDENSER FAN	20	10-13	Condenser fan relay, A/C compressor clutch relay
46	INTERIOR LIGHTS	(*15) 10	10-13	Ceiling light, Trunk light, Accessory power socket relay, Data link connector, Courtesy lights, Power door locks ('99-'01 Models)
47	COOLING FAN	20	10-13	Radiator fan motor
48	(ABS UNIT)	7.5	44-3	ABS control unit
49	—	—	—	Not Used
50	R HEAD LIGHT	20	100	Right headlight, Daytime running lights control unit (Canada)
51	L HEAD LIGHT	20	100	Left headlight, High beam indicator light (USA), Daytime running lights control unit (Canada)

* = '97-'98 Models

Fuse/Relay Information

Under-dash Fuse/Relay Box

Front View

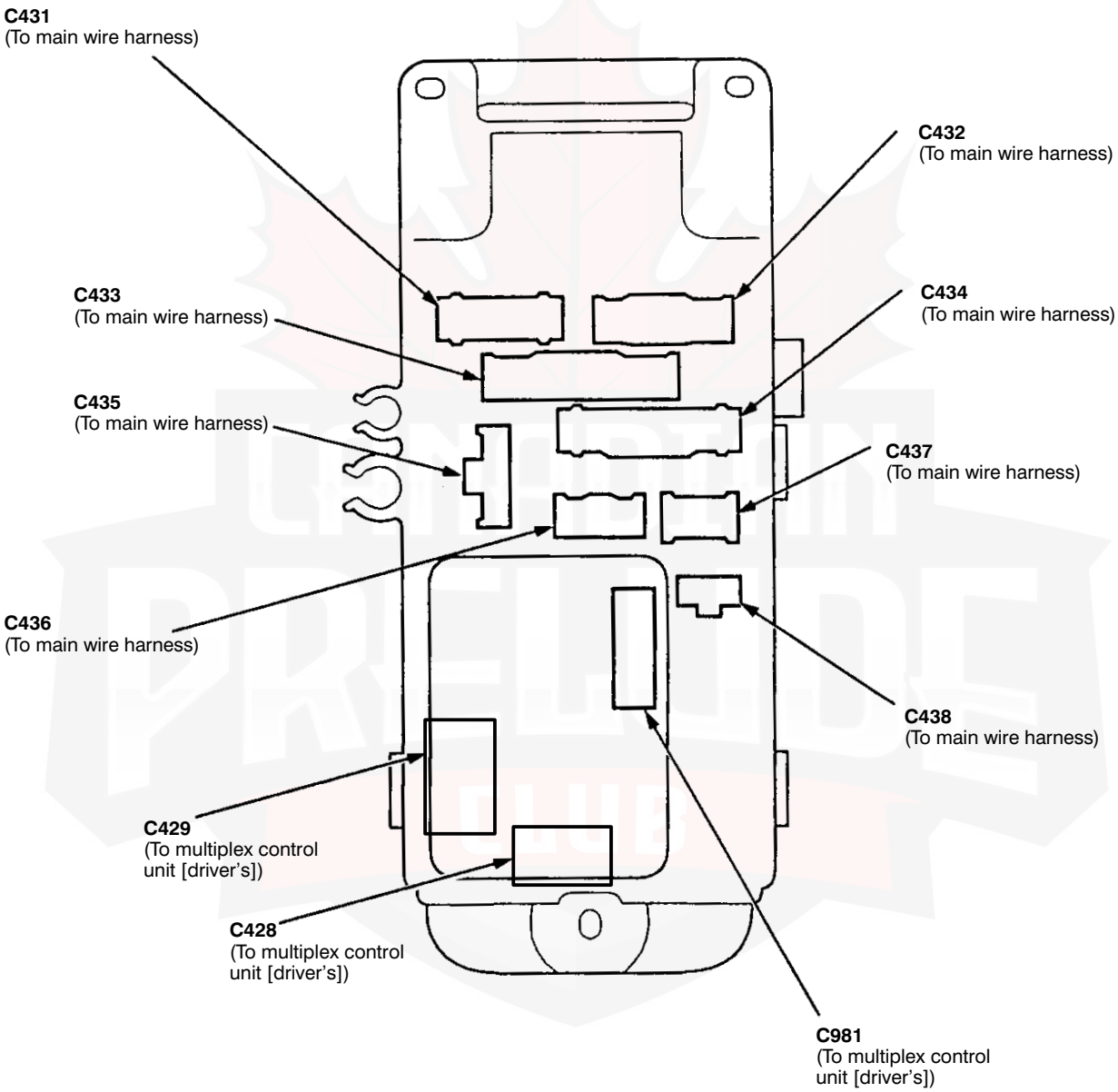


●: Spare fuse
*: Not used
**: Not used ('97-'98 Models)
▲: Canada

A: C981
B: C982
C: C983
D: C984
} To optional connector

Fuse/Relay Information

Rear View



Fuse/Relay Information

Under-dash Fuse/Relay Box

Fuse Number	Fuse Name	Amps	Page	Component or Circuit Protected
1	(ATTS UNIT)	10	10-2	ATTS fail-safe relay
2	STARTER SIGNAL	7.5	10-2	PGM-FI main relay, ECM, Starting system
3	—	—	—	Not Used
4	ACG-S	10	10-2	PGM-FI main relay, Immobilizer control unit
5	(RR SPEAKER)	10	10-3	Stereo amplifier
6	(HEATED SEAT)	15	10-2	Seat heaters (Canada)
7	(SUN ROOF)	30	10-3	Moonroof
8	(DAY LIGHT)	7.5	10-3	Daytime running lights control unit (Canada)
9	R/C MIRROR (ABS, ATTS)	7.5	10-4	ABS system, Mirror defoggers (Canada), Power mirrors, Seat heaters (Canada), Blower motor relay, Option connector C982, ATTS system
10	TAIL LIGHT	15	100-2	Console lights, Dash lights, Parking lights, Rear side marker lights, Taillights, Security system (Canada)
11	REAR DEFROSTER RELAY	7.5	10-5	Rear window defogger relay
12	(DAY LIGHT UNIT)	7.5	10-5	Daytime running lights control unit (Canada)
13	METER (CRUISE CONTROL)	15	10-7	Turn signal lights, Hazard warning lights, Back-up lights, Cruise control, Clock, Gauge assembly, Driver's multiplex control unit
14	ECU EAT ECU	15	10-8	Charging system, Vehicle speed sensor (VSS), TCM, PGM-FI, Immobilizer system (early production '97 Model), Interlock system, Gauge assembly, Security system (Canada)
15	P/W DRIVER	20	120	Master power window switch/motor
16	P/W ASSISTANT	20	120	Passenger's power window switch/motor
17	WIPER	30	10-6	Windshield wiper motor, Windshield intermittent wiper relay, Windshield washer switch
18	ACC	7.5	10-3	Stereo sound system, Accessory power socket relay, Interlock system
19	—	—	—	Not Used
20	—	—	—	Not Used
21	(ATTS)	7.5	10-6	ATTS control unit, ATTS fail-safe relay
22	—	10	10-6	Keyless receiver unit
23	(FUEL PUMP)	15	10-10	SRS unit
24	(SRS)	10	10-10	SRS unit

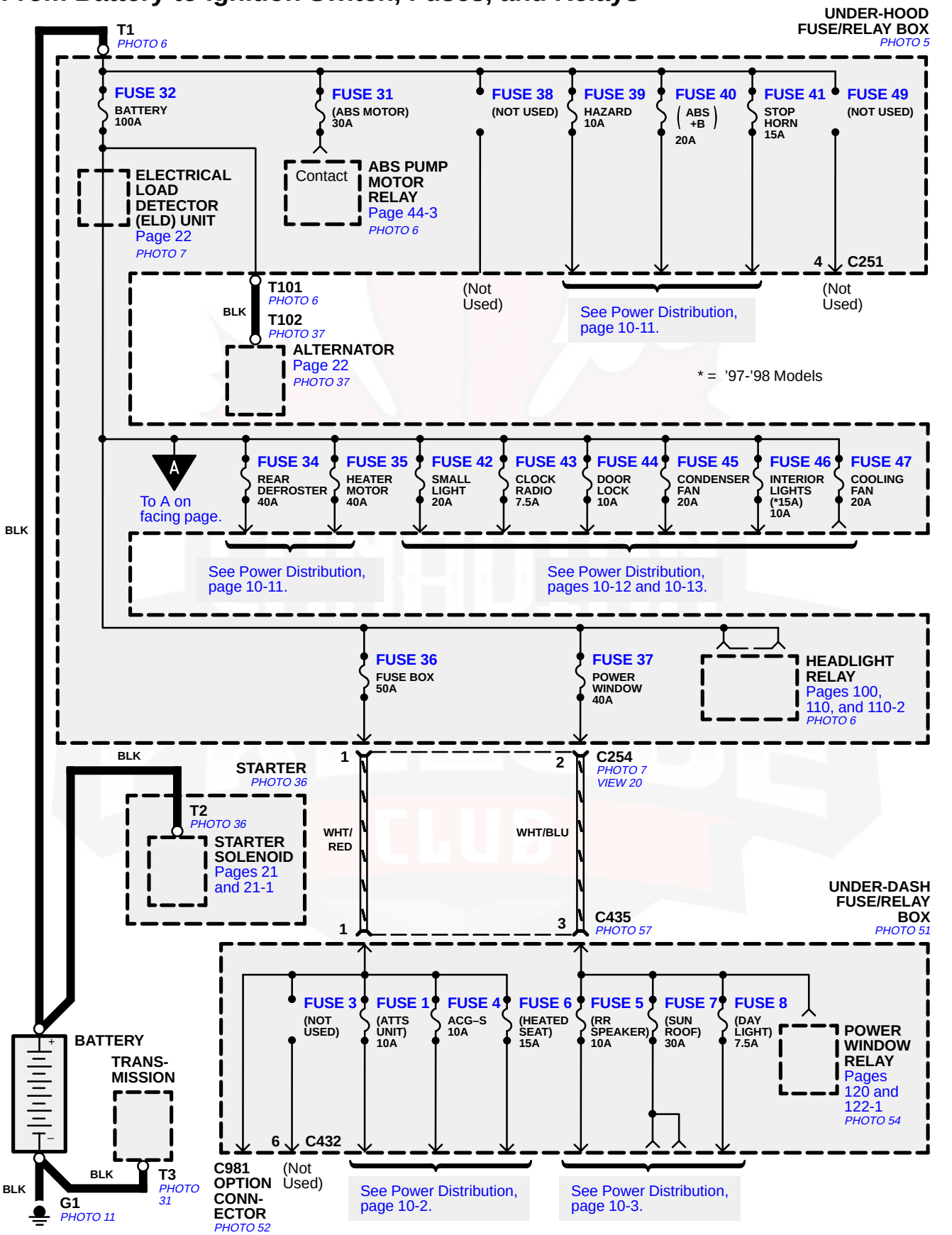
Ground-to-Components Index

NOTE: All ground wires are BLK unless otherwise noted.

Ground	Page	Component or Circuit Grounded
G1	14	Battery, Transmission
G2	14	Cylinder head cover, Power steering pump bracket (2 wires)
G3	110-15	Fog lights
G101	14, 14-1	ATTS control unit (PG1 and PG2 are BLK; LG1 and LG2 are BRN/BLK), ATTS unit (2 wires), Data link connector (DLC), Engine control module (ECM) (PG1 and PG2 are BLK; LG1 and LG2 are BRN/BLK), PGM-FI main relay, Power steering pressure (PSP) switch, Radiator fan switch, Shift control solenoid valves B & C, Transmission control module (TCM) (PG1 is BLK; LG1 and LG2 are BRN/BLK), Vehicle speed sensor (VSS), Shielding between the ECM and these components (all have BRN/BLK wires): CKP sensor, TDC sensor, CYP sensor, Primary HO2S, Secondary HO2S, Knock sensor Shielding between the TCM and these components (all have BRN/BLK wires): Mainshaft speed sensor, Countershaft speed sensor
G201	14-2	Radiator fan motor, Right front parking light, Right front side marker light, Right front turn signal light, Right headlight
G301	14-3	Brake fluid level switch, Condenser fan motor, Left headlight, Left front parking light, Left front side marker light, Left front turn signal light, Windshield washer motor, Windshield wiper intermittent relay, Windshield wiper motor
G302	14-3	ABS pump motor
G401	14-4, 14-5	Accessory power socket, Accessory power socket relay, Blower motor relay, Ceiling light/spotlights (2 wires), Clock, Clutch interlock switch, Clutch switch, Combination light switch, Cruise control main switch, Cruise control unit, Door multiplex control unit, Driver's door key cylinder switch, Driver's door lock switch, Driver's multiplex control unit, Driver's seat heater switch, Driver's window motor, Electrical load detector (ELD) unit, Gauge assembly (3 wires), Ignition key switch, Immobilizer control unit, Left horn (BLU/RED wire), Moonroof close relay, Moonroof open relay, Moonroof switch, Passenger's multiplex control unit, Power mirror switch, Power window relay, Right horn (BLU/RED wire), Turn signal hazard relay, Windshield wiper/washer switch...plus everything grounded through G402
G402	14-6	ABS fail-safe relay, Daytime running lights control unit, Dimmer relay, Door multiplex control unit (2 wires), Driver's door lock assembly, Driver's multiplex control unit, Left power mirror, Multiplex control inspection connector, Passenger's door key cylinder switch, Passenger's door lock switch, Passenger's multiplex control unit (2 wires), Passenger's seat heater switch, Right power mirror, Seat heater relay...plus everything grounded through G401
G403	14-7	ABS control unit (2 wires)
G404	14-7	ABS control unit (2 wires)
G471	14-7	A/T gear position switch, Ashtray light, Cruise control actuator, Data link connector (DLC), Evaporative emission (EVAP) purge flow switch, Mode switch, Parking pin switch, Shift lock relay
G501	14-8	Driver's seat belt switch, Driver's seat heater, Fuel pump, Fuel tank unit, High mount brake light, Passenger's seat heater, Stereo amplifier, and shield WHT and ORN wires from Stereo amplifier to Left rear microphone
G551	14-8	Audio unit
G601	14-9	High mount brake light, Left/right back-up light, Left/right brake light/taillight, Left/right rear side marker light, Left/right rear turn signal light, Left/right taillight, License plate light, Trailer lighting connector, Trunk latch switch
G801	14-8	SRS unit (2 GRY or GRN wires)
G901	14-9	Heater control panel, Heater fan switch

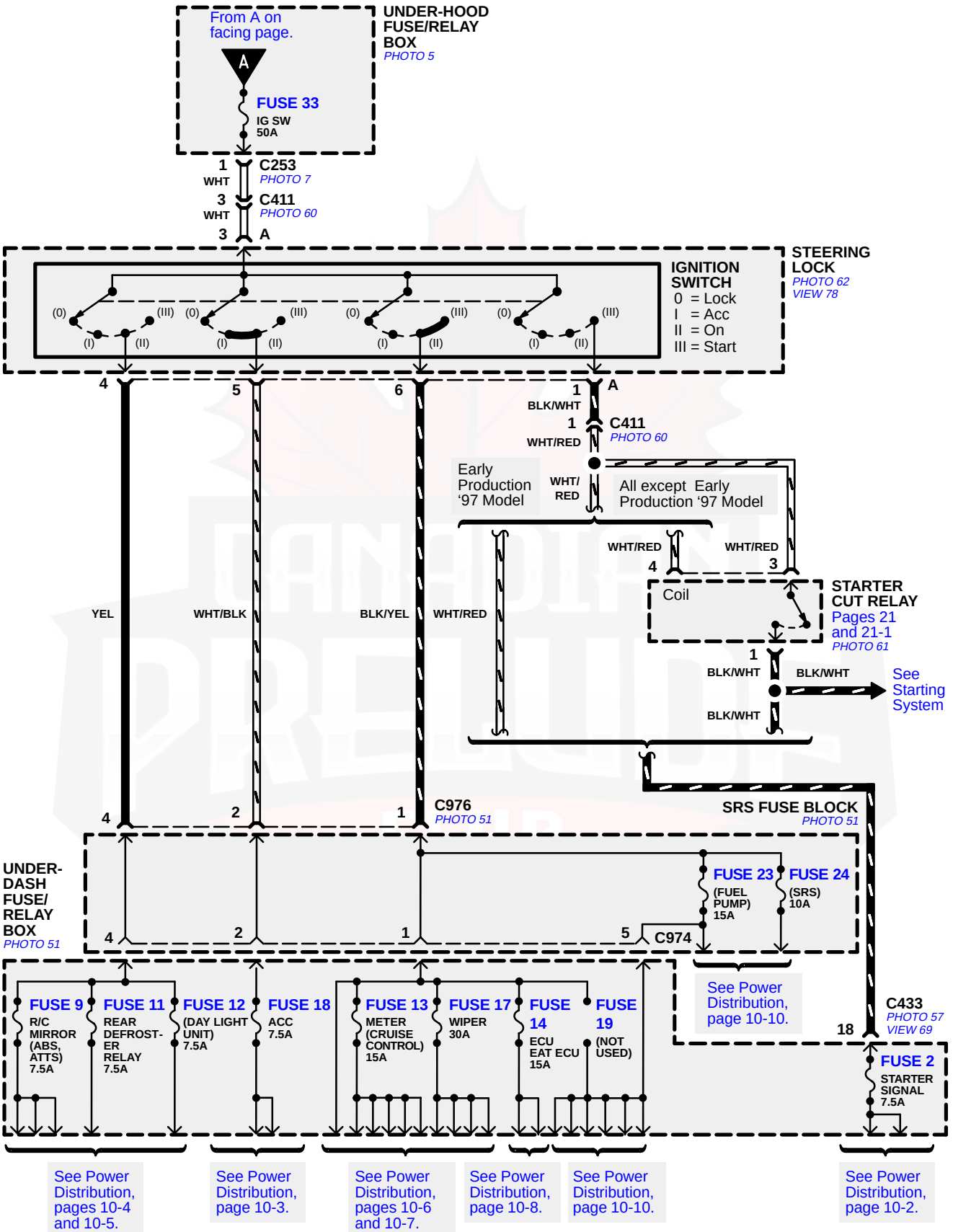
Power Distribution

From Battery to Ignition Switch, Fuses, and Relays



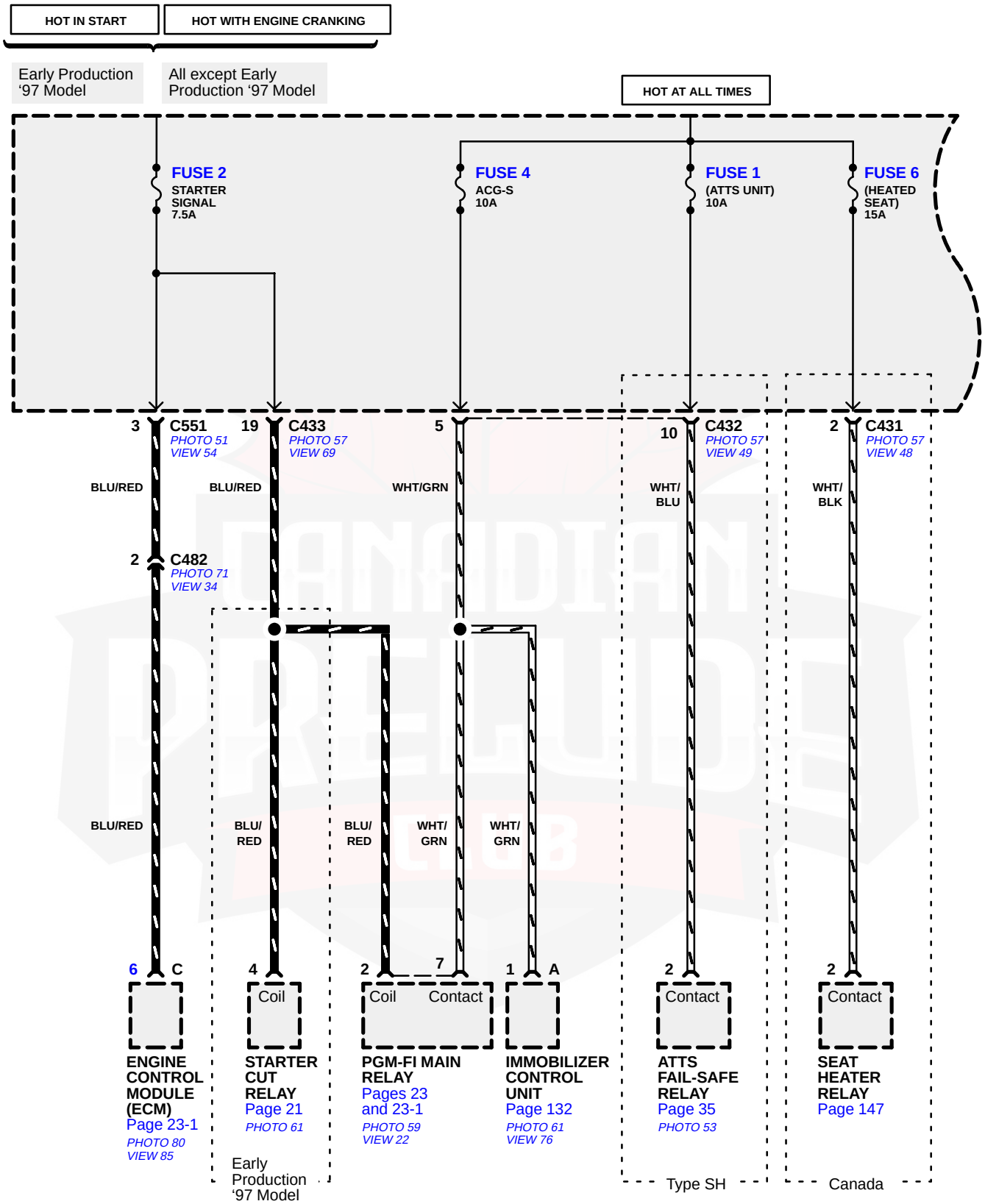
Power Distribution

From Battery to Ignition Switch, Fuses, and Relays



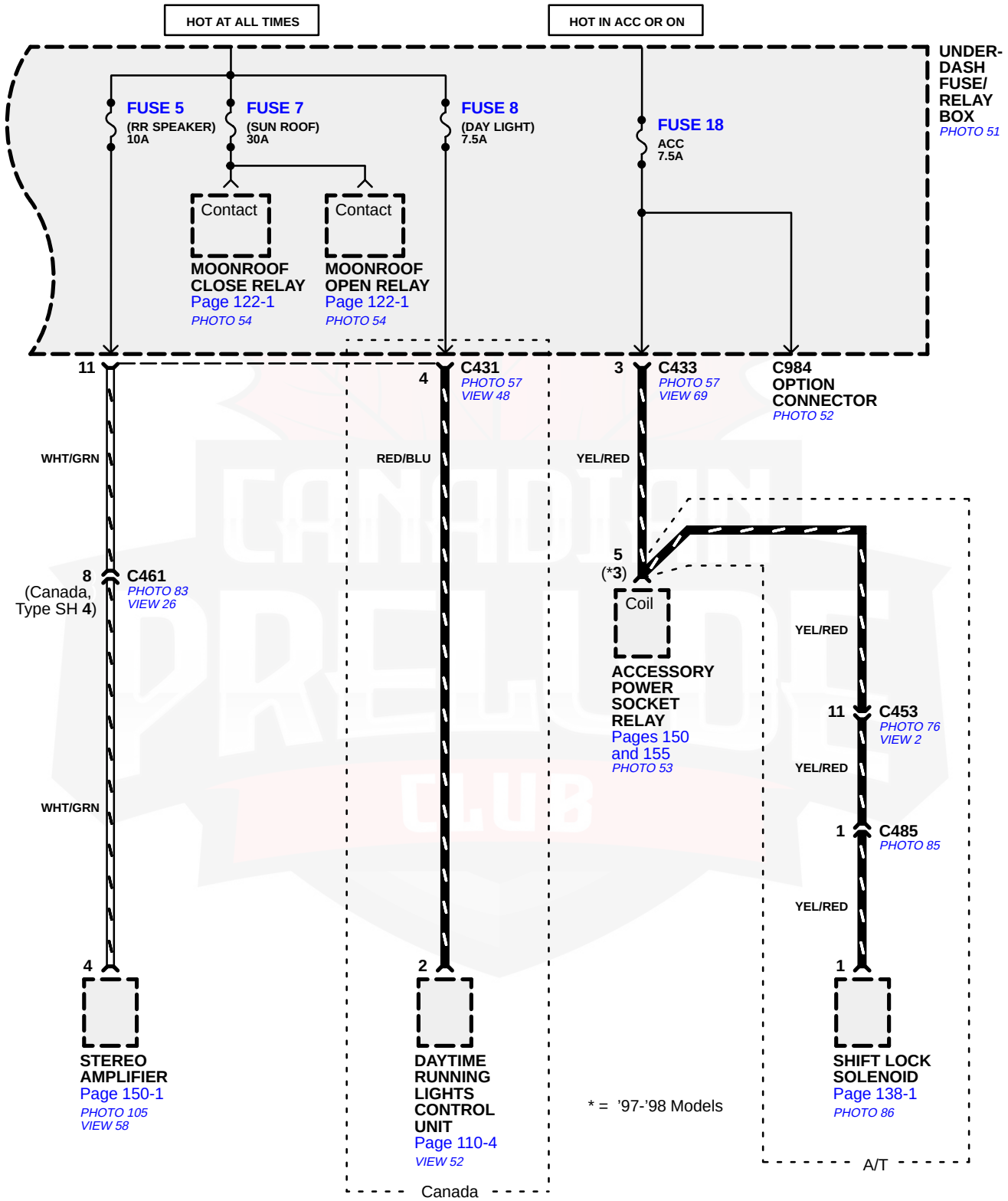
Power Distribution

From Fuses to Relays and Components



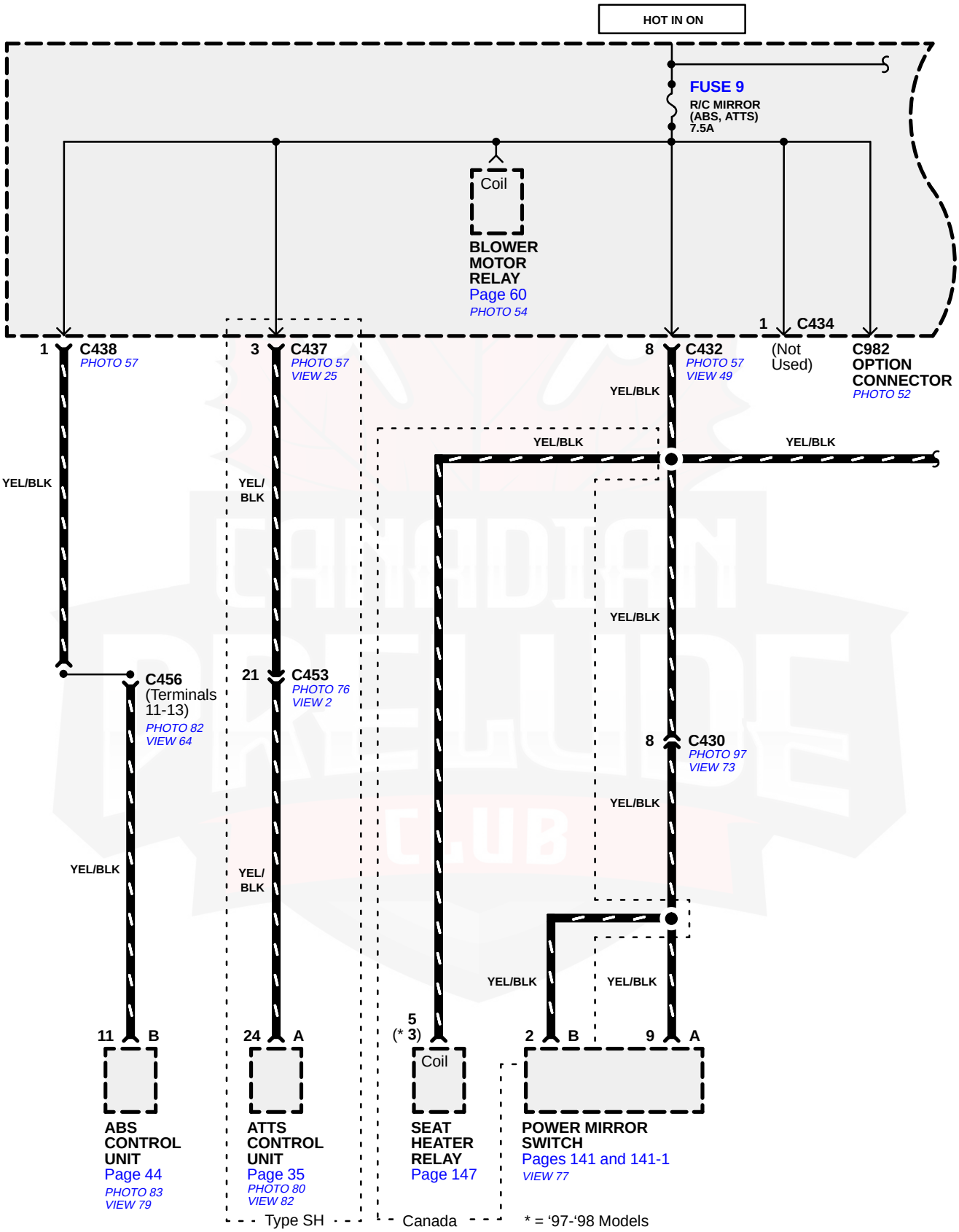
Power Distribution

From Fuses to Relays and Components



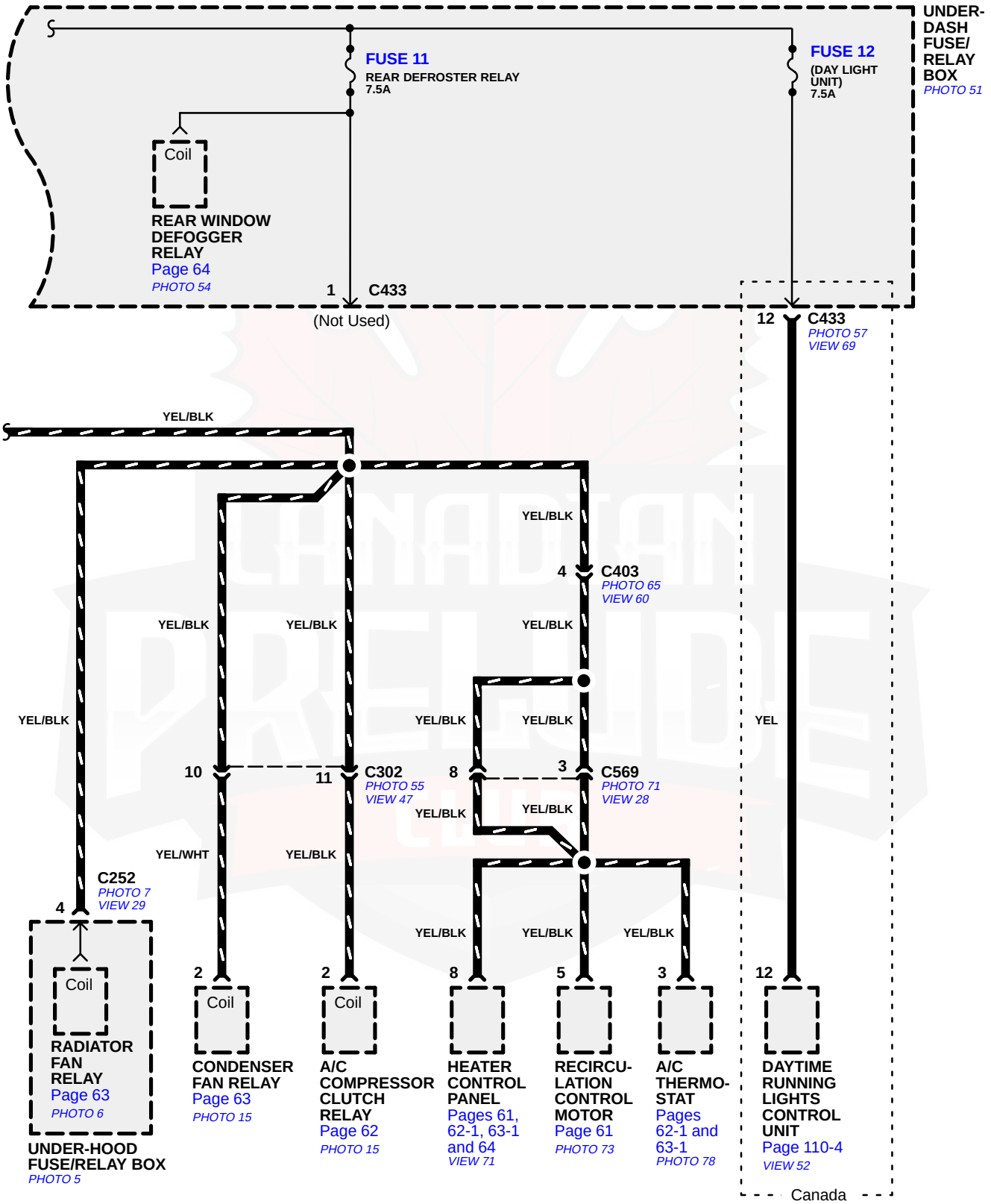
Power Distribution

From Fuses to Relays and Components



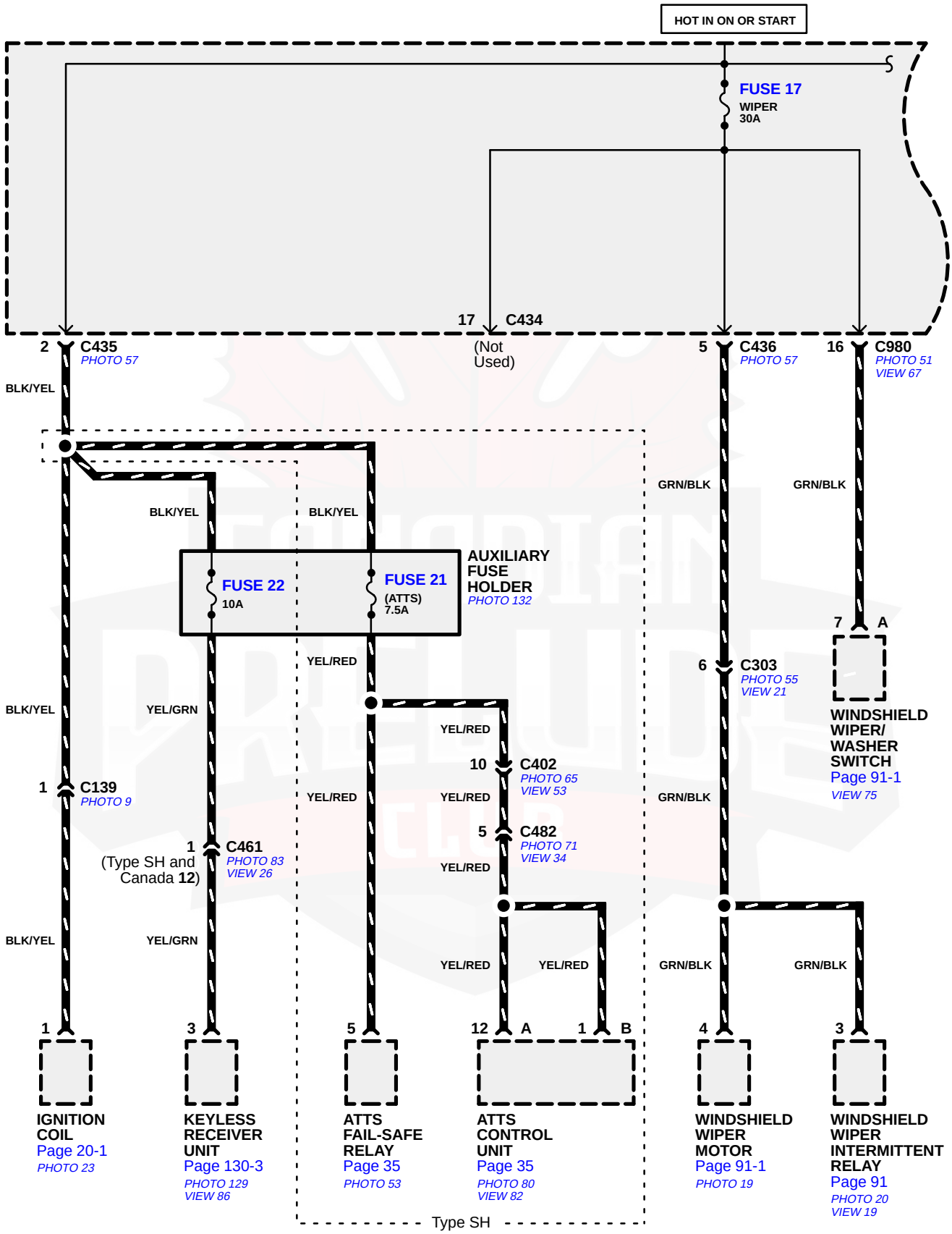
Power Distribution

From Fuses to Relays and Components



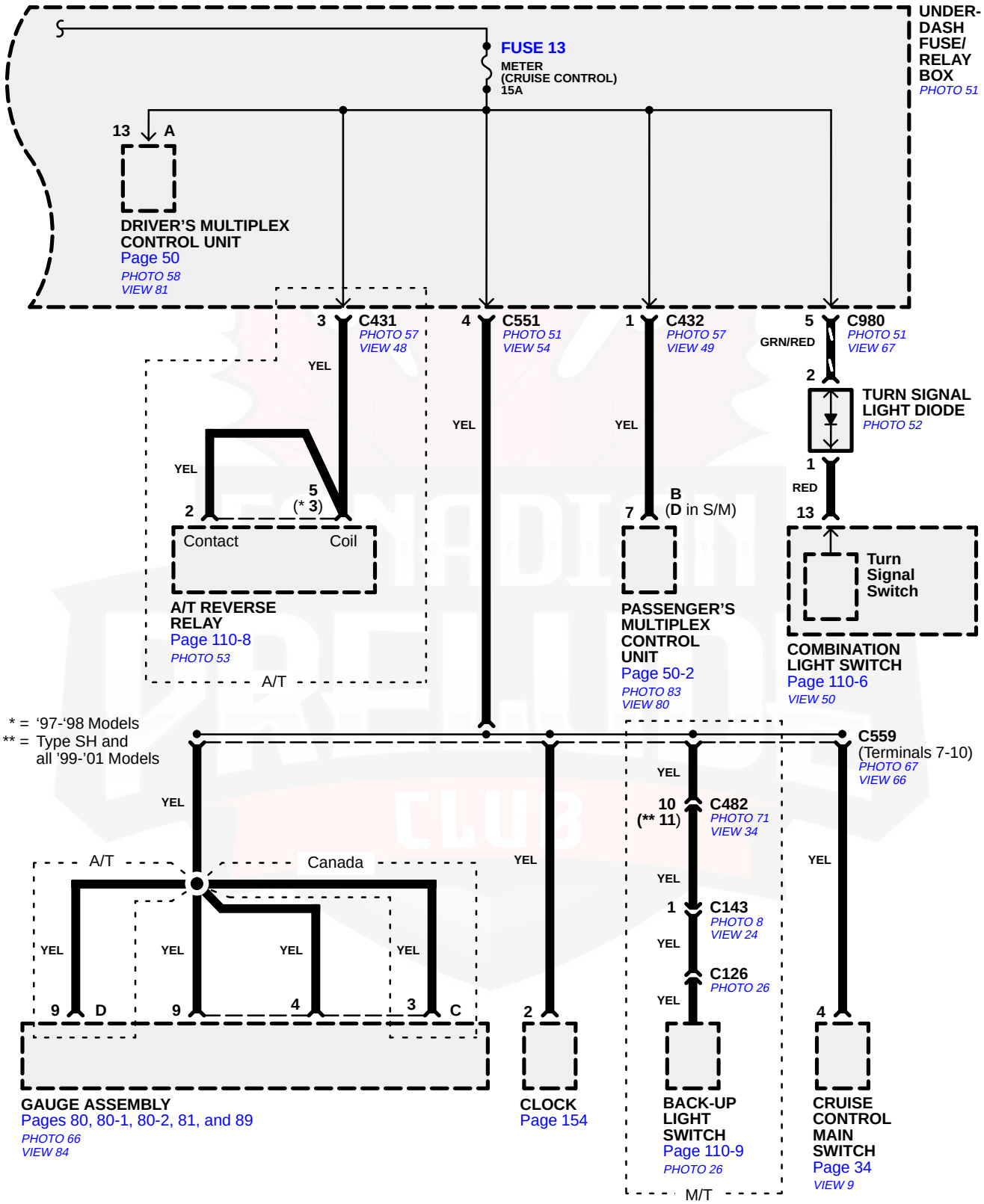
Power Distribution

From Fuses to Relays and Components



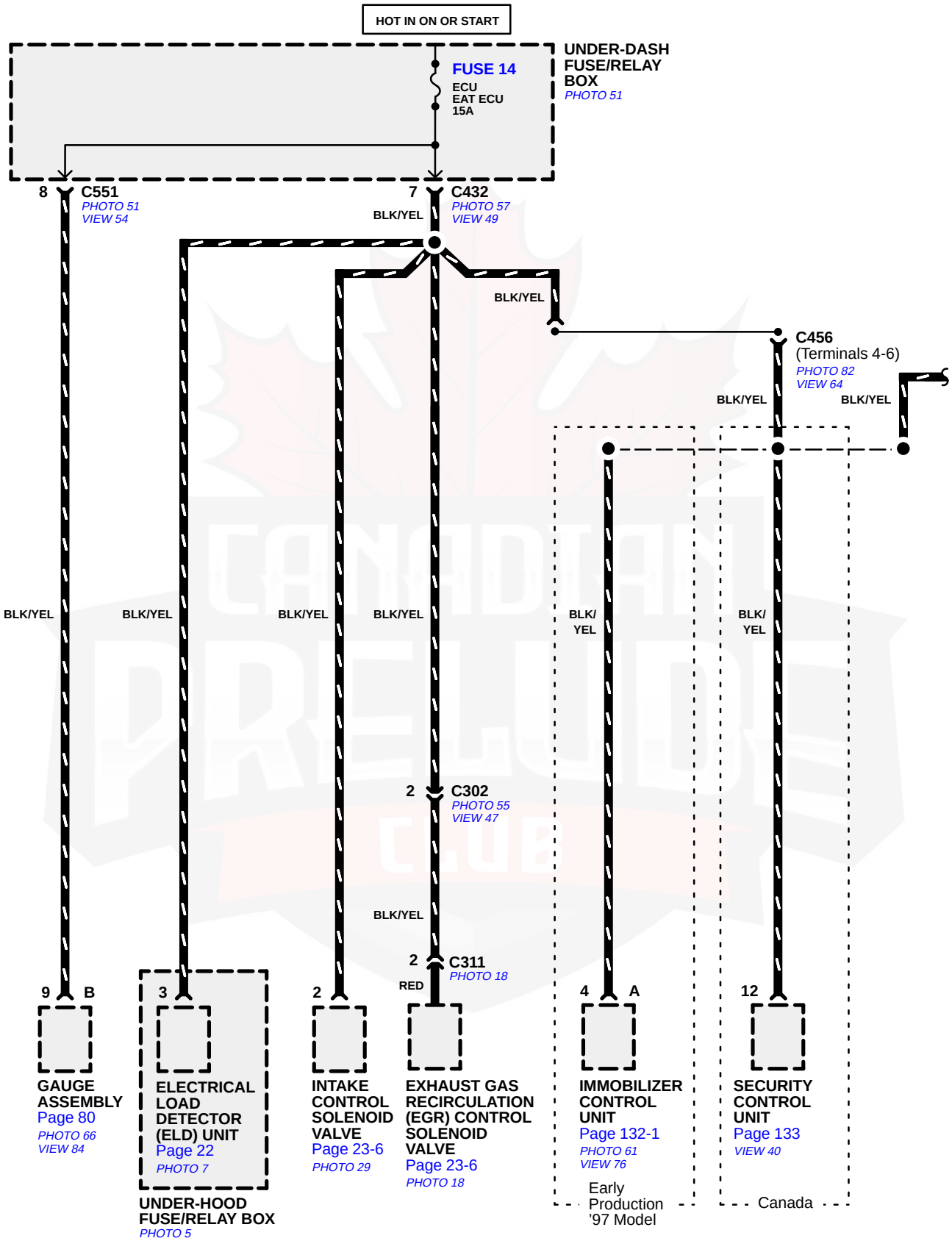
Power Distribution

From Fuses to Relays and Components



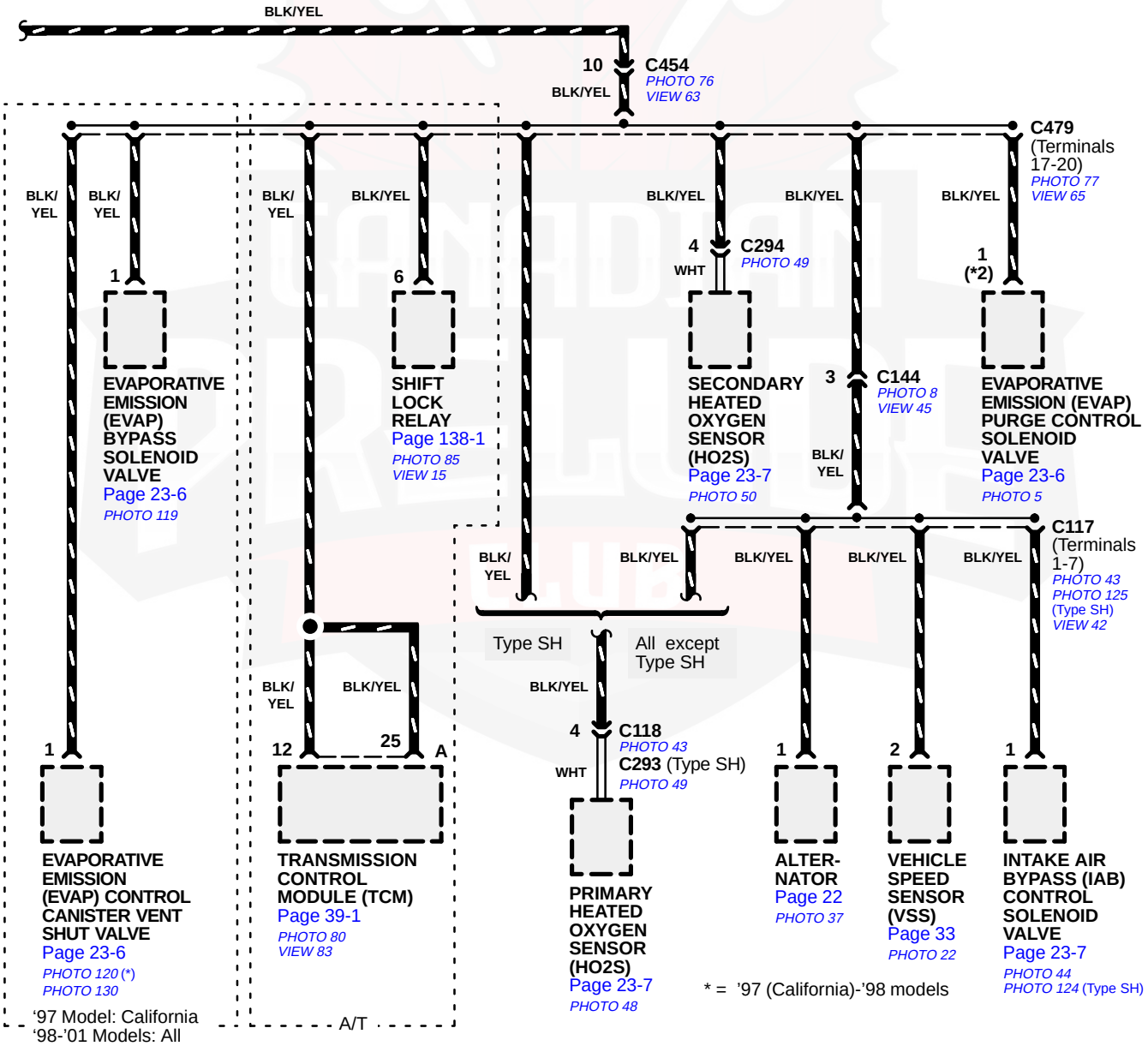
Power Distribution

From Fuses to Relays and Components



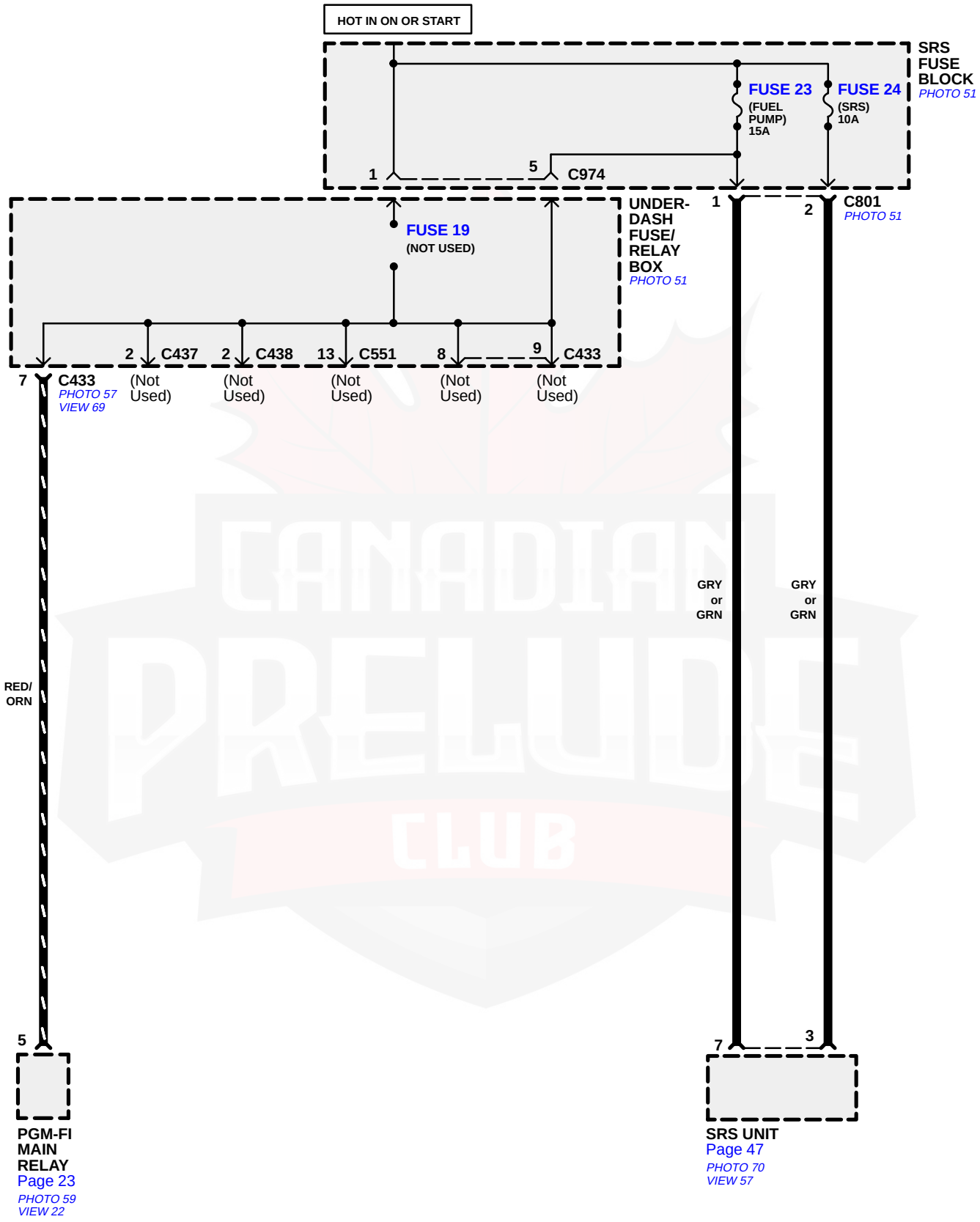
Power Distribution

From Fuses to Relays and Components



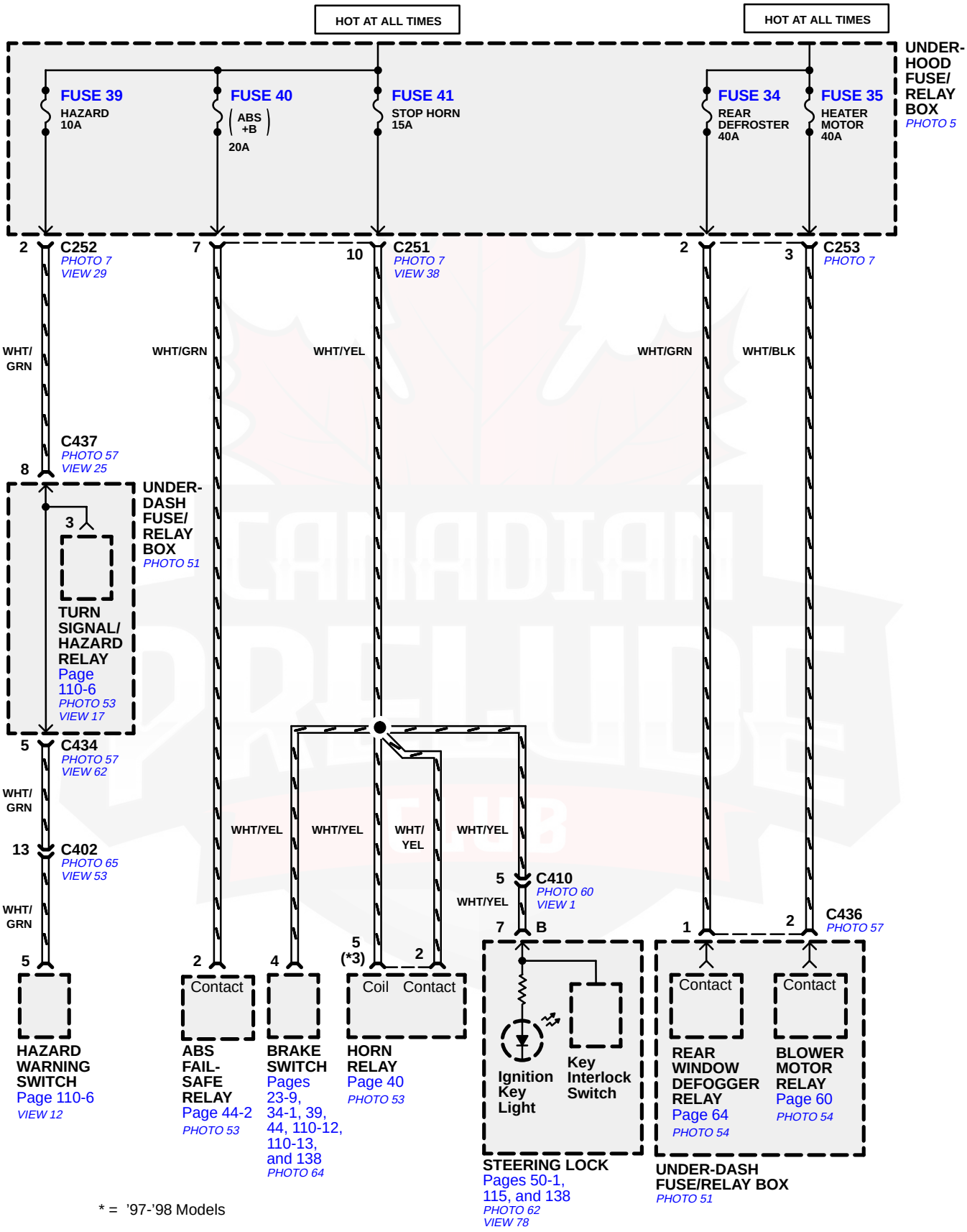
Power Distribution

From Fuses to Relays and Components



Power Distribution

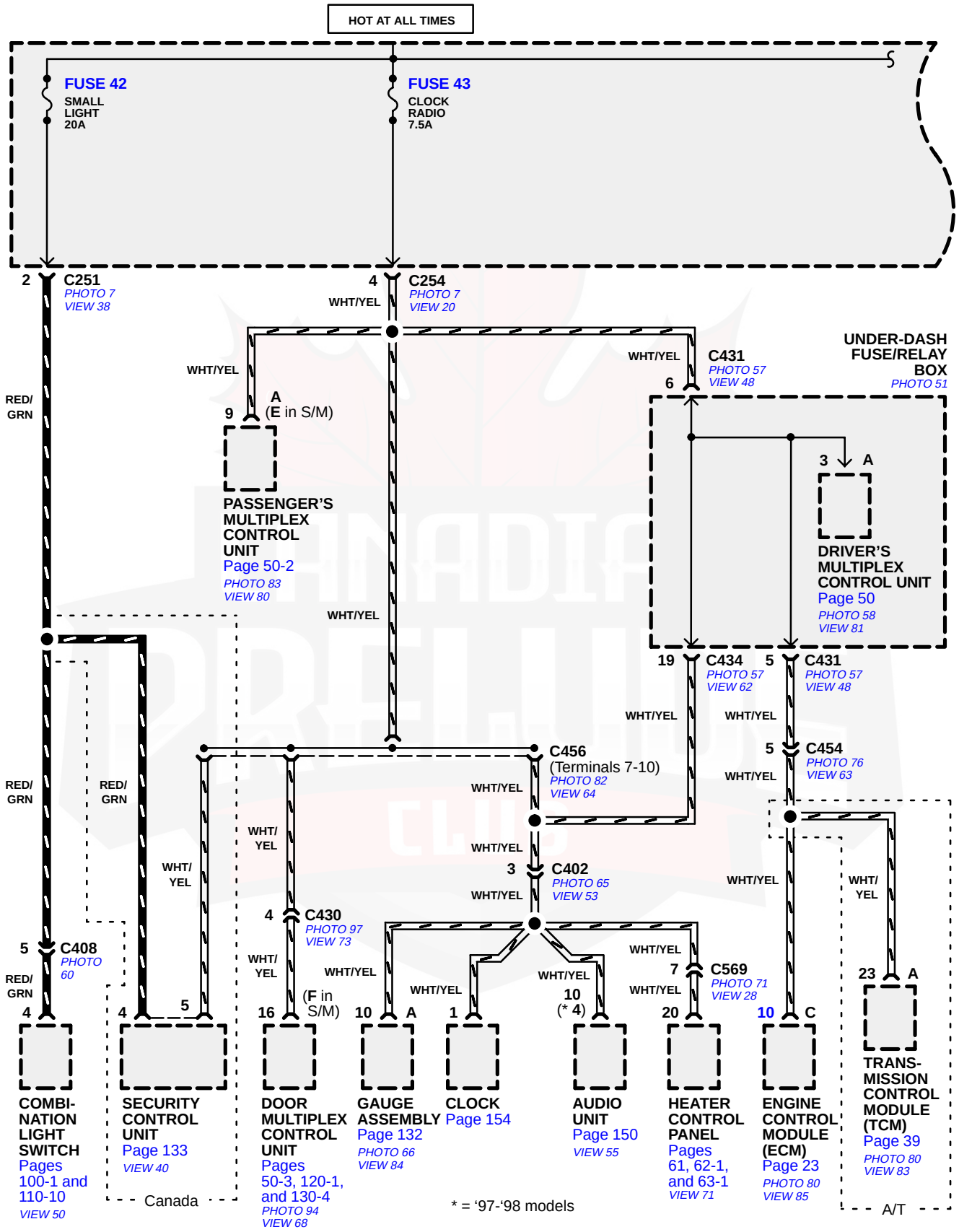
From Fuses to Relays and Components



* = '97-'98 Models

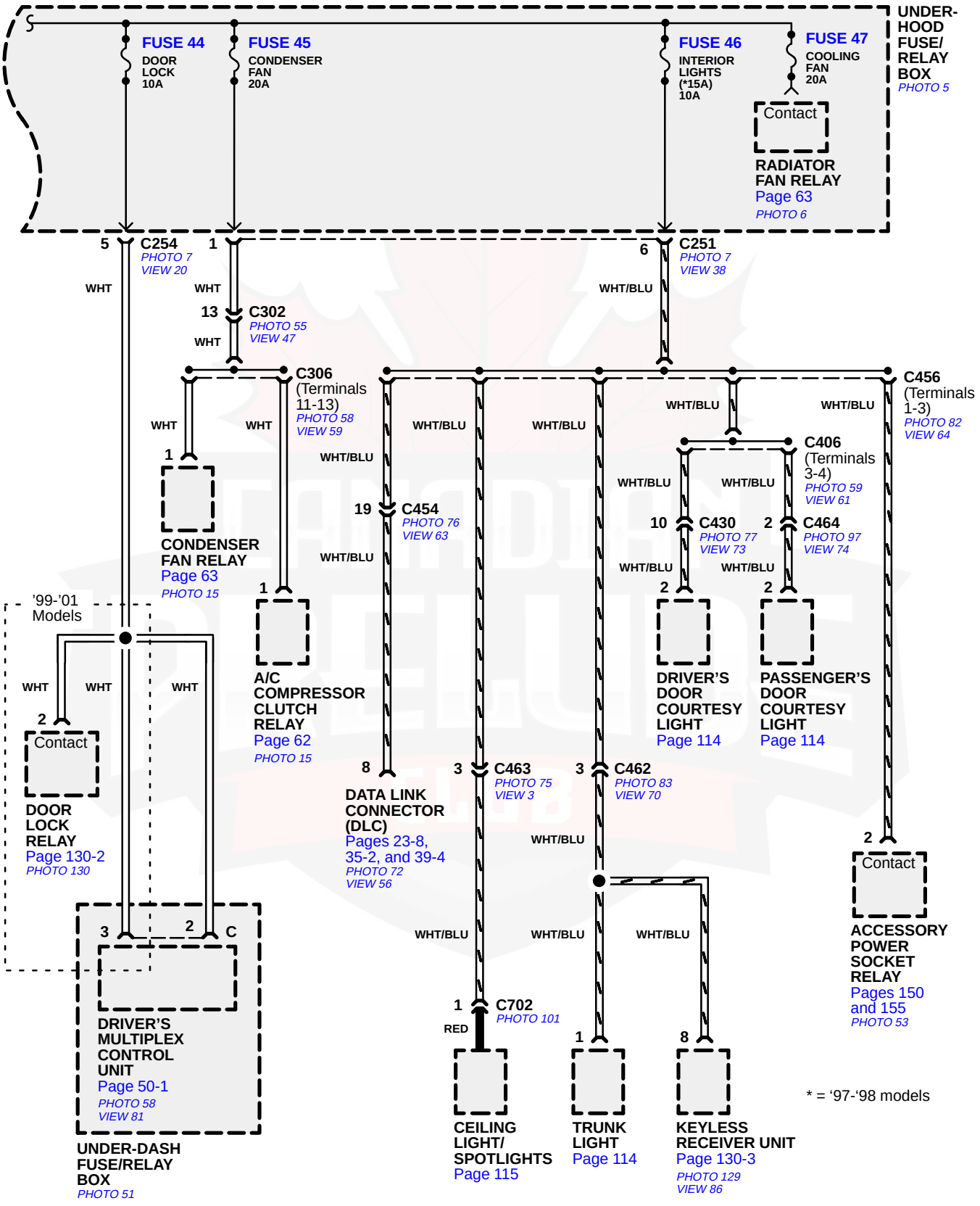
Power Distribution

From Fuses to Relays and Components



Power Distribution

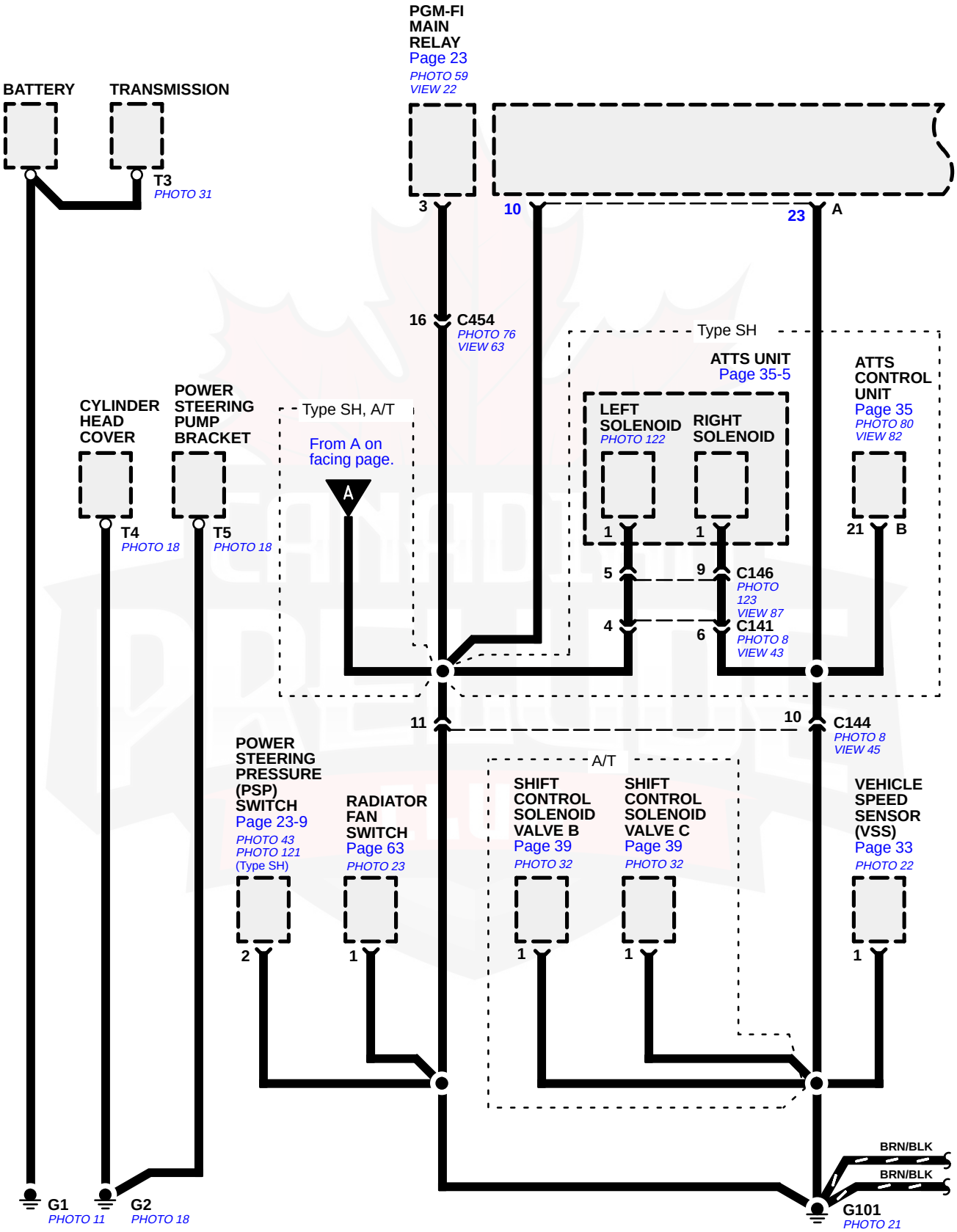
From Fuses to Relays and Components



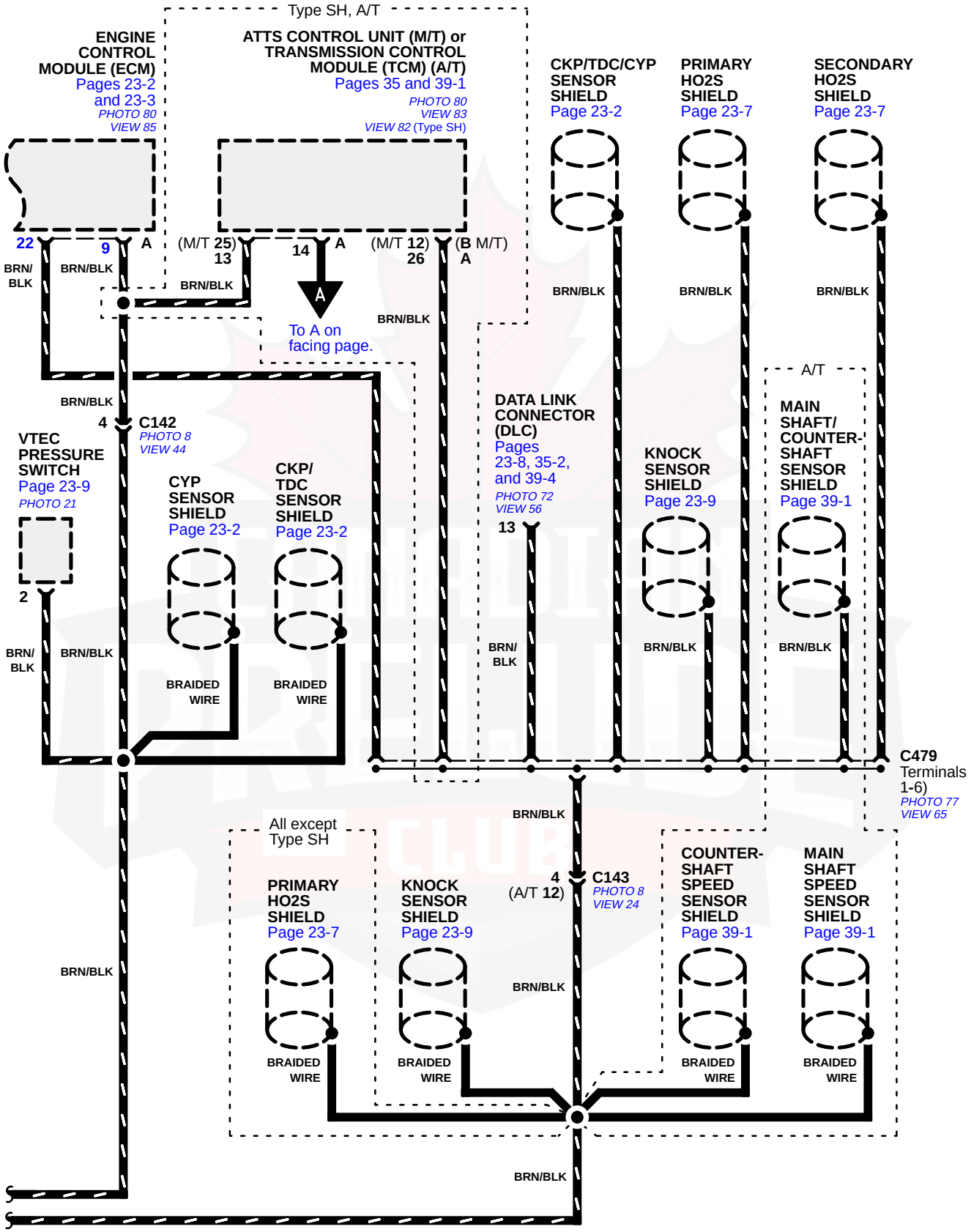
Ground Distribution

G1, G2, and G101

NOTE: Wires shown without color codes are black.



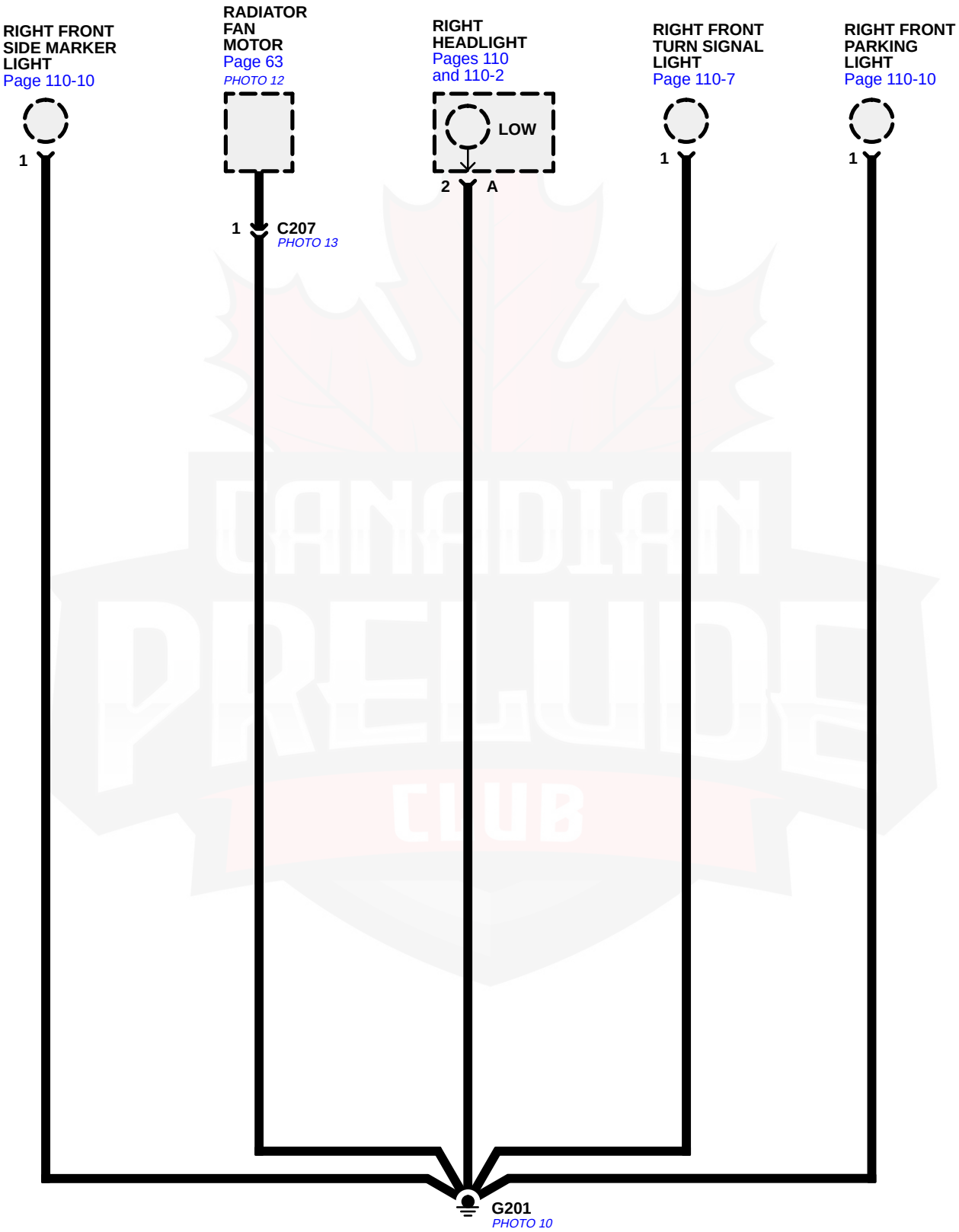
Ground Distribution



Ground Distribution

G201

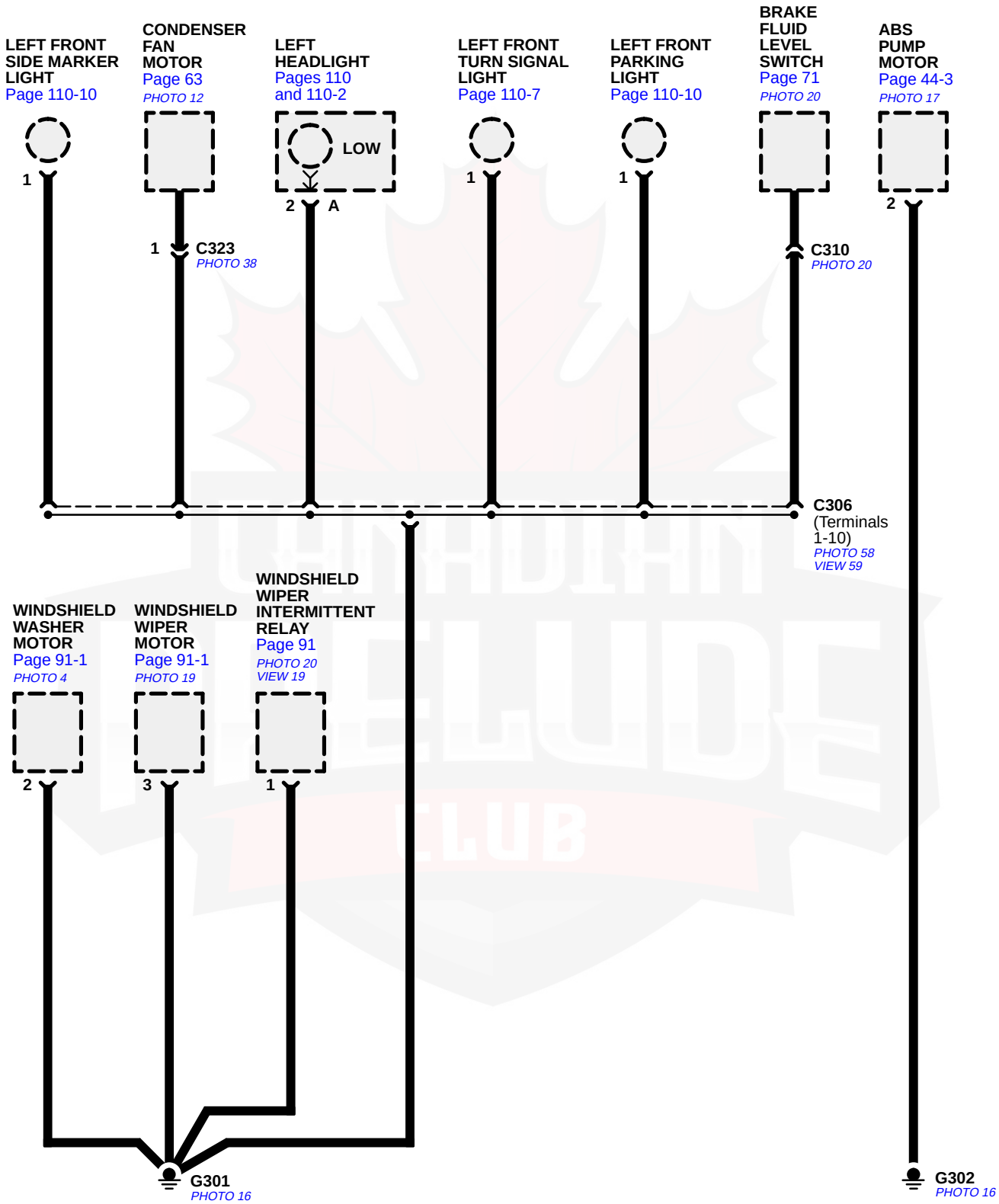
NOTE: Wires shown without color codes are black.



Ground Distribution

G301 and G302

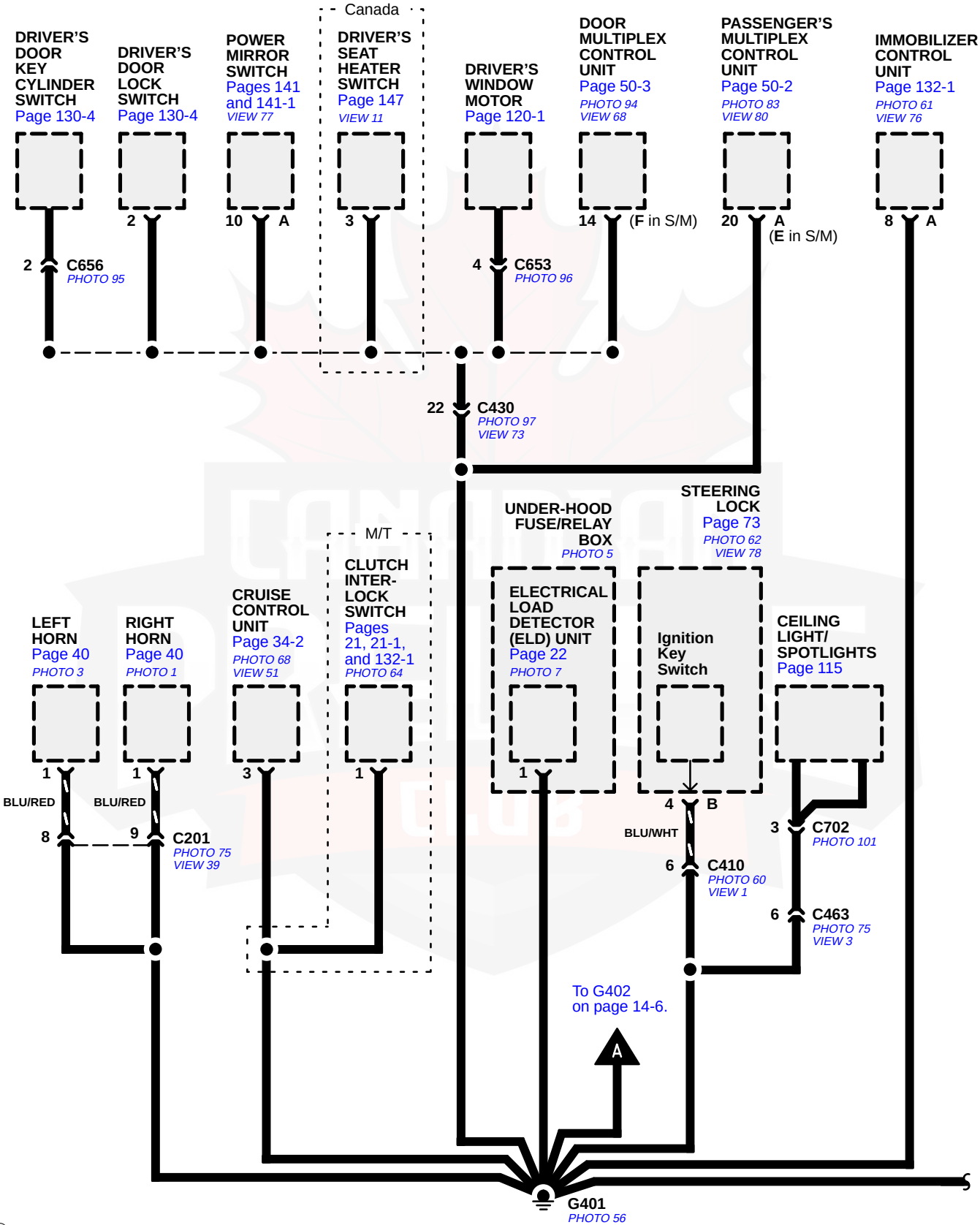
NOTE: Wires shown without color codes are black.



Ground Distribution

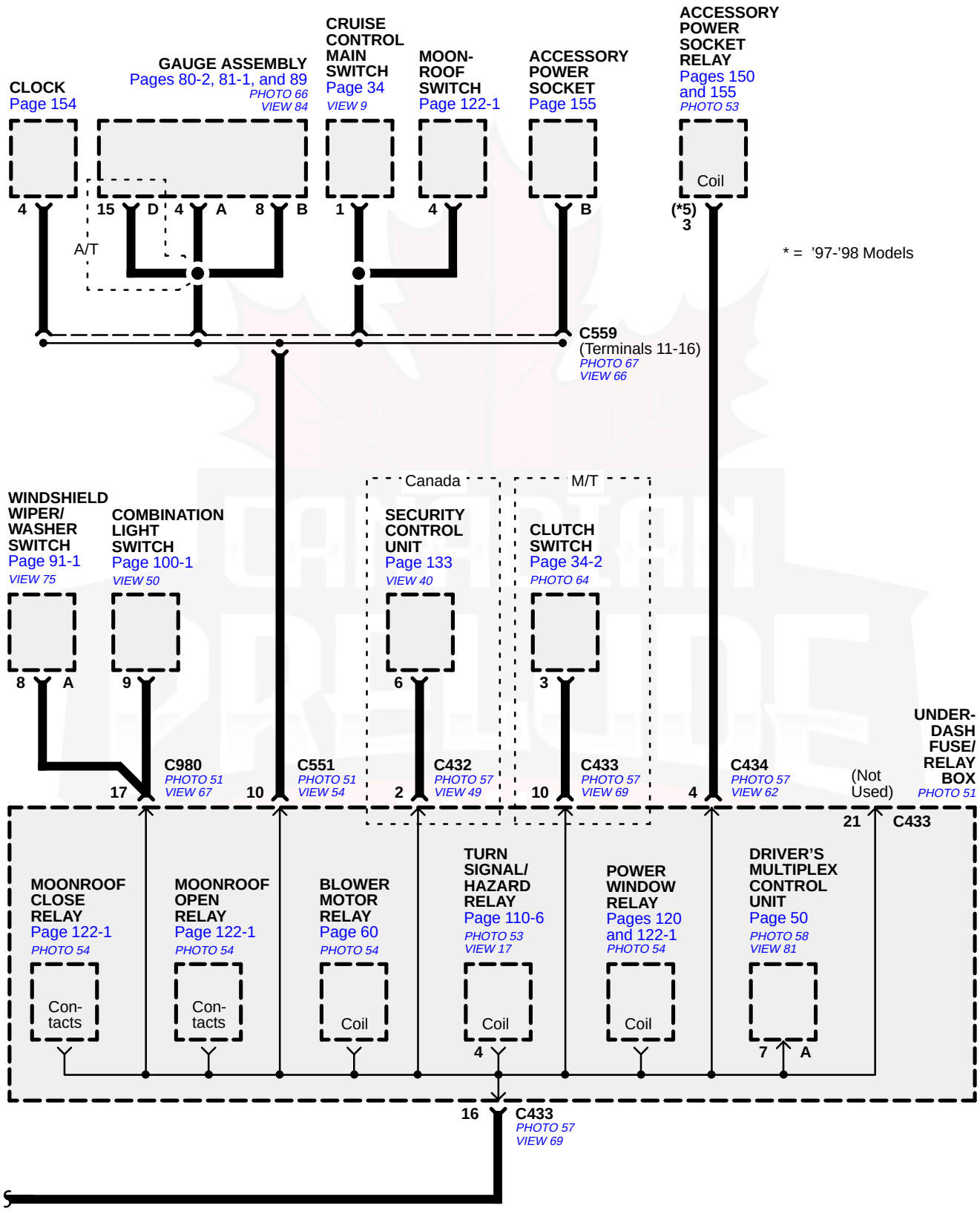
G401

NOTE: Wires shown without color codes are black.



Ground Distribution

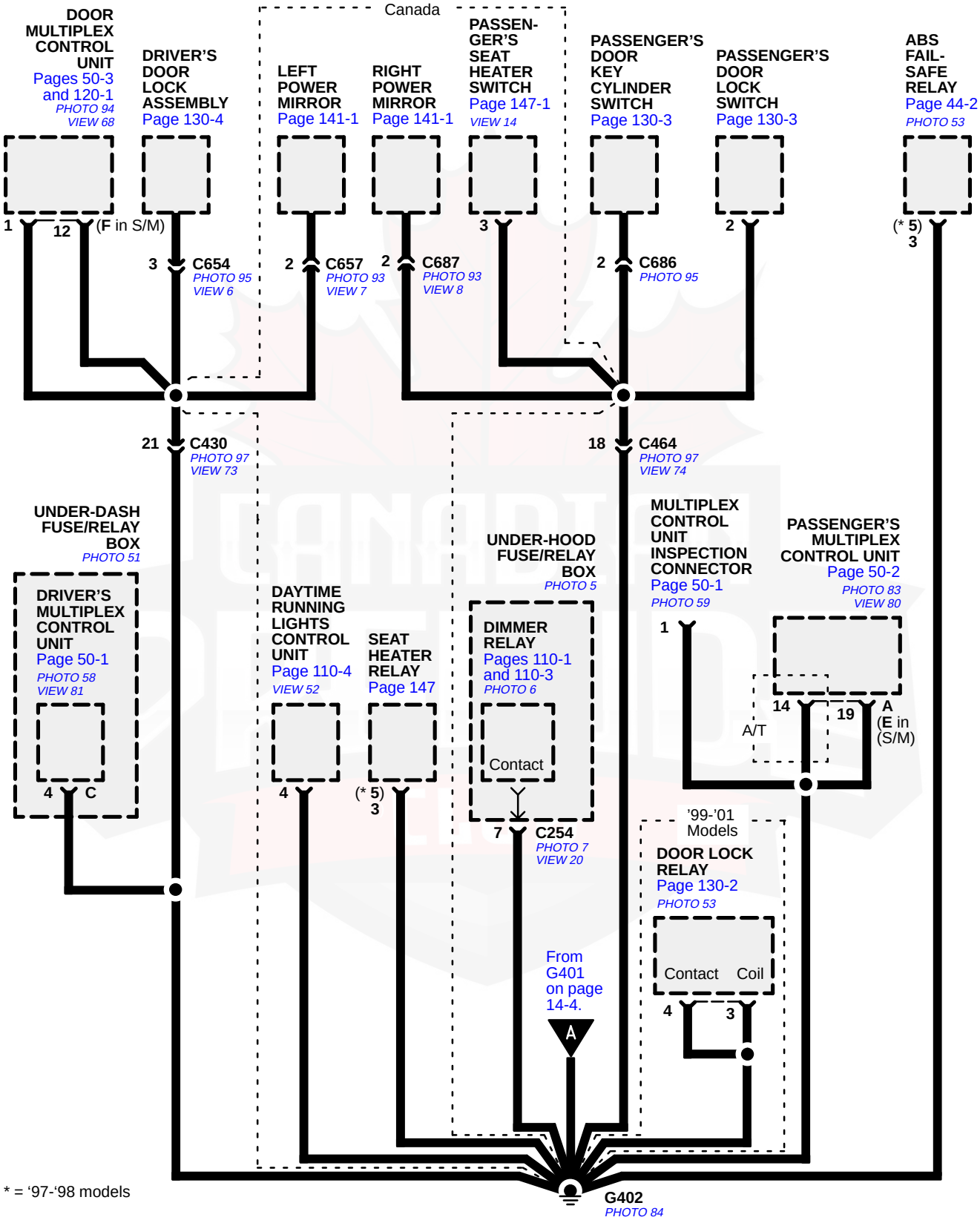
G401



Ground Distribution

G402

NOTE: Wires shown without color codes are black.

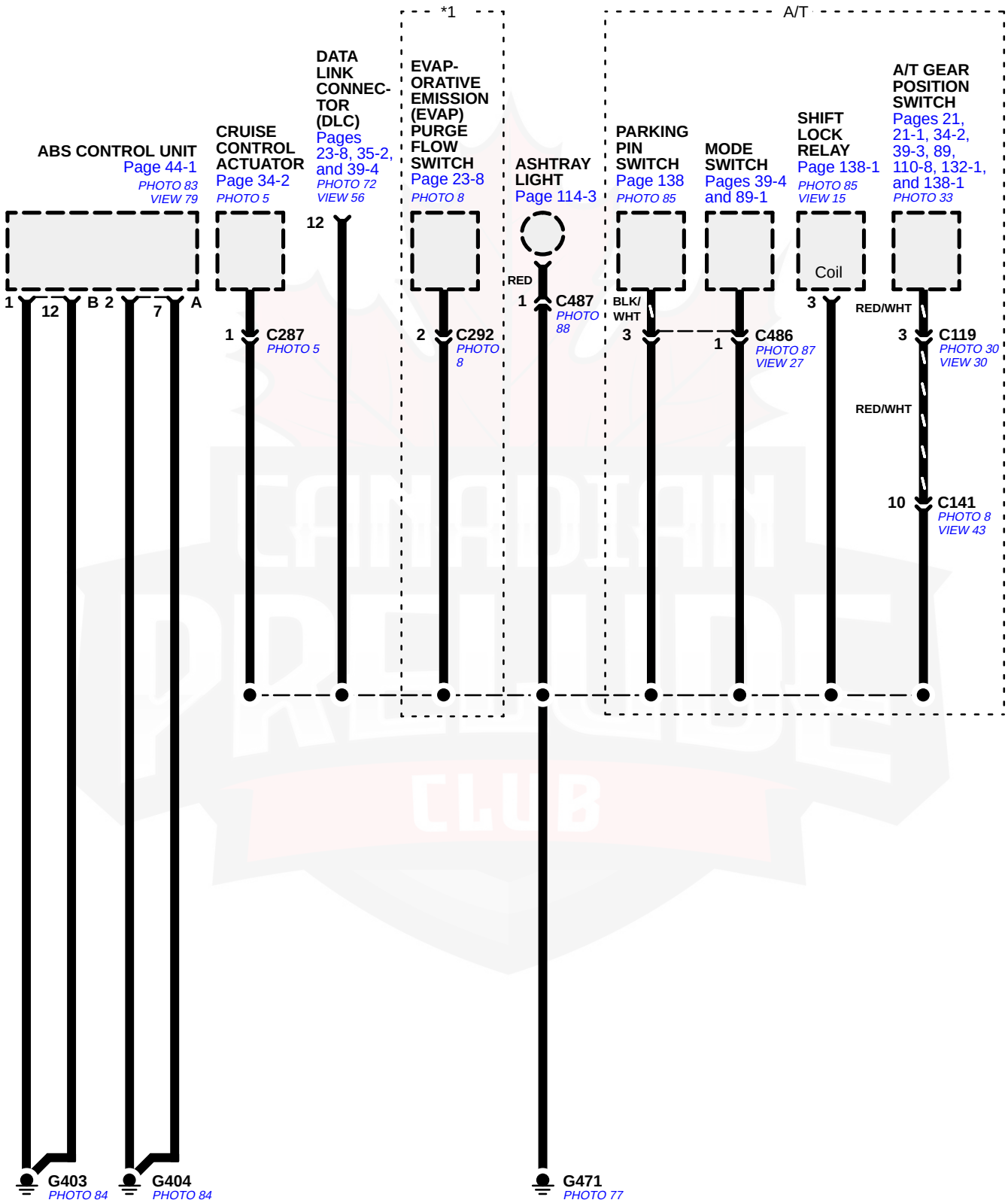


Ground Distribution

G403, G404, and G471

NOTE: Wires shown without color codes are black.

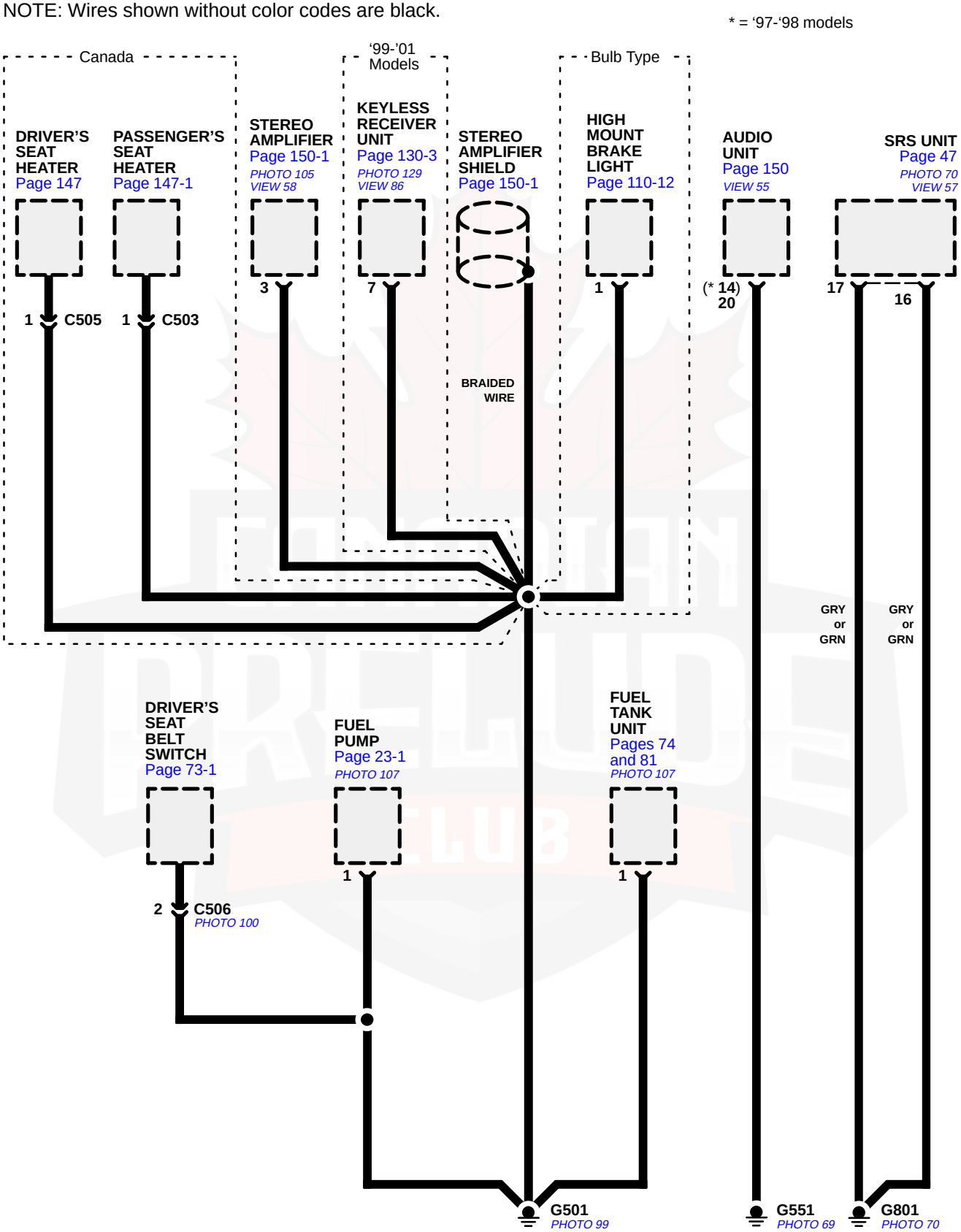
*1 = '97 Model: All except California



Ground Distribution

G501, G551, and G801

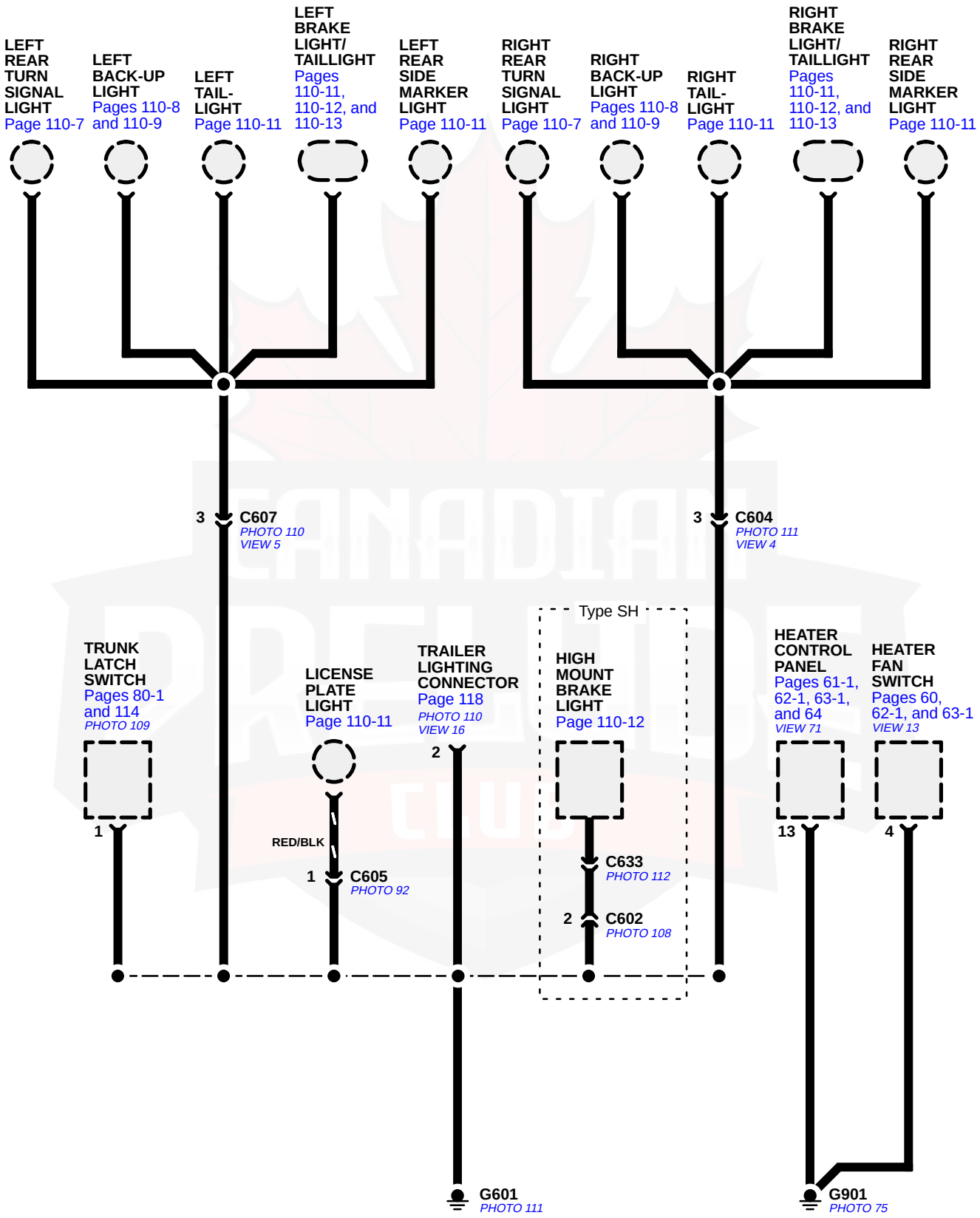
NOTE: Wires shown without color codes are black.



Ground Distribution

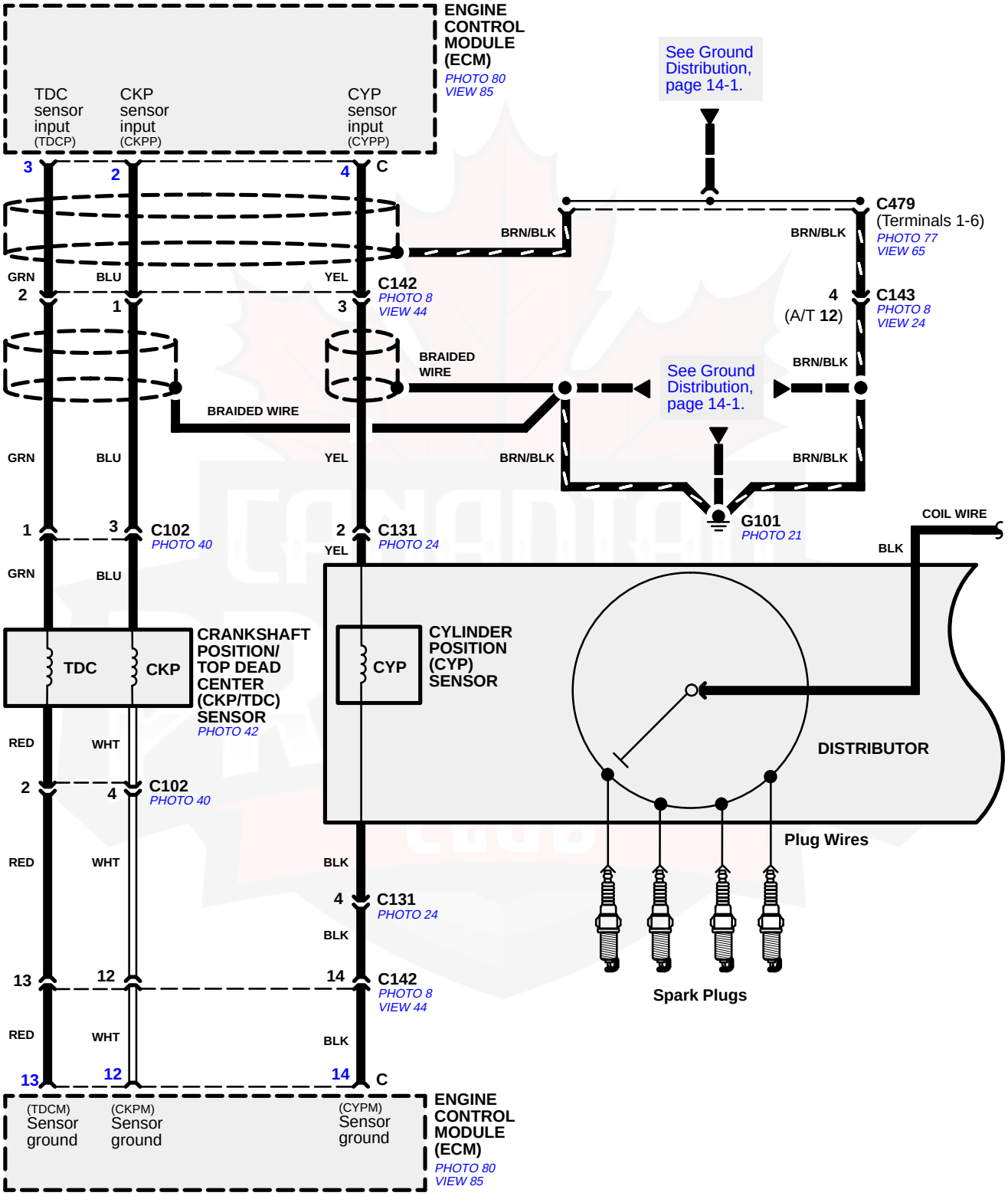
G601 and G901

NOTE: Wires shown without color codes are black.

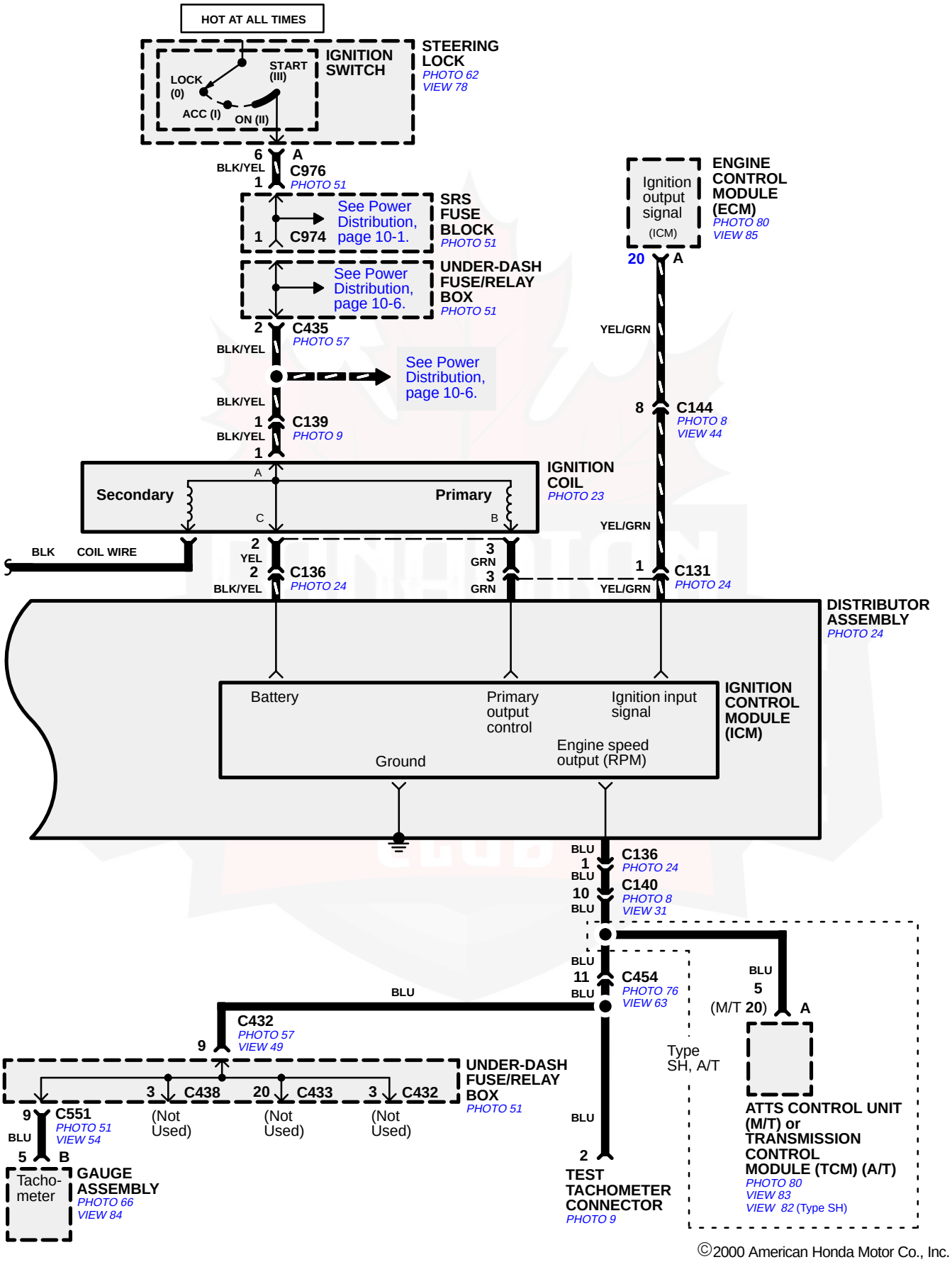


Ignition System

NOTE: For Service Check Connector details, see page 23-4.

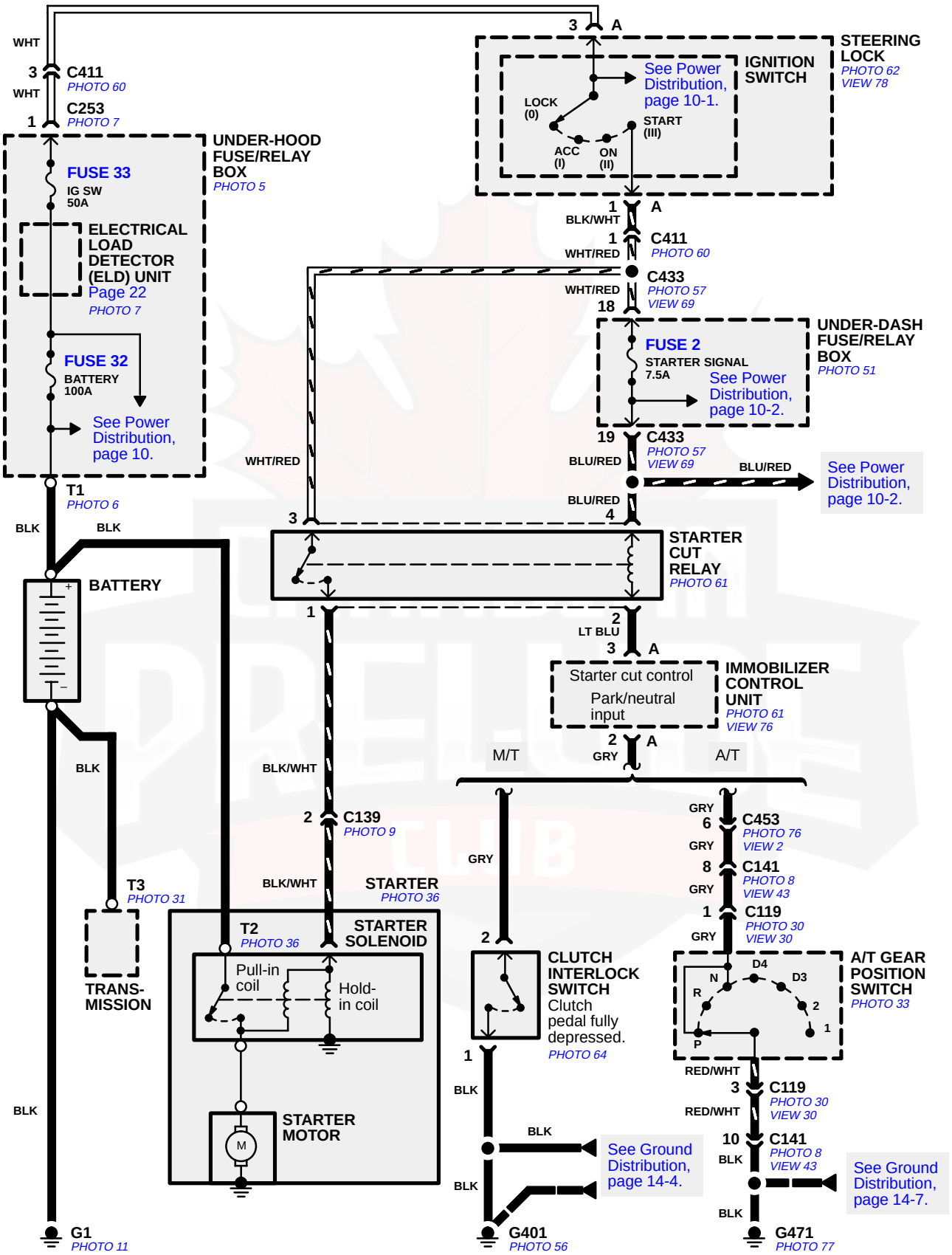


Ignition System



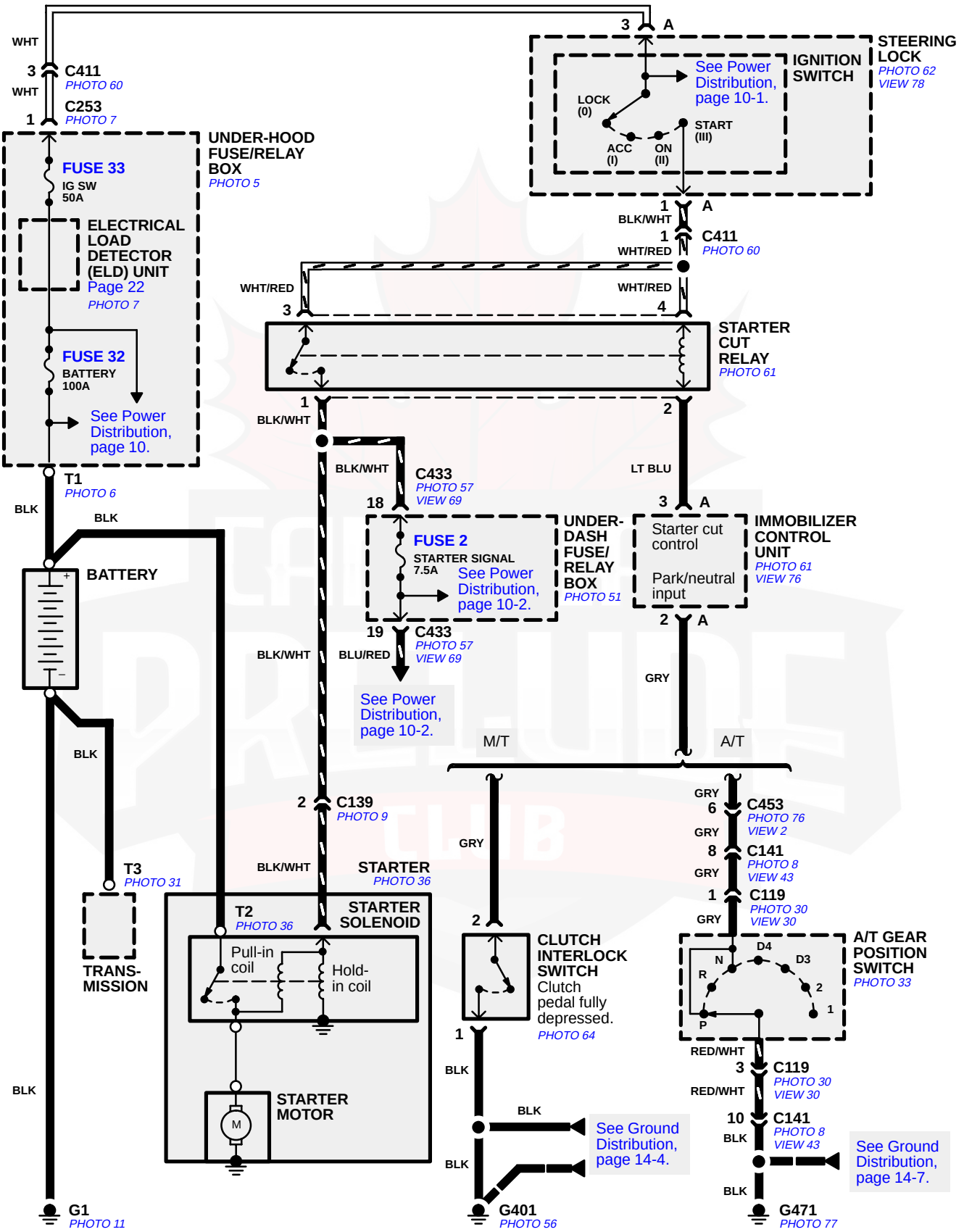
Starting System

– Early Production '97 Model

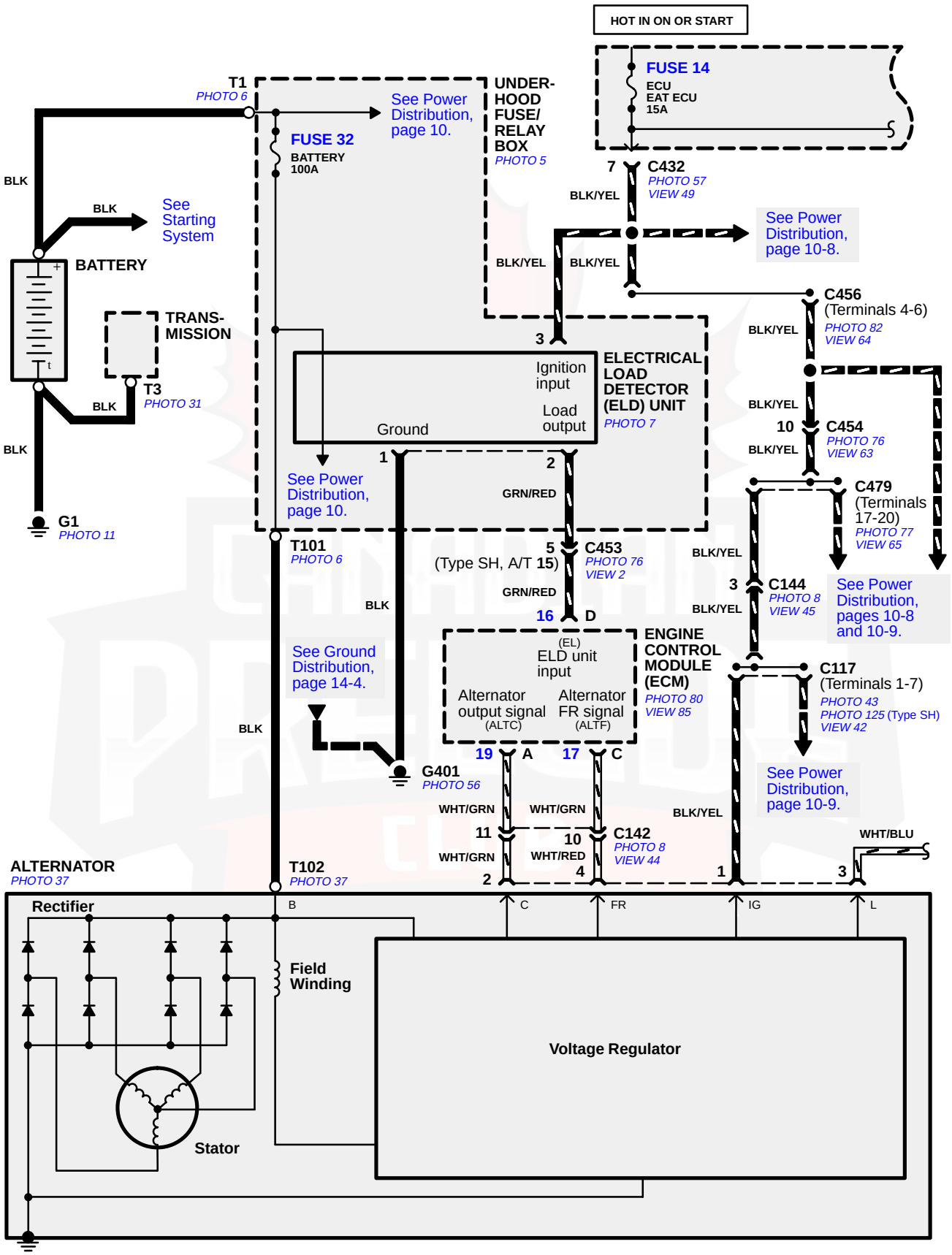


Starting System

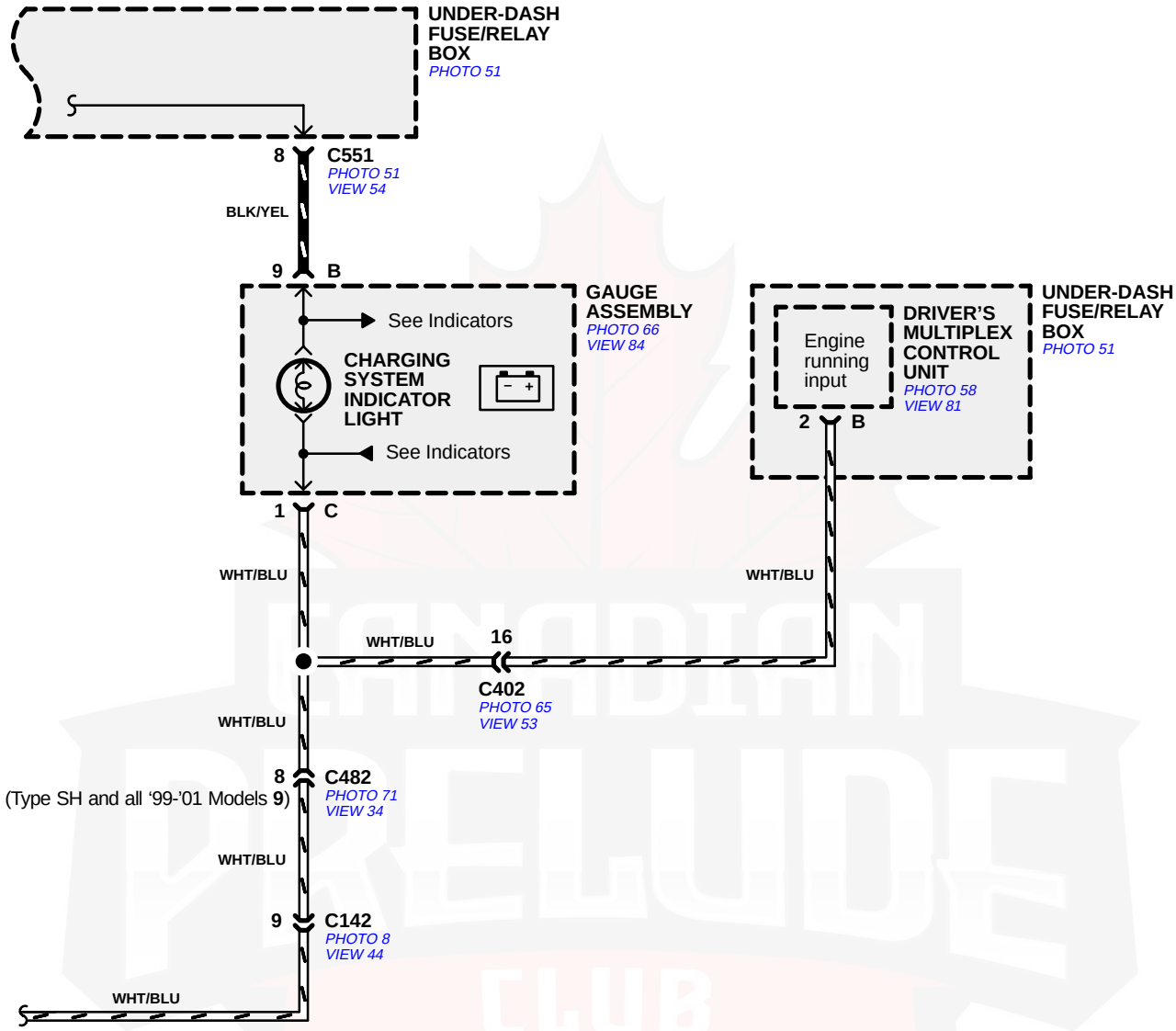
All except Early Production '97 Model



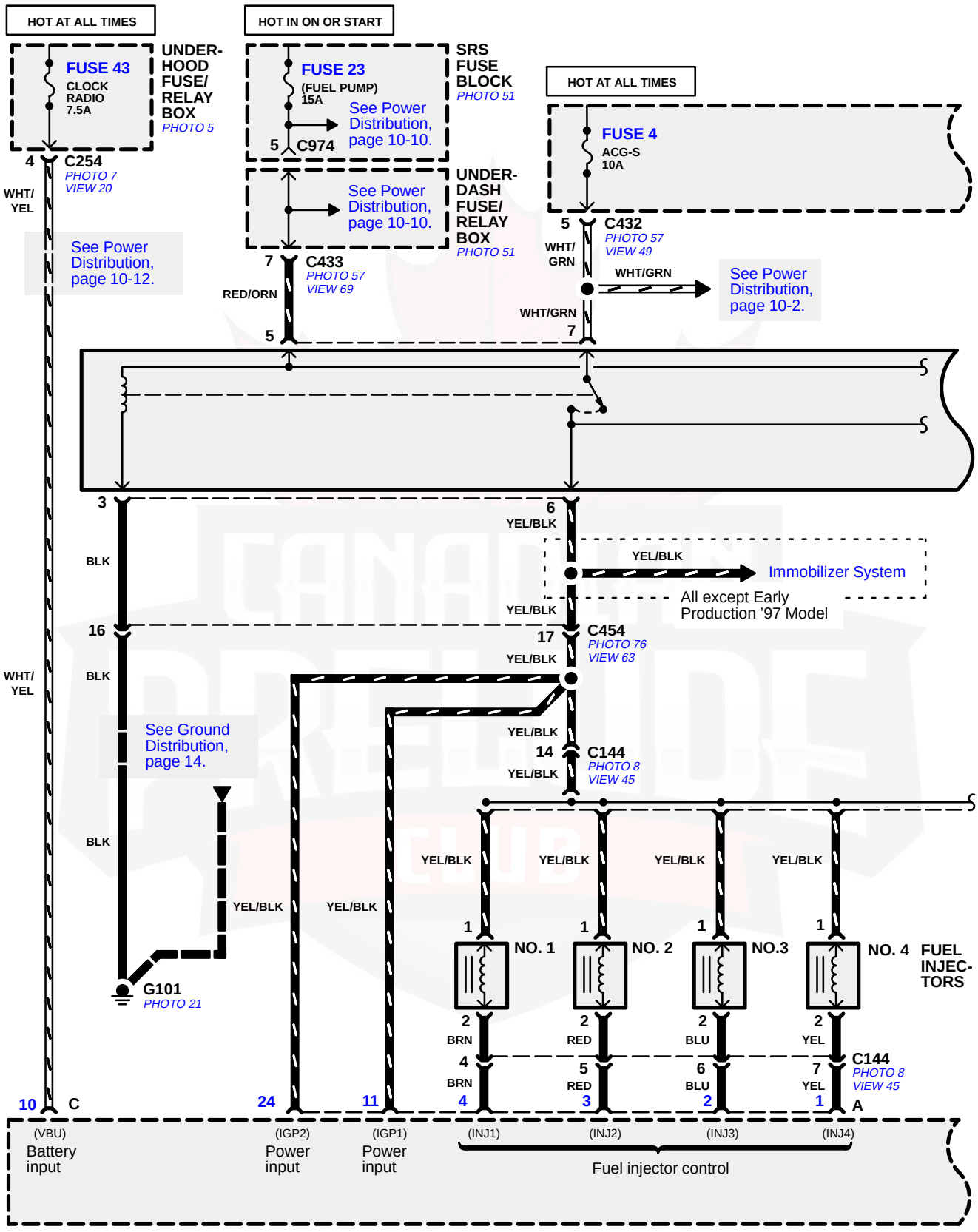
Charging System



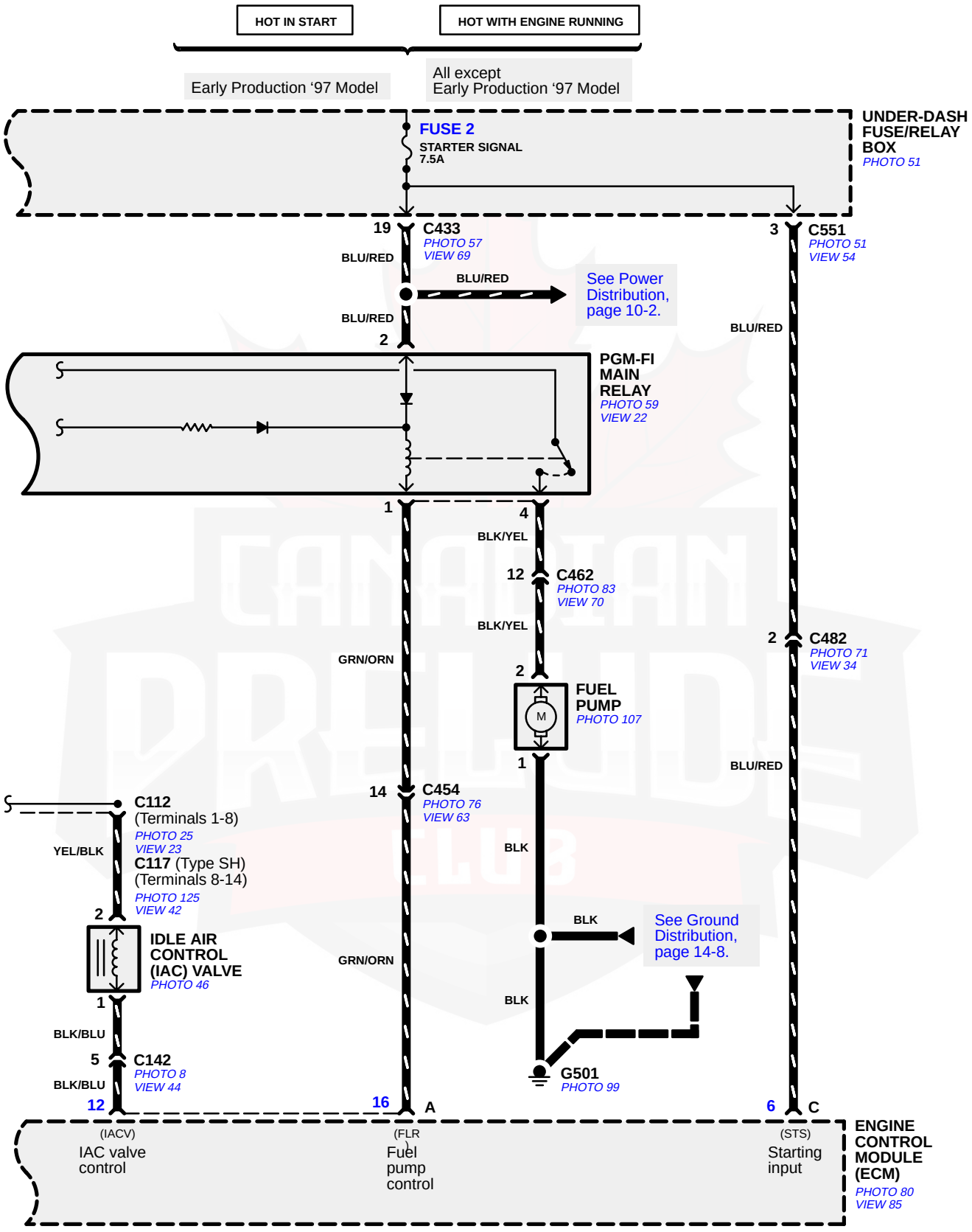
Charging System



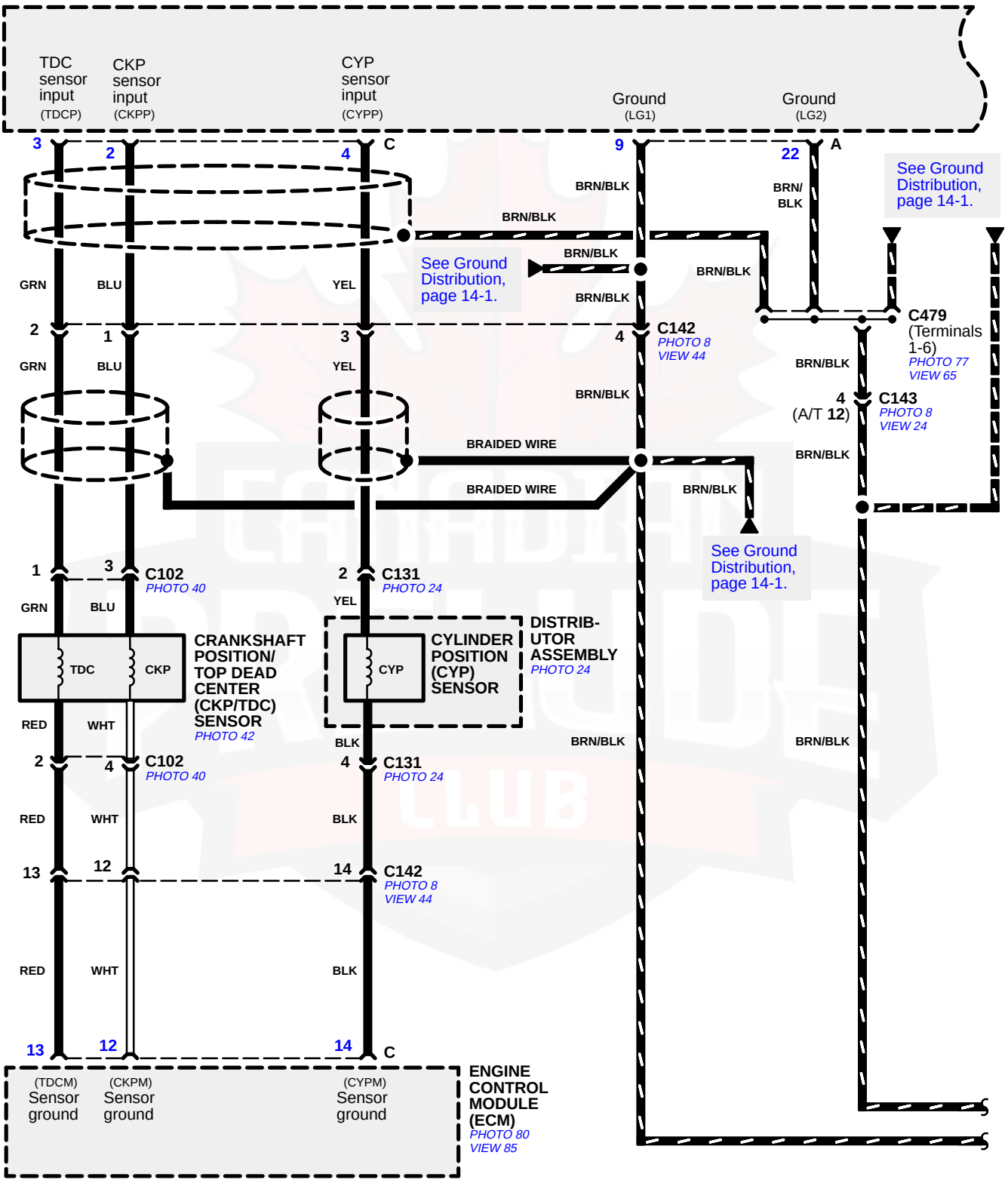
Programmed Fuel Injection System (PGM-FI)



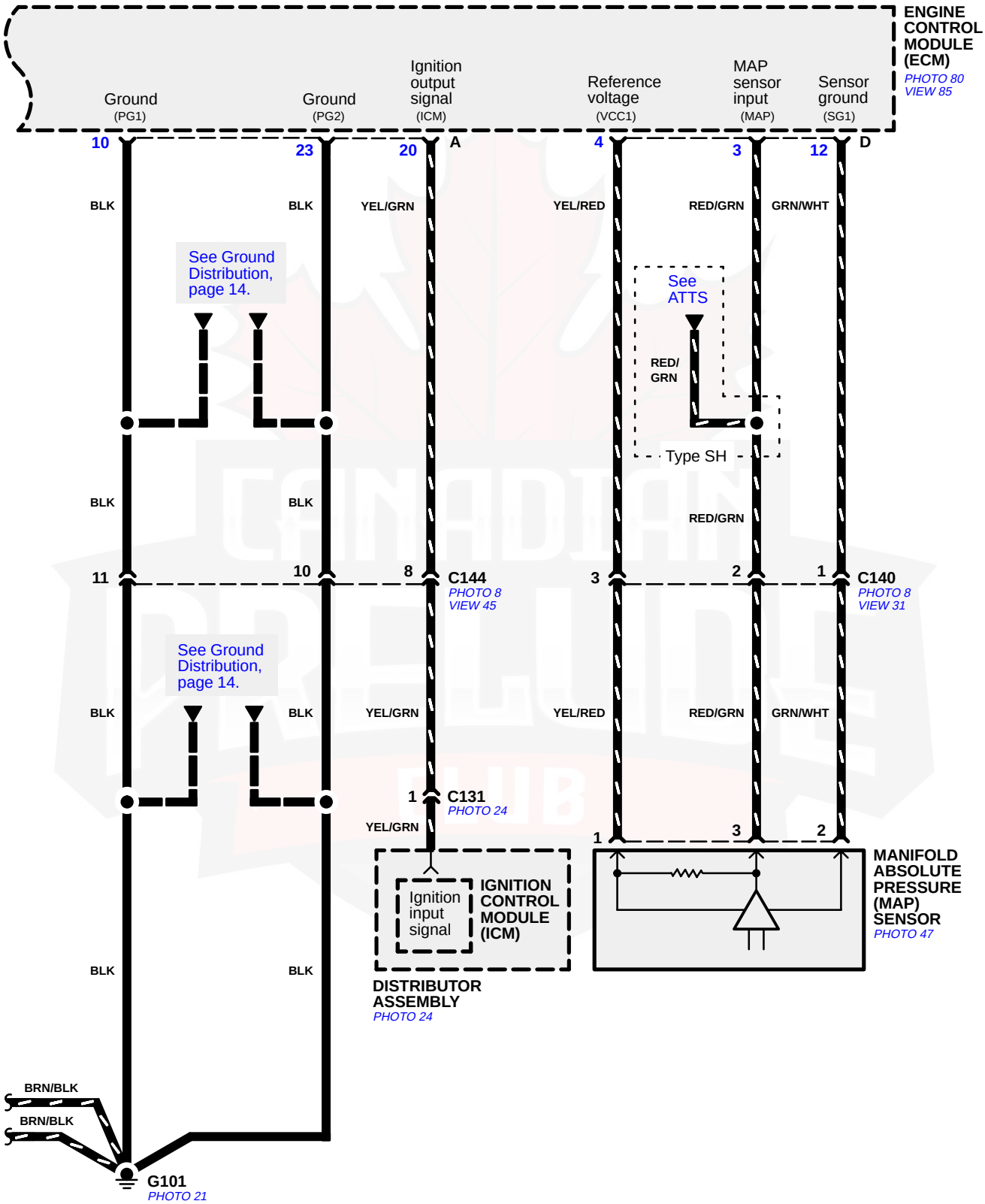
Programmed Fuel Injection System (PGM-FI)



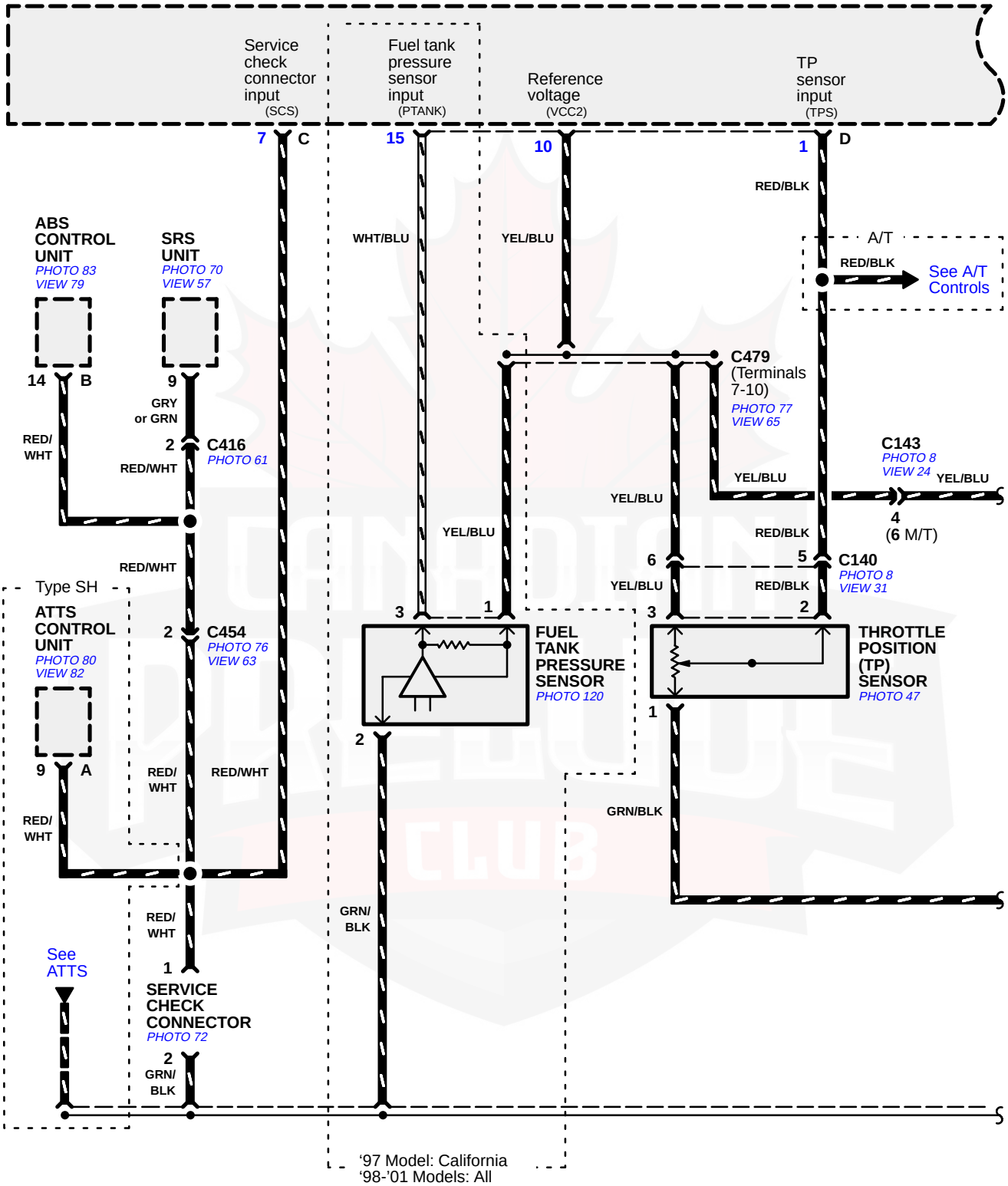
Programmed Fuel Injection System (PGM-FI)



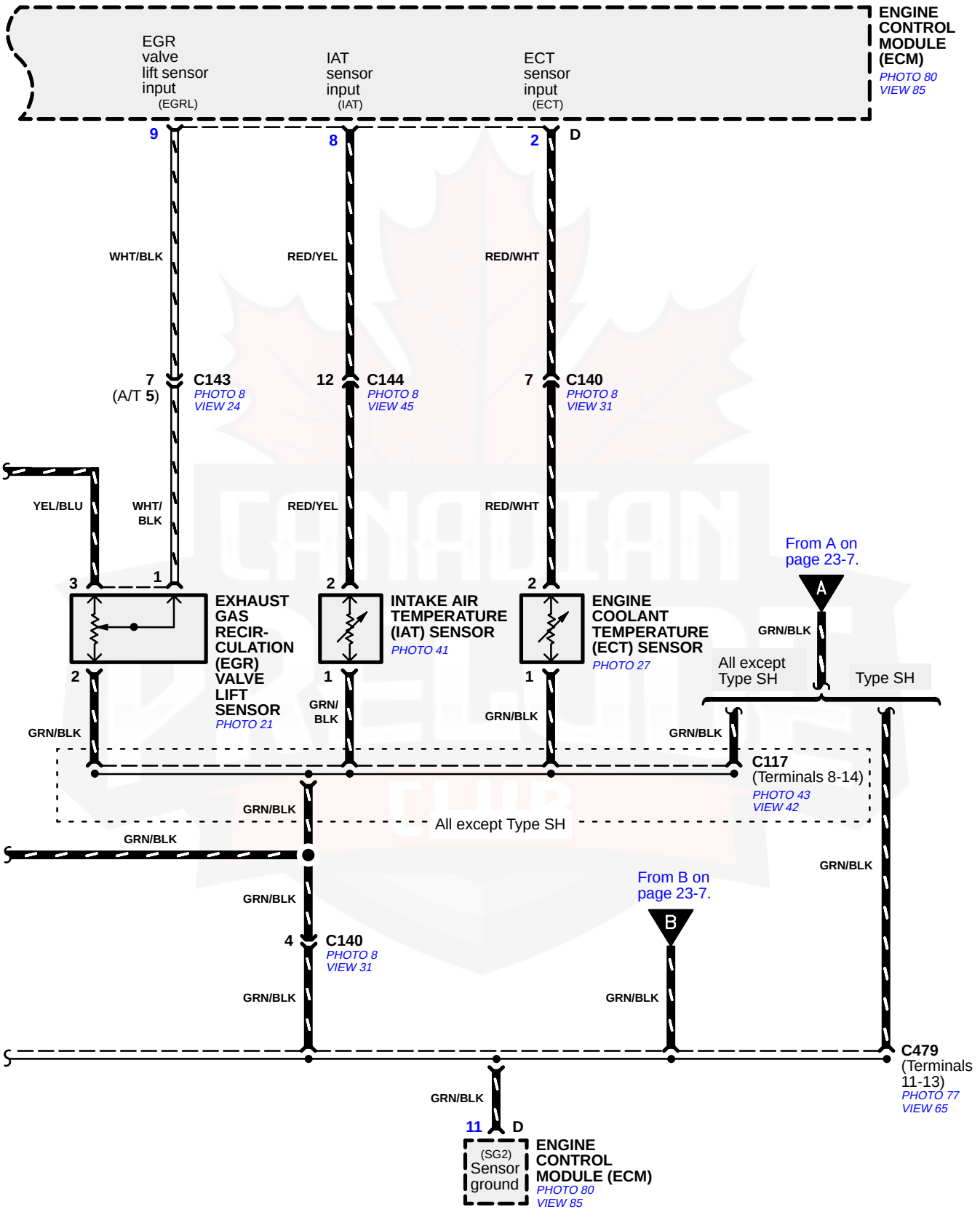
Programmed Fuel Injection System (PGM-FI)



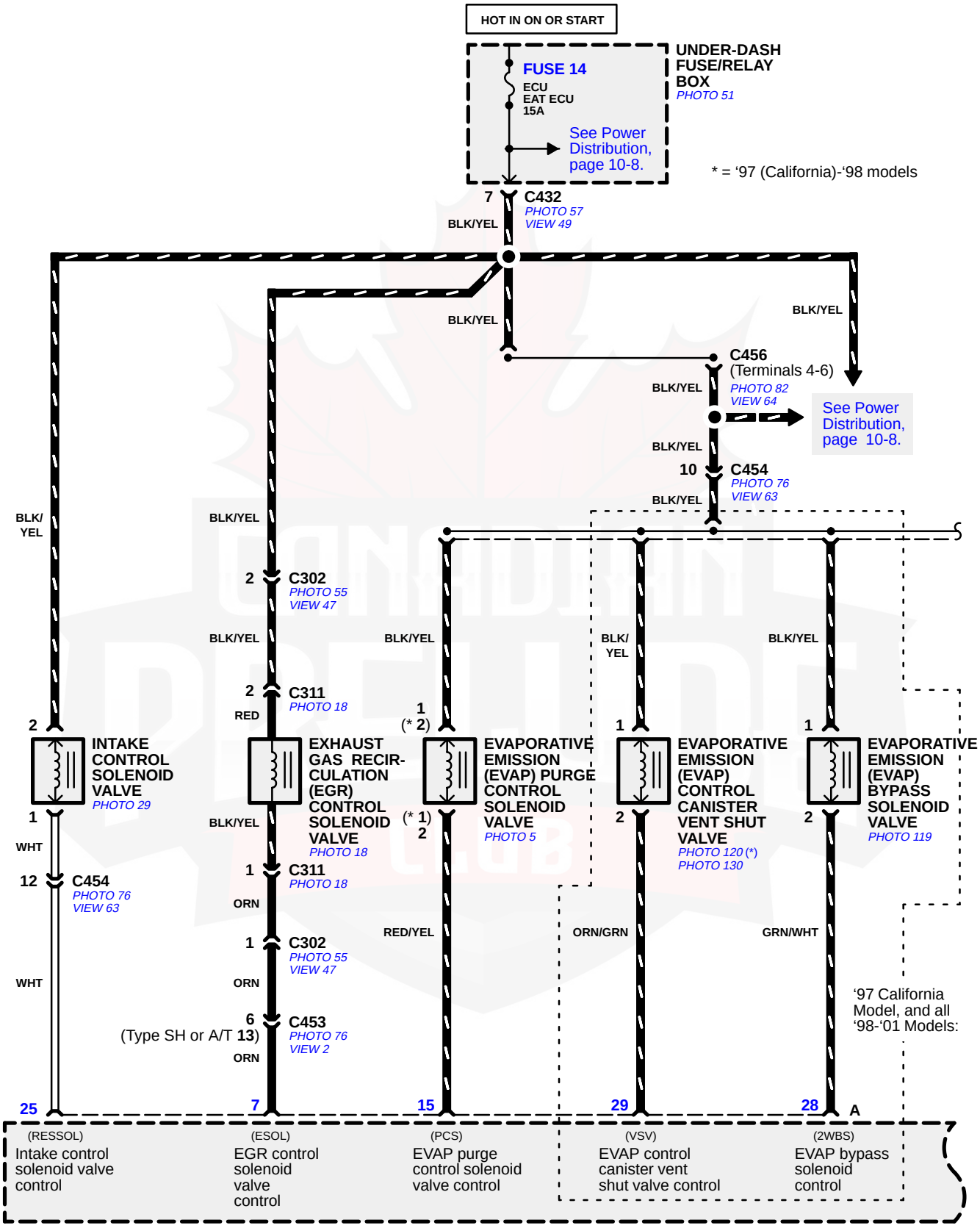
Programmed Fuel Injection System (PGM-FI)



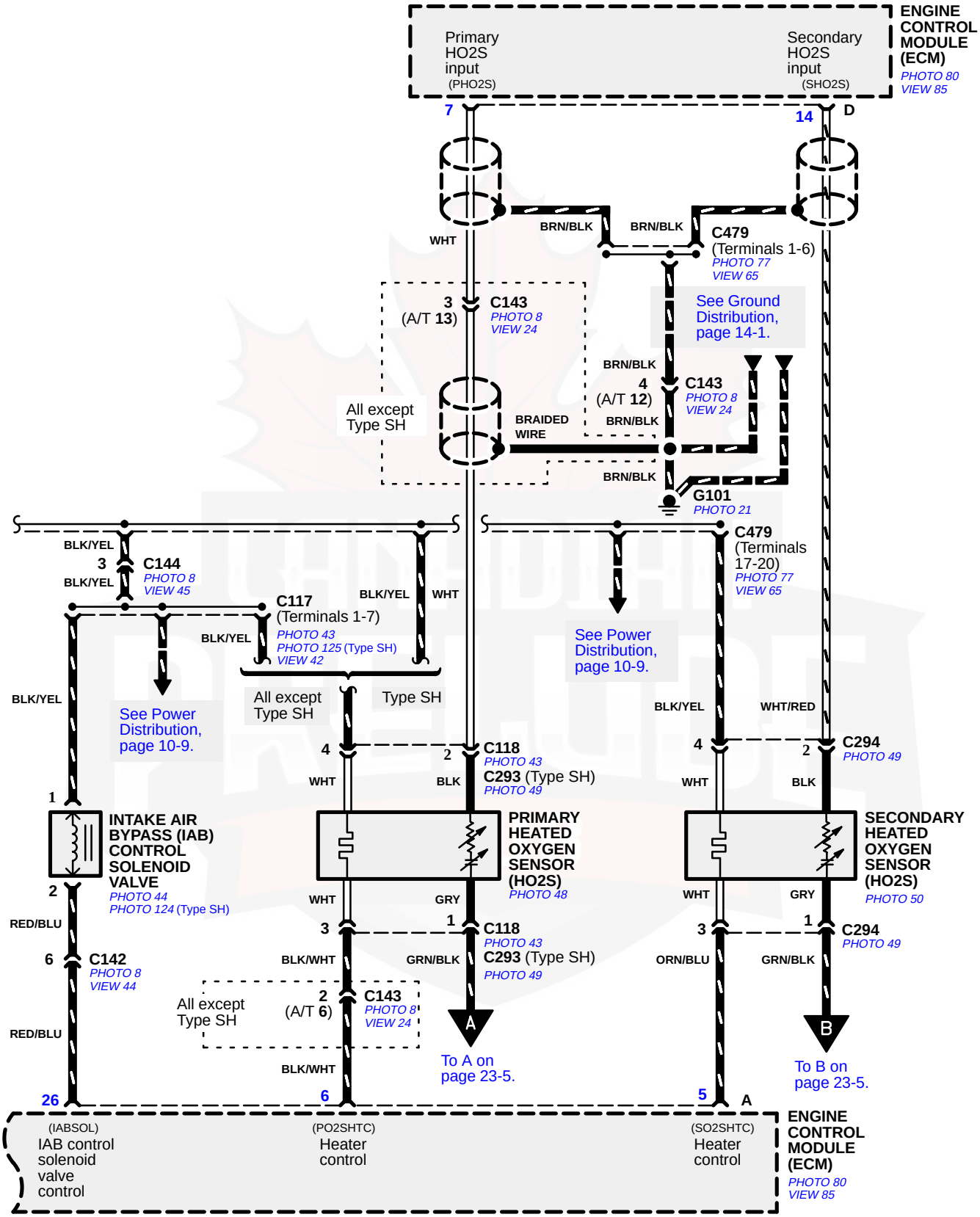
Programmed Fuel Injection System (PGM-FI)



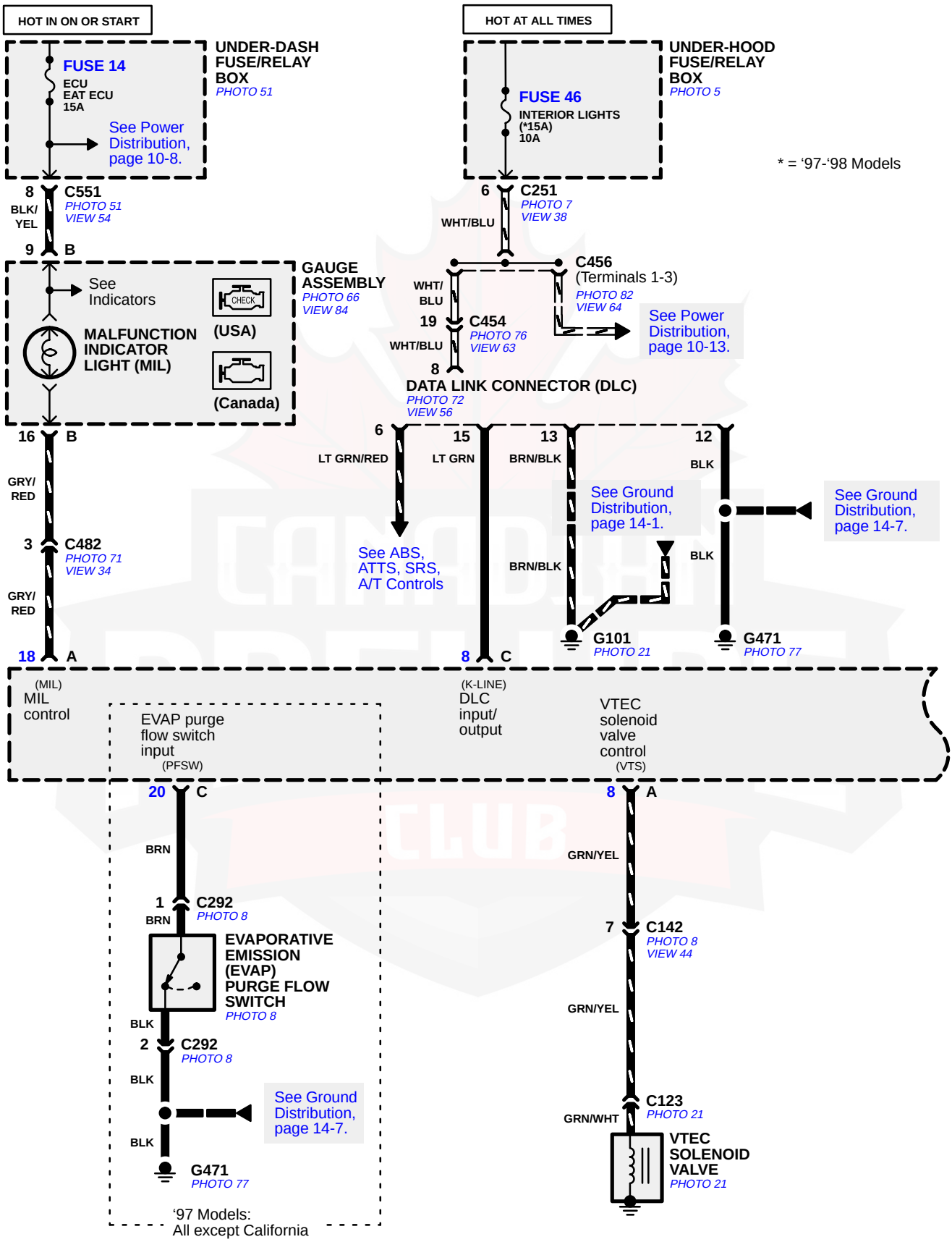
Programmed Fuel Injection System (PGM-FI)



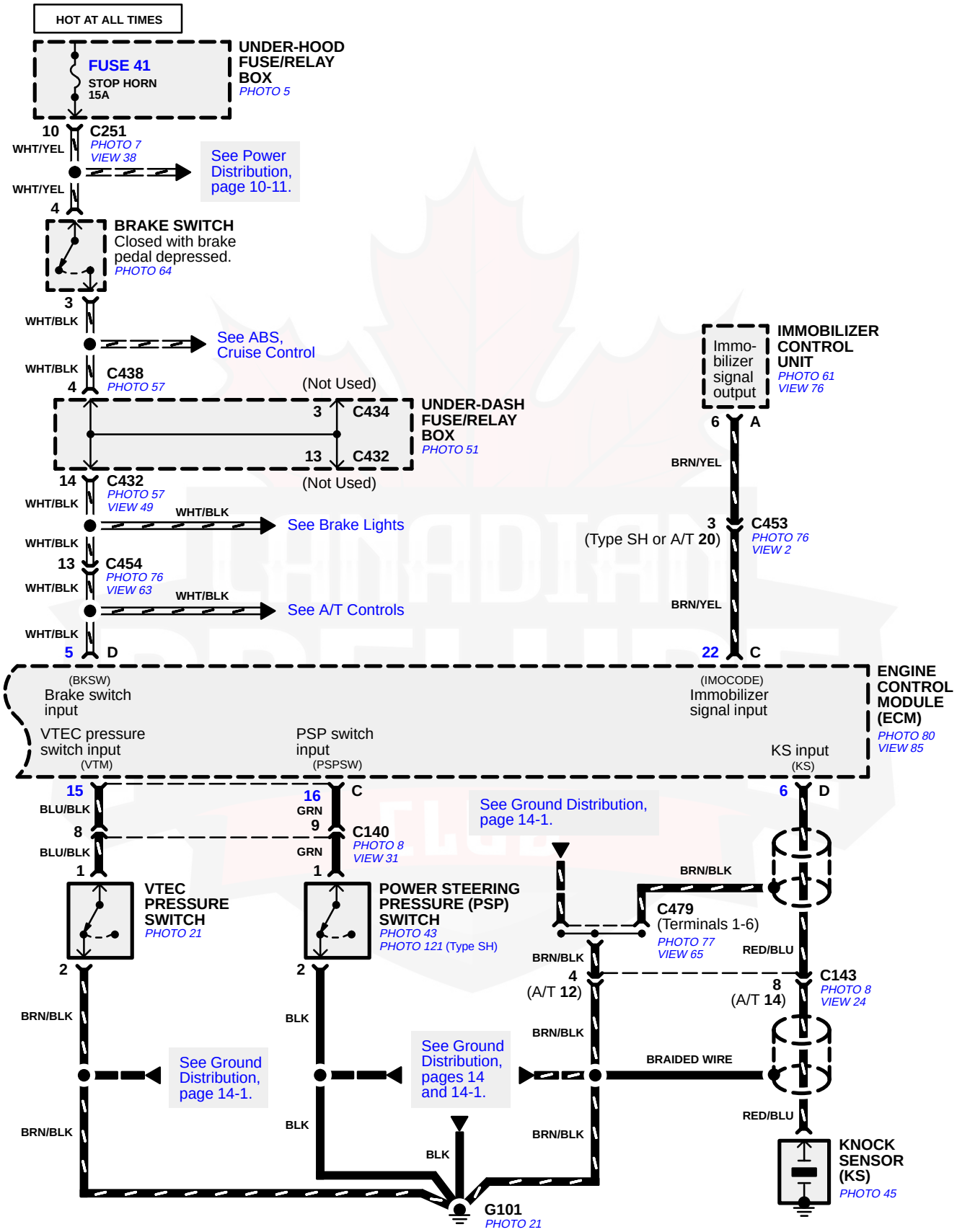
Programmed Fuel Injection System (PGM-FI)



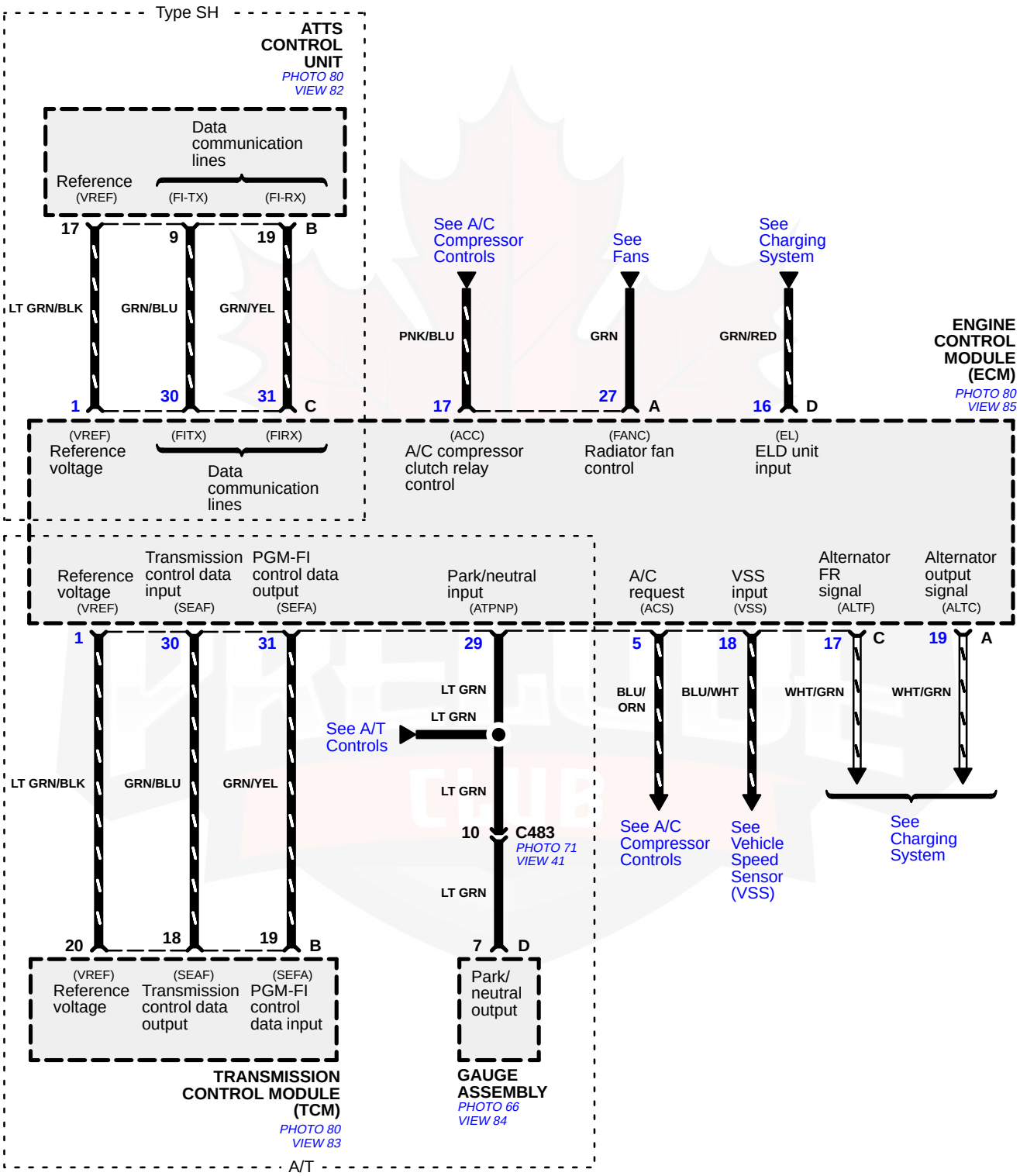
Programmed Fuel Injection System (PGM-FI)



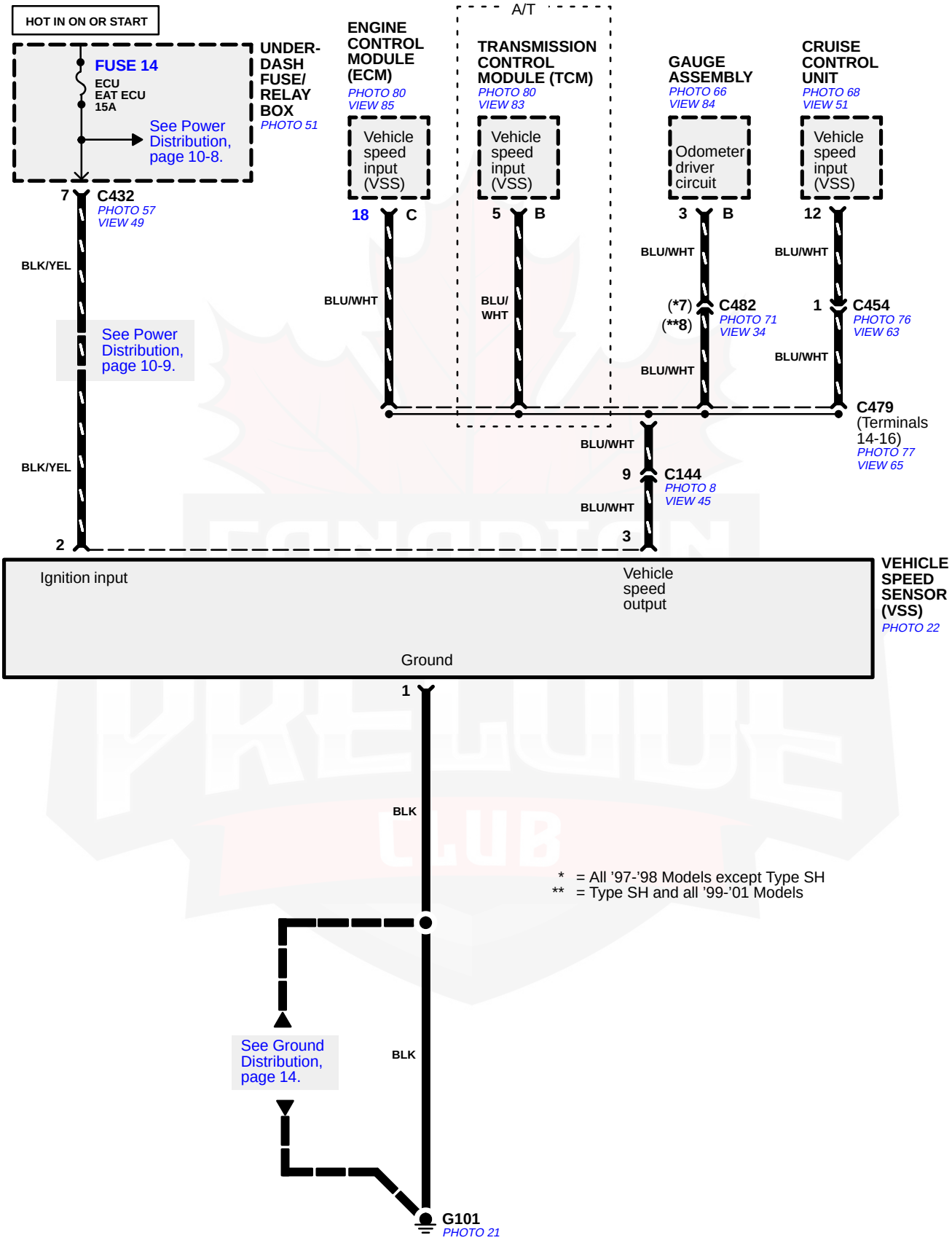
Programmed Fuel Injection System (PGM-FI)

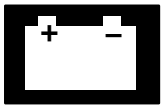


Programmed Fuel Injection System (PGM-FI)



Vehicle Speed Sensor (VSS)





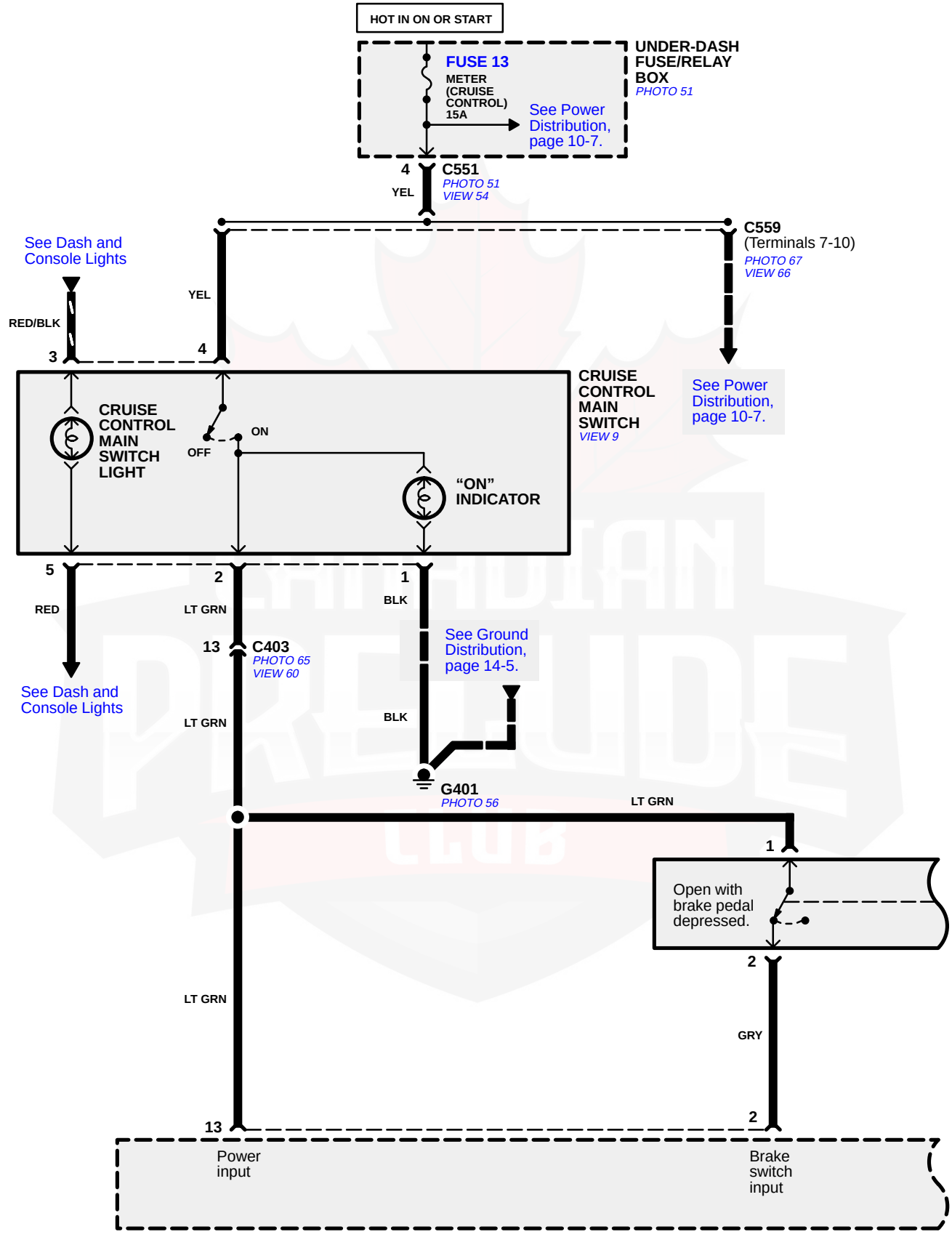
Vehicle Speed Sensor (VSS)

– How the Circuit Works

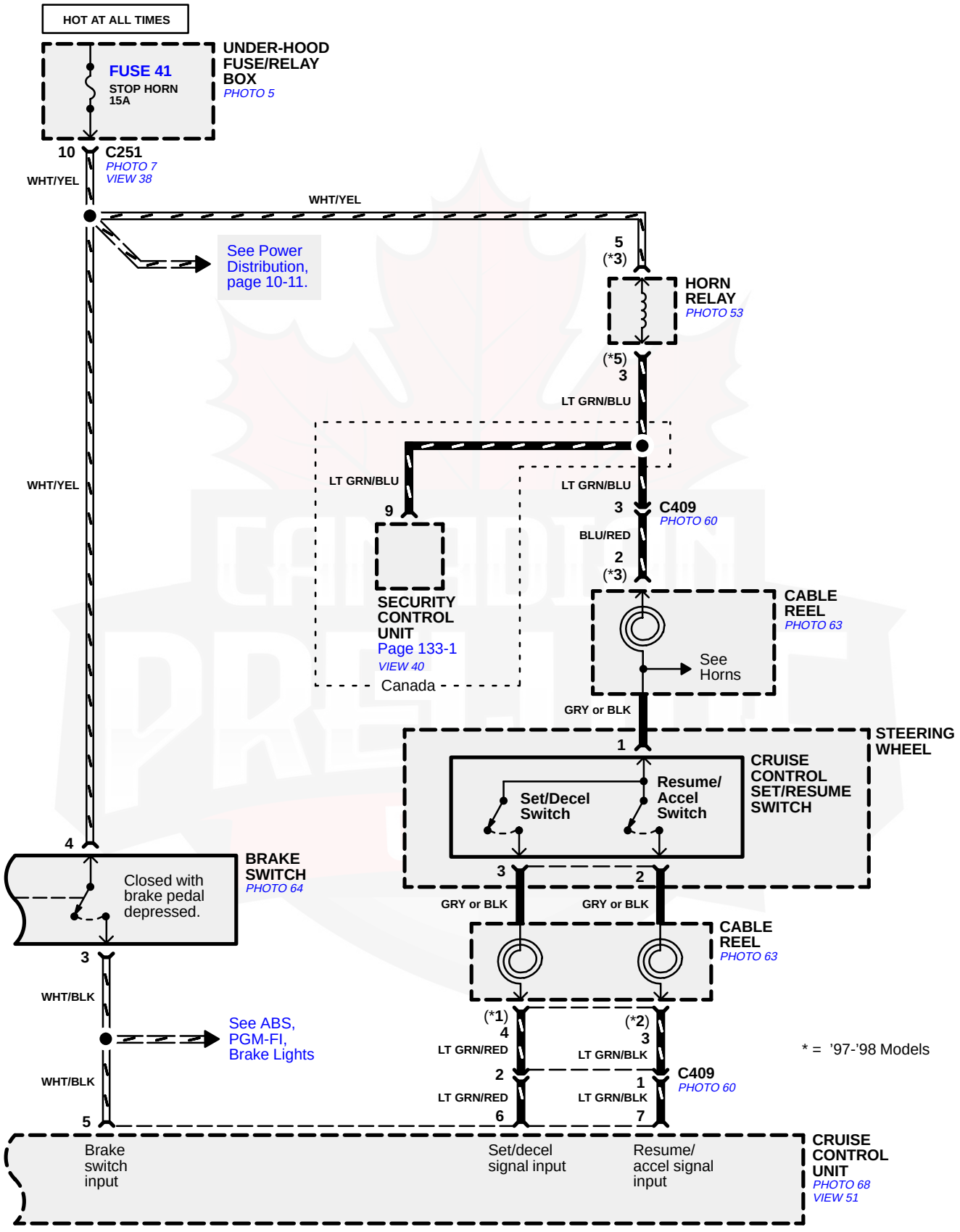
With the ignition switch in ON (II) or START (III), battery voltage is supplied through fuse 14 and the BLK/YEL wire to the vehicle speed sensor (VSS). The sensor is grounded by the BLK wire to G101. The speedometer and other control units in the circuit supply 5 volts or more to the BLU/WHT wire. The vehicle speed sensor (VSS) intermittently grounds the BLU/WHT wire which generates a pulsed signal in it. The number of pulses per minute increases/decreases with the speed of the car.

Refer to the Service Manual (Section 23, Electrical) for specific tests or troubleshooting procedures.

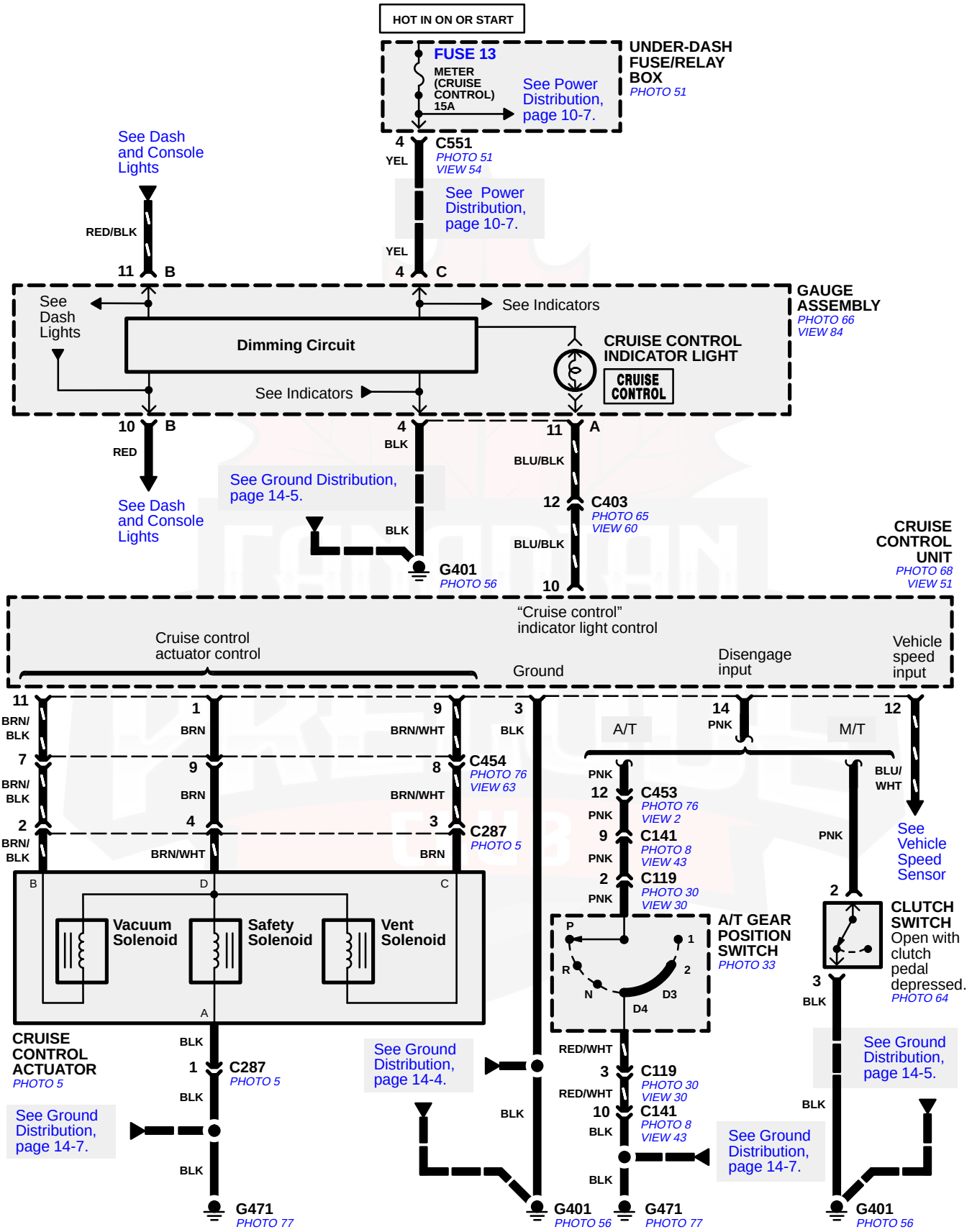
Cruise Control



Cruise Control



Cruise Control



Cruise Control

How the Circuit Works

The cruise control system uses mechanical and electrical devices to maintain the car's speed at a setting selected by the driver.

System Description

The cruise control unit receives command signals from the cruise control main switch and the cruise control Set/Resume switch. With the ignition switch in ON (II) or START (III), voltage is provided to the cruise control main switch through fuse 13. When you push the switch to ON, power is provided to the cruise control unit and the brake switch.

The cruise control unit receives information about operating conditions from the brake switch, the vehicle speed sensor (VSS), and the clutch switch (manual transmission) or the A/T gear position switch (automatic transmission). The cruise control unit then sends signals to the cruise control actuator which regulates the throttle position to maintain the selected speed. The control unit compares the actual speed of the car to the selected speed. The control unit then uses the result of that comparison to open or close the throttle.

The brake switch releases the system's control of the throttle at the instant you press on the brake pedal. The switch sends a signal to the control unit by removing power from the normally closed brake input (GRY wire), and providing power at the normally open brake input (WHT/BLK wire). The control unit responds by allowing the throttle to close. The clutch switch or the A/T gear position switch sends a "disengage" signal to the control unit that also allows the throttle to close.

The cruise control system will set and automatically maintain any speed above 25 mph (40 km/h). To set it, make sure the main switch is on and the switch indicator is on. Then, after reaching the desired speed, press the SET switch. This sends a "set" signal to the cruise control unit which, in turn, controls the cruise control actuator to maintain the set speed.

When you push the SET switch and the cruise control system is on, the "cruise control" ON indicator lights up.

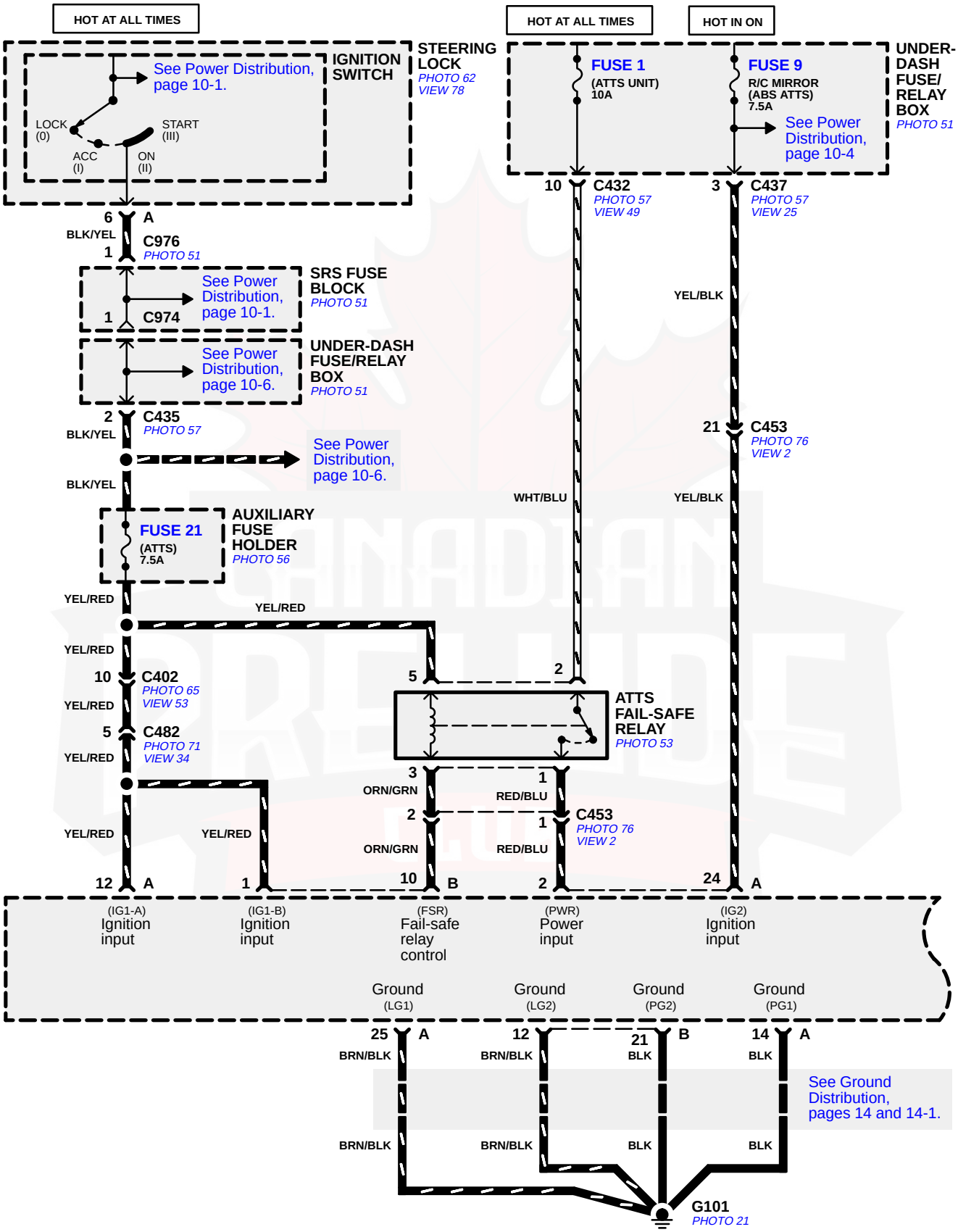
You can cancel the cruise control system by turning the main switch off. This removes power to the control unit and erases the set speed from memory. If the system is disengaged temporarily by the brake switch, or clutch switch, and the car's speed is still above 25 mph, press the resume switch: the car will automatically return to the previously set speed.

For gradual acceleration without pressing the accelerator pedal, push the RESUME switch and hold it there. This will send an "acceleration" signal to the control unit. When you release the switch, the system will be reprogrammed for the new speed. To slow the car down, push the SET switch in and hold it there. This sends a "deceleration" signal to the control unit, causing the car to coast. When the desired speed is reached, release the SET switch. This reprograms the system for the new speed.

Refer to the Service Manual (Section 4, Engine Electrical) for specific tests or troubleshooting procedures.

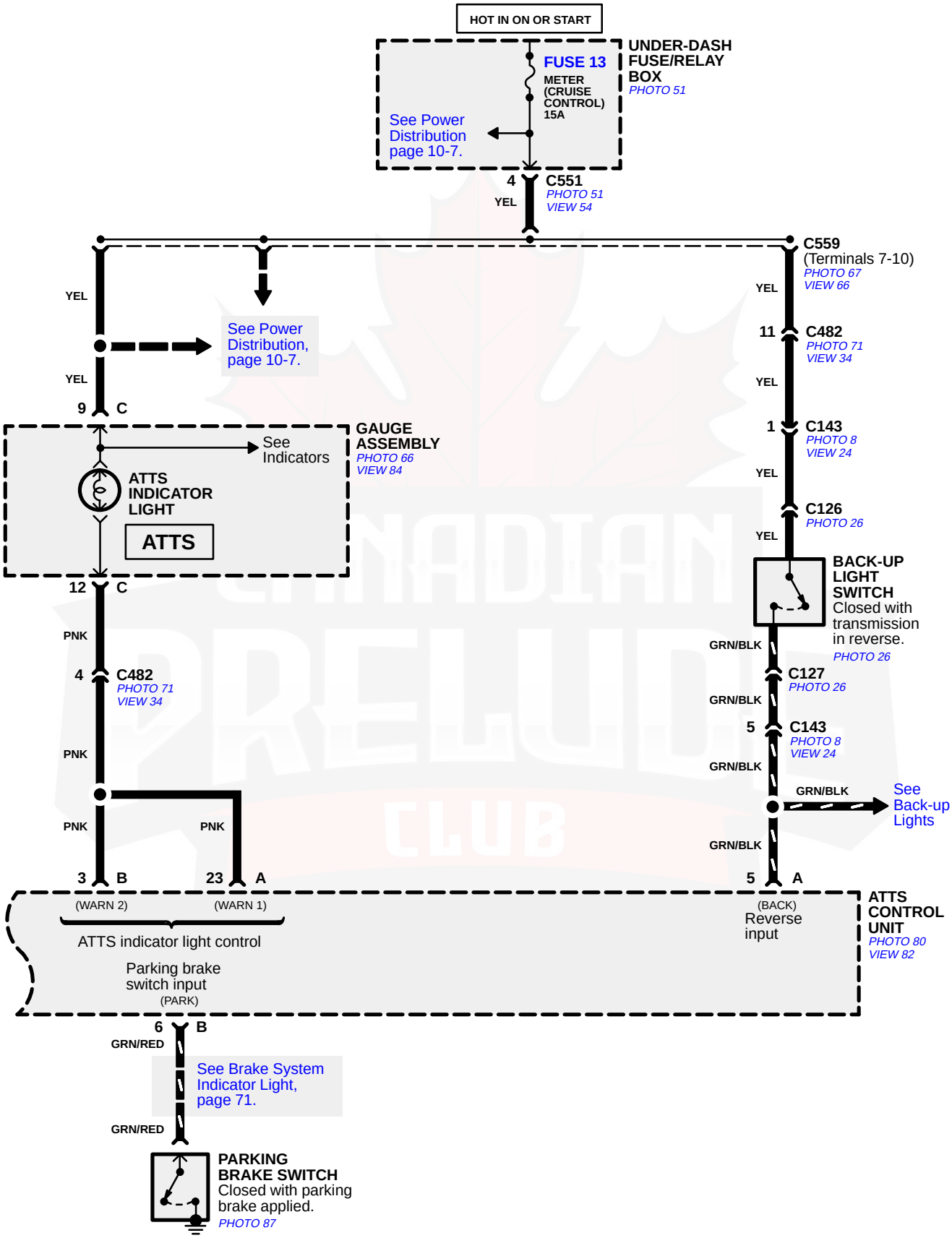
Active Torque Transfer System (ATTS)

Type SH



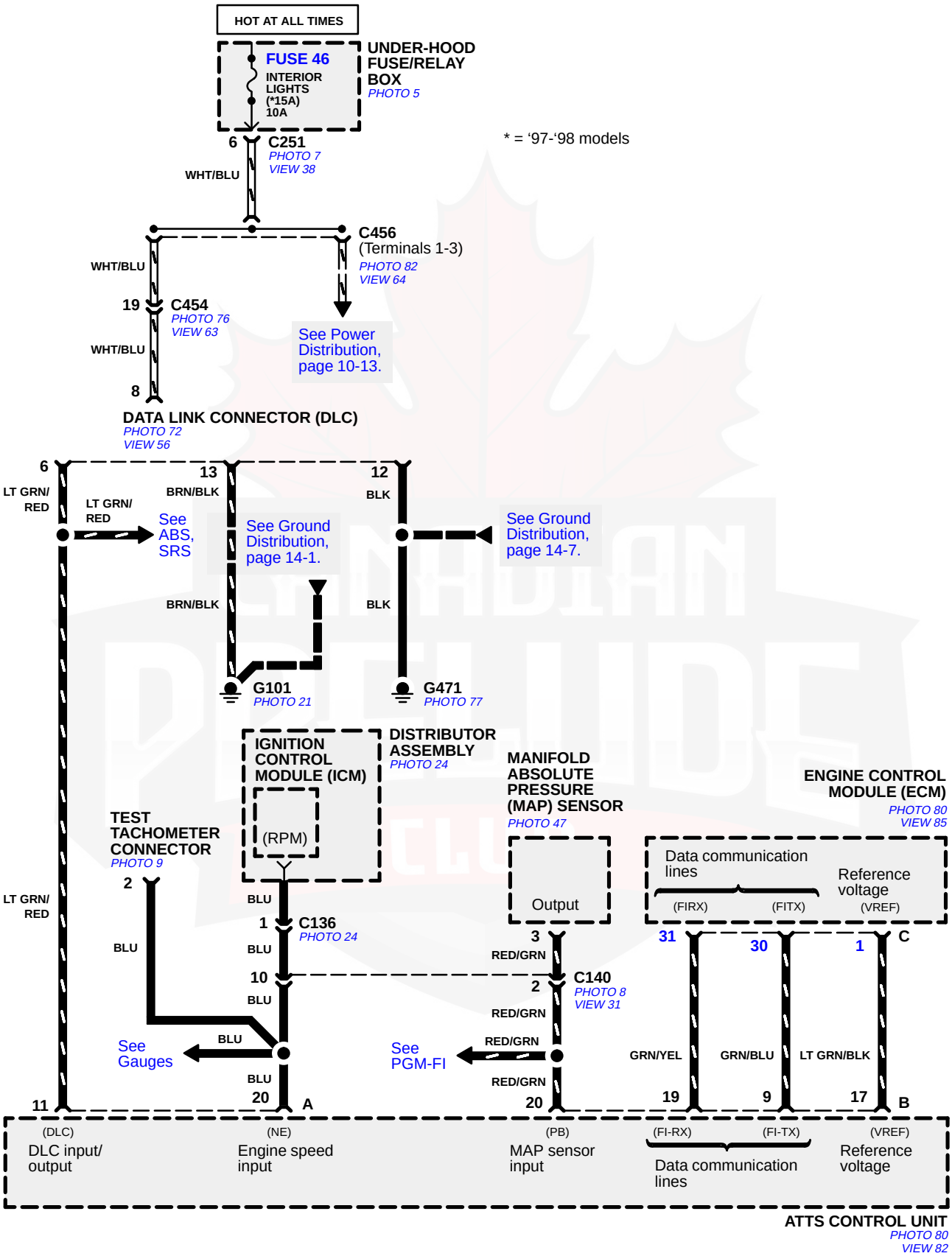
Active Torque Transfer System (ATTS)

Type SH

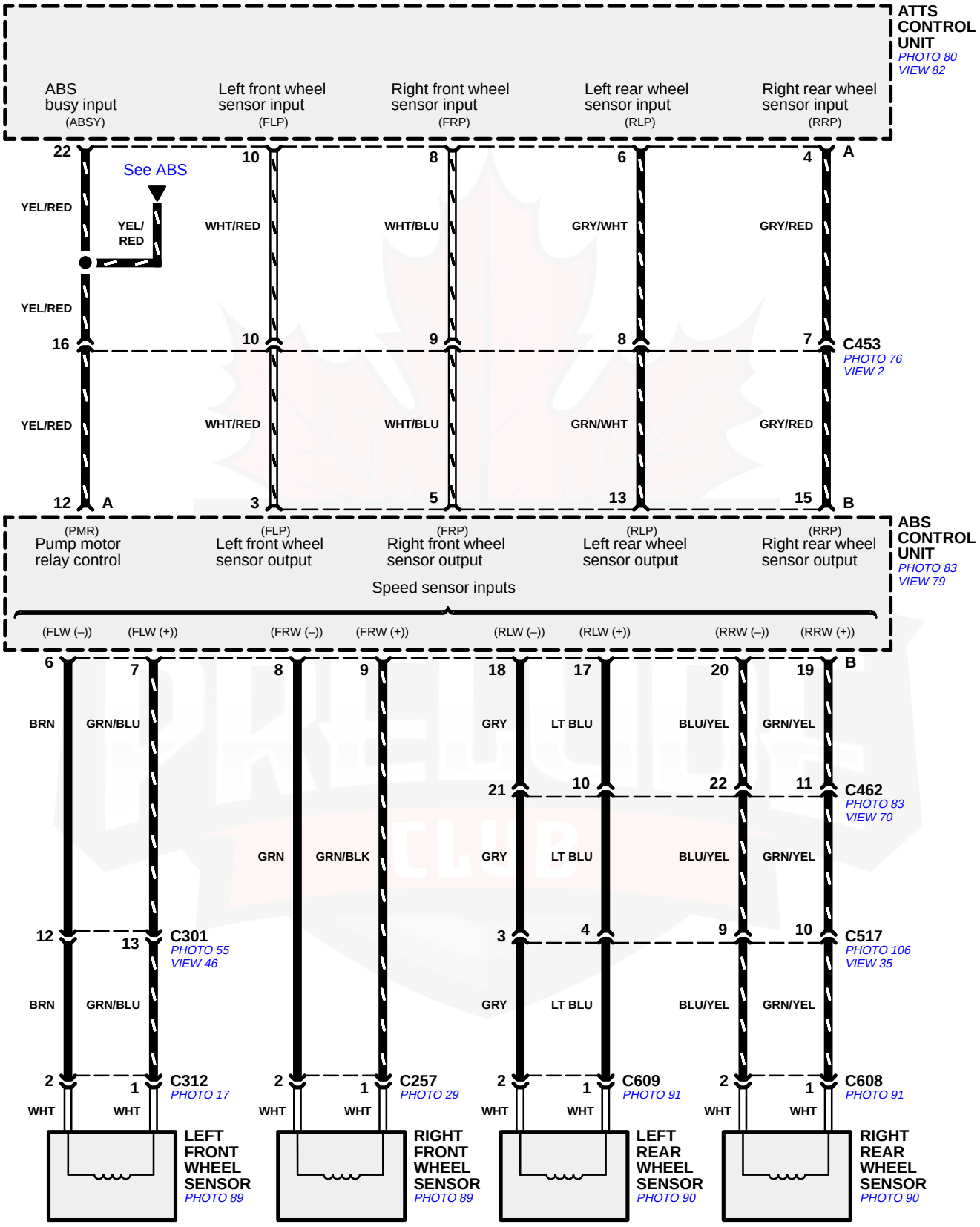


Active Torque Transfer System (ATTS)

Type SH

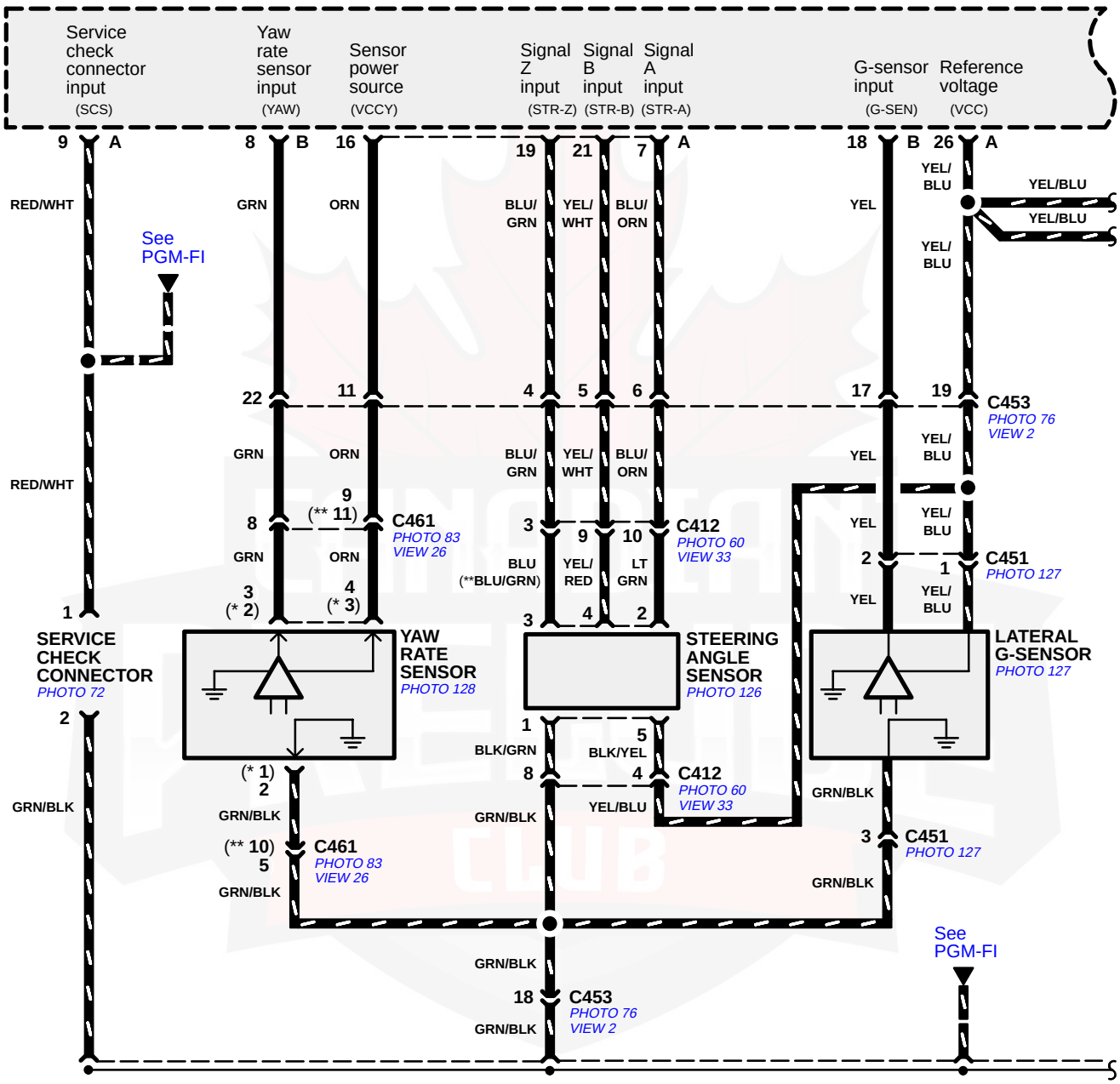


Active Torque Transfer System (ATTS)



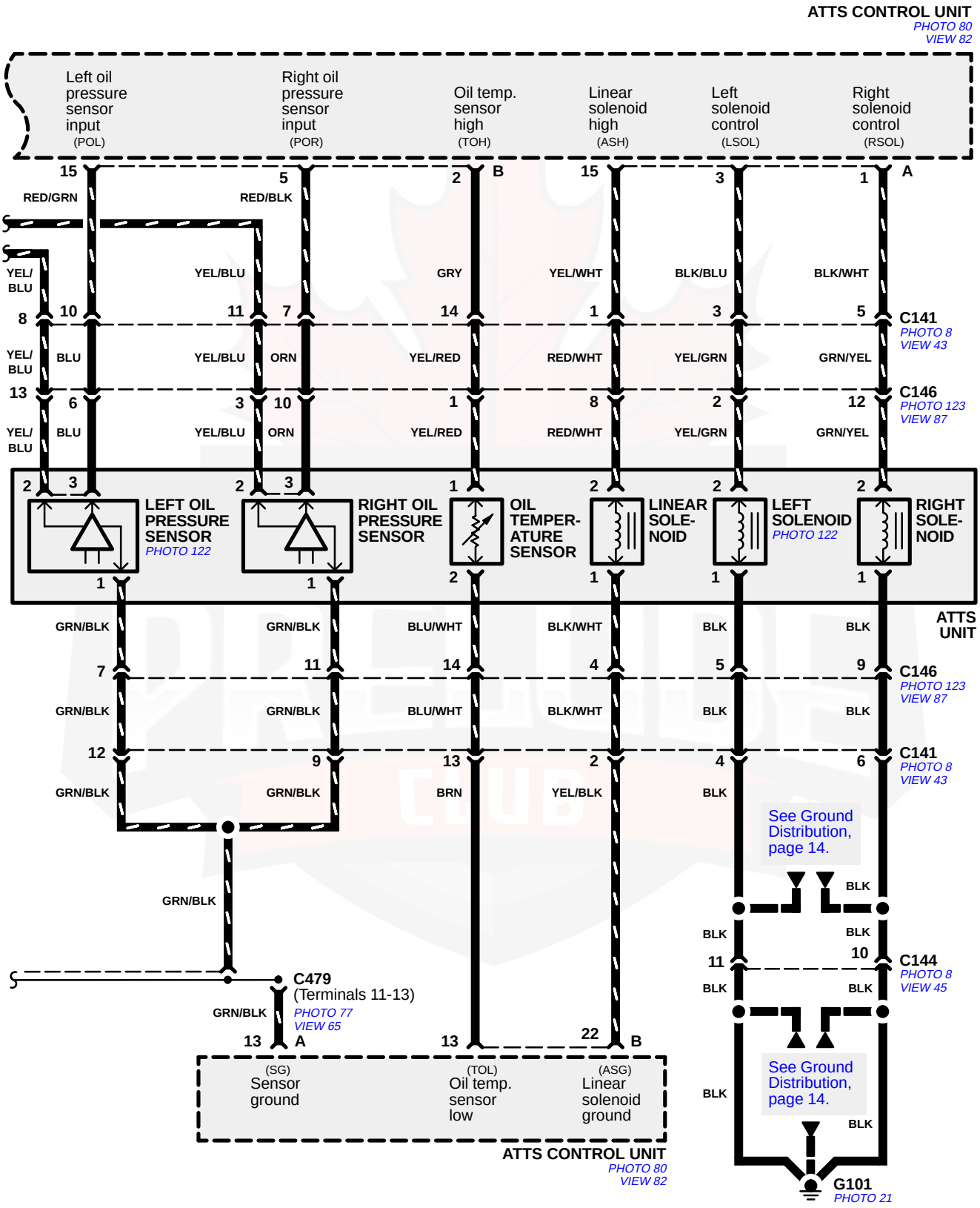
Active Torque Transfer System (ATTS)

Type SH

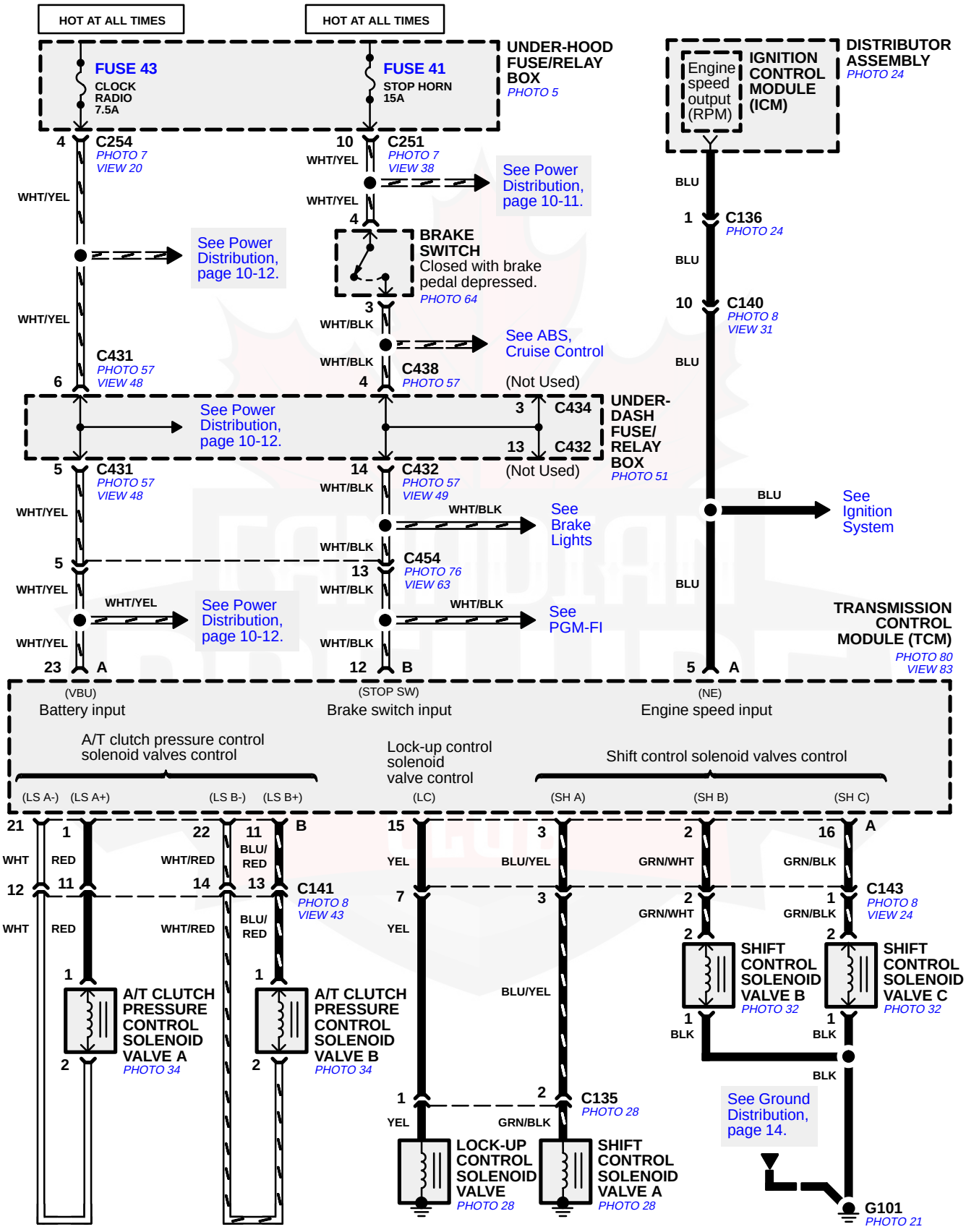


* = '97 Model (Also male-female terminals are reversed)
** = '97-'98 Models

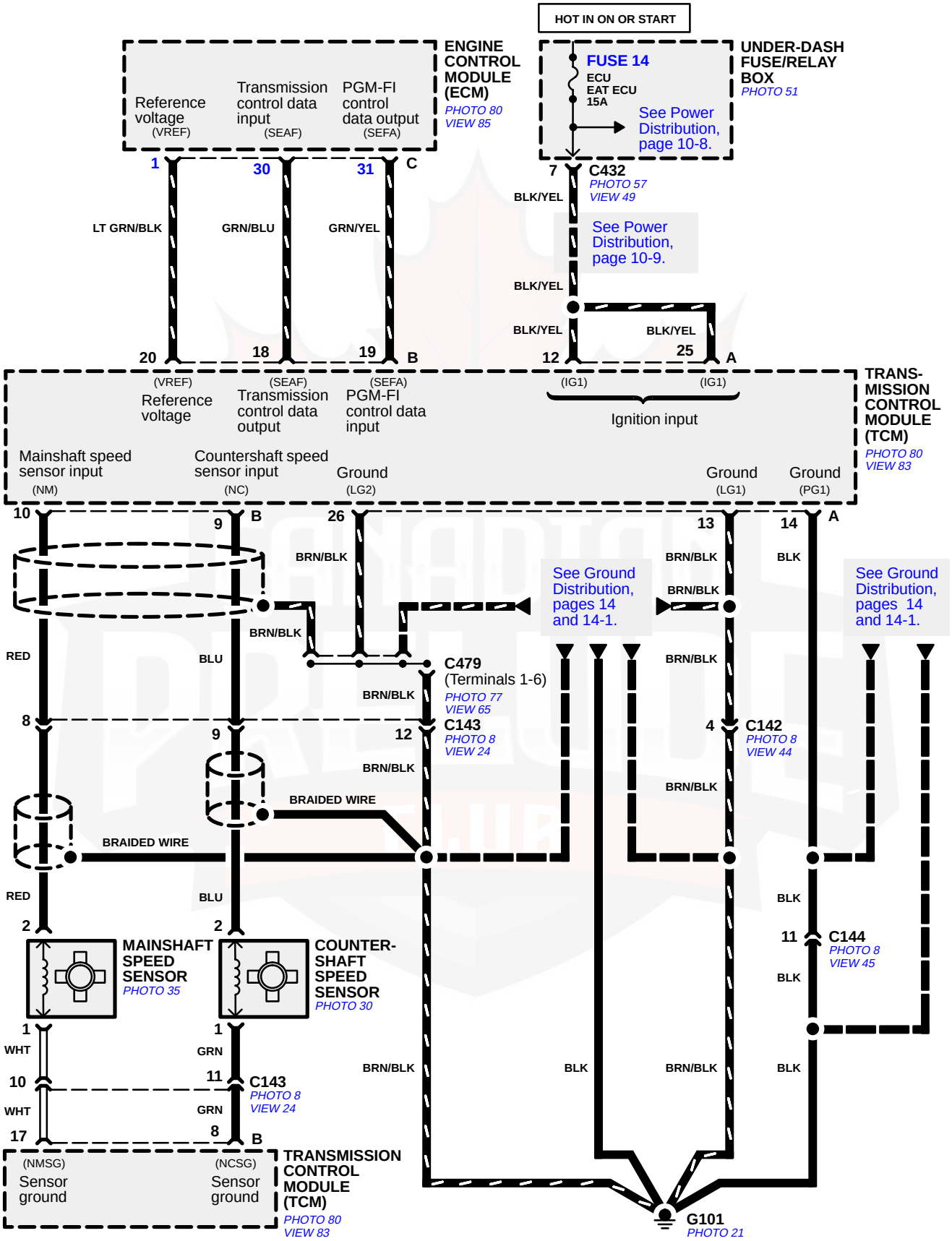
Active Torque Transfer System (ATTS)



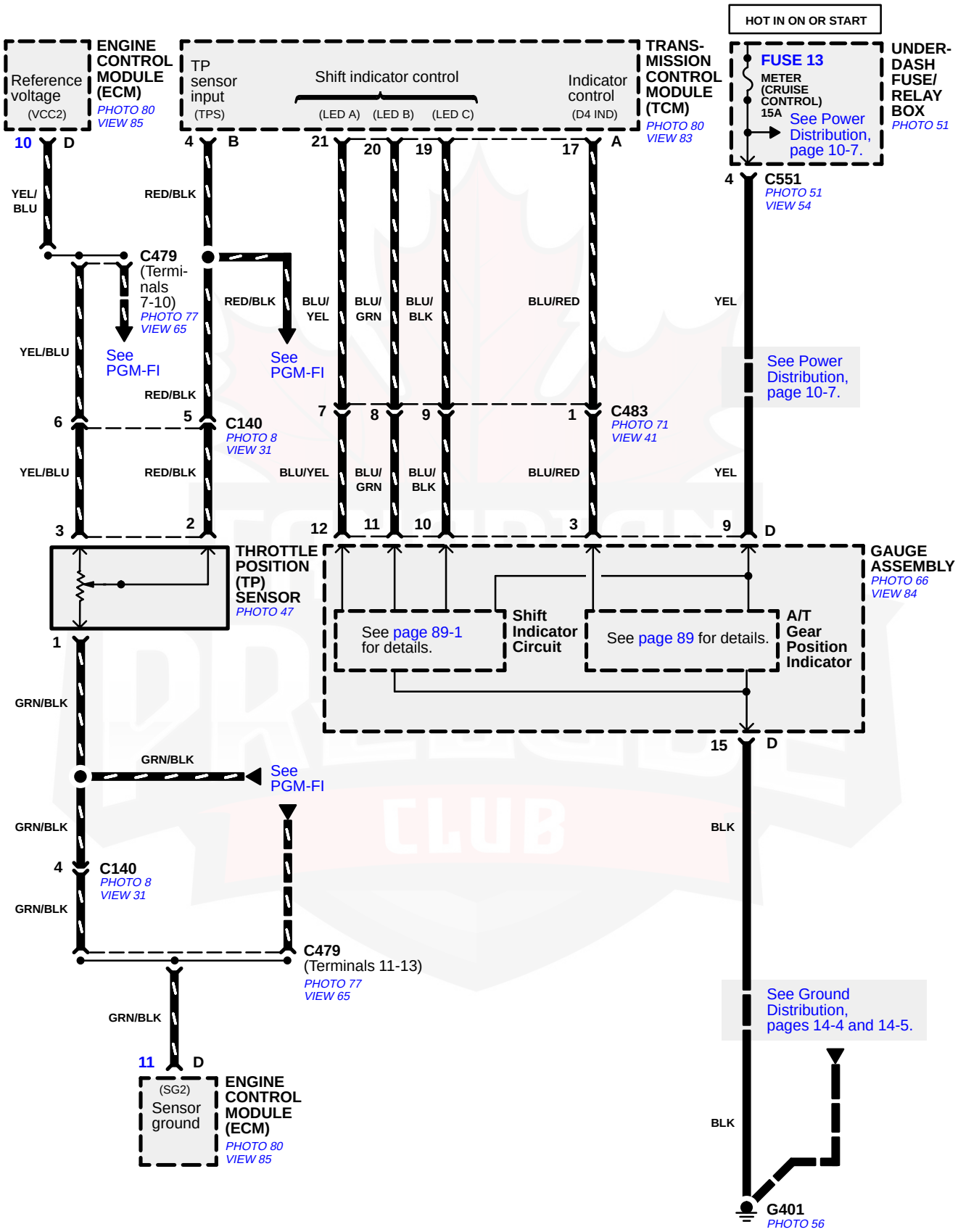
Automatic Transmission Controls



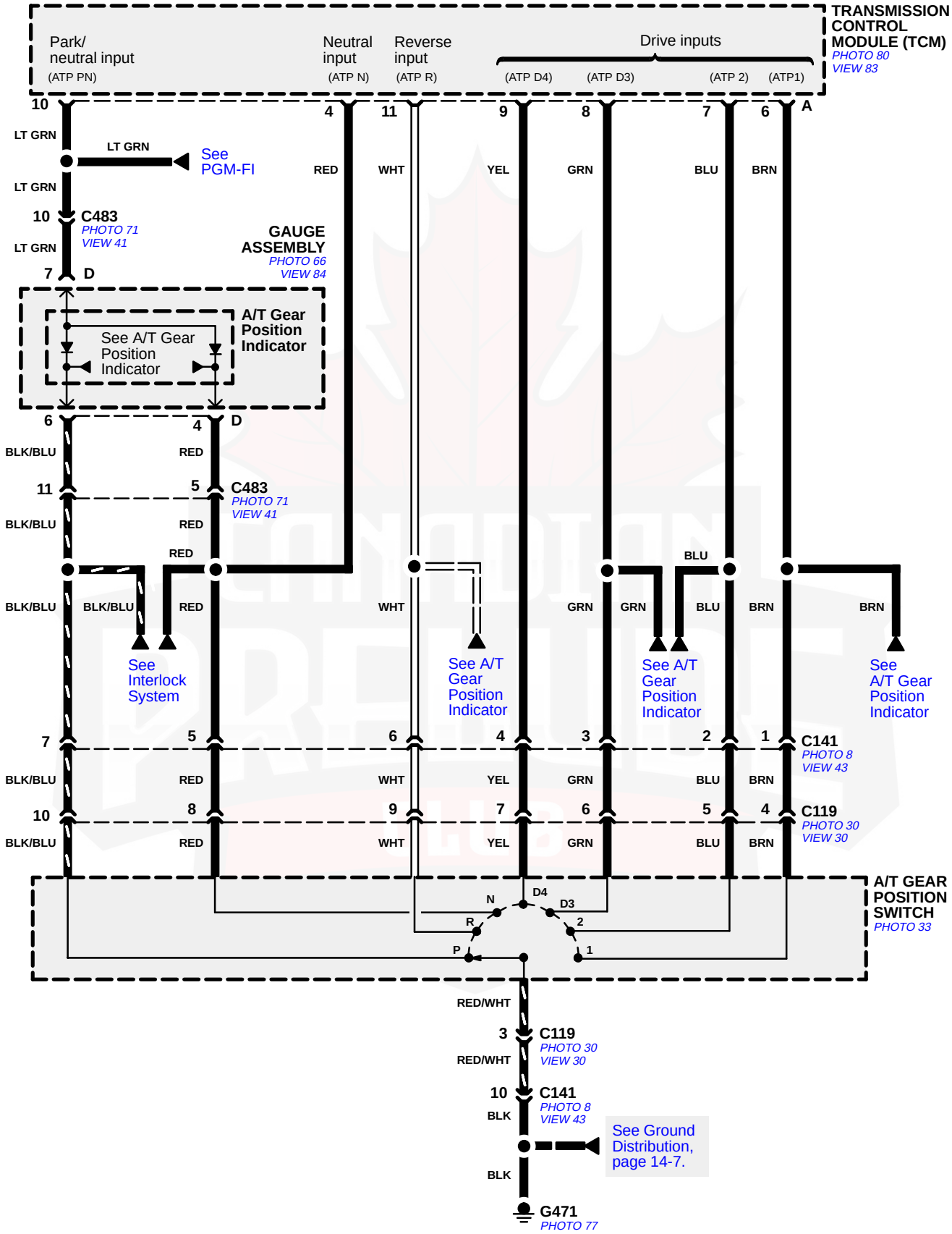
Automatic Transmission Controls



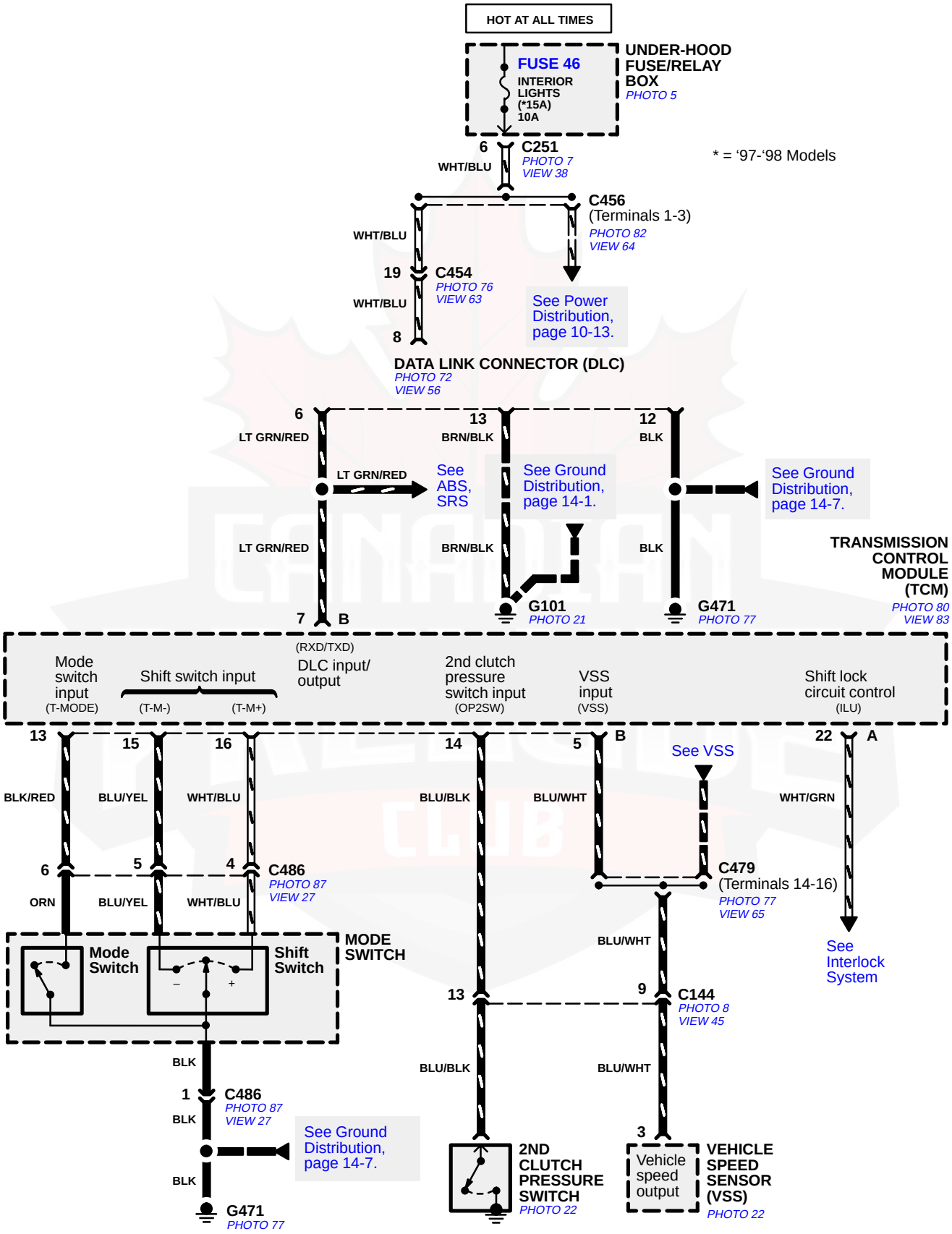
Automatic Transmission Controls



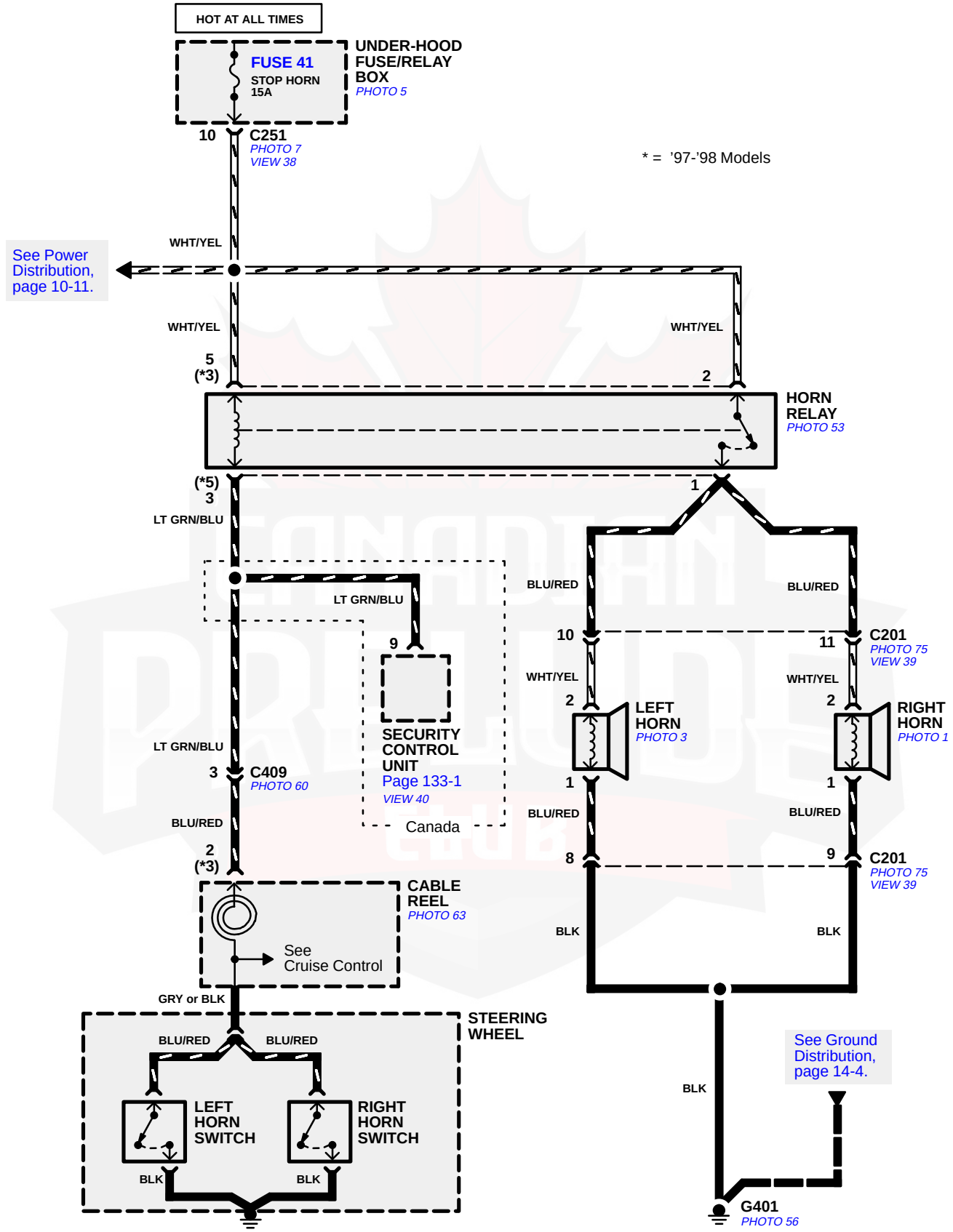
Automatic Transmission Controls



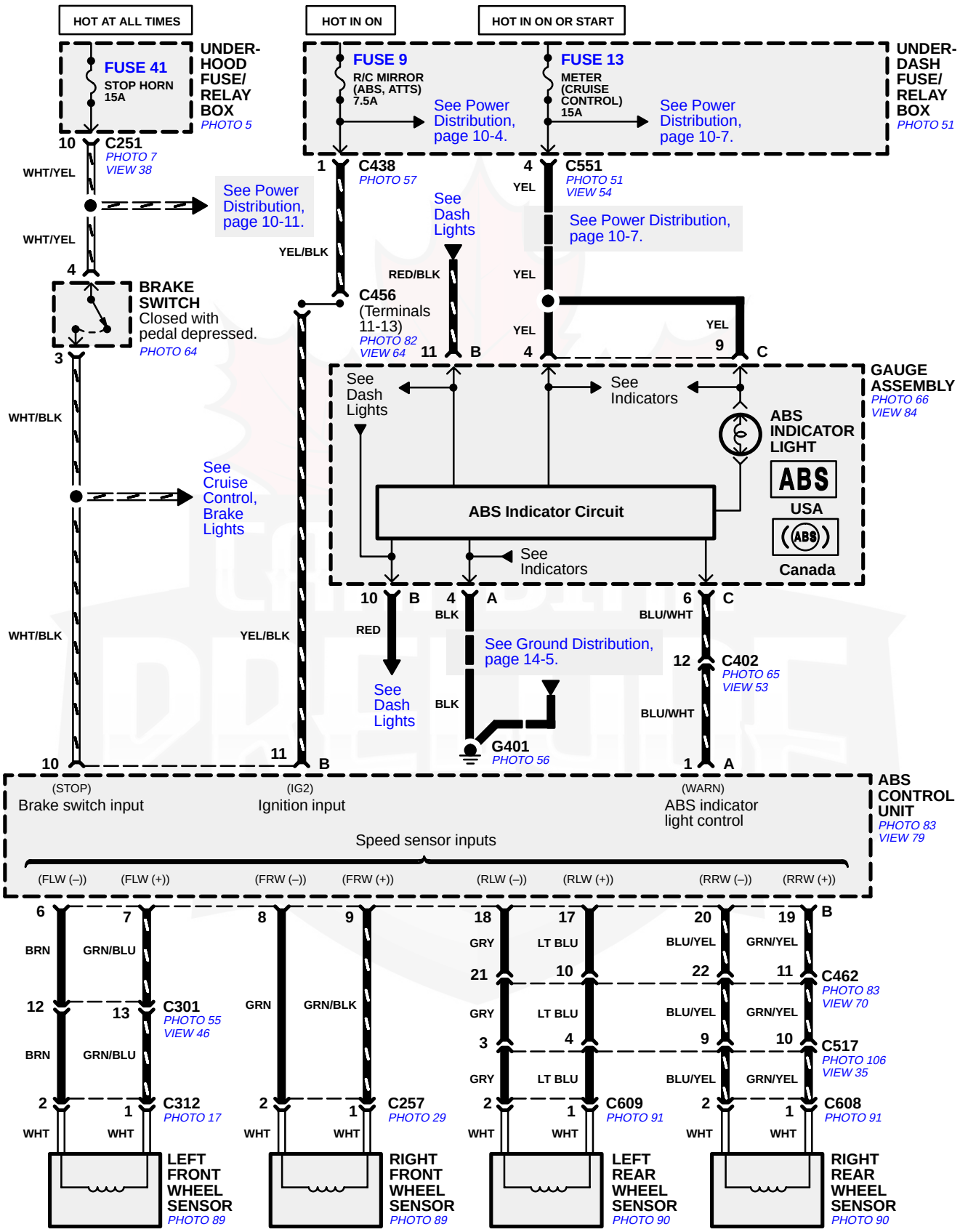
Automatic Transmission Controls



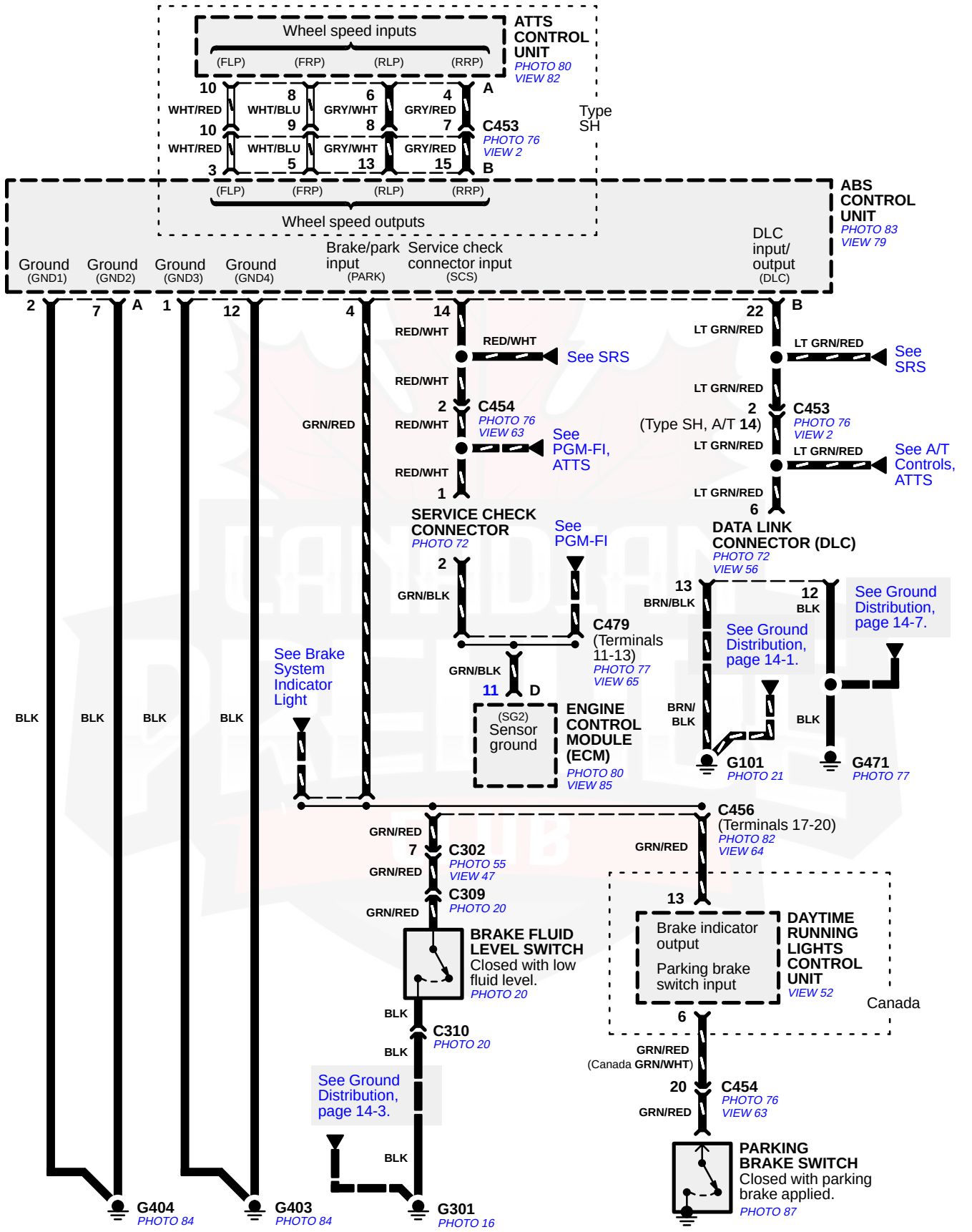
Horns



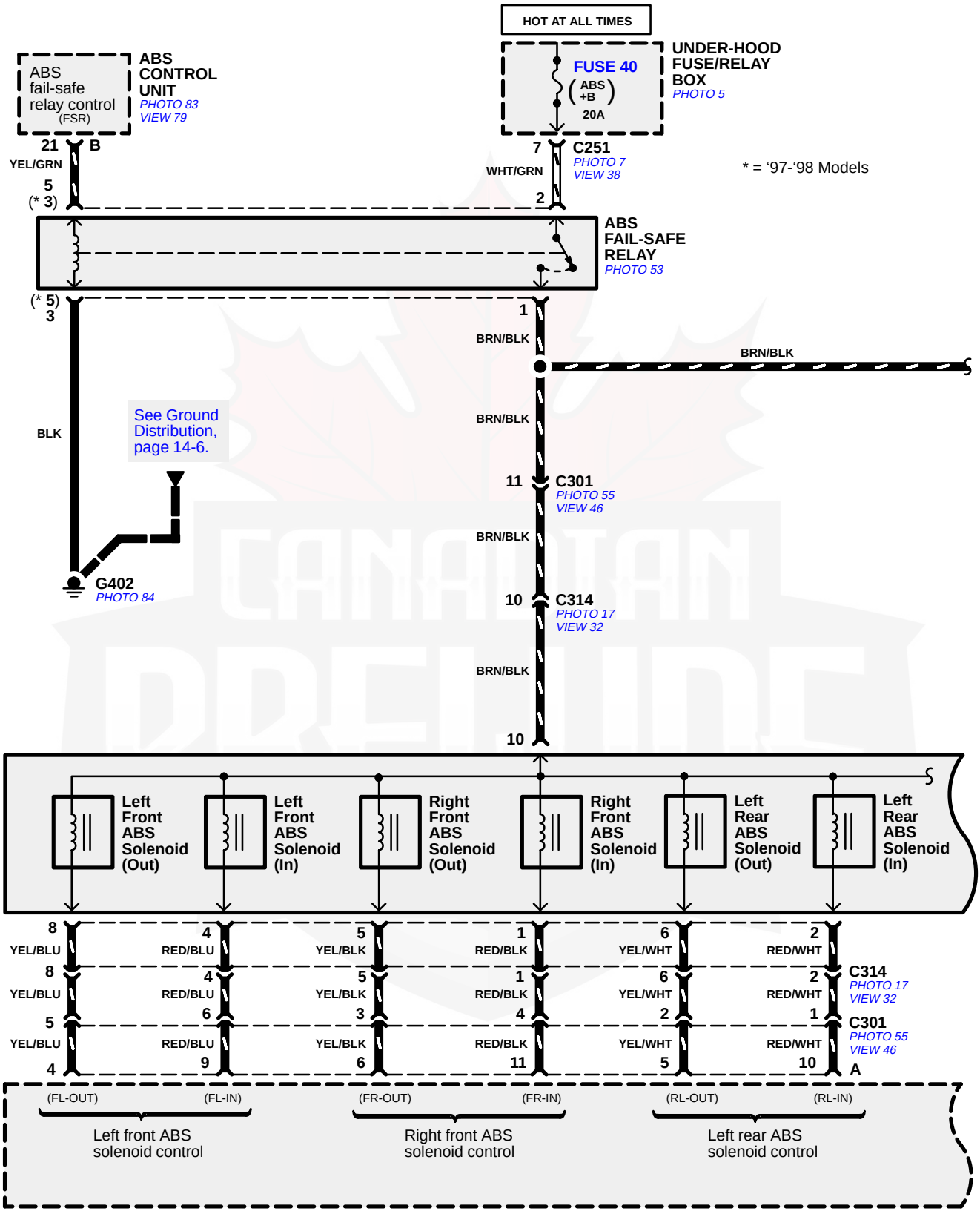
Anti-Lock Brake System (ABS)



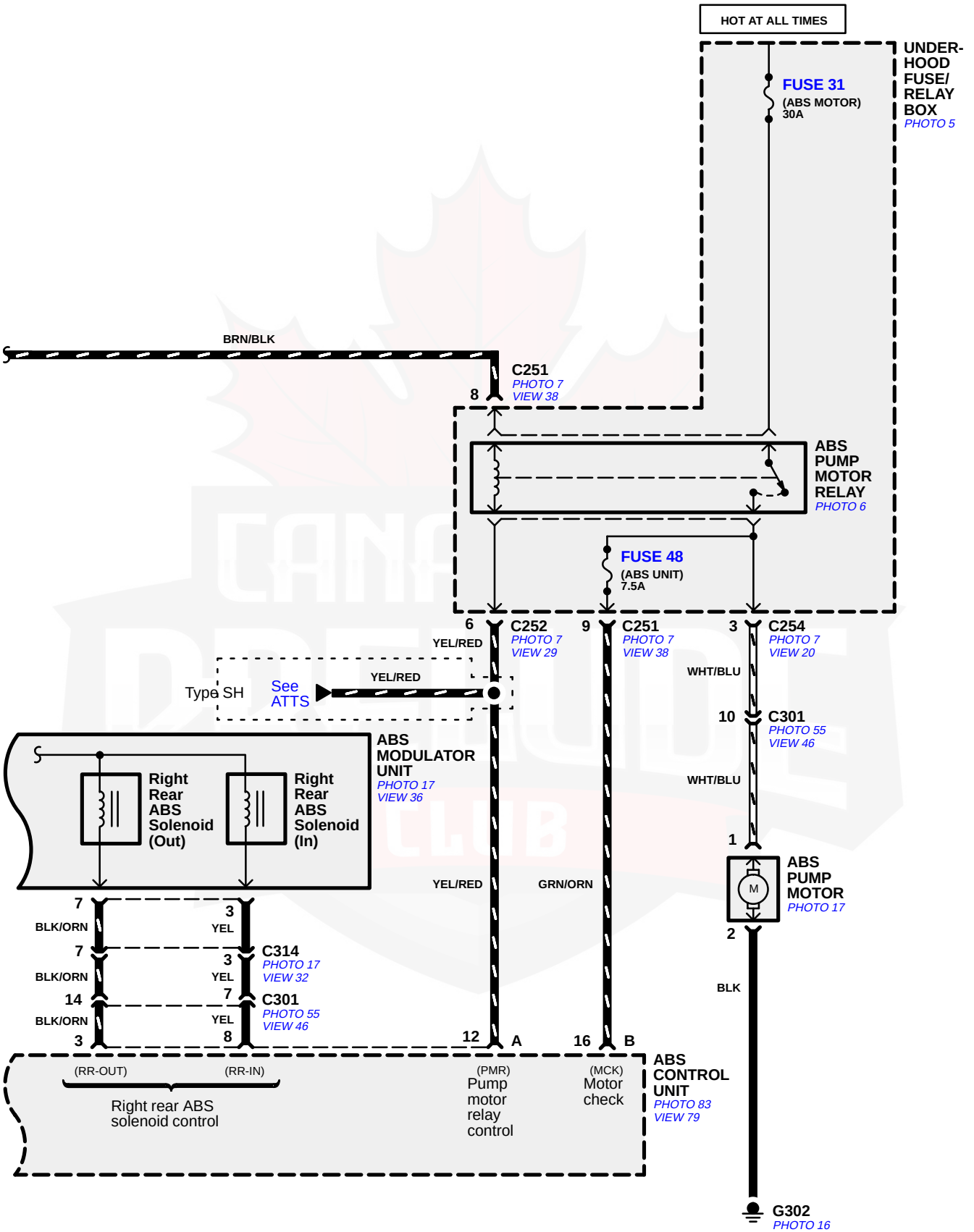
Anti-Lock Brake System (ABS)



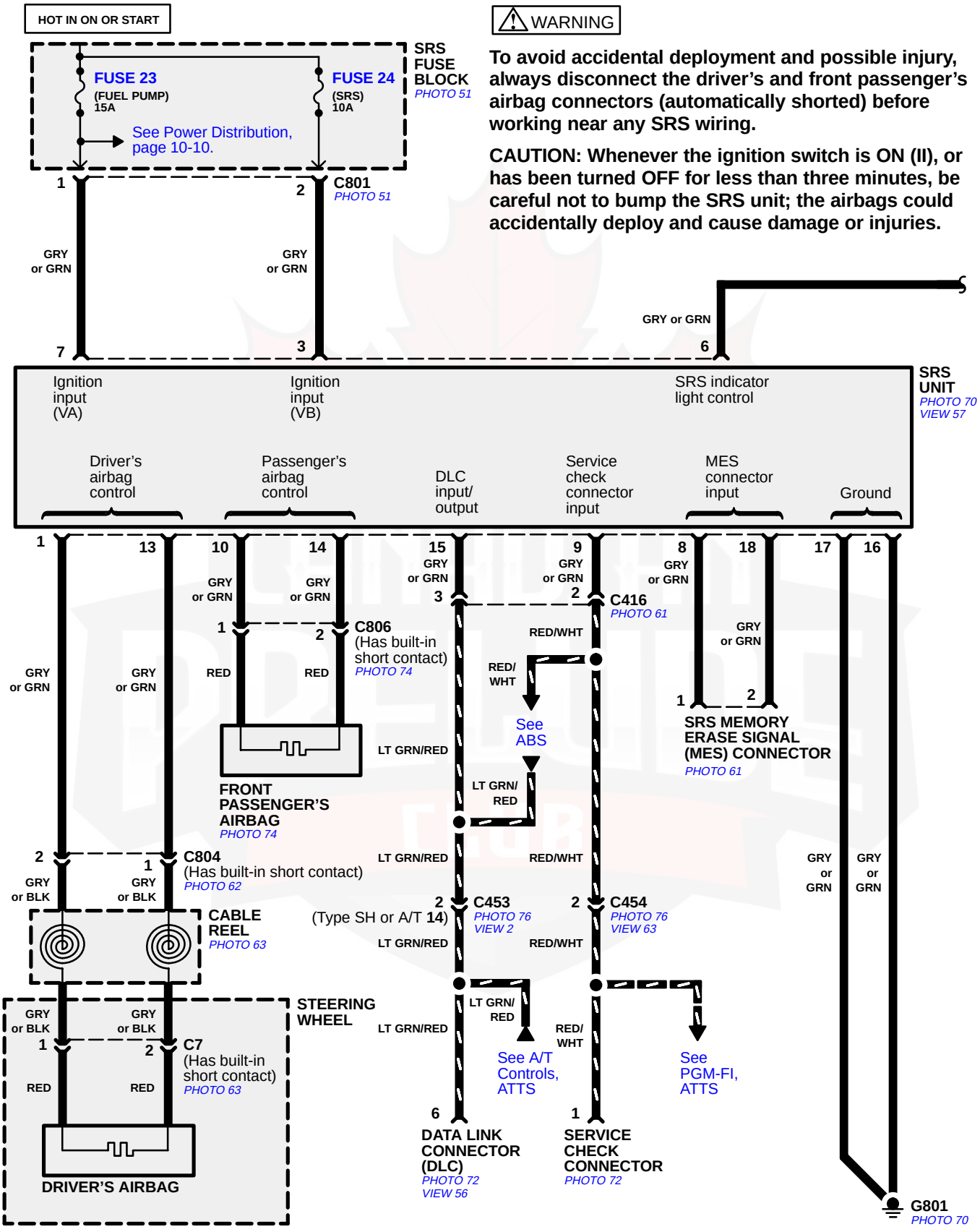
Anti-Lock Brake System (ABS)



Anti-Lock Brake System (ABS)



Supplemental Restraint System (SRS)

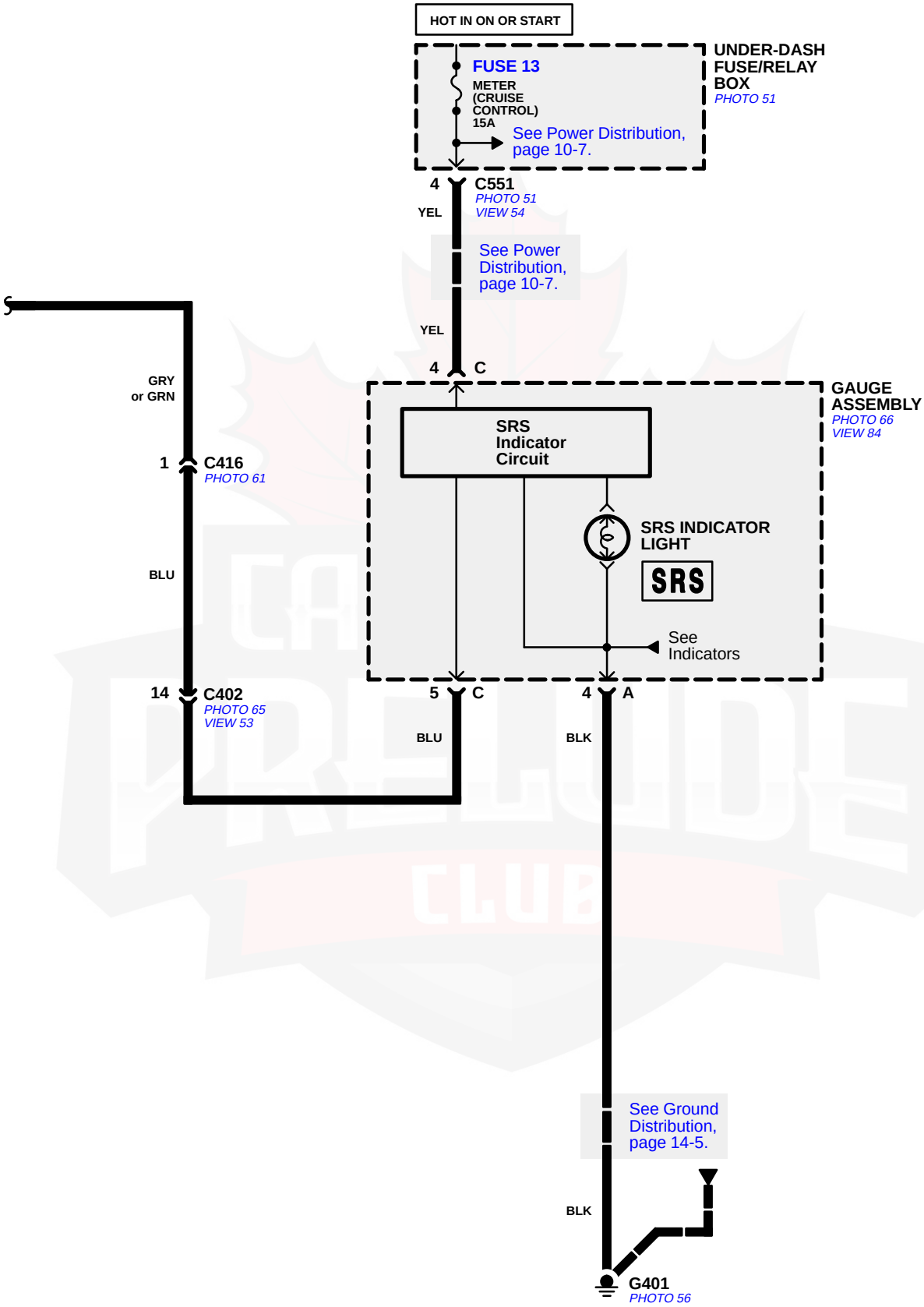


WARNING

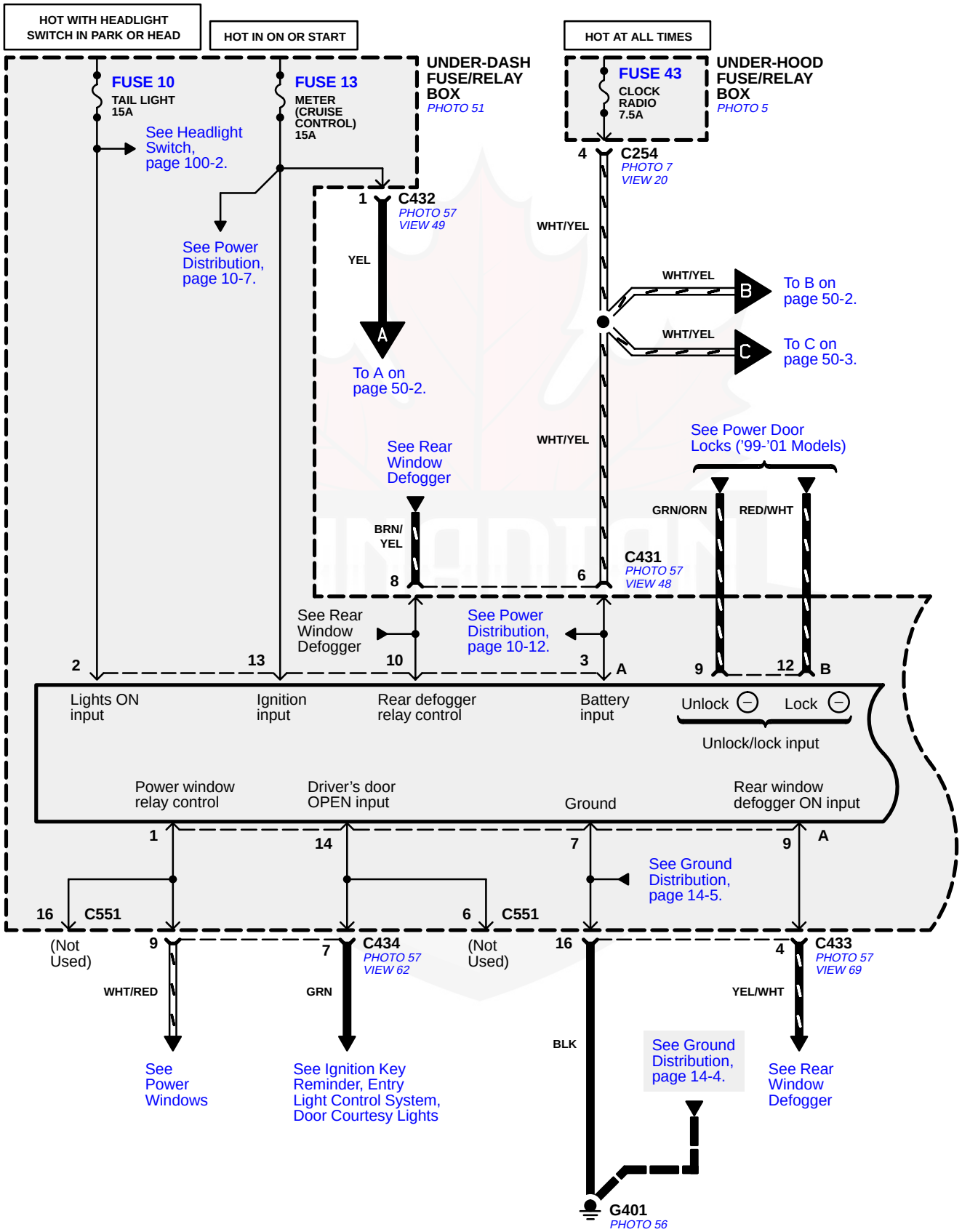
To avoid accidental deployment and possible injury, always disconnect the driver's and front passenger's airbag connectors (automatically shorted) before working near any SRS wiring.

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

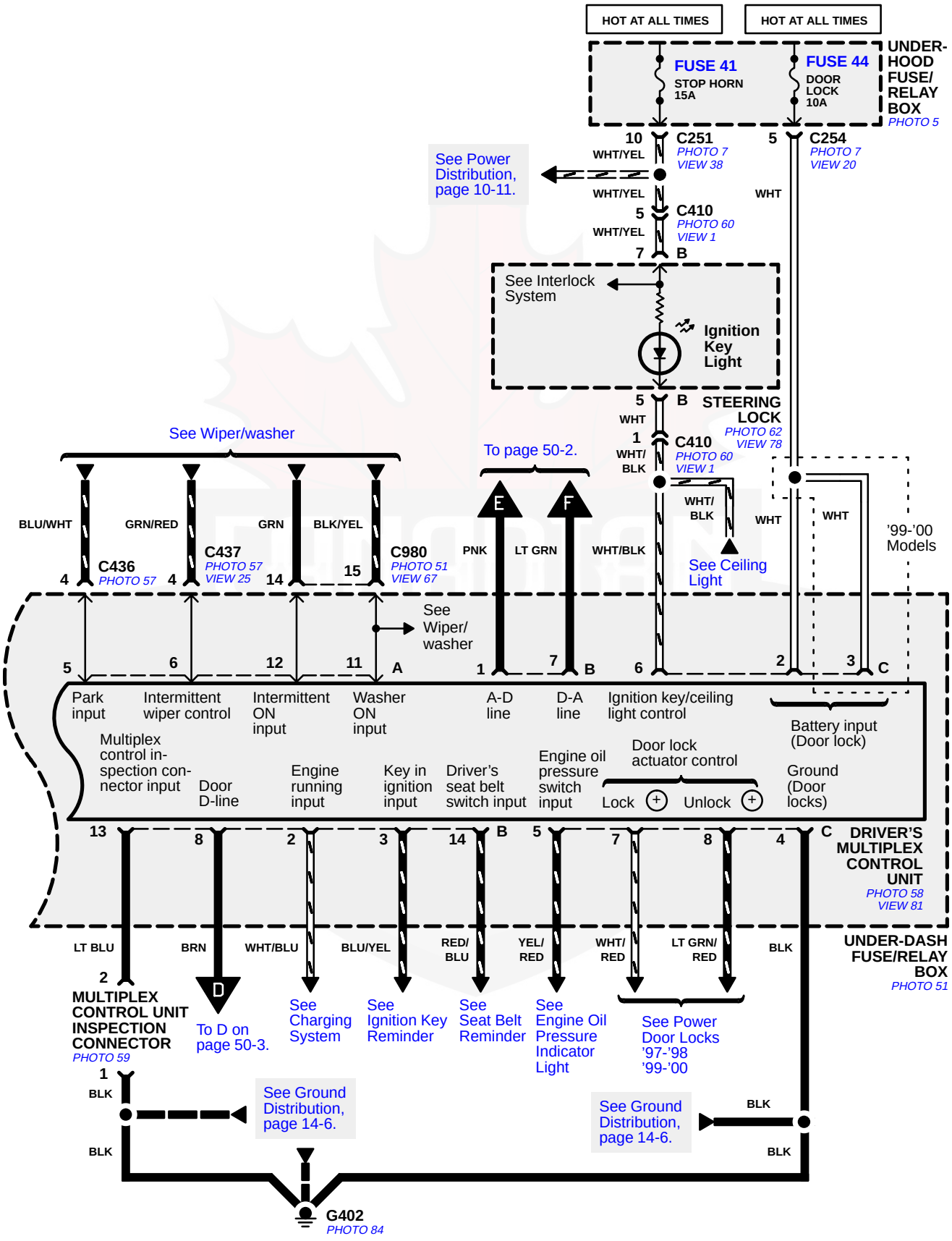
Supplemental Restraint System (SRS)



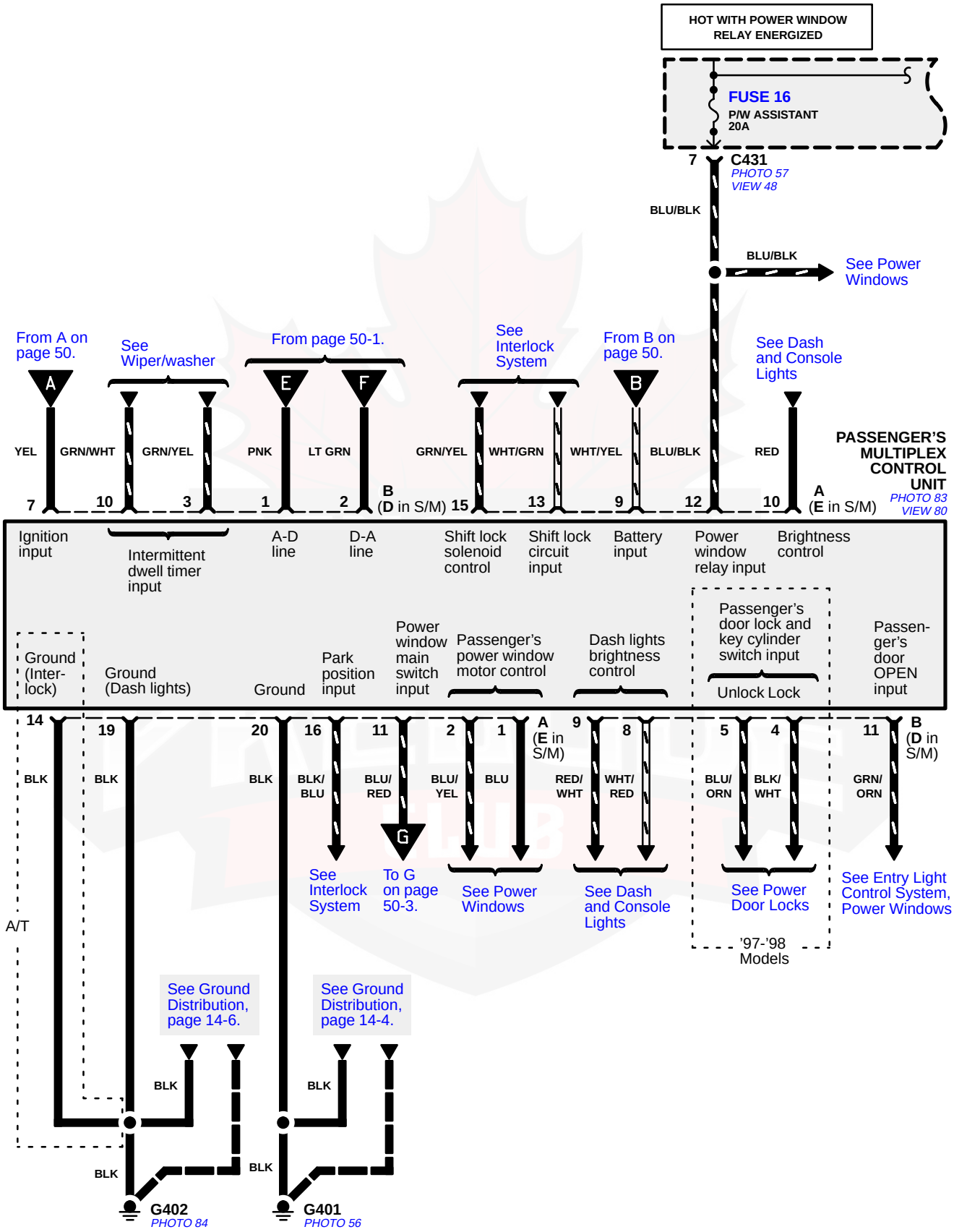
Multiplex Control System



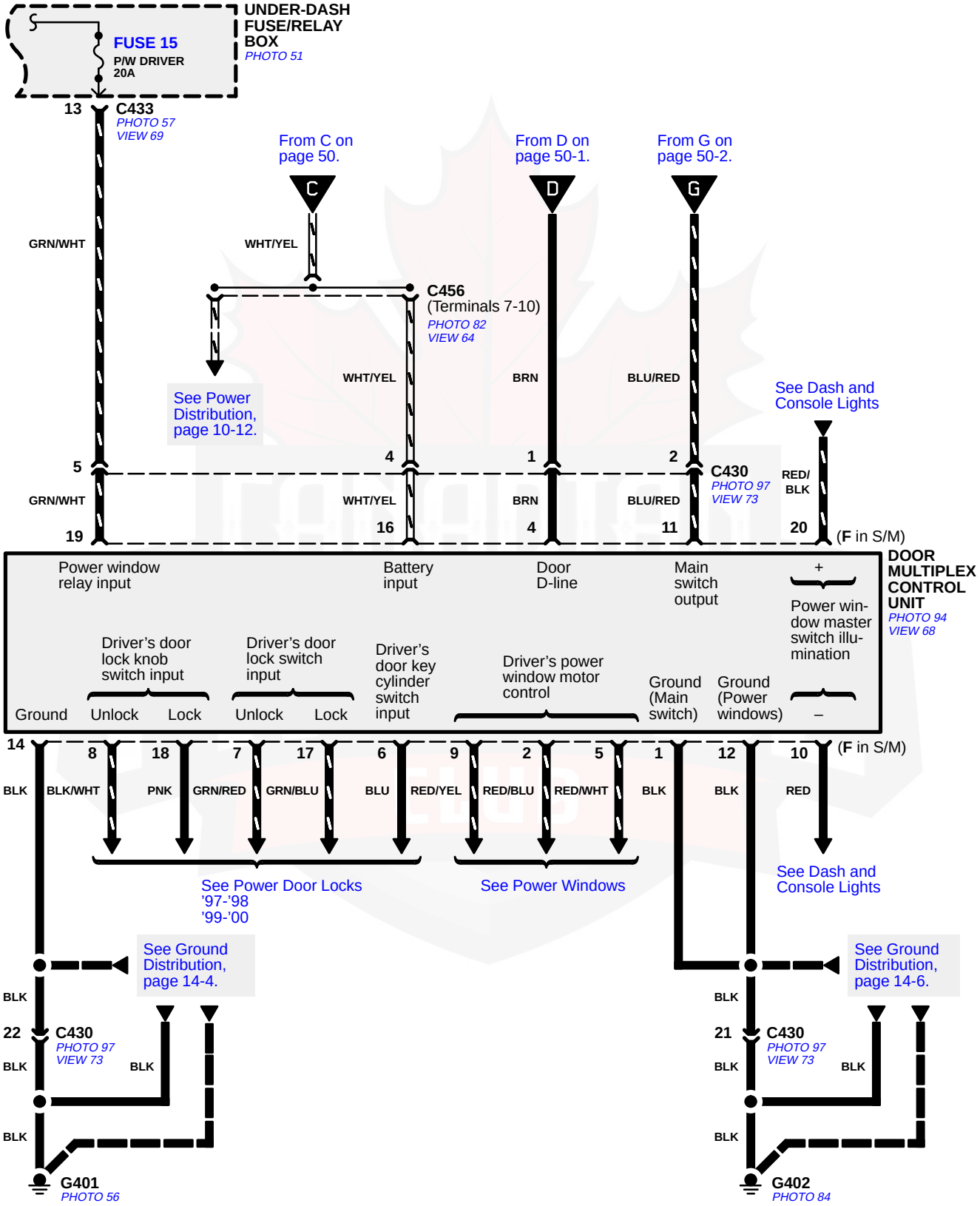
Multiplex Control System



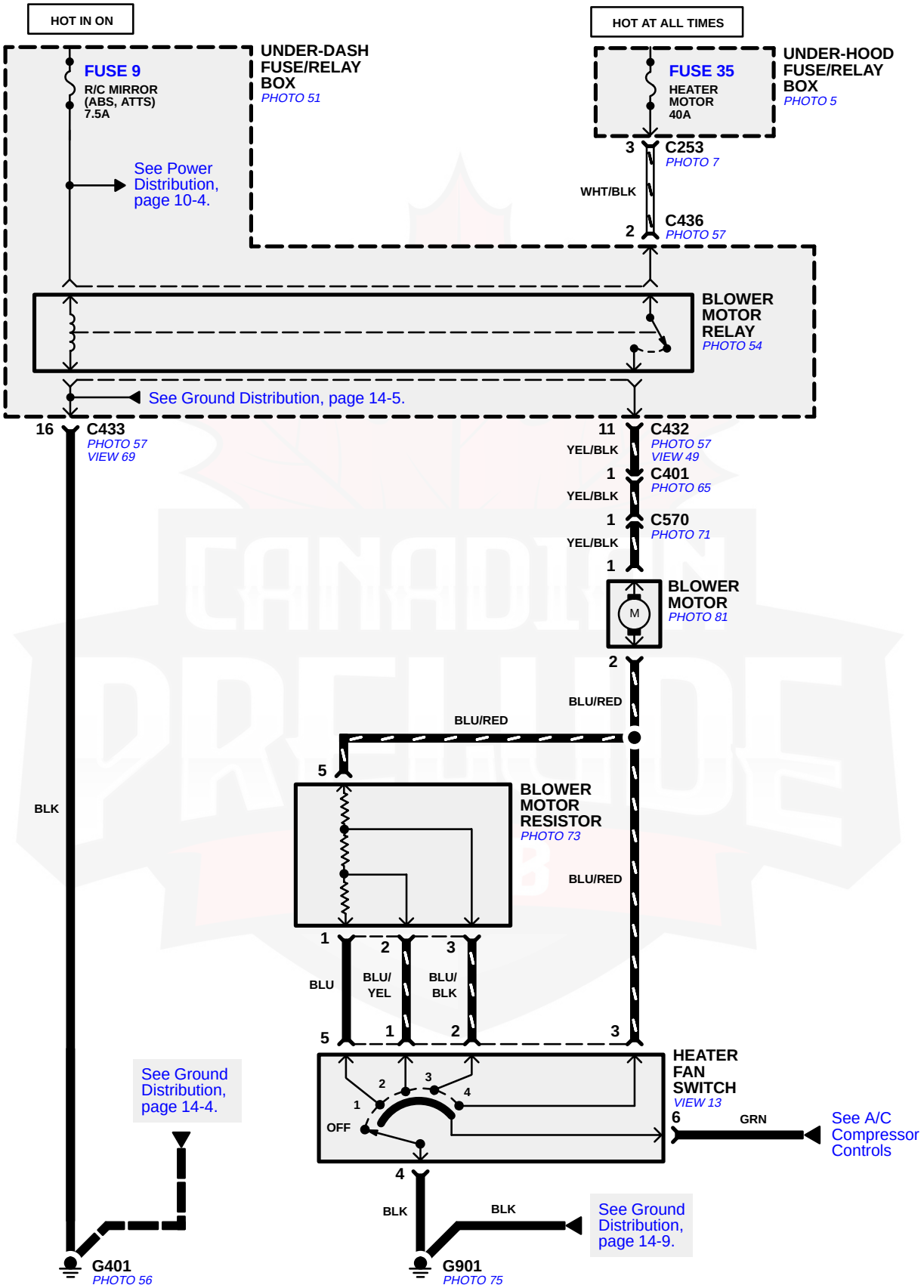
Multiplex Control System



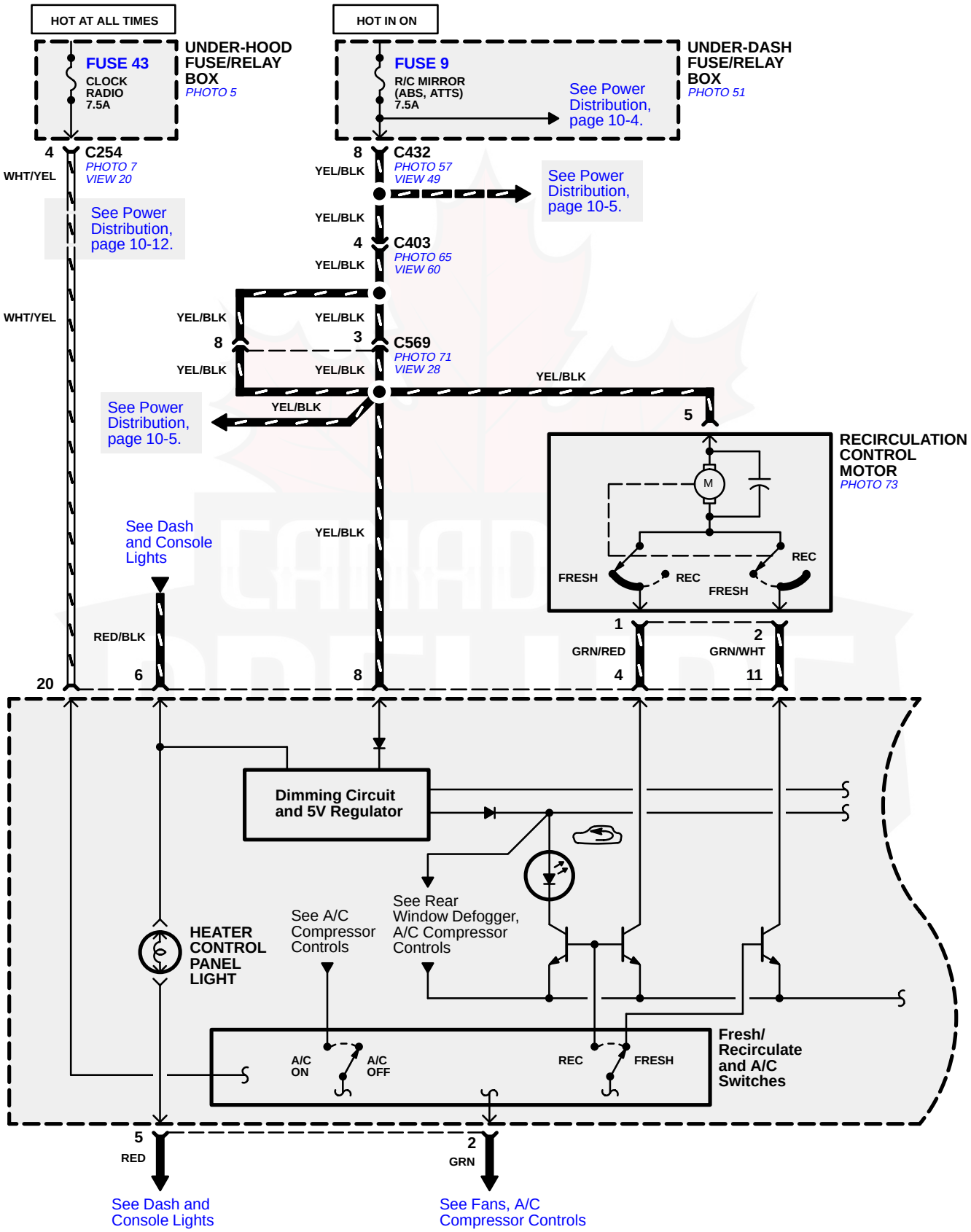
Multiplex Control System



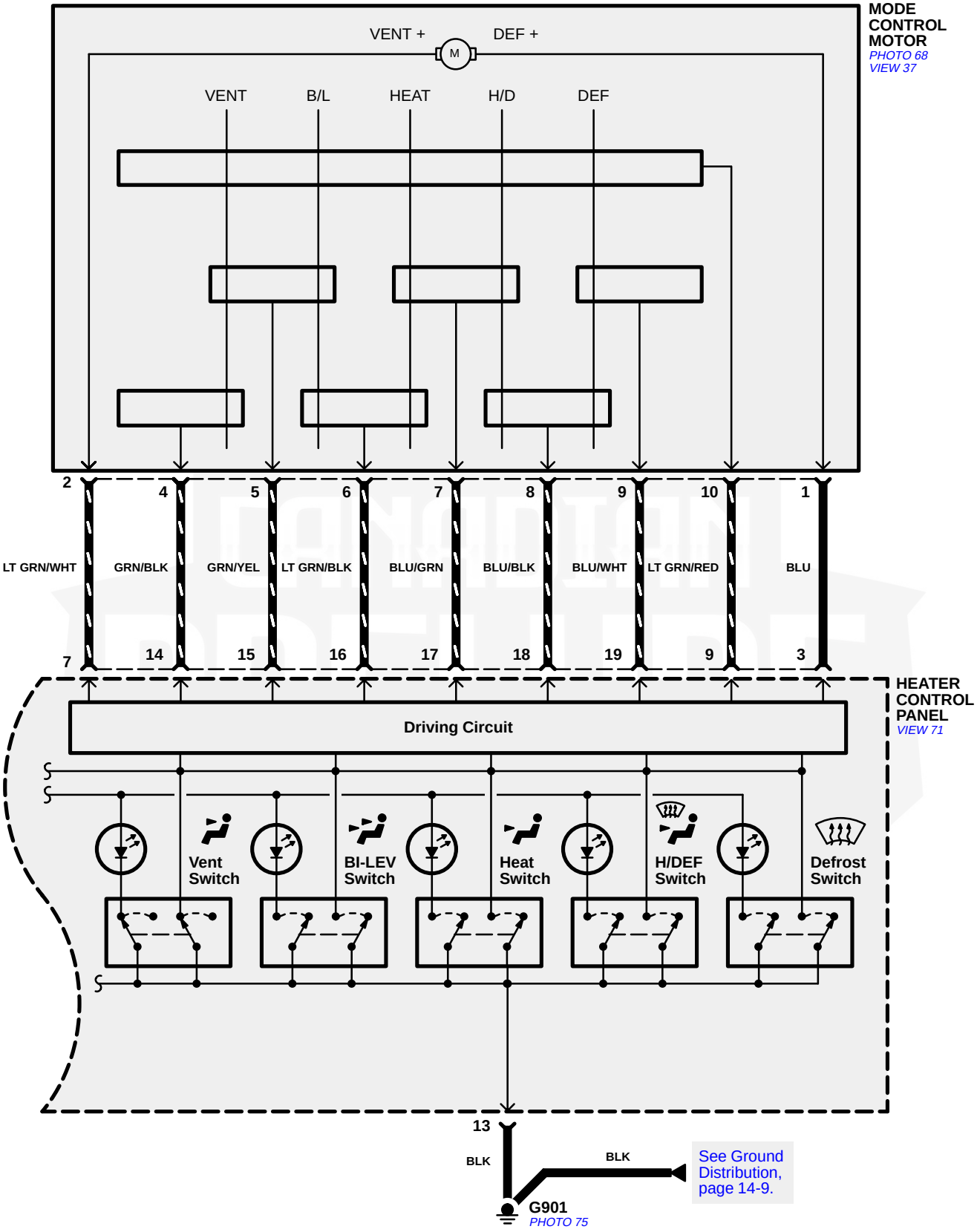
Blower Controls



Air Delivery



Air Delivery



Air Delivery

How the Circuit Works

Mode Selection

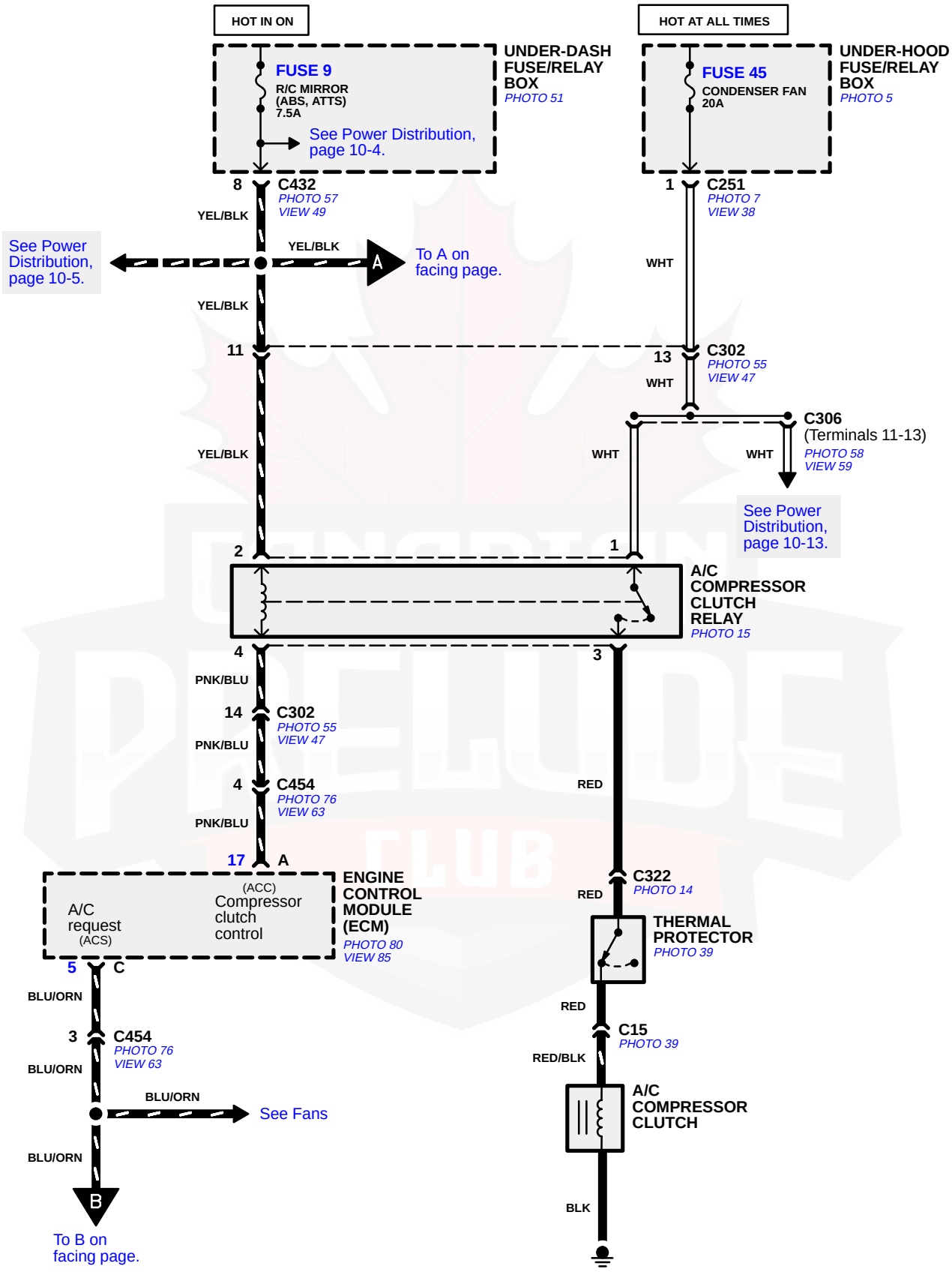
Mode selection is controlled by the mode switches in the heater control panel and the mode control motor. When you select a specific mode, voltage is applied through the dimming control circuit to the LED, which comes on, indicating the mode selected. Ground is provided to the mode control motor through that mode switch. The motor then runs until the air control door reaches the proper position.

Fresh/Recirculation Selection

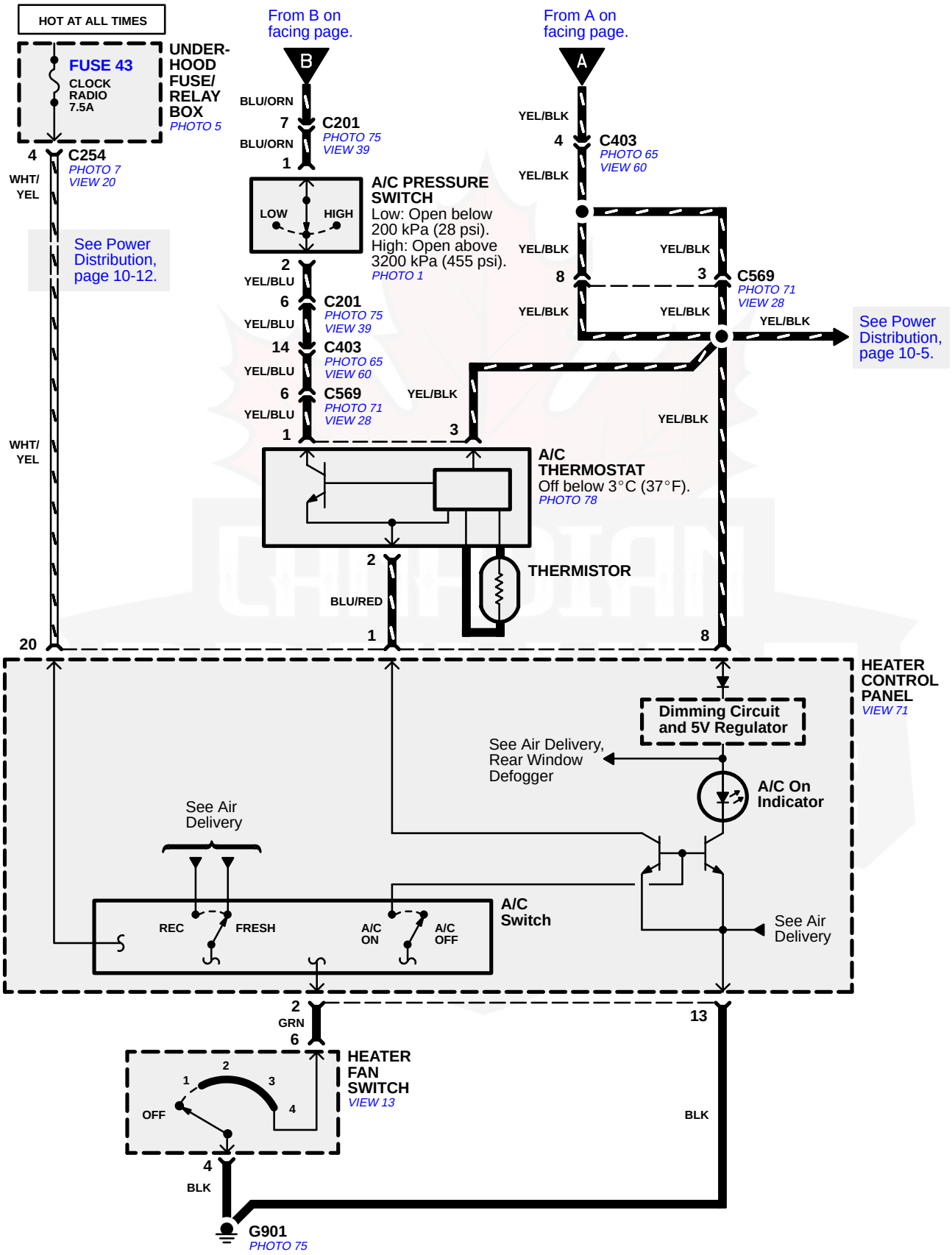
When you press the fresh/recirculation button, a ground signal is sent from the heater control panel to the recirculation control motor. The motor then runs until the recirculation door reaches the opposite position. When the fresh/recirculation button is in the REC position, battery voltage is applied through the dimming control circuit to the recirculate LED, and the LED comes on.

Refer to the Service Manual (Section 22, Heater and Air Conditioning) for specific tests or troubleshooting procedures.

A/C Compressor Controls



A/C Compressor Controls



A/C Compressor Controls

How the Circuit Works

Battery voltage is supplied through fuse 45 to the A/C compressor clutch relay contacts at all times.

With the ignition switch in ON (II), voltage is applied to the coil of the A/C compressor clutch relay through fuse 9. When you push the A/C switch ON, and the heater fan switch is in position 1, 2, 3, or 4, a “ground” input is provided to the engine control module (ECM) through the A/C thermostat and the A/C pressure switch.

The A/C compressor clutch relay is grounded by the ECM. When energized, the A/C compressor clutch relay allows battery voltage to turn on the A/C compressor clutch.

A/C Thermostat

The A/C thermostat is located on the evaporator housing. The A/C thermostat turns off the A/C compressor clutch if the temperature at the evaporator goes below 3°C (37°F). This prevents condensation from freezing on the evaporator fins and blocking the air delivery into the passenger compartment. The blower motor will keep running when the thermostat turns off the compressor.

A/C Pressure Switch

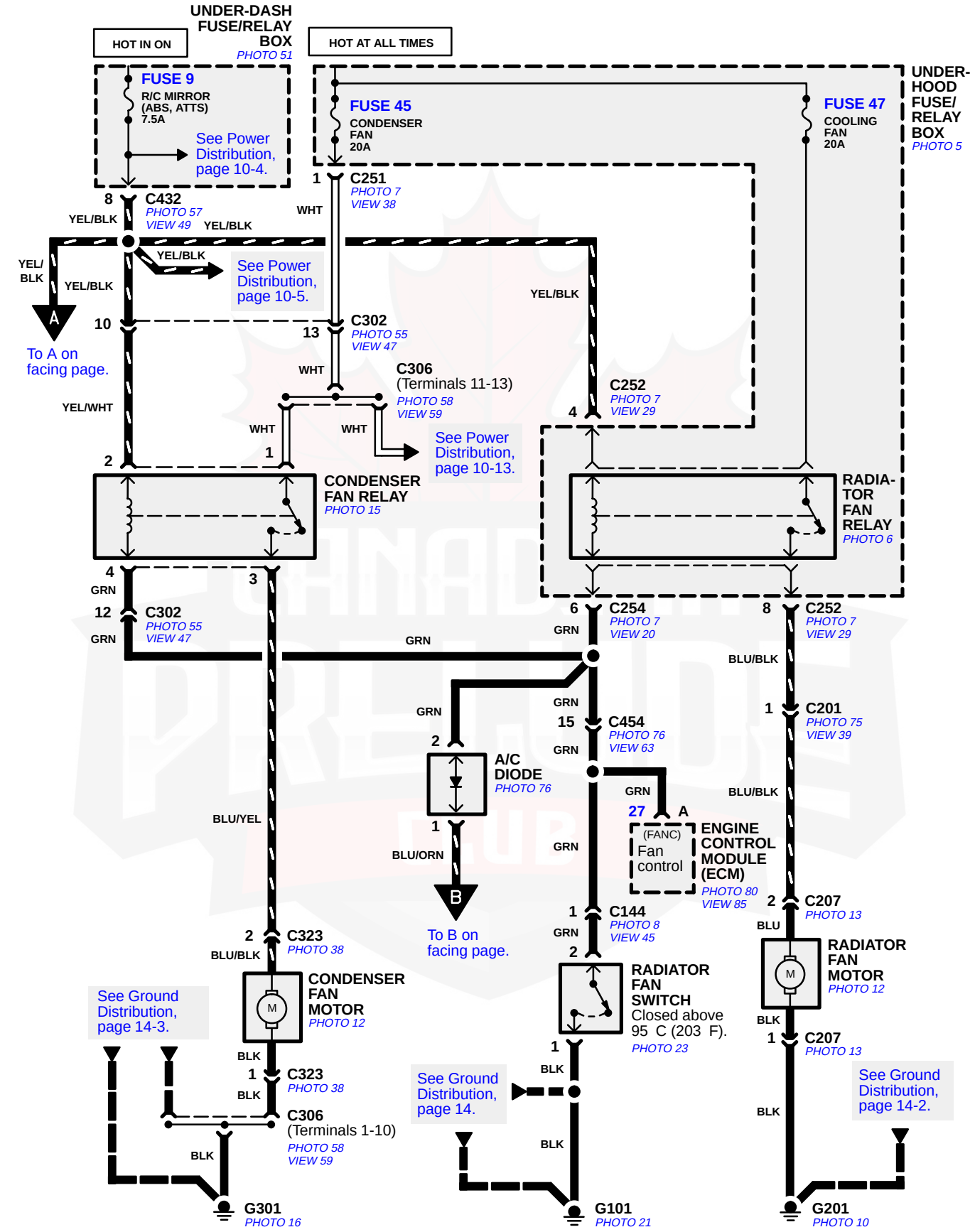
The A/C pressure switch is located in the condenser outlet line where refrigerant is in a high temperature/high pressure liquid state. The switch will sense abnormally high or low pressure, and open the circuit. This removes ground, and the compressor will stop running.

Thermal Protector

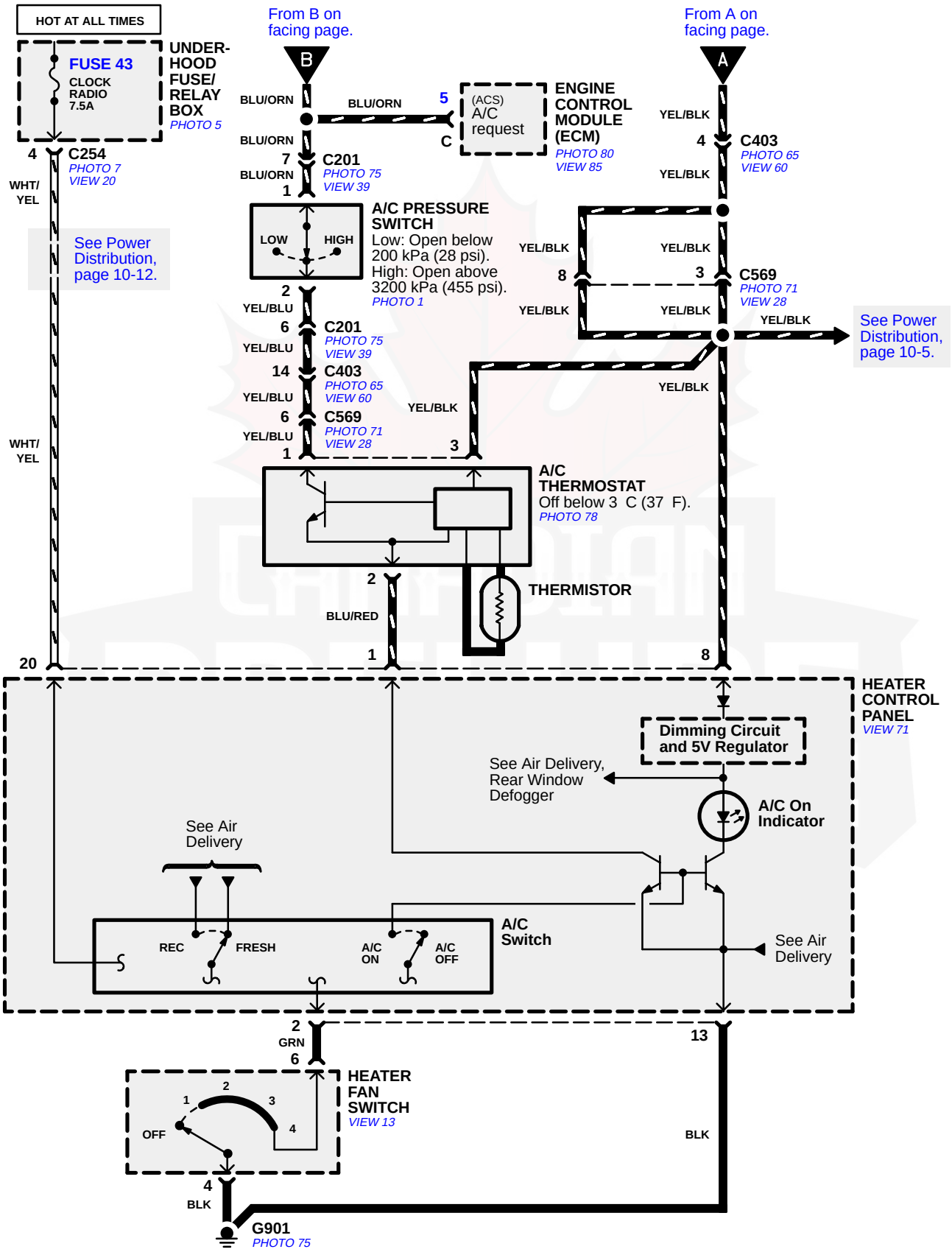
The thermal protector is located on the A/C compressor. If this protector senses high temperature in the compressor, its switch will open, turning the compressor off. Once the compressor cools, the switch will close and the compressor will begin running again.

Refer to the Service Manual (Section 22, Air Conditioning) for specific tests or troubleshooting procedures.

Fans



Fans



Fans

How the Circuit Works

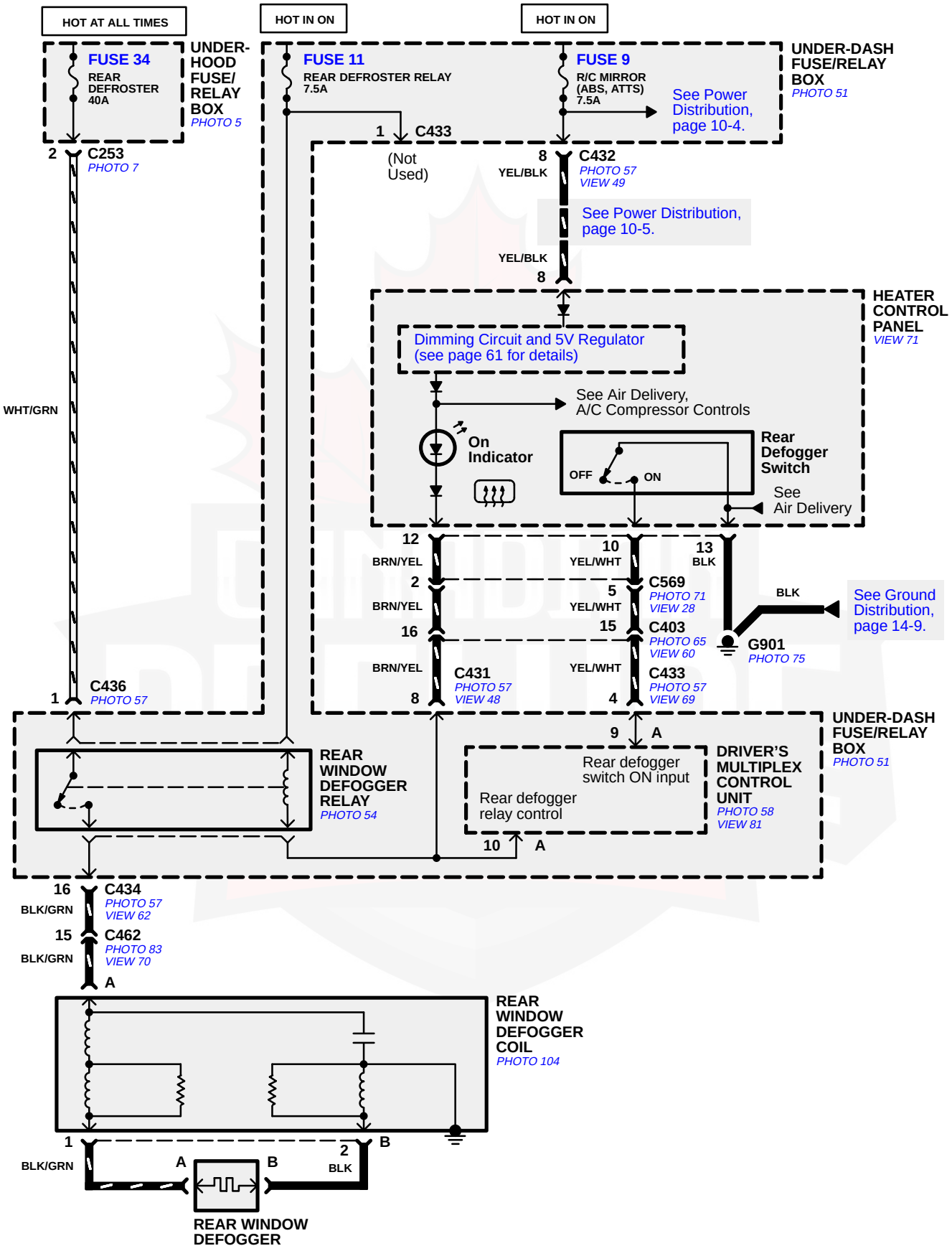
Voltage is provided at all times to the radiator fan relay contacts through fuse 47 and to the condenser fan relay through fuse 45. With the ignition switch in ON (II), voltage is provided to the coils of the relays through fuse 9.

The relays are grounded through the radiator fan switch, by the engine control module (ECM), or when you push the A/C switch ON and put theheater fan switch to 1, 2, 3, or 4.

The radiator fan switch grounds the relays when the engine coolant temperature exceeds 95 C (203 F). The switch reopens when the coolant temperature decreases 2-7 C (4-13 F).

Refer to the Service Manual (Section 10, Cooling) for specific tests or troubleshooting procedures.

Rear Window Defogger



Rear Window Defogger

How the Circuit Works

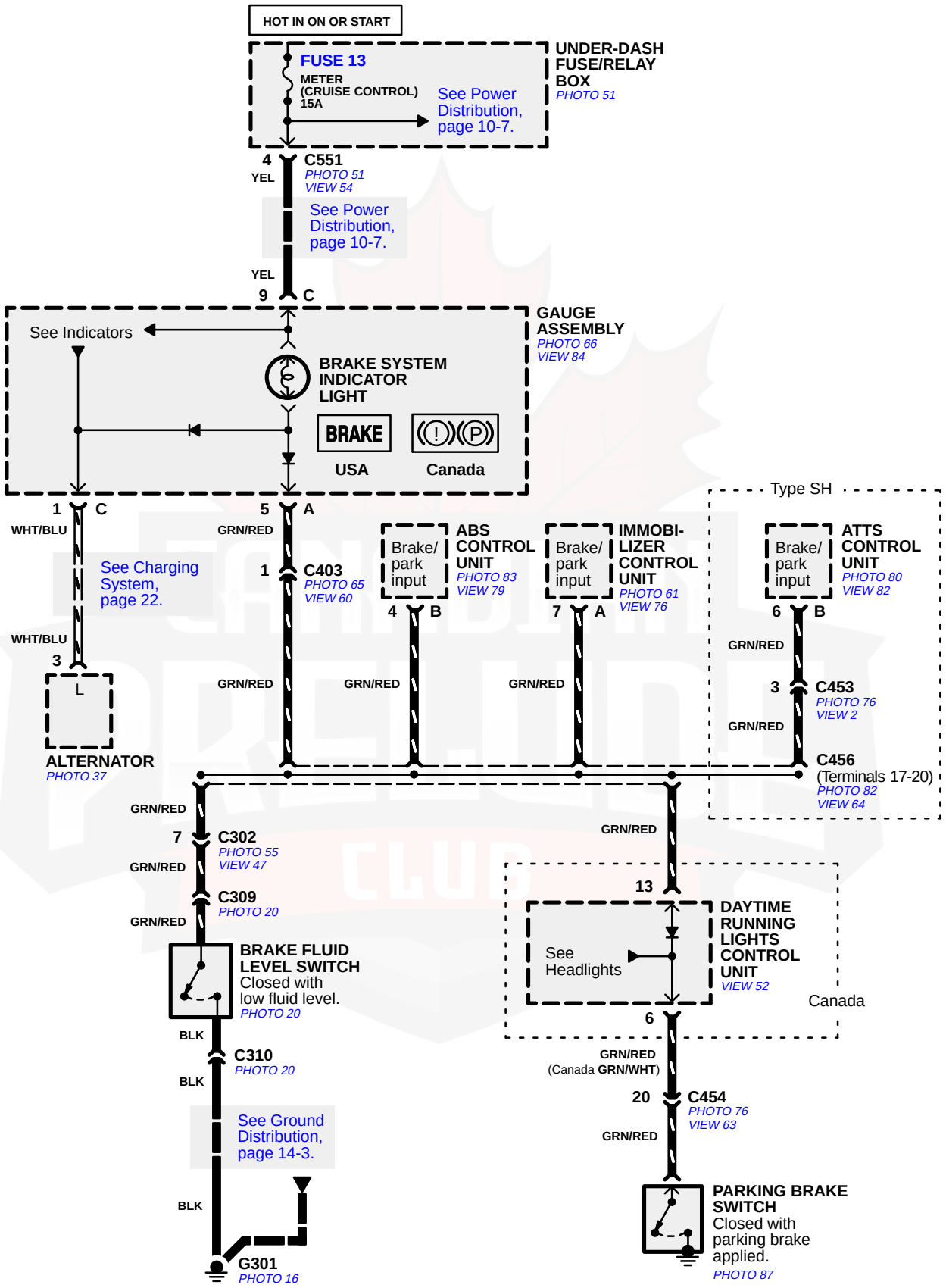
Voltage is applied at all times through fuse 34 to the rear window defogger relay. With the ignition switch in ON (II), voltage is applied through fuse 11 to the rear window defogger relay and the defogger ON indicator.

When you push the defogger switch once, a path to ground is provided for the rear window defogger relay and the defogger ON indicator through the driver's multiplex control unit. The defogger ON indicator light comes on and the rear window relay contacts close. Voltage is applied to the defogger grid on the inside surface of the rear window, and the grid heats the rear window to remove any fog from the glass.

You can turn the defogger off by pushing the switch a second time or by turning the ignition switch to LOCK (0). A timer in the driver's multiplex control unit will automatically turn the defogger off after it has been on continuously for 20 to 30 minutes.

Refer to the Service Manual (Section 23, Electrical) for specific tests or troubleshooting procedures.

Brake System Indicator Light



Brake System Indicator Light

How the Circuit Works

The brake system indicator light comes on to alert the driver that the parking brake is applied, or that the brake fluid level is low. It also comes on as a bulb test when the engine is cranked.

Parking Brake

With the ignition switch in ON (II) or START (III), voltage is applied through fuse 13 to the brake system indicator light. When you apply the parking brake, the switch closes and provides a ground for the light, and the light comes on to remind the driver that the parking brake is applied.

Brake Fluid Level

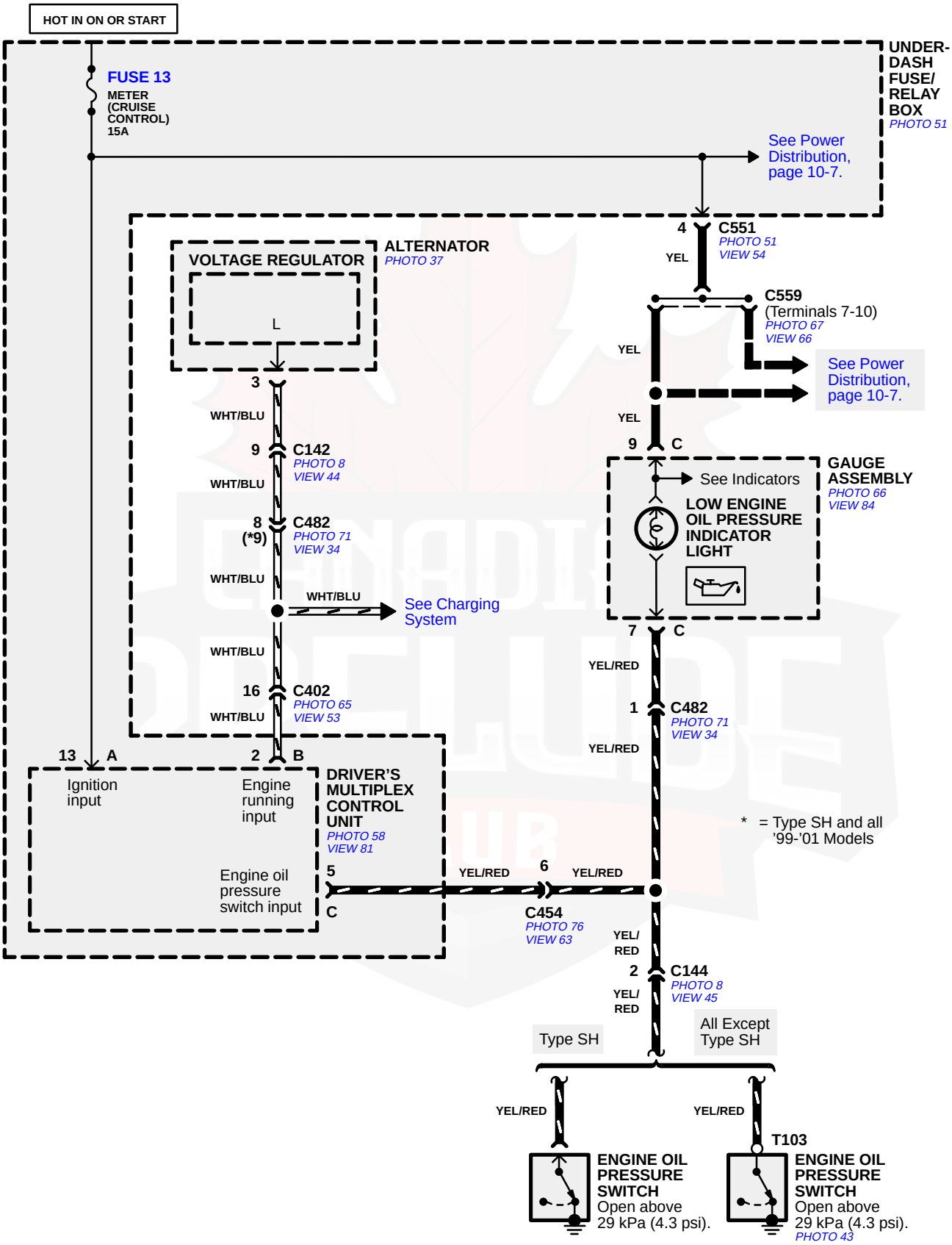
With the ignition switch in ON (II) or START (III), voltage is applied through fuse 13 to the brake system indicator light. If the brake fluid level is low, the brake fluid level switch closes, providing ground to the circuit. The brake system indicator light then comes on, alerting the driver to a low brake fluid level in the master cylinder. (Check brake pad wear before adding fluid.)

Bulb Check

With the ignition switch in START (III), battery voltage is applied through fuse 13 to the brake system indicator light. The alternator provides ground, which turns on the indicator light until the engine begins running. The light comes on while the engine is cranking to test the brake system indicator light bulb. See Charging System for further details.

Refer to the Service Manual (Section 23, Electrical) for specific tests or troubleshooting procedures.

Engine Oil Pressure Indicator Light



Engine Oil Pressure Indicator Light

How the Circuit Works

The low engine oil pressure indicator light works in two ways: it flashes continuously following a momentary loss of pressure, or it goes on and stays on with a complete loss of engine oil pressure.

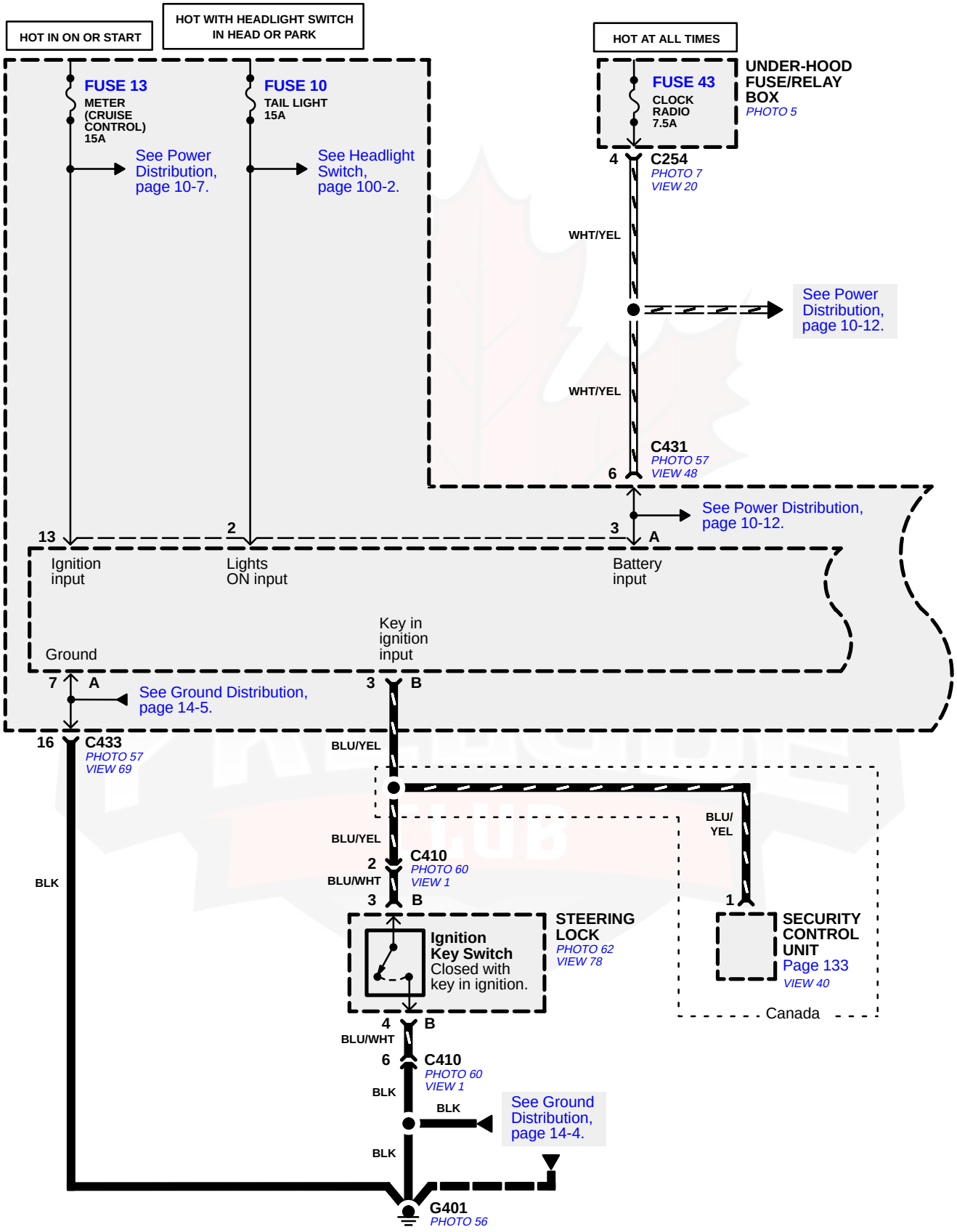
When the engine first starts, before its oil pressure rises above 4.3 psi, voltage is applied to the closed and grounded engine oil pressure switch, and the light comes on to test the bulb.

With the engine running, voltage is applied at the WHT/BLU wire of the driver's multiplex control unit. With normal engine oil pressure, the engine oil pressure switch is open and the low oil pressure indicator light does not come on. If the engine oil pressure switch closes momentarily (more than 0.5 second) but then opens again, the YEL/RED wire at the driver's multiplex control unit will sense ground through the switch. The driver's multiplex control unit will then provide and remove ground for the low engine oil pressure indicator light through the YEL/RED wire. The light will flash on and off until you turn the ignition switch off. The flashing feature will not work until 30 seconds after initial voltage is applied to the WHT/BLU wire of the oil pressure indicator flasher circuit. This delay keeps the low oil pressure indicator light from coming on during engine warmup.

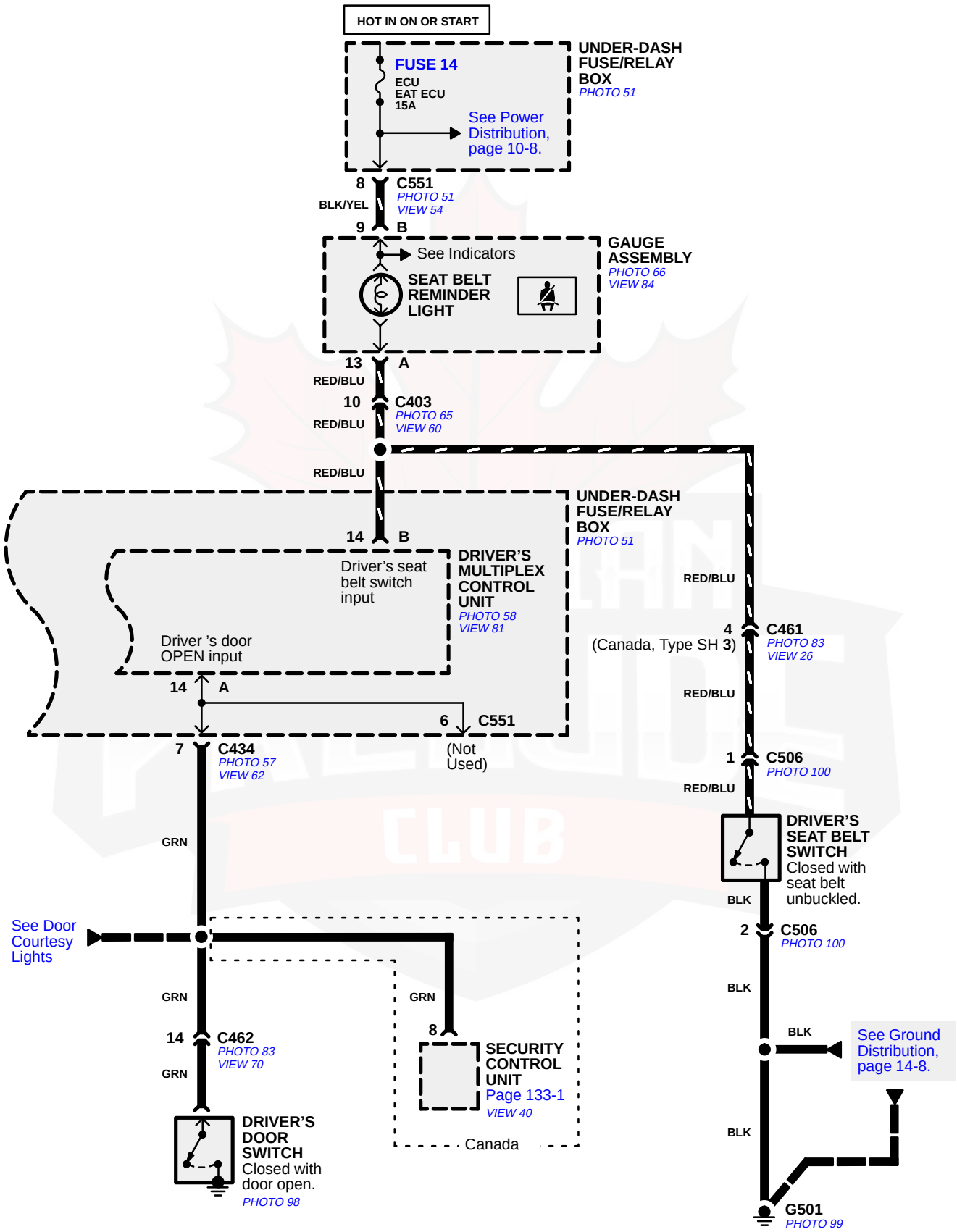
If engine oil pressure falls below 4.3 psi and does not increase, the engine oil pressure switch will stay closed. The low oil pressure indicator light will then come on and stay on.

Refer to the Service Manual (Section 8, Engine Lubrication and Section 23, Electrical) for specific tests or troubleshooting procedures.

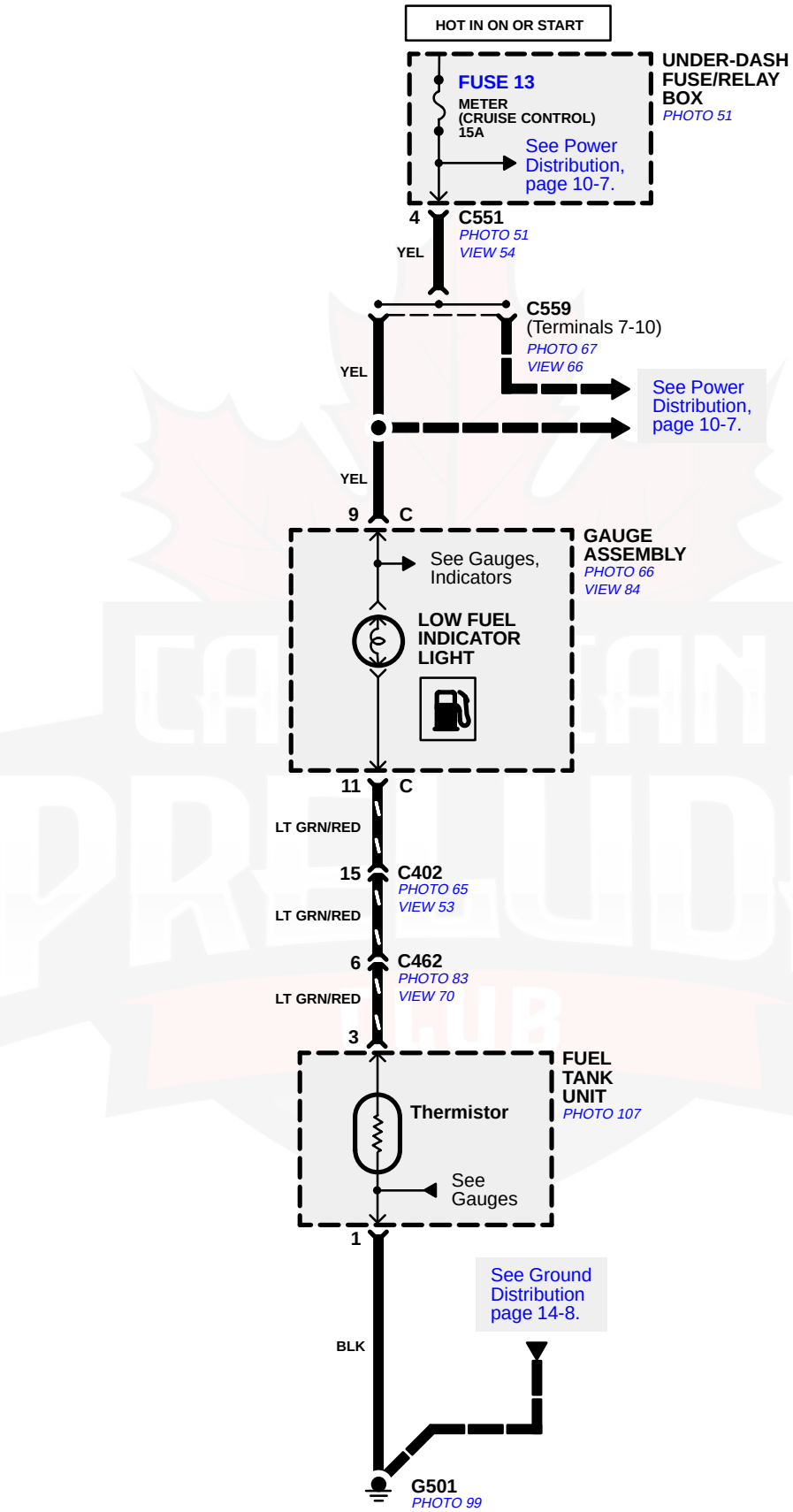
Seat Belt, Lights-on, and Ignition Key Reminders



Seat Belt, Lights-on, and Ignition Key Reminders



Low Fuel Indicator Light



Low Fuel Indicator Light

How the Circuit Works

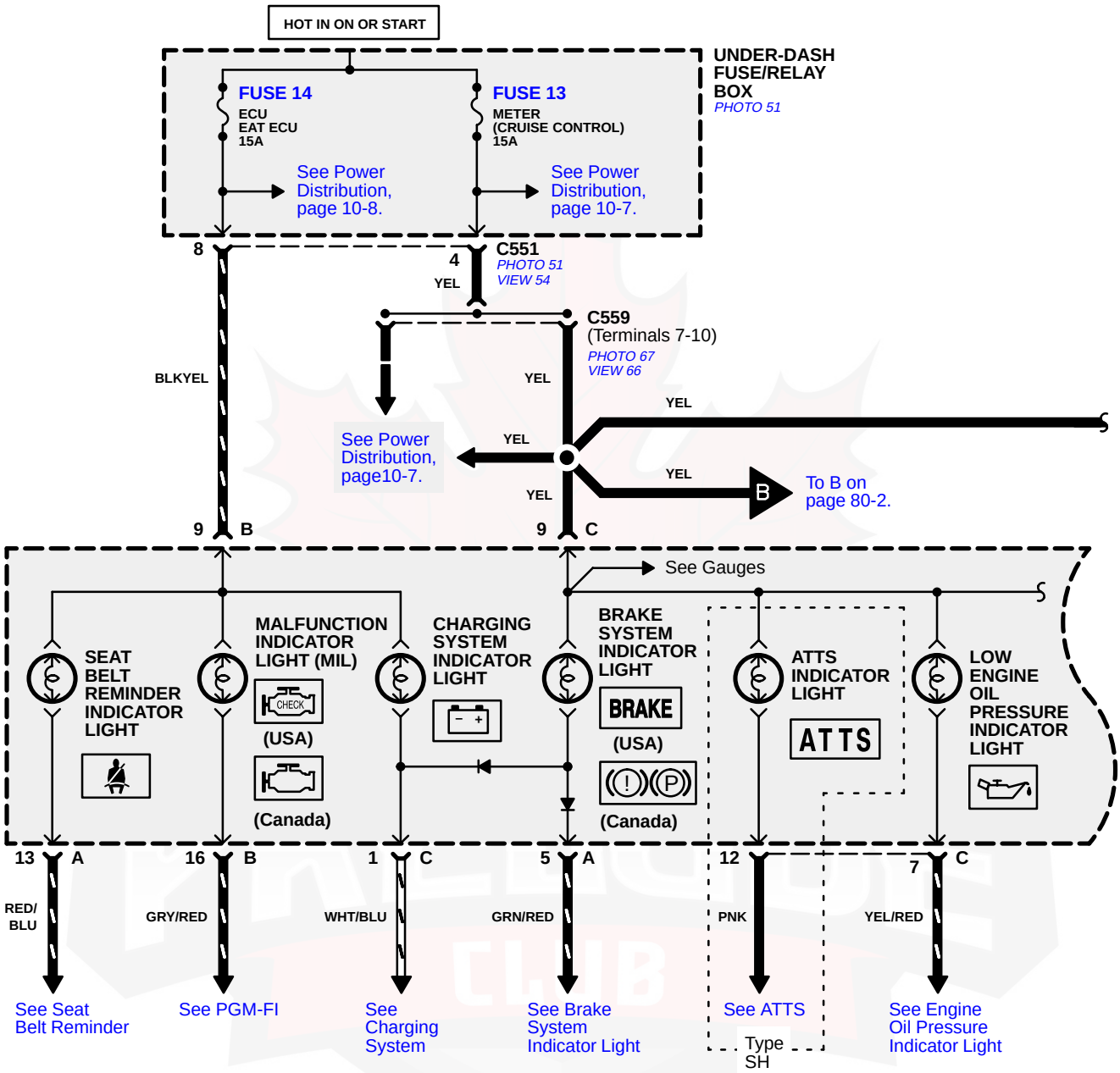
⚠ WARNING

**Do not smoke while working on the fuel system.
Keep open flame away from the work area.
Drain fuel only into an approved container.**

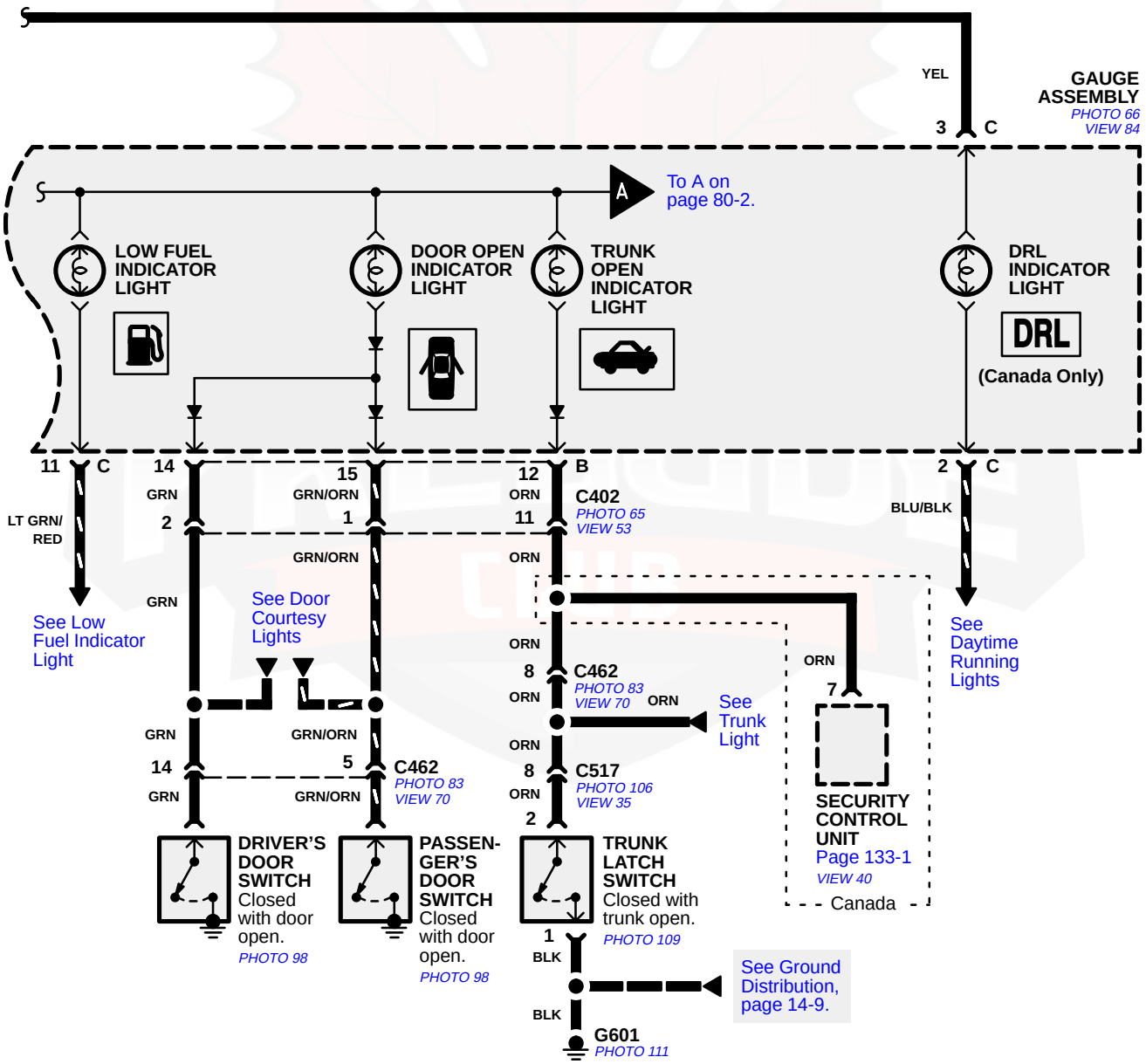
A thermistor is mounted in the fuel tank unit. When the thermistor is cool, its resistance is very high. When the thermistor is warm, its resistance decreases. Fuel in the fuel tank transfers heat away from the thermistor fast enough to keep it cool so the thermistor's resistance stays high and the low fuel indicator light does not come on. When the fuel level drops below about 2.4 gallons, the thermistor is no longer immersed in fuel. Without the fuel to cool it, the thermistor's resistance decreases, allowing current to flow through the low fuel indicator light and the thermistor to ground, and the low fuel indicator light comes on.

Refer to the Service Manual (Section 11, Fuel and Emissions) for specific tests or troubleshooting procedures.

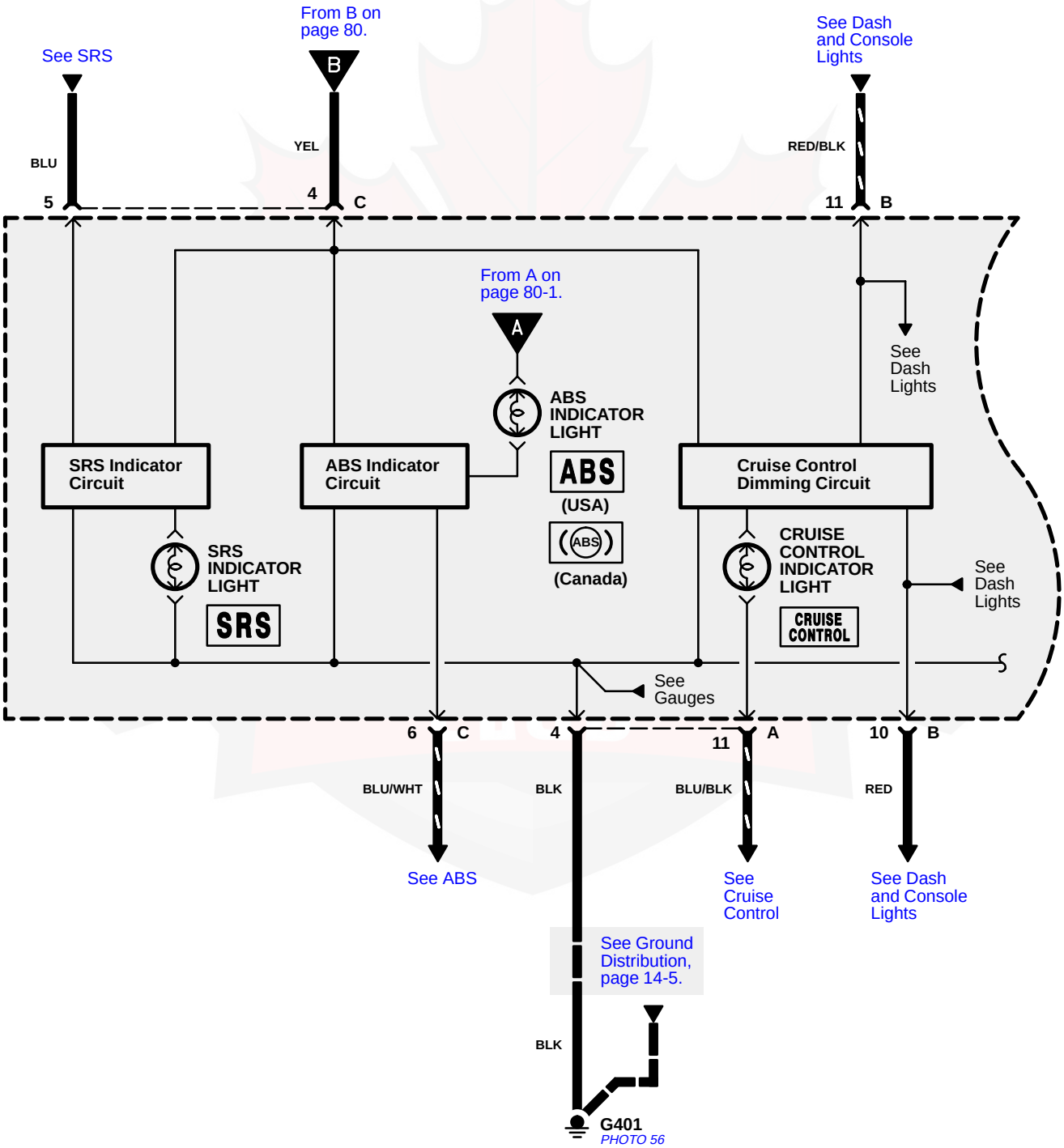
Indicators



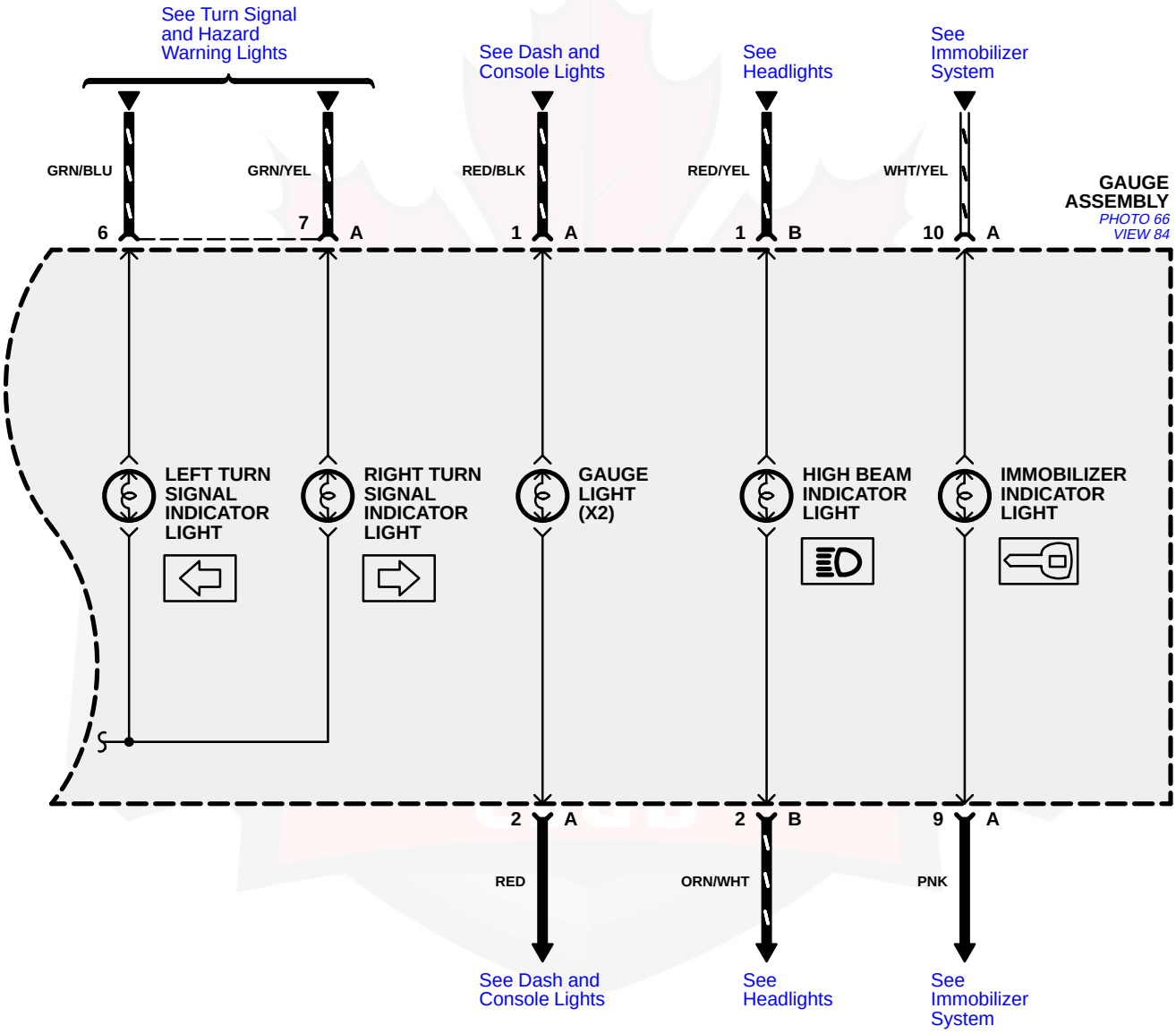
Indicators



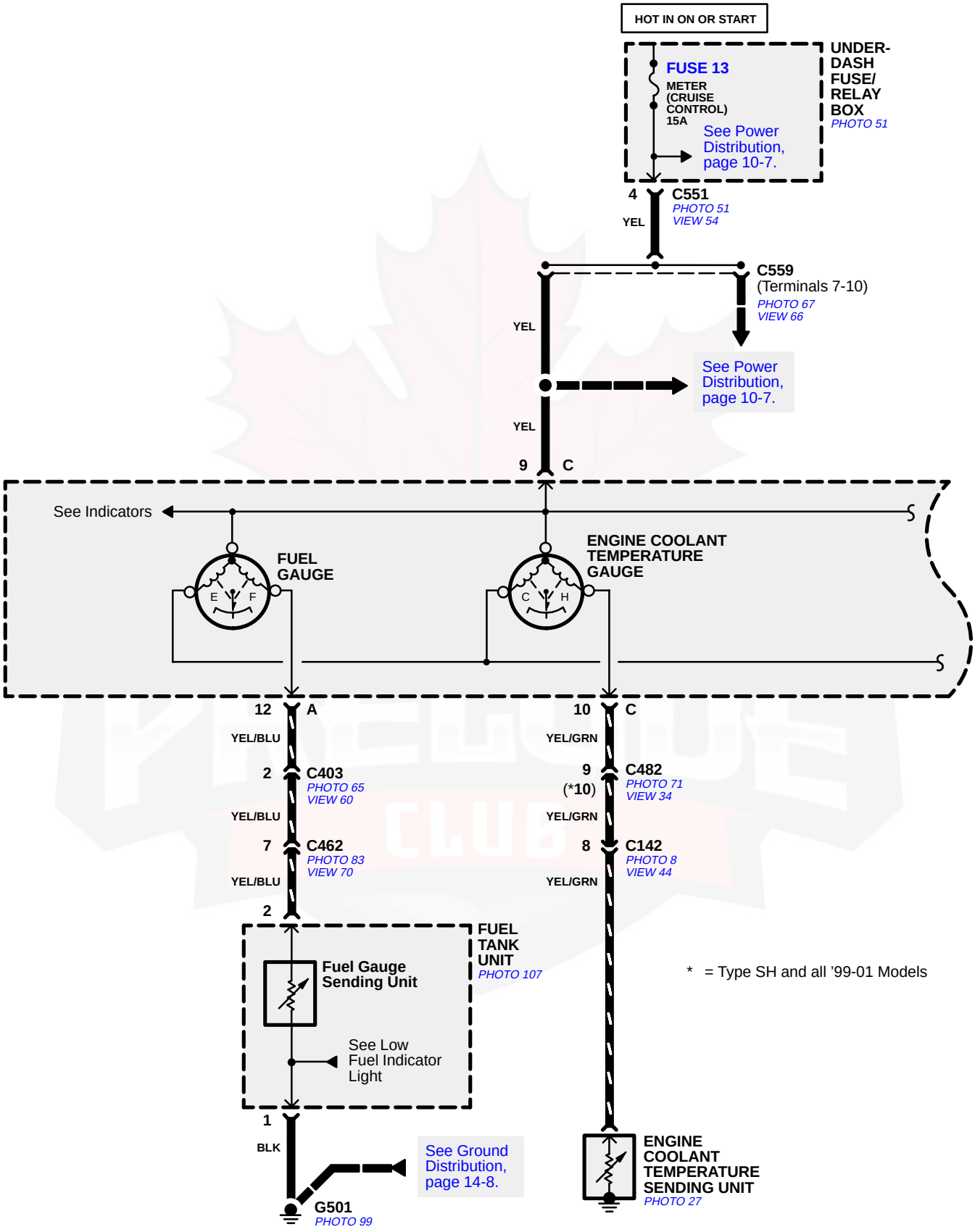
Indicators



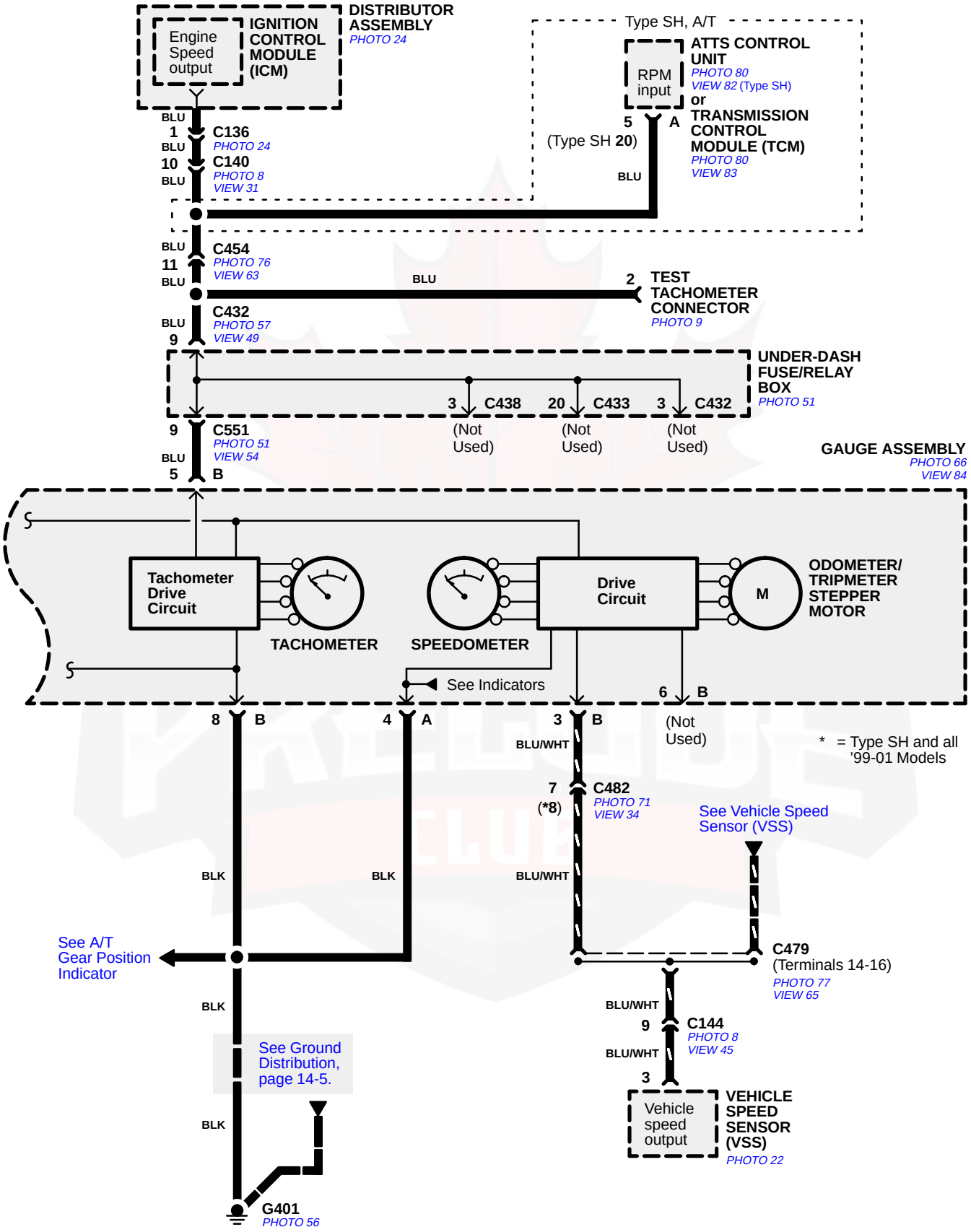
Indicators



Gauges



Gauges



Gauges

How the Circuit Works

When the ignition switch is on ON (II) or START (III), battery voltage is supplied through fuse 13 to the gauges in the gauge assembly. The gauge circuit is grounded at G401.

Speedometer and Odometer

The odometer and speedometer drive circuits receive pulses from the vehicle speed sensor (VSS). The pulse rate increases as the car accelerates. The frequency and duration of these input pulses are measured and displayed by the speedometer, odometer, and tripmeter.

Refer to the Service Manual (Section 23, Electrical) for specific tests or troubleshooting procedures.

Tachometer

The tachometer drive circuit receives pulses from the ignition control module (ICM) in the distributor assembly. The solid-state tachometer then displays these pulses as engine speed. For each 200 pulses per minute from the ignition control module (ICM), the tachometer displays 100 RPM.

Engine Coolant Temperature Gauge and Fuel Gauge

The engine coolant temperature gauge has two intersecting coils wound around a permanent magnet rotor. Voltage applied to the coils, through fuse 13, generates a magnetic field. The magnetic field, controlled by the engine coolant temperature sending unit, causes the rotor to rotate and the gauge needle to move. As the resistance in the sending unit varies, current through the gauge coils changes, pulling the gauge needle toward the coil with the stronger magnetic field. The fuel gauge works the same way.

The resistance of the sending unit for the engine coolant temperature gauge varies from about 137 ohms at low engine temperature to between 30-46 ohms at high temperature (radiator fan running).

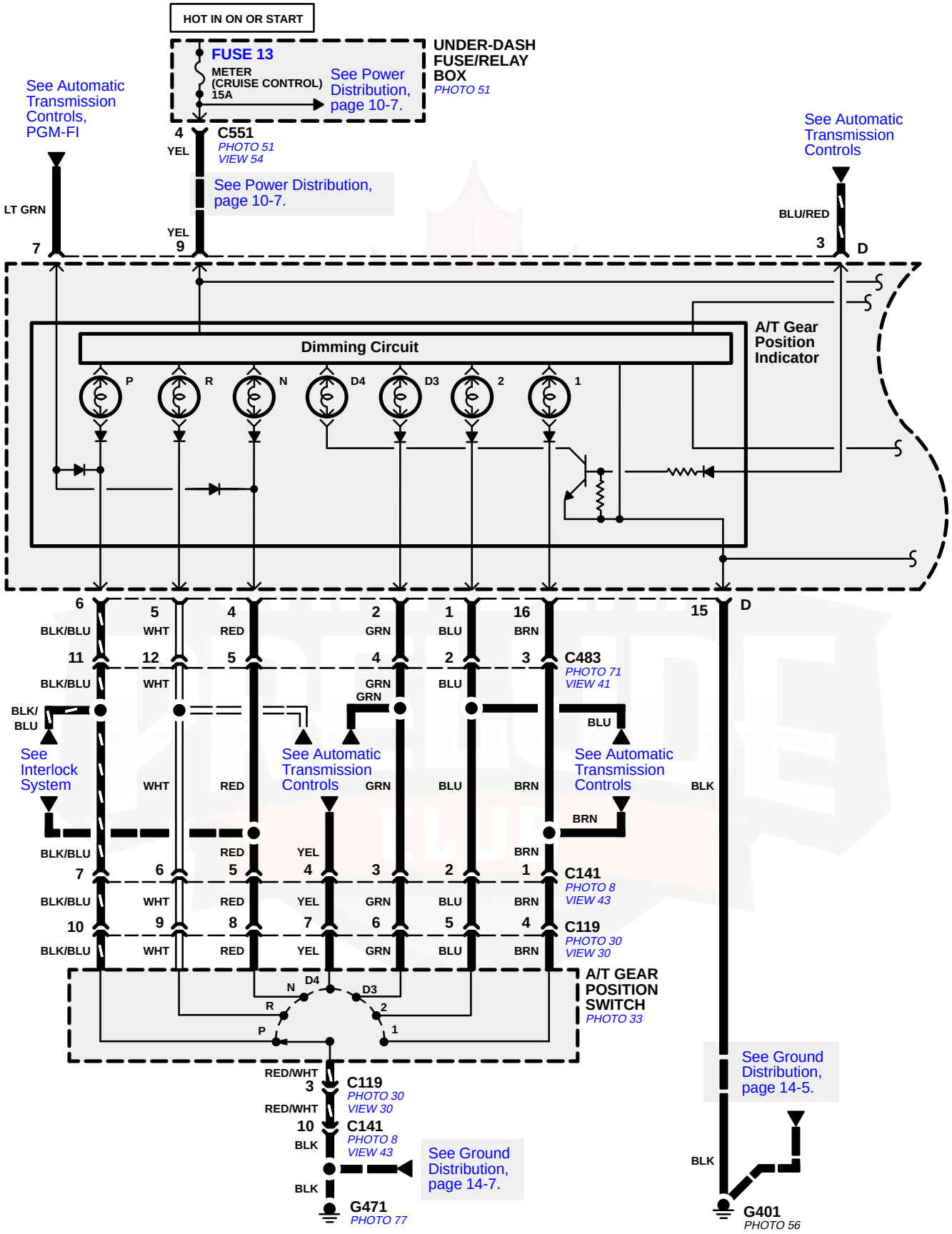
⚠ WARNING

Do not smoke while working on the fuel system. Keep open flame away from the work area. Drain fuel only into an approved container.

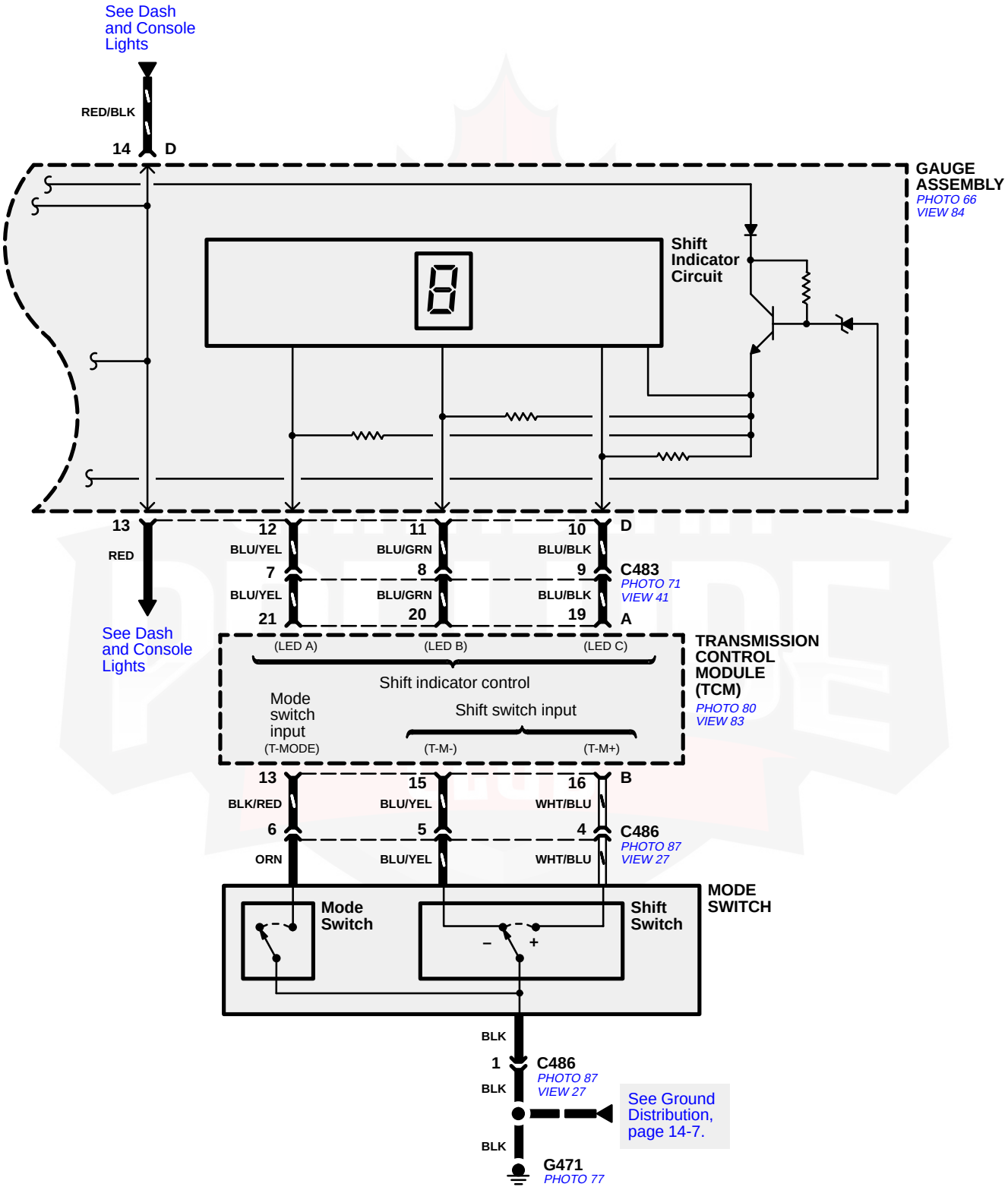
The resistance of the sending unit for the fuel gauge varies from about 2-5 ohms at full, to about 110 ohms at empty. When you turn the ignition switch to LOCK (0), the gauge remains at the last reading until you turn the ignition switch to ON (II) or START (III) again.

Refer to the Service Manual (Section 10, Cooling and Section 11, Fuel and Emissions) for specific tests or troubleshooting procedures.

A/T Gear Position Indicator



A/T Gear Position Indicator



A/T Gear Position Indicator

How the Circuit Works

With the ignition switch in ON (II) or START (III), voltage is applied to the A/T gear position indicator through fuse 13. The A/T gear position switch provides a ground for each position. As an input is grounded, its indicator light comes on. If you select R, for example, ground will be applied to the input of the A/T gear position indicator, and the R indicator will come on.

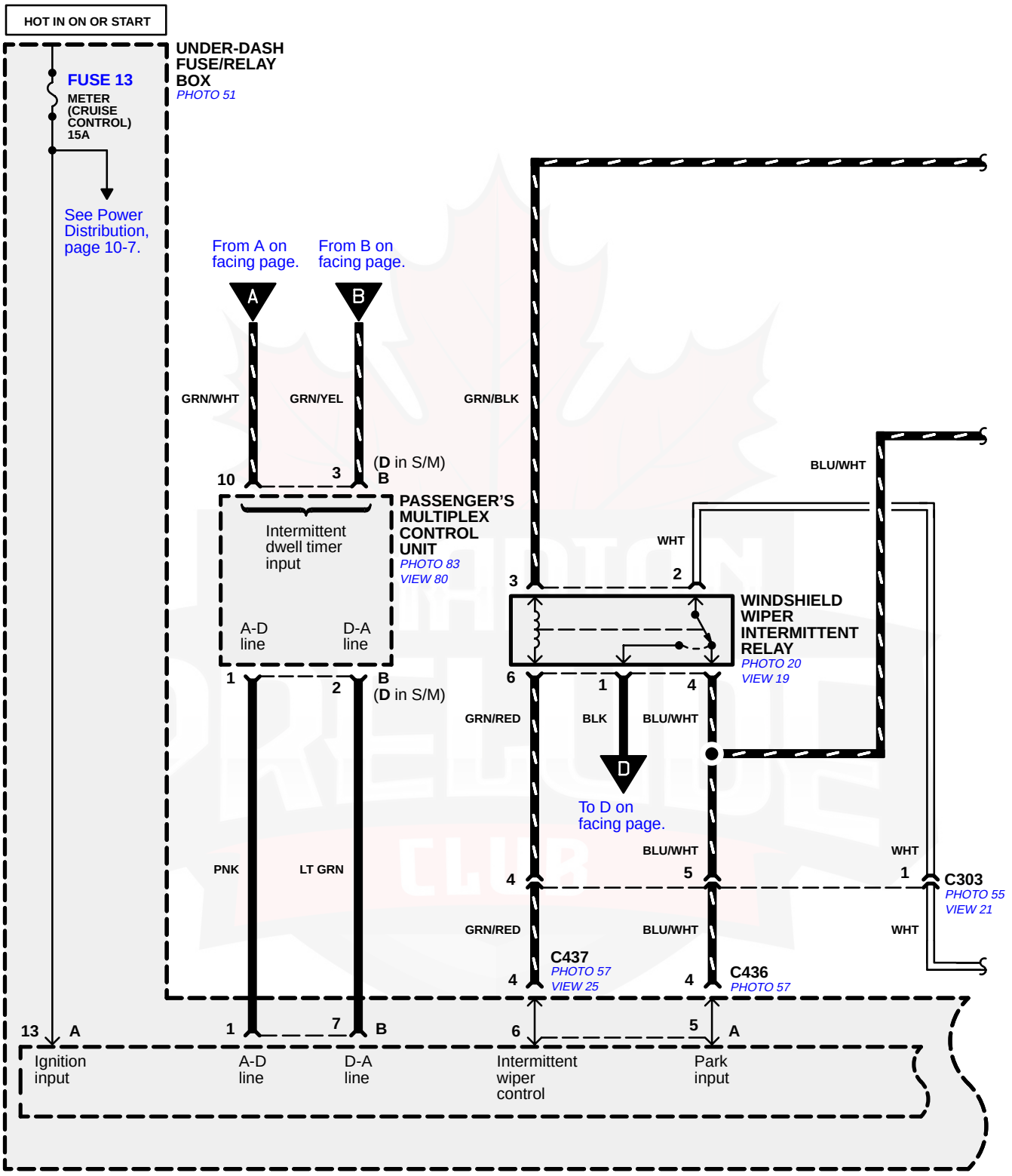
With the headlight switch in PARK or HEAD, voltage is applied to the RED/BLK wire terminal. This changes the indicator panel illumination from fixed to controlled by the dash lights dimmer input through the RED wire.

When the transmission control module (TCM) detects an abnormality in the automatic transmission control system, or when you request diagnostic trouble codes through the service check connector, the TCM will make the D4 indicator light blink.

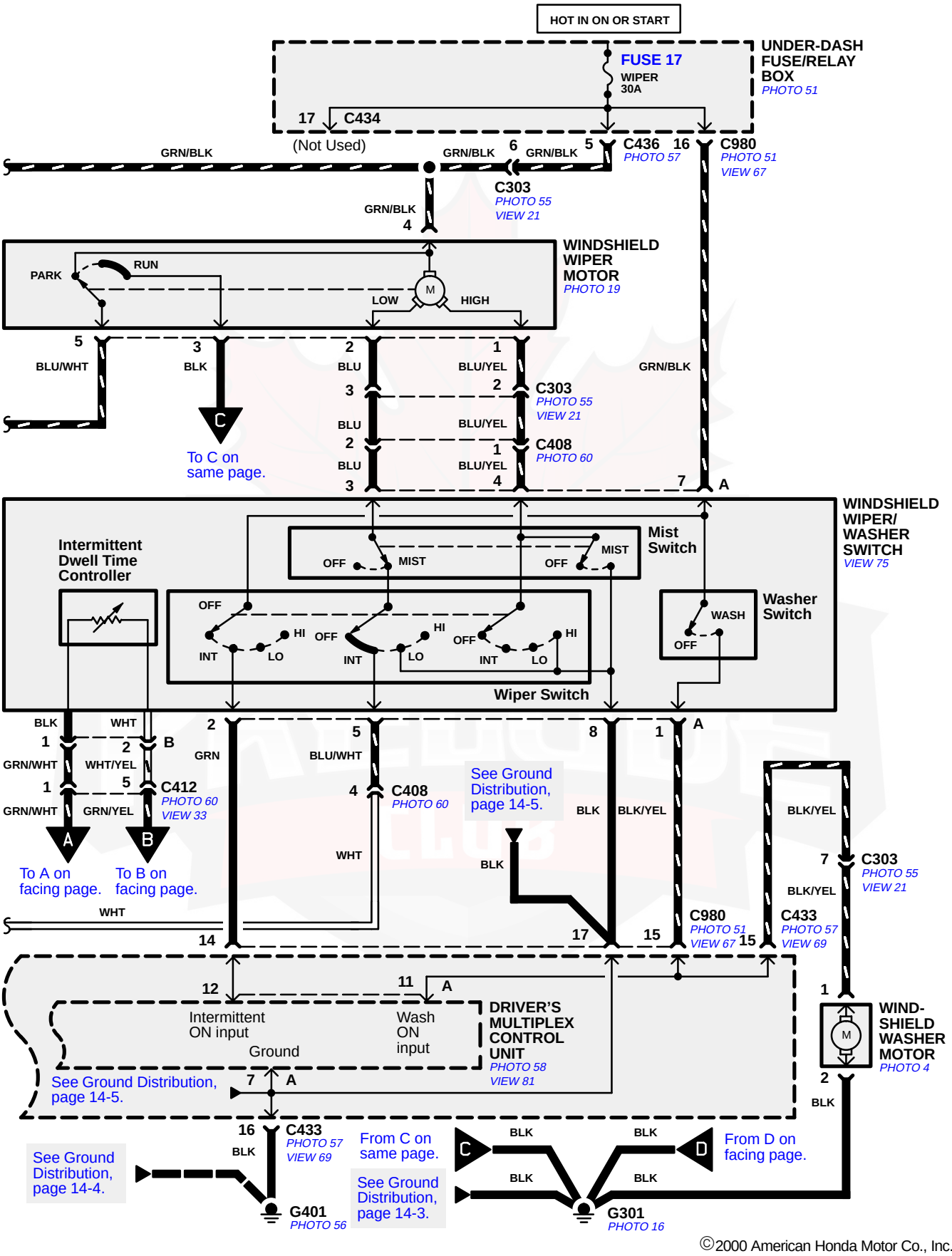
When the transmission is in the sequential sportshift, the shift switch sends “shift down” and “shift up” inputs to the TCM. The TCM in turn controls the shift indicator to display the proper gear selected.

Refer to the Service Manual (Section 14, Automatic Transmission) for specific tests or troubleshooting procedures.

Wiper/Washer



Wiper/Washer



Wiper/Washer

How the Circuit Works

Low Speed

With the ignition switch in ON (II) or START (III), battery voltage is applied to the windshield wiper motor. When you move the wiper switch to LO, the low speed winding of the motor is grounded through the low contact of the wiper/washer switch, and the wipers run at low speed.

Park/Off

When you turn off the wiper switch, ground is provided for the low speed winding of the windshield wiper motor. The ground is provided through the wiper switch, intermittent wiper relay, and the cam switch on the motor to G301. The wipers run at low speed until the cam switch on the motor moves to PARK, removing the ground. The wipers then stop in the park position.

High Speed

When you move the wiper switch to HI, the high speed windings of the windshield wiper motor are grounded through the HI contact of the wiper/ washer switch, and the wipers run at high speed.

Intermittent

When you move the wiper switch to INT, battery voltage is applied through fuse 17 to the driver's multiplex control unit. The control unit grounds the coil of the intermittent wiper relay. The relay, in turn, provides ground to the low speed windings of the wiper motor, and the wipers make a single sweep at low speed (see low speed operation). When the wipers return to the park position, the park switch applies battery voltage to the control unit through the BLU/WHT wire. This tells the control unit that the wipers have parked. The control unit uses this information to start the delay timer.

Mist

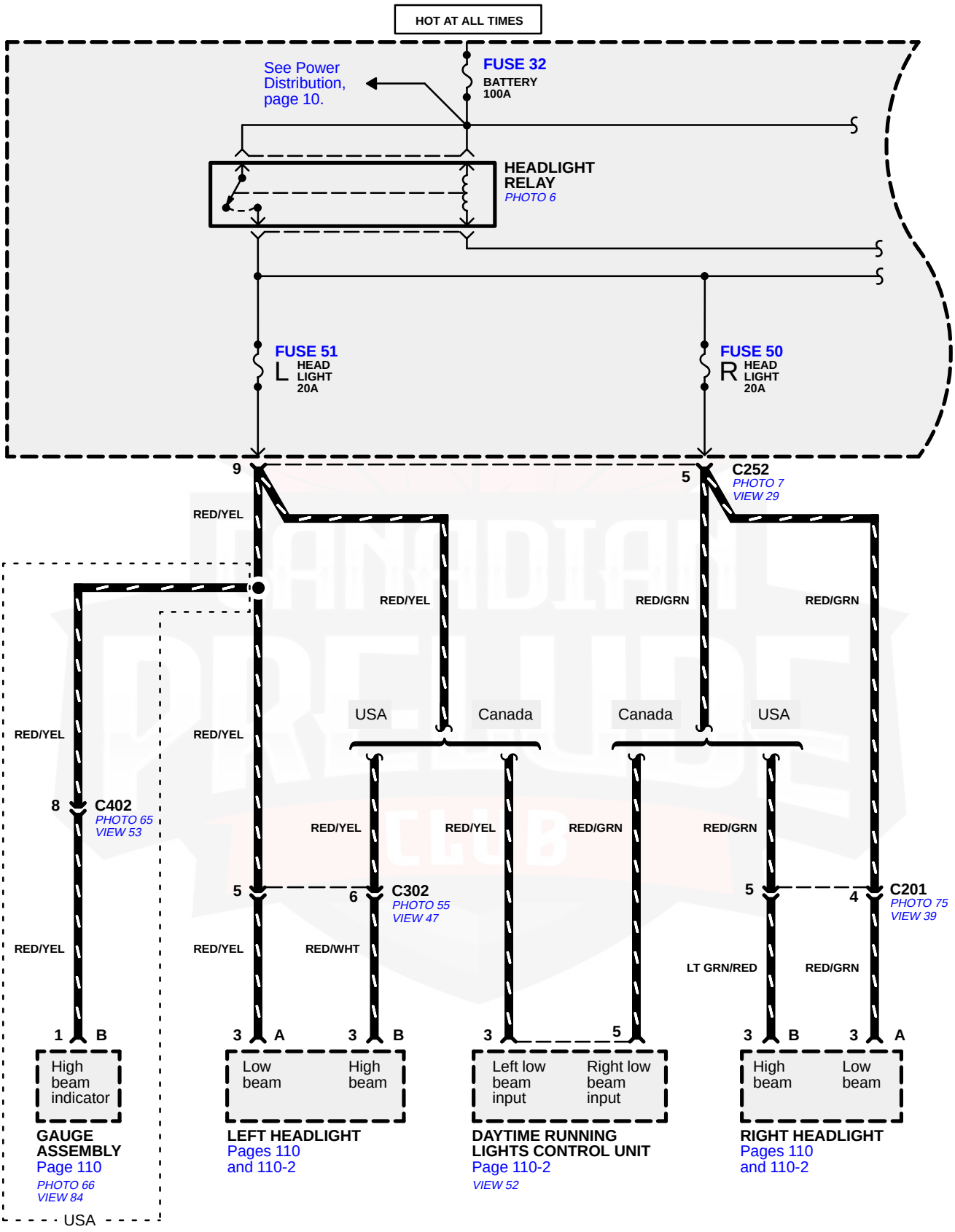
When you push the wiper/washer lever down and hold it, the high speed winding of the windshield wiper motor is grounded through the MIST contact in the wiper/washer switch. The wipers sweep at high speed until you release the lever. The PARK/OFF function then takes over and the wipers stop in the PARK position.

Washer

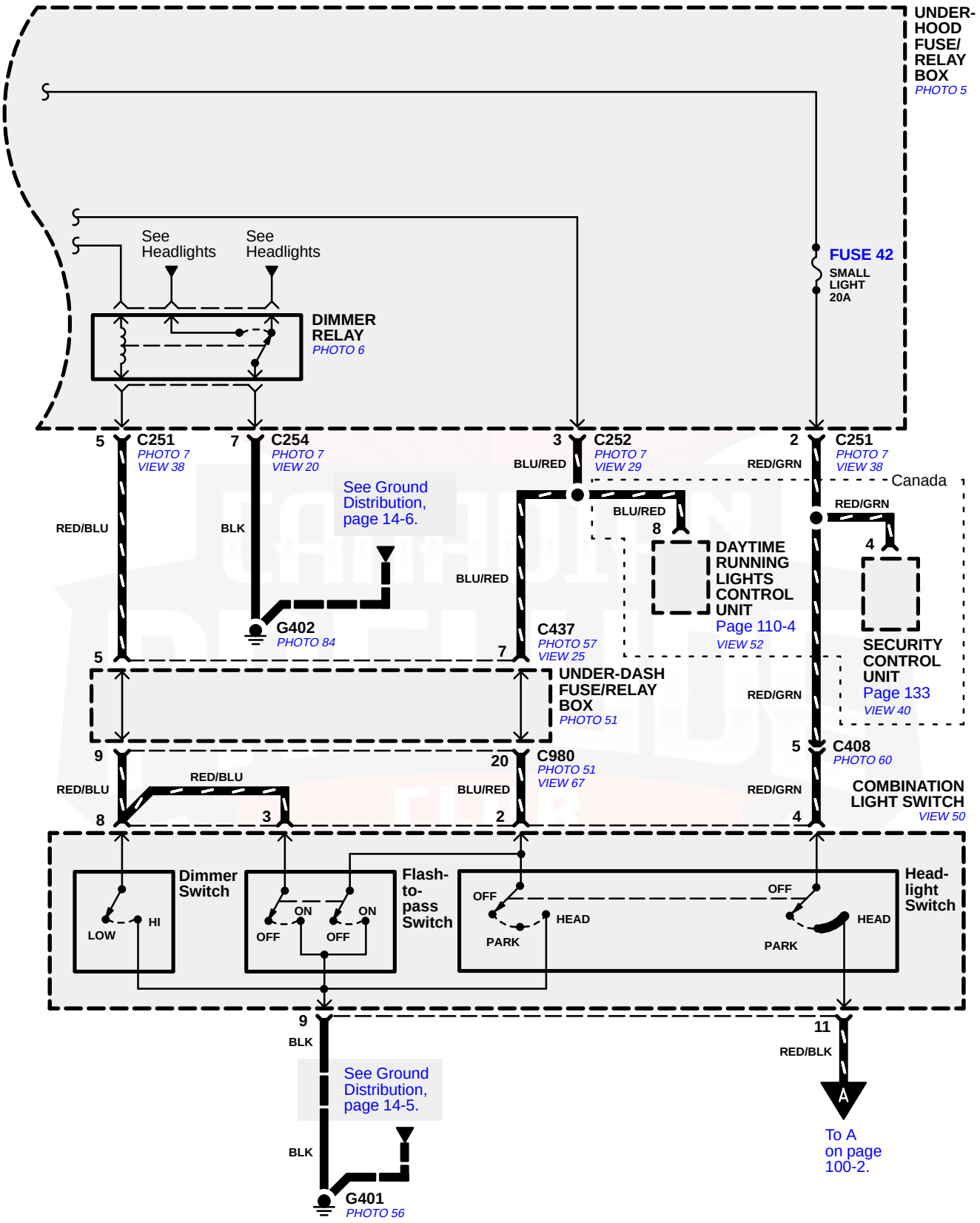
When you pull the wiper/washer lever toward you, battery voltage is applied to the windshield washer motor and the driver's multiplex control unit. The control unit grounds the coil of the intermittent wiper relay. The relay, in turn, provides ground to the low speed windings of the wiper motor. The washer motor pumps washer fluid onto the windshield and the wipers run at low speed until you release the lever. The wipers make one more sweep after the lever is released.

Refer to the Service Manual (Section 23, Electrical) for testing and troubleshooting procedures.

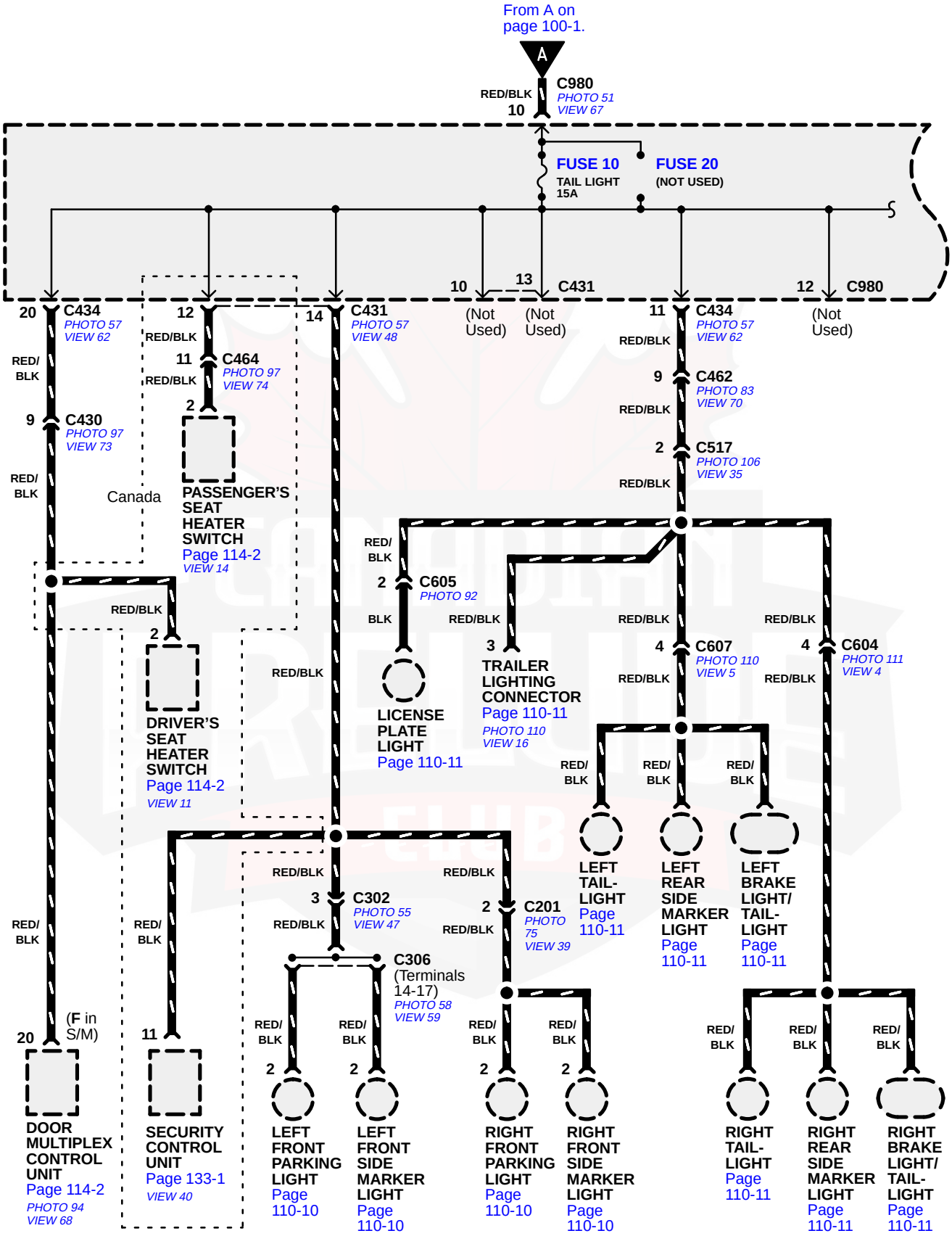
Headlight Switch



Headlight Switch

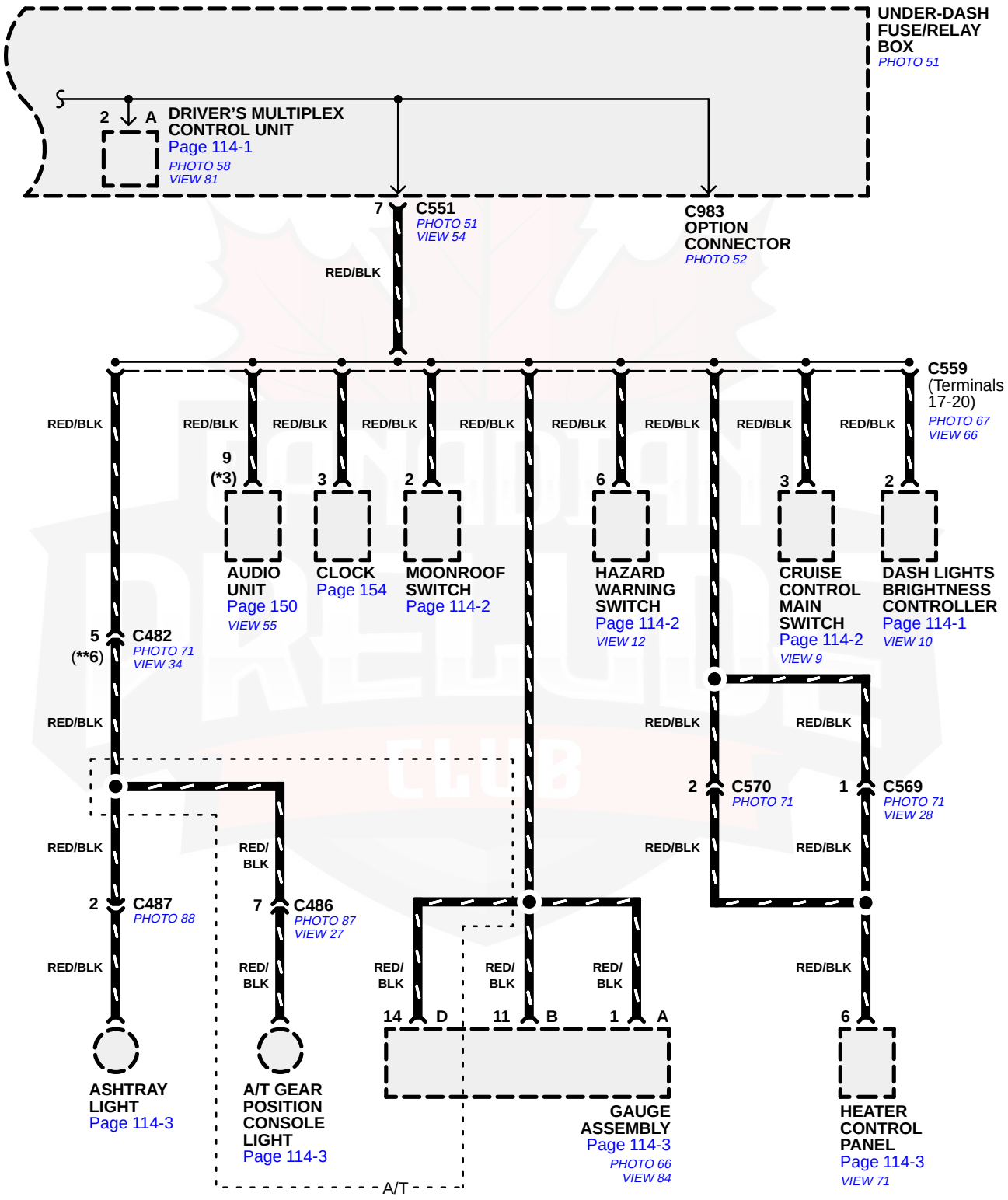


Headlight Switch



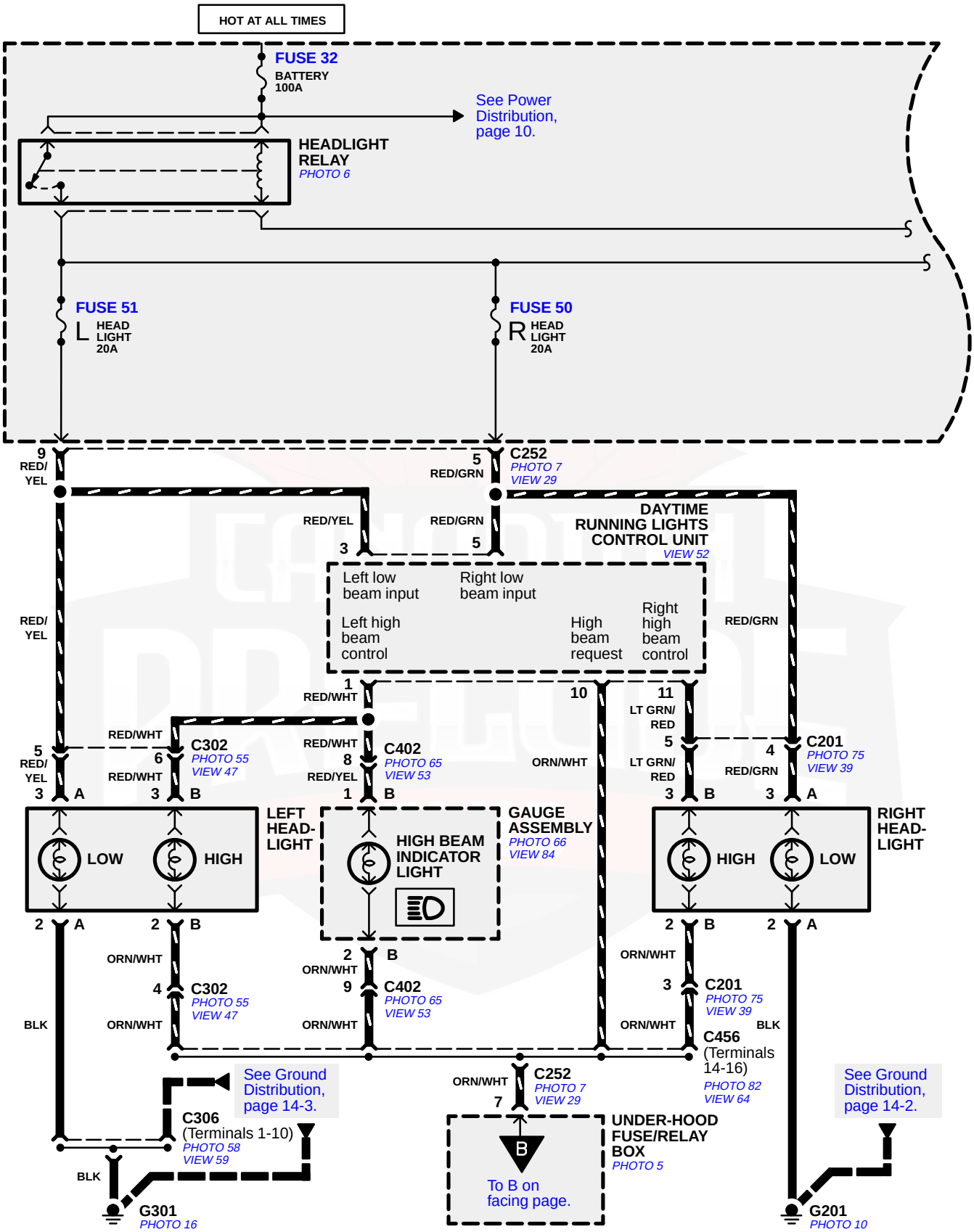
Headlight Switch

* = '97-'98 Models
** = Type SH and all '99-'01 Models



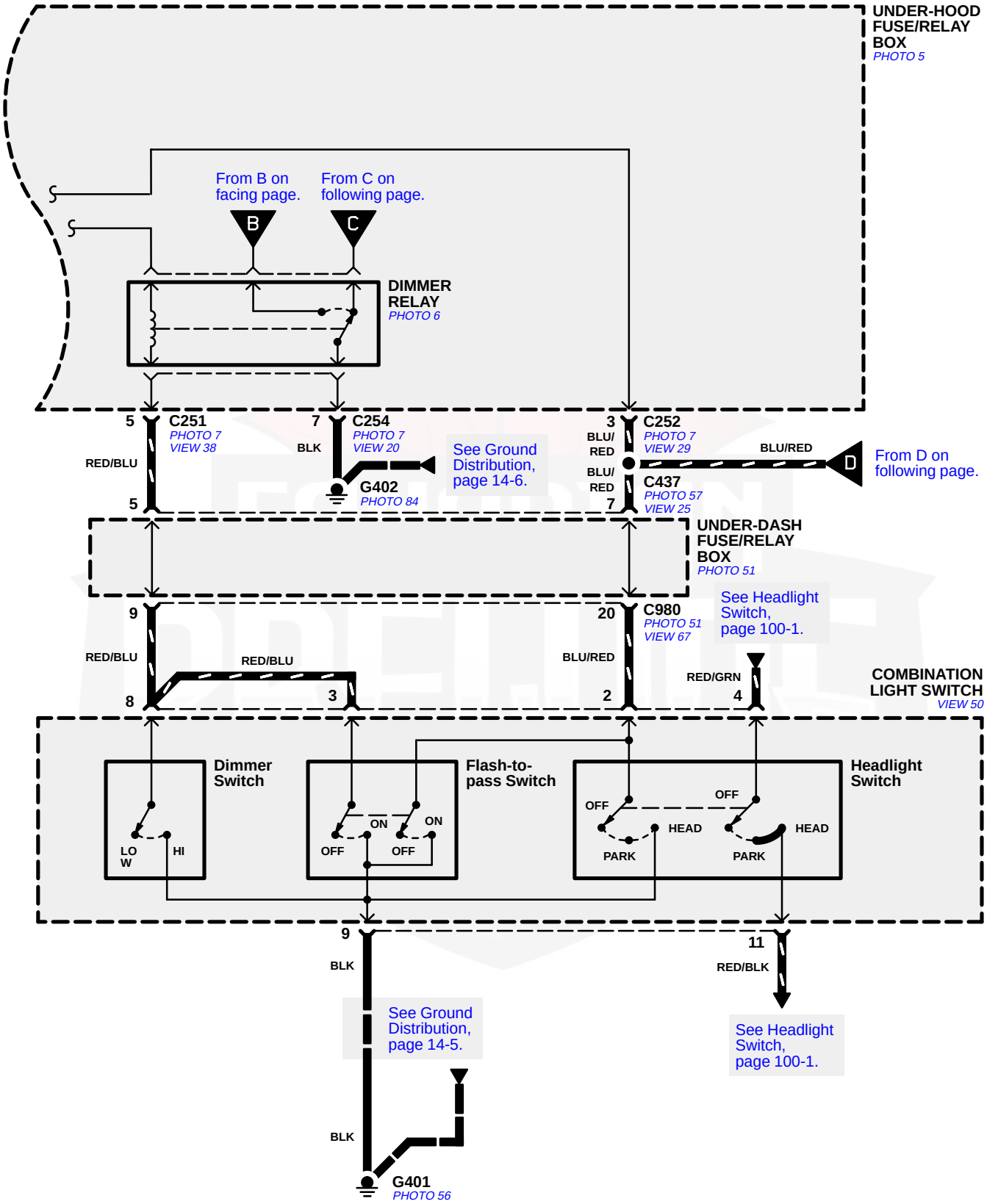
Headlights

Canada



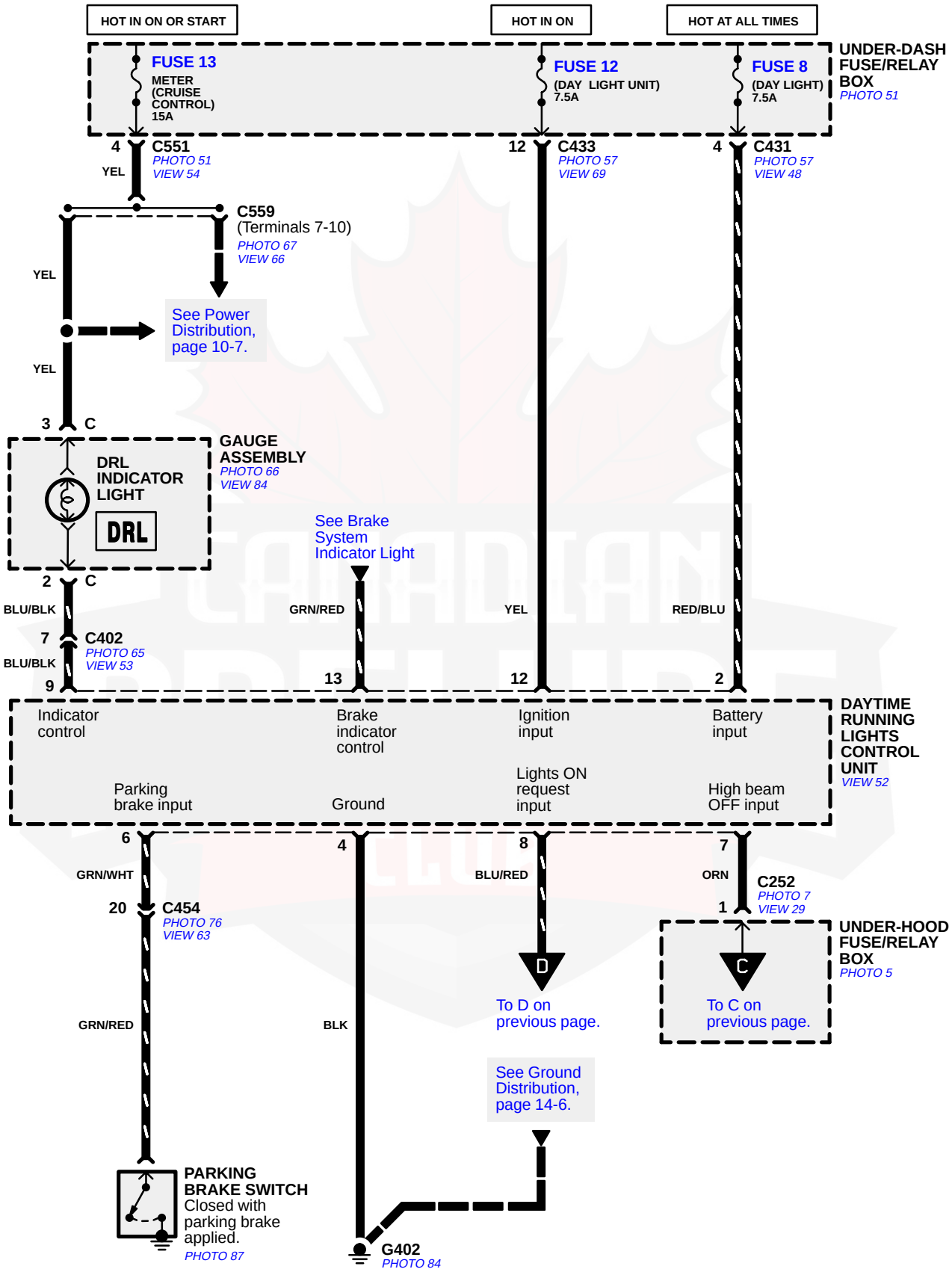
Headlights

Canada



Headlights

Canada



Headlights

How the Circuit Works

Headlights

Low Beams (USA)

The headlight relay receives battery voltage at all times. When you turn the headlight switch to the HEAD position with the dimmer switch in LO, ground is applied at the BLU/RED wire to the coil of the headlight relay. The relay is then energized, applying battery voltage to the left and right high and low beam headlights through fuses 50 and 51. The low beam bulbs come on because the opposite terminal is tied to ground. The high beam bulbs and indicator remain off because the ground path to these bulbs is interrupted by the deactivated dimmer relay.

High Beams (USA)

When you pull the dimmer switch to HI with the low beams already on, a ground signal is applied to the dimmer relay from the dimmer switch. This energizes the dimmer relay, applying ground to the high beam bulbs and high beam indicator, which turns on the high beams and indicator light. The low beam headlights stay on (see Low Beams).

Flash-to-Pass (USA)

When you hold the flash-to-pass switch in the ON position, ground is applied to the BLU/RED wire to the coil of the headlight relay and at the RED/BLU wire of the dimmer relay. This energizes the headlight relay, applying battery voltage to the low and high beam bulbs and to the dimmer relay. As the low beam bulbs receive battery voltage, the dimmer relay is energized, applying ground at the ORN/WHT wire to the high beam bulbs and high beam indicator which turns on the high beams and indicator light.

Daytime Running Lights (Canada)

When you turn the ignition switch to ON (ll) with the parking brake released, the daytime running lights control unit supplies battery voltage through the RED/WHT and LT GRN/RED wires to the high beam headlights in series. Each high beam headlight receives less than battery voltage causing them to come on at reduced brightness. If you apply the parking brake, ground is applied to the daytime running lights control unit at the GRN/WHT wire. If you apply the parking brake when the ignition switch is first switched to ON (II), the high beam headlights will remain off until you release the parking brake. Once the high beam headlights are in daytime mode, applying the parking brake will not turn them off. When you switch to low beam, high beam, or flash-to-pass operation, ground is provided to the daytime running light control unit through the BLU/RED wire. The daytime running light control unit then turns off the daytime running lights mode.

Low Beams (Canada)

The headlight relay receives battery voltage at all times. When you turn the headlight switch to the HEAD position with the dimmer switch in LO, ground is applied at the BLU/RED wire to the coil of the headlight relay. This energizes the relay, applying battery voltage to the left and right low beam headlights and to the daytime running lights control unit through fuses 50 and 51. The low beam bulbs come on because the opposite terminal is tied to ground. When the daytime running lights control unit receives battery voltage through fuses 50 and 51, it removes voltage from between the high beam RED/WHT and LT GRN/RED wires, turning off the high beam headlights.

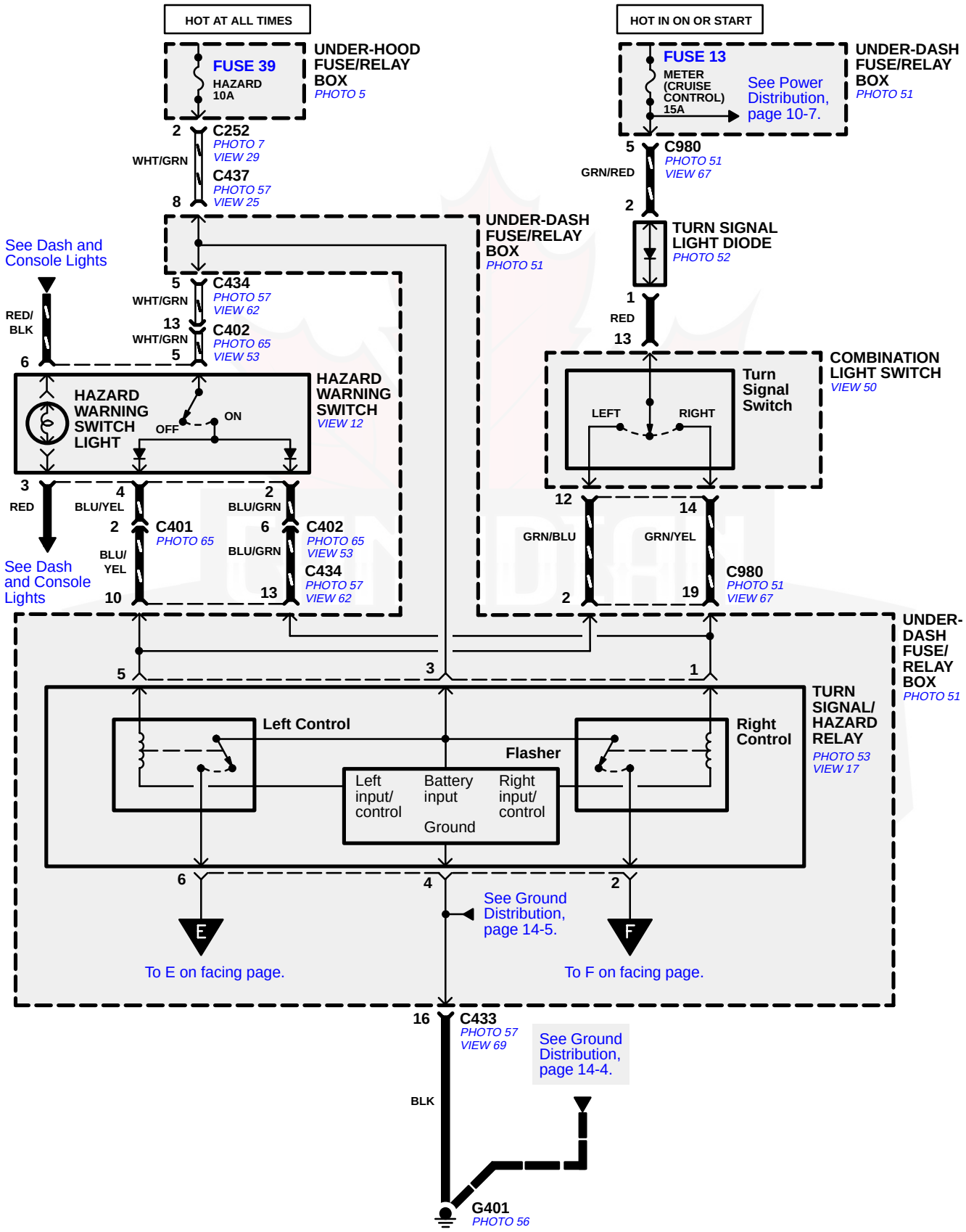
High Beams (Canada)

With the low beams already on, battery voltage is applied to the daytime running lights control unit through the RED/YEL and RED/GRN wires. The control unit then supplies battery voltage from the RED/WHT and LT GRN/RED wires to the high beam headlights. When you pull the dimmer switch to HI, ground is applied to the dimmer relay. This energizes the dimmer relay, applying ground to the high beam headlights and high beam indicator which turns on the high beams and indicator light. The low beams stay on (see Low Beams).

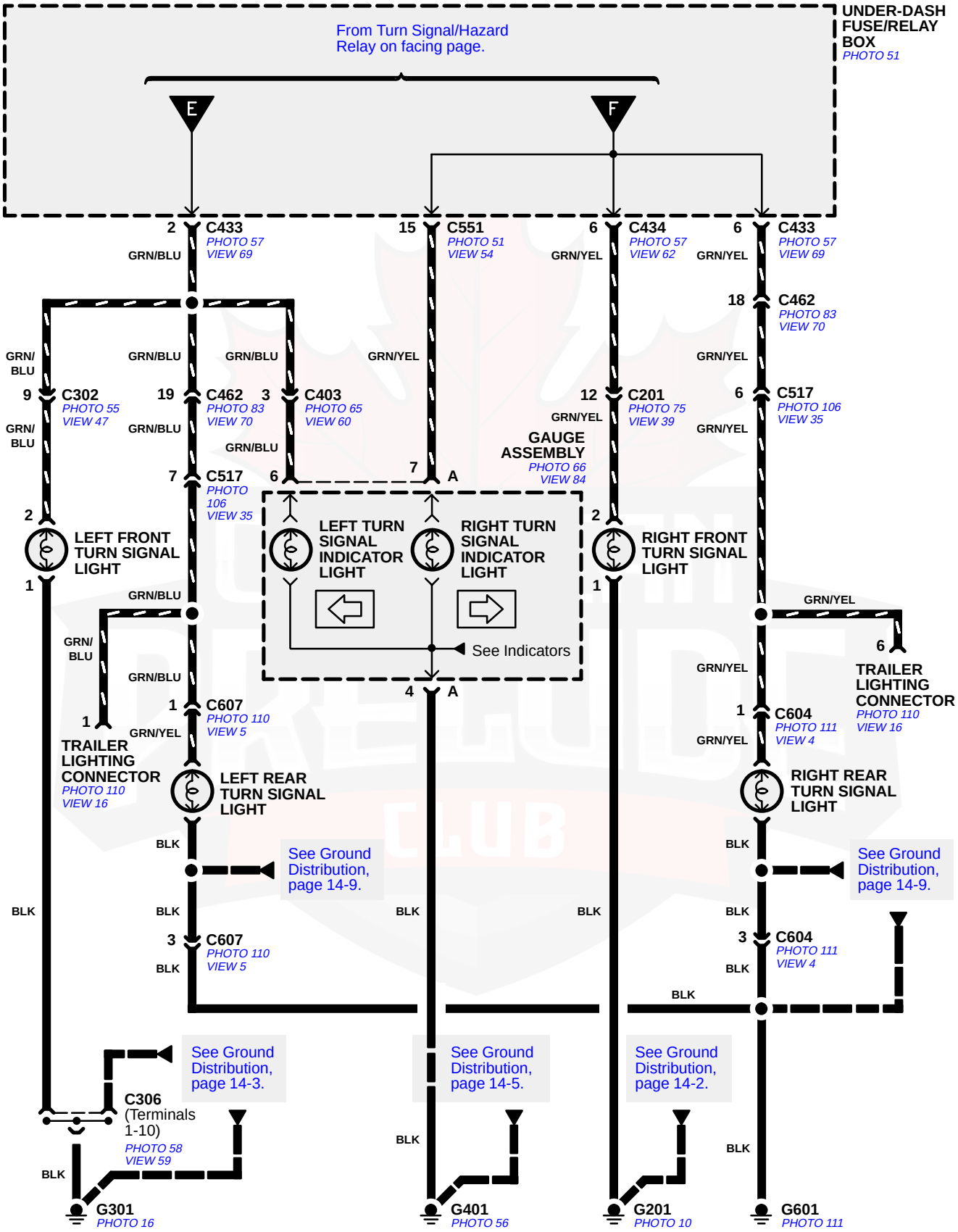
Flash-to-Pass (Canada)

When you hold the flash-to-pass switch in the ON position, ground is applied to the BLU/RED wire to the coil of the headlight relay and at the RED/BLU wire of the dimmer relay. This energizes the headlight relay, applying battery voltage to the low and high beam bulbs and to the dimmer relay. As the low beam bulbs receive battery voltage, the dimmer relay is energized, applying ground at the ORN/WHT wire to the high beam bulbs and high beam indicator which turns on the high beams and indicator light.

Turn Signal and Hazard Warning Lights

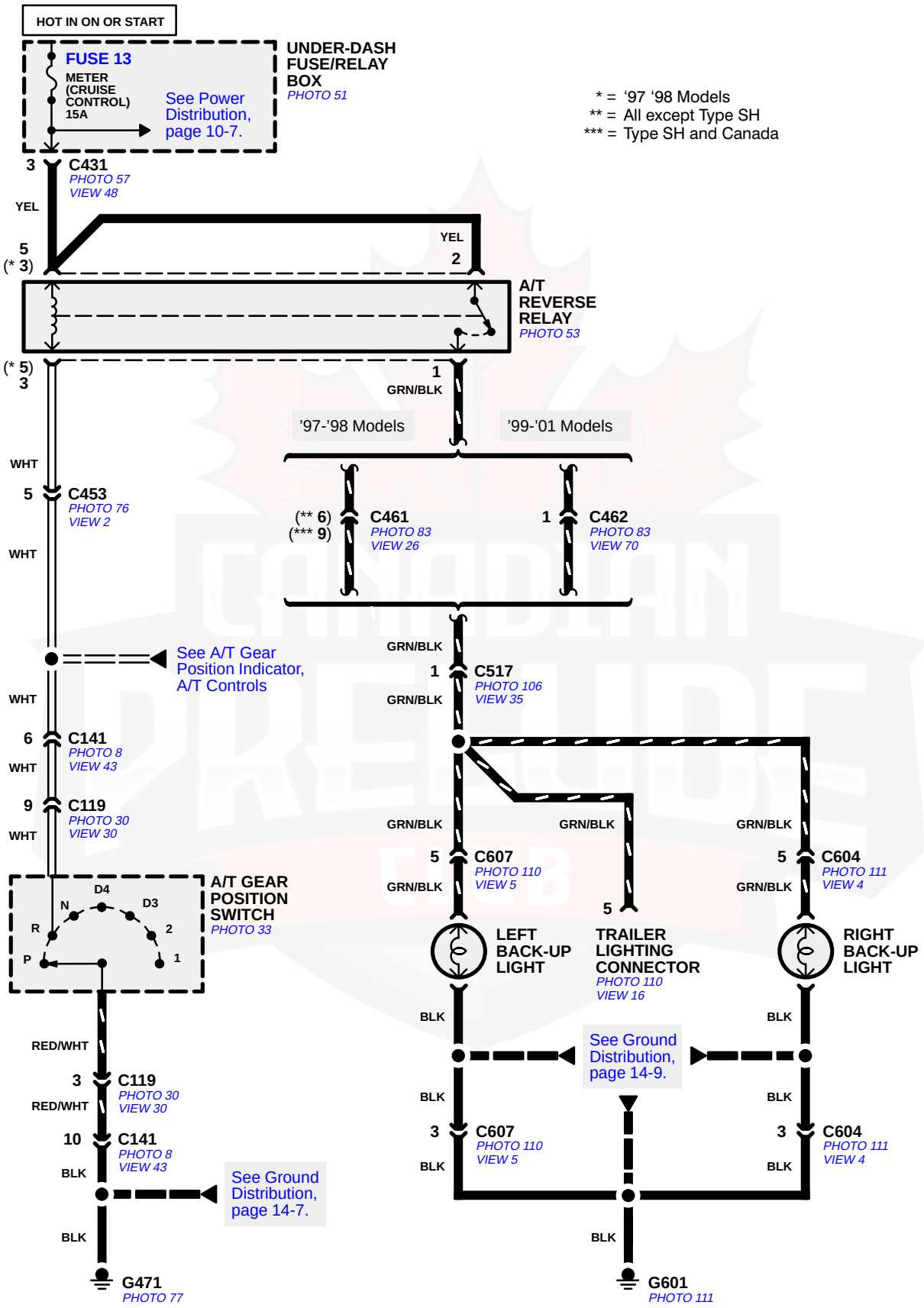


Turn Signal and Hazard Warning Lights



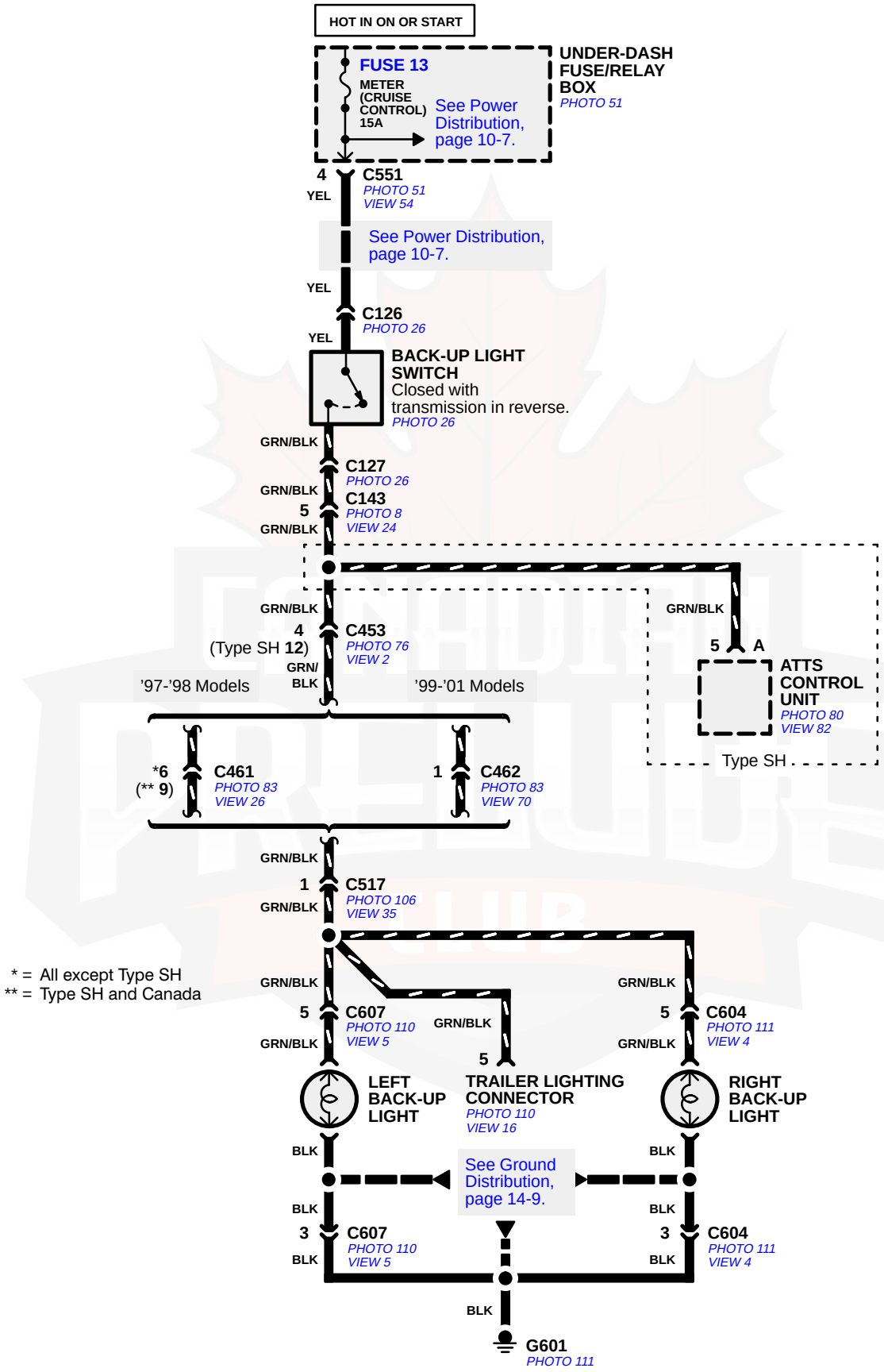
Back-up Lights

A/T

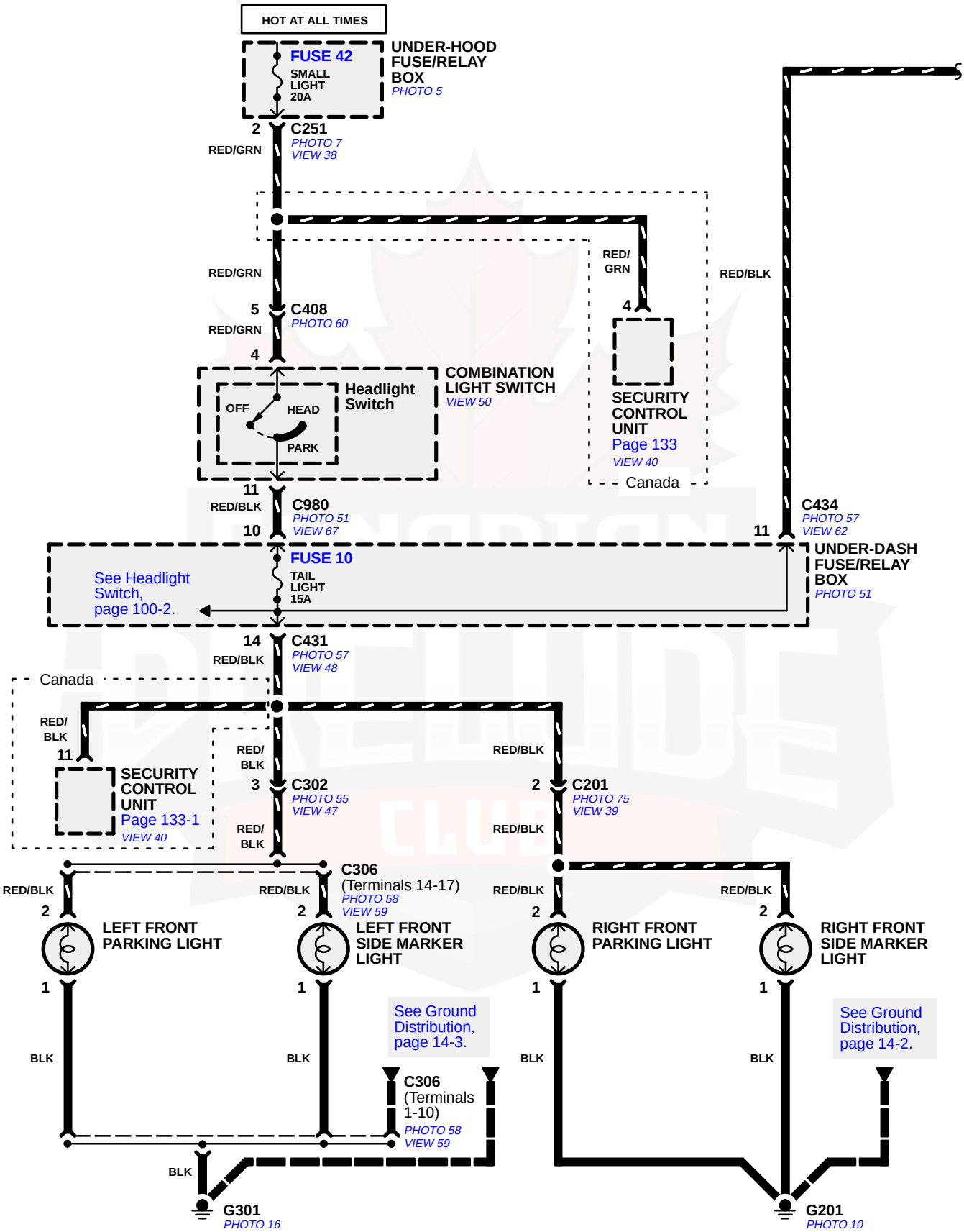


Back-up Lights

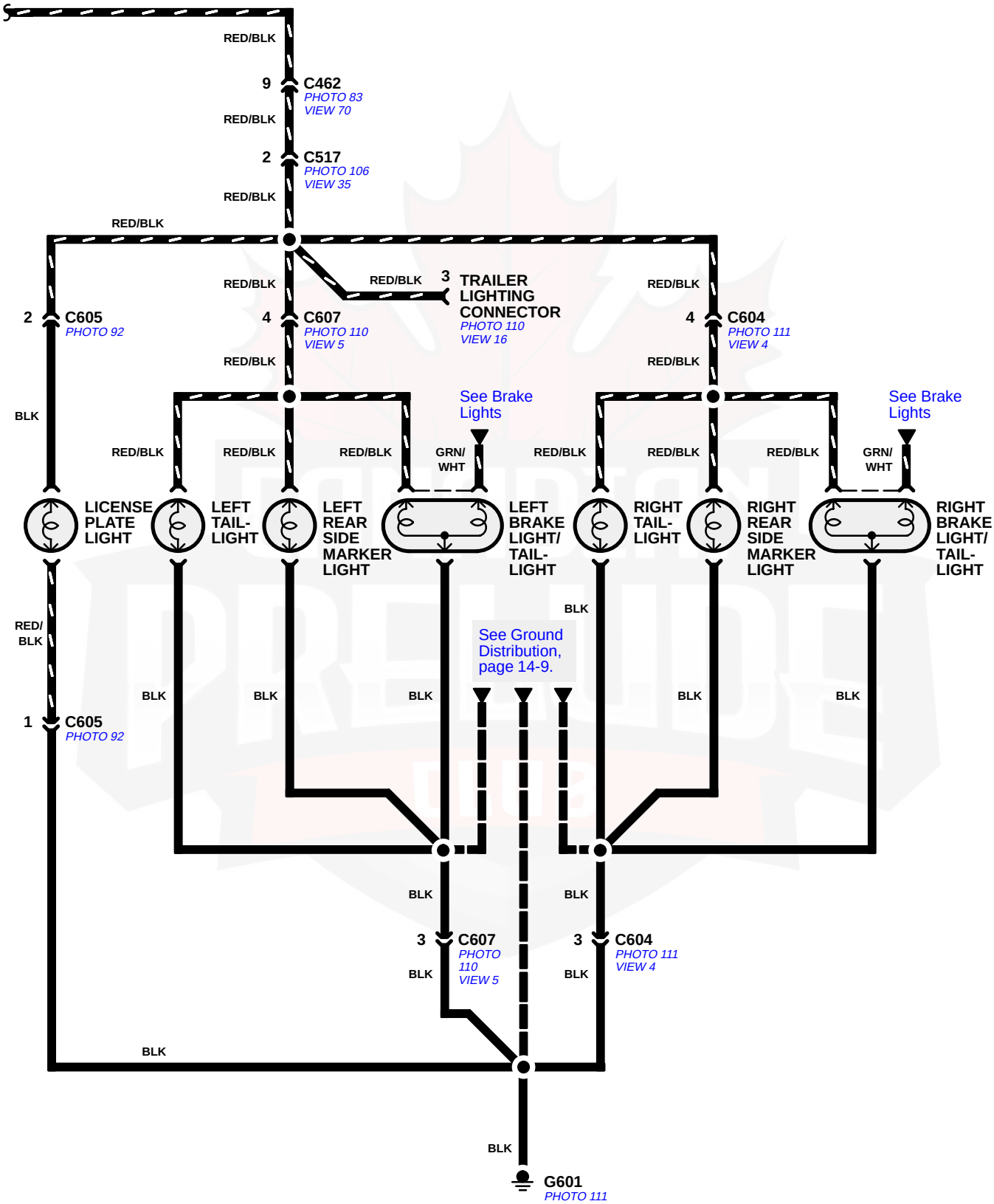
M/T



License, Parking, Side Marker Lights, and Taillights

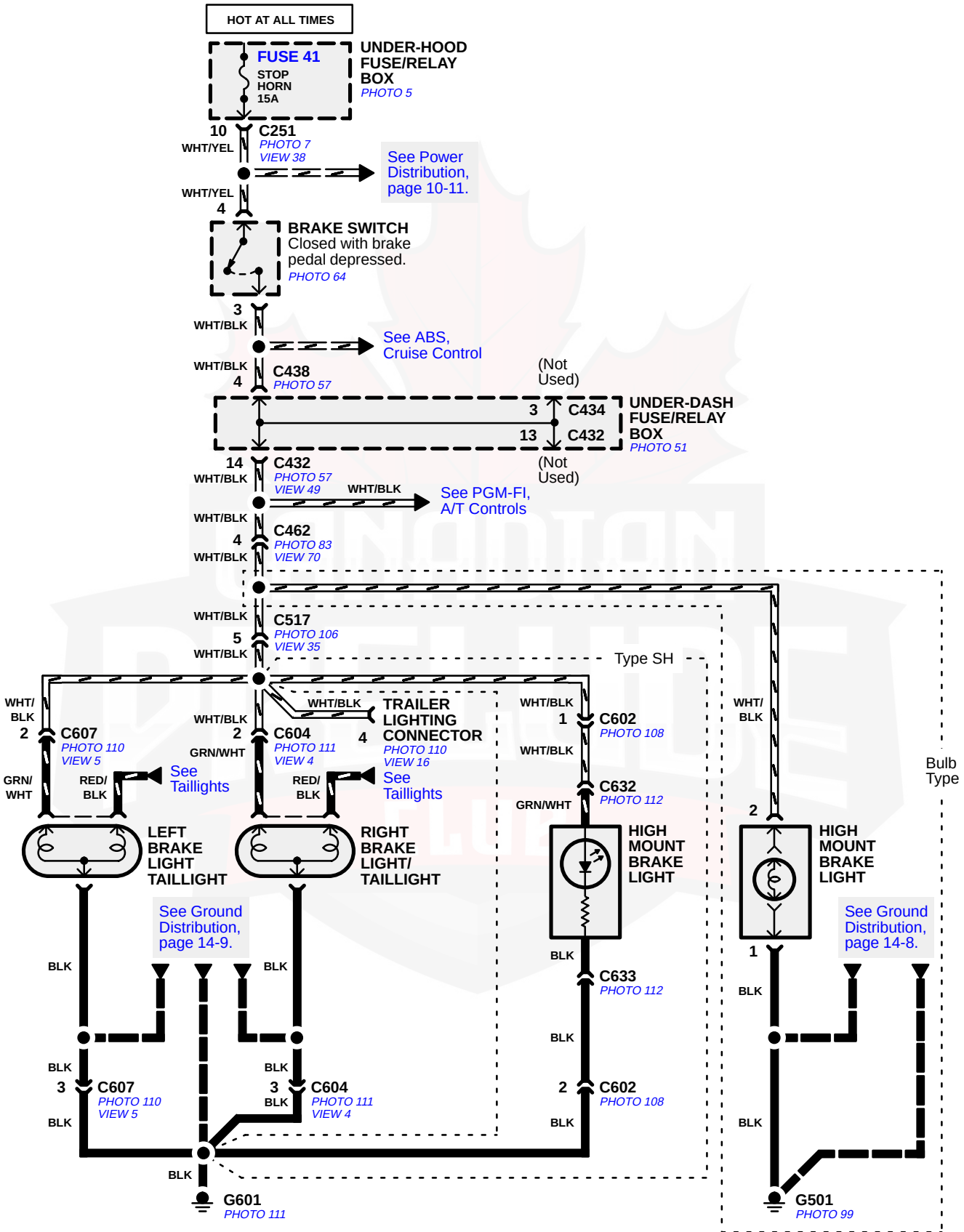


License, Parking, Side Marker Lights, and Taillights



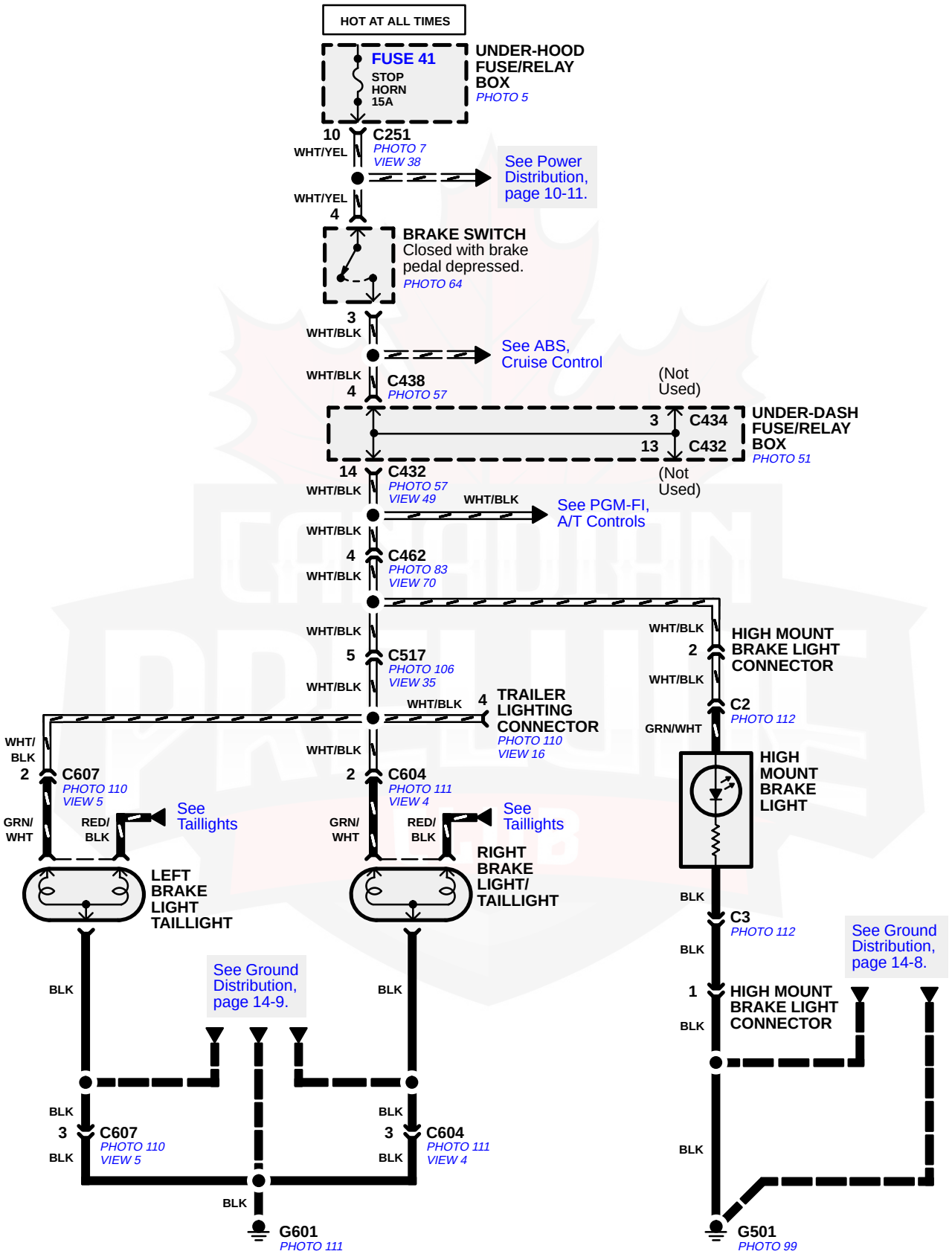
Brake Lights

NOTE: For cars equipped with optional spoiler, see page 110-13 for brake lights schematic.

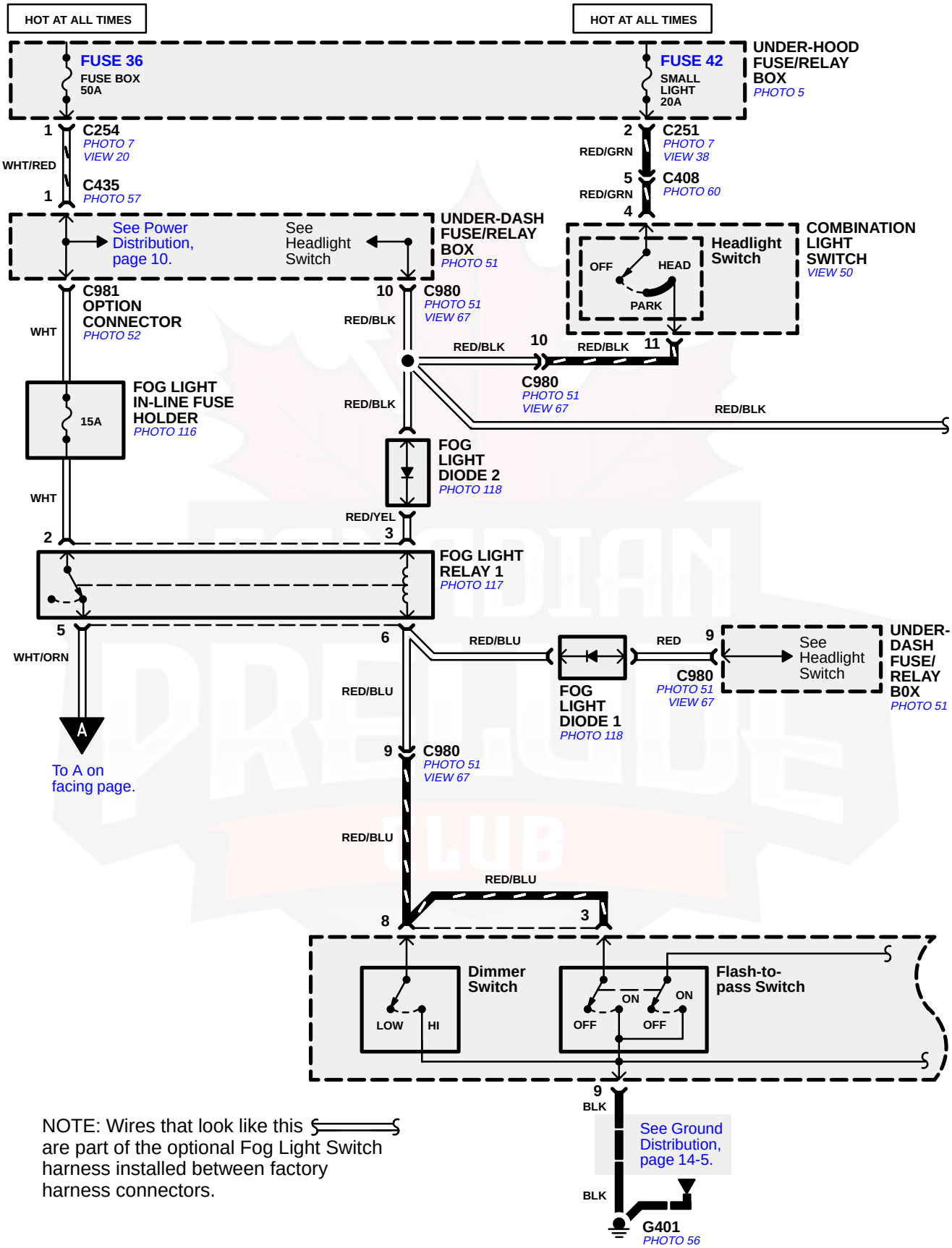


Brake Lights

With Optional Spoiler

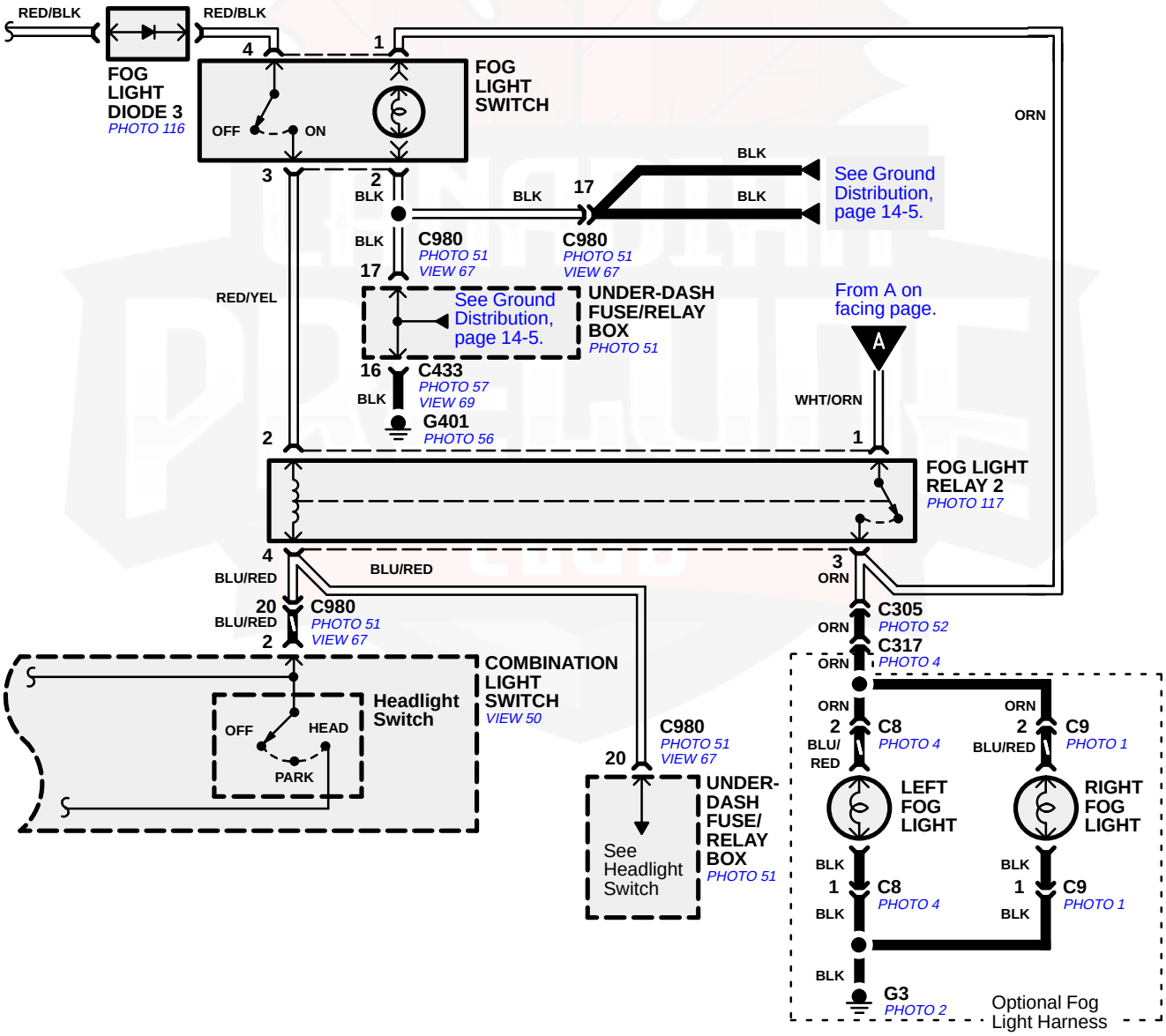


Fog Lights

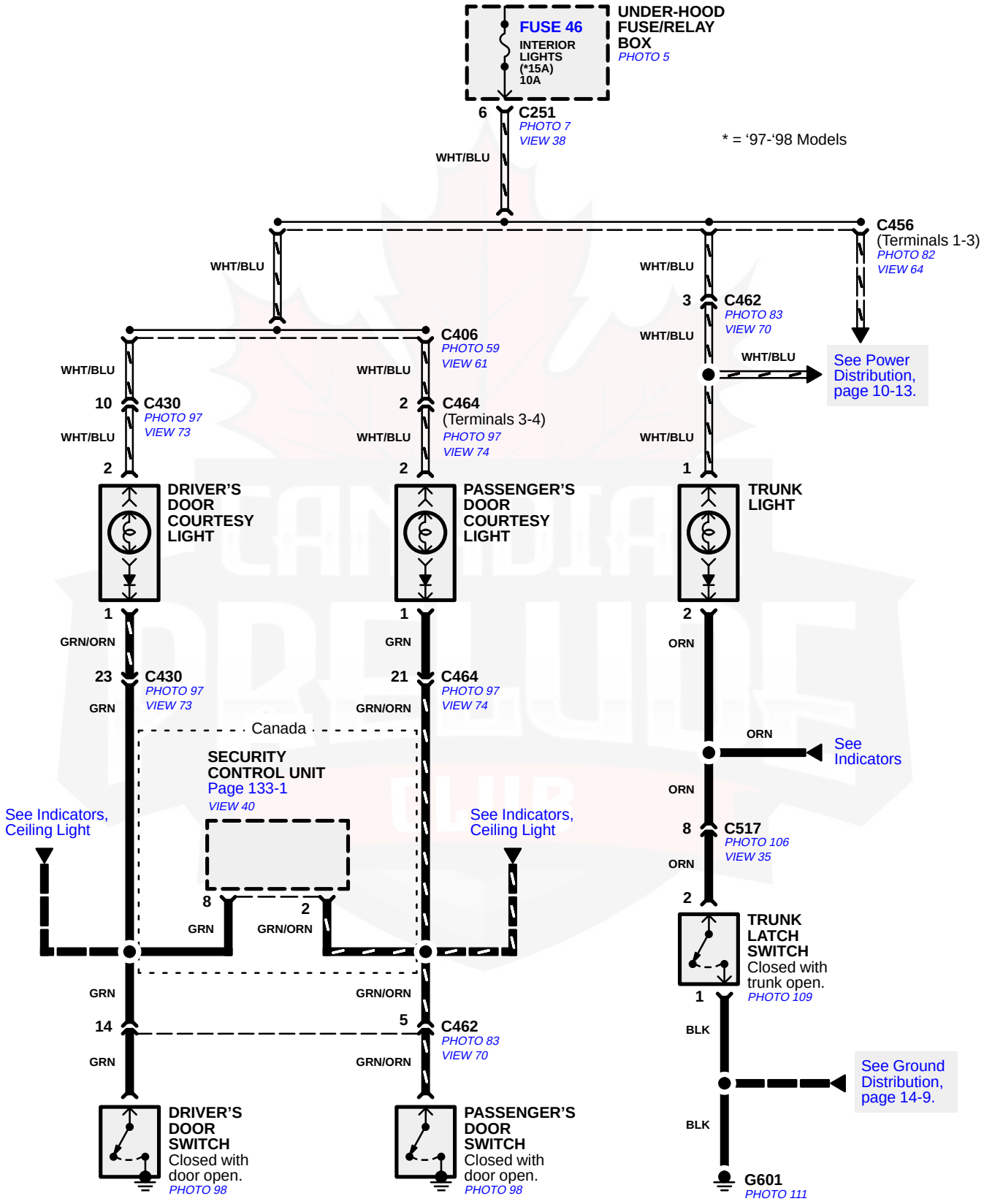


NOTE: Wires that look like this ⟆ are part of the optional Fog Light Switch harness installed between factory harness connectors.

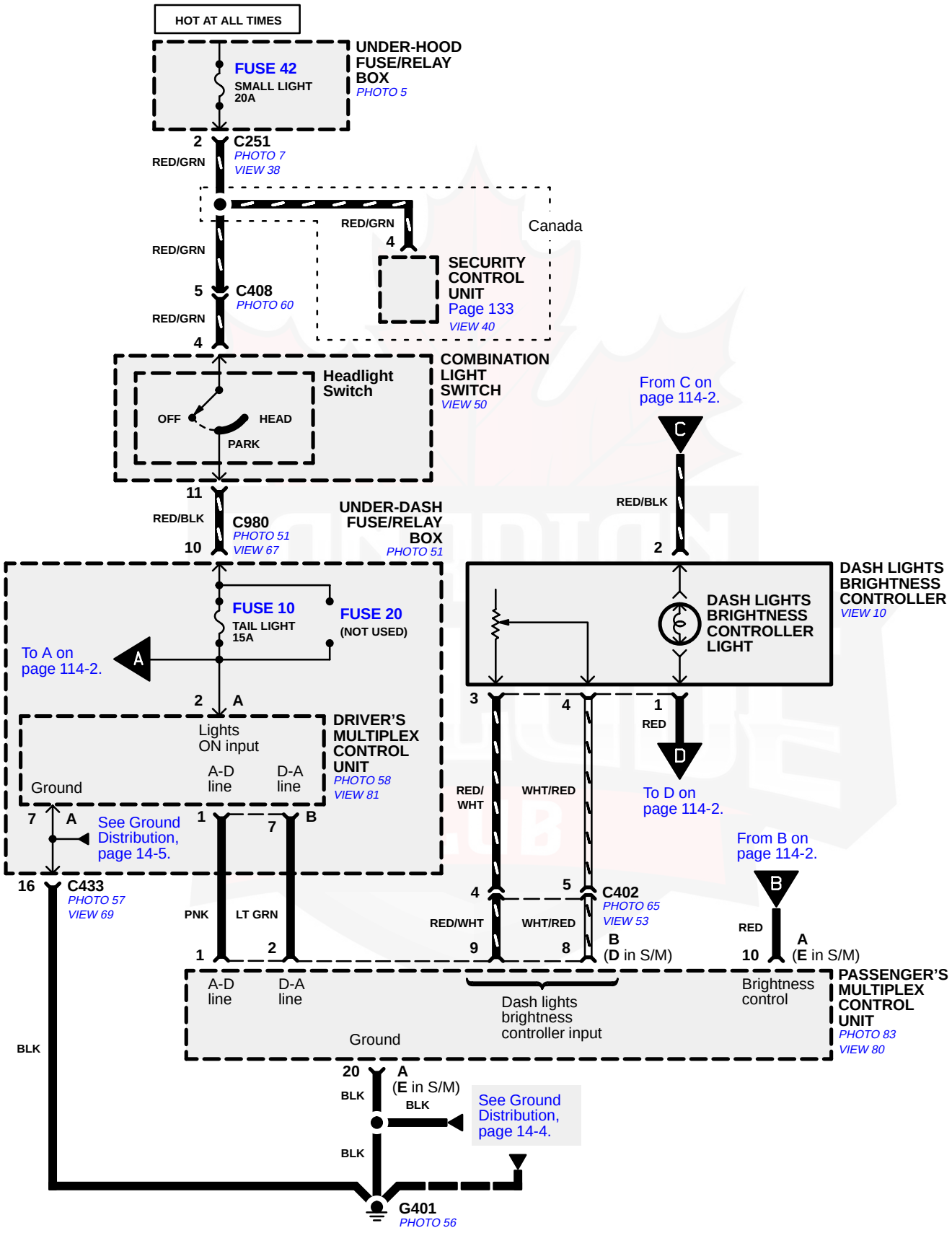
Fog Lights



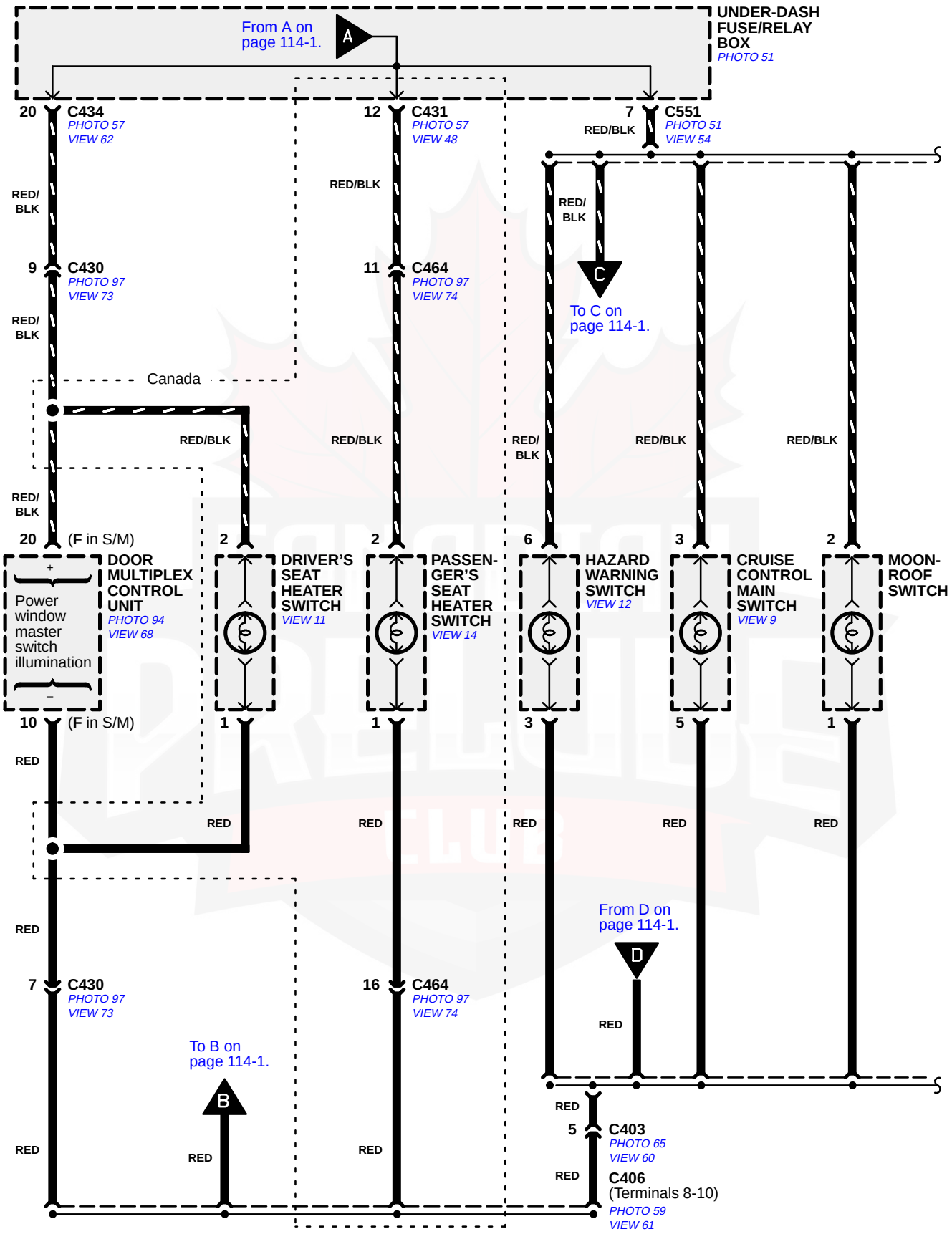
Courtesy and Trunk Lights



Dash and Console Lights

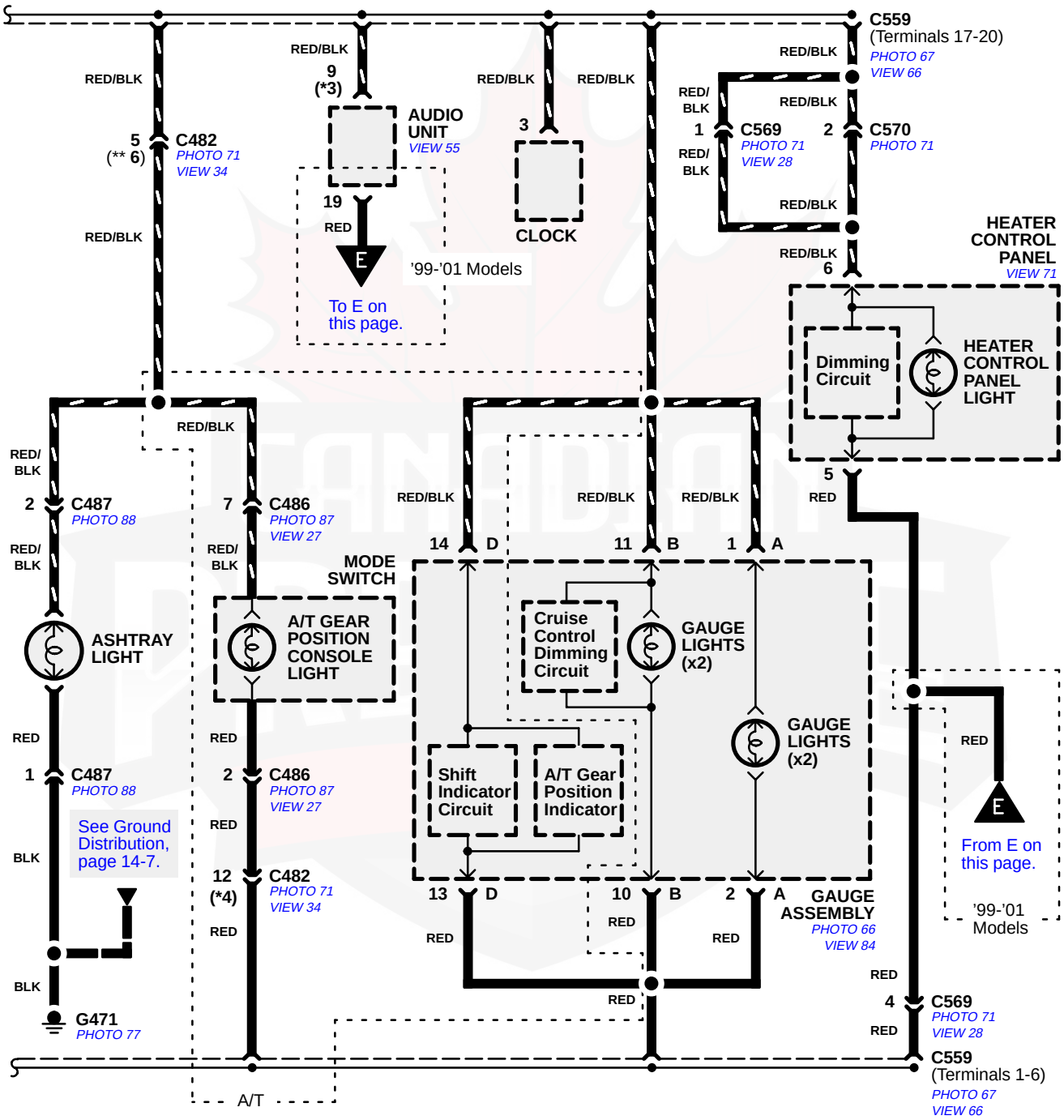


Dash and Console Lights

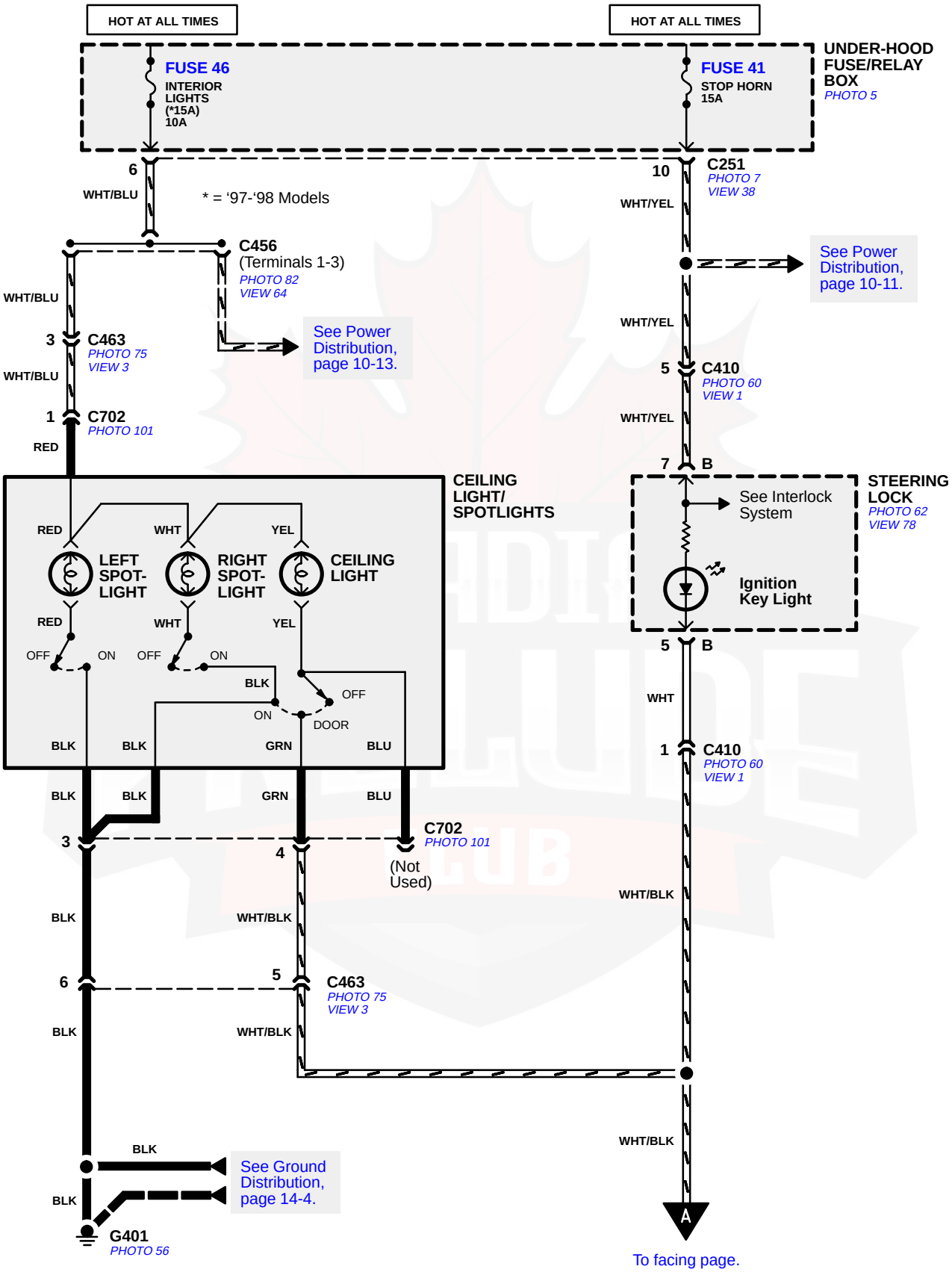


Dash and Console Lights

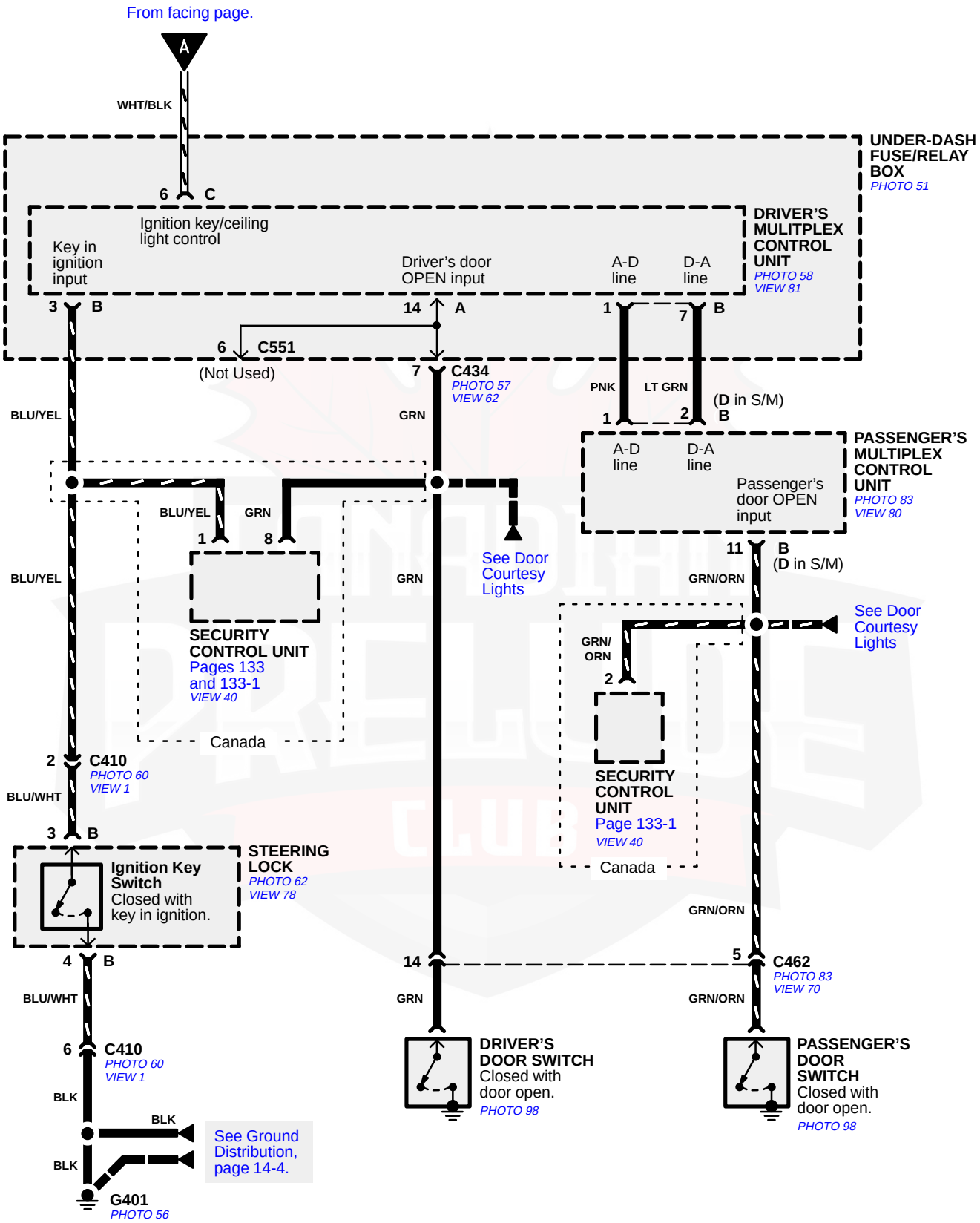
* = '97-'98 Models
** = Type SH and all '99-'01 Models



Entry Light Control System



Entry Light Control System



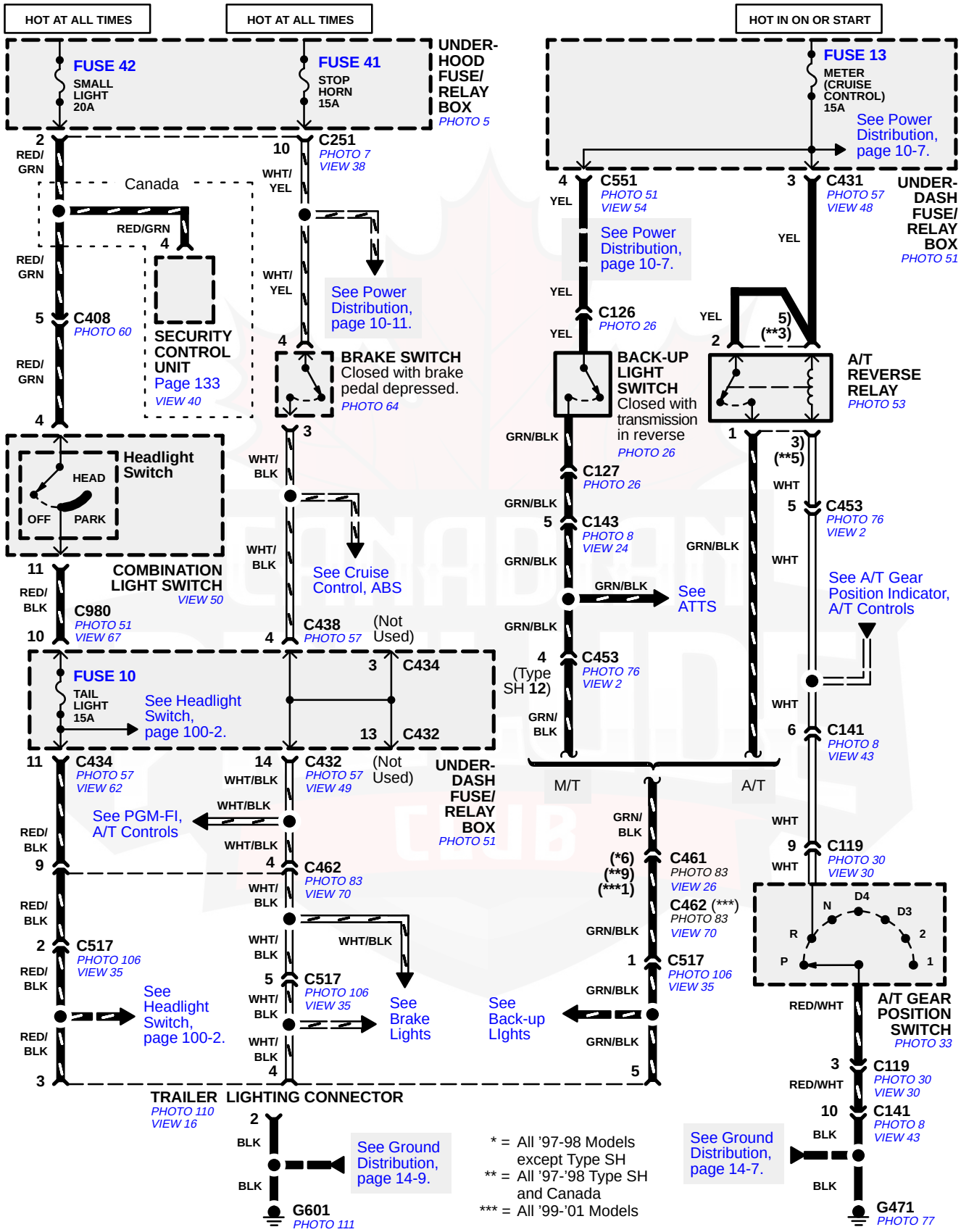
Entry Light Control System

How the Circuit Works

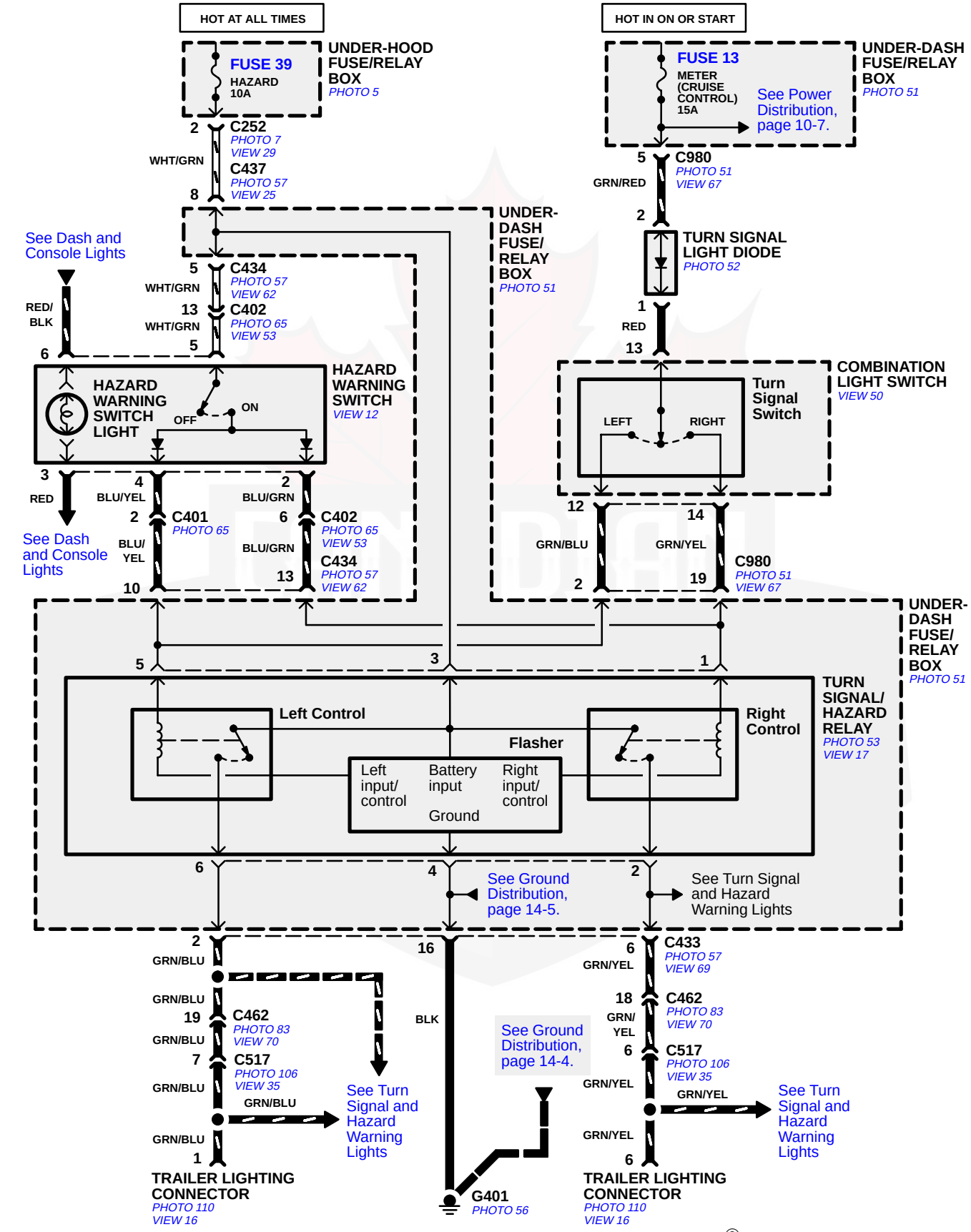
Voltage is applied at all times to the ignition key light in the steering lock through fuse 41 and to the ceiling light through fuse 46. When you open either door, the driver's multiplex control unit provides a ground for the ignition key light and ceiling light (in DOOR position) and the lights come on. The lights remain on, then fade out in about 10 seconds after both doors are closed.

Refer to the Service Manual (Section 23, Electrical) for specific tests and troubleshooting procedures.

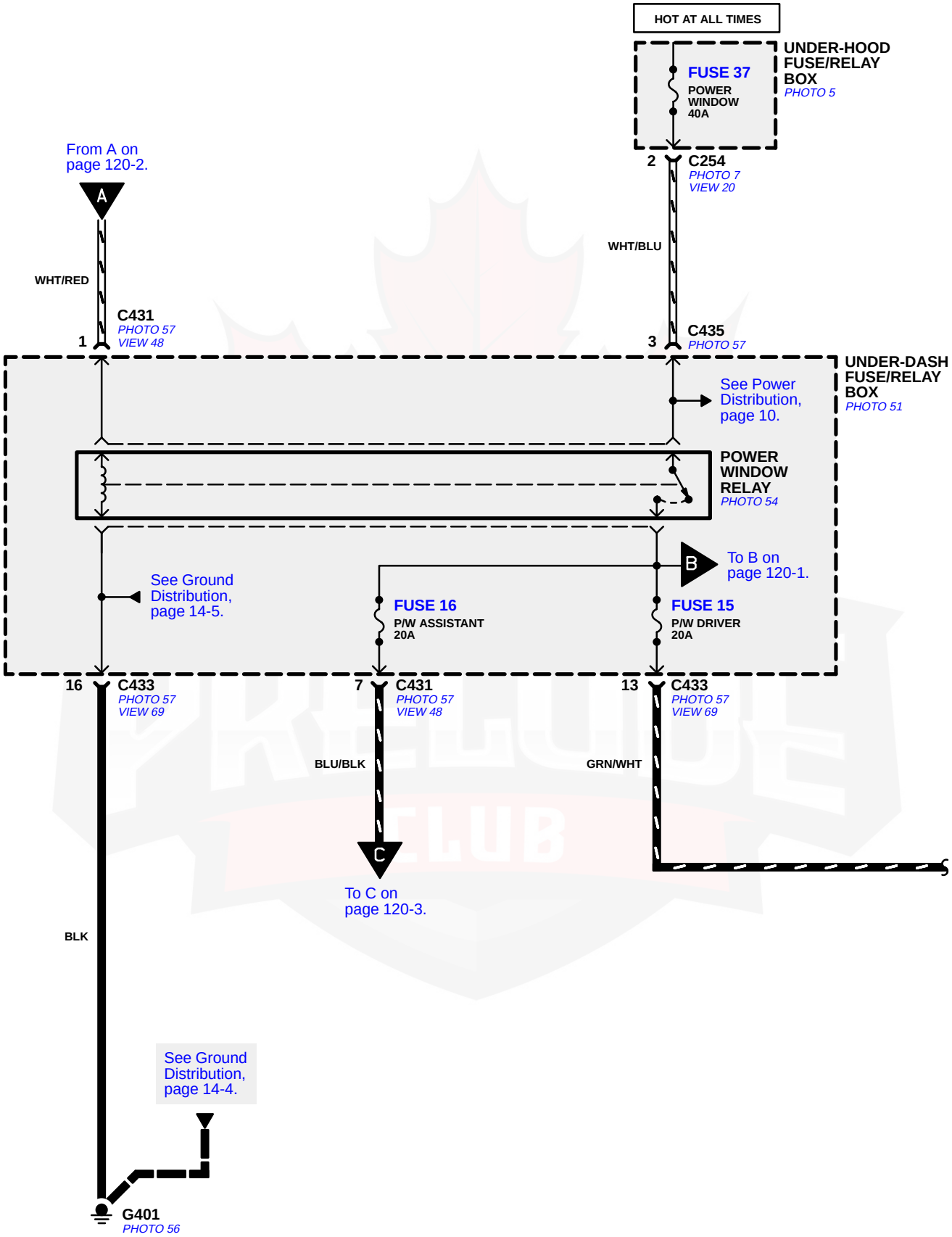
Trailer Lighting Connector



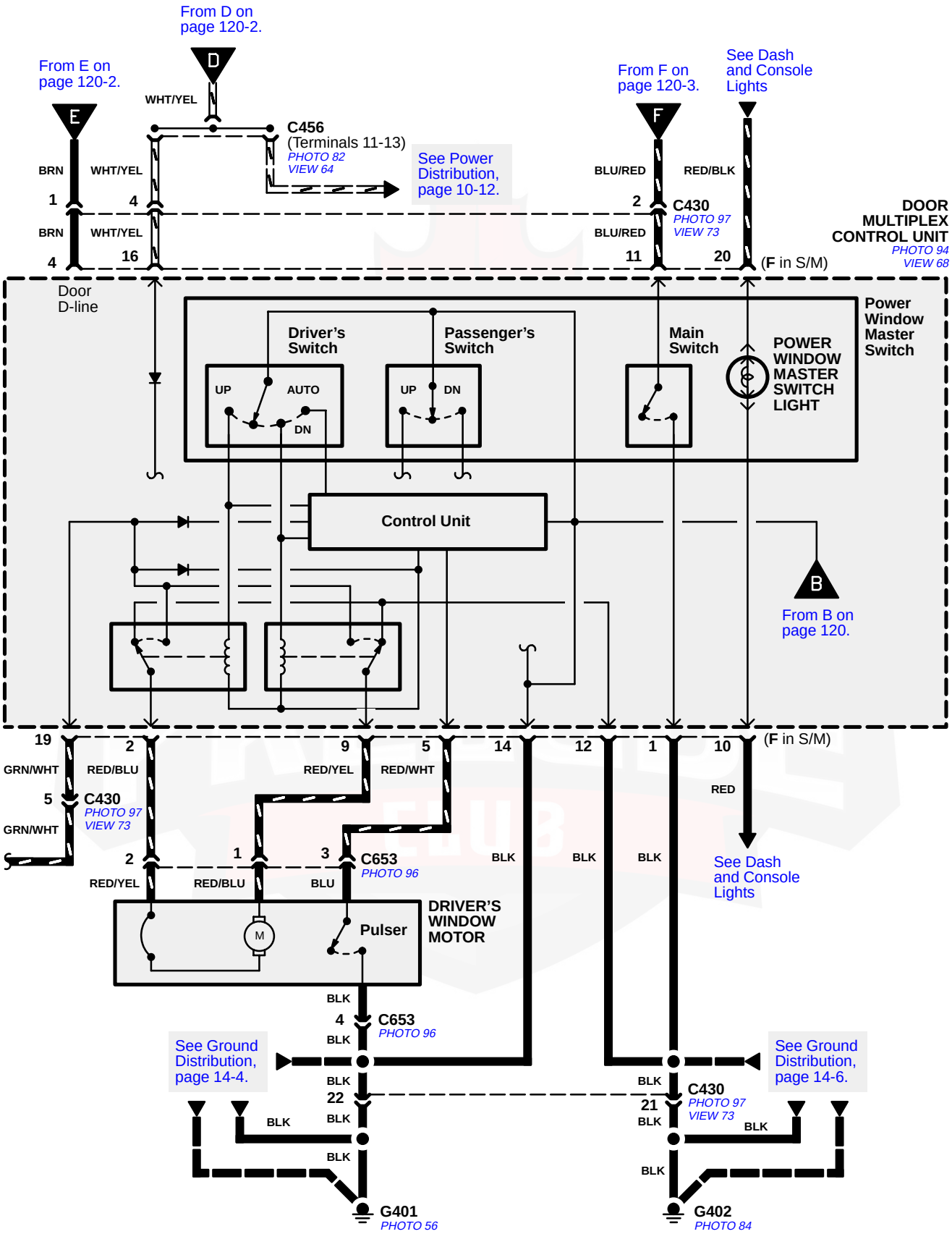
Trailer Lighting Connector



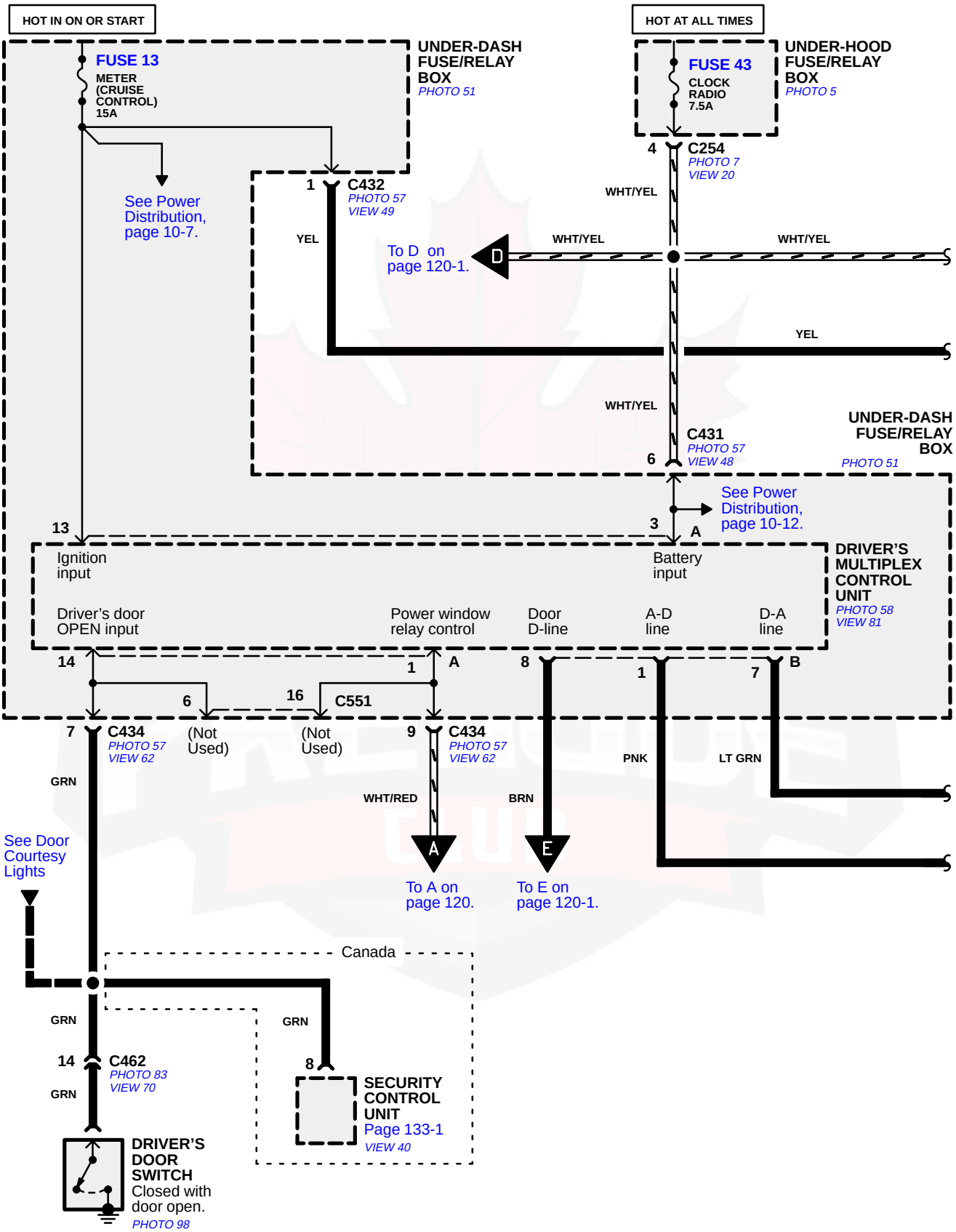
Power Windows



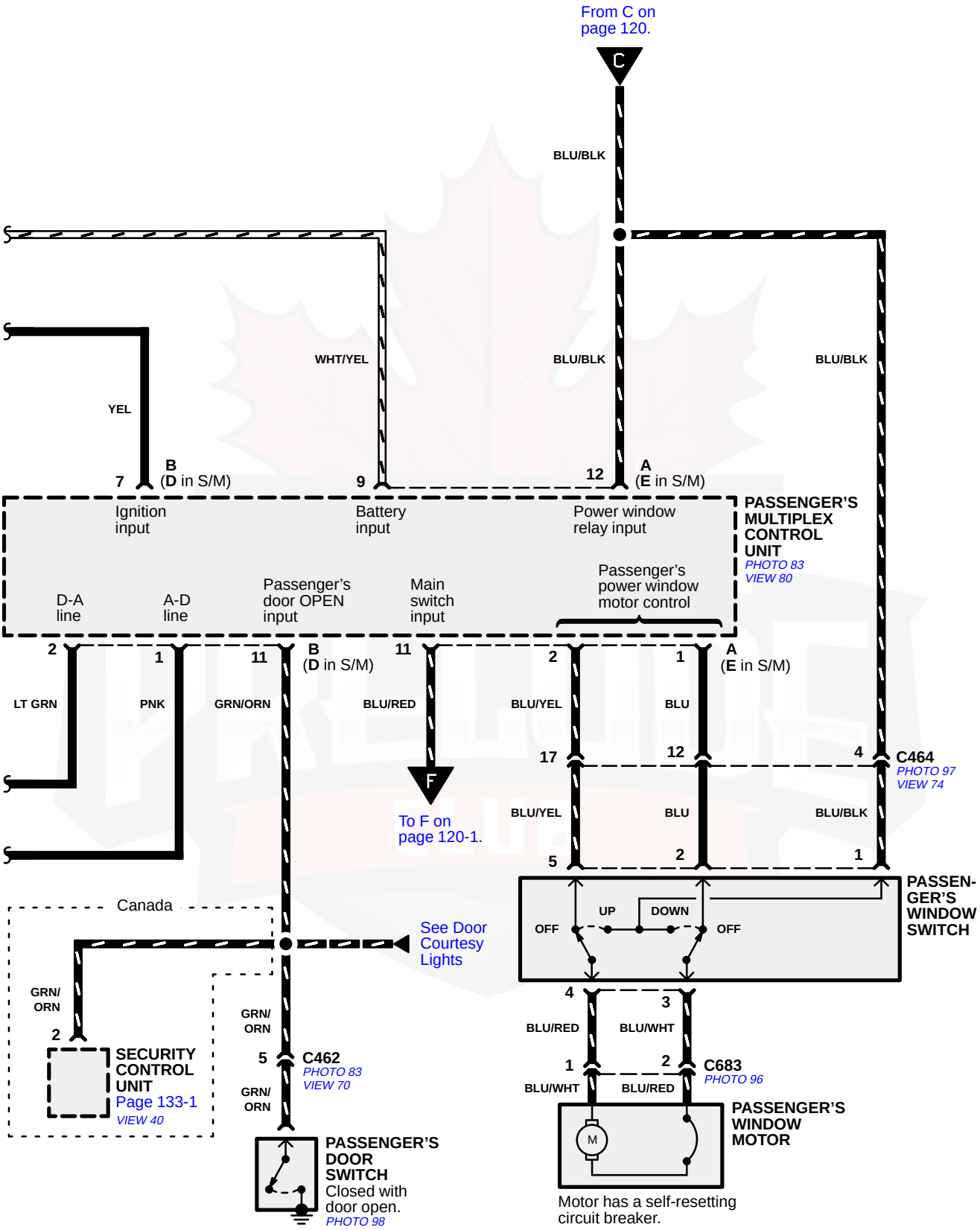
Power Windows



Power Windows



Power Windows



Power Windows

How the Circuit Works

CAUTION: Disconnect the window switch connector before you start. You could unintentionally switch the window to “automatic down” while working in the driver’s door with the power on. The moving glass could injure your arms, hands, or fingers.

System Description

The operation of the power windows is controlled by the main switch in the master power window switch. When the main switch is in OFF, only the driver’s door window can be opened or closed. With the main switch ON, the passenger’s window can be opened or closed by its master switch in the driver’s door or by its own switch in the passenger’s door. The driver’s window switch has an automatic down mode which is turned on when you momentarily hold the driver’s window switch in the DOWN position.

The power windows are driven by reversible motors. Each motor is protected by a built-in circuit breaker. If the window switch is held on too long (with the window obstructed, or after the window is fully up or down) the circuit breaker opens the circuit. The circuit breaker resets automatically as it cools.

When the ignition switch is in ON (II) (and for 10 minutes after it is switched to LOCK (0) and as long as both doors remain closed), the driver’s multiplex control unit provides voltage to the coil of the power window relay. The contacts of the power window relay close and voltage is applied to the master power window switch and the passenger’s power window switch.

Driver’s Window

The driver’s power window master switch is part of the door multiplex control unit. When you hold the driver’s window switch in the UP or DOWN position, the door multiplex control unit applies power to the driver’s window motor in the direction requested.

Auto Down

The driver’s window is equipped with an AUTO DOWN feature. When you momentarily hold the driver’s window switch in the DOWN position, the door multiplex control unit applies power to the driver’s window motor. As the window moves down, the pulser in the driver’s window motor sends a pulsing ground signal to the door multiplex control unit. When the window reaches the fully down position, the pulsing signal stops and the door multiplex control unit removes power from the motor.

Passenger Window

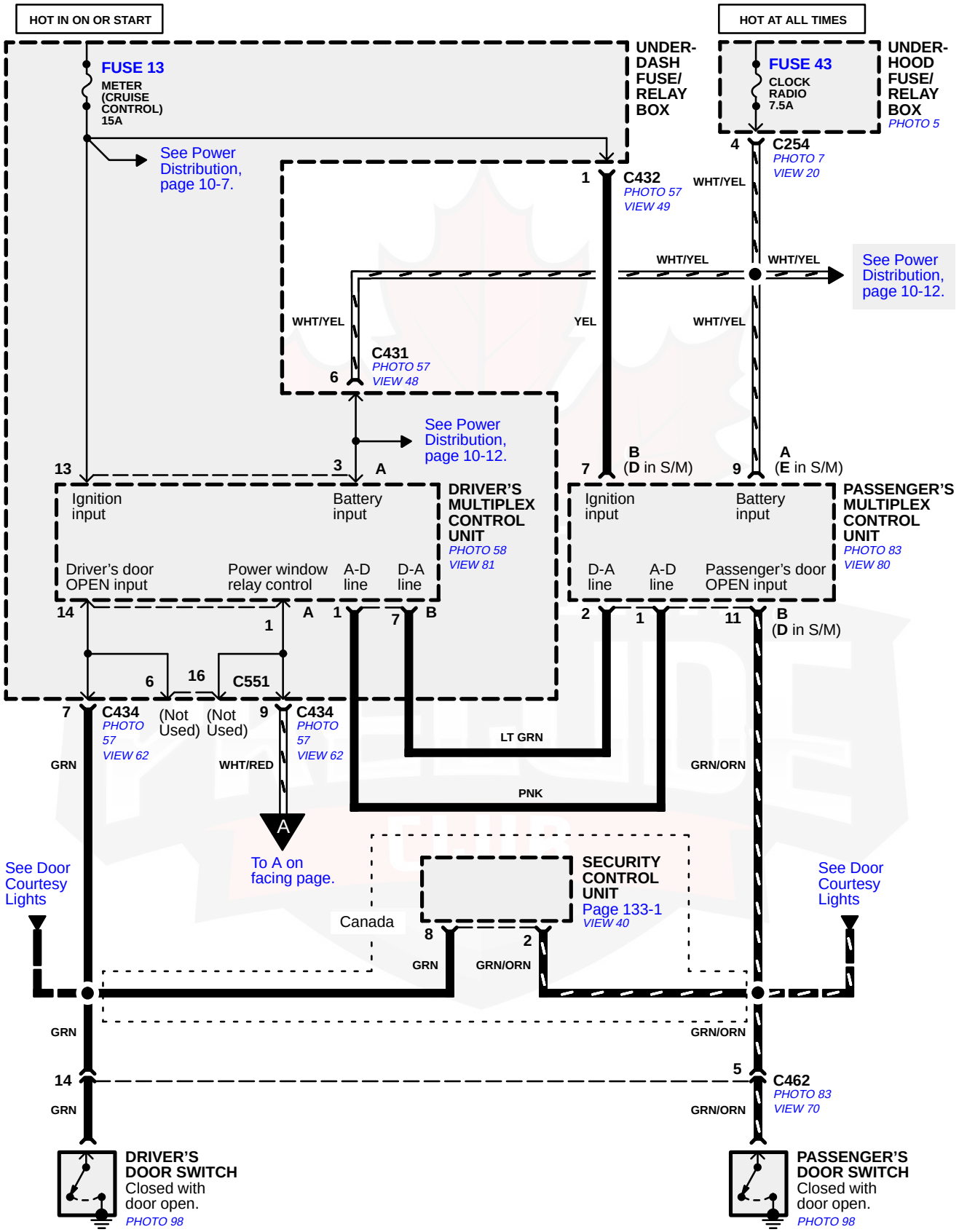
Once you turn on the main switch in the master panel, the passenger window can be operated from the passenger’s door switch or from the master panel.

When you open or close the passenger’s window from the master power window switch, the door multiplex control unit sends a signal to the driver’s multiplex control unit through the BRN wire. The driver’s multiplex control unit sends this request to the passenger’s multiplex control unit and turns on the window motor by supplying voltage to the motor in the proper direction.

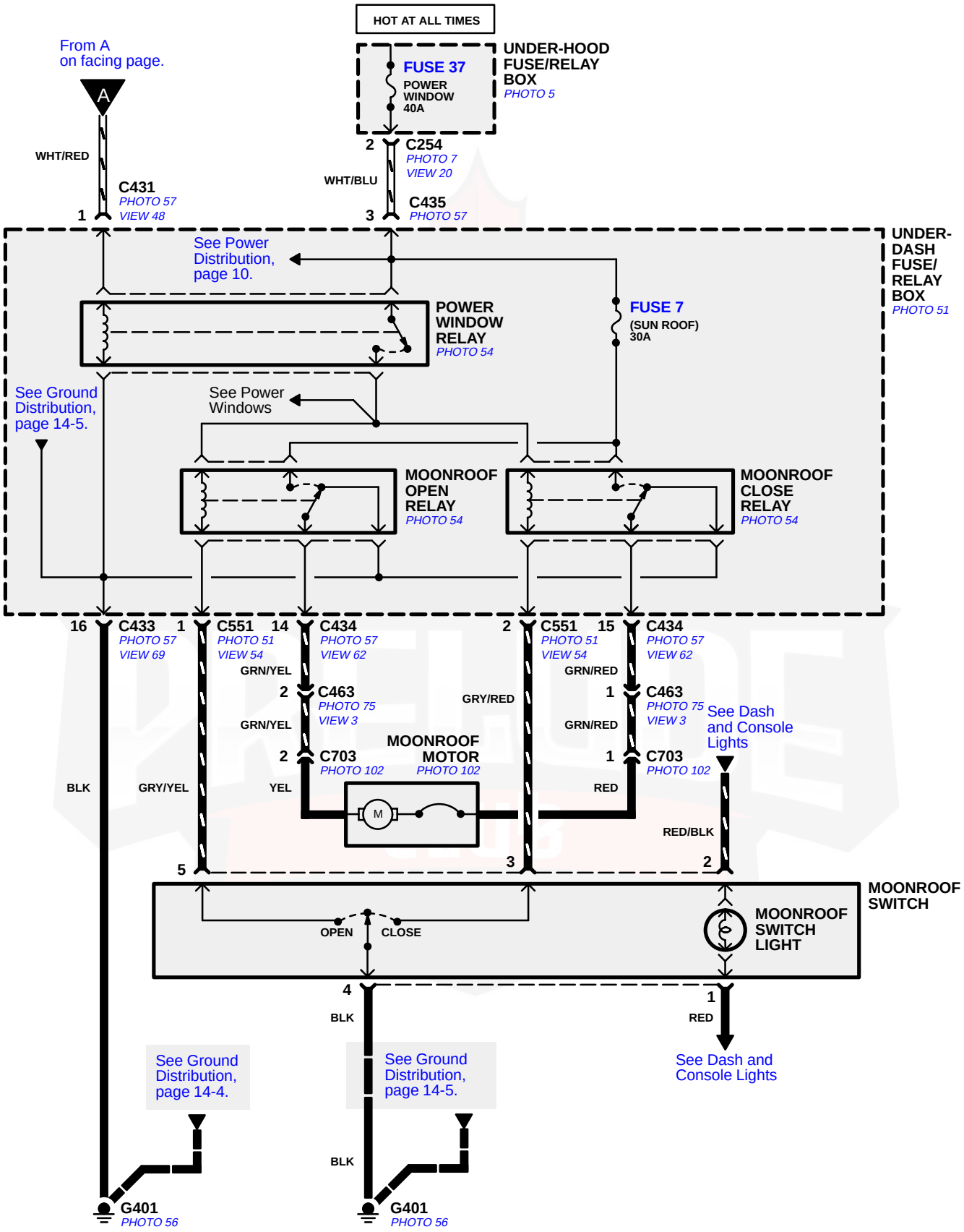
When you move the passenger’s power window switch to UP, voltage is applied to the passenger’s power window motor. The motor is grounded through the contacts in the passenger’s power window switch and the passenger multiplex control unit. The window then moves up as long as you hold the switch in the UP position. If you move the passenger’s door window switch to DOWN, voltage is applied in the opposite direction, and the window moves down as long as you hold the switch in the DOWN position.

Refer to the Service Manual (Section 23, Electrical) for specific tests and troubleshooting procedures.

Moonroof



Moonroof



Moonroof

How the Circuit Works

With the ignition switch in ON (II) (and for 10 minutes after it is switched to LOCK (0) and as long as both doors remain closed), the driver's multiplex control unit provides voltage to the coil of the power window relay. The contacts of the power window relay close, and voltage is applied to the coil of the moonroof relays.

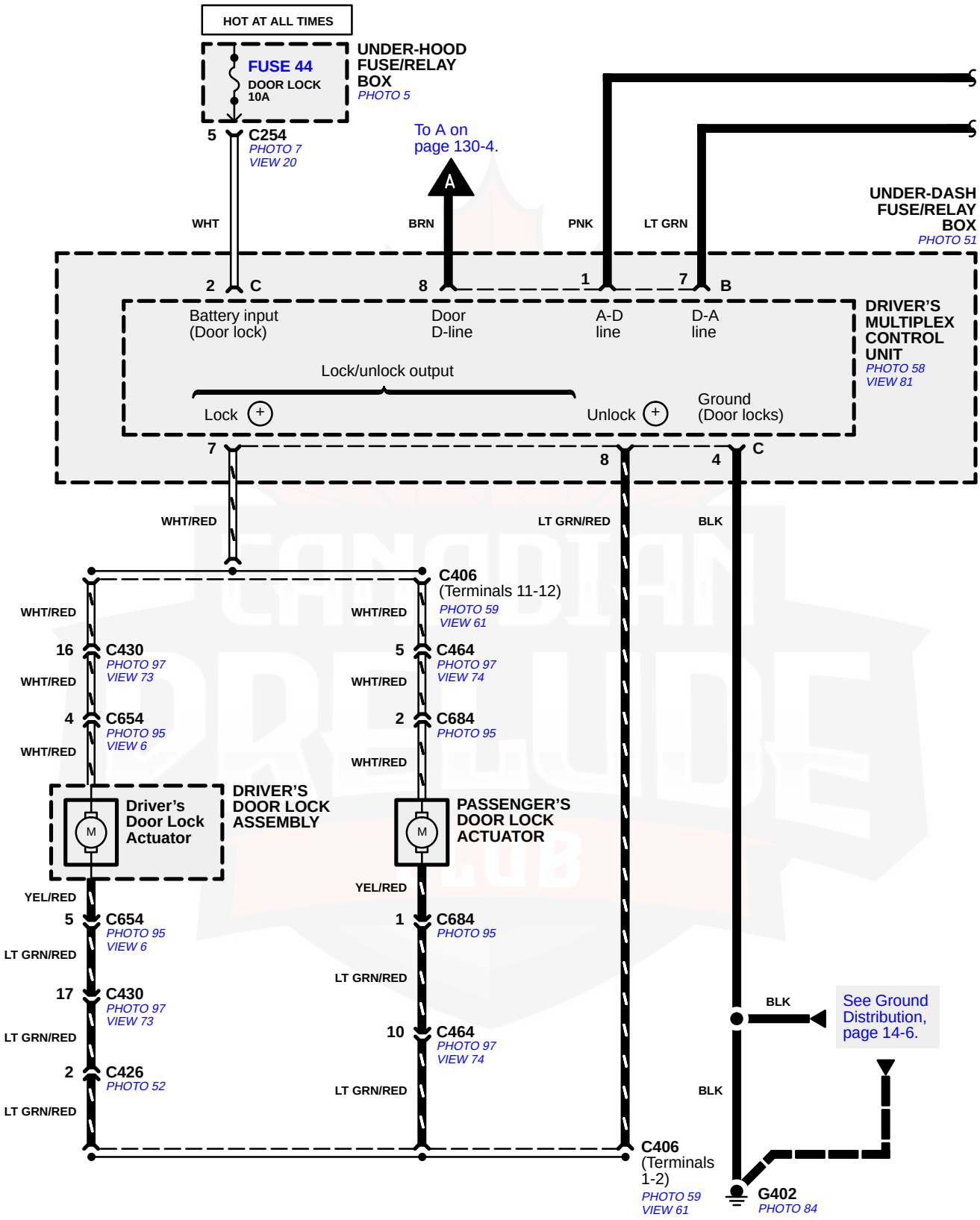
When you move the moonroof switch to OPEN position, ground is provided to the coil of the moonroof "open" relay. The coil contacts then close, providing voltage to the motor, the motor runs, and the roof opens. The motor is grounded through the contacts of the moonroof "close" relay.

When you move the moonroof switch to the CLOSE position, ground is provided to the coil of the moonroof "close" relay. The contacts then close, providing voltage to the motor, the motor runs and the roof closes. The ground path for the motor is through the contacts of the moonroof "open" relay.

Refer to the Service Manual (Section 23, Electrical) for specific tests and troubleshooting procedures.

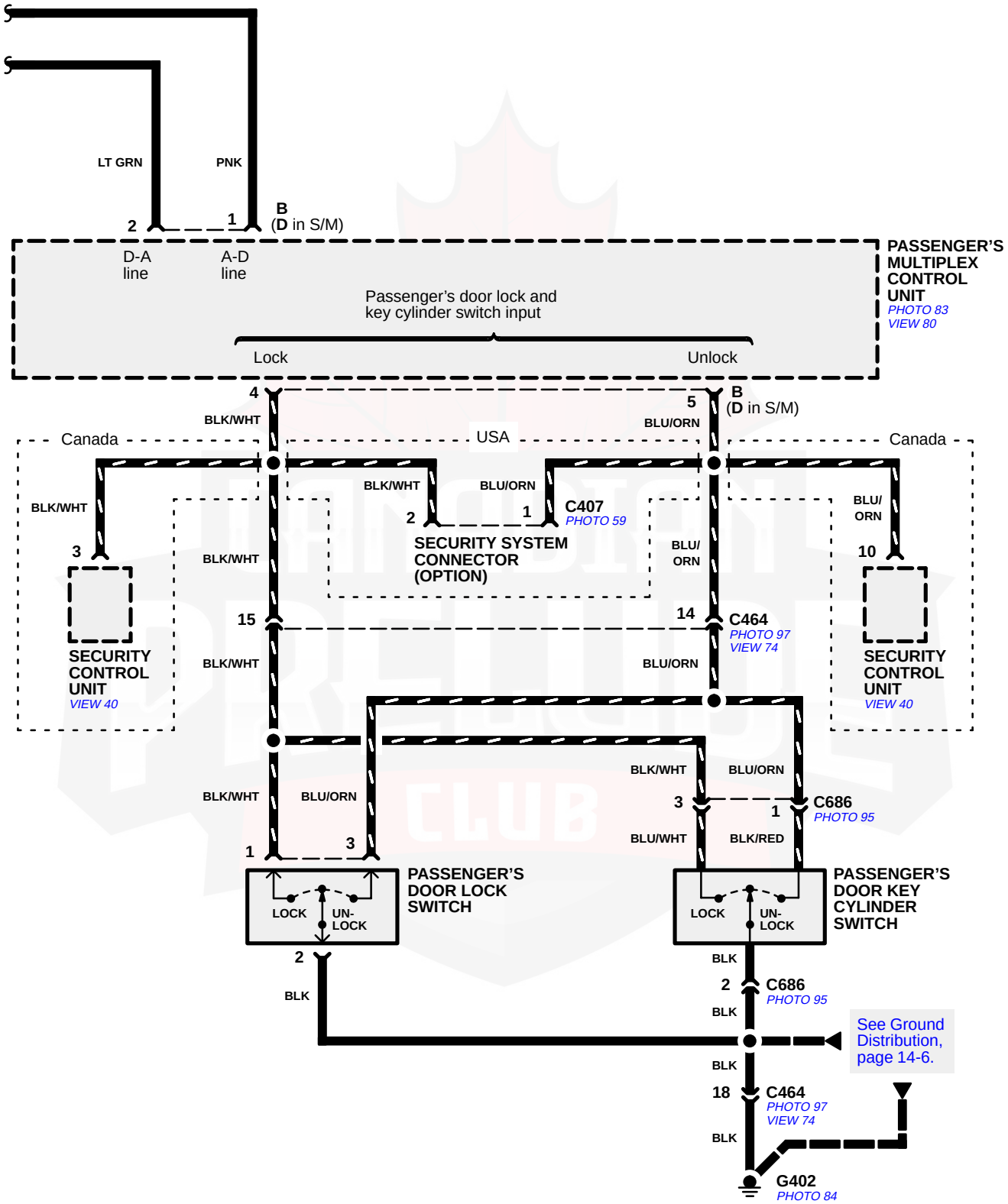
Power Door Locks/Keyless Entry

– ’97-’98 Models



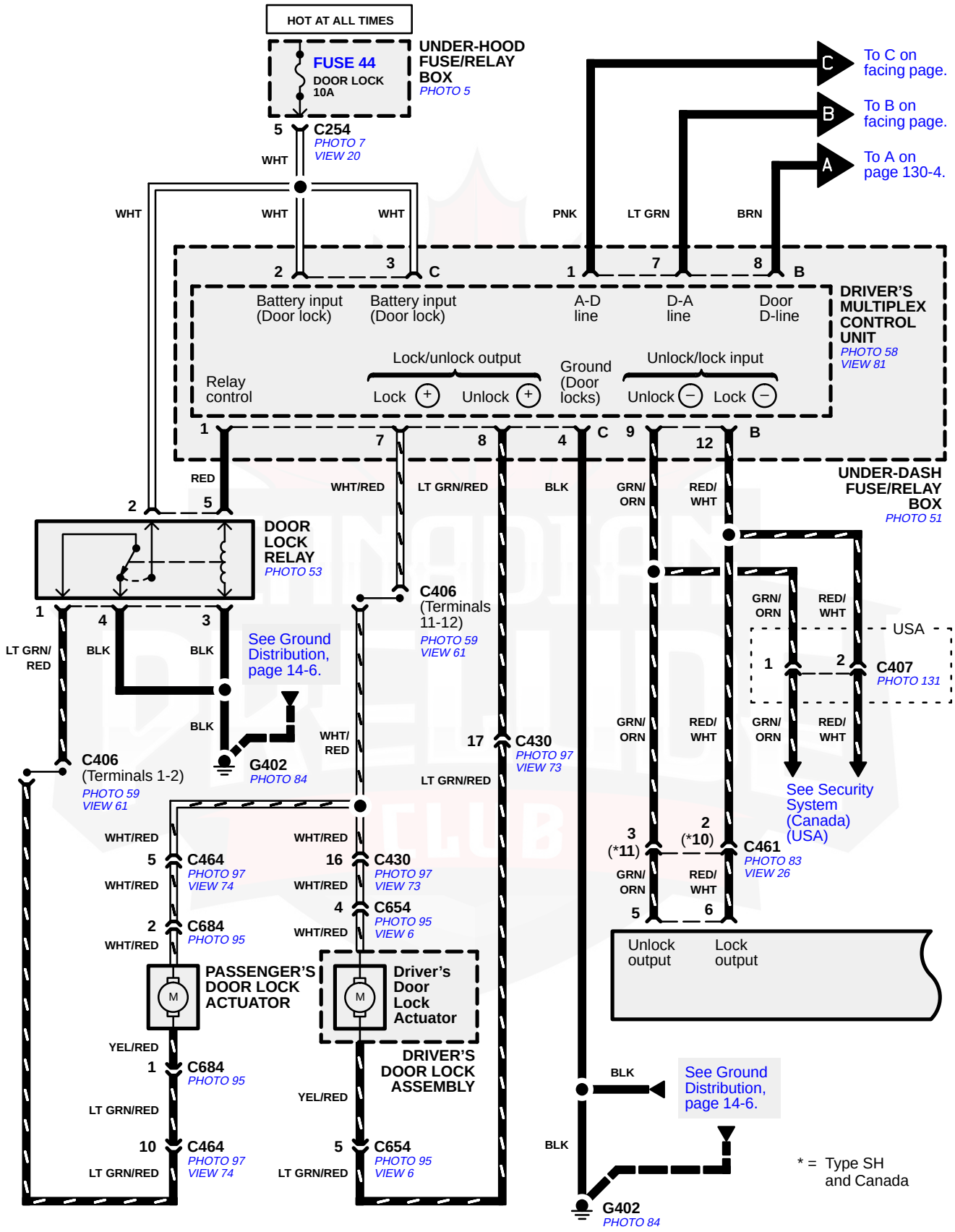
Power Door Locks/Keyless Entry

– ’97-’98 Models



Power Door Locks/Keyless Entry

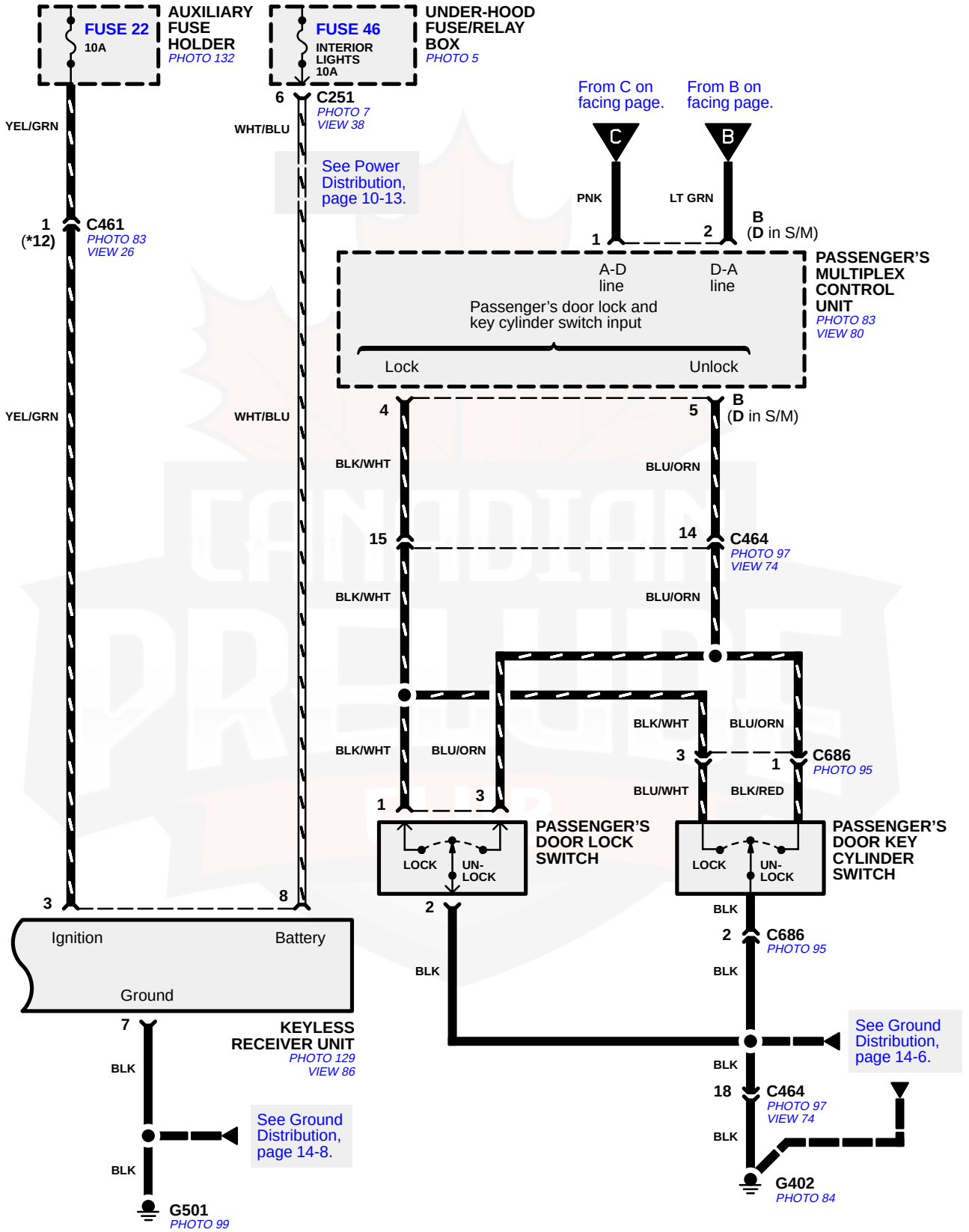
– ’99-’01 Models



Power Door Locks/Keyless Entry

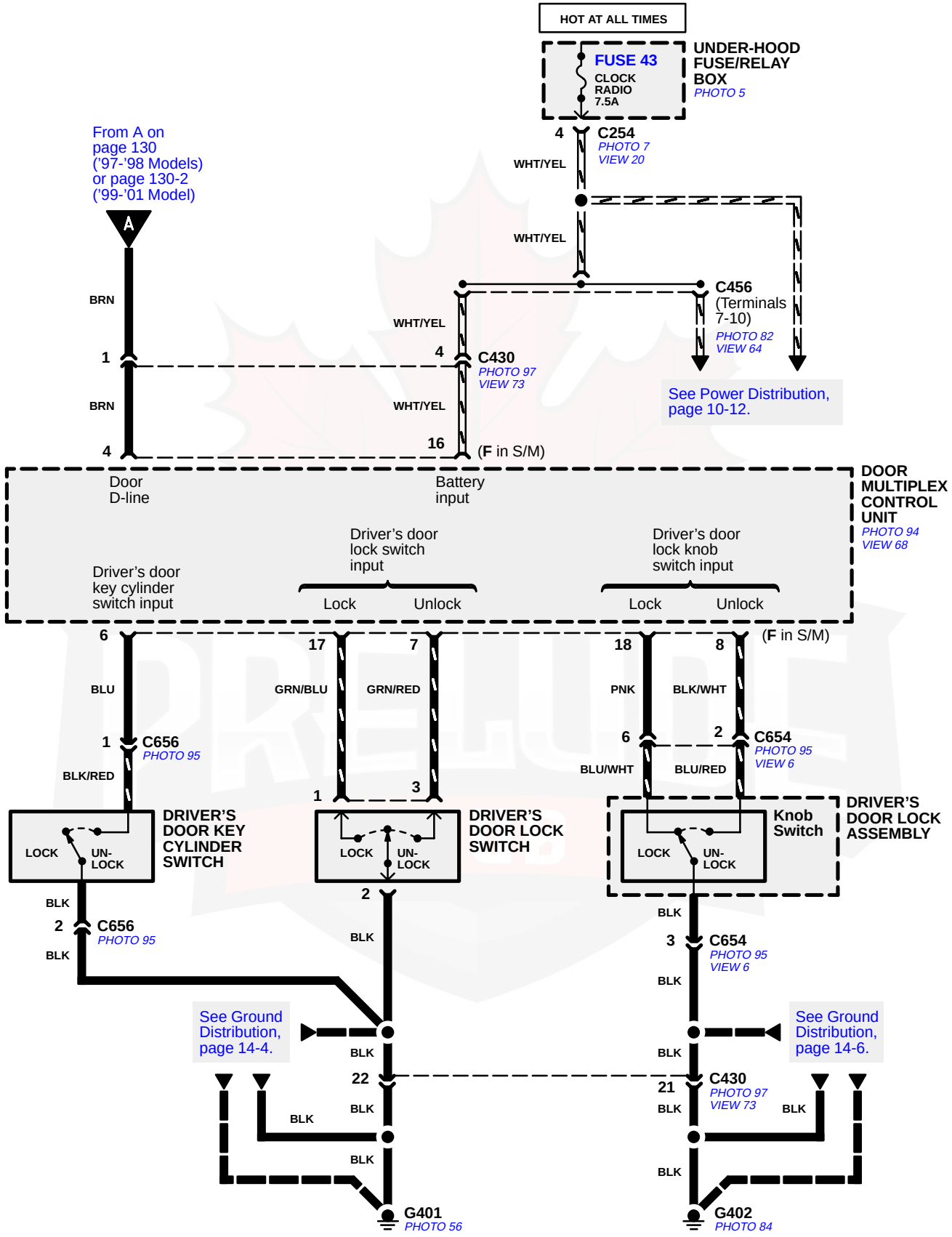
– '99 Model

* = Type SH and Canada

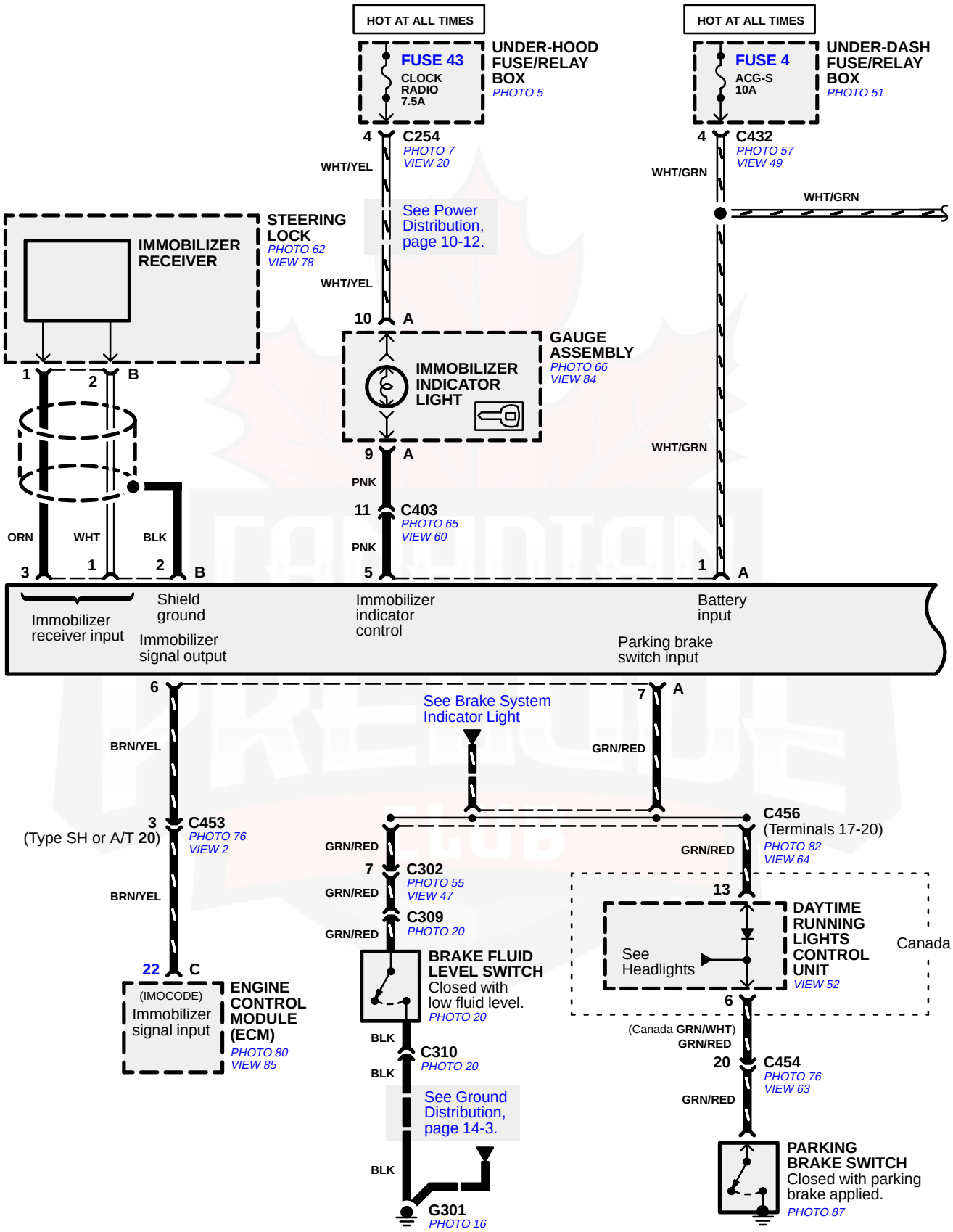


Power Door Locks/Keyless Entry

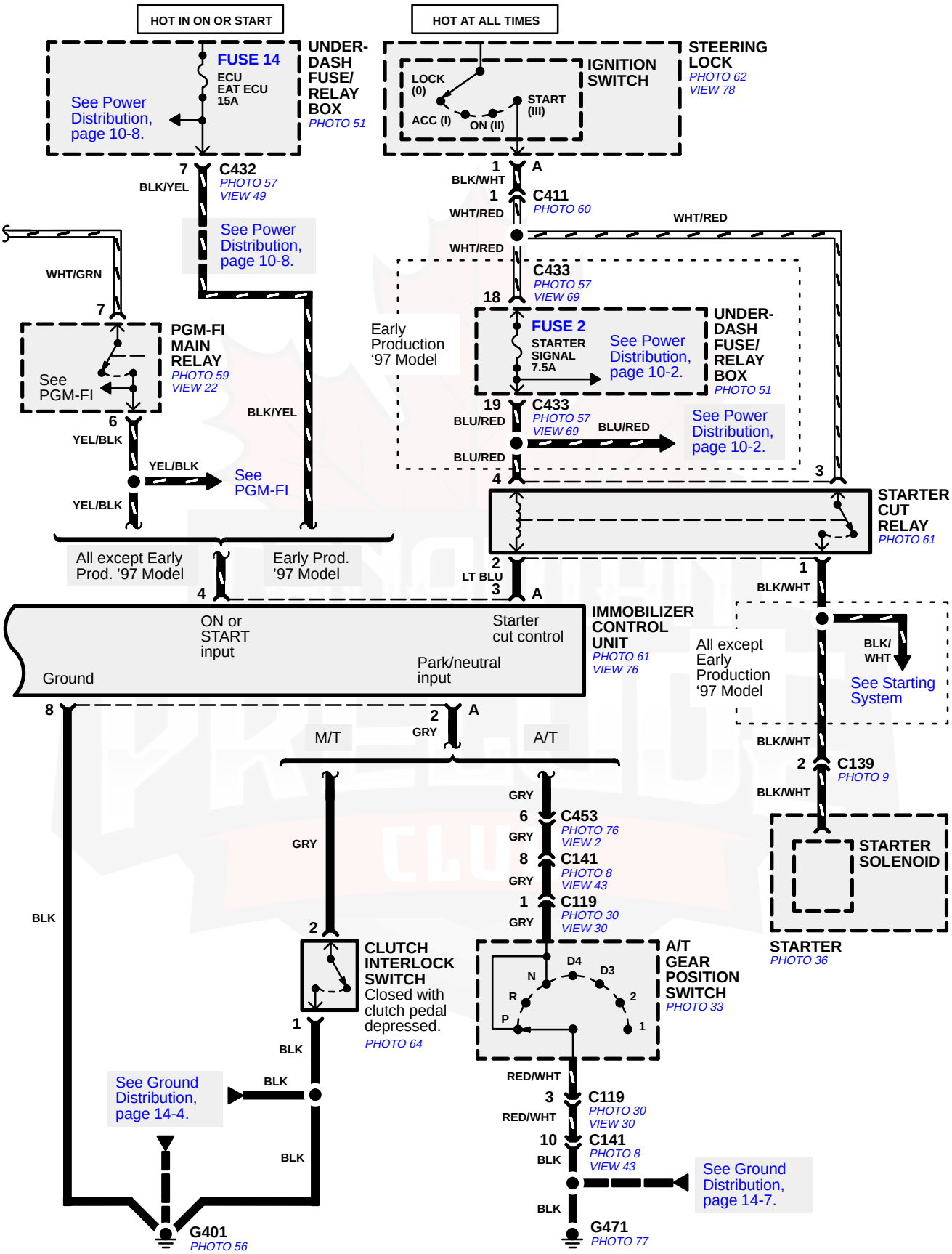
All Models



Immobilizer System



Immobilizer System



Immobilizer System

How the Circuit Works

The immobilizer system is designed to prevent the car from being started without the owner's ignition key. If an attempt is made to start the car without the correct key, the immobilizer system will disable the car.

The immobilizer system consists of the immobilizer control unit, ignition key, immobilizer receiver, immobilizer indicator light, starter cut relay, engine control module (ECM), parking brake switch, clutch interlock switch (M/T), and the A/T gear position switch (A/T).

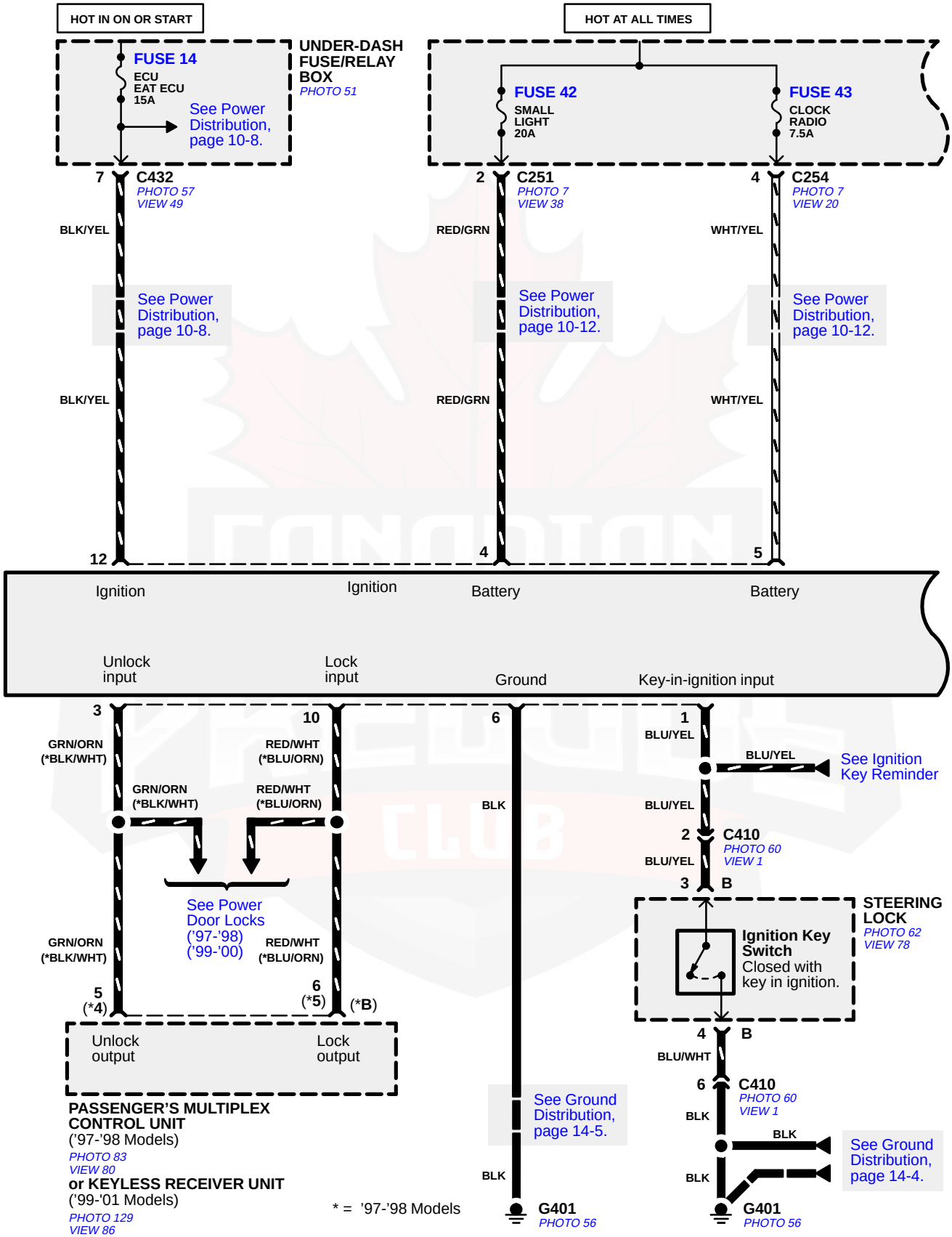
The immobilizer control unit receives battery voltage through fuse 4 at all times. With the ignition switch in ON (II) and the clutch pedal depressed (M/T) or the gear selector in neutral or park (A/T), the immobilizer control unit receives an "ignition on" signal through fuse 2 and sends power to the ignition key transponder through the immobilizer receiver. The transponder then sends a coded signal back to the control unit through the receiver. If the signal is correct, the control unit energizes the starter cut relay and sends a "fuel enable" signal to the ECM. The immobilizer indicator light flashes a code to indicate that the correct key is inserted. If the ignition key signal is not correct, the immobilizer control unit disables the starter cut relay and does not send a "fuel enable" signal to the ECM. The immobilizer indicator light then flashes a code to indicate that an incorrect key is inserted.

The ignition key must be programmed to the immobilizer control unit with the special ignition switch key (learning key).

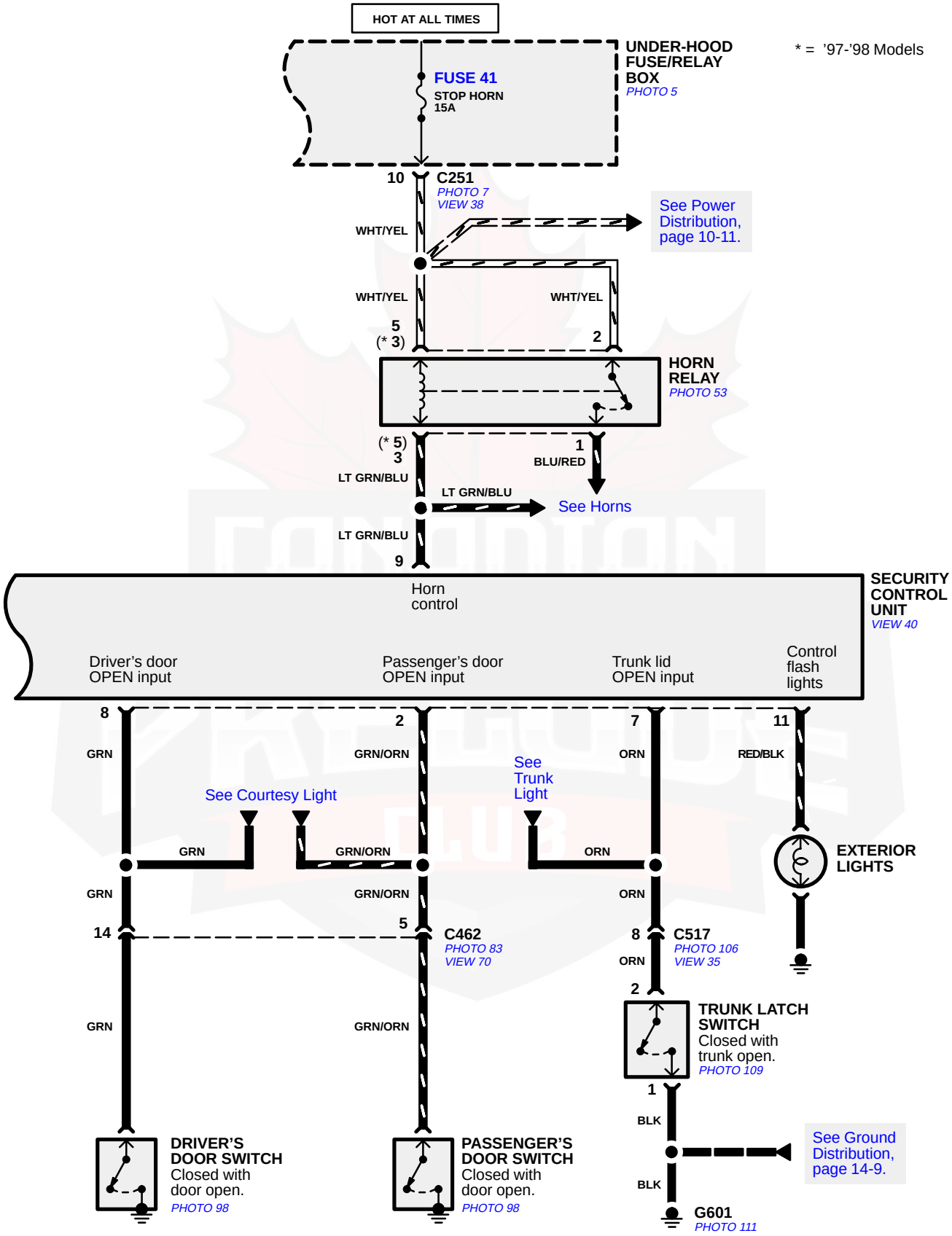
Refer to the Service Manual (Section 23, Electrical) for specific tests and troubleshooting procedures.

Security System

Canada



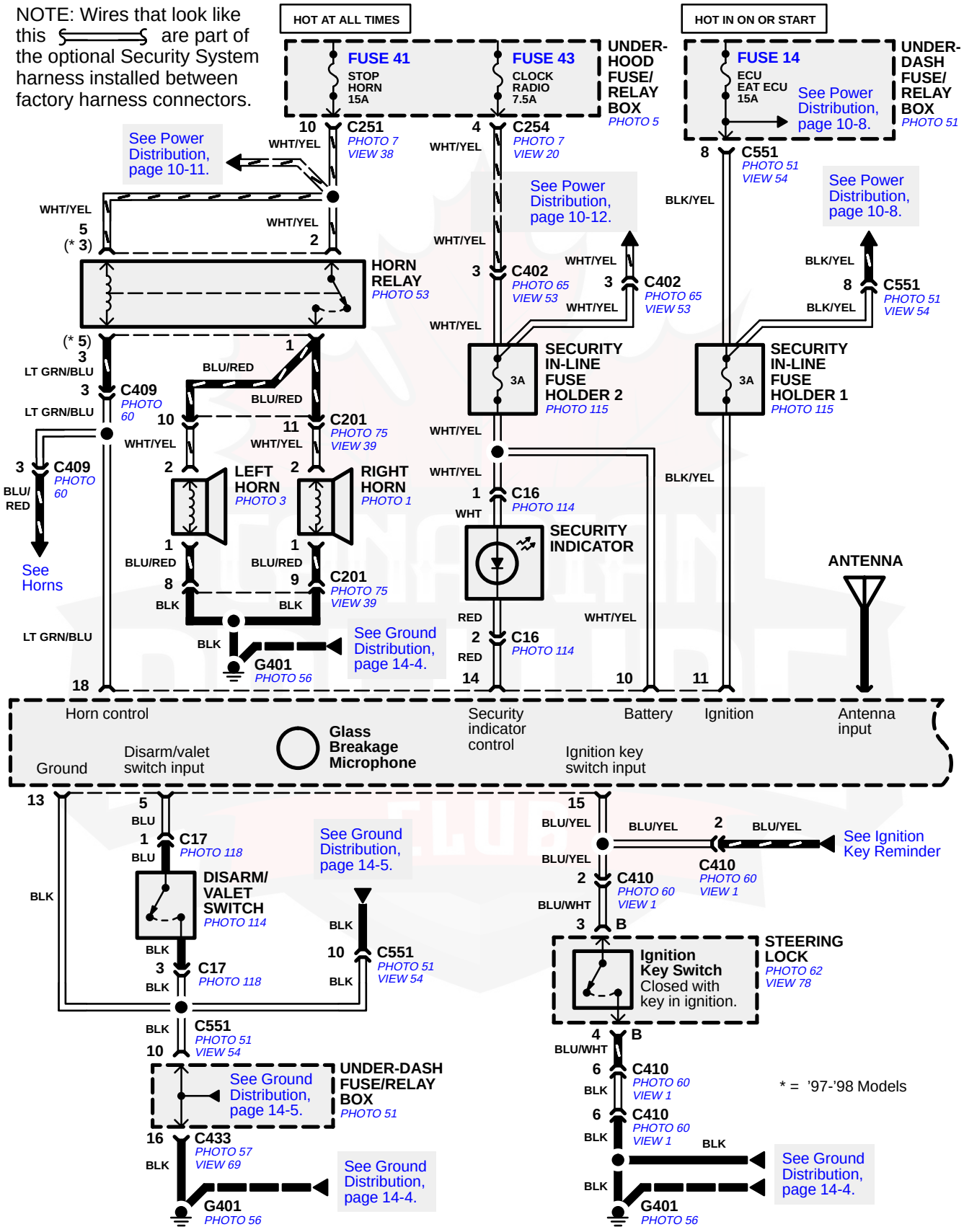
Security System



Security System

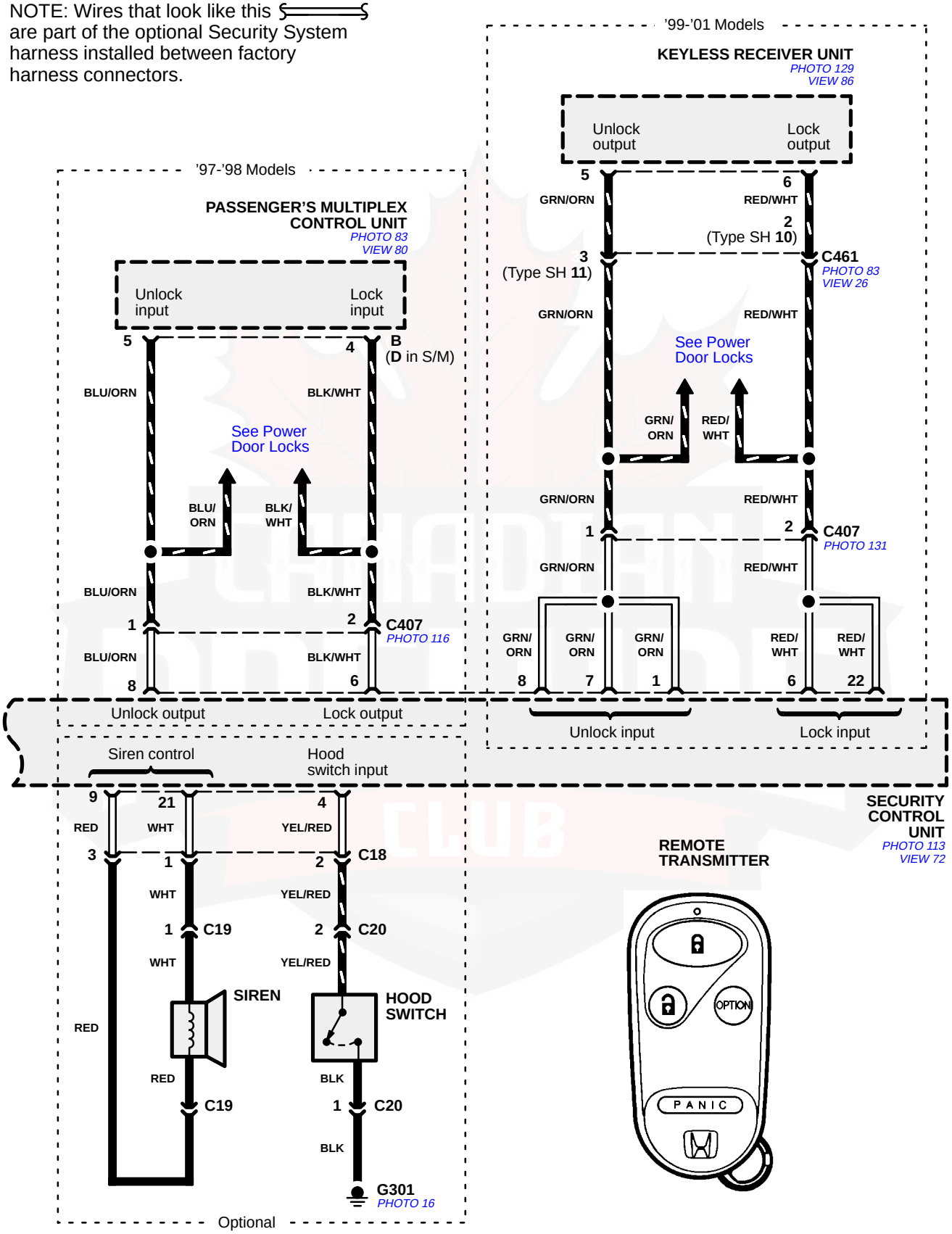
USA

NOTE: Wires that look like this ≈≈≈ are part of the optional Security System harness installed between factory harness connectors.



Security System

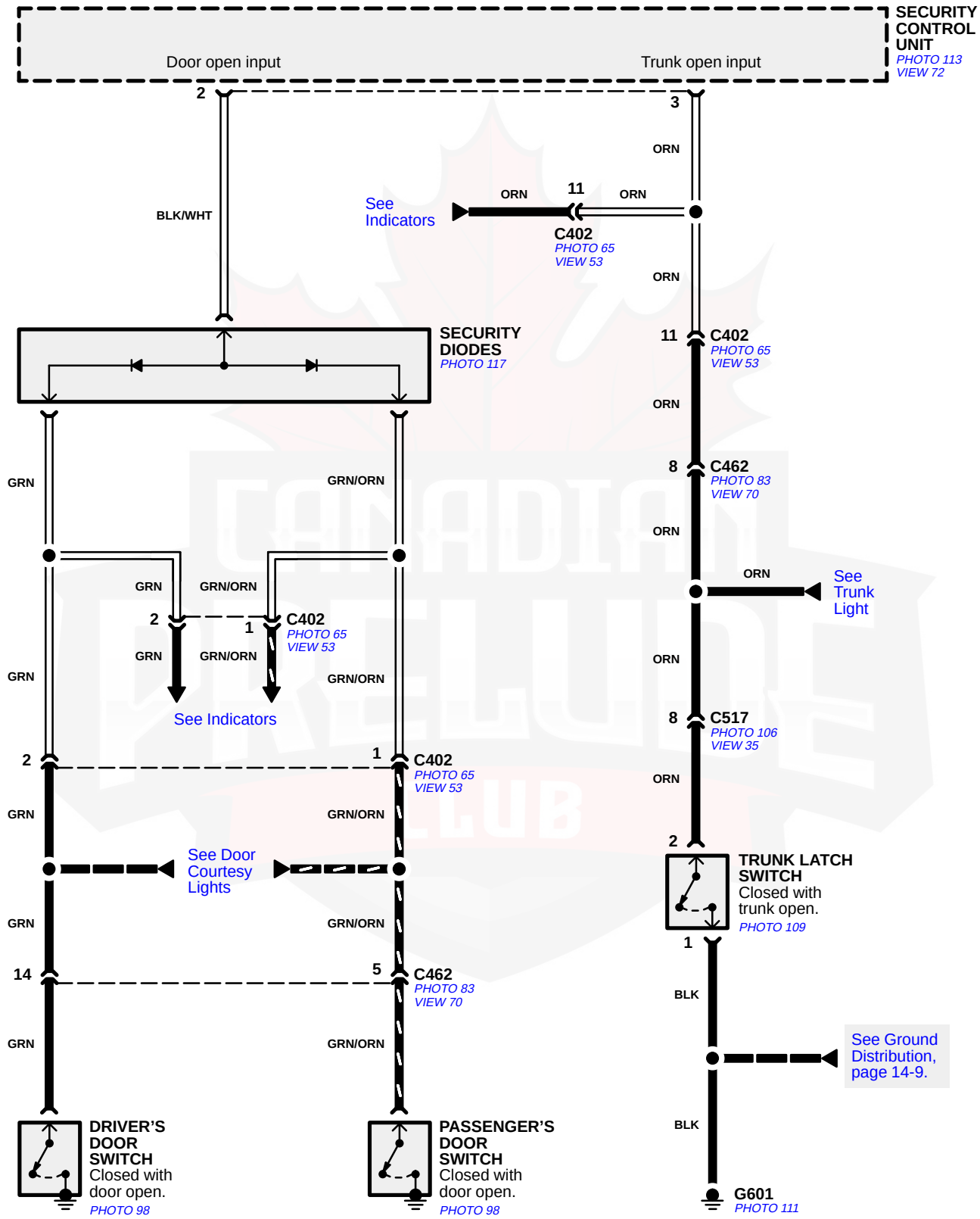
NOTE: Wires that look like this ⟹ are part of the optional Security System harness installed between factory harness connectors.



Security System

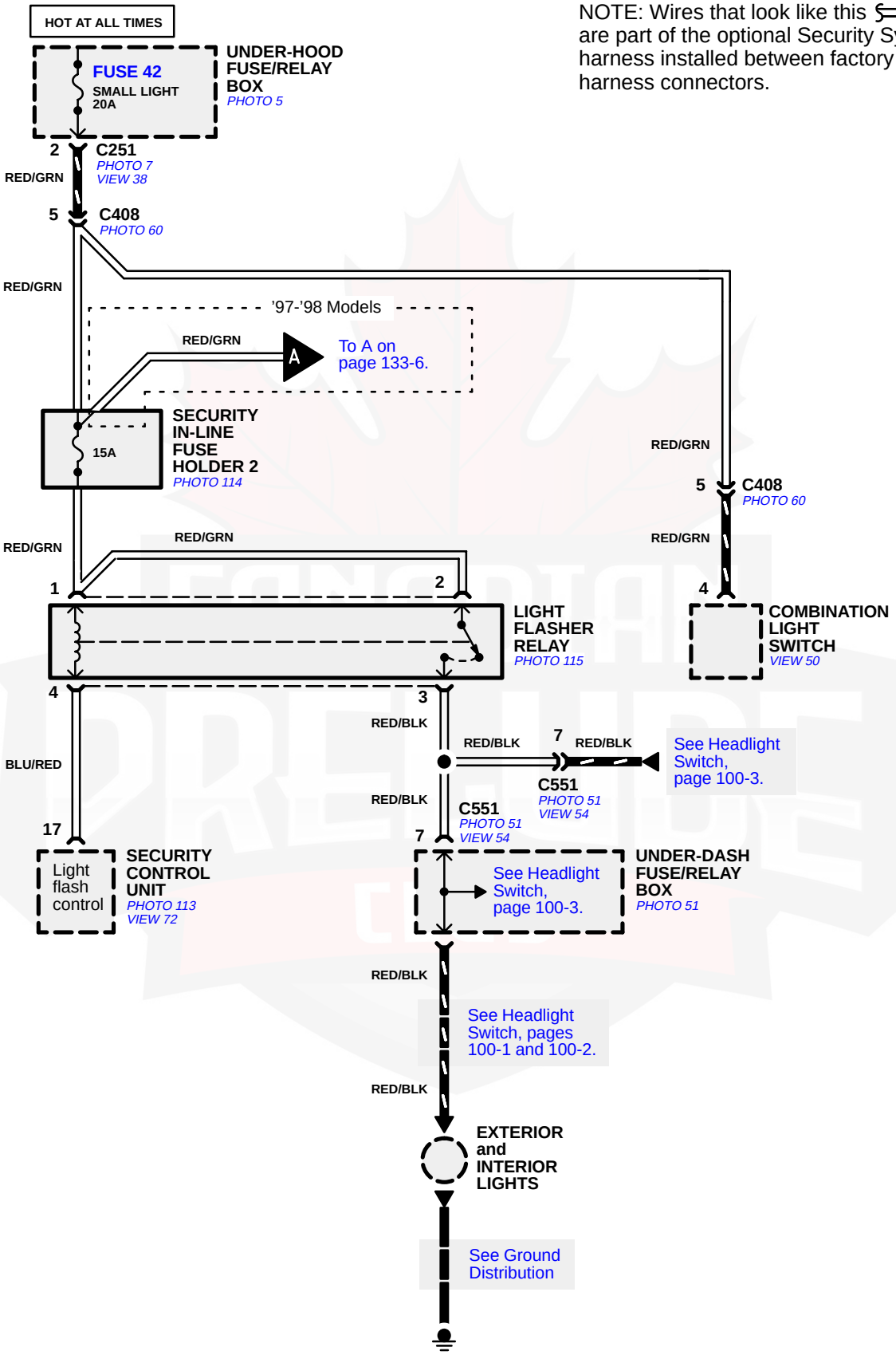
USA

NOTE: Wires that look like this ⟸⟹ are part of the optional Security System harness installed between factory harness connectors.



Security System

NOTE: Wires that look like this ⟷ are part of the optional Security System harness installed between factory harness connectors.

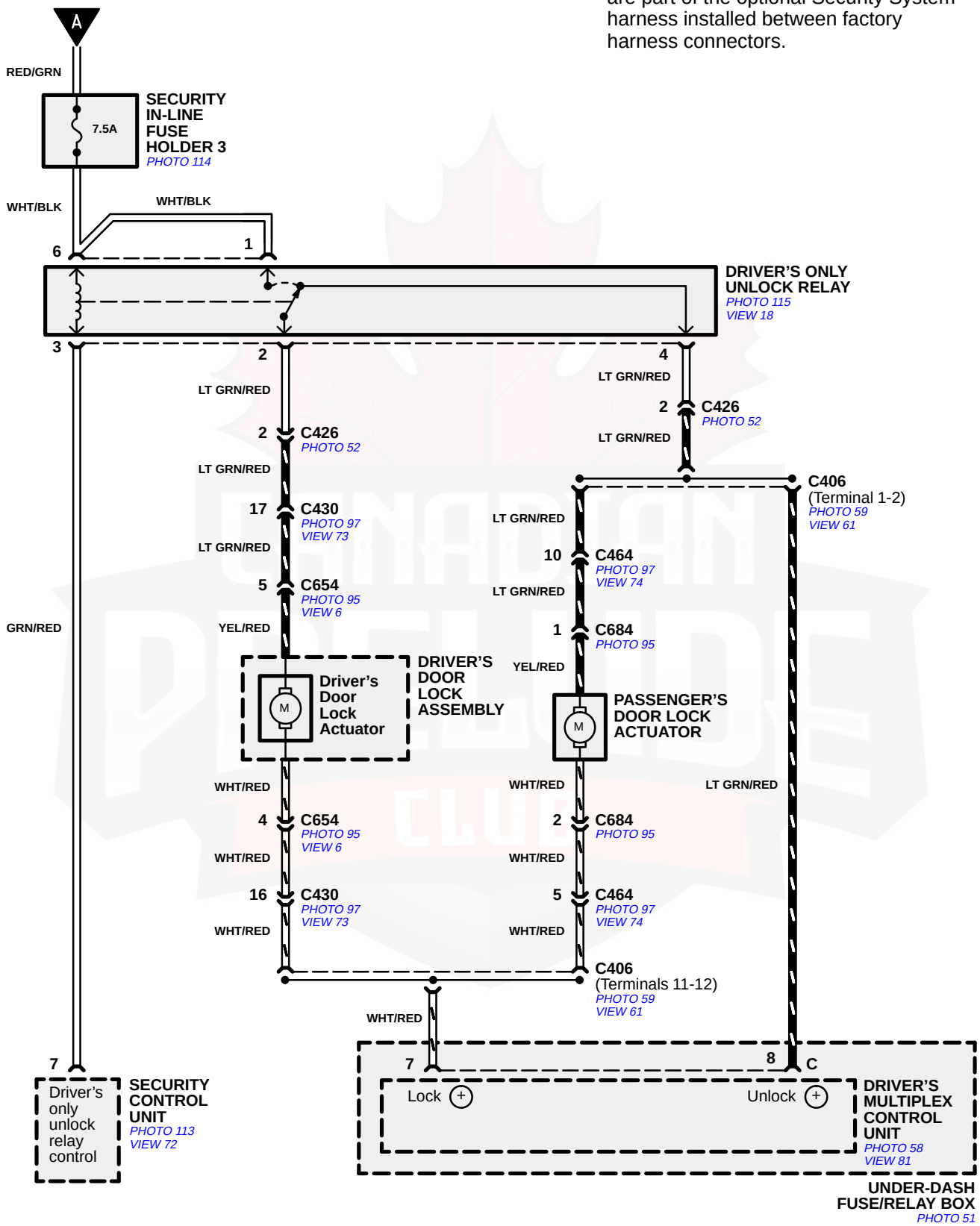


Security System

– ’97-’98 USA Models Only

From A on page 133-5.

NOTE: Wires that look like this ⟆ are part of the optional Security System harness installed between factory harness connectors.



Security System

How the Circuit Works

The security system control unit has a 3 position switch: Manual, Auto, and Auto Lock. Here's what happens when you arm the system, regardless of switch position:

- The parking lights will flash once.
- The security indicator will flash once per second after the system is armed.

With the switch in the Manual position, the security system can only be armed by using the remote control transmitter. After you remove the key from the ignition and close both doors, the trunk, and the hood (optional), press the lock button on the transmitter and the system will arm (if the system is in the beep sound mode, the horn or optional siren will sound once). The doors will automatically lock when the system is armed.

With the switch in the AUTO position, the security system will arm itself within about 20 seconds after you turn the engine off, remove the key from the ignition, and close the trunk, hood (optional) or last door. If a door is opened during the 20-second exit delay time, the timer will reset itself. The remote control transmitter can still be used to arm the system with the switch in AUTO position (see manual for details).

With the switch in Auto Lock position, the security system will arm itself and lock the doors about 20 seconds after you turn the engine off, remove the key from the ignition, and close the trunk, hood (optional) or last door. If a door is opened during the 20-second exit delay time, the timer will reset. The remote control transmitter can still be used to arm the system in the Auto Lock position.

Triggering the Alarm

After the security system is armed, the sound of breaking glass or the opening of either door, trunk, or hood (optional) will trigger the alarm, and cause the following:

- The horn or optional siren will sound for one alarm duration (30 seconds for horn or 60 seconds for siren).
- The parking lights will flash.
- The security indicator LED will flash twice per second.

At the end of the alarm cycle, the system will automatically rearm.

Disarming the Security System

There are two ways to disarm the security system:

- With the transmitter
- With the disarm/valet switch

When the system is disarmed, regardless of the method used, the parking lights will flash two times. To disarm the system with the transmitter, press the unlock button (if the system is in the beep sound mode, the horn or optional siren will sound two times if the alarm has not been triggered, however, will sound three times if the alarm has been triggered. The driver's door will unlock (pressing the unlock button twice will unlock all doors).

To disarm the security system using the disarm/valet switch, enter the car and turn the ignition switch to ON (II) then press the disarm/valet switch button. If you open the door when the control unit switch is in Auto or Auto Lock, a 20-second entry delay will give you time to disarm the system. However, when the system is armed by the transmitter, the entry delay time is changed to zero seconds, and the alarm is triggered as soon as you open the door.

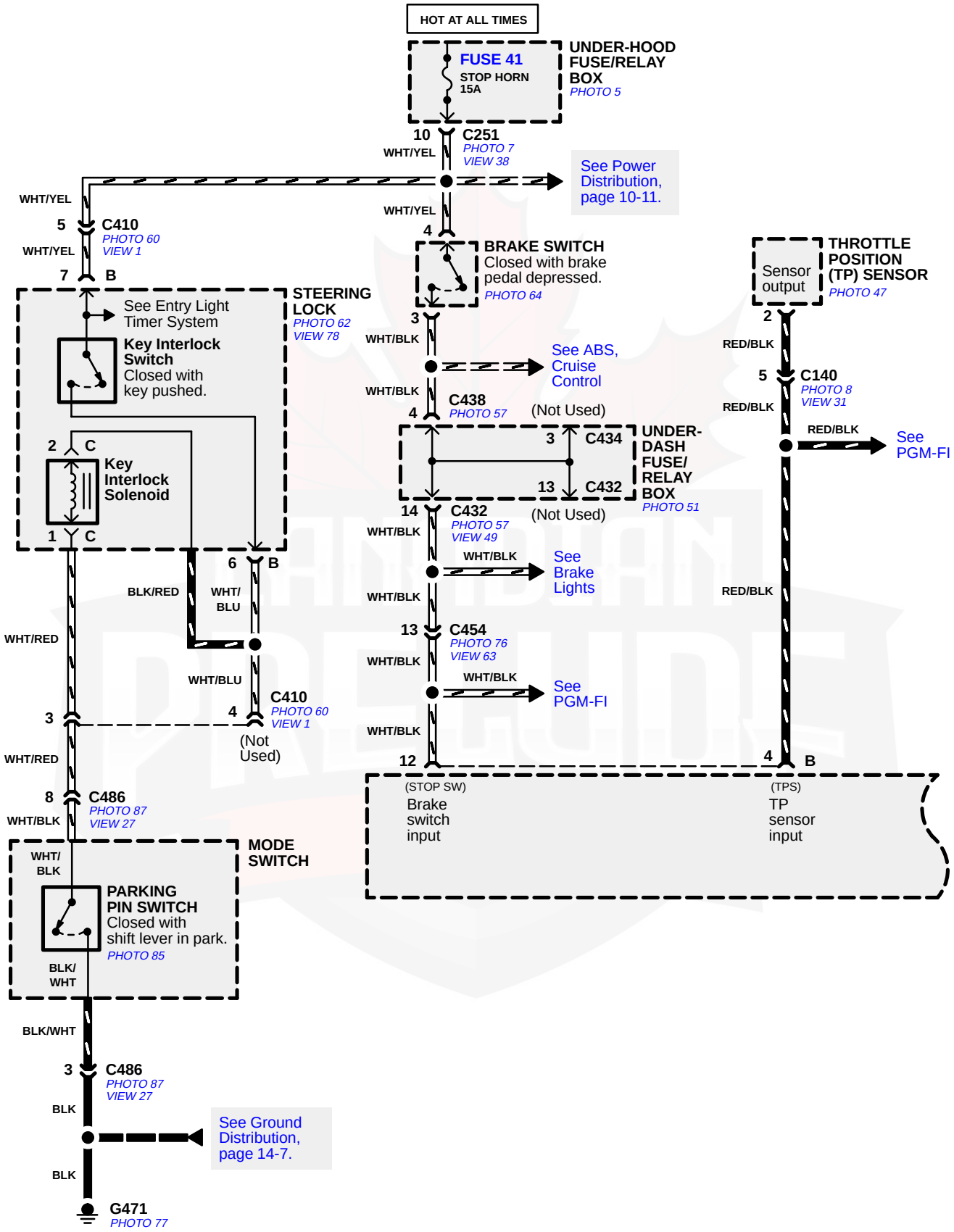
Identifying Tripped Sensors

The system will indicate the sensor which triggered the alarm through the security indicator LED. With the key out of the ignition switch, press the disarm/valet switch three times in five seconds when the system is disarmed. The status LED will blink according to the following code:

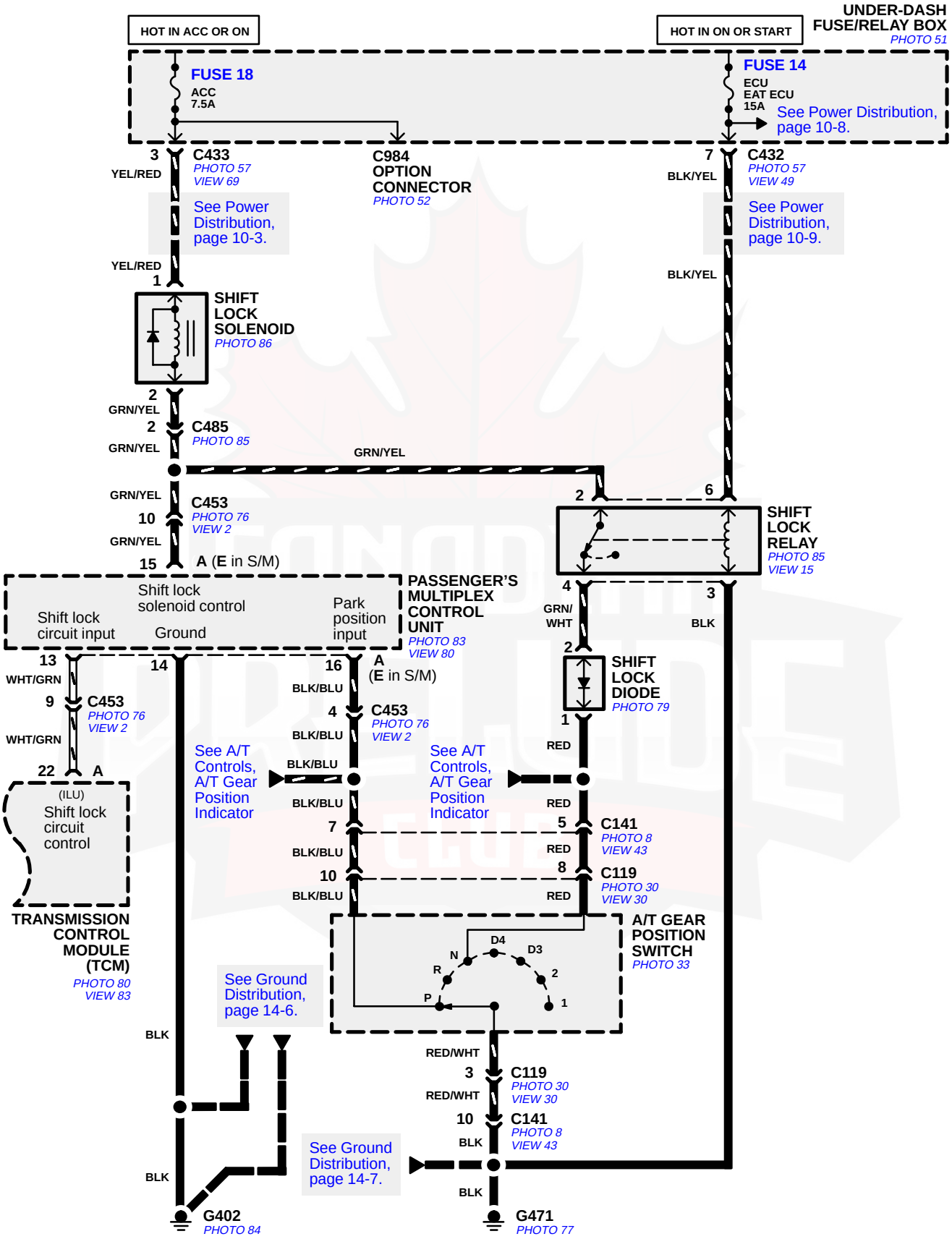
Sensors	Number of Flashes
Door	1 blink, pause, repeat
Trunk	2 blinks, pause, repeat
System Switches	3 blinks, pause, repeat
Glass Breakage	4 blinks, pause, repeat
Hood	5 blinks, pause, repeat

For further operating instructions and troubleshooting, see the security system owner's manual.

Interlock System



Interlock System



Interlock System

How the Circuit Works

Key Interlock

Voltage is supplied at all times to the key interlock switch through fuse 41. When you push the key while it is in the ignition, battery voltage is provided to the key interlock solenoid. When the A/T shift lever is in PARK, the parking pin switch provides ground to the key interlock solenoid, the solenoid is energized, and the key can then be turned to the LOCK (0) position.

Shift Position Interlock

Battery voltage is supplied at all times through fuse 41 to the brake switch. With the ignition in ON (II) or START (III), battery voltage is supplied through fuse 18 to the shift lock solenoid. When you push the brake pedal, battery voltage is applied through the WHT/BLK wire to the transmission control module (TCM). If, at the same time, you do not push the accelerator pedal, a low voltage signal is sent through the RED/BLK wire to the TCM. The TCM then applies voltage through the WHT/GRN wire to the shift lock circuit in the passenger's multiplex control unit. If the shift lever is in the PARK position, the shift lock circuit provides ground to the shift lock solenoid. The solenoid is then energized and the shift lever can be moved from the PARK position.

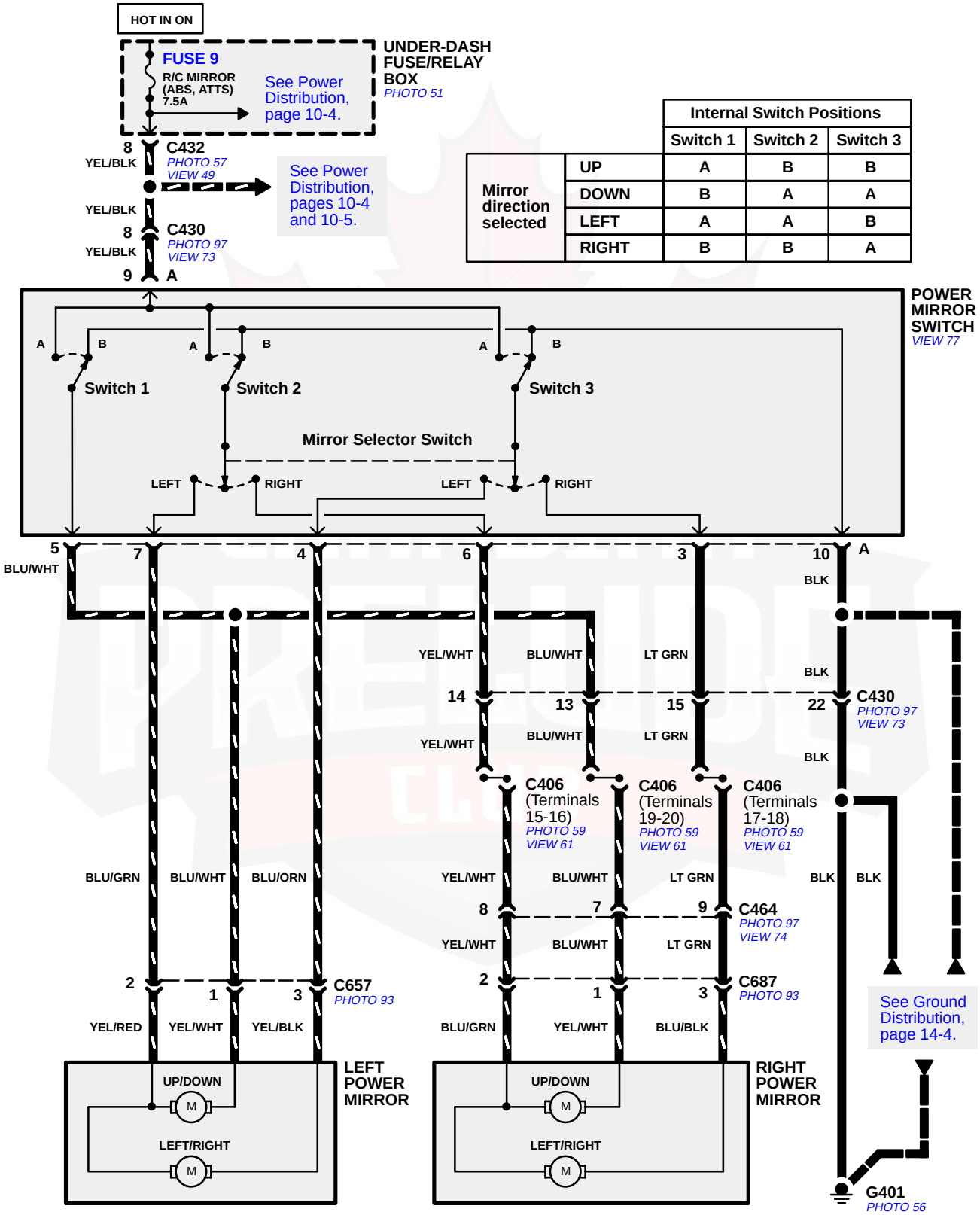
Refer to the Service Manual (Section 14, Automatic Transmission) for specific tests or troubleshooting procedures.

Power Mirrors

USA

NOTE: The power mirror switch contains three switches (designated 1, 2, and 3). The three switches are not mechanically connected, but operate independently or together depending on the mirror direction selected (up, down, left, right). Refer to the table below for internal switch positions according to the mirrror direction selected.

Mirror direction selected	Internal Switch Positions		
	Switch 1	Switch 2	Switch 3
UP	A	B	B
DOWN	B	A	A
LEFT	A	A	B
RIGHT	B	B	A

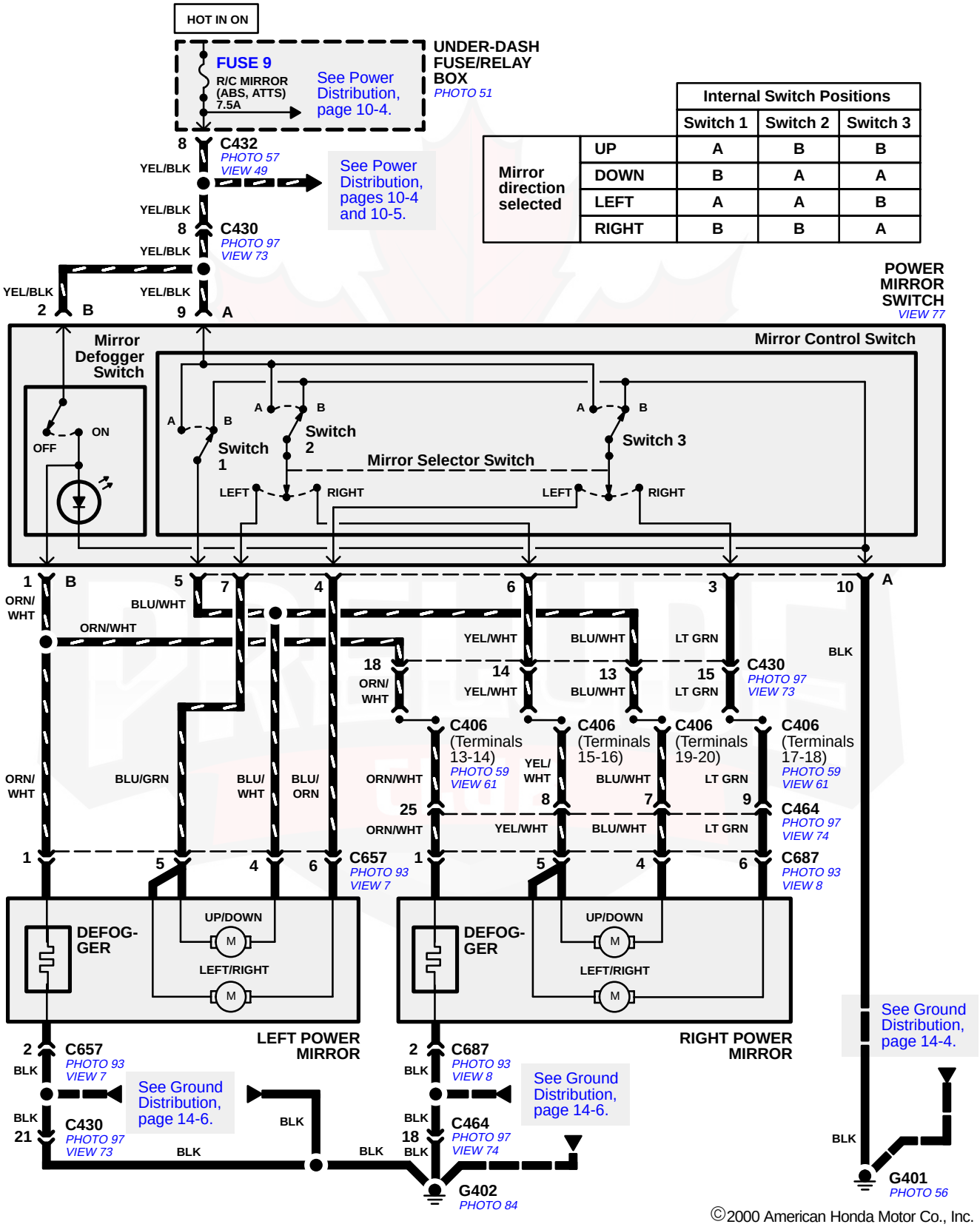


Power Mirrors

Canada

NOTE: The power mirror switch contains three switches (designated 1, 2, and 3). The three switches are not mechanically connected, but operate independently or together depending on the mirror direction selected (up, down, left, right). Refer to the table below for internal switch positions according to the mirrror direction selected.

Mirror direction selected		Internal Switch Positions		
		Switch 1	Switch 2	Switch 3
	UP	A	B	B
	DOWN	B	A	A
	LEFT	A	A	B
	RIGHT	B	B	A



Power Mirrors

How the Circuit Works

The two outside mirrors are controlled by the power mirror switch. Each mirror has two reversible motors: one motor moves the mirror up and down and the other motor moves the mirror left and right.

The power mirror switch contains three switches to control mirror direction, and two switches to select the left or right mirror. With the ignition switch in ON (II), battery voltage is supplied to the power mirror switch. The mirror selector switch directs voltage from two of the direction switches to either the left or the right mirror. Each direction switch is used for more than one function.

Mirror Up

With the power mirror switch in the up position, switch 1 is moved to the A position. Switch 1 applies battery voltage to both the left and right power mirror up/down motors. If the mirror selector switch is in the left position, the left up/down motor is grounded through the mirror selector switch and switch 2 in the B position to G401. If the right mirror up/down motor is selected, it is also grounded through switch 2 in the B position.

Mirror Down

With the power mirror switch in the down position, switches 2 and 3 are moved to the A position. Switch 2 applies battery voltage to the left or right power mirror up/down motor as determined by the mirror selector switch. The selected mirror motor is grounded through switch 1 in the B position to G401. When switch 2 is moved to position A, it also applies battery voltage to the selected mirror left/right motor. With switch 3 in the A position, battery voltage is supplied to both sides of the left/right motor so it does not move.

Mirror Left

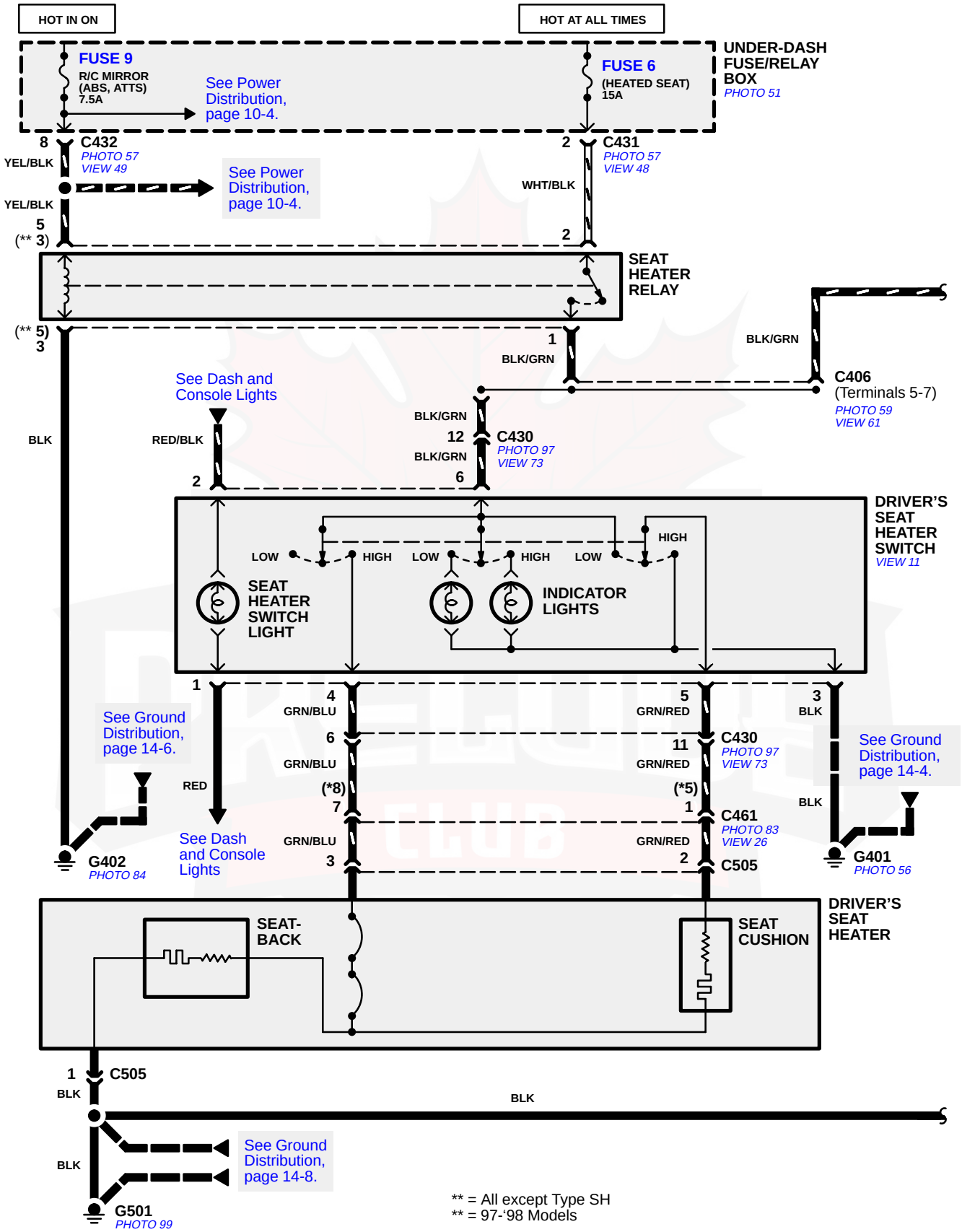
With the power mirror switch in the left position, switches 1 and 2 are moved to the A position. Switch 2 applies battery voltage to the left or right power mirror left/right motor as determined by the mirror selector switch. The selected mirror motor is grounded through switch 3 in the B position to G401. When switch 2 is moved to position A, it also applies battery voltage to the selected mirror up/down motor. With switch 1 in the A position, battery voltage is supplied to both sides of the up/down motor so it does not move.

Mirror Right

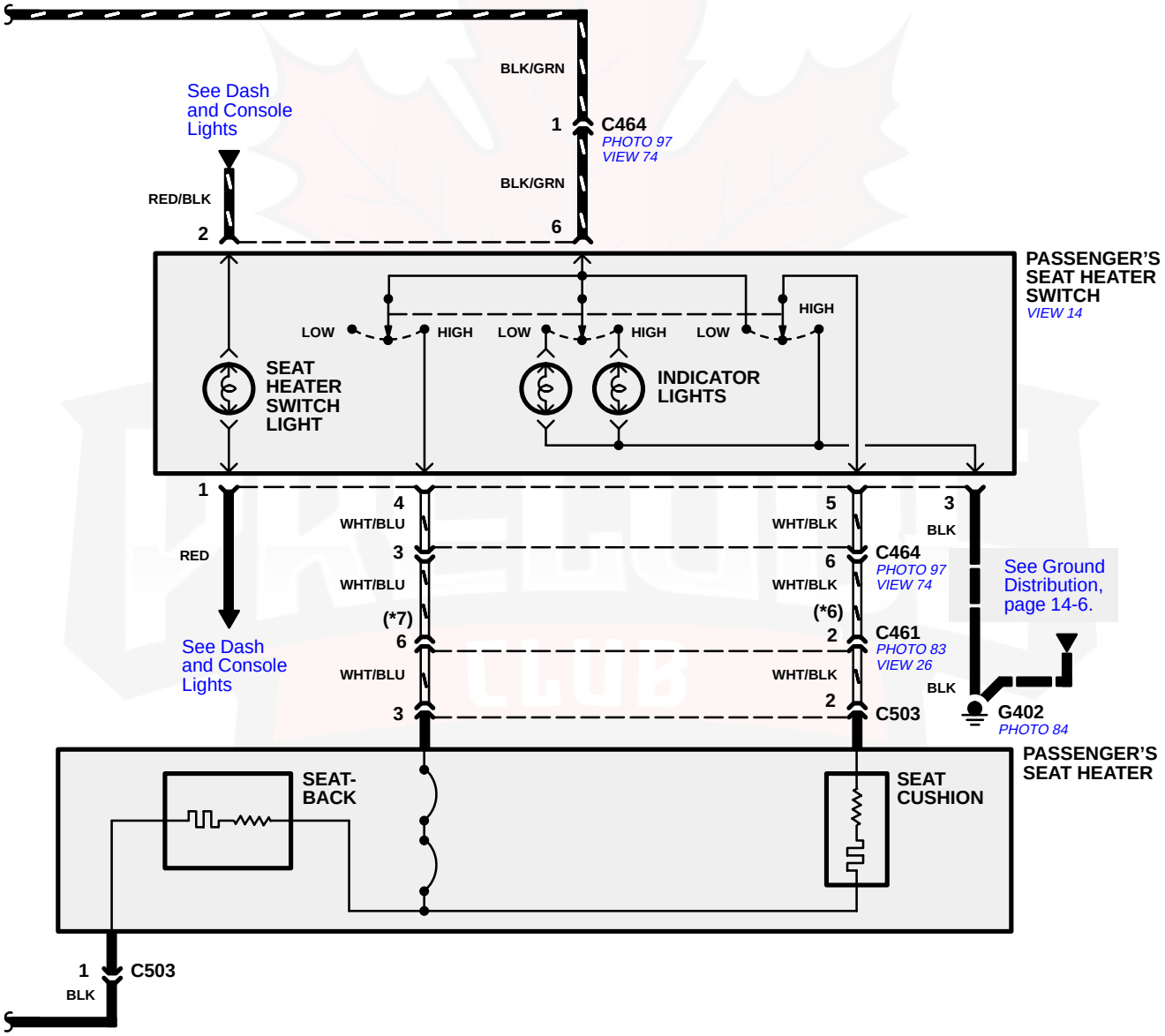
With the power mirror switch in the right position, switch 3 is moved to the A position. Switch 3 applies battery voltage through the mirror selector switch to the left or right left/right motor. The motor is grounded through the mirror selector switch and switch 2 in the B position to G401.

Refer to the Service Manual (Section 23, Electrical) for specific tests or troubleshooting procedures.

Seat Heaters (Canada)

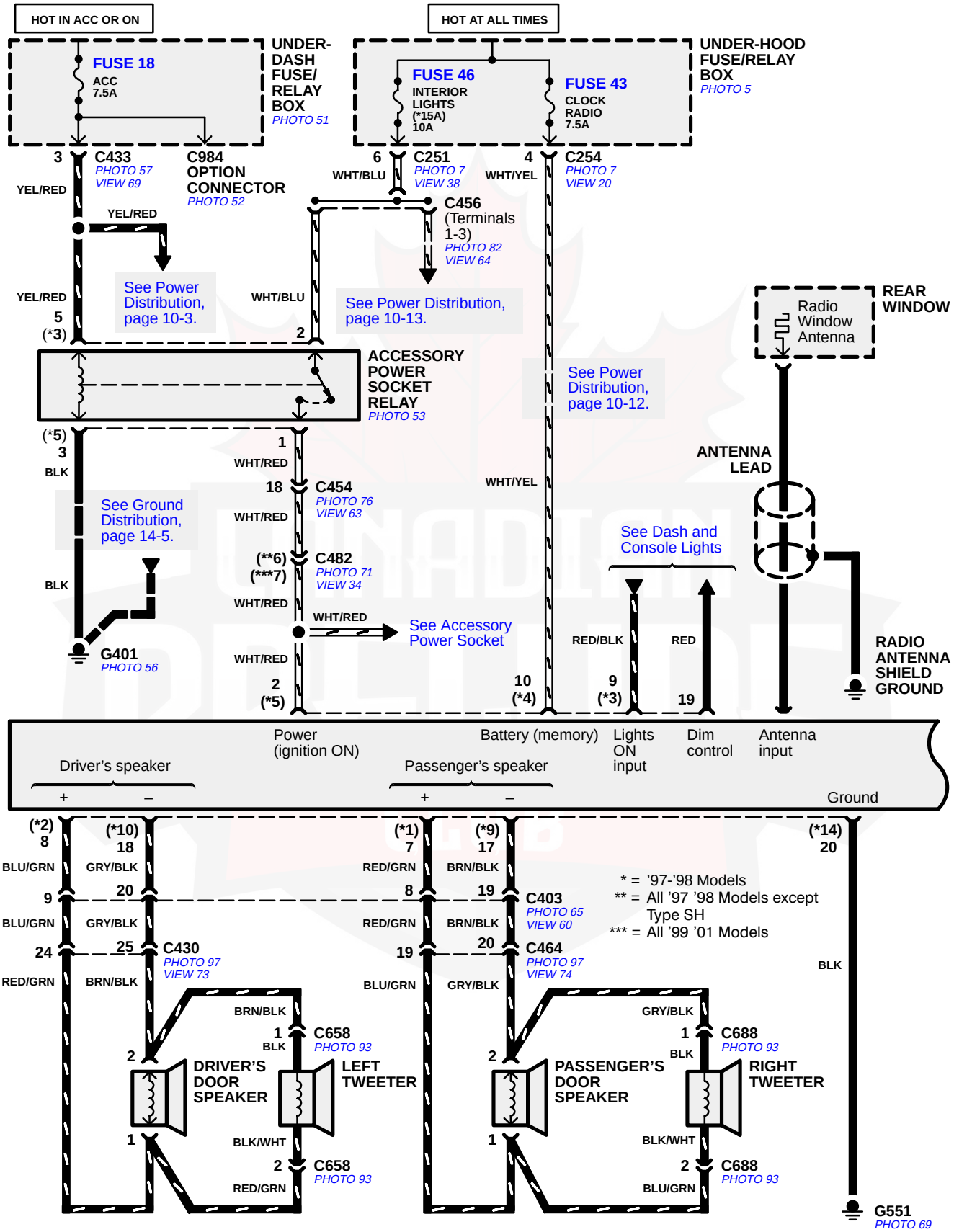


Seat Heaters (Canada)

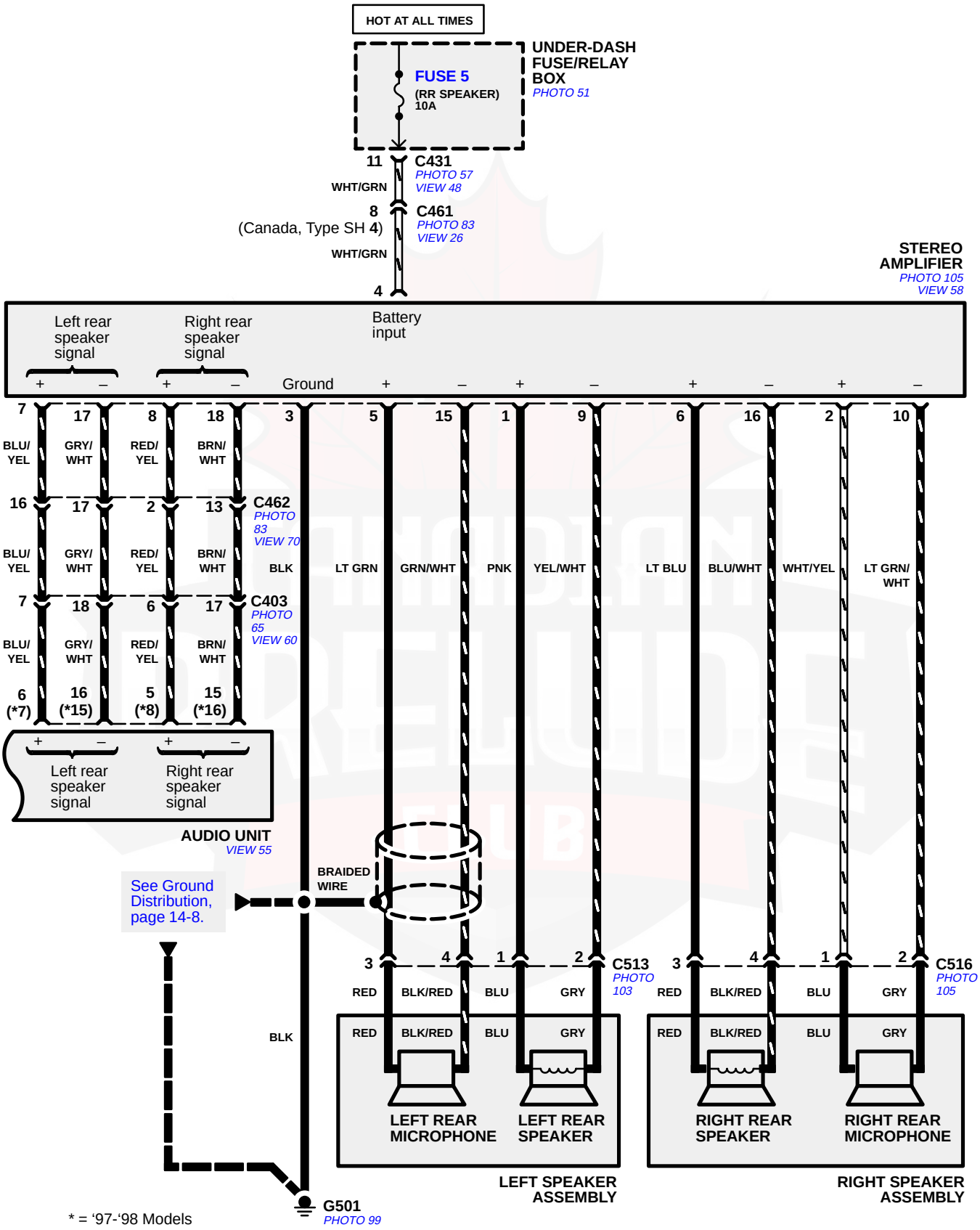


* = All except Type SH

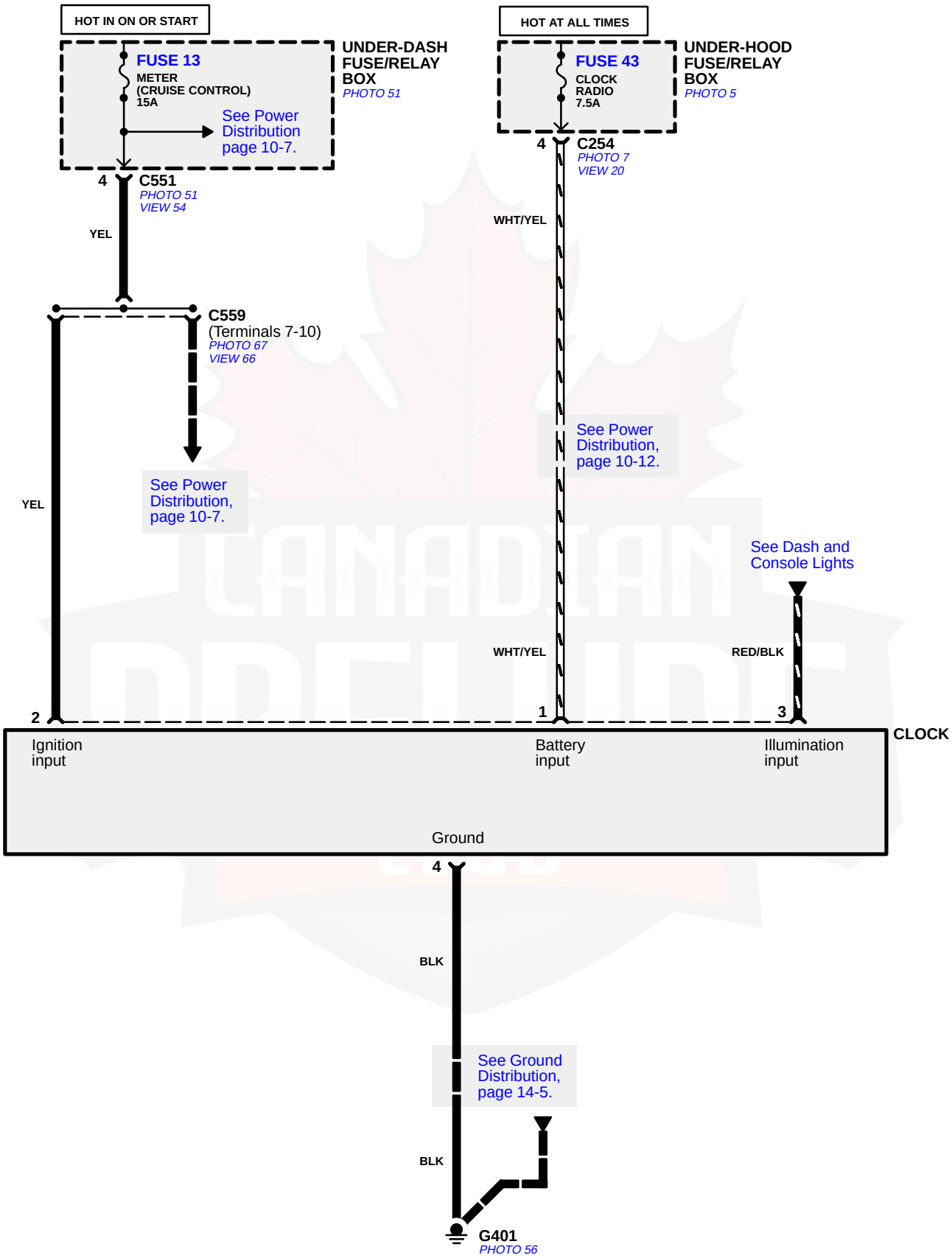
Stereo Sound System



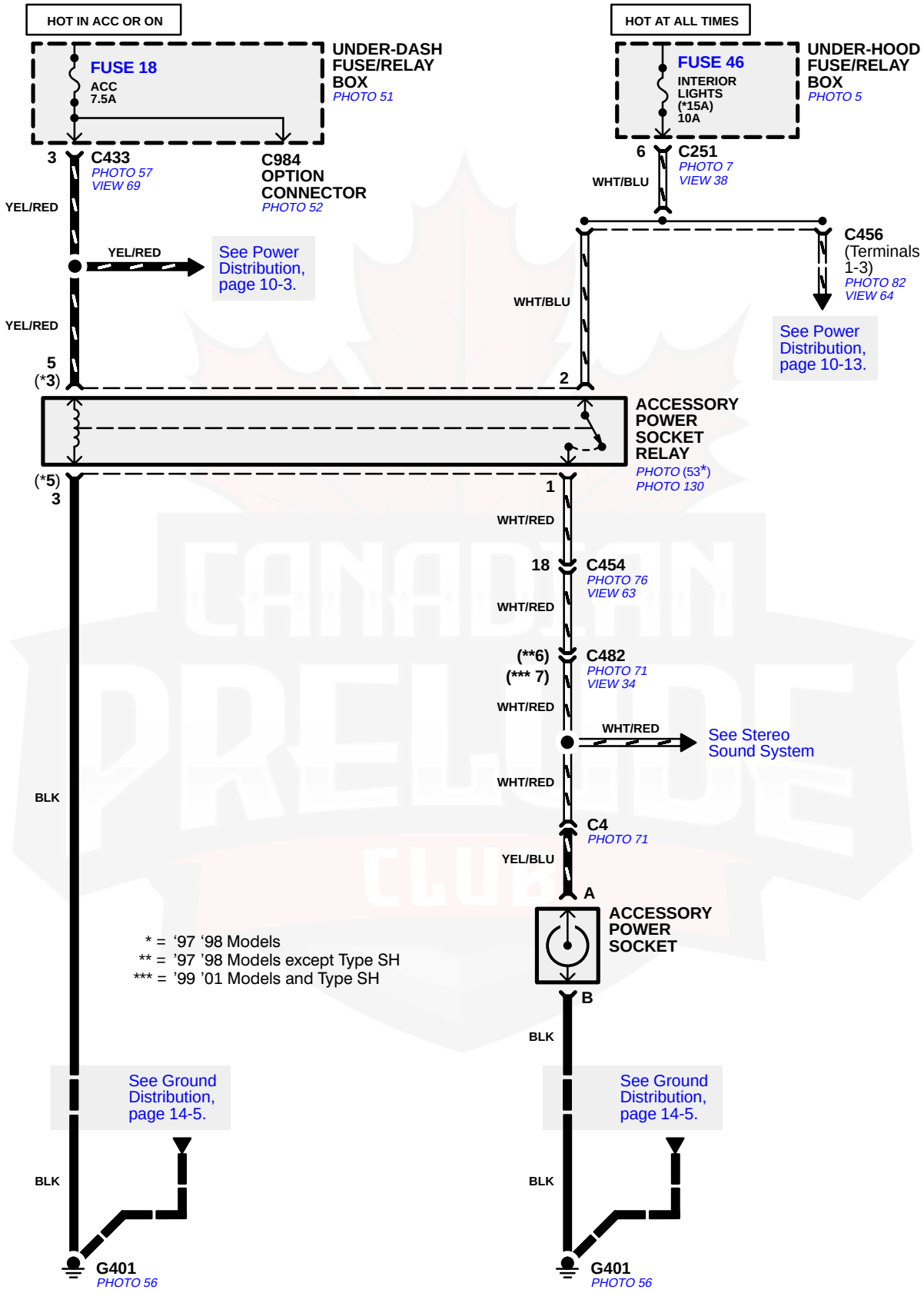
Stereo Sound System



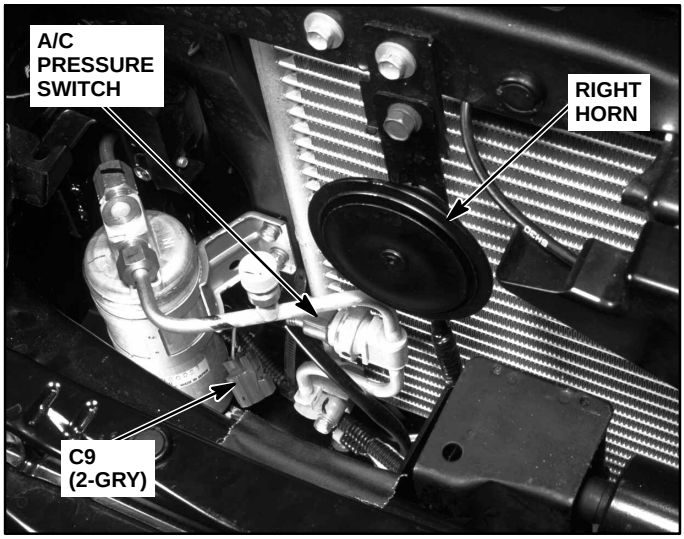
Clock



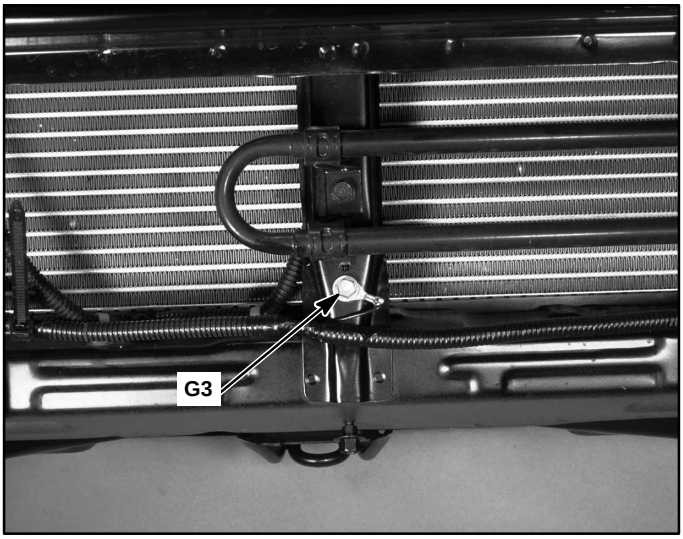
Accessory Power Socket



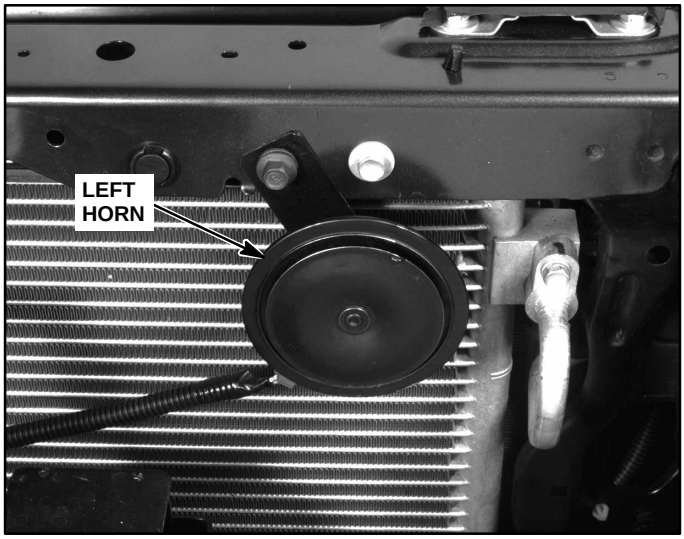
1. Behind Right Side of Front Bumper



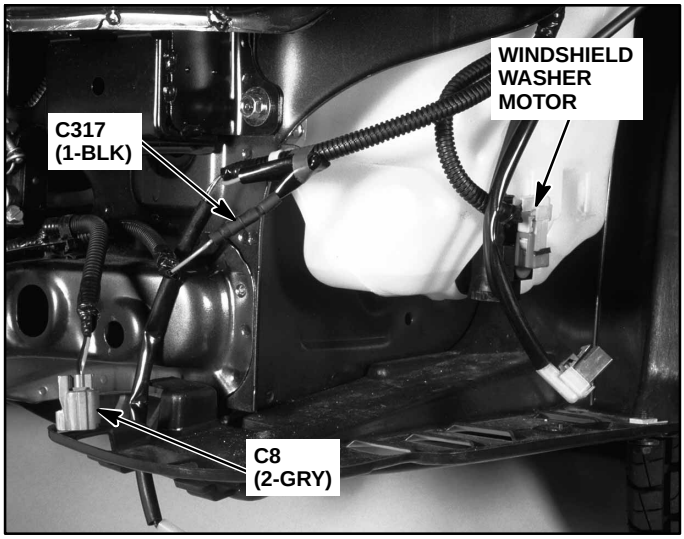
2. Behind Center of Front Bumper



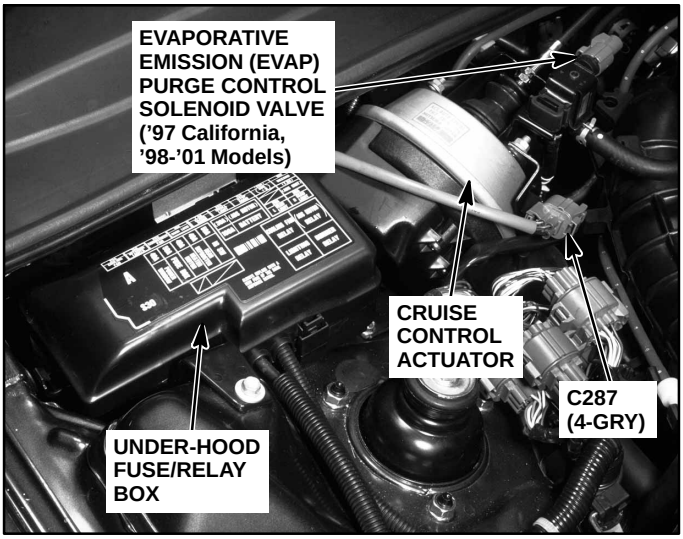
3. Behind Left Side of Front Bumper



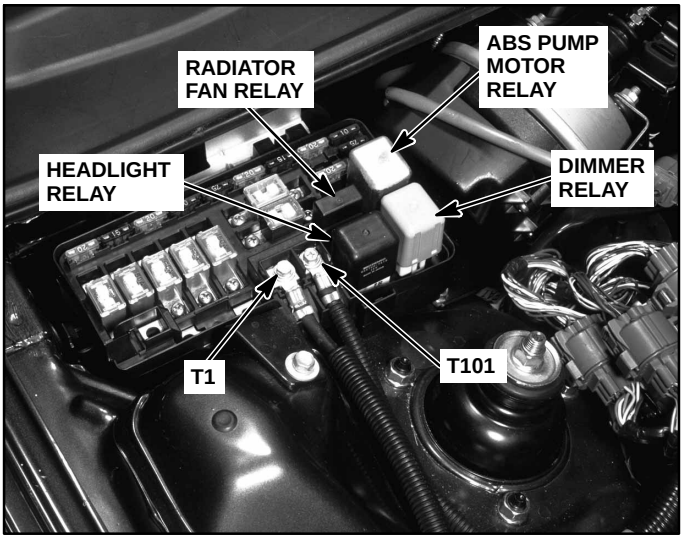
4. Behind Left Side of Front Bumper



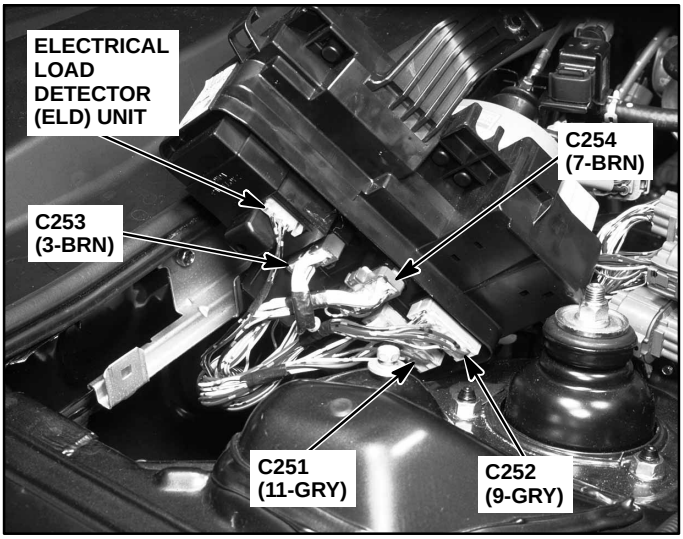
5. Right Rear Corner of Engine Compartment



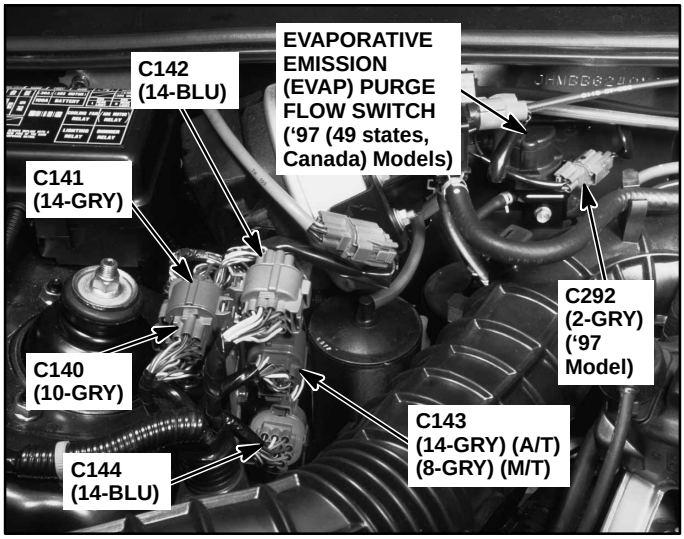
6. Under-hood Fuse/Relay Box



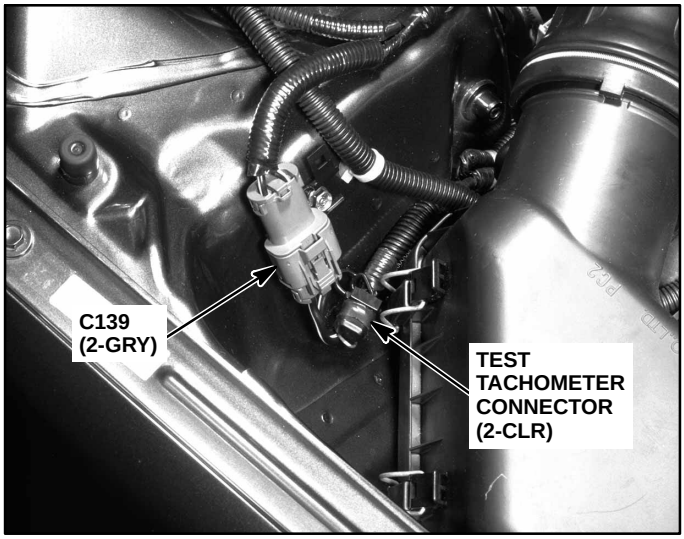
7. Underside of Under-hood Fuse/Relay Box



8. Right Rear of Engine Compartment



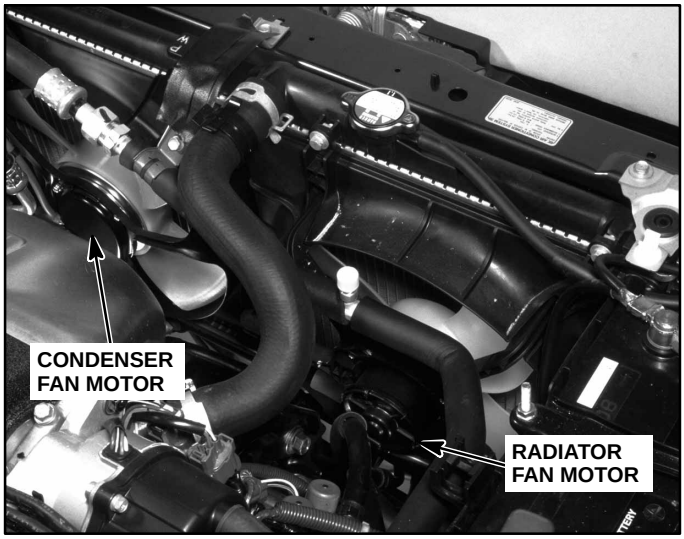
9. Right Side of Engine Compartment



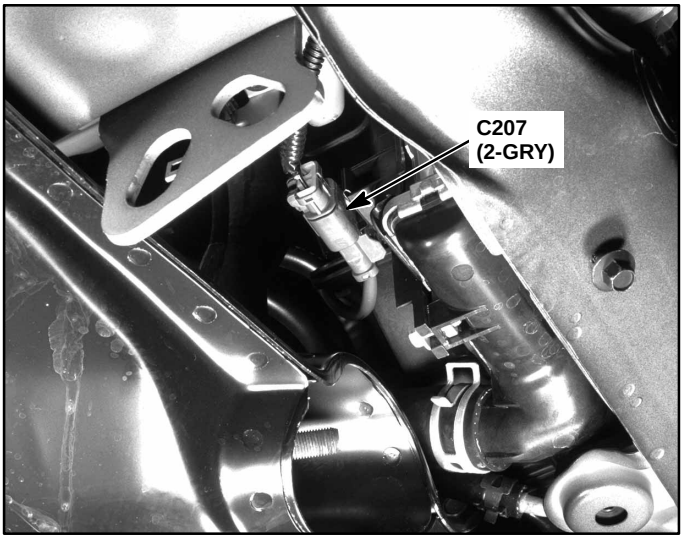
10. Right Front Corner of Engine Compartment

11. Right Front of Engine Compartment

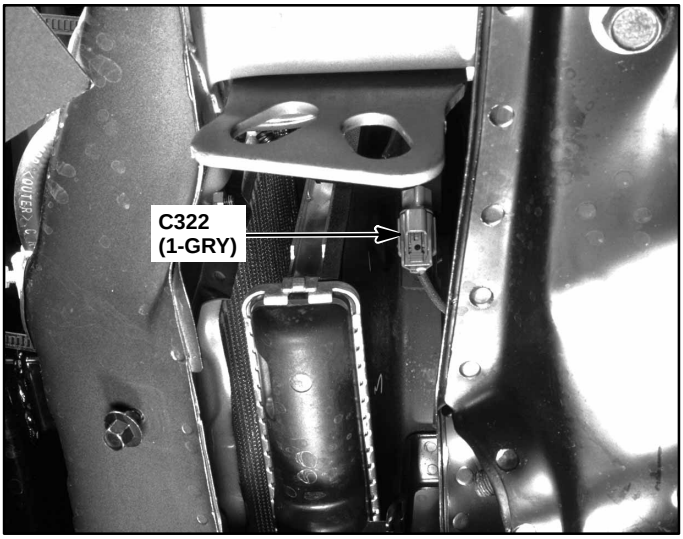
12. Front of Engine Compartment



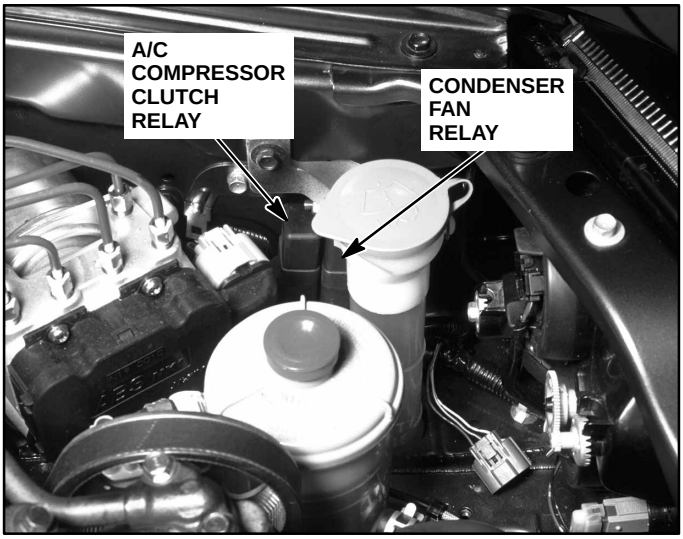
13. Lower Right Front of Radiator



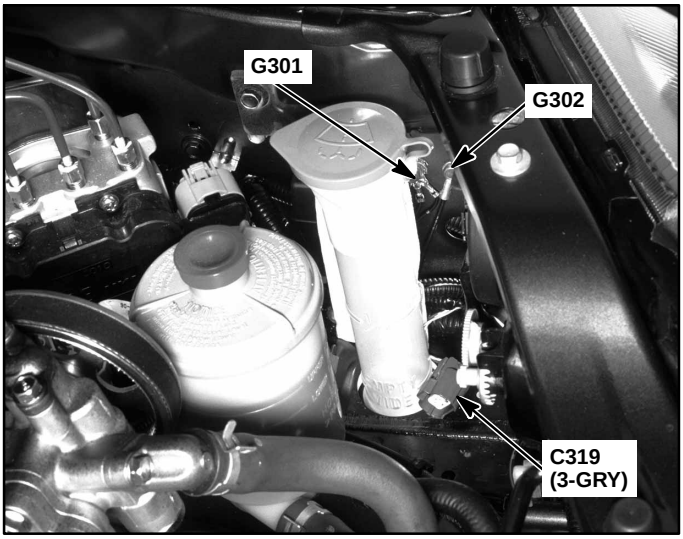
14. Lower Left of Radiator



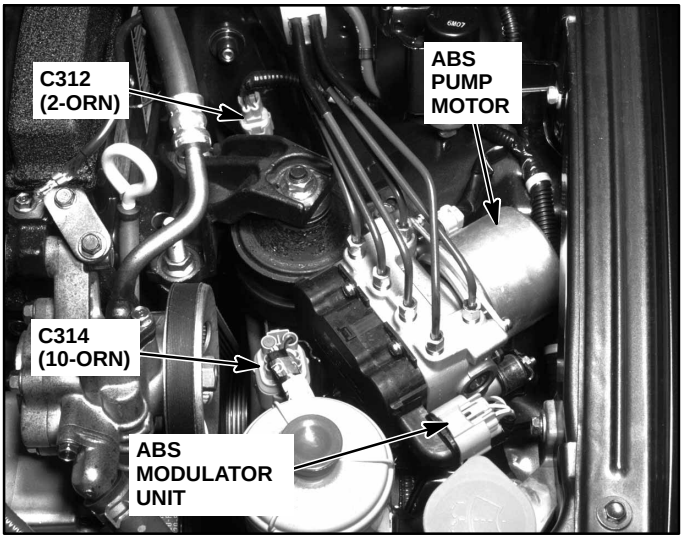
15. Left Front Corner of Engine Compartment



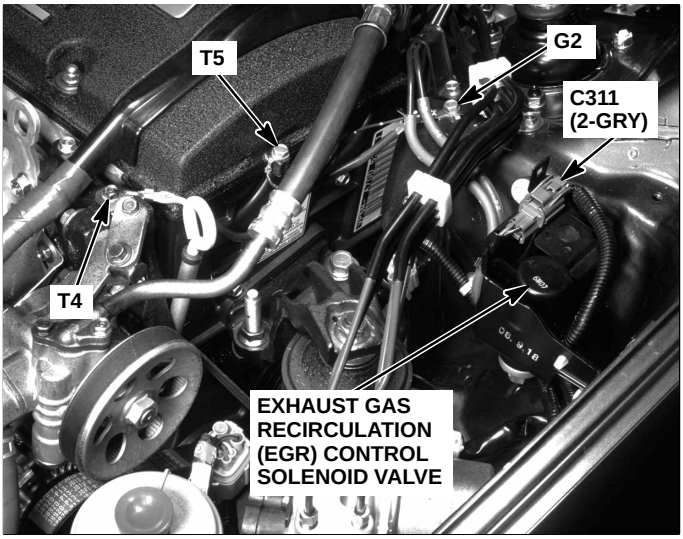
16. Left Front Corner of Engine Compartment



17. Left Front of Engine Compartment

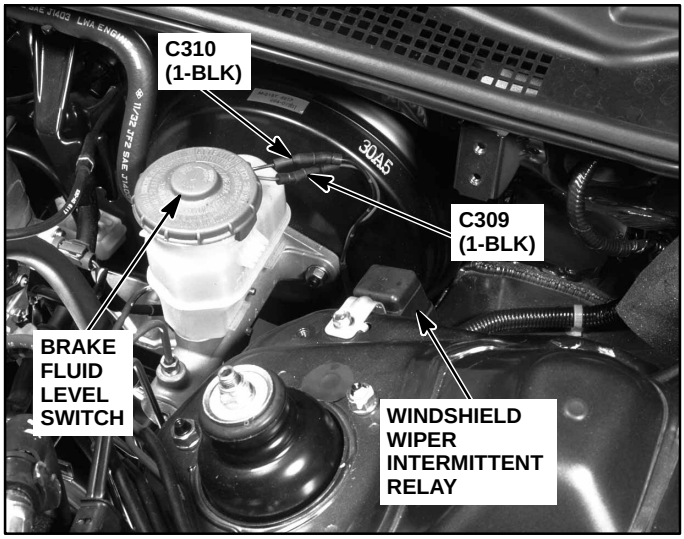


18. Left Side of Engine Compartment

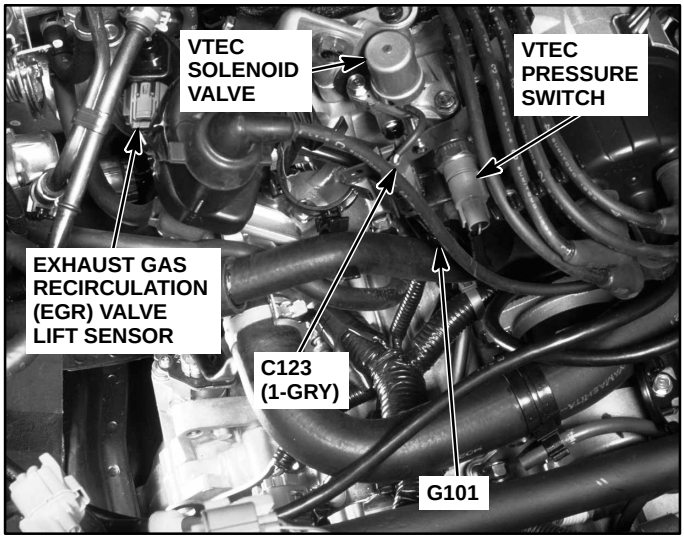


19. Left Side of Air Scoop

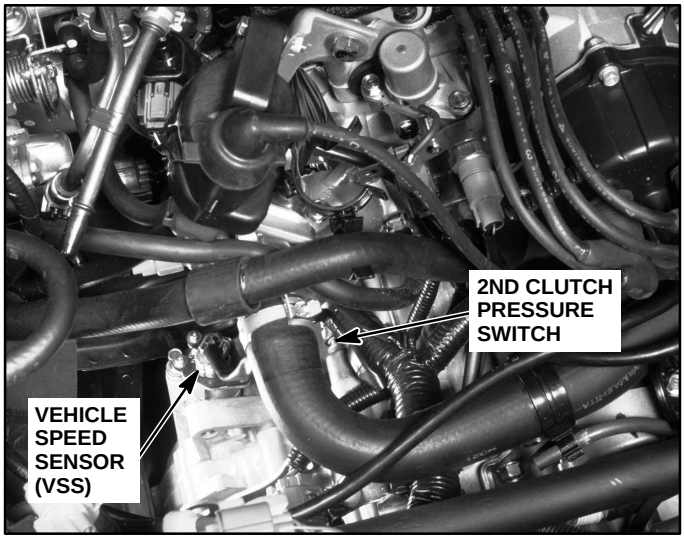
20. Left Rear of Engine Compartment



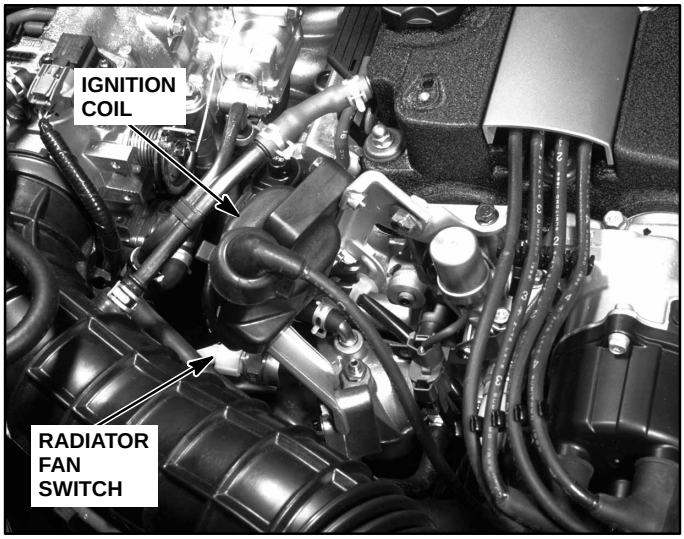
21. Right Side of Engine



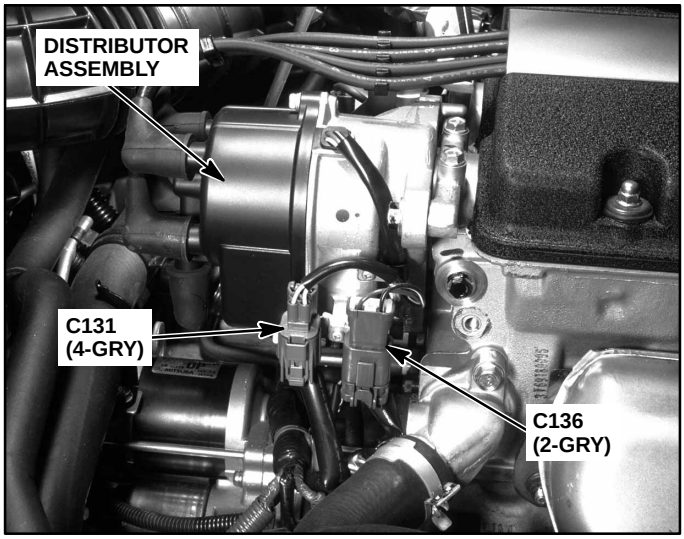
22. Right Rear of Engine Compartment



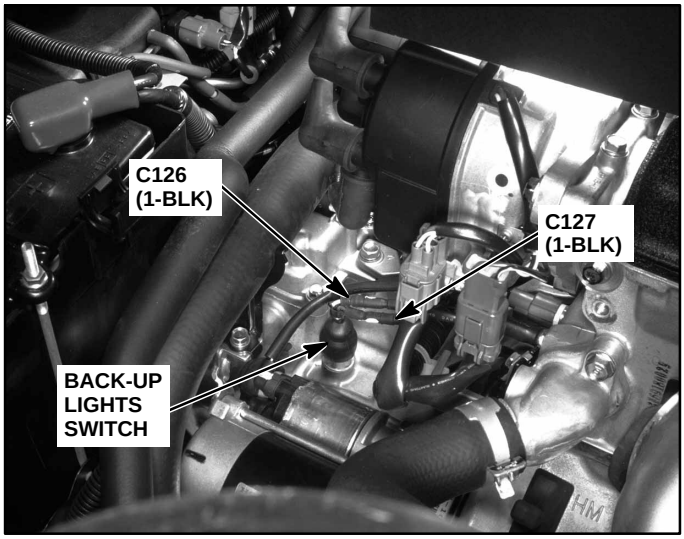
23. Right Side of Engine



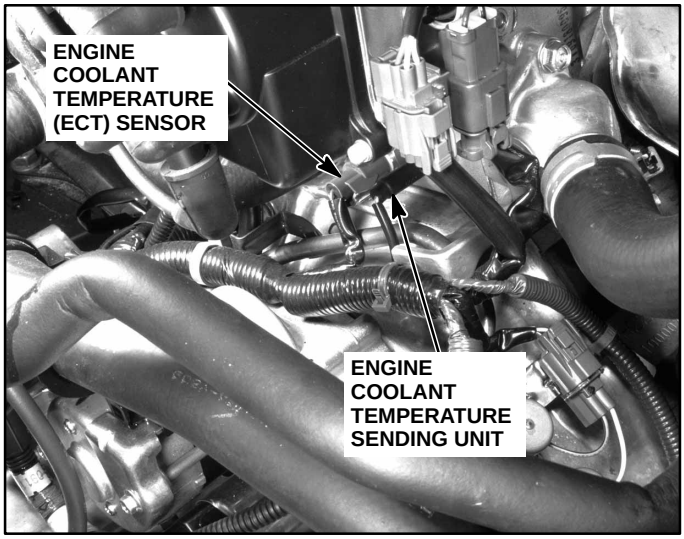
24. Right Front of Engine



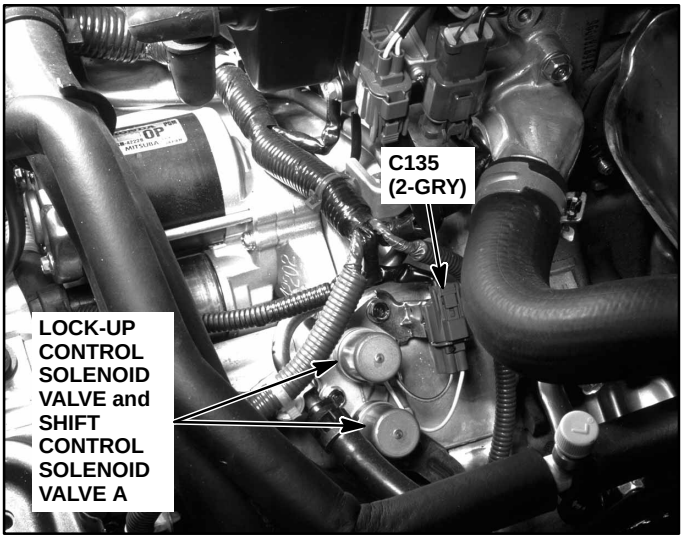
26. Top of Manual Transmission



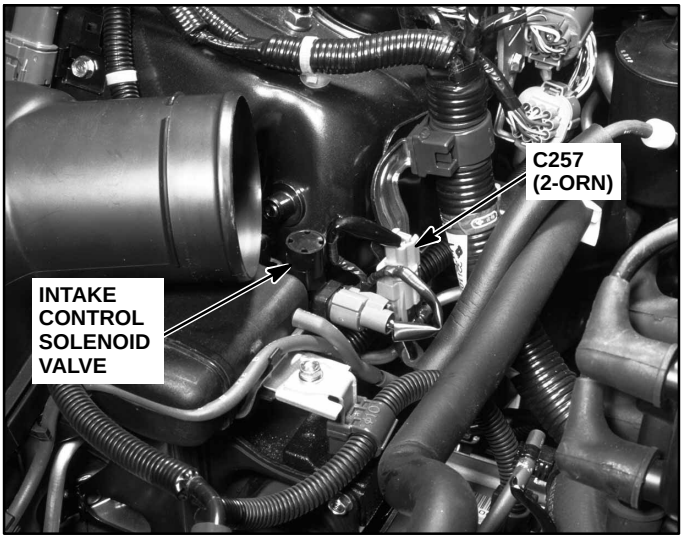
27. Right Side of Engine



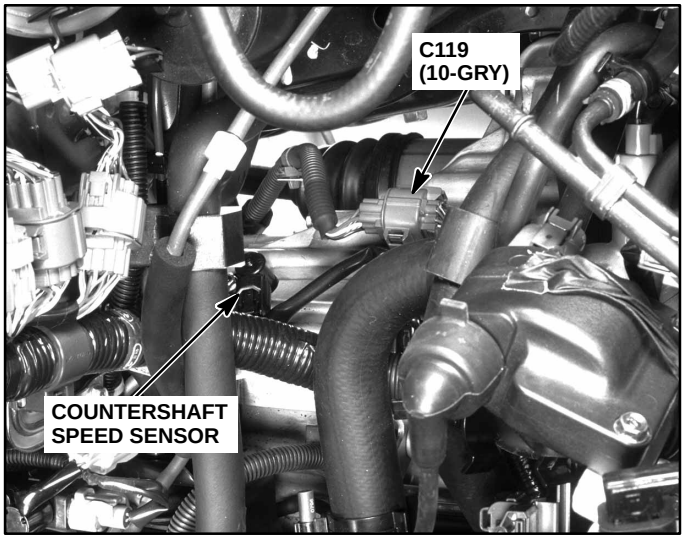
28. Front of Automatic Transmission



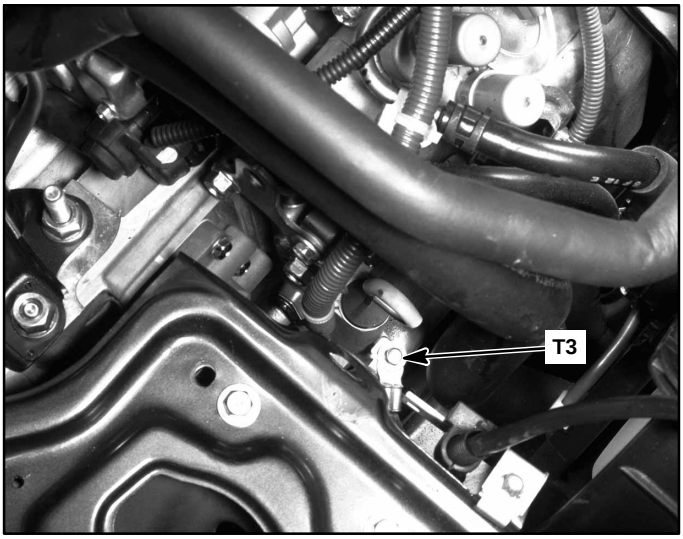
29. Right Side of Engine Compartment



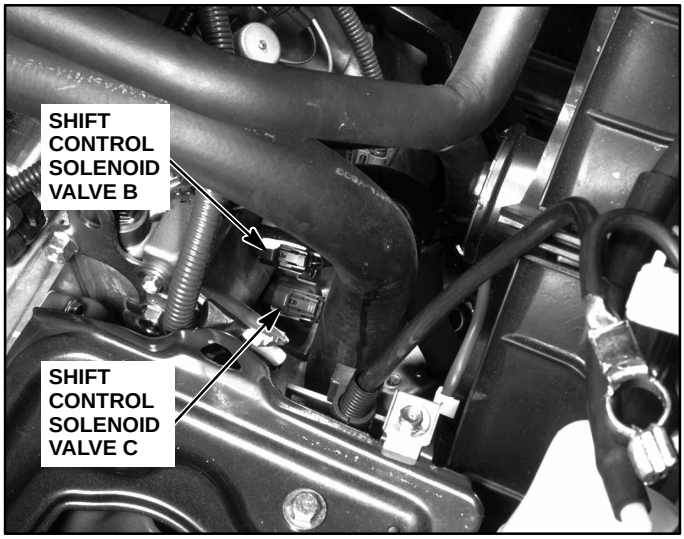
30. Top of Automatic Transmission



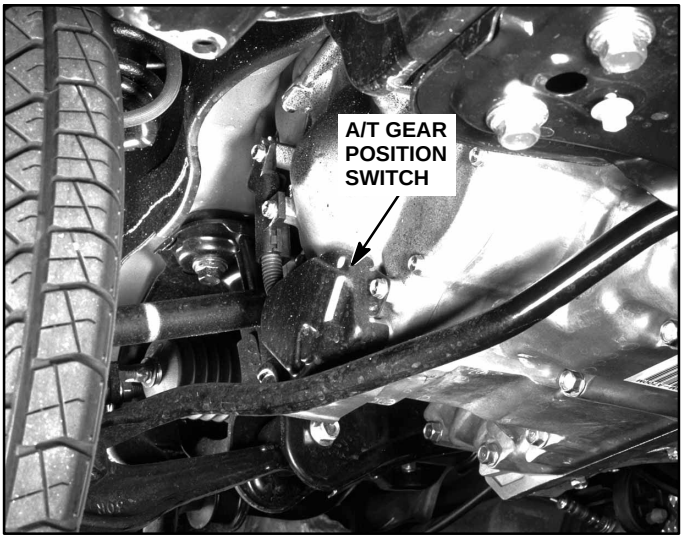
31. Lower Right Front of Engine Compartment



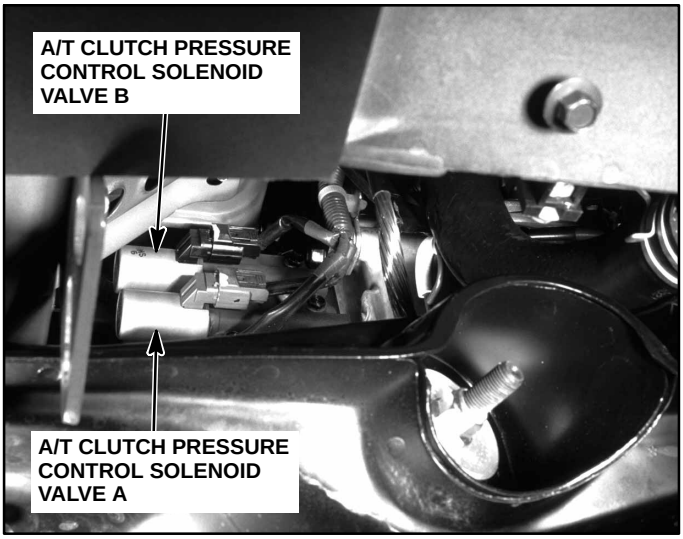
32. Front of Automatic Transmission



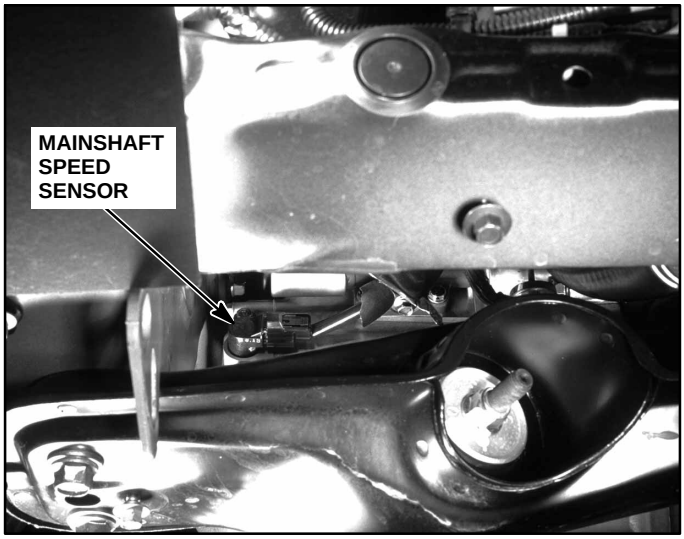
33. Lower Right Side of Automatic Transmission



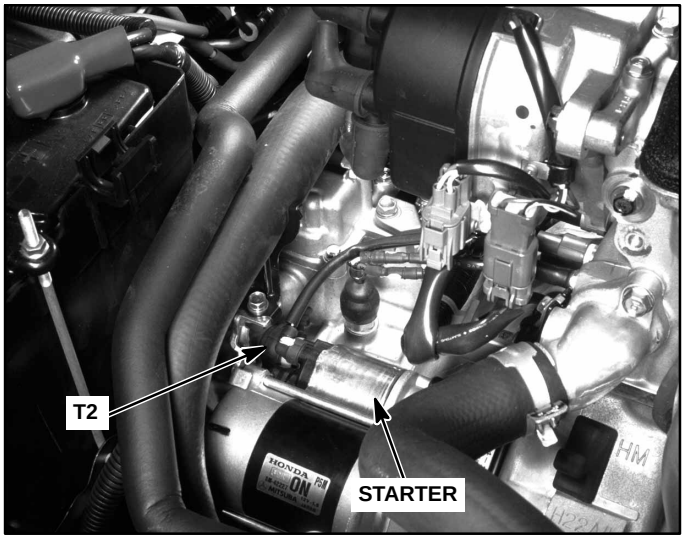
34. Lower Front of Automatic Transmission



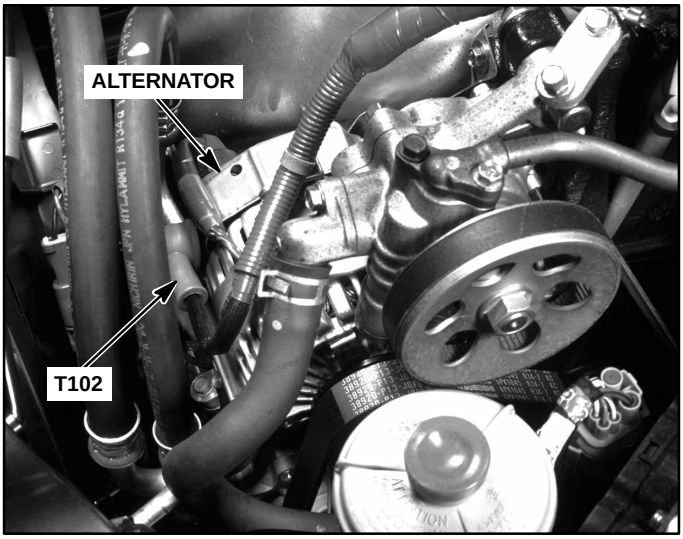
35. Lower Front of Automatic Transmission



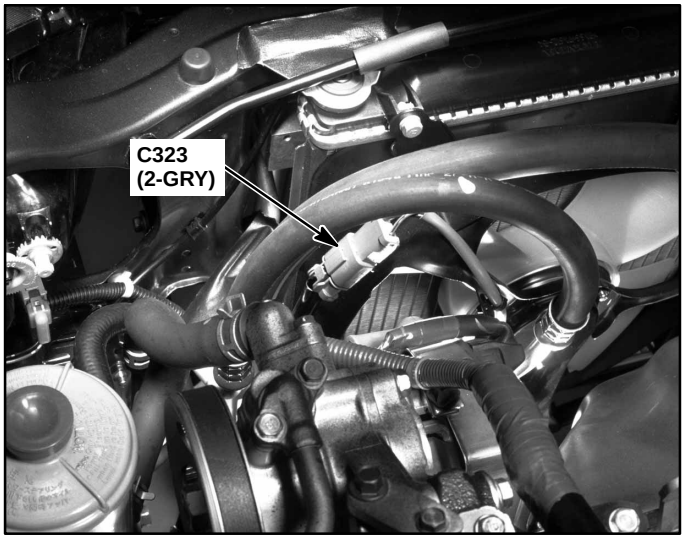
36. Right Front of Engine



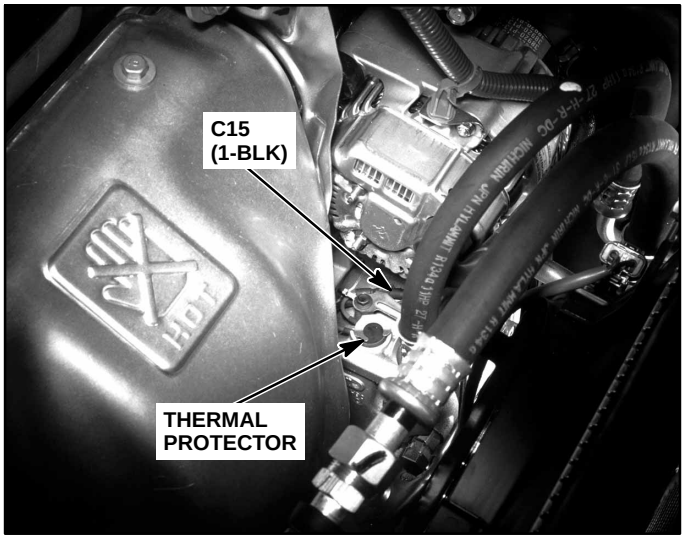
37. Left Front of Engine



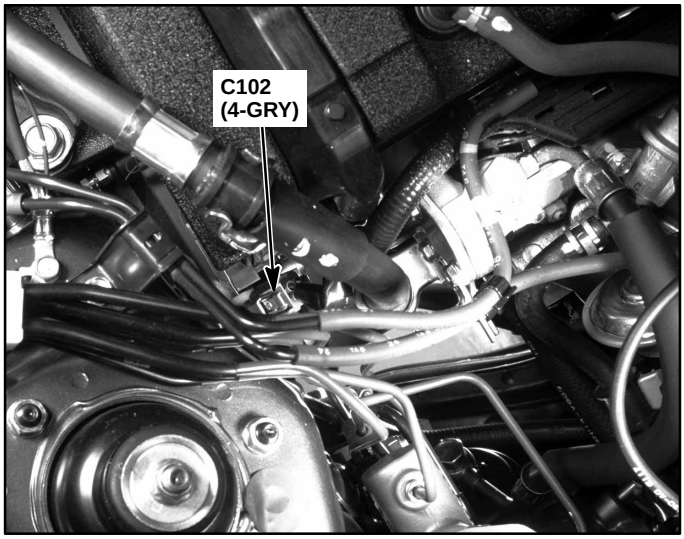
38. Left Front of Engine Compartment



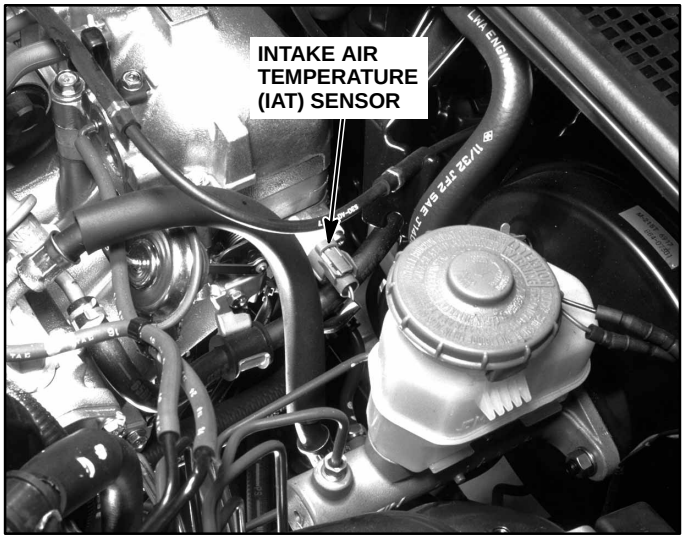
39. Left Front of Engine



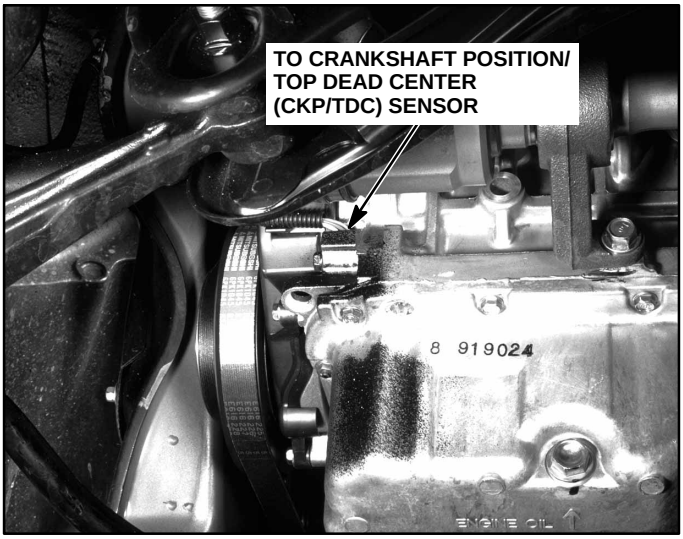
40. Left Rear of Engine



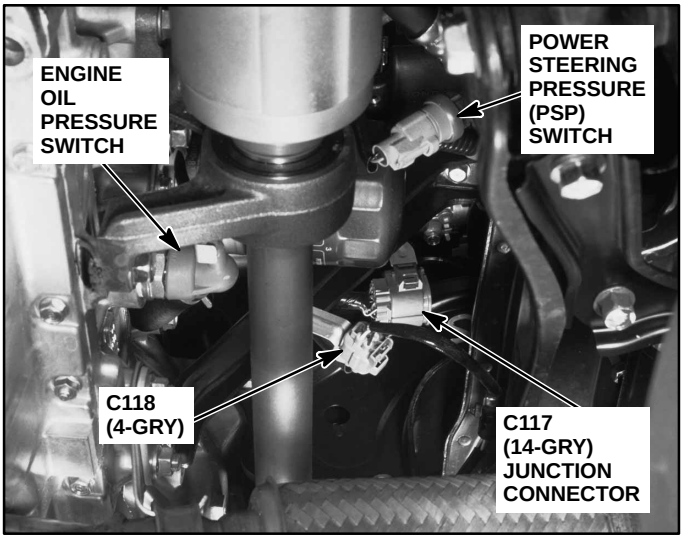
41. Left Rear of Engine



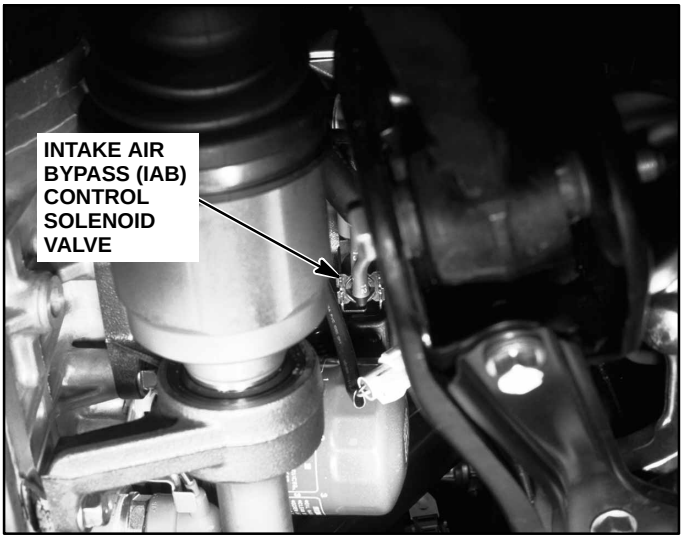
42. Lower Left Rear of Engine (Type SH Similar)



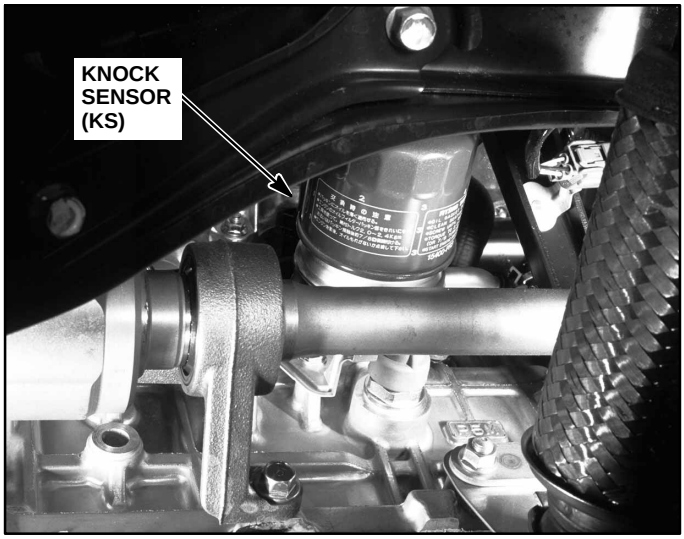
43. Lower Rear of Engine (Except Type SH)



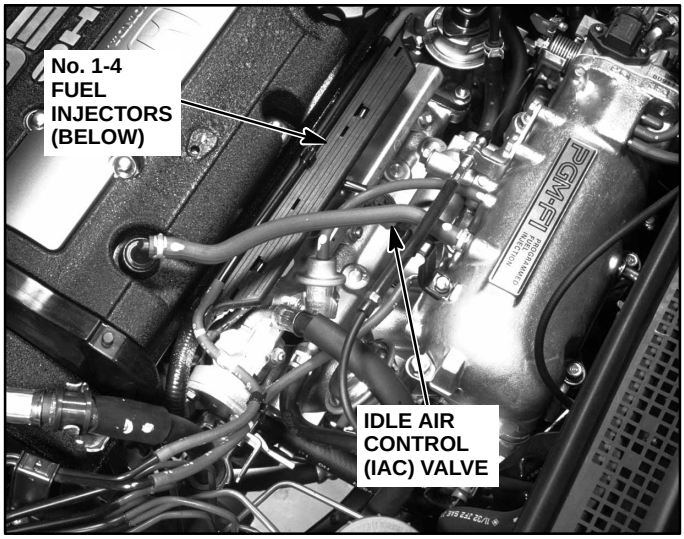
44. Lower Rear of Engine (Except Type SH)



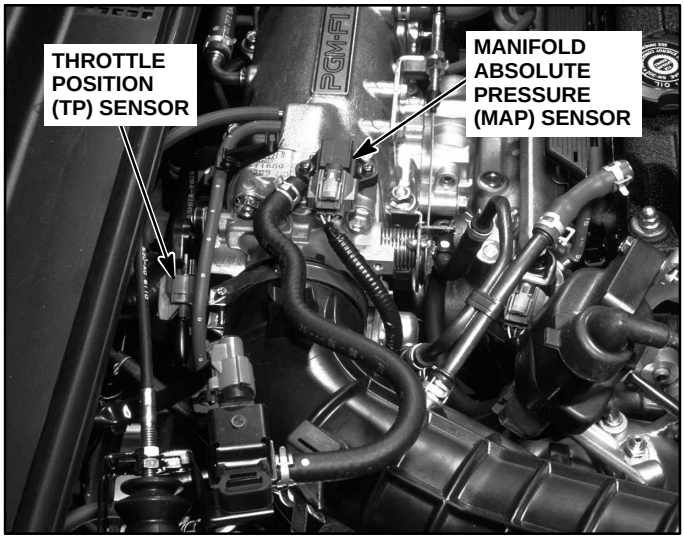
45. Lower Rear of Engine (Type SH Similar)



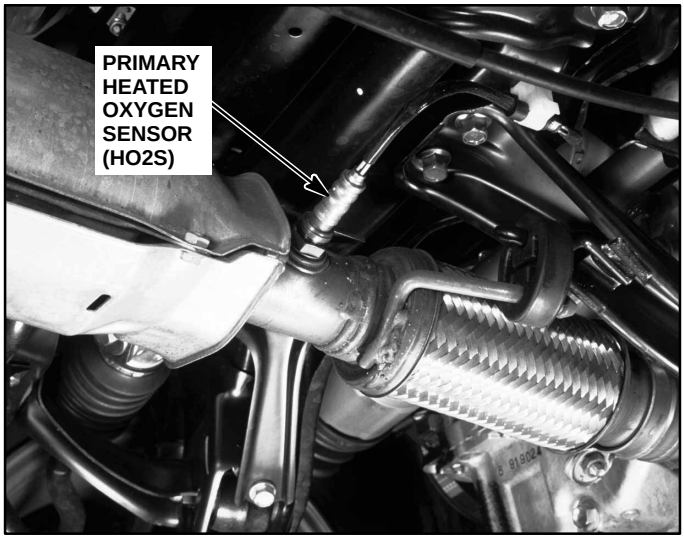
46. Top of Engine



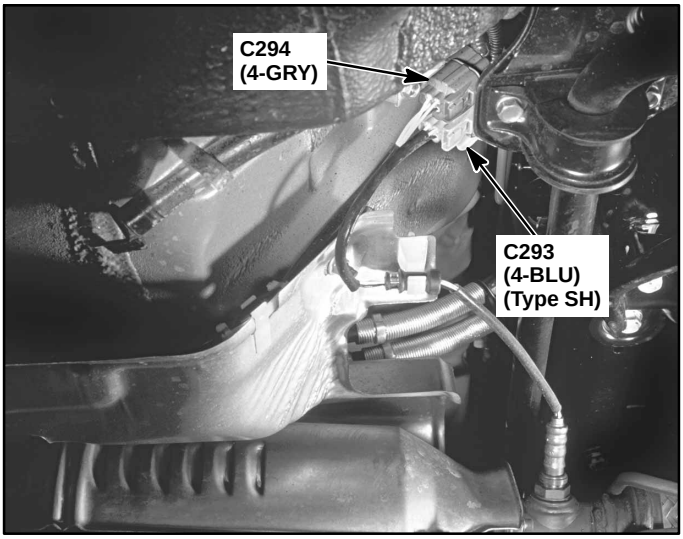
47. Top Right Rear of Engine



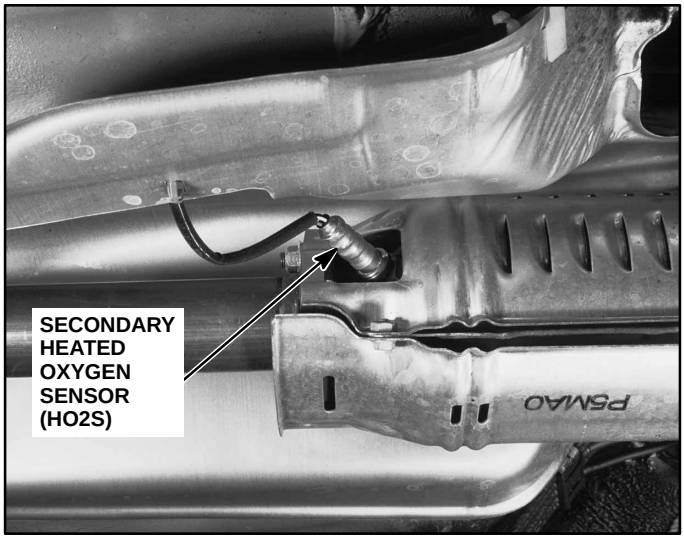
48. Underside of Vehicle, Forward of TWC Converter



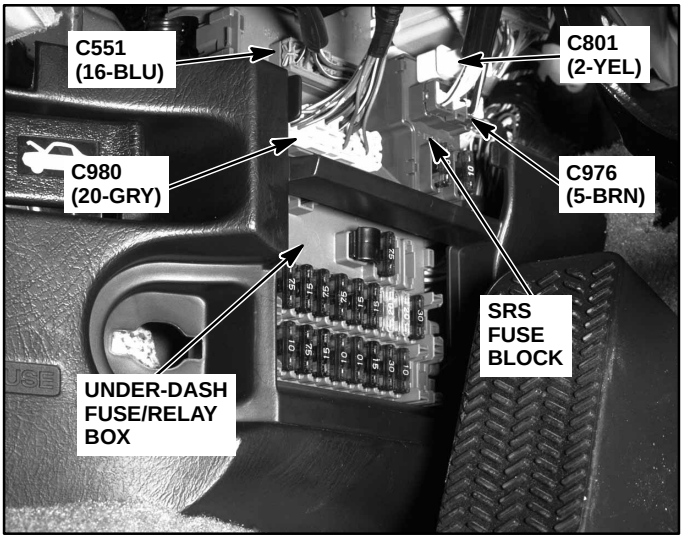
49. Underside of Vehicle, Below Passenger's Footwell



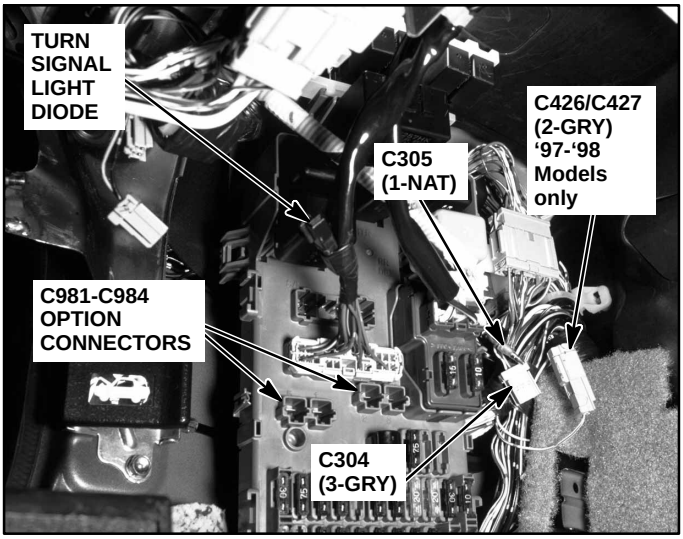
50. Underside of Vehicle, Rear of TWC Converter



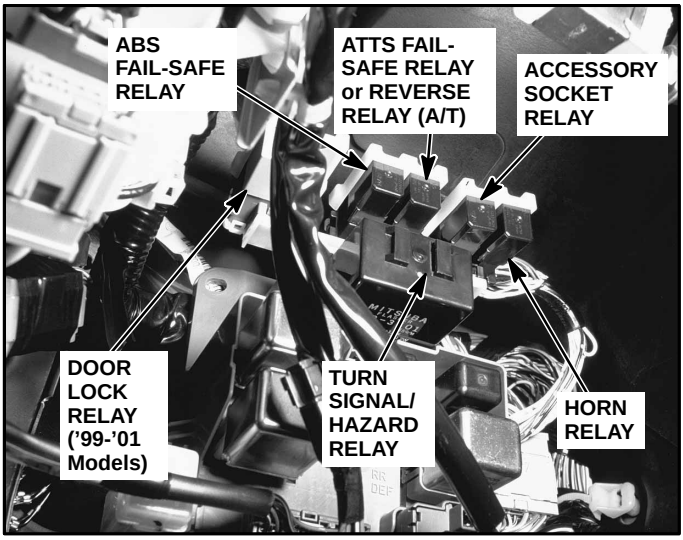
51. Left Kick Panel Area



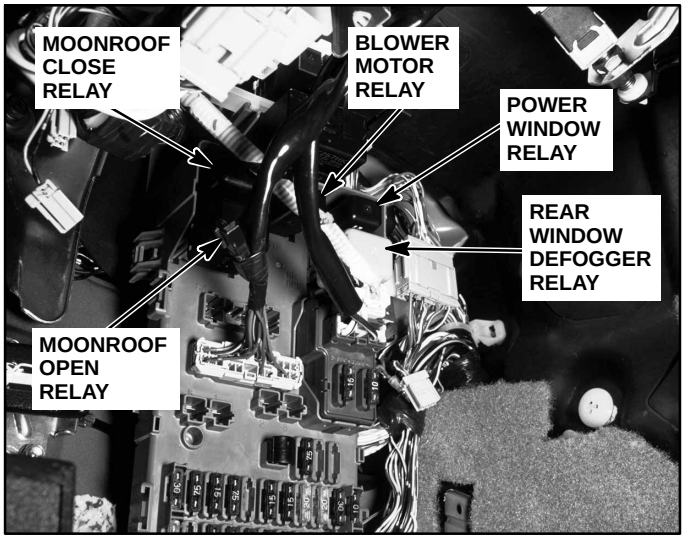
52. Left Kick Panel Area



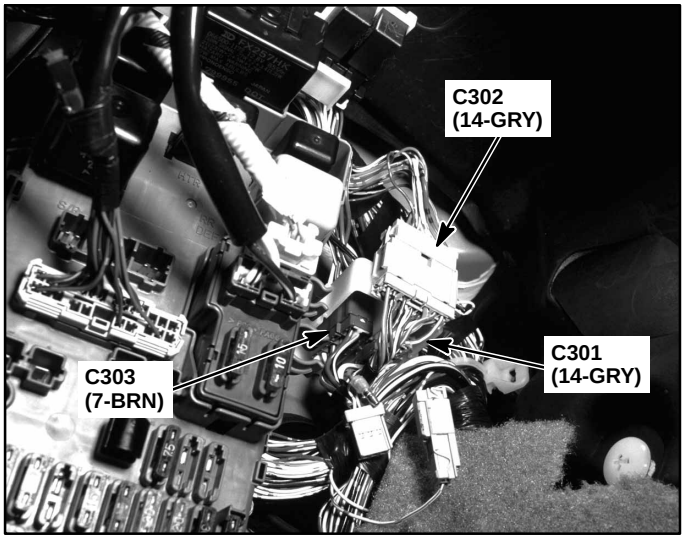
53. Top of Under-dash Fuse/Relay Box



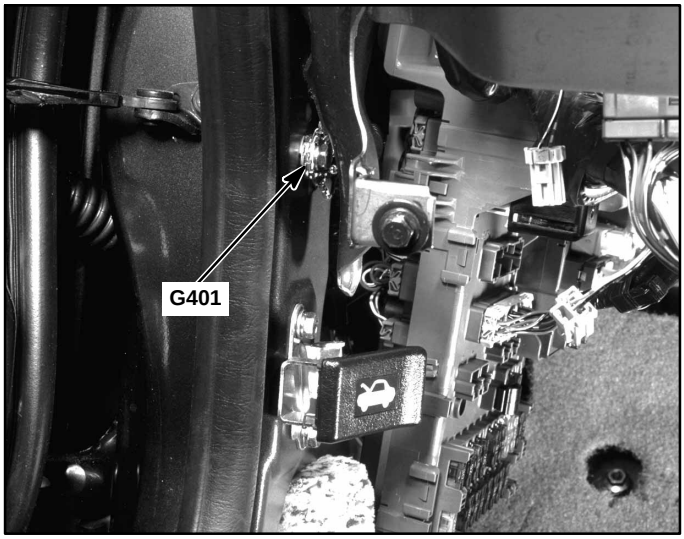
54. Left Kick Panel Area



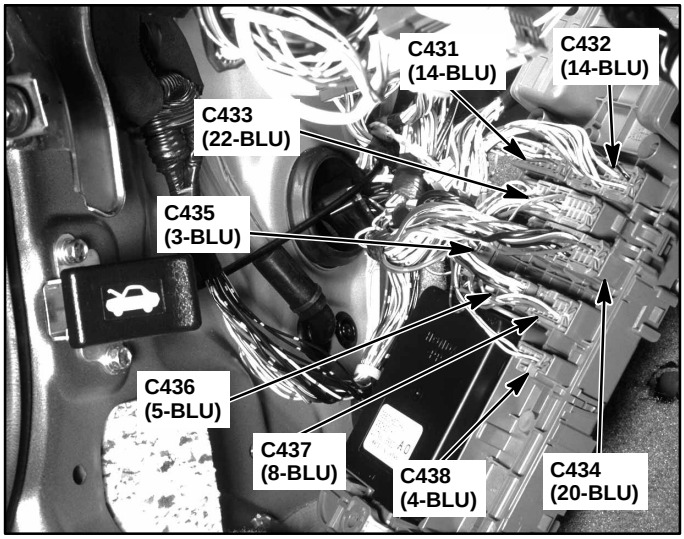
55. Left Kick Panel Area



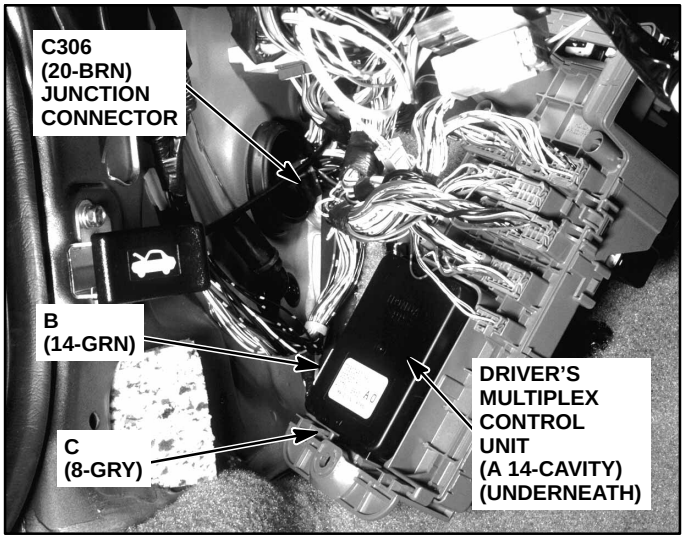
56. Left Kick Panel Area



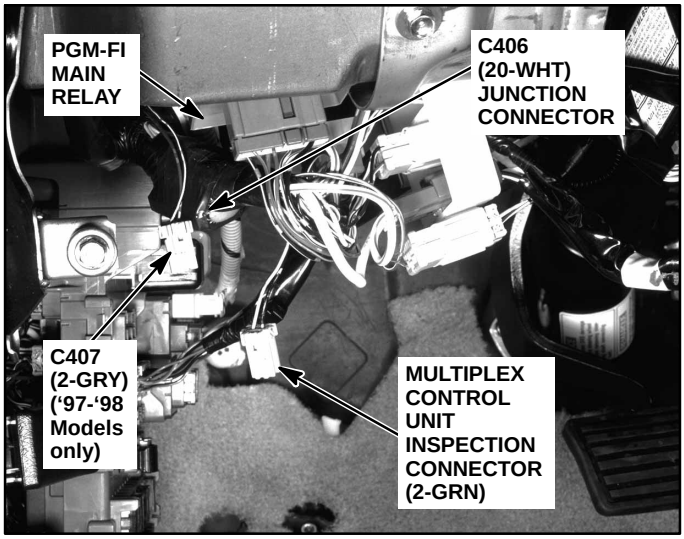
57. Left Kick Panel Area



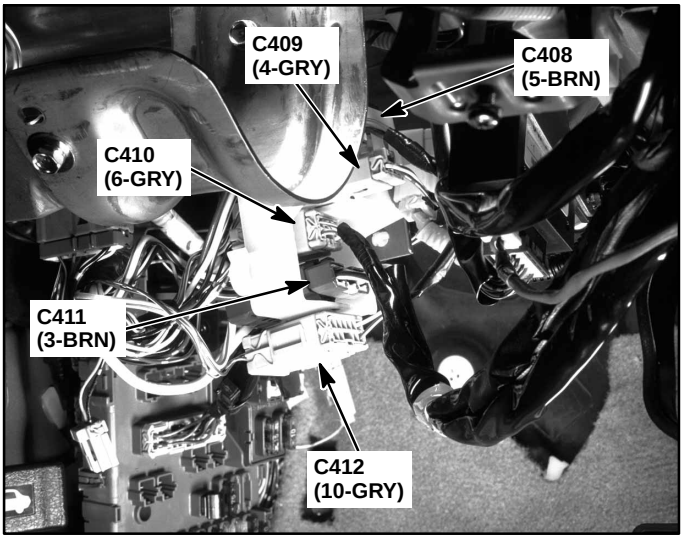
58. Left Kick Panel Area



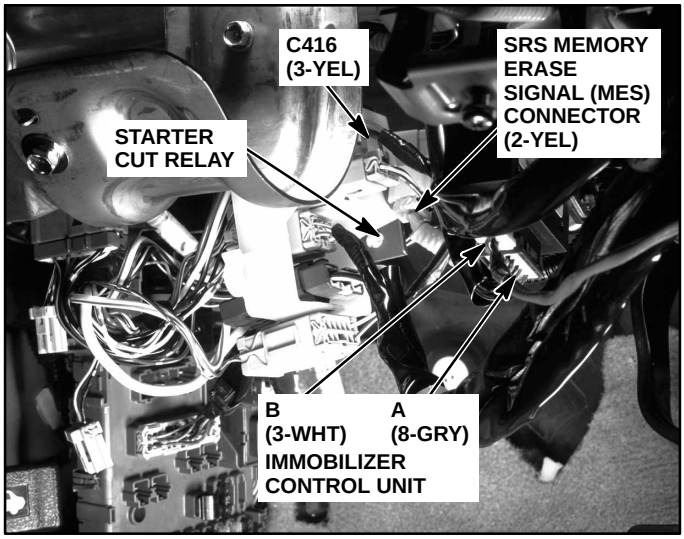
59. Behind Left Side of Dash



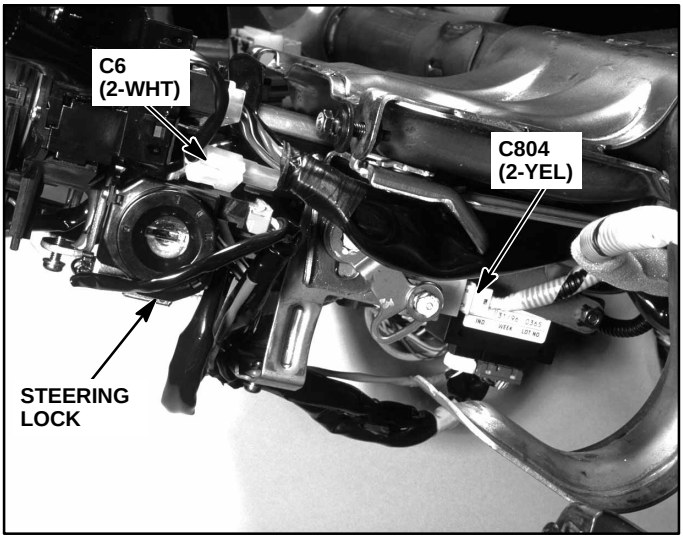
60. Behind Dash, Left of Steering Column



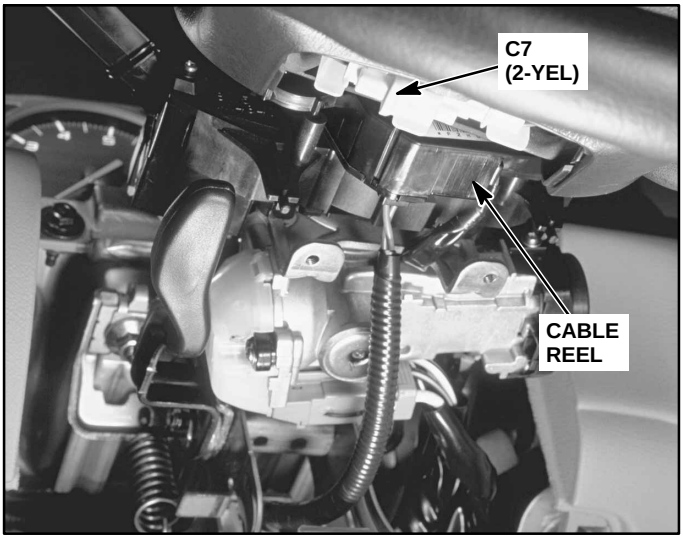
61. Behind Dash, Left of Steering Column



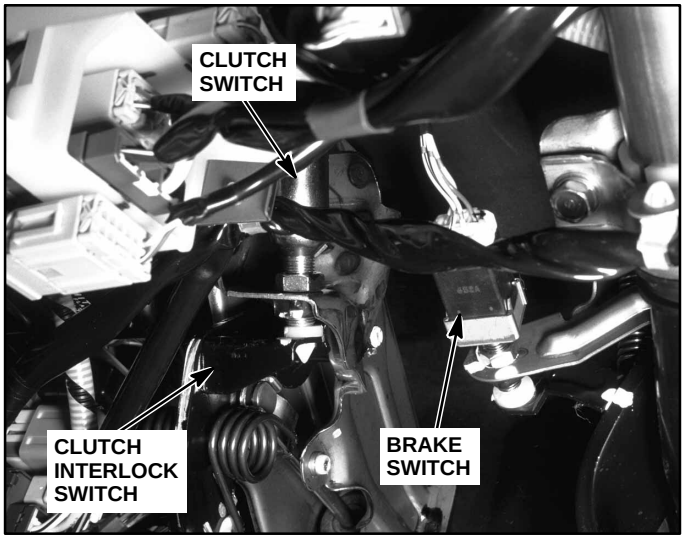
62. Right Side of Steering Column



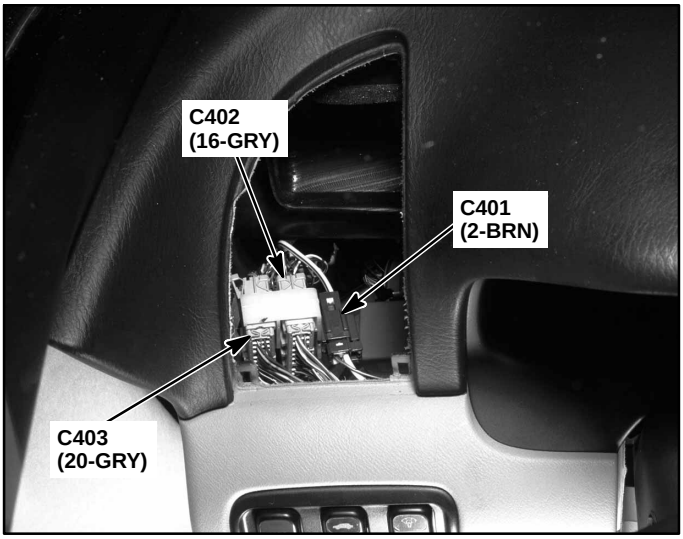
63. Underside of Steering Wheel



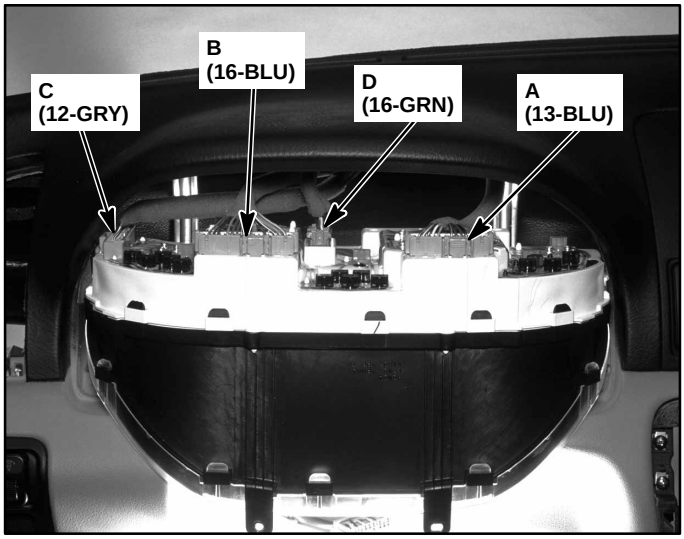
64. Behind Left Side of Dash



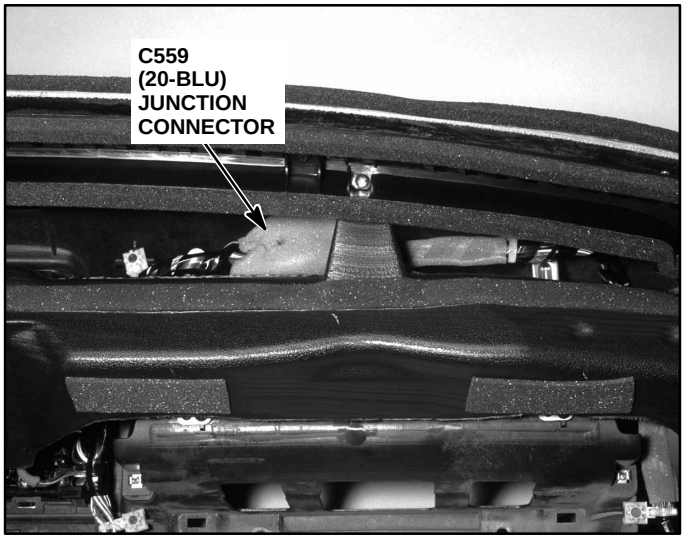
65. Behind Left Dash Ventilation Duct



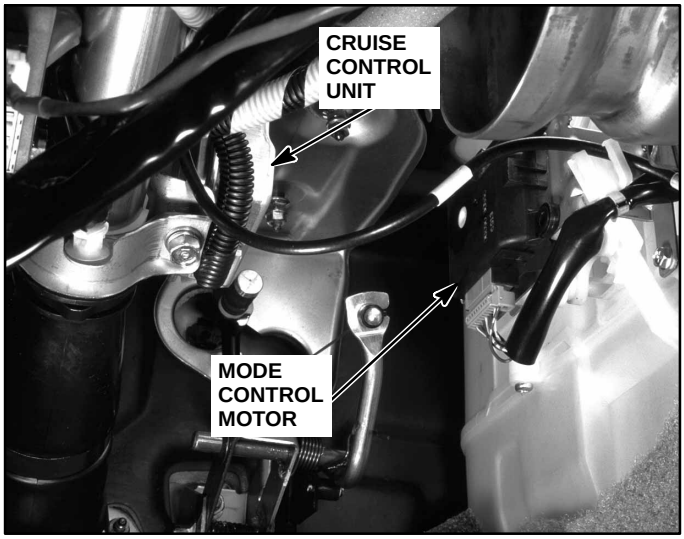
66. Gauge Assembly



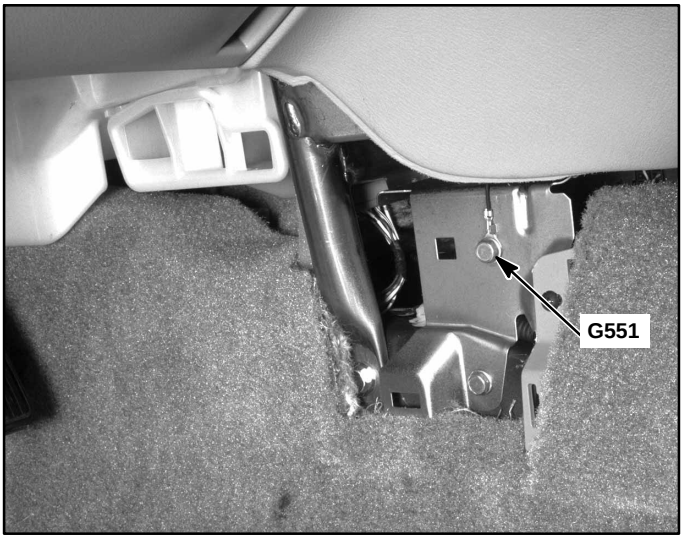
67. Rear of Dash, Behind Gauge Assembly



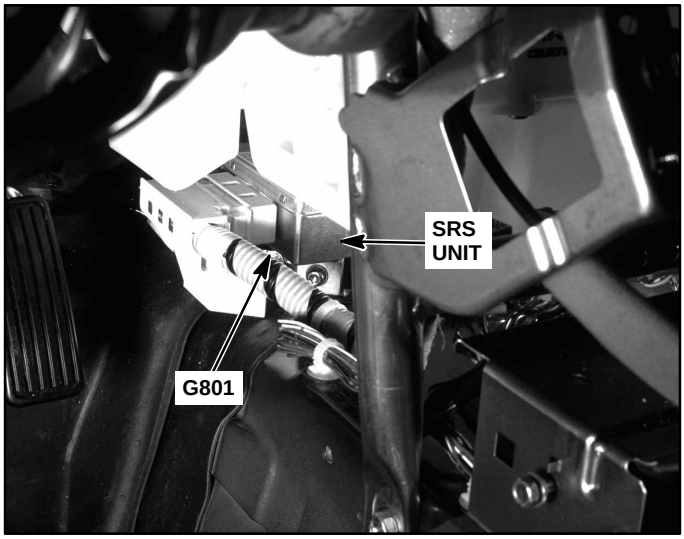
68. Behind Dash, Right of Steering Column



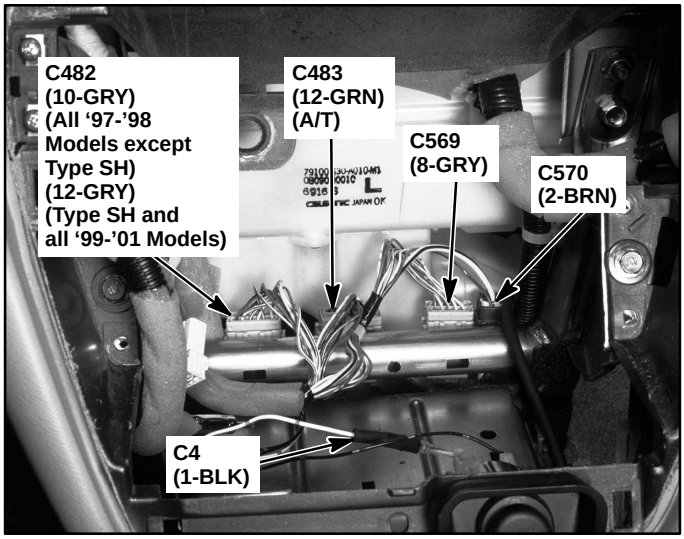
69. Right Side of Driver's Footwell



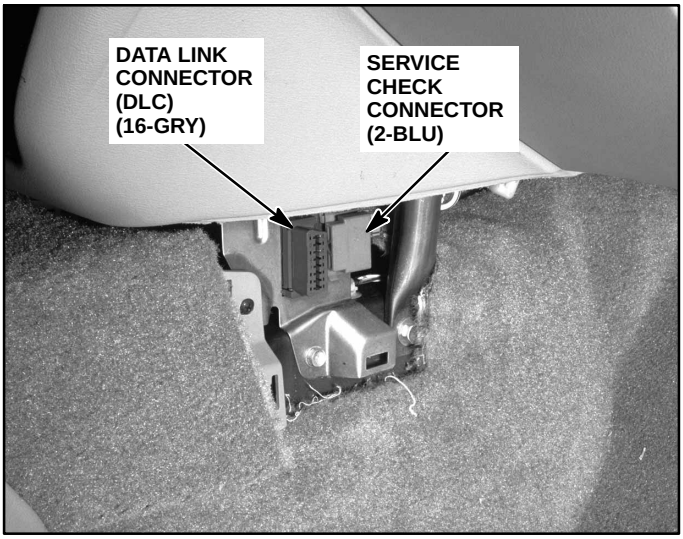
70. Right Side of Driver's Footwell



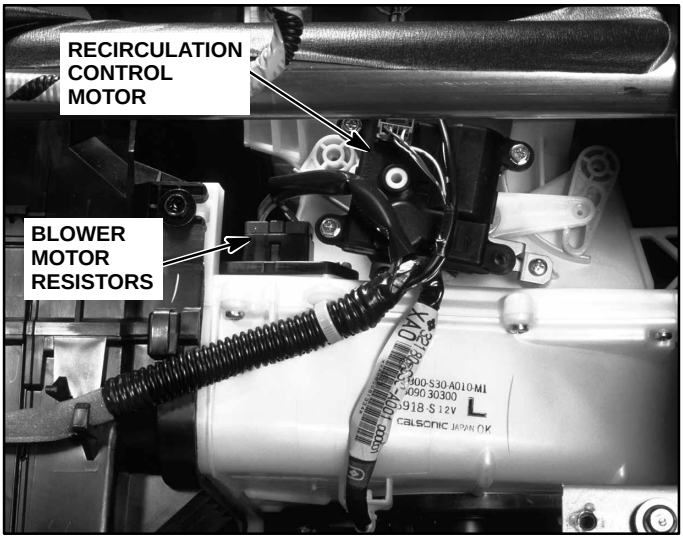
71. Below Center of Dash



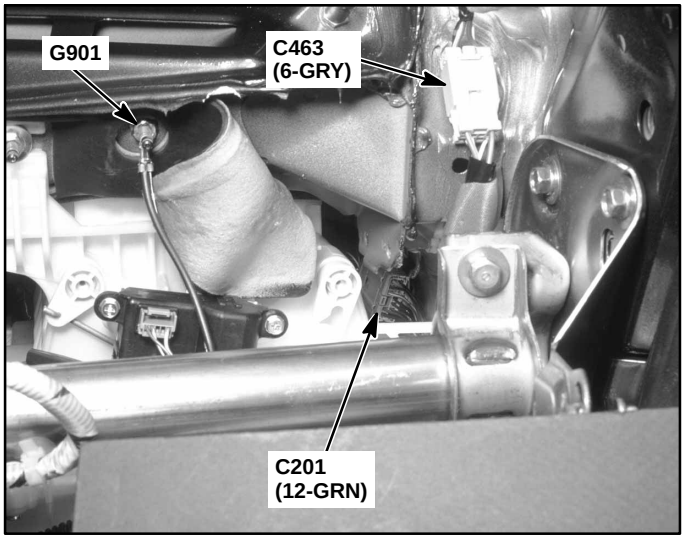
72. Left Side of Front Passenger's Footwell



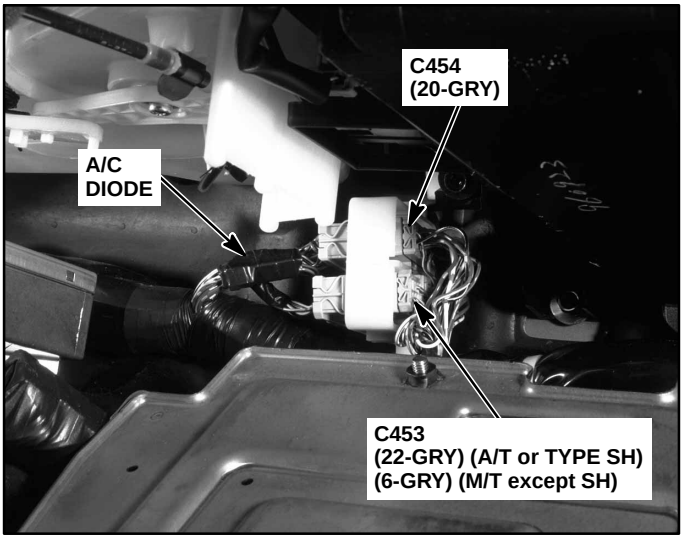
73. Behind Glove Box



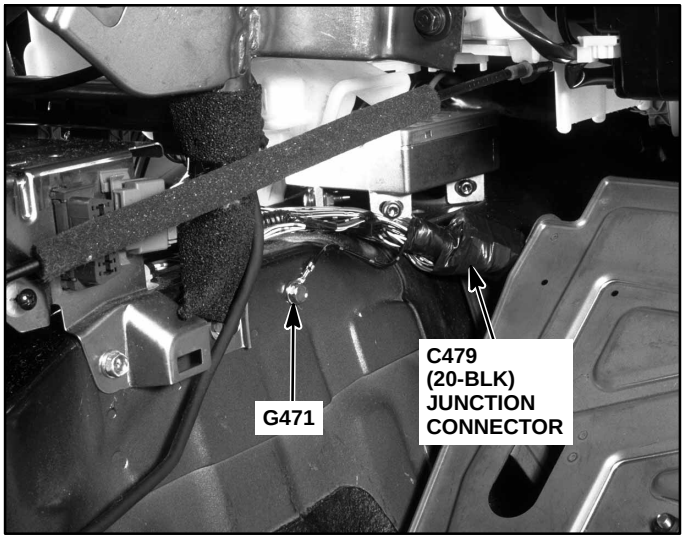
75. Behind Right Side of Dash



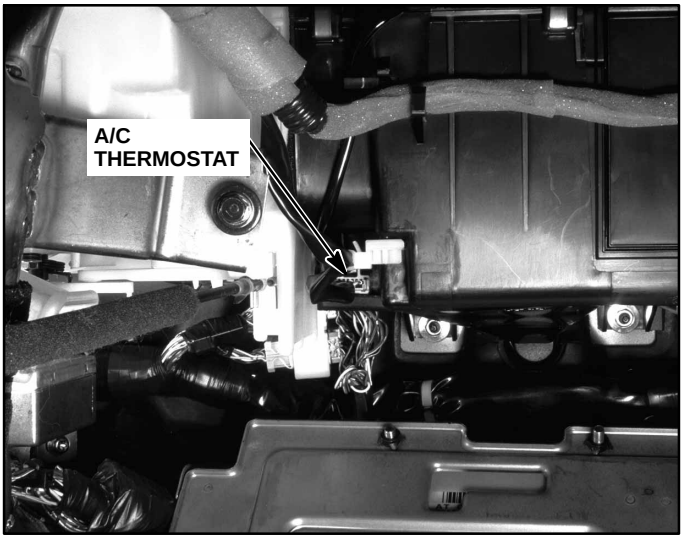
76. Left Front of Passenger's Footwell



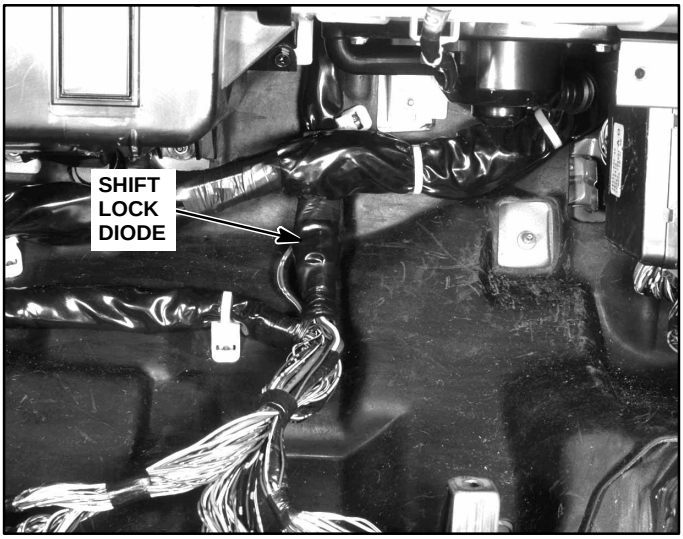
77. Left Side of Front Passenger's Footwell



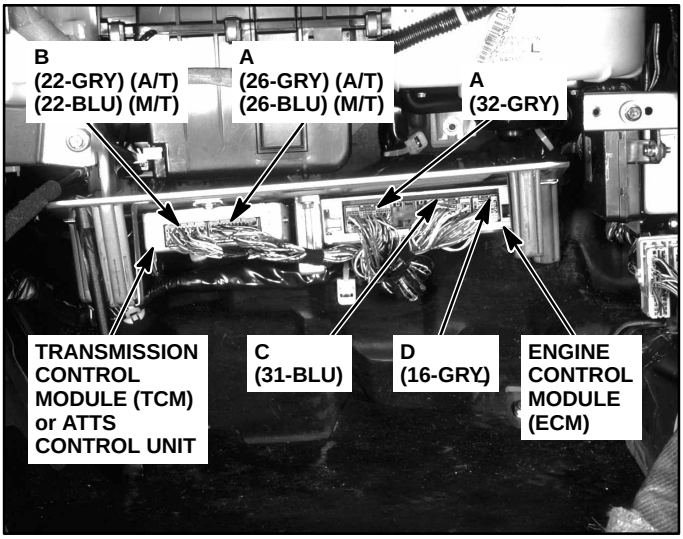
78. Above Left Side of Front Passenger's Footwell



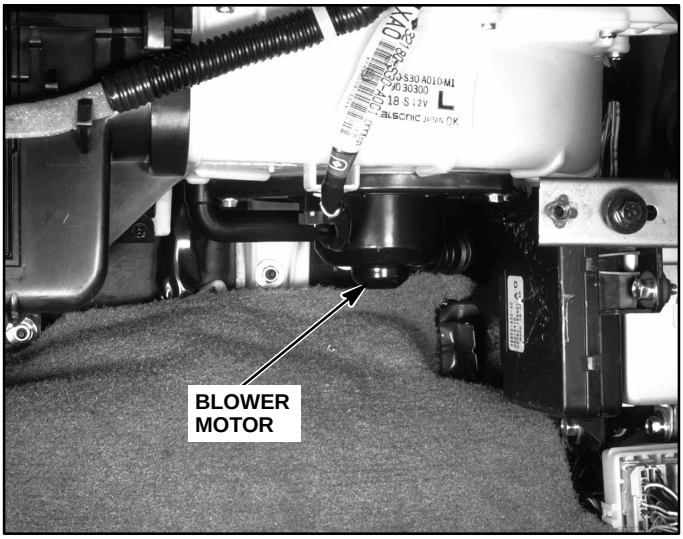
79. Under Front Passenger's Footrest (A/T)



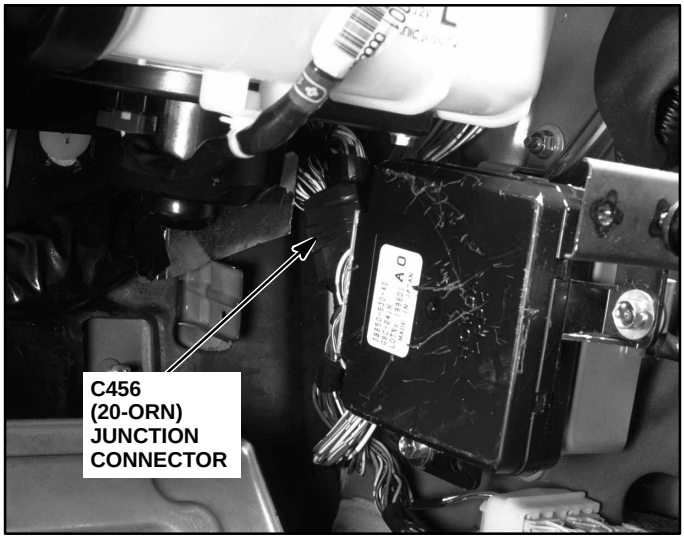
80. Underside of Front Passenger's Footrest



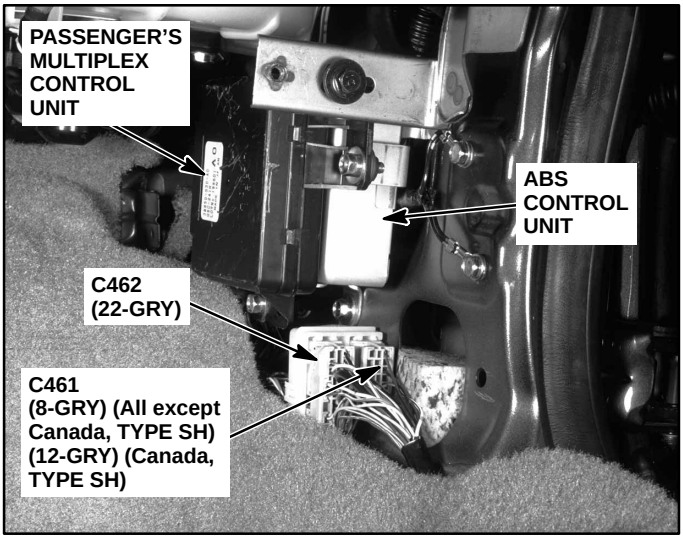
81. Below Right Side of Dash



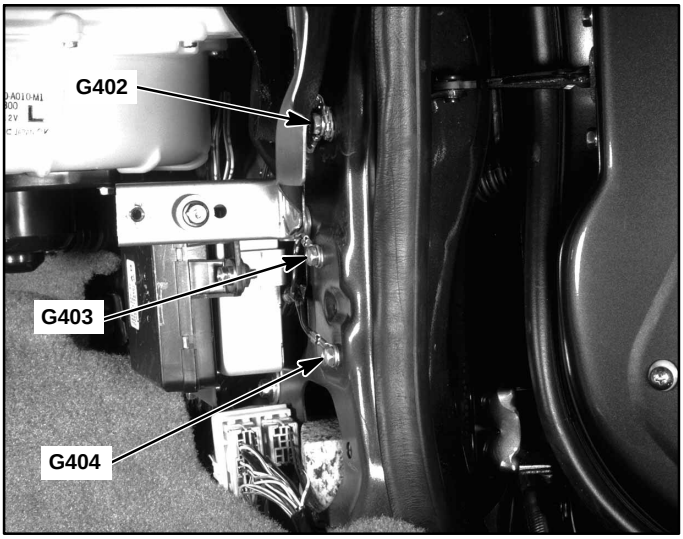
82. Right Kick Panel Area



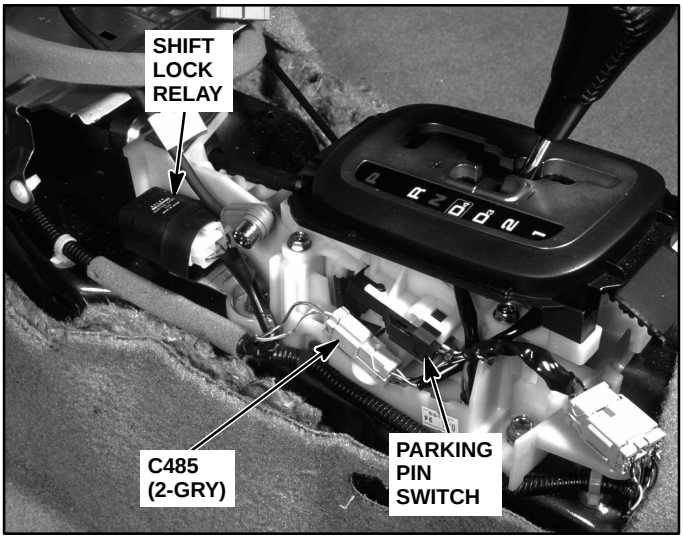
83. Right Kick Panel Area



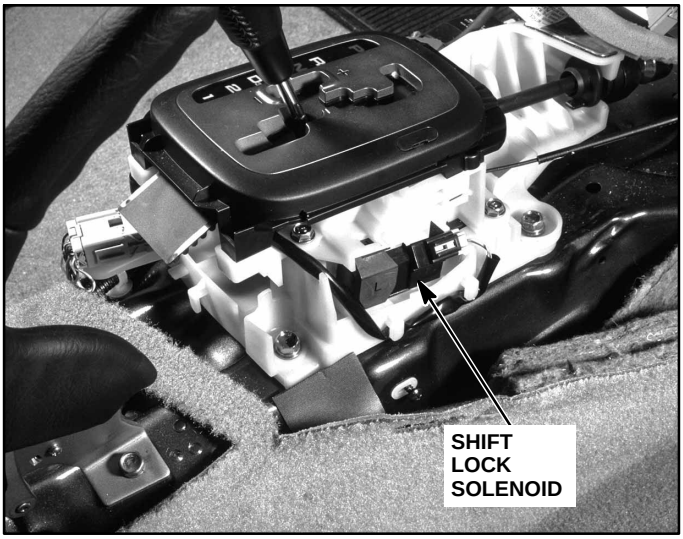
84. Right Kick Panel Area (Dash Removed)



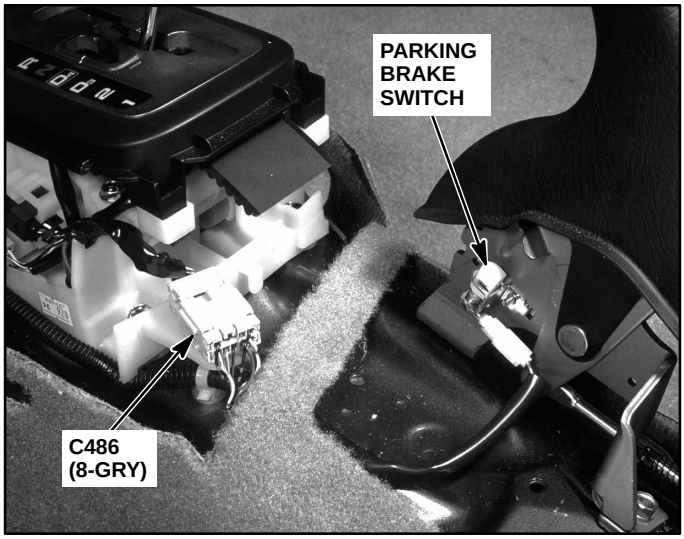
85. Below Left Side of Center Console



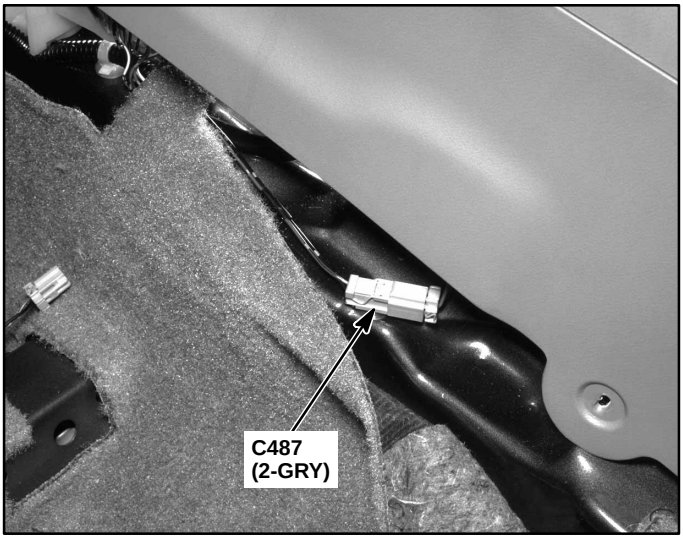
86. Below Right Side of Center Console



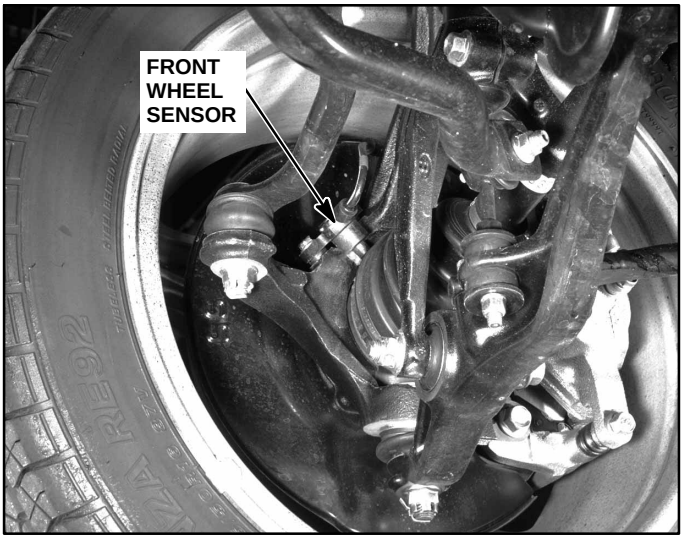
87. Below Left Side of Center Console



88. Below Left Side of Center Console

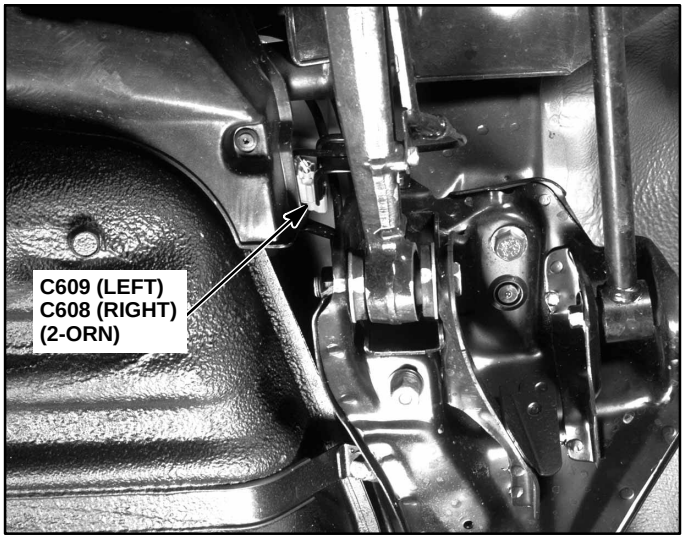


89. Inside of Left Front Wheel (Right Similar)

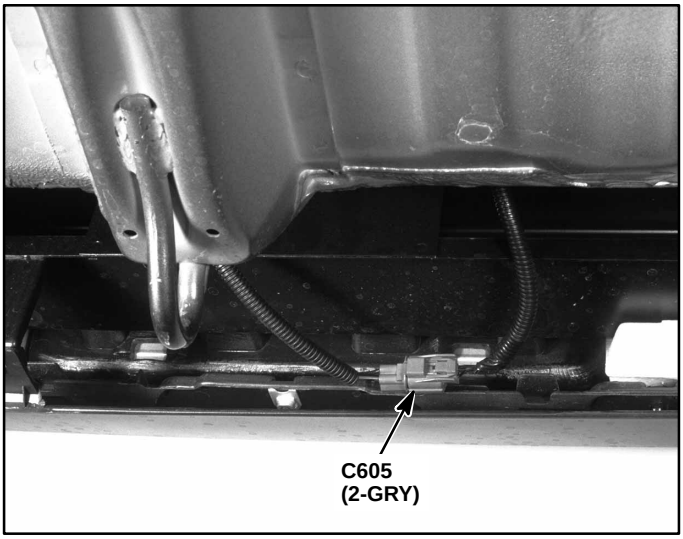


90. Inside of Left Rear Wheel (Right Similar)

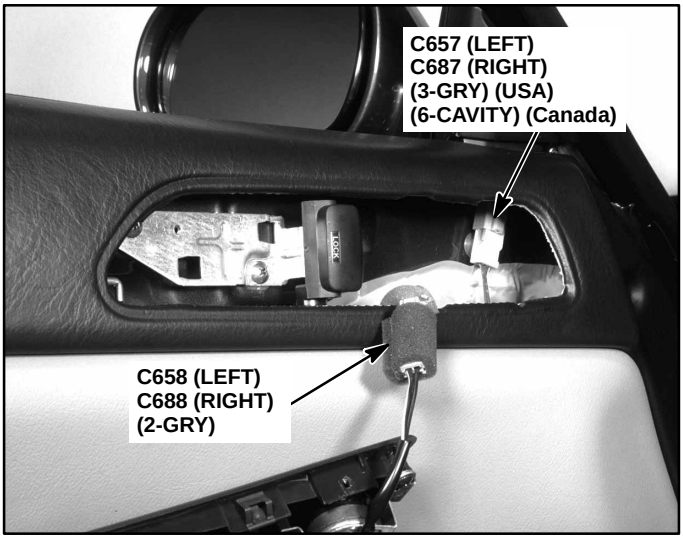
91. Left Rear Underside of Vehicle (Right Similar)



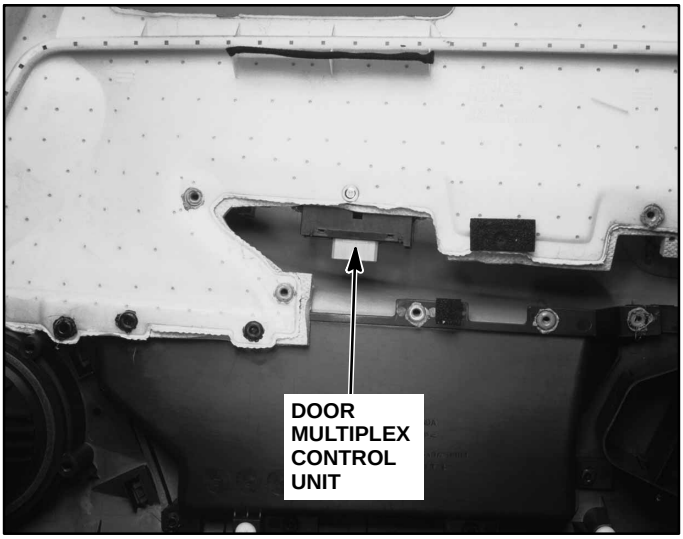
92. Center Underside of Rear Bumper



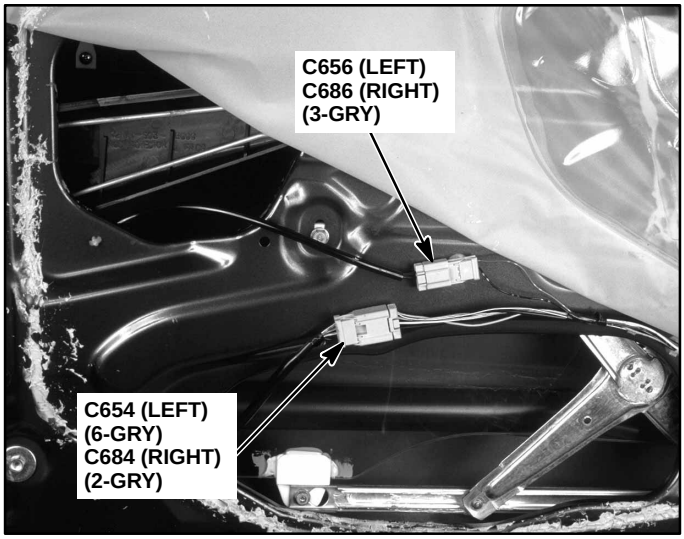
93. Driver's Door (Passenger's Similar)



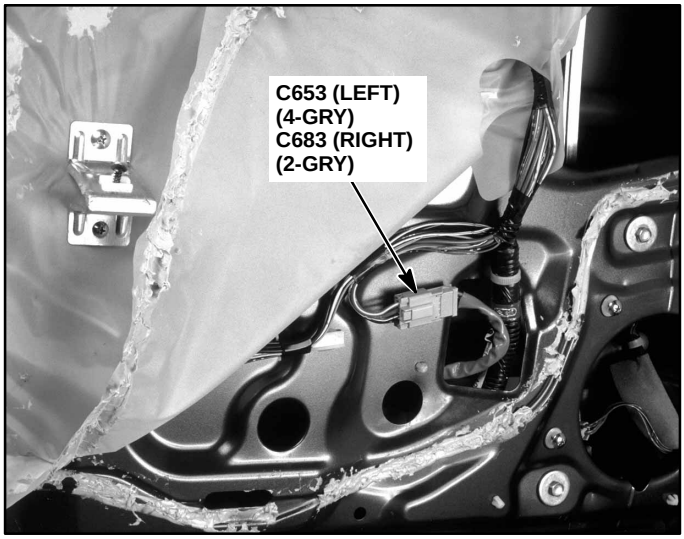
94. Inside of Driver's Door Panel



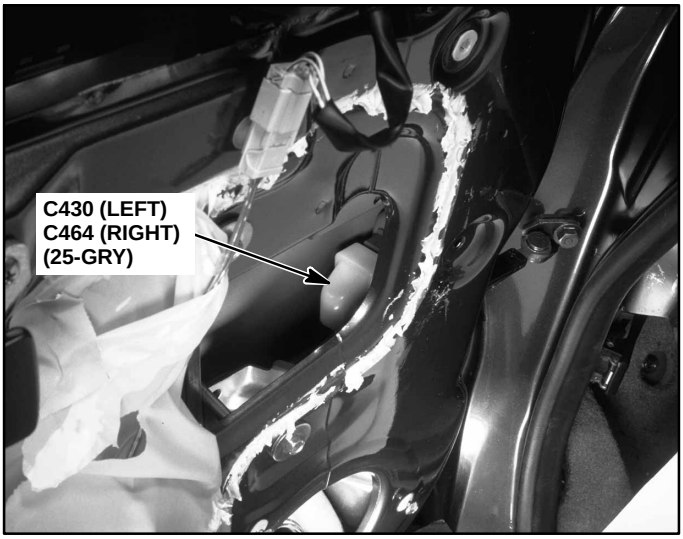
95. Driver's Door (Passenger's Similar)



96. Driver's Door (Passenger's Similar)



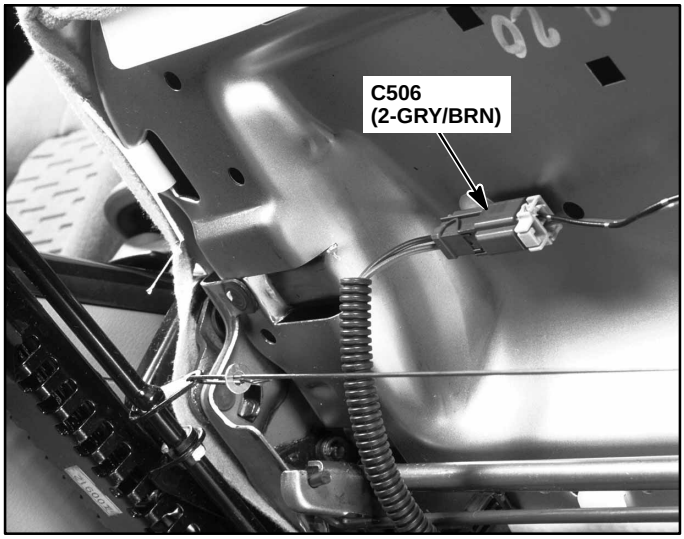
97. Driver's Door (Passenger's Similar)



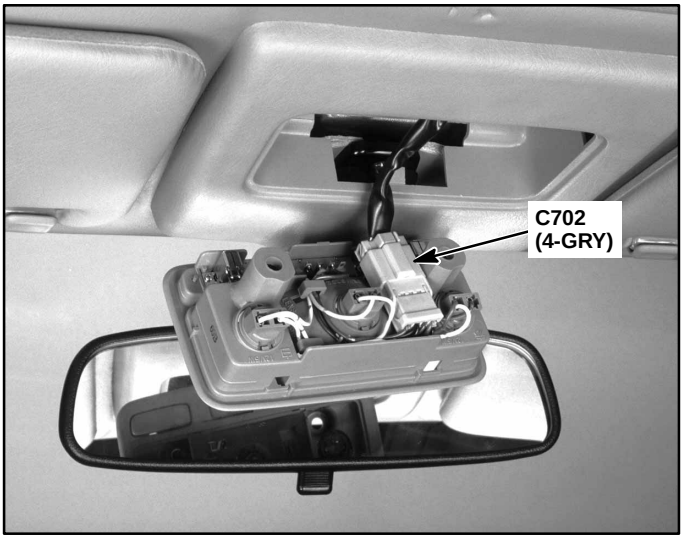
98. Left Rear Quarter Area (Right Similar)

99. Under Front Passenger's Seat

100. Underside of Driver's Seat

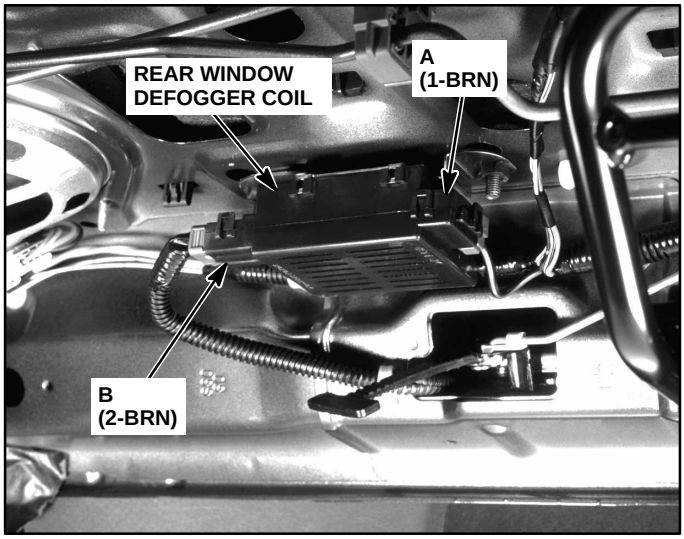


101. Center of Windshield Header

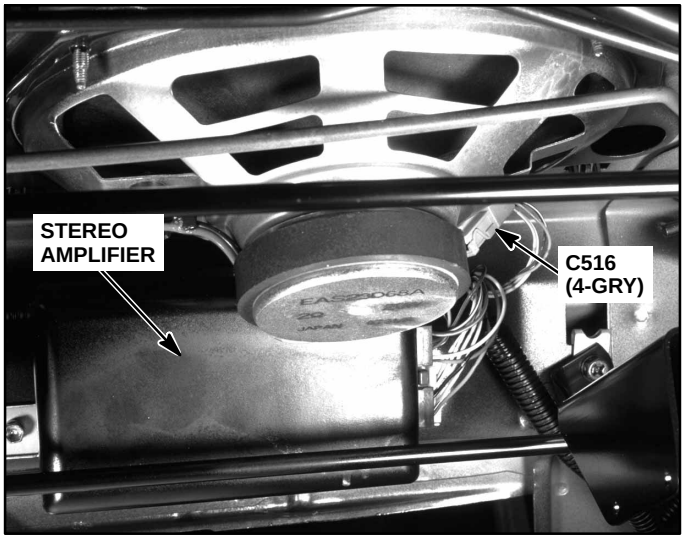


103. Under Left Side of Rear Shelf, In Trunk

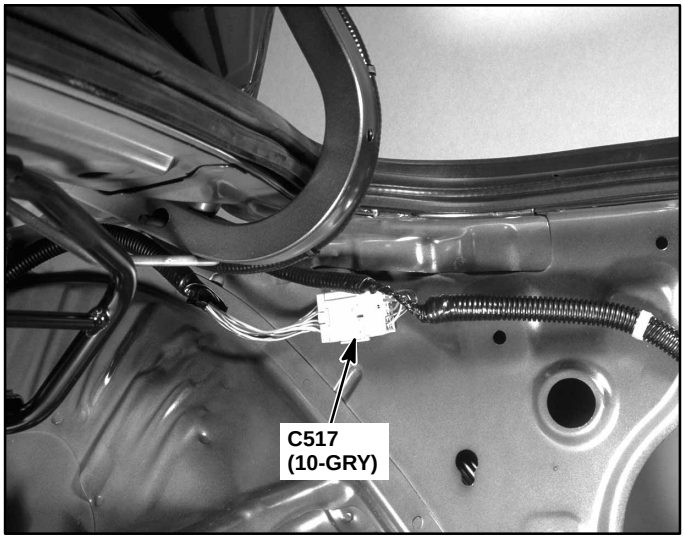
104. Under Center of Rear Shelf, In Trunk



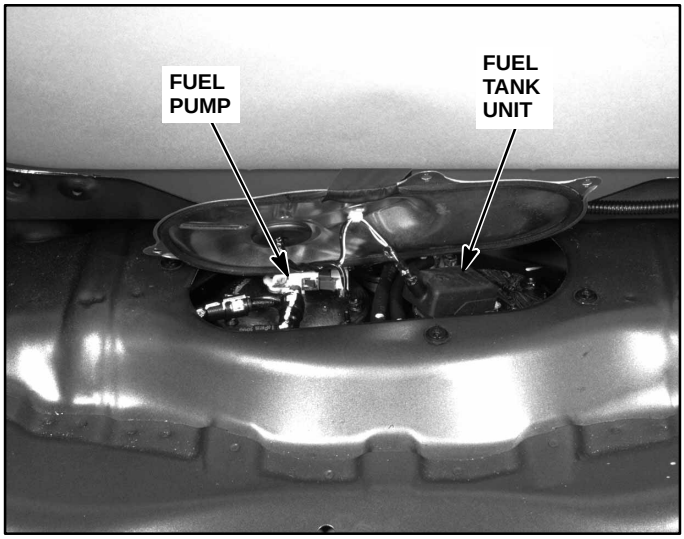
105. Under Right Side of Rear Shelf, In Trunk



106. Right Side of Trunk

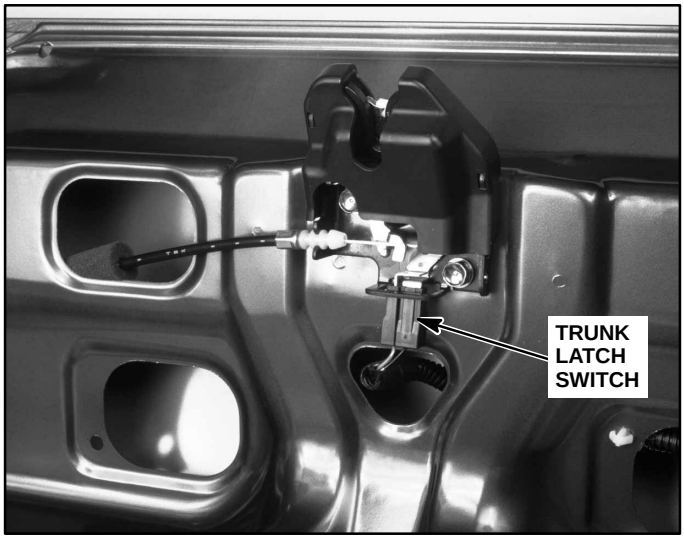


107. Center Front of Trunk Floor

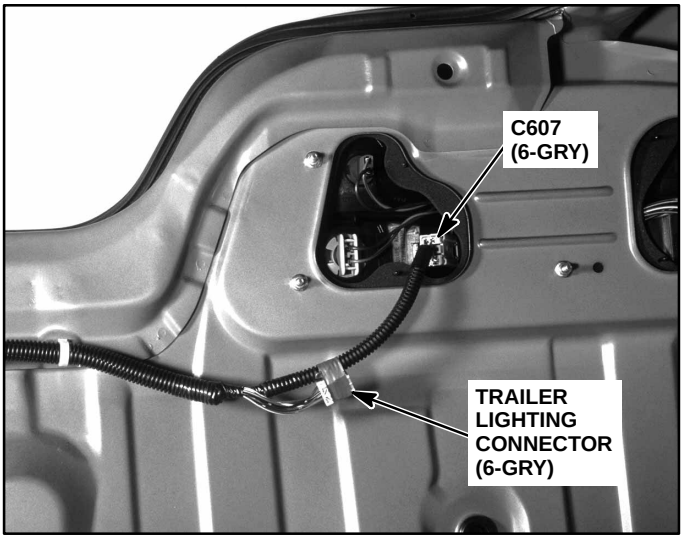


108. Right Side of Trunk Lid (Type SH)

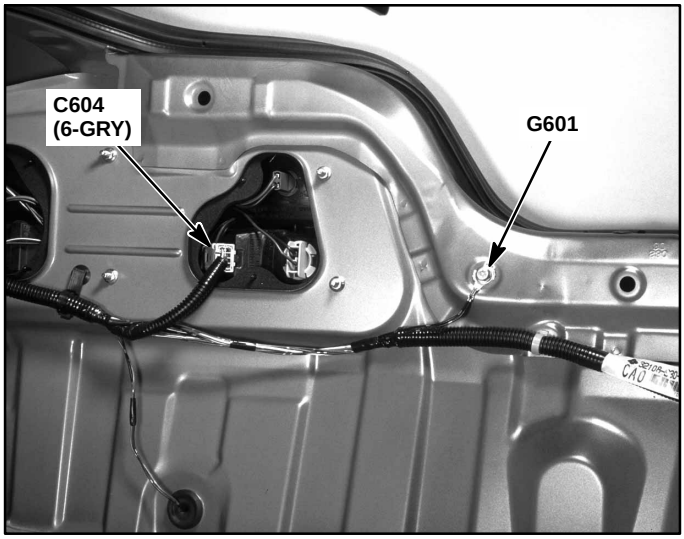
109. Trunk Latch Switch



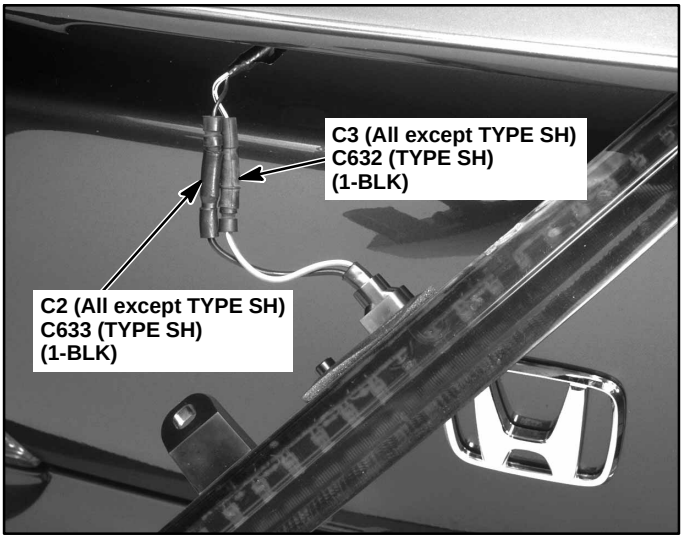
110. Left Rear of Trunk



111. Right Rear of Trunk

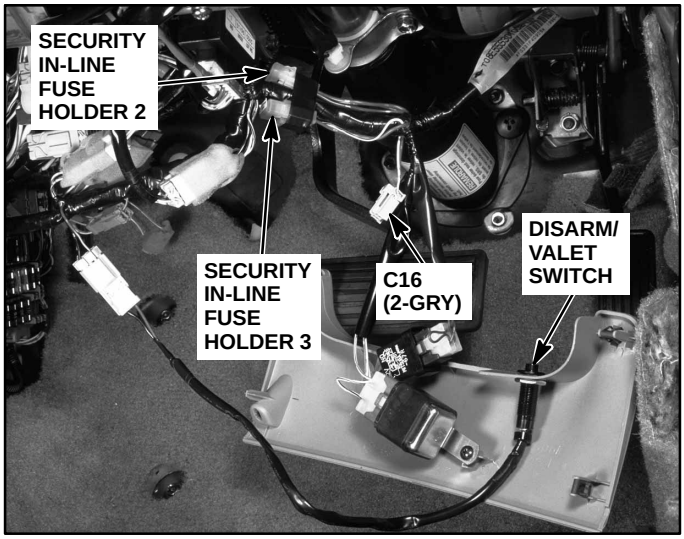


112. Center of Spoiler

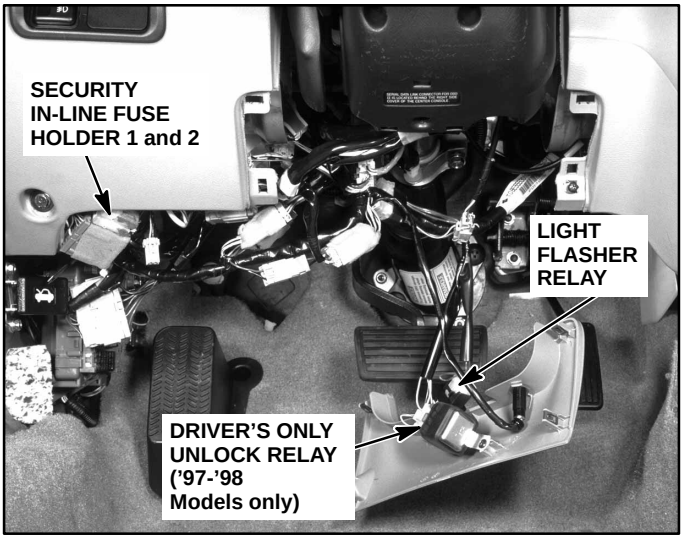


113. Above Accelerator Pedal (Dealer Installed Option)

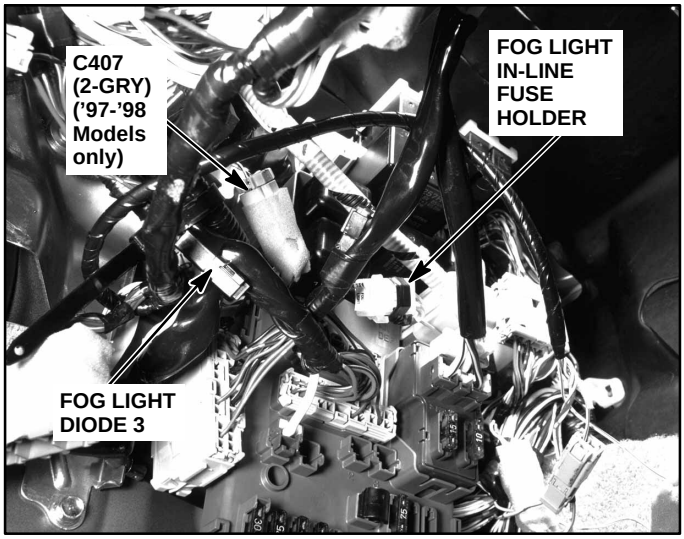
114. Behind Left Side of Dash (Dealer Installed Option)



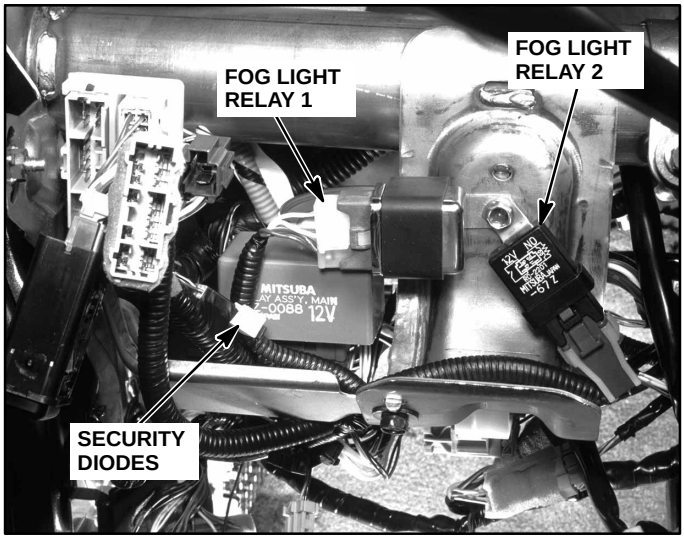
115. Left Side of Dash (Dealer Installed Option)



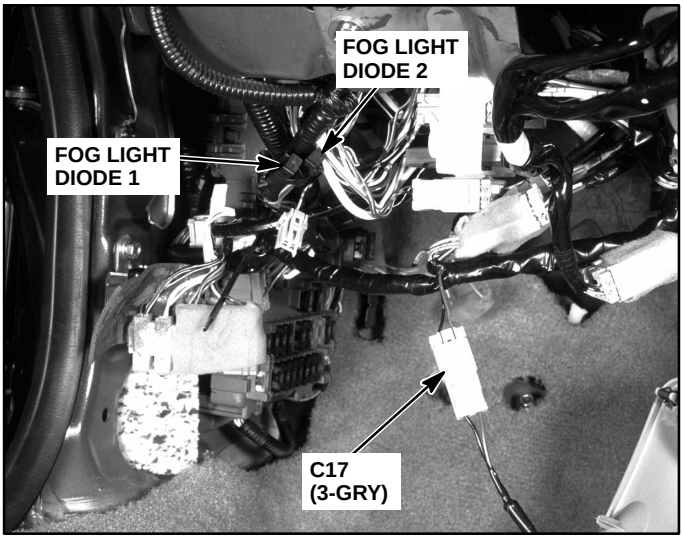
116. Left Kick Panel Area (Dealer Installed Option)



117. Behind Left Side of Dash (Dealer Installed Option)

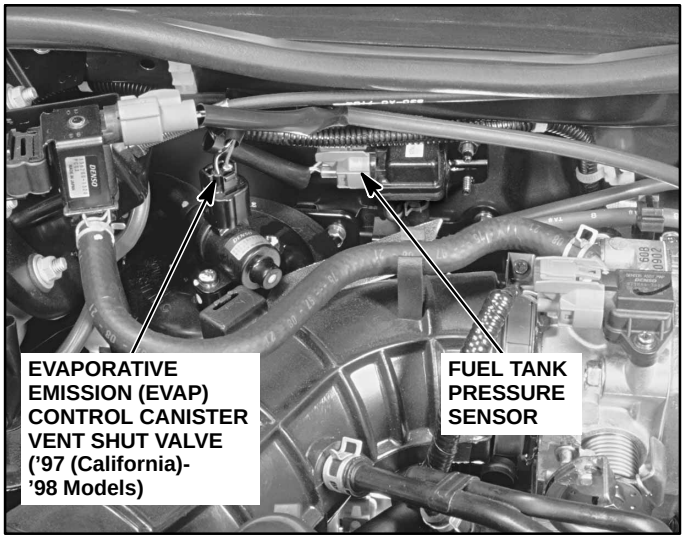


118. Behind Left Side of Dash (Dealer Installed Option)

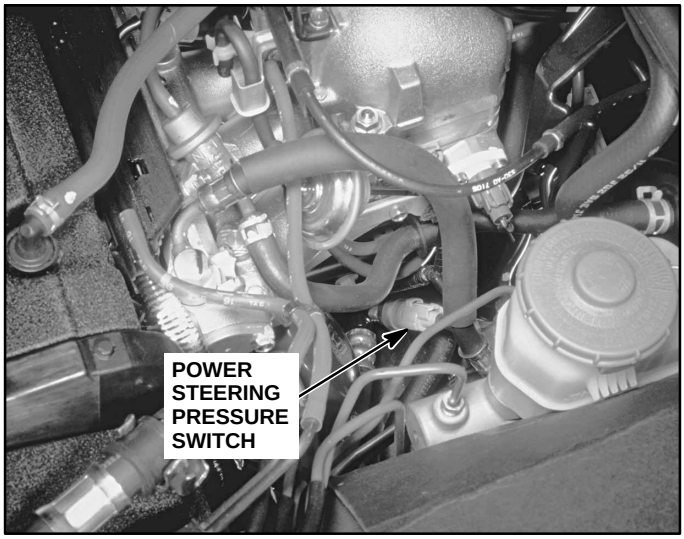


119. Center Rear of Engine Compartment

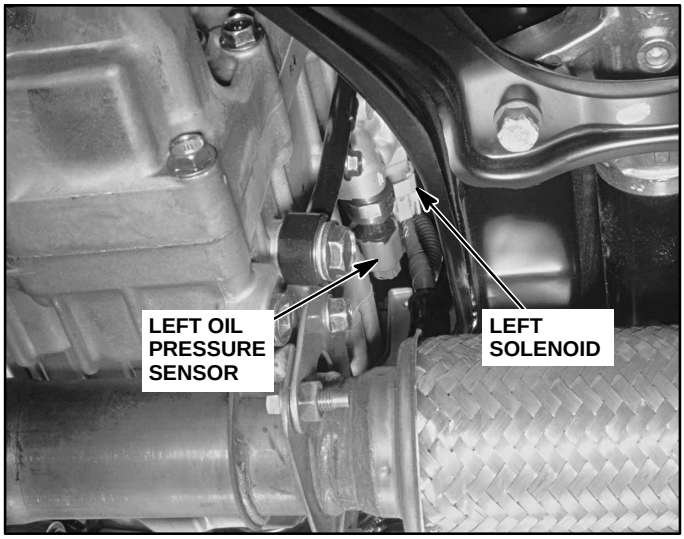
120. Right Rear of Engine Compartment



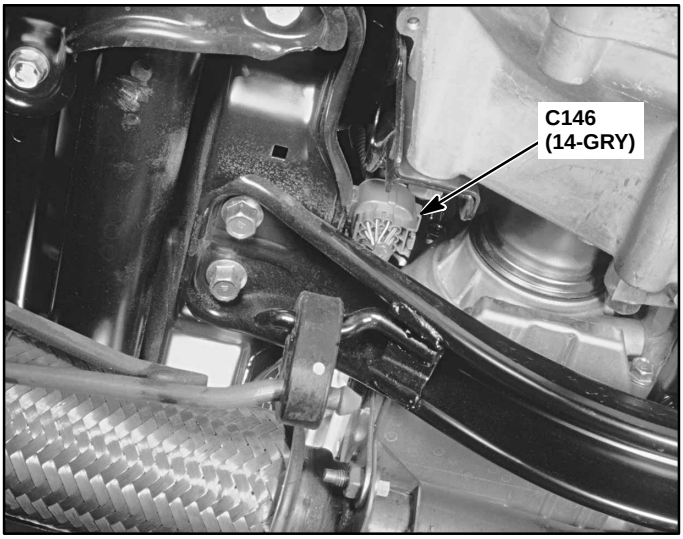
121. Left Rear of Engine Compartment (Type SH)



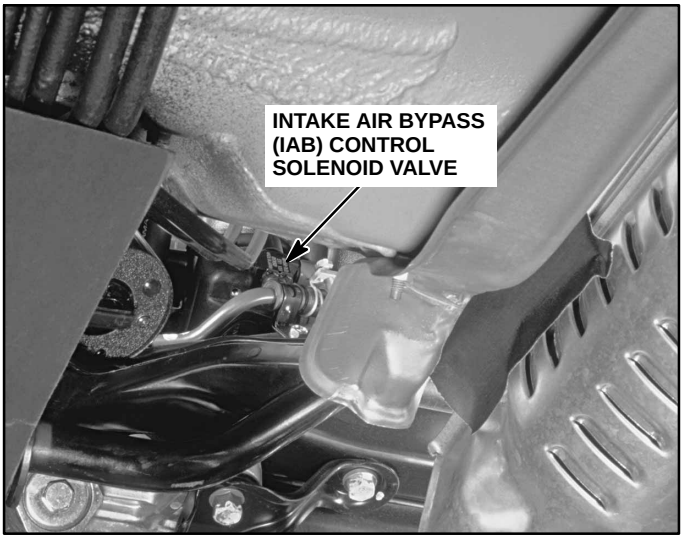
122. Underside of Vehicle, Rear of ATTS Unit (Type SH)



123. Center Rear of Engine (Type SH)

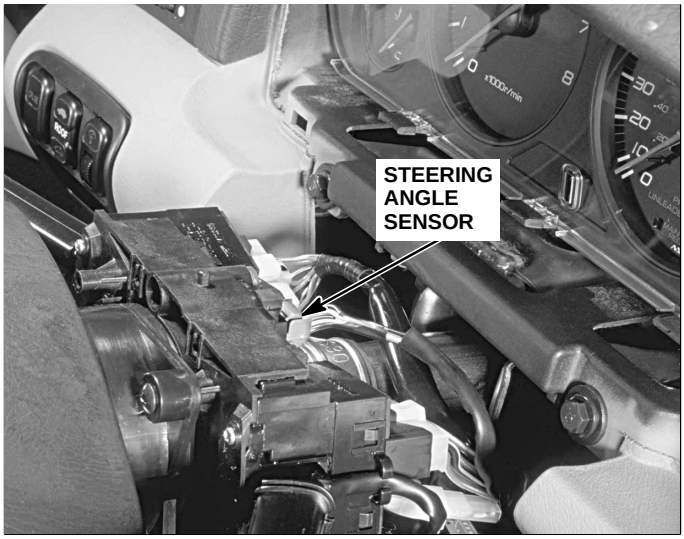


124. Lower Rear of Engine (Type SH)

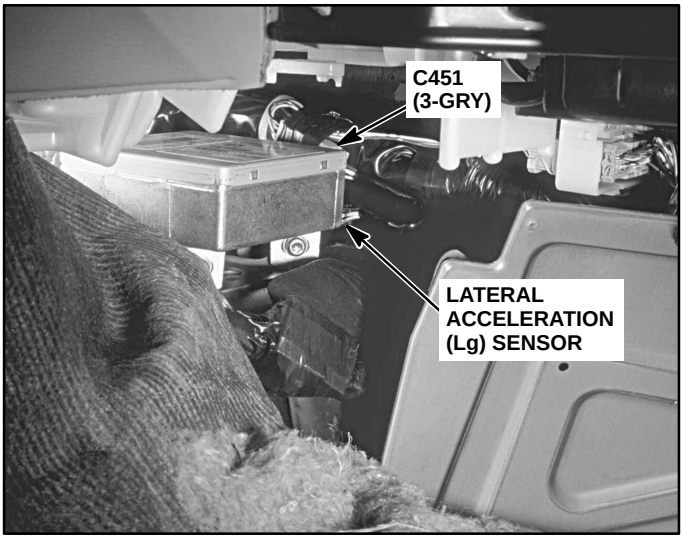


125. Lower Rear of Engine (Type SH)

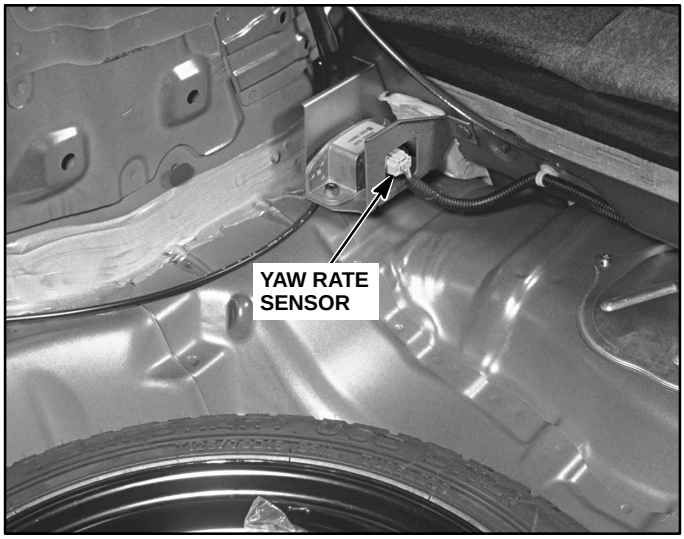
126. Top of Steering Column (Type SH)



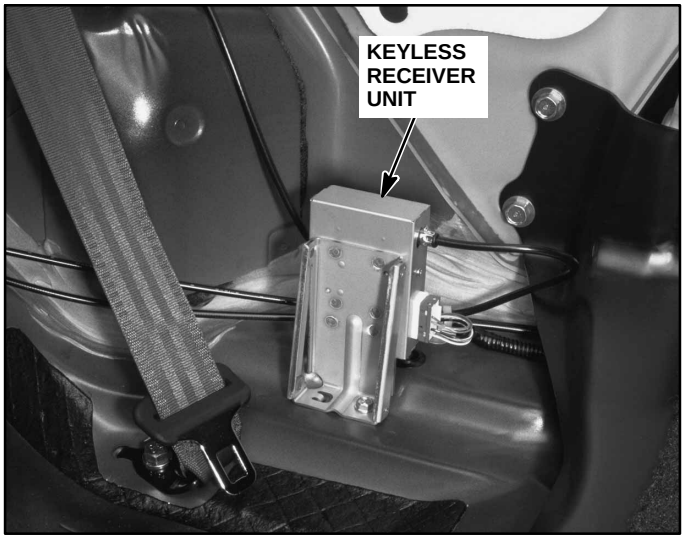
127. Left Side of Passenger's Footrest (Type SH)



128. Left Front of Trunk (Type SH)

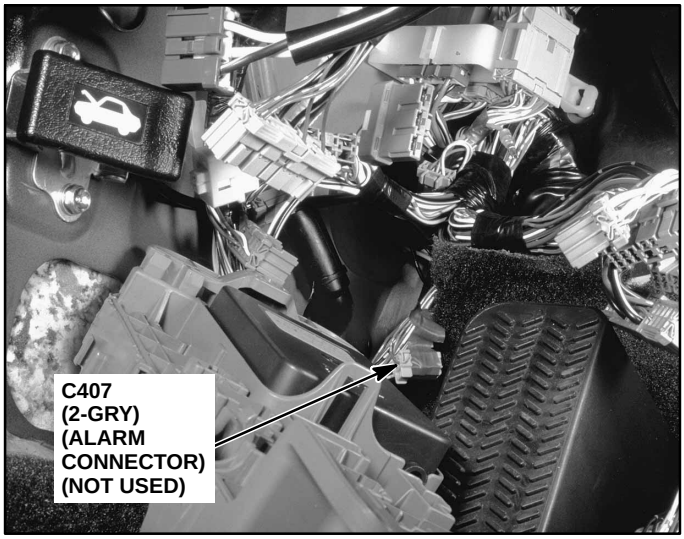


129. Below Left Quarter Panel ('99-'01 Models)

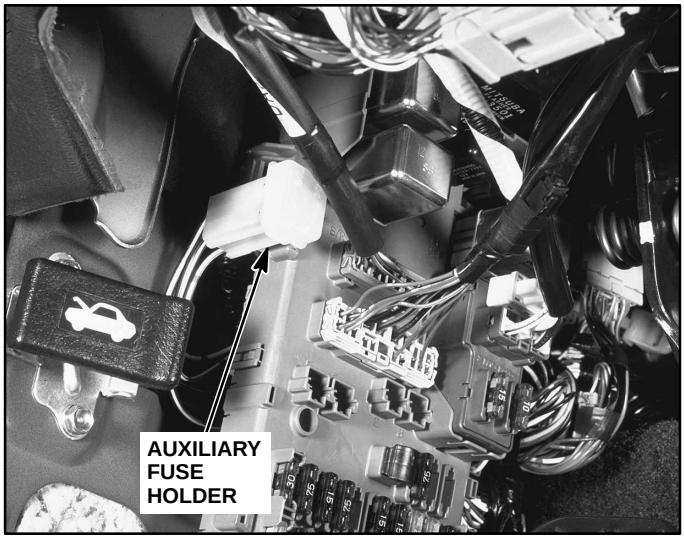


130. Right Rear of Engine Comp. ('99-'01 Models)

131. Left Kick Panel, Right of Fuse Box ('99-'01 Models)



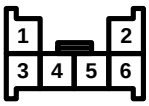
132. Left Kick Panel, On Fuse Box ('99-'01 Models)



Connector Views

1. C410

– Gray
– Behind dash, left of steering column, on bracket
– Connects main wire harness to steering column jumper

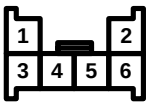


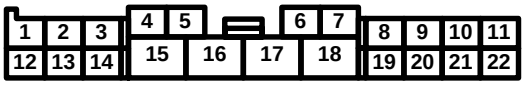
1 Male – WHT/BLK
Female – WHT
(Multiplex control system)
2 Male – BLU/YEL
Female – BLU/WHT
(Ignition key reminder)
3 A/T: WHT/RED (Interlock system)
4 A/T: Male – Not used
Female – WHT/BLU
(Interlock system)
5 WHT/YEL (Fuse 41)
6 Male – BLK
Female – BLU/WHT
(G401/G402)

Connector Views

2. C453

– Gray
– Above left side of front passenger's footrest
– Connects main wire harness to ECM wire harness





M/T except Type SH:

1 ——
2 LT GRN/RED (ABS)
3 BRN/YEL (PGM-FI)
4 GRN/BLK (Back-up lights)
5 GRN/RED (Charging system)
6 ORN (PGM-FI)

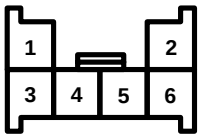
Type SH or A/T:

1 Type SH: RED/BLU (ATTS)
2 Type SH: ORN/GRN (ATTS)
3 Type SH: GRN/RED (Brake system indicator)
4 A/T: BLK/BLU (Interlock system)
Type SH: BLU/GRN (ATTS)
5 A/T: WHT (Back-up lights)
Type SH: YEL/WHT (ATTS)
6 A/T: GRY
('97 Model Early Production: Starting system)
('97 Model: All Except Early Production (Starting system)
Type SH: BLU/ORN (ATTS)
7 Type SH: GRY/RED (ATTS)
8 A/T: WHT/RED
Type SH: GRY/WHT
(ATTS)
9 A/T: WHT/GRN (Interlock system)
Type SH: WHT/BLU (ATTS)
10 A/T: GRN/YEL (Interlock system)
Type SH: WHT/RED (ATTS)
11 A/T: YEL/RED (Fuse 18)
Type SH: ORN (ATTS)
12 A/T: PNK (Cruise control)
Type SH: GRN/BLK (M/T: Back-up lights)
13 ORN (PGM-FI)
14 LT GRN/RED (ABS)
15 GRN/RED (Charging system)
16 Type SH: YEL/RED (ATTS)
17 Type SH: YEL (ATTS)
18 Type SH: GRN/BLK (ATTS)
19 Type SH: YEL/BLU (ATTS)
20 BRN/YEL (PGM-FI)
21 Type SH: YEL/BLK (Fuse 9)
22 Type SH: GRN (ATTS)

Connector Views

3. C463

– Gray
– Behind right side of dash
– Connects main wire harness to roof wire harness

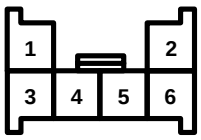


1 GRN/RED (Moonroof)
2 GRN/YEL (Moonroof)
3 WHT/BLU (Fuse 46)
4 —
5 WHT/BLK (Entry light control system)
6 BLK (G401/G402)

Connector Views

4. C604

– Gray
– On inside of right taillight assembly
– Connects rear wire harness to right taillight assembly

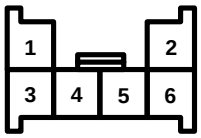


1 GRN/YEL (Turn signal and hazard warning lights)
2 Male – GRN/WHT
Female – WHT/BLK
(With Optional Spoiler: Brake lights)
(Without Optional Spoiler: Brake lights)
3 BLK (G601)
4 RED/BLK (Headlight switch)
5 GRN/BLK
(A/T: Back-up lights)
(M/T: Back-up lights)
6 —

Connector Views

5. C607

– Gray
– On inside of left taillight assembly
– Connects rear wire harness to left taillight assembly

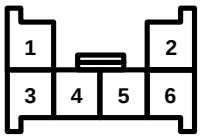


1 Male – GRN/YEL
Female – GRN/BLU
(Turn signal and hazard warning lights)
2 Male – GRN/WHT
Female – WHT/BLK
(With Optional Spoiler: Brake lights)
(Without Optional Spoiler: Brake lights)
3 BLK (G601)
4 RED/BLK (Headlight switch)
5 GRN/BLK
(A/T: Back-up lights)
(M/T: Back-up lights)
6 —

Connector Views

6. C654

– Gray
– In driver's door
– Connects driver's door wire harness to driver's door lock assembly pigtail

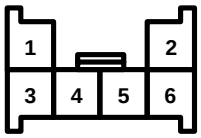


1 —
2 Male – BLU/RED
Female – BLK/WHT
(All Models: Knob switch output – UNLOCK)
3 BLK (G401/G402)
4 WHT/RED
('97-'98 Models: Lock/unlock control)
('99-'00 Models: Lock/unlock control)
5 Male – YEL/RED
Female – LT GRN/RED
('97-'98 Models: Lock/unlock control)
('99-'00 Models: Lock/unlock control)
6 Male – BLU/WHT
Female – PNK
(Knob switch output – LOCK)

Connector Views

7. C657 (Canada)

– Gray
– In driver's door
– Connects driver's door wire harness to left power mirror pigtail

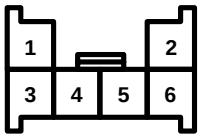


1 ORN/WHT (Defogger control)
2 BLK (G401/G402)
3 —
4 BLU/WHT (Up/down control)
5 BLU/GRN (Common)
6 BLU/ORN (Left/right control)

Connector Views

8. C687 (Canada)

– Gray
– In passenger's door
– Connects passenger's door wire harness to right power mirror pigtail

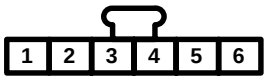


1 ORN/WHT (Defogger control)
2 BLK (G401/G402)
3 —
4 BLU/WHT (Up/down control)
5 YEL/WHT (Common)
6 LT GRN (Left/right control)

Connector Views

9. Cruise Control Main Switch

– Green
– Left side of dash
– On dashboard wire harness

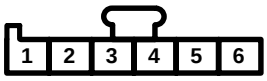


1 BLK (G401/G402)
2 LT GRN (Cruise ON output)
3 RED/BLK (Lights ON input)
4 YEL (Fuse 13)
5 RED (Brightness control)
6 —

Connector Views

10. Dash Lights Brightness Controller

– Blue
– Left side of dash
– On dashboard wire harness

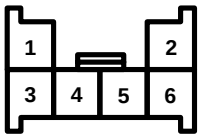


1 RED (Brightness control)
2 RED/BLK (Lights ON input)
3 RED/WHT (Controller output)
4 WHT/RED (Controller output)
5 —
6 —

Connector Views

11. Driver's Seat Heater Switch (Canada)

– On driver's door panel
– On driver's door wire harness

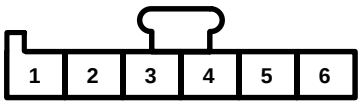


1 RED (Brightness control)
2 RED/BLK (Lights ON input)
3 BLK (G401/G402)
4 GRN/BLU (Seat heater control)
5 GRN/RED (Seat heater control)
6 BLK/GRN (Switched ignition input)

Connector Views

12. Hazard Warning Switch

– Blue
– Center of dash
– On dashboard wire harness

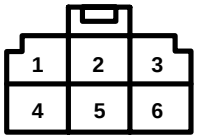


1 —
2 BLU/GRN (Right hazard lights output)
3 RED (Brightness control)
4 BLU/YEL (Left hazard lights output)
5 WHT/GRN (Fuse 39)
6 RED/BLK (Lights ON input)

Connector Views

13. Heater Fan Switch

– Brown
– In heater control panel
– On heater sub wire harness

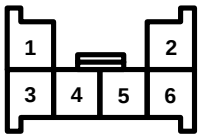


1 BLU/YEL (“2” speed control)
2 BLU/BLK (“3” speed control)
3 BLU/RED (“4” speed control)
4 BLK (G901)
5 BLU (“1” speed control)
6 GRN (Fan ON output)

Connector Views

14. Passenger's Seat Heater Switch (Canada)

– On passenger's door panel
– On passenger's door wire harness

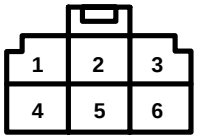


1 RED (Brightness control)
2 RED/BLK (Lights ON input)
3 BLK (G401/G402)
4 WHT/BLU (Seat heater control)
5 WHT/BLK (Seat heater control)
6 BLK/GRN (Switched ignition input)

Connector Views

15. Shift Lock Relay

– Natural
– Below center console
– On ECM wire harness

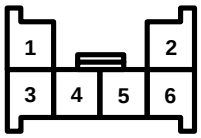


1 —
2 GRN/YEL (Shift lock solenoid control)
3 BLK (G471)
4 GRN/WHT (NEUTRAL input)
5 —
6 BLK/YEL (Fuse 14)

Connector Views

16. Trailer Lighting Connector

– Gray
– Left rear of trunk, taped to harness
– On rear wire harness

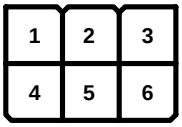


1 GRN/BLU (Left turn signal input)
2 BLK (G601)
3 RED/BLK (Lights ON input)
4 WHT/BLK (Brake light input)
5 GRN/BLK (Back-up lights input)
6 GRN/YEL (Right turn signal input)

Connector Views

17. Turn Signal/Hazard Relay

– On front of under-dash fuse/relay box

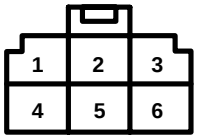


1 (Right turn signal/hazard input)
2 (Right turn signal/hazard light output)
3 (Fuse 39)
4 (G401/G402)
5 (Left turn signal/hazard input)
6 (Left turn signal/hazard light output)

Connector Views

18. Driver's Only Unlock Relay ('97-'00 USA Models)

– White
– On lower left dash panel
– On dealer installed security wire harness

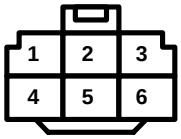


1 WHT/BLK (Battery input)
2 LT GRN/RED (Driver's door unlock output)
3 GRN/RED (Relay control)
4 LT GRN/RED (Unlock input from driver's multiplex control unit)
5 —
6 WHT/BLK (Battery input)

Connector Views

19. Windshield Wiper Intermittent Relay

– Brown
– Left rear of engine compartment
– On left engine compartment wire harness

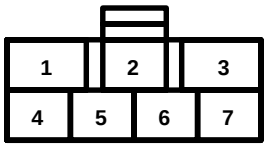


1 BLK (G301)
2 WHT (Intermittent output)
3 GRN/BLK (Fuse 17)
4 BLU/WHT (Intermittent output)
5 —
6 GRN/RED (Intermittent control)

Connector Views

20. C254

– Brown
– On underside of under-hood fuse/relay box
– On main wire harness

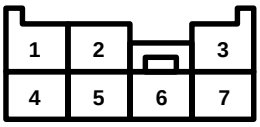


1 WHT/RED (Fuse 36)
2 WHT/BLU (Fuse 37)
3 WHT/BLU (ABS)
4 WHT/YEL (Fuse 43)
5 WHT (Fuse 44)
6 GRN (Fans)
7 BLK (G401/G402)

Connector Views

21. C303

– Brown
– Behind left kick panel
– Connects main wire harness to left engine compartment wire harness

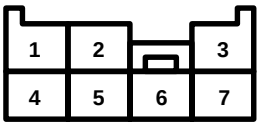


1 WHT (Wiper/washer)
2 BLU/YEL (Wiper/washer)
3 BLU (Wiper/washer)
4 GRN/RED (Wiper/washer)
5 BLU/WHT (Wiper/washer)
6 GRN/BLK (Fuse 17)
7 BLK/YEL (Wiper/washer)

Connector Views

22. PGM-FI Main Relay

– Brown
– Behind dash, left of steering column
– On main wire harness

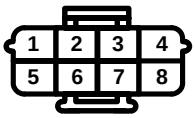


1 GRN/ORN (Fuel pump control)
2 BLU/RED (Fuse 2)
3 BLK (G101)
4 BLK/YEL (Fuel pump power)
5 RED/ORN (Fuse 23)
6 YEL/BLK (Power output)
7 WHT/GRN (Fuse 4)

Connector Views

23. C112 Junction Connector (All except Type SH)

– Gray
– Below rear of throttle body
– On engine wire harness



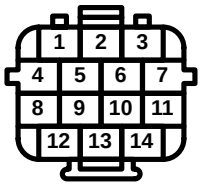
1	YEL/BLK (PGM-FI)	5	YEL/BLK (PGM-FI)
2	YEL/BLK (PGM-FI)	6	—
3	YEL/BLK (PGM-FI)	7	—
4	YEL/BLK (PGM-FI)	8	YEL/BLK (PGM-FI)

Terminals grouped together are connected by the same bus bar.

Connector Views

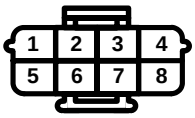
24. C143

– Gray
– Right side of engine compartment
– Connects engine wire harness to ECM wire harness



A/T:

1 GRN/BLK (A/T controls)
2 GRN/WHT (A/T controls)
3 BLU/YEL (A/T controls)
4 YEL/BLU (PGM-FI)
5 WHT/BLK (PGM-FI)
6 All except Type SH: BLK/WHT (PGM-FI)
7 YEL (A/T controls)
8 RED (A/T controls)
9 BLU (A/T controls)
10 WHT (A/T controls)
11 GRN (A/T controls)
12 BRN/BLK (G101)
13 All except Type SH: WHT (PGM-FI)
14 RED/BLU (PGM-FI)



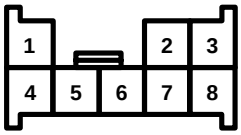
M/T:

1 YEL (Fuse 13)
2 All except Type SH: BLK/WHT (PGM-FI)
3 All except Type SH: WHT (PGM-FI)
4 BRN/BLK (G101)
5 GRN/BLK (Back-up lights)
6 YEL/BLU (PGM-FI)
7 WHT/BLK (PGM-FI)
8 RED/BLU (PGM-FI)

Connector Views

25. C437

– Blue
– On rear of under-dash fuse/relay box
– On main wire harness

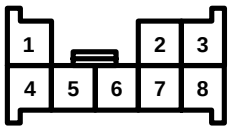


1 —
2 —
3 Type SH: YEL/BLK (Fuse 9)
4 GRN/RED (Wiper/washer)
5 RED/BLU (Headlight switch)
6 —
7 BLU/RED (Headlight switch)
8 WHT/GRN (Fuse 39)

Connector Views

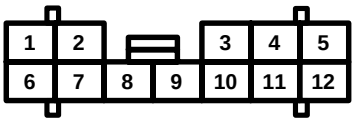
26. C461

– Gray
– Behind right kick panel
– Connects main wire harness to right side wire harness



All except Type SH:

1 ’99-’01 Models: YEL/GRN (Fuse 22)
2 ’99-’01 Models: RED/WHT (Power door locks)
3 ’99-’01 Models: GRN/ORN (Power door locks)
4 RED/BLU (Seat belt reminder)
5 Canada: GRN/RED (Heated seats)
6 ’97-’98 Models: GRN/BLK (Back-up lights)
Canada: WHT/BLK (Heated seats)
7 Canada: WHT/BLU (Heated seats)
8 USA: WHT/GRN (Fuse 5)
Canada: GRN/BLU (Heated seats)



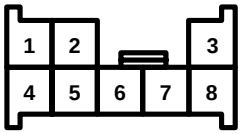
Type SH and Canada:

1 Canada: GRN/RED (Seat heaters)
2 Canada: WHT/BLK (Seat heaters)
3 RED/BLU (Seat belt reminder)
4 WHT/GRN (Fuse 5)
5 ’99-’01 Models: GRN/BLK (ATTS)
6 Canada: WHT/BLU (Seat heaters)
7 Canada: GRN/BLU (Seat heaters)
8 Type SH: GRN (ATTS)
9 ’97-’98 Models: GRN/BLK (Back-up lights)
’99-’01 Models: ORN (ATTS)
10 ’97-’98 Models: GRN/BLK (ATTS)
’99-’01 Models: RED/WHT (Power door locks)
11 ’97-’98 Models: ORN (ATTS)
’99-’01 Models: GRN/ORN (Power door locks)
12 ’99-’01 Models: YEL/GRN (Fuse 22)

Connector Views

27. C486

– Gray
– Below console
– Connects ECM wire harness to center console jumper

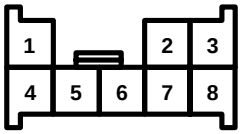


1 BLK (G471)
2 RED (A/T: Console lights)
3 Male – BLK/WHT
Female – BLK
(G471)
4 WHT/BLU (A/T controls)
5 BLU/YEL (A/T controls)
6 Male – ORN
Female – BLK/RED
(A/T controls)
7 RED/BLK (A/T: Console lights)
8 Male – WHT/BLK
Female – WHT/RED
(Interlock system)

Connector Views

28. C569

– Gray
– Below middle of dash
– Connects dashboard wire harness to heater-sub wire harness

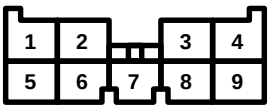


1 RED/BLK (Dash lights)
2 BRN/YEL (Rear window defogger)
3 YEL/BLK (Fuse 9)
4 RED (Dash lights)
5 YEL/WHT (Rear window defogger)
6 YEL/BLU (A/C compressor controls)
7 WHT/YEL (Fuse 43)
8 YEL/BLK (Fuse 9)

Connector Views

29. C252

– Gray
– On underside of under-hood fuse/relay box
– On main wire harness

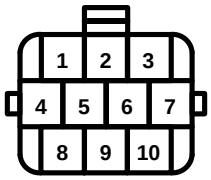


1 Canada: ORN (DRL)
2 WHT/GRN (Fuse 39)
3 BLU/RED
(USA: Headlights)
(Canada: Headlights)
4 YEL/BLK (Fuse 9)
5 RED/GRN and RED/GRN (Fuse 50)
6 YEL/RED and YEL/RED (ABS)
7 ORN/WHT
(USA: Headlights)
(Canada: Headlights)
8 BLU/BLK (Fans)
9 RED/YEL and RED/YEL (Fuse 51)

Connector Views

30. C119 (A/T)

– Gray
– Above transmission
– Connects engine wire harness to A/T gear position switch pigtail

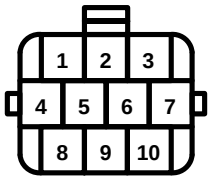


1 GRY
(Early Production '97 Model: Starting system)
(All Except Early Production '97 Model: Starting system)
2 PNK (Cruise control)
3 RED/WHT (G471)
4 BRN (A/T controls)
5 BLU (A/T controls)
6 GRN (A/T controls)
7 YEL (A/T controls)
8 RED (A/T controls)
9 WHT (A/T controls)
10 BLK/BLU (A/T controls)

Connector Views

31. C140

– Gray
– Right side of engine compartment
– Connects engine wire harness to ECM wire harness

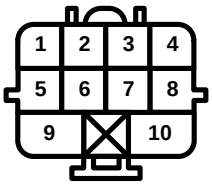


1 GRN/WHT (PGM-FI)
2 RED/GRN (PGM-FI)
3 YEL/RED (PGM-FI)
4 GRN/BLK (PGM-FI)
5 RED/BLK (PGM-FI)
6 YEL/BLU (PGM-FI)
7 RED/WHT (PGM-FI)
8 BLU/BLK (PGM-FI)
9 GRN (PGM-FI)
10 BLU (Ignition system)

Connector Views

32. C314

– Orange
– Left side of engine compartment
– Connects left engine compartment wire harness to ABS modulator jumper

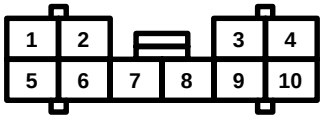


1	RED/BLK (ABS)	6	YEL/WHT (ABS)
2	RED/WHT (ABS)	7	BLK/ORN (ABS)
3	YEL (ABS)	8	YEL/BLU (ABS)
4	RED/BLU (ABS)	9	—
5	YEL/BLK (ABS)	10	BRN/BLK (ABS)

Connector Views

33. C412

– Gray
– Behind dash, left of steering column, on bracket
– Connects main wire harness to steering column jumper

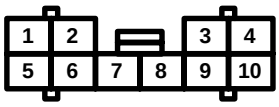


1 GRN/WHT
(Wiper/washer)
2 —
3 Type SH:
Male – BLU/GRN
Female – BLU
'97-'98 Models:
BLU/GRN
(ATTS)
4 Type SH:
Male – YEL/BLU
Female – BLK/YEL
(ATTS)
5 Male – GRN/YEL
Female – WHT/YEL
(Wiper/washer)
6 —
7 —
8 Type SH:
Male – GRN/BLK
Female – BLK/GRN
(ATTS)
9 Type SH:
Male – YEL/WHT
Female – YEL/RED
(ATTS)
10 Type SH:
Male – BLU/ORN
Female – LT GRN
(ATTS)

Connector Views

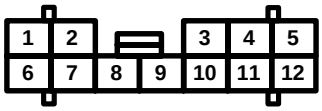
34. C482

– Gray
– Below center of dash
– Connects ECM wire harness to dashboard wire harness



All ’97-’98 Models except Type SH:

1 YEL/RED (Engine oil pressure indicator light)
2 BLU/RED (PGM-FI)
3 GRY/RED (PGM-FI)
4 A/T: RED (Dash lights)
5 RED/BLK (Headlight switch)
6 WHT/RED (Stereo sound system)
7 BLU/WHT (VSS)
8 WHT/BLU (Charging system)
9 YEL/GRN (Gauges)
10 M/T: YEL (Fuse 13)



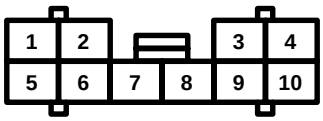
Type SH and all ’99-’01 Models:

1 YEL/RED (Engine oil pressure indicator light)
2 BLU/RED (Fuse 2)
3 GRY/RED (PGM-FI)
4 PNK (ATTS)
5 YEL/RED (Fuse 21)
6 RED/BLK (Headlight switch)
7 WHT/RED (Stereo sound system)
8 BLU/WHT (VSS)
9 WHT/BLU (Charging system)
10 YEL/GRN (Gauges)
11 M/T: YEL (Fuse 13)
12 A/T: RED (Dash lights)

Connector Views

35. C517

– Gray
– Right side of trunk
– Connects right side wire harness to rear wire harness

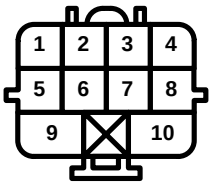


1 GRN/BLK
(A/T: Back-up lights)
(M/T: Back-up lights)
2 RED/BLK (Taillights)
3 GRY (ABS)
4 LT BLU (ABS)
5 WHT/BLK
(With Optional Spoiler: Brake lights)
(Without Optional Spoiler: Brake lights)
6 GRN/YEL (Turn signal and hazard warning lights)
7 GRN/BLU (Turn signal and hazard warning lights)
8 ORN (Trunk light)
9 BLU/YEL (ABS)
10 GRN/YEL (ABS)

Connector Views

36. ABS Modulator Unit

– Orange
– Left side of engine compartment
– On ABS modulator jumper

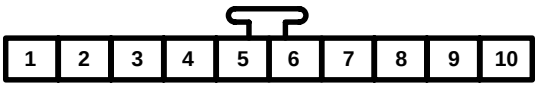


1	RED/BLK (FR-IN)	6	YEL/WHT (RL-OUT)
2	RED/WHT (RL-IN)	7	BLK/ORN (RR-OUT)
3	YEL (RR-IN)	8	YEL/BLU (FL-OUT)
4	RED/BLU (FL-IN)	9	—
5	YEL/BLK (FR-OUT)	10	BRN/BLK (Power)

Connector Views

37. Mode Control Motor

– Green
– Behind dash, right of steering column
– On heater sub wire harness

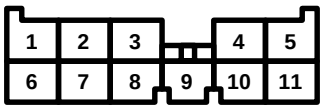


1	BLU (DEF)	6	LT GRN/BLK (MODE 3)
2	LT GRN/WHT (VENT)	7	BLU/GRN (MODE 4)
3	—	8	BLU/BLK (MODE 5)
4	GRN/BLK (MODE 1)	9	BLU/WHT (MODE 6)
5	GRN/YEL (MODE 2)	10	LT GRN/RED (GND)

Connector Views

38. C251

– Gray
– On underside of under-hood fuse/relay box
– On main wire harness

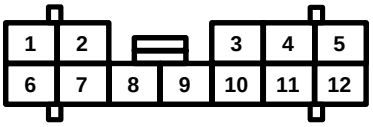


1 WHT (Fuse 45)
2 RED/GRN (Fuse 42)
3 —
4 —
5 RED/BLU
(USA: Headlights)
(Canada: Headlights)
6 WHT/BLU (Fuse 46)
7 WHT/GRN (Fuse 40)
8 BRN/BLK (ABS)
9 GRN/ORN (Fuse 48)
10 WHT/YEL (Fuse 41)
11 —

Connector Views

39. C201

– Green
– Behind right side of dash
– Connects main wire harness to right engine compartment wire harness

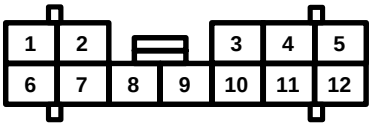


1 BLU/BLK (Fans)
2 RED/BLK (Headlight switch)
3 ORN/WHT
(USA: Headlights)
(Canada: Headlights)
4 RED/GRN
(USA: Headlights)
(Canada: Headlights)
5 male – RED/GRN
Female – LT GRN/RED
(USA: Headlights)
(Canada: Headlights)
6 YEL/BLU (A/C compressor controls)
7 BLU/ORN (A/C compressor controls)
8 Male – BLK
Female – BLU/RED
(G401/G402)
9 Male – BLK
Female – BLU/RED
(G401/G402)
10 Male – BLU/RED
Female – WHT/YEL
(Horns)
11 Male – BLU/RED
Female – WHT/YEL
(Horns)
12 GRN/YEL (Turn signal and hazard warning lights)

Connector Views

40. Security Control Unit (Canada)

– Behind left side of dash
– On main wire harness

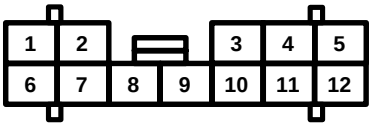


1 BLU/YEL (Key-in ignition input)
2 GRN/ORN (Passenger's door OPEN input)
3 '97-'01 Models: BLK/WHT (Power door locks)
'99-'01 Models: GRN/ORN (UNLOCK input)
4 RED/GRN (Fuse 42)
5 WHT/YEL (Fuse 43)
6 BLK (G401/G402)
7 ORN (Trunk lid OPEN input)
8 GRN (Driver's door OPEN input)
9 LT GRN/BLU (Horn control)
10 '97-'98 Models: BLU/ORN (Power door locks)
'99-'01 Models: RED/WHT (LOCK input)
11 RED/BLK (Lights ON input)
12 BLK/YEL (Fuse 14)

Connector Views

41. C483 (A/T)

– Green
– Below center of dash
– Connects ECM wire harness to dashboard wire harness

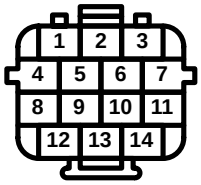


1 BLU/RED (A/T controls)
2 BLU (A/T gear position indicator)
3 BRN (A/T gear position indicator)
4 GRN (A/T gear position indicator)
5 RED (A/T controls)
6 —
7 BLU/YEL (A/T controls)
8 BLU/GRN (A/T controls)
9 BLU/BLK (A/T controls)
10 LT GRN (A/T controls)
11 BLK/BLU (A/T controls)
12 WHT (A/T gear position indicator)

Connector Views

42. C117 Junction Connector

– Gray
– Below rear of engine, right of oil filter
– On engine wire harness



1	BLK/YEL (Fuse 14)
2	BLK/YEL (Fuse 14)
3	BLK/YEL (Fuse 14)
4	—
5	—
6	All except Type SH: BLK/YEL (Fuse 14)
7	BLK/YEL (Fuse 14)

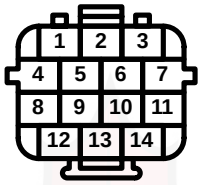
8	All except Type SH: GRN/BLK Type SH: YEL/BLK (PGM-FI)
9	All except Type SH: GRN/BLK Type SH: YEL/BLK (PGM-FI)
10	All except Type SH: GRN/BLK Type SH: YEL/BLK (PGM-FI)
11	All except Type SH: GRN/BLK Type SH: YEL/BLK (PGM-FI)
12	—
13	Type SH: YEL/BLK (PGM-FI)
14	All except Type SH: GRN/BLK Type SH: YEL/BLK (PGM-FI)

Terminals grouped together are connected by the same bus bar.

Connector Views

43. C141

– Gray
– Right side of engine compartment
– Connects engine wire harness to ECM wire harness



A/T:

1 BRN (A/T controls)
2 BLU (A/T controls)
3 GRN (A/T controls)
4 YEL (A/T controls)
5 RED (A/T controls)
6 WHT (A/T controls)
7 BLK/BLU (A/T controls)
8 GRY (Early Production '97 Model: Starting system)
(All Except Early Production '97 Model: Starting system)
9 PNK (Cruise control)
10 Male – RED/WHT
Female – BLK
(G471)
11 RED (A/T controls)
12 WHT (A/T controls)
13 BLU/RED (A/T controls)
14 WHT/RED (A/T controls)

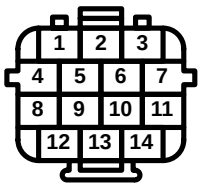
Type SH:

1 Male – RED/WHT
Female – YEL/WHT
(ATTS)
2 Male – BLK/WHT
Female – YEL/BLK
(ATTS)
3 Male – YEL/GRN
Female – BLK/BLU
(ATTS)
4 BLK (G101)
5 Male – GRN/YEL
Female – BLK/WHT
(ATTS)
6 BLK (G101)
7 Male – ORN
Female – RED/BLK
(ATTS)
8 YEL/BLU (ATTS)
9 GRN/BLK (ATTS)
10 Male – BLU
Female – RED/GRN
(ATTS)
11 YEL/BLU (ATTS)
12 GRN/BLK (ATTS)
13 Male – BLU/WHT
Female – BRN
(ATTS)
14 Male – YEL/RED
Female – GRY
(ATTS)

Connector Views

44. C142

– Blue
– Right side of engine compartment
– Connects engine wire harness to ECM wire harness

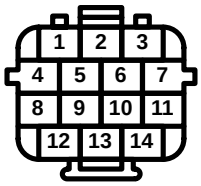


1 BLU (Ignition system)
2 GRN (Ignition system)
3 YEL (Ignition system)
4 BRN/BLK (G101)
5 BLK/BLU (PGM-FI)
6 RED/BLU (PGM-FI)
7 GRN/YEL (PGM-FI)
8 YEL/GRN (Gauges)
9 WHT/BLU (Charging system)
10 Male – WHT/GRN
Female – WHT/RED
(Charging system)
11 WHT/GRN (Charging system)
12 WHT (Ignition system)
13 RED (Ignition system)
14 BLK (Ignition system)

Connector Views

45. C144

– Blue
– Right side of engine compartment
– Connects engine wire harness to ECM wire harness

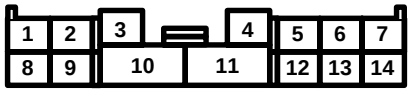


1 GRN (Fans)
2 YEL/RED (Engine oil pressure indicator light)
3 BLK/YEL (Fuse 14)
4 BRN (PGM-FI)
5 RED (PGM-FI)
6 BLU (PGM-FI)
7 YEL (PGM-FI)
8 YEL/GRN (Ignition system)
9 BLU/WHT (VSS)
10 BLK (G101)
11 BLK (G101)
12 RED/YEL (PGM-FI)
13 A/T: BLU/BLK (A/T controls)
14 YEL/BLK (PGM-FI)

Connector Views

46. C301

– Gray
– Behind left kick panel
– Connects main wire harness to left engine compartment wire harness

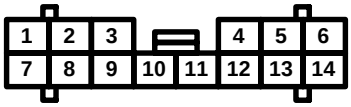


1	RED/WHT (ABS)	8	—
2	YEL/WHT (ABS)	9	—
3	YEL/BLK (ABS)	10	WHT/BLU (ABS)
4	RED/BLK (ABS)	11	BRN/BLK (ABS)
5	YEL/BLU (ABS)	12	BRN (ABS)
6	RED/BLU (ABS)	13	GRN/BLU (ABS)
7	YEL (ABS)	14	BLK/ORN (ABS)

Connector Views

47. C302

– Gray
– Behind left kick panel
– Connects main wire harness to left engine compartment wire harness

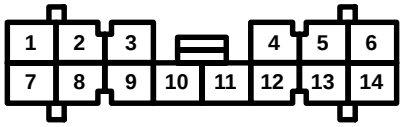


1 ORN (PGM-FI)
2 BLK/YEL (Fuse 14)
3 RED/BLK (Headlight switch)
4 ORN/WHT
(USA: Headlights)
(Canada: Headlights)
5 RED/YEL
(USA: Headlights)
(Canada: Headlights)
6 Male – RED/YEL
Female – RED/WHT
(USA: Headlights)
(Canada: Headlights)
7 GRN/RED (Brake system indicator light)
8 —
9 GRN/BLU (Turn signal and hazard warning lights)
10 Male – YEL/BLK
Female – YEL/WHT
(Fuse 9)
11 YEL/BLK (Fuse 9)
12 GRN (Fans)
13 WHT (Fuse 45)
14 PNK/BLU (A/C compressor controls)

Connector Views

48. C431

– Blue
– On rear of under-dash fuse/relay box
– On main wire harness

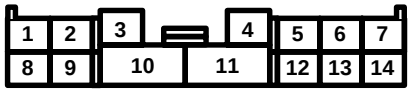


1 WHT/RED (Power windows)
2 Canada: WHT/BLK (Fuse 6)
3 A/T: YEL (Fuse 13)
4 Canada: RED/BLU (Fuse 8)
5 WHT/YEL (Fuse 43)
6 WHT/YEL (Fuse 43)
7 BLU/BLK (Power windows)
8 BRN/YEL (Rear window defogger)
9 —
10 —
11 WHT/GRN (Fuse 5)
12 Canada: RED/BLK (Dash and console lights)
13 —
14 RED/BLK (Headlight switch)

Connector Views

49. C432

– Blue
– On rear of under-dash fuse/relay box
– On main wire harness

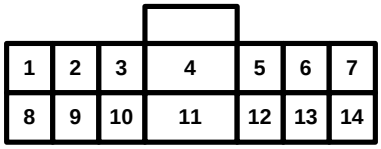


1 YEL (Fuse 13)
2 Canada: BLK (G401/G402)
3 —
4 —
5 WHT/GRN (Fuse 4)
6 —
7 BLK/YEL (Fuse 14)
8 YEL/BLK (Fuse 9)
9 BLU (Ignition system)
10 Type SH: WHT/BLU (Fuse 1)
11 YEL/BLK (Blower controls)
12 —
13 —
14 WHT/BLK (Brake lights)

Connector Views

50. Combination Light Switch

– Gray or White
– At steering column
– On combination light switch jumper

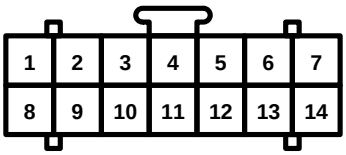


1 —
2 BLU/RED (HEAD on output)
3 RED/BLU (Flash-to-pass control)
4 RED/GRN (Fuse 42)
5 —
6 —
7 —
8 RED/BLU (Dim control)
9 BLK (G401/G402)
10 —
11 RED/BLK (Lights on output)
12 GRN/BLU (Left turn signal output)
13 RED (Fuse 13)
14 GRN/YEL (Right turn signal output)

Connector Views

51. Cruise Control Unit

– Blue
– Behind dash, right of steering column
– On main wire harness

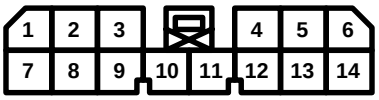


1 BRN (Actuator control)
2 GRY (Brake switch input)
3 BLK (G401/G402)
4 —
5 WHT/BLK (Brake input)
6 LT GRN/RED (Set/decel signal input)
7 LT GRN/BLK (Resume/accel signal input)
8 —
9 BRN/WHT (Actuator control)
10 BLU/BLK (Indicator light control)
11 BRN/BLK (Actuator control)
12 BLU/WHT (Vehicle speed input)
13 LT GRN (Power input)
14 PNK (Disengage input)

Connector Views

52. Daytime Running Lights Control Unit (Canada)

– Behind dash, right of steering column
– On main wire harness

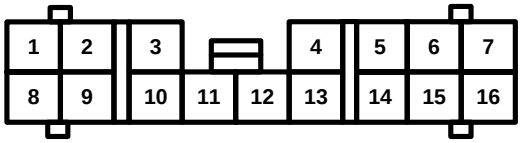


1 RED/WHT (Left high beam control)
2 RED/BLU (Battery input)
3 RED/YEL (Left low beam input)
4 BLK (G401/G402)
5 RED/GRN (Right low beam input)
6 GRN/WHT (Parking brake input)
7 ORN (High beam OFF input)
8 BLU/RED (Lights ON request input)
9 BLU/BLK (DRL indicator control)
10 ORN/WHT (High beam request)
11 LT GRN/RED (Right high beam control)
12 YEL (Ignition input)
13 GRN/RED (Brake indicator control)
14 —

Connector Views

53. C402

– Gray
– Behind upper left side of dash
– Connects main wire harness to dashboard wire harness

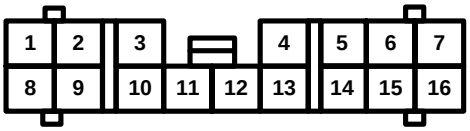


1 GRN/ORN (Indicators)
2 GRN (Indicators)
3 WHT/YEL (Fuse 43)
4 RED/WHT (Dash and console lights)
5 WHT/RED (Dash and console lights)
6 BLU/GRN (Hazard warning lights)
7 Canada: BLU/BLK (Headlights)
8 RED/YEL or RED/WHT
(USA: Headlights)
(Canada: Headlights)
9 ORN/WHT
(USA: Headlights)
(Canada: Headlights)
10 Type SH: YEL/RED (Fuse 21)
11 ORN (Indicators)
12 BLU/WHT (ABS)
13 WHT/GRN (Fuse 39)
14 BLU (SRS)
15 LT GRN/RED (Low fuel indicator light)
16 WHT/BLU (Charging system)

Connector Views

54. C551

– Blue
– On front of under-dash fuse/relay box
– On dashboard wire harness

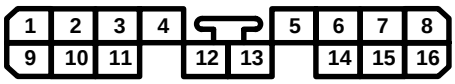


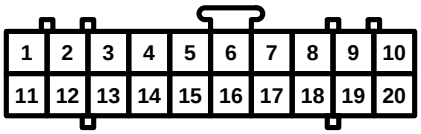
1 GRY/YEL (Moonroof)
2 GRY/RED (Moonroof)
3 BLU/RED (Fuse 2)
4 YEL (Fuse 13)
5 —
6 —
7 RED/BLK (Headlight switch)
8 BLK/YEL (Fuse 14)
9 BLU (Ignition system)
10 BLK (G401/G402)
11 —
12 —
13 —
14 —
15 GRN/YEL (Turn signal and hazard warning lights)
16 —

Connector Views

55. Audio Unit

– ’97-’98: Gray, ’99-’01: Blue
– Center of dash
– On dashboard wire harness





’97-’98 Models:

1 RED/GRN (Passenger’s speaker (+))
2 BLU/GRN (Driver’s speaker (+))
3 RED/BLK (Lights ON input)
4 WHT/YEL (Fuse 43)
5 WHT/RED (Ignition ON input)
6 —
7 BLU/YEL (LR speaker signal (+))
8 RED/YEL (RR speaker signal (+))
9 BRN/BLK (Passenger’s speaker (–))
10 GRY/BLK (Driver’s speaker (–))
11 —
12 —
13 —
14 BLK (G551)
15 GRY/WHT (LR speaker signal (–))
16 BRN/WHT (RR speaker signal (–))

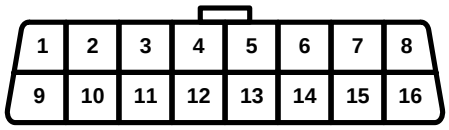
’99-’01 Models:

1 —
2 WHT/RED (Power (Ignition ON))
3 —
4 —
5 RED/YEL (RR speaker signal (+))
6 BLU/YEL (LR speaker signal (+))
7 RED/GRN (Passenger’s speaker (+))
8 BLU/GRN (Driver’s speaker (+))
9 RED/BLK (Lights ON input)
10 WHT/YEL (Fuse 43)
11 —
12 —
13 —
14 —
15 BRN/WHT (RR speaker signal (–))
16 GRY/WHT (LR speaker signal (–))
17 BRN/BLK (Passenger’s speaker (–))
18 GRY/BLK (Driver’s speaker (–))
19 RED (Dim control)
20 BLK (G551)

Connector Views

56. Data Link Connector (DLC)

– Gray
– Left side of front passenger's footwell
– On ECM wire harness

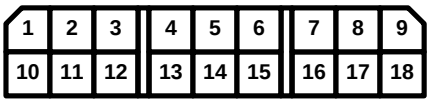


1 —
2 —
3 —
4 —
5 —
6 LT GRN/RED (Input/output)
7 —
8 WHT/BLU (Fuse 46)
9 —
10 —
11 —
12 BLK (G471)
13 BRN/BLK (G101)
14 —
15 LT GRN (Input/output)
16 —

Connector Views

57. SRS Unit

– Yellow
– Below center of dash
– On SRS wire harness

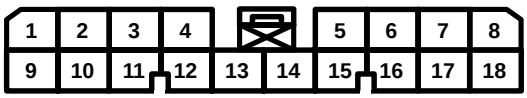


1 GRY or GRN (Driver's airbag control)
2 —
3 GRY or GRN (Fuse 24)
4 —
5 —
6 GRY or GRN (SRS indicator light control)
7 GRY or GRN (Fuse 23)
8 GRY or GRN (MES connector input)
9 GRY or GRN (Service check connector input)
10 GRY or GRN (Passenger's airbag control)
11 —
12 —
13 GRY or GRN (Driver's airbag control)
14 GRY or GRN (Passenger's airbag control)
15 GRY or GRN (DLC input/output)
16 GRY or GRN (G801)
17 GRY or GRN (G801)
18 GRY or GRN (MES connector input)

Connector Views

58. Stereo Amplifier

– Gray
– On underside of rear shelf, in trunk
– On right side wire harness

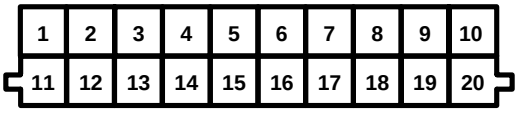


1 PNK (LR speaker (+))
2 WHT/YEL (RR speaker (+))
3 BLK (G501)
4 WHT/GRN (Fuse 5)
5 LT GRN (LR microphone (+))
6 LT BLU (RR microphone (+))
7 BLU/YEL (LR speaker signal (+))
8 RED/YEL (RR speaker signal (+))
9 YEL/WHT (LR speaker (–))
10 LT GRN/WHT (RR speaker (–))
11 —
12 —
13 —
14 —
15 GRN/WHT (LR microphone (–))
16 BLU/WHT (RR microphone (–))
17 GRY/WHT (LR speaker signal (–))
18 BRN/WHT (RR speaker signal (–))

Connector Views

59. C306 Junction Connector

– Brown
– Behind left kick panel, taped to harness
– On left engine compartment wire harness



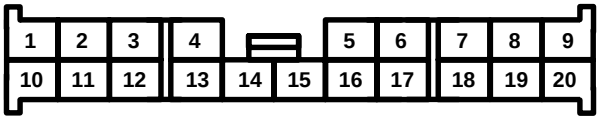
1	BLK (G301)
2	—
3	—
4	BLK (G301)
5	BLK (G301)
6	BLK (G301)
7	BLK (G301)
8	—
9	—
10	BLK (G301)
11	WHT (Fuse 45)
12	WHT (Fuse 45)
13	WHT (Fuse 45)
14	
15	—
16	RED/BLK (Headlight switch)
17	RED/BLK (Headlight switch)
18	RED/BLK (Headlight switch)
19	
20	—
21	—
22	—

Terminals grouped together are connected by the same bus bar.

Connector Views

60. C403

– Gray
– Behind upper left side of dash
– Connects main wire harness to dashboard wire harness

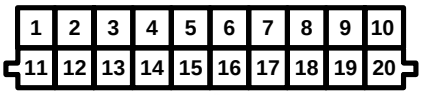


1 GRN/RED (Brake system indicator light)
2 YEL/BLU (Gauges)
3 GRN/BLU (Turn signal and hazard warning lights)
4 YEL/BLK (Fuse 9)
5 RED (Dash and console lights)
6 RED/YEL (Stereo sound system)
7 BLU/YEL (Stereo sound system)
8 RED/GRN (Stereo sound system)
9 BLU/GRN (Stereo sound system)
10 RED/BLU (Seat belt reminder)
11 PNK (Immobilizer system)
12 BLU/BLK (Cruise control)
13 LT GRN (Cruise control)
14 YEL/BLU (A/C compressor controls)
15 YEL/WHT (Rear window defogger)
16 BRN/YEL (Rear window defogger)
17 BRN/WHT (Stereo sound system)
18 GRY/WHT (Stereo sound system)
19 BRN/BLK (Stereo sound system)
20 GRY/BLK (Stereo sound system)

Connector Views

61. C406 Junction Connector

– Natural
– Behind left side of dash, taped to harness
– On main wire harness



1 LT GRN/RED ('99-'00 Models: Power door locks)
2 LT GRN/RED ('99-'00 Models: Power door locks)

3 WHT/BLU (Fuse 46)
4 WHT/BLU (Fuse 46)

5 Canada: BLK/GRN (Seat heaters)
6 Canada: BLK/GRN (Seat heaters)
7 Canada: BLK/GRN (Seat heaters)

8 RED (Dash and console lights)
9 RED (Dash and console lights)
10 RED (Dash and console lights)

11 WHT/RED
('97-'98 Models: Power door locks)
('99-'00 Models: Power door locks)
12 WHT/RED
('97-'98 Models: Power door locks)
('99-'00 Models: Power door locks)

13 Canada: ORN/WHT (Mirror defoggers)
14 Canada: ORN/WHT (Mirror defoggers)

15 YEL/WHT
(USA: Power mirrors)
(Canada: Power mirrors)
16 YEL/WHT
(USA: Power mirrors)
(Canada: Power mirrors)

17 LT GRN
(USA: Power mirrors)
(Canada: Power mirrors)
18 LT GRN
(USA: Power mirrors)
(Canada: Power mirrors)

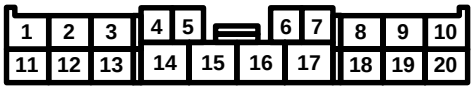
19 BLU/WHT
(USA: Power mirrors)
(Canada: Power mirrors)
20 BLU/WHT
(USA: Power mirrors)
(Canada: Power mirrors)

Terminals grouped together are connected by the same bus bar.

Connector Views

62. C434

– Blue
– On rear of under-dash fuse/relay box
– On main wire harness

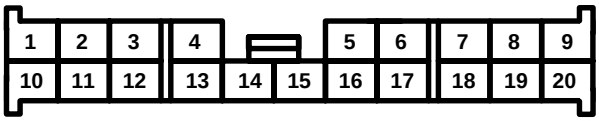


1 ——
2 ——
3 ——
4 BLK (G401/G402)
5 WHT/GRN (Fuse 39)
6 GRN/YEL (Turn signal and hazard warning lights)
7 GRN (Ignition key reminder)
8 ——
9 WHT/RED (Power windows)
10 BLU/YEL (Hazard warning lights)
11 RED/BLK (Headlight switch)
12 ——
13 BLU/GRN (Hazard warning lights)
14 GRN/YEL (Moonroof)
15 GRN/RED (Moonroof)
16 BLK/GRN (Rear window defogger)
17 ——
18 ——
19 WHT/YEL (Fuse 43)
20 RED/BLK (Headlight switch)

Connector Views

63. C454

– Gray
– Above left side of front passenger's footrest
– Connects main wire harness to ECM wire harness

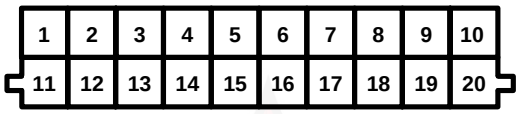


1 BLU/WHT (Vehicle speed sensor)
2 RED/WHT (ABS)
3 BLU/ORN (A/C compressor controls)
4 PNK/BLU (A/C compressor controls)
5 WHT/YEL (Fuse 43)
6 YEL/RED (Engine oil pressure indicator light)
7 BRN/BLK (Cruise control)
8 BRN/WHT (Cruise control)
9 BRN (Cruise control)
10 BLK/YEL (Fuse 14)
11 BLU (Ignition system)
12 WHT (PGM-FI)
13 WHT/BLK (PGM-FI)
14 GRN/ORN (PGM-FI)
15 GRN (Fans)
16 BLK (G101)
17 YEL/BLK (PGM-FI)
18 WHT/RED (Stereo sound system)
19 WHT/BLU (Fuse 46)
20 USA: GRN/RED
Canada: Male – GRN/WHT
Female – GRN/RED
(Brake system indicator light)

Connector Views

64. C456 Junction Connector

– Orange
– Behind right kick panel, taped to harness
– On main wire harness



1 WHT/BLU (Fuse 46)
2 WHT/BLU (Fuse 46)
3 WHT/BLU (Fuse 46)

4 BLK/YEL (Fuse 14)
5 BLK/YEL (Fuse 14)
6 —

7 WHT/YEL (Fuse 43)
8 WHT/YEL (Fuse 43)
9 WHT/YEL (Fuse 43)
10 WHT/YEL (Fuse 43)

11 YEL/BLK (Fuse 9)
12 YEL/BLK (Fuse 9)
13 —

14 ORN/WHT
(USA: Headlights)
(Canada: Headlights)
15 ORN/WHT
(USA: Headlights)
(Canada: Headlights)
16 ORN/WHT
(USA: Headlights)
(Canada: Headlights)

17 GRN/RED (Brake system indicator light)
18 GRN/RED (Brake system indicator light)
19 GRN/RED (Brake system indicator light)
20 GRN/RED (Brake system indicator light)

Terminals grouped together are connected by the same bus bar.

Connector Views

65. C479 Junction Connector

– Black
– Left of passenger's footwell area, taped to harness
– On ECM wire harness

1	BRN/BLK (G101)
2	BRN/BLK (G101)
3	BRN/BLK (G101)
4	BRN/BLK (G101)
5	BRN/BLK (G101)
6	BRN/BLK (G101)
7	YEL/BLU (PGM-FI)
8	YEL/BLU (PGM-FI)
9	YEL/BLU (PGM-FI)
10	YEL/BLU (PGM-FI)
11	GRN/BLK (PGM-FI)
12	GRN/BLK (PGM-FI)
13	GRN/BLK (PGM-FI)
14	BLU/WHT (VSS)
15	BLU/WHT (VSS)
16	BLU/WHT (VSS)
17	BLK/YEL (Fuse 14)
18	BLK/YEL (Fuse 14)
19	BLK/YEL (Fuse 14)
20	—

Terminals grouped together are connected by the same bus bar.

Connector Views

66. C559 Junction Connector

– Blue
– On rear left side of dashboard, taped to harness
– On dashboard wire harness

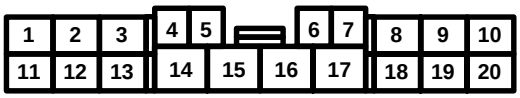
1	RED (Dash and console lights)
2	RED (Dash and console lights)
3	RED (Dash and console lights)
4	RED (Dash and console lights)
5	RED (Dash and console lights)
6	RED (Dash and console lights)
7	YEL (Fuse 13)
8	YEL (Fuse 13)
9	YEL (Fuse 13)
10	YEL (Fuse 13)
11	BLK (G401)
12	—
13	BLK (G401)
14	BLK (G401)
15	BLK (G401)
16	BLK (G401)
17	RED/BLK (Headlight switch)
18	RED/BLK (Headlight switch)
19	RED/BLK (Headlight switch)
20	RED/BLK (Headlight switch)

Terminals grouped together are connected by the same bus bar.

Connector Views

67. C980

– Gray
– On front of under-dash fuse/relay box
– On combination light switch jumper

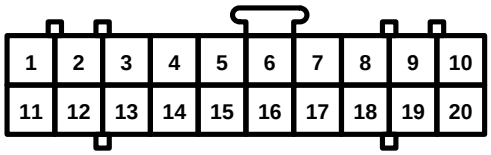


1 ——
2 GRN/BLU (Turn signal lights)
3 ——
4 ——
5 GRN/RED (Fuse 13)
6 ——
7 ——
8 ——
9 RED/BLU (USA: Headlights) (Canada: Headlights)
10 RED/BLK (Headlight switch)
11 ——
12 ——
13 ——
14 GRN (Wiper/washer)
15 BLK/YEL (Wiper/washer)
16 GRN/BLK (Wiper/washer)
17 BLK (G401/G402)
18 ——
19 GRN/YEL (Turn signal lights)
20 BLU/RED (USA: Headlights) (Canada: Headlights)

Connector Views

68. Door Multiplex Control Unit

– Blue
– In driver's door
– On driver's door wire harness

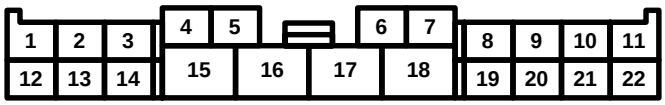


1 BLK (G401/G402)
2 RED/BLU (Driver's power window motor control)
3 —
4 BRN (Door D-line)
5 RED/WHT (Driver's power window motor pulser input)
6 BLU (Driver's door key cylinder switch input)
7 GRN/RED (Driver's door lock switch UNLOCK input)
8 BLK/WHT (Driver's door knob switch UNLOCK input)
9 RED/YEL (Driver's power window motor control)
10 RED (Brightness control)
11 BLU/RED (Main switch output)
12 BLK (G401/G402)
13 —
14 BLK (G401/G402)
15 —
16 WHT/YEL (Fuse 43)
17 GRN/BLU (Driver's door lock switch LOCK input)
18 PNK (Driver's door lock knob switch LOCK input)
19 GRN/WHT (Power window relay input)
20 RED/BLK (Lights ON input)

Connector Views

69. C433

– Blue
– On rear of under-dash fuse/relay box
– On main wire harness

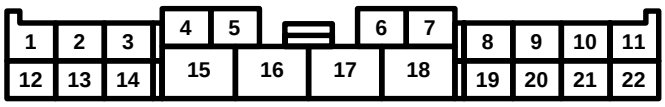


1 —
2 GRN/BLU (Turn signal and hazard warning lights)
3 YEL/RED (Fuse 18)
4 YEL/WHT (Rear window defogger)
5 —
6 GRN/YEL (Turn signal and hazard warning lights)
7 RED/ORN (Fuse 23)
8 —
9 —
10 BLK (M/T: G401)
11 —
12 Canada: YEL (DRL)
13 GRN/WHT (Power windows)
14 —
15 BLK/YEL (Wiper/washer)
16 BLK (G401/G402)
17 —
18 WHT/RED (Early Production '97 Model: Starting system)
BLK/WHT (All Except Early Production '97 Model: Starting system)
19 BLU/RED (Fuse 2)
20 —
21 —
22 —

Connector Views

70. C462

– Gray
– Behind right kick panel
– Connects main wire harness to right side wire harness



1 '99-'01 Models: GRN/BLK
(A/T: Back-up lights)
(M/T: Back-up lights)
2 RED/YEL (Stereo sound system)
3 WHT/BLU (Fuse 46)
4 WHT/BLK (Brake lights)
5 GRN/ORN (Door courtesy lights)
6 LT GRN/RED (Low fuel indicator light)
7 YEL/BLU (Gauges)
8 ORN (Indicators)
9 RED/BLK (Headlight switch)
10 LT BLU (ABS)
11 GRN/YEL (ABS)
12 BLK/YEL (PGM-FI)
13 BRN/WHT (Stereo sound system)
14 GRN (Door courtesy lights)
15 BLK/GRN (Rear window defogger)
16 BLU/YEL (Stereo sound system)
17 GRY/WHT (Stereo sound system)
18 GRN/YEL (Turn signal and hazard warning lights)
19 GRN/BLU (Turn signal and hazard warning lights)
20 —
21 GRY (ABS)
22 BLU/YEL (ABS)

Connector Views

71. Heater Control Panel

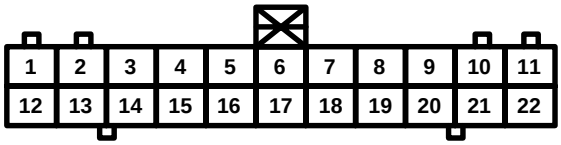
– Green
– Center of dash
– On heater sub wire harness

1 BLU/RED (A/C thermostat input)
2 GRN (Heater fan switch input)
3 BLU (Mode motor DEF)
4 GRN/RED (F/R motor RECIRC)
5 RED (Brightness control)
6 RED/BLK (Lights ON input)
7 LT GRN/WHT (Mode motor VENT)
8 YEL/BLK (Fuse 9)
9 LT GRN/RED (Mode motor GND)
10 YEL/WHT (Rear defogger switch ON output)
11 GRN/WHT (F/R motor FRESH)
12 BRN/YEL (Rear defogger switch ON output)
13 BLK (G901)
14 GRN/BLK (Mode 1)
15 GRN/YEL (Mode 2)
16 LT GRN/BLK (Mode 3)
17 BLU/GRN (Mode 4)
18 BLU/BLK (Mode 5)
19 BLU/WHT (Mode 6)
20 WHT/YEL (Fuse 43)
21 —
22 —

Connector Views

72. Security Control Unit (USA)

– Gray
– Behind dash, right of steering column
– On dealer installed security wire harness

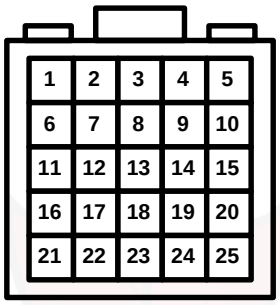


1 ’99-’01 Models: GRN/ORN (UNLOCK input)
2 BLK/WHT (Door OPEN input)
3 ORN (Trunk OPEN input)
4 YEL/RED (Hood OPEN input)
5 BLU (Disarm/valet input)
6 ’97-’98 Models: BLK/WHT (LOCK output)
’99-’01 Models: RED/WHT (LOCK input)
7 ’97-’98 Models: GRN/RED (Driver’s only unlock relay control)
’99-’01 Models: GRN/ORN (UNLOCK input)
8 ’97-’98 Models: BLU/ORN (UNLOCK output)
’99-’01 Models: GRN/ORN (UNLOCK input)
9 RED (Siren control)
10 WHT/YEL (Battery input)
11 BLK/YEL (Ignition input)
12 —
13 BLK (Ground)
14 RED (Security indicator control)
15 BLU/YEL (Key in ignition input)
16 —
17 BLU/RED (Lights flash control)
18 LT GRN/BLU (Horn control)
19 —
20 —
21 WHT (Siren control)
22 ’99-’01 Models: RED/WHT (LOCK input)

Connector Views

73. C430

– Green/Gray
– In driver's door jamb
– Connects main wire harness to driver's door wire harness

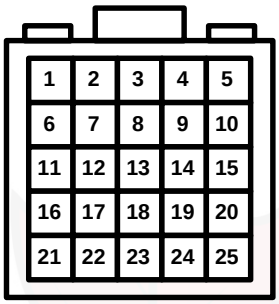


1 BRN (Multiplex control system)
2 BLU/RED (Power windows)
3 —
4 WHT/YEL (Fuse 43)
5 GRN/WHT (Power windows)
6 Canada: GRN/BLU (Seat heaters)
7 RED (Dash and console lights)
8 YEL/BLK (Fuse 9)
9 RED/BLK (Headlight switch)
10 WHT/BLU (Fuse 46)
11 Canada: GRN/RED (Seat heaters)
12 Canada: BLK/GRN (Seat heaters)
13 BLU/WHT
(USA: Power mirrors)
(Canada: Power mirrors)
14 YEL/WHT
(USA: Power mirrors)
(Canada: Power mirrors)
15 LT GRN
(USA: Power mirrors)
(Canada: Power mirrors)
16 WHT/RED
('97-'98 Models: Power door locks)
('99-'00 Models: Power door locks)
17 LT GRN/RED
('97-'98 Models: Power door locks)
('99-'00 Models: Power door locks)
18 Canada: ORN/WHT (Mirror defoggers)
19 —
20 —
21 BLK (G401/G402)
22 BLK (G401/G402)
23 Male – GRN/ORN
Female – GRN
(Courtesy lights)
24 Male – RED/GRN
Female – BLU/GRN
(Stereo sound system)
25 Male – BRN/BLK
Female – GRY/BLK
(Stereo sound system)

Connector Views

74. C464

– Green/Gray
– In passenger's door jamb
– Connects main wire harness to passenger's door wire harness



1 Canada: BLK/GRN (Seat heaters)
2 WHT/BLU (Fuse 46)
3 Canada: WHT/BLU (Seat heaters)
4 BLU/BLK (Power windows)
5 WHT/RED
('97-'98 Models: Power door locks)
('99-'00 Models: Power door locks)
6 Canada: WHT/BLK (Seat heaters)
7 BLU/WHT
(USA: Power mirrors)
(Canada: Power mirrors)
8 YEL/WHT
(USA: Power mirrors)
(Canada: Power mirrors)
9 LT GRN
(USA: Power mirrors)
(Canada: Power mirrors)
10 LT GRN/RED
('97-'98 Models: Power door locks)
('99-'00 Models: Power door locks)
11 Canada: RED/BLK (Headlight switch)
12 BLU (Power windows)
13 —
14 BLU/ORN
('97-'98 Models: Power door locks)
('99-'00 Models: Power door locks)
15 BLK/WHT
('97-'98 Models: Power door locks)
('99-'00 Models: Power door locks)
16 Canada: RED (Dash and console lights)
17 BLU/YEL (Power windows)
18 BLK (G401/G402)
19 Male – BLU/GRN
Female – RED/GRN
(Stereo sound system)
20 Male – GRY/BLK
Female – BRN/BLK
(Stereo sound system)
21 Male – GRN
Female – GRN/ORN
(Courtesy lights)
22 —
23 —
24 —
25 Canada: ORN/WHT (Mirror defoggers)

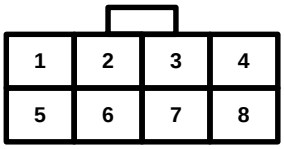
Connector Views

75. Windshield Wiper/Washer Switch

– At steering column

Connector A

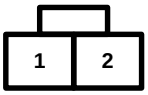
– Natural
– On steering column jumper wire harness



1 BLK/YEL (Washer motor control)
2 GRN (Intermittent output)
3 BLU (Low speed control)
4 BLU/YEL (High speed control)
5 BLU/WHT (Intermittent control)
6 —
7 GRN/BLK (Fuse 17)
8 BLK (G401/G402)

Connector B

– Natural
– Connects steering column jumper wire harness to windshield wiper/washer switch pigtail



1 Male – BLK
Female – GRN/WHT
(Intermittent dwell timer output)
2 Male – WHT
Female – WHT/YEL
(Intermittent dwell timer output)

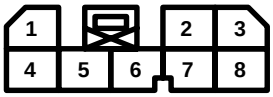
Connector Views

76. Immobilizer Control Unit

– Behind dash, on left side of steering column

Connector A

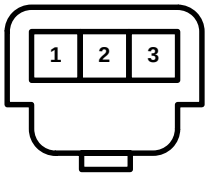
– Gray
– On main wire harness



1 WHT/GRN (Fuse 4)
2 GRY (PARK/NEUTRAL input)
3 LT BLU (Starter cut control)
4 *1: BLK/YEL
*2: YEL/BLK
(Ignition input)
5 PNK (Immobilizer indicator control)
6 BRN/YEL (Immobilizer signal output)
7 GRN/RED (Parking brake input)
8 BLK (G401/G402)

Connector B

– White
– On steering column jumper wire harness



1 WHT (Immobilizer receiver input)
2 BLK (Shield ground)
3 ORN (Immobilizer receiver input)

*1 = Early production '97 Model
*2 = All except early production '97 Model

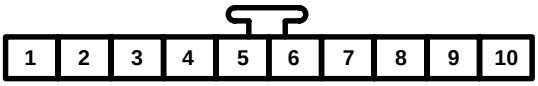
Connector Views

77. Power Mirror Switch

– On driver's door panel

Connector A

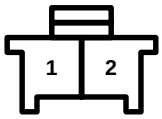
– Green
– On driver's door wire harness



1 —
2 —
3 LT GRN (USA: Passenger's left/right control) (Canada: Passenger's left/right control)
4 BLU/ORN (USA: Driver's left/right control) (Canada: Driver's left/right control)
5 BLU/WHT (USA: Up/down control) (Canada: Up/down control)
6 YEL/WHT (USA: Passenger's common) (Canada: Passenger's common)
7 BLU/GRN (USA: Driver's common) (Canada: Driver's common)
8 —
9 YEL/BLK (USA: Fuse 9) (Canada: Fuse 9)
10 BLK (USA: G401/G402) (Canada: G401/G402)

Connector B (Canada)

– On driver's door wire harness



1 ORN/WHT (Defogger output)
2 YEL/BLK (Ignition ON input)

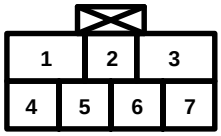
Connector Views

78. Steering Lock

– Top of steering column

Connector A

– Blue
– On steering column jumper wire harness



1 BLK/WHT (START output)
2 —
3 WHT (Fuse 33)
4 YEL (ON output)
5 WHT/BLK (START or ON output)
6 BLK/YEL (START or ON output)
7 —

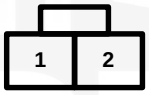
Connector B

– Green
– On steering column jumper wire harness

1 ORN (Immobilizer receiver output)
2 WHT (Immobilizer receiver output)
3 BLU/WHT (Ignition key switch output)
4 BLU/WHT (G401/G402)
5 WHT (Ignition key light control)
6 A/T: WHT/BLU (Key interlock switch output)
7 WHT/YEL (Fuse 41)

Connector C (A/T only)

– White
– On steering column jumper wire harness



1 WHT/RED (Key interlock solenoid control)
2 BLK/RED (Key interlock switch input)

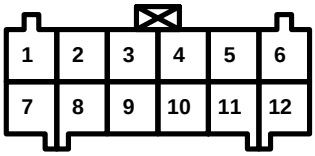
Connector Views

79. ABS Control Unit

– Behind right kick panel

Connector A

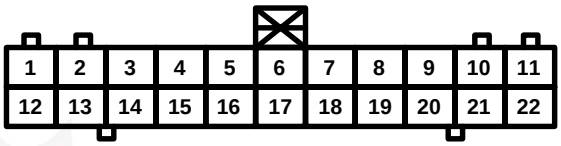
– Orange
– On main wire harness



1 BLU/WHT (WARN)
2 BLK (G404)
3 BLK/ORN (RR-OUT)
4 YEL/BLU (FL-OUT)
5 YEL/WHT (RL-OUT)
6 YEL/BLK (FR-OUT)
7 BLK (G404)
8 YEL (RR-IN)
9 RED/BLU (FL-IN)
10 RED/WHT (RL-IN)
11 RED/BLK (FR-IN)
12 YEL/RED (PMR)

Connector B

– Orange
– On main wire harness



1 BLK (G403)
2 —
3 WHT/RED (FLP)
4 GRN/RED (PARK)
5 WHT/BLU (FRP)
6 BRN (FLW (–))
7 GRN/BLU (FLW (+))
8 GRN (FRW (–))
9 GRN/BLK (FRW (+))
10 WHT/BLK (STOP)
11 YEL/BLK (Fuse 9)
12 BLK (G403)
13 GRY/WHT (RLP)
14 RED/WHT (SCS)
15 GRY/RED (RRP)
16 GRN/ORN (MCK)
17 LT BLU (RLW (+))
18 GRY (RLW (–))
19 GRN/YEL (RRW (+))
20 BLU/YEL (RRW (–))
21 YEL/GRN (FSR)
22 LT GRN/RED (DLC)

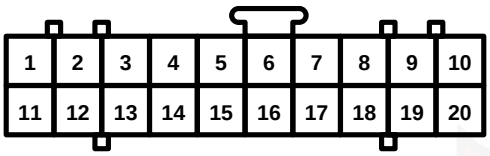
Connector Views

80. Passenger's Multiplex Control Unit

– Behind right kick panel

Connector A (E in S/M)

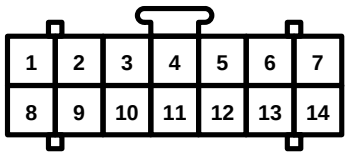
– Blue
– On main wire harness



1 BLU (Passenger's power window motor control)
2 BLU/YEL (Passenger's power window motor control)
3 —
4 —
5 —
6 —
7 —
8 —
9 WHT/YEL (Fuse 43)
10 RED (Brightness control)
11 BLU/RED (Power window main switch input)
12 BLU/BLK (Fuse 16)
13 A/T: WHT/GRN (Shift lock circuit input)
14 A/T: BLK (G401/G402)
15 A/T: GRN/YEL (Shift lock solenoid control)
16 A/T: BLK/BLU (Park position input)
17 —
18 —
19 BLK (G401/G402)
20 BLK (G401/G402)

Connector B (D in S/M)

– Blue
– On main wire harness



1 PNK (A-D line)
2 LT GRN (D-A line)
3 GRN/YEL (Intermittent dwell timer input)
4 BLK/WHT
('97-'98 Models: Passenger's door LOCK output)
('99-'00 Models: Passenger's door LOCK output)
5 BLU/ORN
('97-'98 Models: Passenger's door UNLOCK output)
('99-'00 Models: Passenger's door UNLOCK output)
6 —
7 YEL (Fuse 13)
8 WHT/RED (Brightness control)
9 RED/WHT (Brightness control)
10 GRN/WHT (Intermittent dwell timer input)
11 GRN/ORN (Passenger's door OPEN input)
12 —
13 —
14 —

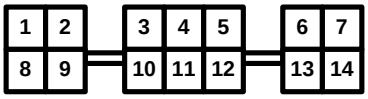
Connector Views

81. Driver's Multiplex Control Unit

– On rear of under-dash fuse/relay box

Connector A

– Connects driver's multiplex control unit to under-dash fuse/relay box



1 (Power window relay control)
2 (Lights ON input)
3 (Fuse 43)
4 —
5 (Park input)
6 (Intermittent wiper control)
7 (G401/G402)
8 —
9 (Rear window defogger ON input)
10 (Rear window defogger ON output)
11 (Washer ON input)
12 (Intermittent ON input)
13 (Fuse 13)
14 (Driver's door OPEN input)

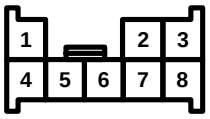
Connector B

– Green
– On main wire harness

1 PNK (A-D line)
2 WHT/BLU (Engine running input)
3 BLU/YEL (Key in ignition input)
4 —
5 —
6 —
7 LT GRN (D-A line)
8 BRN (Door D-line)
9 '99-'01 Models: GRN/ORN (Alarm control)
10 —
11 —
12 '99-'01 Models: RED/WHT (Alarm control)
13 LT BLU (Multiplex control inspection connector input)
14 RED/BLU (Driver's seat belt switch input)

Connector C

– Gray
– On main wire harness



1 '99-'01 Models: RED (Door lock relay control)
2 WHT (Fuse 44)
3 '99-'01 Models: WHT (Fuse 44)
4 BLK (G401/G402)
5 YEL/RED (Engine oil pressure switch input)
6 WHT/BLK (Ignition key/ceiling light control)
7 WHT/RED (Door LOCK output)
8 LT GRN/RED (Door UNLOCK output)

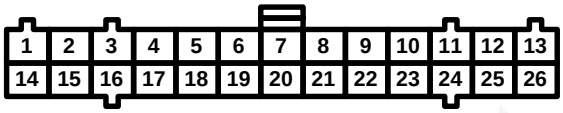
Connector Views

82. ATTS Control Unit

– Below front passenger's footrest

Connector A

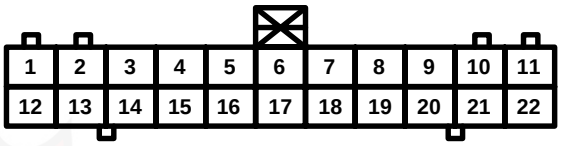
– Blue
– On ECM wire harness



1	BLK/WHT (RSOL)	14	BLK (G101)
2	RED/BLU (PWR)	15	YEL/WHT (ASH)
3	BLK/BLU (LSOL)	16	ORN (VCCY)
4	GRY/RED (RRP)	17	—
5	GRN/BLK (BACK)	18	—
6	GRY/WHT (RLP)	19	BLU/GRN (STR-Z)
7	BLU/ORN (STR-A)	20	BLU (NE)
8	WHT/BLU (FRP)	21	YEL/WHT (STR-B)
9	RED/WHT (SCS)	22	YEL/RED (ABSY)
10	WHT/RED (FLP)	23	PNK (WARN1)
11	LT GRN/RED (DLC)	24	YEL/BLK (Fuse 9)
12	YEL/RED (Fuse 21)	25	BRN/BLK (G101)
13	GRN/BLK (SG)	26	YEL/BLU (VCC)

Connector B

– Blue
– On ECM wire harness



1	YEL/RED (Fuse 21)	12	BRN/BLK (G101)
2	GRY (TOH)	13	BRN (TOL)
3	PNK (WARN2)	14	—
4	—	15	RED/GRN (POL)
5	RED/BLK (POR)	16	—
6	GRN/RED (PARK)	17	LT GRN/BLK (VREF)
7	—	18	YEL (G-SEN)
8	GRN (YAW)	19	GRN/YEL (FI-RX)
9	GRN/BLU (FI-TX)	20	RED/GRN (PB)
10	ORN/GRN (FSR)	21	BLK (G101)
11	—	22	YEL/BLK (ASG)

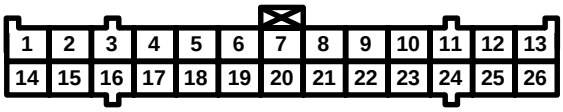
Connector Views

83. Transmission Control Module (TCM)

– Below front passenger's footrest

Connector A

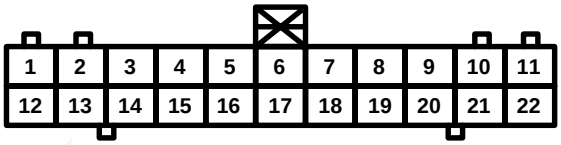
– Gray
– On ECM wire harness



1 —
2 GRN/WHT (SH B)
3 BLU/YEL (SH A)
4 RED (ATPN)
5 BLU (NE)
6 BRN (ATP1)
7 BLU (ATP2)
8 GRN (ATP D3)
9 YEL (ATP D4)
10 LT GRN (ATP PN)
11 WHT (ATP R)
12 BLK/YEL (Fuse 14)
13 BRN/BLK (G101)
14 BLK (G101)
15 YEL (LC)
16 GRN/BLK (SH C)
17 BLU/RED (D4 IND)
18 —
19 BLU/BLK (LED C)
20 BLU/GRN (LED B)
21 BLU/YEL (LED A)
22 WHT/GRN (ILU)
23 WHT/YEL (Fuse 43)
24 —
25 BLK/YEL (Fuse 14)
26 BRN/BLK (G101)

Connector B

– Gray
– On ECM wire harness



1 RED (LS A+)
2 —
3 —
4 RED/BLK (TPS)
5 BLU/WHT (VSS)
6 —
7 LT GRN/RED (RXD/TXD)
8 GRN (NCSG)
9 BLU (NC)
10 RED (NM)
11 BLU/RED (LS B+)
12 WHT/BLK (STOP SW)
13 BLK/RED (T-MODE)
14 BLU/BLK (OP2SW)
15 BLU/YEL (T-M–)
16 WHT/BLU (T-M+)
17 WHT (NMSG)
18 GRN/BLU (SEAF)
19 GRN/YEL (SEFA)
20 LT GRN/BLK (VREF)
21 WHT (LS A–)
22 WHT/RED (LS B–)

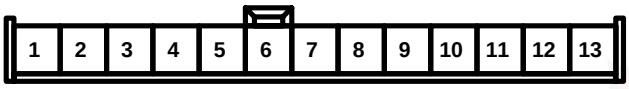
Connector Views

84. Gauge Assembly

– Left side of dash

Connector A

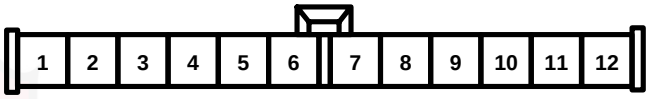
– Blue
– On dashboard wire harness



1 RED/BLK (Lights ON input)
2 RED (Brightness control)
3 —
4 BLK (G401/G402)
5 GRN/RED (Brake system indicator light control)
6 GRN/BLU (Turn signal and hazard warning lights input)
7 GRN/YEL (Turn signal and hazard warning lights input)
8 —
9 PNK (Immobilizer indicator light control)
10 WHT/YEL (Fuse 43)
11 BLU/BLK (Cruise control indicator light control)
12 YEL/BLU (Fuel gauge input)
13 RED/BLU (Seat belt reminder light control)

Connector C

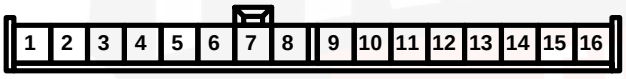
– Gray
– On dashboard wire harness



1 WHT/BLU (Charging system indicator light control)
2 BLU/BLK (DRL indicator light control)
3 YEL (Fuse 13)
4 YEL (Fuse 13)
5 BLU (SRS indicator light control)
6 BLU/WHT (ABS indicator light control)
7 YEL/RED (Low engine oil pressure indicator light control)
8 —
9 YEL (Fuse 13)
10 YEL/GRN (Engine coolant temperature input)
11 LT GRN/RED (Low fuel indicator light control)
12 Type SH: PNK (ATTS indicator light control)

Connector B

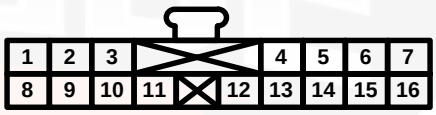
– Blue
– On dashboard wire harness



1 RED/YEL (High beam input)
2 ORN/WHT (High beam indicator light control)
3 BLU/WHT (Vehicle speed input)
4 —
5 BLU (Engine speed input)
6 —
7 —
8 BLK (G401/G402)
9 BLK/YEL (Fuse 14)
10 RED (Brightness control)
11 RED/BLK (Lights ON input)
12 ORN (Trunk OPEN indicator light control)
13 —
14 GRN (Driver's door OPEN input)
15 GRN/ORN (Passenger's door OPEN input)
16 GRY/RED (MIL control)

Connector D (A/T only)

– Green
– On dashboard wire harness



1 BLU (A/T "2" indicator control)
2 GRN (A/T "D3" indicator control)
3 BLU/RED (A/T "D4" indicator control)
4 RED (A/T "N" indicator control)
5 WHT (A/T "R" indicator control)
6 BLK/BLU (A/T "P" indicator control)
7 LT GRN (PARK/NEUTRAL output)
8 —
9 YEL (Fuse 13)
10 BLU/BLK (Shift indicator circuit control)
11 BLU/GRN (Shift indicator circuit control)
12 BLU/YEL (Shift indicator circuit control)
13 RED (Brightness control)
14 RED/BLK (Lights ON input)
15 BLK (G401/G402)
16 BRN (A/T "1" indicator control)

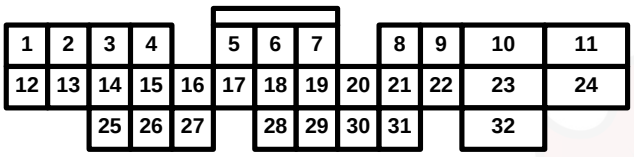
Connector Views

85. Engine Control Module (ECM)

– Below front passenger's footrest

Connector A

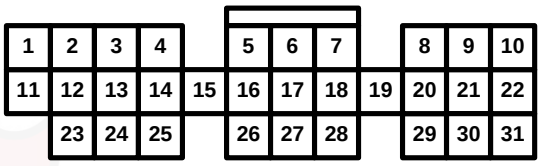
– Gray
– On ECM wire harness



1 YEL (INJ4)
2 BLU (INJ3)
3 RED (INJ2)
4 BRN (INJ1)
5 ORN/BLU (SO2SHTC)
6 BLK/WHT (PO2SHTC)
7 ORN (ESOL)
8 GRN/YEL (VTS)
9 BRN/BLK (G101)
10 BLK (G101)
11 YEL/BLK (IGP1)
12 BLK/BLU (IACV)
13 —
14 —
15 RED/YEL (PCS)
16 GRN/ORN (FLR)
17 PNK/BLU (ACC)
18 GRY/RED (MIL)
19 WHT/GRN (ALTC)
20 YEL/GRN (ICM)
21 —
22 BRN/BLK (G101)
23 BLK (G101)
24 YEL/BLK (IGP2)
25 WHT (RESSOL)
26 RED/BLU (IABSOL)
27 GRN (FANC)
28 '97 California Model and all '98-'01 Models: GRN/WHT (2WBS)
29 '97 California Model and all '98-'01 Models: ORN/GRN (VSV)
30 —
31 —
32 —

Connector C

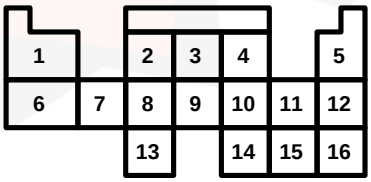
– Blue
– On ECM wire harness



1 A/T, Type SH: LT GRN/BLK (VREF)
2 BLU (CKPP)
3 GRN (TDCP)
4 YEL (CYPP)
5 BLU/ORN (ACS)
6 BLU/RED (Fuse 2)
7 RED/WHT (SCS)
8 LT GRN (K-LINE)
9 —
10 WHT/YEL (Fuse 43)
11 —
12 WHT (CKPM)
13 RED (TDCM)
14 BLK (CYPM)
15 BLU/BLK (VTM)
16 GRN (PSPSW)
17 WHT/GRN (ALTF)
18 BLU/WHT (VSS)
19 —
20 '97 Model: All except california: BRN (PFSW)
21 —
22 BRN/YEL (IMOCODE)
23 —
24 —
25 —
26 —
27 —
28 —
29 A/T: LT GRN (ATPNP)
30 Type SH: GRN/BLU (FITX)
A/T: GRN/BLU (SEAF)
31 Type SH: GRN/YEL (FIRX)
A/T: GRN/YEL (SEFA)

Connector D

– Gray
– On ECM wire harness

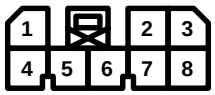


1 RED/BLK (TPS)
2 RED/WHT (ECT)
3 RED/GRN (MAP)
4 YEL/RED (VCC1)
5 WHT/BLK (BKSW)
6 RED/BLU (KS)
7 WHT (PHO2S)
8 RED/YEL (IAT)
9 WHT/BLK (EGRL)
10 YEL/BLU (VCC2)
11 GRN/BLK (SG2)
12 GRN/WHT (SG1)
13 —
14 WHT/RED (SHO2S)
15 '97 California Model and all '98-'01 Models: WHT/BLU (PTANK)
16 GRN/RED (EL)

Connector Views

86. Keyless Receiver Unit

– Gray
– Behind left kick panel
– On right side wire harness

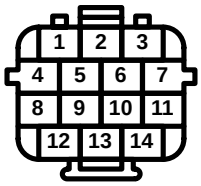


1 —
2 —
3 YEL/GRN (Fuse 22)
4 —
5 GRN/ORN (UNLOCK output)
6 RED/WHT (LOCK output)
7 BLK (G501)
8 WHT/BLU (Fuse 46)

Connector Views

87. C146

– Gray
– Underside of engine, left of transmission
– Connects engine wire harness to ATTS sub harness

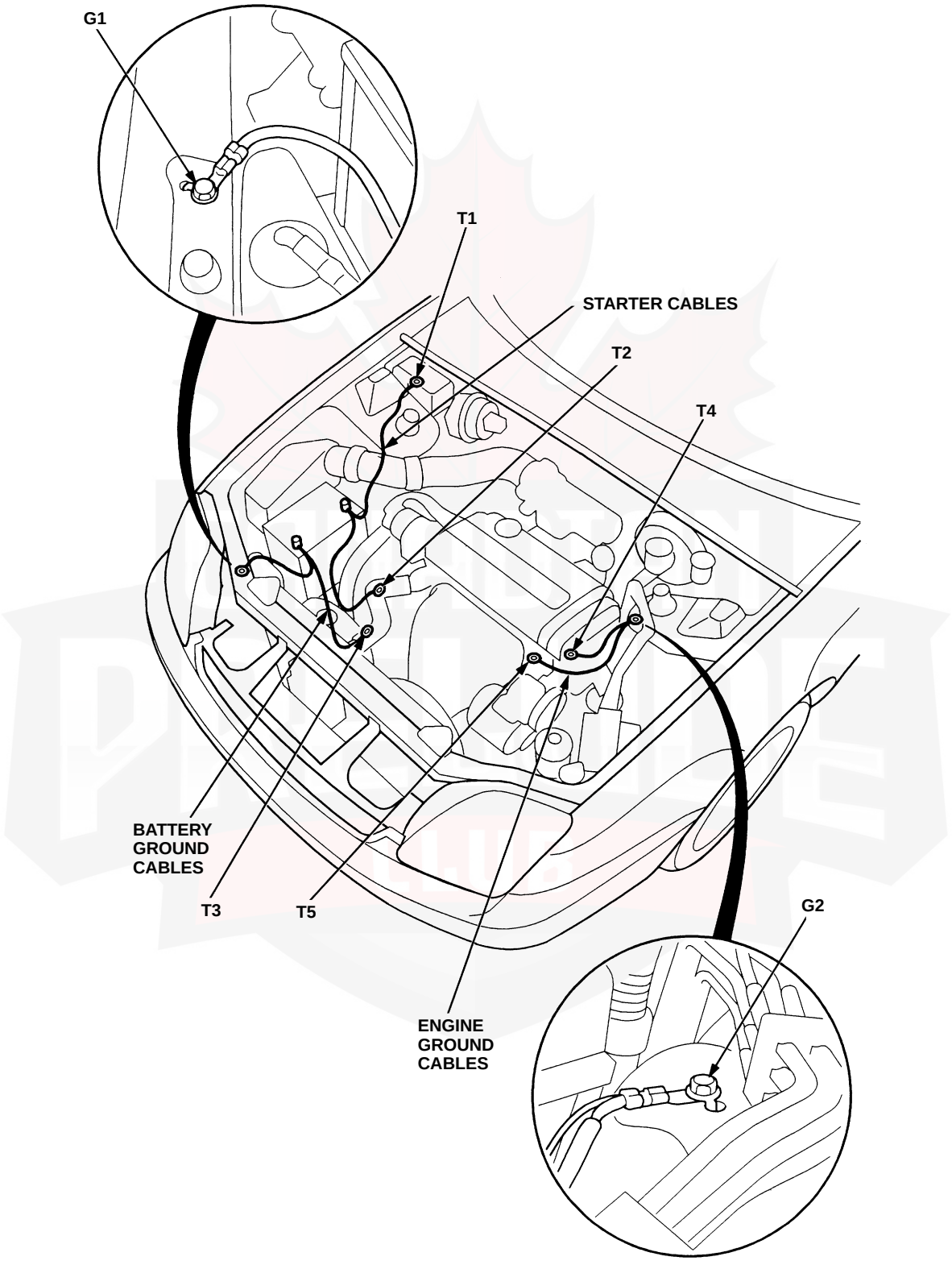


1 YEL/RED (ATTS)
2 YEL/GRN (ATTS)
3 YEL/BLU (ATTS)
4 BLK/WHT (ATTS)
5 BLK (ATTS)
6 BLU (ATTS)
7 GRN/BLK (ATTS)
8 RED/WHT (ATTS)
9 BLK (ATTS)
10 ORN (ATTS)
11 GRN/BLK (ATTS)
12 GRN/YEL (ATTS)
13 YEL/BLU (ATTS)
14 BLU/WHT (ATTS)

Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
Starter Cables				
T1 T2		Right side of engine compartment Right side of engine compartment	Under-hood fuse/relay box Starter motor	
⊕		Battery	Battery positive terminal	
Battery Ground Cables				
T3		Middle of engine compartment	Transmission housing	
G1		Right side of engine compartment	Body ground, via battery ground cables	
⊖		Battery	Battery negative terminal	
Engine Ground Cables				
T4 T5		Middle of engine compartment Middle of engine compartment	Cylinder head cover PSP switch bracket	
G2		Left side of engine compartment	Body ground, via engine ground cables	

Connector Identification and Wire Harness Routing



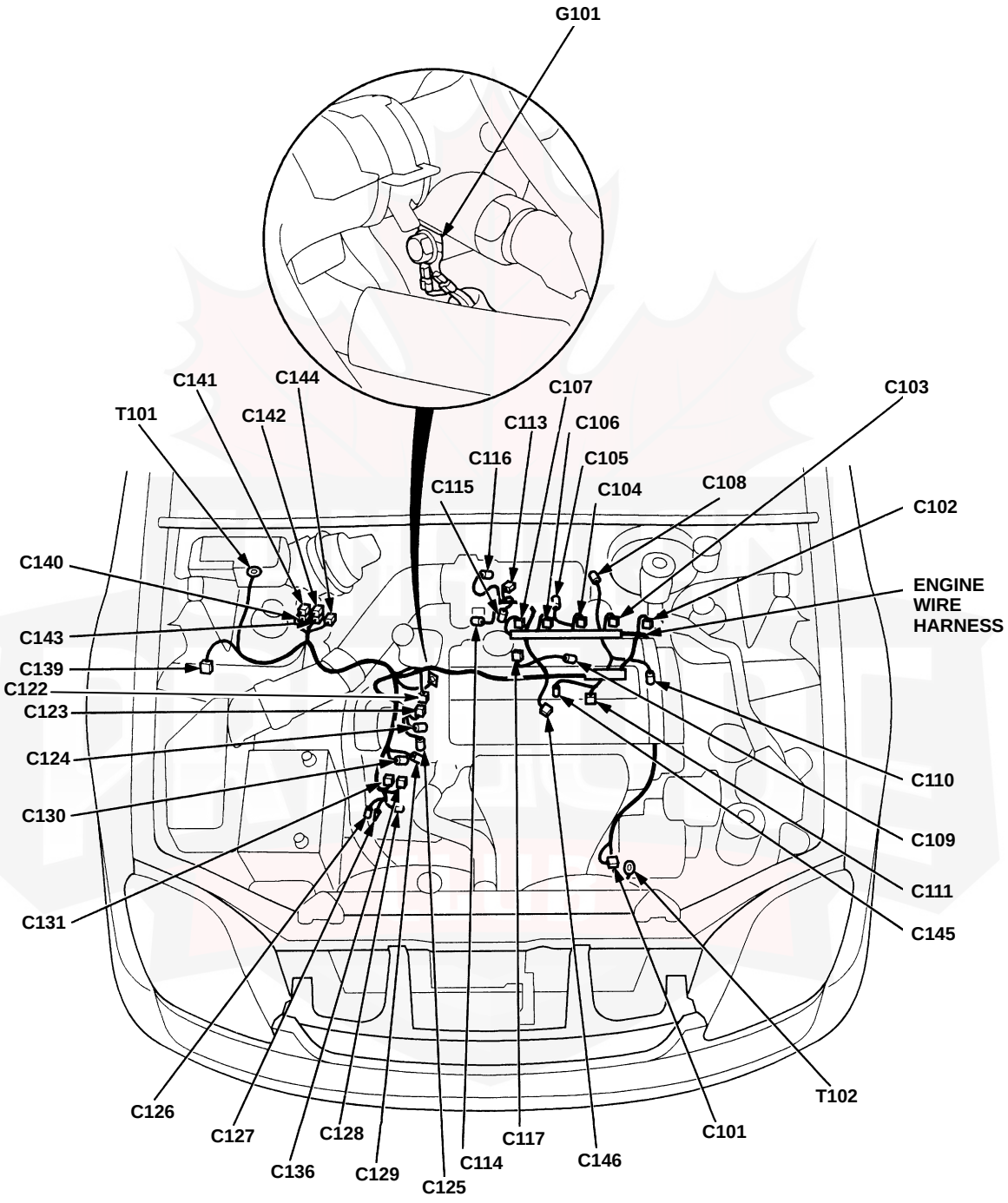
Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes

Engine Wire Harness (With ATTS)

C101	4-GRN	Left side of engine compartment	Alternator	
C102	4-GRY	Middle of engine	TDC/CKP sensor	
C103	2-BLK	Middle of engine	No. 1 fuel injector	
C104	2-BLK	Middle of engine	No. 2 fuel injector	
C105	2-BLK	Middle of engine compartment	IAC valve	
C106	2-BLK	Middle of engine	No. 3 fuel injector	
C107	2-BLK	Middle of engine	No. 4 fuel injector	
C108	2-GRY	Middle of engine compartment	IAT sensor	
C109	2-GRY	Middle of engine compartment	IAB control solenoid valve	
C110	2-GRN	Middle of engine compartment	PSP switch	
C111	1-BLK	Middle of engine compartment	Knock sensor (KS)	
C113	4-GRY	Middle of engine	Ignition coil	
C114	3-GRY	Middle of engine compartment	TP sensor	
C115	2-GRN	Middle of engine	Radiator fan switch	
C116	3-GRY	Middle of engine compartment	MAP sensor	
C117	14-GRY	Middle of engine	Junction connector	
C122	3-GRY	Middle of engine	Vehicle speed sensor (VSS)	
C123	1-GRY	Middle of engine	VTEC solenoid valve	
C124	2-GRN	Middle of engine	VTEC pressure switch	
C125	3-GRY	Middle of engine	EGR valve lift sensor	
C126	1-BLK	Middle of engine	Back-up light switch (+)	
C127	1-BLK	Middle of engine	Back-up light switch (–)	
C128	1-BLK	Middle of engine	Starter solenoid	
C129	2-GRY	Middle of engine	ECT sensor	
C130	1-BLK	Middle of engine	Coolant temperature sending unit	
C131	4-GRY	Middle of engine	CYP sensor	
C136	2-GRY	Middle of engine	Ignition control module (ICM)	
C139	2-GRY	Right side of engine compartment	Main wire harness	
C140	10-GRY	Right side of engine compartment	ECM wire harness	
C141	14-GRY	Right side of engine compartment	ECM wire harness	
C142	14-BLU	Right side of engine compartment	ECM wire harness	
C143	8-GRY	Right side of engine compartment	ECM wire harness	
C144	14-BLU	Right side of engine compartment	ECM wire harness	
C145	1	Middle of engine	Engine oil pressure switch	
C146	14-GRY	Middle of engine	ATTS sub-harness	
T101		Right side of engine compartment	Under-hood fuse/relay box	
T102		Left side of engine compartment	Alternator	
G101		Middle of engine	Engine ground, via engine wire harness	

Connector Identification and Wire Harness Routing



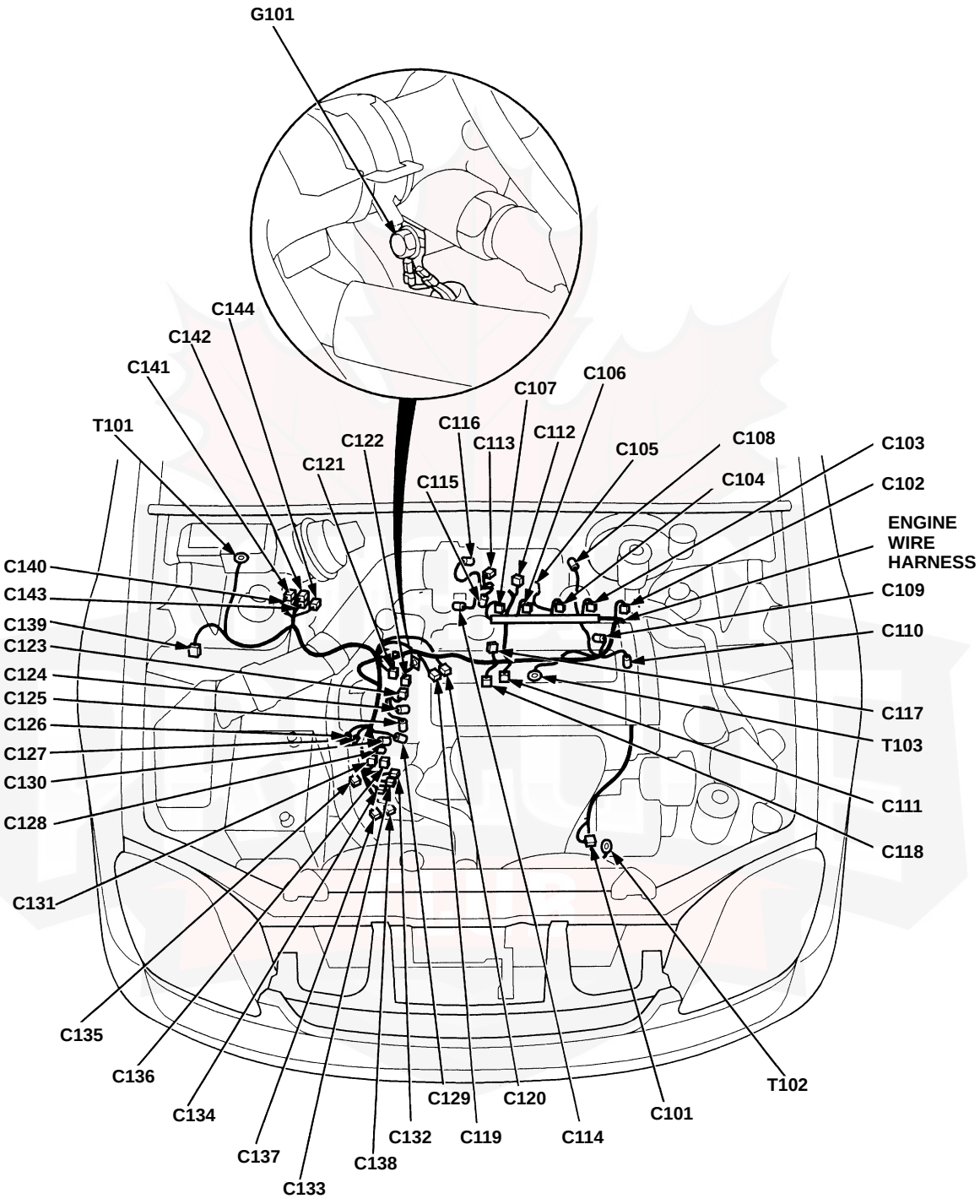
Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes

Engine Wire Harness (Without ATTS)

C101	4-GRN	Left side of engine compartment	Alternator	
C102	4-GRY	Middle of engine	TDC/CKP sensor	
C103	2-BLK	Middle of engine	No. 1 fuel injector	
C104	2-BLK	Middle of engine	No. 2 fuel injector	
C105	2-BLK	Middle of engine compartment	IAC valve	
C106	2-BLK	Middle of engine	No. 3 fuel injector	
C107	2-BLK	Middle of engine	No. 4 fuel injector	
C108	2-GRY	Middle of engine compartment	IAT sensor	
C109	2-GRY	Middle of engine compartment	IAB control solenoid valve	
C110	2-GRN	Middle of engine compartment	PSP switch	
C111	1-BLK	Middle of engine compartment	Knock sensor (KS)	
C112	8-GRY	Middle of engine	Junction connector	
C113	4-GRY	Middle of engine	Ignition coil	
C114	3-GRY	Middle of engine compartment	TP sensor	
C115	2-GRN	Middle of engine	Radiator fan switch	
C116	3-GRY	Middle of engine compartment	MAP sensor	
C117	14-GRY	Middle of engine	Junction connector	
C118	4-GRY	Middle of engine	Heated oxygen sensor (HO2S)	
C119	10-GRY	Middle of engine	A/T gear position switch	A/T
C120	2-BLK	Middle of engine	Countershaft speed sensor	A/T
C121	1	Middle of engine	Oil pressure switch	A/T
C122	3-GRY	Middle of engine	Vehicle speed sensor (VSS)	
C123	1-GRY	Middle of engine	VTEC solenoid valve	
C124	2-GRN	Middle of engine	VTEC pressure switch	
C125	3-GRY	Middle of engine	EGR valve lift sensor	
C126	1-BLK	Middle of engine	Back-up light switch (+)	M/T
C127	1-BLK	Middle of engine	Back-up light switch (–)	M/T
C128	1-BLK	Middle of engine	Starter solenoid	
C129	2-GRY	Middle of engine	ECT sensor	
C130	1-BLK	Middle of engine	Coolant temperature sending unit	
C131	4-GRY	Middle of engine	CYP sensor	
C132	2-BLK	Middle of engine	A/T clutch pressure control solenoid valve B	
C133	2-BRN	Middle of engine	A/T clutch pressure control solenoid valve A	
C134	2-BLK	Middle of engine	Mainshaft speed sensor	A/T
C135	2-GRY	Middle of engine	Lock-up control solenoid valve and shift control solenoid valve A	A/T
C136	2-GRY	Middle of engine	Ignition control module (ICM)	
C137	2-BLK	Middle of engine	Shift control solenoid valve B	A/T
C138	2-BRN	Middle of engine	Shift control solenoid valve C	A/T
C139	2-GRY	Right side of engine compartment	Main wire harness	
C140	10-GRY	Right side of engine compartment	ECM wire harness	
C141	14-GRY	Right side of engine compartment	ECM wire harness	A/T
C142	14-BLU	Right side of engine compartment	ECM wire harness	
C143	8-GRY	Right side of engine compartment	ECM wire harness	M/T
C143	14-GRY	Right side of engine compartment	ECM wire harness	A/T
C144	14-BLU	Right side of engine compartment	ECM wire harness	
T101		Right side of engine compartment	Under-hood fuse/relay box	
T102		Left side of engine compartment	Alternator	
T103		Middle of engine	Engine oil pressure switch	
G101		Middle of engine	Engine ground, via engine wire harness	

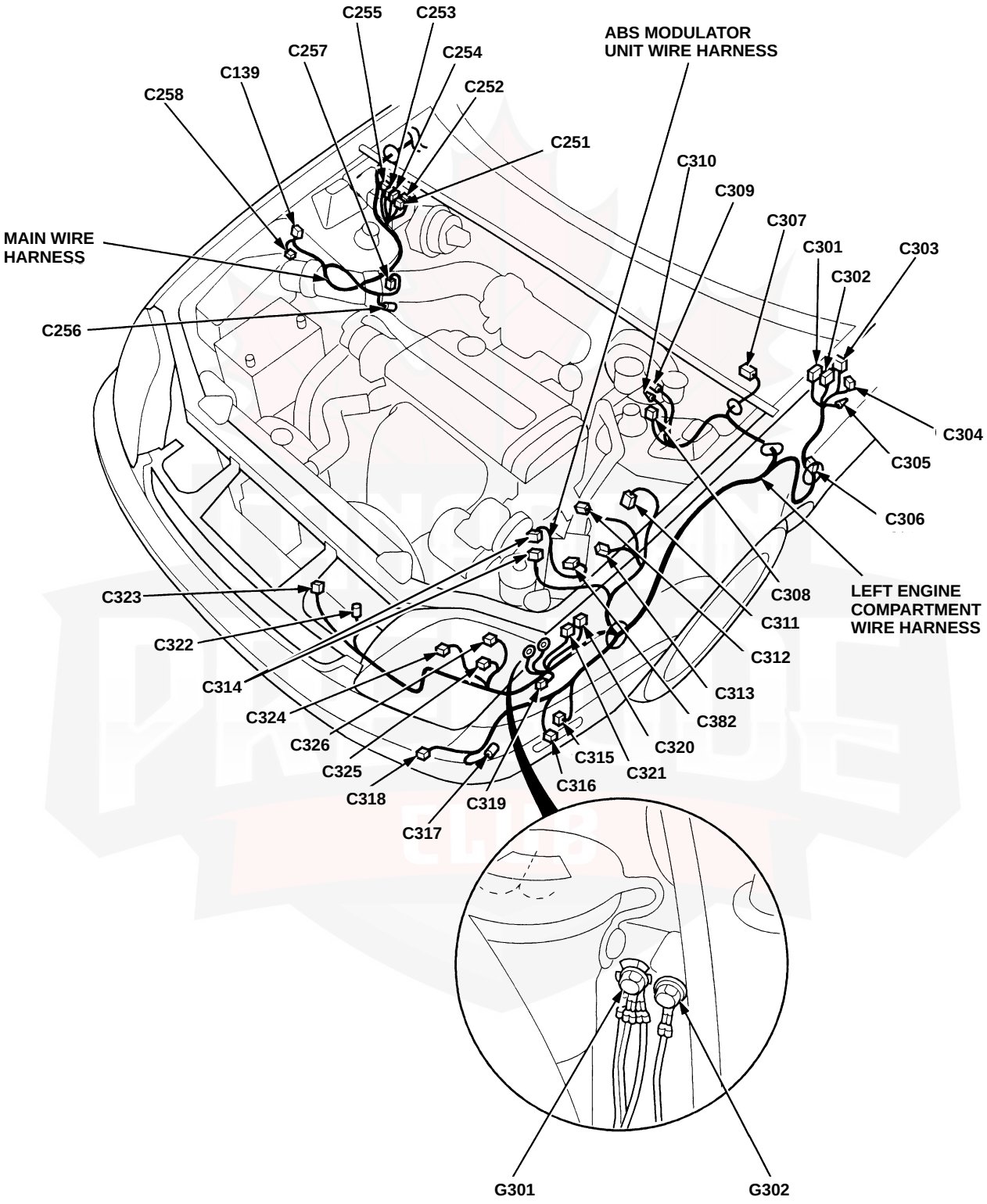
Connector Identification and Wire Harness Routing



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
Left Engine Compartment Wire Harness				
C301	14-GRY	Under left side of dash	Main wire harness	
C302	14-GRY	Under left side of dash	Main wire harness	
C303	7-BRN	Under left side of dash	Main wire harness	
C304	3-GRY	Under left side of dash	Security wire harness	Optional
C305	1-NAT	Under left side of dash	Fog light system connector	Optional
C306	20-BRN	Behind left kick panel	Junction connector	
C307	5-GRY	Left rear of engine compartment	Windshield wiper motor	
C308	6-BRN	Left side of engine compartment	Windshield wiper intermittent relay	
C309	1-BLK	Left side of engine compartment	Brake fluid level switch (+)	
C310	1-BLK	Left side of engine compartment	Brake fluid level switch (–)	
C311	2-GRY	Left side of engine compartment	EGR control solenoid valve	
C312	2-ORN	Left side of engine compartment	ABS left front wheel sensor	
C313	2-ORN	Left side of engine compartment	ABS pump motor	
C314	10-ORN	Left side of engine compartment	ABS modulator unit wire harness	
C315	2-GRN	Behind front bumper	Windshield washer motor	
C316	2-BRN	Behind front bumper	Left front side marker light	
C317	1-BLK	Behind front bumper	Fog light system connector	Optional
C318	2-BRN	Behind front bumper	Left front turn signal light	
C319	3-GRY	Left side of engine compartment	Security alarm system	Optional
C320	4-GRN	Left side of engine compartment	Condenser fan relay	
C321	4-BRN	Left side of engine compartment	A/C compressor clutch relay	
C322	1-GRY	Left side of engine compartment	A/C compressor clutch	
C323	2-GRY	Left side of engine compartment	Condenser fan motor	
C324	2-BRN	Behind left headlight	Left front parking light	
C325	3-BLK	Behind left headlight	Left headlight (high beam)	
C326	3-BLK	Behind left headlight	Left headlight (low beam)	
G301		Left side of engine compartment	Body ground, via left engine compartment wire harness	
G302		Left side of engine compartment	Body ground, via left engine compartment wire harness	
ABS Modulator Unit Wire Harness				
C314	10-ORN	Left side of engine compartment	Left engine compartment wire harness	
C382	10-ORN	Left side of engine compartment	ABS modulator unit	
Main Wire Harness (Engine compartment branch)				
C139	2-GRY	Right side of engine compartment	Engine wire harness	
C251	11-GRY	Right side of engine compartment	Under-hood fuse/relay box	
C252	9-GRY	Right side of engine compartment	Under-hood fuse/relay box	
C253	3-BRN	Right side of engine compartment	Under-hood fuse/relay box	
C254	7-BRN	Right side of engine compartment	Under-hood fuse/relay box	
C255	3-WHT	Right side of engine compartment	ELD unit	
C256	2-GRY	Right side of engine compartment	Intake control solenoid valve	
C257	2-ORN	Right side of engine compartment	ABS right front wheel sensor	
C258	2-NAT	Right side of engine compartment	Test tachometer connector	

Connector Identification and Wire Harness Routing

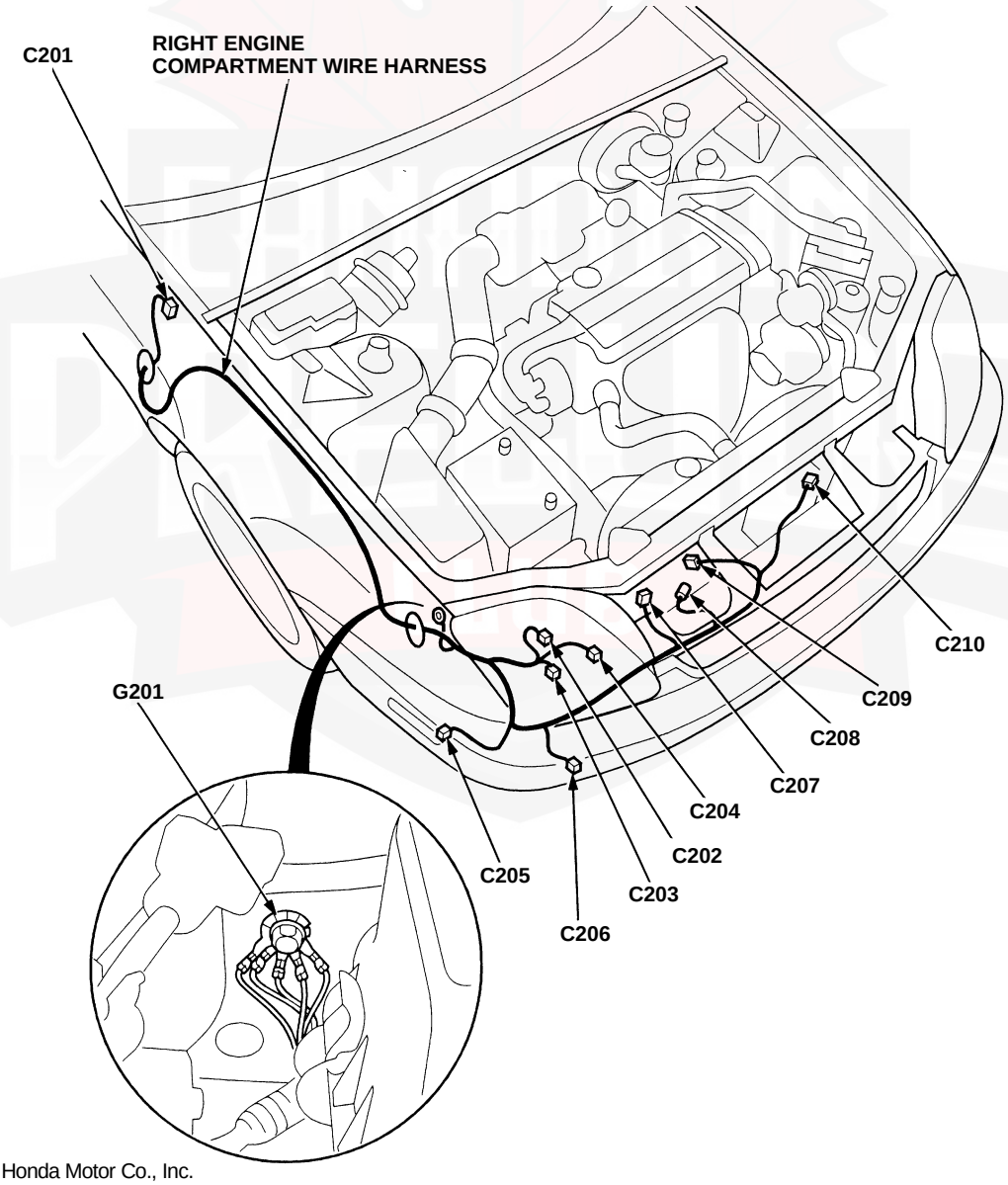


Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes

Right Engine Compartment Wire Harness

C201	12-GRN	Behind right kick panel	Main wire harness	
C202	3-BLK	Behind right headlight	Right headlight (low beam)	
C203	3-BLK	Behind right headlight	Right headlight (high beam)	
C204	2-BRN	Behind right headlight	Right front parking light	
C205	2-BRN	Behind front bumper	Right front side marker light	
C206	2-BRN	Behind front bumper	Right front turn signal light	
C207	2-GRY	Behind middle of front bumper	Radiator fan motor	
C208	2-GRY	Behind middle of front bumper	A/C pressure switch	
C209	2-GRY	Behind middle of front bumper	Right horn	
C210	2-GRY	Behind middle of front bumper	Left horn	
G201		Right side of engine compartment	Body ground, via right engine compartment wire harness	



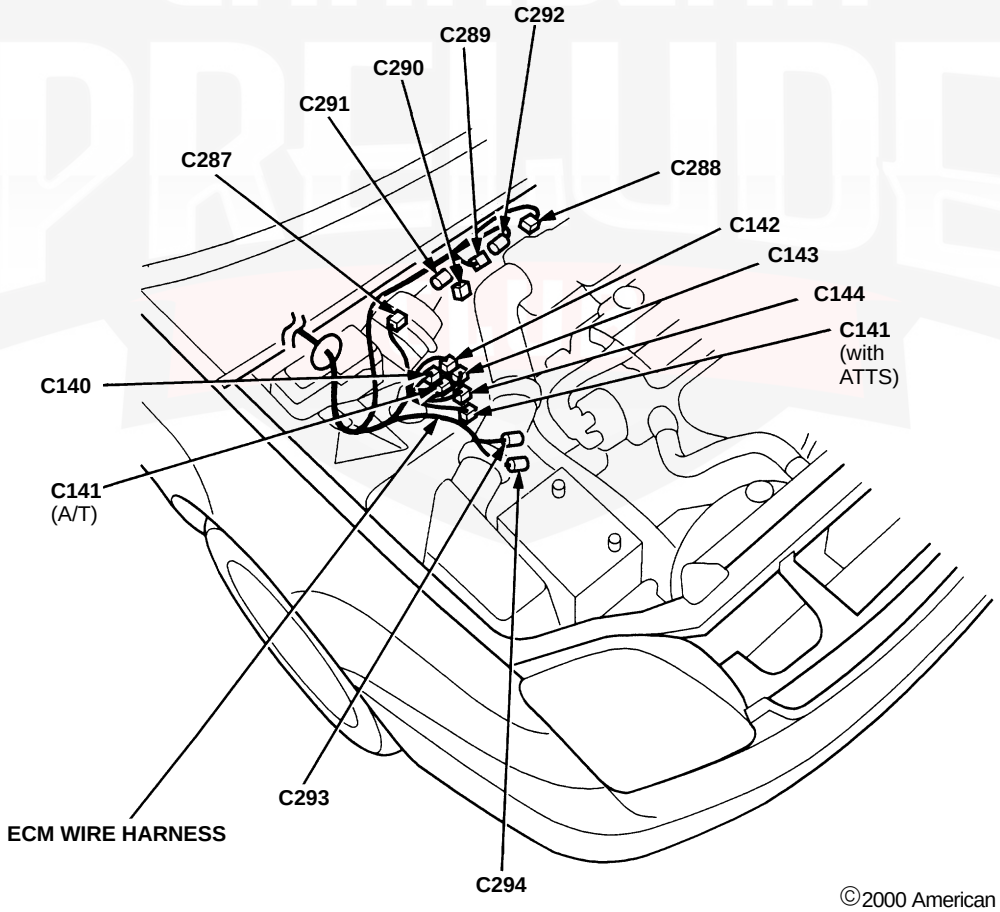
Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes

ECM Wire Harness (Engine compartment branch)

C140	10-GRY	Right side of engine compartment	Engine wire harness	
C141	14-GRY	Right side of engine compartment	Engine wire harness	ATTS
C141	14-GRY	Right side of engine compartment	Engine wire harness	A/T
C142	14-BLU	Right side of engine compartment	Engine wire harness	
C143	8-GRY	Right side of engine compartment	Engine wire harness	M/T, ATTS
C143	14-GRY	Right side of engine compartment	Engine wire harness	
C144	14-BLU	Right side of engine compartment	Engine wire harness	
C287	4-GRY	Right side of engine compartment	Cruise control actuator	
C288	2-BLK	Right side of engine compartment	EVAP bypass solenoid valve	*3
C289	3-GRY	Right side of engine compartment	Fuel tank pressure sensor	*3
C290	2-BLK	Right side of engine compartment	EVAP control canister vent shut valve	*2
C290	2-BLK	Right side of engine compartment	EVAP control canister vent shut valve	*4
C291	2-GRY	Right side of engine compartment	EVAP purge control solenoid valve	*3
C292	2-GRY	Right side of engine compartment	EVAP purge flow switch	*1
C293	4-BLU	Right side of engine compartment	Primary heated oxygen sensor (Primary HO2S)	ATTS
C294	4-GRY	Right side of engine compartment	Secondary heated oxygen sensor (Secondary HO2S)	

*1: '97 (49ST, Canada) Model
*2: '97 (California), '98 Model
*3: '97 (California), '98-'01 Models
*4: '99-'01 Models



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes

ECM Wire Harness (Dash Branch)

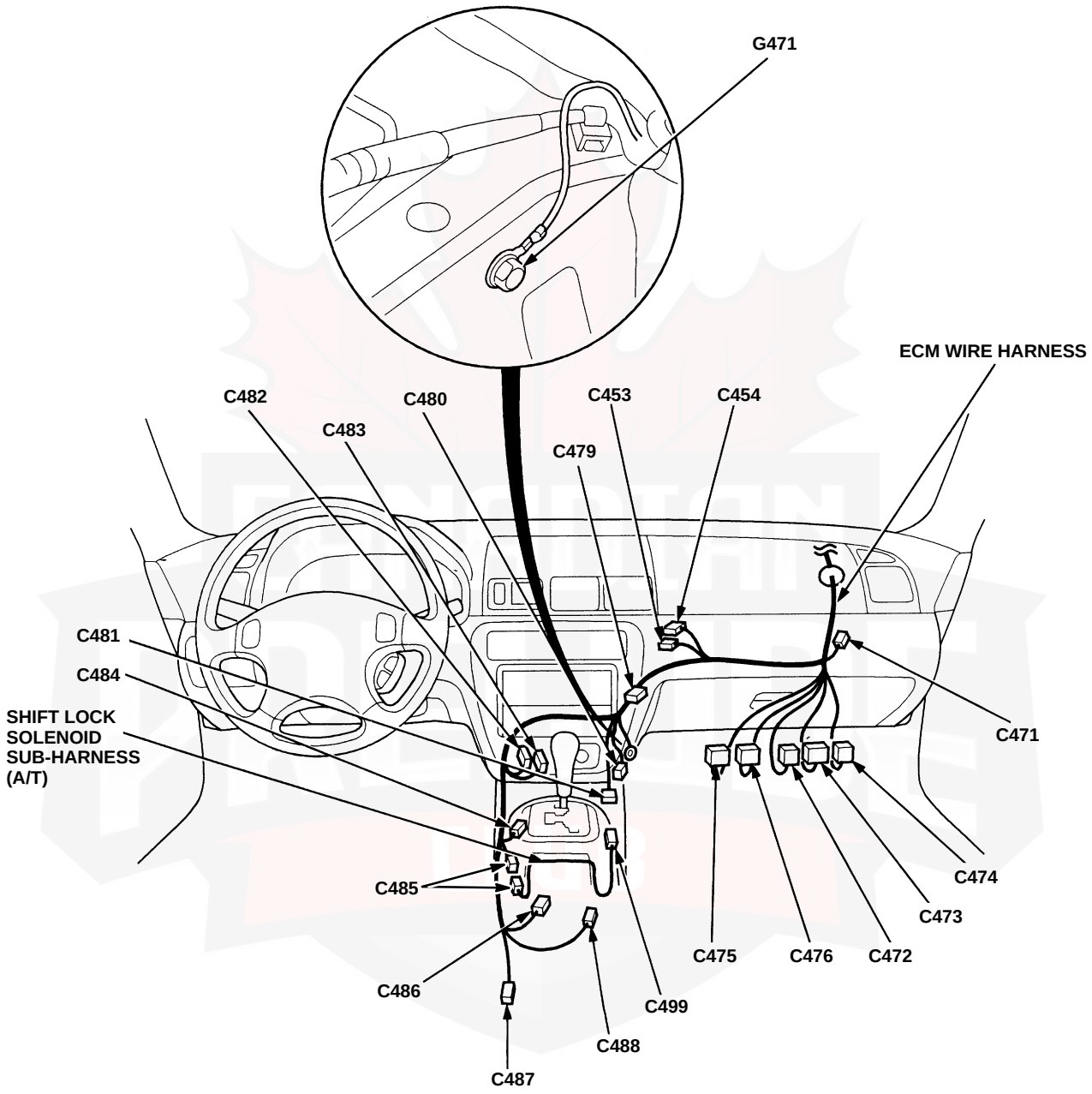
C454	20-GRY	Behind glove box	Main wire harness	
C453	22-GRY	Behind glove box	Main wire harness	A/T, ATTS
C453	6-GRY	Behind glove box	Main wire harness	M/T
C471	2-BLK	Behind glove box	Diode	A/T
C472	16-GRY	Front passenger's footwell	ECM	
C473	31-BLU	Front passenger's footwell	ECM	
C474	32-GRY	Front passenger's footwell	ECM	
C475	26-GRY	Front passenger's footwell	TCM	A/T
C475	26-BLU	Front passenger's footwell	ATTS control unit	
C476	22-GRY	Front passenger's footwell	TCM	A/T
C476	22-BLU	Front passenger's footwell	ATTS control unit	
C479	20-BLK	Behind right side of dash	Junction connector	
C480	2-BLU	Under middle of dash	Service check connector	
C481	16-GRY	Under middle of dash	Data link connector	
C482	12-GRY	Under middle of dash	Dashboard wire harness	*1
C482	10-GRY	Under middle of dash	Dashboard wire harness	*2
C483	12-GRN	Under middle of dash	Dashboard wire harness	A/T
C484	6-WHT	Behind center console	Shift lock relay	A/T
C485	2-GRY	Behind center console	Shift lock solenoid sub-harness	A/T
C486	8-GRY	Behind center console	Mode switch	A/T
C487	2-GRY	Behind center console	Ashtray light	Optional
C488	1-WHT	Behind center console	Parking brake switch	
G471		Under middle of dash	Body ground, via ECM wire harness	

*1: '97-'98 Models (ATTS), '99-'01 Models
*2: '97-'98 Model (M/T, A/T)

Shift Lock Solenoid Sub-harness (A/T)

C485	2-GRY	Behind center console	ECM wire harness	
C499	2-GRY	Behind center console	Shift lock solenoid	

Connector Identification and Wire Harness Routing

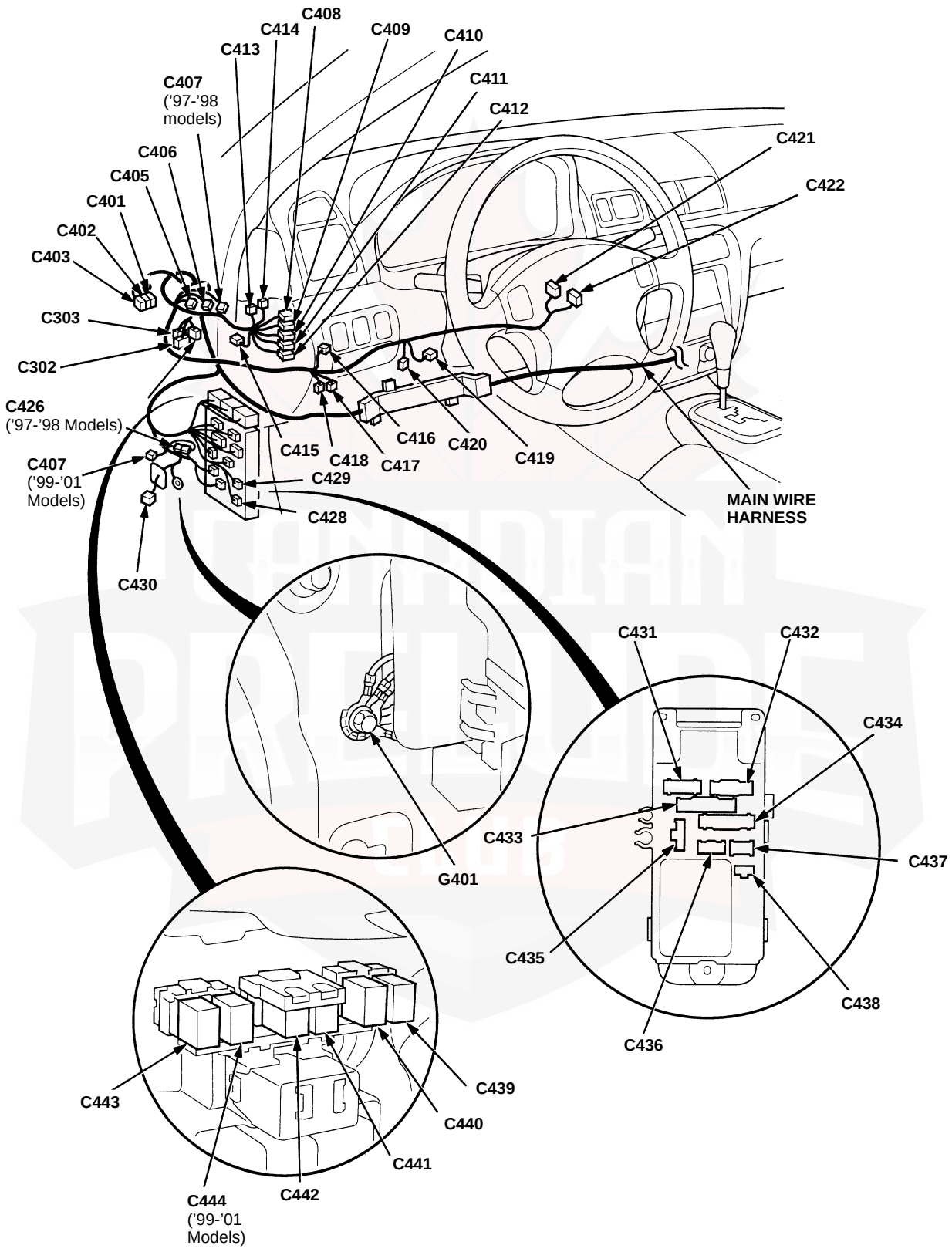


Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
Main Wire Harness				
C301	14-GRY	Under left side of dash	Left engine compartment wire harness	
C302	14-GRY	Under left side of dash	Left engine compartment wire harness	
C303	7-BRN	Under left side of dash	Left engine compartment wire harness	
C401	2-BRN	Under left side of dash	Dashboard wire harness	
C402	16-GRY	Under left side of dash	Dashboard wire harness	
C403	20-GRY	Under left side of dash	Dashboard wire harness	
C405	12	Under left side of dash	Security system connector	*1
C406	20-WHT	Under left side of dash	Junction connector	
C407	2-GRY	Under left side of dash	Security system connector	*2
C407	2-GRY	Under left side of dash	Security system connector	*3
C408	5-BRN	Under left side of dash	Combination light switch	
C409	4-GRY	Under left side of dash	Combination light switch	
C410	6-GRY	Under left side of dash	Ignition key switch	
C411	3-BRN	Under left side of dash	Ignition switch	
C412	10-GRY	Under left side of dash	Front main steering angle sensor and intermittent dwell time controller	ATTS
C413	4-WHT	Under left side of dash	Starter cut relay	
C414	7-BRN	Under left side of dash	PGM-FI main relay	
C415	2-GRN	Under left side of dash	Multiplex control unit inspection connector	
C416	3-YEL	Under left side of dash	SRS main harness	
C417	3-GRY	Above clutch pedal	Clutch switch	M/T
C418	2-YEL	Above clutch pedal	Clutch interlock switch	M/T
C419	8-GRY	On the steering column	Immobilizer control unit	
C420	4-WHT	Above brake pedal	Brake switch	
C421	14-BLU	Under left side of dash	Cruise control unit	
C422	14	Under left side of dash	Daytime running lights control unit	Canada
C426	2-GRY	Under left side of dash	Option connector	*4
C428	8-GRY	Behind left kick panel	Multiplex control unit (driver's)	
C429	14-GRN	Behind left kick panel	Multiplex control unit (driver's)	
C430	25-GRN/GRY	Under left side of dash	Driver's door wire harness	
C431	14-BLU	Behind left kick panel	Under-dash fuse/relay box	
C432	14-BLU	Behind left kick panel	Under-dash fuse/relay box	
C433	22-BLU	Behind left kick panel	Under-dash fuse/relay box	
C434	20-BLU	Behind left kick panel	Under-dash fuse/relay box	
C435	3-BLU	Behind left kick panel	Under-dash fuse/relay box	
C436	5-BLU	Behind left kick panel	Under-dash fuse/relay box	
C437	8-BLU	Behind left kick panel	Under-dash fuse/relay box	
C438	4-BLU	Behind left kick panel	Under-dash fuse/relay box	
C439	5-BLK	Under left side of dash	Horn relay	
C440	5-BLK	Under left side of dash	Accessory socket relay	
C441	5-BLK	Under left side of dash	A/T reverse relay	
C441	5-BLK	Under left side of dash	ATTS fail-safe relay	
C442	5-BLK	Under left side of dash	ABS fail-safe relay	
C443	5	Under left side of dash	Seat heater relay	Canada
C444	5-BLK	Under left side of dash	Door lock relay	'99-'01 Models
G401		Behind left kick panel	Body ground, via main wire harness	

*1: Canada optional
*2: '97-'98 Models (USA optional)
*3: '99-'01 Models (USA optional)
*4: '97-'98 Models

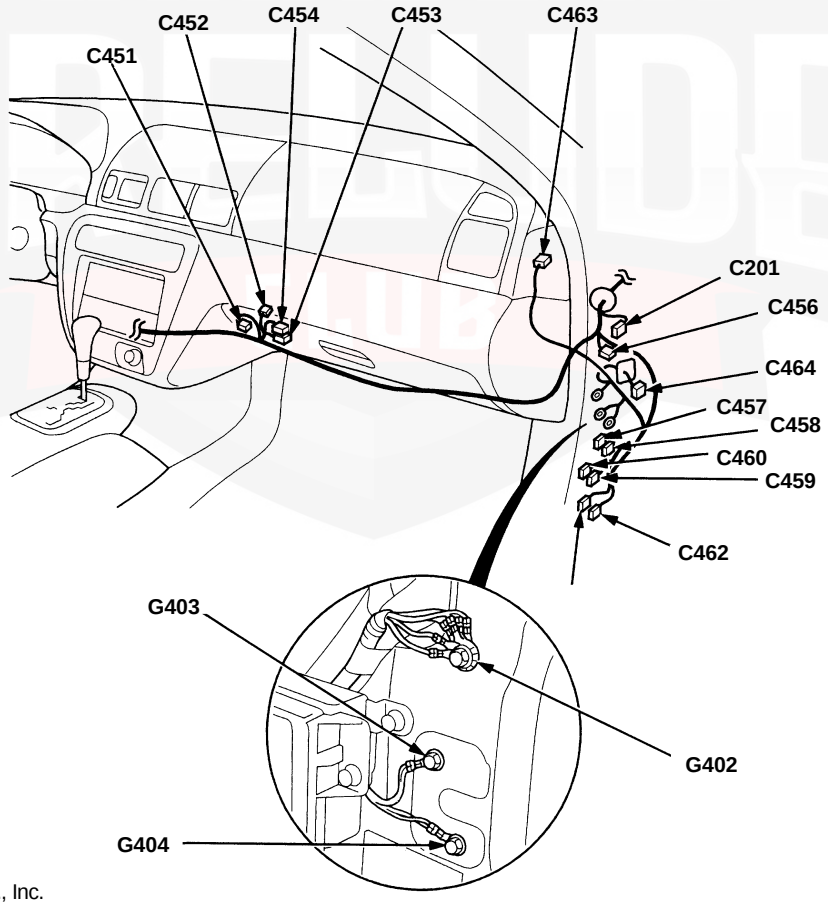
Connector Identification and Wire Harness Routing



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
Main Wire Harness				
C201	12-GRN	Under right side of dash	Right engine compartment wire harness	
C451	3-GRY	Under middle of dash	Lateral acceleration (Lg) sensor	ATTS
C452	2-BLK	Under middle of dash	Diode	
C453	22-GRY	Under middle of dash	ECM wire harness	*1
C453	6-GRY	Under middle of dash	ECM wire harness	*2
C454	20-GRY	Under middle of dash	ECM wire harness	
C456	20-ORN	Under right side of dash	Junction connector	
C457	14-BLU	Behind right kick panel	Multiplex control unit (passenger's)	
C458	20-BLU	Behind right kick panel	Multiplex control unit (passenger's)	
C459	22-ORN	Behind right kick panel	ABS control unit	
C460	12-ORN	Behind right kick panel	ABS control unit	
C461	12-GRY	Behind right kick panel	Right side wire harness	*3
C461	8-GRY	Behind right kick panel	Right side wire harness	*4
C462	22-GRY	Under right side of dash	Right side wire harness	
C463	6-GRY	Under right side of dash	Roof wire harness	
C464	25-GRN/GRY	Under right side of dash	Passenger's door wire harness	
G402		Under right side of dash	Body ground, via main wire harness	
G403		Under right side of dash	Body ground, via main wire harness	
G404		Under right side of dash	Body ground, via main wire harness	

*1: A/T, ATTS *3: USA Type SH, Canada *2: M/T *4: USA without ATTS



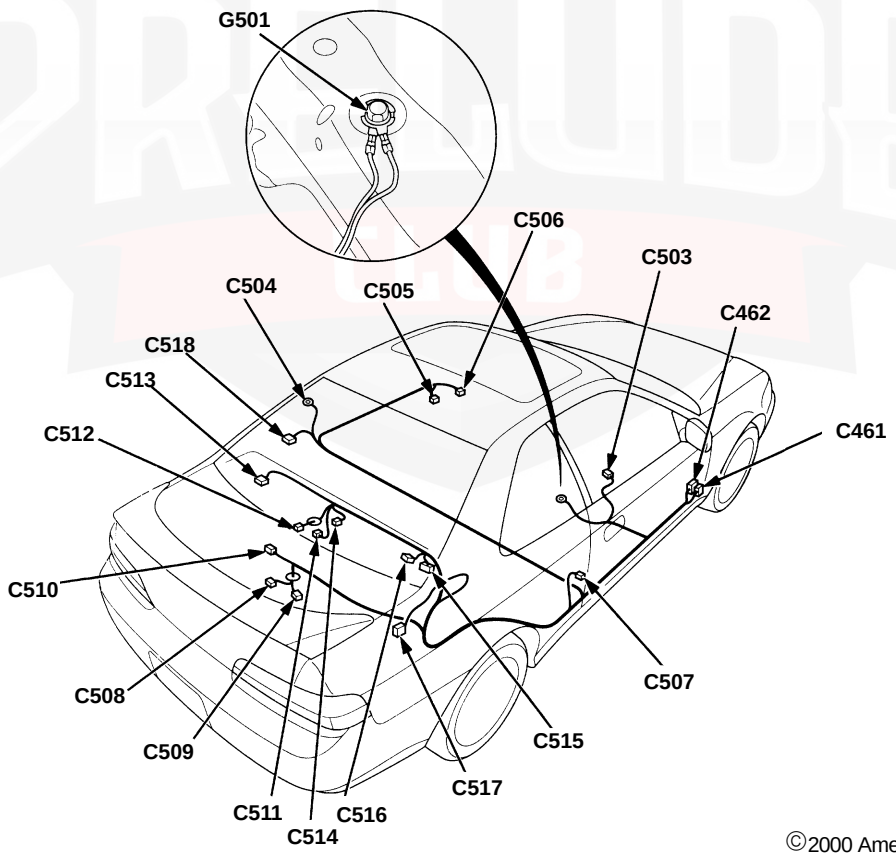
Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes

Right Side Wire Harness

C461	12-GRY	Behind right kick panel	Main wire harness	*1
C461	8-GRY	Behind right kick panel	Main wire harness	*2
C462	22-GRY	Behind right kick panel	Main wire harness	
C503	3	Under front passenger's seat	Passenger's seat heater	Canada
C504	1-WHT	Left quarter panel	Driver's door switch	
C505	3	Under driver's seat	Driver's seat heater	Canada
C506	2-GRY/BRN	Under driver's seat	Driver's seat belt switch	
C507	1-WHT	Right quarter panel	Passenger's door switch	
C508	2-BRN	Middle of fuel tank	Fuel pump (FP)	
C509	3-BRN	Middle of fuel tank	Fuel gauge sending unit	
C510	4-BLU	Left side of trunk	Yaw rate sensor	ATTS*4
C510	4-BLU	Left side of trunk	Yaw rate sensor	ATTS *5
C511	2-GRY	Middle front of trunk	Trunk light	
C512	2-GRY	Middle of trunk lid	High mount brake light	*3
C513	4-GRY	Left side of rear shelf	Left rear speaker	
C514	1-BRN	Middle front of trunk	Rear window defogger coil	
C515	18-GRY	Left side of rear shelf	Stereo amplifier	
C516	4-GRY	Left side of rear shelf	Right rear speaker	
C517	10-GRY	Under rear shelf	Rear wire harness	
C518	8-GRY	Left quarter panel	Keyless receiver unit	'99-'01 Models
G501		Right side of floor	Body ground, via right side wire harness	

*1: USA Type SH, Canada *2: USA without ATTS *3: Except Type SH *4: '97 Model *5: '98-'01 Models



Connector Identification and Wire Harness Routing

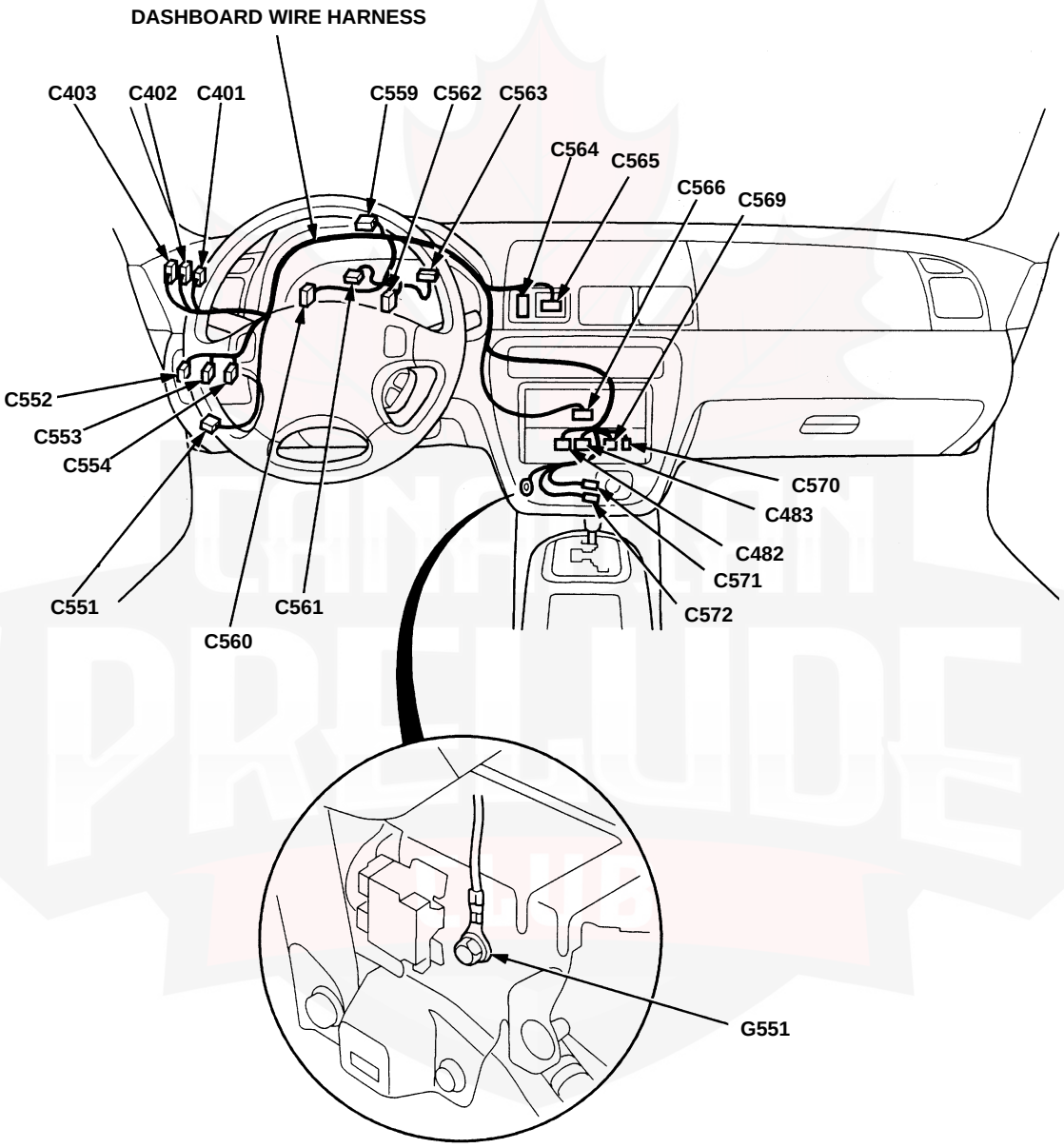
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes

Dashboard Wire Harness

C401	2-BRN	Under left side of dash	Main wire harness	
C402	16-GRY	Under left side of dash	Main wire harness	
C403	20-GRY	Under left side of dash	Main wire harness	
C482	12-GRY	Under middle of dash	ECM wire harness	*1
C482	10-GRY	Under middle of dash	ECM wire harness	*2
C483	12-GRN	Under middle of dash	ECM wire harness	A/T
C551	16-BLU	Behind left kick panel	Under-dash fuse/relay box	
C552	6-GRN	Under left side of dash	Cruise control main switch	
C553	5-BLU	Under left side of dash	Moonroof switch	
C554	6-BLU	Under left side of dash	Dash lights brightness controller	
C559	20-BLU	Behind gauges	Junction connector	
C560	12-GRY	Behind gauges	Gauge assembly	
C561	16-BLU	Behind gauges	Gauge assembly	
C562	16-GRN	Behind gauges	Gauge assembly	A/T
C563	13-BLU	Behind gauges	Gauge assembly	
C564	6-BLU	Behind middle of dash	Hazard warning switch	
C565	4-GRY	Behind middle of dash	Clock	
C566	16-GRY	Behind audio unit	Audio unit	'97-'98 Models
C566	20-BLU	Behind audio unit	Audio unit	'99-'01 Models
C569	8-GRY	Under middle of dash	Heater-sub harness	
C570	2-BRN	Under middle of dash	Heater-sub harness	
C571	1-NAT	Under middle of dash	Accessory socket (+)	
C572	1-NAT	Under middle of dash	Accessory socket (–)	
G551		Under middle of dash	Body ground, via dashboard wire harness	

*1: '97-'98 Models (ATTS), '99-'01 Models
*2: '97-'98 Models (M/T, A/T)

Connector Identification and Wire Harness Routing

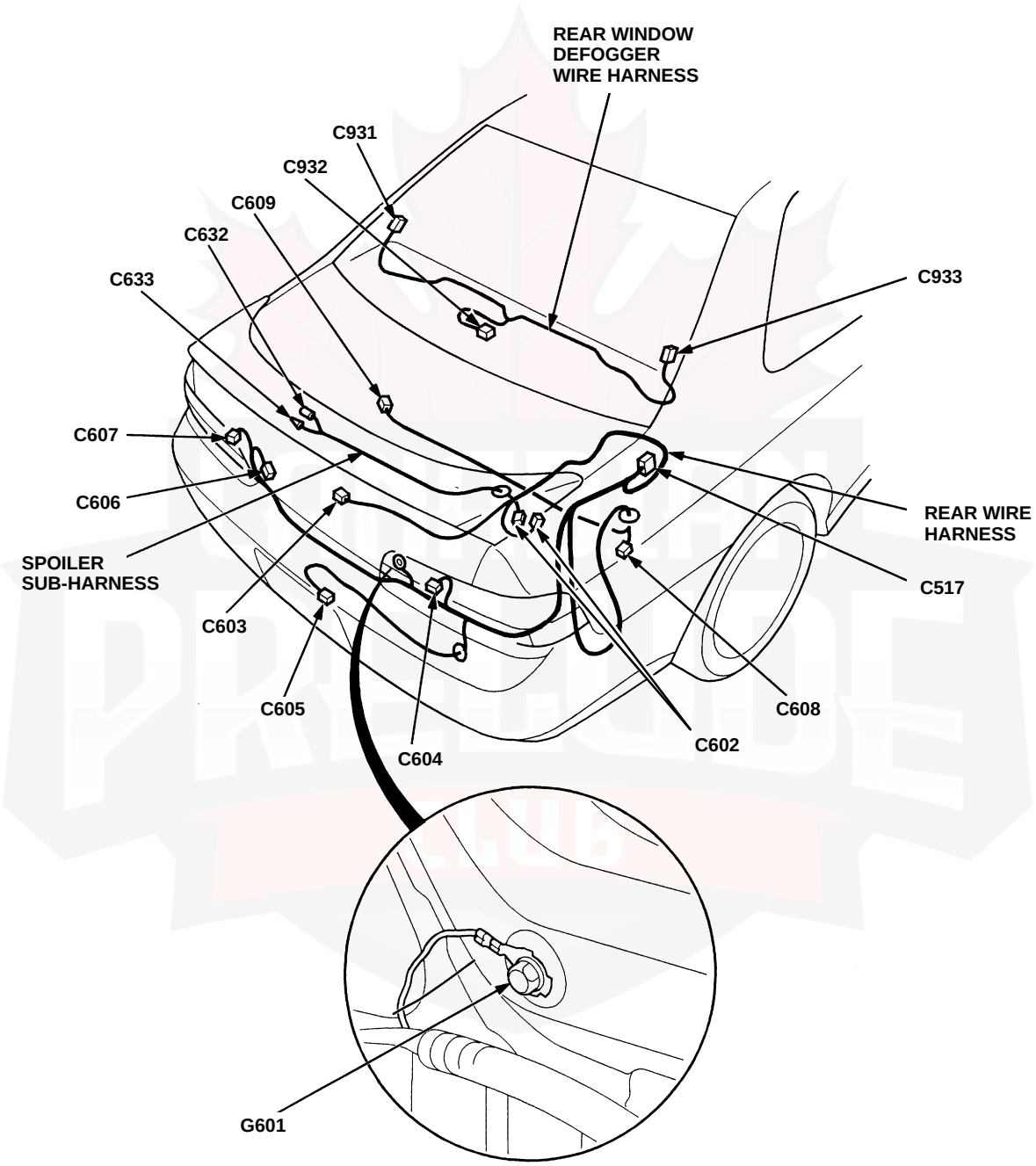


Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
Rear Wire Harness				
C517	10-GRY	Under rear shelf	Right side wire harness	
C602	2-GRY	Right side of trunk lid	Spoiler sub-harness	*1
C603	2-BLK	Middle rear of trunk lid	Trunk latch switch	
C604	6-GRY	Right rear of trunk	Right taillight	
C605	2-GRY	Behind rear bumper	License plate light	
C606	6-GRY	Left rear of trunk	Trailer lighting connector	
C607	6-GRY	Left rear of trunk	Left taillight	
C608	2-ORN	Right side of trunk	ABS right rear wheel sensor	
C609	2-ORN	Left side of trunk	ABS left rear wheel sensor	
G601		Left side of trunk	Body ground, via rear wire harness	
Spoiler Sub-harness (Type SH)				
C602	2-GRY	Left side of trunk	Rear wire harness	
C632	1-BLK	Built into rear spoiler	High mount brake light (+)	
C633	1-BLK	Built into rear spoiler	High mount brake light (–)	
Rear Window Defogger Wire Harness				
C931	1-BLK	Left C-pillar	Rear window defogger (+)	
C932	2-BRN	Middle front of trunk	Rear window defogger coil	
C933	1-BLK	Right C-pillar	Rear window defogger (–)	

*1: Type SH

Connector Identification and Wire Harness Routing

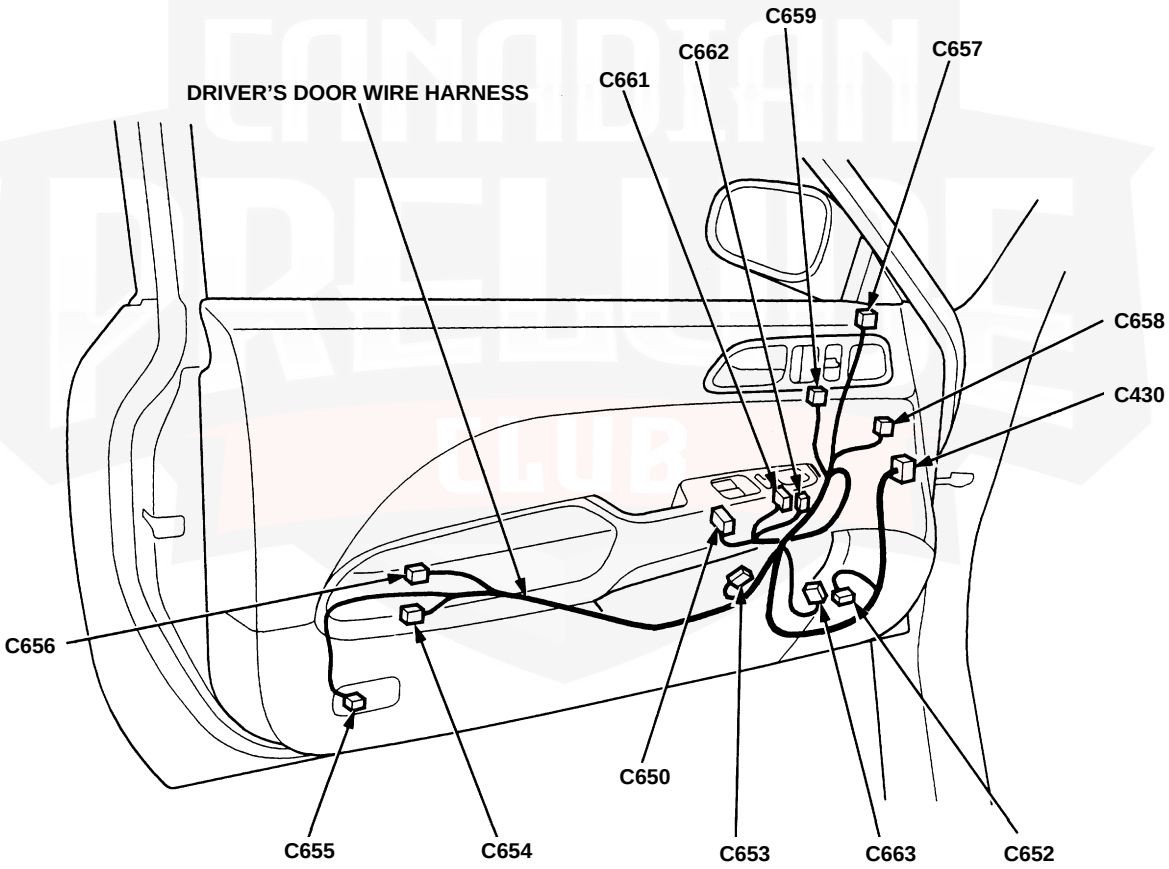


Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes

Driver's Door Wire Harness

C430	25-GRN/GRY	Driver's door	Main wire harness	
C652	2-GRY	Driver's door	Driver's door speaker	
C653	4-GRY	Driver's door	Driver's window motor	
C654	6-GRY	Driver's door	Driver's door lock actuator	
C655	2-GRY	Driver's door	Driver's door courtesy light	Type SH
C656	3-GRY	Driver's door	Driver's door key cylinder switch	
C657	3-GRY	Driver's door	Left power mirror actuator	USA
C657	6-GRY	Driver's door	Left power mirror actuator and defogger	Canada
C658	2-GRY	Driver's door	Left tweeter	
C659	3-GRY	Driver's door	Driver's door lock switch	
C660	20-BLU	Driver's door	Multiplex control unit (door)	
C661	10-GRN	Driver's door	Power mirror switch	
C662	2	Driver's door	Power mirror switch	Canada
C663	6	Driver's door	Driver's seat heater switch	Canada

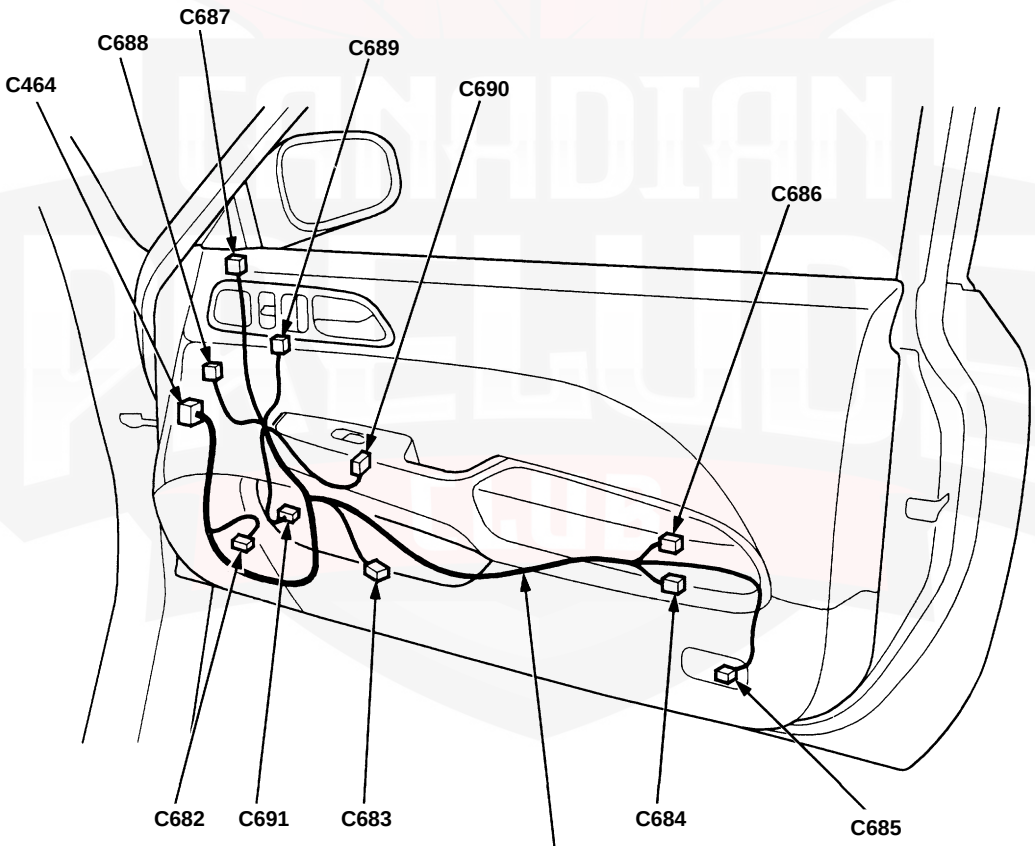


Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes

Passenger's Door Wire Harness

C464	25-GRN/GRY	Passenger's door	Main wire harness	
C682	2-GRY	Passenger's door	Passenger's door speaker	
C683	2-GRY	Passenger's door	Passenger's window motor	
C684	2-GRY	Passenger's door	Passenger's door lock actuator	
C685	2-GRY	Passenger's door	Passenger's door courtesy light	Type SH
C686	3-GRY	Passenger's door	Passenger's door key cylinder switch	
C687	3-GRY	Passenger's door	Right power mirror actuator	USA
C687	6-GRY	Passenger's door	Right power mirror actuator and defogger	Canada
C688	2-GRY	Passenger's door	Right tweeter	
C689	3-GRY	Passenger's door	Passenger's door lock switch	
C690	5-NAT	Passenger's door	Passenger's window switch	
C691	6	Passenger's door	Passenger's seat heater switch	Canada



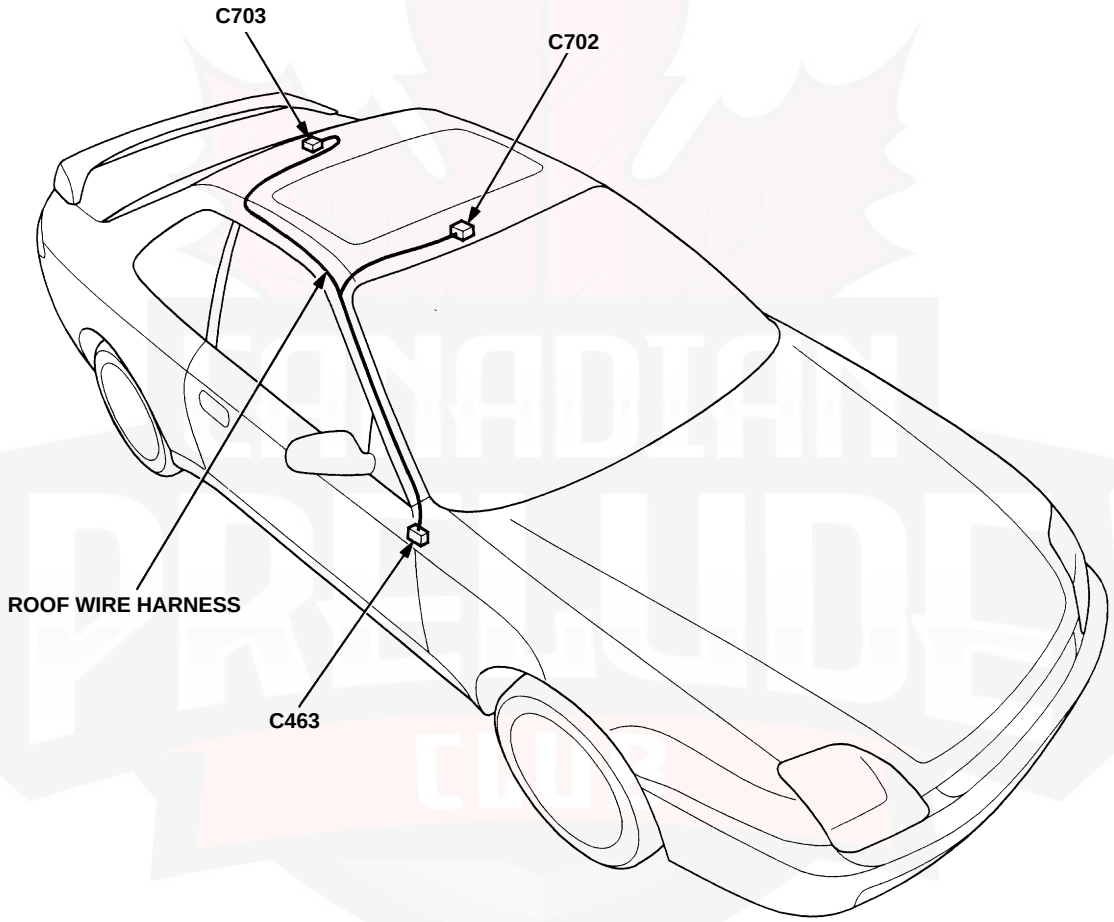
PASSENGER'S DOOR WIRE HARNESS

Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes

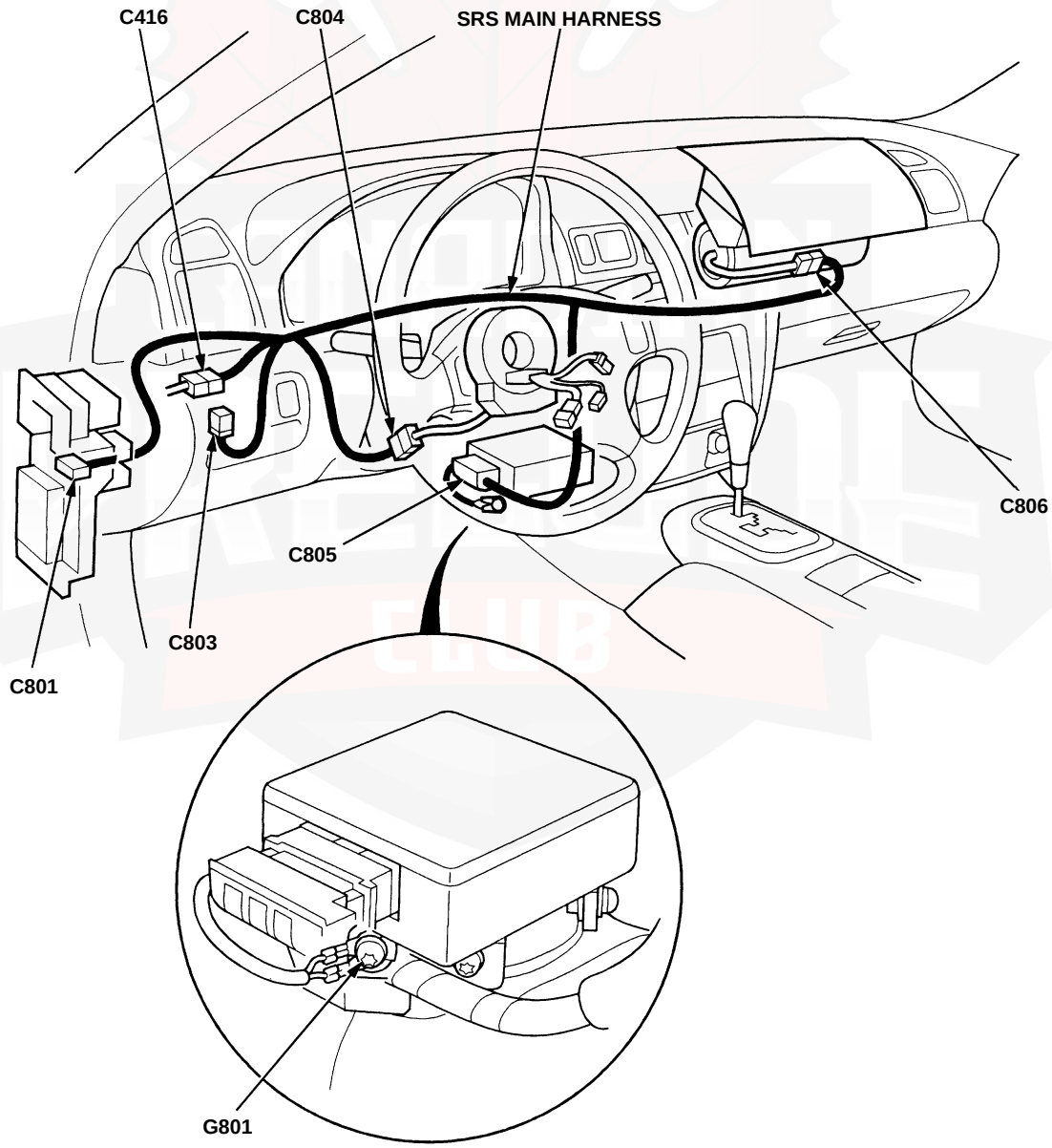
Roof Wire Harness

C463 C702 C703	6-GRY 4-GRY 2-BLU/BRN	Under right side of dash Front of roof Rear of roof	Main wire harness Ceiling light/spotlight Moonroof motor	



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
SRS Main Wire Harness				
C416	3-YEL	Under left side of dash	Main wire harness	
C801	2-YEL	Behind left kick panel	Under-dash fuse/relay box	
C803	2-YEL	Under left side of dash	Memory erase signal (MES) connector	
C804	2-YEL	Under left side of dash	Cable reel	
C805	18-YEL	Middle of floor	SRS unit	
C806	2-YEL	Behind glove box	Front passenger's airbag assembly	
G801		Middle of floor	Body ground, via SRS main harness	

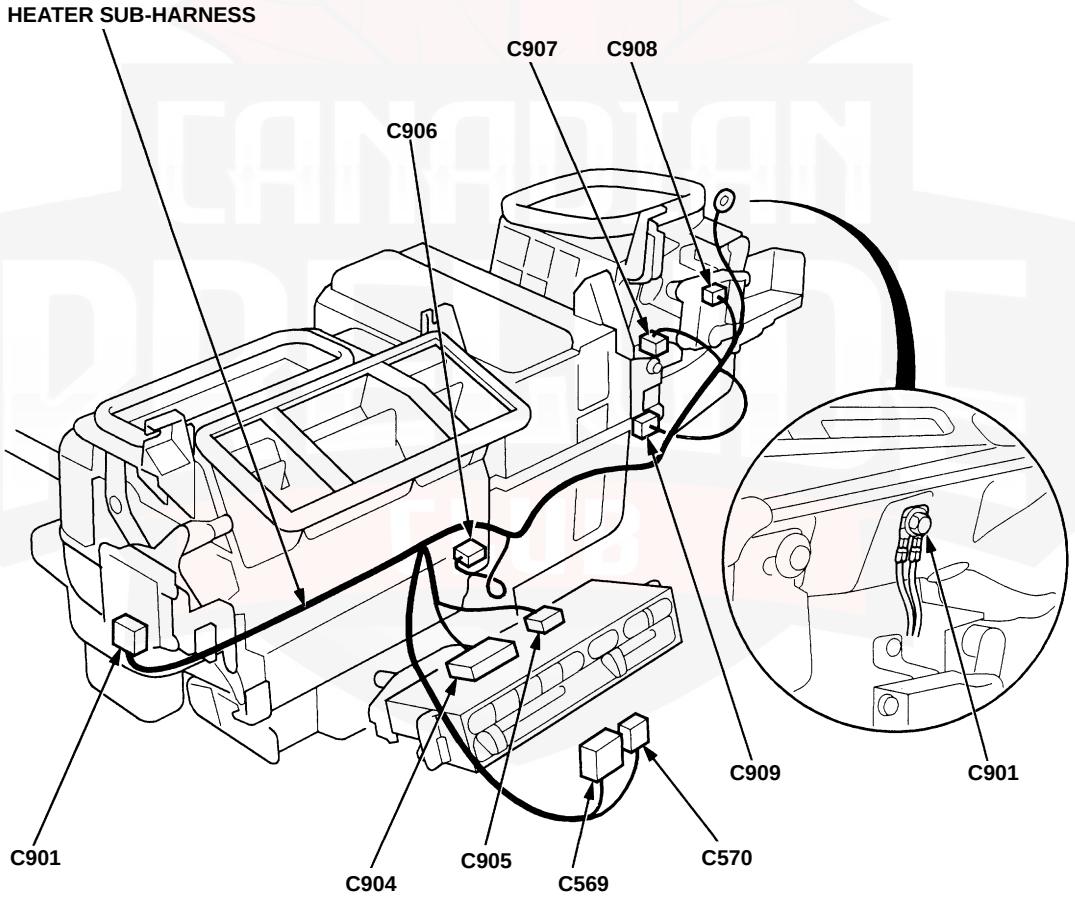


Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes

Heater Sub-harness

C569	8-GRY	Under middle of dash	Dashboard wire harness	
C570	2-BRN	Under middle of dash	Dashboard wire harness	
C901	10-GRN	Behind left side of center console	Mode control motor	
C904	22-GRN	Behind heater control panel	Heater control panel	
C905	6-BRN	Behind heater control panel	Heater fan switch	
C906	3-GRY	Under right side of dash	A/C thermostat	
C907	5-BRN	Under right side of dash	Blower resistor	
C908	5-GRN	Behind glove box	Recirculation control motor	
C909	2-BRN	Behind glove box	Blower motor	
G901		Under right side of dash	Body ground, via heater-sub harness	

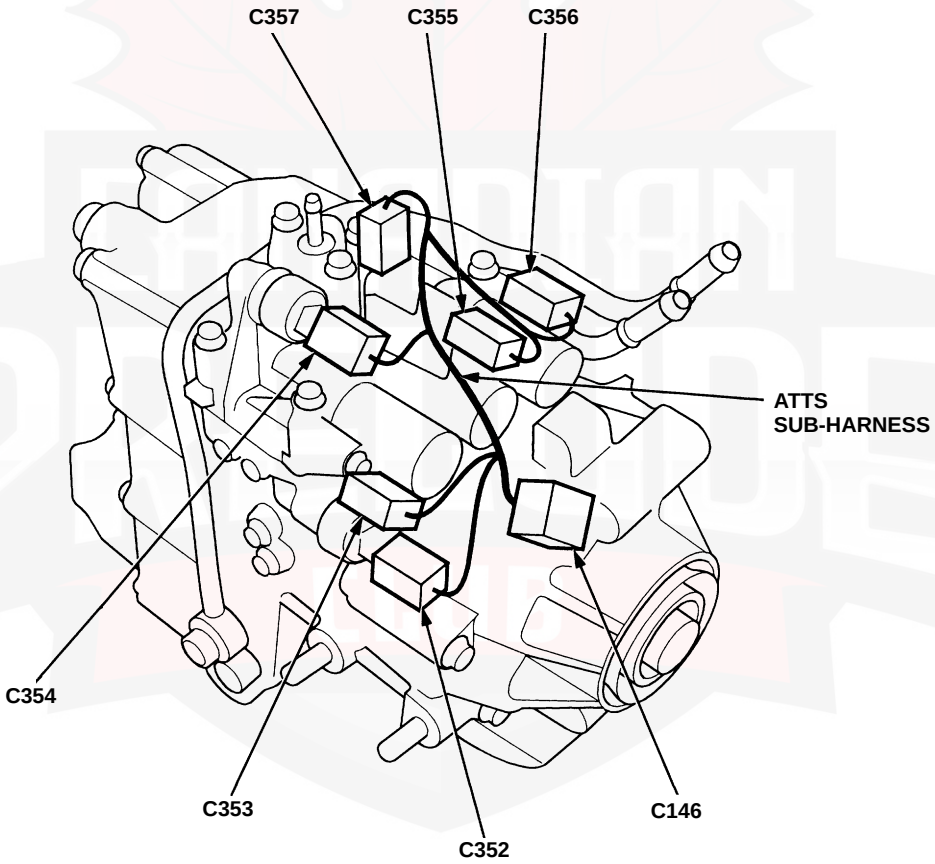


Connector Identification and Wire Harness Routing

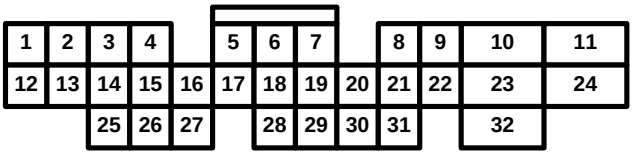
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes

ATTS Sub-harness (Type SH)

C146	14-GRY	Left side of engine compartment	Engine wire harness	
C352	3-GRY	Left side of engine compartment	Left oil pressure sensor	
C353	2-GRN	Left side of engine compartment	Left solenoid	
C354	3	Left side of engine compartment	Right oil pressure sensor	
C355	2	Left side of engine compartment	Right solenoid	
C356	2	Left side of engine compartment	Linear solenoid	
C357	2	Left side of engine compartment	Oil temperature sensor	



Engine/Powertrain Control Module Terminal Arrangement



wire side of female terminals

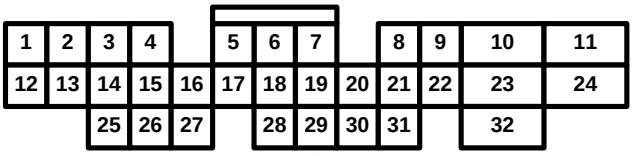
ECM Connector A (32P)

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	YEL	INJ4 (No. 4 FUEL INJECTOR)	Drives No. 4 fuel injector.	With engine running: duty controlled
2	BLU	INJ3 (No. 3 FUEL INJECTOR)	Drives No. 3 fuel injector.	With engine running: duty controlled
3	RED	INJ2 (No. 2 FUEL INJECTOR)	Drives No. 2 fuel injector.	With engine running: duty controlled
4	BRN	INJ1 (No. 1 FUEL INJECTOR)	Drives No. 1 fuel injector.	With engine running: duty controlled
5	ORN/BLU	SO2SHTC (SECONDARY HEATED OXYGEN SENSOR HEATER CONTROL	Drives secondary heated oxygen sensor heater.	With ignition switch ON (II): battery voltage With fully warmed up engine running: 0 V
6	BLK/WHT	PO2SHTC (PRIMARY HEATED OXYGEN SENSOR HEATER CONTROL	Drives primary heated oxygen sensor heater.	With ignition switch ON (II): battery voltage With fully warmed up engine running: 0 V
7	ORN	ESOL (EGR CONTROL SOLENOID VALVE)	Drives EGR control solenoid valve.	With EGR operating during driving with fully warmed up engine: duty controlled With EGR not operating: battery voltage
8	GRN/YEL	VTS (VTEC SOLENOID VALVE)	Drives VTEC solenoid valve.	With engine at low rpm: 0 V With engine at high rpm: battery voltage
9	BRN/BLK	LG1 (LOGIC GROUND)	Ground for the ECM control circuit.	Less than 1.0 V at all times
10	BLK	PG1 (POWER GROUND)	Ground for the ECM power circuit.	Less than 1.0 V at all times
11	YEL/BLK	IPG1 (POWER SOURCE)	Power source for the ECM control circuit.	With ignition switch ON (II): battery voltage With ignition switch OFF: 0 V
12	BLK/BLU	IACV (IDLE AIR CONTROL VALVE)	Drives IACV.	With engine running: duty controlled
15	RED/YEL	PCS (EVAP PURGE CONTROL SOLENOID VALVE)	Drives EVAP purge control solenoid valve.	With engine running, engine coolant below 167 F (75 C) [122 F (50 C)]*1: battery voltage With engine running, engine coolant above 167 F (75 C) [122 F (50 C)]*1: 0 V
16	GRN/ORN	FLR (FUEL PUMP RELAY)	Drives fuel pump relay.	0 V for two seconds after turning ignition switch ON (II), then battery voltage
17	PNK/BLU	ACC (A/C CLUTCH RELAY)	Drives A/C clutch relay.	With compressor ON: 0 V With compressor OFF: battery voltage
18	GRY/RED	MIL (MALFUNCTION INDICATOR LAMP)	Drives MIL.	With MIL turned ON: 0 V With MIL turned OFF: battery voltage
19	WHT/GRN	ALTC (ALTERNATOR CONTROL)	Sends alternator control signals.	With fully warmed up engine running: battery voltage During driving with small electrical load: 0 V
20	YEL/GRN	ICM (IGNITION CONTROL MODULE)	Sends ignition pulse.	With ignition switch ON (II): battery voltage With engine running: about 10 V (depending on engine speed)

*1: '98-99 models, '97 California model

Engine/Powertrain Control Module Terminal Arrangement



wire side of female terminals

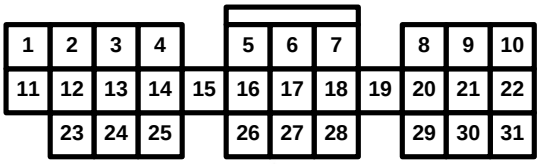
ECM Connector A (32P)

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
22	BRN/BLK	LG2 (LOGIC GROUND)	Ground for the ECM control circuit.	Less than 1.0 V at all times
23	BLK	PG2 (POWER GROUND)	Ground for the ECM power circuit.	Less than 1.0 V at all times
24	YEL/BLK	IGP2 (POWER SOURCE)	Power source for the ECM control circuit.	With ignition switch ON (II): battery voltage With ignition switch OFF: 0 V
25	WHT	ICSOL (INTAKE CONTROL SOLENOID VALVE)	Drives intake control solenoid valve.	With engine running, engine speed above 3,000 rpm: 0 V With engine running, engine speed below 3,000 rpm: battery voltage
26	RED/BLU	IABSOL (INTAKE AIR BYPASS CONTROL SOLENOID VALVE)	Drives IAB control solenoid valve.	With engine running, engine speed below 4,900 rpm: battery voltage With engine running, engine speed above 4,900 rpm: 0 V
27	GRN	FANC (RADIATOR FAN CONTROL)	Drives radiator fan relay.	With radiator fan running: 0 V With radiator fan stopped: battery voltage
28*1	GRN/WHT	2WBS (EVAP BYPASS SOLENOID VALVE)	Drives EVAP bypass solenoid valve.	With ignition switch ON (II): battery voltage
29*1	ORN/GRN	VSV (EVAP CONTROL CANISTER VENT SHUT VALVE)	Drives EVAP control canister vent shut valve.	With ignition switch ON (II): battery voltage

*1: '98-99 models, '97 California model

Engine/Powertrain Control Module Terminal Arrangement



wire side of female terminals

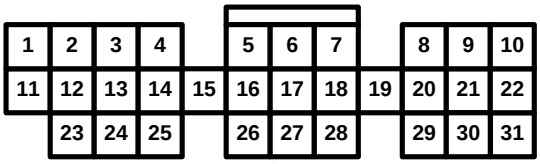
ECM Connector C (31P)

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	LT GRN/ BLK	VREF (REFERENCE VOLTAGE)	Provides reference voltage to TCM or ATTS control unit.	With ignition switch ON (II): about 5 V With ignition switch OFF: 0 V
2	BLU	CKPP (CKP SENSOR SIDE)	Detects CKP sensor.	With engine running: pulses
3	GRN	TDCP (TDC SENSOR SIDE)	Detects TDC sensor.	With engine running: pulses
4	YEL	CYPP (CYP SENSOR SIDE)	Detects CYP sensor.	With engine running: pulses
5	BLU/ORN	ACS (A/C SWITCH SIGNAL)	Detects A/C switch signal.	With A/C switch ON: 0 V With A/C switch OFF: battery voltage
6	BLU/RED	STS (STARTER SWITCH SIGNAL)	Detects starter switch signal.	With starter switch ON (II): battery voltage With starter switch OFF: 0 V
7	RED/WHT	SCS (SERVICE CHECK SIGNAL)	Detects service check connector signal (the signal causing a DTC indication).	With the connector connected: 0 V With the connector disconnected: 5 V or battery voltage
8	LT GRN	K-LINE	Sends and receives scan tool signal.	With ignition switch ON (II): about 5
10	WHT/YEL	VBU (VOLTAGE BACK UP)	Power source for the ECM control circuit. Power source for the DTC memory.	Battery voltage at all times
12	WHT	CKPM (CKP SENSOR M SIDE)	Ground for CKP sensor signal.	
13	RED	TDCM (TDC SENSOR M SIDE)	Grouind for TDC sensor signal.	
14	BLK	CYPM (CKP SENSOR M SIDE)	Ground for CYP sensor signal.	
15	BLU/BLK	VTM (VTEC PRESSURE SWITCH)	Detects VTEC pressure switch signal.	With engine at low engine speed: 0 V With engine at high engine speed: battery voltage
16	GRN	PSPSW (P/S PRESSURE SWITCH)	Detects PSP switch signal.	At idle with steering wheel in straight ahead position: 0 V At idle with steering wheel at full lock: battery voltage
17	WHT/GRN	ALTLF (ALTERNATOR FR SIGNAL)	Detects alternator FR signal.	With fully warmed up engine running: 0 V – battery voltage (depending on electrical load)
18	BLU/WHT	VSS (VEHICLE SPEED SENSOR)	Detects VSS signal.	With ignition switch ON (II) and front wheels rotating: cycles 0 V – 5 V
20*2	BRN	PSFW (EVAP PURGE FLOW SWITCH)	Detects EVAP purge flow switch signal.	Purge flowing: 0 V Purge not flowing: about 5 V
22	BRN/YEL	IMO CODE (IMMOBILIZER CODE)	Detects immobilizer signal.	

*1: '98-99 models, '97 California model
*2: '97 (49ST, Canada model)
*3: With ATTS
*4: A/T

Engine/Powertrain Control Module Terminal Arrangement



wire side of female terminals

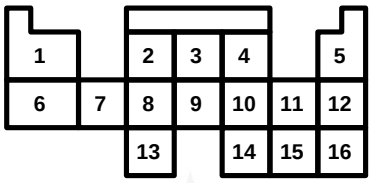
ECM Connector C (31P)

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
29	LT GRN	ATPNP (A/T GEAR POSITION SWITCH)	Detects A/T gear position switch signal.	In **N** or **P** position: 0 V In any other position: battery voltage
30*4	GRN/BLU	SEAF	Data communication with TCM: ECM control data input.	With ignition switch ON (II): pulses
30*3	GRN/BLU	FITX	Data communication with ATTS control unit: ECM control data input.	With ignition switch ON (II): pulses
31*4	GRN/YEL	SEFA	Data communication with TCM: ECM control data output.	With ignition switch ON (II): pulses
31*3	GRN/YEL	FIRX	Data communication with ATTS control unit: control data output.	With ignition switch ON (II): pulses

*1: '98-99 models, '97 California model
*2: '97 (49ST, Canada model)
*3: With ATTS
*4: A/T

Engine/Powertrain Control Module Terminal Arrangement



wire side of female terminals

ECM Connector D (16P)

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	RED/BLK	TPS (THROTTLE POSITION SENSOR)	Detects TP sensor signal.	With throttle fully open: about 4.8 V With throttle fully closed: about 0.5 V
2	RED/WHT	ECT (ENGINE COOLANT TEMPERATURE SENSOR)	Detects ECT sensor signal.	With ignition switch ON (II): about 0.1 – 4.8 V (depending on engine coolant temperature)
3	RED/GRN	MAP (MANIFOLD ABSOLUTE PRESSURE SENSOR)	Detects MAP sensor signal.	With ignition switch ON (II): about 3 V At idle: about 1.0 V (depending on engine speed)
4	YEL/RED	VCC1 (SENSOR VOLTAGE)	Power source for MAP sensor.	With ignition switch ON (II): about 5 V With ignition switch OFF: 0 V
5	WHT/BLK	BKSW (BRAKE SWITCH)	Detects brake switch signal.	With brake pedal released: 0 V With brake pedal depressed: battery voltage
6	RED/BLU	KS (KNOCKSENSOR)	Detects KS signal.	With engine knocking: pulses
7	WHT	PHO2S (PRIMARY HEATED OXYGEN SENSOR, SENSOR 1	Detects primary heated oxygen sensor (sensor 1) signal.	With throttle fully opened from idle with fully warmed up engine: above 0.6 V With throttle quickly closed: below 0.4 V
8	RED/YEL	IAT (INTAKE AIR TEMPERATURE SENSOR)	Detects IAT sensor signal.	With ignition switch ON (II): about 0.1 – 4.8 V (depending on intake air temperature)
9	WHT/BLK	EGRL (EGR VALVE LIFT SENSOR)	Detects EGR valve lift sensor signal.	At idle without vacuum: about 1.2 V With 27 kPa (200 mmHg, 8 in. Hg): about 4.3 V
10	YEL/BLU	VCC2 (SENSOR VOLTAGE)	Provides sensor voltage.	With ignition switch ON (II): about 5 V With ignition switch OFF: 0 V
11	GRN/BLK	SG2 (SENSOR GROUND)	Sensor ground.	Less than 1.0 V at all times
12	GRN/WHT	SG1 (SENSOR GROUND)	Ground for MAP sensor.	Less than 1.0 V at all times
14	WHT/RED	SHO2S (SECONDARY HEATED OXYGEN SENSOR, SENSOR 2)	Detects secondary heated oxygen sensor (sensor 2) signal.	With throttle fully opened from idle with fully warmed up engine: above 0.6 V With throttle quickly closed: below 0.4 V
15*1	WHT/BLU	PTANK (FUEL TANK PRESSURE SENSOR)	Detects fuel tank pressure sensor signal.	With fuel fill cap opened: about 2.5 V
16	GRN/RED	EL (ELD)	Detects ELD signal.	With parking lights turned on at idle: about 2.5 – 3.5 V With low beam headlights turned on at idle: about 1.5 – 2.5 V

*1: '98-99 models, '97 California model