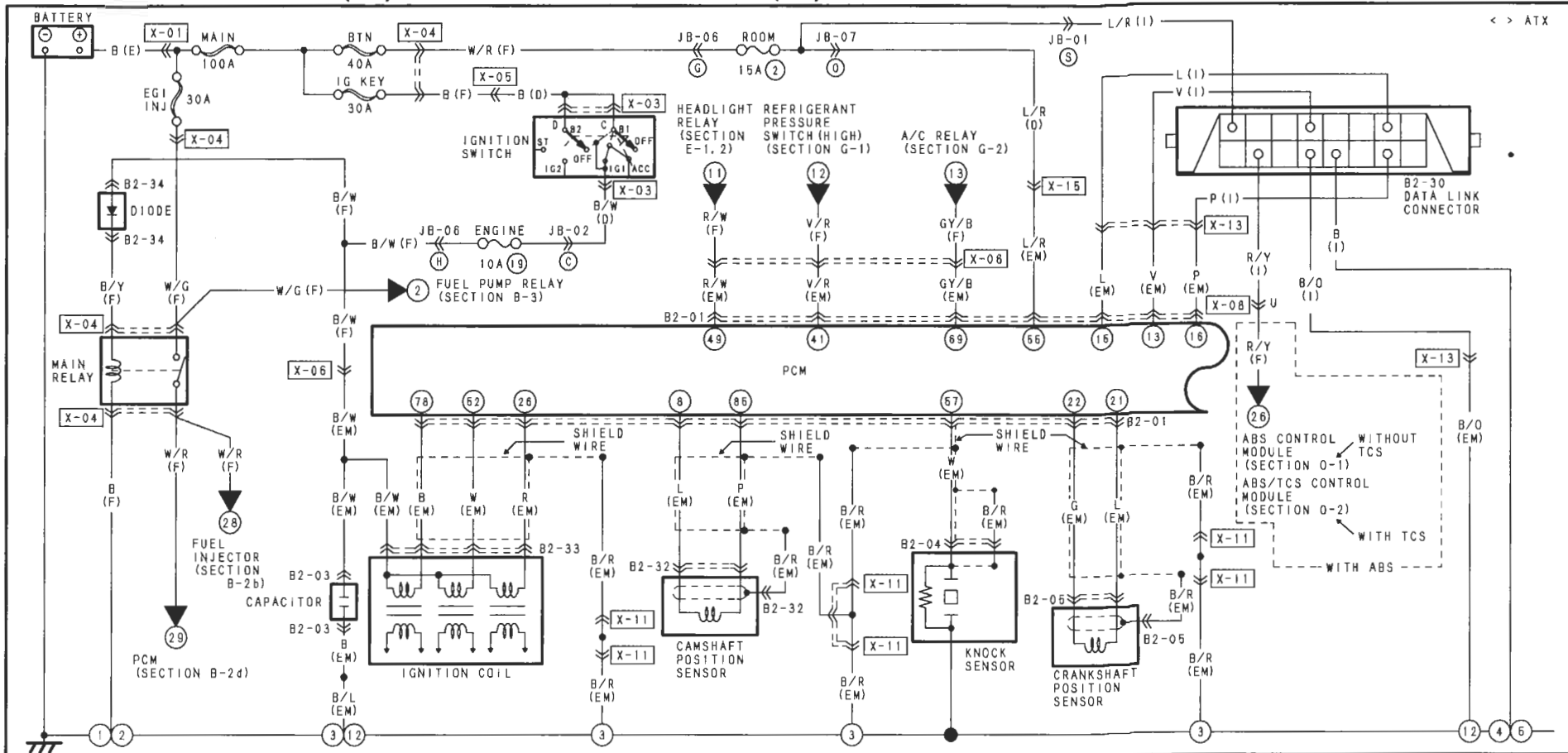


EC-AT CONTROL SYSTEM (KL) / ENGINE CONTROL SYSTEM (KL)

B-2a

Z WIRING DIAGRAM



B2-01 PCM (EM)														B2-03 CAPACITOR (EM)				B2-04 KNOCK SENSOR (EM)																																																																																																																																																																																																																											
<table border="1"> <tr> <td>26</td><td>25</td><td>24</td><td>23*</td><td>22</td><td>21</td><td>20</td><td>19</td><td>18</td><td>17</td><td>16</td><td>15</td><td>14</td><td></td> <td>13</td><td>12</td><td>11</td><td>10</td><td>9*</td><td>8</td><td>7*</td><td>5*</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1*</td> </tr> <tr> <td>R</td><td>*</td><td>B/L</td><td><W></td><td>48</td><td>48</td><td>L/O</td><td>L/Y</td><td>LG</td><td>GY</td><td>P</td><td>L</td><td>L</td><td>=0</td> <td>V</td><td>*</td><td>BR/W</td><td>V/W</td><td>KL/G/B</td><td>L</td><td><L/O></td><td>K/R/L</td><td>P/B</td><td>*</td><td>BR/Y</td><td>KL/B</td><td>*</td> </tr> <tr> <td>52</td><td>51</td><td>50</td><td>49</td><td>48</td><td>47</td><td>46</td><td>45</td><td>44</td><td>43</td><td>42</td><td>41</td><td>40</td><td></td> <td>39</td><td>38</td><td>37*</td><td>36</td><td>35</td><td>34</td><td>33</td><td>32*</td><td>31</td><td>30</td><td>29</td><td>28*</td><td>27*</td> </tr> <tr> <td>W</td><td>B/L</td><td>*</td><td>R/W</td><td>O/B</td><td>*</td><td>P/B</td><td>L/B</td><td>W/B</td><td>*</td><td>G/O</td><td>V/R</td><td>*</td><td></td> <td>G/W</td><td>D/L</td><td><GY></td><td>BR/R</td><td>Y</td><td>Y/B</td><td>R/B</td><td><R/Y></td><td>L/Y</td><td><=></td><td>KBR/B</td><td><G/B></td><td><L></td> </tr> <tr> <td>78</td><td>77</td><td>76</td><td>75</td><td>74</td><td>73</td><td>72</td><td>71</td><td>70</td><td>69</td><td>68</td><td>67</td><td>66</td><td></td> <td>65</td><td>64<G></td><td>63</td><td>62</td><td>61</td><td>60</td><td>59</td><td>58</td><td>57</td><td>56</td><td>55</td><td>54*</td><td>53*</td> </tr> <tr> <td>B</td><td>B/L</td><td>B/R</td><td>L</td><td>L/R</td><td>W</td><td>R/Y</td><td>R/B</td><td>LG/R</td><td>GY/B</td><td>G</td><td>Y/L</td><td>O</td><td></td> <td>*</td><td>LG/B</td><td>G/Y</td><td>P/G</td><td>G</td><td>R</td><td>*</td><td>GY/L</td><td>W</td><td>O/B</td><td>L/R</td><td>KL/R</td><td><G></td> </tr> <tr> <td>104</td><td>103</td><td>102</td><td>101</td><td>100</td><td>99</td><td>98</td><td>97</td><td>96</td><td>95</td><td>94</td><td>93</td><td>92*</td><td></td> <td>91</td><td>90</td><td>89</td><td>88</td><td>87</td><td>86</td><td>85</td><td>84*</td><td>83</td><td>82</td><td>81*</td><td>80</td><td>79*</td> </tr> <tr> <td>*</td><td>B/L</td><td>*</td><td>L/W</td><td>V</td><td>V/V</td><td>W/R</td><td>R/B</td><td>V/R</td><td>BR/B</td><td>W/L</td><td>BR</td><td><W/G></td><td></td> <td>B/Y</td><td>GY/R</td><td>V/Y</td><td>R/G</td><td>B</td><td>*</td><td>P</td><td></td><td>G/R</td><td>P/B</td><td>KL/W</td><td>SB</td><td><G/B></td> </tr> </table>														26	25	24	23*	22	21	20	19	18	17	16	15	14		13	12	11	10	9*	8	7*	5*	5	4	3	2	1*	R	*	B/L	<W>	48	48	L/O	L/Y	LG	GY	P	L	L	=0	V	*	BR/W	V/W	KL/G/B	L	<L/O>	K/R/L	P/B	*	BR/Y	KL/B	*	52	51	50	49	48	47	46	45	44	43	42	41	40		39	38	37*	36	35	34	33	32*	31	30	29	28*	27*	W	B/L	*	R/W	O/B	*	P/B	L/B	W/B	*	G/O	V/R	*		G/W	D/L	<GY>	BR/R	Y	Y/B	R/B	<R/Y>	L/Y	<=>	KBR/B	<G/B>	<L>	78	77	76	75	74	73	72	71	70	69	68	67	66		65	64<G>	63	62	61	60	59	58	57	56	55	54*	53*	B	B/L	B/R	L	L/R	W	R/Y	R/B	LG/R	GY/B	G	Y/L	O		*	LG/B	G/Y	P/G	G	R	*	GY/L	W	O/B	L/R	KL/R	<G>	104	103	102	101	100	99	98	97	96	95	94	93	92*		91	90	89	88	87	86	85	84*	83	82	81*	80	79*	*	B/L	*	L/W	V	V/V	W/R	R/B	V/R	BR/B	W/L	BR	<W/G>		B/Y	GY/R	V/Y	R/G	B	*	P		G/R	P/B	KL/W	SB	<G/B>								
26	25	24	23*	22	21	20	19	18	17	16	15	14		13	12	11	10	9*	8	7*	5*	5	4	3	2	1*																																																																																																																																																																																																																			
R	*	B/L	<W>	48	48	L/O	L/Y	LG	GY	P	L	L	=0	V	*	BR/W	V/W	KL/G/B	L	<L/O>	K/R/L	P/B	*	BR/Y	KL/B	*																																																																																																																																																																																																																			
52	51	50	49	48	47	46	45	44	43	42	41	40		39	38	37*	36	35	34	33	32*	31	30	29	28*	27*																																																																																																																																																																																																																			
W	B/L	*	R/W	O/B	*	P/B	L/B	W/B	*	G/O	V/R	*		G/W	D/L	<GY>	BR/R	Y	Y/B	R/B	<R/Y>	L/Y	<=>	KBR/B	<G/B>	<L>																																																																																																																																																																																																																			
78	77	76	75	74	73	72	71	70	69	68	67	66		65	64<G>	63	62	61	60	59	58	57	56	55	54*	53*																																																																																																																																																																																																																			
B	B/L	B/R	L	L/R	W	R/Y	R/B	LG/R	GY/B	G	Y/L	O		*	LG/B	G/Y	P/G	G	R	*	GY/L	W	O/B	L/R	KL/R	<G>																																																																																																																																																																																																																			
104	103	102	101	100	99	98	97	96	95	94	93	92*		91	90	89	88	87	86	85	84*	83	82	81*	80	79*																																																																																																																																																																																																																			
*	B/L	*	L/W	V	V/V	W/R	R/B	V/R	BR/B	W/L	BR	<W/G>		B/Y	GY/R	V/Y	R/G	B	*	P		G/R	P/B	KL/W	SB	<G/B>																																																																																																																																																																																																																			
B2-05 CRANKSHAFT POSITION SENSOR (EM)																																																																																																																																																																																																																																													
B2-30 DATA LINK CONNECTOR (1)				B2-32 CAMSHAFT POSITION SENSOR (EM)				B2-33 IGNITION COIL (EM)				B2-34 DIODE (F)																																																																																																																																																																																																																																	

NOTE: THIS IS THE CONNECTOR AS SEEN FROM THE TERMINAL SIDE.

Z-30

HARNESS SYMBOL :  (F)  (E)  (D)  (R)

CRANKSHAFT POSITION SENSOR
Uses the magnetic pickup sensor. Detects crankshaft position and sends signal to PCM.

[GRAY]
CRANKSHAFT POSITION SENSOR
B2-05

[BLACK]
CAMSHAFT POSITION SENSOR
B2-32

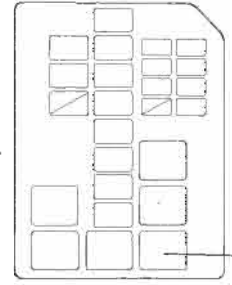
CAMSHAFT POSITION SENSOR
Uses the magnetic pickup sensor. Detects camshaft position and sends signal to PCM.

[BLACK]
CAPACITOR
B2-03

MAIN FUSE
X-01

MAIN FUSE BLOCK

←
FRONT



MAIN RELAY

B2-04
KNOCK SENSOR
[GRAY]

KNOCK SENSOR
Detects knocking and sends signal to PCM.

B2-33
IGNITION COIL

IGNITION COIL
Provides high voltage pulse to spark plugs.

WITH ABS → ①
WITHOUT ABS → ①

X-06
(F)-(EM)

Z-31

DIODE
B2-34

(F)-(I)
X-08

(EM)-(D)
X-15

DATA LINK CONNECTOR
B2-30

[BLUE]
(F)-(D)
X-05

(EM)-(I)
X-13

(F)-(I)
X-08

IGNITION SWITCH
X-03

JOINT BOX
(REFER TO JB SECTION)

B2-01
PCM

PCM
Uses information from various sensors/actuators to control powertrain (engine/transaxle) operation.

X-11
JOINT CONNECTOR

X-13
(EM)-(I)

WIRING DIAGRAM Z

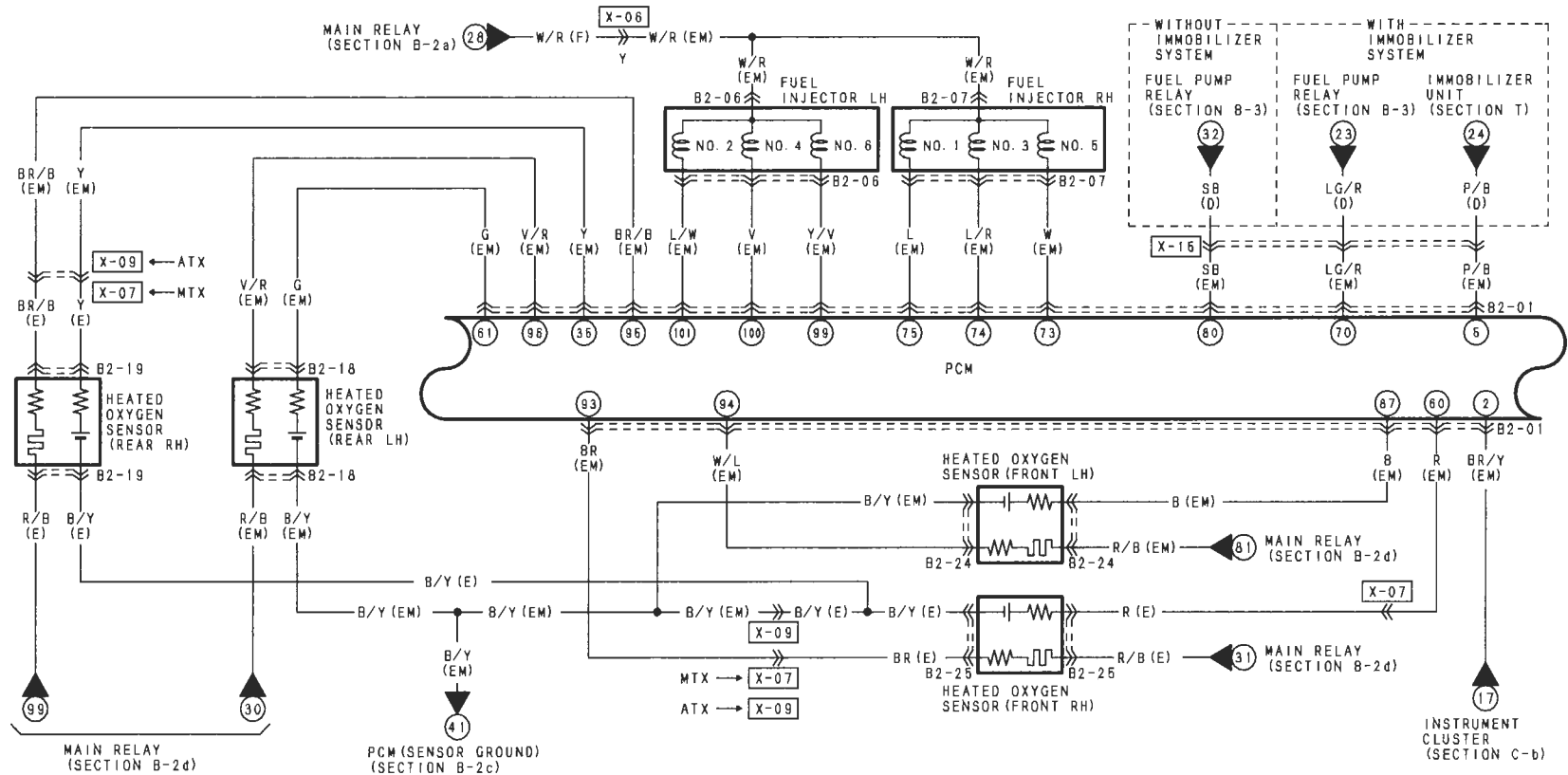
B-2a

EC-AT CONTROL SYSTEM (KL) / ENGINE CONTROL SYSTEM (KL)

B-2b

Z WIRING DIAGRAM

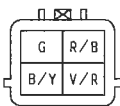
Z-32



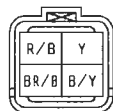
B2-01 PCM (EM)

26	25	24	23*	22	21	20	19	18	17	16	15	14	13	12	11	10	9*	8	7*	6*	5	4	3	2	1*
R	*	B/L	<W>	G	L	L/D	L/Y	LG	GY	P	L	#	V	*	BR/W	V/W	<LG/B>	L	<L/O>	<R/L>	P/B	*	*	BR/Y	<L/B>
52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37*	36	35	34	33	32*	31	30	29*	28*	27*
W	B/L	*	R/W	O/B	*	P/B	L/B	W/B	*	G/O	V/R	*	G/W	D/L	<GY>	BR/R	Y	Y/B	R/B	<R/Y>	L/Y	<#>	<BR/B>	<G/B>	<L>
78	77	76	75	74	73	72	71	70	69	68	67	66	65	64<O>	63	62	61	60	59	58	57	56	55	54*	53*
B	B/L	B/R	L	L/R	W	R/Y	R/B	LG/R	GY/B	G	Y/L	O	* LG/B	G/Y	P/G	G	R	*	GY/L	W	D/B	L/R	<LG/R>	<G>	
104	103	102	101	100	99	98	97	96	95	94	93	92*	91	90	89	88	87	86	85	84*	83	82	81*	80	79*
*	B/L	*	L/W	V	Y/V	W/R	R/B	V/R	BR/B	W/L	BR	<W/G>	B/Y	GY/R	V/Y	R/G	B	*	P		G/R	P/B	<L/W>	SB	<GY/B>

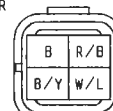
B2-18 HEATED OXYGEN SENSOR (REAR LH) (EM)



B2-19 HEATED OXYGEN SENSOR (REAR RH) (E)



B2-24 HEATED OXYGEN SENSOR (FRONT LH) (EM)



B2-25 HEATED OXYGEN SENSOR (FRONT RH) (E)



FUEL INJECTOR
Controlled by PCM meters fuel to engine.

[GRAY]
FUEL INJECTOR RH
B2-07

[GRAY]
FUEL INJECTOR LH
B2-06

[BLACK]
(EM)-(E)
X-09

[BLACK]
(EM)-(E)
X-07

[BLACK]
HEATED OXYGEN SENSOR
(FRONT RH)
B2-25

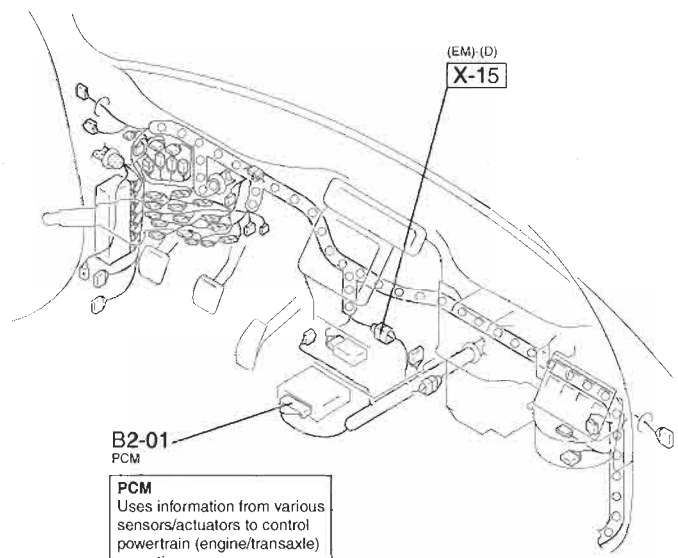
HEATED OXYGEN SENSOR
Upstream side to catalytic converter:
Detects exhaust gas condition (Air/Fuel ratio)
and sends signal to PCM.
Downstream side to catalytic converter:
Detects deterioration of catalytic converter.

B2-19
HEATED OXYGEN SENSOR
(REAR RH)

B2-24
HEATED OXYGEN SENSOR
(FRONT LH)
[BLACK]

X-06
(F)-(EM)

B2-18
HEATED OXYGEN SENSOR
(REAR LH)



(EM)-(D)
X-15

B2-01
PCM

PCM
Uses information from various
sensors/actuators to control
powertrain (engine/transaxle)
operation.

Z-33

WIRING DIAGRAM Z

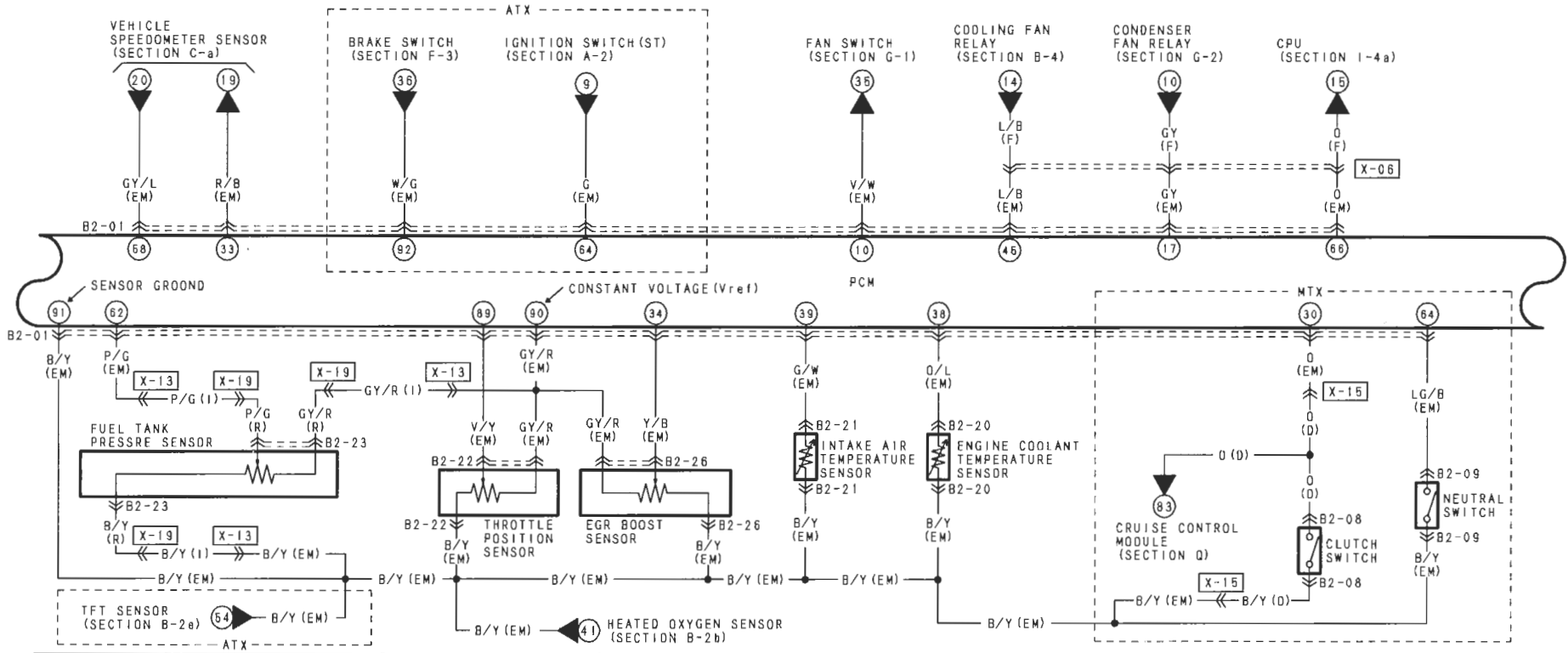
B-2b

EC-AT CONTROL SYSTEM (KL) / ENGINE CONTROL SYSTEM (KL)

B-2c

Z WIRING DIAGRAM

< > ATX



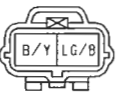
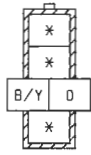
Z-34

B2-01 PCM (EM)

26	25	24	23*	22	21	20	19	18	17	16	15	14	13	12	11	10	9*	8	7*	6*	5	4	3	2	1*
R	*	B/L	<W>	G	L	I/D	L/Y	LG	Y	P	L	*	V	*	BR/W	V/W	<LG/B>	L	<L/O>	<R/L>	P/B	*	*	BR/Y	<L/B>
52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37*	36	35	34	33	32*	31	30	29*	28*	27*
W	B/L	*	R/W	O/B	*	P/B	L/B	W/B	*	G/D	V/R	*	G/W	Q/L	<GY>	BR/R	Y	Y/B	R/B	<R/Y>	L/Y	<*>	BR/B	<G/B>	<L>
78	77	76	75	74	73	72	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57	56	55	54*	53*
B	B/L	B/R	L	L/R	W	R/Y	R/B	LG/R	GY/B	G	Y/L	O	* LG/B	G/Y	P/G	G	R	*	GY/L	W	O/B	L/R	<LG/R>	<G>	
104	103	102	101	100	99	98	97	96	95	94	93	92*	91	90	89	88	87	86	85	84*	83	82	81*	80	79*
*	B/L	*	L/W	V	Y/V	W/R	R/B	V/R	BR/B	W/L	BR	<W/G>	B/Y	GY/R	V/Y	R/G	B	*	P		G/R	P/B	<L/W>	S/B	KGY/B

B2-08 CLUTCH SWITCH (D)

B2-09 NEUTRAL SWITCH (EM)



(MTX)

(MTX)

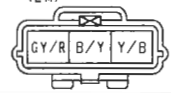
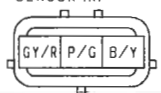
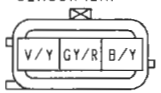
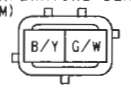
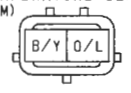
B2-20 ENGINE COOLANT TEMPERATURE SENSOR (EM)

B2-21 INTAKE AIR TEMPERATURE SENSOR (EM)

B2-22 THROTTLE POSITION SENSOR (EM)

B2-23 FUEL TANK PRESSURE SENSOR (R)

B2-26 EGR BOOST SENSOR (EM)



HARNESS SYMBOL :  (F)  (E)  (D)  (R)

ENGINE COOLANT TEMPERATURE SENSOR
Detects engine coolant temperature and sends signal to PCM.

ENGINE COOLANT TEMPERATURE SENSOR
B2-20

[GRAY]
EGR BOOST SENSOR
B2-26

THROTTLE POSITION SENSOR
B2-22

THROTTLE POSITION SENSOR
Detects throttle opening angle and sends signal to PCM.

INTAKE AIR TEMPERATURE SENSOR
B2-21

INTAKE AIR TEMPERATURE SENSOR
Detects intake air temperature and sends signal to PCM.

[BLACK]
CLUTCH SWITCH
B2-08

CLUTCH SWITCH
Opened with clutch pedal depressed, Sends signal to PCM, ABS control module.

(EM)-(D)
X-15

(EM)-(I)
X-13

B2-09
NEUTRAL SWITCH
[BLACK]

NEUTRAL SWITCH
Opened when gear is in neutral position or clutch pedal is depressed. Sends signal to PCM, ABS control module.

B2-01
PCM

PCM
Uses information from various sensors/actuators to control powertrain (engine/transaxle) operation.

X-06
(F)-(EM)

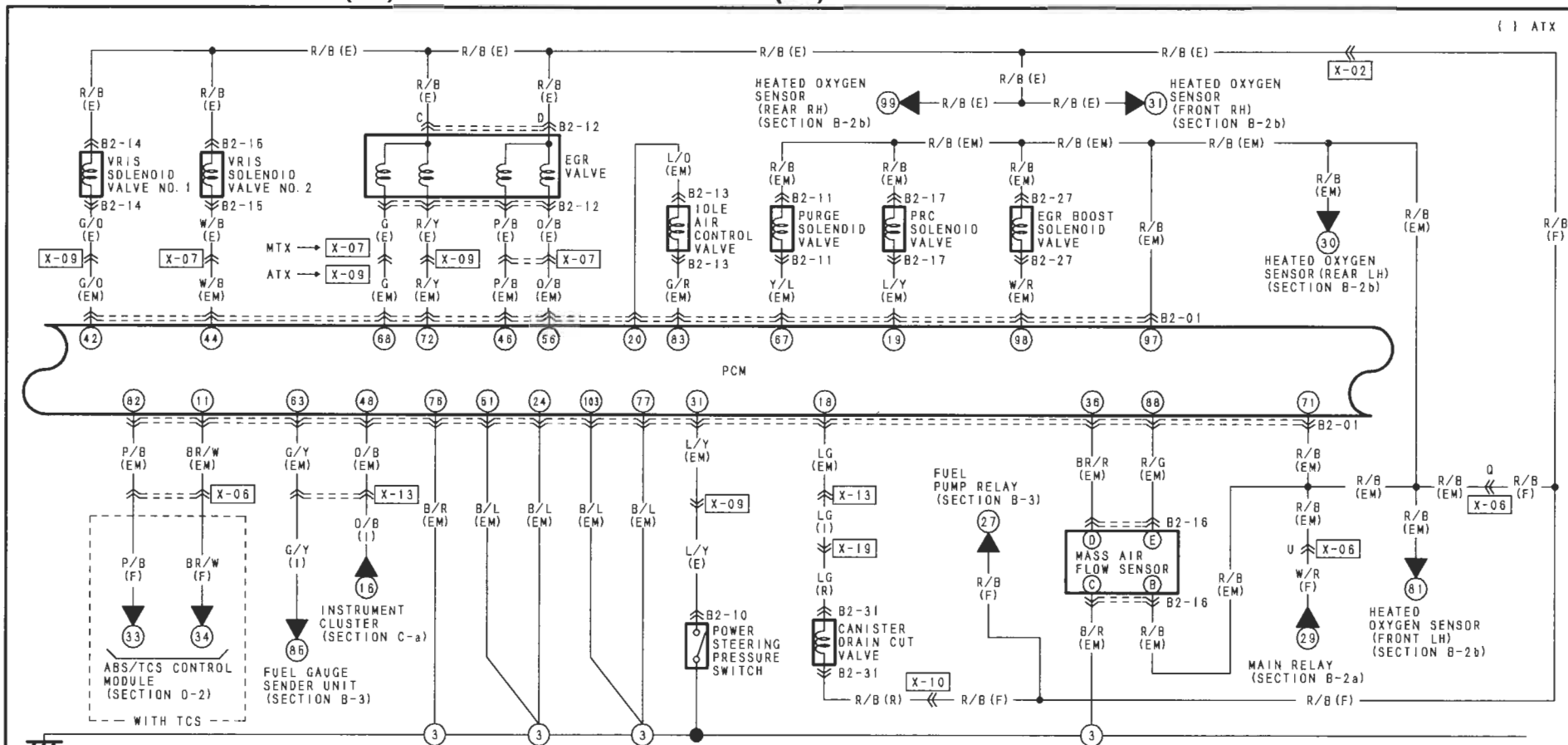
X-19
(I)-(R)

X-13
(EM)-(I)

(I)-(R)
X-19

B2-23
FUEL TANK PRESSURE SENSOR
[BLACK]
(NOTE: ABOVE THE REAR CROSSMEMBER)

FUEL TANK PRESSURE SENSOR
Detects fuel tank pressure and sends signal to PCM. This signal is used for evaporative system monitoring.



B2-01 PCM (EM)

26	26	24	23*	22	21	20	19	18	17	16	15	14	13	12	11	10	9*	8	7*	6*	5	4	3	2	1*
R	*	B/L	<W>	G	L	L/O	L/Y	LG	GY	P	L	*	V	*	BR/W	V/W	<LG/R>	L	<L/O>	<R/L>	P/B	*	*	BR/Y	<L/B>
52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37*	36	35	34	33	32*	31	30	29	28*	27*
W	B/L	*	R/W	O/B	*	P/B	R/L	B/W	*	G/O	V/R	*	G/W	O/L	<GY>	BR/R	Y	Y/B	R/B	<R/Y>	L/Y	<*>	<BR/B>	<G/B>	<L>
78	77	76	75	74	73	72	71	70	69	68	67	66	65	64<O>	63	62	61	60	59	58	57	56	55	54*	53*
B	B/L	B/R	L	L/R	W	R/Y	R/L	B/R	LG/R	GY/B	G	Y/L	O	* LG/B	G/Y	P/G	G	R	59	58	57	56	55	54*	53*
104	103	102	101	100	99	98	97	96	95	94	93	92*	91	90	89	88	87	86	85	84*	83	82	81*	80	79*
*	B/L	*	L/W	V	Y/V	W/R	R/B	V/R	BR/B	W/L	BR	<W/G>	B/Y	GY/R	V/Y	R/G	B	*	P		G/R	P/B	<L/W>	SB	<G/B>

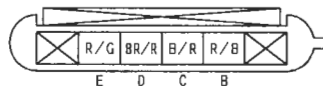
B2-14 VRIS SOLENOID VALVE NO. 1 (E)



B2-15 VRIS SOLENOID VALVE NO. 2 (E)



B2-16 MASS AIR FLOW SENSOR (EM)



B2-17 PRC SOLENOID VALVE (EM)



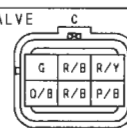
B2-10 POWER STEERING PRESSURE SWITCH (E)



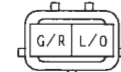
B2-11 PURGE SOLENOID VALVE (EM)



B2-12 EGR VALVE (E)



B2-13 IDLE AIR CONTROL VALVE (EM)



B2-27 EGR BOOST SOLENOID VALVE (EM)



B2-31 CANISTER DRAIN CUT VALVE (R)



Z-36

() ATX

HARNESS SYMBOL : (F) (E) (D) (R)

POWER STEERING PRESSURE SWITCH
Power steering pressure switch signals PCM to increase idle speed to prevent engine from stalling.

POWER STEERING PRESSURE SWITCH
B2-10

[BLUE]
VRIS SOLENOID VALVE NO.1
B2-14

VRIS SOLENOID VALVE NO.2
B2-15

[BLACK]
(EM)-(E)
X-09

[BLACK]
(EM)-(E)
X-07

[GRAY]
EGR VALVE
B2-12

IDLE AIR CONTROL VALVE
B2-13

B2-17
PRC SOLENOID VALVE
[BROWN]

B2-27
EGR BOOST SOLENOID VALVE

B2-16
MASS AIR FLOW SENSOR

MASS AIR FLOW SENSOR
Detects mass air flow amount and sends signal to PCM.

X-06
(F)-(EM)

X-02
(F)-(E)

B2-11
PURGE SOLENOID VALVE
[BLACK]

(F)-(R)
X-10

(EM)-(I)
X-13

B2-01
PCM

PCM
Uses information from various sensors/actuators to control powertrain (engine/transaxle) operation.

X-19
(I)-(R)

X-13
(EM)-(I)

(F)-(R)
X-10

(I)-(R)
X-19

B2-31
CANISTER DRAIN CUT VALVE
[BLACK]
(NOTE ABOVE THE REAR CROSSMEMBER)

WIRING DIAGRAM Z

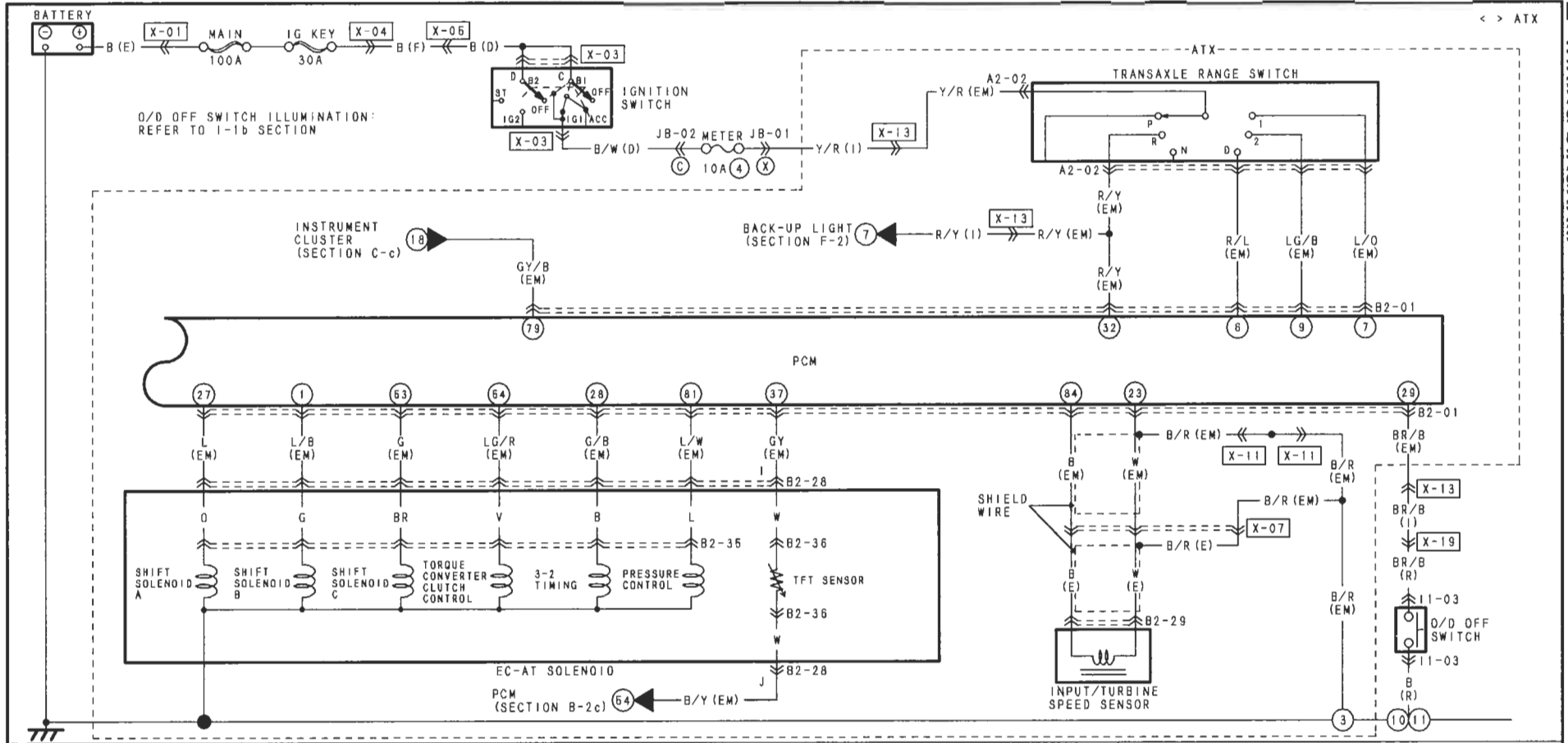
B-2d

Z-37

EC-AT CONTROL SYSTEM (KL) / ENGINE CONTROL SYSTEM (KL)

B-2e

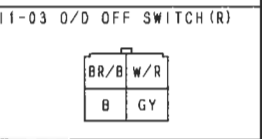
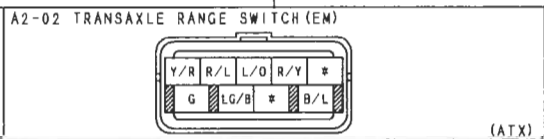
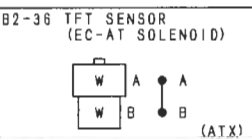
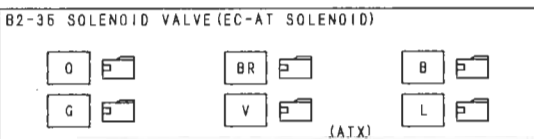
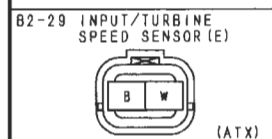
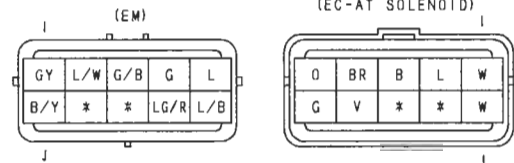
Z WIRING DIAGRAM



B2-01 PCM (EM)

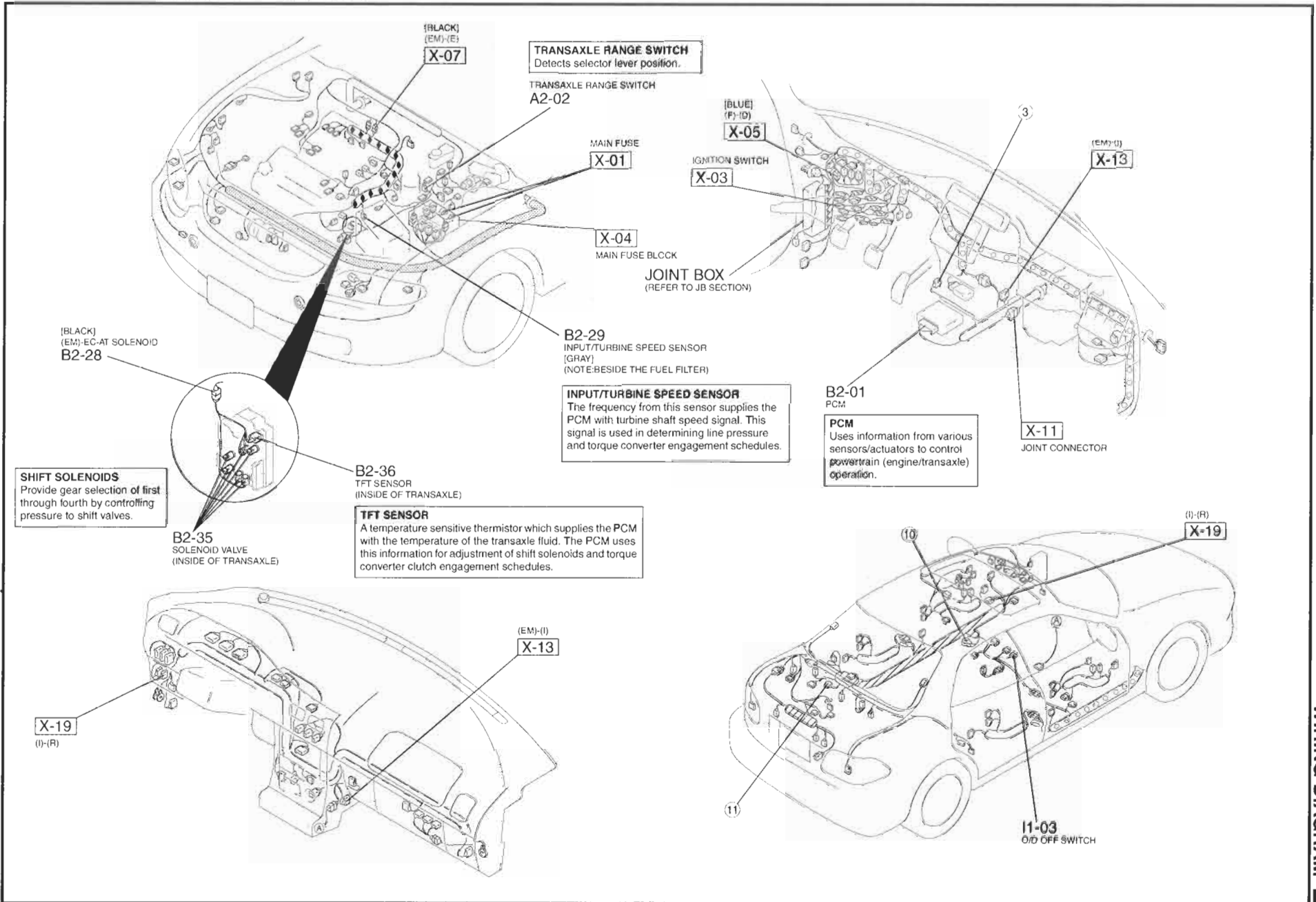
B2-28 EMISSION (EM) - EC-AT SOLENOID

26	25	24	23*	22	21	20	19	18	17	16	15	14	13	12	11	10	9*	8	7*	6*	6	4	3	2	1*
R	R	* B/L	<W>	G	L	L/O	L/Y	LG	GY	P	L	*	V	V	BR/W	V/W	<LG/B>	L	<L/O>	<R/L>	P/B	*	BR/Y	<L/B>	*
52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37*	36	35	34	33	32*	31	30	29*	28*	27*
W	B/L	* R/W	O/B	* P/B	L/B	W/B	* G/D	V/R	*	G/W	O/L	<GY>	BR/R	Y	Y/B	R/B	<R/Y>	L/Y	<*>	BR/B	<G/B>	<L>	11-03	O/D OFF SWITCH (R)	11-03
78	77	76	75	74	73	72	71	70	69	68	67	66	65	64<G>	63	62	61	60	59	58	57	56	55	54*	53*
B	B/L	B/R	L	L/R	W	R/Y	R/B	LG/R	GY/B	G	Y/L	O	* LG/B	G/Y	P/G	G	R	*	GY/L	W	O/B	L/R	<LG/R>	<G>	79*
104	103	102	101	100	99	98	97	96	95	94	93	92*	91	90	89	88	87	86	85	84*	83	82	81*	80	79*
* B/L	* L/W	V	Y/V	W/R	R/B	V/R	BR/B	W/L	BR	<W/G>	8/Y	GY/R	V/Y	R/G	B	*	P		G/R	P/B	<L/W>	SB	<GY/B>		



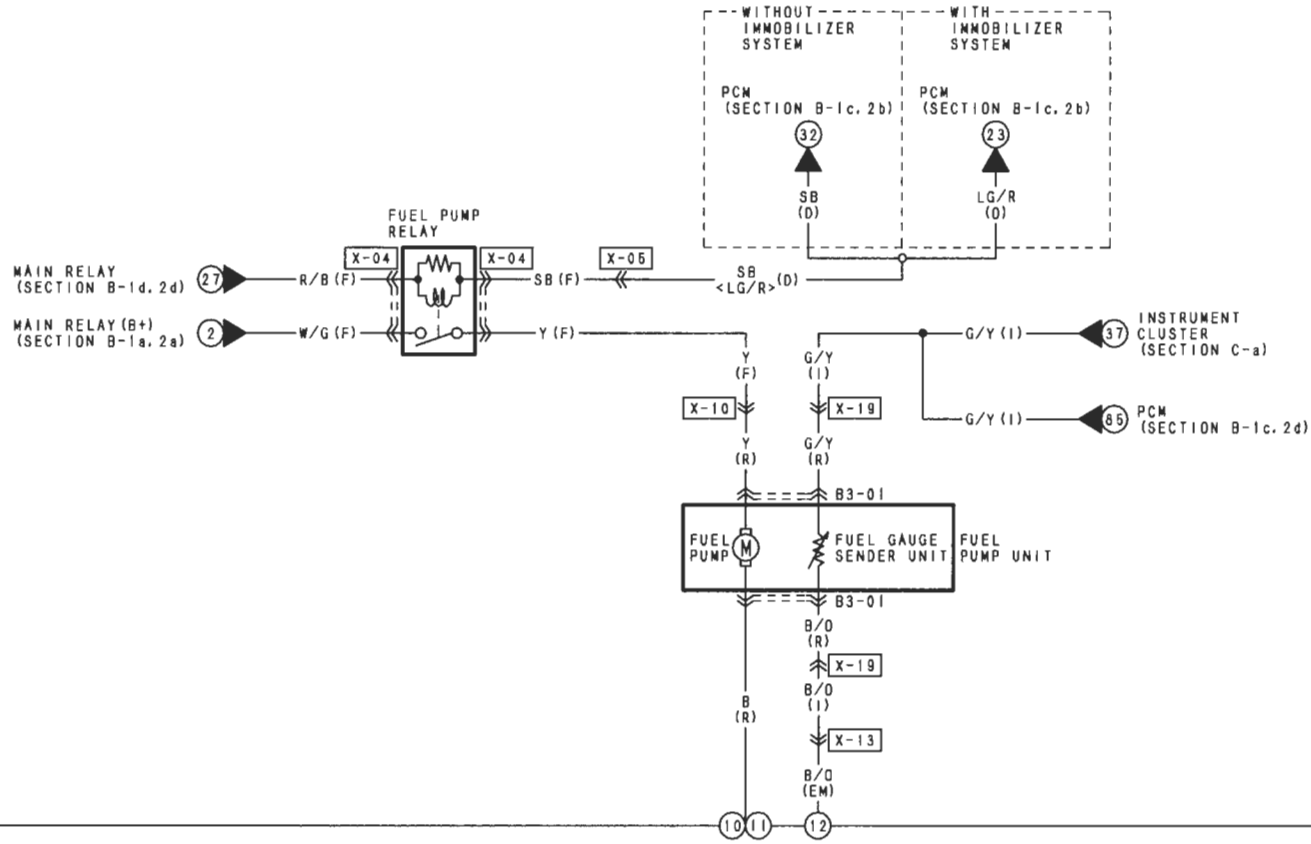
Z-38

<> ATX

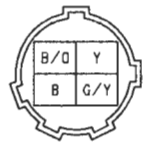


FUEL CONTROL SYSTEM

< > WITH IMMOBILIZER SYSTEM

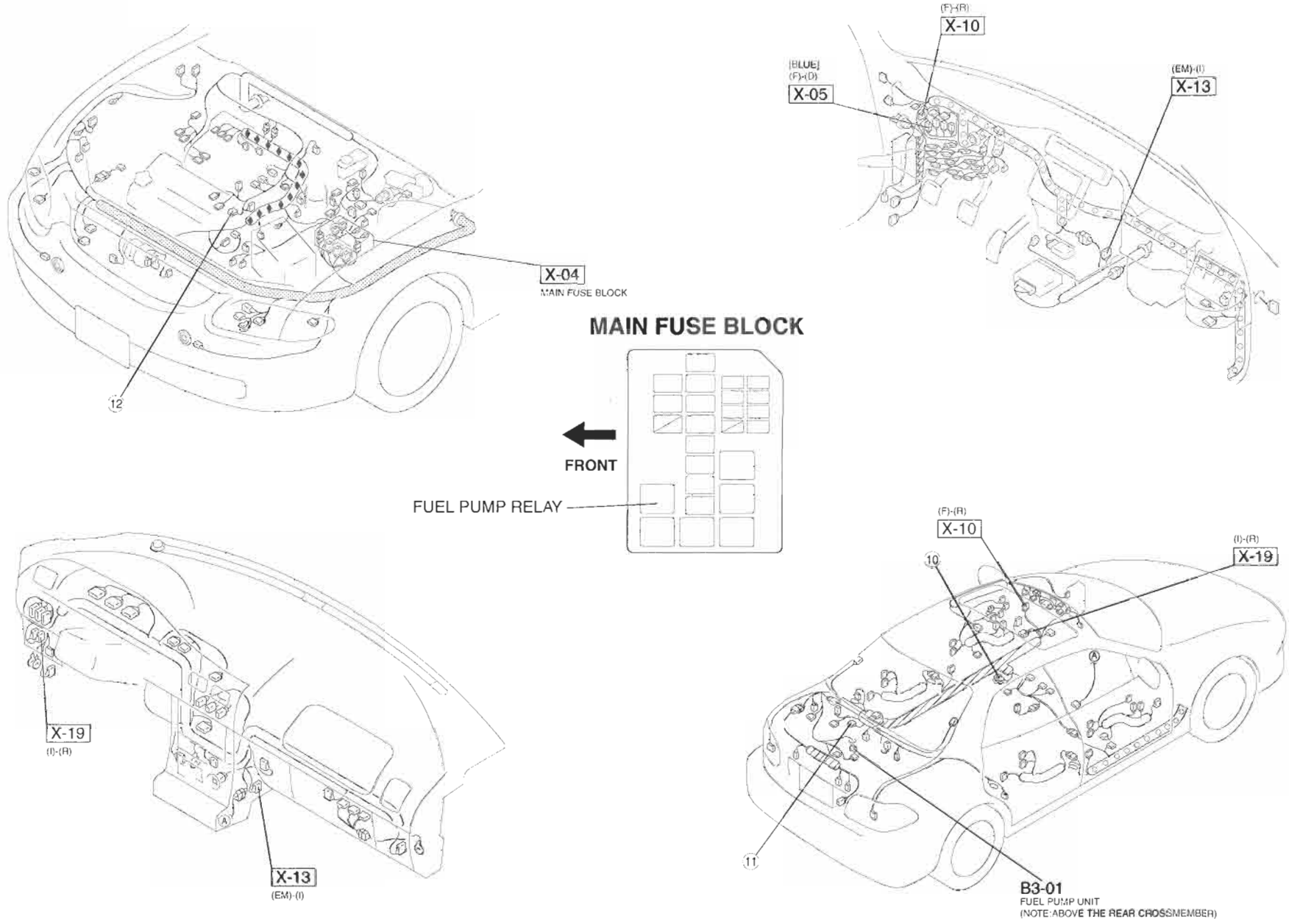


B3-01 FUEL PUMP UNIT (R)



Z-40

HARNES SYMBOL :  (F)  (E)  (D)  (R)



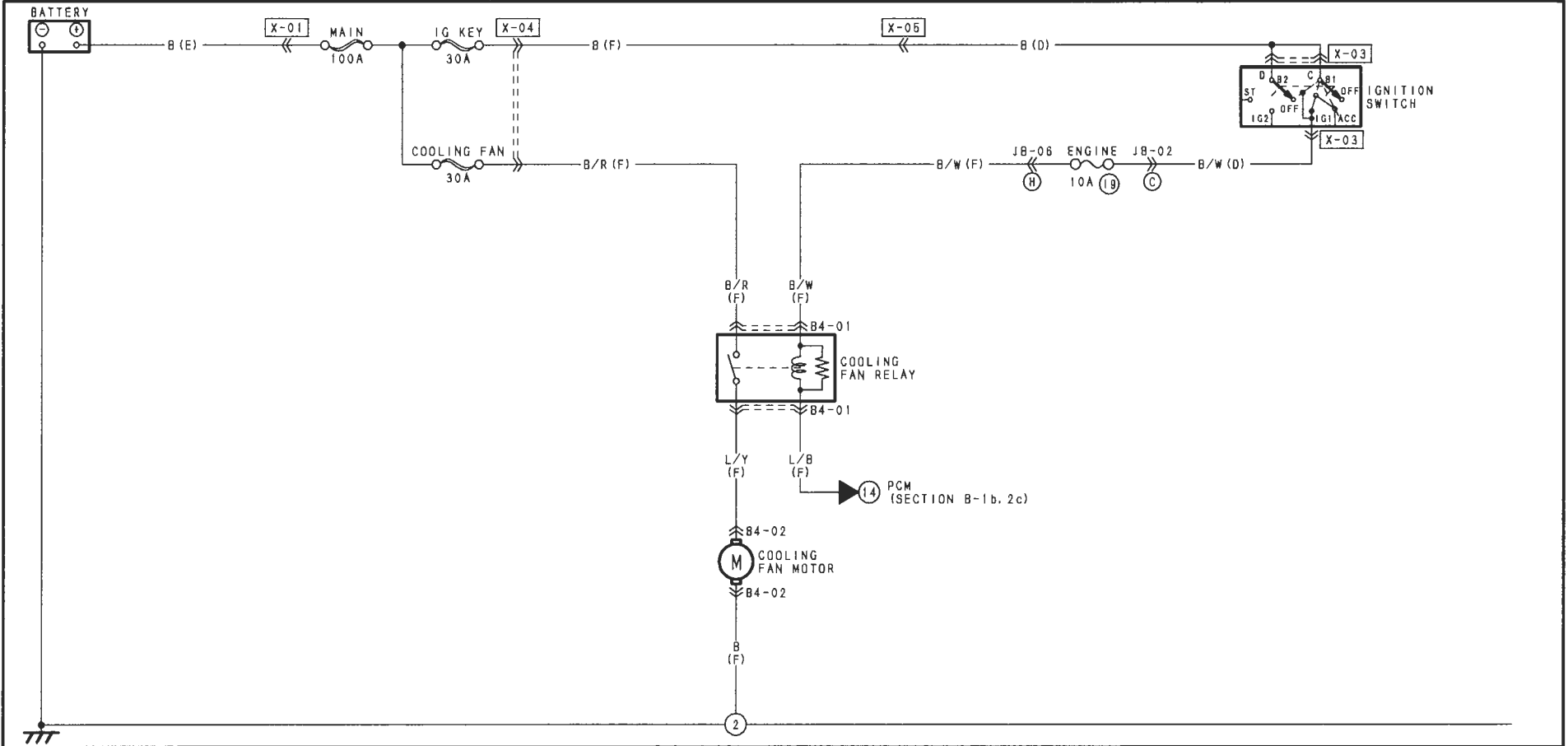
Z-41

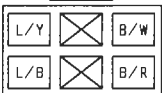
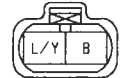
WIRING DIAGRAM Z

COOLING FAN SYSTEM

B-4

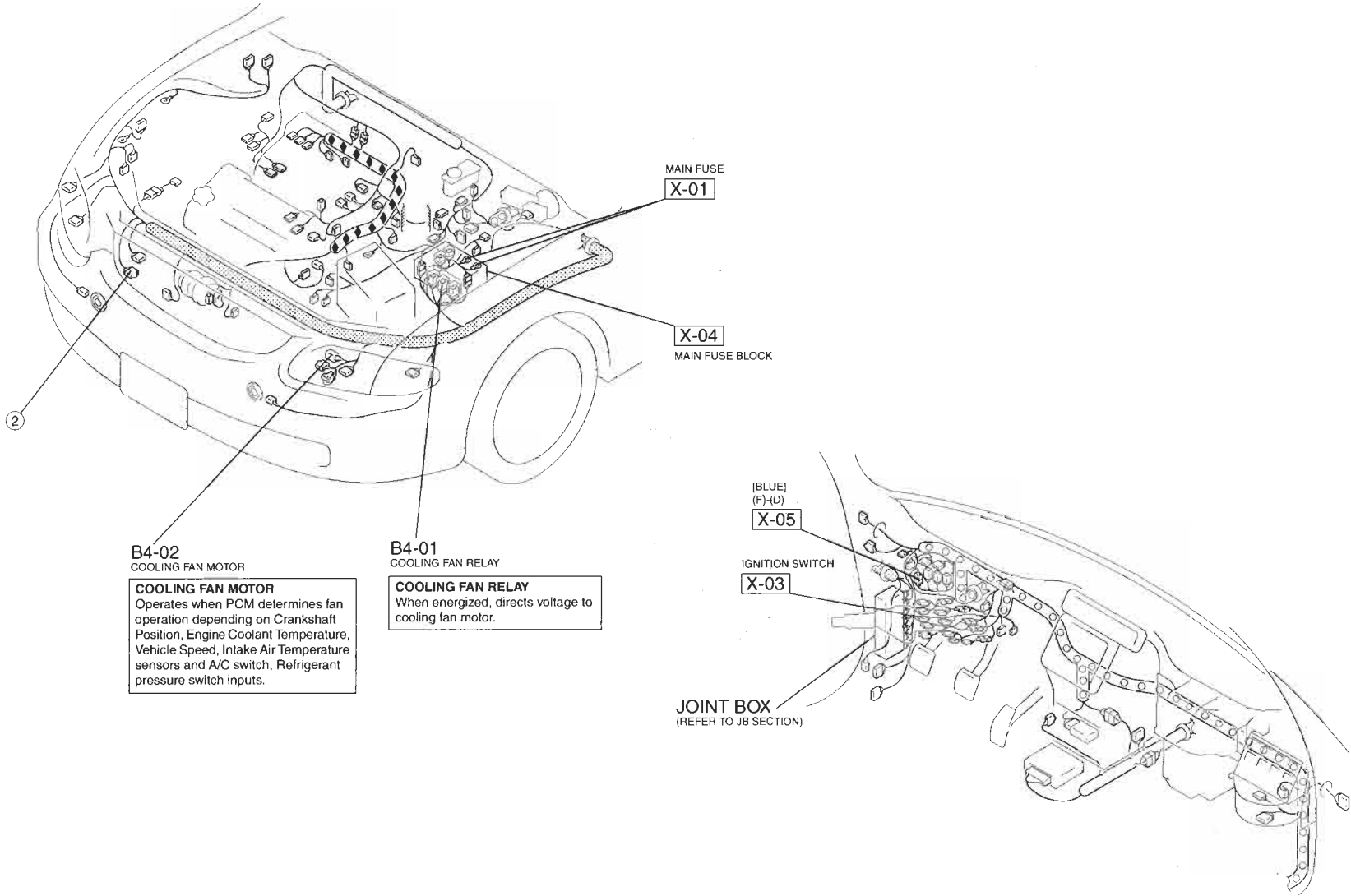
Z WIRING DIAGRAM



<p>B4-01 COOLING FAN RELAY (F)</p> 	<p>B4-02 COOLING FAN MOTOR (F)</p> 				

Z-42

HARNESS SYMBOL :  (F)  (E)  (D)  (R)



B4-02
COOLING FAN MOTOR

COOLING FAN MOTOR
Operates when PCM determines fan operation depending on Crankshaft Position, Engine Coolant Temperature, Vehicle Speed, Intake Air Temperature sensors and A/C switch, Refrigerant pressure switch inputs.

B4-01
COOLING FAN RELAY

COOLING FAN RELAY
When energized, directs voltage to cooling fan motor.

MAIN FUSE
X-01

X-04
MAIN FUSE BLOCK

[BLUE]
(F)-(D)
X-05

IGNITION SWITCH
X-03

JOINT BOX
(REFER TO JB SECTION)

Z-43

WIRING DIAGRAM Z

B-4