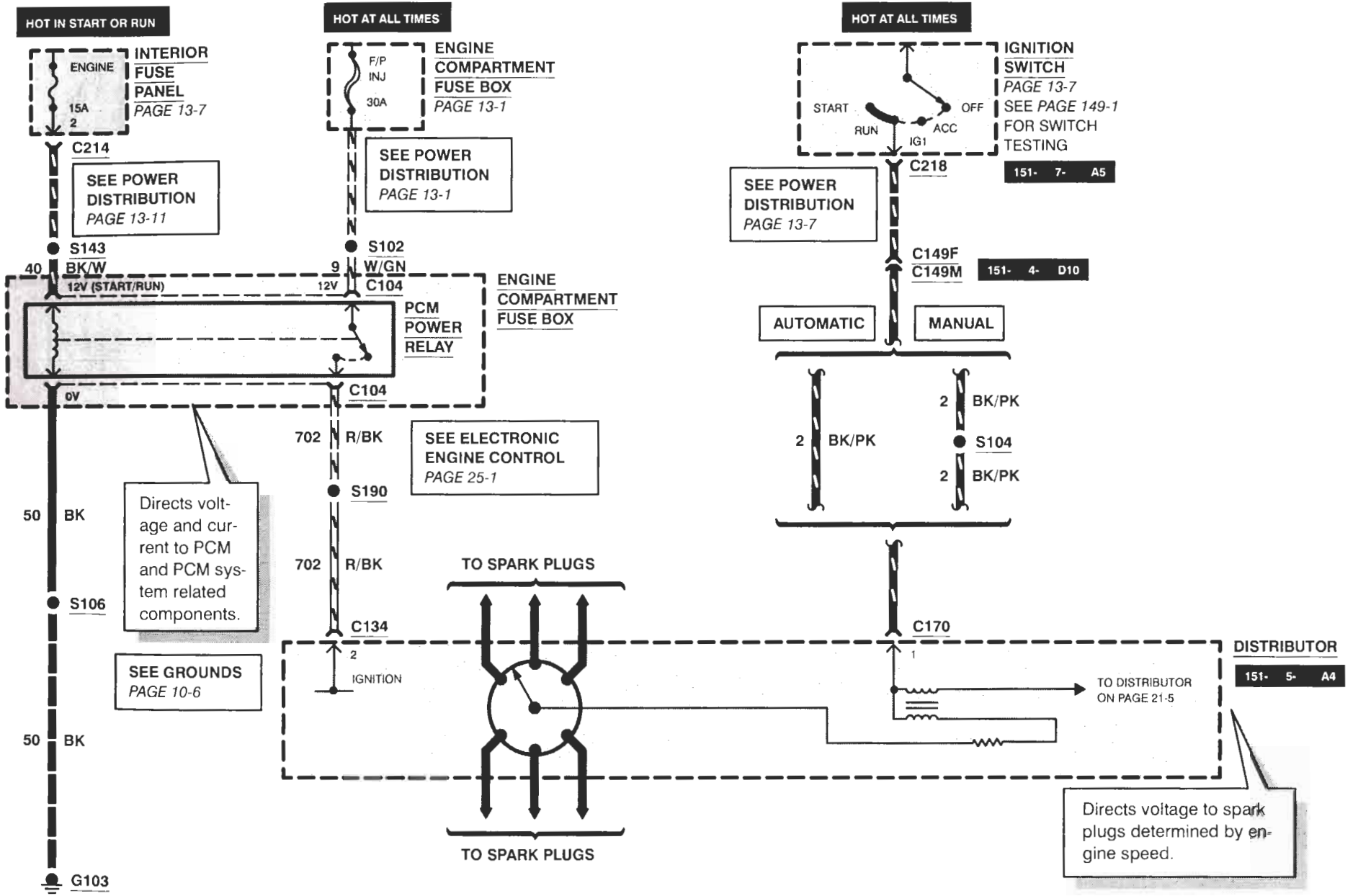


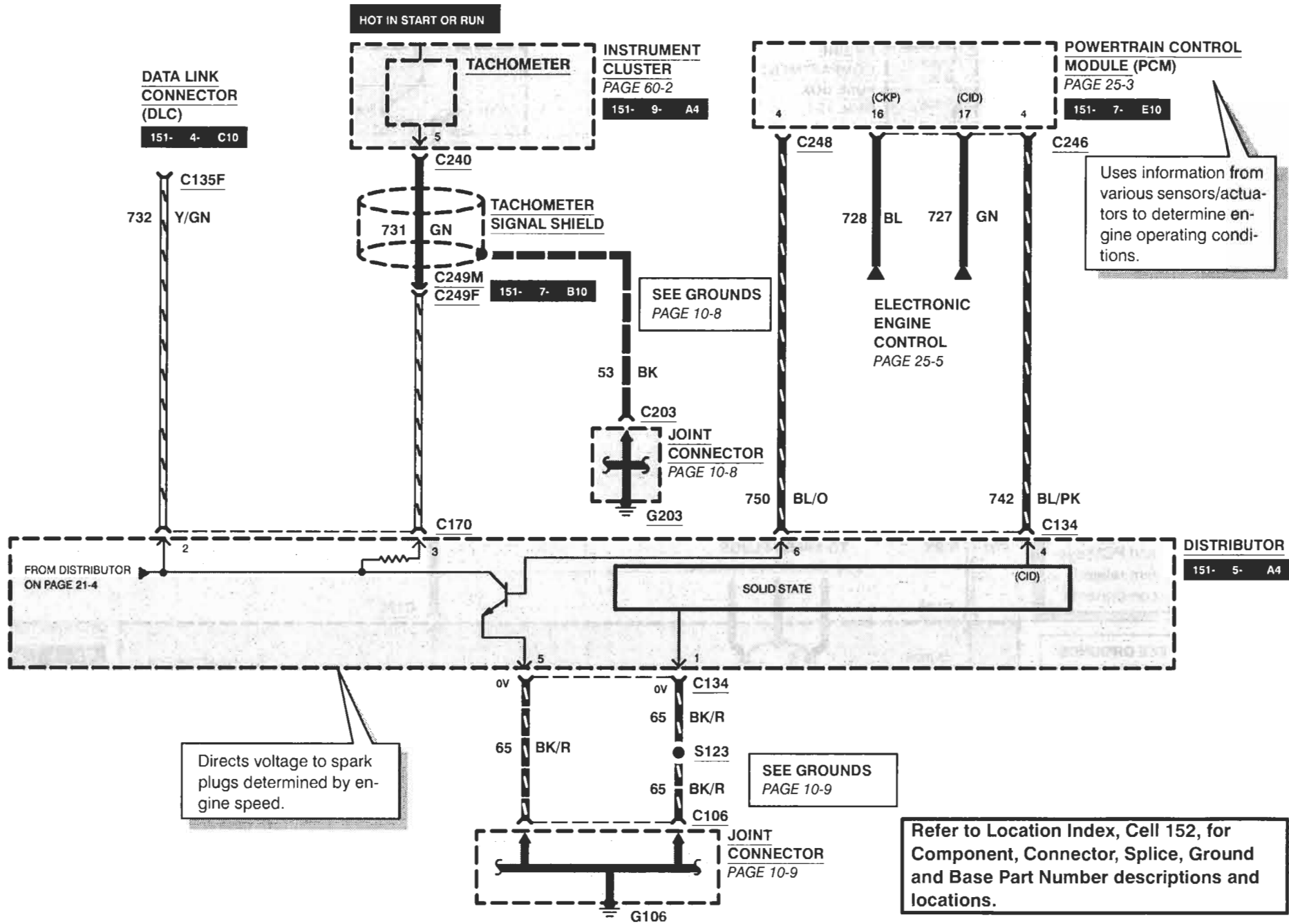
# IGNITION SYSTEM (2.5L) 21-4

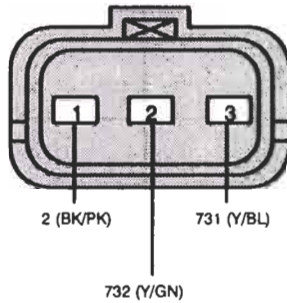
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# 21-5 IGNITION SYSTEM (2.5L)

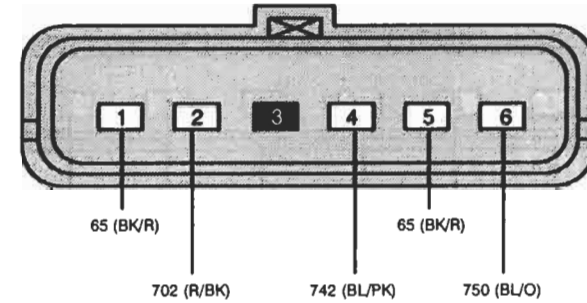
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**C170 (GRAY)**  
**DISTRIBUTOR**  
**(2.5L)**

PIN	CIRCUIT	CIRCUIT FUNCTION
1	2 (BK/P)	Power (Hot in Start or Run)
2	732 (Y/GN)	Tachometer Signal (Ignition Ground)
3	731 (Y/BL)	Tachometer Output

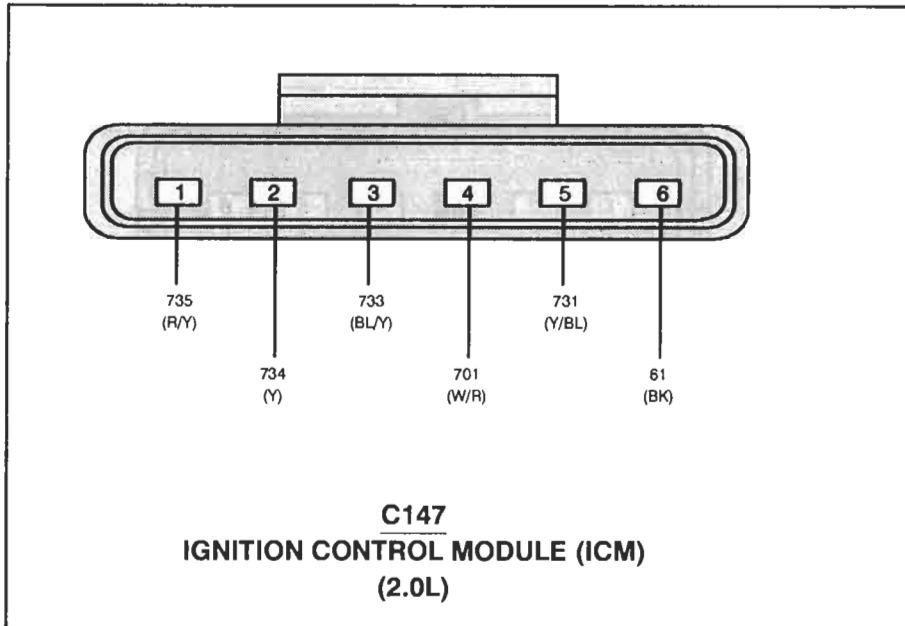


**C134 (GRAY)**  
**DISTRIBUTOR**  
**(2.5L)**

PIN	CIRCUIT	CIRCUIT FUNCTION
1	65 (BK/R)	Ground
2	702 (R/BK)	PCM Power Relay Input
3	—	NOT USED
4	742 (BL/PK)	Ground Signal (Cylinder Identification)
5	65 (BK/R)	Ground
6	750 (BL/O)	Distributor Ignition Input

# 21-7 IGNITION SYSTEM

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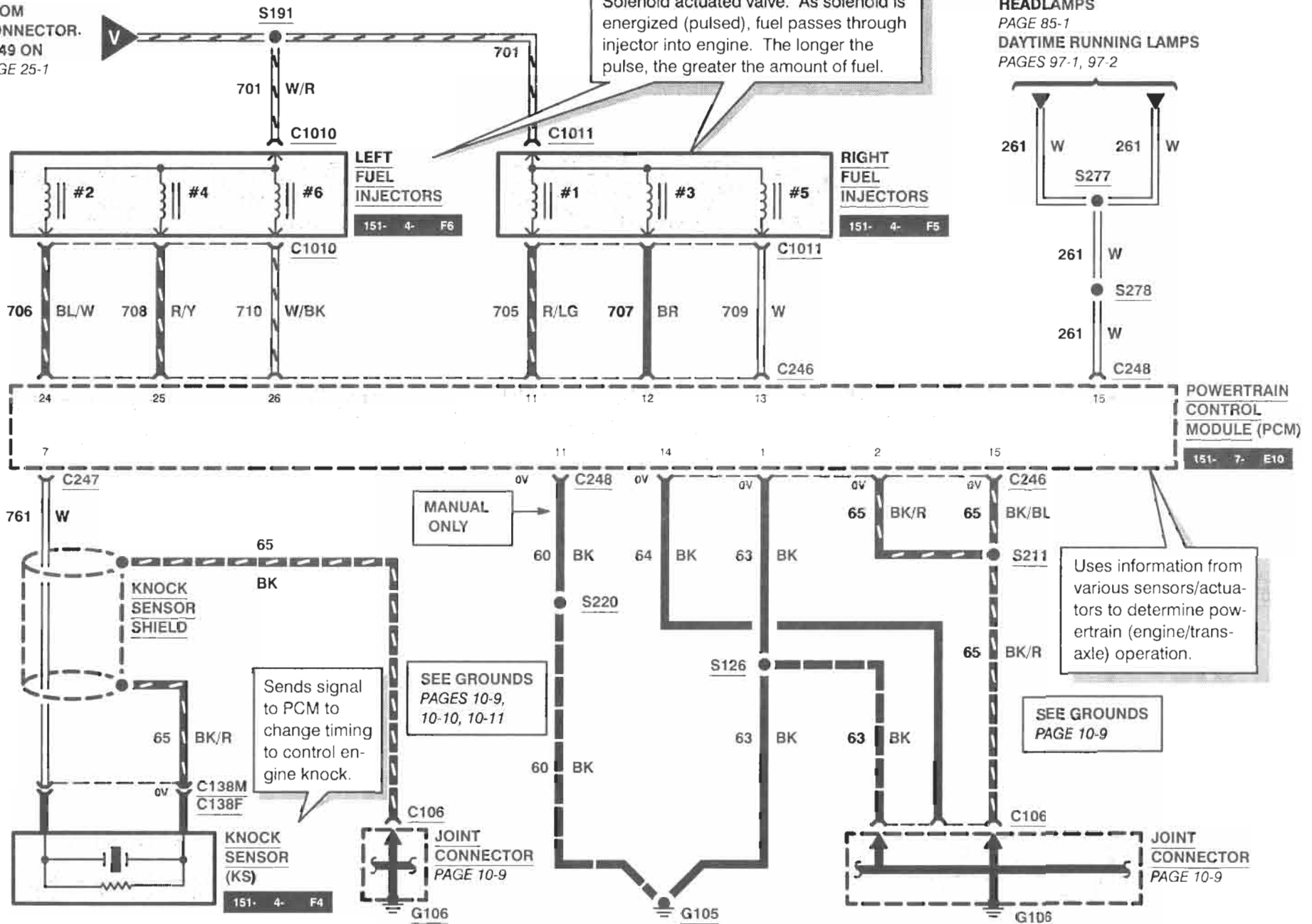
PIN	CIRCUIT	CIRCUIT FUNCTION
1	735 (R/Y)	Profile Ignition Pickup (PIP)
2	734 (Y)	Spark Output (SPOUT)
3	733 (BL/Y)	Ignition Diagnostic Monitor (IDM) Output
4	701 (W/R)	Power (PCM Relay)
5	731 (Y/BL)	Tachometer Output
6	61 (BK)	Ground

## CONNECTOR REFERENCE LIST

CONNECTOR	SECTION-PAGE
C135 (2.0L)	23-11
C135 (2.5L)	25-11
C149	150-2
C214	13-15
C218	13-17
C240	60-7
C246	25-9
C248	25-9
C256	23-12
C259	29-8
C249	150-8



FROM CONNECTOR. C149 ON PAGE 25-1



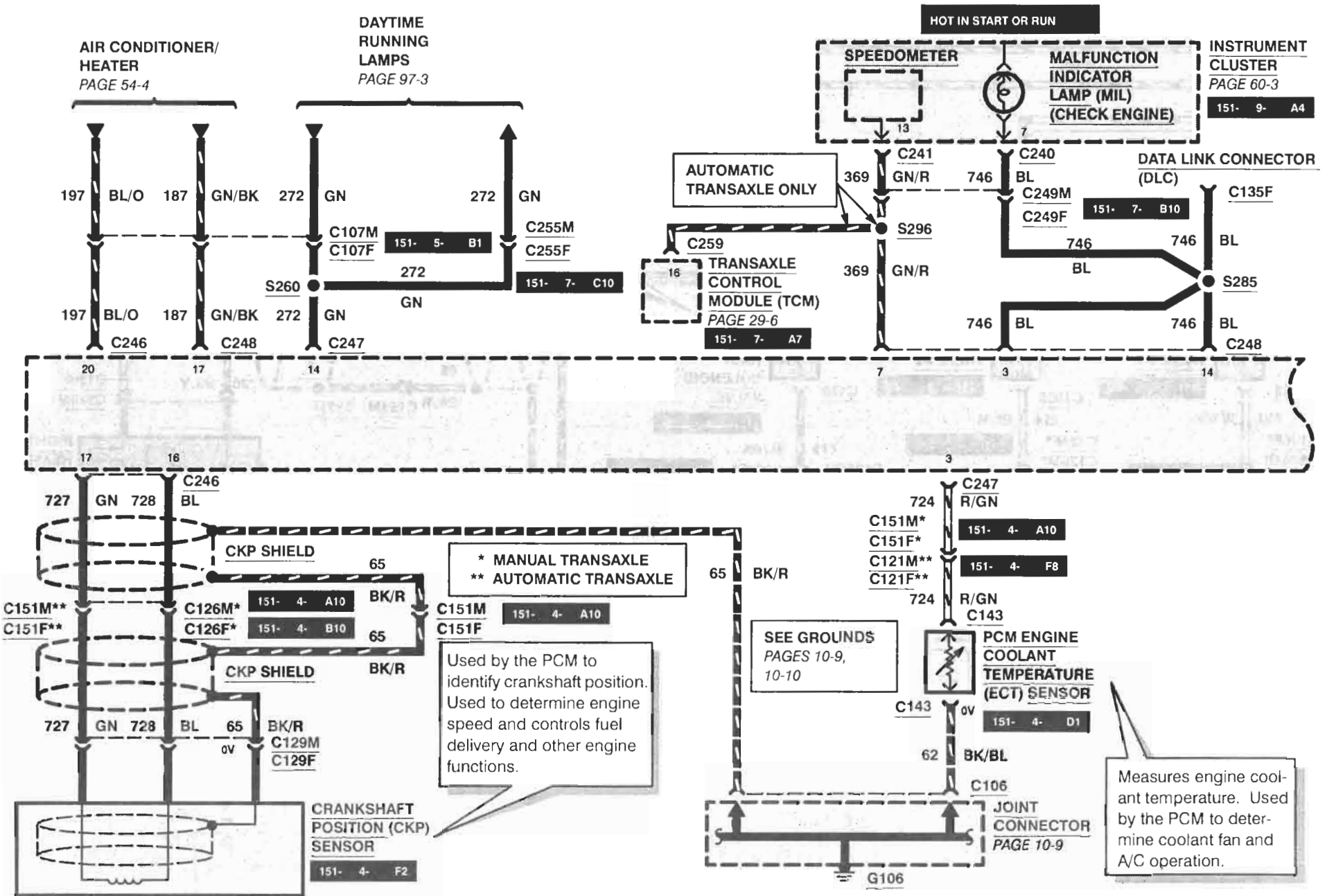






# 25-5 ELECTRONIC ENGINE CONTROL (2.5L)

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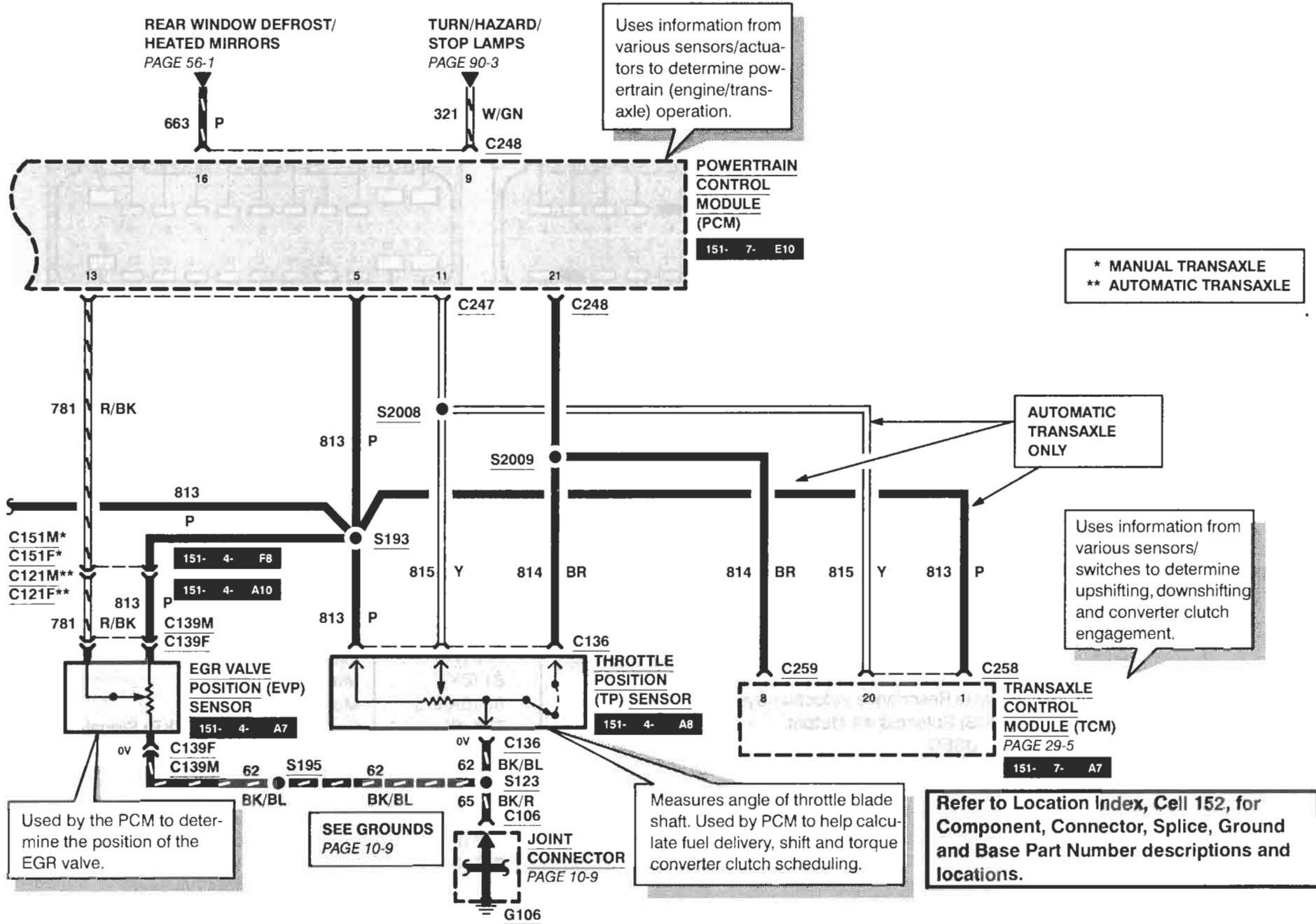


Used by the PCM to identify crankshaft position. Used to determine engine speed and controls fuel delivery and other engine functions.

Measures engine coolant temperature. Used by the PCM to determine coolant fan and A/C operation.

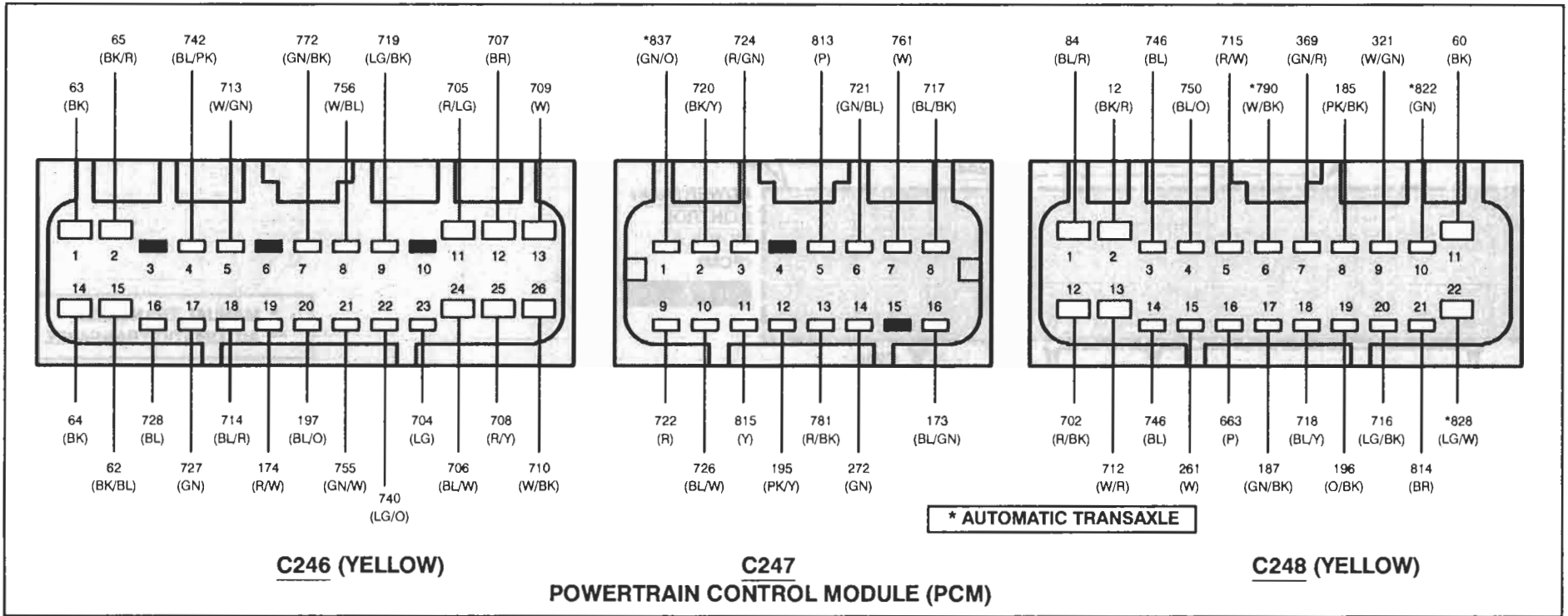






# 25-9 ELECTRONIC ENGINE CONTROL (2.5L)

1995 PROBE



**C246**

PIN	CIRCUIT	CIRCUIT FUNCTION	PIN	CIRCUIT	CIRCUIT FUNCTION
1	63 (BK)	Module Ground	11	705 (R/LG)	Injector #1 Output
2	65 (BK/R)	Module Ground	12	707 (BR)	Injector #3 Output
3	—	NOT USED	13	709 (W)	Injector #5 Output
4	742 (BL/PK)	Ground Signal (Cylinder Identification)	14	64 (BK)	Module Ground
5	713 (W/GN)	Variable Resonance Induction System (VRIS) Solenoid #1 Output	15	62 (BK/BL)	Module Ground
6	—	NOT USED	16	728 (BL)	Crankshaft Position (CKP) Signal
7	772 (GN/BK)	Fuel Pressure Regulator Control (FPRC) Solenoid Output	17	727 (GN)	Cylinder Identification (CID) Signal
8	756 (W/BL)	Exhaust Gas Recirculation (EGR) Solenoid Output (Vent)	18	714 (BL/R)	Variable Resonance Induction System (VRIS) Solenoid #2 Output
9	719 (LG/BK)	Idle Air Control (IAC) Valve Output	19	174 (R/W)	Low Speed Fan Control
10	—	NOT USED	20	197 (BL/O)	Low Speed Condenser Fan Control
			21	755 (GN/W)	Exhaust Gas Recirculation (EGR) Solenoid Output (Vacuum)

(continued)

# ELECTRONIC ENGINE CONTROL (2.5L) 25-10

1995 PROBE

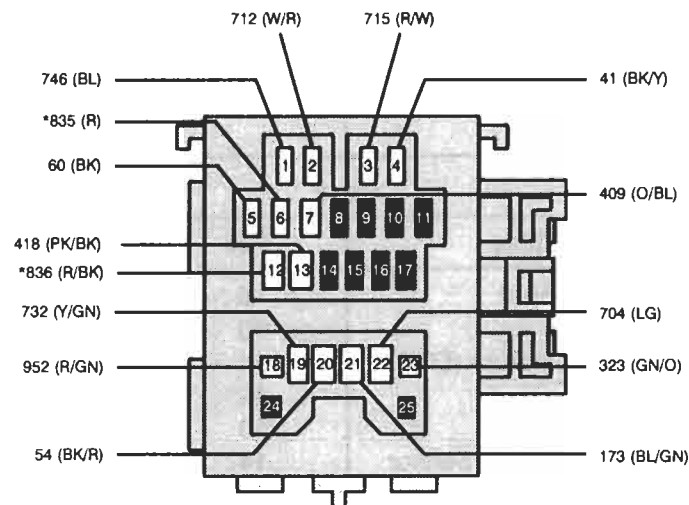
(continued)

\* AUTOMATIC TRANSAXLE

C246					
PIN	CIRCUIT	CIRCUIT FUNCTION	PIN	CIRCUIT	CIRCUIT FUNCTION
22	740 (LG/O)	Crankshaft Position (CPK) Signal	25	708 (R/Y)	Injector #4 Output
23	704 (LG)	Fuel Pump Relay	26	710 (W/BK)	Injector #6 Output
24	706 (BL/W)	Injector #2 Output			
C247					
PIN	CIRCUIT	CIRCUIT FUNCTION	PIN	CIRCUIT	CIRCUIT FUNCTION
1	* 837 (GN/O)	Barometric Pressure Input	9	722 (R)	Volume Air Flow Input
2	720 (BK/Y)	Right HO2S Input	10	726 (BL/W)	Left HO2S Input
3	724 (R/GN)	Engine Coolant Temperature (ECT)	11	815 (Y)	Throttle Position Input
4	—	NOT USED	12	195 (PK/Y)	A/C High Pressure Input
5	813 (P)	Reference Voltage Output	13	781 (R/BK)	Exhaust Gas Recirculation (EGR)
6	721 (GN/BL)	Intake Air Temperature (IAT) Sensor Input	14	272 (GN)	Valve Position Input
7	761 (W)	Knock Sensor Input	15	—	Daytime Running Lamps (DRL)
8	717 (BL/BK)	(EVAP) Canister Purge Solenoid Output	16	173 (BL/GN)	Module Input
					NOT USED
					High Speed Condenser Fan Control
C248					
PIN	CIRCUIT	CIRCUIT FUNCTION	PIN	CIRCUIT	CIRCUIT FUNCTION
1	84 (BL/R)	Keep Alive Power	12	702 (R/BK)	Power (PCM Relay)
2	12 (BK/R)	Start Signal Input	13	712 (W/R)	Data Link Connector (DLC)
3	746 (BL)	Malfunction Indicator Lamp (MIL) Output	14	746 (BL)	Data Link Connector (DLC)
4	750 (BL/O)	Distributor Ignition (DI)	15	261 (W)	Headlamps On Input
5	* 715 (R/W)	Data Link Connector (DLC)	16	663 (P)	Rear Window Defrost On Input
6	790 (W/BK)	Torque Reduced Signal Output	17	187 (GN/BK)	A/C Relay Output
7	369 (GN/R)	Vehicle Speed Sensor Input (+)	18	718 (BL/Y)	Power Steering Pressure Input
8	185 (PK/BK)	A/C On/Off and Low Pressure Input	19	196 (O/BK)	Blower Motor On Input
9	* 321 (W/GN)	Brake Input	20	716 (LG/BK)	Park/Neutral Position (PNP) Input
10	822 (GN)	Reduce Torque Signal 1 Input	21	814 (BR)	Closed Throttle Input
11	60 (BK)	Module Ground	22	* 828 (LG/W)	Reduce Torque Signal 2 Input

# 25-11 ELECTRONIC ENGINE CONTROL (2.5L)

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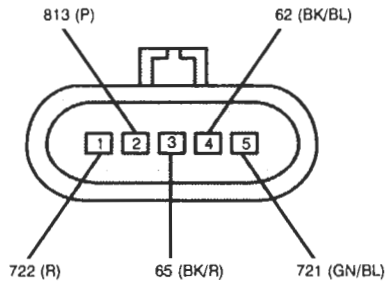
**C135  
DATA LINK CONNECTOR (DLC)**

**\*AUTOMATIC  
TRANSAXLE ONLY**

PIN	CIRCUIT	CIRCUIT FUNCTION	PIN	CIRCUIT	CIRCUIT FUNCTION
1	746 (BL)	Malfunction Indicator Lamp (MIL)	14	—	NOT USED
2	712 (W/R)	(Switch Monitor Lamp (SML)	15	—	NOT USED
3	715 (R/W)	Electronic Engine Control Self-Test Input	16	—	NOT USED
4	41 (BK/Y)	Ignition (B+)	17	—	NOT USED
5	60 (BK)	Ground (GND)	18	952 (R/GN)	Air Bag Diagnosis (Test Air Bag (TAB))
6	*835 (R)	Transmission Control Module	19	732 (Y/GN)	Tachometer Signal (Ignition Ground)
7	409 (O/BL)	Anti-lock Brake Diagnosis (Failure Brake System (FBS))	20	54 (BK/R)	Ground
8	—	NOT USED	21	173 (BL/GN)	Cooling Fan Relay
9	—	NOT USED	22	704 (LG)	Fuel Pump Relay
10	—	NOT USED	23	323 (GN/O)	Horn Relay
11	—	NOT USED	24	—	NOT USED
12	*836 (R/BK)	Transmission Control Module	25	—	NOT USED
13	418 (PK/BK)	Anti-lock Brake Diagnosis (Test Brake System (TBS))			

# ELECTRONIC ENGINE CONTROL (2.5L) 25-12

1995 PROBE



**C150**  
**VOLUME AIR FLOW (VAF) SENSOR**

PIN	CIRCUIT	CIRCUIT FUNCTION
1	722 (R)	Volume Air Flow
2	813 (P)	Reference Voltage
3	65 (BK/R)	Ground
4	62 (BK/BL)	Ground
5	721 (GN/BL)	Intake Air Temperature (IAT) Sensor

## CONNECTOR REFERENCE LIST

CONNECTOR	SECTION-PAGE
C107	150-1
C121	150-1
C126	150-2
C134	21-6
C149	150-2
C151	150-3
C180	150-4
C200	150-5
C214	13-15
C215	13-16
C224	150-7
C230	23-14
C240	60-7
C241	60-7
C249	150-8
C255	150-8
C258	29-7
C259	29-8