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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

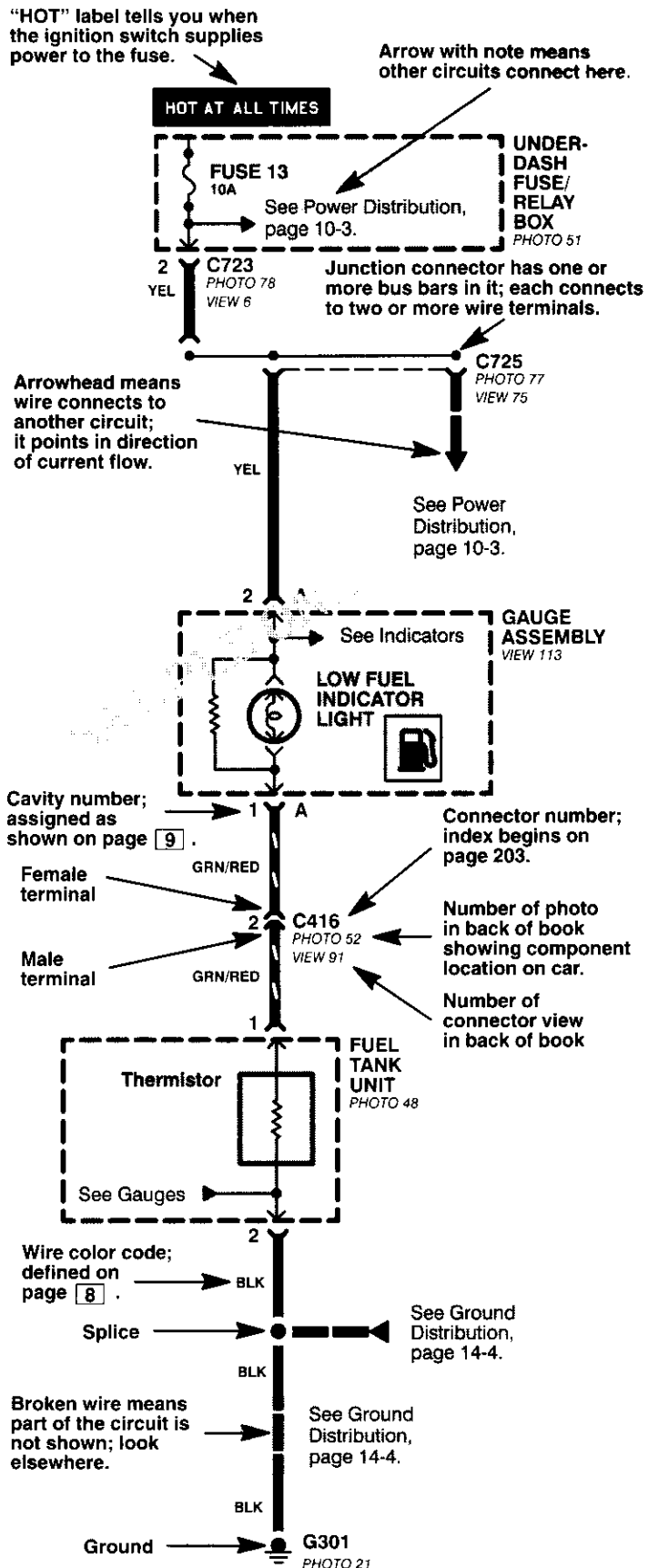
All in-line and fuse box connectors are numbered (C725, C416, etc.). Component connectors are not numbered but are identified by the name of the component. If a component has more than one connector, each connector is assigned a letter (A, B, C, etc.). Below most connector numbers and component names 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.

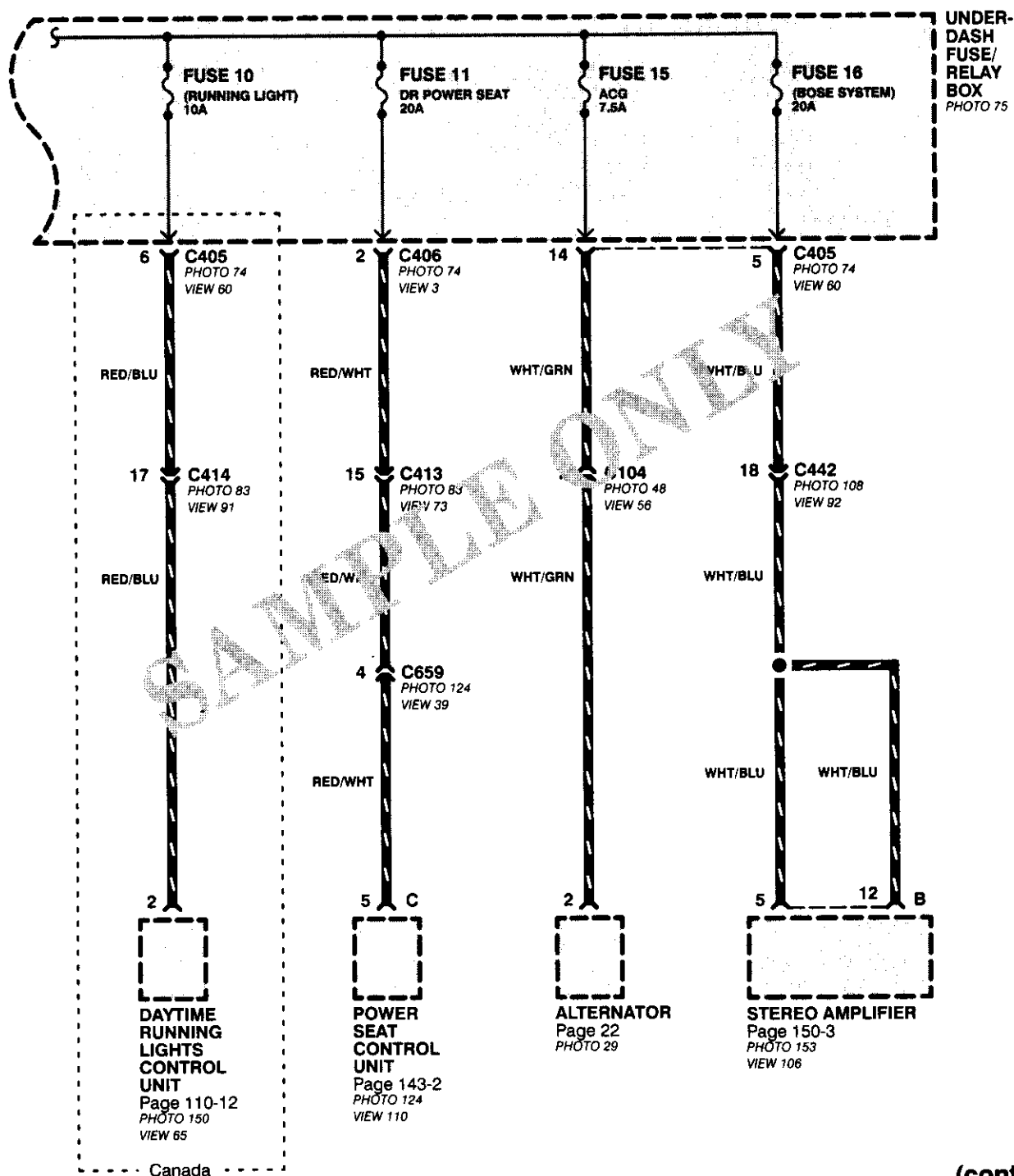


How To Use This Manual

Power Distribution Schematics (cont'd)

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.

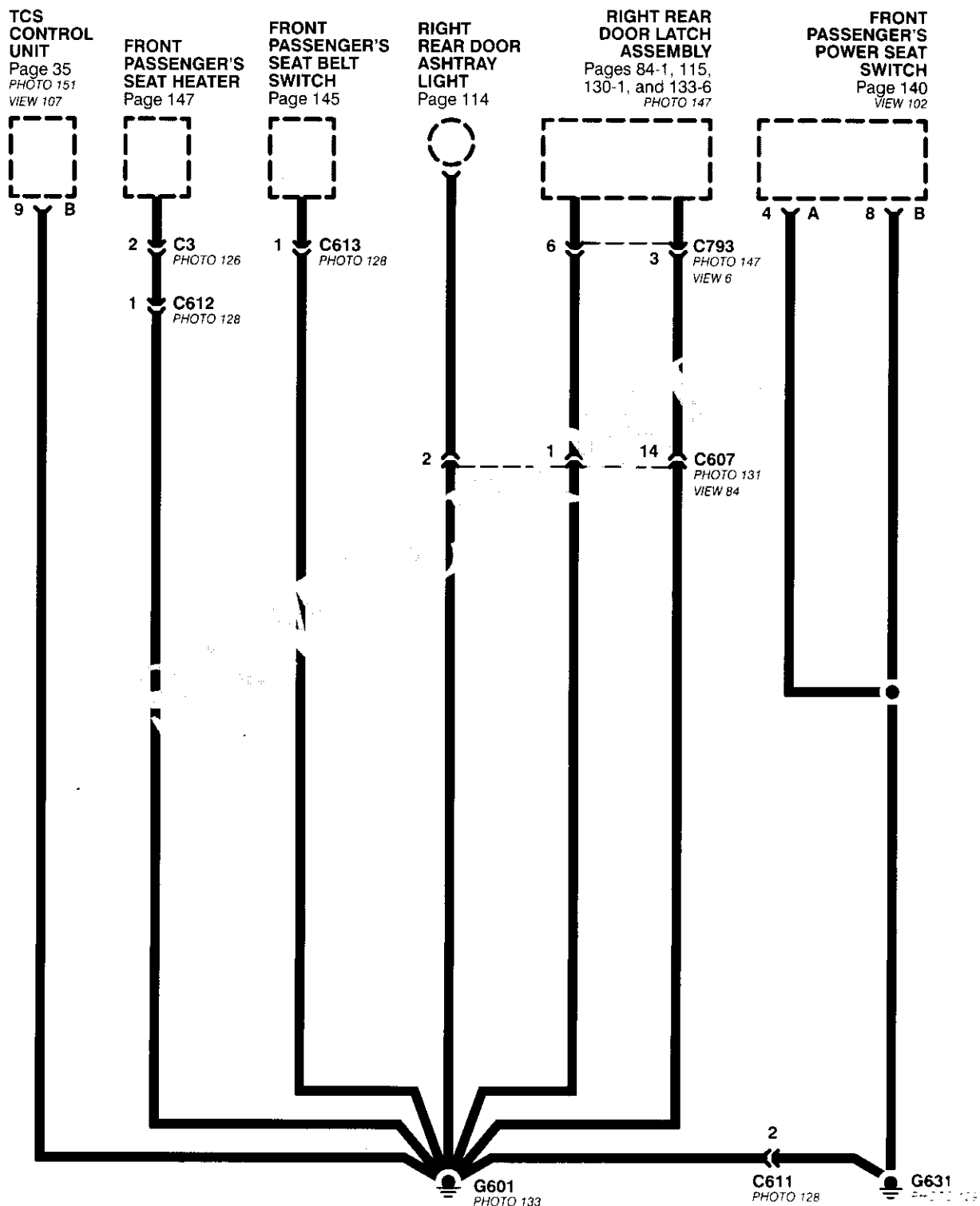


(cont'd)



Ground Distribution Schematics

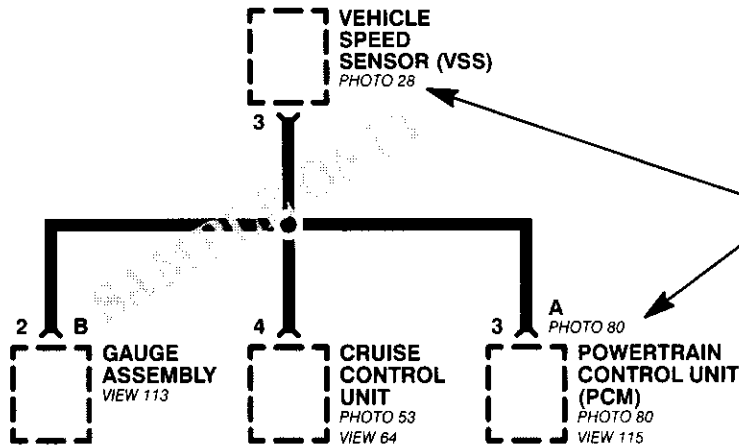
This sample Ground Distribution schematic shows all of the components that share two ground points.



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.



To see where connectors and parts are located, look up their photos in the Component Location section.

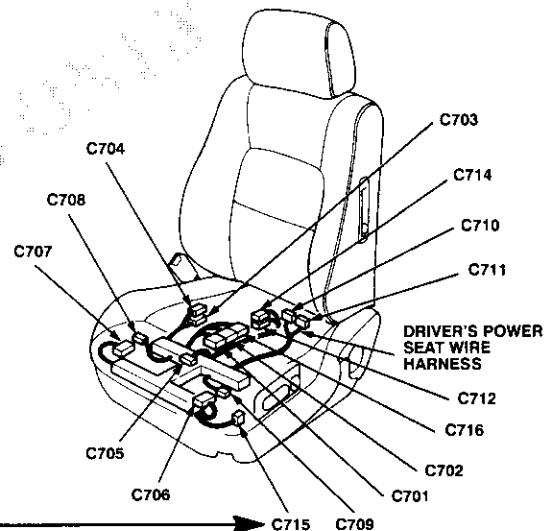
If there is no photo number below or beside a component name or a connector, ground, or terminal number, look up that name or number in the Connector-to-Harness Index that begins on page 203. The chart lists how many cavities a connector has, where it's located, and what it connects to. The related illustration 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 (C261)	

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



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.

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 how:

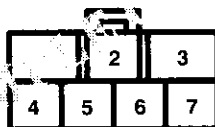
1. Pick one of the multiple symptoms and look up the schematic for that circuit.
2. Make a list of all the in-line and fuse box connectors in that schematic (include page numbers).
3. Then, in the Connector View section, look up each connector on your list to see if circuits related to the other symptoms 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 rear window defogger circuit and wiper/washer circuit, so you inspect C324 and find the problem, bent terminals.

Connector Views (cont'd)

21. C324

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



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

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.



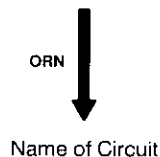
Wire insulation can be one color, or one color with another color stripe. (The second color is the stripe.)



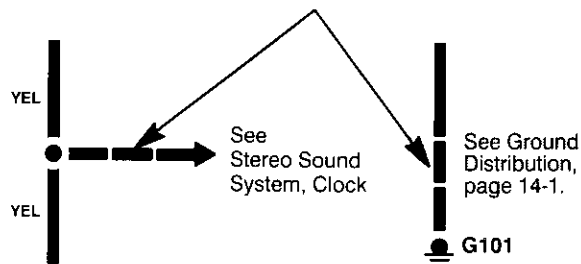
This circuit continues on another page. (The arrow shows direction of current flow.) To follow the RED/BLK wire in this example, you would turn to page 23-5 and look for the "Z" arrow.



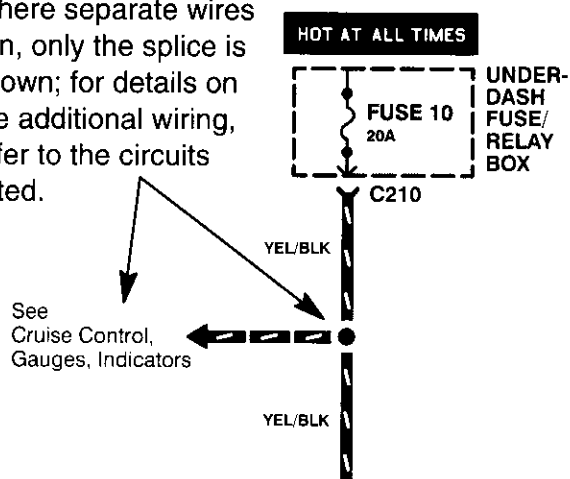
This means the branch of the wire connects to another circuit. The arrow points to the name of the circuit branch where the wire continues.



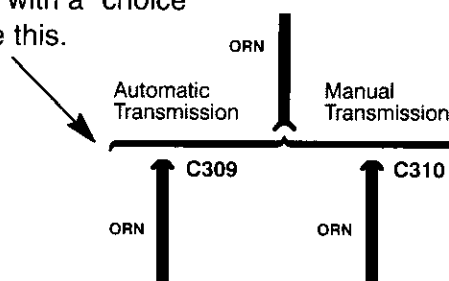
A broken line means this part of the circuit is not shown; refer to the circuit listed for the complete schematic.



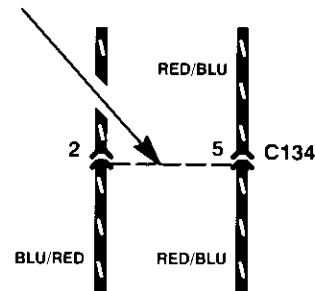
Where separate wires join, only the splice is shown; for details on the additional wiring, refer to the circuits listed.



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



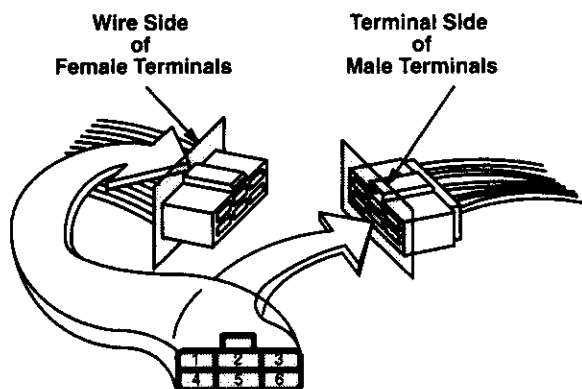
This broken line means both terminals are in connector C134.



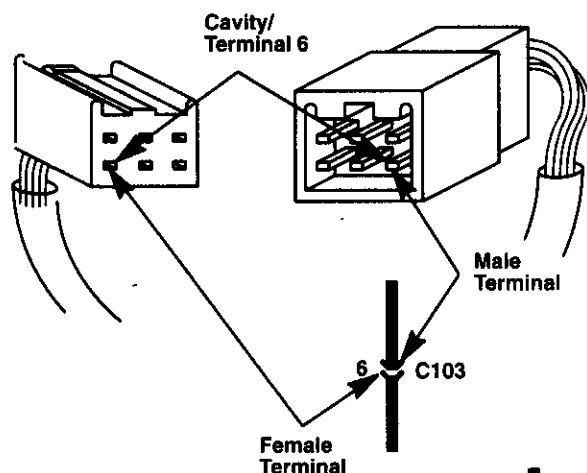


Connectors – “C”

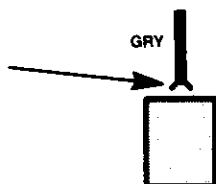
The cavities (and wire terminals) in each connector are numbered starting from the upper left, looking at the male terminals from the terminal side (or looking at the female terminals from the wire side. Both views are in the same direction so the numbers are the same.) All actual cavities are numbered,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



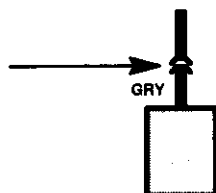
The connector cavity number is listed next to each terminal on the circuit schematic. The cavity/terminal shown below is #6.



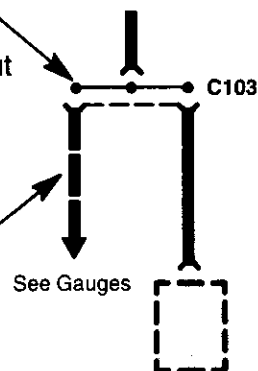
This means the connector connects directly to the component.



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



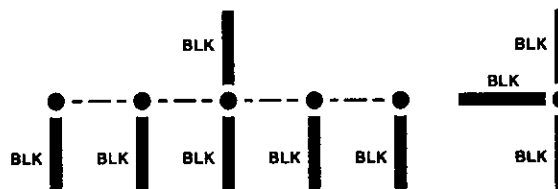
This symbol represents one bus inside the cap of a junction connector. A junction connector cap contains several buses, but only the one affecting that circuit will be shown. The dots represent tabs on the bus that the wire terminals connect to.



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

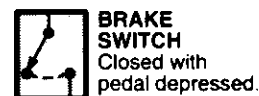
A solid border line means the entire component is shown.



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.

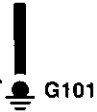


How To Use This Manual

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.

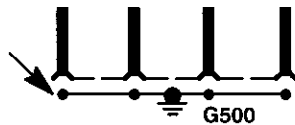


Each wire ground (G) is numbered for reference.

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.



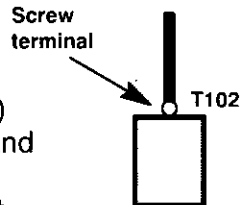
This symbol represents the bus inside a ground connector. The dots represent tabs on the bus that the wire terminals connect to.



The ground symbol (large dot) is the connection between the bus and metal (grounded) part of the car.

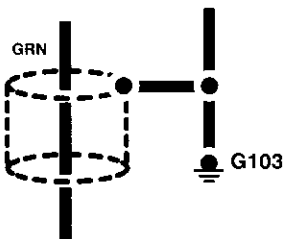
Terminals – “T”

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



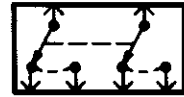
Shielding

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

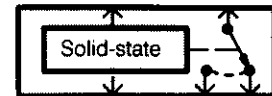


Switches

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

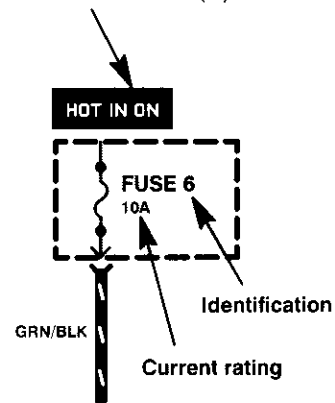


Other types of switches are controlled by a coil or a solid state circuit. Unless otherwise noted, all switches are shown in their normal (rest) position, with power off.



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.





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.

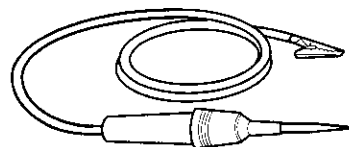
Test Light and DVOM

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).

(cont'd)

How To Use This Manual

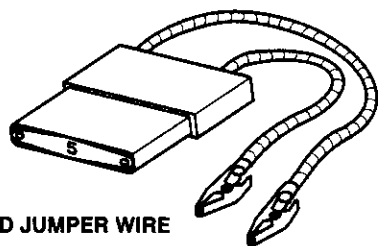
Test Equipment (cont'd)

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

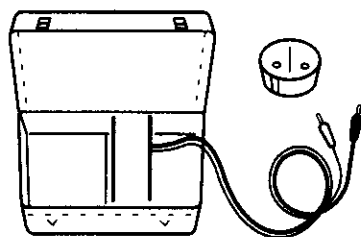
Use a jumper wire to bypass an open circuit. A jumper wire is made up of an in-line fuse holder connected to a set of test leads. It should have a five ampere fuse. Never connect a jumper wire across a short circuit. The direct battery short will blow the fuse.



FUSED JUMPER WIRE

Short Finder (Short Circuit Locator)

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.

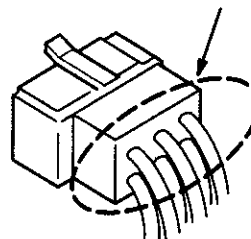
CAUTION:

- 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.

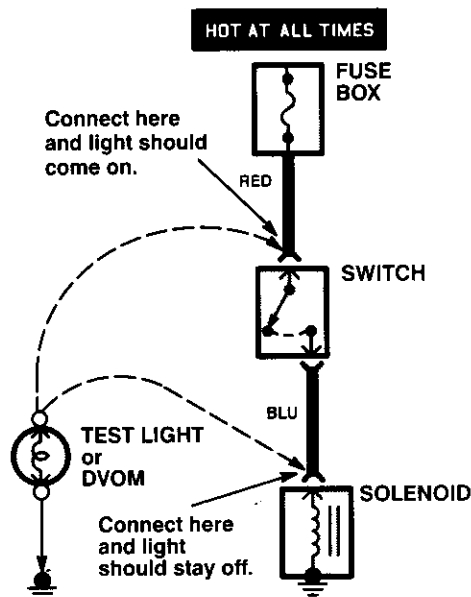


Troubleshooting Tests

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.



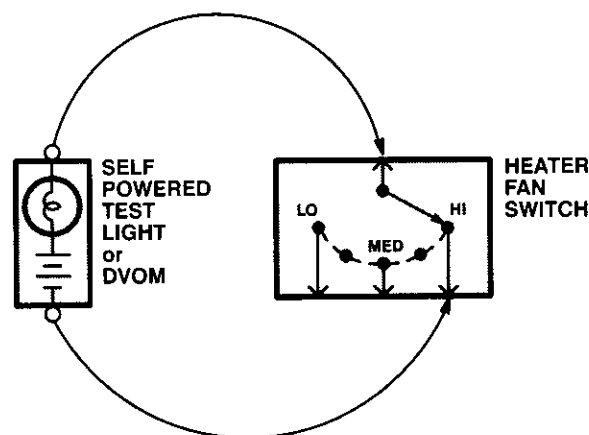
2. Connect the other lead of the test light or DVOM to the point you want to check.
3. If the test light glows, there is voltage present. If you're using a DVOM, note the voltage reading. It should be within one volt of measured battery voltage. A loss of more than one volt indicates a problem.

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.

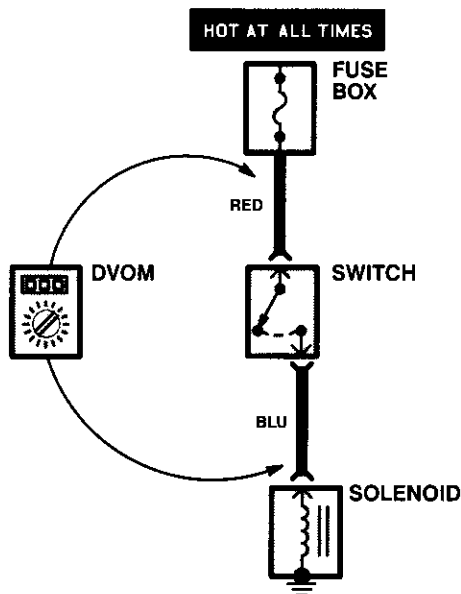
How To Use This Manual

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.

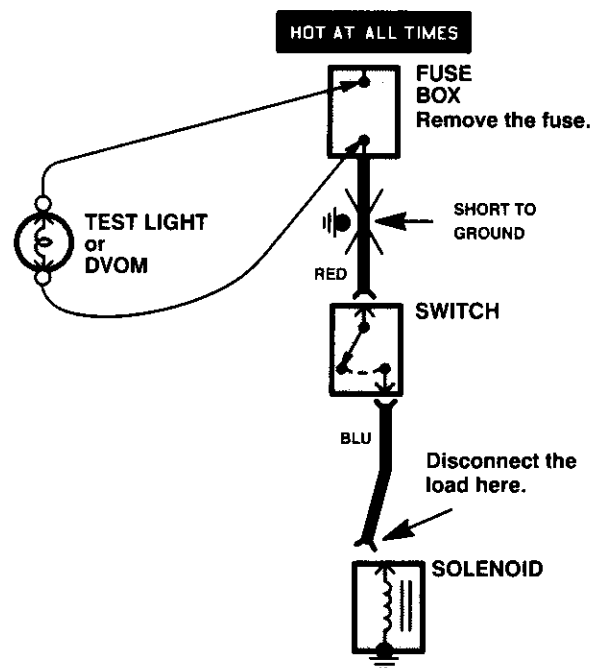
1. Place the digital volt/ohmmeter (DVOM) in the appropriate DC volts range. Connect the positive lead to the end of the wire (or to the connector or switch) closest to the battery.



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.



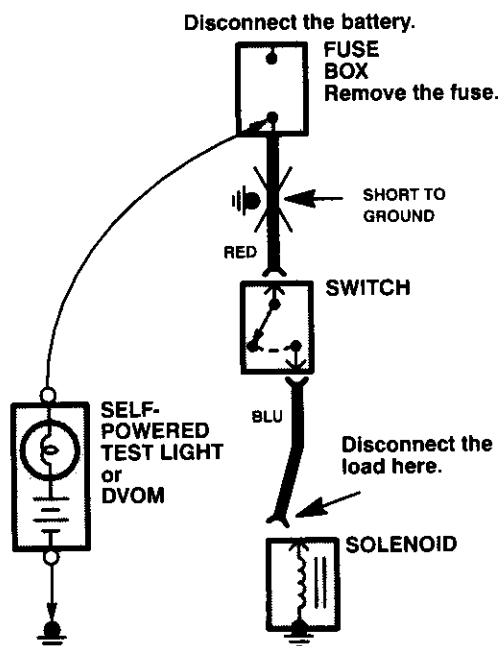
3. Beginning near the fuse box, wiggle the harness. Continue this at convenient points about six inches apart while watching the test light or DVOM.
4. Where the test light goes off, or the DVOM voltage drops to zero, there is a short to ground in the wiring near that point.

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



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

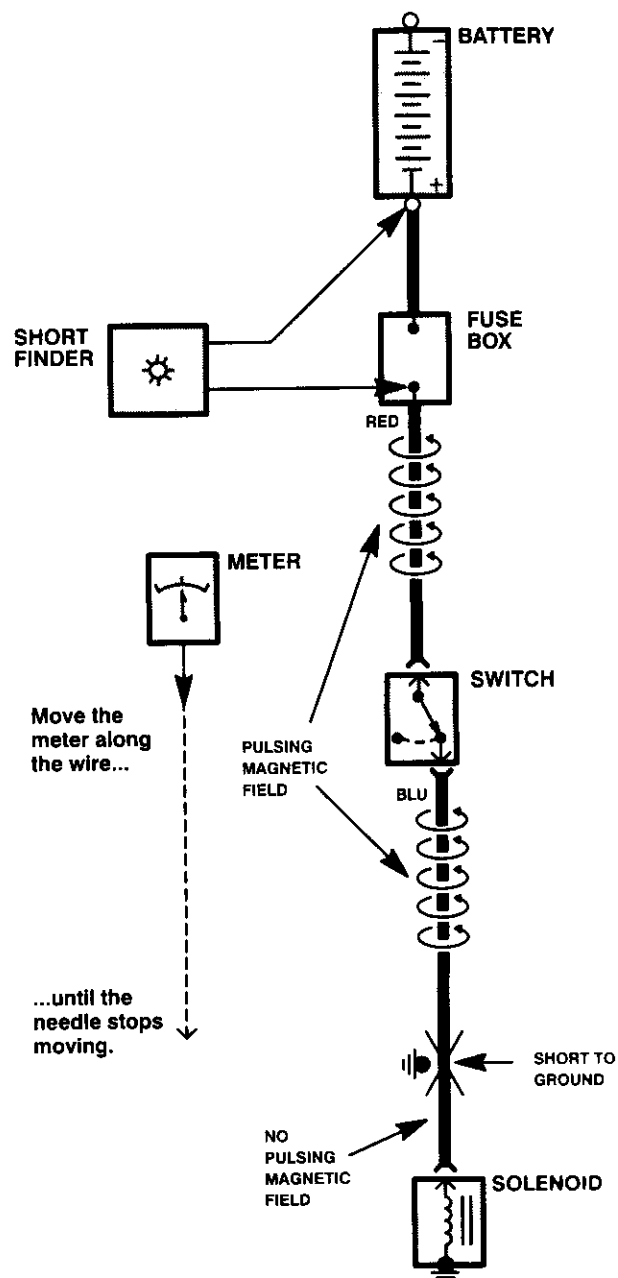
1. Remove the blown fuse and disconnect the battery and load.
2. Connect one lead of a self-powered test light or digital volt/ohmmeter (DVOM) (switched to the lowest "OHMS" range) to the fuse terminal on the load side.



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.

(cont'd)

How To Use This Manual

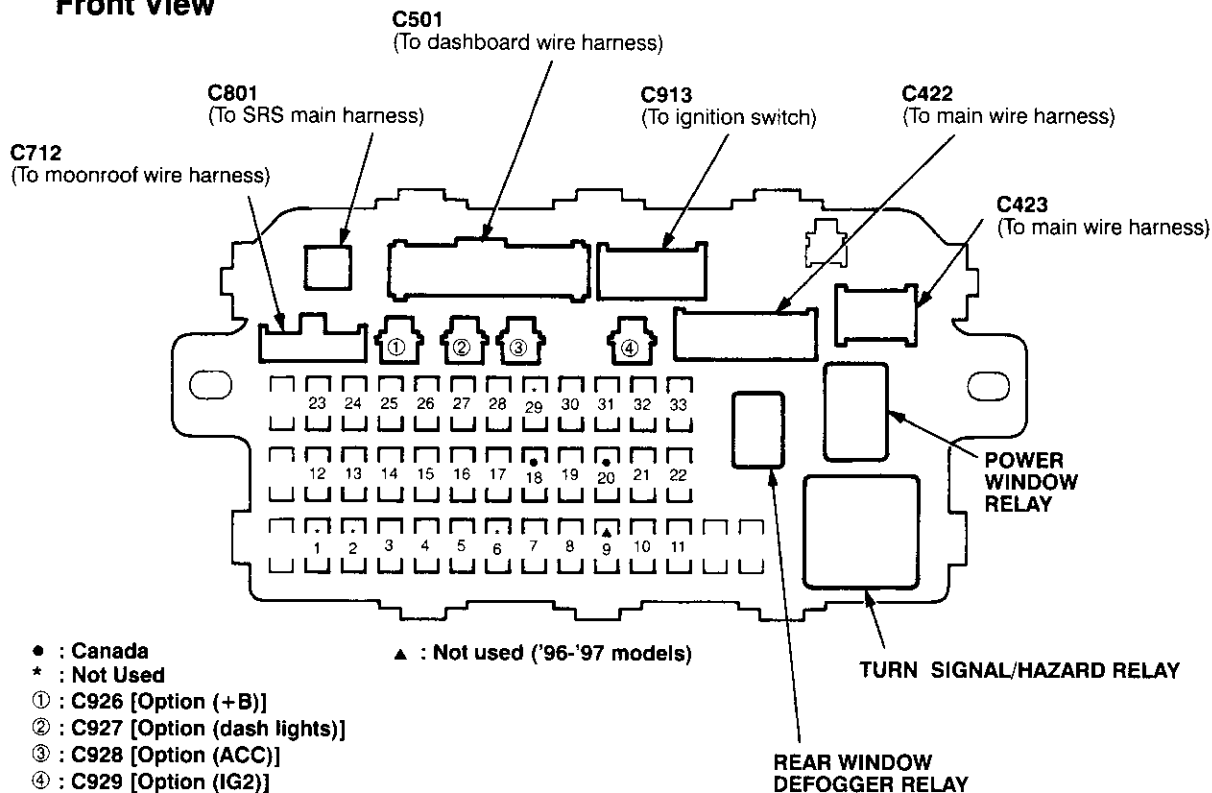
Troubleshooting Tests (cont'd)

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.

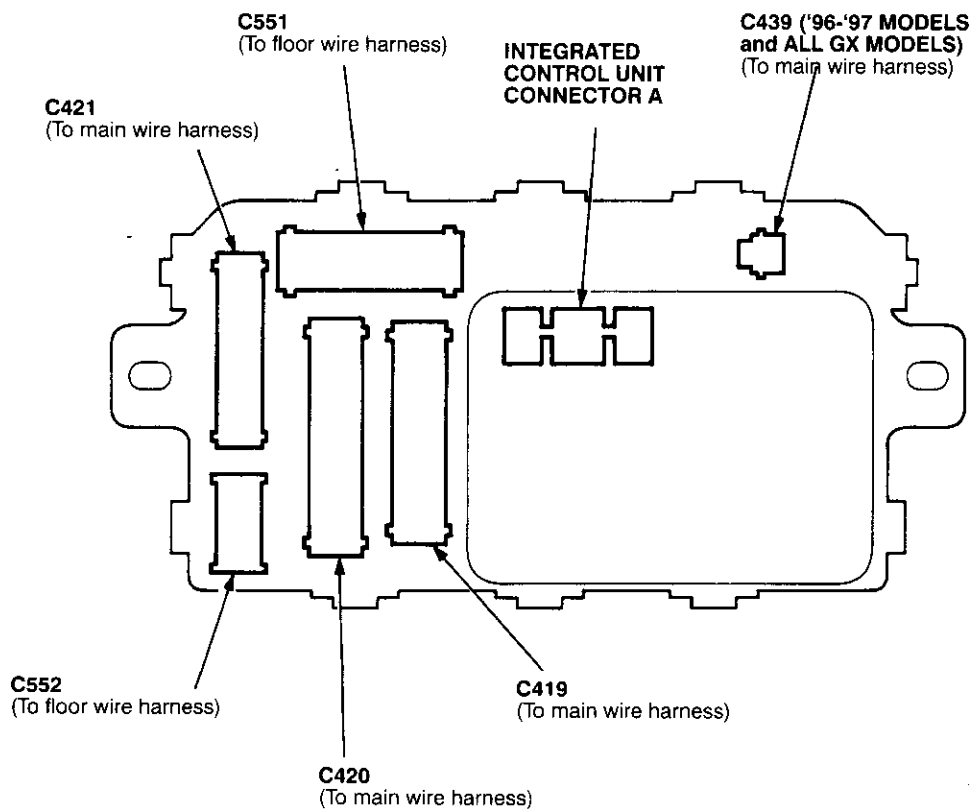
Fuse/Relay Information

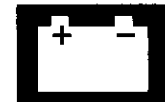
- Under-dash Fuse/Relay Box

Front View



Rear View





Fuse Number	Fuse Name	Amps	Page	Component or Circuit Protected
1	—	—	10-13	Not used
2	—	—	10-13	Not used
3	(RR WIPER RR WASHER)	10	10-2	Rear wiper, Security system (option) (Vehicles pre-wired for accessory security system)
4	R H/L HIGH BEAM	10	110-12	Right headlight, DRL control unit (Canada)
5	L H/L HIGH BEAM	10	110-12	Left headlight, DRL control unit (Canada)
6	—	—	10-13	Security system (option)
7	(P/W RR-L)	20	120-2	Left rear window motor
8	(P/W RR-R)	20	120-3	Right rear window motor
9	(IGN COIL)	15	10-1	Ignition coil ('98-'00 models except GX)
10	(P/W AS)	20	120-1	Front passenger's window motor
11	(P/W DR)	20	120	Driver's window motor
12	TURN LIGHTS	7.5	10-2	Hazard warning switch
13	FUEL PUMP (SRS UNIT)	15	10-2	PGM-FI main relay, SRS unit
14	(CRUISE CONTROL) (KEYLESS)	7.5	10-3	Stereo radio tuner ('96-'98 USA: LX, EX, and HX), Cruise control main switch, Keyless door lock control unit ('99-'00 models with keyless entry)
15	ALTERNATOR SP SENSOR	7.5	10-4	ELD unit, Gauge assembly, TCM ('96-'98 CVT), PGM-FI
16	RR DEF RELAY	7.5	10-8	Rear window defogger ('96-'98 models), ABS control unit, Power mirror switch ('99-'00 models except GX)
17	HEATER A/C RELAY	7.5	10-9	Power mirrors ('96-'98 models and all GX models), Air delivery, Blower controls, A/C compressor controls, Fans
18	(RUNNING LIGHT RELAY)	7.5	10-8	DRL control unit (Canada)
19	BACK-UP LIGHTS	7.5	10-3	Back-up lights
20	(RUNNING LIGHT)	7.5	10-12	DRL control unit (Canada)
21	R H/L LOW BEAM	10	110-12	Right headlight
22	L H/L LOW BEAM	10	110-12	Left headlight
23	(SRS)	10	10-3	SRS unit

(cont'd)

Fuse/Relay Information

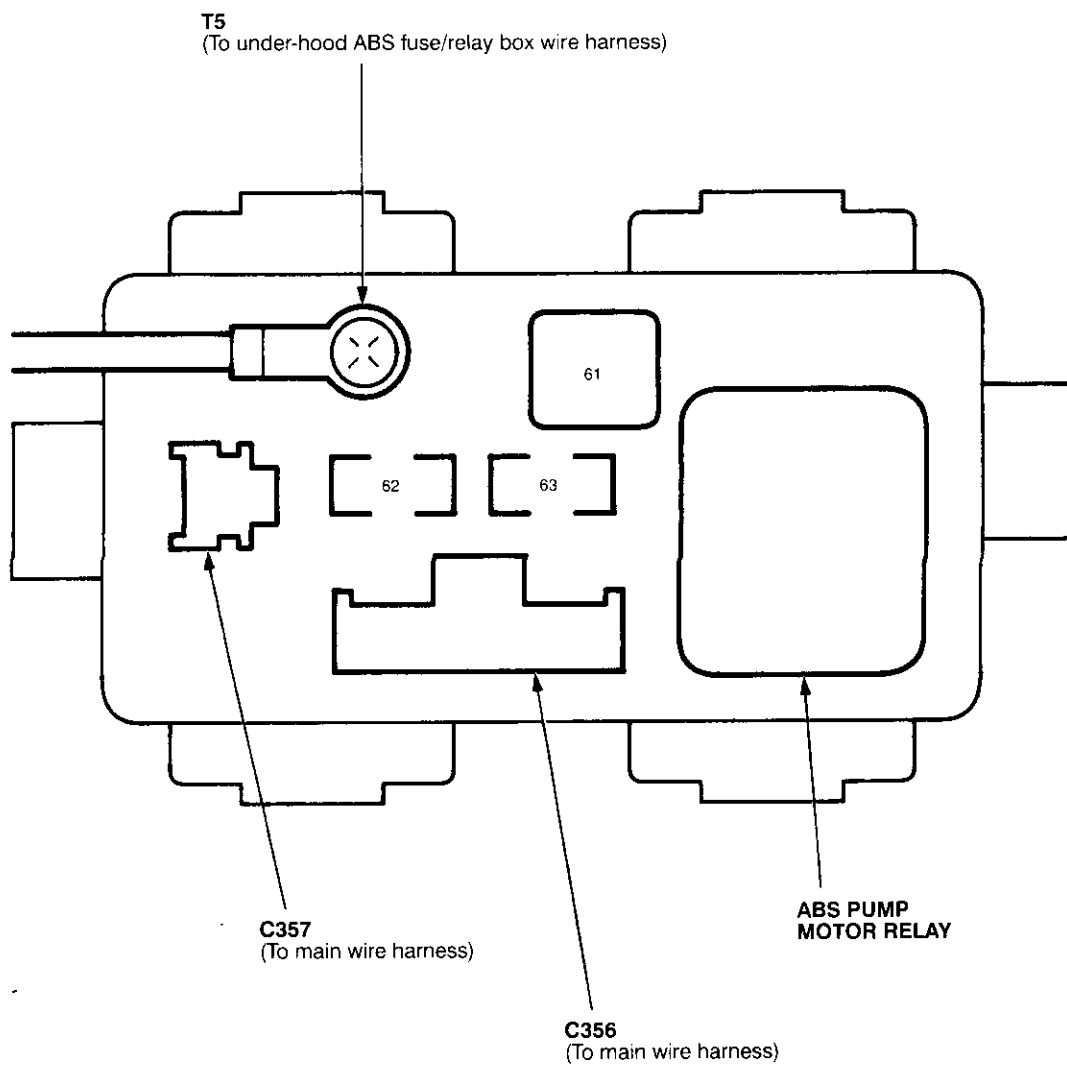
- Under-dash Fuse/Relay Box (cont'd)

Fuse Number	Fuse Name	Amps	Page	Component or Circuit Protected
24	(P/W RELAY) (S/R RELAY)	7.5	10-6	Power window relay, Moonroof
25	METER	7.5	10-6	Integrated control unit, Interlock system, Gauge assembly
26	FR WIPER FR WASHER	20	10-7	Front wiper/washer
27	CIGARETTE LIGHTER ACC SOCKET	10	10-7	Accessory power socket
28	RADIO CLOCK	10 (*15)	10-7	Stereo radio tuner ('96-'98 models), Audio unit ('99-'00 model)
29	—	—	—	Not used
30	INSTRUMENT LIGHTS	7.5	114	Dash & console lights
31	STARTER SIGNAL	7.5	21, 21-1, or 21-2	PGM-FI main relay, PCM/ECM, Integrated control unit
32	LICENSE LIGHTS TAIL LIGHTS	7.5	100-1	Parking lights, License plate lights, Tail lights
33	(INTERLOCK UNIT)	7.5	10-12	Interlock system

* = '98 models



- Under-hood ABS Fuse/Relay Box

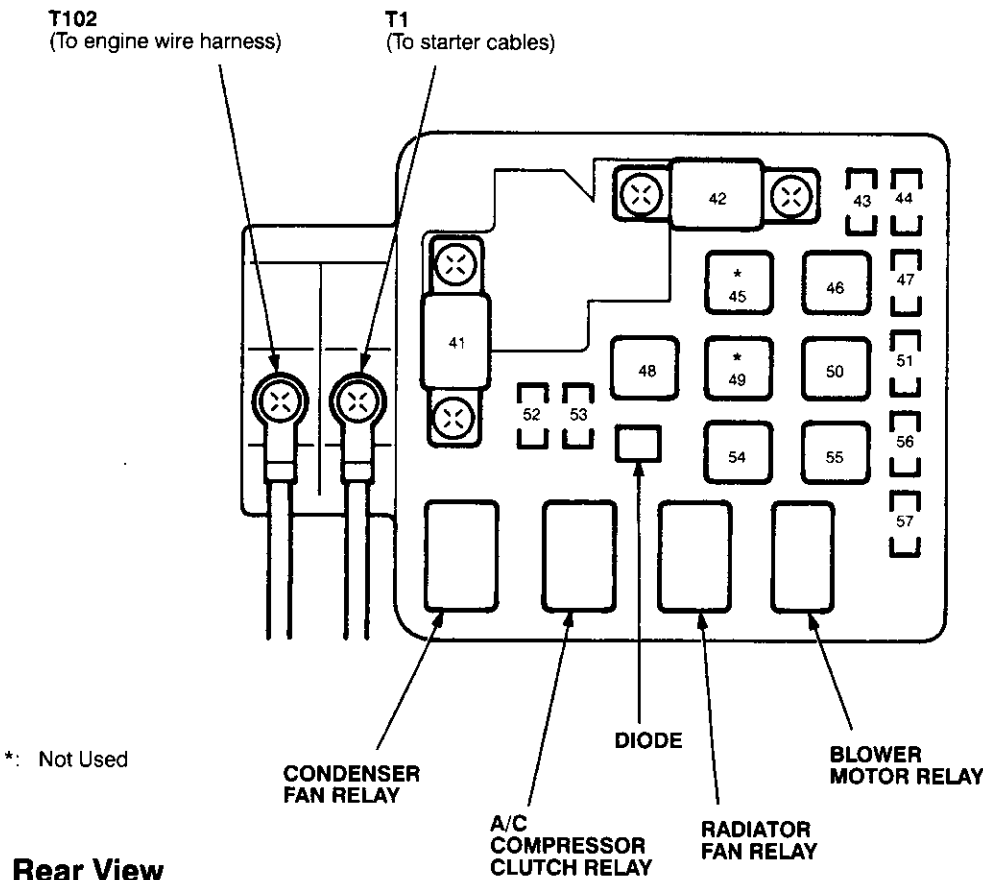


Fuse Number	Fuse Name	Amps	Page	Component or Circuit Protected
61	PUMP MOTOR	40	10-14	ABS pump motor
62	ABS +B	20	10-14	ABS control unit
63	MTR CHECK	7.5	44-1	ABS control unit

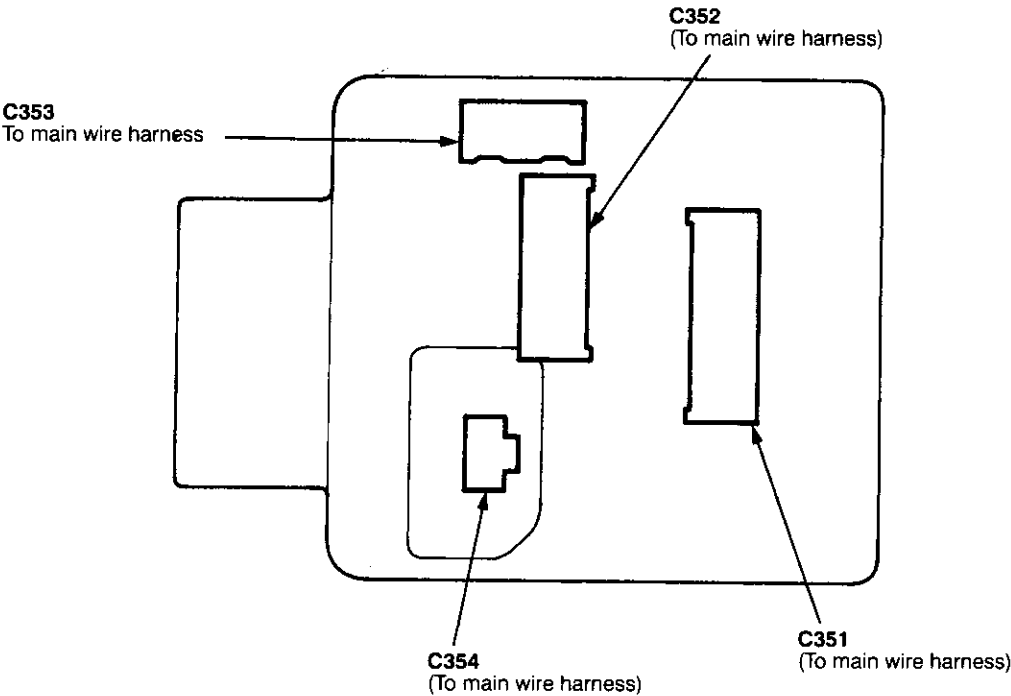
Fuse/Relay Information (cont'd)

- Under-hood Fuse/Relay Box

Front View



Rear View





Fuse Number	Fuse Name	Amps	Page	Component or Circuit Protected
41	BATTERY	80	10	Power distribution
42	IG1	40	10	Ignition switch
43	INTERIOR LIGHT	7.5	10-10	DLC, Ceiling light, Trunk light
44	FI E/M	15 (20 GX)	10-10	PGM-FI main relay, Fuel injection relay (GX)
45	—	—	—	Not used
46	POWER WINDOW	40	10-10	Power window relay
47	BACK UP	7.5	10-11	Stereo radio tuner ('96-'98 models), Audio unit ('99-'00 models), Heater control panel, PCM/ECM, TCM ('96-'98 CVT)
48	HEADLIGHT	30	10-12	Headlights
49	—	—	—	Not used
50	REAR DEFROSTER	30	10-12	Rear window defogger relay
51	DOOR LOCK UNIT, ROOF	20	10-12	Power door lock control unit (all except '99-'00 models with keyless), Keyless door lock control unit ('99-'00 models with keyless), Moonroof
52	HORN, STOP LT	15	10-13	Horn relay, Brake switch
53	HAZARD	10	10-13	Hazard warning switch
54	OPTION	40	10-13	Security system (option)
55	HEATER MOTOR	40	10-1	Blower motor relay
56	(CONDENSER FAN)	20	10-1	Condenser fan relay, A/C compressor clutch relay
57	COOLING FAN	20	10-1	Radiator fan relay

Ground-to-Components Index

NOTE: All ground wires are BLK unless otherwise noted.

Ground	Page	Components or Circuit Grounded
G1	14-13	Battery (BLK/YEL)
G2	14-13	Steering pump bracket
G3	14-13	Transmission housing
G101 (*1)	14 and 14-1	<p>Powertrain or engine control module (PG1 and PG2 are BLK; LG1 and LG2 are BRN/BLK), EGR control solenoid valve (CVT), EGR valve and lift sensor (D16Y5 engine with M/T), Engine coolant temperature switch, PGM-FI main relay, Power steering pressure switch (USA), Primary HO2S (D16Y5 engine with M/T), Vehicle speed sensor, VTEC pressure switch (D16Y5/D16Y8 engines), CKF sensor (BRN/BLK), Transmission control module (CVT) (PG1 is BLK; LG1 is BRN/BLK)</p> <p>Shielding between the PCM or ECM and these components (all have BRN/BLK wires): CKF sensor, TDC/CKP/CYP sensor, Primary and secondary heated oxygen sensors, Knock sensor (CVT/D16Y8 engine), Mainshaft speed sensor (A/T except CVT), Countershaft speed sensor (A/T except CVT)</p> <p>Shielding between the TCM and these components (CVT) (all have BRN/BLK wires): Drive pulley speed sensor, Driven pulley speed sensor, Secondary gear shaft speed sensor</p>
G101 (*2)	14-2 and 14-3	<p>Powertrain or engine control module (PG1 and PG2 are BLK; LG1 and LG2 are BRN/BLK), EGR control solenoid valve (D16Y5 engine), EGR valve (D16B5), Engine coolant temperature switch, Fuel pressure regulator shut-off solenoid valve (D16B5), PGM-FI main relay, Power steering pressure switch (USA), Vehicle speed sensor, VTEC pressure switch (All except D16Y7 engine), CKF sensor (All except B16A2) (BRN/BLK)</p> <p>Shielding between the PCM or ECM and these components (all have BRN/BLK wires): CKF sensor, TDC/CKP/CYP sensor, Primary and secondary heated oxygen sensors, Knock sensor (All except D16Y7 engine), Mainshaft speed sensor (A/T except CVT), Countershaft speed sensor (A/T except CVT), Drive pulley speed sensor (CVT), Driven pulley speed sensor (CVT), Secondary gear shaft speed sensor (CVT)</p>
G201	14-4	Radiator fan motor, Right front parking/turn signal light, Right headlight
G202	14-4	Cruise control actuator, Left front parking/turn signal lights, Left headlight, Rear window washer motor, Windshield washer motor, Washer fluid level switch ('99-'00 Canada)
G401	14-6 and 14-7	Accessory power socket, Brake fluid level switch, Clutch interlock switch (M/T), Clutch switch (M/T with cruise/D16Y5 engine with M/T), Combination wiper switch (2 wires), Cruise control main switch, Cruise control unit, Dash lights brightness controller, Data link connector, Daytime running lights control unit (Canada), Gauge assembly, Horn ('96-'97 models), Integrated control unit, Interlock control unit (A/T), Keyless door lock control unit ('99-'00 models with keyless), Moonroof close and open relays, Moonroof switch, Park pin switch (A/T), Power window relay, Rear window defogger relay, Rear window defogger switch ('96-'98 models), Steering lock, Stereo radio tuner ('96-'98 USA: LX, EX, and HX), Turn signal/hazard relay, Windshield wiper motor.....plus everything grounded through G402

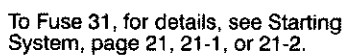


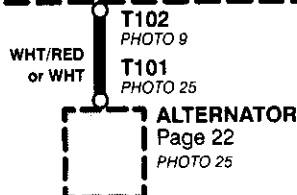
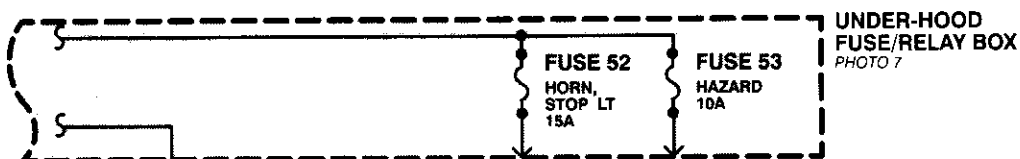
Ground	Page	Components or Circuit Grounded
G402	14-5	A/T gear position switch, ABS control unit (3 wires), Blower motor high relay ('99-'00 models), Blower motor relay, ELD unit, Heater fan switch ('96-'98 models), Heater control panel, Mode control motor ('96-'98 models), Power transistor ('99-'00 models), Service check connectorplus everything grounded through G401
G403	14-13	ABS pump motor
G501	14-9	Stereo radio tuner ('96-'98 models), Audio unit ('99-'00 models)
G551	14-8	Driver's door lock actuator, Driver's door lock switch, Driver's window motor, Left mirror defogger, Power window master switch (2 wires), Power door lock control unit (all except '99-'00 with keyless), Power mirror switch
G552	14-9	Driver's seat belt switch, Fuel pump, Fuel tank unit, Right mirror defogger
G601 (Hatch-back)	14-12	Left and right back-up lights, Left and right brake light/tail lights, Left and right rear turn signal lights, Left and right tail lights....plus everything grounded through G761
G601 (All Coupes and '96-'98 Sedans)	14-10	High mount brake light, Left and right back-up lights, Left and right inner brake light/tail lights, Left and right license plate lights, Left and right outer brake light/tail lights, Left and right rear turn signal lights, Rear window defogger, Trunk latch switch
G601 ('99-'00 Sedans)	14-11	High mount brake light, Left and right back-up lights, Left and right brake light/outer taillights, Left and right inner taillight, Left and right rear turn signal light, Rear window defogger (GX), Trunk latch switch
G602 ('99-'00 Sedans)	14-11	Window antenna coil
G751	14-13	Condenser fan motor
G761 (Hatch-back)	14-12	Hatch latch switch ('98-'00 models), High mount brake light, Left and right license plate lights, Rear window wiper motor...plus everything grounded through G601
G771 (Hatch-back)	14-13	Rear window defogger
G801	14-13	SRS unit (2 wires)

*1 = All '96-'98 models except D16B5, '99-'00 D16Y5 with M/T

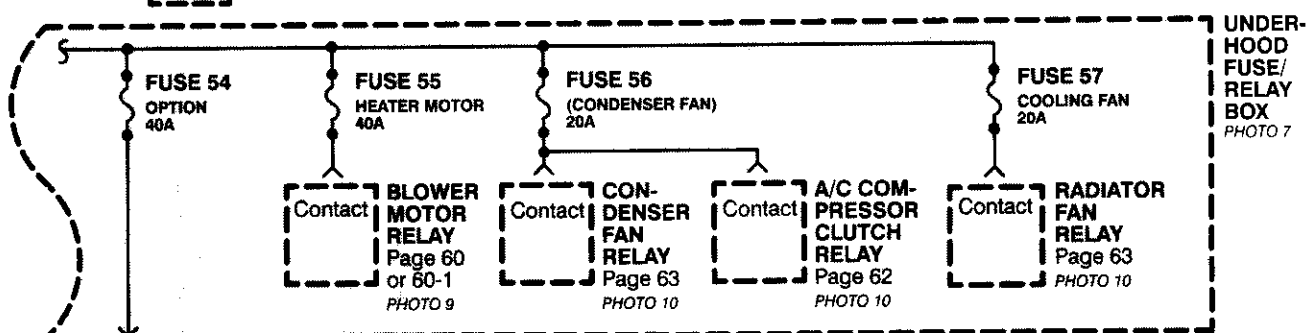
*2 = '98 D16B5, all '99-'00 models except D16Y5 with M/T

- From Battery to Ignition Switch, Fuses, and Relays



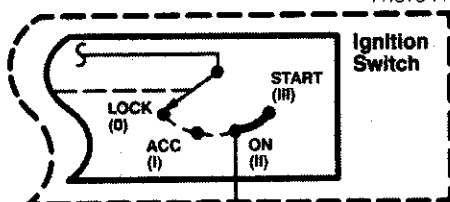


See Power Distribution, page 10-13.



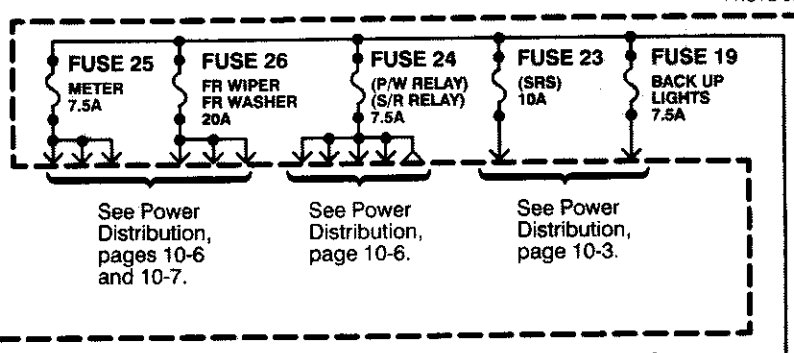
To Fuse 1, 2, and 6, see page 10-13.

STEERING LOCK PHOTO 71



BLK/YEL
5
C913
PHOTO 60

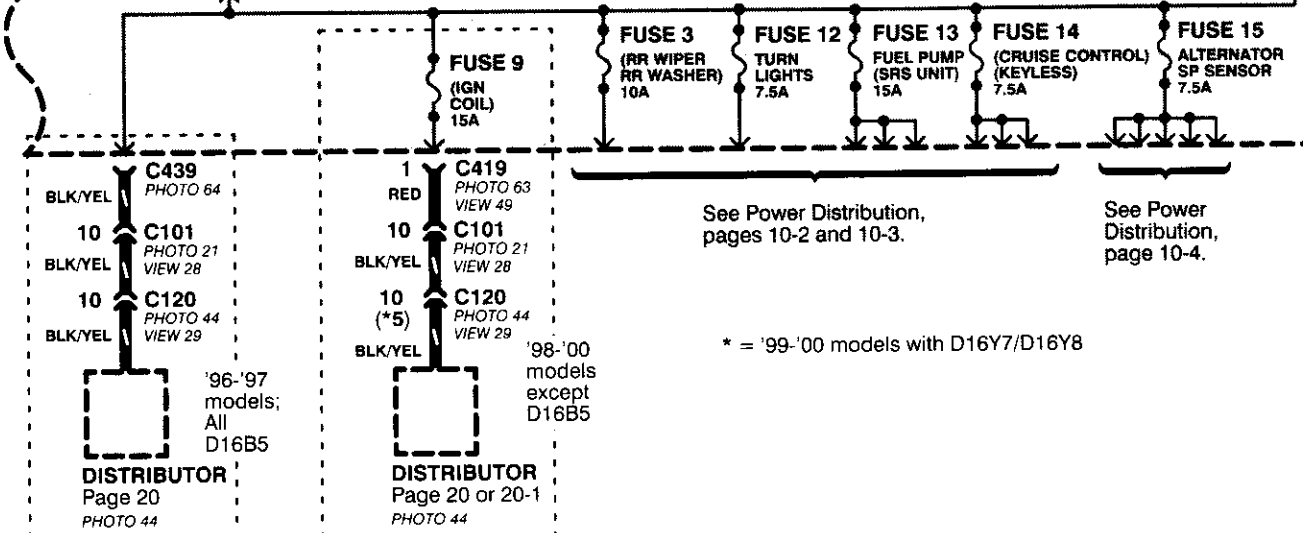
UNDER-DASH FUSE/RELAY BOX PHOTO 58



See Power Distribution, pages 10-6 and 10-7.

See Power Distribution, page 10-6.

See Power Distribution, page 10-3.



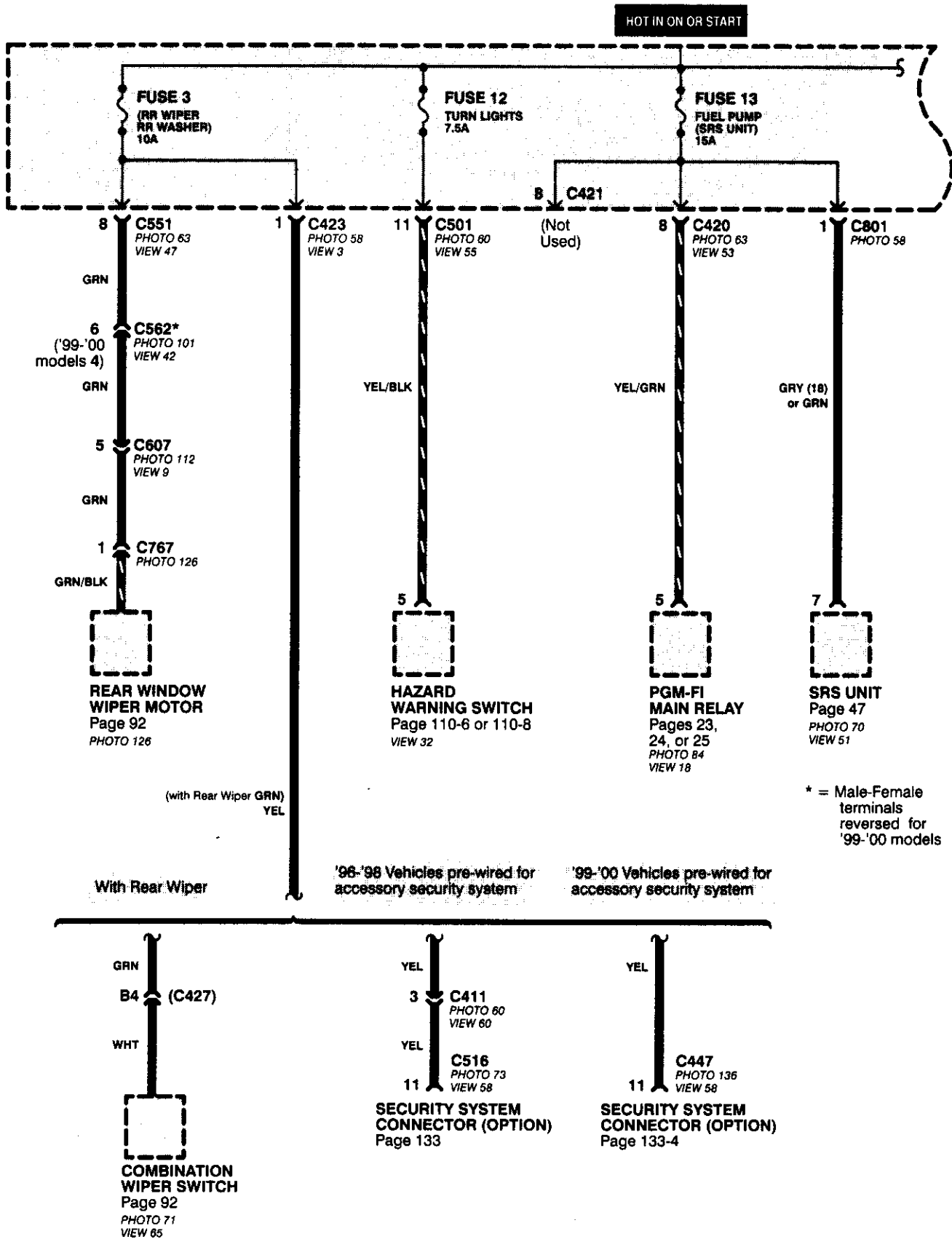
See Power Distribution, pages 10-2 and 10-3.

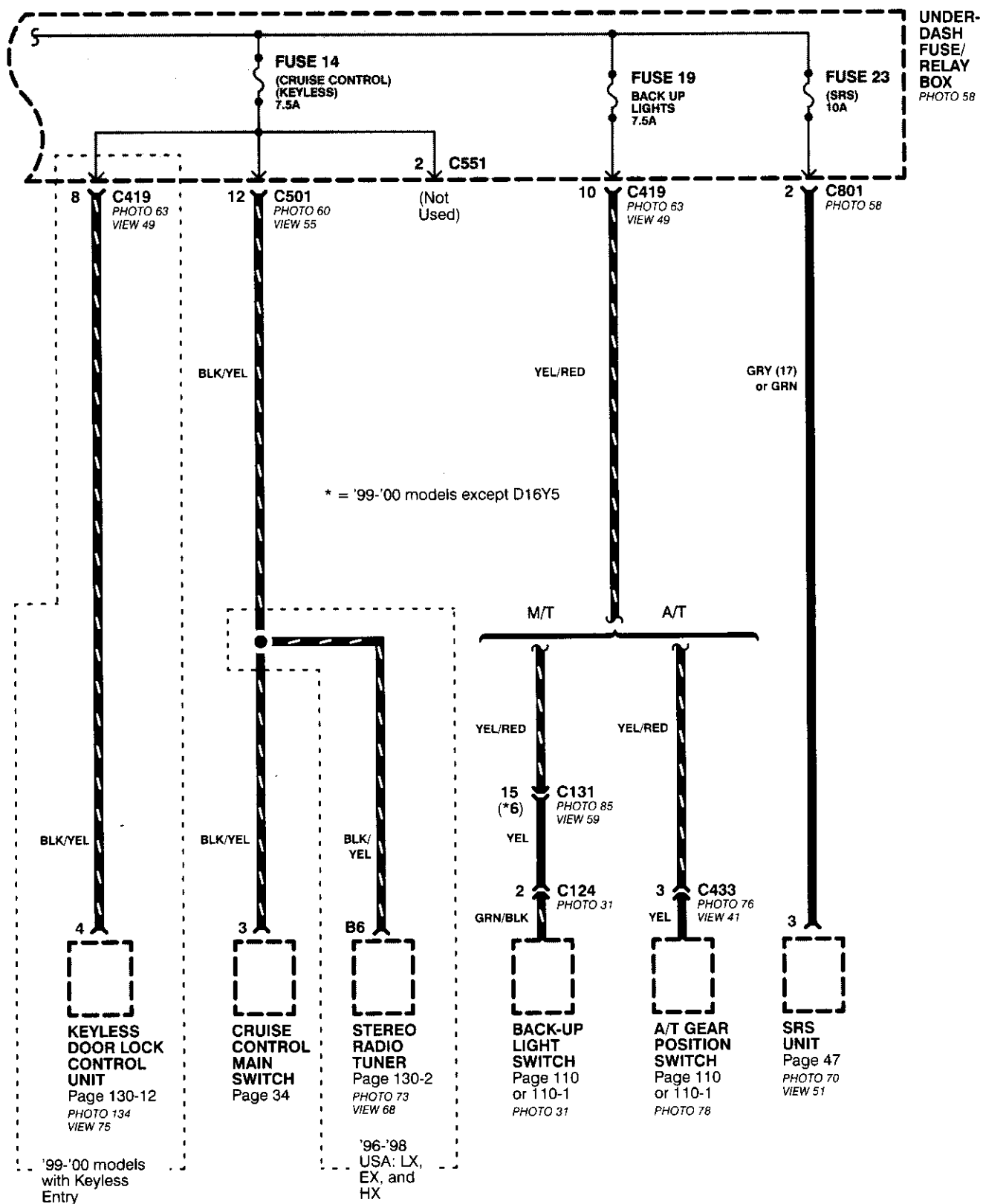
See Power Distribution, page 10-4.

* = '99-'00 models with D16Y7/D16Y8

Power Distribution (cont'd)

- From Fuses to Relays and Components

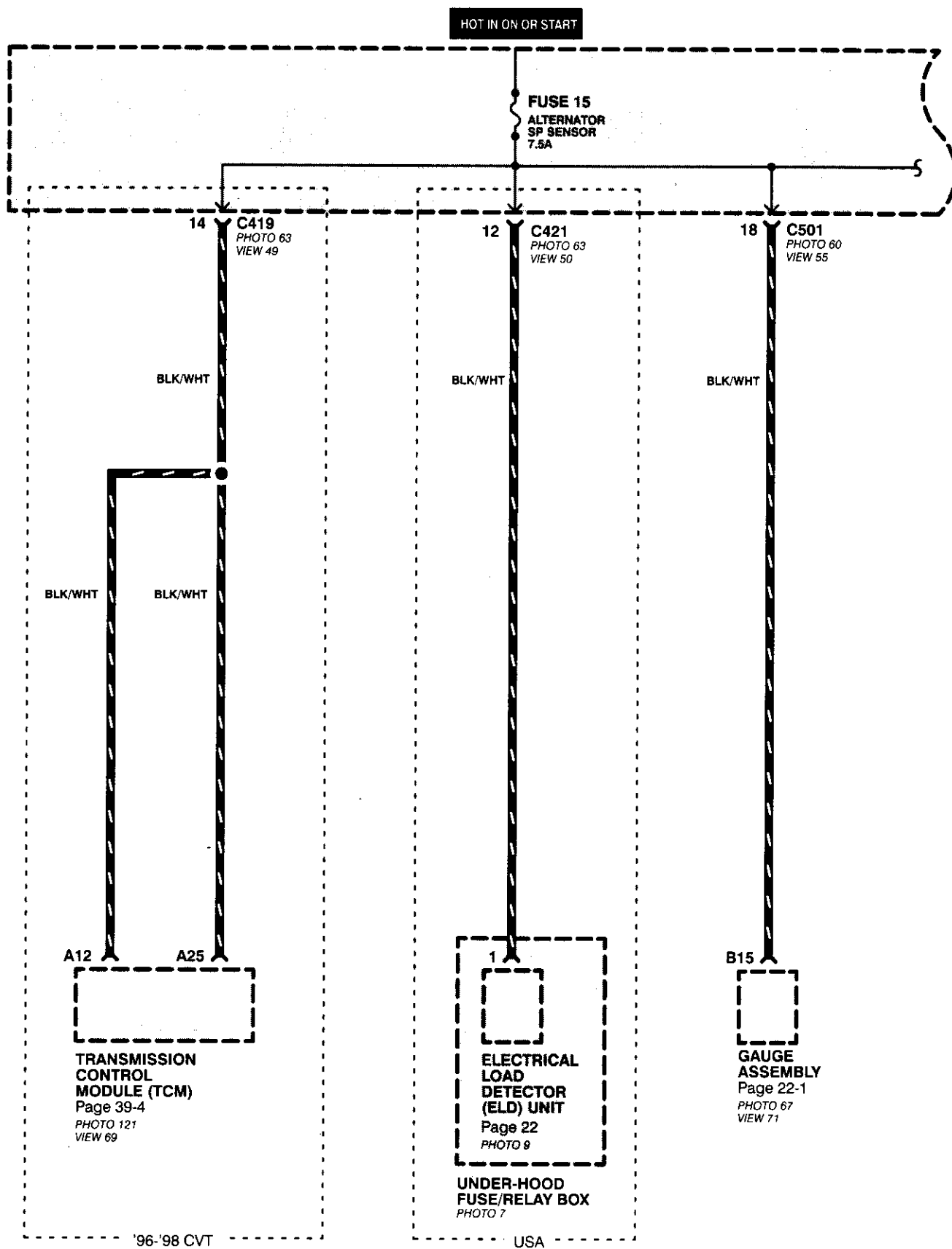


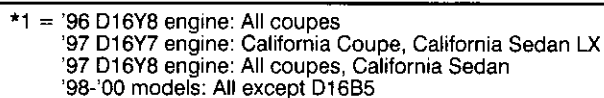


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Power Distribution

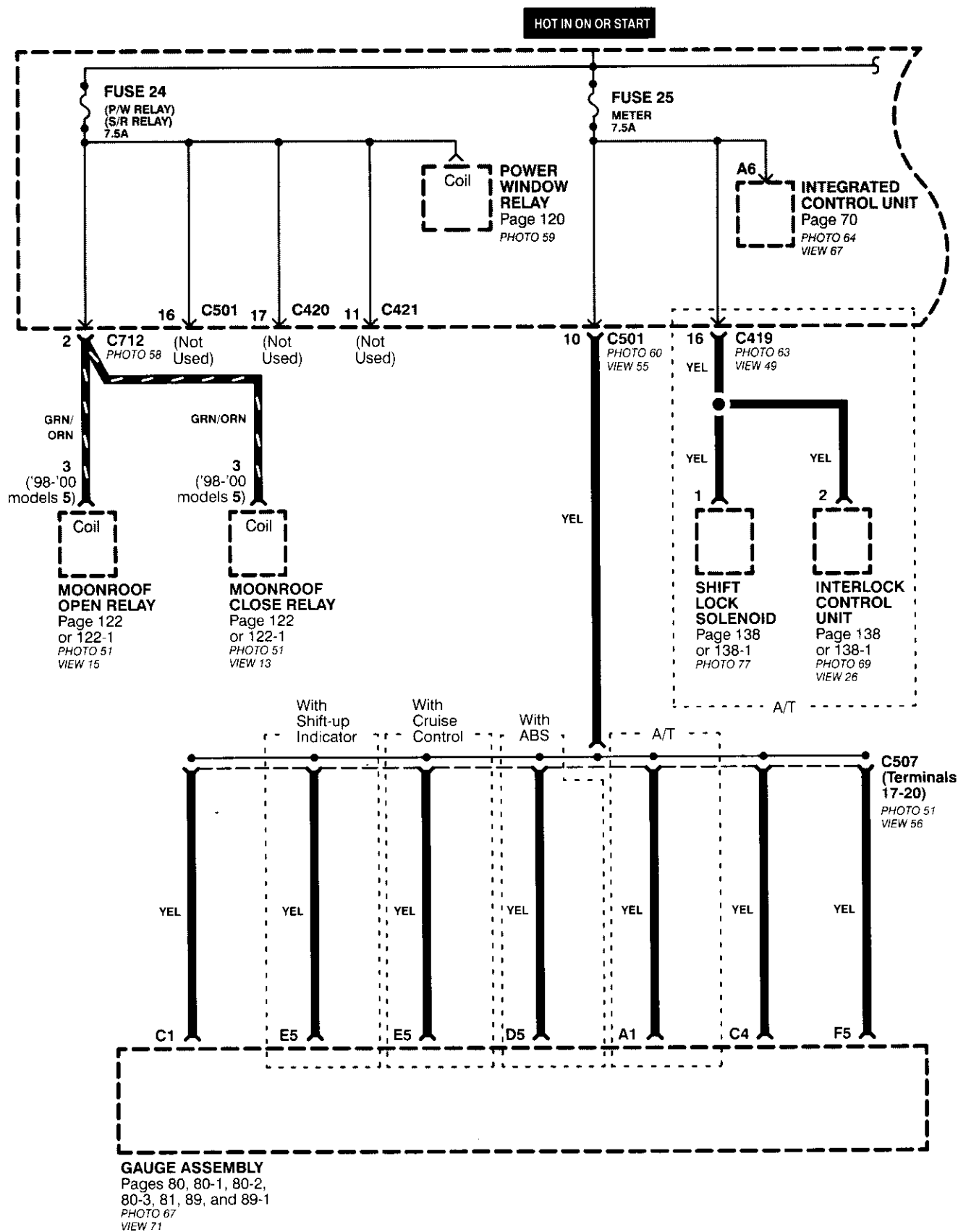
- From Fuses to Relays and Components (cont'd)

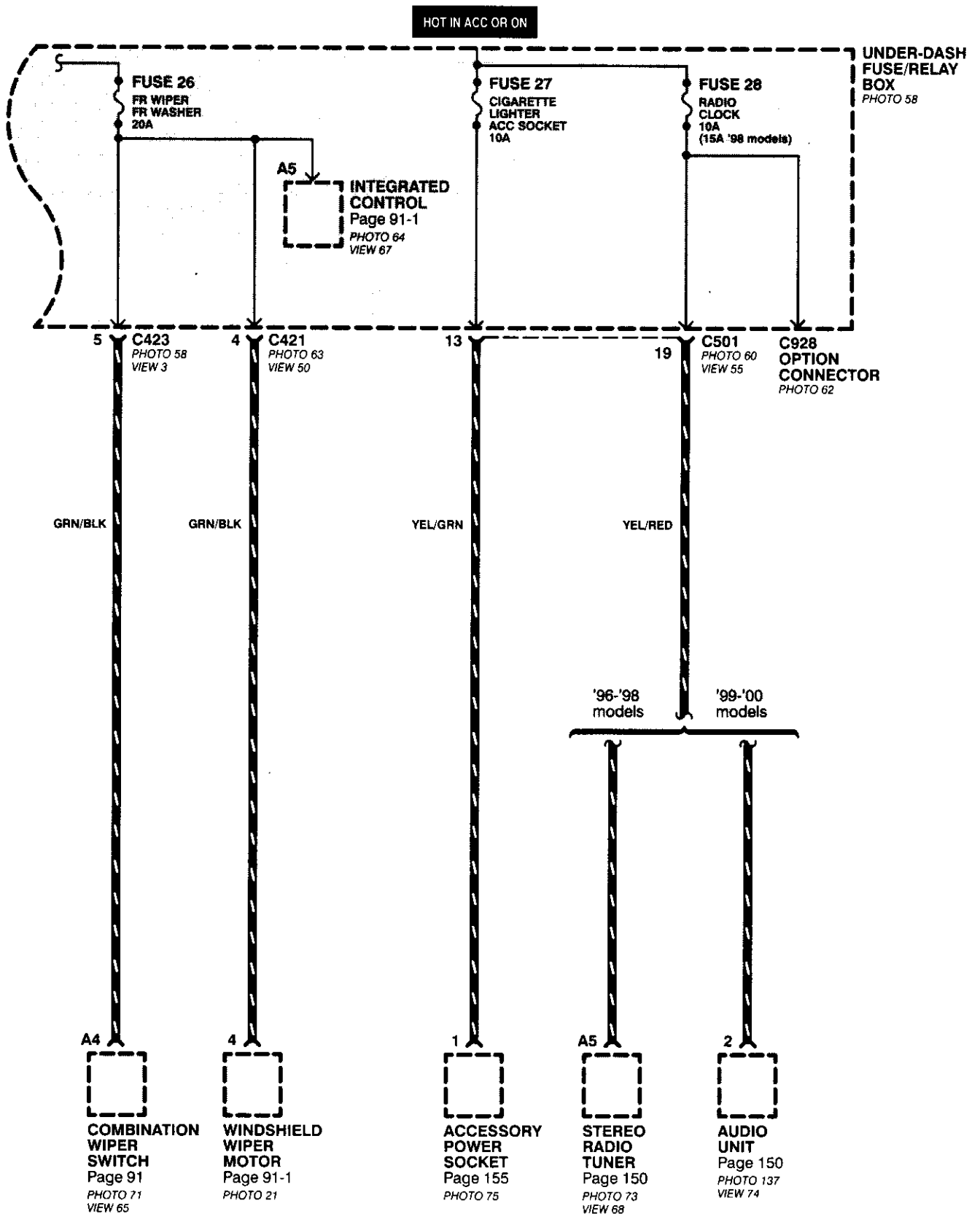
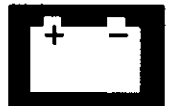




Power Distribution

– From Fuses to Relays and Components (cont'd)

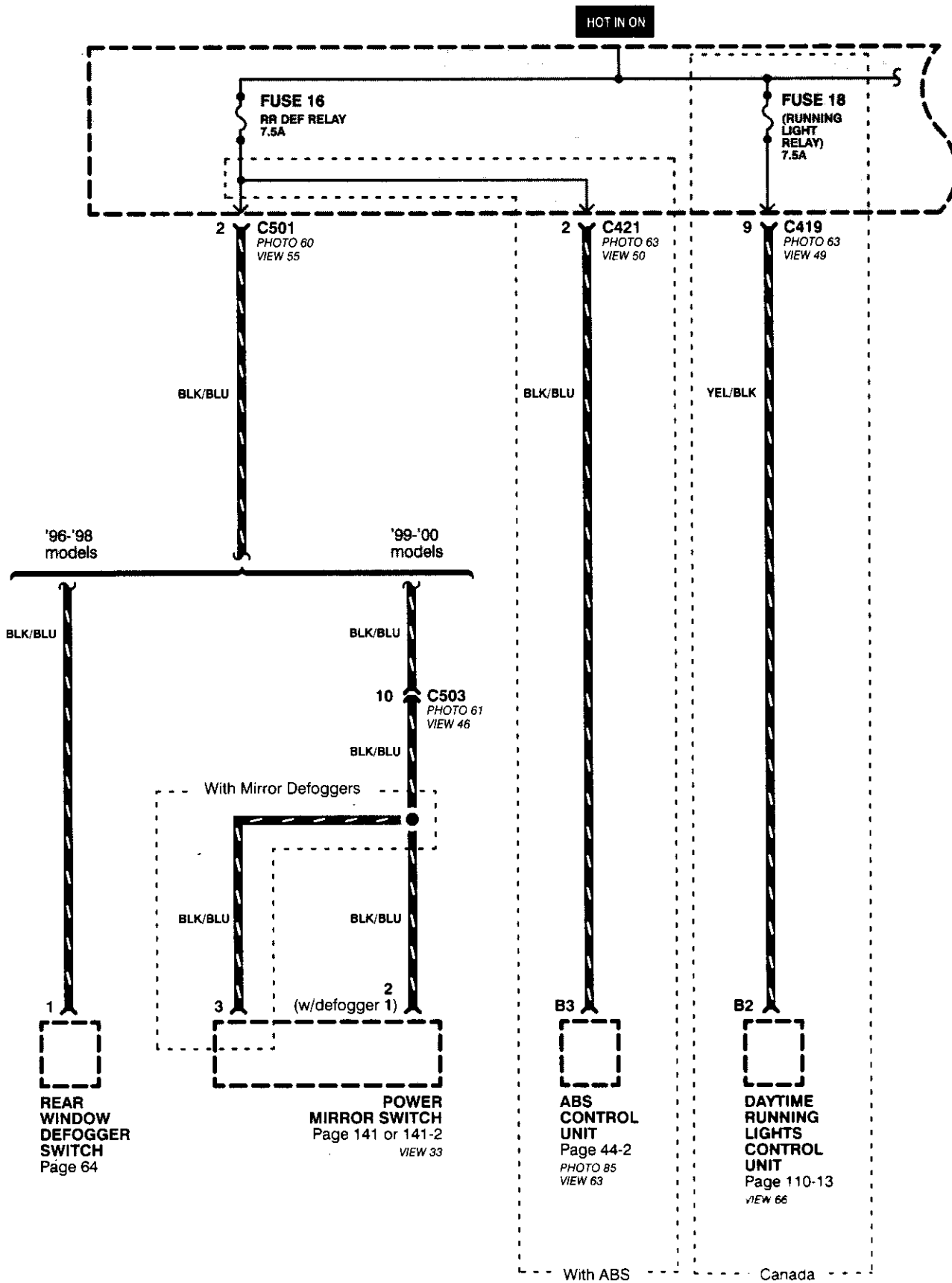


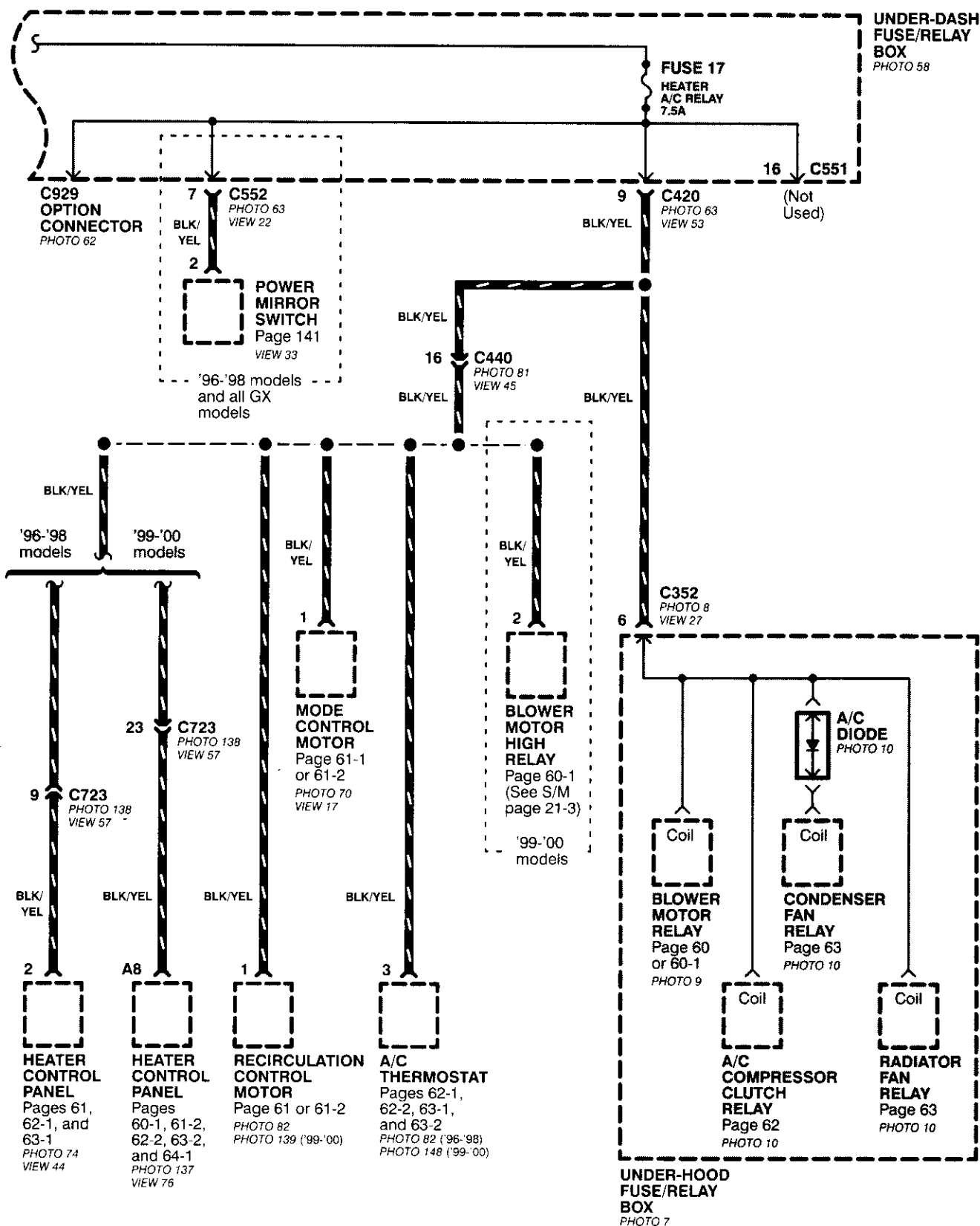


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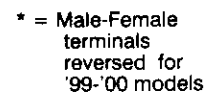
Power Distribution

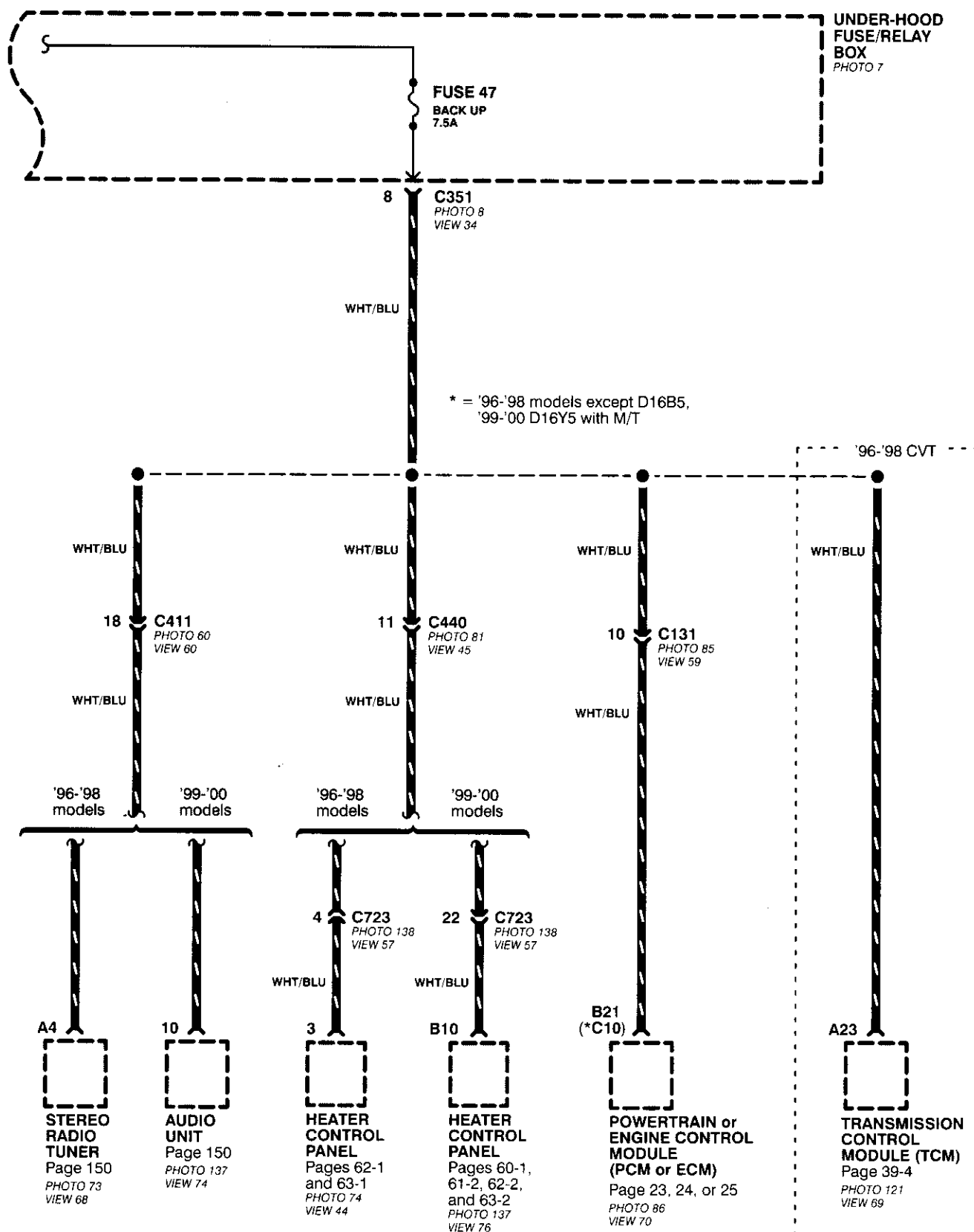
- From Fuses to Relays and Components (cont'd)





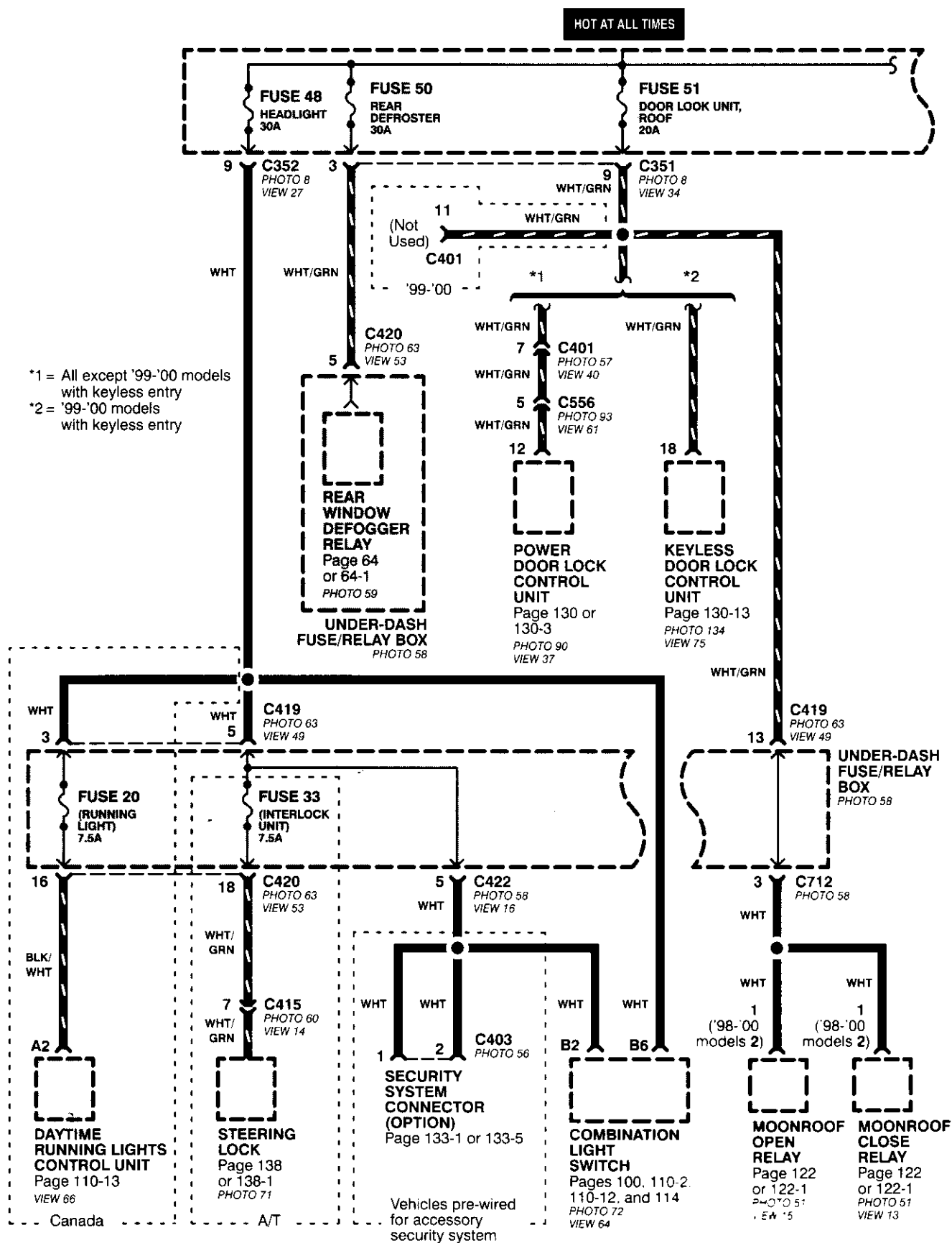
- From Fuses to Relays and Components (cont'd)





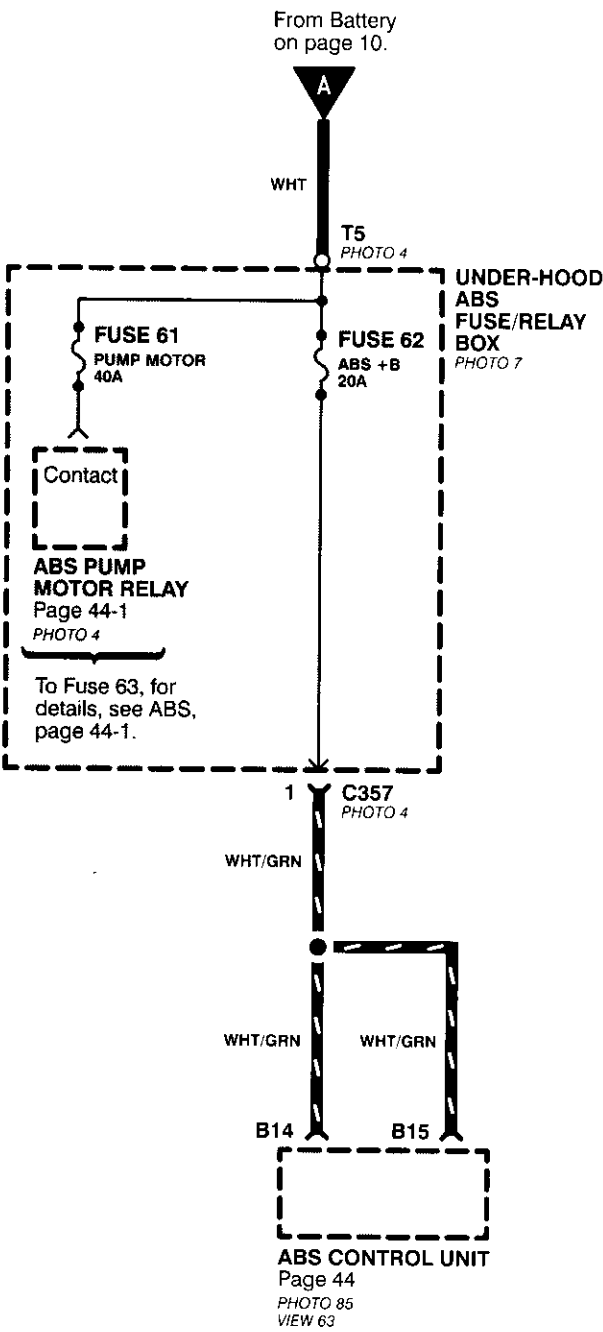
Power Distribution

- From Fuse to Relays and Components (cont'd)



Power Distribution

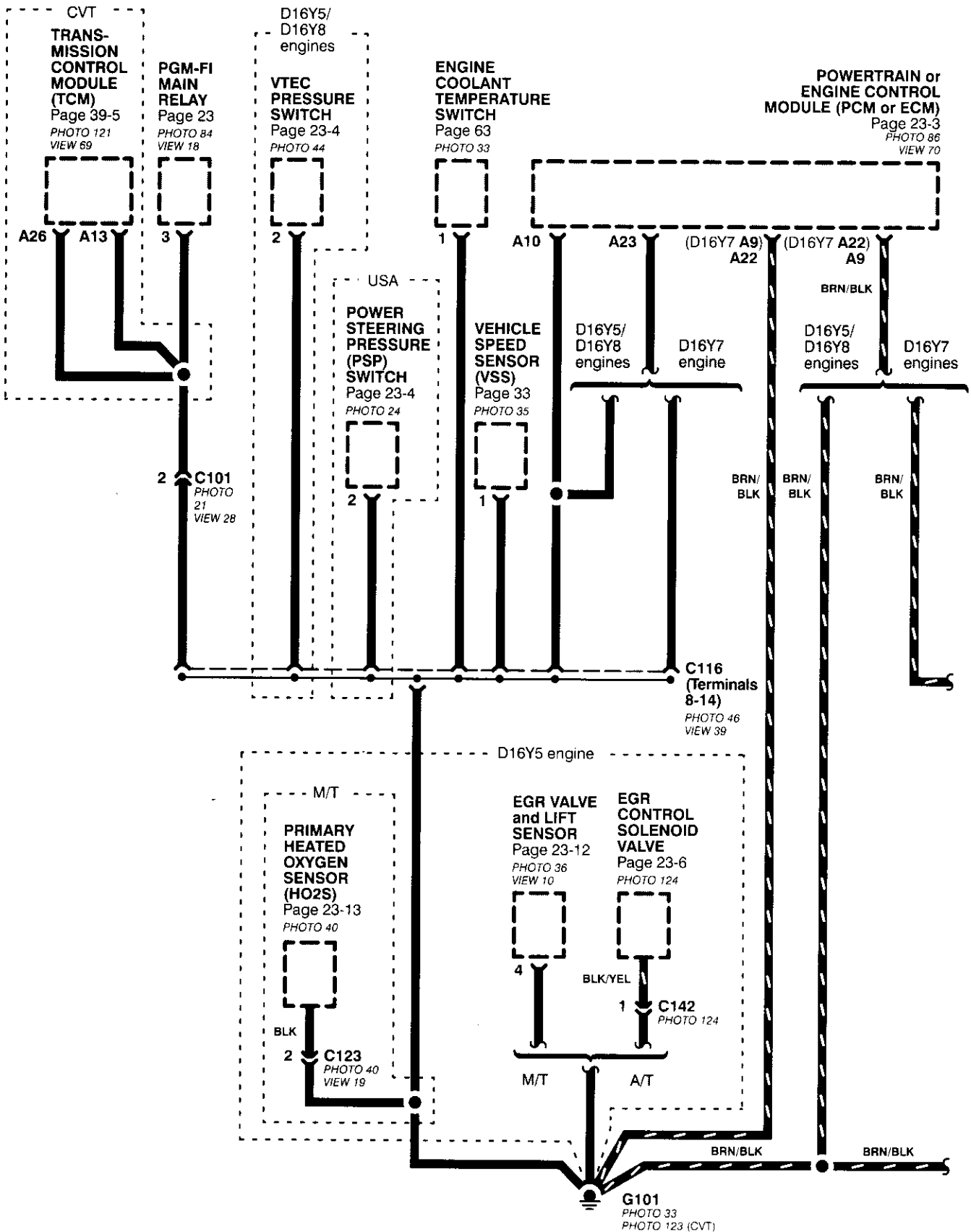
- From Fuse to Relays and Components (cont'd)

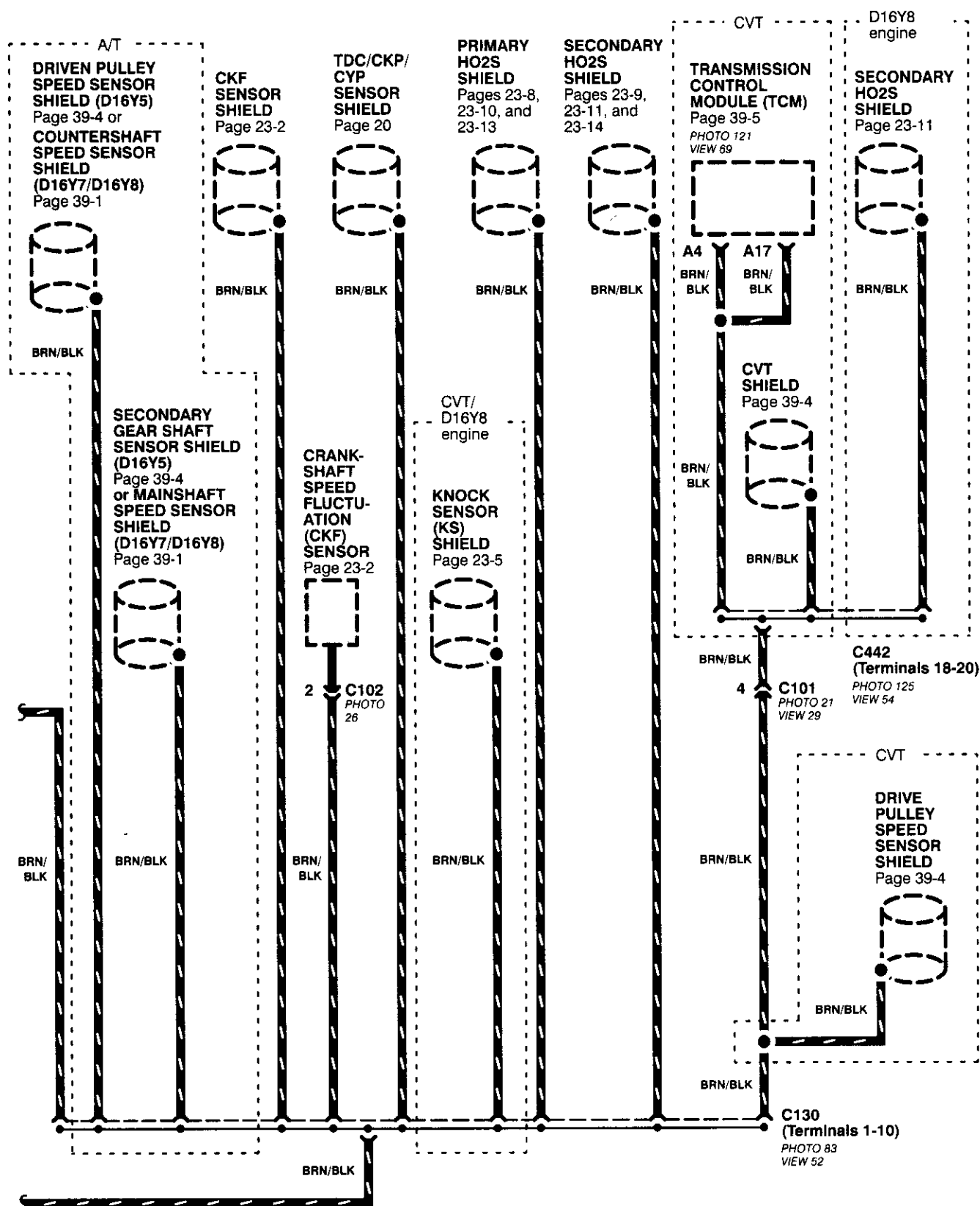


Ground Distribution

- G101 (All '96-'98 models except D16B5; '99-'00 D16Y5 with M/T)

NOTE: Wires shown without color codes are black.

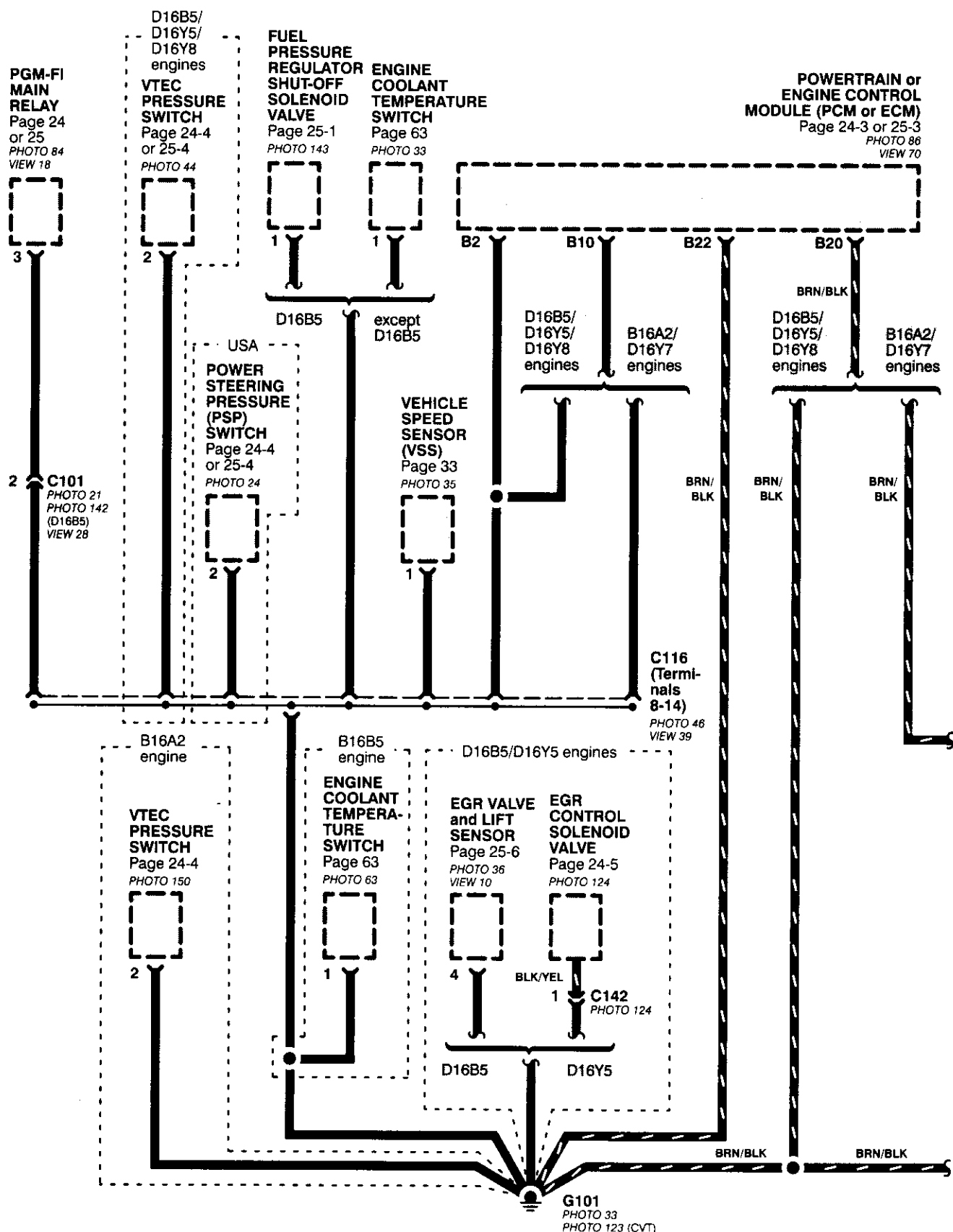


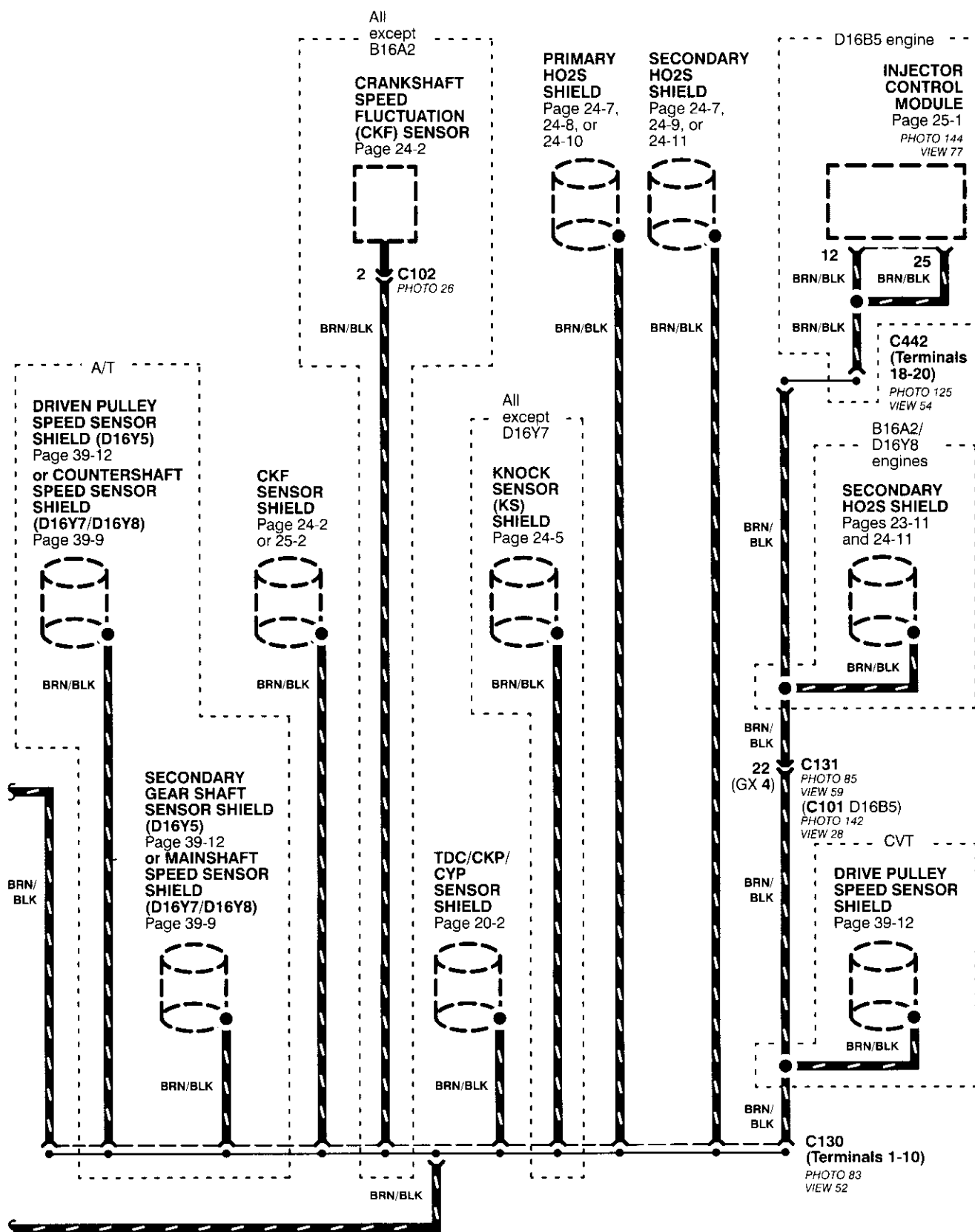


Ground Distribution

- G101 ('98 D16B5; All '99-'00 models except D16Y5 with M/T)

NOTE: Wires shown without color codes are black.

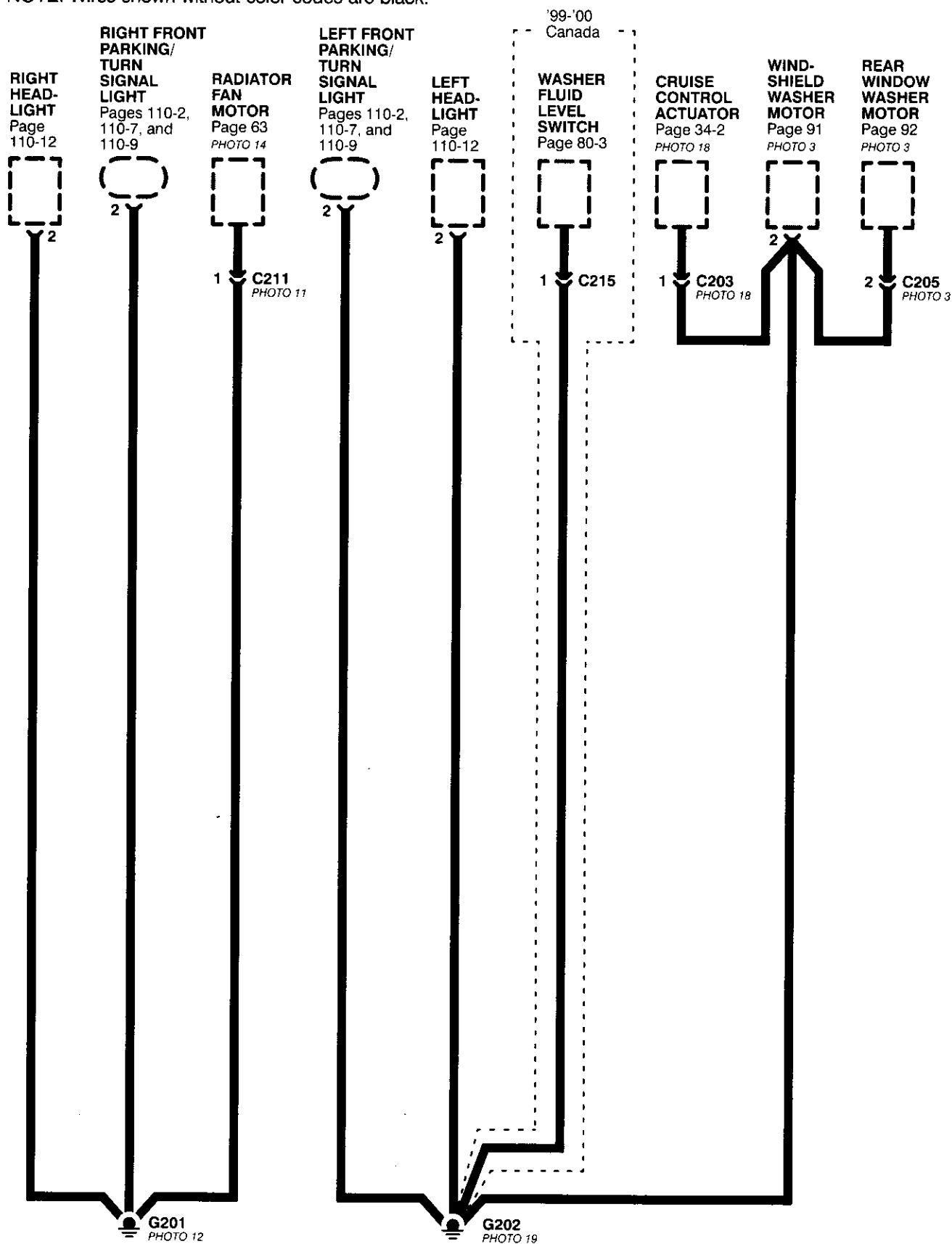




Ground Distribution (cont'd)

- G201 and G202

NOTE: Wires shown without color codes are black.

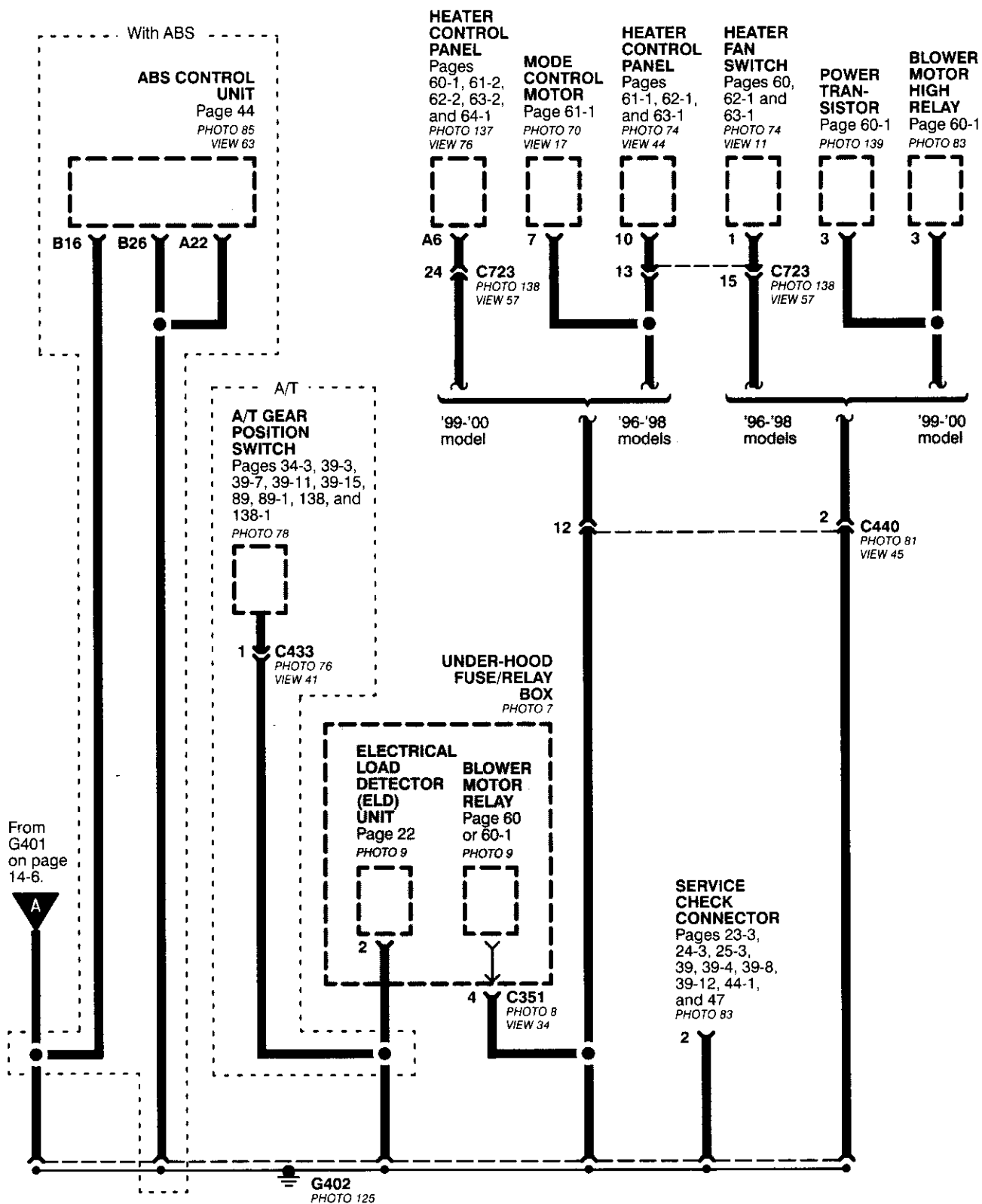




- G402

NOTES:

- Wires shown without color codes are black.
- On '97-'00 models, G402 may be represented by the use of a junction connector or ring terminals.

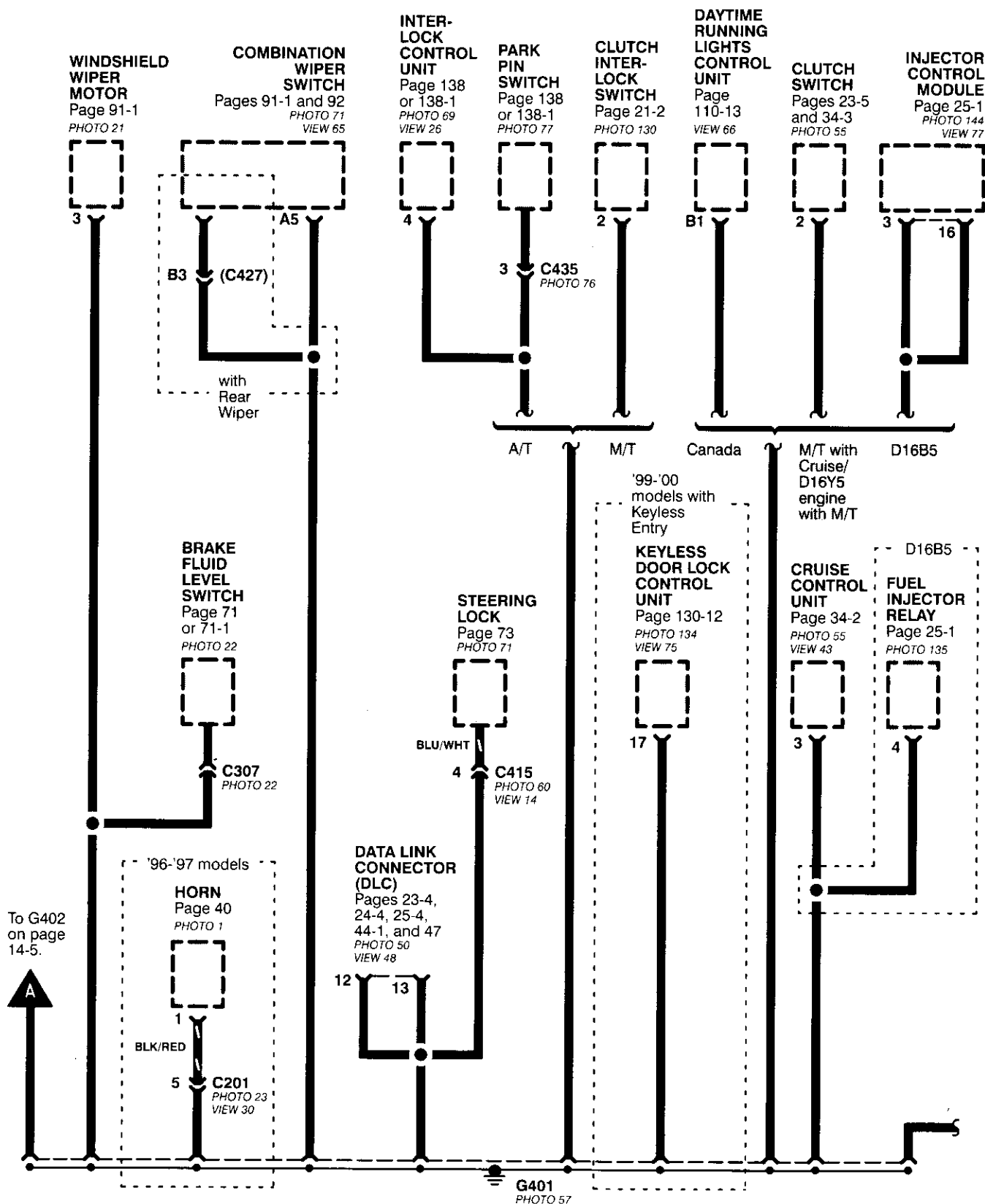


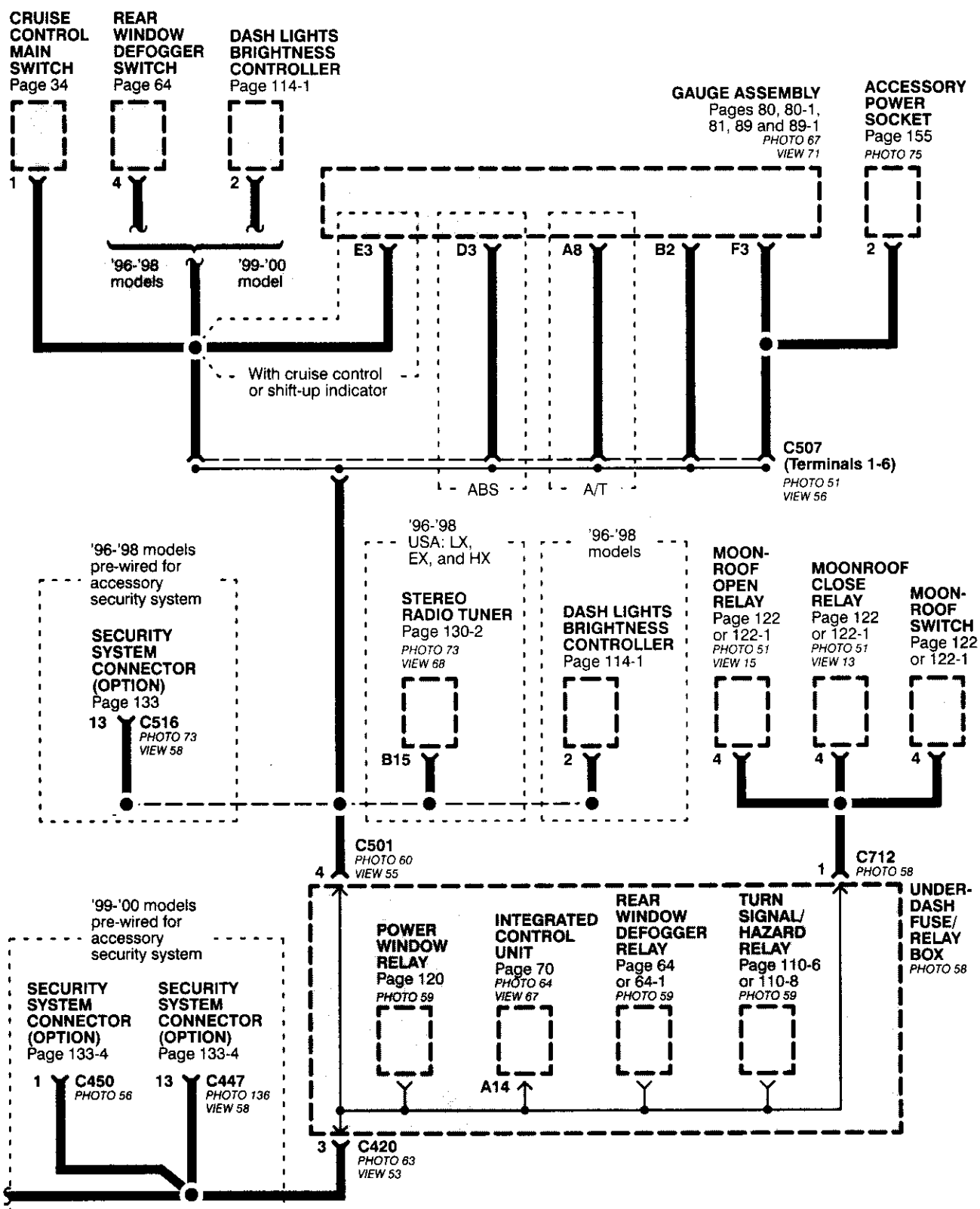
Ground Distribution (cont'd)

- G401

NOTE:

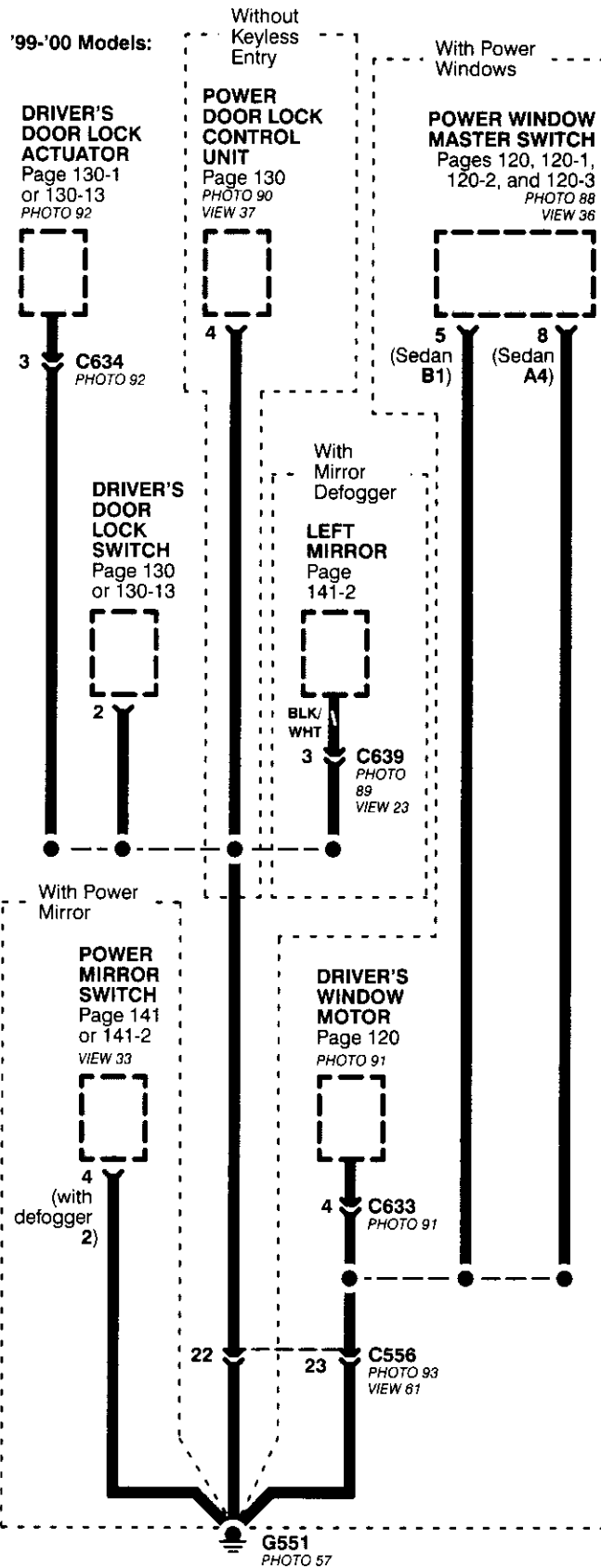
- Wires shown without color codes are black.
- On Coupe and Sedan models, G401 is represented by ring terminals.





- G551

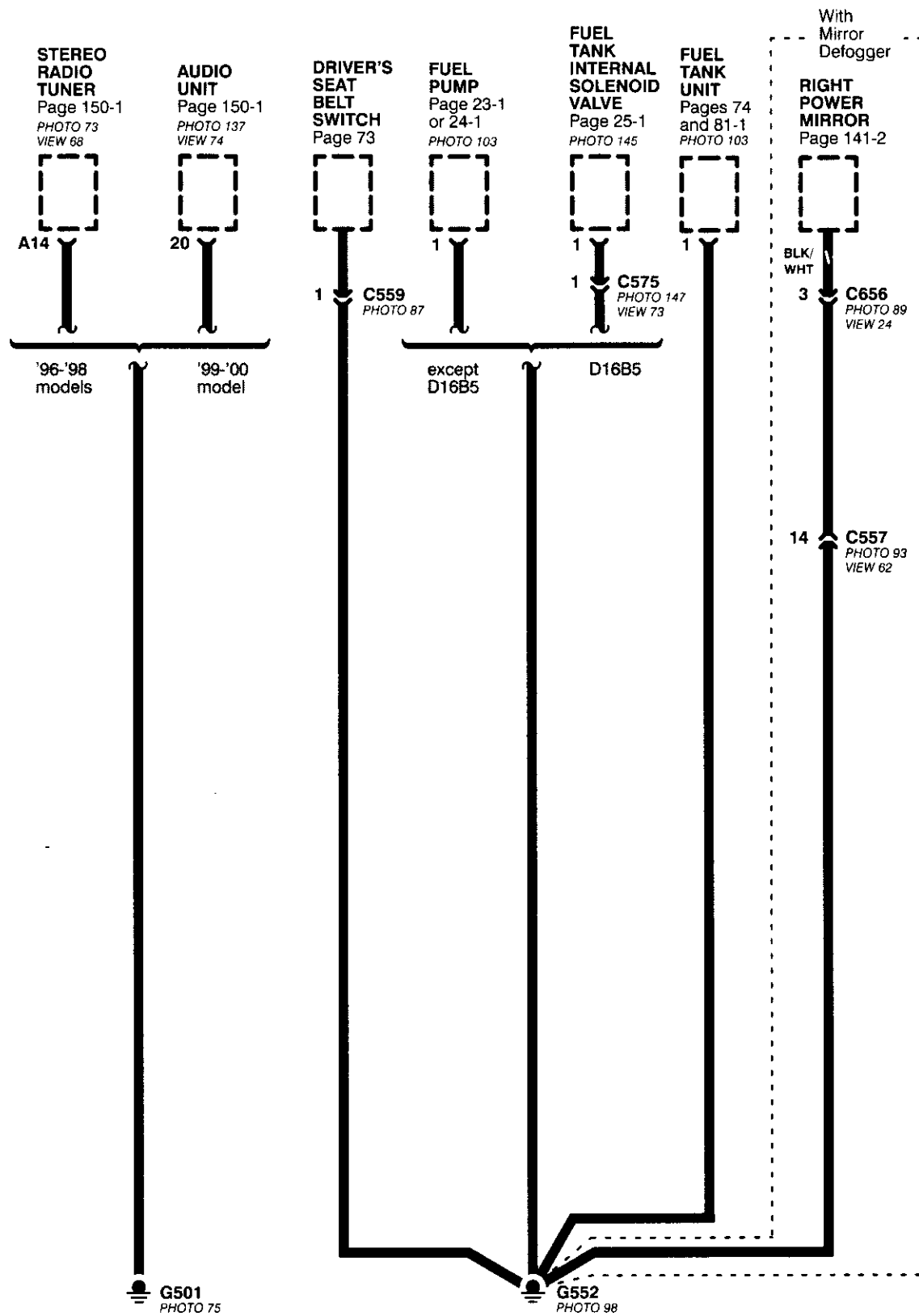
'96-'98 Models:





- G501 and G502

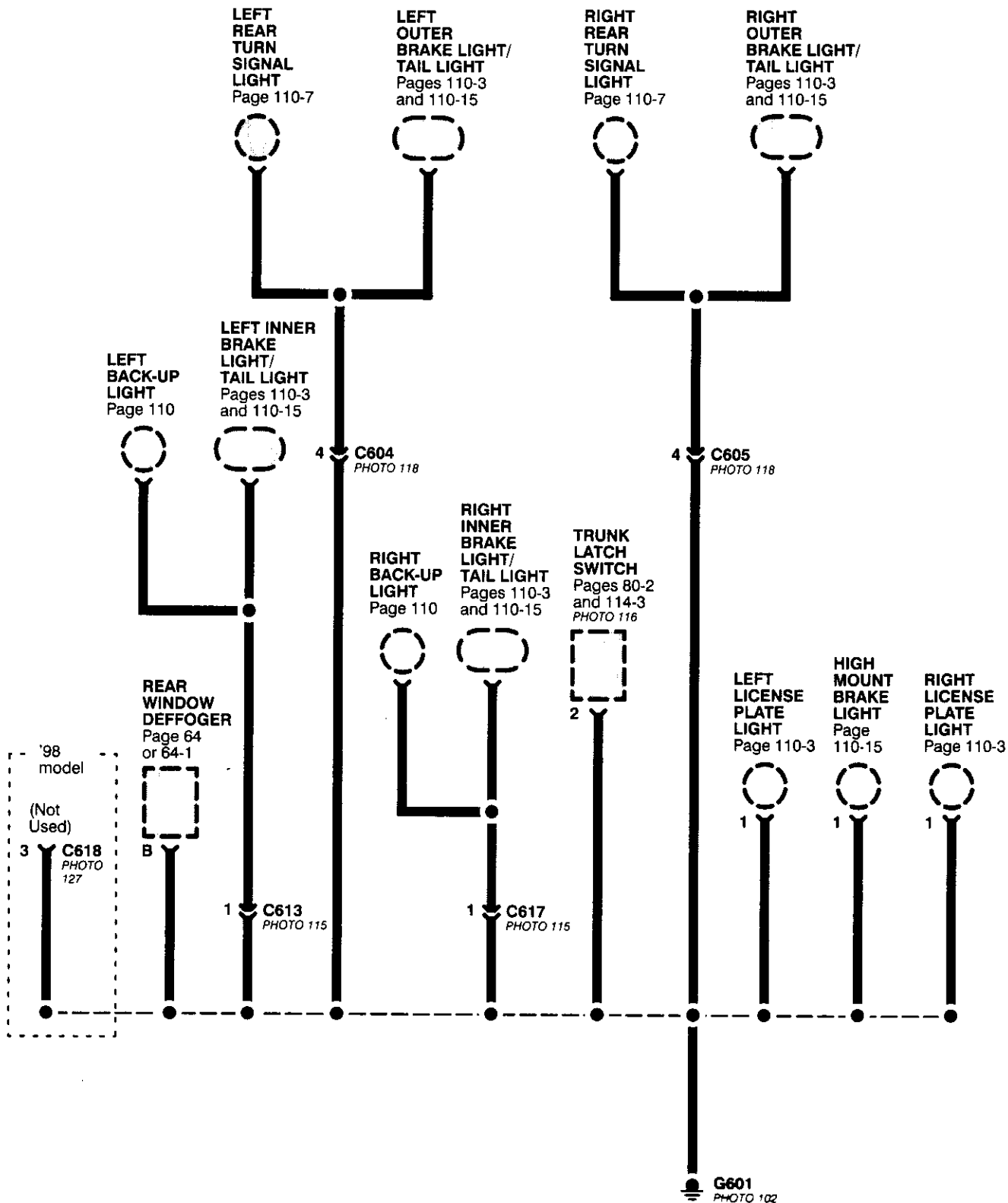
NOTE: Wires shown without color codes are black.

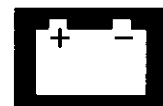


Ground Distribution (cont'd)

- G601 (All Coupes and '96-'98 Sedans)

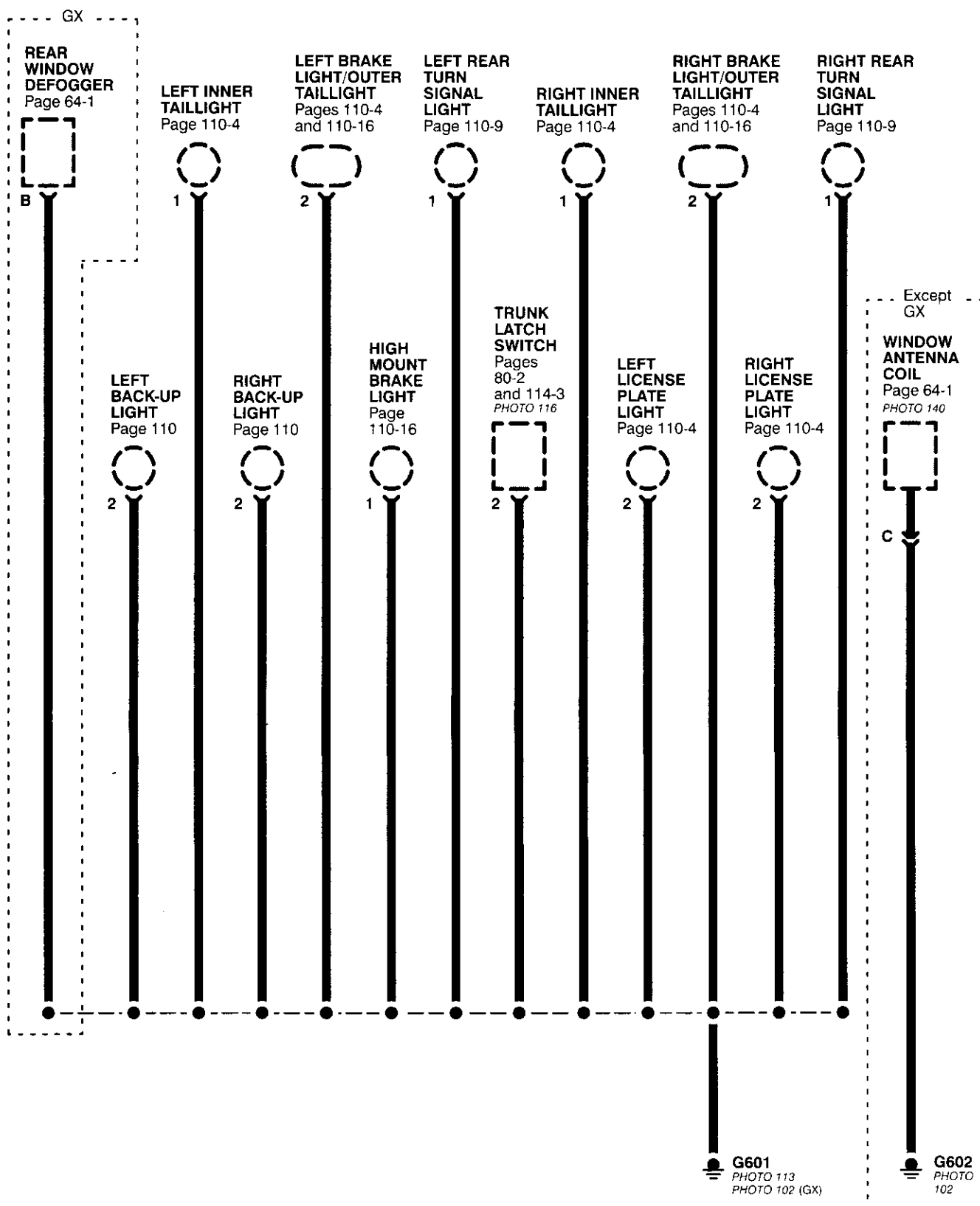
NOTE: Wires shown without color codes are black.





- G601 ('99-'00 Sedan) and G602 ('99-'00 Sedan except GX)

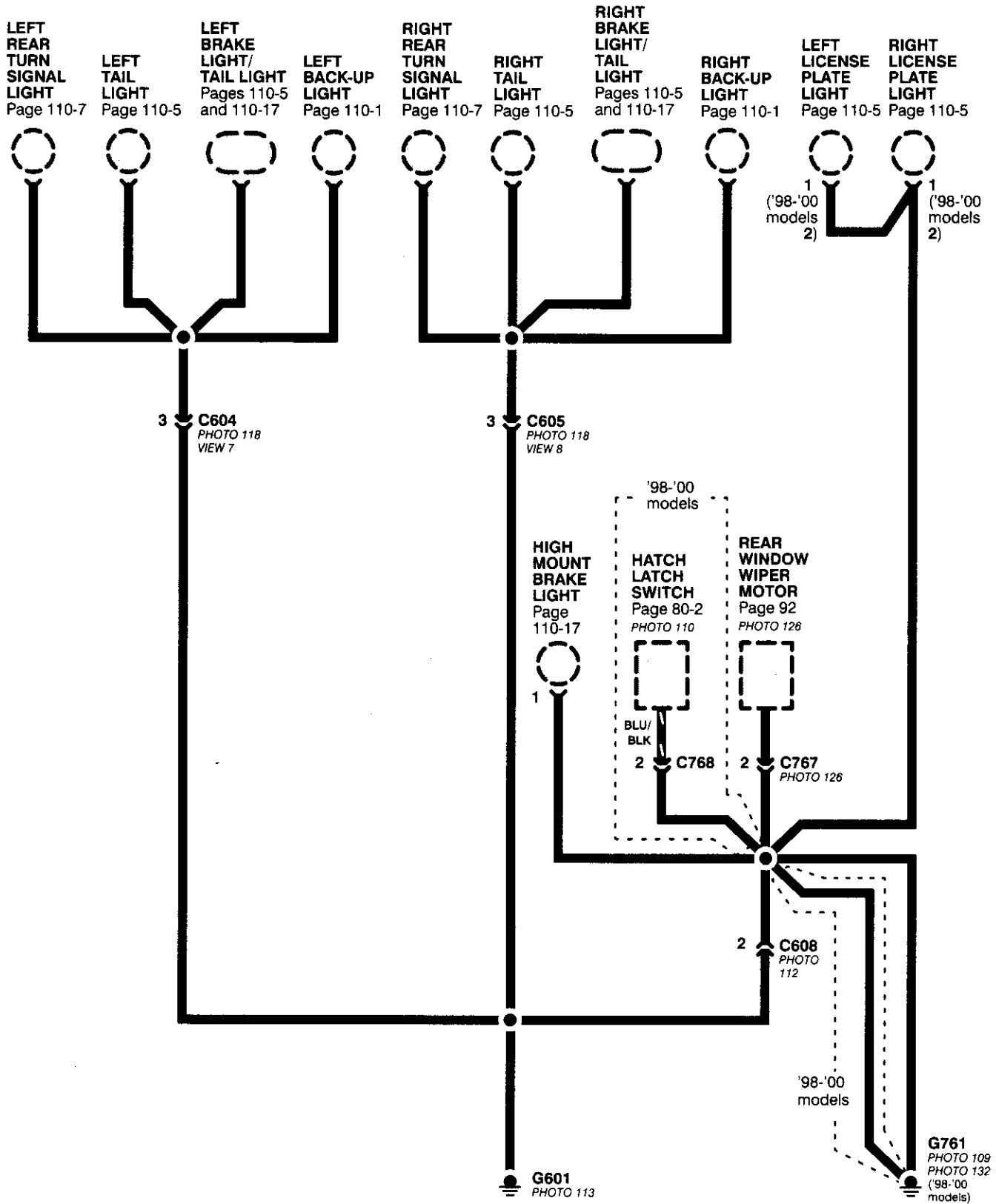
NOTE: Wires shown without color codes are black.



Ground Distribution (cont'd)

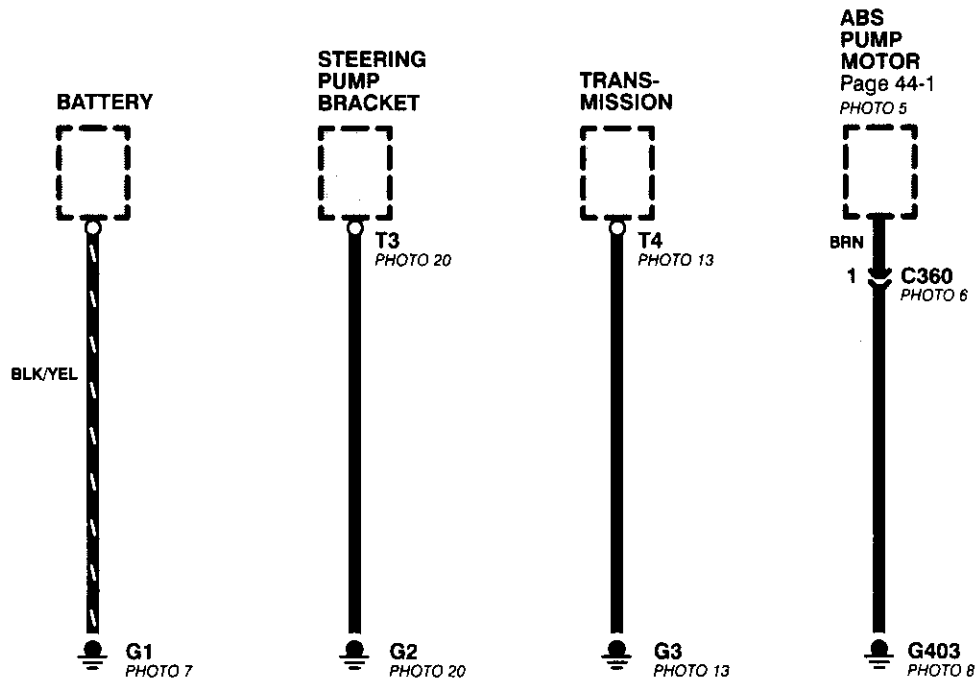
- G601 (Hatchback) and G761 (Hatchback)

NOTE: Wires shown without color codes are black.

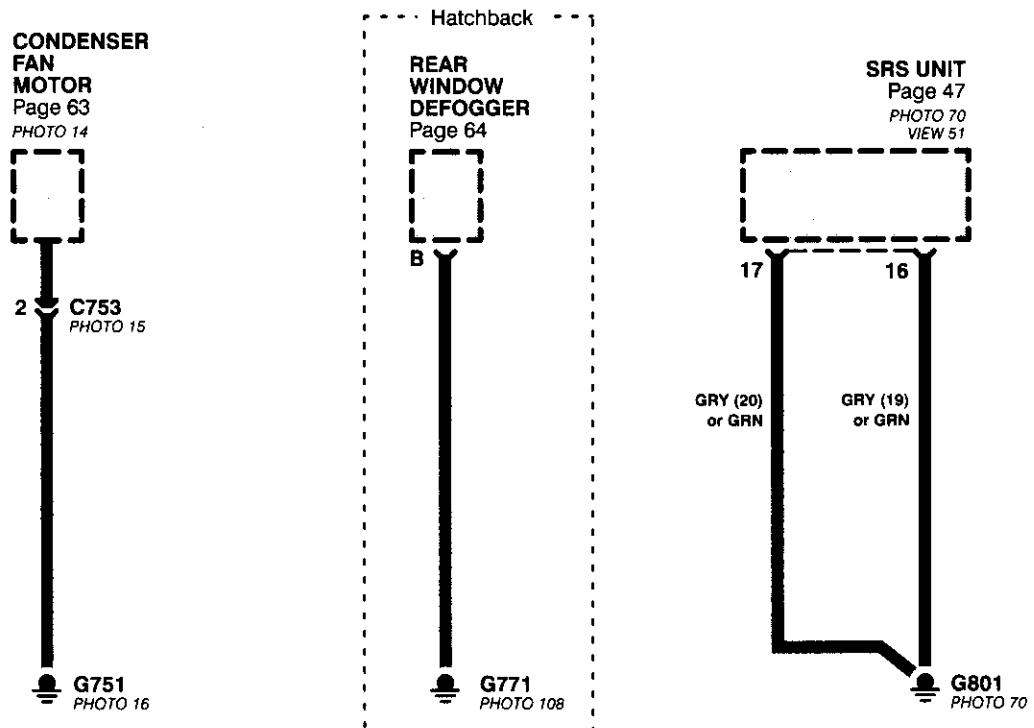




- G1, G2, G3, and G403



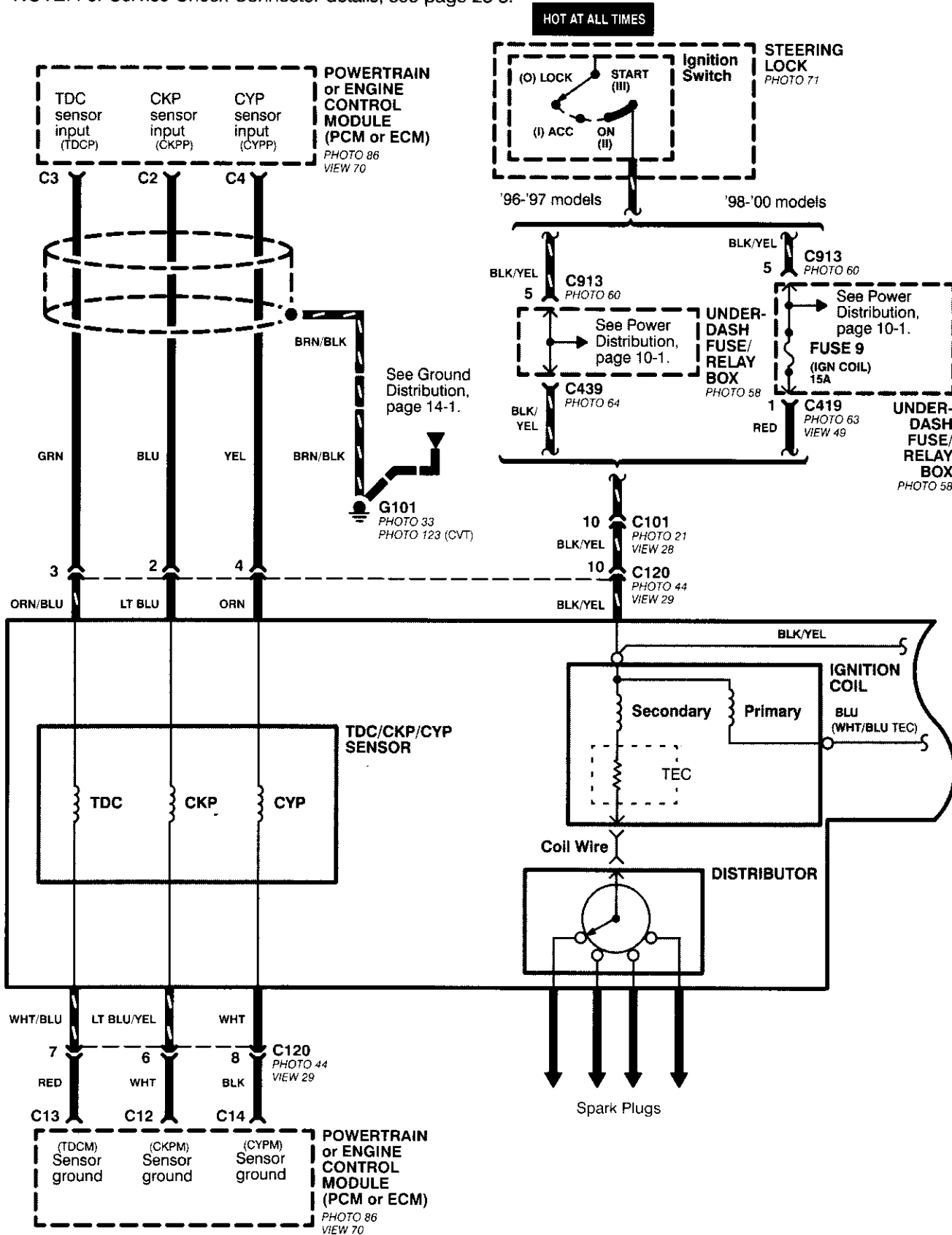
- G751, G771, and G801

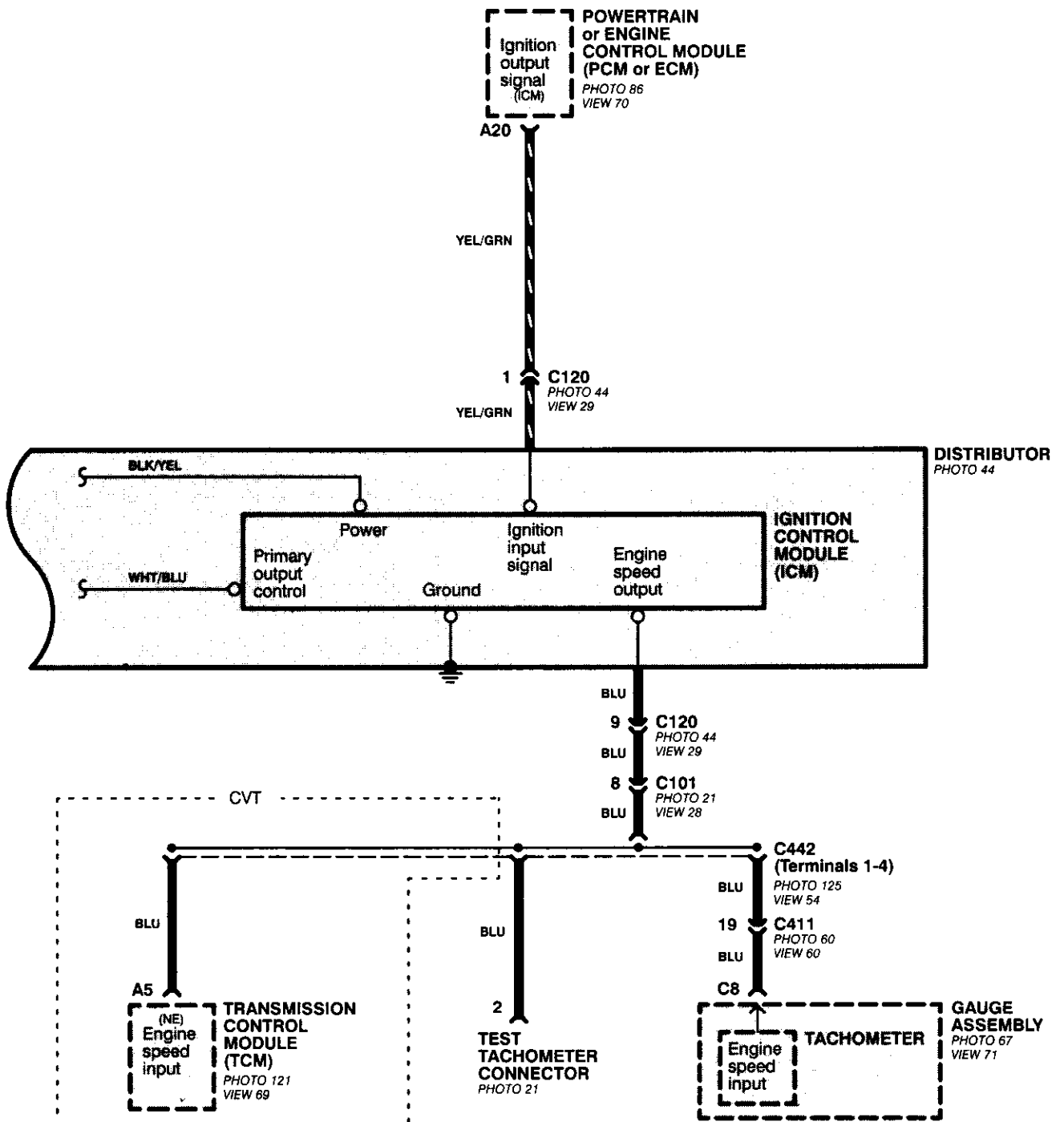


Ignition System

- All '96-'98 Models except D16B5; '99-'00 D16Y5 with M/T

NOTE: For Service Check Connector details, see page 23-3.

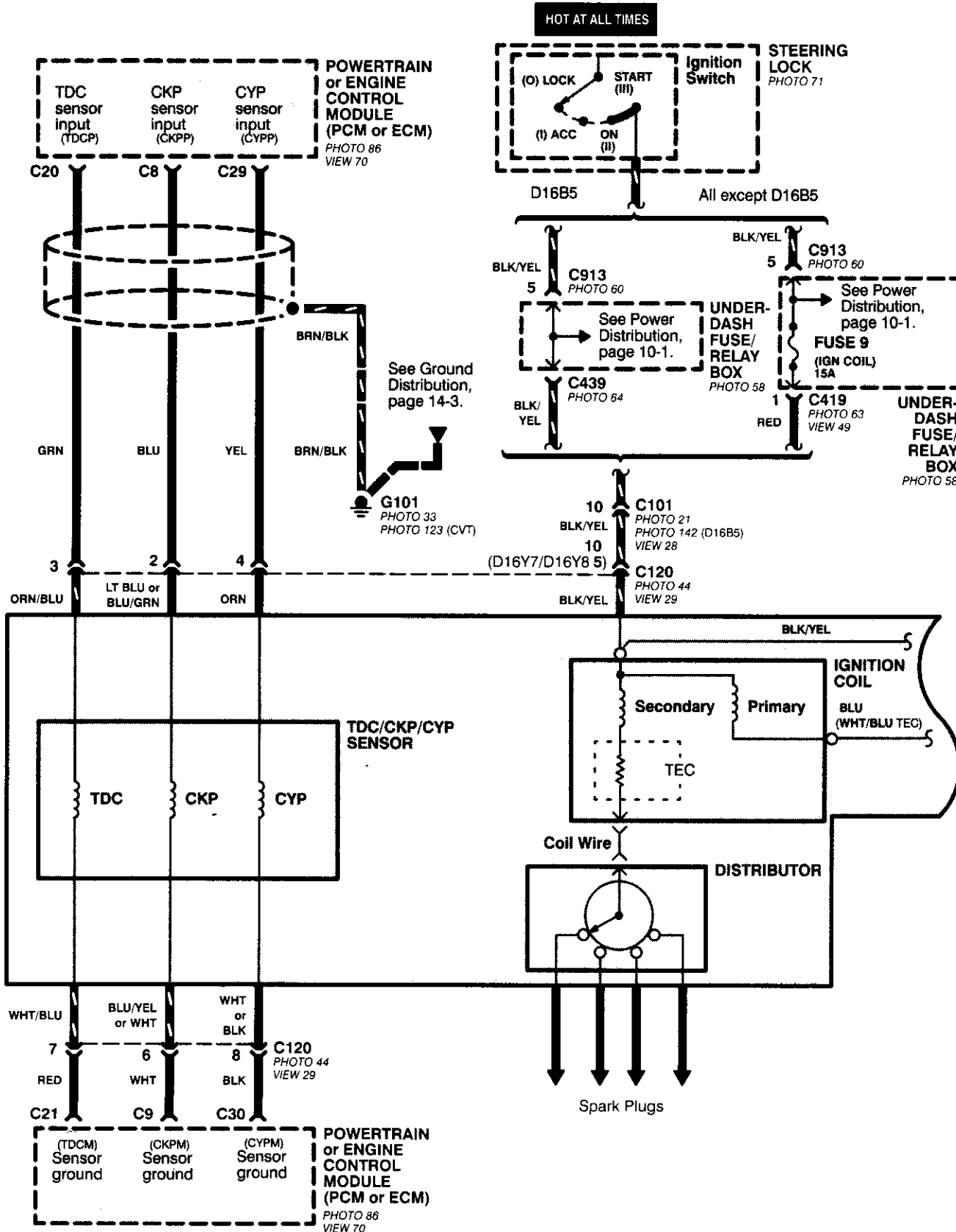


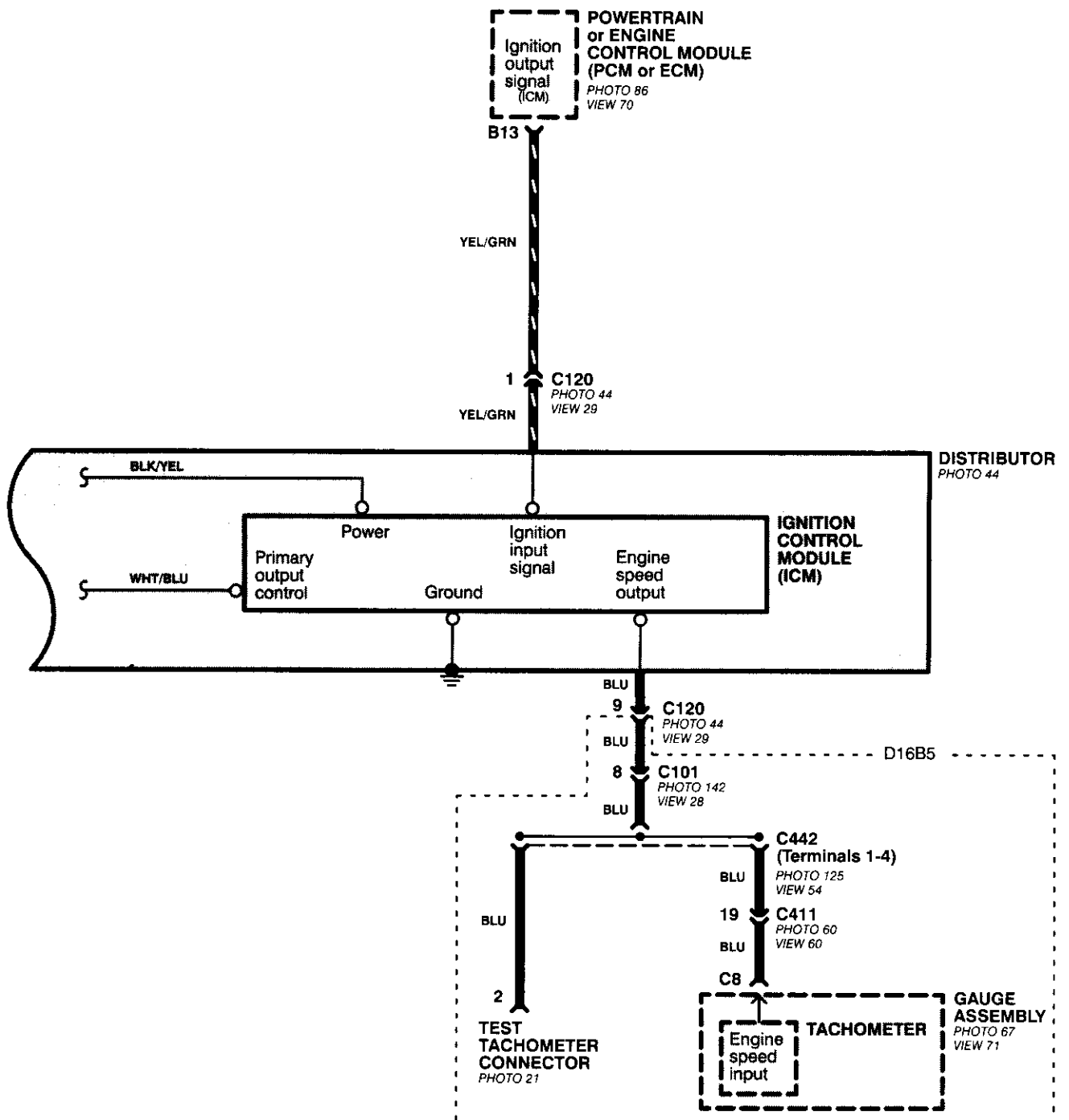


Ignition System

- All D16B5 engines; All '99-'00 Models except D16Y5 with M/T

NOTE: For Service Check Connector details, see page 24-4 (except D16B5) or 25-4 (D16B5).

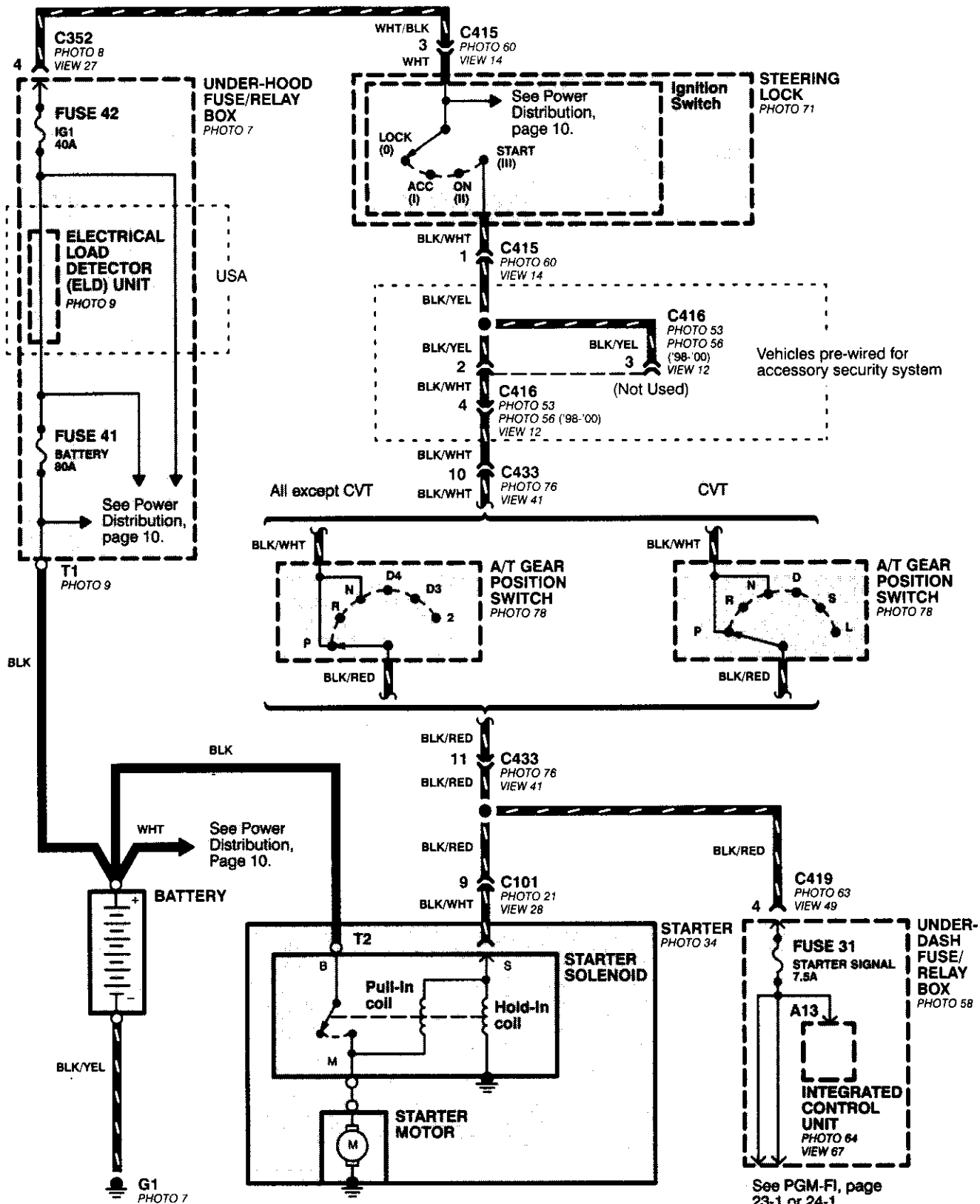




Starting System

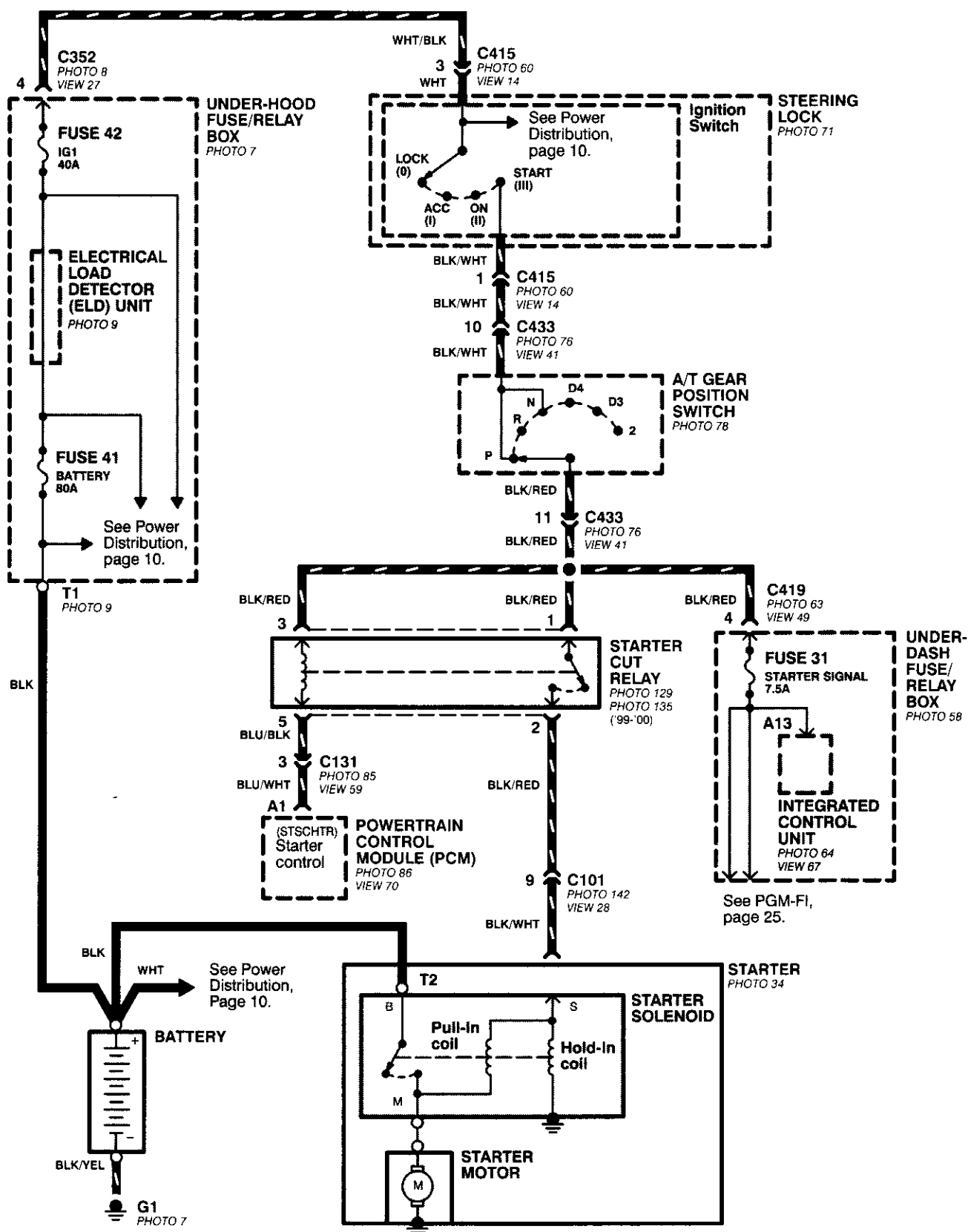
- Automatic Transmission (All except D16B5)

NOTE: For cars equipped with optional security system, see Security System, page 133-3, 133-7, or 133-12 for starting system circuit schematic.





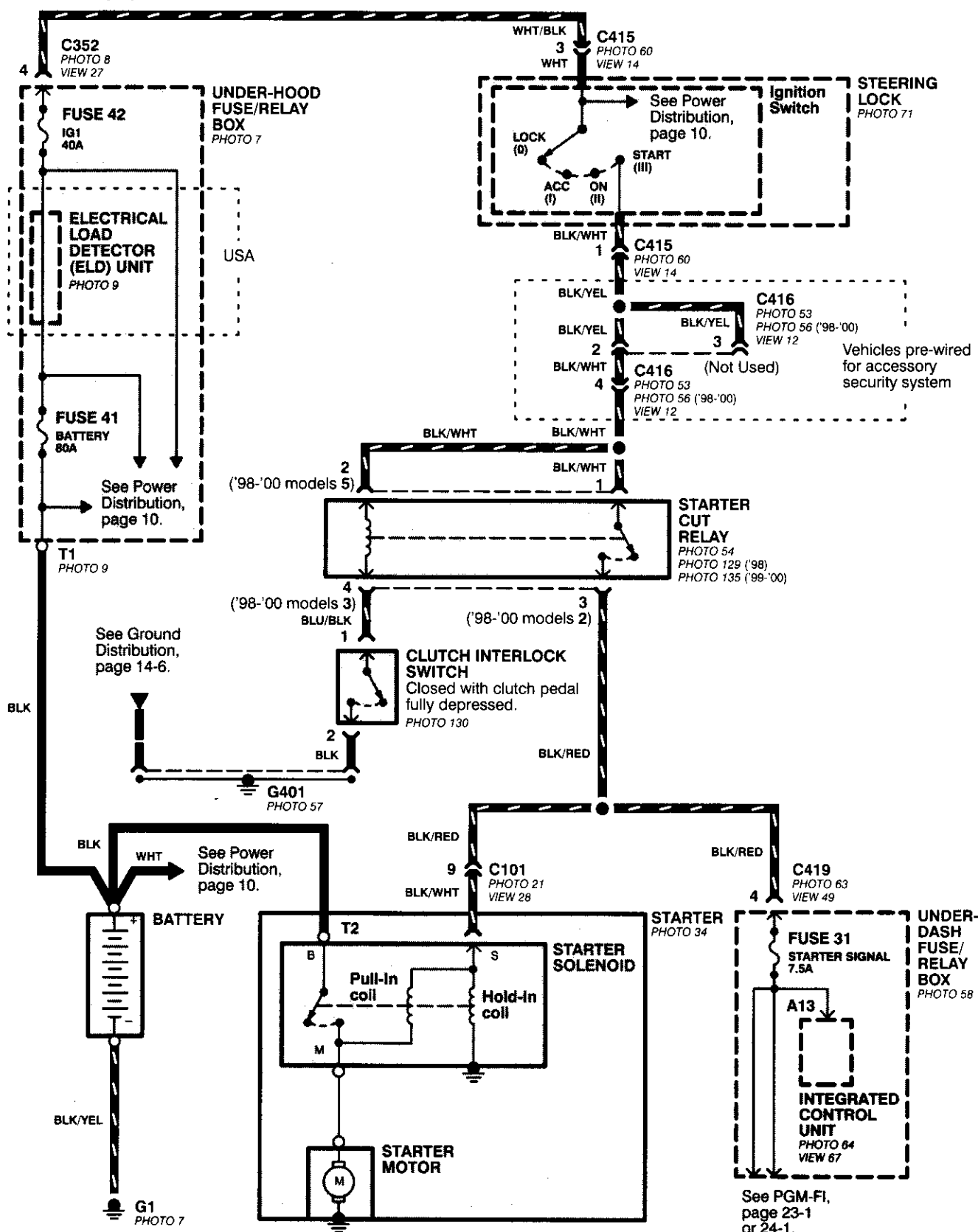
- Automatic Transmission (D16B5)



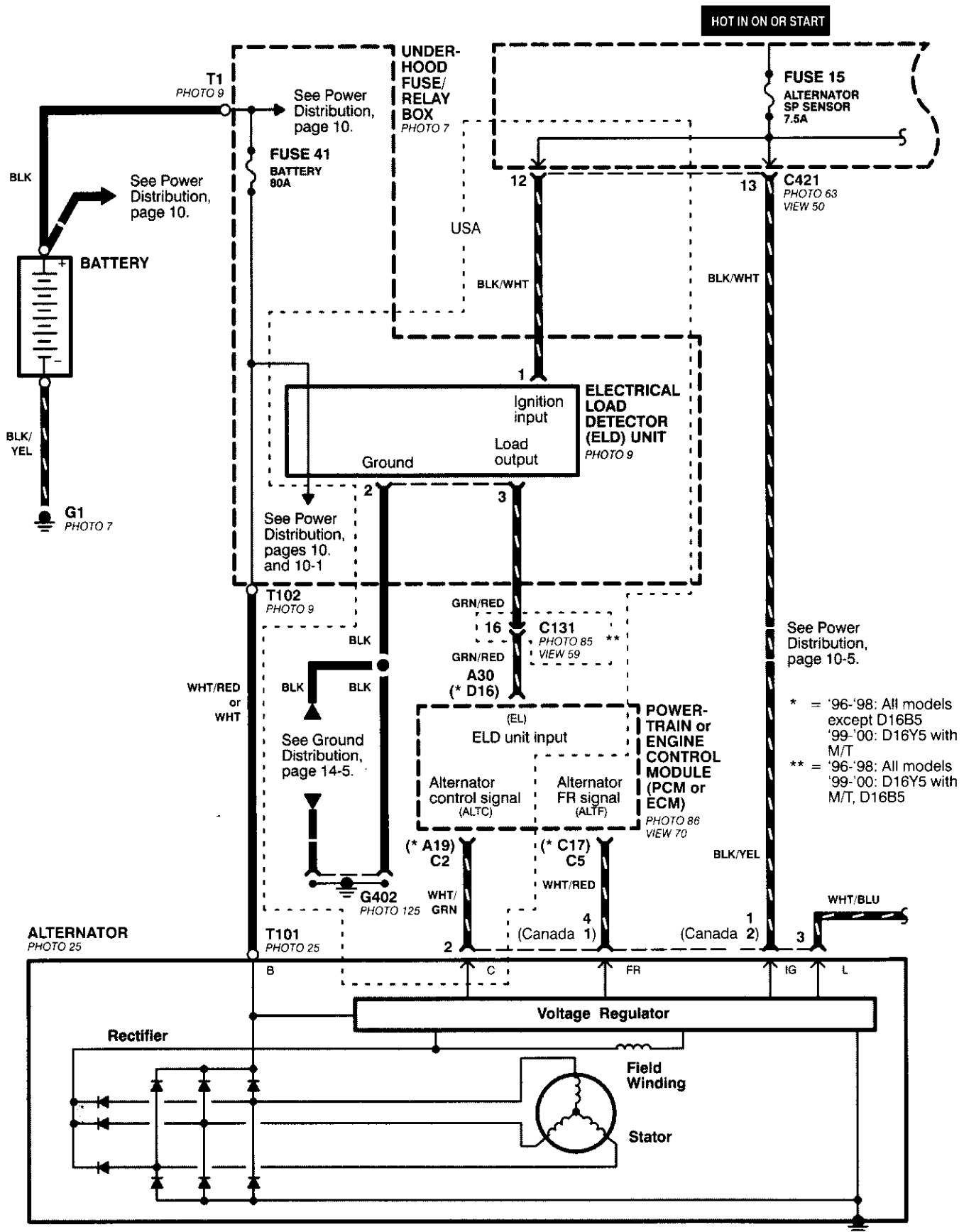
Starting System

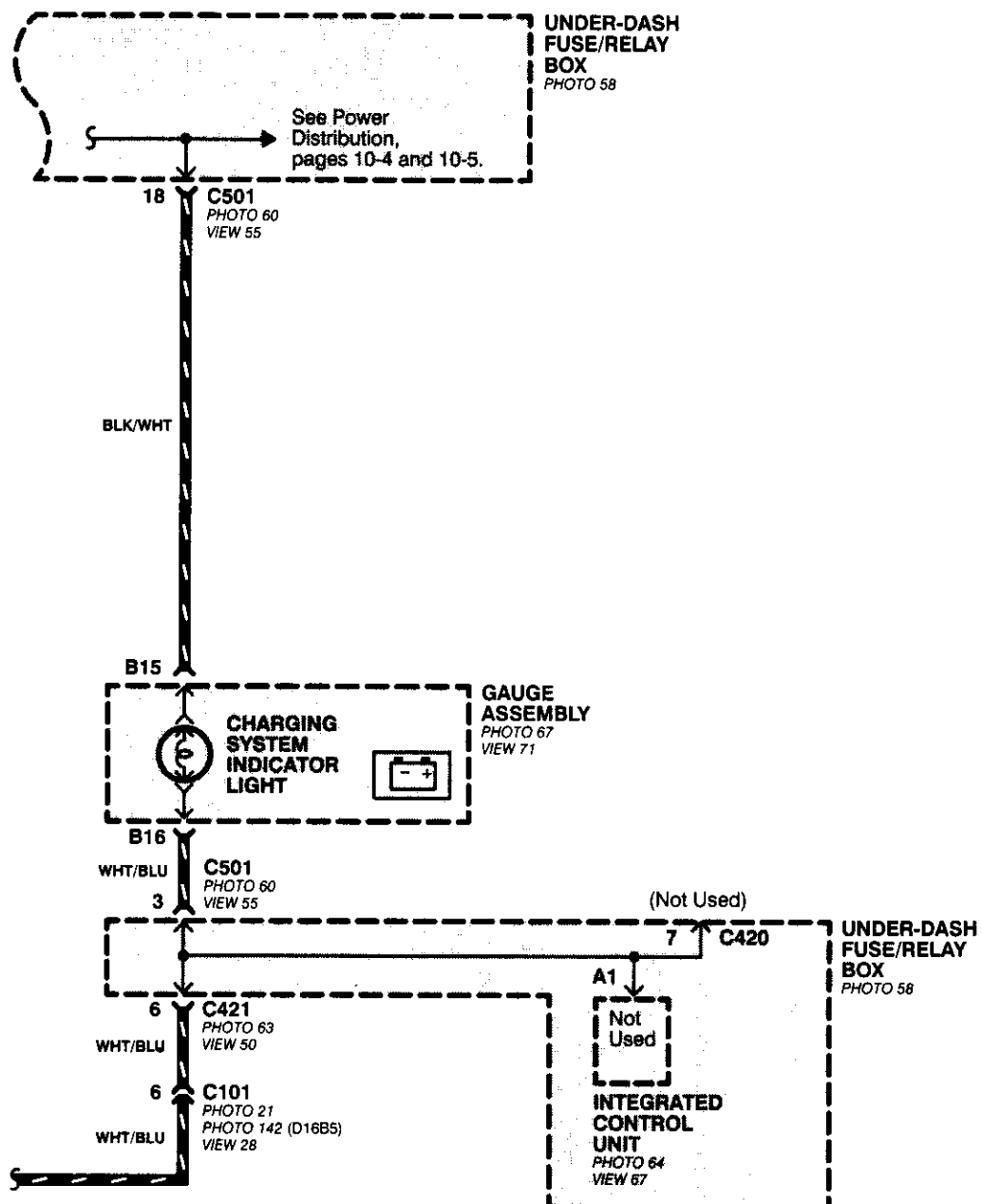
Manual Transmission

NOTE: For cars equipped with optional security system, see Security System, page 133-3, or 133-7, or 133-12 for starting system circuit schematic.

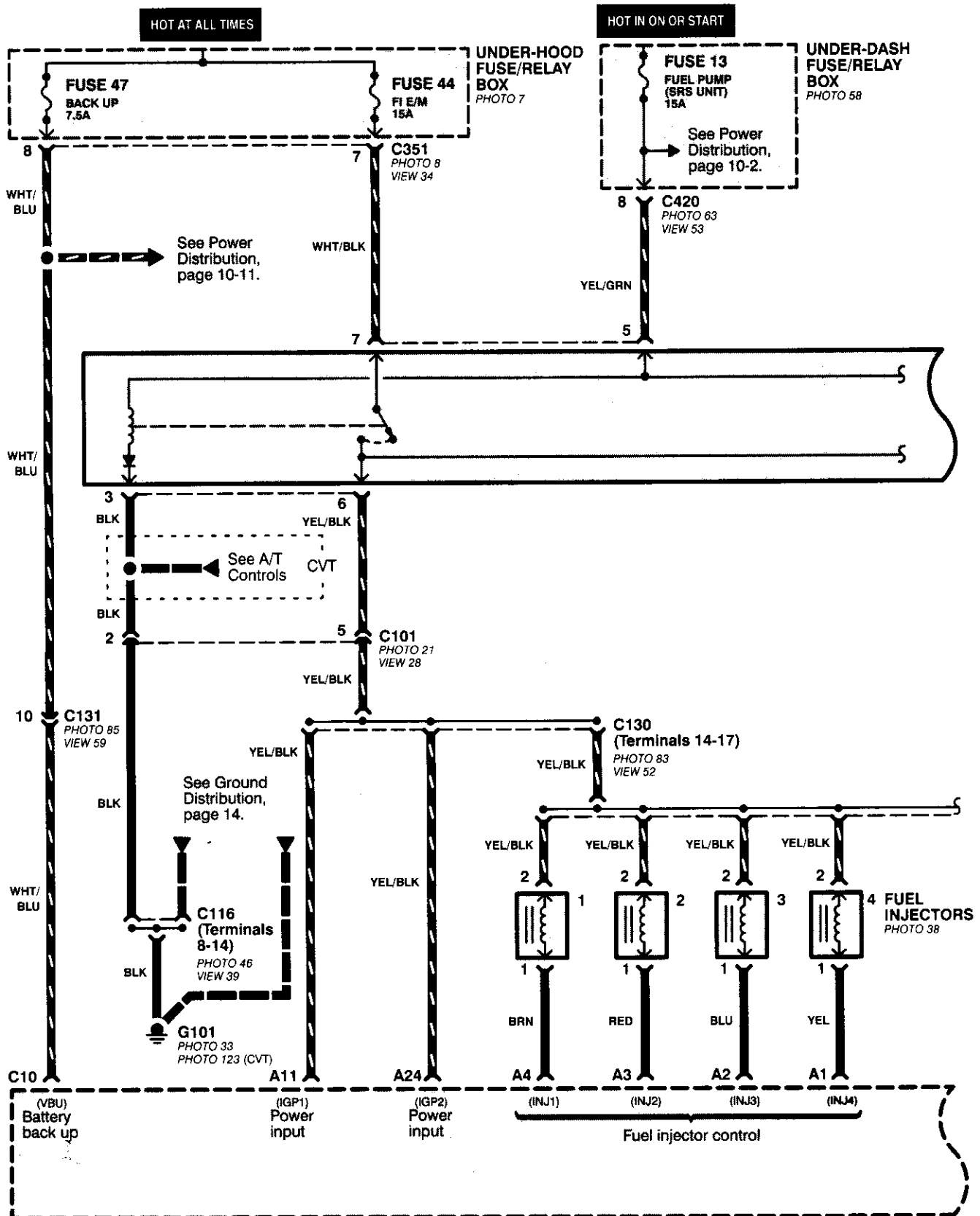


Charging System



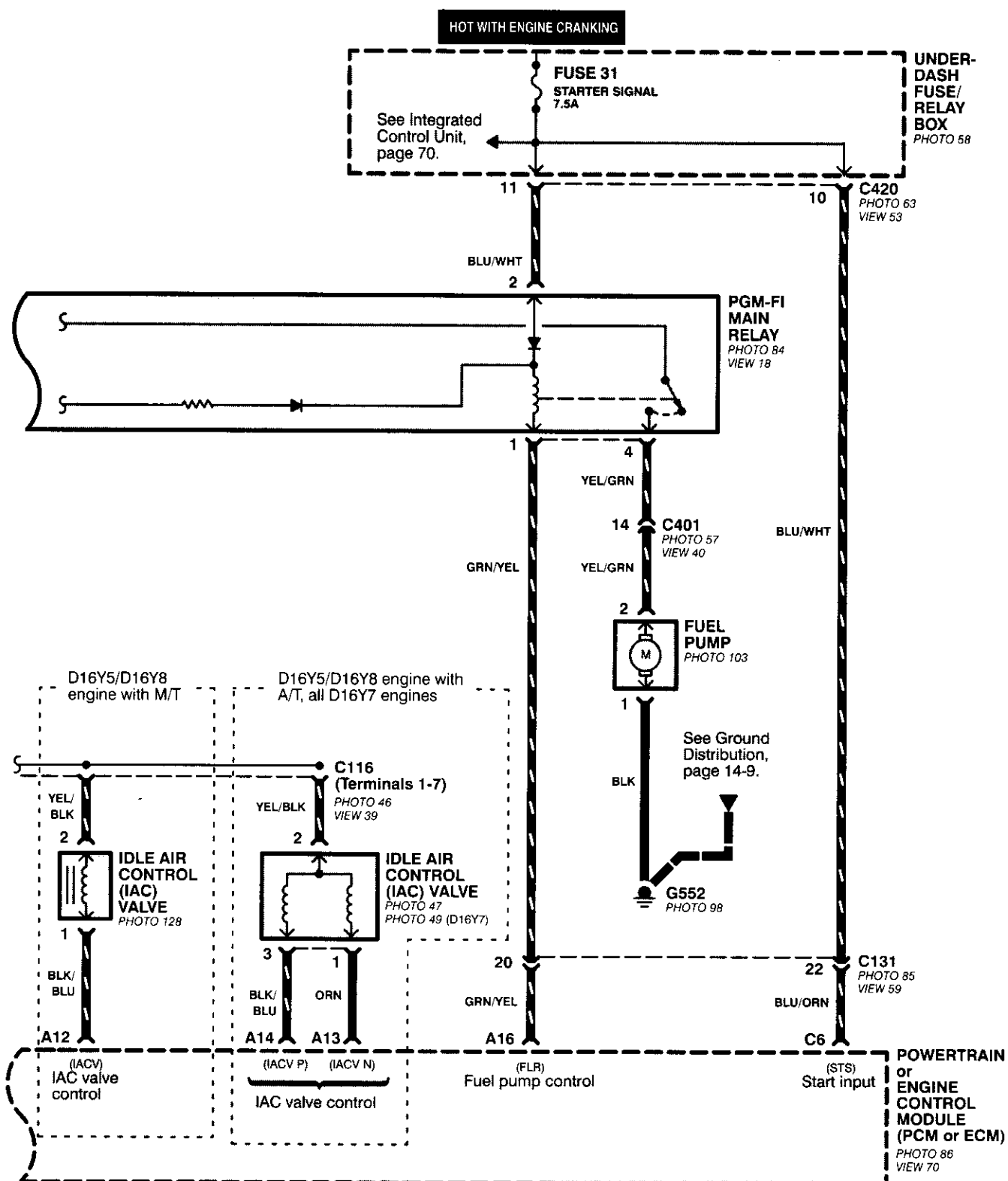


PGM-FI (All '96-'98 Models except D16B5; '99-'00 D16Y5 with M/T)



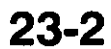


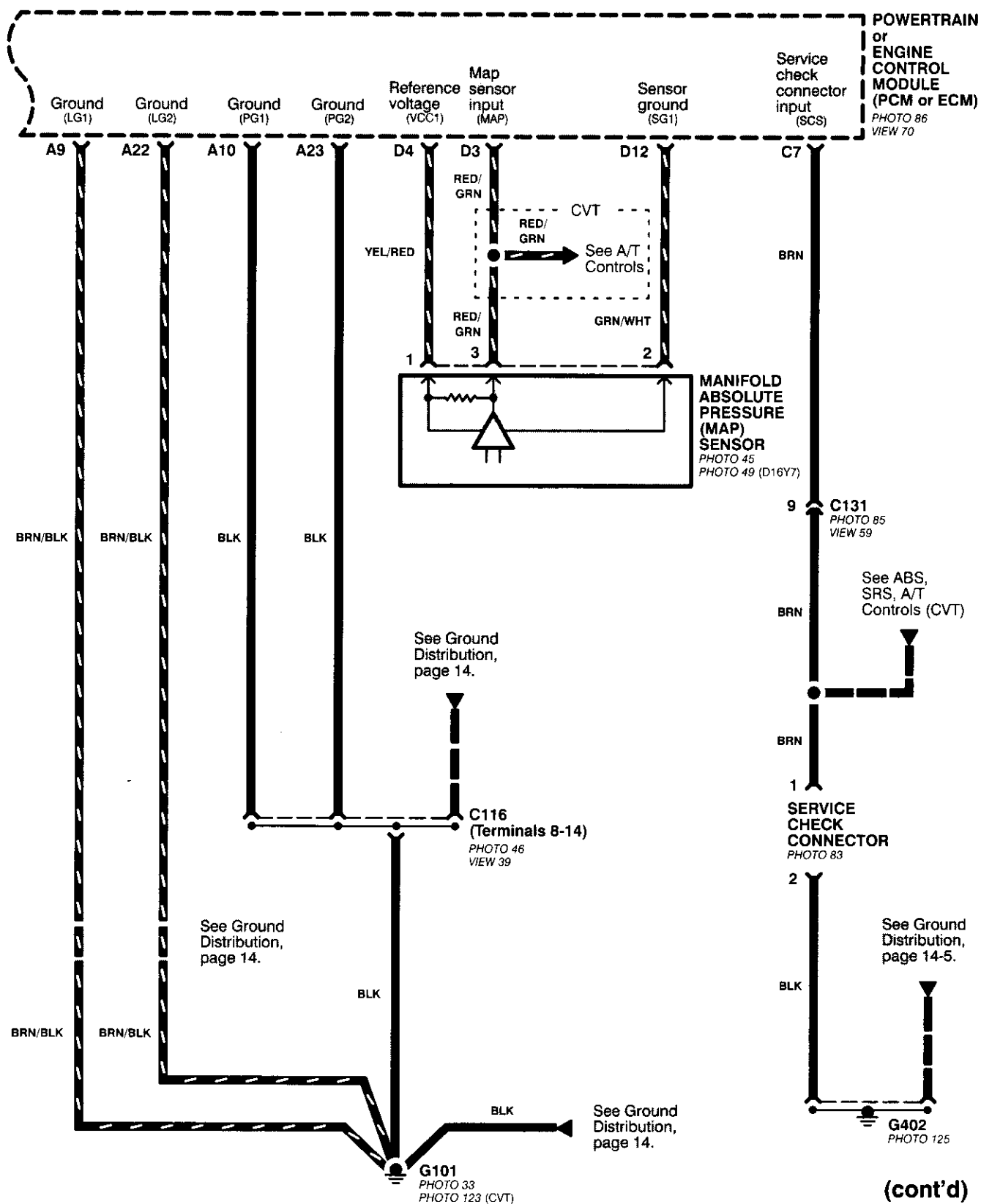
NOTE: Fuse 31 is HOT with Ignition Switch in START (III) and clutch pedal depressed or A/T Gear Selector in PARK (P) or NEUTRAL (N), see Starting System, page 21 or 21-2.



(cont'd)

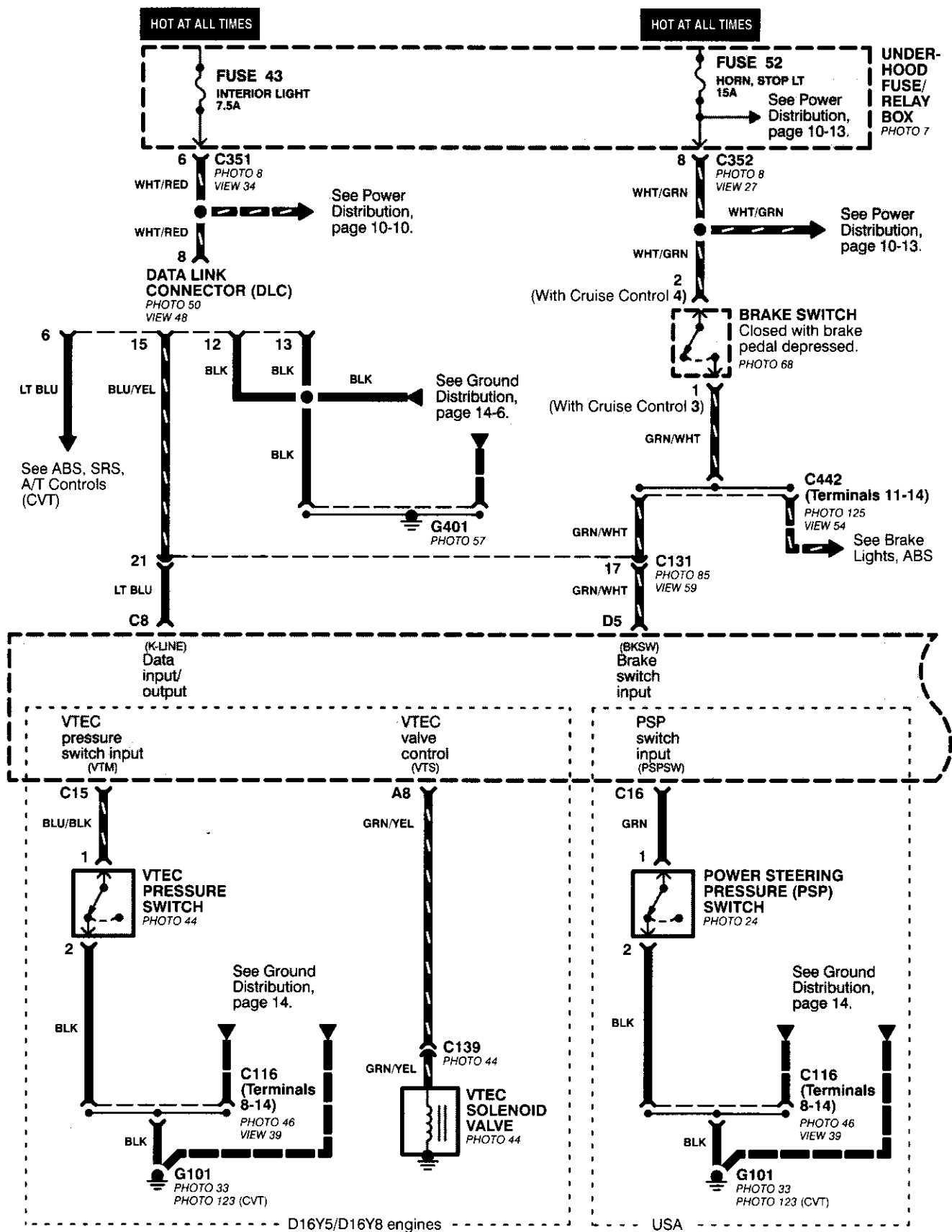
A decorative vertical line with a pointed bottom and two circular ornaments. The line is black and has a slightly textured appearance. The top ornament is a small circle with a crescent-shaped cutout on the left side. The bottom ornament is a larger circle with a crescent-shaped cutout on the left side. The line ends in a sharp point at the bottom.

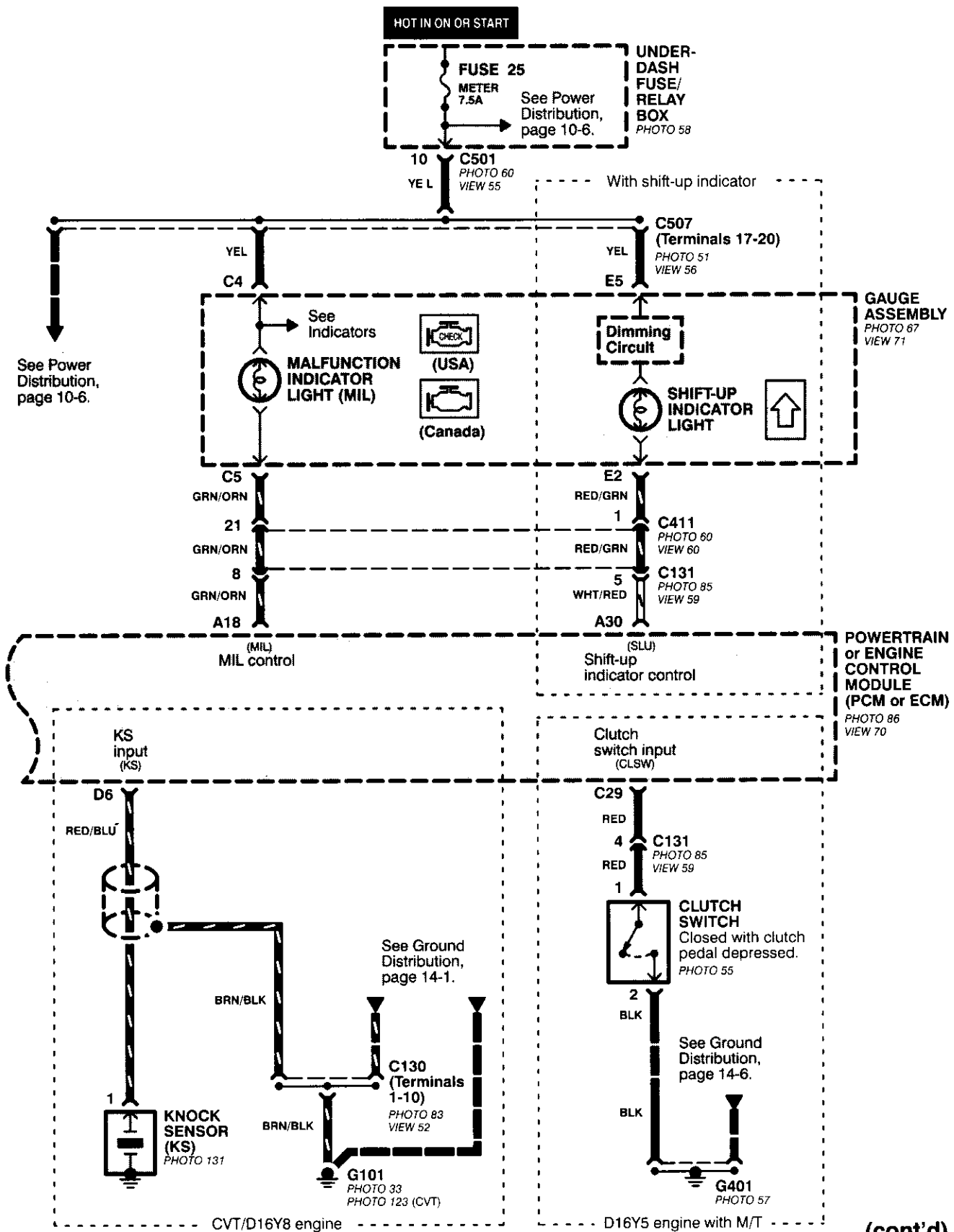




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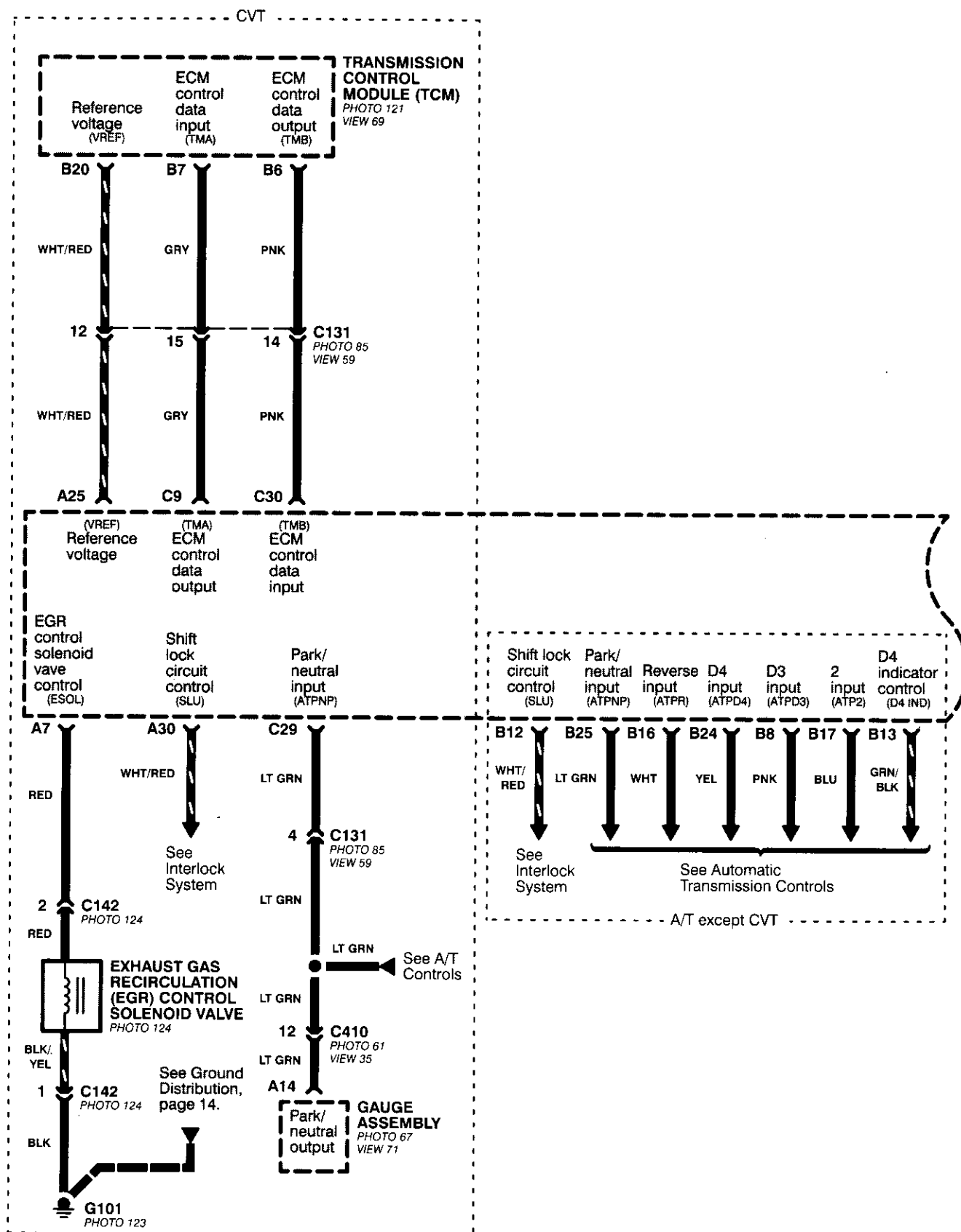
PGM-FI (All '96-'98 Models except D16B5; '99-'00 D16Y5 with M/T)

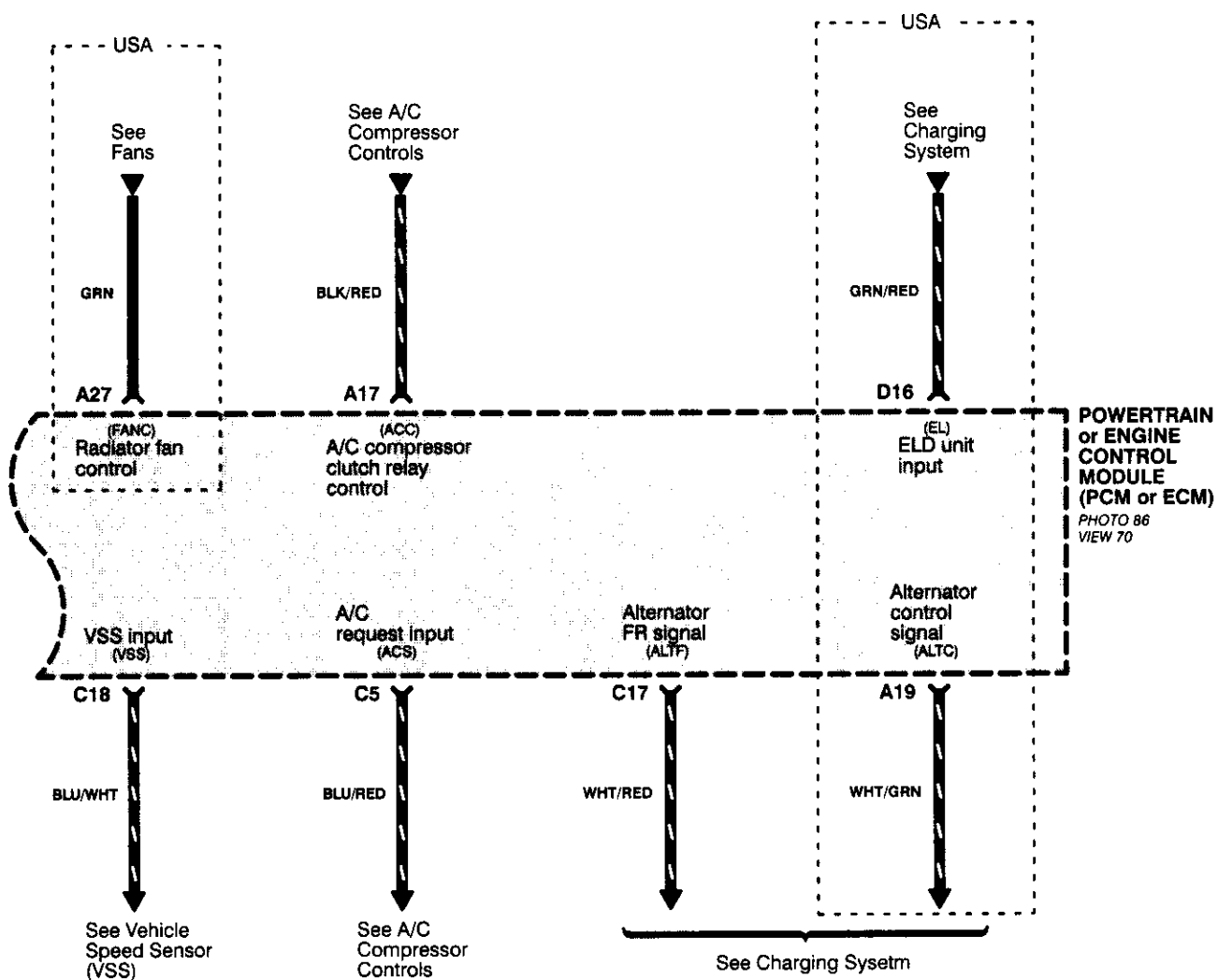
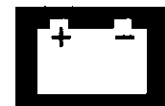




(cont'd)

PGM-FI (All '96-'98 Models except D16B5; '99-'00 D16Y5 with M/T)

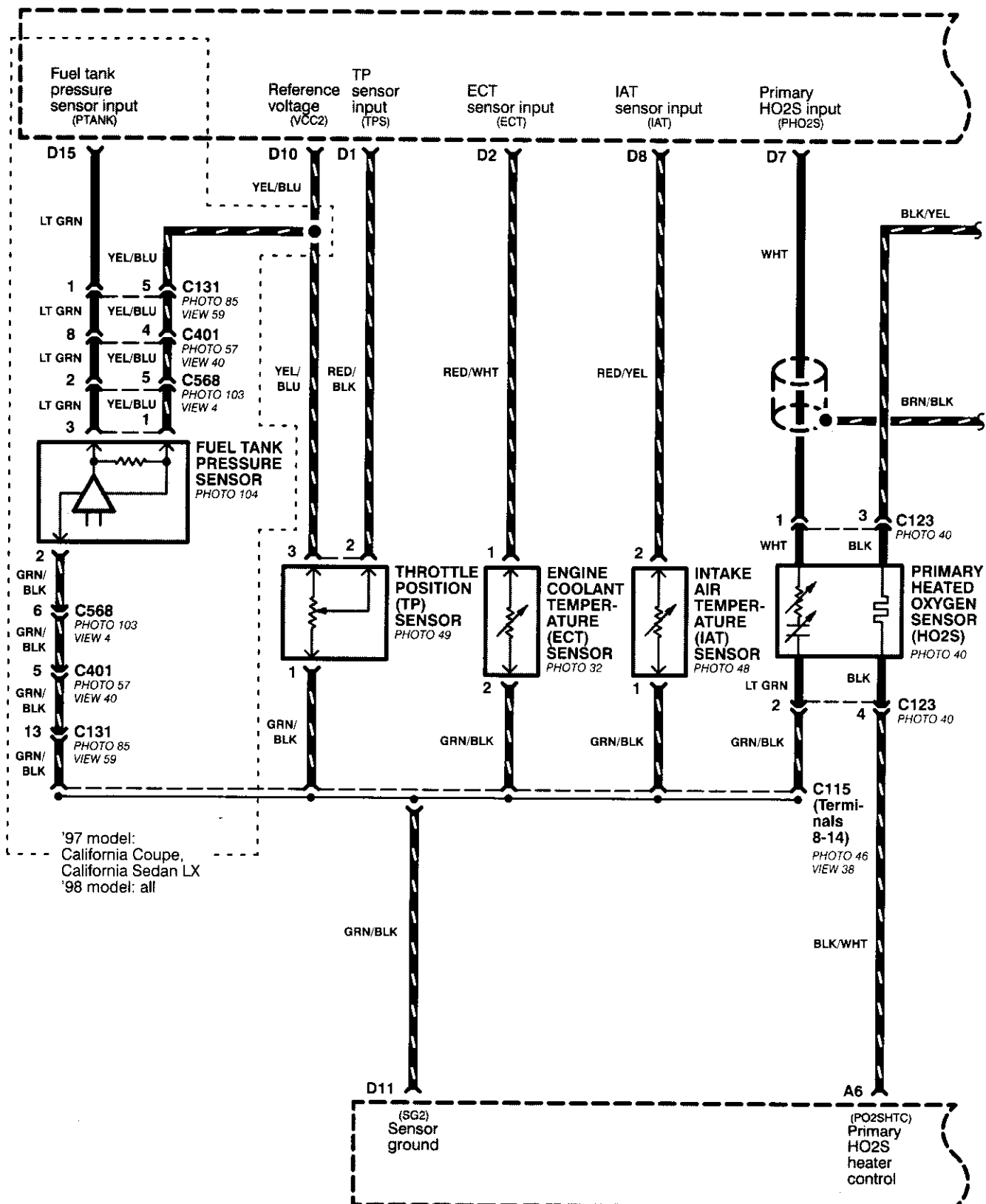


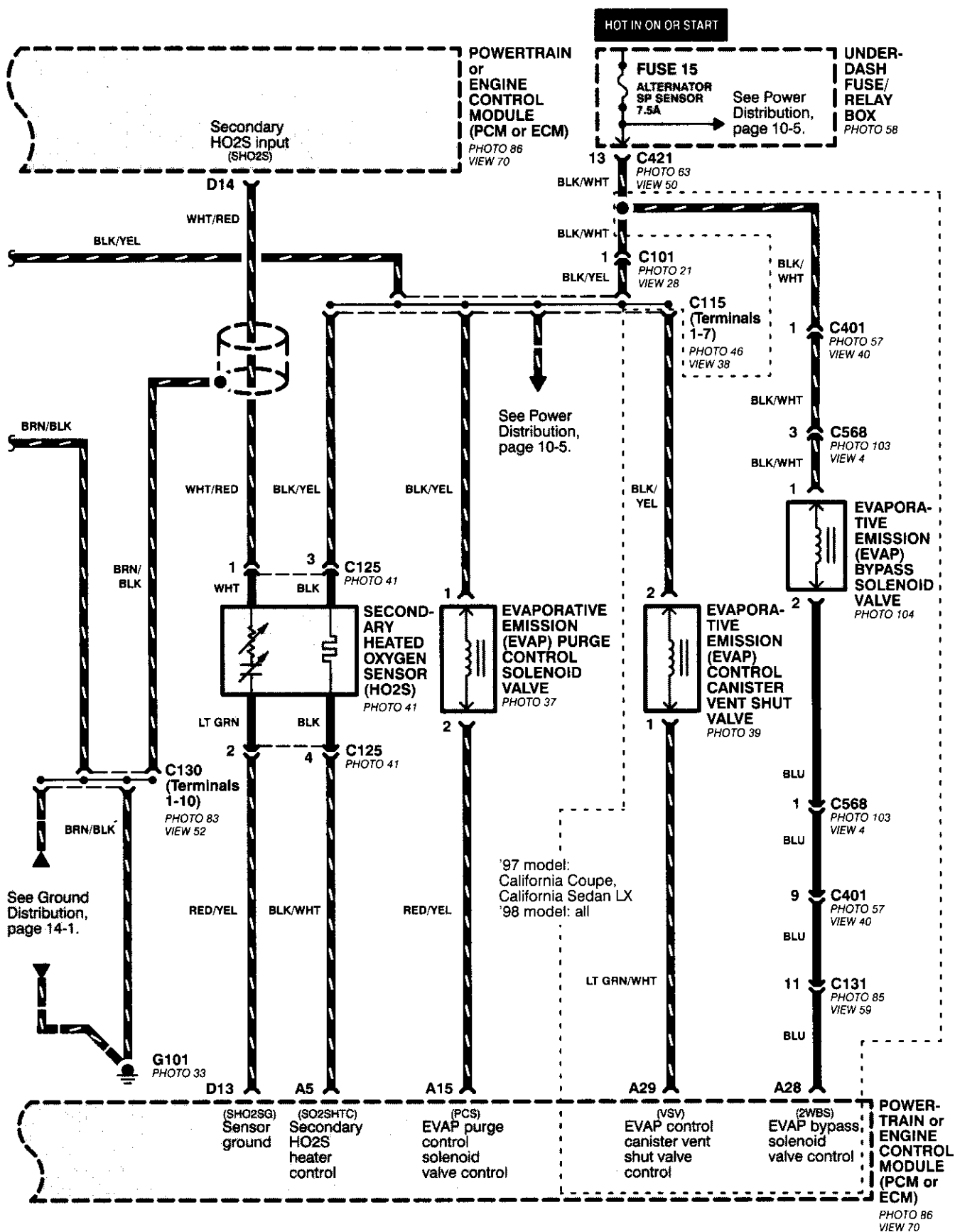


(cont'd)

PGM-FI (All '96-'98 Models except D16B5; '99-'00 D16Y5 with M/T)

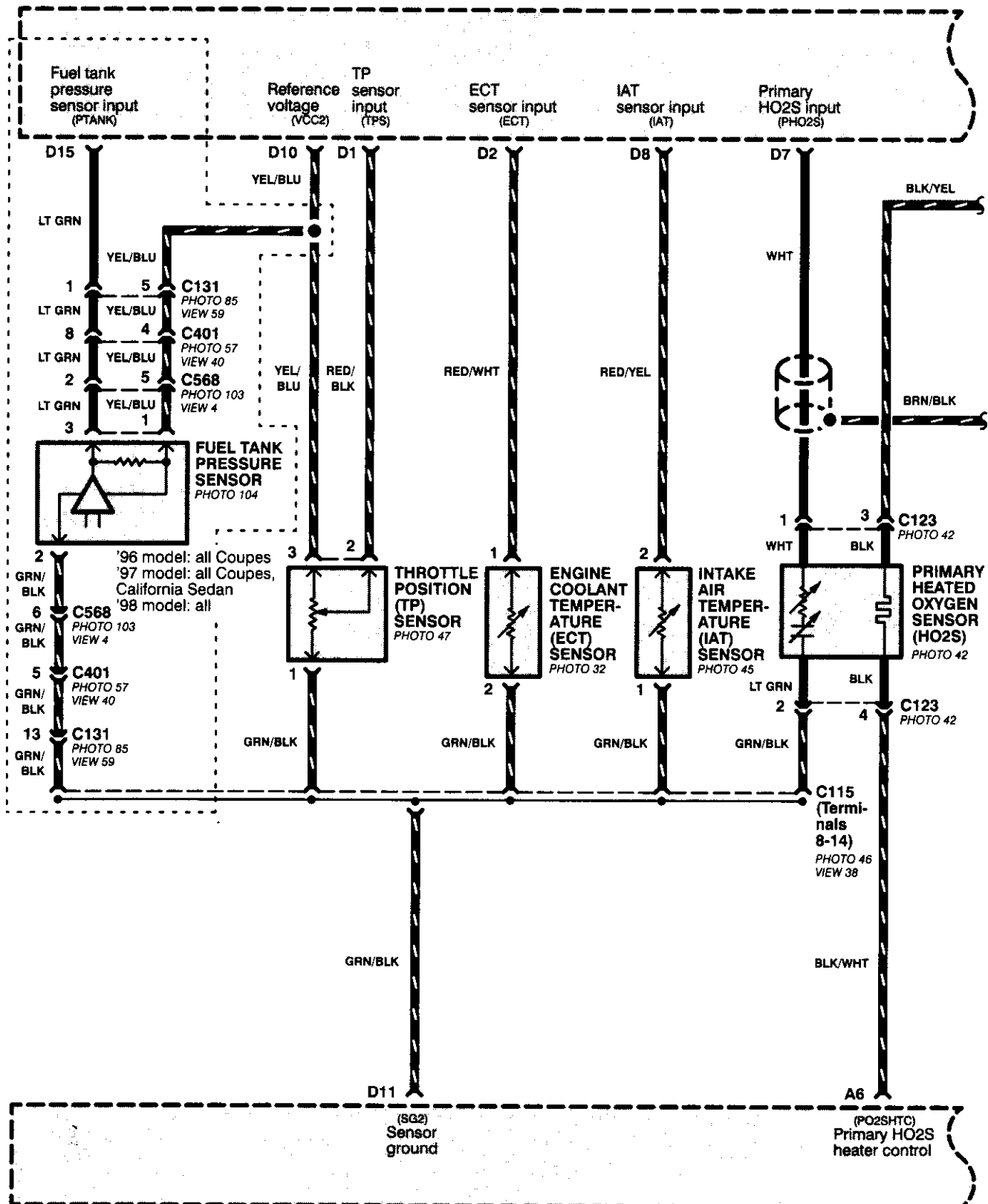
- D16Y7 Engine

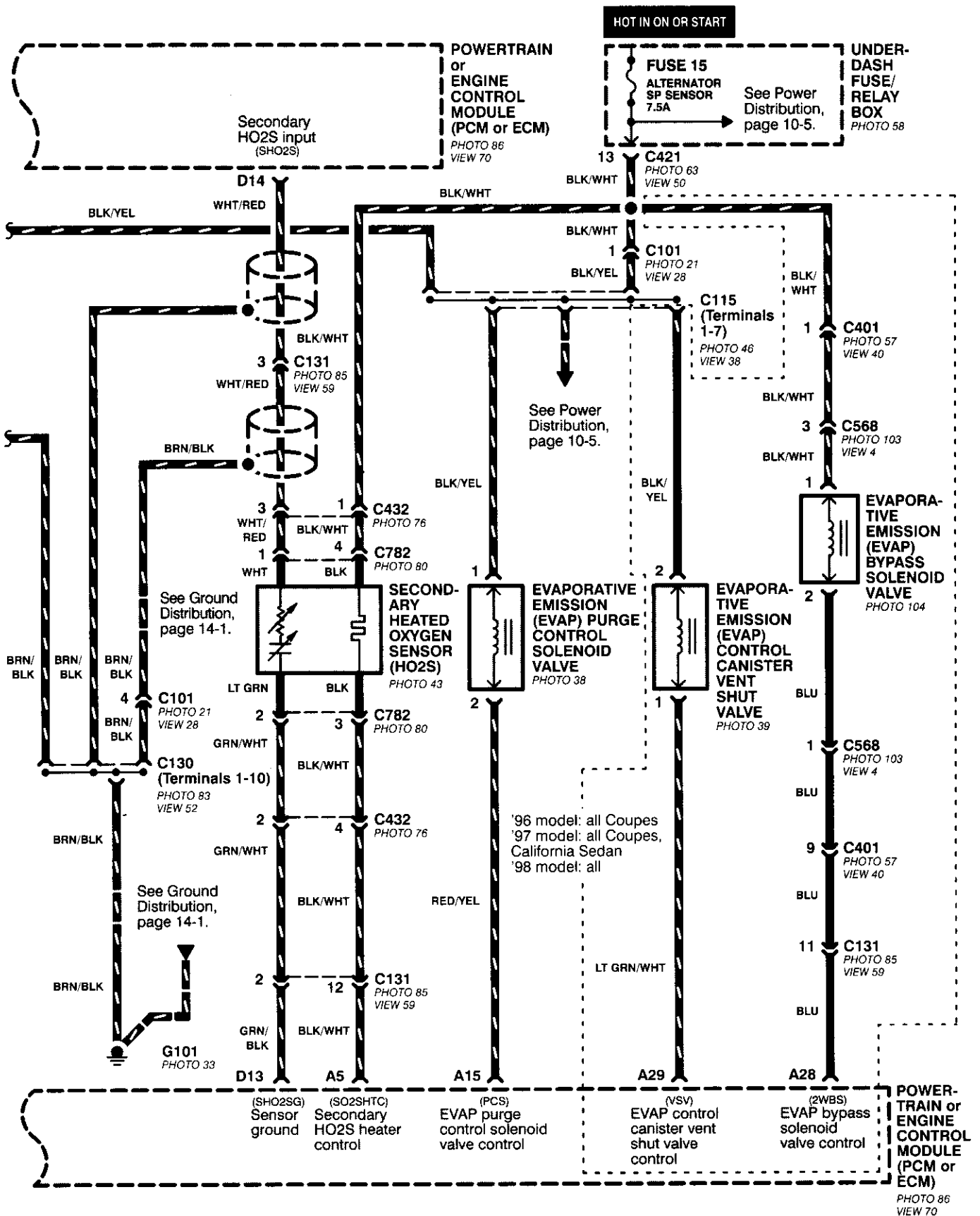
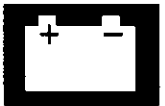




PGM-FI (All '96-'98 Models except D16B5; '99-'00 D16Y5 with M/T)

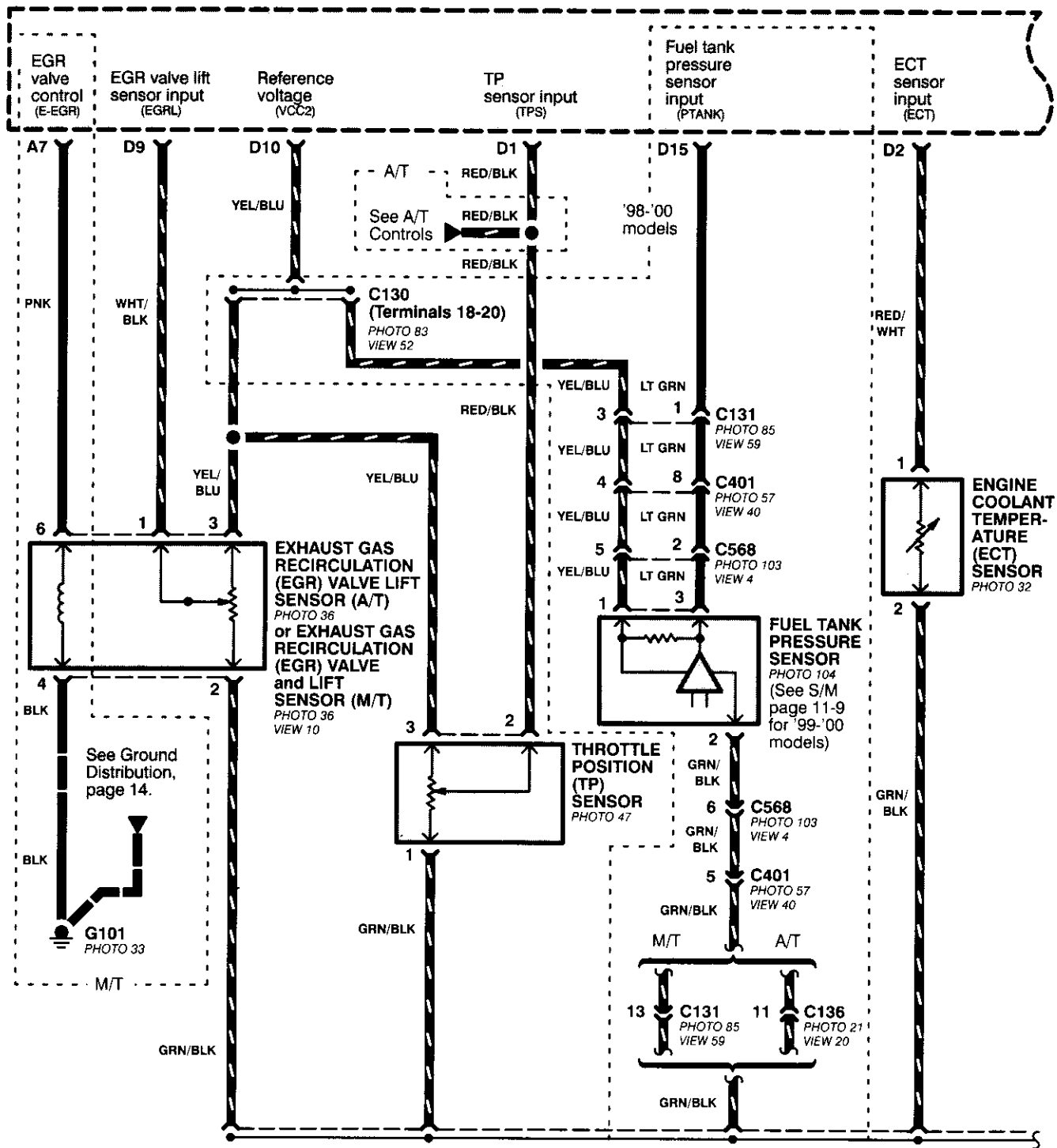
- D16Y8 Engine

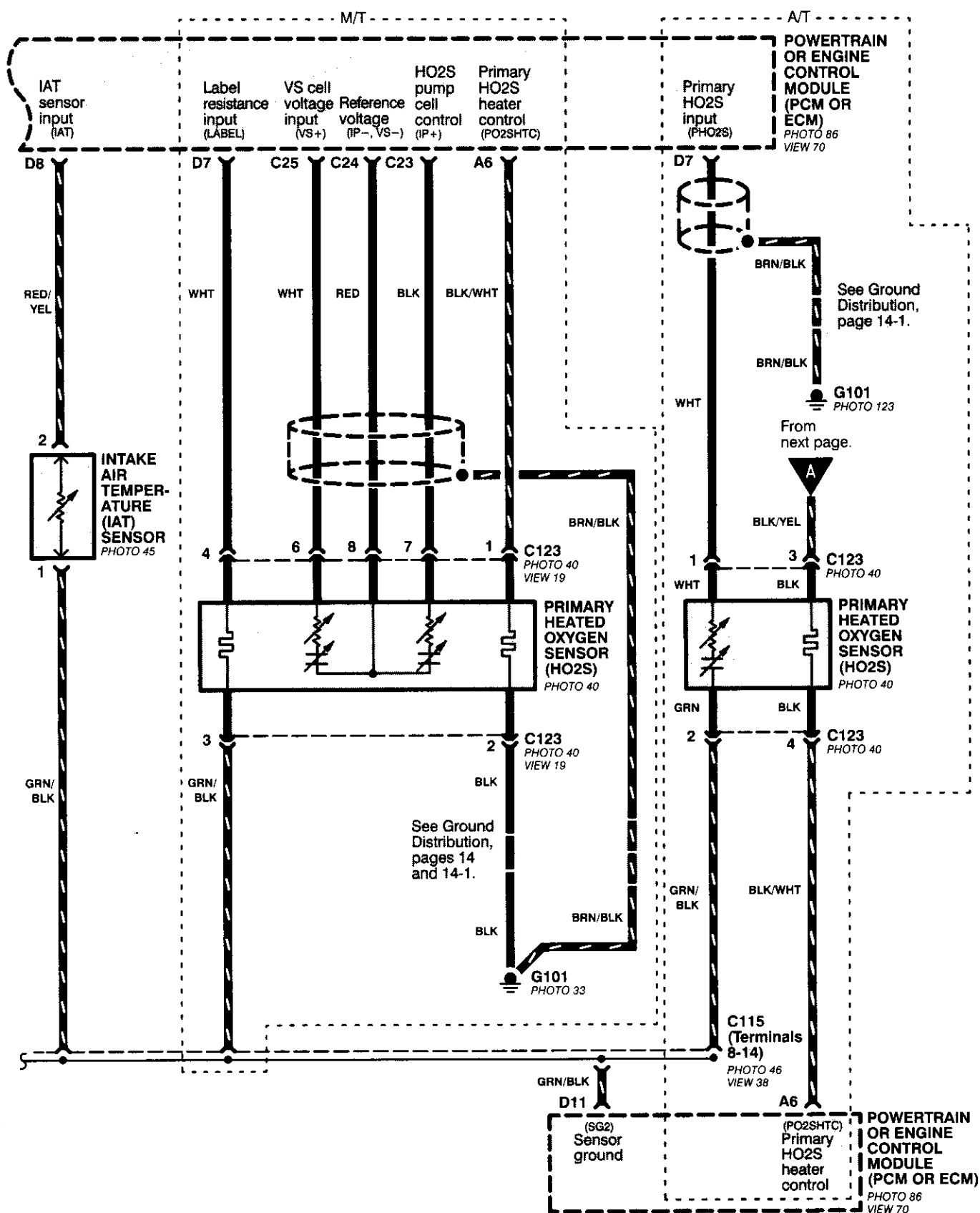




PGM-FI (All '96-'98 Models except D16B5; '99 D16Y5 with M/T)

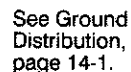
- D16Y5 Engine



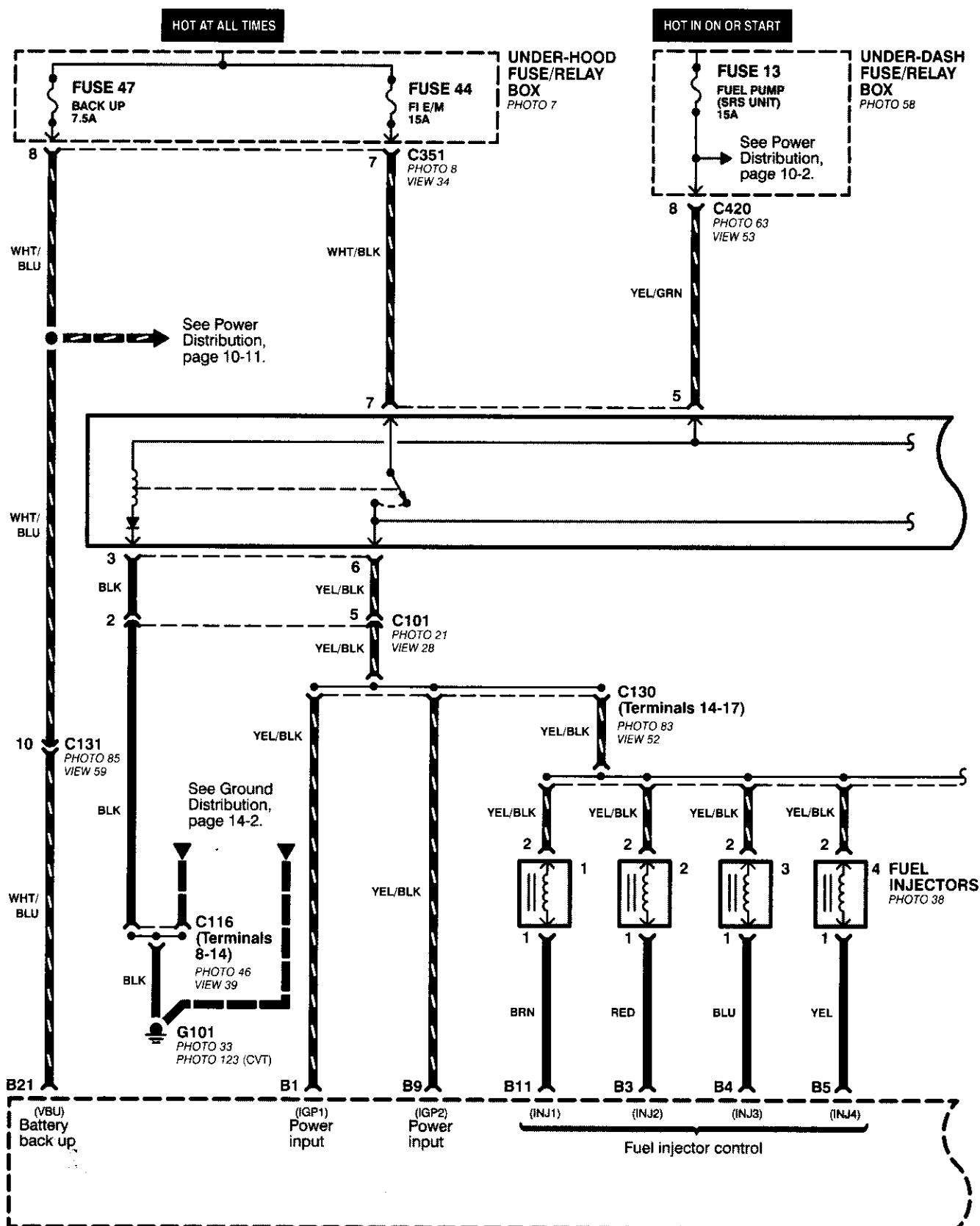


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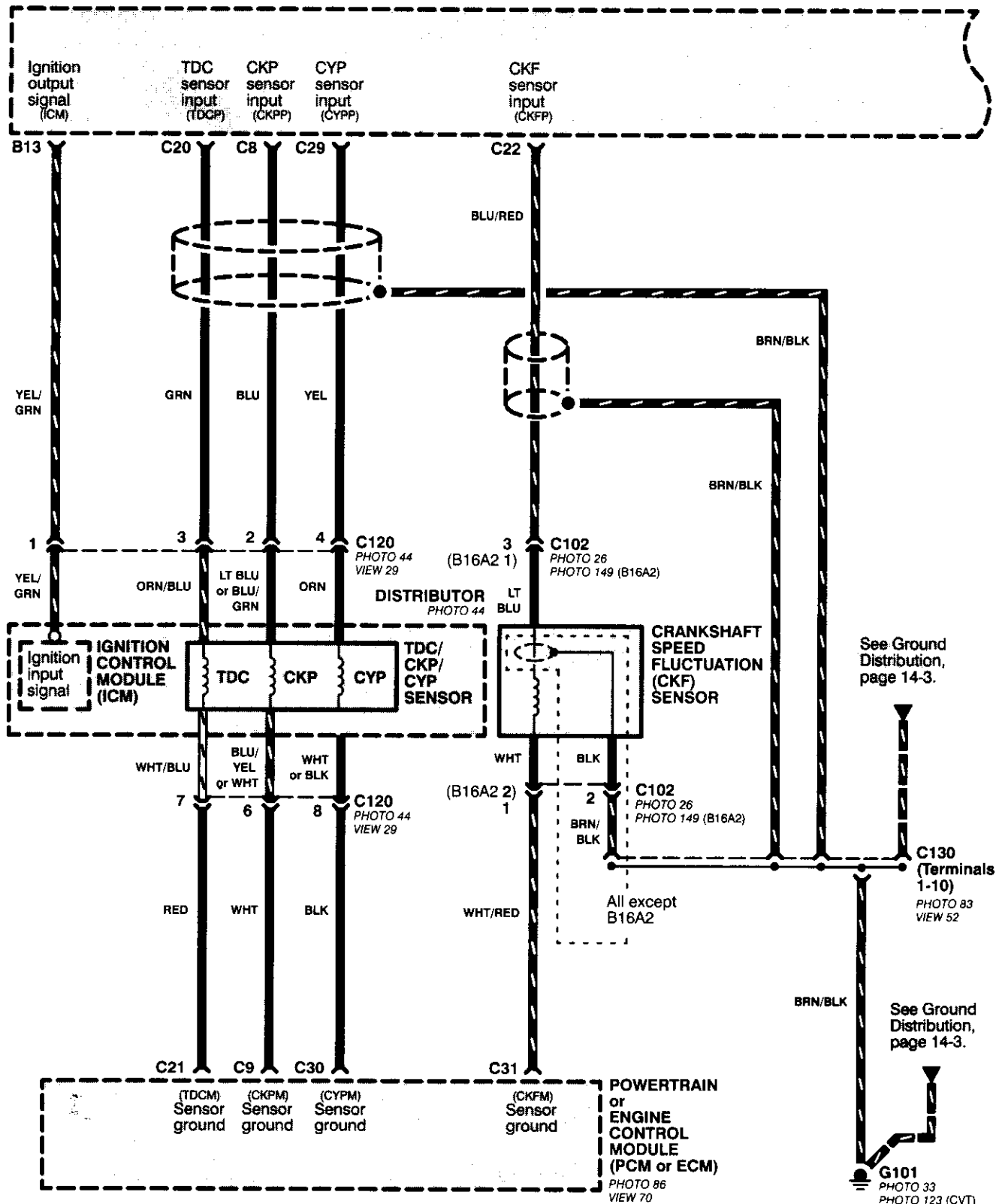
- D16Y5 engine (cont'd)

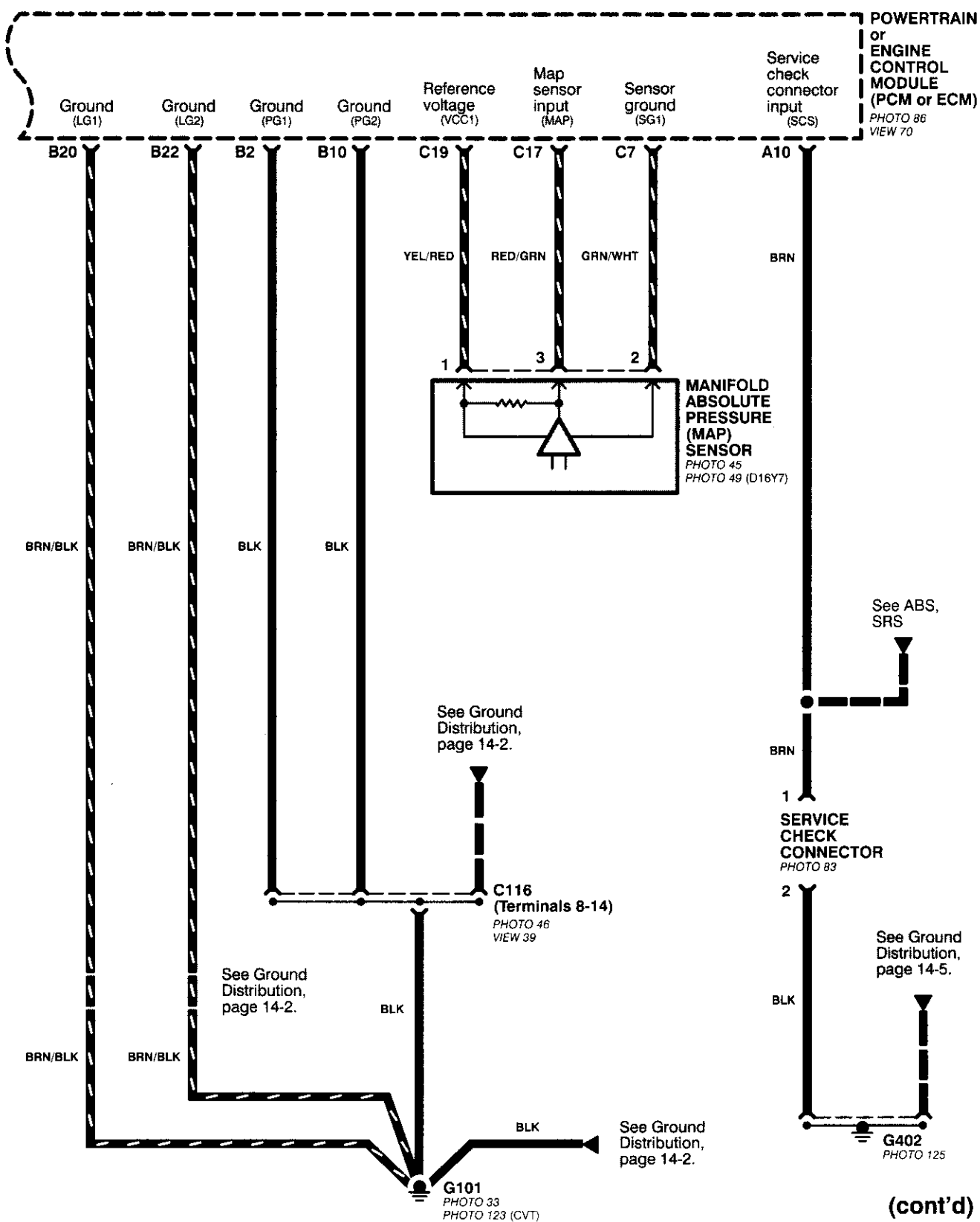


PGM-FI (All '99-'00 Models except D16Y5 with M/T and D16B5)



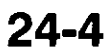
PGM-FI (All '99-'00 Models except D16Y5 with M/T and D16B5) (cont'd)

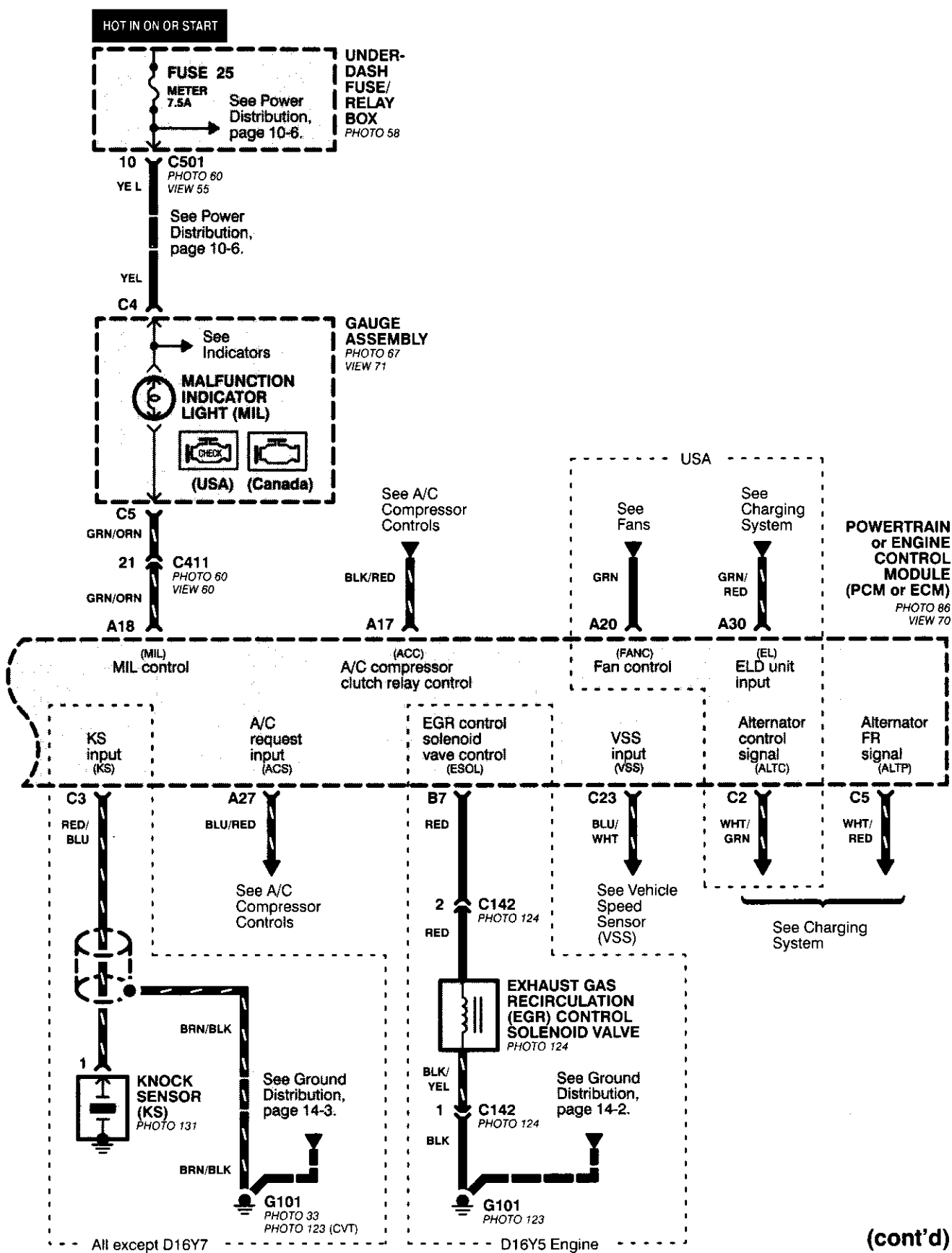




(cont'd)

A vertical line with three decorative loops or knots. The loops are positioned at the top, middle, and bottom of the line. Each loop is formed by a small circle with a tail that loops back to the main line. The line is black and the background is white.

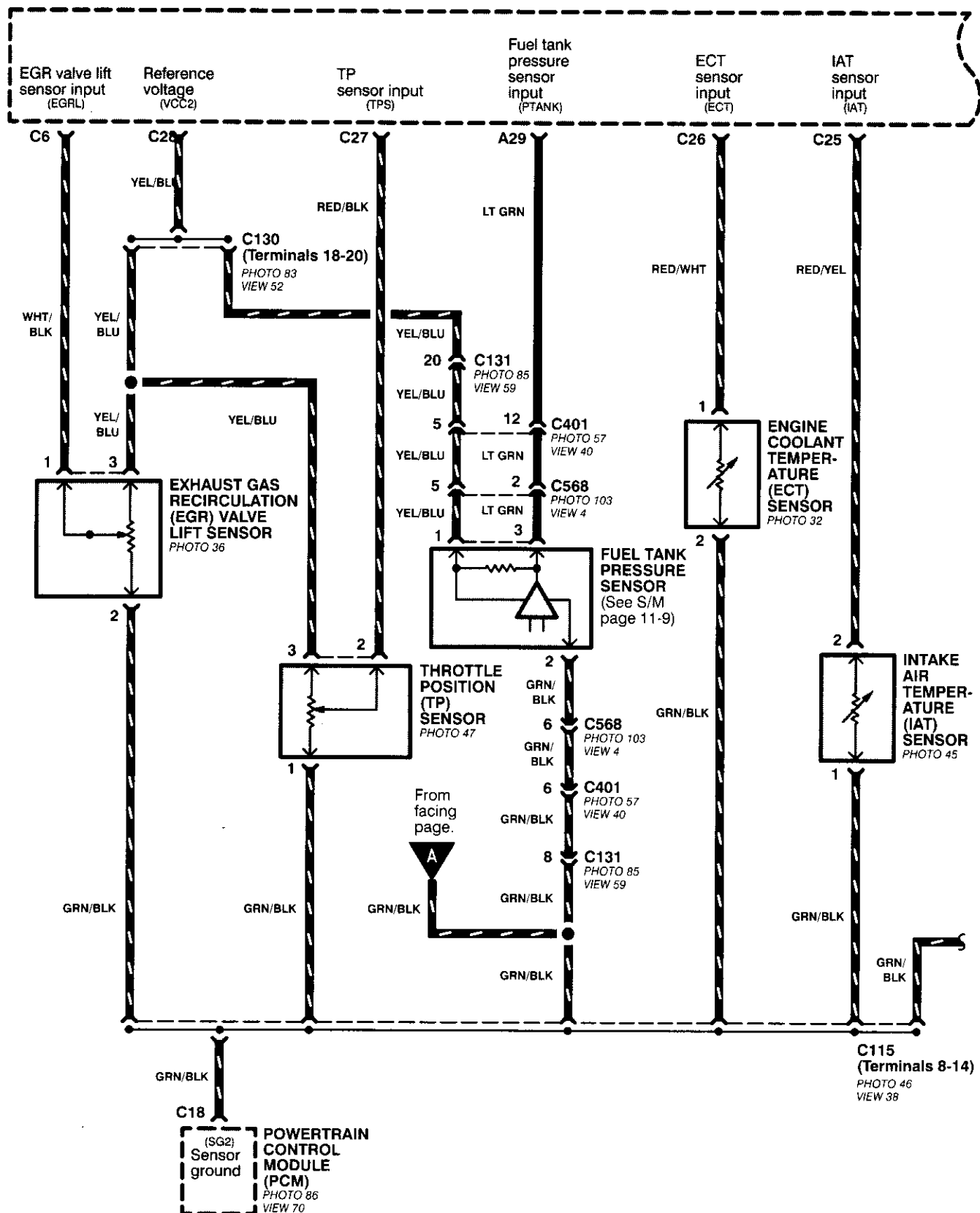


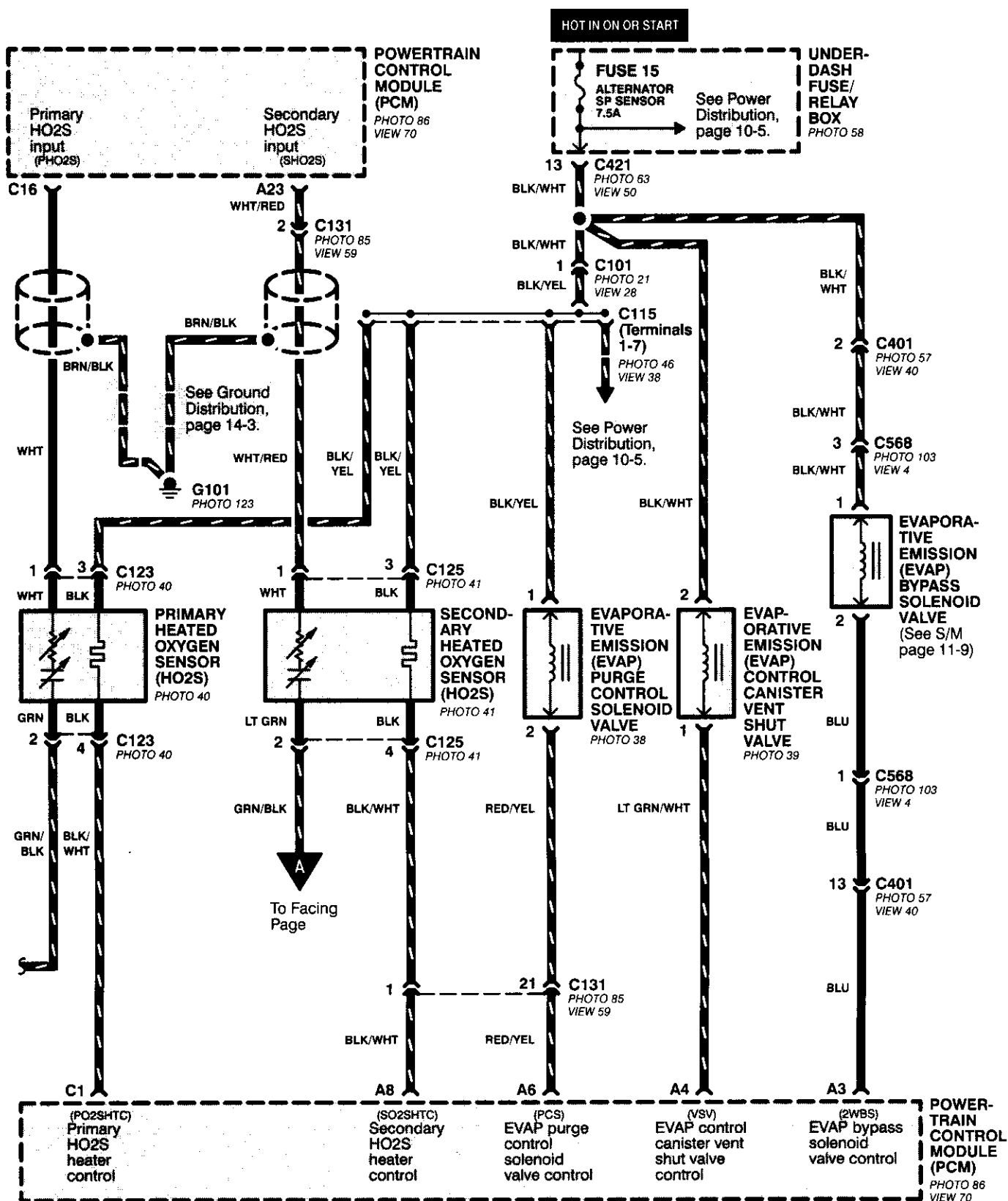


(cont'd)

PGM-FI (All '99-'00 Models except D16Y5 with M/T and D16B5) (cont'd)

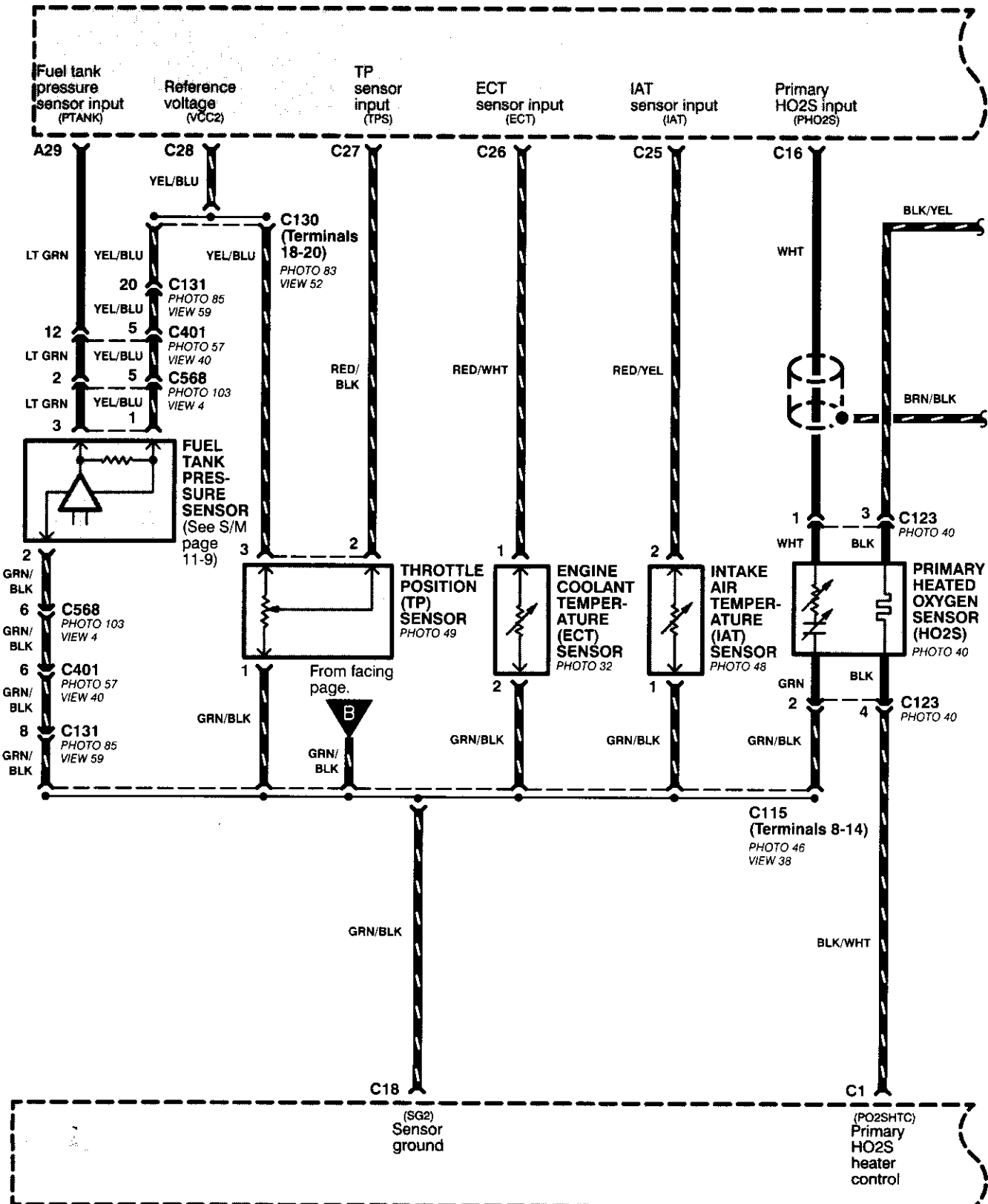
- D16Y5 Engine

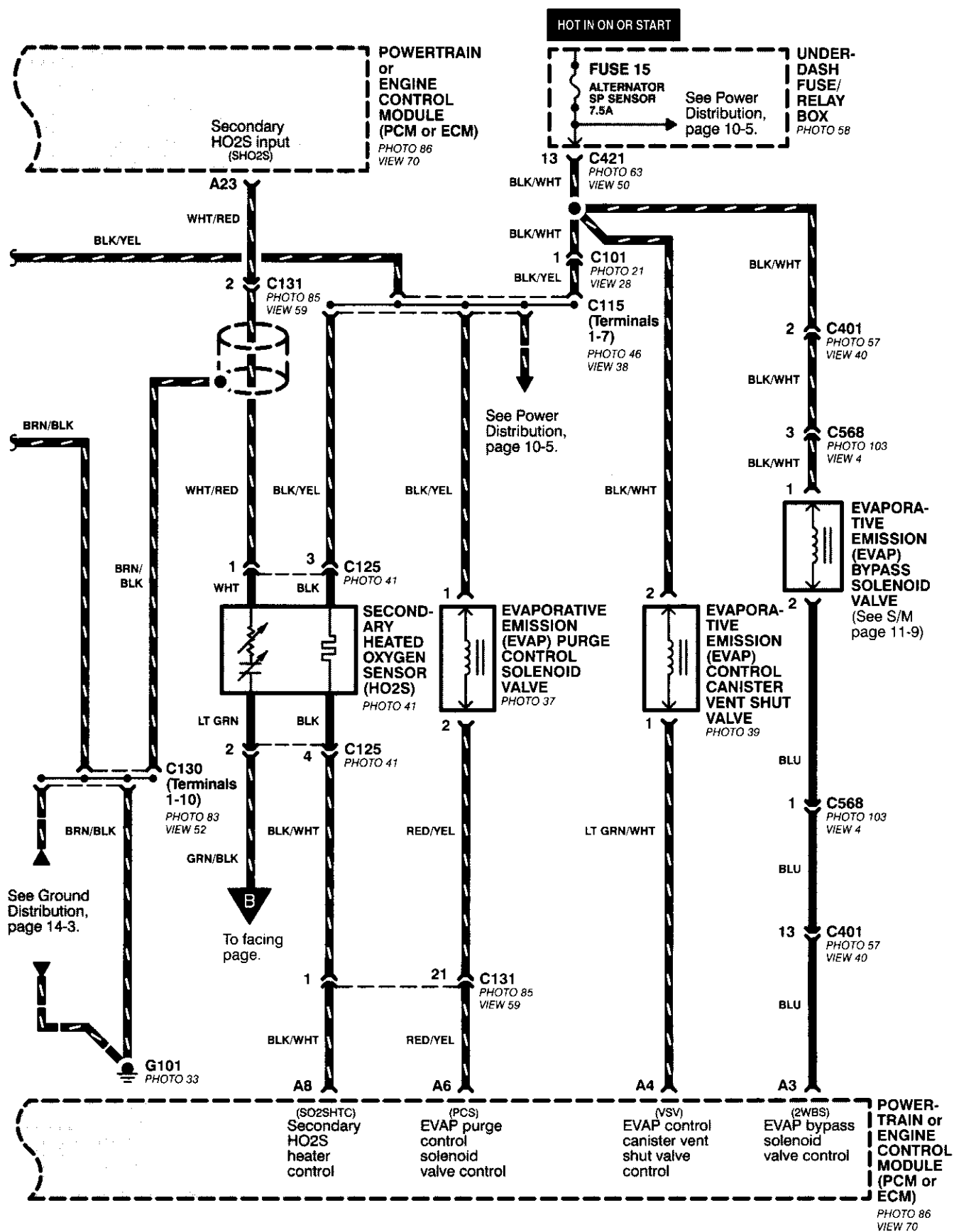




PGM-FI (All '99-'00 Models except D16Y5 with M/T and D16B5) (cont'd)

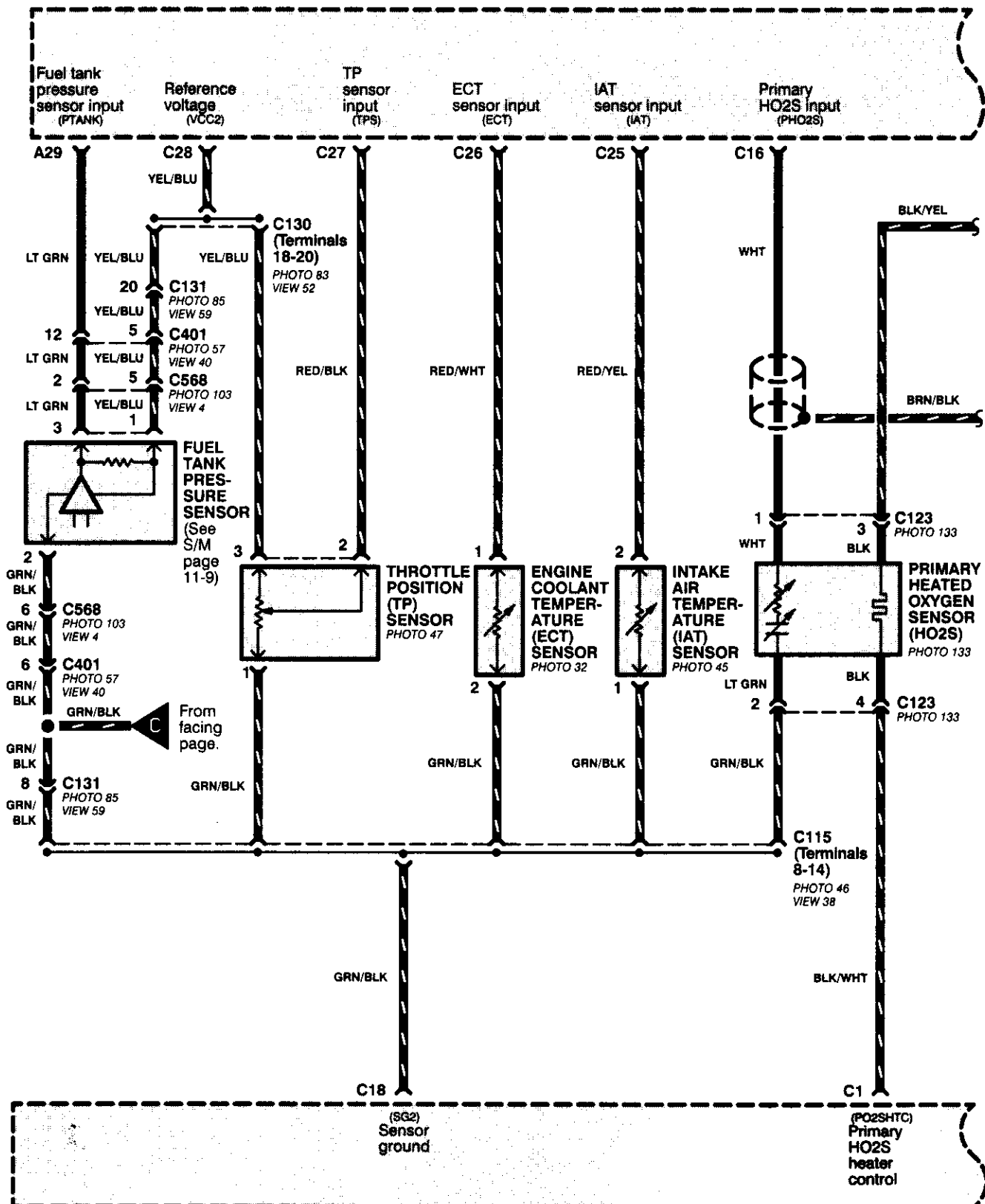
- D16Y7 Engine

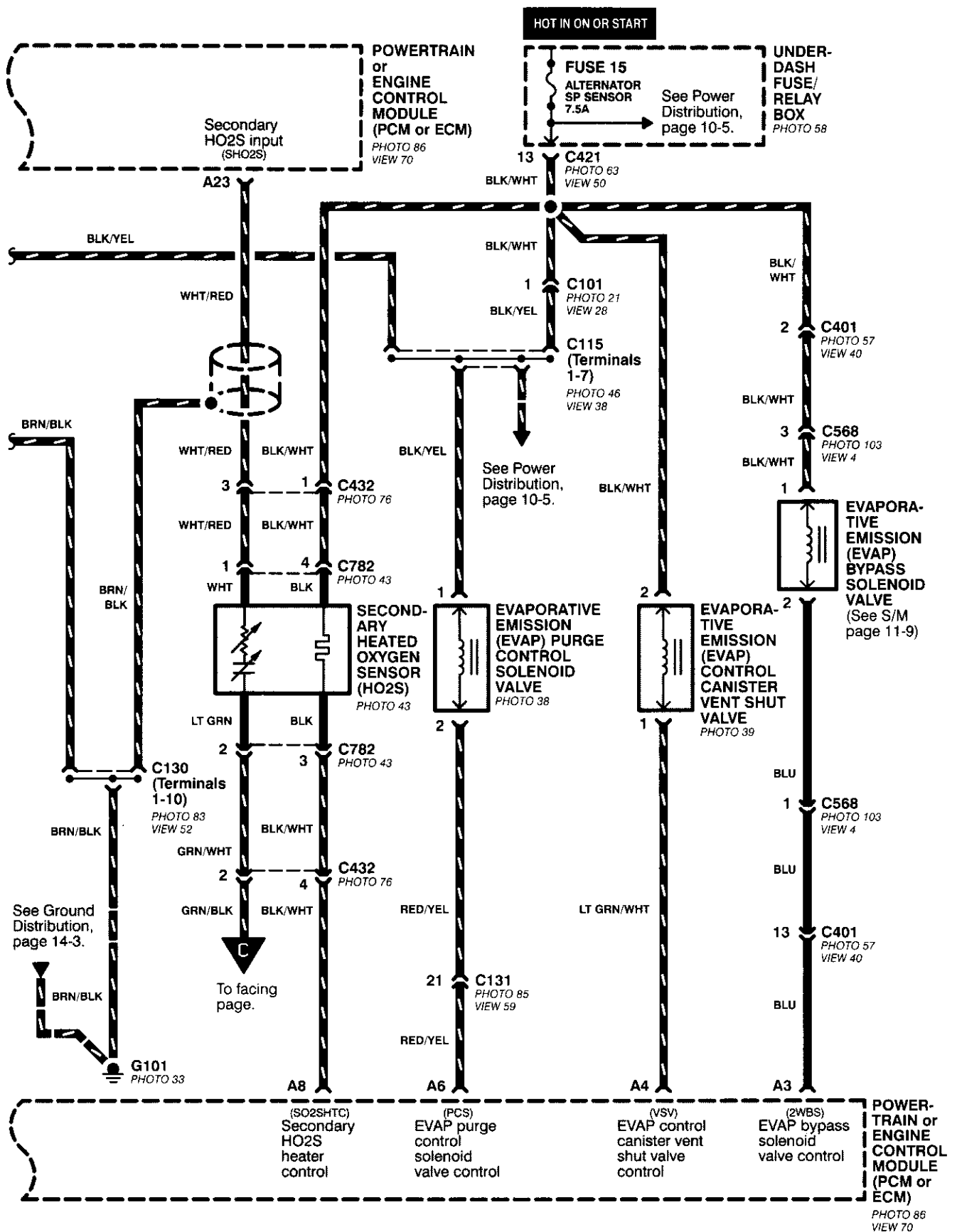




PGM-FI (All '99-'00 Models except D16Y5 with M/T and D16B5) (cont'd)

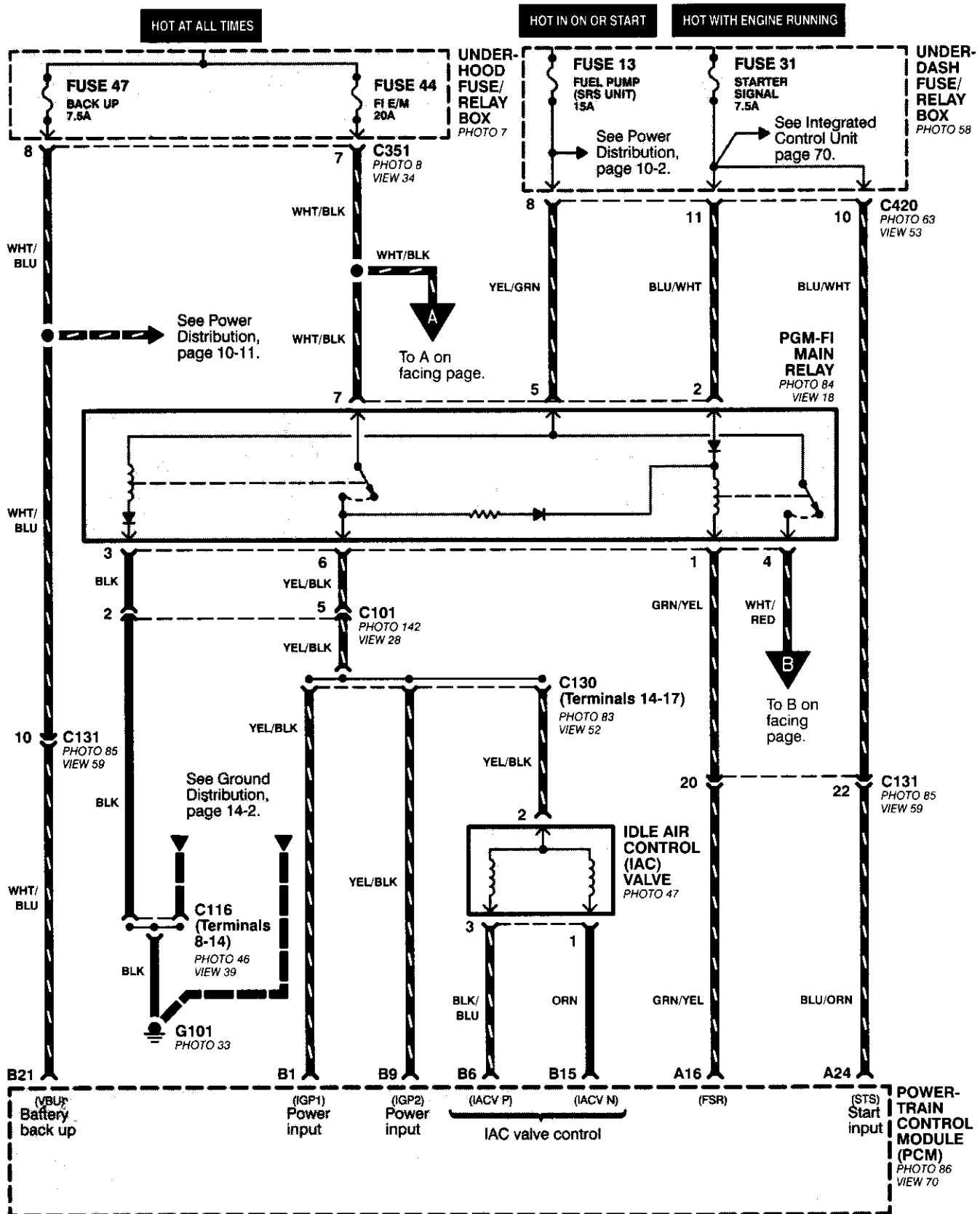
- D16Y8/B16A2 Engines

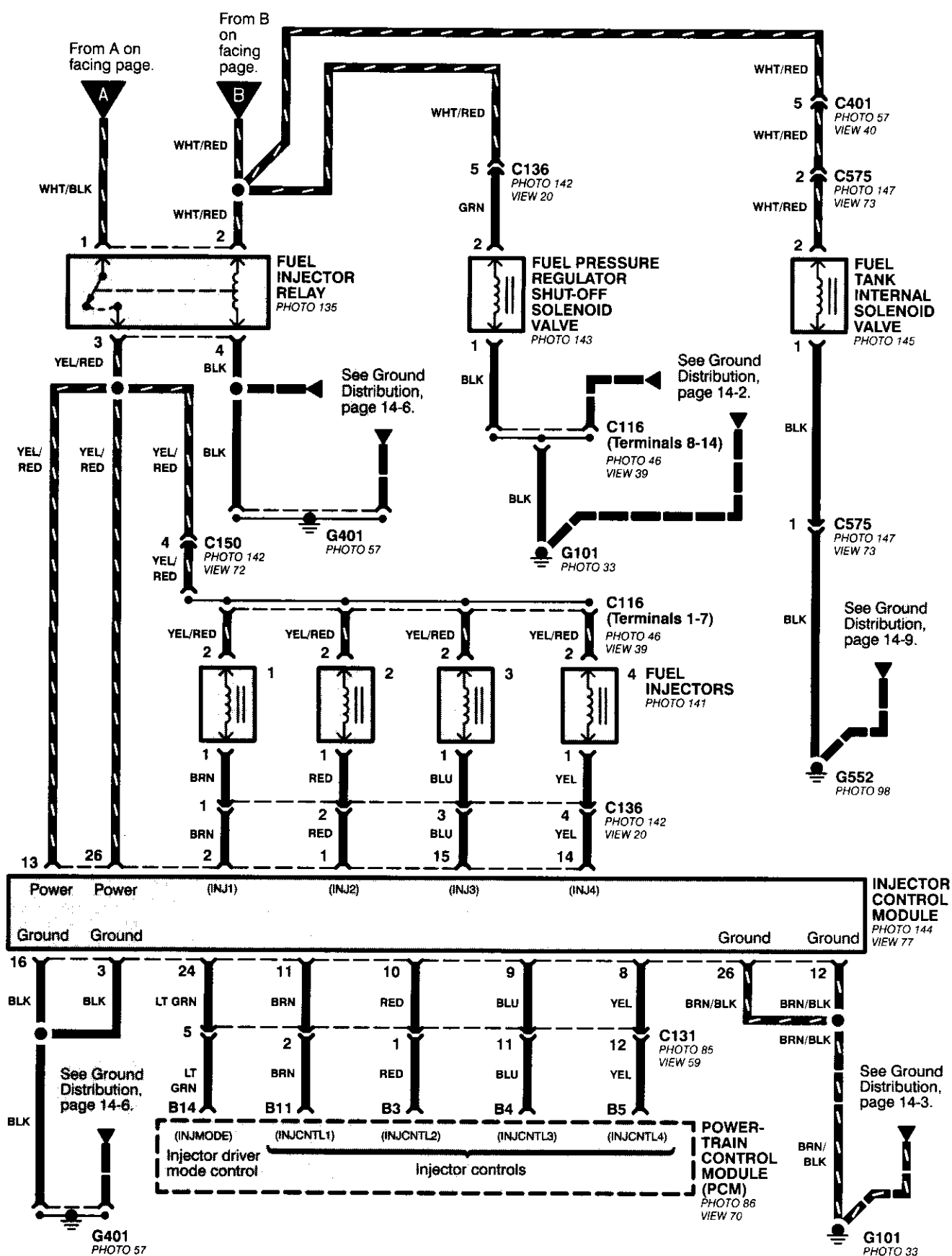




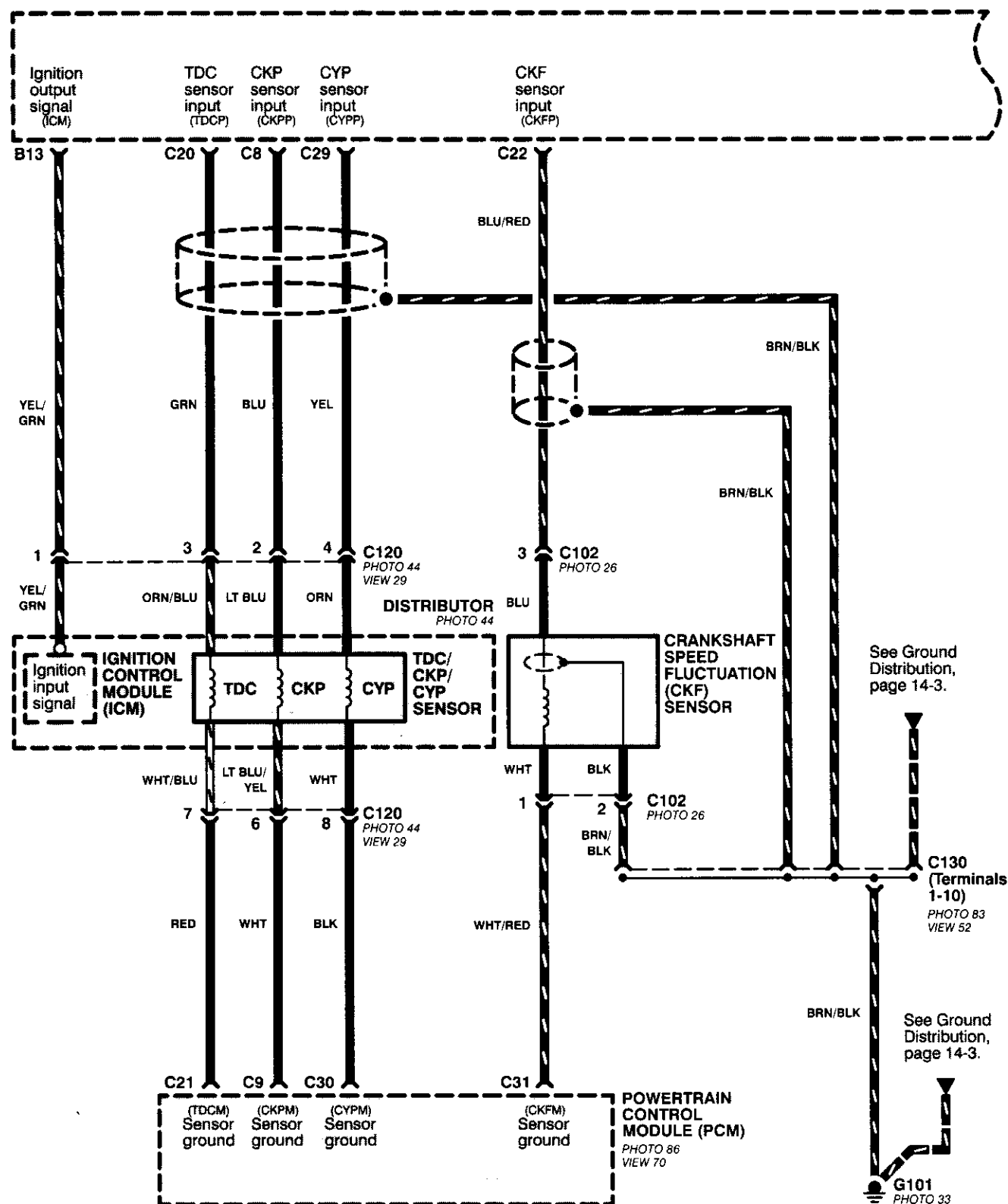
Programmed Fuel Injection System (PGM-FI) (D16B5)

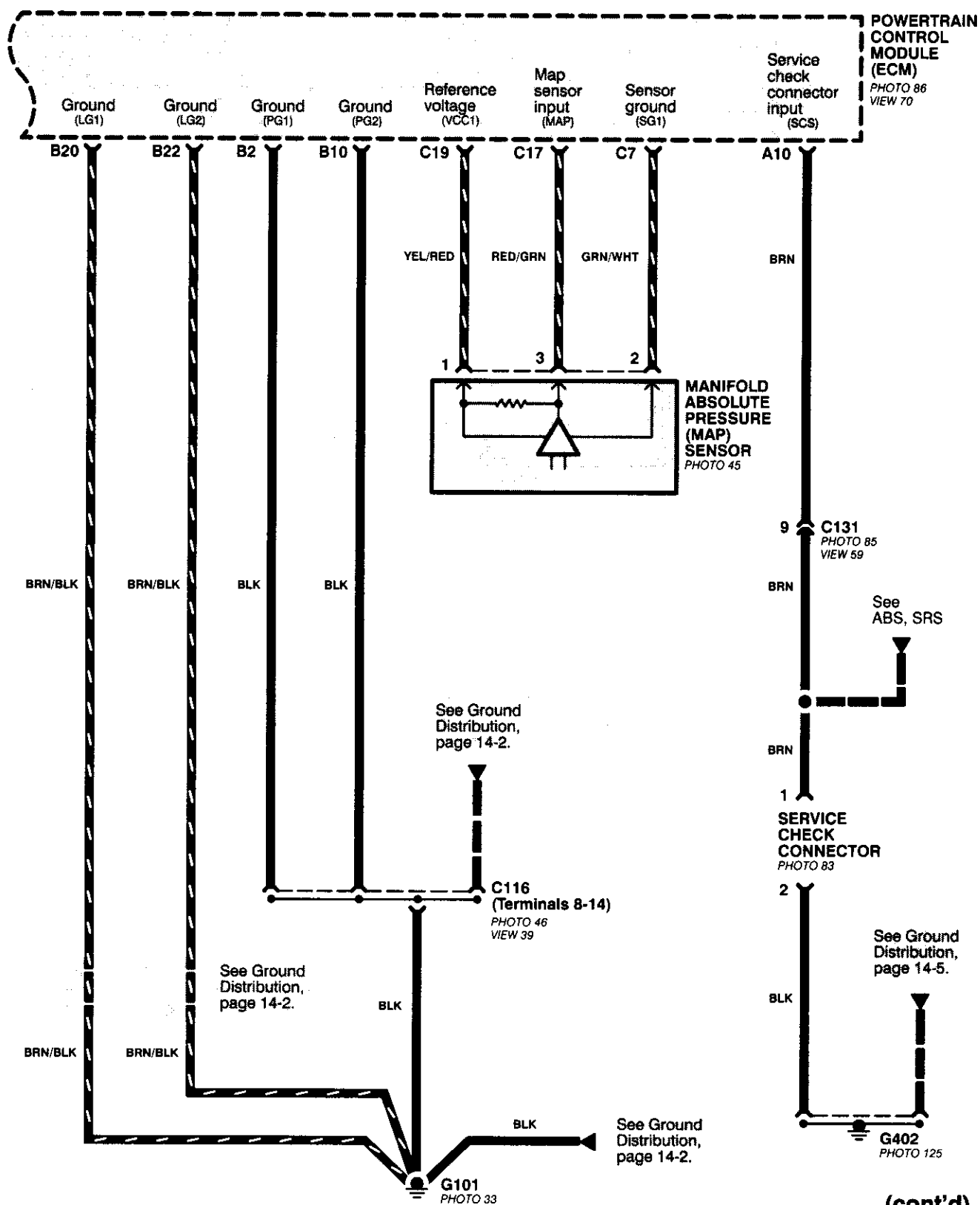
NOTE: Fuse 31 is HOT with Ignition Switch in START (III) and A/T Gear Selector in PARK (P) or NEUTRAL (N), see Starting System, page 21-1.





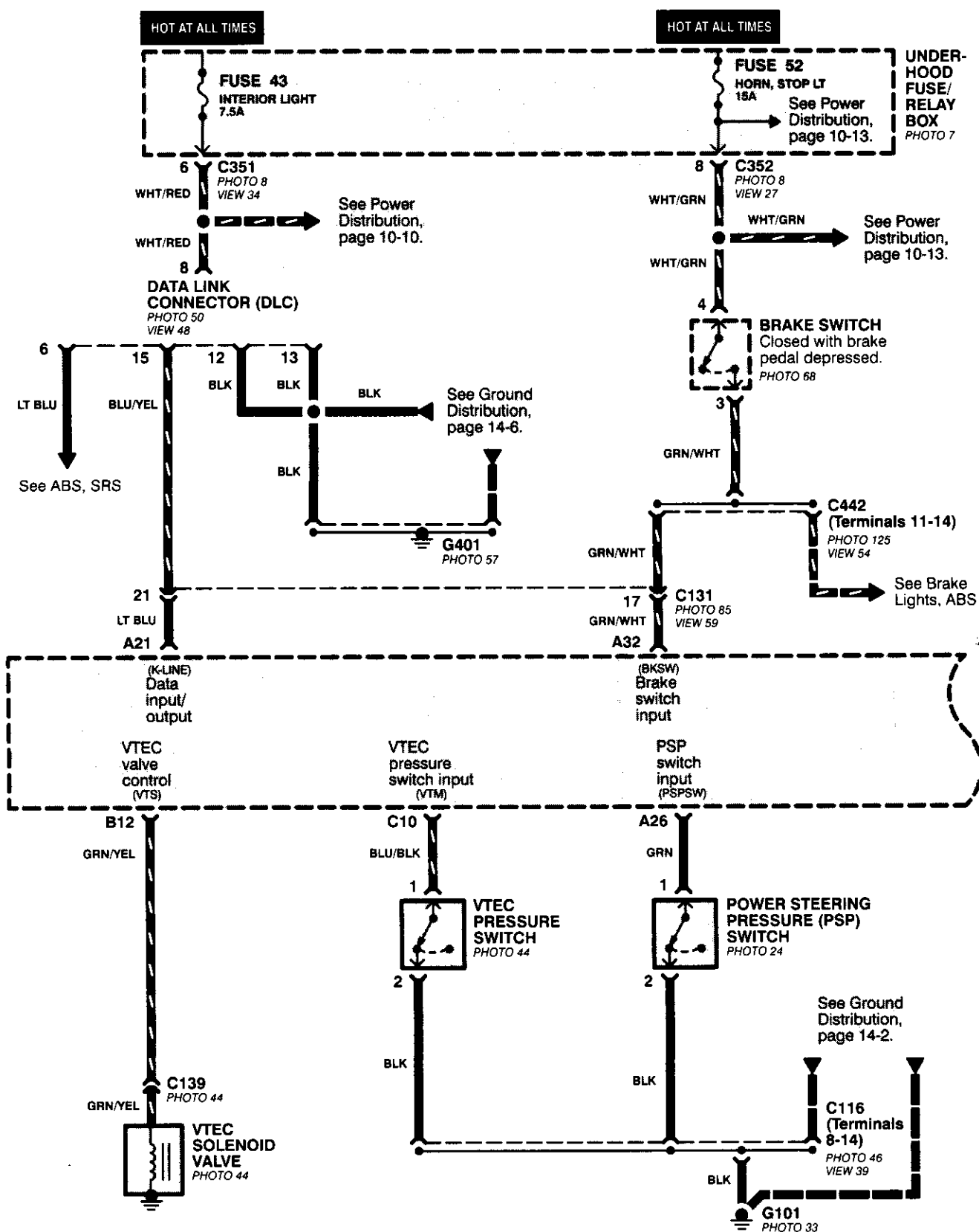
PGM-FI (D16B5) (cont'd)

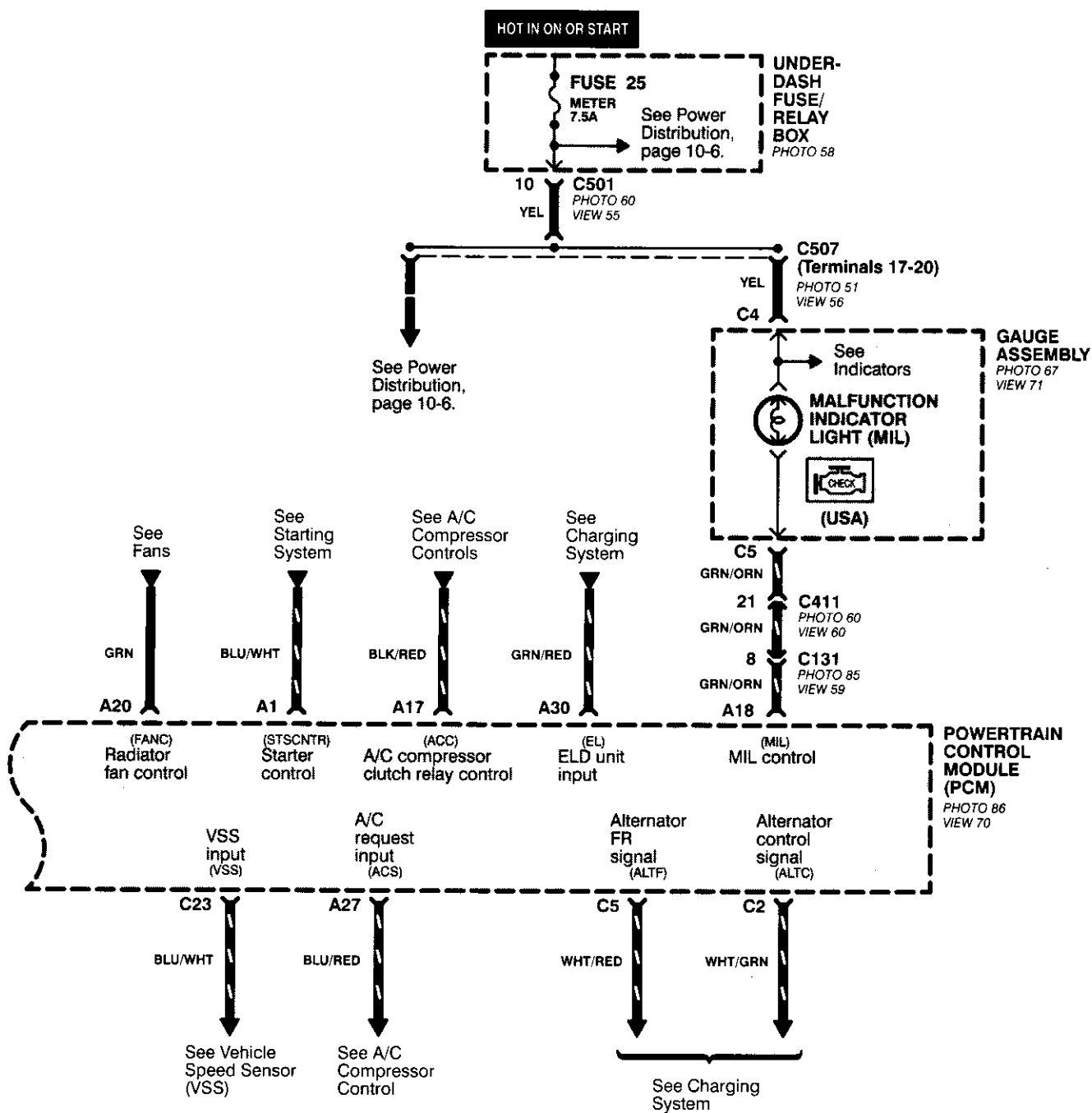




(cont'd)

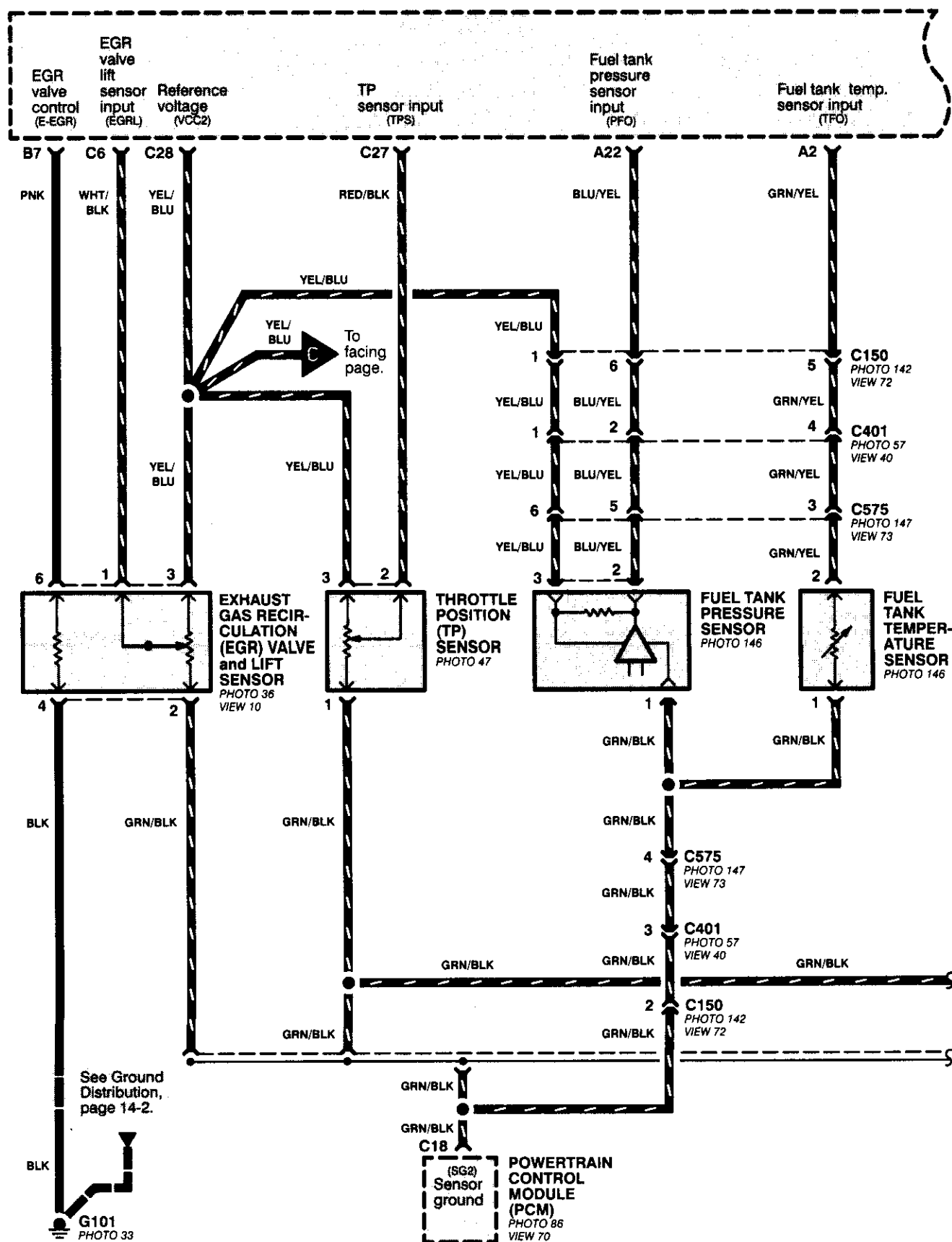
25-4

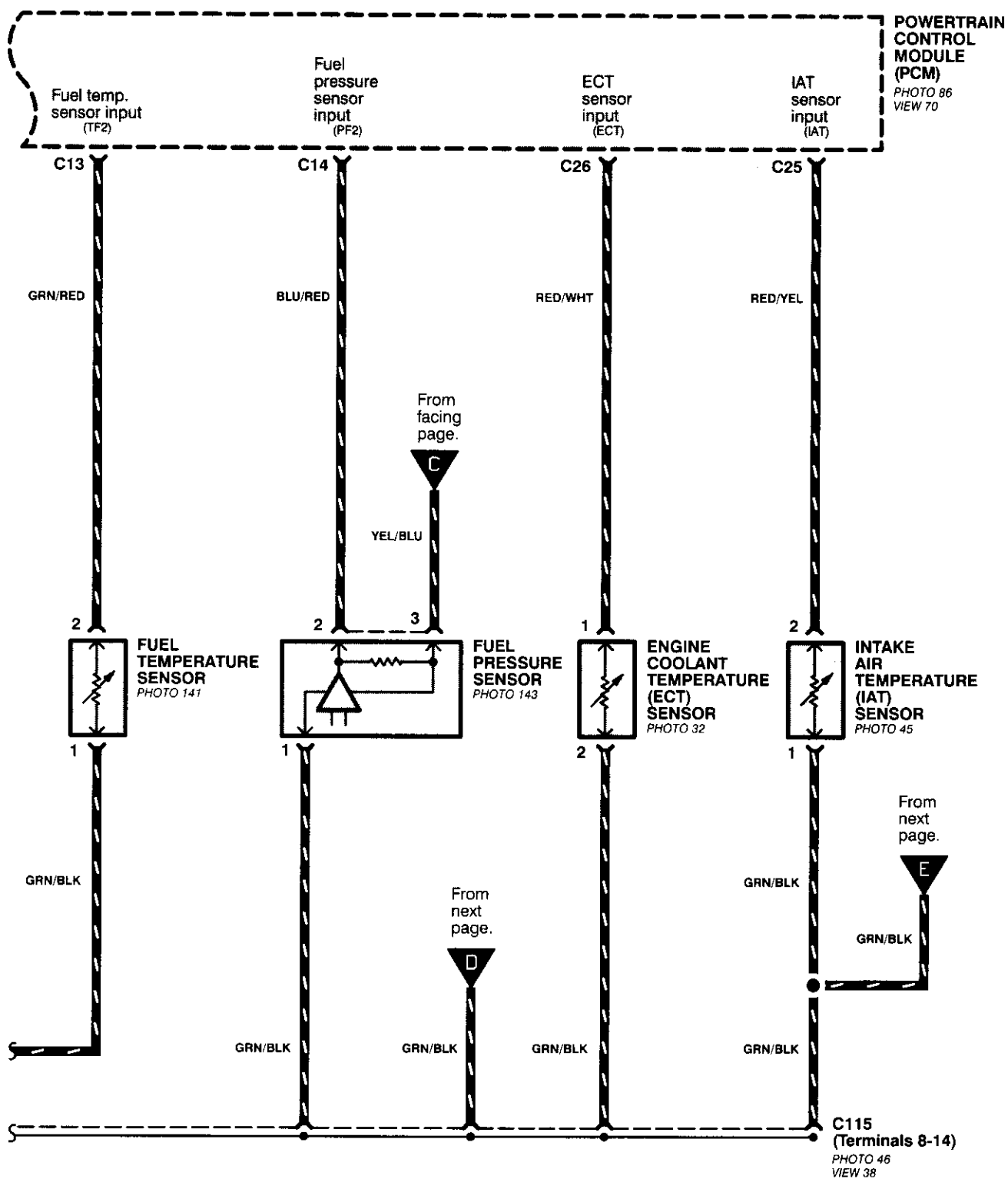




(cont'd)

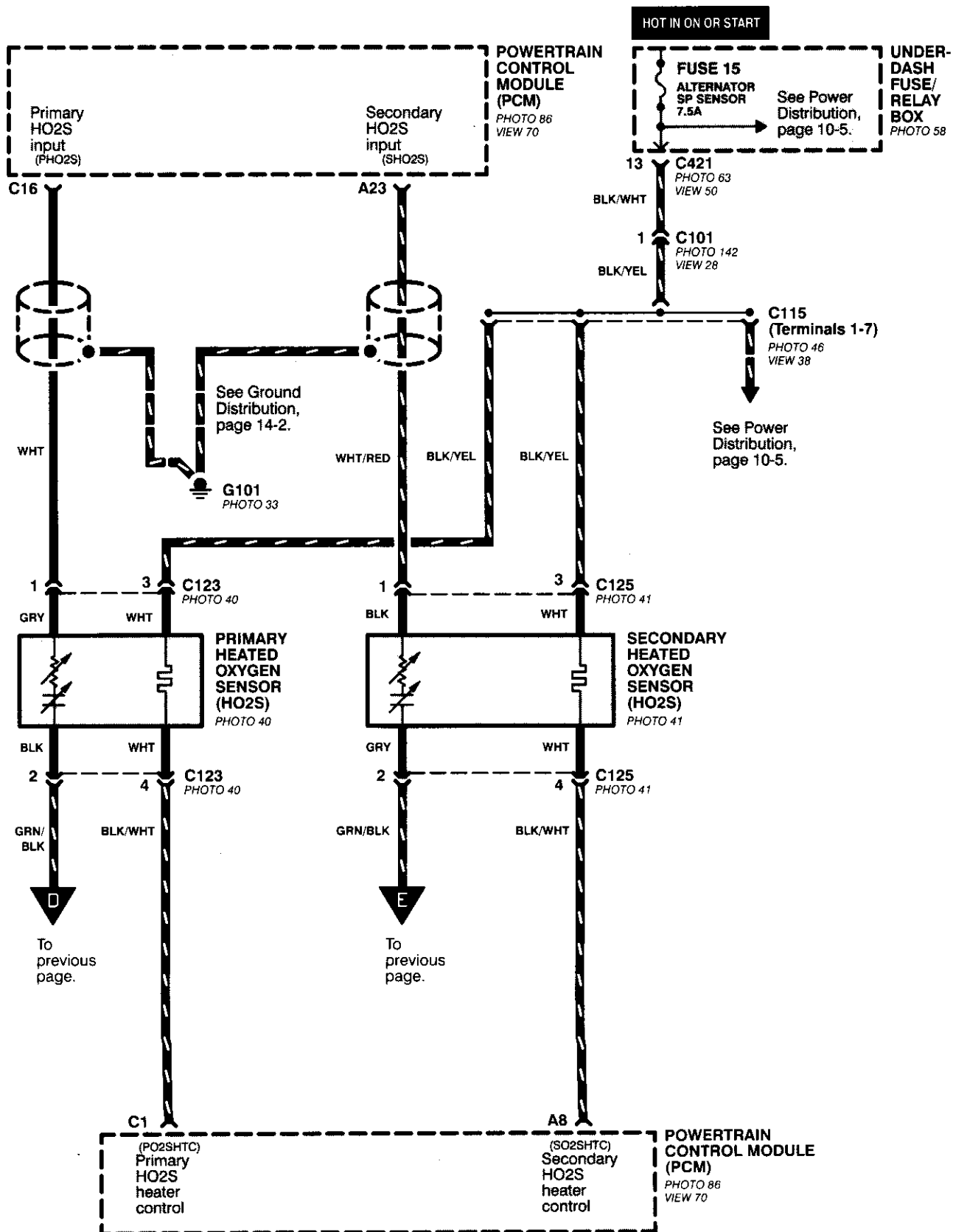
PGM-FI (D16B5) (cont'd)



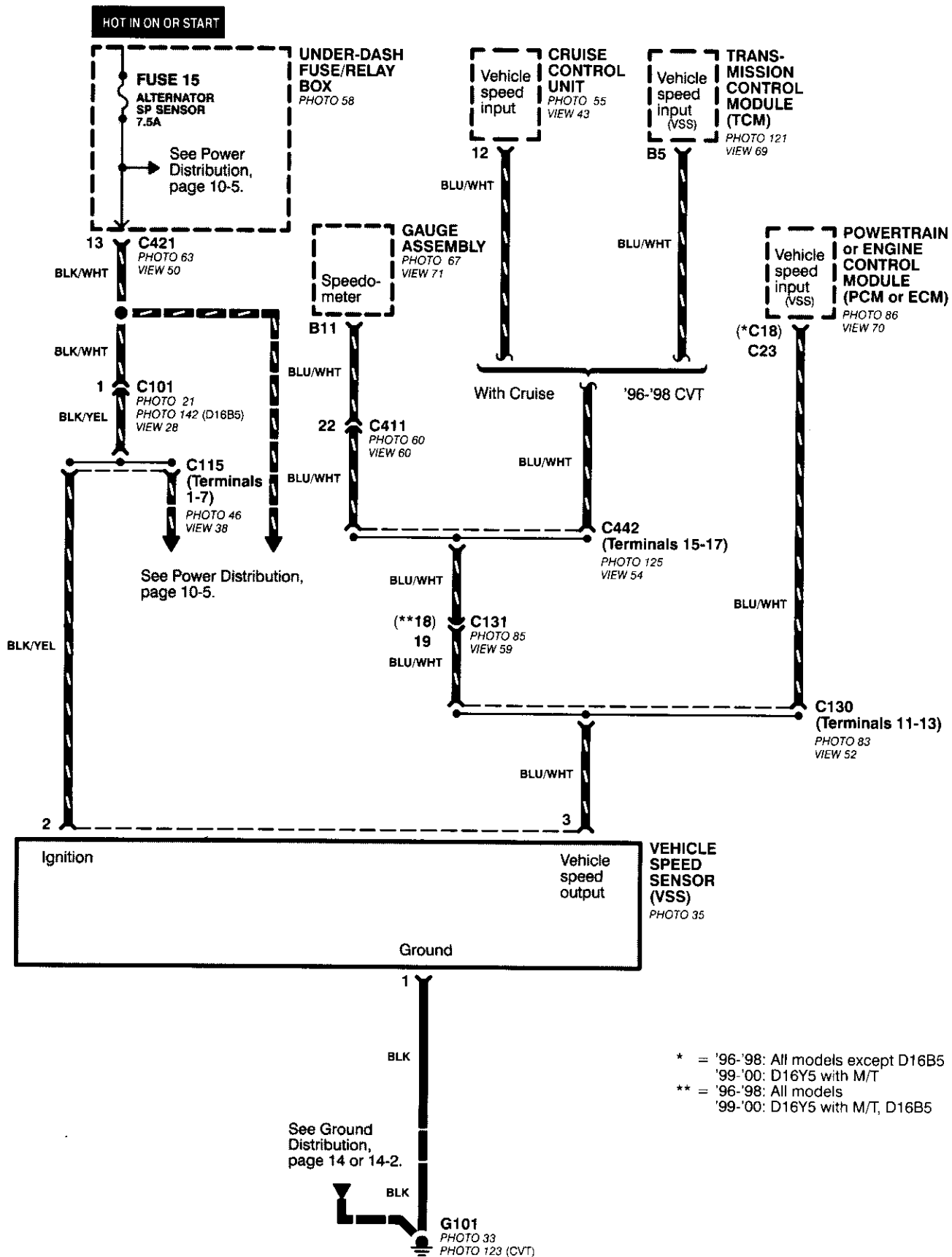


(cont'd)

PGM-FI (D16B5) (cont'd)



Vehicle Speed Sensor (VSS)



- * = '96-'98: All models except D16B5
'99-'00: D16Y5 with M/T
- ** = '96-'98: All models
'99-'00: D16Y5 with M/T, D16B5

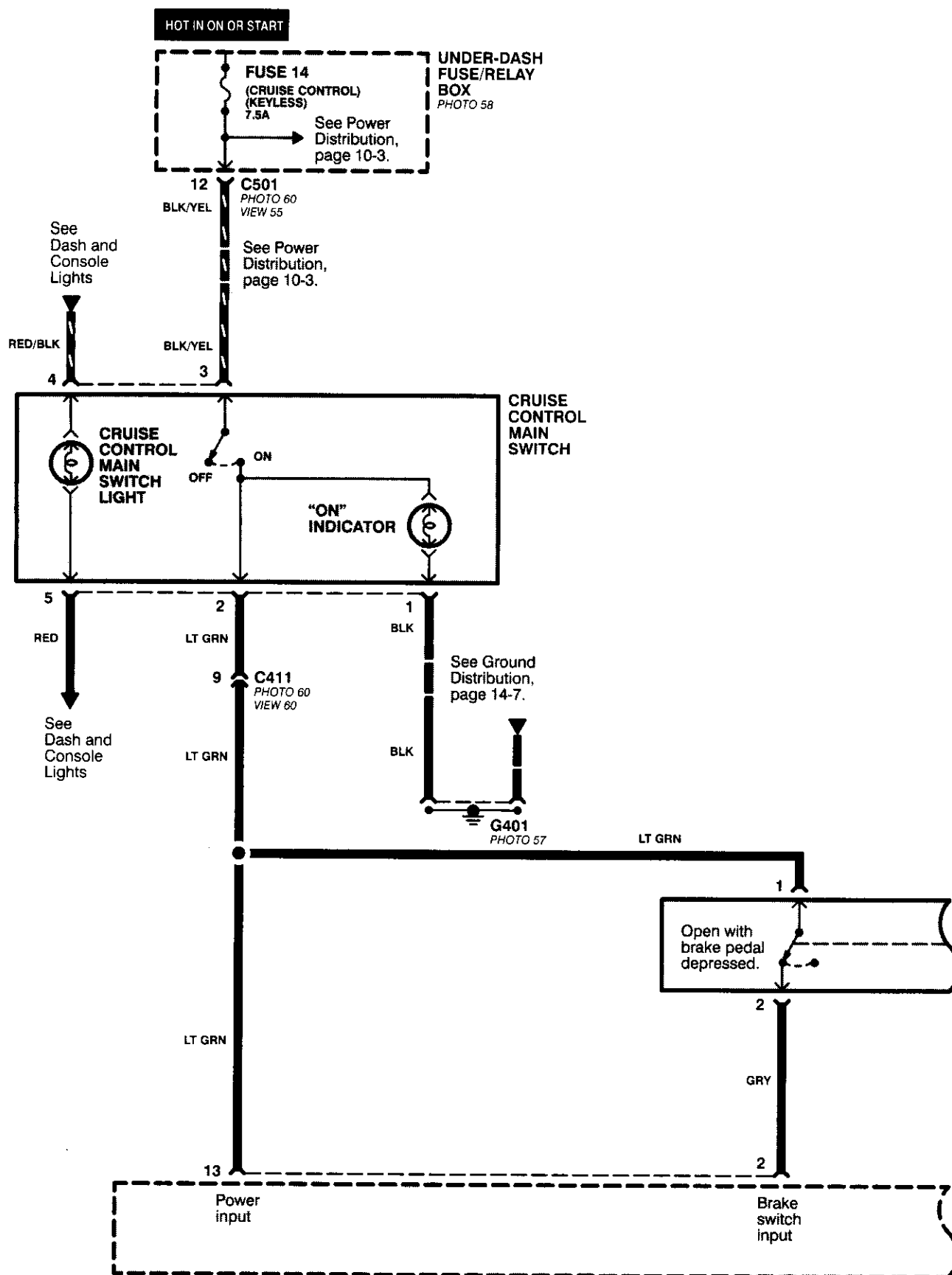


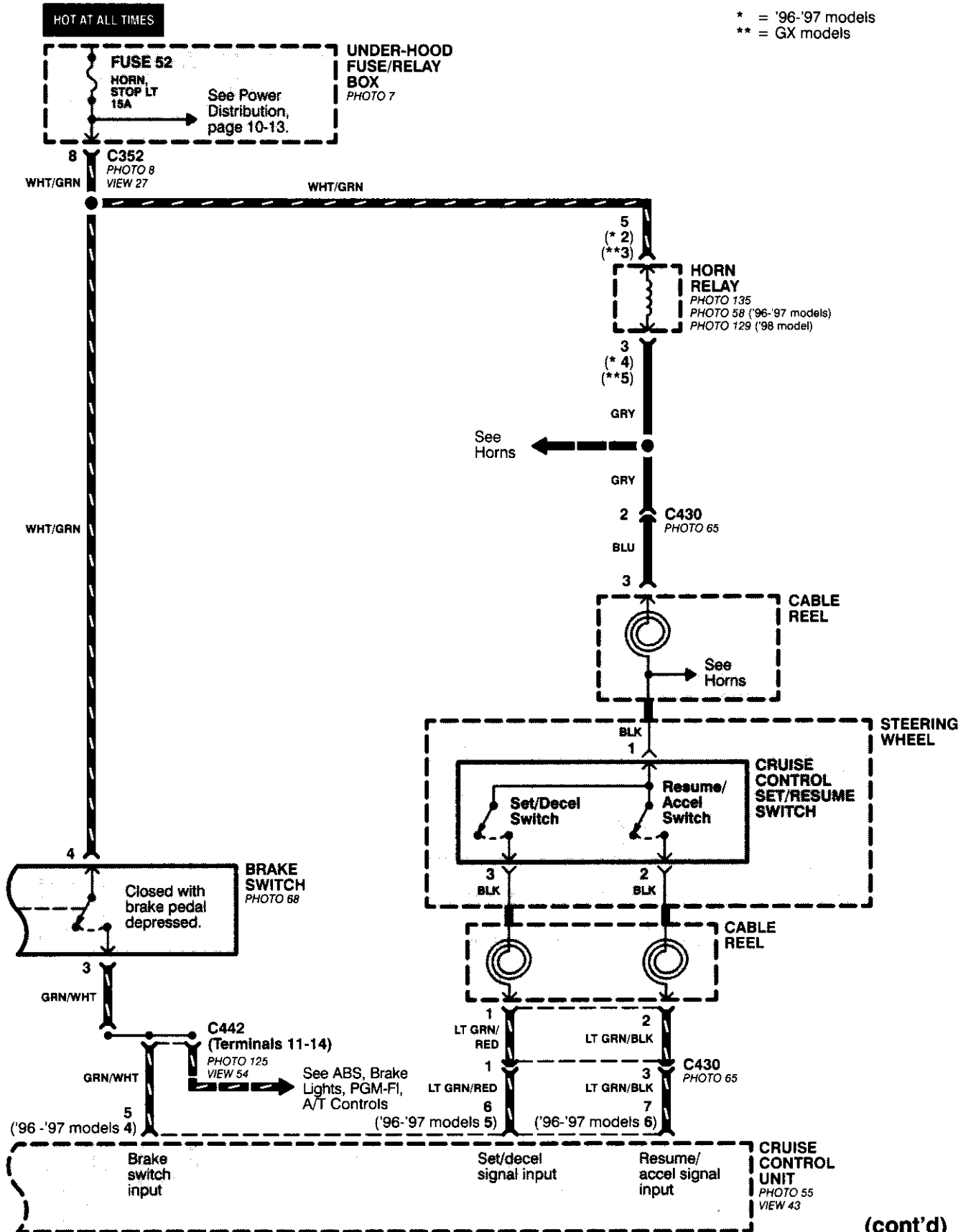
- How the Circuit Works

With the ignition switch in ON (II) or START (III), battery voltage is supplied through fuse 15 and the BLK/WHT and 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 about 5 volts 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.

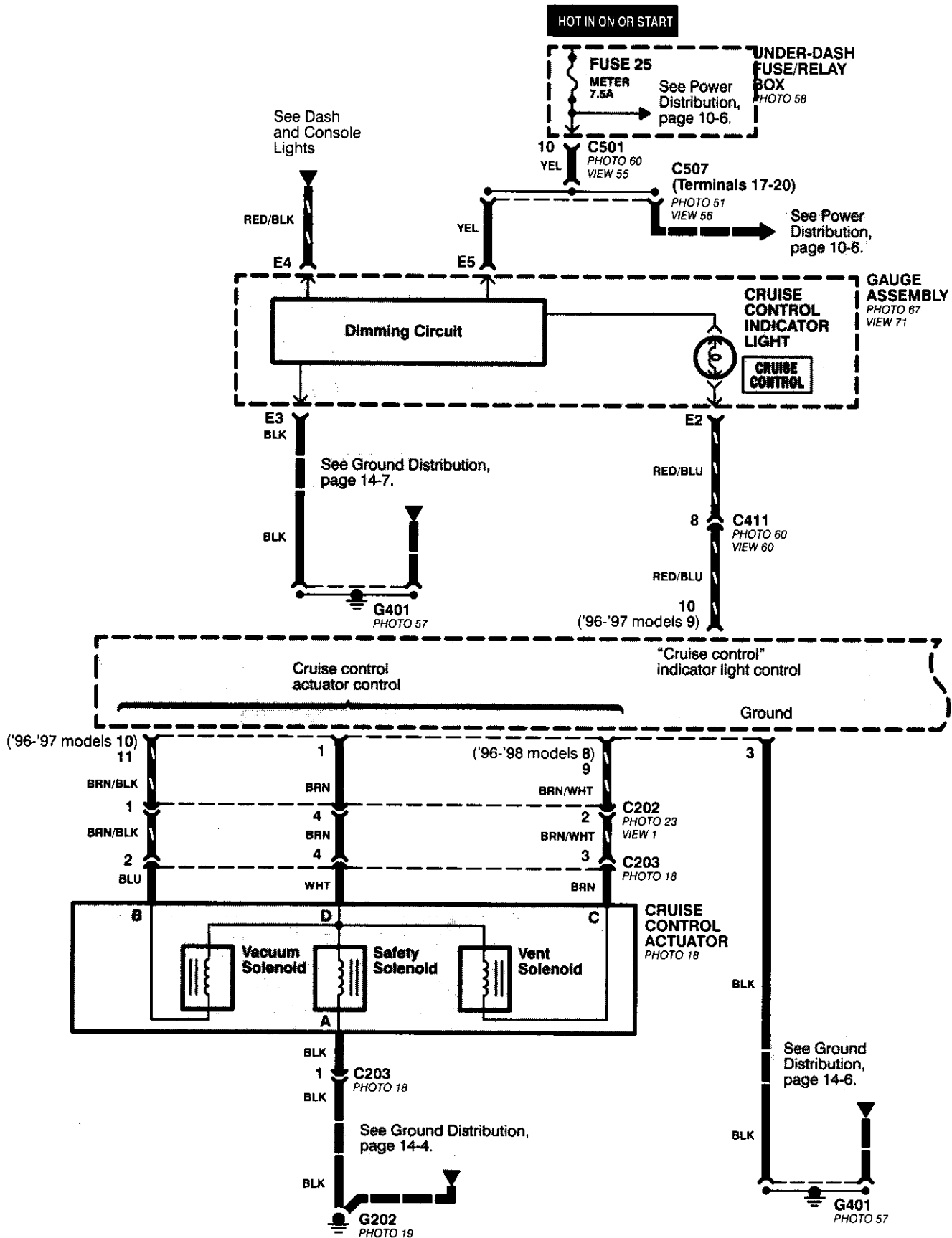
Cruise Control

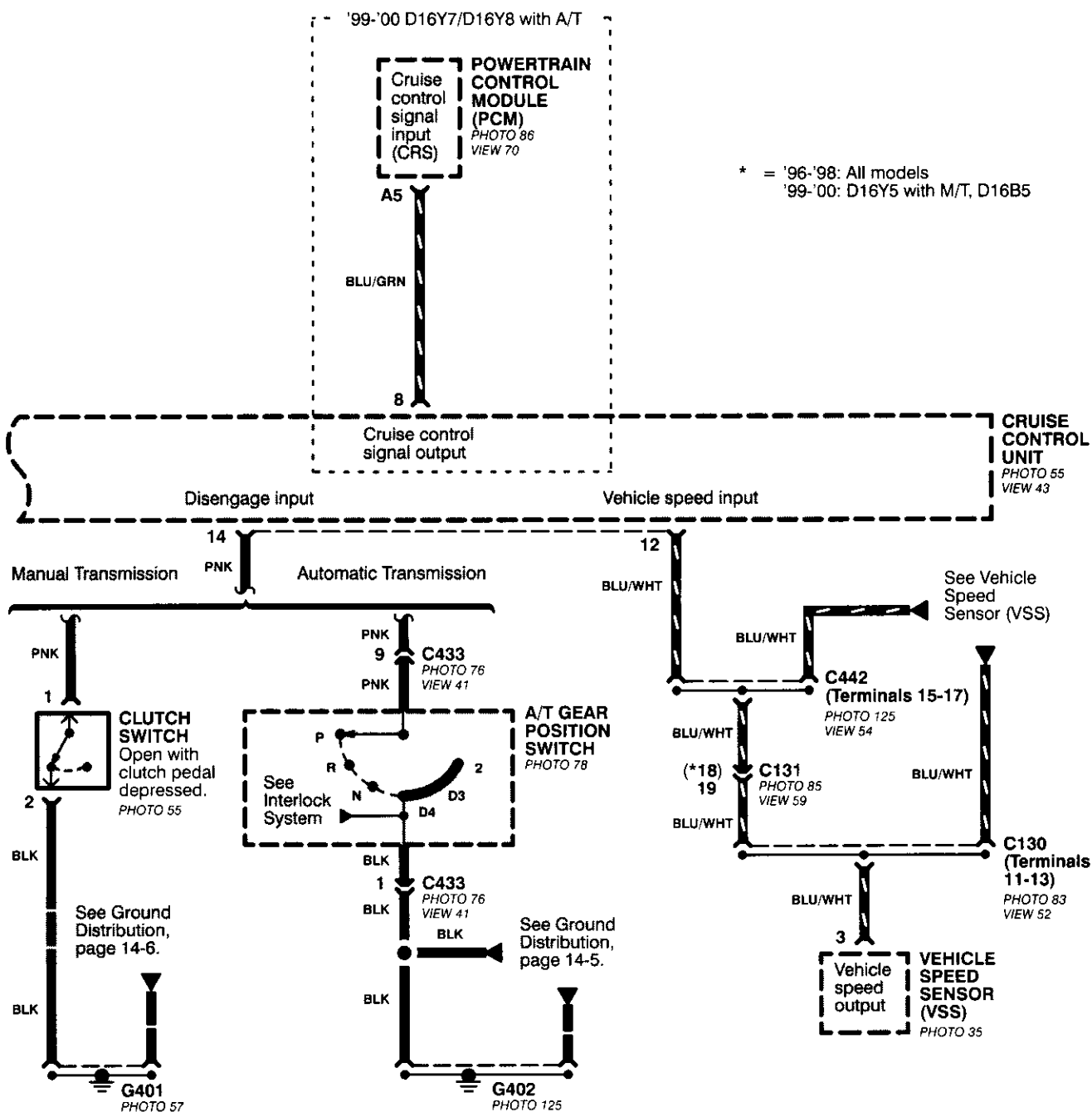




(cont'd)

Cruise Control (cont'd)





Cruise Control (cont'd)

– 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 14. 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 (GRN/WHT 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.

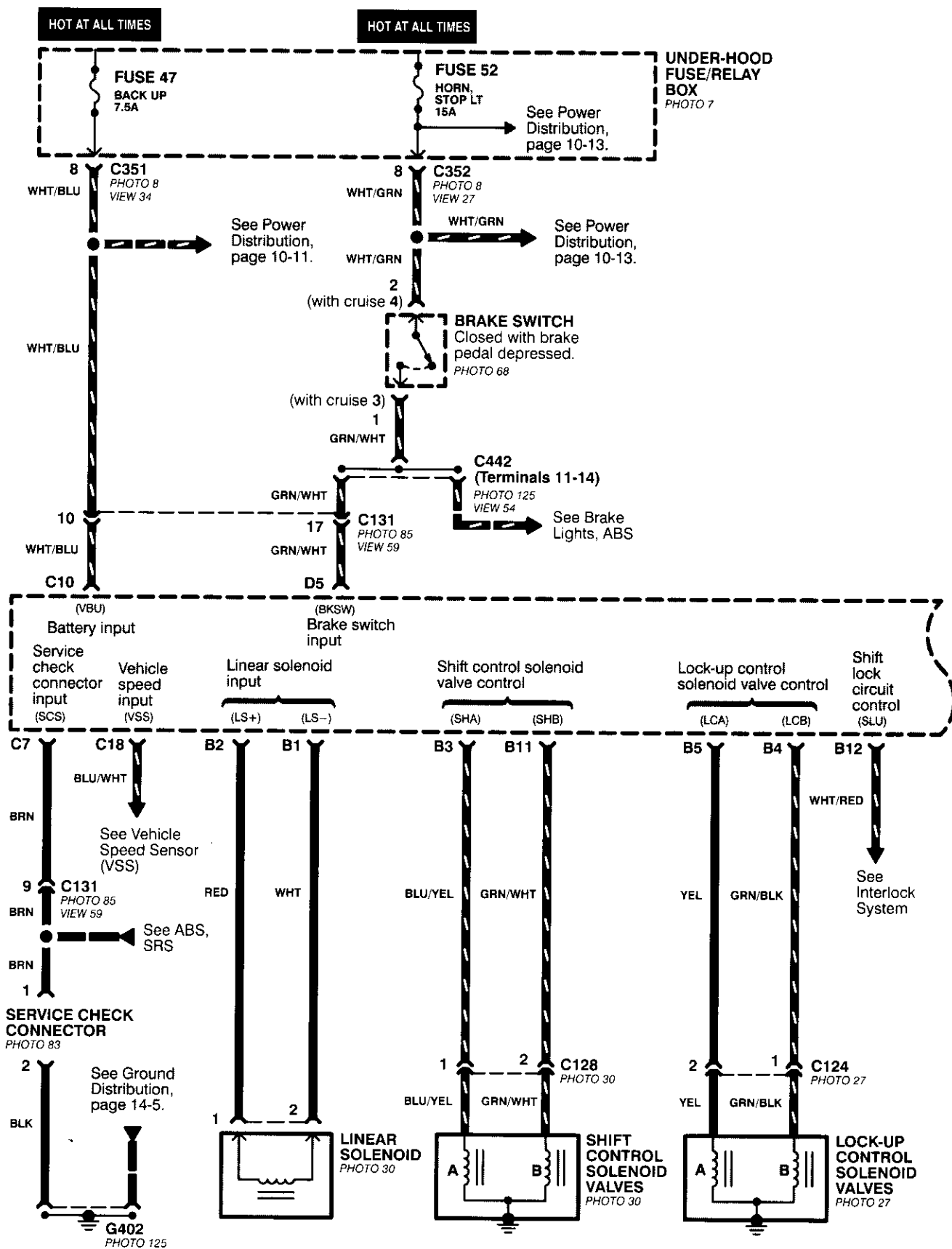
When you push the SET switch and the cruise control system is on, the "cruise control" ON indicator lights up.

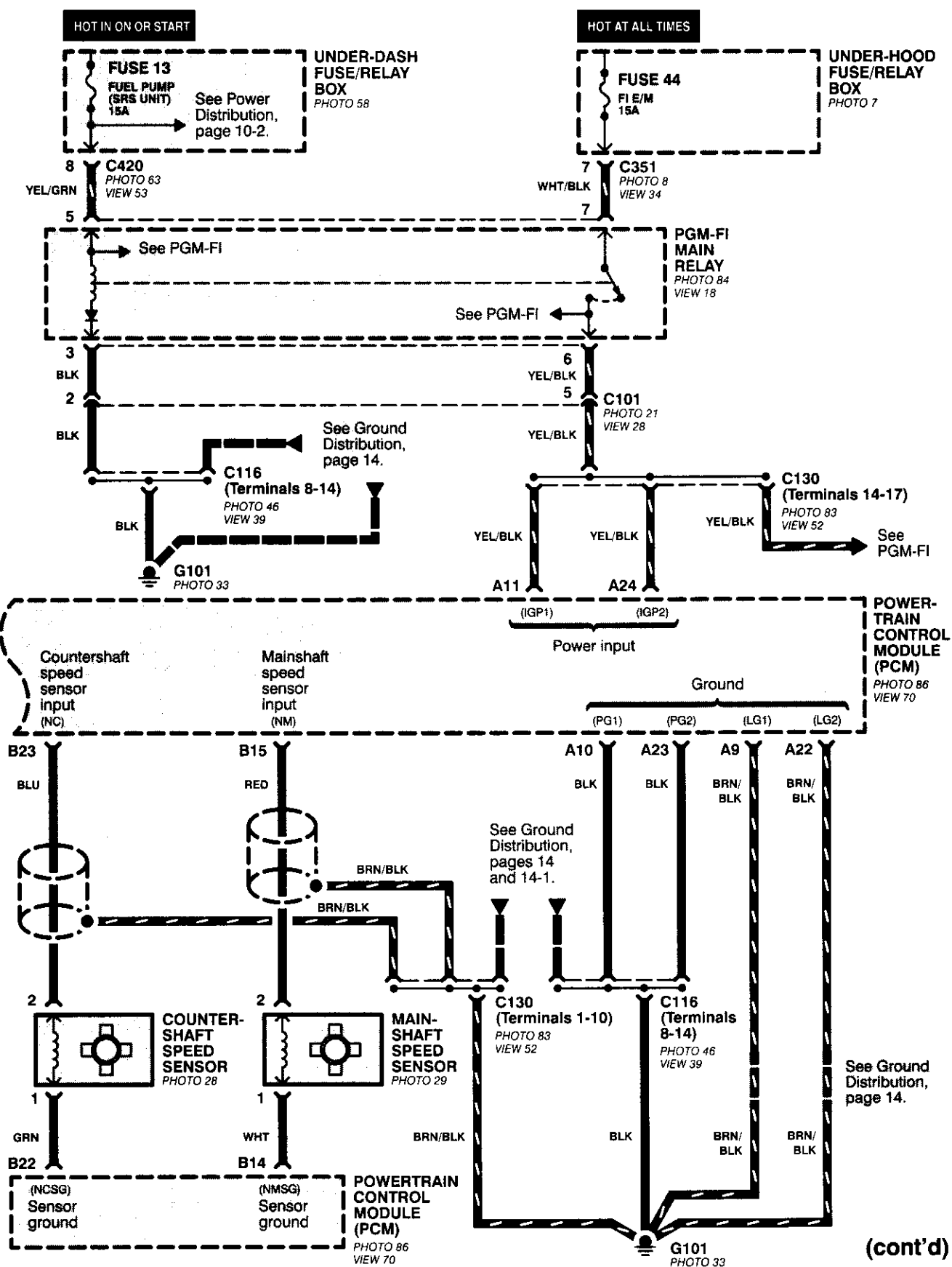
You can cancel the cruise control system by turning the main switch off. This removes power to the control unit and erases the set speed from memory. If the system is disengaged temporarily by the brake switch, or clutch switch, and the car's speed is still above 25 mph, press the resume switch: the 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 23, Electrical) for specific tests or troubleshooting procedures.

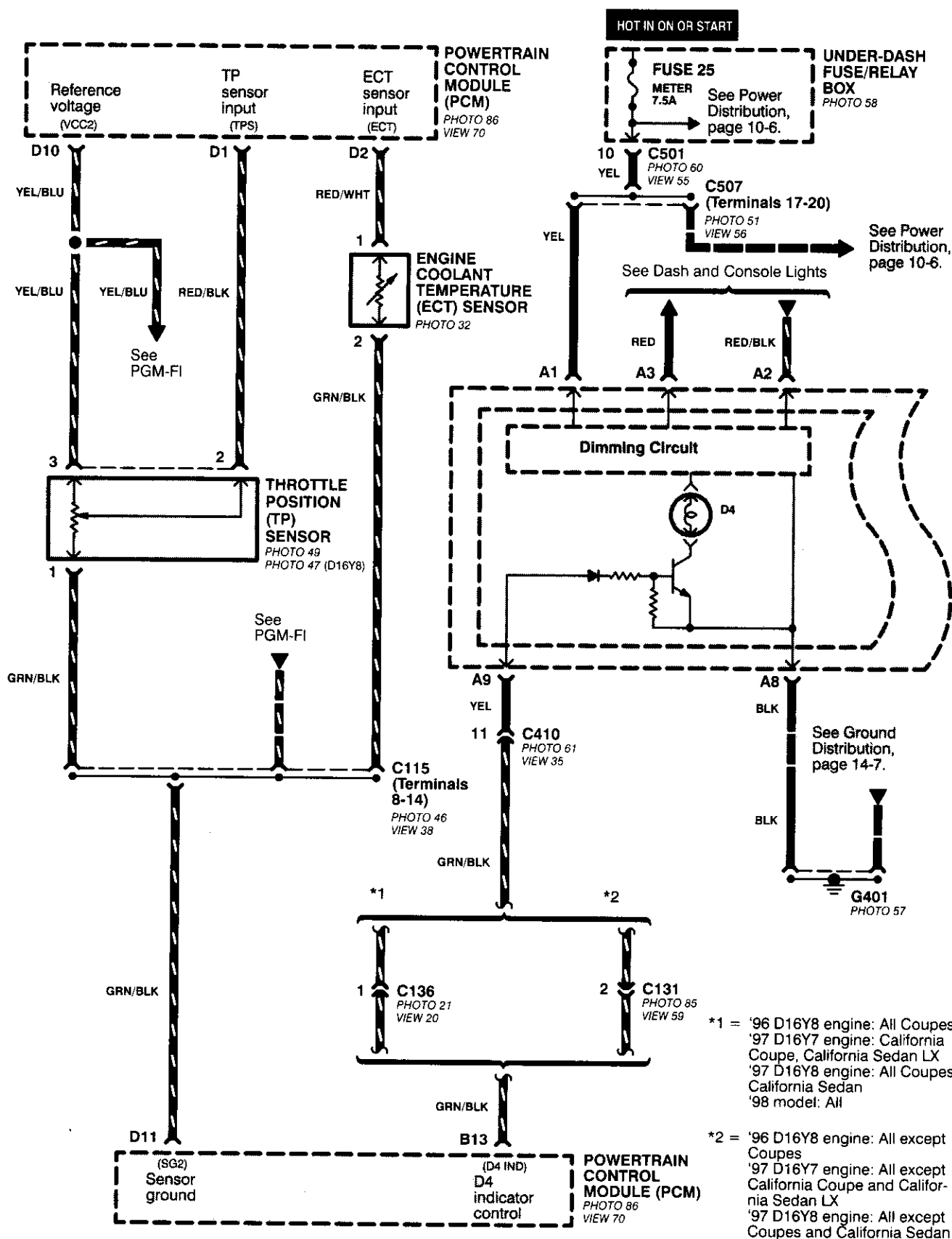
A/T Controls (All '96-'98 Models except CVT and GX)

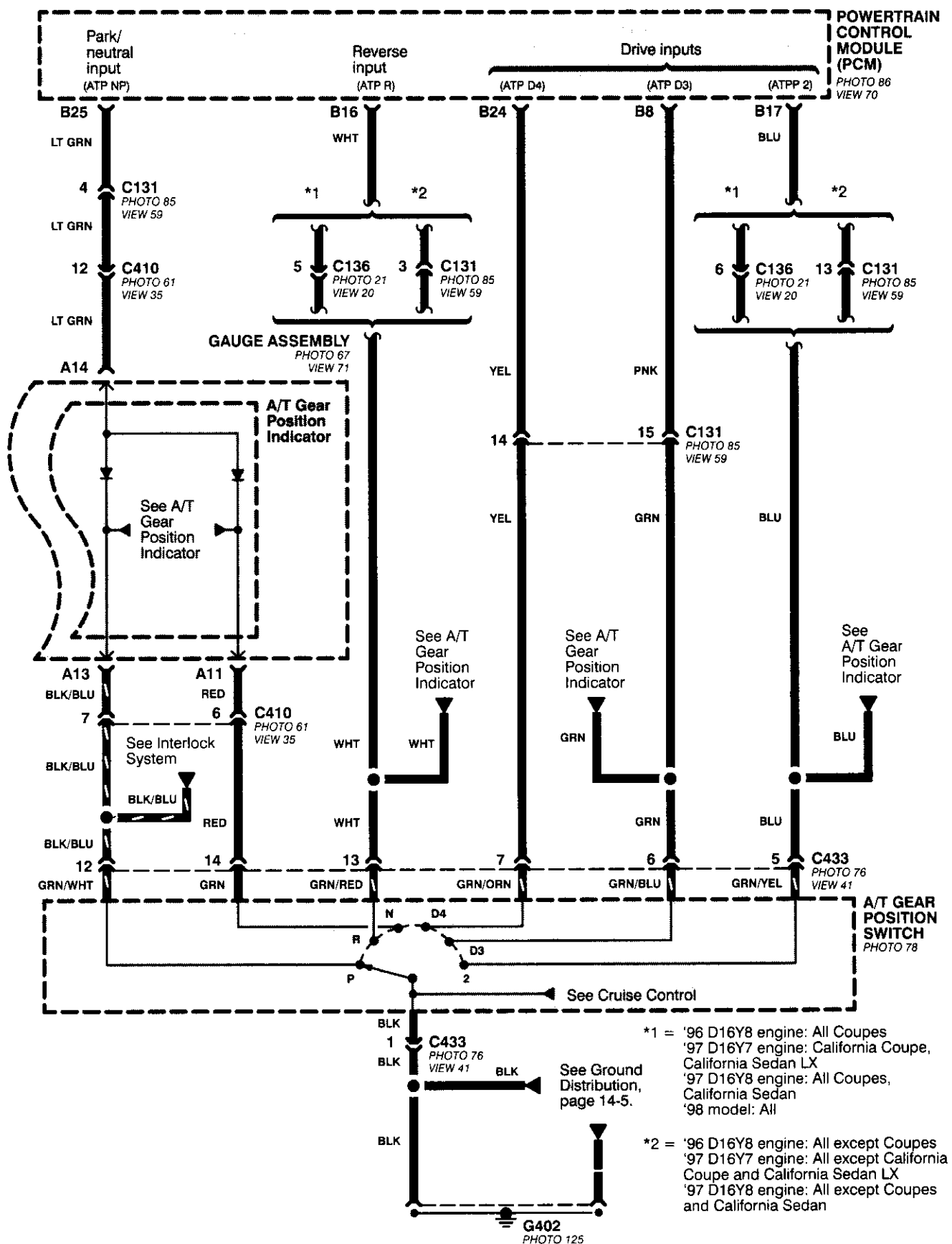




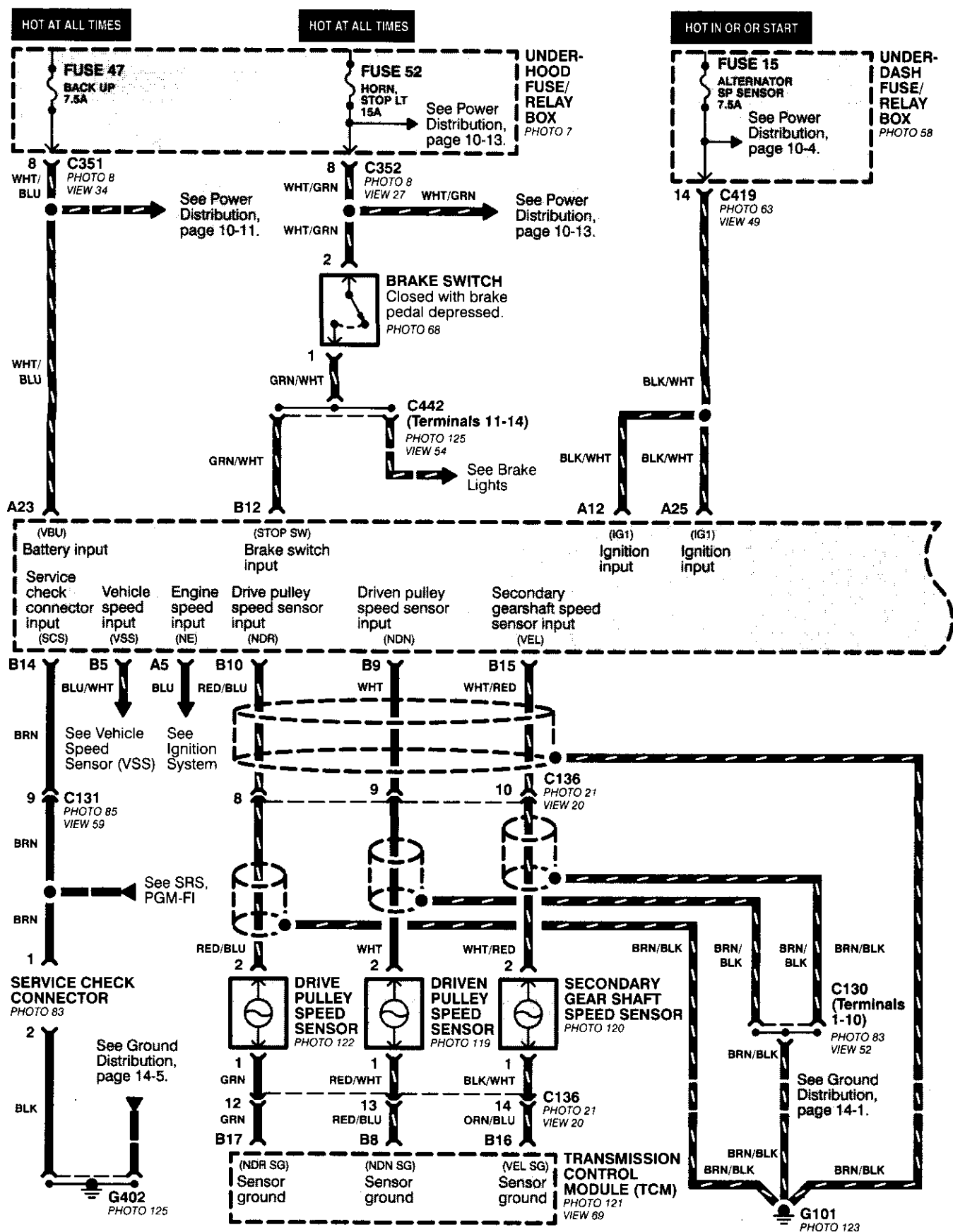
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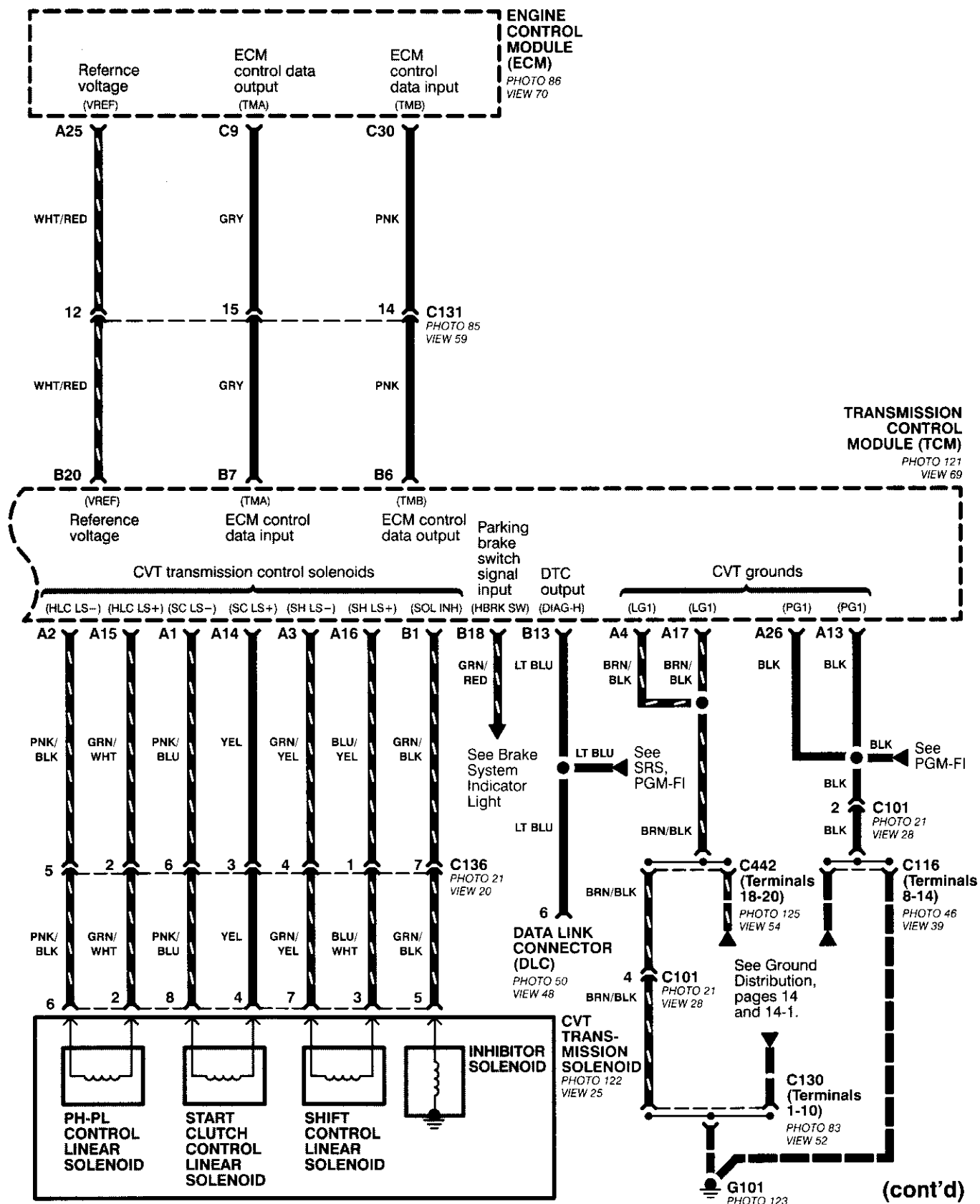
A/T Controls (All '96-'98 Models except CVT and GX) (cont'd)



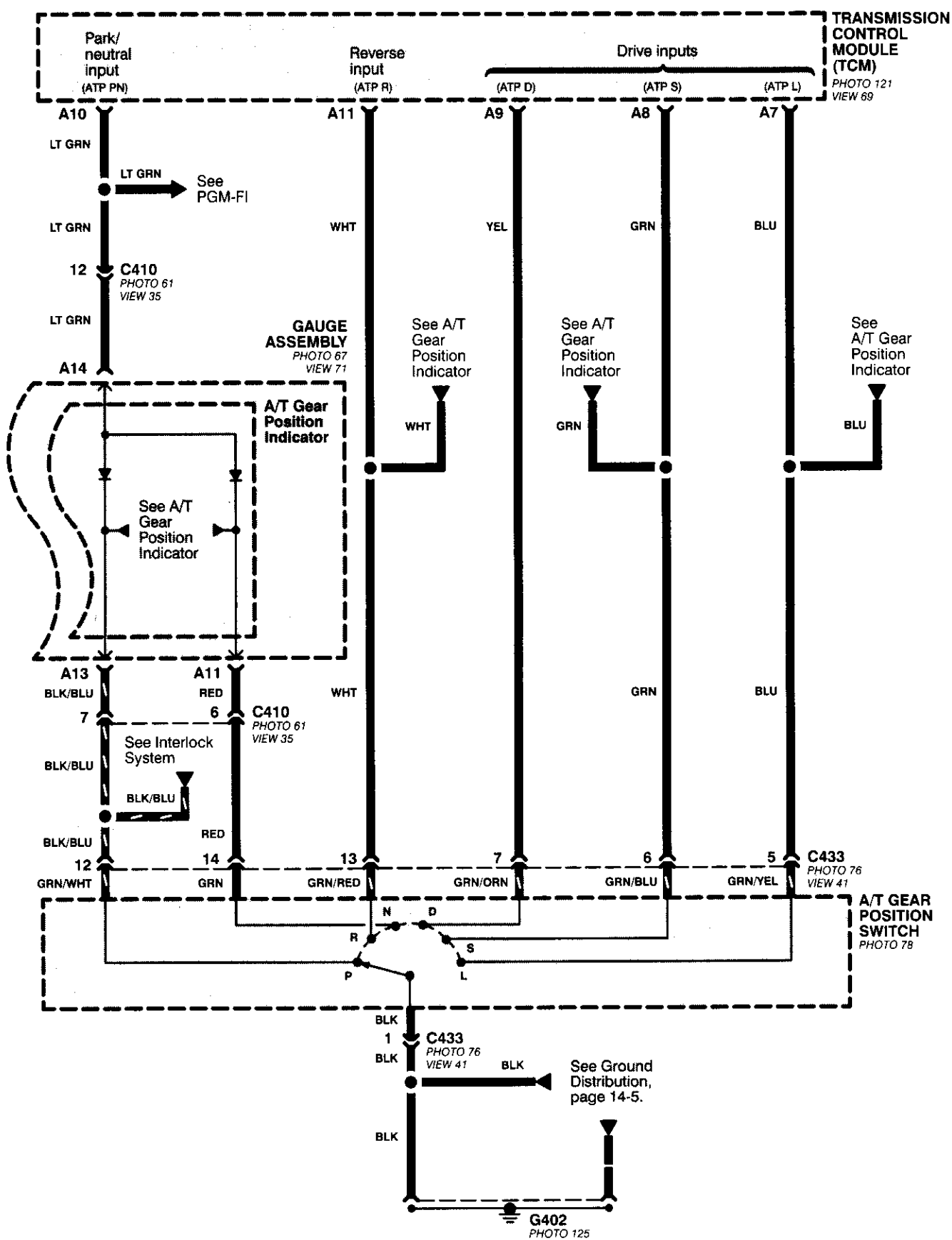


39-4

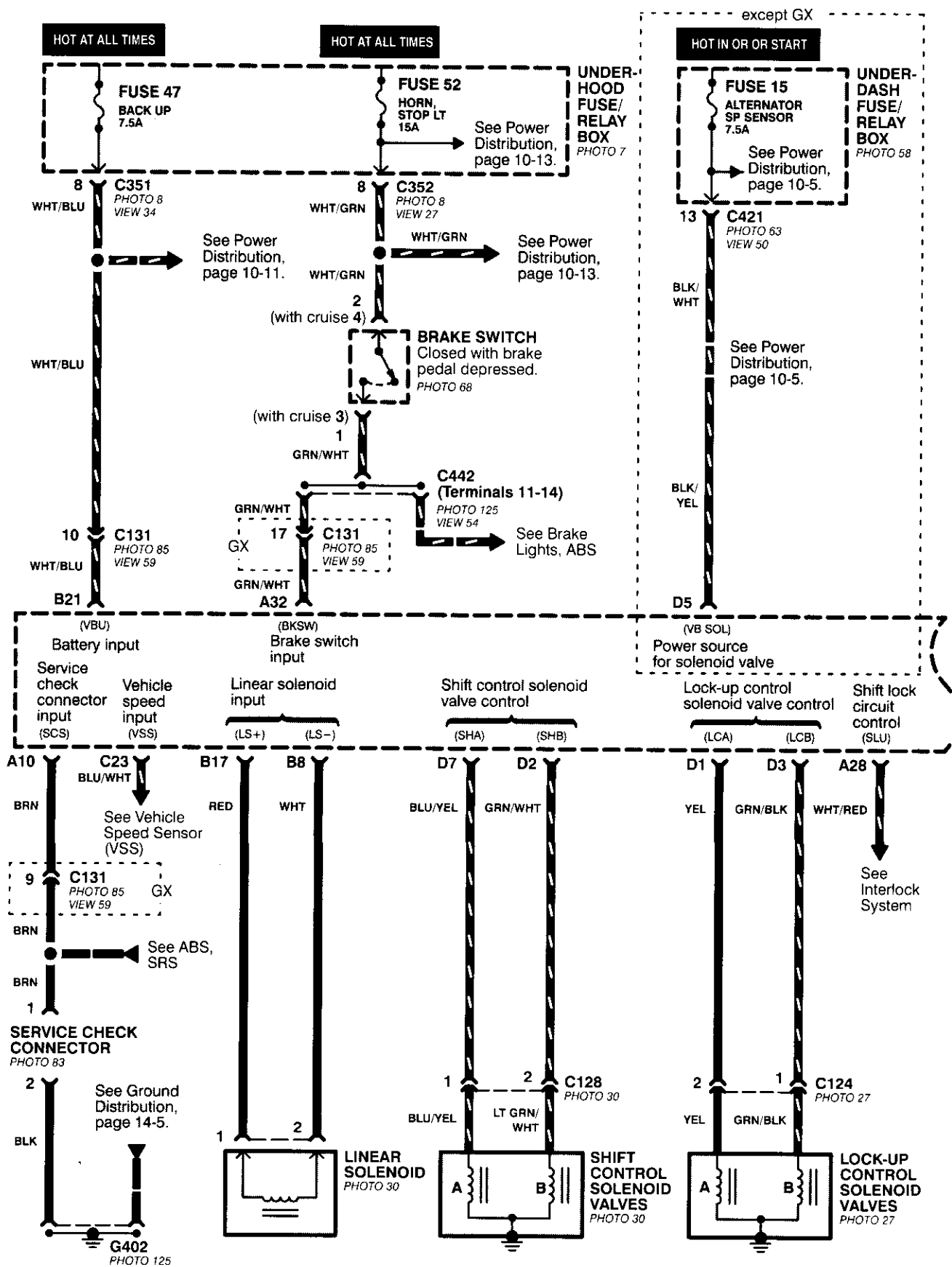


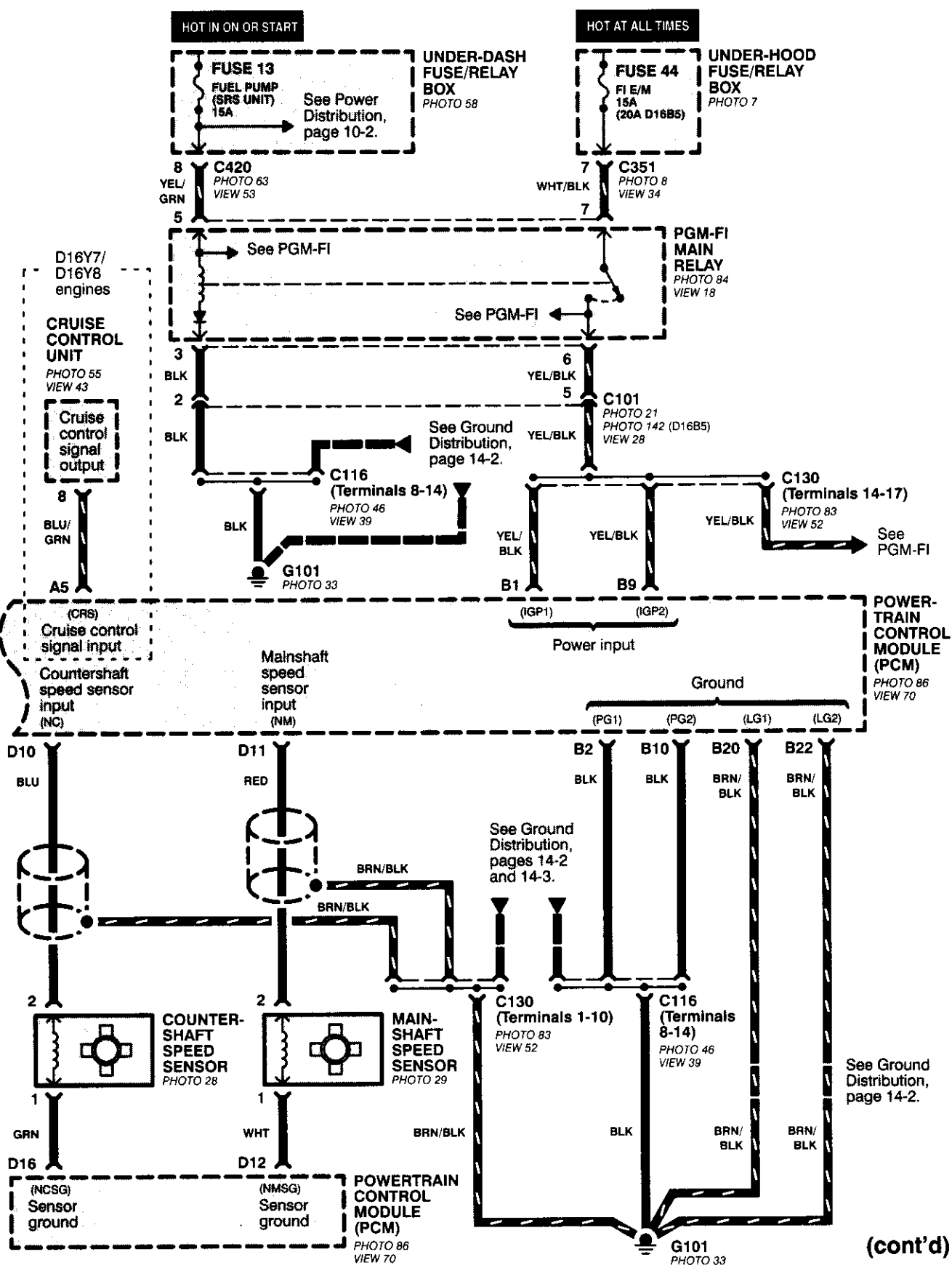




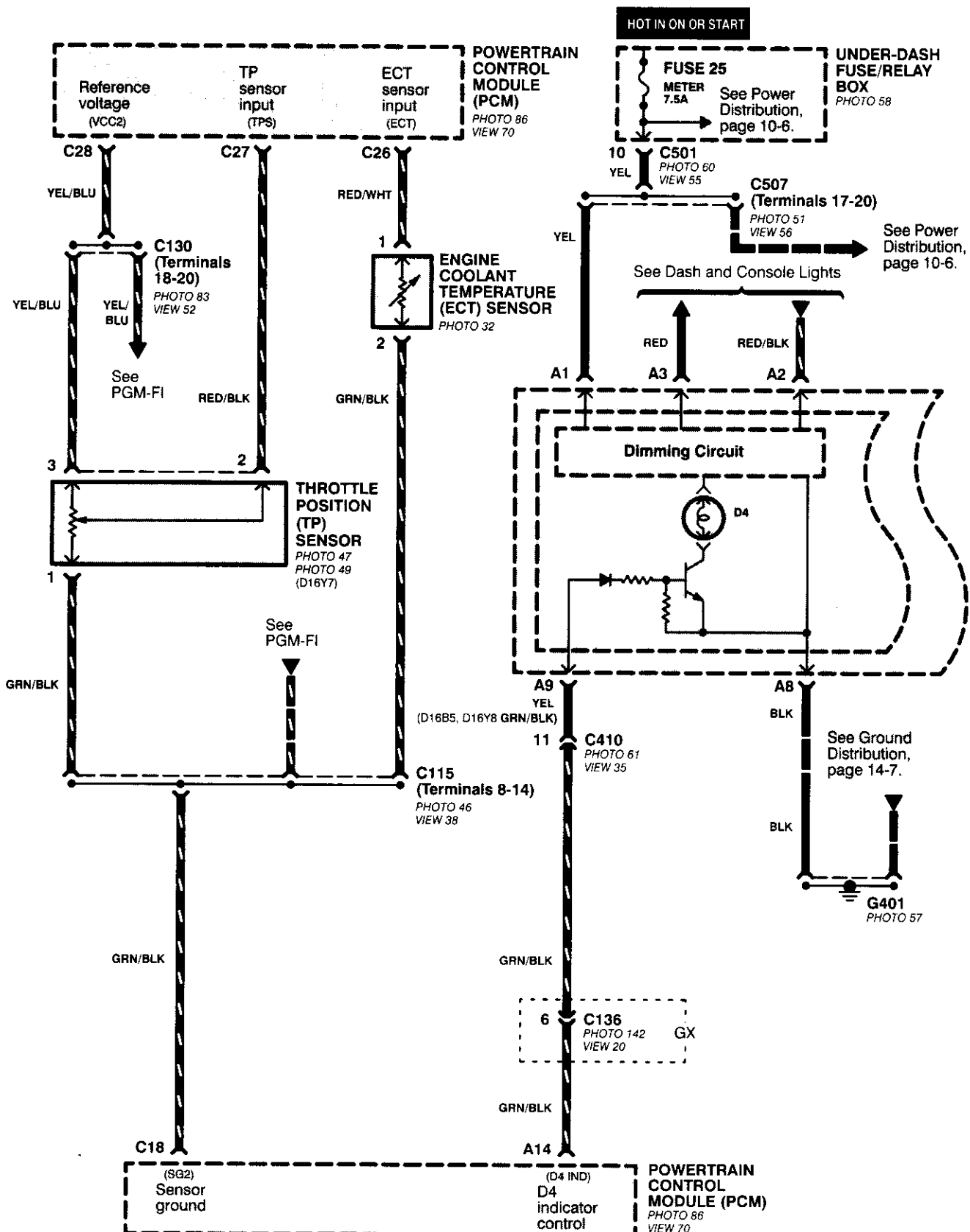


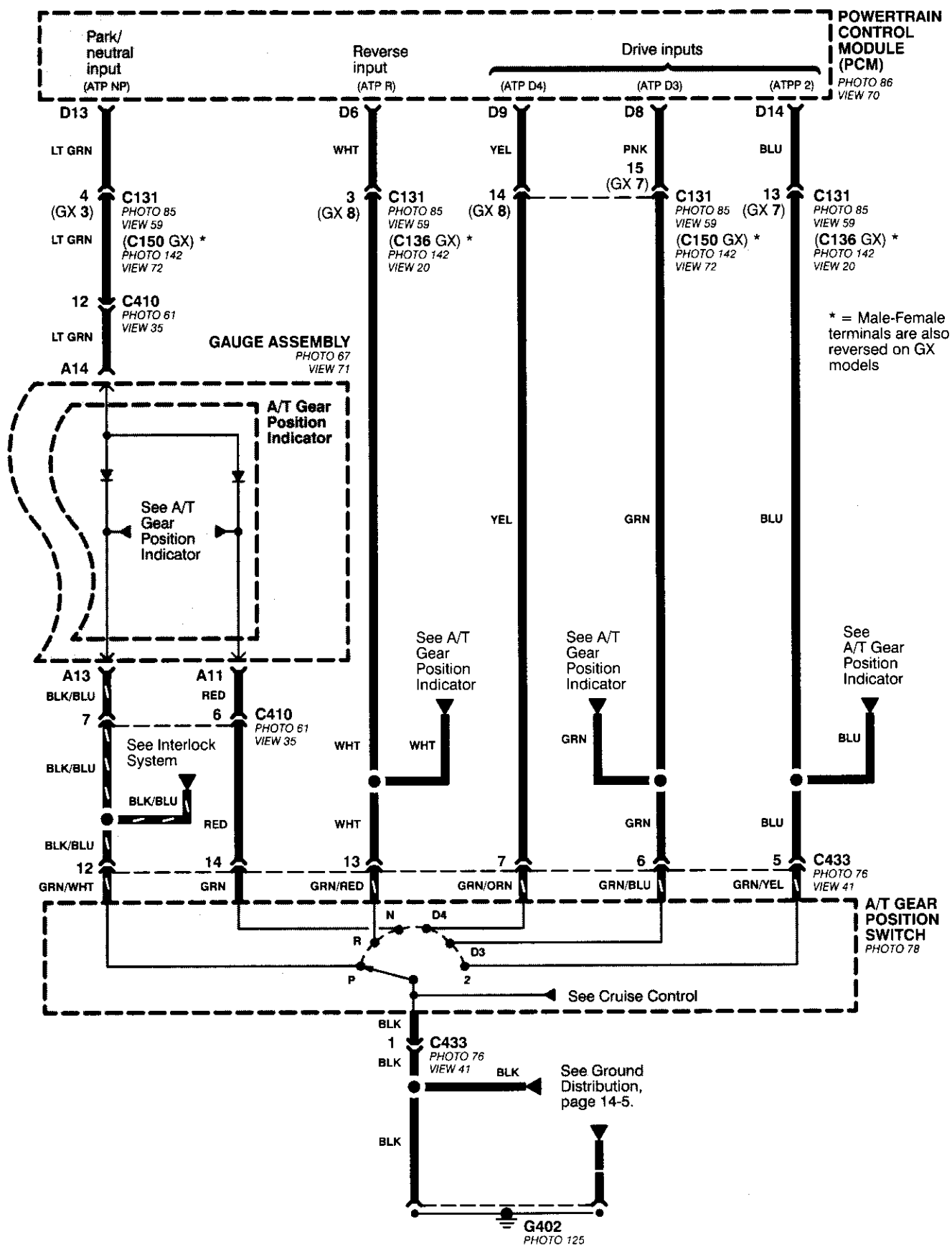
39-8



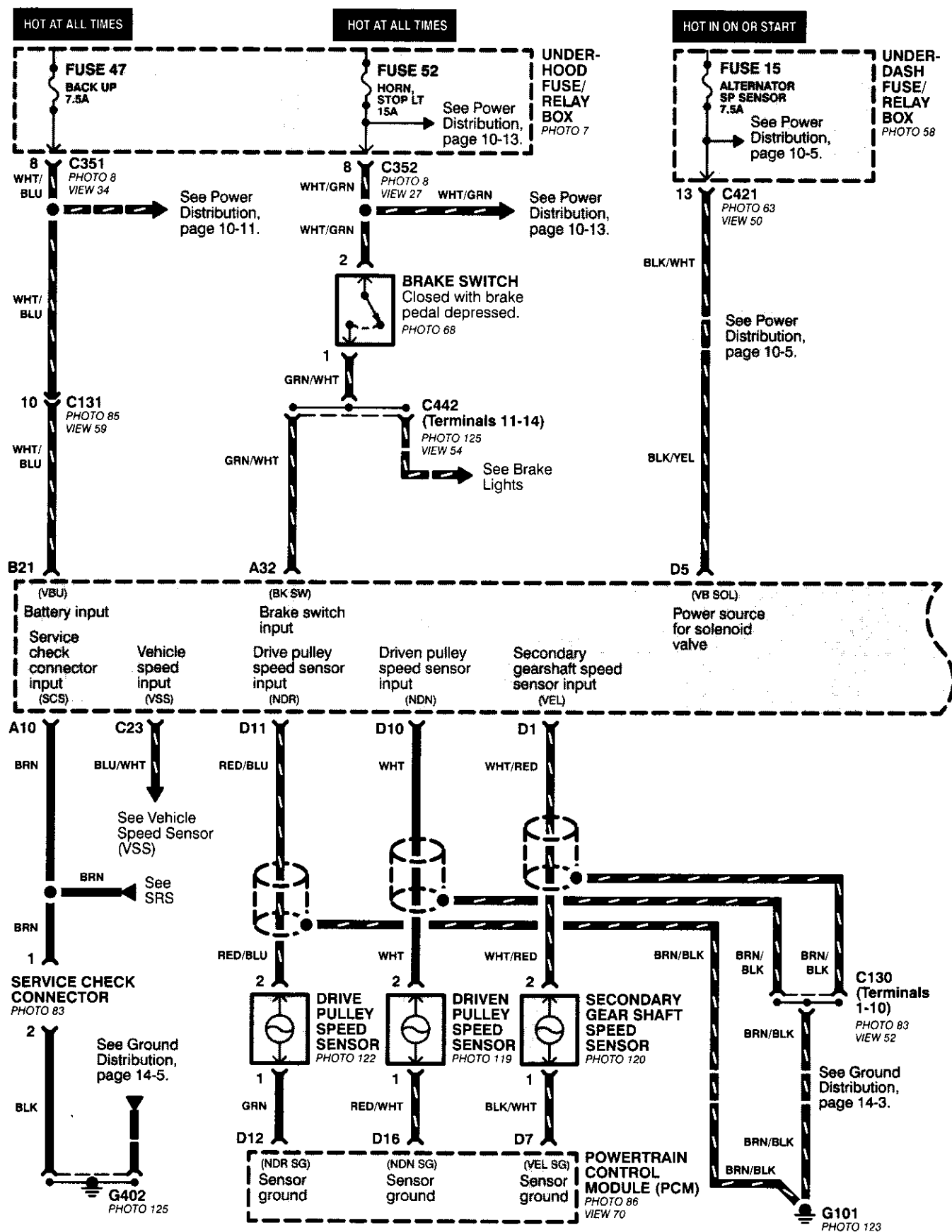


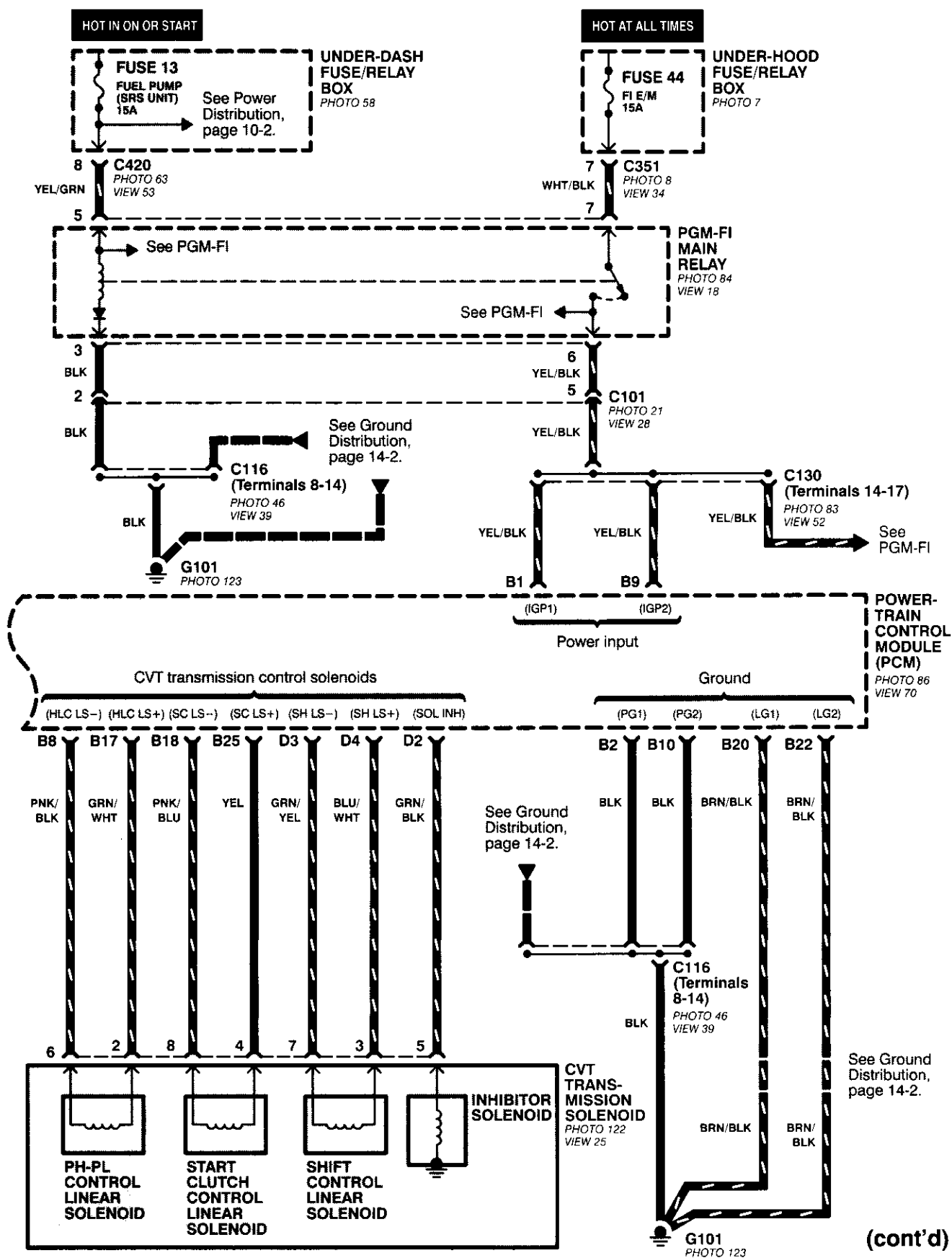
39-10





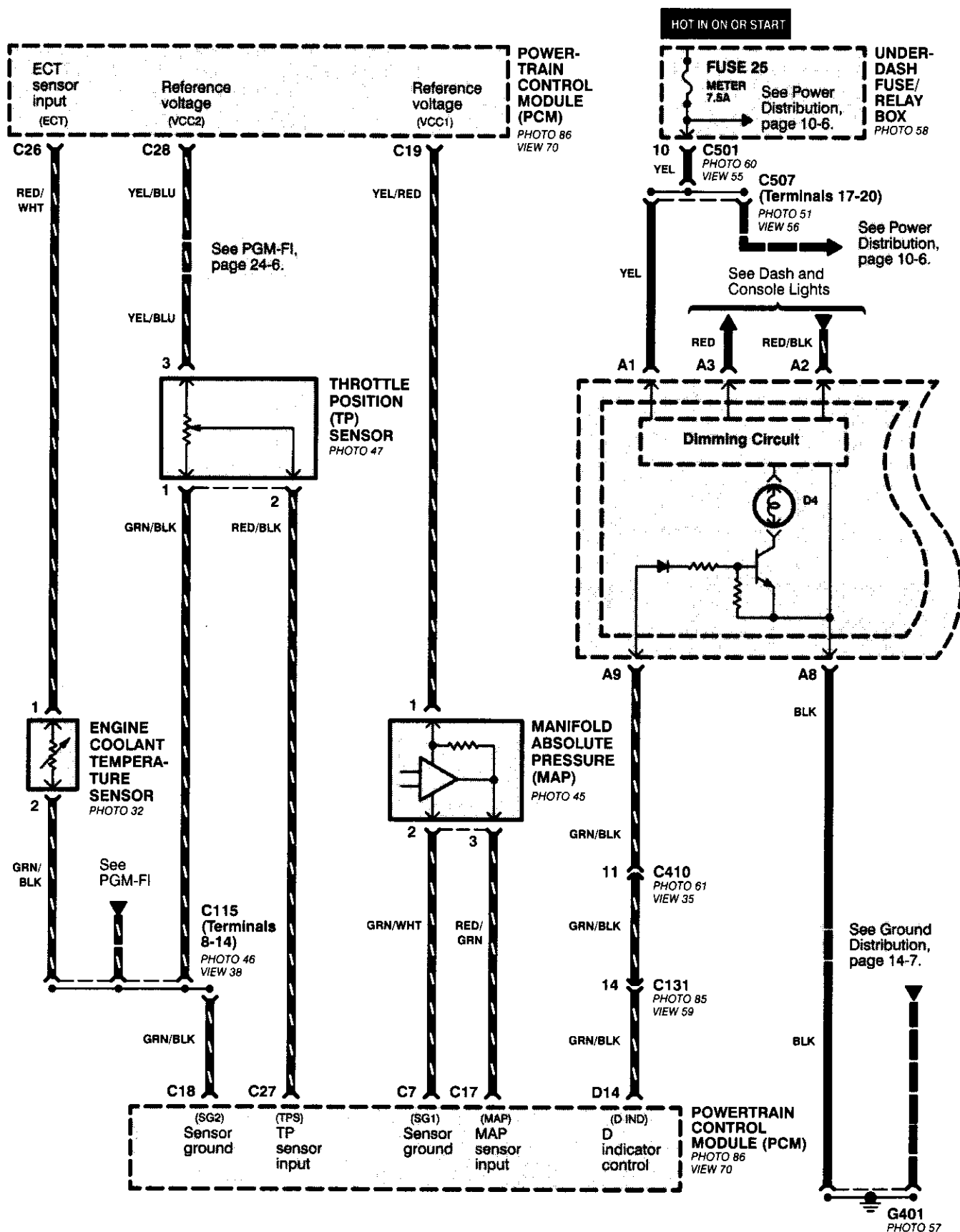
39-12

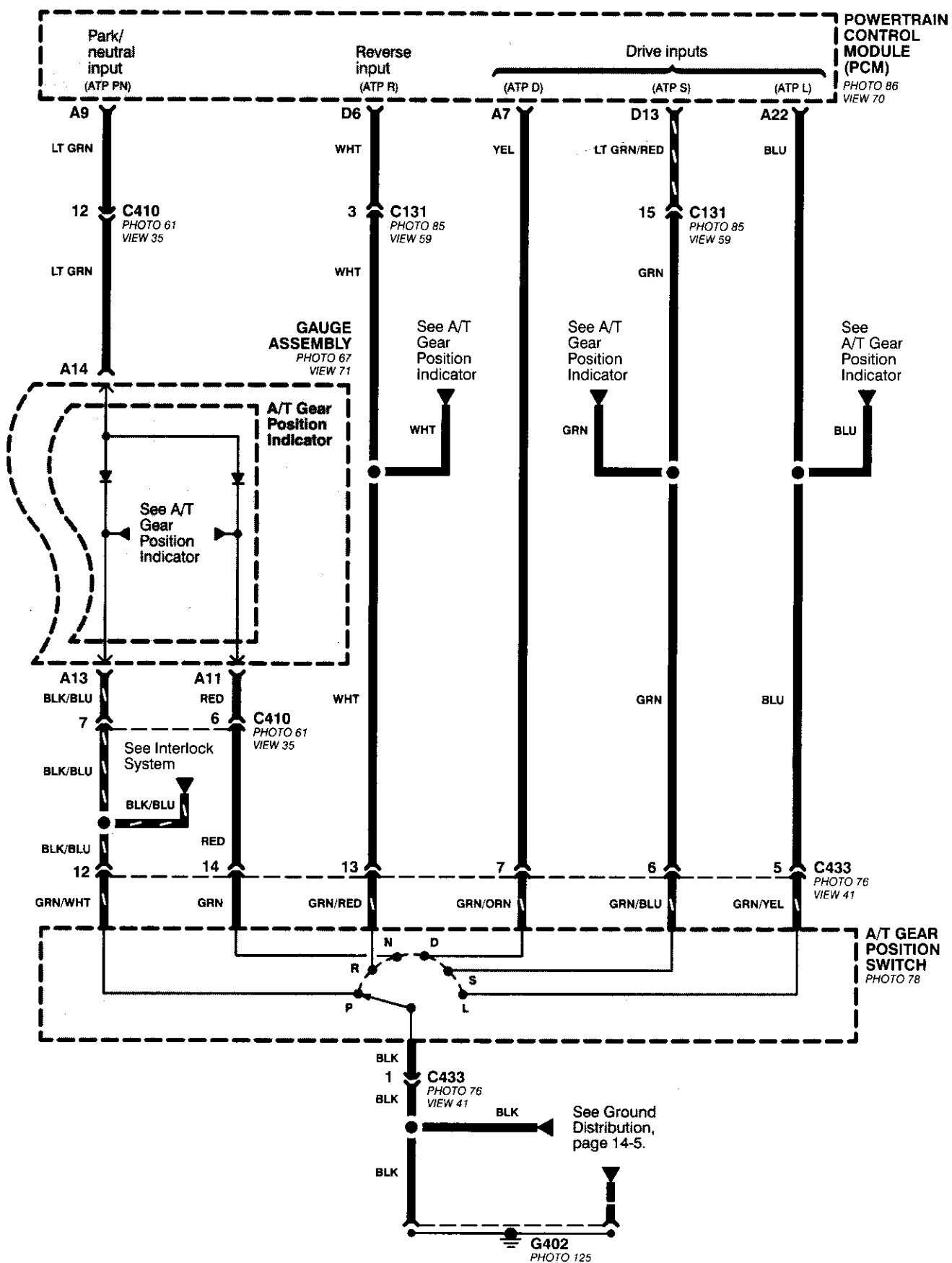




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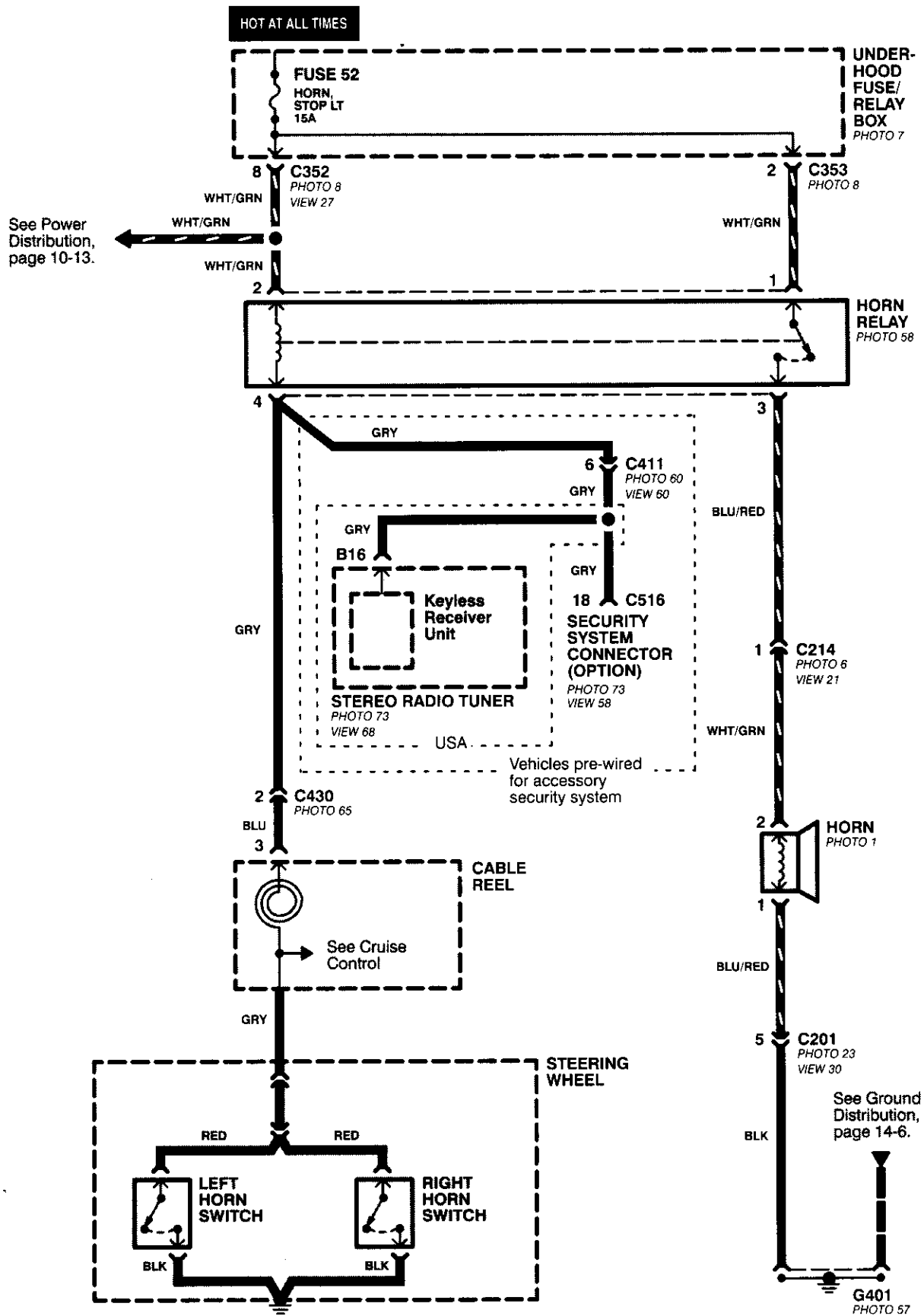
A/T Controls ('99-'00 CVT) (cont'd)





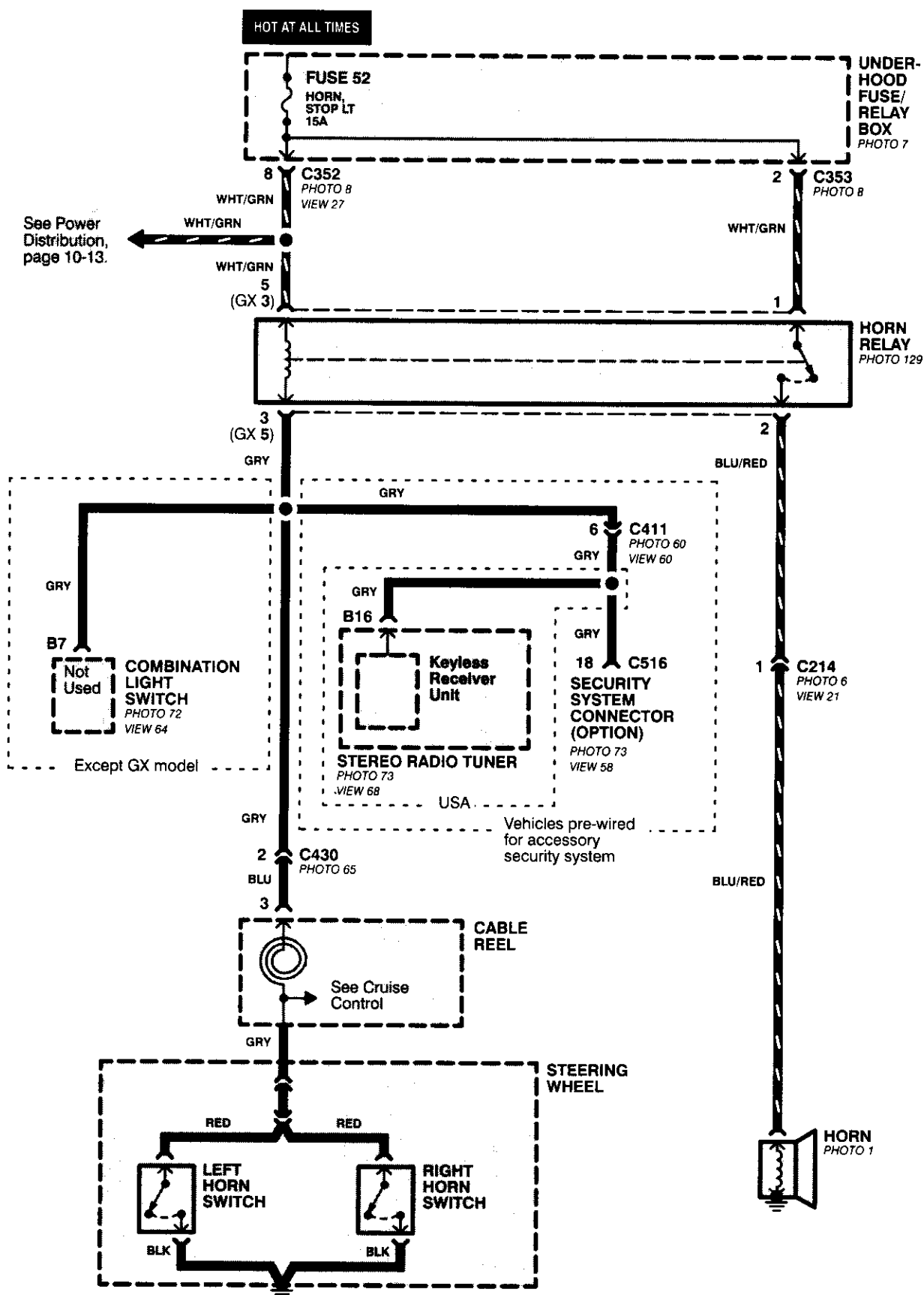
Horn

- '96-'97 Models



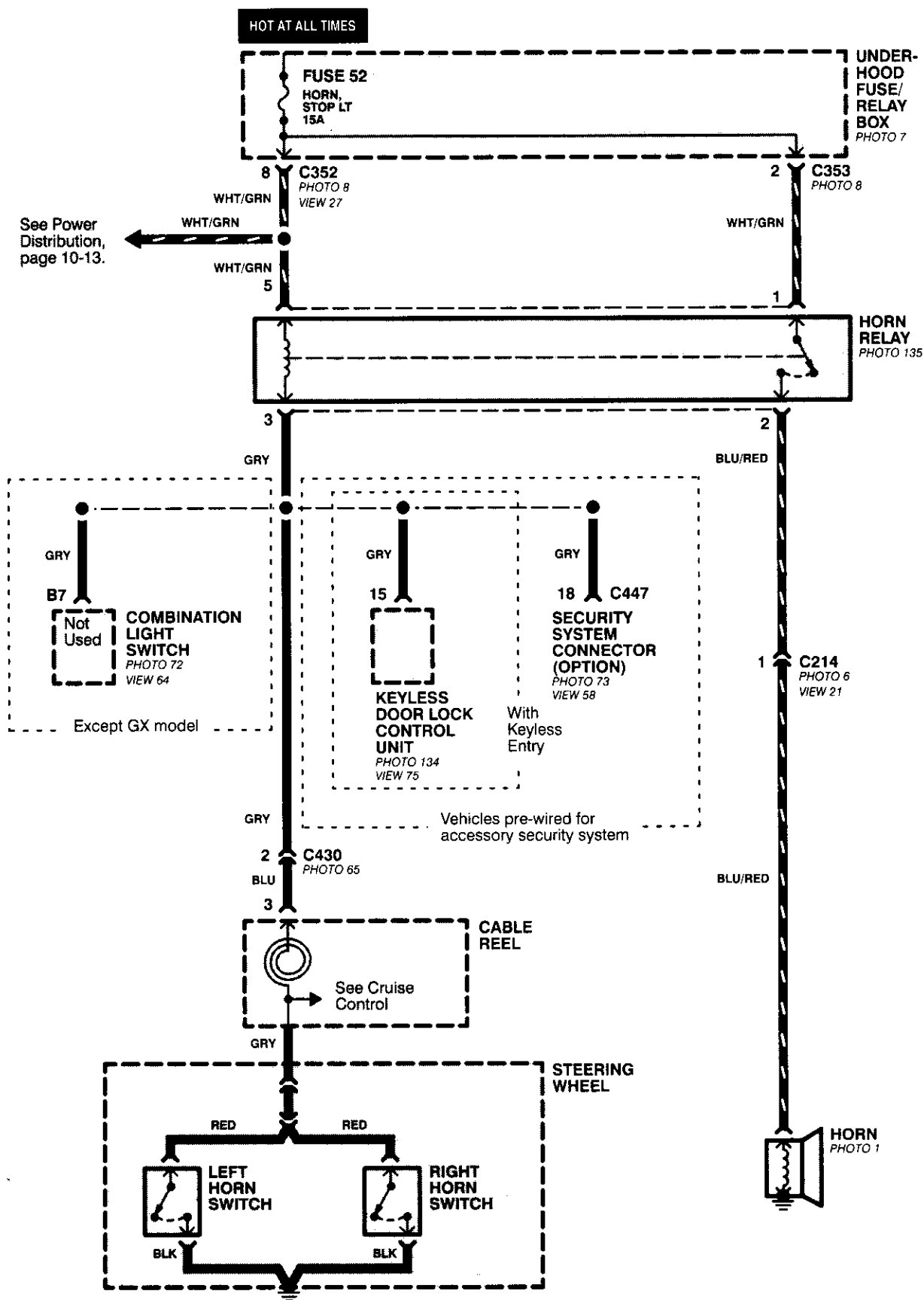


- '98 Model

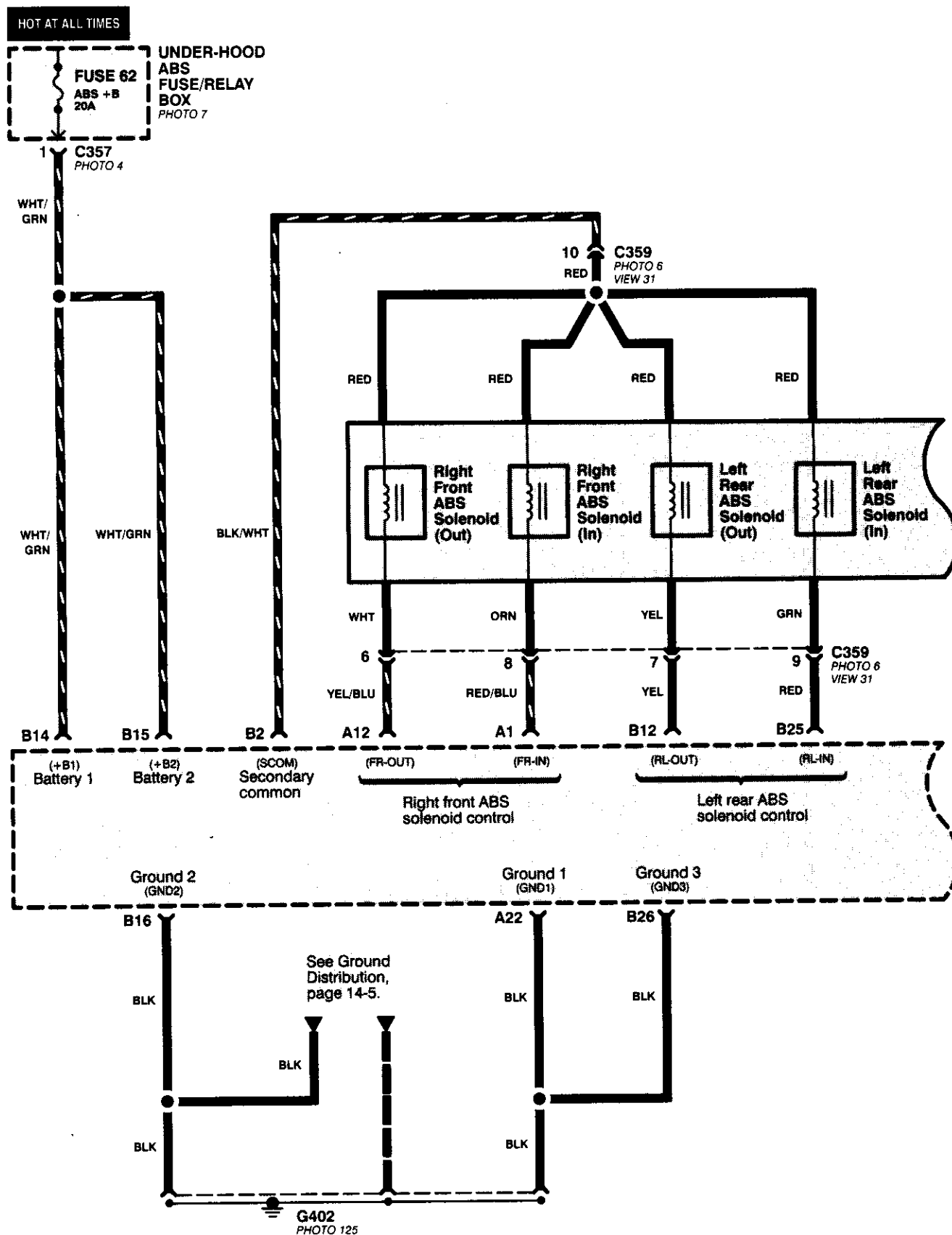


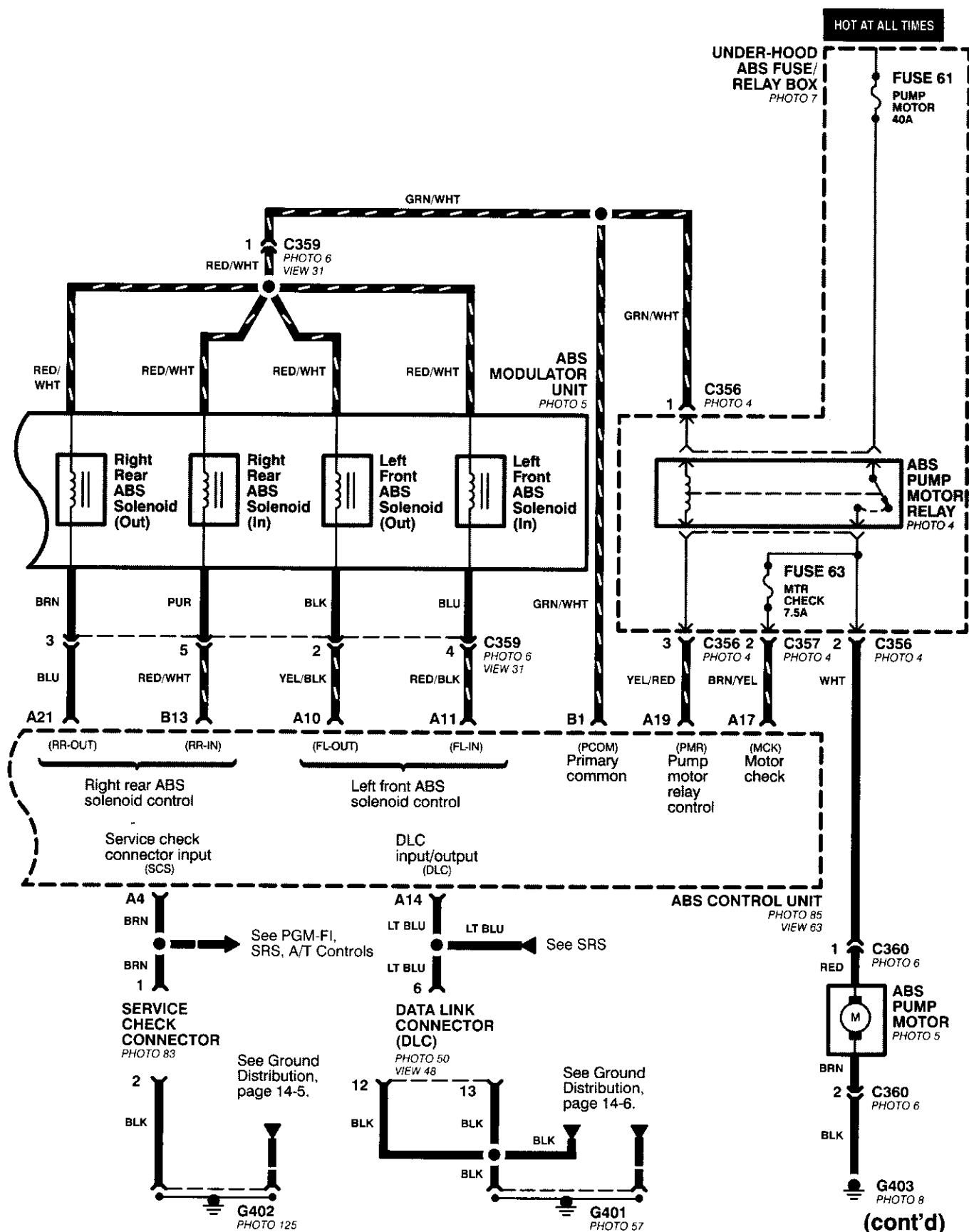
Horn

- '99-'00 Models

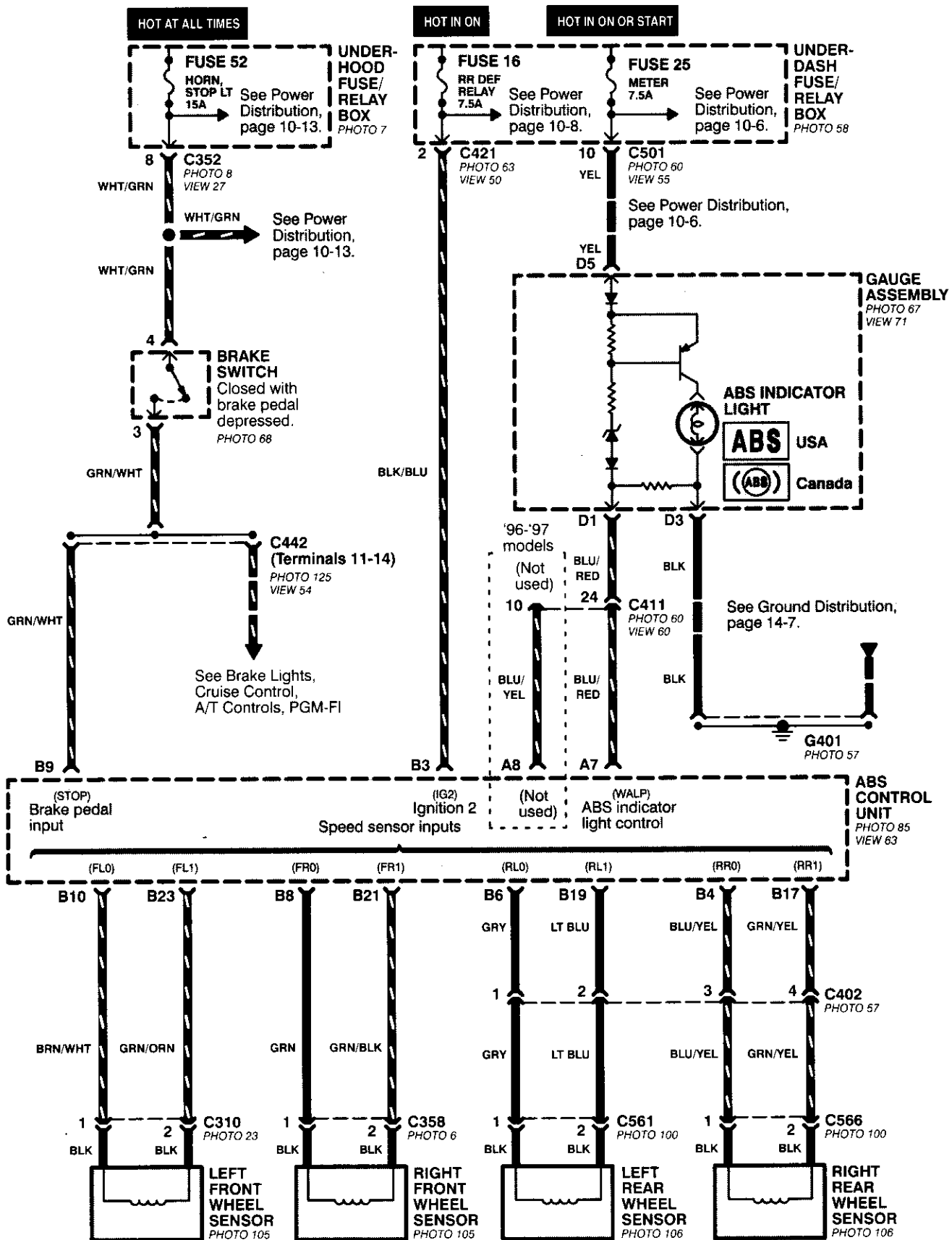


Anti-Lock Brake System (ABS)





Anti-Lock Brake System (ABS) (cont'd)





- How the Circuit Works

The anti-lock brake system (ABS) prevents locking of the wheels as a result of heavy braking and/or poor traction. A vehicle with locked wheels cannot be steered. The anti-lock brake system controls the application of the brakes, allowing the driver to maintain control of the steering.

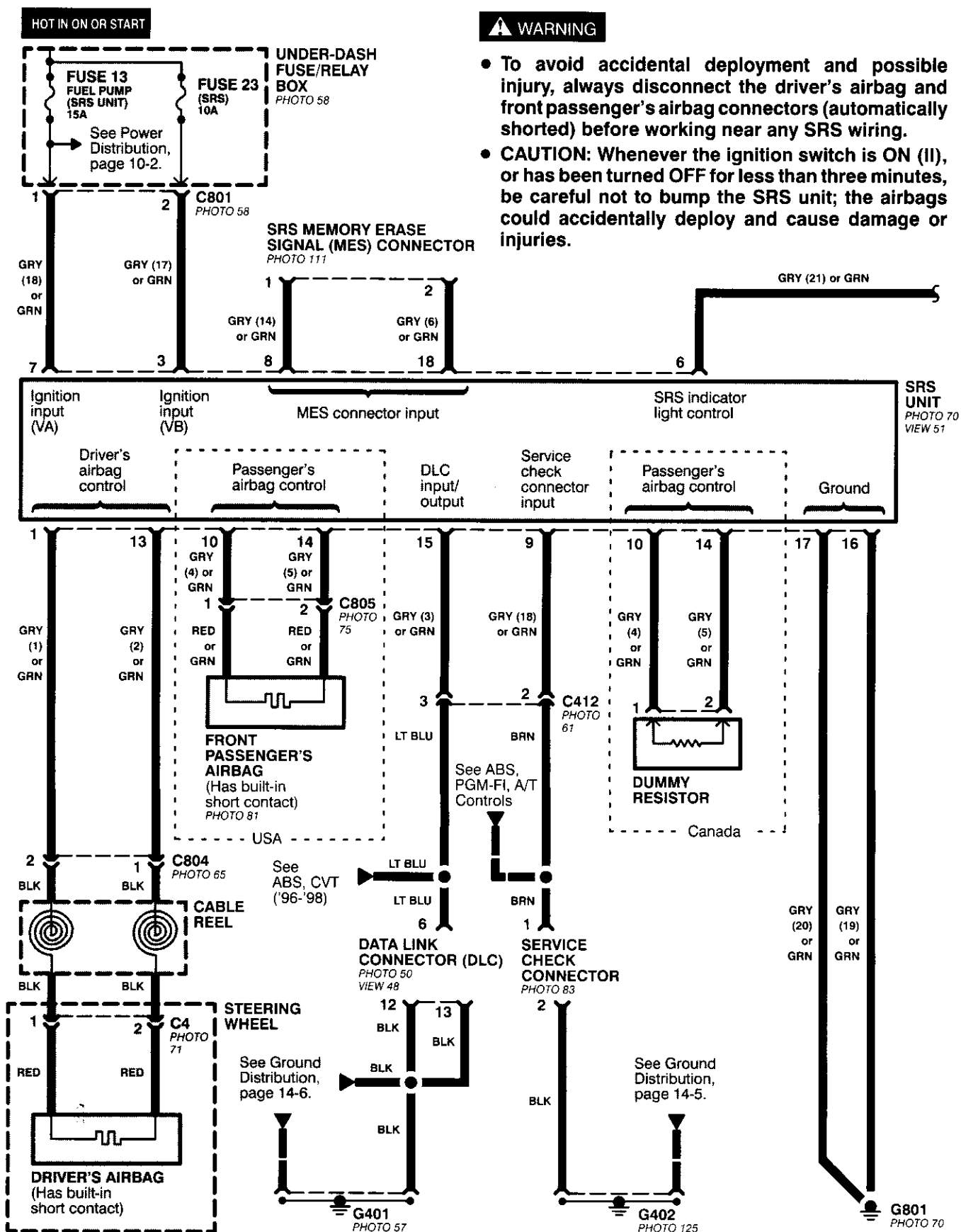
Under anti-lock conditions, the anti-lock brake system (ABS) modulates the pressure of the brake fluid to each brake caliper. This system is a four channel system: the pressure at each caliper is controlled independently of the pressure at any other caliper. Whenever a wheel is likely to lock during braking, the anti-lock brake system modulates the brake pressure at that wheel. When the brake pressure is reduced to the point where there is no longer any possibility of wheel locking, the system returns to the conventional braking system mode of operation.

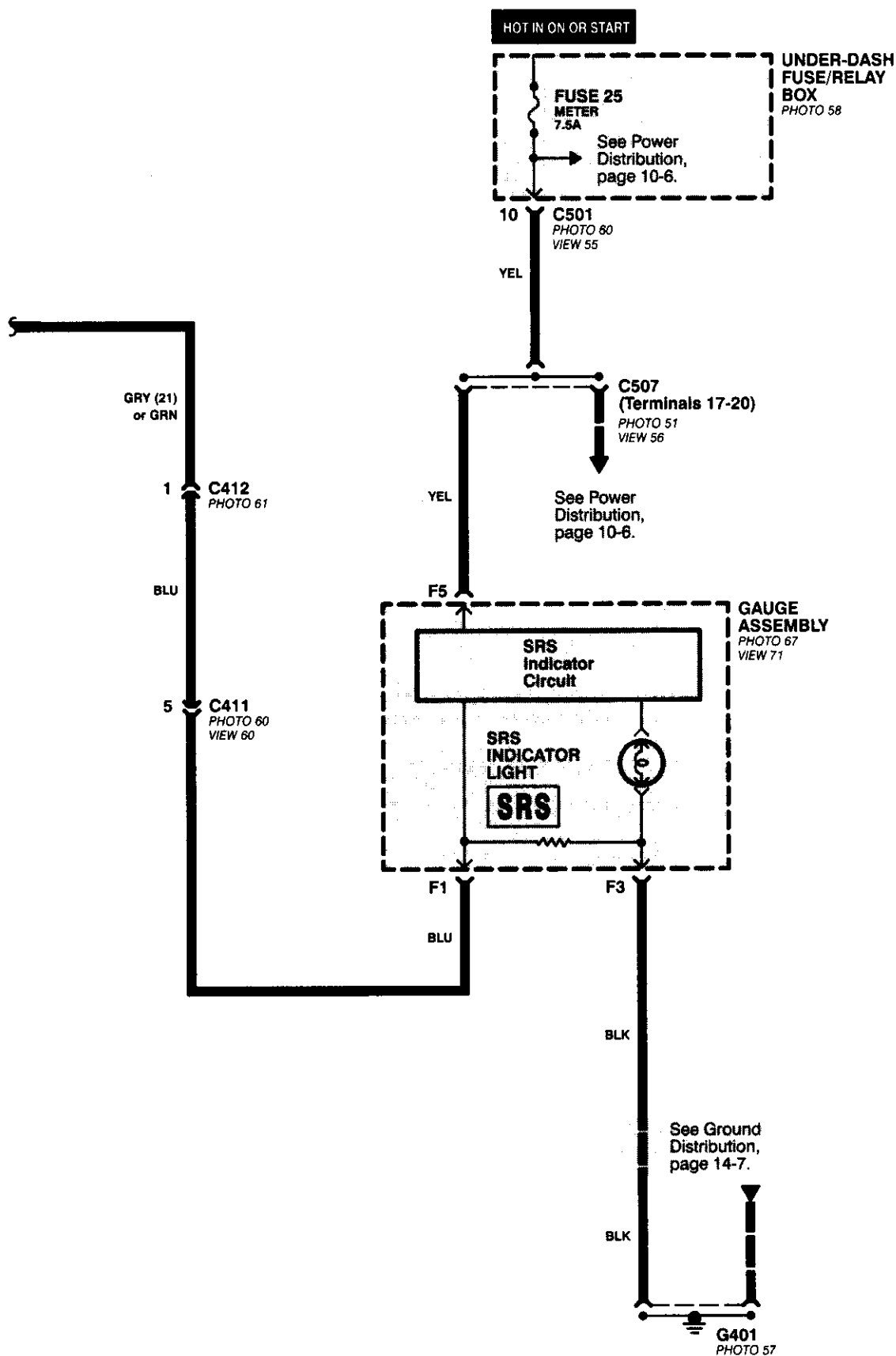
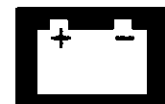
Battery voltage is applied at all times through fuse 63 to the ABS control unit. When the ignition switch is in ON (II), battery voltage is supplied to the control unit through fuse 16. The control unit is case grounded. Inputs are received from the brake switch and the individual wheel sensors located at each wheel. The ABS control unit uses these inputs to control the modulator solenoid unit. The solenoids adjust the hydraulic pressure applied to each caliper.

The ABS control unit has a self-diagnosis function. When the control unit detects a fault, it turns on the "ABS" indicator and disables the anti-lock brake system. If the fault is not in the conventional braking system, the brakes will continue to operate normally but without the anti-lock feature.

Refer to the Service Manual (Section 19, Anti-Lock Brake System) for specific tests or troubleshooting procedures.

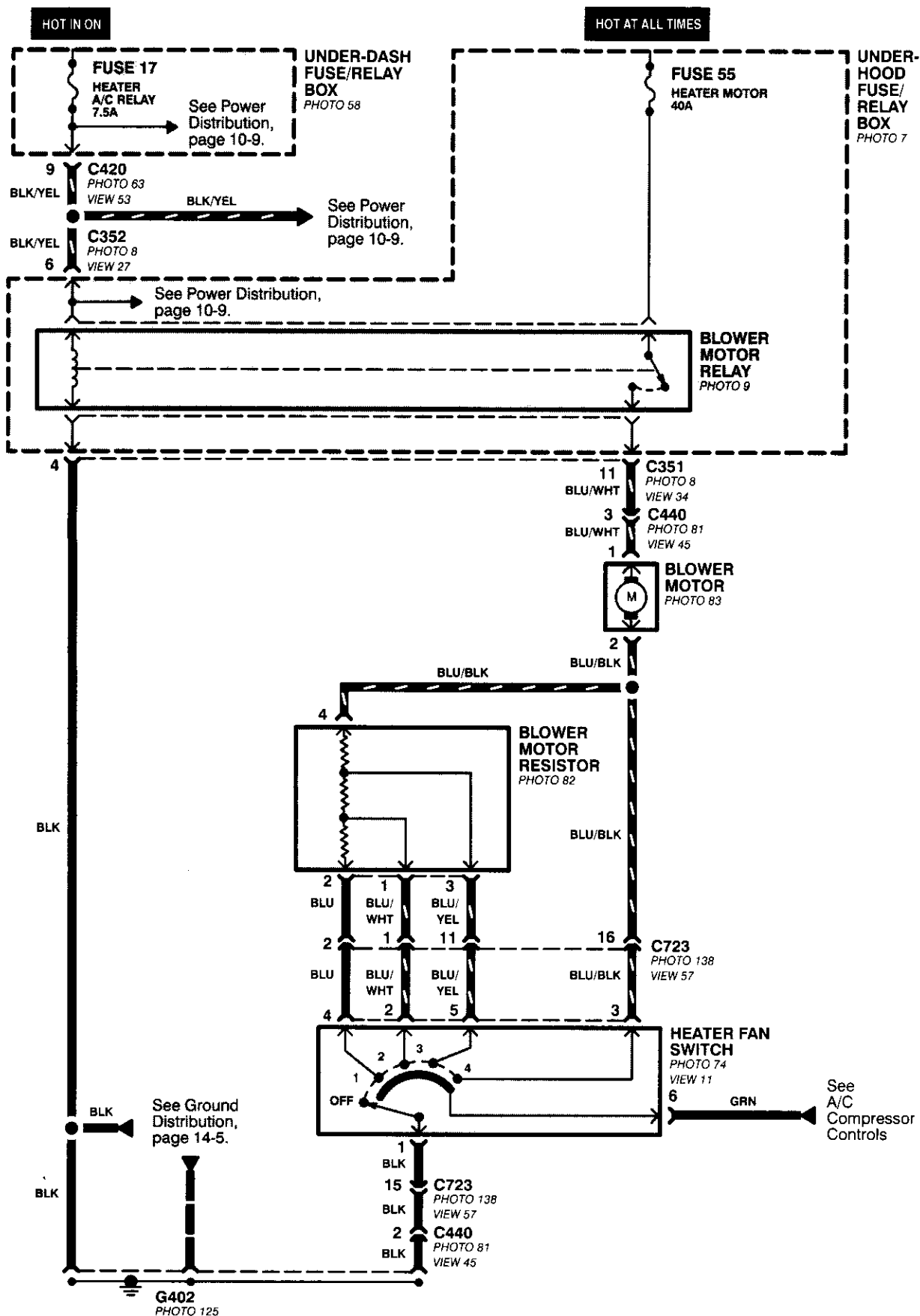
Supplemental Restraint System (SRS)





Blower Controls

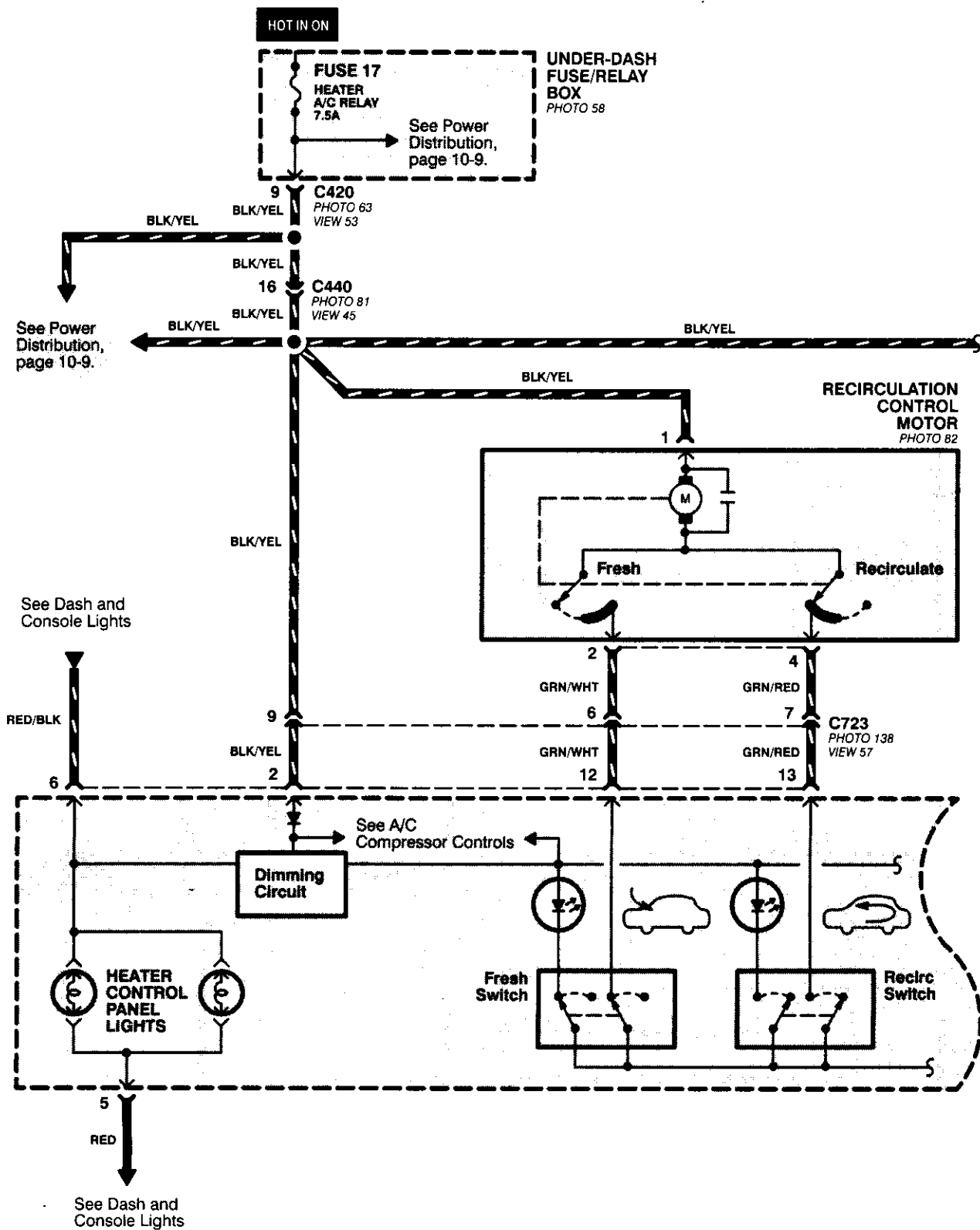
— '96-'98 Models

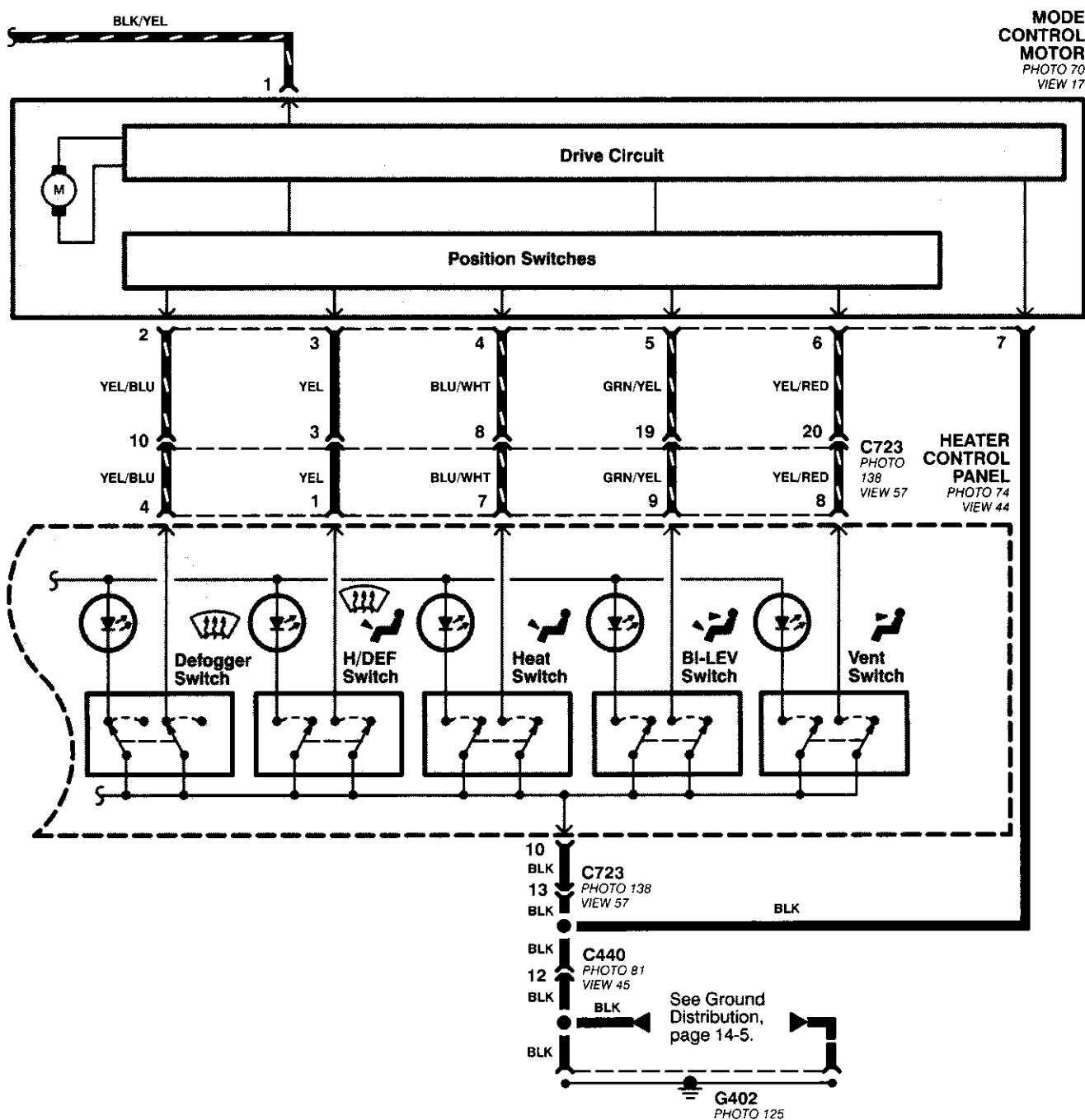




Air Delivery

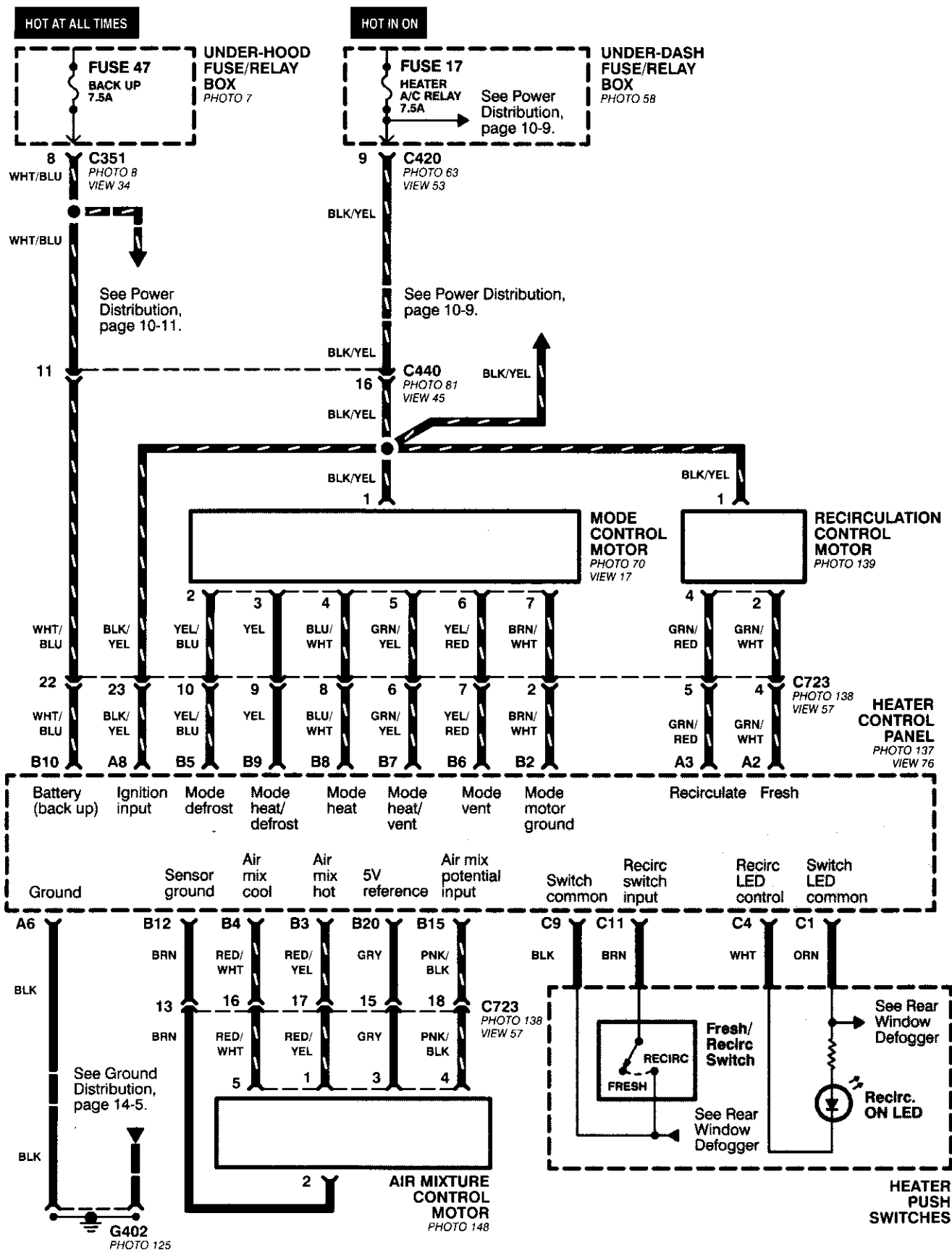
- '96-'98 Models





Air Delivery

- '99-'00 Models





– How the Circuit Works

'96-'98 Models

The air delivery system directs the flow of air used by the heater and air conditioner systems.

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 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 or 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 proper position. Battery voltage is also applied through the dimming circuit to the corresponding LED, and the LED comes on.

Refer to the Service Manual (Section 21, Heater) for specific tests or troubleshooting procedures.

'99-'00 Models

The heater control panel receives battery voltage at all times through fuse 47. With the ignition switch in ON (II), voltage is supplied to the heater control panel through fuse 17. The control panel is grounded at G402.

The heater control panel controls the air delivery motors, and supplies a 5 VDC reference voltage to the air mixture control motor.

The air mixture and mode control motors each receive inputs from the heater control panel. The air mix motor regulates the mixture of cold and hot air by varying the position of the heater-evaporator door.

The mode control motor controls the direction and volume of outlet air. The air flow can be directed to the dashboard vents or the corner vents.

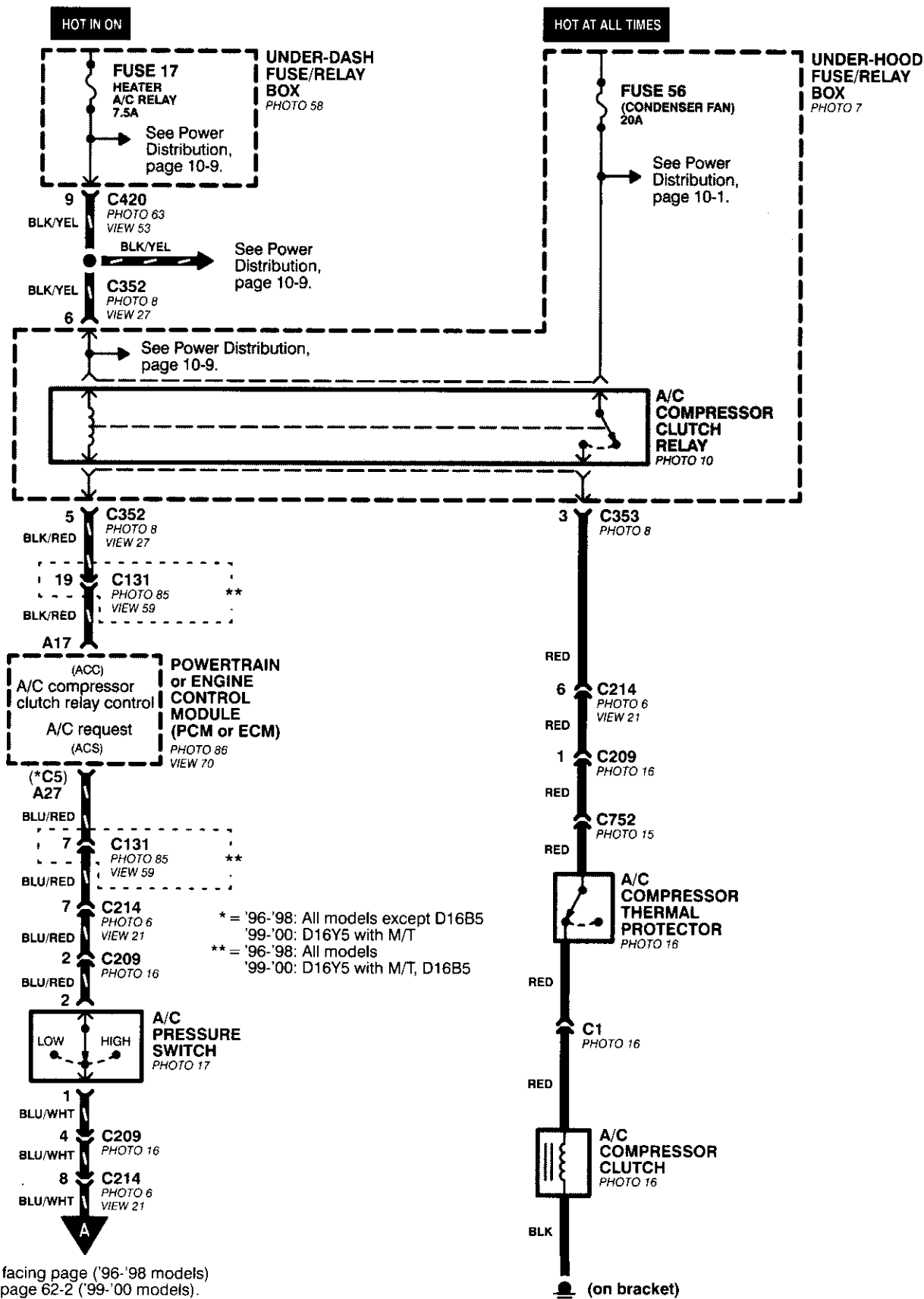
Both the air mixture control motor and mode control motor are grounded by the heater control panel.

The recirculation control motor receives battery voltage through fuse 17 when the ignition switch is in ON (II). It regulates the position of the fresh/recirc door, and is controlled by two position inputs from the heater control panel ("Recirc" and "Fresh").

Refer to the Service Manual (Section 21, Heater) for specific tests or troubleshooting procedures.

A/C Compressor Controls

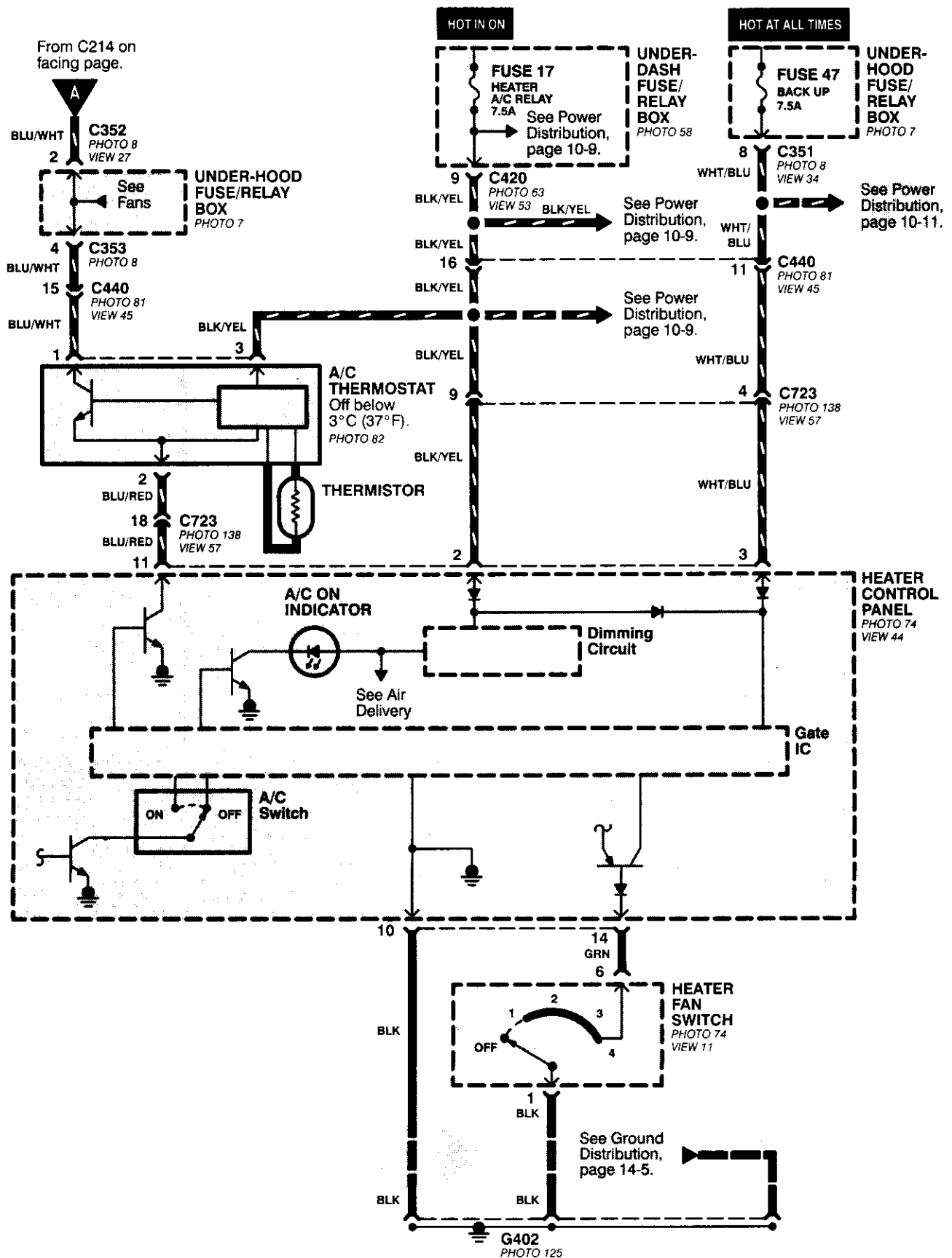
- All Models



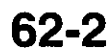
To facing page ('96-'98 models)
or page 62-2 ('99-'00 models).



- '96-'98 Models



- '99-'00 Models





– How the Circuit Works

Battery voltage is supplied through fuse 56 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 17. 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) or powertrain control module (PCM) through the A/C thermostat and the A/C pressure switch.

The A/C compressor clutch relay is grounded by the engine control module (ECM) or powertrain control module (PCM). When energized, the A/C compressor clutch relay allows battery voltage to turn on the A/C compressor clutch.

The A/C ON indicator light comes on when the A/C system is requested.

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 sensor 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.

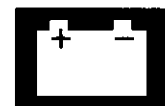
Thermal Protector

The thermal protector, located on the A/C compressor, opens and turns the compressor off if it senses high temperature. Once the compressor cools, the switch will close and the compressor will begin running again.

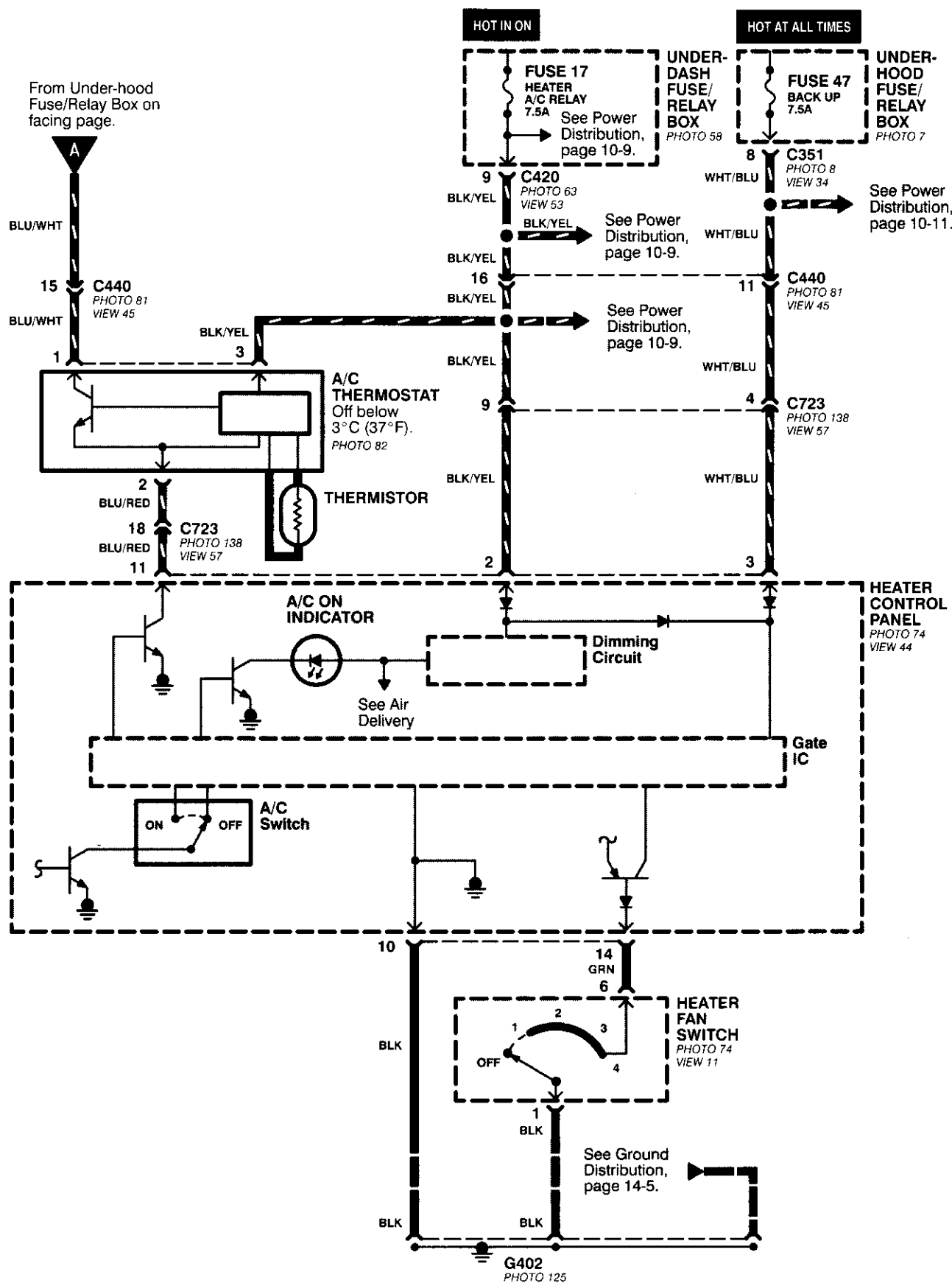
Refer to the Service Manual (Section 22, Air Conditioning) for specific tests or troubleshooting procedures.

- All Models



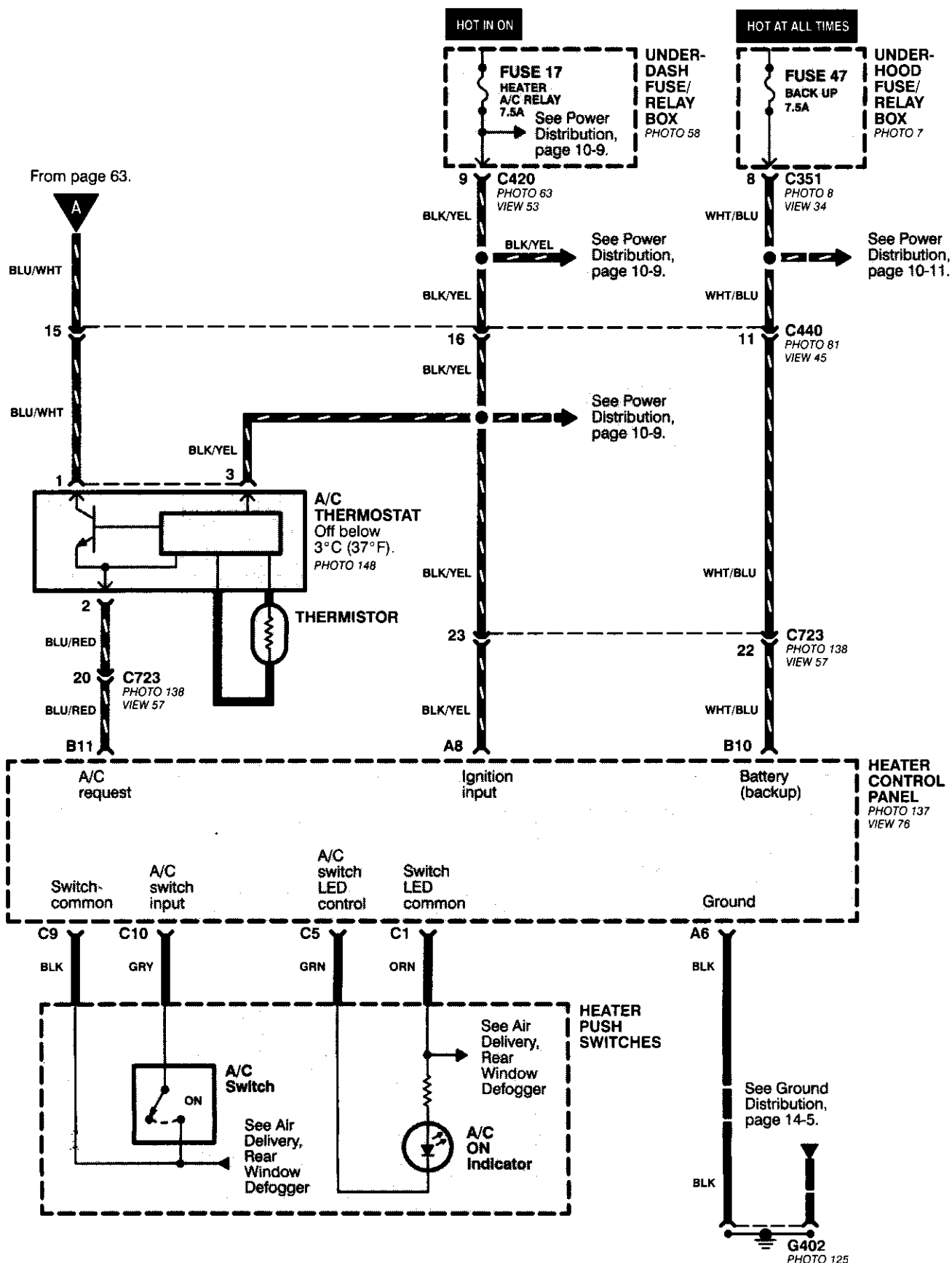


- '96-'98 Models



Fans (cont'd)

- '99-'00 Models





- How the Circuit Works

Radiator Fan

Voltage is provided at all times to the radiator fan relay (contacts) through fuse 57. With the ignition switch in ON (II), voltage is provided to the coil of the relay through fuse 17.

The radiator fan relay can be grounded through either the engine coolant temperature switch or the engine control module (ECM) or powertrain control module (PCM).

The engine coolant temperature switch grounds the radiator fan relay (coil) when the engine coolant temperature exceeds 199°F (83°C). The switch opens when coolant temperature decreases 3°–8°C.

Condenser Fan

Voltage is provided at all times to the condenser fan relay (contacts) through fuse 56. With the ignition switch in ON (II), voltage is provided to the coil of the relay through fuse 17. When you push the A/C switch and put the heater fan switch in 1, 2, 3, or 4 position, the A/C thermostat comes on, the condenser fan relay energizes, and the condenser fan motor runs.

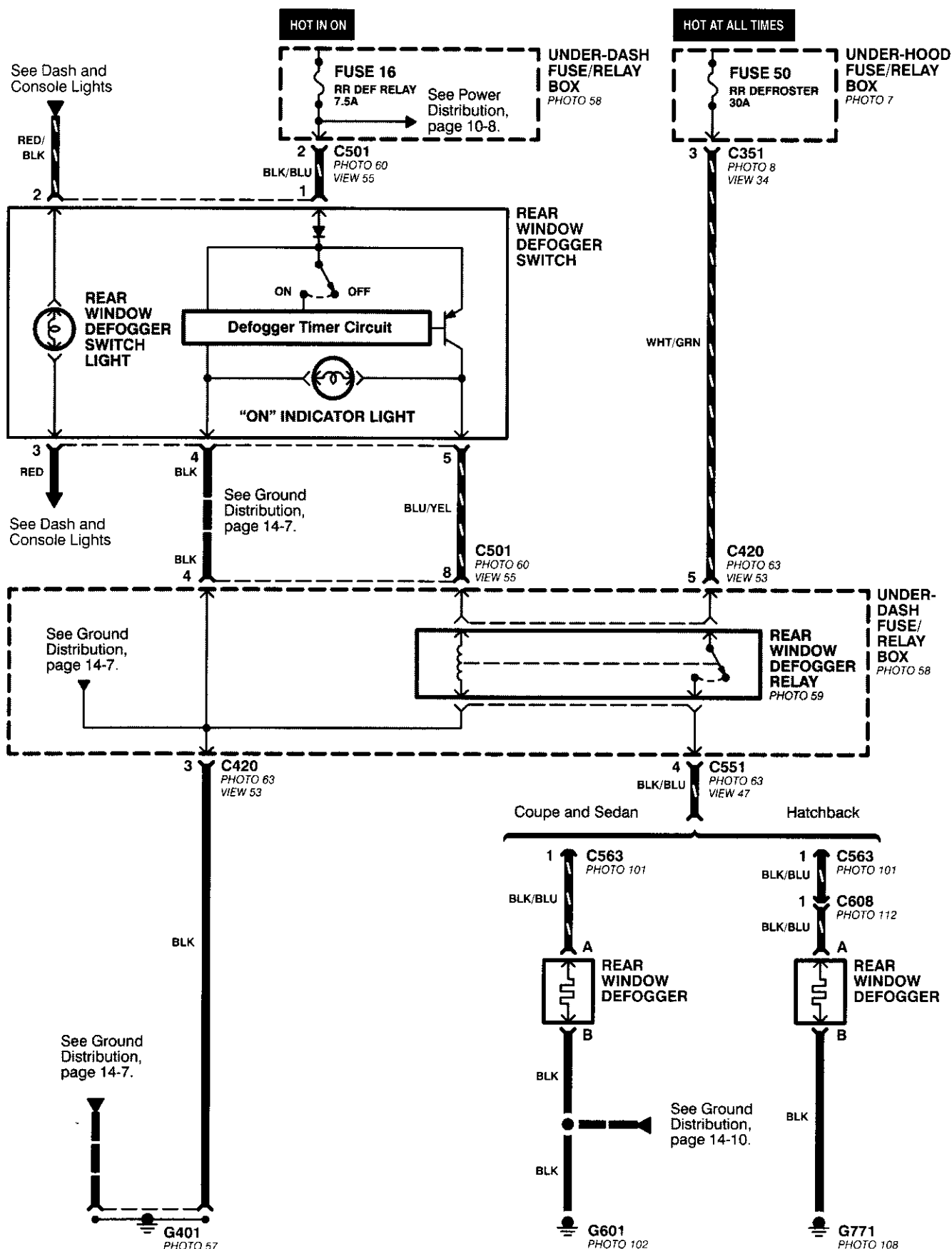
A/C Thermostat

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. If the temperature goes below 3°C (37°F) turning off the A/C thermostat, ground will be removed from the condenser fan relay. This will deenergize the relay and remove voltage from the condenser fan motor causing the fan to stop running.

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

Rear Window Defogger

- '96-'98 Models



Rear Window Defogger

– How the Circuit Works

'96-'98 Models

Voltage is applied at all times through fuse 50 to the rear window defogger relay (contacts). With the ignition switch in ON (II), voltage is applied through fuse 16 to the rear window defogger switch.

When you turn the switch ON, voltage is applied to the defogger timer circuit. The timer circuit supplies voltage to the rear window defogger relay (coil). The relay energizes and supplies voltage to the rear window defogger. The defogger grid then heats the rear window to remove any condensation from the glass.

The defogger timer circuit will automatically turn off the rear window defogger after about 25 minutes.

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

'99-'00 Models

Voltage is applied at all times through fuse 50 to the rear window defogger relay (contacts). With the ignition switch in ON (II), voltage is applied through fuse 16 to the heater control panel.

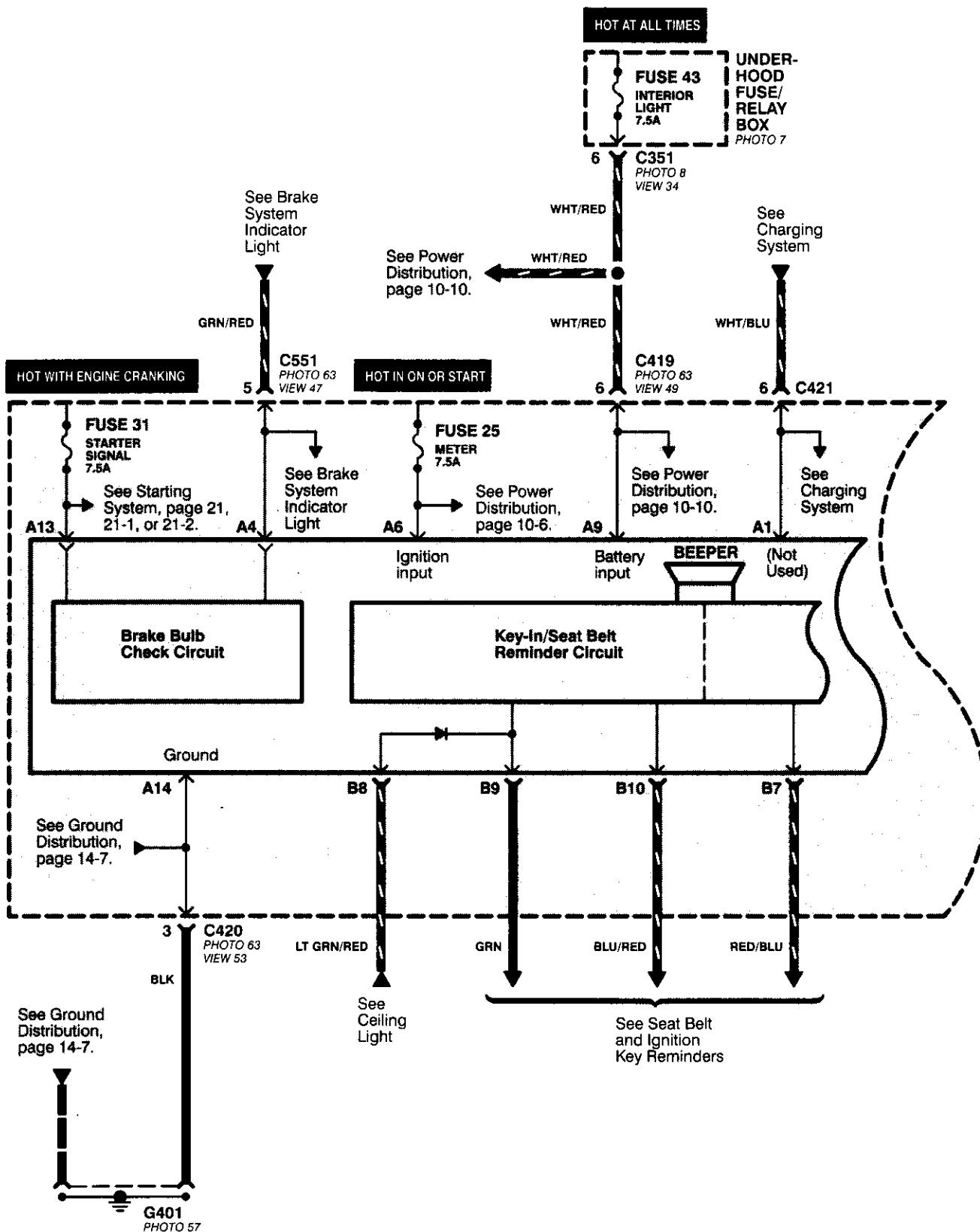
When you turn the rear window defogger switch ON, a signal is sent to the defogger timer circuit built-into the heater control panel. The timer circuit supplies voltage to the rear window defogger relay (coil). The relay energizes and supplies voltage to the rear window defogger. The defogger grid then heats the rear window to remove any condensation from the glass.

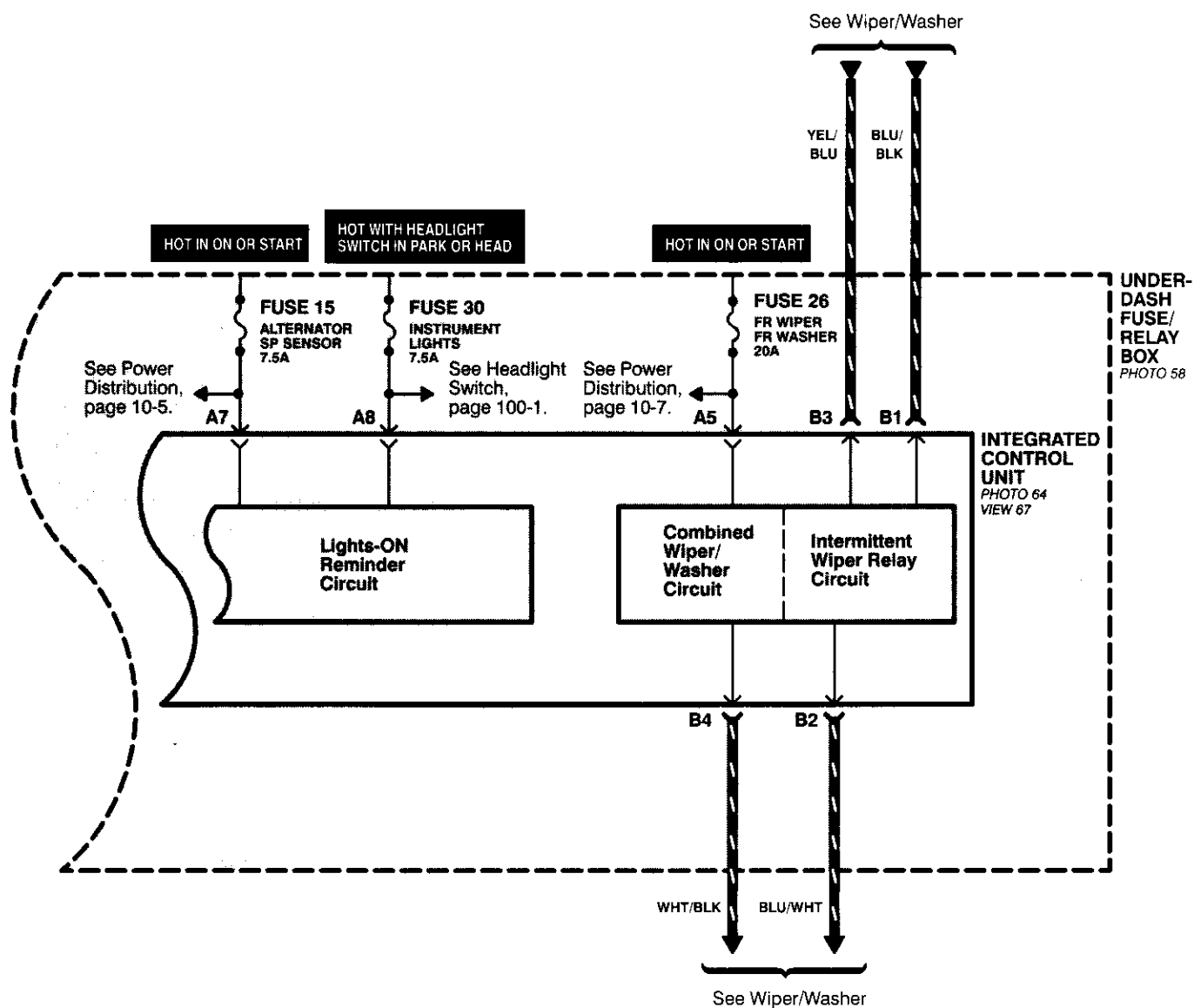
The defogger timer circuit will automatically turn off the rear window defogger after about 25 minutes.

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

Integrated Control Unit

NOTE: Fuse 31 is hot with Ignition Switch in START (III) and clutch pedal depressed or A/T Gear Selector in PARK (P) or NEUTRAL (N), see Starting System, page 21, 21-1, or 21-2.





- '96-'98 Models

HOT WITH ENGINE CRANKING

HOT IN ON OR START

FUSE 31
STARTER SIGNAL
7.5A
See Starting System,
page 21, 21-1, or 21-2.

FUSE 25
METER
7.5A
See Power Distribution,
page 10-6.

UNDER-DASH FUSE/RELAY BOX
PHOTO 58

A13

Start input

Bulb check output

Brake Bulb Check Circuit

Ground

A14

See Ground Distribution, page 14-7.

3

C420
PHOTO 63
VIEW 53

BLK

1

C551
PHOTO 63
VIEW 47

(Not Used)

RED/GRN

PARKING BRAKE SWITCH
Closed with parking brake applied.
PHOTO 79

USA

15

18

C419

15

C419
PHOTO 63
VIEW 49

GRN/RED

14

C421
PHOTO 63
VIEW 50

GRN/RED

18

C419
PHOTO 63
VIEW 49

RED/GRN

1

C551
PHOTO 63
VIEW 47

RED/GRN

PARKING BRAKE SWITCH
Closed with parking brake applied.
PHOTO 79

Canada

10 YEL

C501
PHOTO 60
VIEW 55

See Power Distribution, page 10-6.

YEL C4

See Indicators

BRAKE INDICATOR LIGHT

BRAKE

(USA)

(I)(P)

(Canada)

B5 GRN/RED

3

C503
PHOTO 61
VIEW 46

GRN/RED

5

C551
PHOTO 63
VIEW 47

CVT

TRANSMISSION CONTROL MODULE (TCM)
PHOTO 121
VIEW 69

Parking brake switch input (HBRK SW)

B18 GRN/RED

C442 (Terminals 8-10)
PHOTO 125
VIEW 54

GRN/RED

C306
PHOTO 22

BRAKE FLUID LEVEL SWITCH
Closed with low fluid level.
PHOTO 22

BLK

C307
PHOTO 22

See Ground Distribution, page 14-6.

G401
PHOTO 57

See Ground Distribution, page 14-7.

See Head-lights

DAYTIME RUNNING LIGHTS CONTROL UNIT
VIEW 66

See Power Distribution, page 10-6.

UNDER-DASH FUSE/RELAY BOX
PHOTO 58

PHOTO 79

Brake System Indicator Light (cont'd)

– 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 25 to the brake system light. When you apply the parking brake, the switch closes and provides a ground for the light. The light then comes on to remind you that the parking brake is applied.

Brake Fluid Level

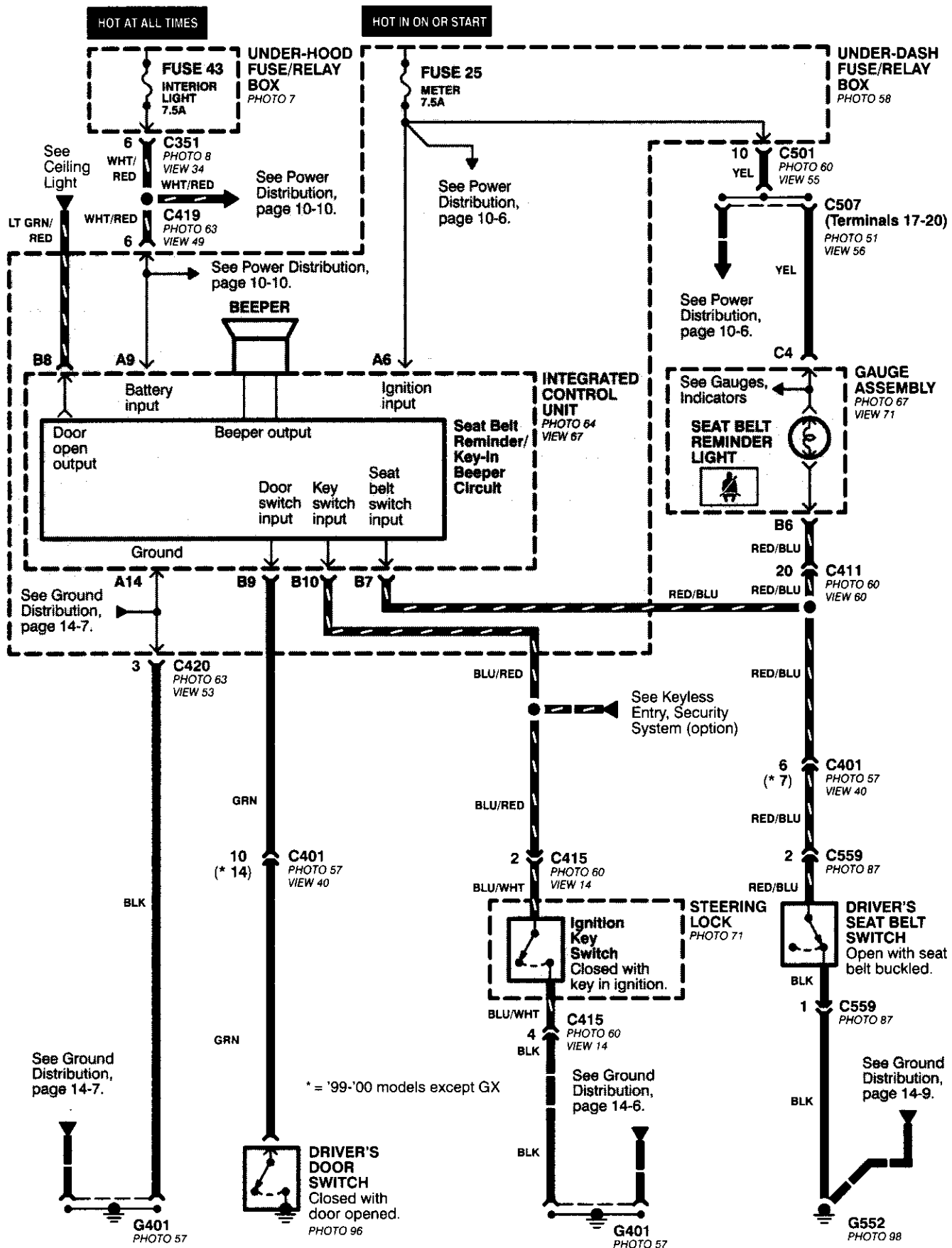
With the ignition switch in ON (II) or START (III), voltage is applied through fuse 25 to the brake system light. If the brake fluid level is low, the brake fluid level switch closes, providing ground to the circuit. The brake system light then comes on, alerting the driver to a low brake fluid level in the brake master cylinder. (Check brake pad wear before you add fluid).

Bulb Check

With the ignition switch in START (III) and clutch pedal depressed or A/T gear selector in PARK (P) or NEUTRAL (N), voltage is applied through fuse 31 to the brake bulb check circuit. The brake bulb check circuit closes, allowing current to flow through the brake system light and bulb check circuit to ground. The brake system light then comes on to test the bulb.

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

73





– How the Circuit Works

Seat Belt Warning

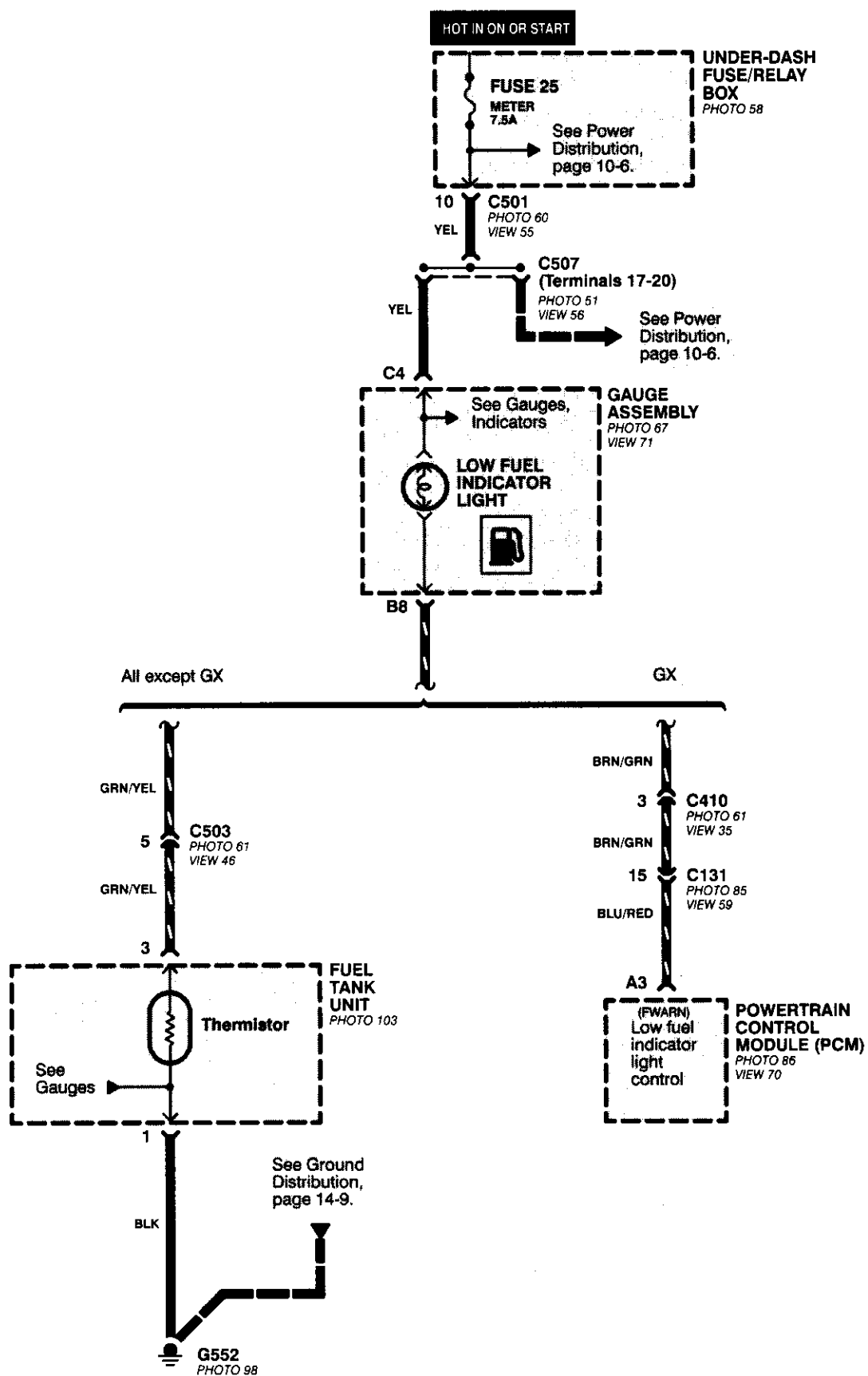
With the ignition switch in ON (II) or START (III), battery voltage is applied to the seat belt reminder light. When the seat belt is not buckled, the seat belt reminder/key-on beeper circuit in the integrated control unit senses ground through the closed seat belt switch. The seat belt reminder light comes on and stays on, and the beeper beeps for 6 seconds. The reminder light and beeper will stop when the seat belt is buckled or the timer circuit deactivates them.

Ignition Key Warning

Battery voltage is supplied at all times to the seat belt reminder/key-on beeper circuit in the integrated control unit. When you turn on the ignition key switch the integrated control unit senses ground. If you open the driver's door, the door switch closes, causing the beeper to sound until the door is closed.

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

Low Fuel Indicator Light





– How the Circuit Works

All Except GX

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's temperature increases, 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 the thermistor, the thermistor's temperature increases. 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.

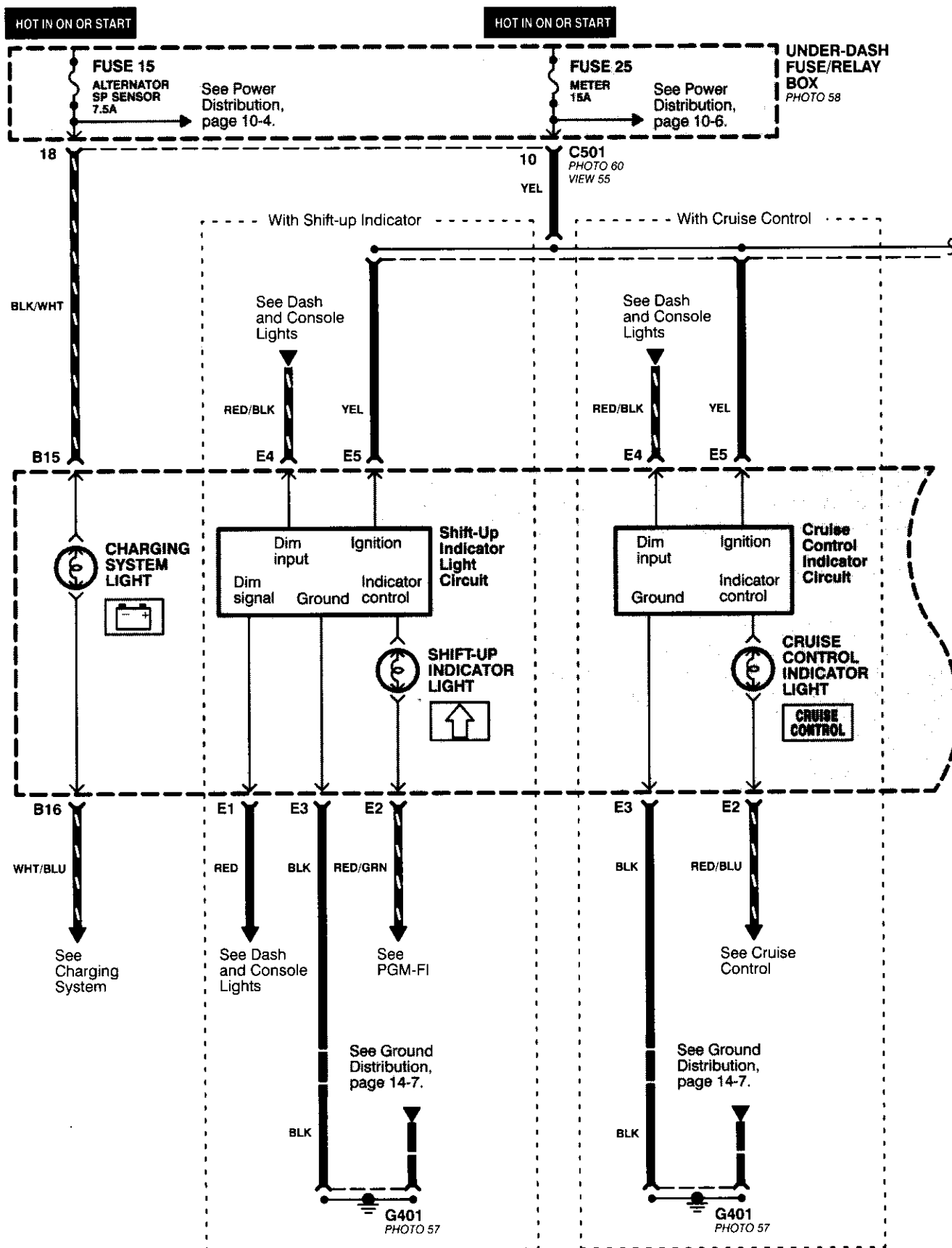
Refer to the Service Manual (Section 23, Electrical) for specific tests or troubleshooting procedures.

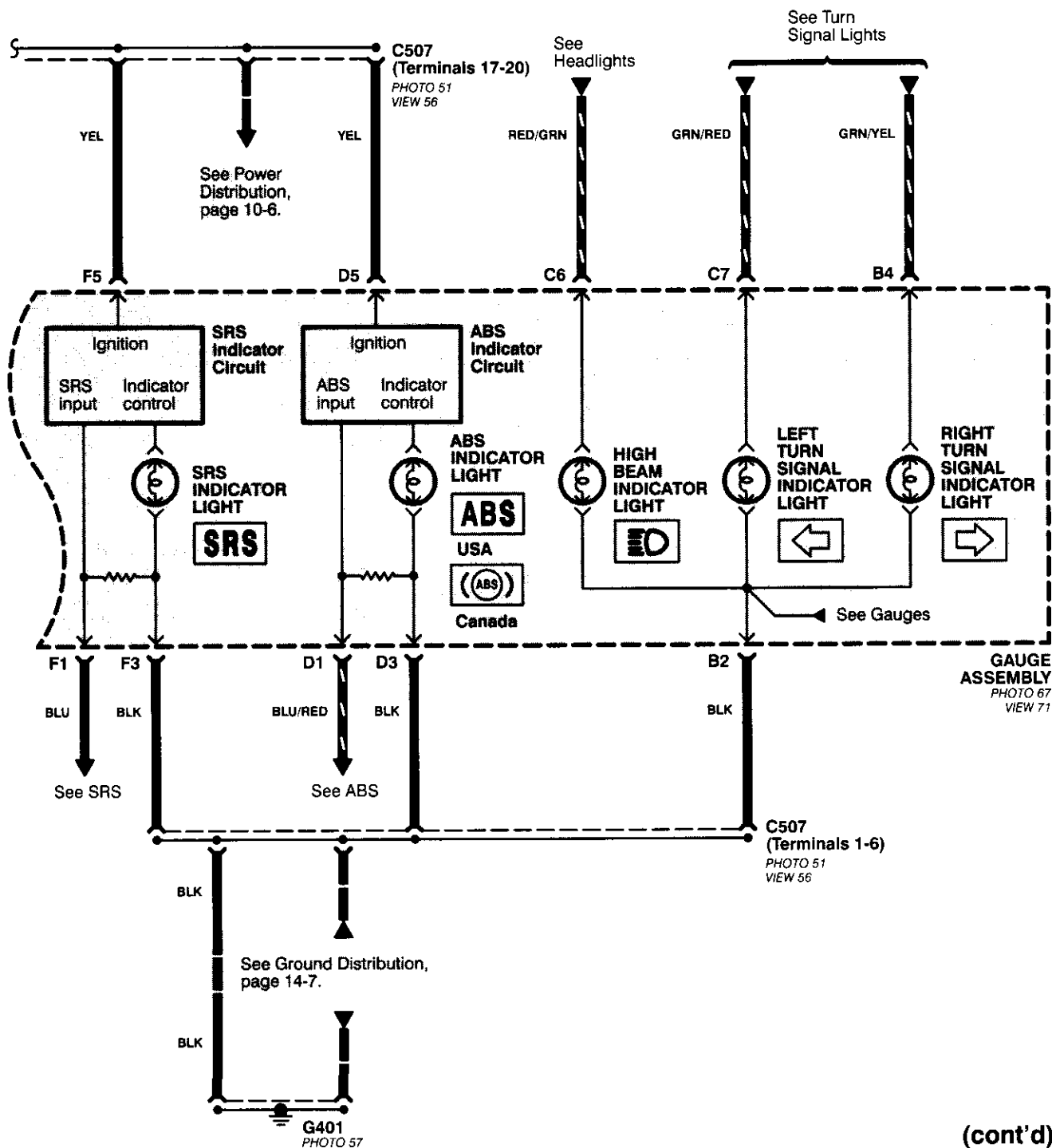
GX

The PCM turns on the low fuel indicator light when the fuel level is low. The PCM will also blink the indicator light when a problem is detected by the fuel tank pressure sensor or the fuel tank temperature sensor.

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

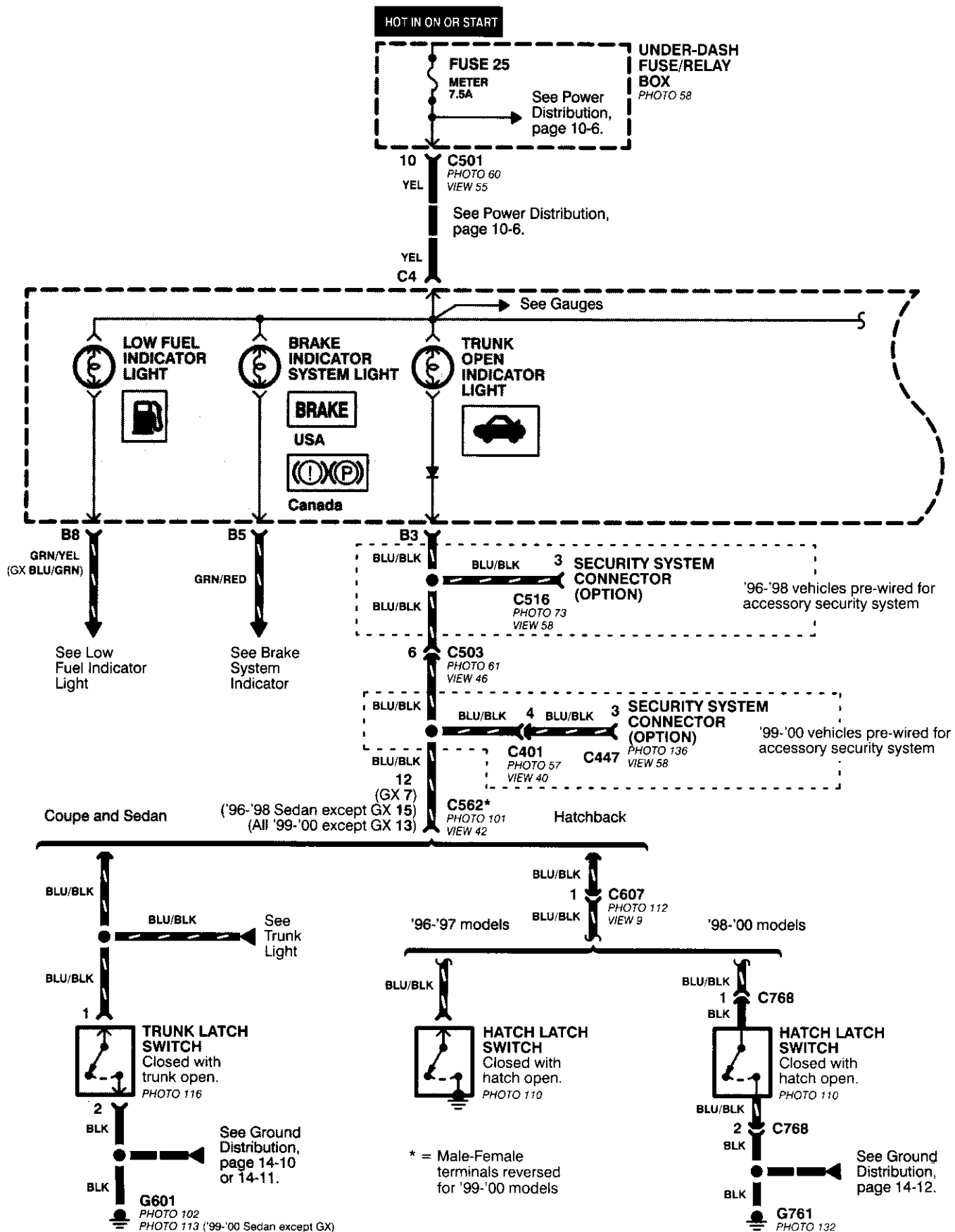
Indicators

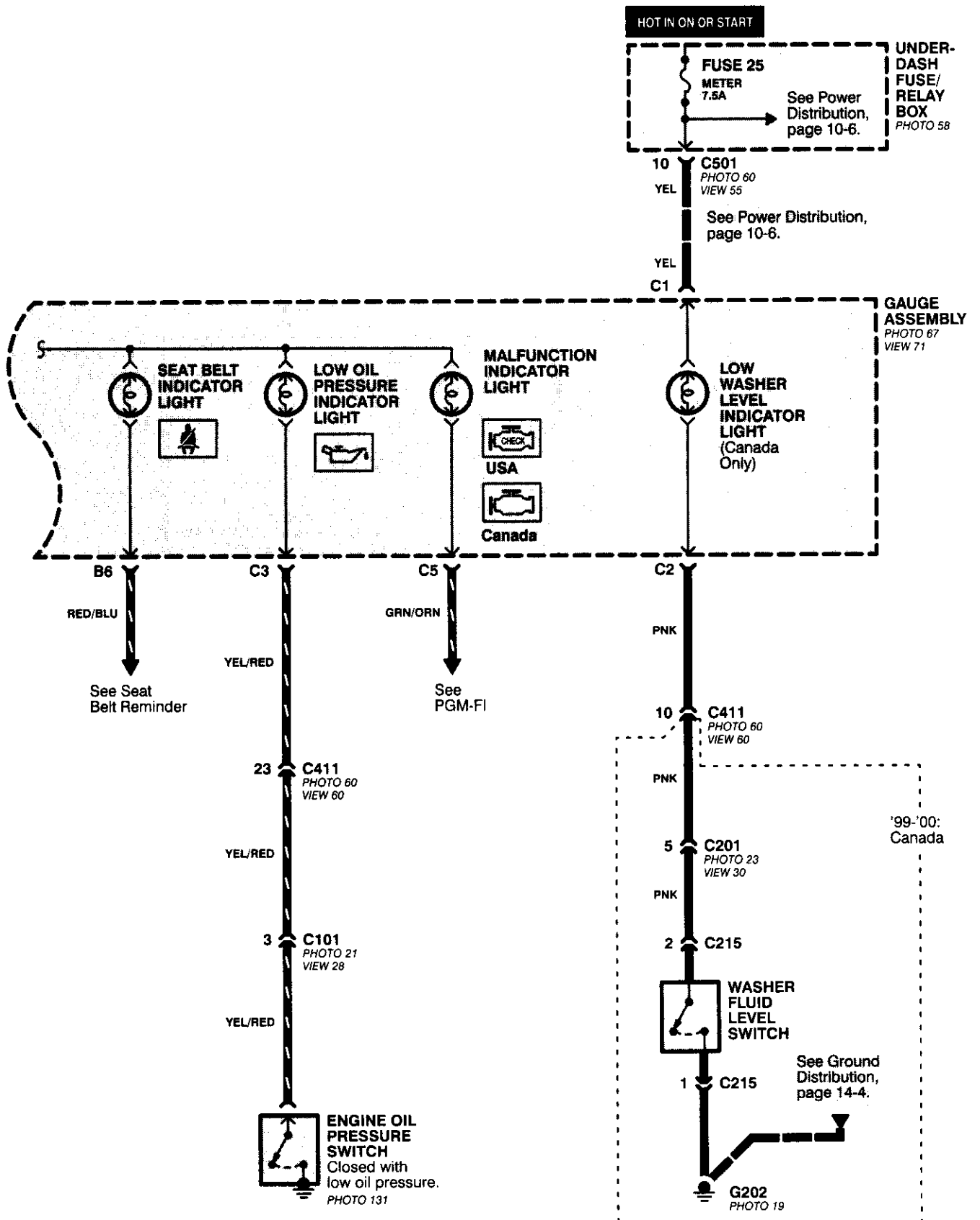




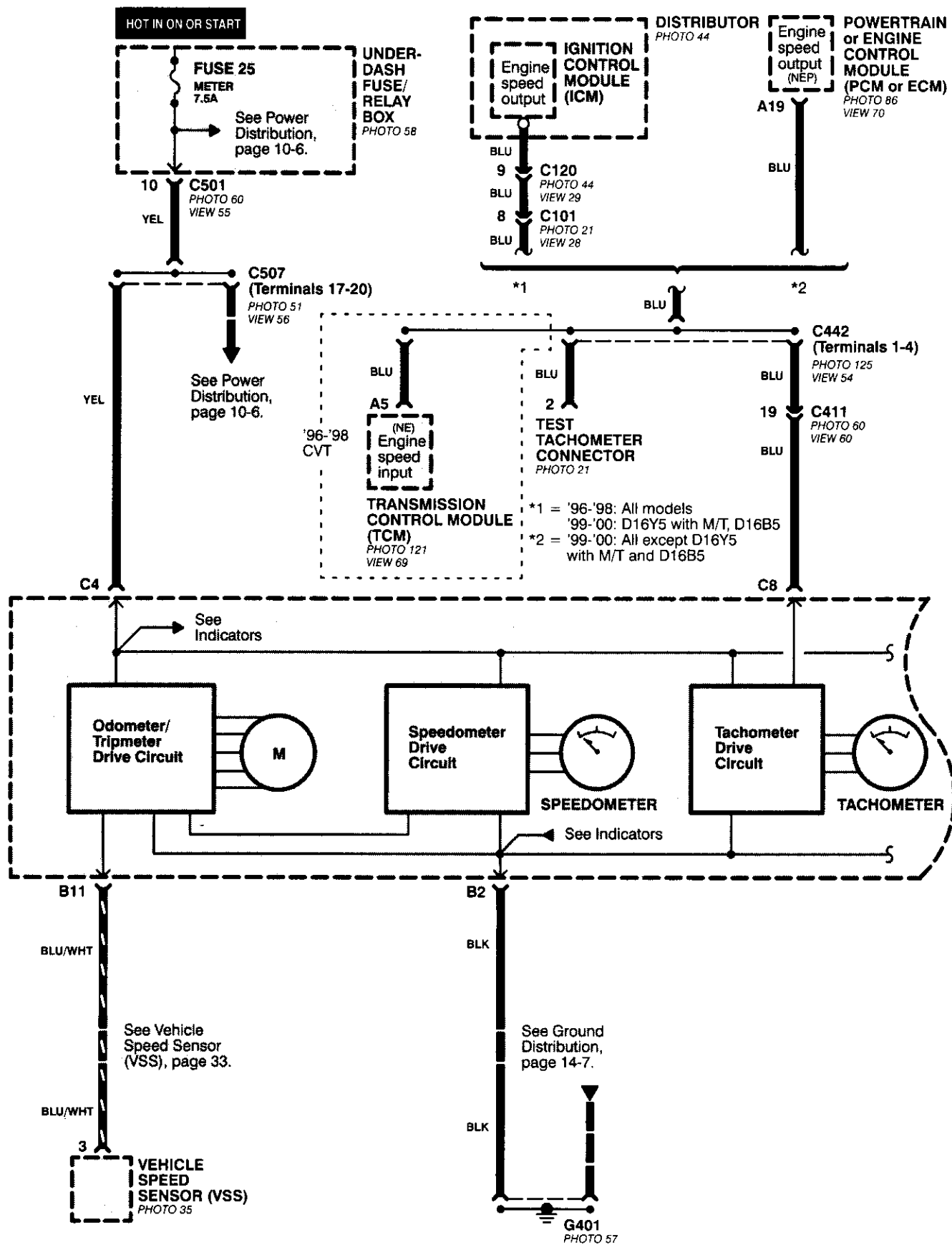
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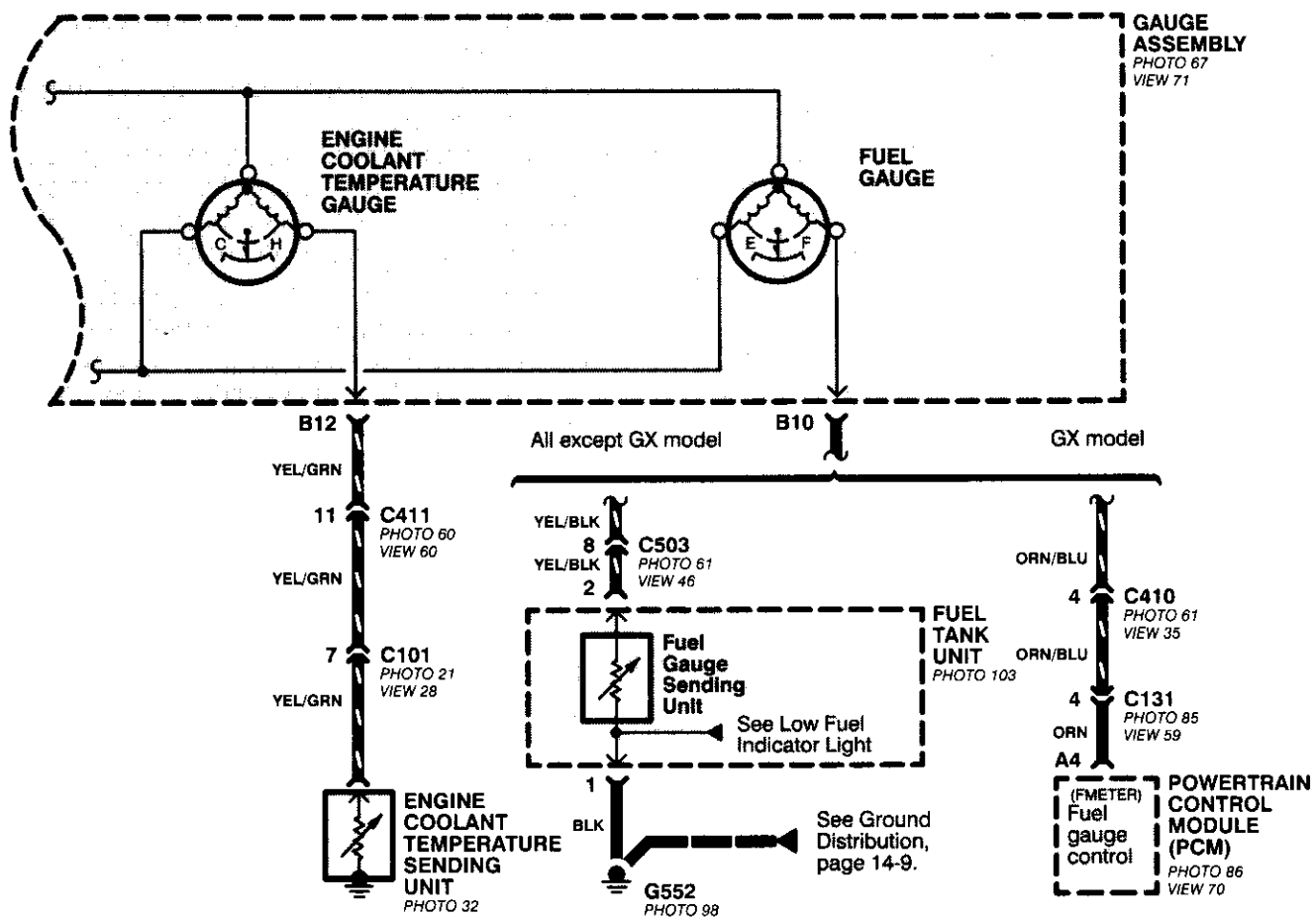
Indicators (cont'd)





Gauges





Gauges (cont'd)

– How the Circuit Works

When the ignition switch is in ON (II) or START (III), battery voltage is supplied through fuse 25 to the gauges in the gauge assembly.

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.

Tachometer

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

Engine Coolant Temperature Gauge

The engine coolant temperature gauge has two intersecting coils wound around a permanent magnet rotor. Voltage applied to the coils, through fuse 25, generates a magnetic field. The magnetic field, controlled by the 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. The gauge needle moves toward the coil with the strongest magnetic field.

The engine coolant temperature sending unit's resistance varies from about 137 ohms at low engine temperature to between 30–46 ohms at high temperature (radiator fan running).

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

Fuel Gauge (All except GX)

The fuel gauge has two intersecting coils wound around a permanent magnet rotor. Voltage applied to the coils, through fuse 25, generates a magnetic field. The magnetic field, controlled by the fuel gauge 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. The gauge needle moves toward the coil with the strongest magnetic field.

The fuel gauge sending unit's resistance varies from about 2-5 ohms at full, to about 110 ohms at empty. When you turn the ignition switch off, 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 23, Electrical) for specific tests or troubleshooting procedures.

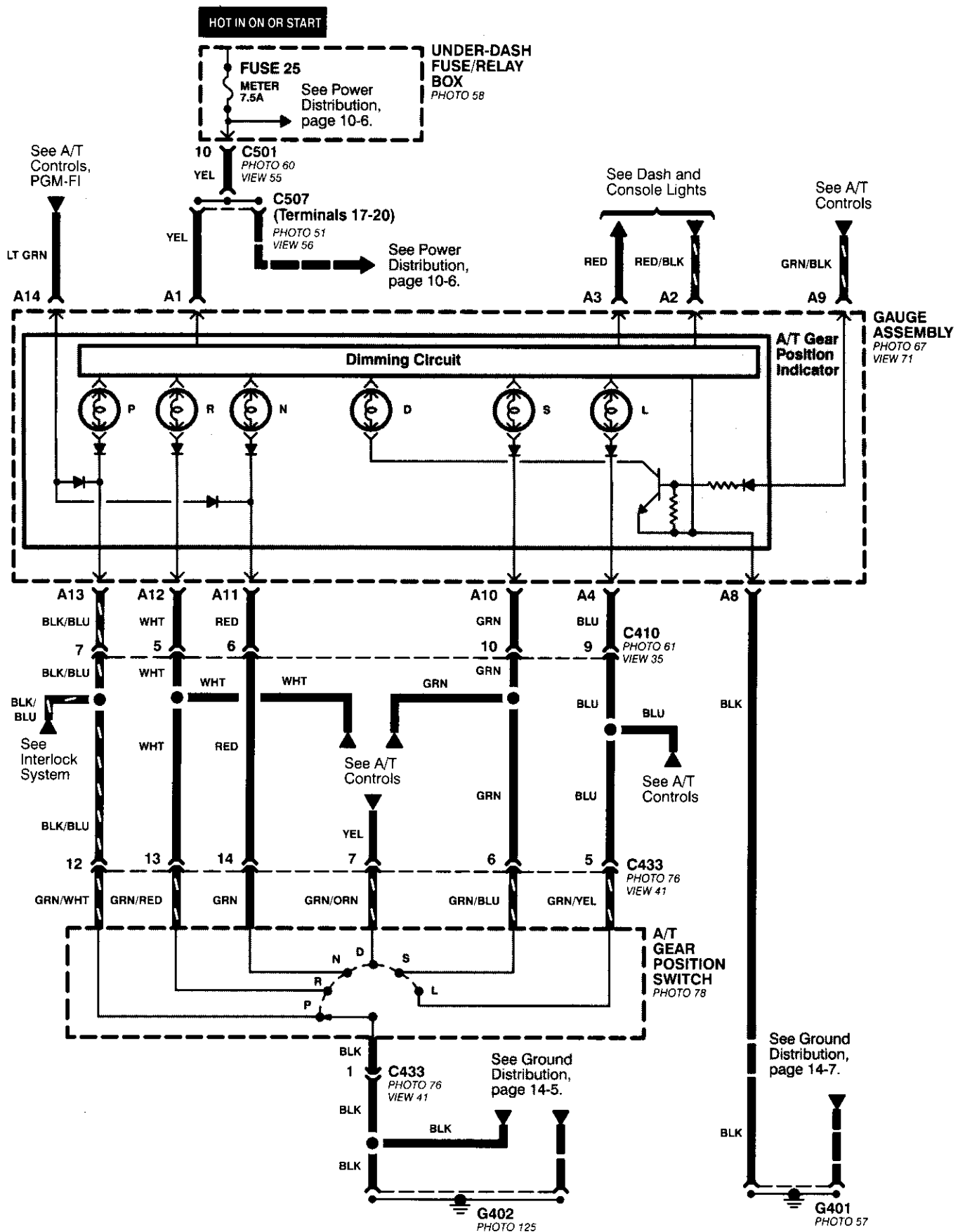
Fuel Gauge (GX)

The fuel gauge has two intersecting coils wound around a permanent magnet rotor. Voltage applied to the coils, through fuse 25, generates a magnetic field. The magnetic field, controlled by the PCM, causes the rotor to rotate and the gauge needle to move. The PCM calculates the gas quantity in the fuel tank by using the fuel pressure value detected by the fuel tank pressure sensor and the fuel temperature value detected by the fuel tank temperature sensor, and outputs the signal to the gauge assembly. The gauge needle moves toward the coil with the strongest magnetic field.

When you turn the ignition switch off, the gauge remains at the last reading until you turn the ignition switch to ON (II) or START (III) again. When the PCM detects a malfunction with the fuel pressure or temperature, or detects a gas leak, the PCM reduces the fuel meter to 0.

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

- CVT



A/T Gear Position Indicator (cont'd)

- How the Circuit Works

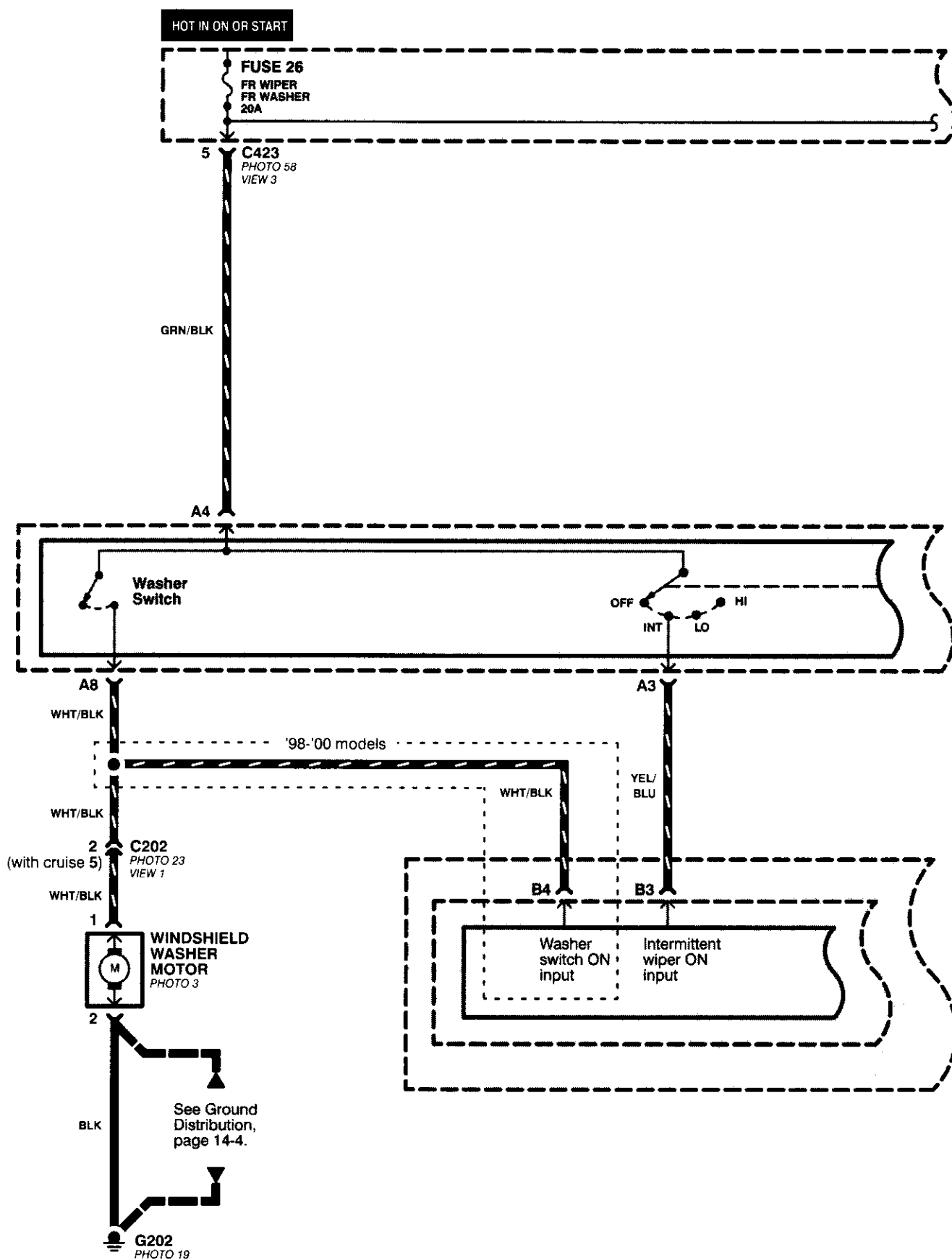
With the ignition switch in ON (II) or START (III), voltage is applied to the A/T gear position indicator. The A/T gear position switch provides a ground for each position. As an input is grounded, its indicator light comes on. If you select R, for example, ground will be provided to the input of the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

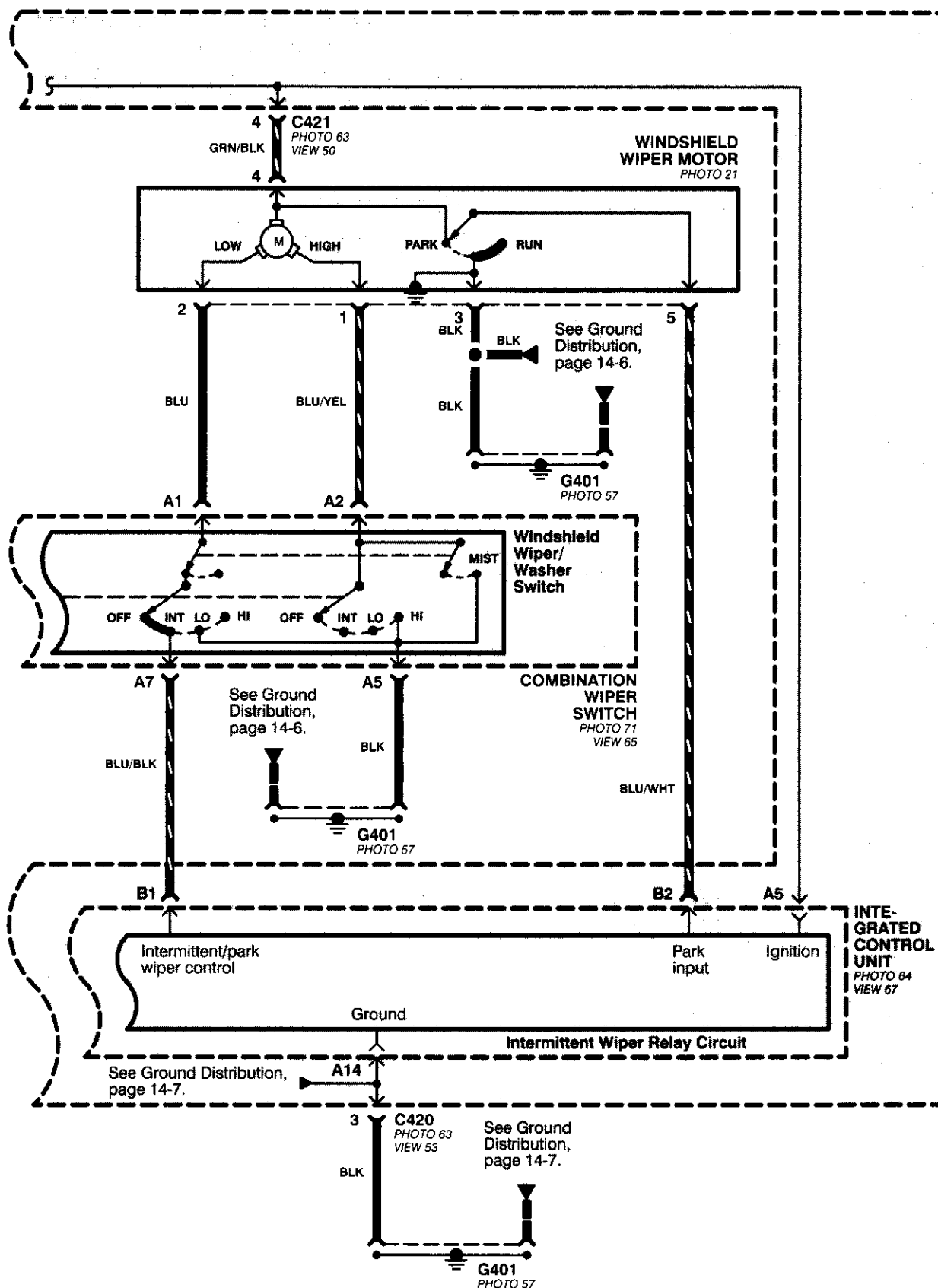
With the headlight switch in PARK or HEAD, voltage is applied to the RED/BLK wire terminal. This changes the indicator panel illumination from fixed to controlled by the dash lights dimmer input through the RED wire.

When the powertrain (all except '96-'98 CVT) or transmission ('96-'98 CVT) control module (PCM or TCM) detects an abnormality in the automatic transmission control system, or when you request diagnostic trouble codes through the service check connector, the PCM or TCM will make the D4 (D for CVT) indicator light blink.

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

Front Wiper/Washer





UNDER-
DASH
FUSE/
RELAY
BOX
PHOTO 58

Front Wiper/Washer (cont'd)

– How the Circuit Works

When the ignition switch is in ON (II) or START (III), battery voltage is applied to the combination wiper switch, and the windshield wiper motor.

Low Speed

When you turn the wiper switch to LO, the wiper motor's low speed winding is grounded through the BLU wire and the LO speed contacts of the wiper switch at G401, and the wipers run at low speed.

Park/Off

When you turn the wiper switch OFF, the integrated control unit (PARK input) grounds the wiper motor through the BLU/WHT wire. The cam switch on the motor signals the integrated control unit that the wipers are in the PARK position; the control unit then removes ground from the motor, and the wipers stop in the PARK position.

High Speed

When the wiper switch is in HI, the high speed windings of the windshield wiper motor are grounded through the BLU/YEL wire and the HI contacts of the wiper switch at G401, and the wipers run at high speed.

Intermittent

When the wiper switch is in INT, battery voltage is applied through the YEL/BLU wire to the integrated control unit (Intermittent wiper ON input). The integrated control unit (Intermittent/Park Wiper Control) grounds the low speed windings of the wiper motor and the wipers make a single sweep every few seconds (See Low Speed above). When the wiper returns to the PARK position, the park switch applies battery voltage through the BLU/WHT wire to the integrated control unit (PARK input), and the wipers stop in the PARK position.

Mist

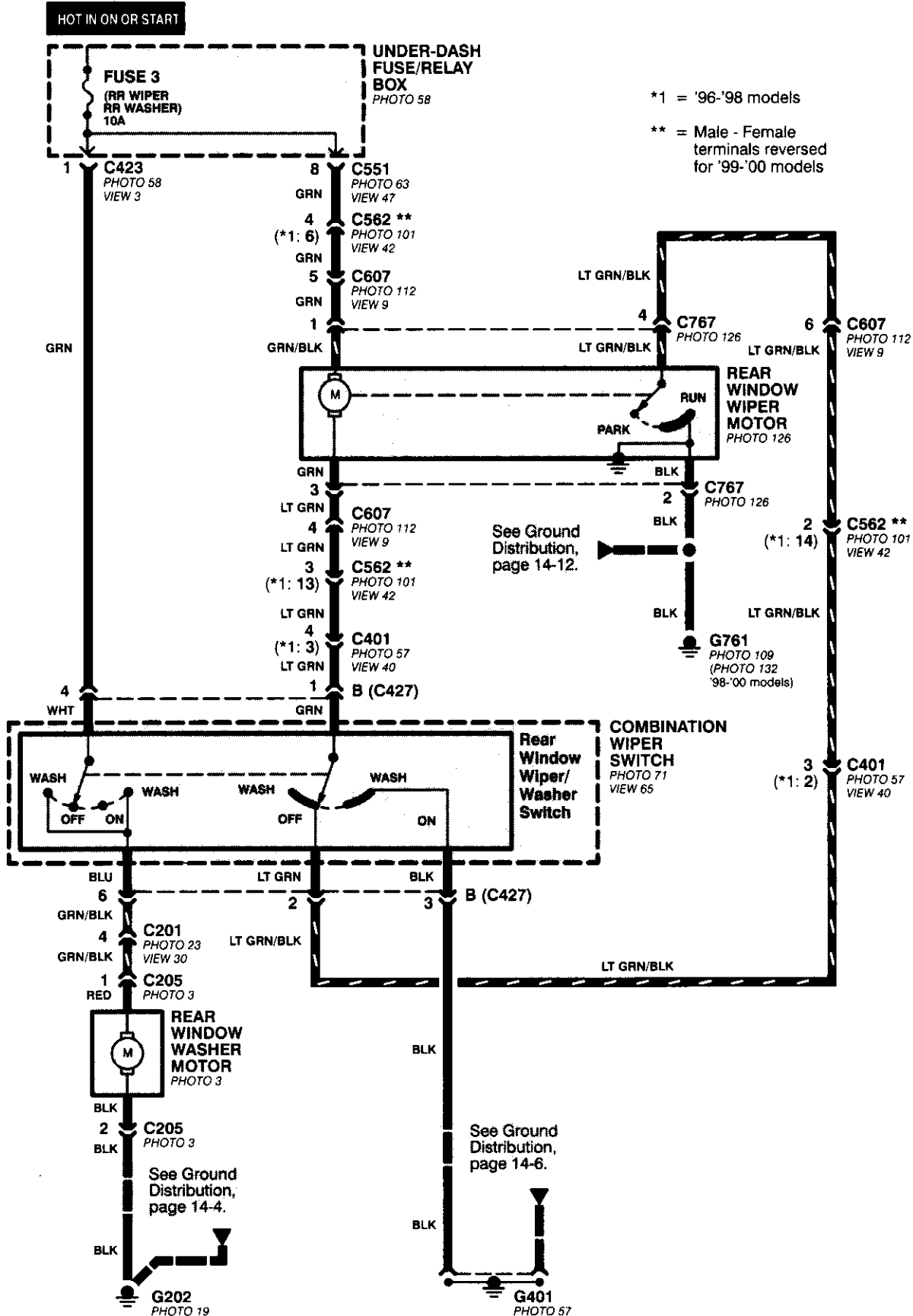
When you pull the wiper switch down to MIST position, the high speed windings of the wiper motor are grounded through the BLU/YEL wire and the closed contacts of the mist switch at G401, and the wipers make one pass across the windshield at high speed. The Park/Off function then takes over and the wipers stop in the PARK position.

Washer

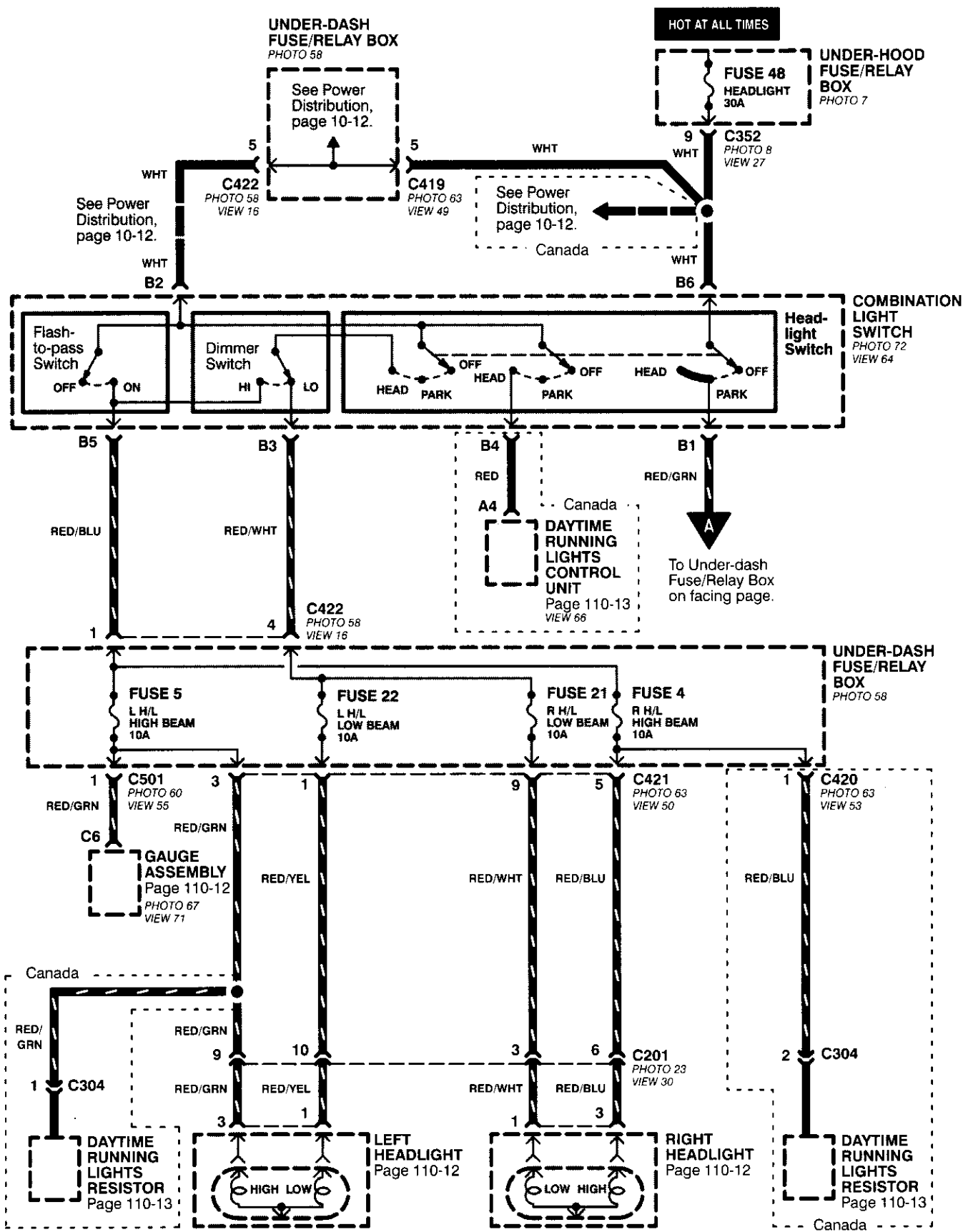
When you pull the wiper switch toward you to turn on the washer switch, battery voltage is applied to the washer motor. The motor pumps fluid onto the windshield until you release the lever; on '98-'99 models, the integrated control unit (windshield washer ON input) senses power at the WHT/BLK wire terminal and runs the wipers whenever the washer motor runs.

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

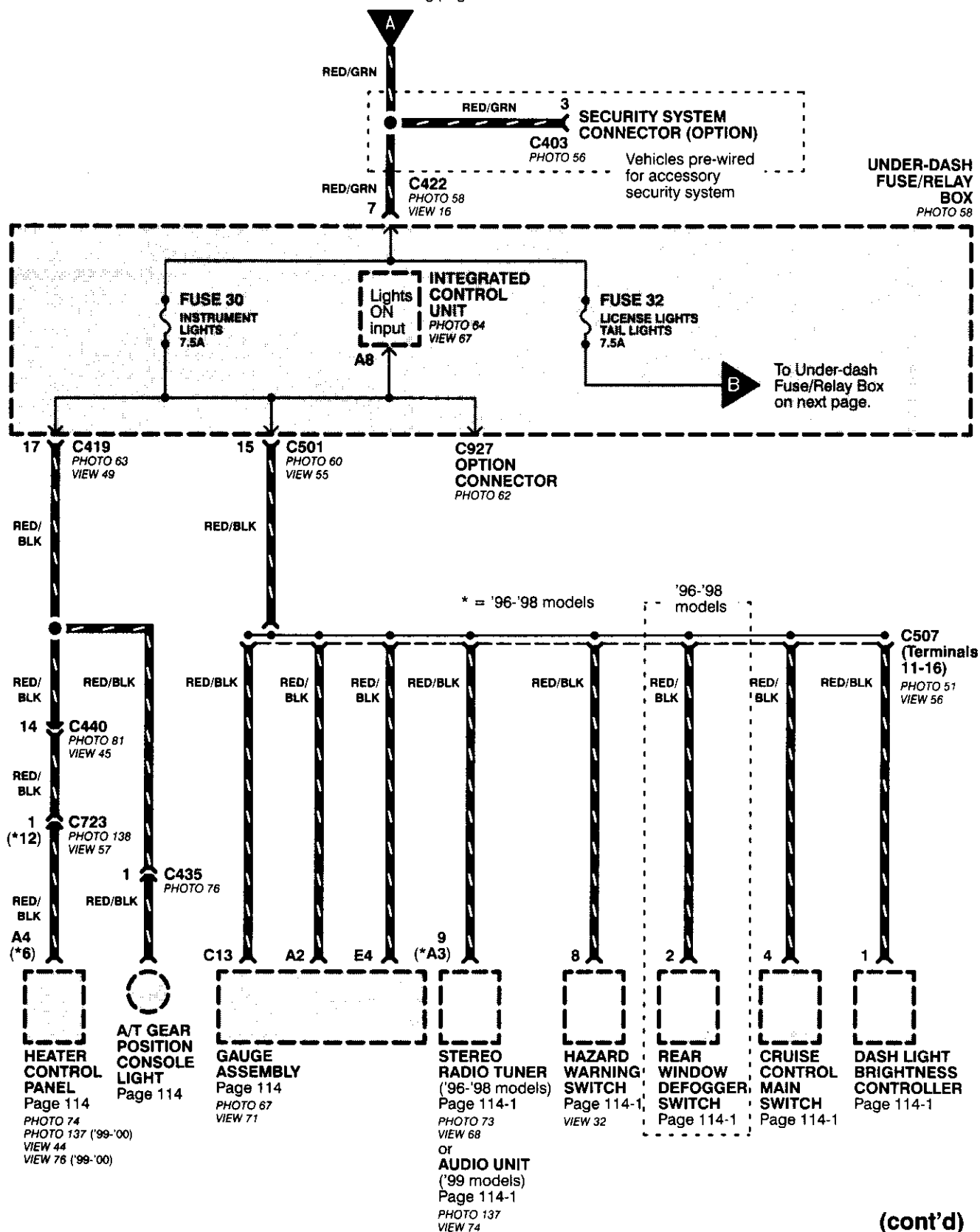
Rear Wiper/Washer



Headlight Switch

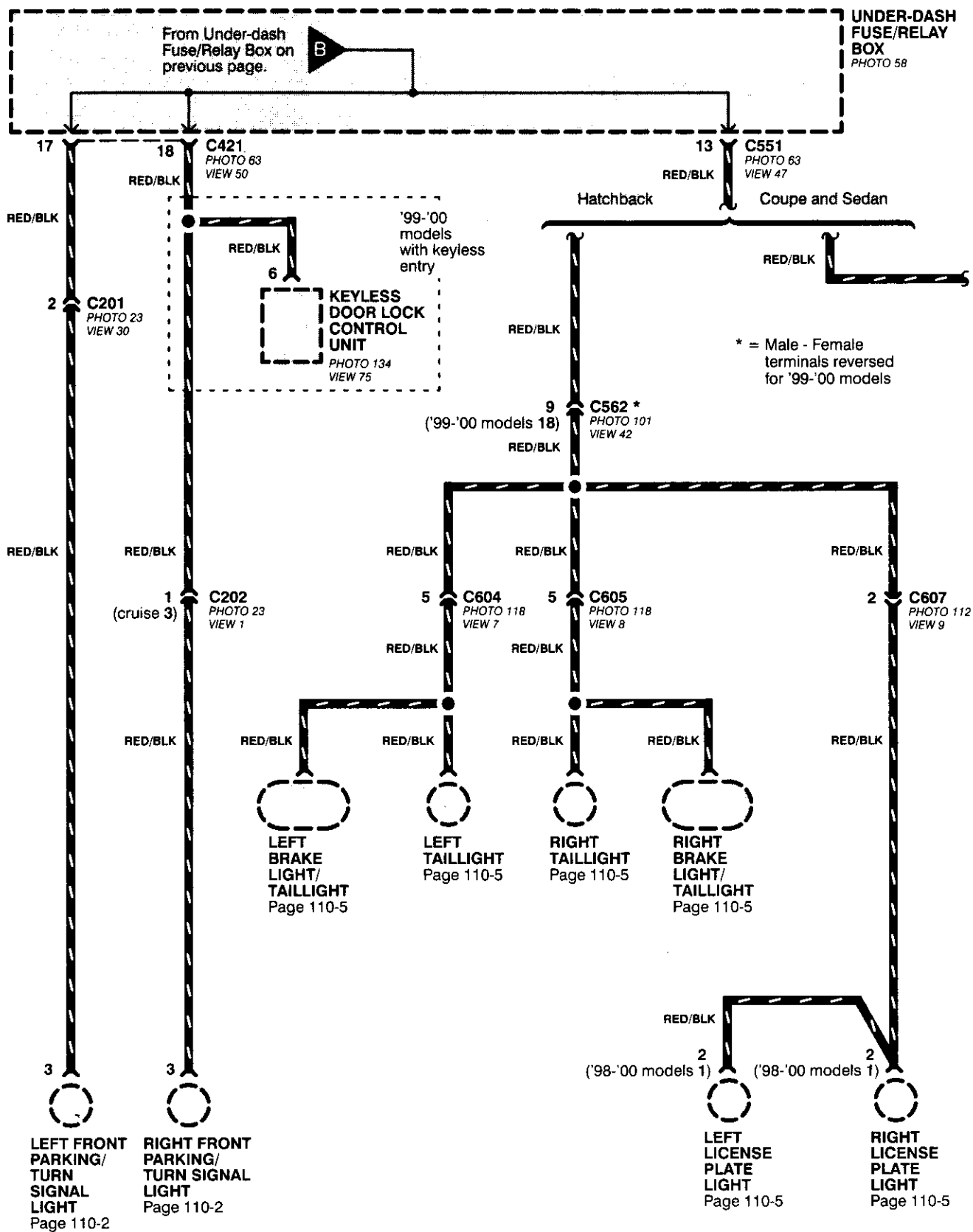


From Combination Light
Switch on facing page.



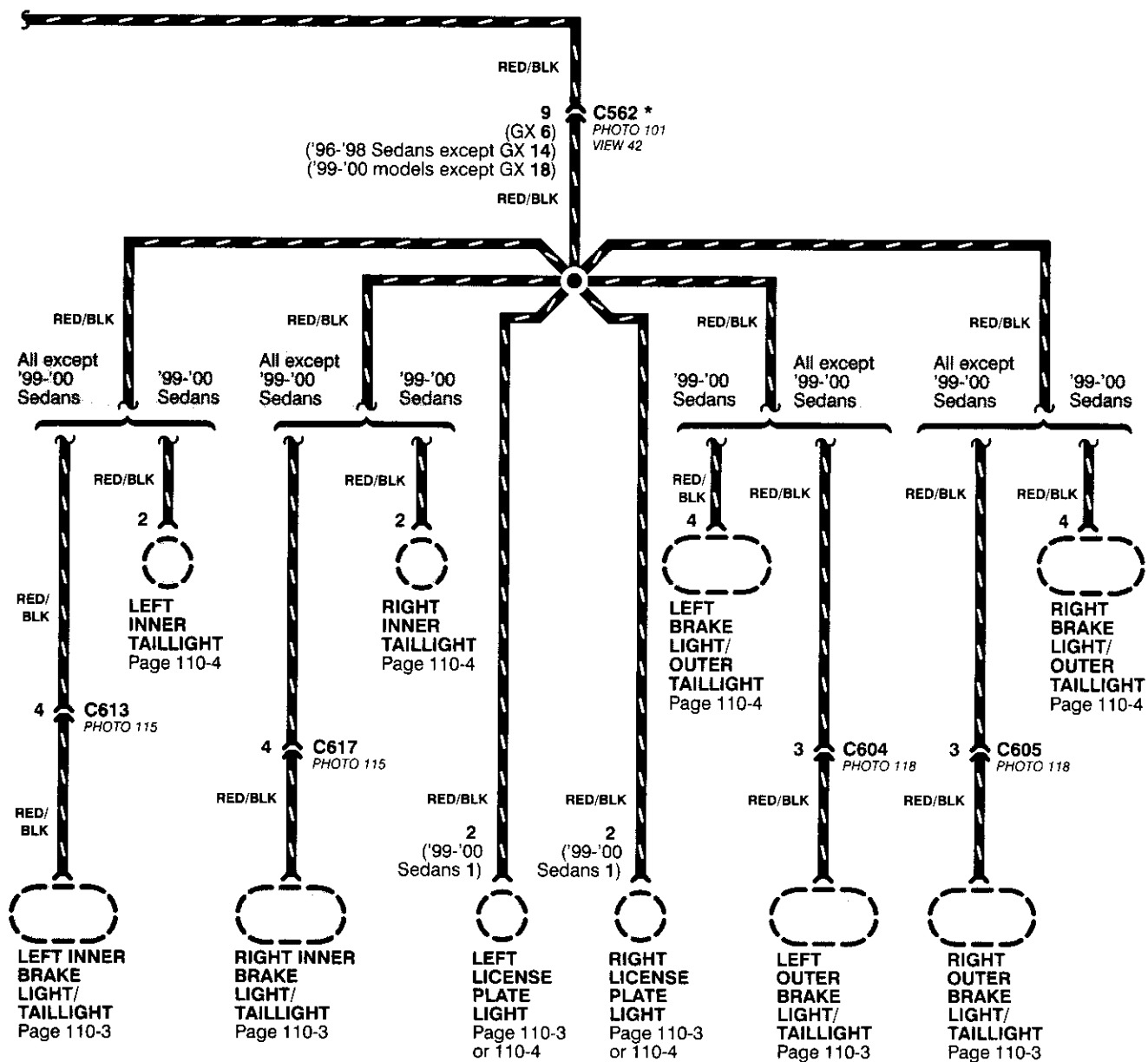
(cont'd)

100-2





* = Male - Female
terminals reversed
for '99-'00 models

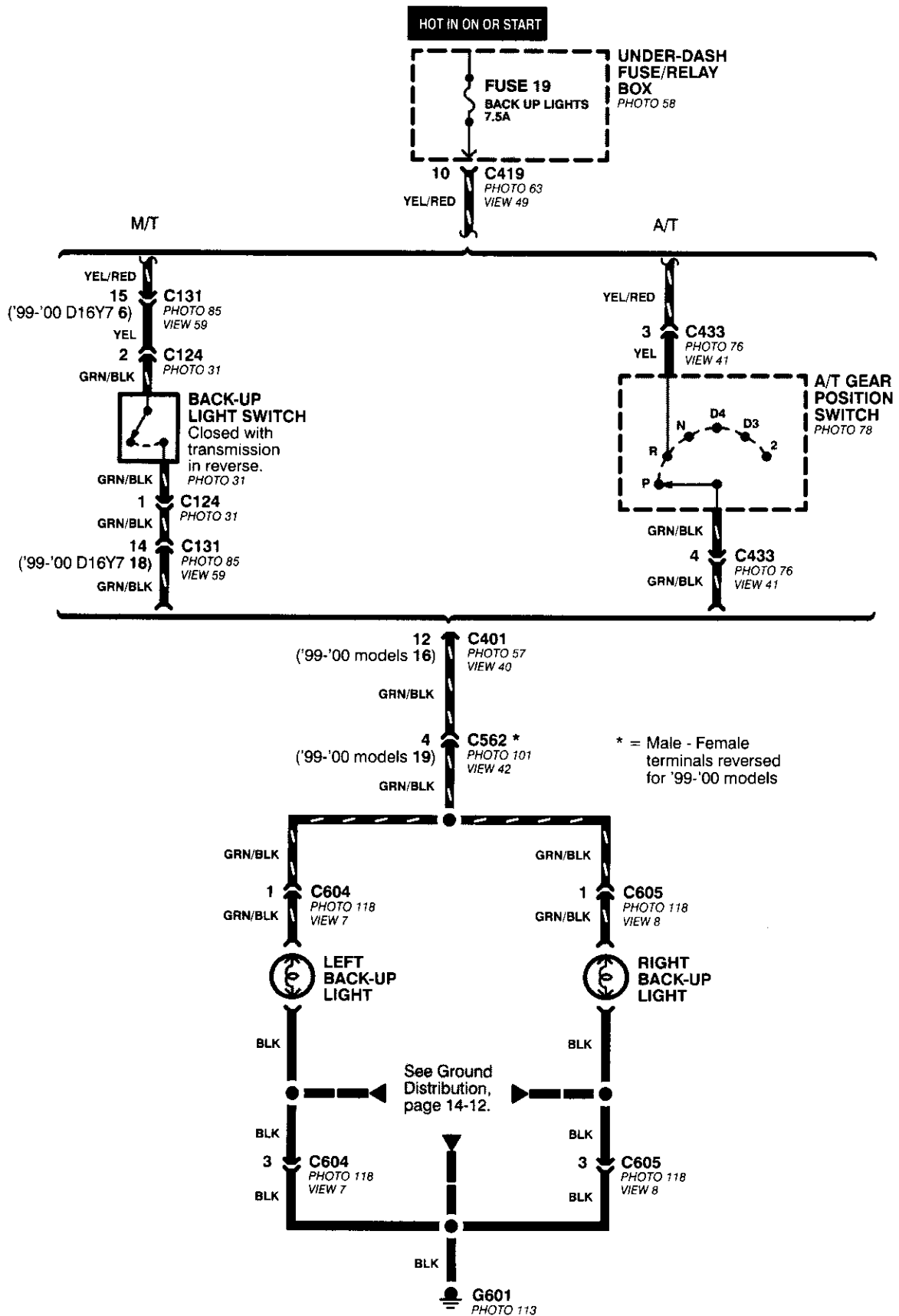


- Coupe and Sedan

110

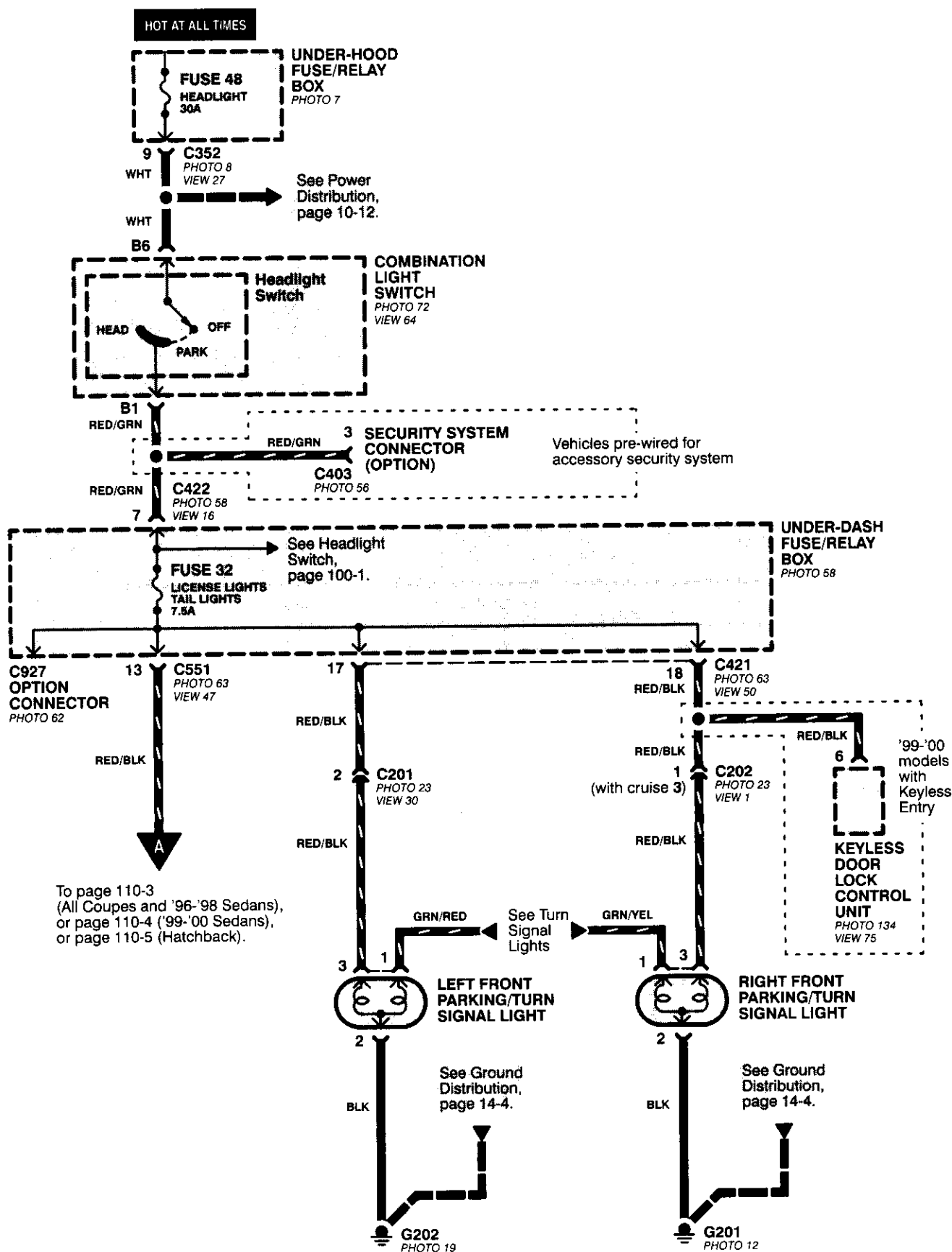


- Hatchback



License Lights, Parking Lights, and Taillights

- Coupe, Sedan, and Hatchback

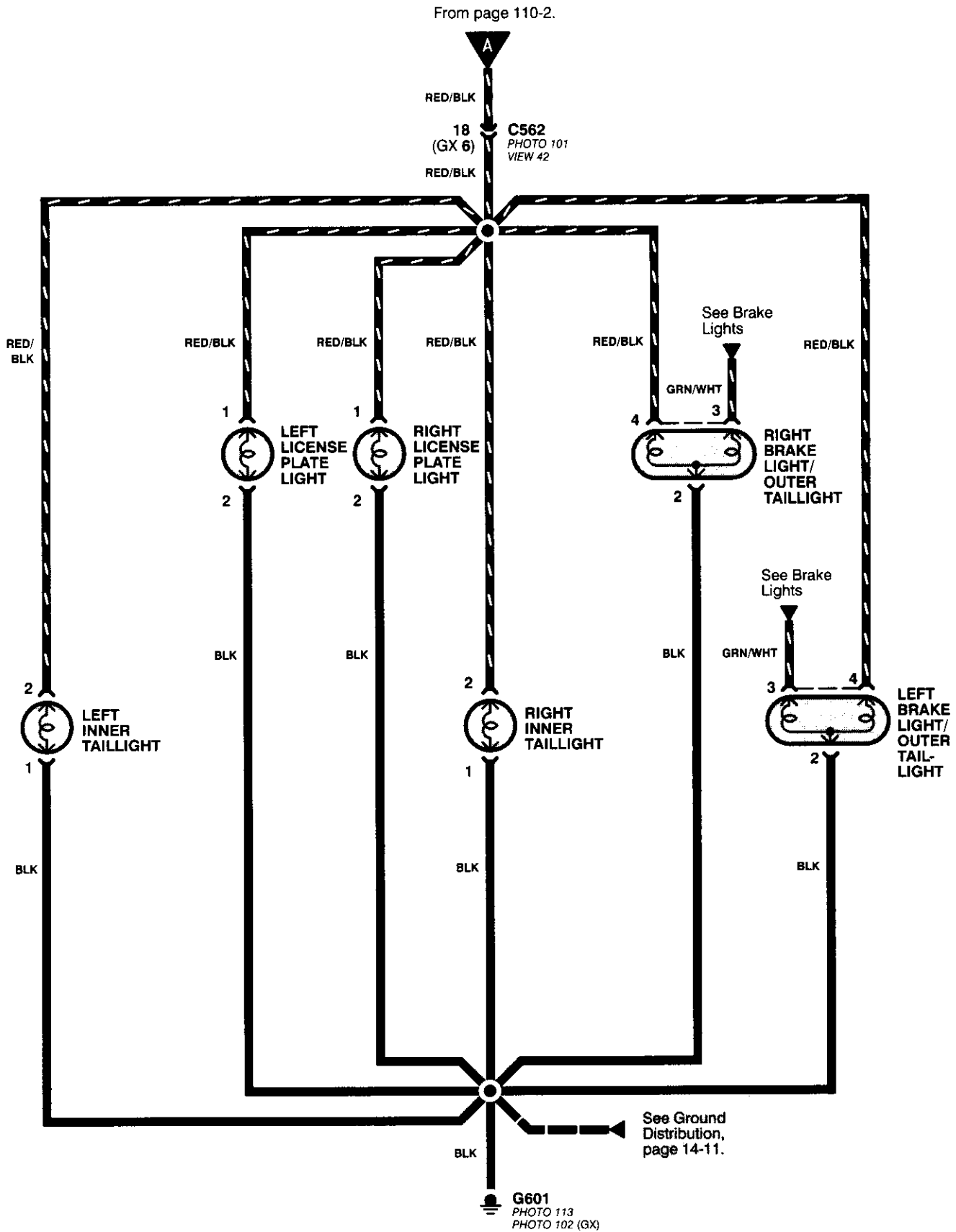




110-3

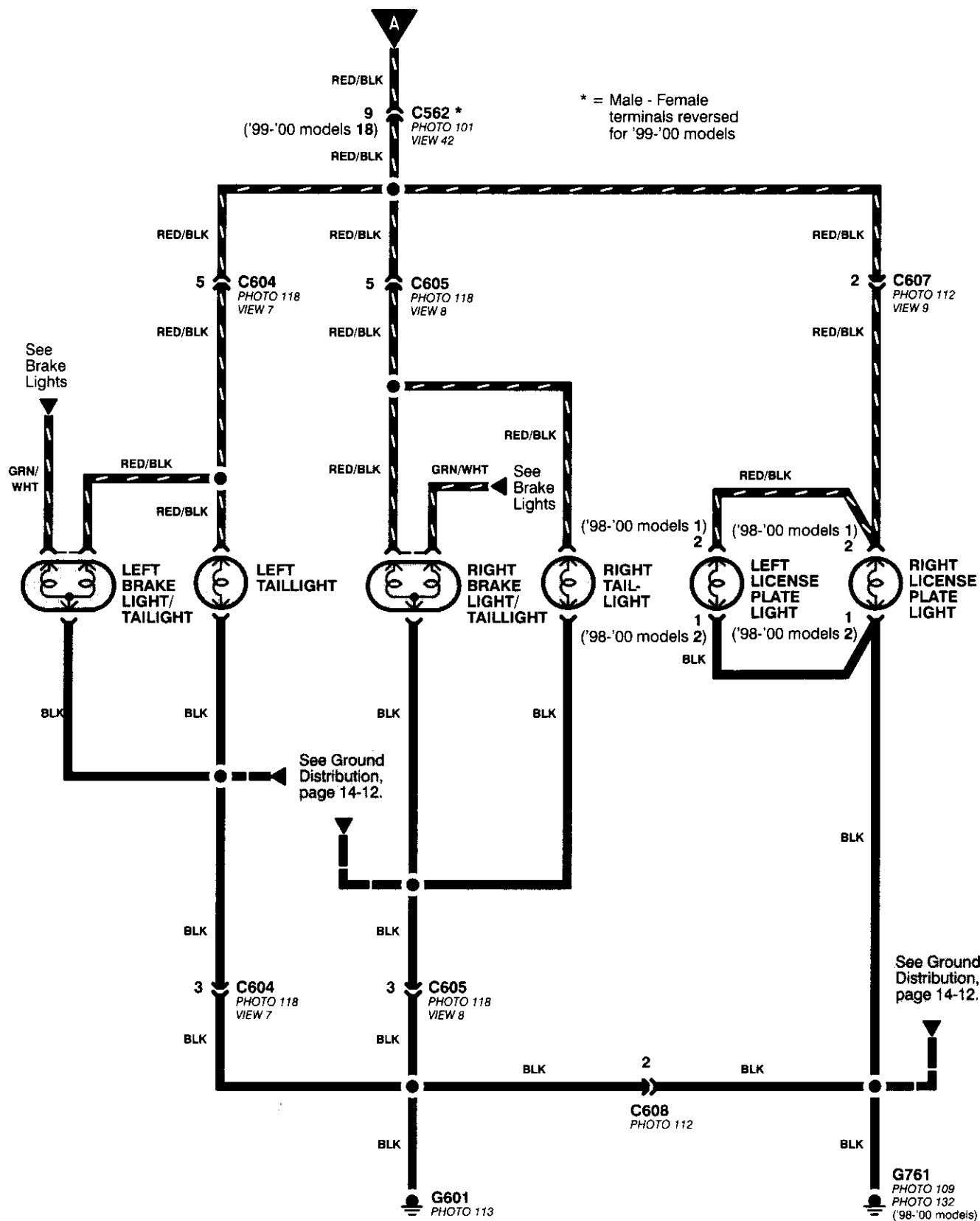
License Lights, Parking Lights, and Taillights (cont'd)

- '99-'00 Sedans



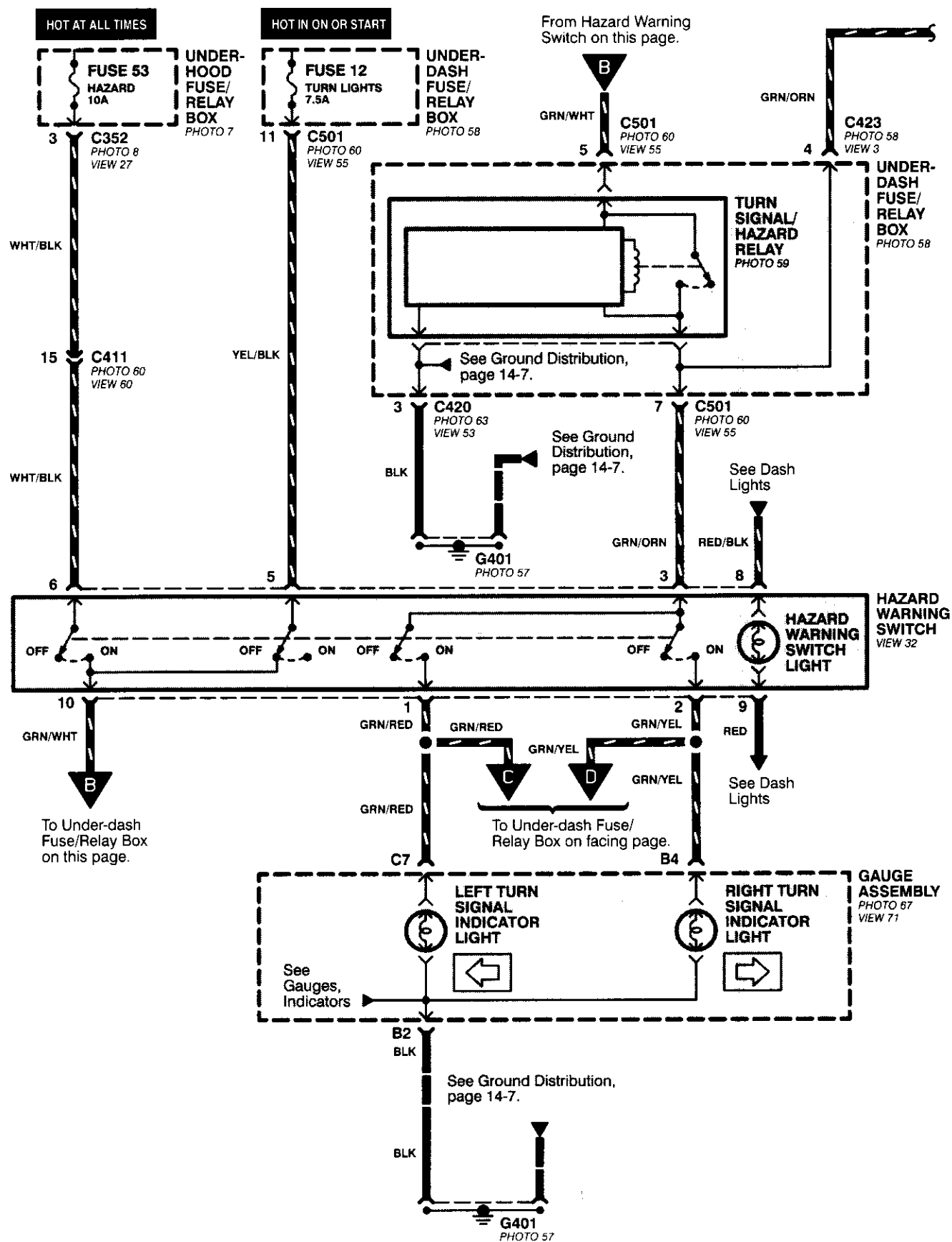
- Hatchback

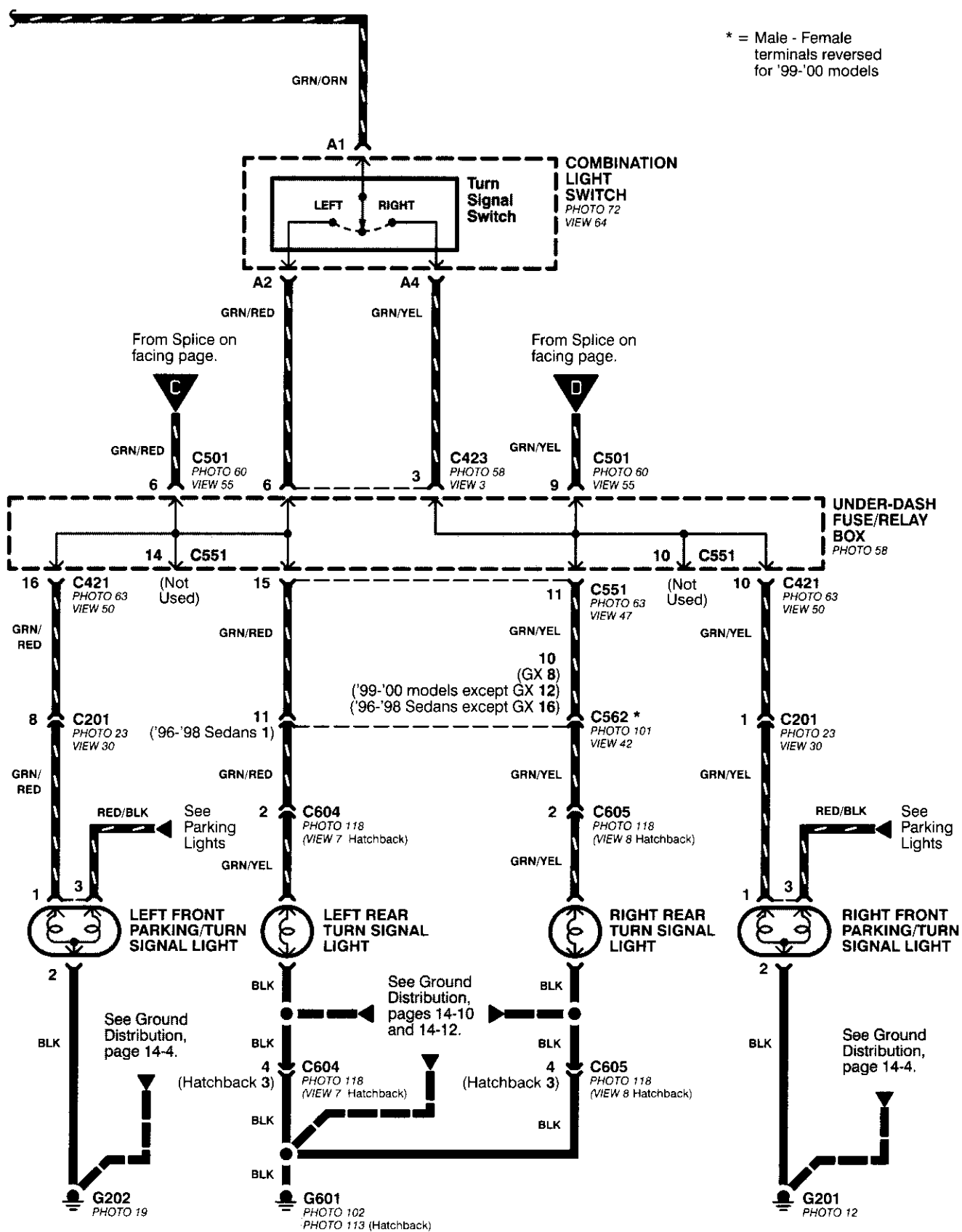
From page 110-2.



Turn Signal and Hazard Warning Lights

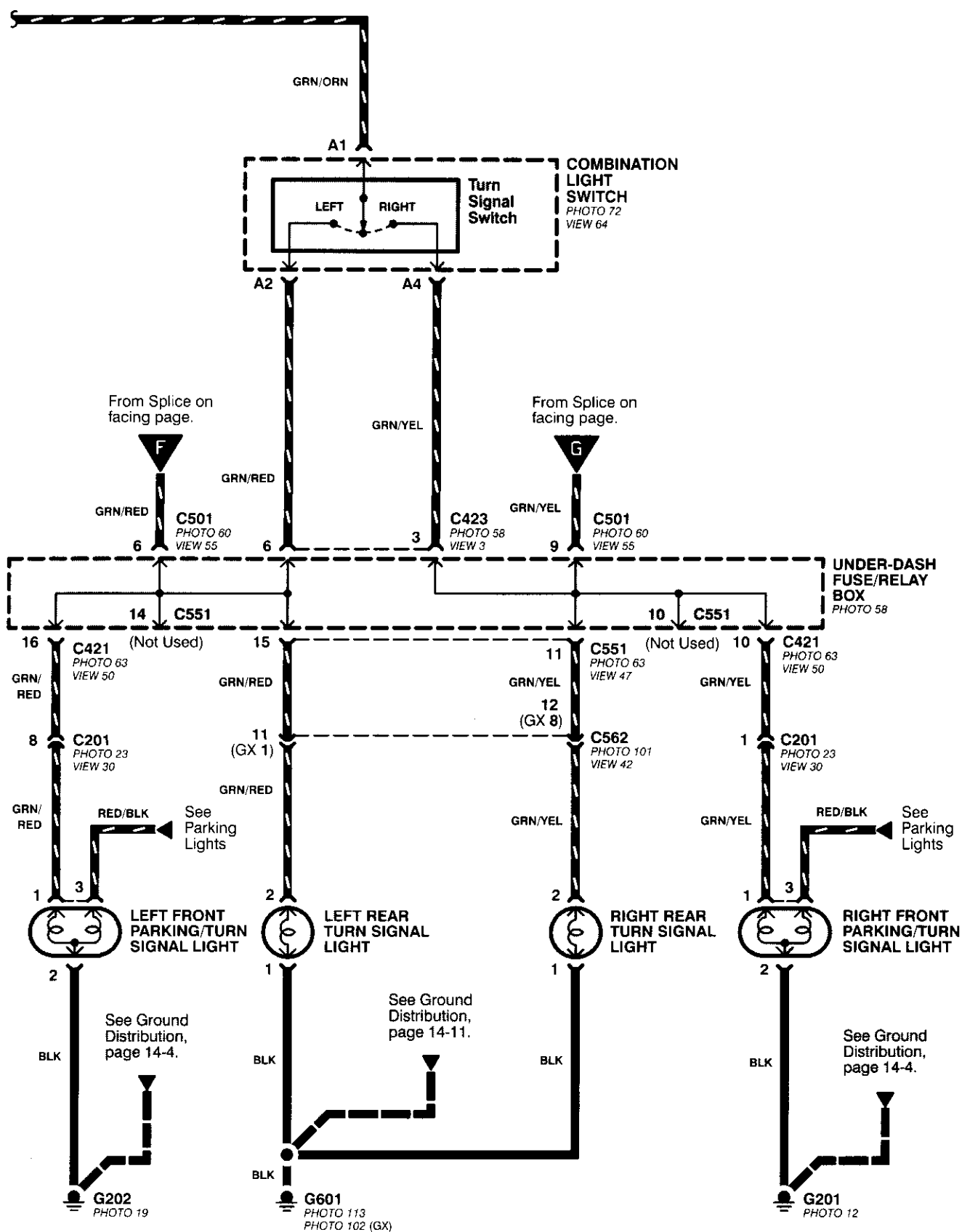
- All except '99-'00 Sedans



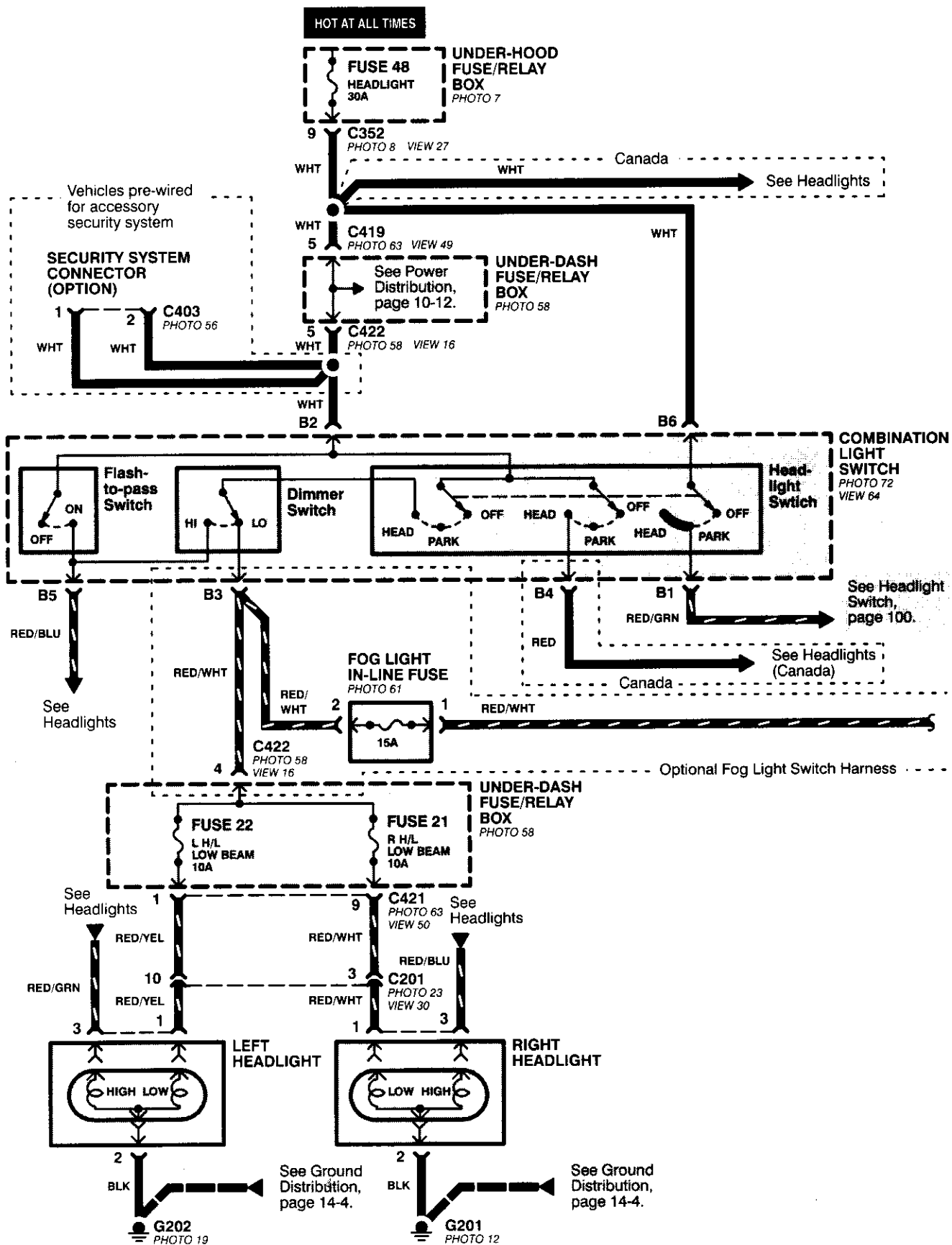


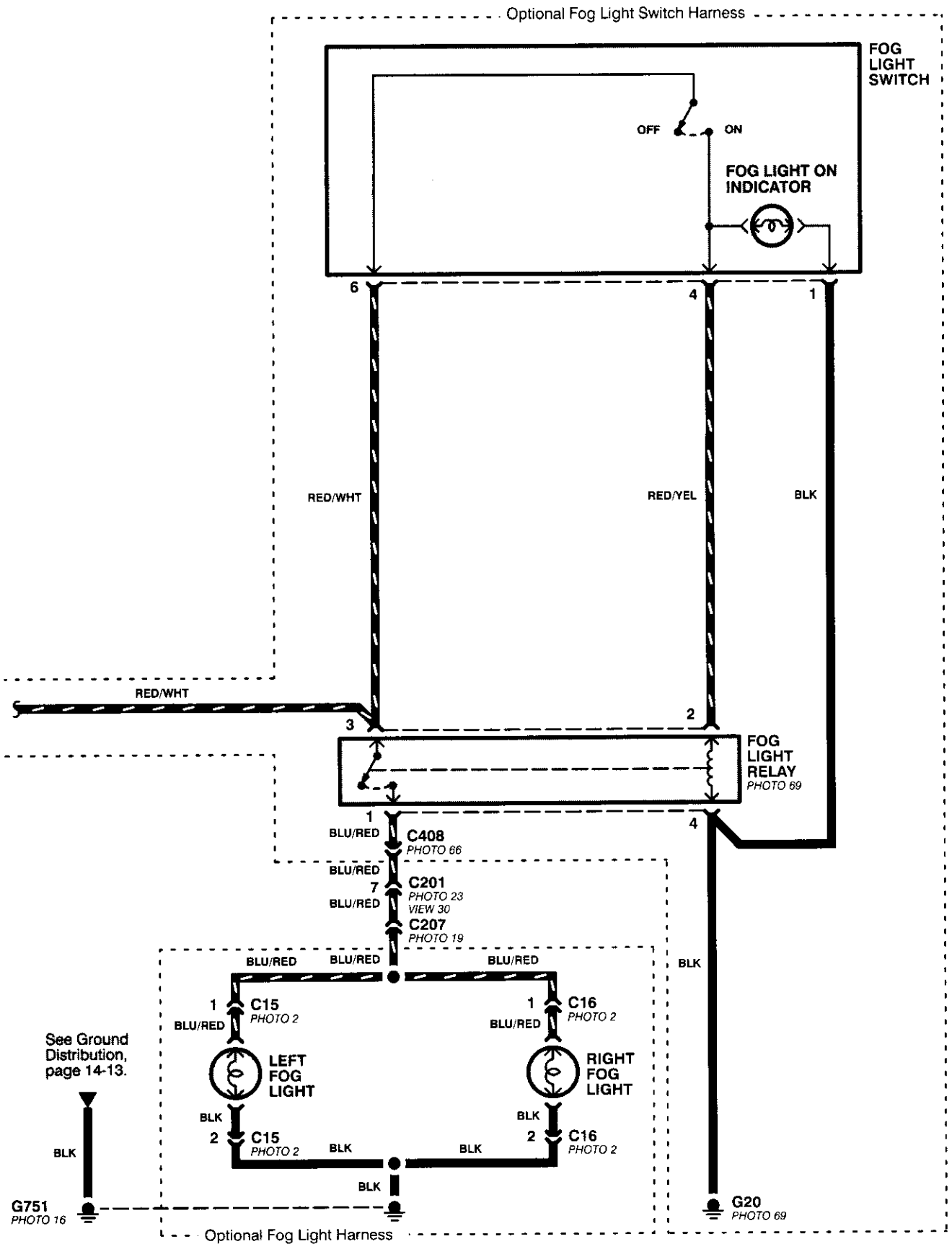
- '99-'00 Sedans





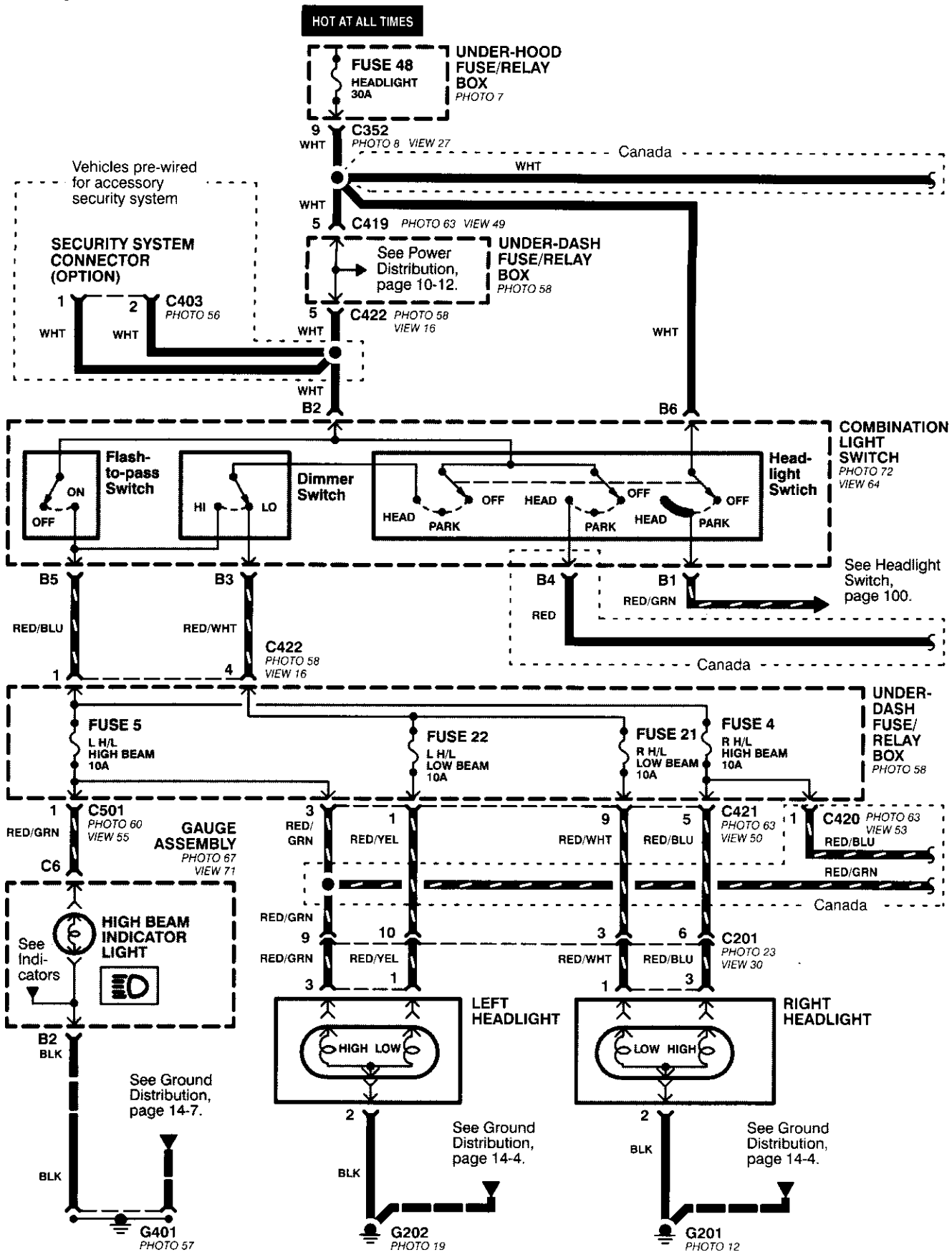
Fog Lights

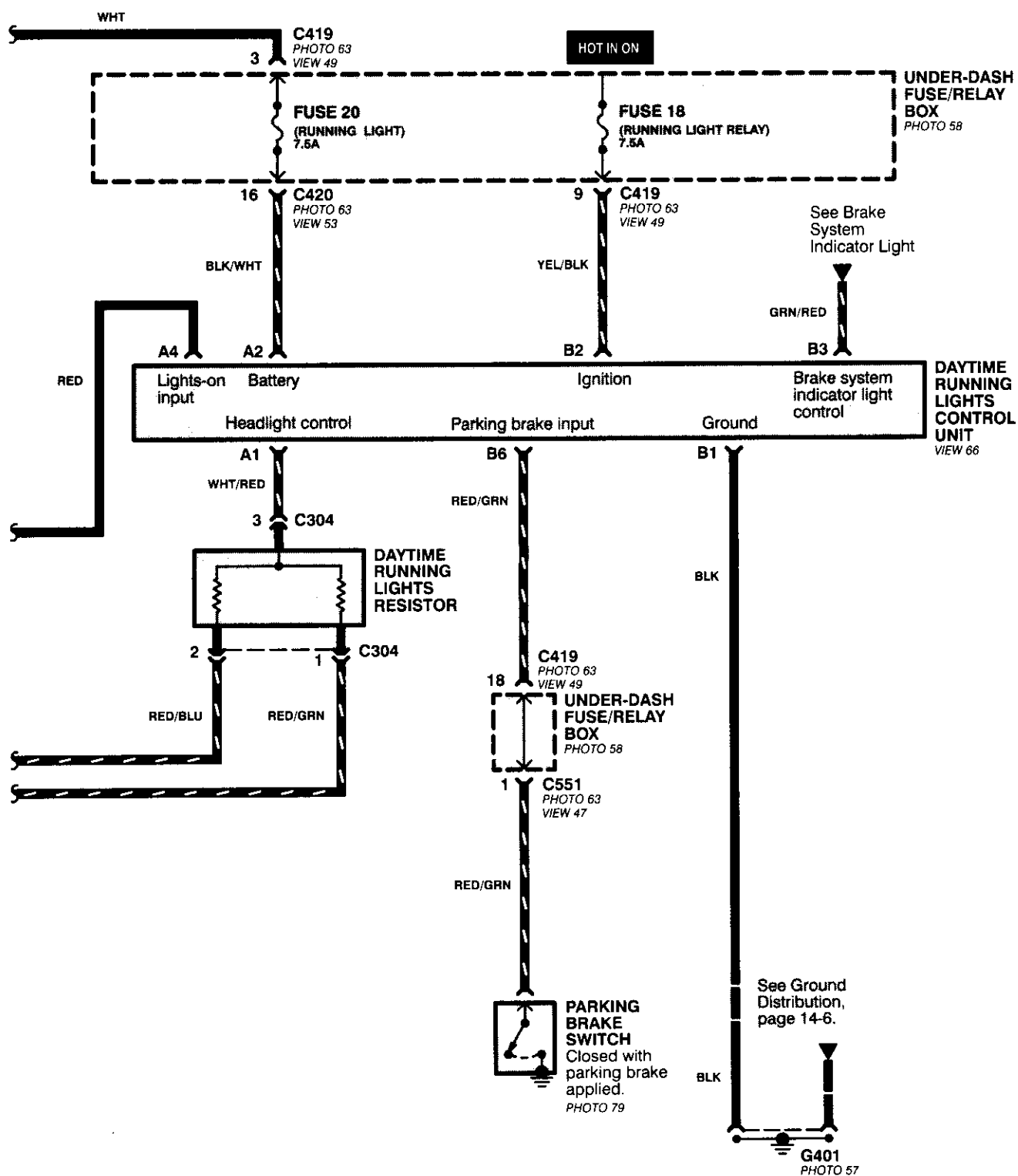




Headlights

- Coupe and Sedan





Headlights (cont'd)

– How the Circuit Works

Low Beams

With the headlight switch in HEAD and the dimmer switch in LO, current flows through the headlight switch, fuse 21, fuse 22, and the low beam filaments to ground, and the low beams come on.

High Beams

With the headlight switch in HEAD and the dimmer switch in HI, current flows through the headlight switch, dimmer switch, fuses 4, 5, and the high beam filaments to ground, and the high beams come on.

Current also flows through the high beam indicator light to ground. The high beam indicator comes on to remind the driver that the high beams are on.

Flash-to-Pass

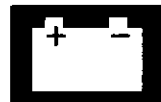
The flash feature works with the headlight switch in OFF, PARK, or HEAD (low beams). When you move the flash-to-pass switch to ON, current flows through the switch, fuses 4 and 5, and the high beam filaments to ground, and the high beams flash. The high beam indicator also flashes during the flash operation. The flash function has no effect if the high beams are already on.

Daytime Running Lights (Canada)

When you turn the ignition to ON (II) with the parking brake released, the daytime running lights control unit supplies battery voltage at the WHT/RED wire. This voltage is applied to the high beam headlights through the daytime running lights resistor. Each high beam headlight receives less than battery voltage causing them to come on at reduced brightness.

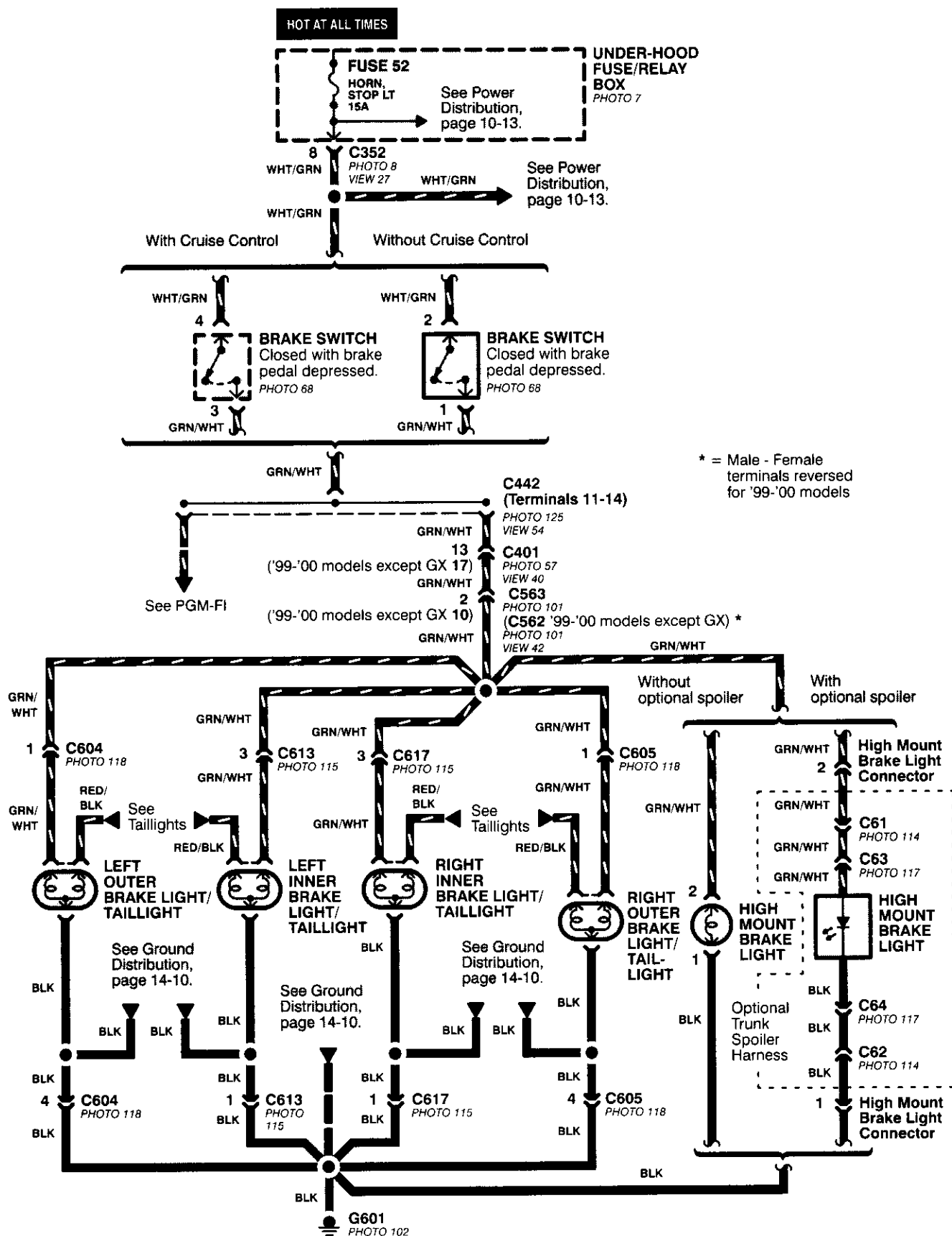
If the parking brake is set, a ground signal is applied to the daytime running lights control unit at the RED/GRN wire. If the parking brake is set when you first turn the ignition switch to ON (II), the high beam headlights will remain off until you release the parking brake. Once the high beam headlights are on, setting the parking brake will not turn them off. When low or high beam operation is requested, battery voltage from the headlight switch is applied to the daytime running light control unit via the RED wire. The daytime running lights control unit then turns off the headlights.

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



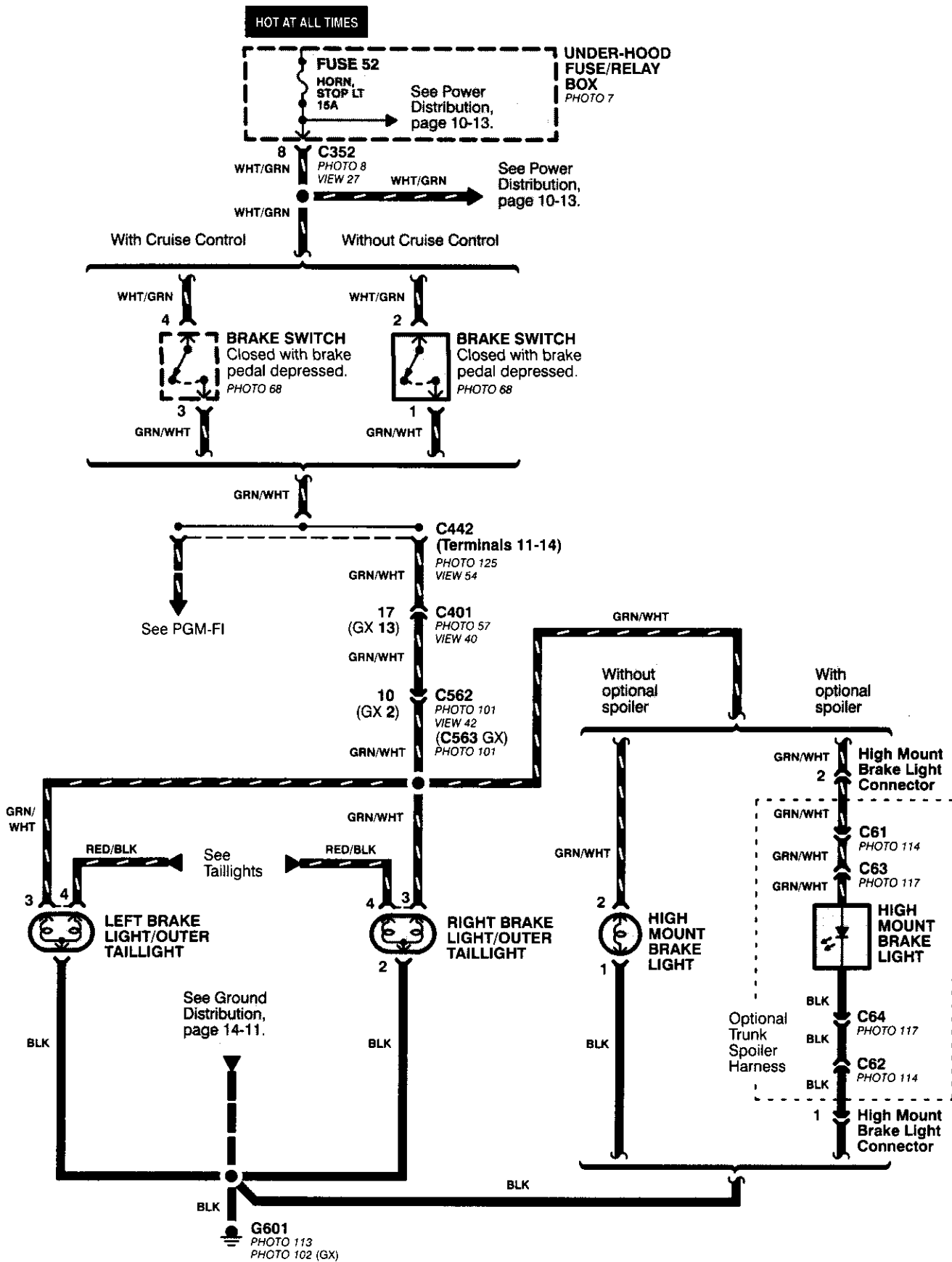
Brake Lights

- All Coupes and '96-'98 Sedans



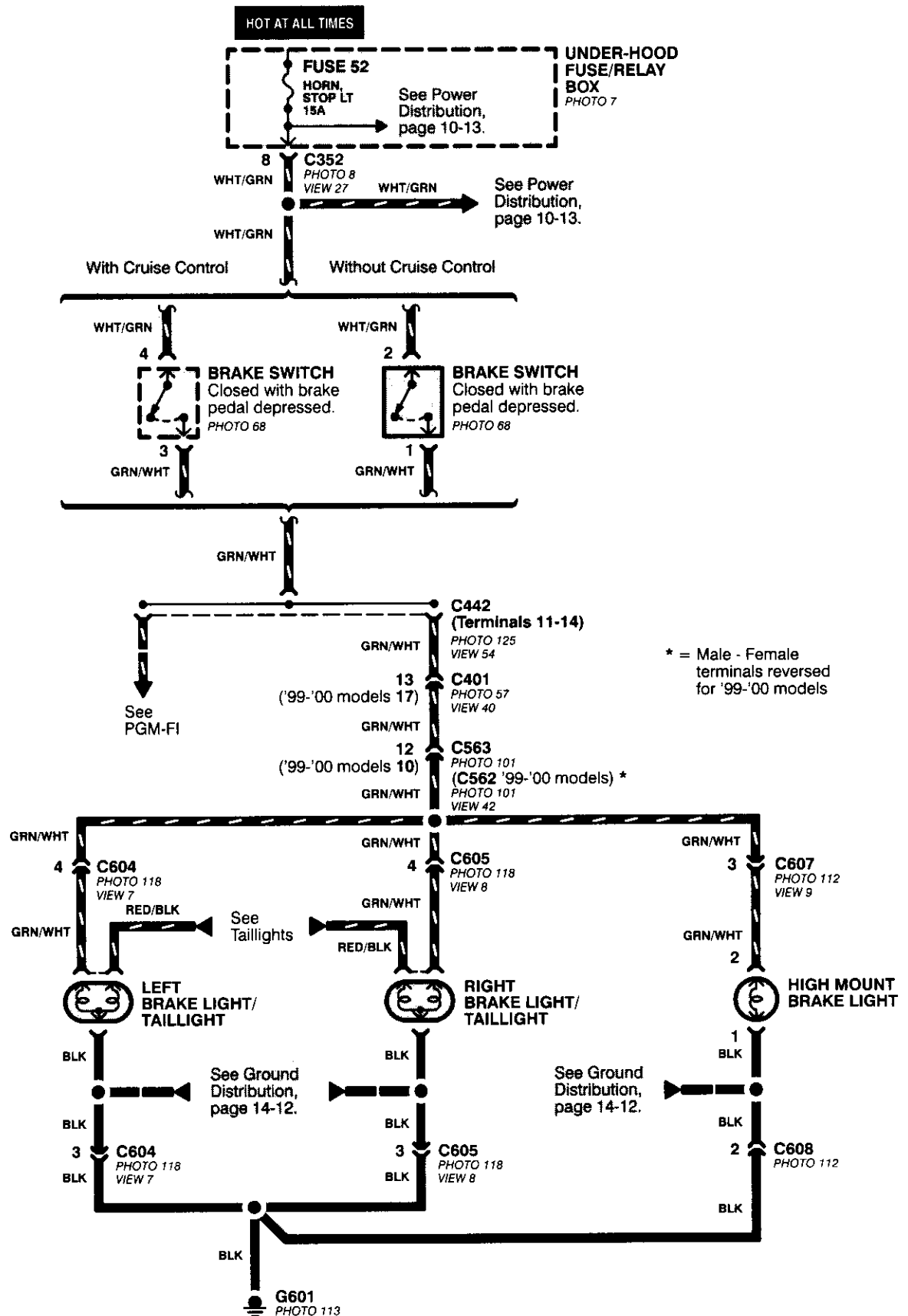
Brake Lights

- '99-'00 Sedans

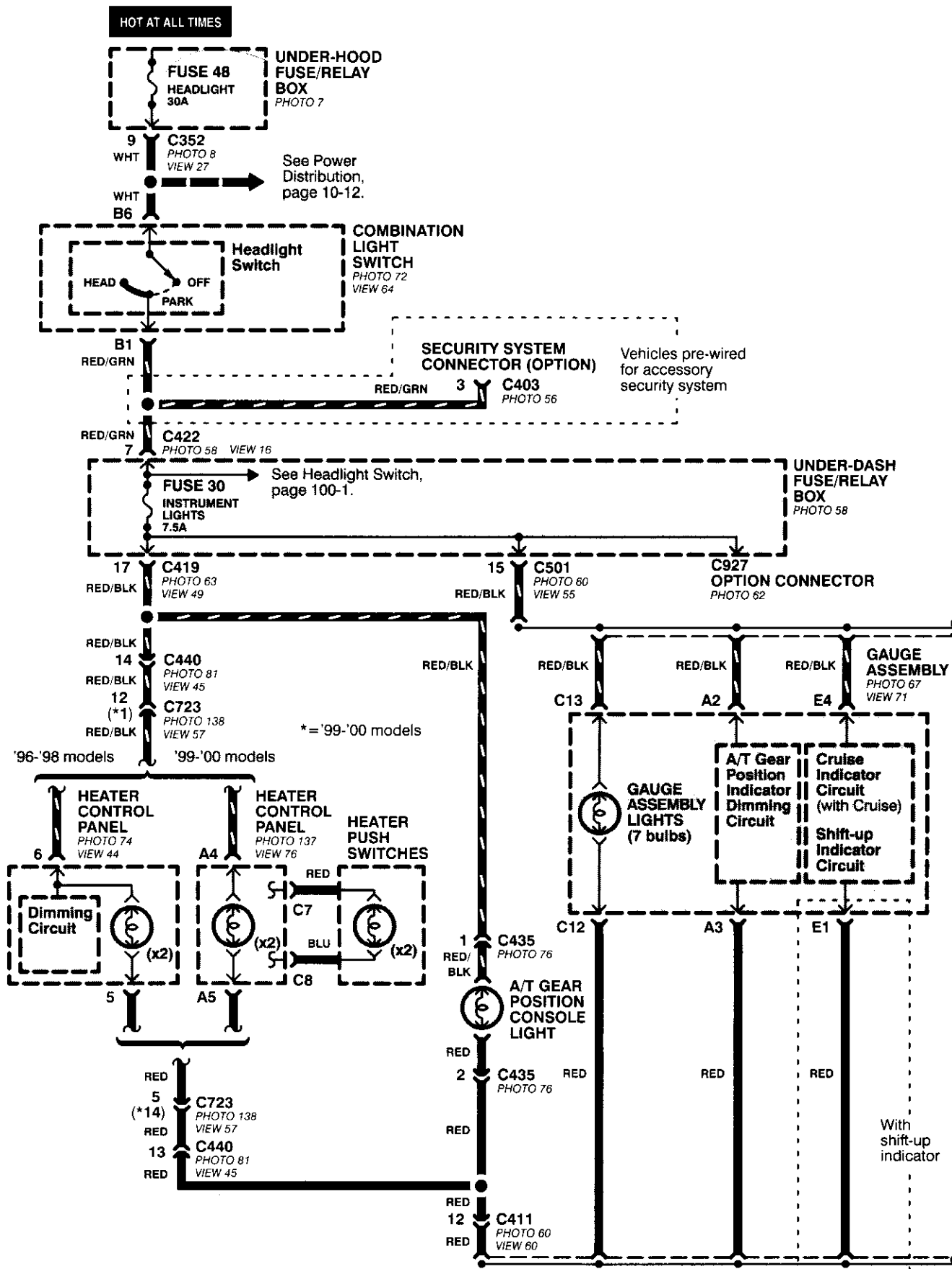




- Hatchback

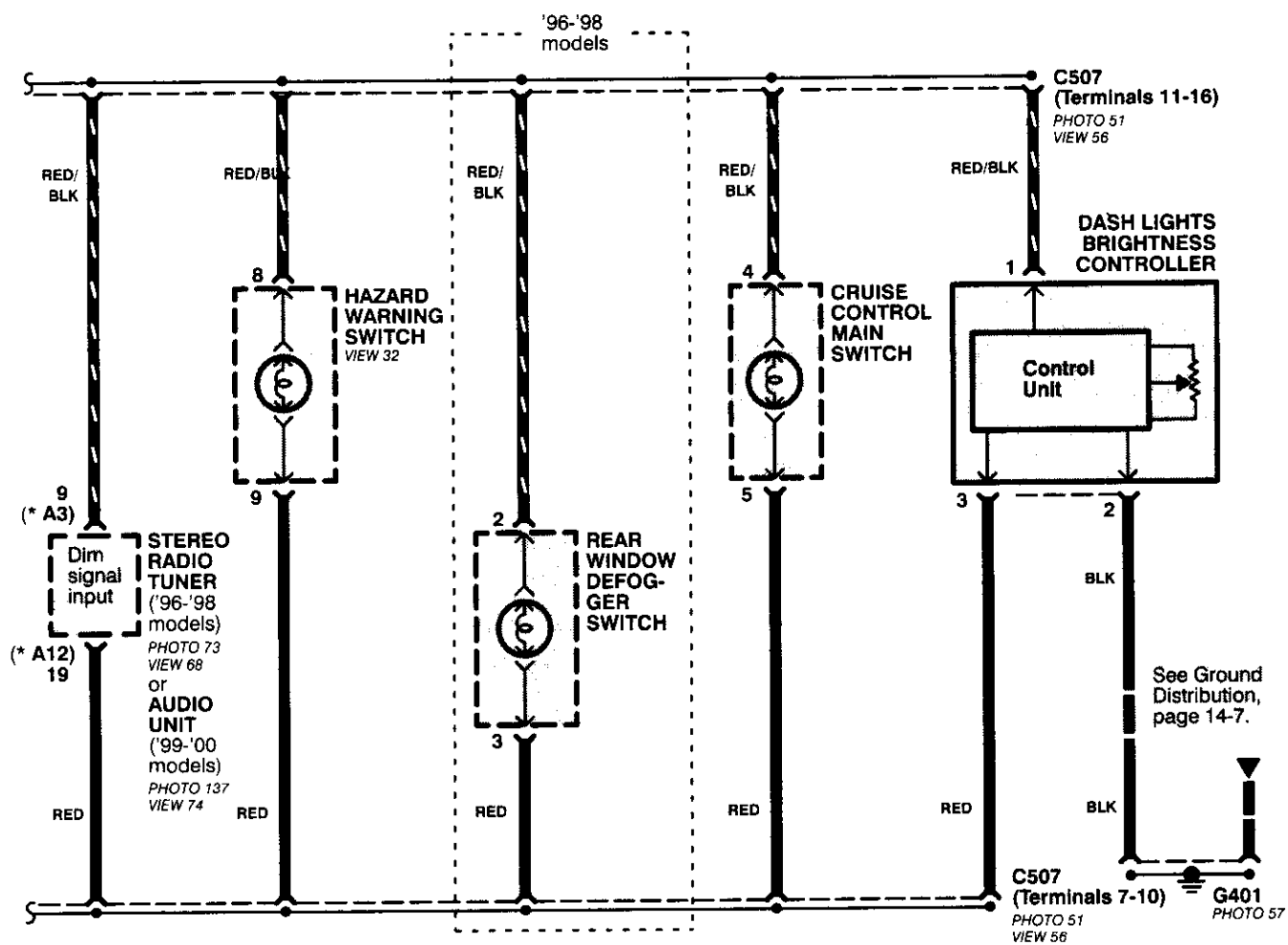


Dash and Console Lights

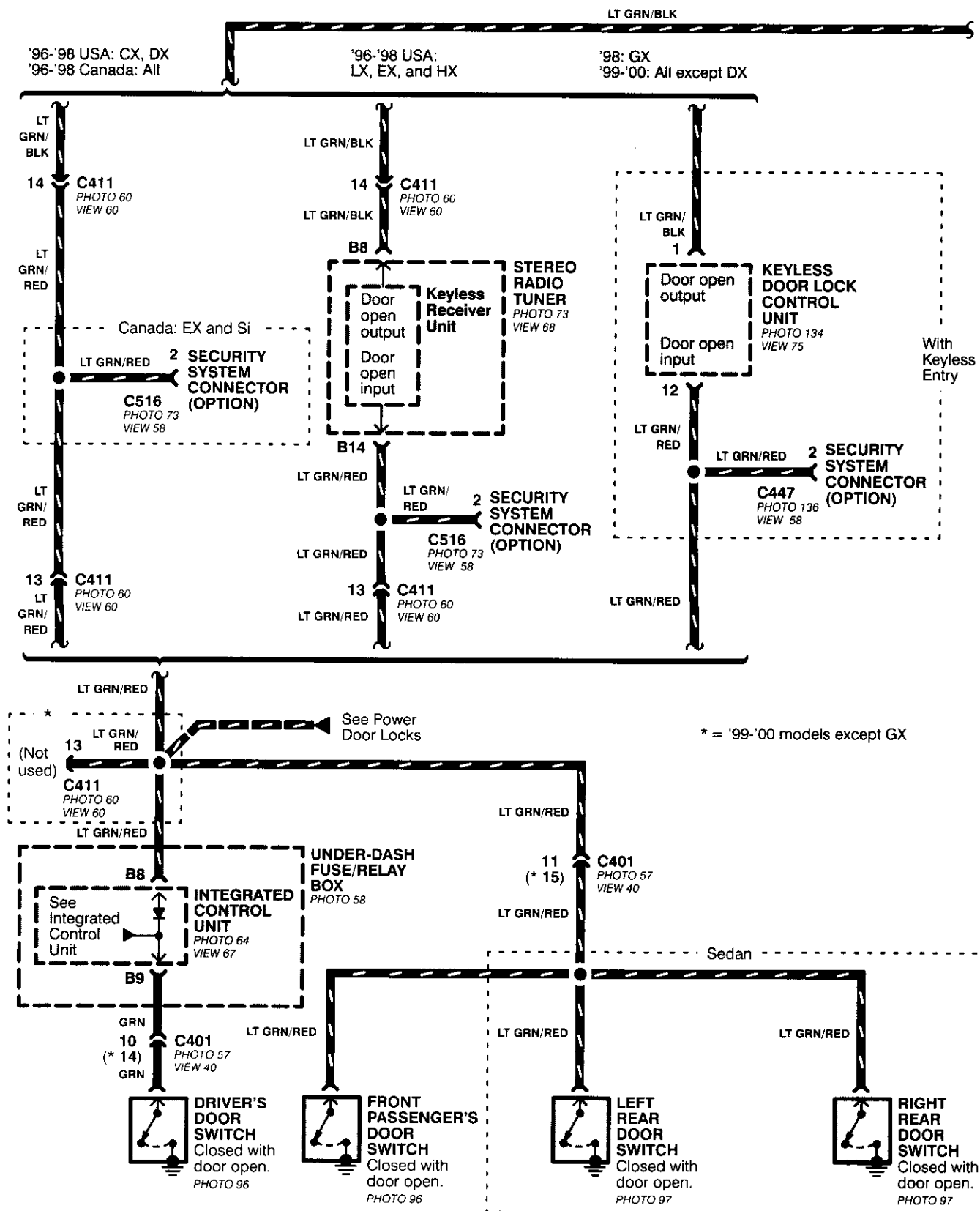


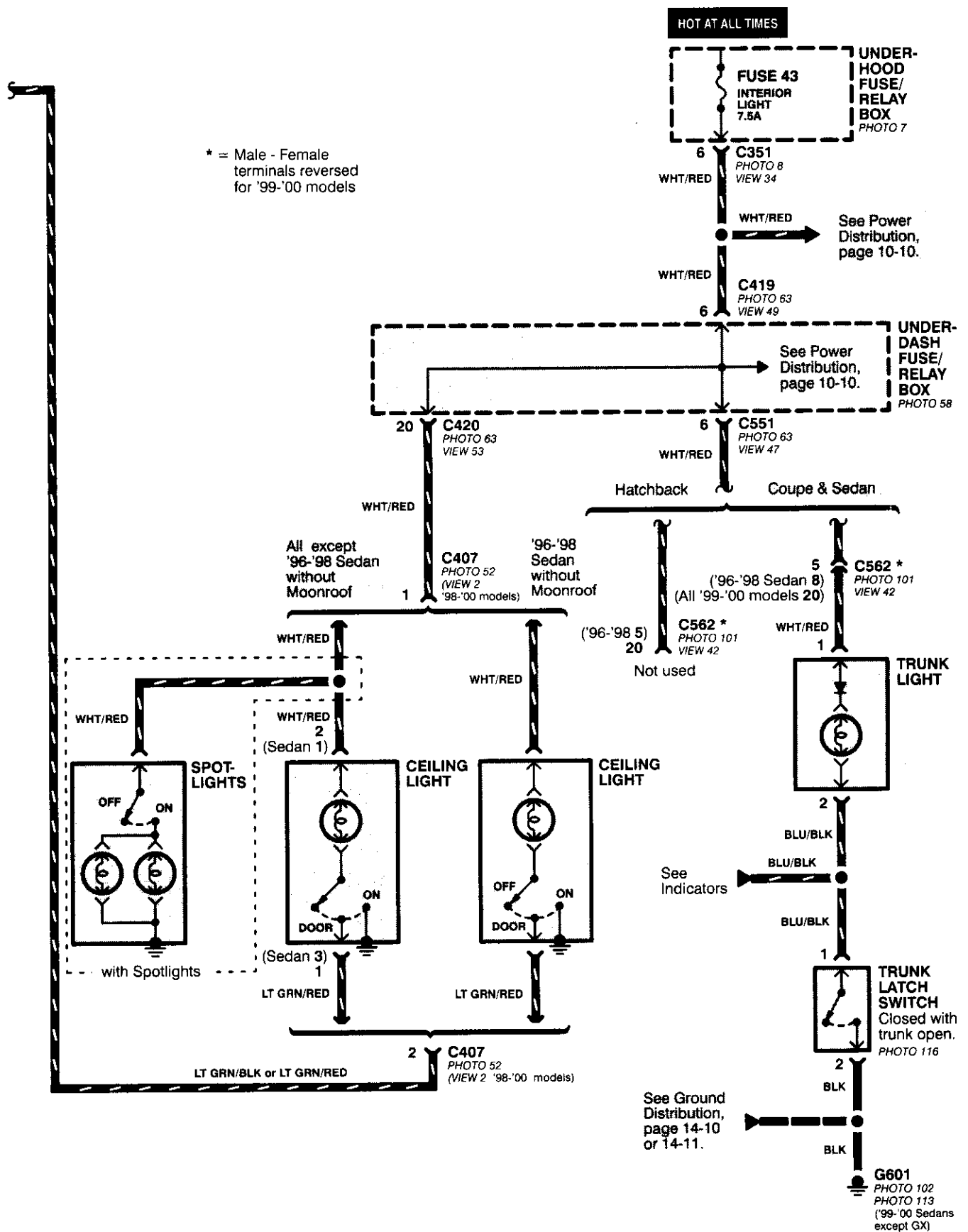


*='96-'98 models



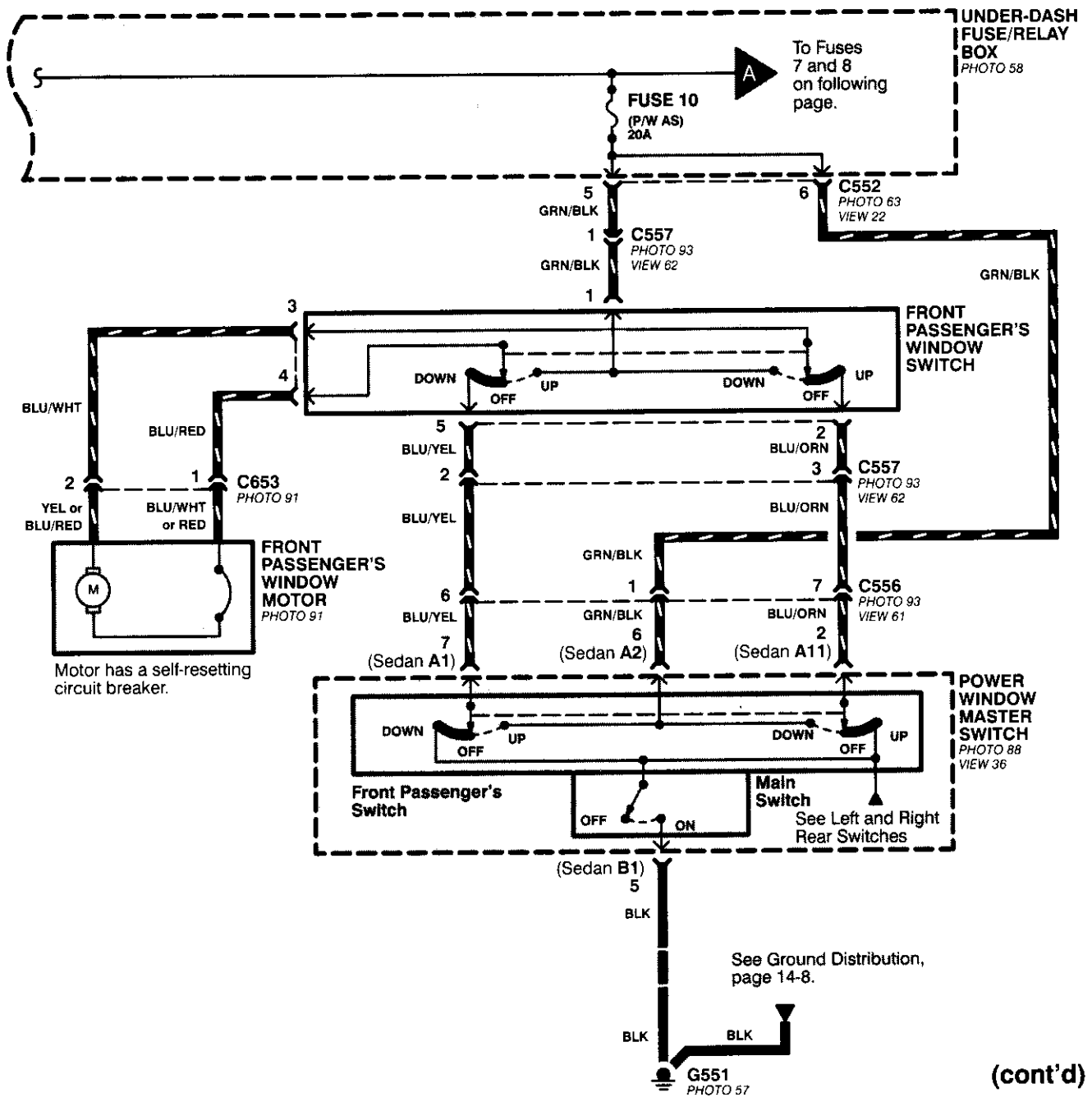
Ceiling Light, Trunk Light, and Spotlights





- **Driver's Door and Front Passenger Door**

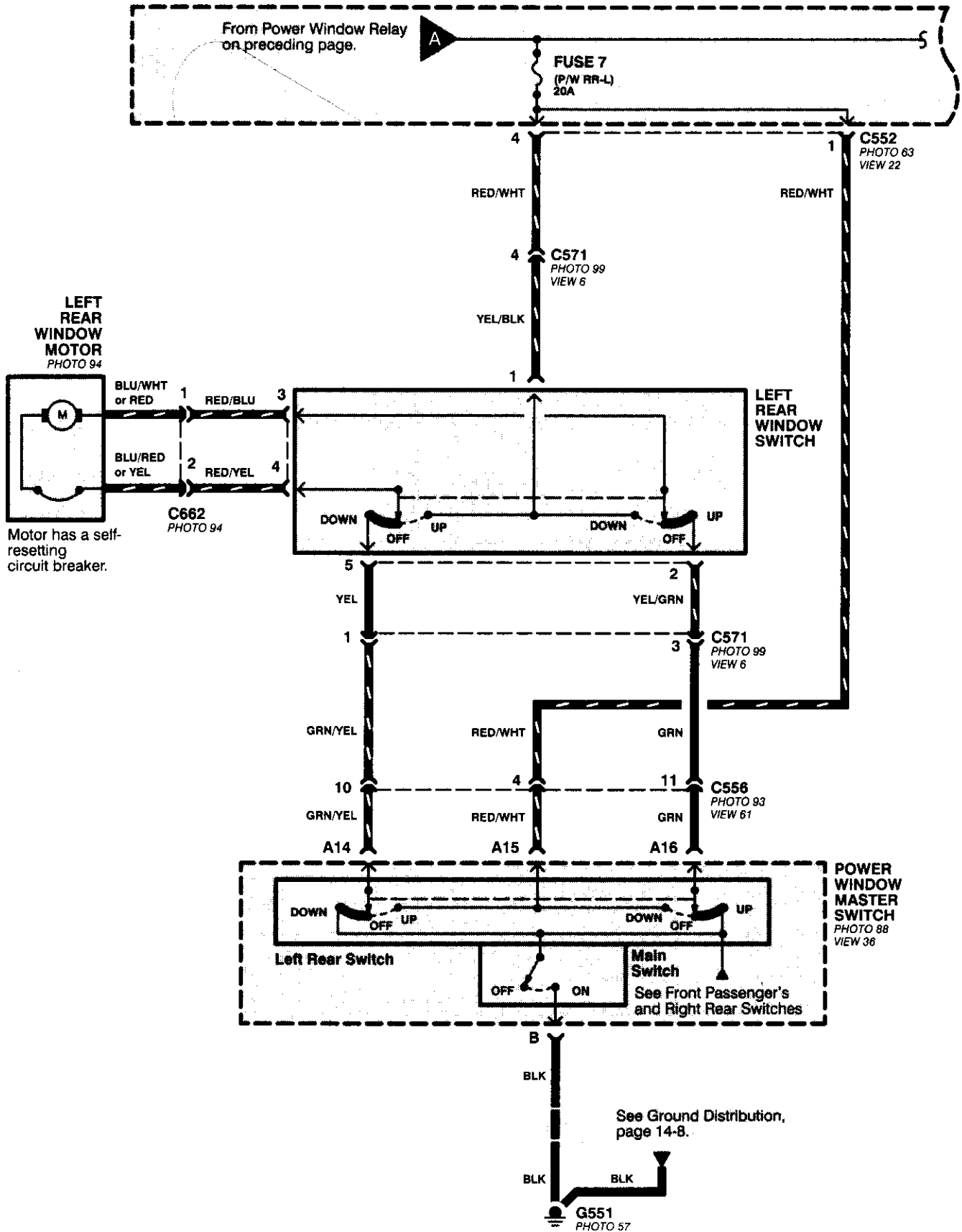


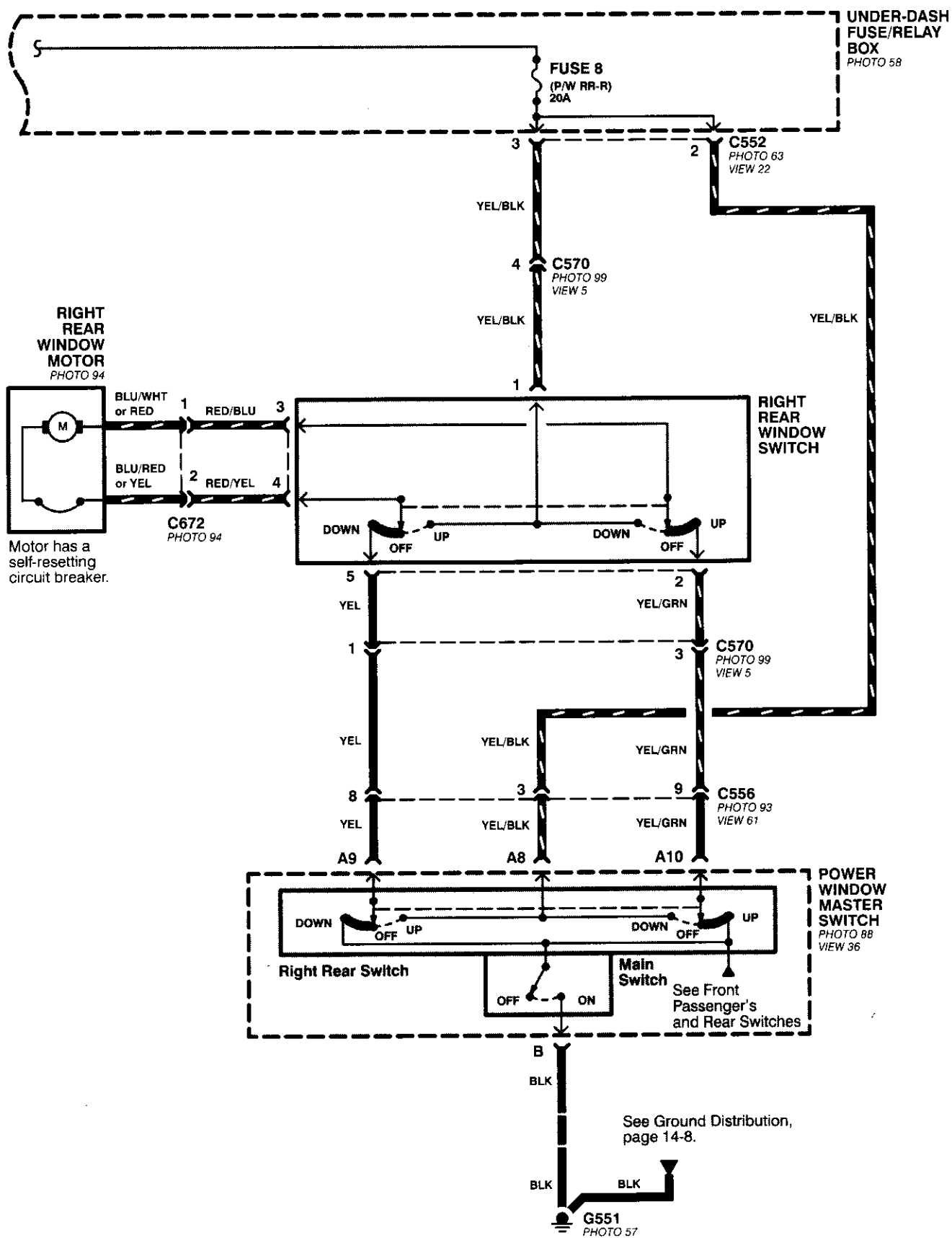
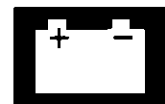


(cont'd)

Power Windows (cont'd)

- Rear Doors





Power Windows (cont'd)

– How the Circuit Works

CAUTION: You could injure your arms, hands, or fingers if you unintentionally switch the driver's window to "automatic down" while working in that door with the power on. Disconnect the window switch connector or the battery when working in the driver's door.

System Description

The operation of the power windows is controlled by the main switch in the power window master switch. When the main switch is in OFF, only the driver's door window can be opened or closed. With the main switch ON, all windows can be opened or closed either by switches in the master panel, or switches in the doors. The driver's window switch also has an automatic down mode which is turned on by pushing the switch down to its second 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.

Driver's Window

With the ignition switch in ON, voltage is provided to the coil of the power window relay through fuse 24. The contacts of the power window relay close, and voltage is applied to the driver's switch. When you push the power window master switch to UP, voltage is applied to the driver's window motor. (The motor's ground path is back through the master power window switch.) The driver's window motor then drives the window up. When you push the switch to DOWN, voltage is applied in the opposite direction and the motor drives the window down.

Automatic Down (Driver's Window)

With the ignition switch in ON or START, voltage is applied to the coil of the power window relay. The contacts of the power window relay close and voltage is applied to the power window master switch. When you push the driver's switch to the AUTO DOWN position, voltage is applied through the driver's switch to the driver's window motor. The control unit receives pulses at the pulser input while the motor is running. When the window is fully down, the motor stops, and pulses are no longer generated by the pulser. This is sensed by the control unit at the pulser input, and voltage is no longer applied to the driver's window motor.

Passenger Windows

With the ignition switch in ON, voltage is applied to the coil of the power window relay through fuse 24. The contacts of the power window relay then close, applying voltage to the individual window switches and the power window master switch. With the master panel main switch ON, the passenger windows can be operated from the individual window switches or from the master panel switches.

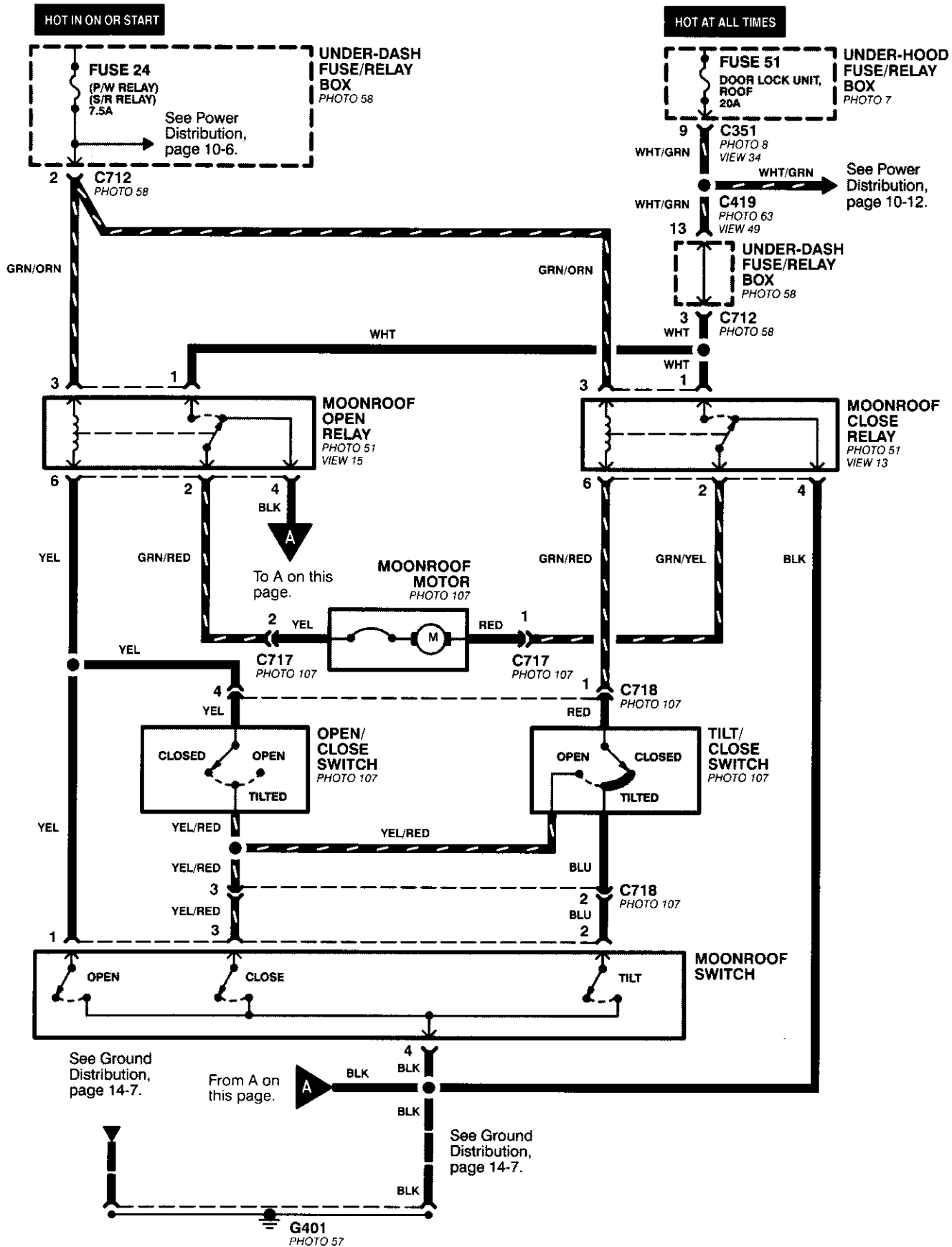
When you push the front passenger's window switch to UP, voltage is applied to the front passenger's window motor. (The motor is grounded through the contacts in the front passenger's window switch and the power window master switch.) The window moves up as long as you hold the switch in the UP position. If you push the switch to DOWN, voltage is applied in the opposite direction to the front passenger's window motor, and the window moves down as long as you hold the switch in the DOWN position. The window switches in the other doors operate similarly.

When you push the front passenger's switch in the master panel to UP, voltage is applied through the front passenger's window switch contacts to the front passenger's window motor. (The motor is grounded through the contacts in the front passenger's window switch and the power window master switch.) The window moves up as long as you hold the switch in the UP position. If you push the switch to DOWN, voltage is applied in the opposite direction to the front passenger's window motor, and the window moves down as long as you hold the switch in the DOWN position. The other passenger window switches in the master panel operate similarly.

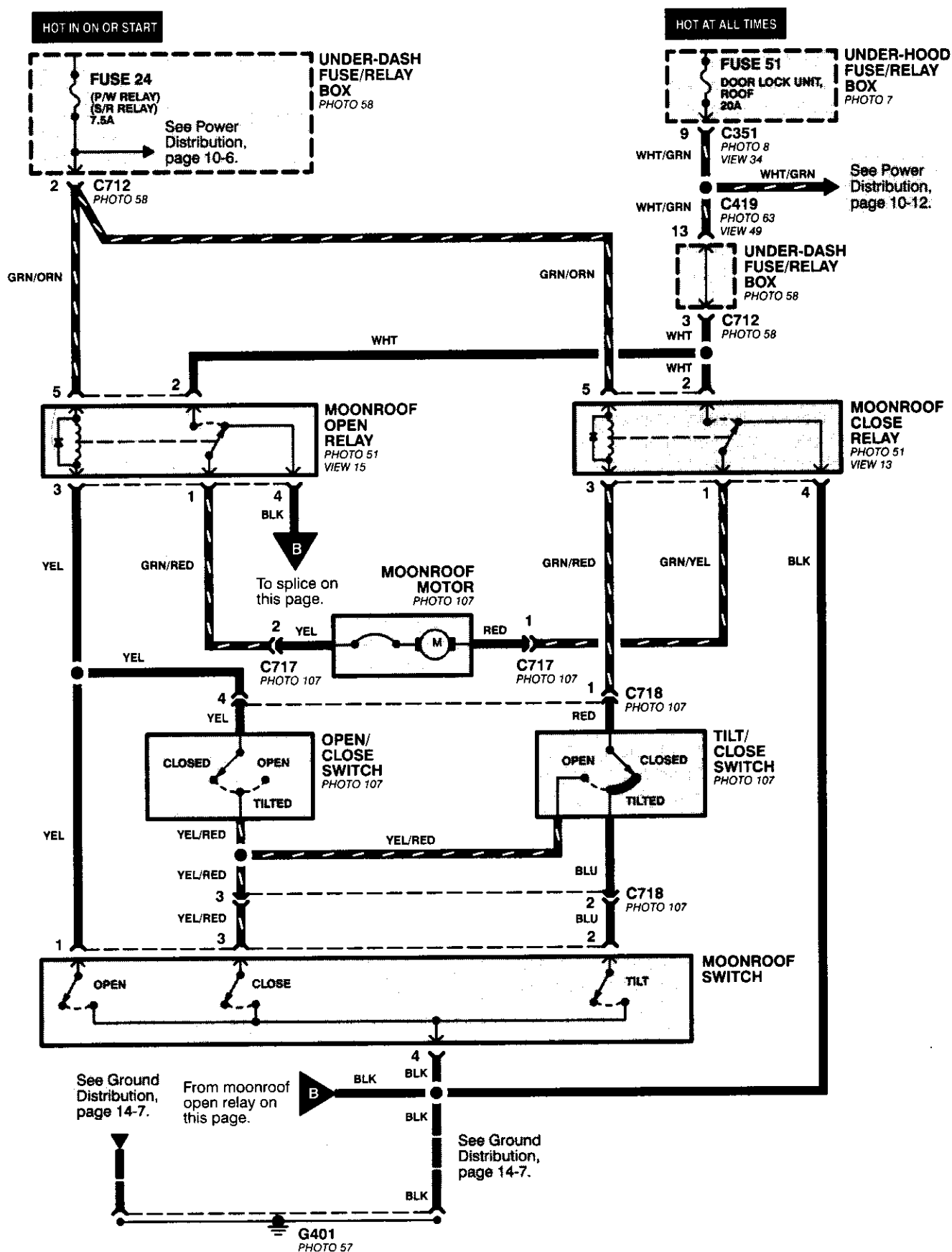
Refer to the Service Manual (Section 23, Electrical) for specific tests or troubleshooting procedures.

Moonroof

'96-'97 Models



'98-'00 Models



Moonroof (cont'd)

– How the Circuit Works

Moonroof Open

When you push the moonroof switch to the OPEN position, the moonroof open switch applies ground to the moonroof “open” relay through the YEL wire. The moonroof “open” relay applies battery voltage to the moonroof motor through the GRN/RED wire. The moonroof “close” relay supplies ground to the moonroof motor through its normally closed relay contacts. When the moonroof moves out of the fully closed position, the tilt/close switch moves to the OPEN position; the open/close switch moves to the OPEN position.

Moonroof Tilt

When you push the moonroof switch to the TILT position, the moonroof tilt switch applies ground to the moonroof “close” relay through the BLU wire, tilt/close switch and RED wire. The moonroof “close” relay applies battery voltage to the GRN/YEL wire to the moonroof motor. The moonroof “open” relay supplies ground to the moonroof motor through its normally closed relay contacts. When the moonroof is in the tilt position, the tilt/close switch moves to the TILTED position; the open/close switch moves to the TILTED position.

Moonroof Close from the Open Position

When you push the moonroof switch to the CLOSE position, the moonroof “close” switch applies ground to the moonroof “close” relay through the YEL/RED wire, tilt/close switch and GRN/RED wire. The moonroof “close” relay applies battery voltage to the GRN/YEL wire to the moonroof motor. The moonroof “open” relay supplies ground to the moonroof motor through its normally closed relay contacts. When the moonroof is fully closed, the tilt/close switch moves to the closed position; the open/close switch moves to the CLOSED position.

Moonroof Close from the Tilt Position

When you push the moonroof switch to the CLOSE position, the moonroof “open” switch applies ground to the moonroof “close” relay through the YEL/RED wire, open/close switch and moonroof “open” relay. The moonroof “open” relay applies battery voltage to the moonroof motor through the GRN/RED wire. The moonroof “close” relay supplies ground to the moonroof motor through its normally closed relay contacts. When the moonroof is fully closed, the tilt/close switch moves to the closed position and the open/close switch moves to the CLOSED position.

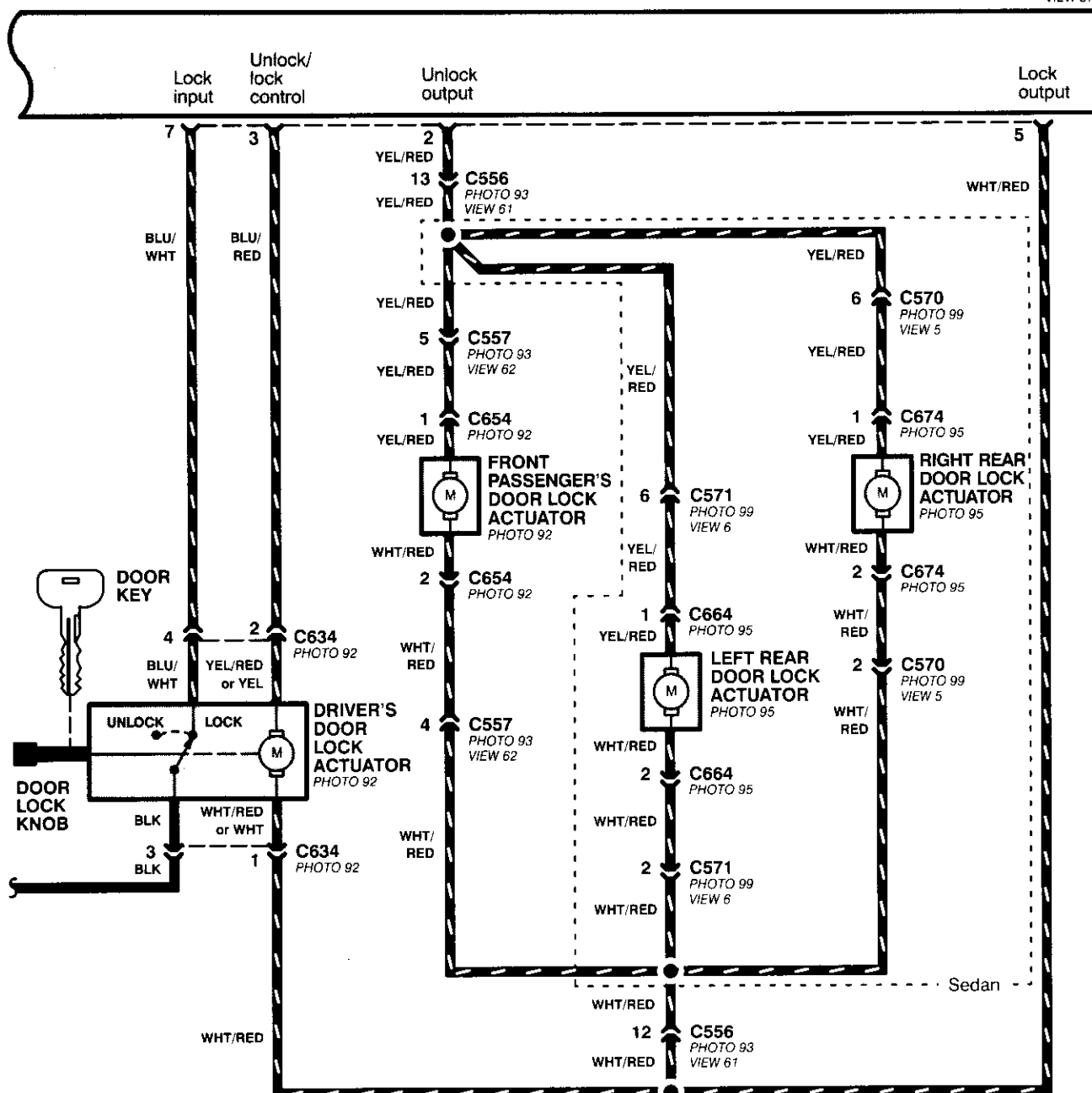
Refer to the Service Manual (Section 23, Electrical) for specific tests or troubleshooting procedures.

- All Models Without Keyless Entry



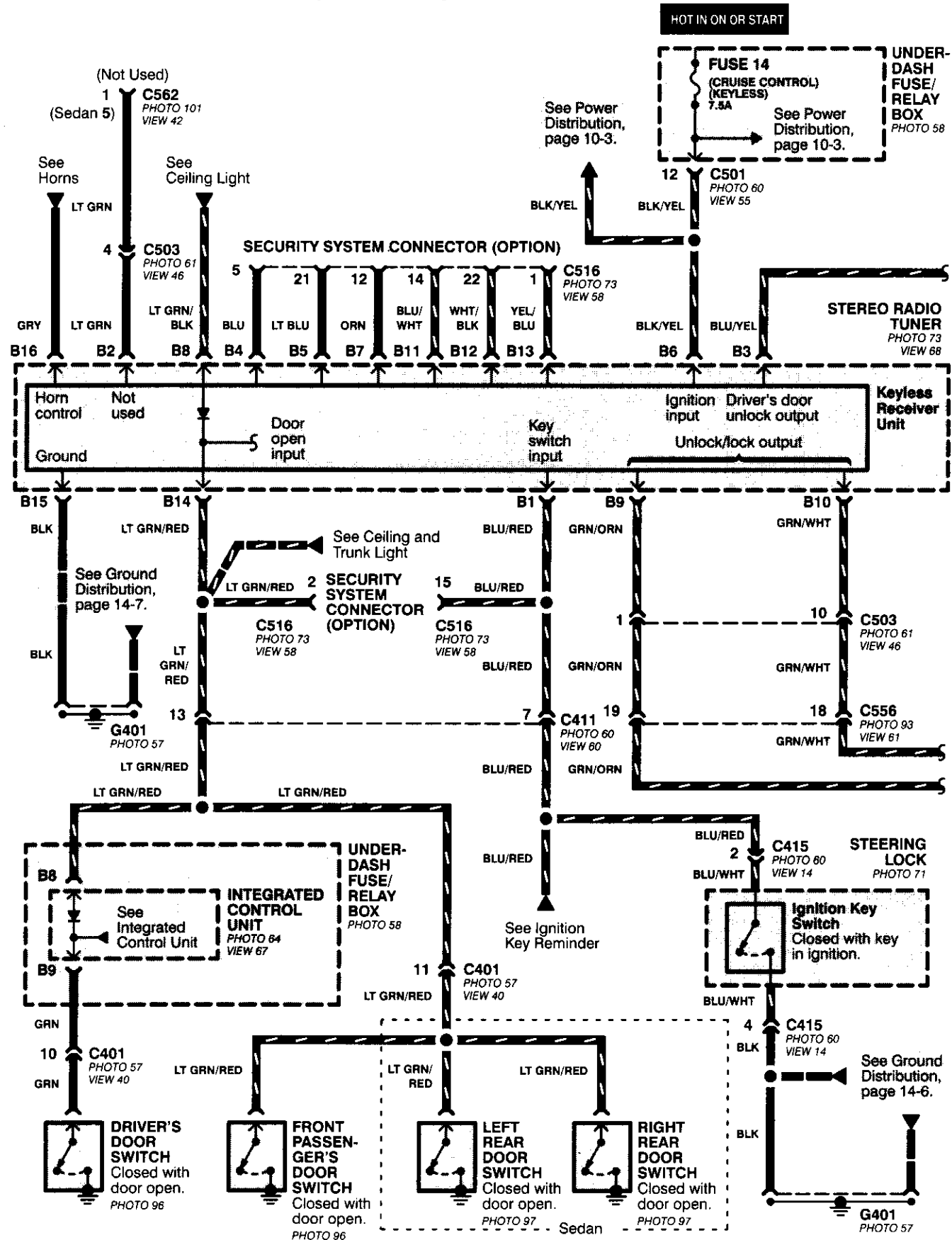


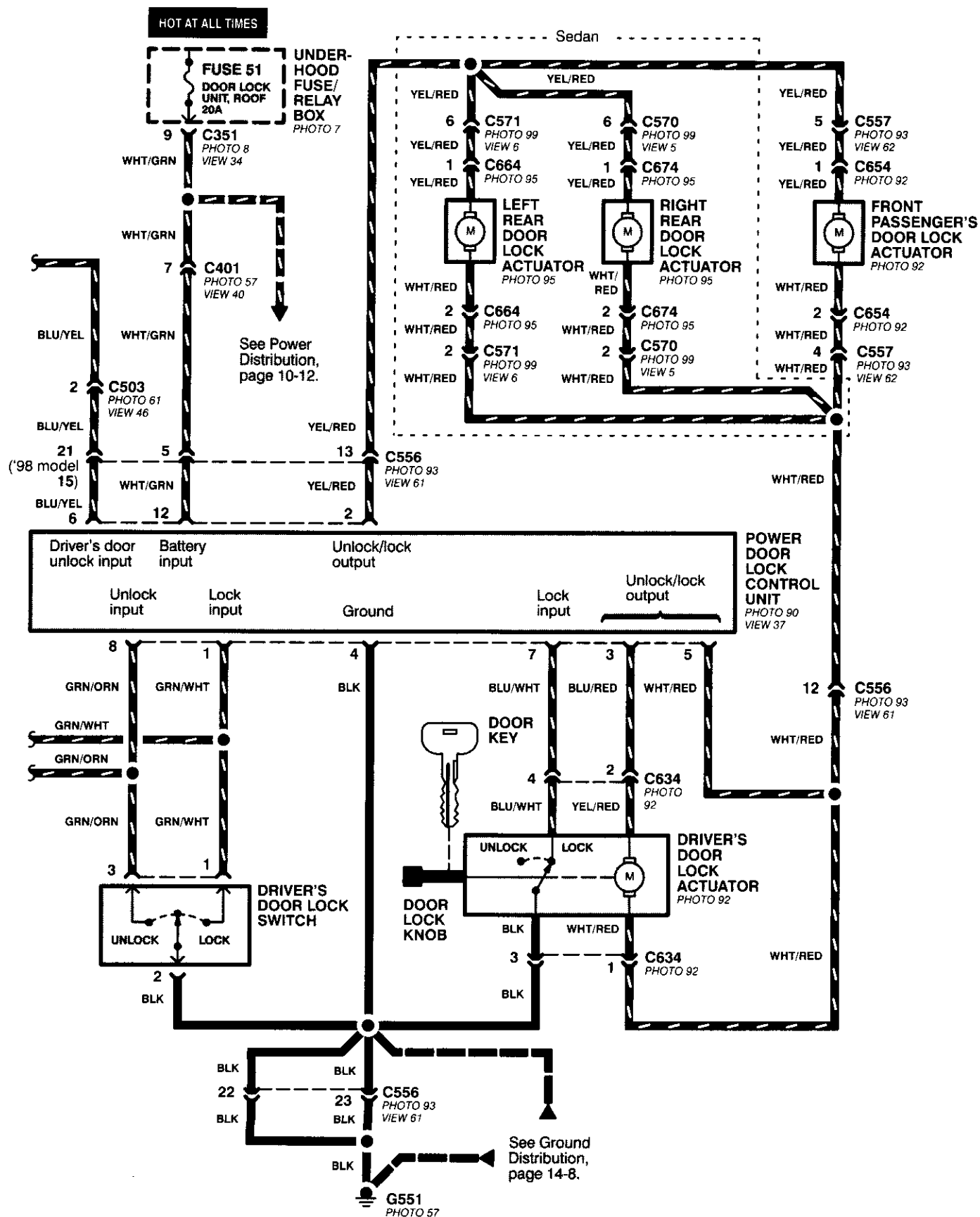
**POWER
DOOR LOCK
CONTROL UNIT**
PHOTO 90
VIEW 37



Power Door Locks

- '96-'98 Models With Keyless Entry





Power Door Locks (cont'd)

– How the Circuit Works

Keyless Entry System

The keyless door locks combine the power door locks with a remote key-fob transmitter. The keyless receiver unit is part of the radio. The keyless receiver unit receives direct inputs from the ignition key switch, the passenger door switches, and an indirect input from the driver's door switch through the integrated control unit.

Power Door Locks (With or Without Keyless)

The power door lock system is made up of the power door lock control unit, driver's door lock switch, and individual door lock actuators. The power door locks are controlled by the driver's door lock switch and the driver's door lock actuator switch.

Transmitter (With Keyless Entry)

The transmitter sends coded radio wave signals to the keyless receiver unit when one of its buttons is pressed. Each transmitter has a unique code that must be "taught" to the keyless receiver unit before it can operate the door locks or any other function. Up to 4 transmitters can be programmed to operate the keyless door locks.

Door Locking (With or Without Keyless Entry)

When you push the driver's door lock switch to the lock position, ground is applied to the GRN/WHT wire to the power door lock control unit. The control unit then applies battery voltage to the WHT/RED wire and ground to the YEL/RED wire. The passenger door lock actuators then activate to lock the corresponding door locks.

When you lock the driver's door with the key or door lock knob, it is mechanically locked, and the driver's door lock actuator switch applies ground to the power door lock control unit. The control unit then applies battery voltage to the WHT/RED wire and ground to the YEL/RED wire, activating the passenger door lock actuators which lock the doors.

Door Locking with Transmitter

When you press the LOCK button on the remote transmitter, the power door lock control unit applies battery voltage to the WHT/RED wire and ground to the YEL/RED wire. The passenger door lock actuators then activate and lock the doors. A ground signal is also applied to the BLU/RED wire to lock the driver's door. If any door is open, you cannot lock it using the remote transmitter.

Door Unlocking (With or Without Keyless Entry)

When you push the driver's power door lock switch to the unlock position, ground is applied to the GRN/ORN wire to the power door lock control unit. The control unit then applies battery voltage to the YEL/RED and BLU/RED wires and ground to the WHT/RED wire. The door lock actuators then activate to unlock the doors.

When you unlock the driver's door with the key or the door lock knob, it is mechanically unlocked; the other doors do not unlock.

Door Unlocking (With Transmitter)

When you press the UNLOCK button on the remote transmitter once, the power door lock control unit applies battery voltage to the WHT/RED wire and ground to the BLU/RED wire to unlock the driver's door. When you press the UNLOCK button twice, the control unit then applies ground to the YEL/RED wires to activate the passenger door locks. If you do not open a door within 30 seconds after unlocking the doors with the transmitter, the doors automatically relock.

Transmitter Programming

1. Turn the ignition switch ON (II).
2. Press and hold the Valet-Disarm button on the radio (between the AM/FM button and the CD/TAPE button) to enter the programming mode. (Continue to hold the button during the procedure, or programming will be cancelled.) Check that the power door locks cycle to confirm that you're in the programming mode.
3. Press the "LOCK" or "UNLOCK" button on the transmitter. Check that the power door locks cycle to confirm that the code was accepted.
4. Press the "LOCK" or "UNLOCK" button on each of the remaining transmitters. (You can program up to four transmitters per vehicle.)
5. After all the transmitters have been programmed, release the Valet-Disarm button to exit the programming mode.

Beep On/Off Feature

1. Press and hold the LOCK and OPTION buttons on the transmitter.
2. Watch the transmitter's LED:
 - One flash: Beep activated.
 - Two flashes: Beep deactivated.



Keyless Receiver Unit Troubleshooting

If a faulty keyless receiver unit has one of the symptoms below, turn to the page listed and follow the appropriate troubleshooting procedure. If the symptom seems related to an input problem, or is not covered by the troubleshooting procedures, do the Input Tests on page 130-6. Refer to the circuit schematic on pages 130-2 and 130-3 as needed.

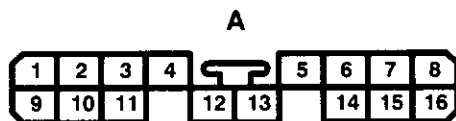
Symptom Index

Keyless Entry Does Not Work In Any Mode	Page 130-8
Ceiling Light Does Not Come On When The Doors Are Unlocked With The Transmitter	Page 130-9
Doors Do Not Unlock Or Lock With The Transmitter	Page 130-10
Horn Does Not Sound With The Transmitter "Beep" Feature On	Page 130-11
Horn Does Not Sound In The Panic Mode	Page 130-11
Horn Does Not Stop Sounding	Page 130-11
Input Tests	Page 130-6

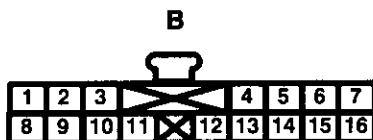
Power Door Locks (cont'd)

Keyless Receiver Unit Input Test

The following tests are performed with A (Main) and B (Keyless) disconnected from the audio unit.



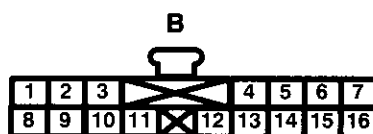
Terminal No.	Wire Color	Test Condition	Test: Desired Result	Possible Cause if result is not obtained
4	WHT/BLU	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> Blown No. 47 (7.5A) fuse in the under-hood fuse/relay box An open in the wire
5	YEL/RED	Ignition switch ACC (I)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> Blown No. 28 (10A) fuse in the under-dash fuse/relay box An open in the wire



Terminal No.	Wire Color	Test Condition	Test: Desired Result	Possible Cause if result is not obtained
1	BLU/RED	Ignition key inserted into the ignition key switch	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> Poor ground (G401, G402) Faulty ignition key switch An open in the wire Short in the wire
		Ignition key removed from the ignition key switch	Check for voltage to ground: There should be 4 V or more.	
3	BLU/YEL	Under all conditions	Check for continuity between the audio unit 16P connector No. 3 terminal and power door lock control unit 12P connector No. 6 terminal: There should be continuity.	<ul style="list-style-type: none"> An open in the wire
6	BLK/YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> Blown No. 14 (7.5A) fuse in the under-dash fuse/relay box An open in the wire
8	LT GRN/ BLK	Ceiling light switch in "middle position"	Connect to ground: The ceiling light should come on.	<ul style="list-style-type: none"> Blown No. 43 (7.5A) fuse in the under-hood fuse/relay box Blown ceiling light bulb Faulty ceiling light An open in the wire
14	LT GRN/ RED	Each door opened, one at a time	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Faulty door switch An open in the wire
15	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Poor ground (G401, G402) An open in the wire
16	GRY	Under all conditions	Connect to ground: Horn should sound.	<ul style="list-style-type: none"> Blown No. 52 (15A) fuse in the under-hood fuse/relay box Faulty horn Faulty horn relay An open in the wire



The following tests are performed with A (Main) reconnected to the audio unit.



Terminal No.	Wire Color	Test Condition	Test: Desired Result	Possible Cause if result is not obtained
9	GRN/ORN	Driver's door lock switch in UNLOCK	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none">• Poor ground (G551)• Faulty driver's door lock switch• An open in the wire• Short in the wire
		Driver door lock switch in LOCK	Check for voltage to ground: There should be 4 V or more.	
10	GRN/WHT	Driver's door lock switch in UNLOCK	Check for voltage to ground: There should be 4 V or more.	<ul style="list-style-type: none">• Poor ground (G551)• Faulty driver's door lock switch• An open in the wire• Short in the wire
		Driver's door lock switch in LOCK	Check for voltage to ground: There should be 1 V or less.	

Power Door Locks (cont'd)

Keyless Entry Does Not Work In Any Mode

NOTE: Before beginning, verify that all the transmitters are programmed to the vehicle.

1. Does the radio work properly?

Yes – Go to step 9.

No – Go to the next step.

NOTE: For steps 2 - 8, refer to the schematic diagram for the Stereo Sound System on page 150.

2. Are fuses 28 (in the under-dash fuse box) and fuse 47 (in the under-hood fuse box) OK?

Yes – Go to step 4.

No – Replace the blown fuse, then go to the next step.

3. Does the fuse blow again?

Yes – Locate and repair the short.

No – Retest the system.

4. Is the vehicle equipped with the optional security system?

Yes – Go to the next step.

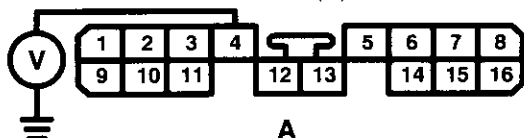
No – Go to step 6.

5. Does the keyless entry work correctly when the security control unit connector is disconnected?

Yes – Faulty security system, go to security system for further troubleshooting.

No – Go to the next step.

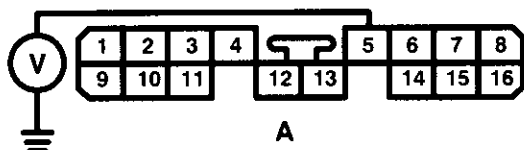
6. Is there battery voltage at terminal 4 of the radio main harness connector (A)?



Yes – Go to the next step.

No – Locate the open in the wiring between fuse 47 and the radio.

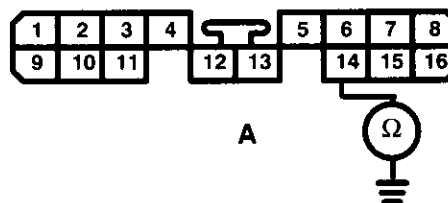
7. Is there battery voltage at terminal 5 of the radio main harness connector (A), when the ignition switch is in the ACC (I) or ON (II) position?



Yes – Go to the next step.

No – Locate the open in the wiring between fuse 28 and the radio.

8. Is there continuity from terminal 14 of the radio main harness connector (A) to ground?



Yes – Replace the radio.

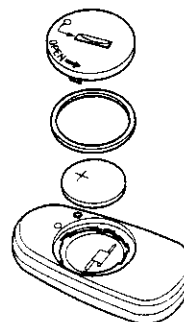
No – Repair the open in the wiring between the radio and the ground (G501).

9. Does the transmitter LED come on when any of the buttons are pressed?

Yes – Go to step 12.

No – Go to the next step.

10. Is the transmitter battery installed with the positive side facing up?



Yes – Ensure that the battery contact tabs are repositioned, then replace the battery. Remove the key from the ignition, then close the doors and trunk. Press the LOCK button on the transmitter six times, then go to the next step.

No – Ensure that the battery contact tabs are repositioned, then reinstall the battery correctly. Then reprogram the transmitter and retest it. Use the procedure on page 130-4 for transmitter programming.

11. Does the transmitter LED come on when any of the buttons are pressed?

Yes – Go to the next step.

No – Replace the transmitter and program it by using the procedure on page 130-4.

12. Does the system work properly in all modes?

Yes – Finished. The system is OK.

No – Go to the next step.



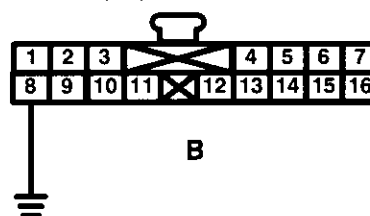
13. Recheck with a known good transmitter reprogrammed to the vehicle. Does the system work properly in all modes?
- Yes** – Replace the transmitter and program it by using the procedure on page 130-4.
- No** – Replace the radio.

Ceiling Light Does Not Come On When The Doors Are Unlocked With The Transmitter

NOTE: The vehicle must have a factory radio installed.

1. Is the ceiling light switch in the center position?
Yes – Go to the next step.
No – Reposition the ceiling light switch and retest.
2. Does the ceiling light come on with the ceiling light switch in the ON position?
Yes – Go to the next step.
No – Repair the ceiling light circuit.
3. Does the transmitter LED come on when any of the buttons are pressed?
Yes – Go to the next step.
No – Check the transmitter battery, then retest. If the ceiling light still does not work, go to the next step.
4. Recheck with a known good transmitter reprogrammed to the vehicle. Does the system work properly in all modes?
Yes – Replace the transmitter and program it by using the procedure on page 130-4.
No – Go to the next step.
5. With the keyless entry harness connector (B) disconnected from the radio, run a jumper wire from terminal 8 to ground.

Does the ceiling light come on?



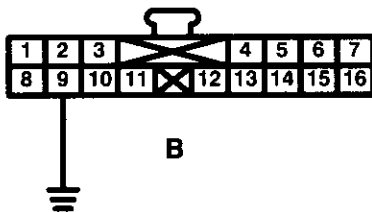
- Yes** – Replace the radio.
- No** – Repair the open in the keyless entry harness connector (B) terminal 8 (LT GRN/BLK) wire.

Power Door Locks (cont'd)

Doors Do Not Unlock Or Lock With The Transmitter

1. Do the door's unlock and lock when using the driver's door lock switch?
Yes – Go to the next step.
No – Repair the power door lock system.
2. Does the transmitter LED come on when any of the buttons are pressed?
Yes – Go to the next step.
No – Check the transmitter battery, then retest. If the doors still do not unlock or lock with the transmitter, go to the next step.
3. Recheck with a known good transmitter reprogrammed to the vehicle. Does the system work properly in all modes.
Yes – Replace and program the transmitter, then retest. Use the procedure on page 130-4 for transmitter programming.
No – Go to the next step.
4. Run a jumper wire from terminal 9 of the keyless entry harness connector (B) to ground.

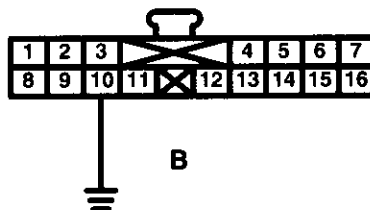
Do the doors unlock?



- Yes** – Go to the next step.
No – Repair the open in the terminal 9 (GRN/ORN) wire.

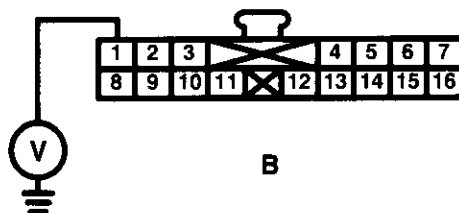
5. Run a jumper wire from terminal 10 of the keyless entry harness connector (B) to ground.

Do the doors lock?



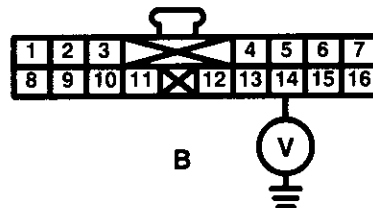
- Yes** – Go to the next step.
No – Repair the open in the terminal 10 (GRN/WHT) wire.

6. Does the voltage at terminal 1 of the keyless entry harness connector (B) change from battery voltage when the key is not in the ignition, to less than 1 volt when the key is in the ignition?



- Yes** – Go to the next step.
No – Replace the ignition switch or repair the damaged terminal 1 (BLU/RED) wire.

7. Does the voltage at terminal 14 of the keyless entry harness connector (B) change from battery voltage when all the doors are closed, to less than 1 volt when any door is opened?



- Yes** – Replace the radio.
No – Repair the open in the terminal 14 (LT GRN/RED) wire.

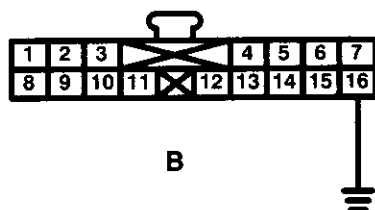


Horn Does Not Sound In The Panic Mode Or With The Transmitter "Beep" Feature On

NOTE: The transmitter has a Beep On/Off feature. Refer to page 130-4 for how to turn the beep on or off.

1. Does the horn sound when the HORN button is pressed?
Yes – Go to the next step.
No – Repair the horn circuit.
2. Does the transmitter LED come on when any of the buttons are pressed?
Yes – Go to the next step.
No – Check the transmitter battery, then retest. If the beep feature still does not work, go to the next step.
3. Recheck with a known good transmitter reprogrammed to the vehicle. Does the system work properly in all modes?
Yes – Replace and program the transmitter, then retest. Use the procedure on page 130-4 for transmitter programming.
No – Go to the next step.
4. With the keyless entry harness connector (B) disconnected from the radio, run a jumper wire from terminal 16 to ground.

Does the horn sound?



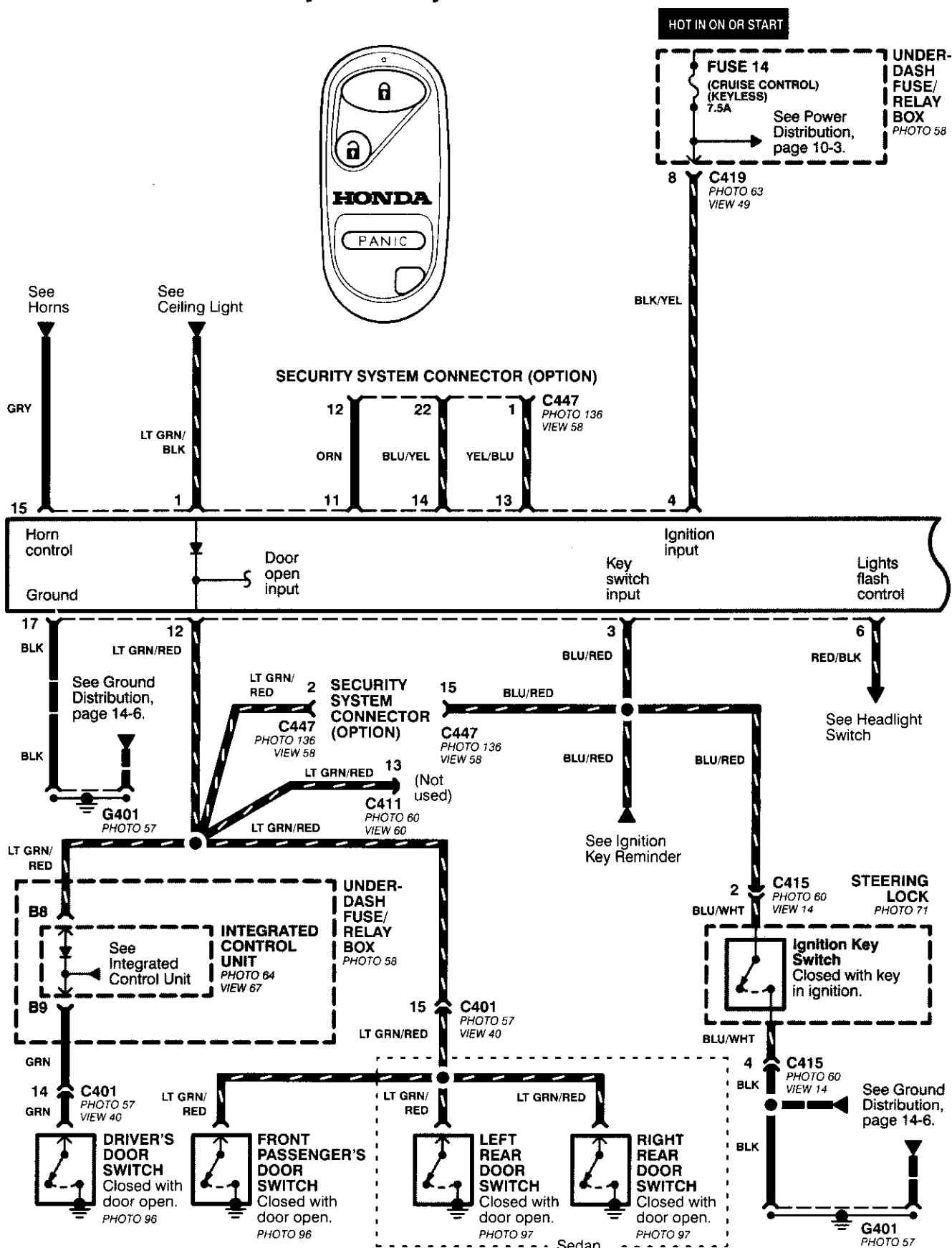
- Yes** – Replace the radio.
No – Repair the open in the terminal 16 (GRY) wire.

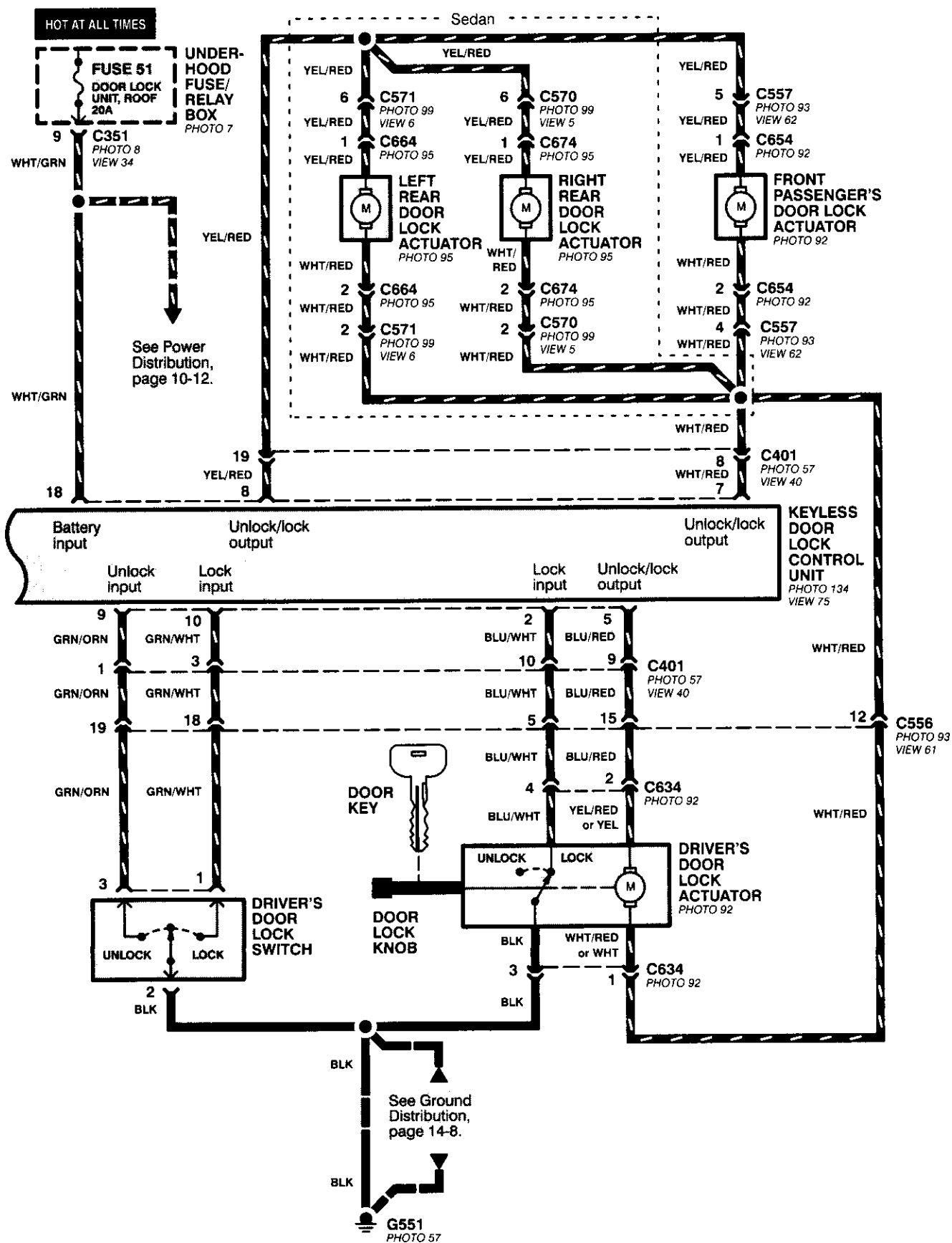
Horn Does Not Stop Sounding

1. Is the vehicle equipped with the optional security system?
Yes – Go to the next step.
No – Go to step 3.
2. Does the horn stop sounding when the security control unit connector is disconnected?
Yes – Replace the security control unit.
No – Go to the next step.
3. Does the horn stop sounding when the keyless entry harness connector (B) is disconnected?
Yes – Replace the radio.
No – Repair the horn circuit.

Power Door Locks

- '99-'00 Models with Keyless Entry





Power Door Locks (cont'd)

– How the Circuit Works

Keyless Entry System

The keyless door locks combine the power door locks with a remote key-fob transmitter. The keyless door lock control unit receives direct inputs from the ignition key switch, the passenger door switches, and an indirect input from the driver's door switch through the integrated control unit.

Power Door Locks

The power door lock system is made up of the keyless door lock control unit, driver's door lock switch, and individual door lock actuators. The power door locks are controlled by the driver's door lock switch and the driver's door lock actuator switch.

Transmitter

The transmitter sends coded radio wave signals to the keyless door lock control unit when one of its buttons is pressed. Each transmitter has a unique code that must be "taught" to the control unit before it can operate the door locks or any other function. Up to 4 transmitters can be programmed to operate the keyless door locks.

Door Locking

When you push the driver's door lock switch to the lock position, ground is applied to the GRN/WHT wire to the keyless door lock control unit. The control unit then applies battery voltage to the WHT/RED wire and ground to the YEL/RED wire. The passenger door lock actuators then activate to lock the corresponding door locks.

When you lock the driver's door with the key or door lock knob, it is mechanically locked, and the driver's door lock actuator switch applies ground to the power door lock control unit. The control unit then applies battery voltage to the WHT/RED wire and ground to the YEL/RED wire, activating the passenger door lock actuators which lock the doors.

Door Locking with Transmitter

When you press the LOCK button on the remote transmitter, the keyless door lock control unit applies battery voltage to the WHT/RED wire and ground to the YEL/RED wire. The passenger door lock actuators then activate and lock the doors. A ground signal is also applied to the BLU/RED wire to lock the driver's door. If any door is open, you cannot lock it using the remote transmitter.

Door Unlocking

When you push the driver's power door lock switch to the unlock position, ground is applied to the GRN/ORN wire to the keyless door lock control unit. The control unit then applies battery voltage to the YEL/RED and BLU/RED wires and ground to the

WHT/RED wire. The door lock actuators then activate to unlock the doors.

When you unlock the driver's door with the key or the door lock knob, it is mechanically unlocked; the other doors do not unlock.

Door Unlocking with Transmitter

When you press the UNLOCK button on the remote transmitter once, the keyless door lock control unit applies battery voltage to the WHT/RED wire and ground to the BLU/RED wire to unlock the driver's door. When you press the UNLOCK button twice, the control unit then applies ground to the YEL/RED wires to activate the passenger door locks. If you do not open a door within 30 seconds after unlocking the doors with the transmitter, the doors automatically relock.

Transmitter Programming

- Entering the programming mode cancels all learned transmitter codes, so none of the previously programmed transmitters will work. You must reprogram all the transmitters once you're in the programming mode.
 - To keep the system from exiting the programming mode, complete each step within 5 seconds of the previous step, and program the transmitters within 10 seconds of each other.
1. Turn the ignition switch ON (II).
 2. Press the "LOCK" or "UNLOCK" button on one of the transmitters. (A non-programmed transmitter can be used for this step.)
 3. Turn the ignition switch OFF (0).
 4. Repeat steps 1, 2, and 3 two more times with the transmitter used in step 2.
 5. Turn the ignition switch ON (II).
 6. Press the "LOCK" or "UNLOCK" button on the same transmitter. Check that the power door locks cycle to confirm that you're in the programming mode.
 7. Press the "LOCK" or "UNLOCK" button on each transmitter. (You can program up to four transmitters per vehicle.) Check that the power door locks cycle after you push each transmitter button, confirming that the system has accepted the transmitter's code.

Beep On/Off Feature

1. Press and hold the LOCK and OPTION buttons on the transmitter.
2. Watch the transmitter's LED:
 - One flash: Beep activated.
 - Two flashes: Beep deactivated.



Keyless Receiver Unit Troubleshooting

If a faulty keyless door lock control unit has one of the symptoms below, turn to the page listed and follow the appropriate troubleshooting procedure. If the symptom seems related to an input problem, or is not covered by the troubleshooting procedures, do the Input Tests on page 130-16. Refer to the circuit schematic on pages 130-12 and 130-13 as needed.

Symptom Index

Keyless Entry Does Not Work In Any Mode	Page 130-17
Ceiling Light Does Not Come On When The Doors Are Unlocked With The Transmitter	Page 130-18
Doors Do Not Unlock Or Lock With The Transmitter	Page 130-18
Horn Does Not Sound With The Transmitter "Beep" Feature On	Page 130-19
Horn Does Not Sound In The Panic Mode	Page 130-19
Horn Does Not Stop Sounding	Page 130-19
Input Tests	Page 130-16

Power Door Locks (cont'd)

Keyless Door Lock Control Unit Input Test

The following tests are performed with the keyless door lock control unit connector disconnected.



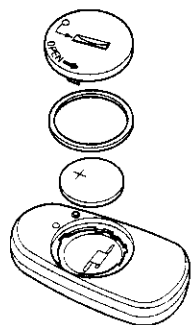
Terminal No.	Wire Color	Test Condition	Test: Desired Result	Possible Cause if result is not obtained
1	LT GRN/ BLK	Ceiling light switch in "middle position"	Connect to ground: The ceiling light should come on.	<ul style="list-style-type: none"> Blown No. 43 (7.5A) fuse in the under-hood fuse/relay box Blown ceiling light bulb Faulty ceiling light An open in the wire
3	BLU/RED	Ignition key inserted into the ignition key switch	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> Poor ground (G401, G402) Faulty ignition key switch An open in the wire Short in the wire
		Ignition key removed from the ignition key switch	Check for voltage to ground: There should be 4 V or more.	
4	BLK/YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> Blown No. 14 (7.5A) fuse in the under-dash fuse/relay box An open in the wire
6	RED/BLK	Headlight switch in PARK or HEAD	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> Blown No. 32 (7.5A) fuse in the under-dash fuse/relay box A faulty headlight switch An open in the wire
12	LT GRN/ RED	Each door opened, one at a time	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Faulty door switch An open in the wire
15	GRY	Under all conditions	Connect to ground: Horn should sound.	<ul style="list-style-type: none"> Blown No. 52 (15A) fuse in the under-hood fuse/relay box Faulty horn Faulty horn relay An open in the wire
17	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Poor ground (G401, G402) An open in the wire



Keyless Entry Does Not Work In Any Mode

NOTE: Before beginning, verify that all the transmitters are programmed to the vehicle.

1. Is the vehicle equipped with the optional security system?
Yes – Go to the next step.
No – Go to step 3.
2. Does the keyless entry work correctly when the security control unit connector is disconnected?
Yes – Faulty security system, go to security system for further troubleshooting.
No – Go to the next step.
3. Does the transmitter LED come on when any of the buttons are pressed?
Yes – Go to step 6.
No – Go to the next step.
4. Is the transmitter battery installed with the positive side facing up?



- Yes** – Ensure that the battery contact tabs are repositioned, then replace the battery. Remove the key from the ignition, then close the doors and trunk. Press the LOCK button on the transmitter six times, then go to the next step.
- No** – Ensure that the battery contact tabs are repositioned, then reinstall the battery correctly. Then reprogram the transmitter and retest it. Use the procedure on page 130-14 for transmitter programming.

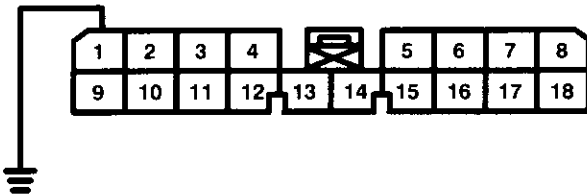
5. Does the transmitter LED come on when any of the buttons are pressed?
Yes – Go to the next step.
No – Replace the transmitter and program it by using the procedure on page 130-14.
6. Does the system work properly in all modes?
Yes – Finished. The system is OK.
No – Go to the next step.
7. Recheck with a known good transmitter reprogrammed to the vehicle. Does the system work properly in all modes?
Yes – Replace the transmitter and program it by using the procedure on page 130-14.
No – Replace the keyless door lock control unit.

Power Door Locks (cont'd)

Ceiling Light Does Not Come On When The Doors Are Unlocked With The Transmitter

1. Is the ceiling light switch in the center position?
Yes – Go to the next step.
No – Reposition the ceiling light switch and retest.
2. Does the ceiling light come on with the ceiling light switch in the ON position?
Yes – Go to the next step.
No – Repair the ceiling light circuit.
3. Does the transmitter LED come on when any of the buttons are pressed?
Yes – Go to the next step.
No – Check the transmitter battery, then retest. If the ceiling light still does not work, go to the next step.
4. Recheck with a known good transmitter reprogrammed to the vehicle. Does the system work properly in all modes?
Yes – Replace the transmitter and program it by using the procedure on page 130-14.
No – Go to the next step.
5. With the keyless door lock control unit connector disconnected, run a jumper wire from terminal 1 to ground.

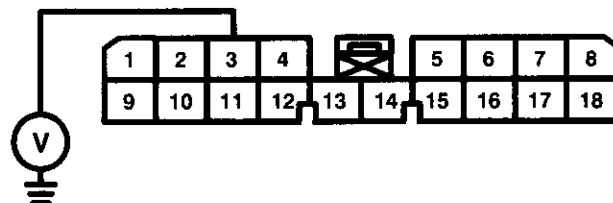
Does the ceiling light come on?



- Yes** – Replace the keyless door lock control unit.
- No** – Repair the open in the terminal 1 (LT GRN/BLK) wire.

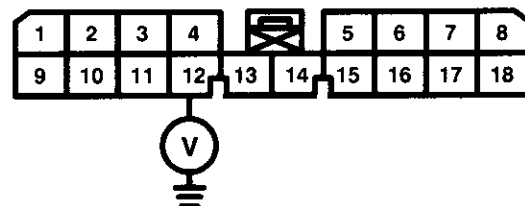
Doors Do Not Unlock Or Lock With The Transmitter

1. Do the door's unlock and lock when using the driver's door lock switch?
Yes – Go to the next step.
No – Repair the power door lock system.
2. Does the transmitter LED come on when any of the buttons are pressed?
Yes – Go to the next step.
No – Check the transmitter battery, then retest. If the doors still do not unlock or lock with the transmitter, go to the next step.
3. Recheck with a known good transmitter reprogrammed to the vehicle. Does the system work properly in all modes.
Yes – Replace and program the transmitter, then retest. Use the procedure on page 130-14 for transmitter programming.
No – Go to the next step.
4. Does the voltage at terminal 3 of the keyless door lock control unit connector change from battery voltage when the key is not in the ignition, to less than 1 volt when the key is in the ignition?



- Yes** – Go to the next step.
- No** – Replace the ignition switch or repair the damaged terminal 3 (BLU/RED) wire.

5. Does the voltage at terminal 12 of the keyless door lock control unit connector change from battery voltage when all the doors are closed, to less than 1 volt when any door is opened?



- Yes** – Replace the keyless door lock control unit.
- No** – Repair the open in the terminal 12 (LT GRN/RED) wire.

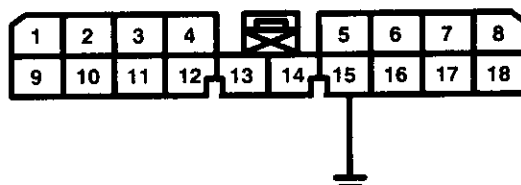


Horn Does Not Sound In The Panic Mode Or With The Transmitter "Beep" Feature On

NOTE: The transmitter has a Beep On/Off feature. Refer to page 130-14 for how to turn the beep on or off.

1. Does the horn sound when the HORN button is pressed?
Yes – Go to the next step.
No – Repair the horn circuit.
2. Does the transmitter LED come on when any of the buttons are pressed?
Yes – Go to the next step.
No – Check the transmitter battery, then retest. If the beep feature still does not work, go to the next step.
3. Recheck with a known good transmitter reprogrammed to the vehicle. Does the system work properly in all modes?
Yes – Replace and program the transmitter, then retest. Use the procedure on page 130-14 for transmitter programming.
No – Go to the next step.
4. With the keyless door lock control unit connector disconnected, run a jumper wire from terminal 15 to ground.

Does the horn sound?



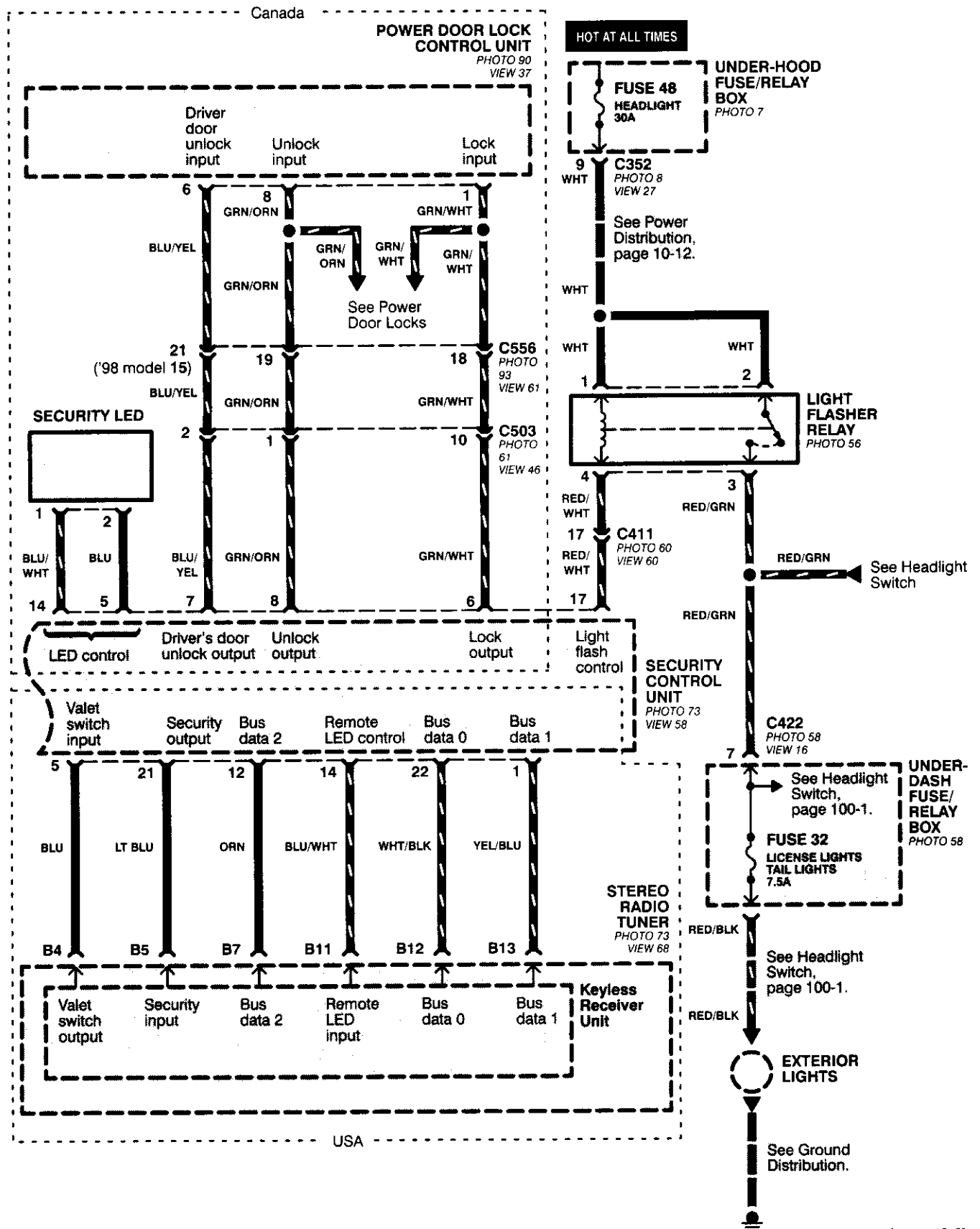
- Yes** – Replace the keyless door lock control unit.
No – Repair the open in the terminal 15 (GRY) wire.

Horn Does Not Stop Sounding

1. Is the vehicle equipped with the optional security system?
Yes – Go to the next step.
No – Go to step 3.
2. Does the horn stop sounding when the security control unit connector is disconnected?
Yes – Replace the security control unit.
No – Go to the next step.
3. Does the horn stop sounding when the keyless door lock control unit connector is disconnected?
Yes – Replace the keyless door lock control unit.
No – Repair the horn circuit.

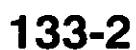
– '96-'98 USA: HX, LX, EX; '96-'98 Canada: EX, Si

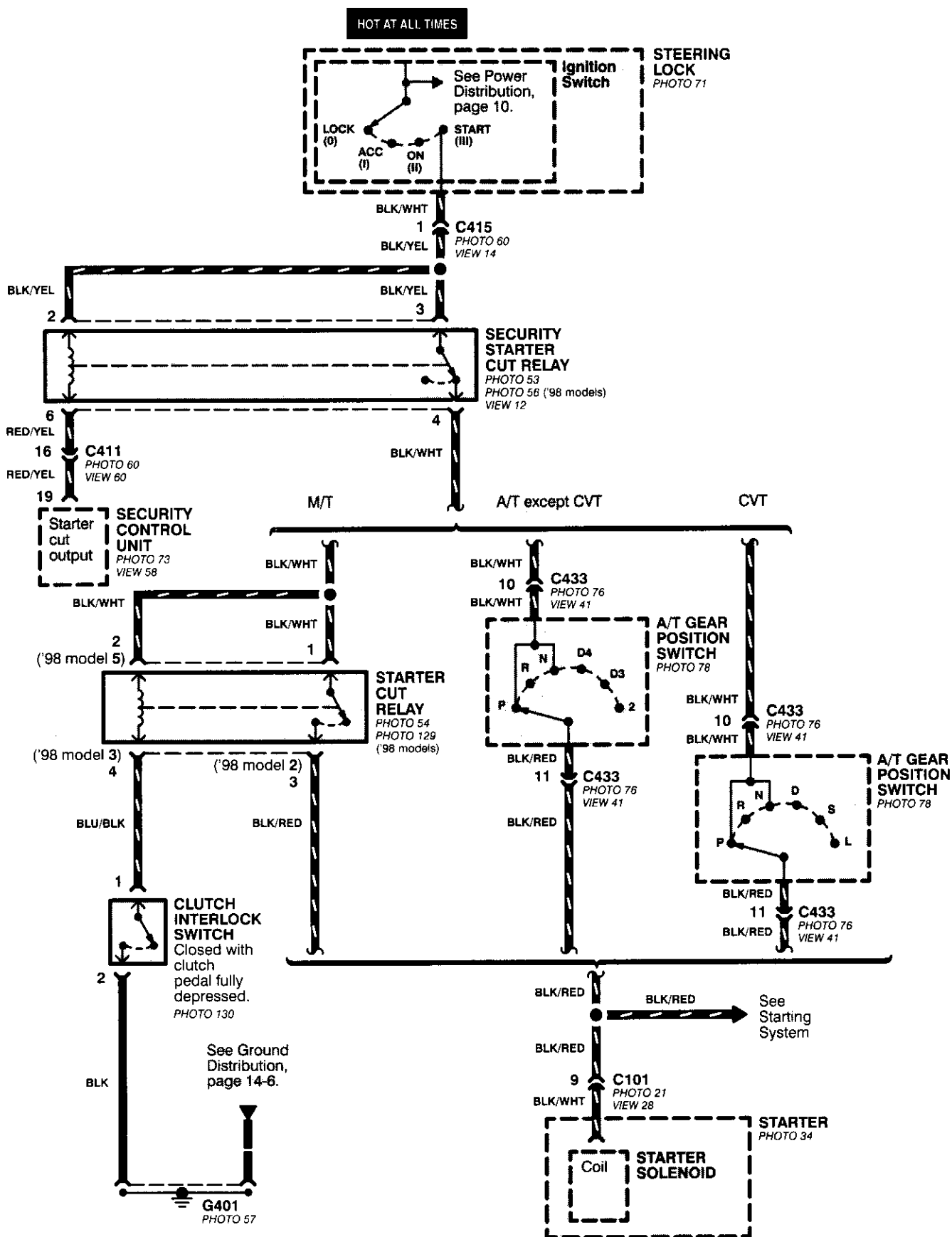




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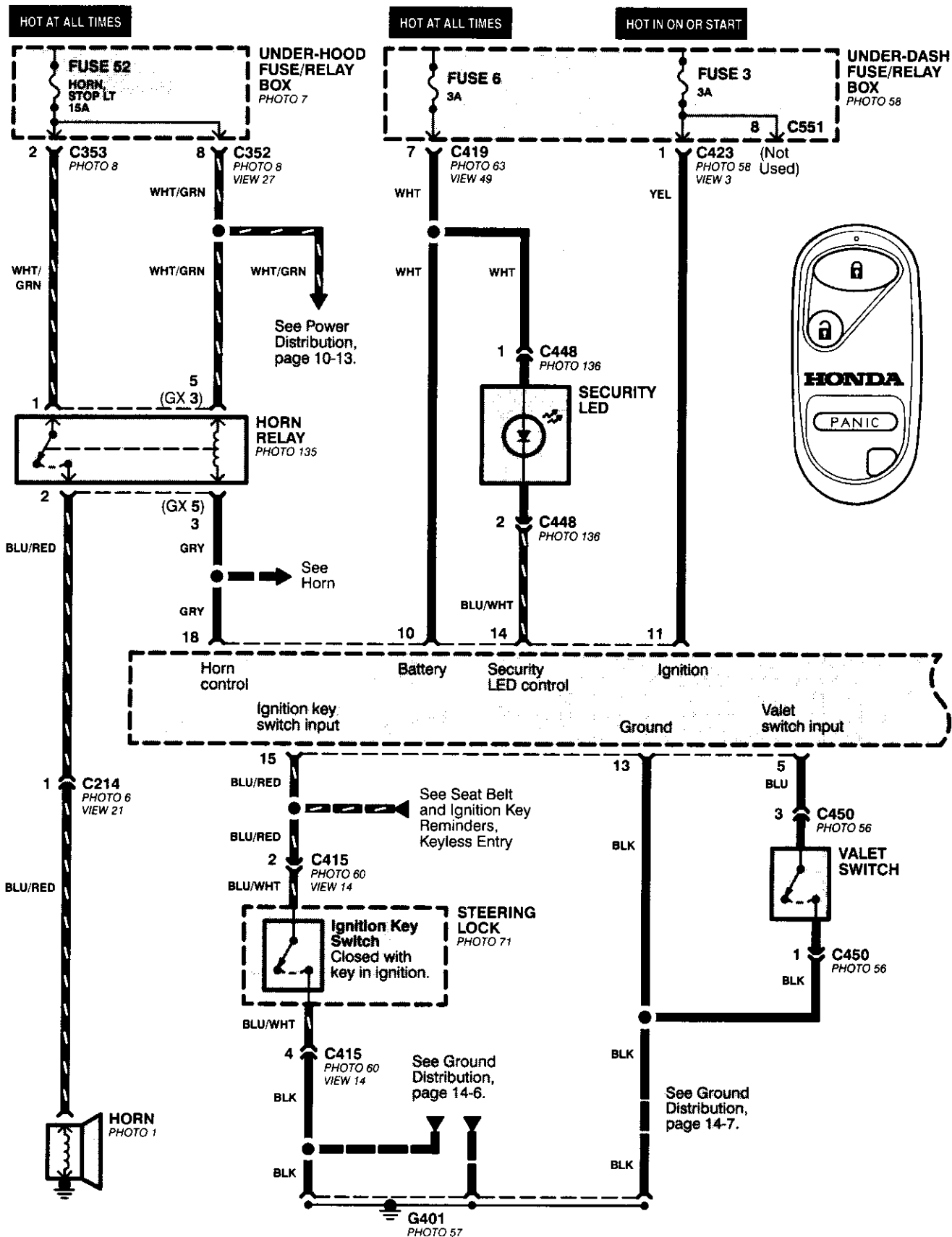
- '96-'98 USA: HX, LX, EX; '96-'98 Canada: EX, Si (cont'd)

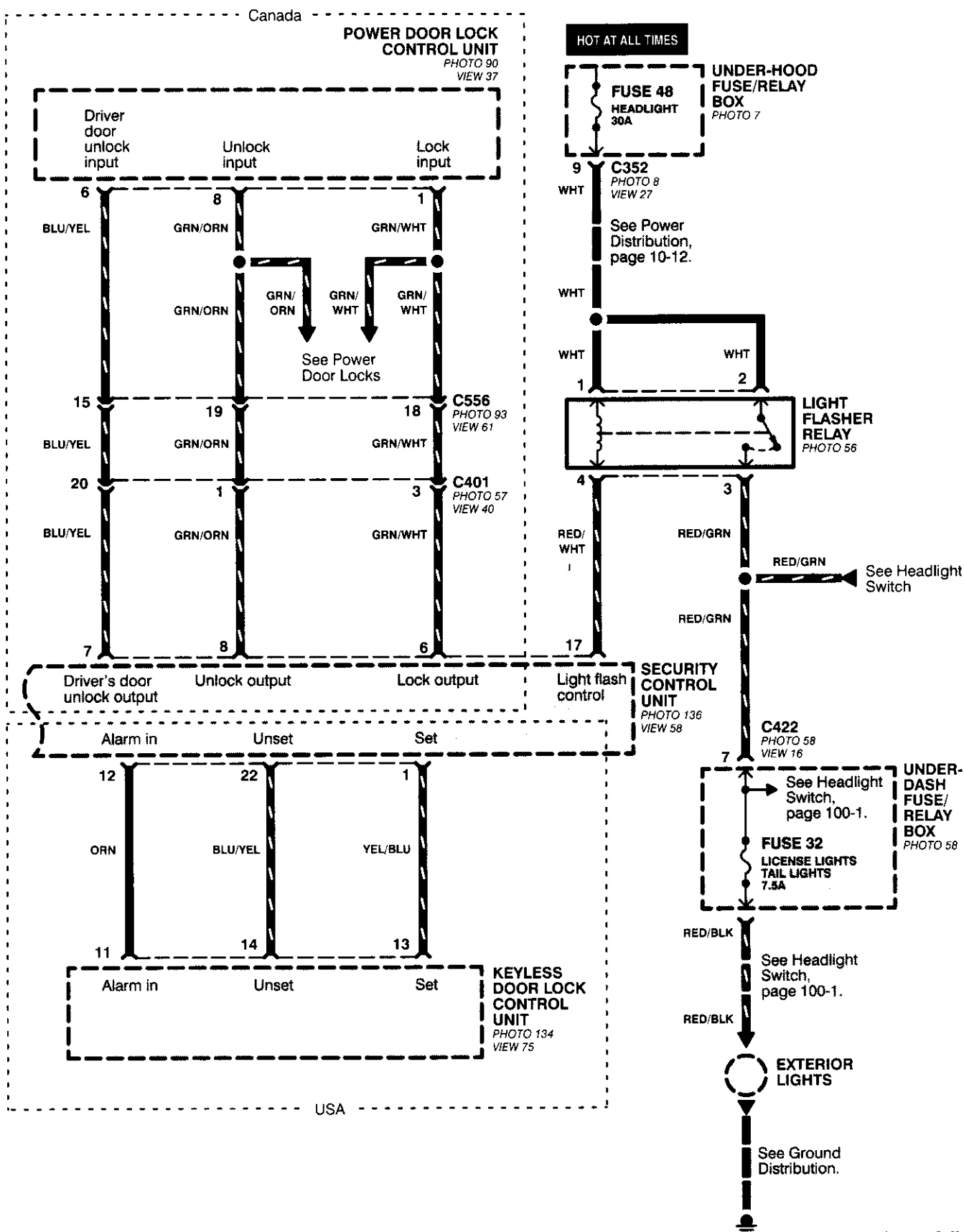




Security System

- '99-'00 USA: HX, LX, EX, DX-V, Si; '99-'00 Canada: EX, Si

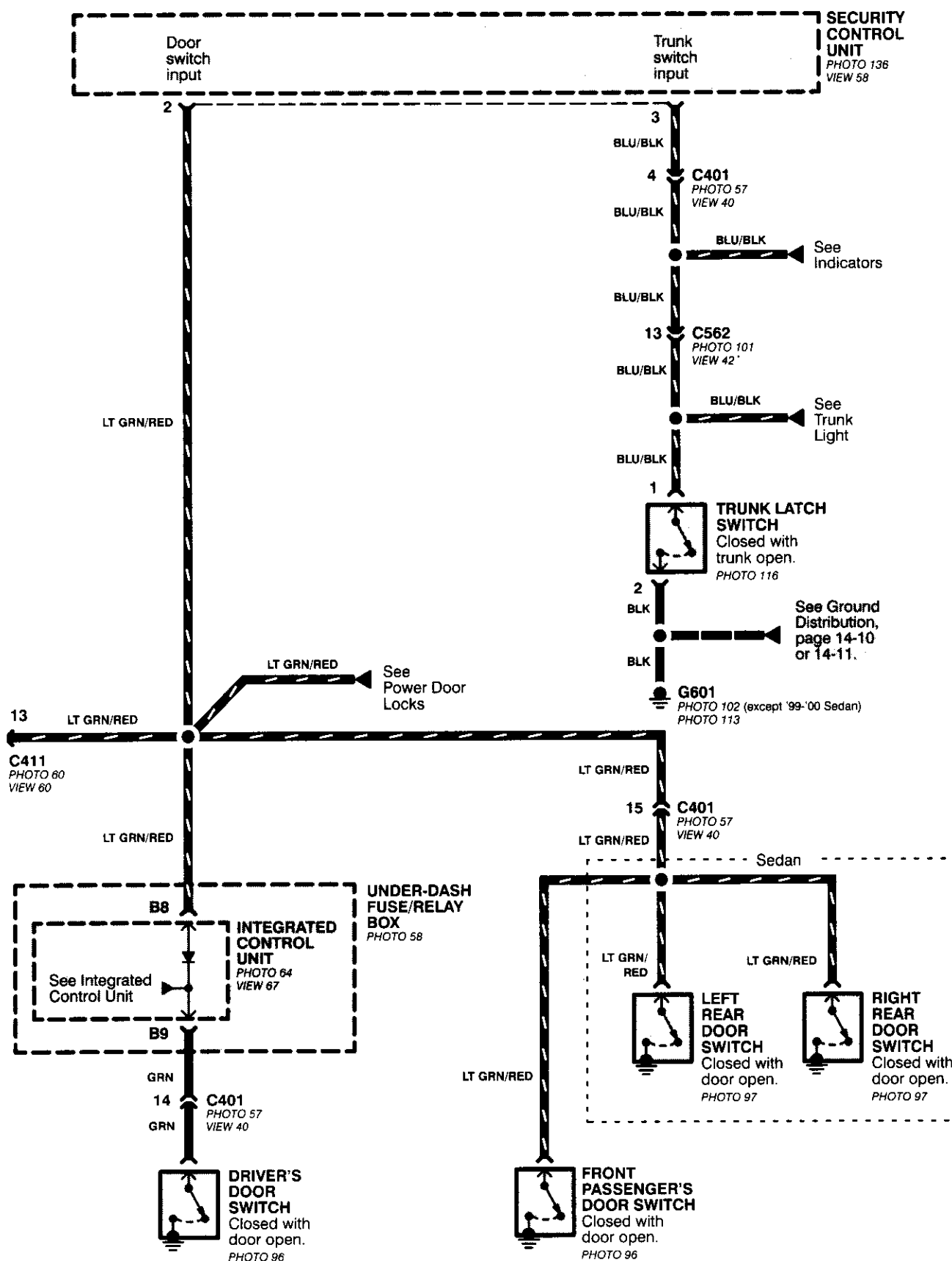


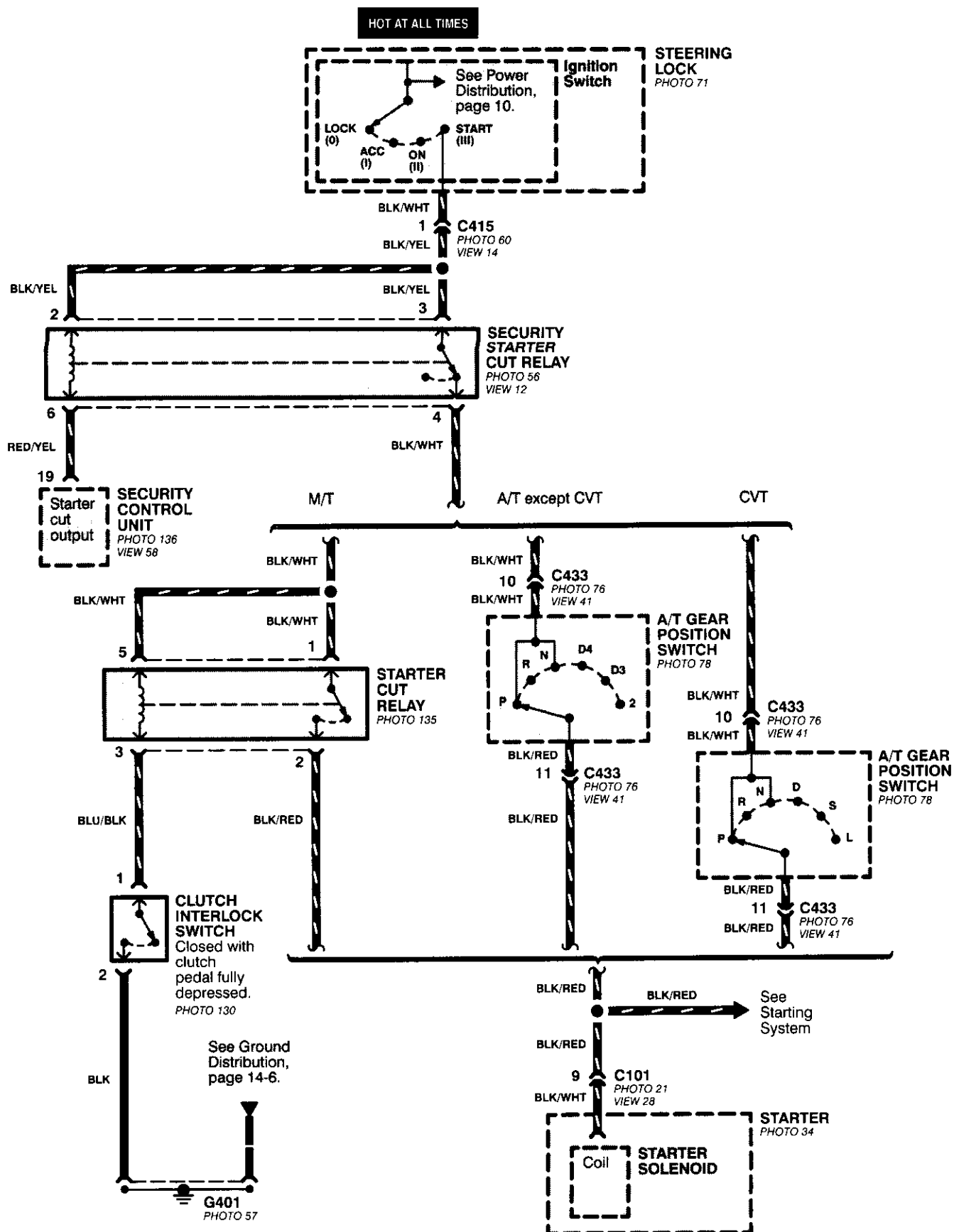


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Security System

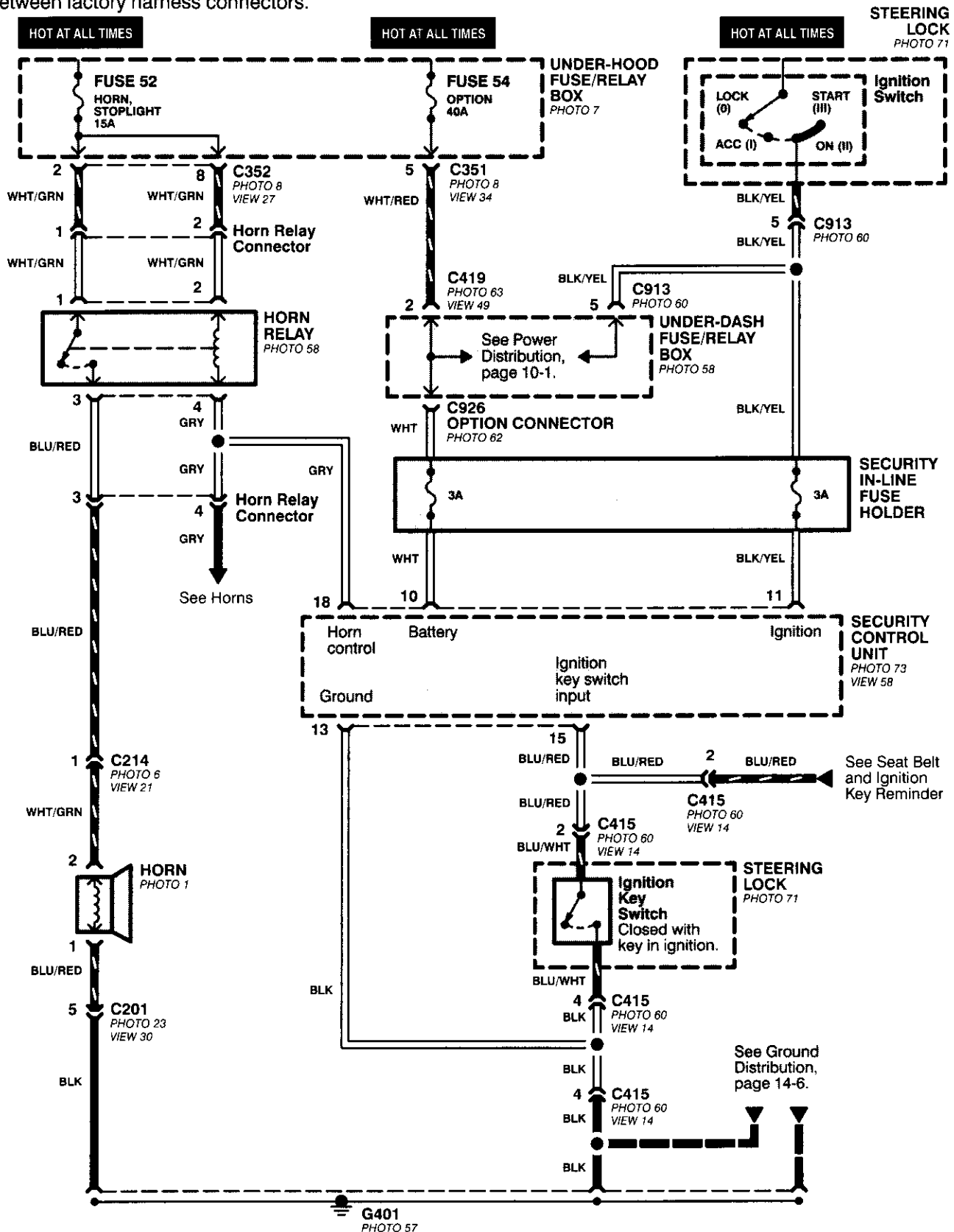
- '99-'00 USA: HX, LX, EX, DX-V, Si; '99-'00 Canada: EX, Si (cont'd)






– '96-'97 CX and DX Models (cont'd on page 133-10)

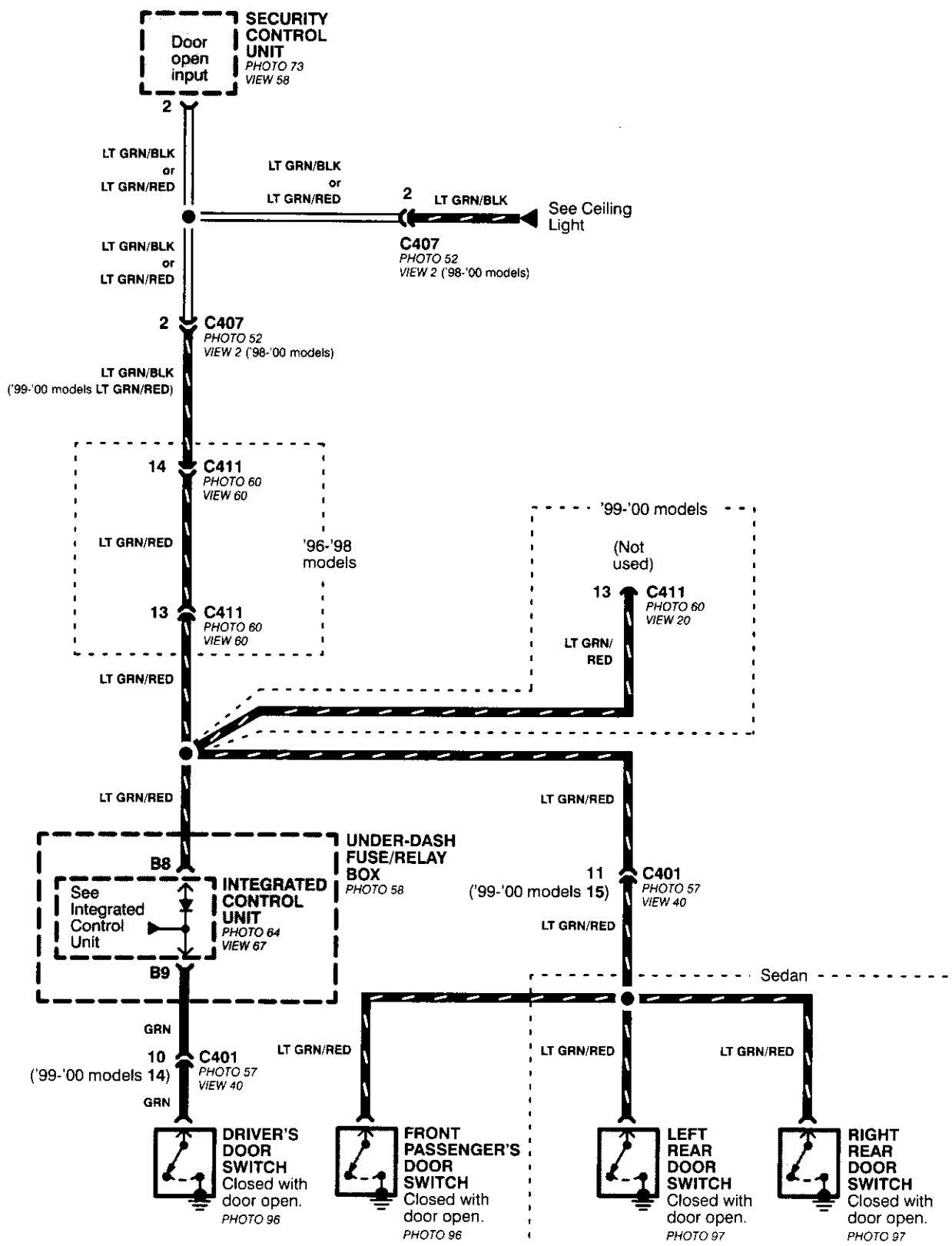
NOTE: Wires that look like this  are part of the optional Security System harness installed between factory harness connectors.

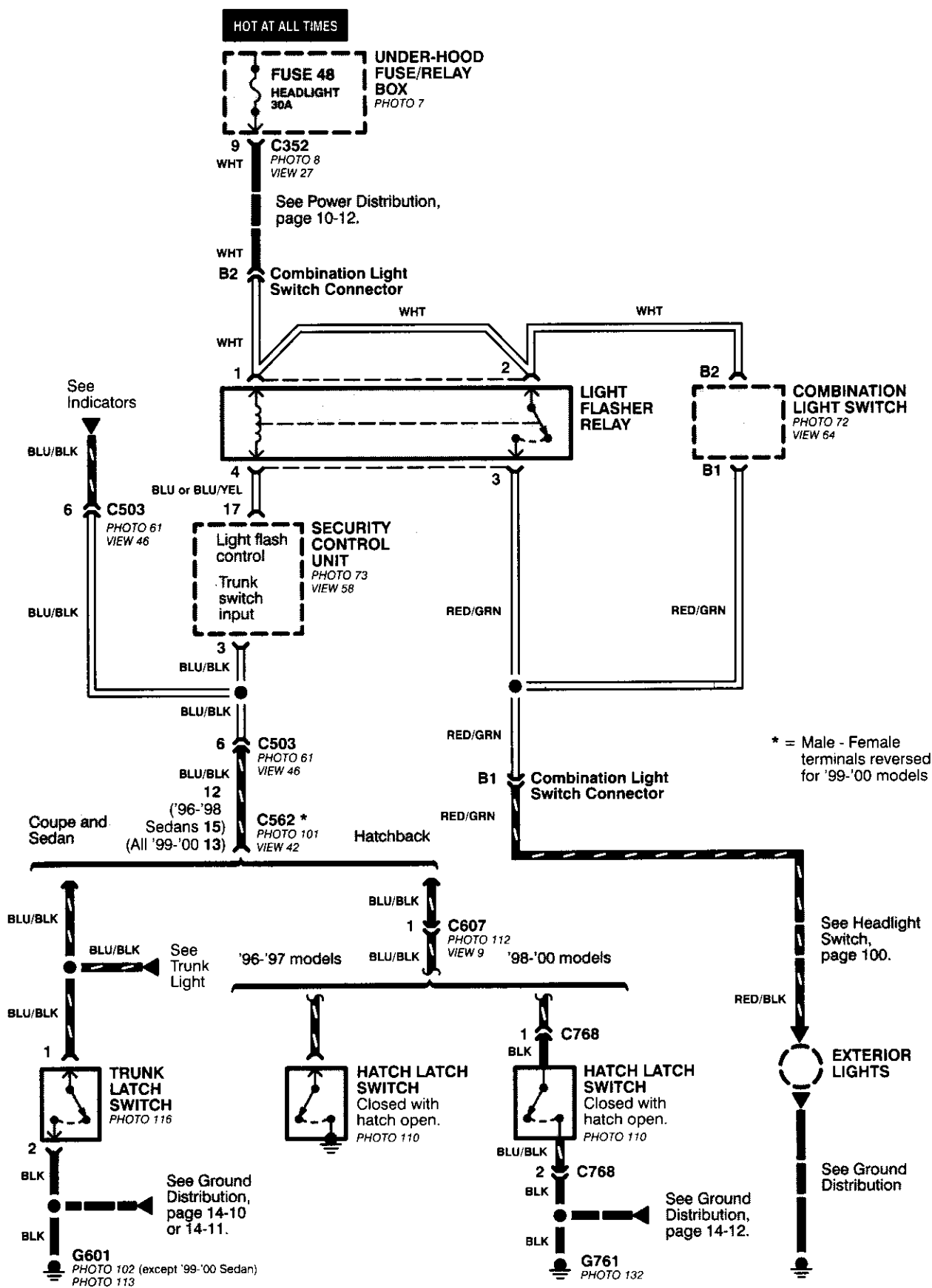


Security System

- All CX and DX Models (cont'd)

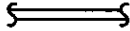
NOTE: Wires that look like this  are part of the optional Security System harness installed between factory harness connectors.

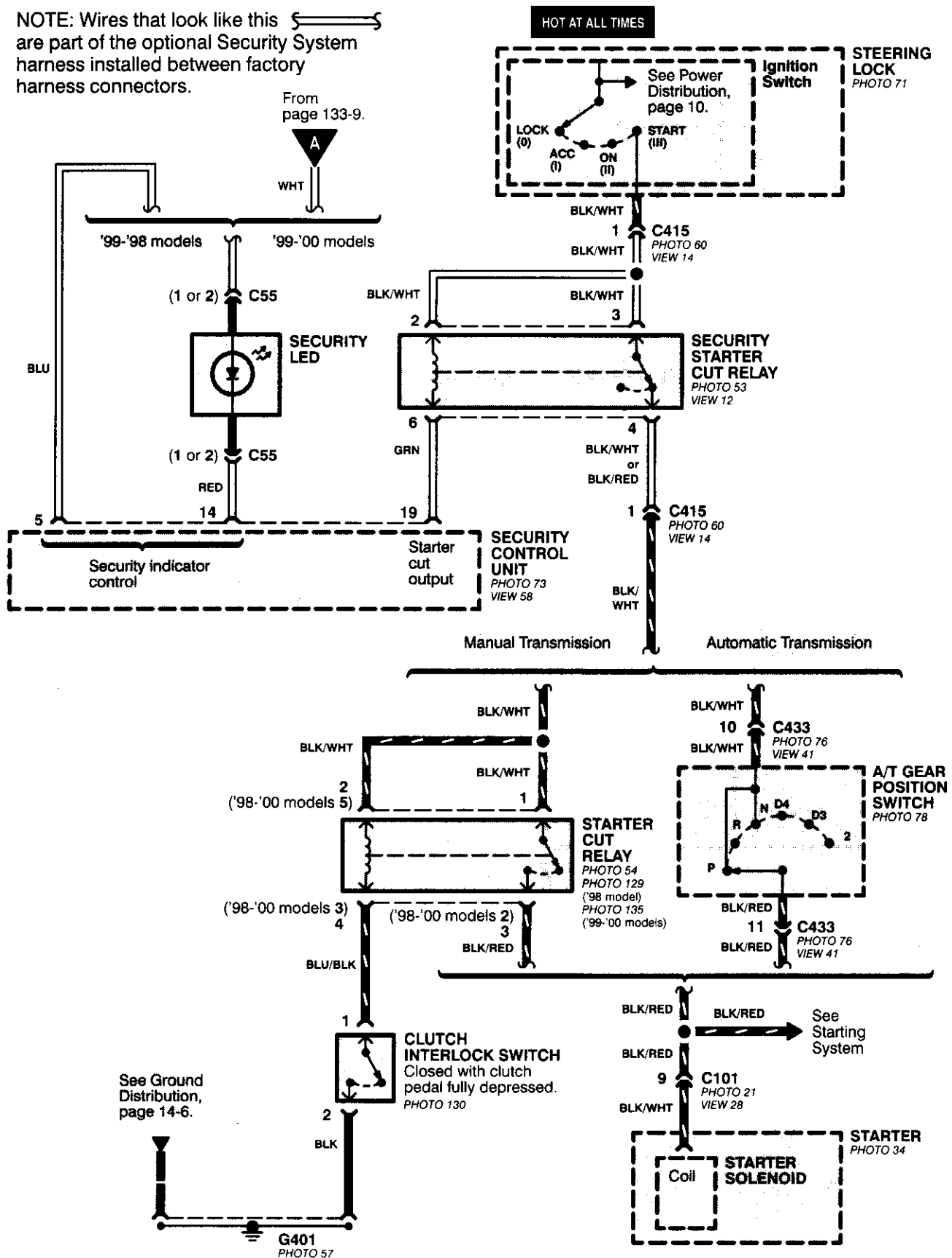


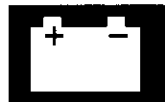


Security System

- All CX and DX Models (cont'd)

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





– How the Circuit Works

Arming the Security System

The security system can be armed:

- By pressing the remote control LOCK button (if equipped)
- 20 seconds after closing all doors (CX/DX only)

Arming with the Transmitter

The security system can be armed by removing the ignition key from the ignition switch, closing all doors and the trunk, and pressing the LOCK button on the transmitter. When you arm the system in this way, the remote control LED comes on, the status LED flashes once per second, the parking lights flash once, the doors lock, and the horn sounds once if the beep sound mode is on.

Passive Arming (CX and DX only)

When you turn the ignition to OFF, remove the ignition key from the ignition switch, and close all the doors and the trunk; the system will automatically arm itself 20 seconds after the trunk or last door is closed. When you arm the system this way, the status LED flashes 4 times per second during the exit delay time, and once per second after the system is armed; the parking lights will flash once to confirm that the system is armed.

Triggering the Alarm

After you've armed the system, it will trigger the alarm if any door or the trunk/hatch is opened. If the battery is disconnected when the system is armed or in the alarm mode, reconnecting it will immediately trigger the alarm. When the alarm is triggered, the following will occur for 30 seconds:

- the horn sounds
- the parking lights flash once per second
- the status LED flashes twice per second
- the starter is disabled

After 30 seconds, the alarm will stop and the system will rearm. Pressing the transmitter UNLOCK button will disarm the system.

Disarming the System without the Remote Transmitter (HX, LX, and EX)

You can disarm the system by turning the ignition switch to ON (II) and pressing the disarm/valet switch on the right side of the stereo tuner face. The disarm switch will also disarm the system after the system has been triggered.

Disarming the System with the Remote Transmitter (HX, LX, EX, DX-V, and Si)

Pressing the transmitter UNLOCK button will disarm the system. The parking lights flash twice if the alarm has not been triggered. The parking lights flash three times if the alarm has been triggered. The driver's door will unlock. If you press the unlock button twice, it will unlock all doors. If a door is not opened within 30 seconds, the system will lock all doors and rearm.

Disarming the System (CX and DX only)

If the system arms itself, there is a 20 second delay after you open a door before the alarm will trigger. To disarm the system in this mode, simply turn the ignition switch to the ON position.

Identifying Tripped Sensors

The system identifies which sensor trips the alarm by flashing the status LED. To display the trip sensor flash code, press the disarm/valet switch 3 times within 5 seconds after the system has been disarmed. The status sensor will blink according to the following codes:

<u>Sensors</u>	<u>Number of Flashes</u>
Door	1 blink, pause, repeat
Trunk/Hatch	2 blinks, pause, repeat
System Switches	3 blinks, pause, repeat

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

(cont'd)

Security System (cont'd)

Security Control Unit Troubleshooting

If a faulty security system has one of the symptoms below, turn to the page listed and follow the appropriate troubleshooting procedure. If the symptom seems related to an input problem, or is not covered by the troubleshooting procedures, do the Input Tests on page 133-15. Refer to the circuit schematic on pages 133 through 133-12 as needed.

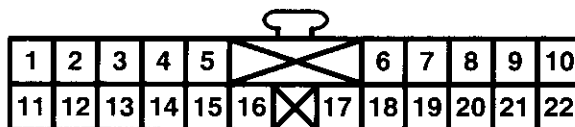
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Security Control Unit Input Test

The following tests are performed with the electrical connector disconnected from the security control unit.



Terminal No.	Wire Color	Test Condition	Test: Desired Result	Possible Cause if result is not obtained
2	LT GRN/ RED	Each door opened, one at a time	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Faulty door switch An open in the wire
3	BLU/BLK	Trunk/Hatch open	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Faulty trunk/hatch latch switch An open in the wire
10	WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> Blown No. 6 (3A) fuse in the under-hood fuse/relay box (HX, LX, EX, DX-V, Si) Blown No. 54 (40A) fuse in the under-hood fuse/relay box (CX, DX) Blown (3A) fuse in security in-line fuse holder (CX, DX) An open in the wire
11	YEL (BLK/YEL CX, DX)	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> Blown No 3 (10A) fuse in the under-dash fuse/relay box (HX, LX, EX, DX-V, Si) Blown (3A) fuse in the security in-line fuse holder (CX, DX) An open in the wire
13	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Poor ground (G401, G402) An open in the wire
15	BLU/RED	Ignition key inserted into the ignition key switch	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> Poor ground (G401, G402) Faulty ignition key switch An open in the wire Short in the wire
		Ignition key removed from the ignition key switch	Check for voltage to ground: There should be 4 V or more.	
18	GRY	Under all conditions	Connect to ground: Horn should sound.	<ul style="list-style-type: none"> Blown No. 52 (15A) fuse in the under-hood fuse/relay box Faulty horn Faulty horn relay An open in the wire

Security System (cont'd)

The following tests are performed with the electrical connector connected to the security control unit.

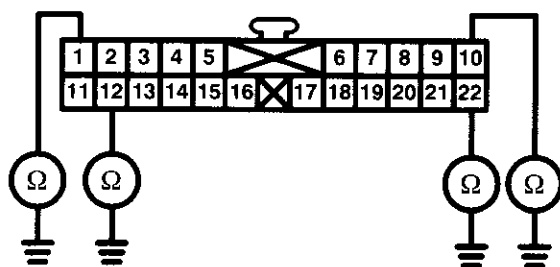


Terminal No.	Wire Color	Test Condition	Test: Desired Result	Possible Cause if result is not obtained
1	YEL/BLU	Under all conditions	Check for voltage to ground: There should be approximately 5 volts.	<ul style="list-style-type: none"> Blown No. 6 (3A) fuse in the under-dash fuse/relay box Faulty security control unit
5	BLU	Valet switch pressed	Check for voltage to ground: Should change from approximately 5 volts to less than 1 volt when valet switch is pressed.	<ul style="list-style-type: none"> Faulty radio ('96-'98 models) or valet switch ('99 models) An open in the wire
12	ORN	Under all conditions	Check for voltage to ground: There should be approximately 5 volts.	<ul style="list-style-type: none"> Blown No 6 (3A) fuse in the under-dash fuse/relay box Faulty security control unit
14	BLU/WHT (RED CX, DX)	Under all conditions	Check for voltage to ground: There should be approximately 4 volts.	<ul style="list-style-type: none"> An open in the wire Faulty radio ('96-'98 models) or security LED ('99 models)
17	RED/WHT	Security system in PANIC mode	Check for voltage to ground: Should change from battery voltage to less than 1 volt when in the PANIC mode.	<ul style="list-style-type: none"> Blown No. 48 (30A) fuse in the under-hood fuse/relay box Faulty light flasher relay Faulty security control unit An open in the wire
19	RED/YEL (GRN CX, DX)	Security system alarm triggered	Check for voltage to ground: Should change from battery voltage to less than 1 volt when security system alarm is triggered.	<ul style="list-style-type: none"> Faulty security starter cut relay Faulty security control unit An open in the wire
22	BLU/YEL ('96-'98 models WHT/BLK)	Under all conditions	Check for voltage to ground: There should be approximately 5 volts.	<ul style="list-style-type: none"> Blown No. 6 (3A) fuse in the under-dash fuse/relay box Faulty security control unit



Security System Does Not Work In Any Mode (HX, LX, EX, DX-V, Si)

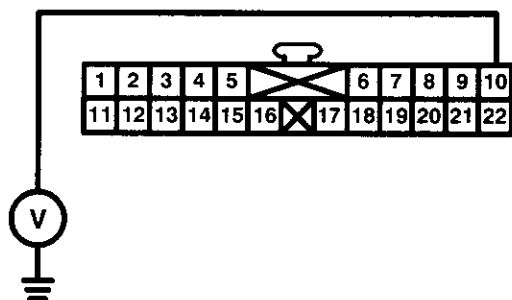
1. Is fuse 6 (in the under-dash box) OK?
Yes – Go to the next step.
No – Replace the blown fuse, then go to the next step.
2. Does the fuse blow again?
Yes – Go to the next step.
No – Retest the system.
3. Disconnect the security control unit connector.
4. Is there continuity from terminals 1, 10, 12, or 22 to ground?



Yes – Locate the short in the wiring between the security control unit and the radio ('96-'98 models) or keyless door lock control unit ('99 model).

No – Go to the next step.

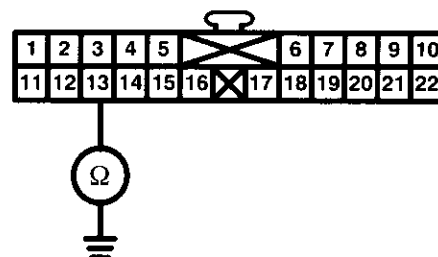
5. Is there battery voltage at terminal 10 of the security control unit connector?



Yes – Go to the next step.

No – Locate the open in the wiring between fuse 6 and the security control unit.

6. Is there continuity from terminal 13 of the security control unit connector to ground?

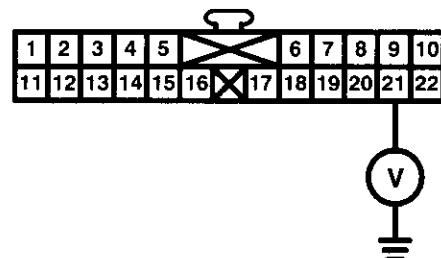


Yes – '96-'98 models: Go to the next step.

'99 models: Replace the security control unit.

No – Locate the open in the wiring between the security control unit and ground (G401).

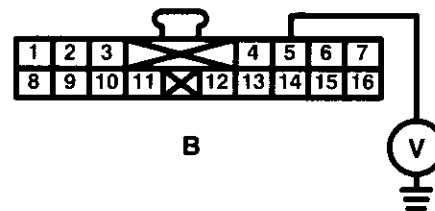
7. With the security control unit connector reconnected, is there battery voltage at terminal 21 of the security control unit connector?



Yes – Go to the next step.

No – Replace the security control unit.

8. Is there battery voltage at terminal 5 of the keyless entry harness connector (B)?



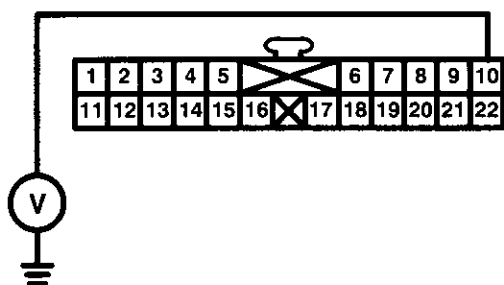
Yes – Replace the radio.

No – Repair the damaged LT BLU wire between the security control unit and the radio.

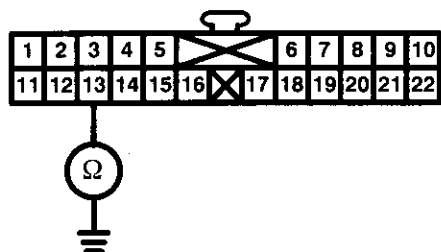
Security System (cont'd)

Security System Does Not Work In Any Mode (CX, DX)

1. Is fuse 54 (in the under-hood fuse box) OK?
Yes – Go to the next step.
No – Replace the blown fuse, then go to the next step.
2. Is the fuse in the security in-line fuse holder OK?
Yes – Go to the next step.
No – Replace the blown fuse, then go to next step.
3. Does either fuse blow again?
Yes – Locate and repair the short.
No – Retest the system.
4. Is there battery voltage at terminal 10 of the security control unit connector?



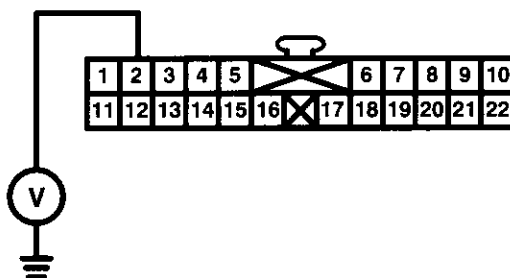
- Yes** – Go to the next step.
No – Locate the open in the wiring between fuse 54 and the security control unit.
5. Is there continuity from terminal 13 of the security control unit connector to ground?



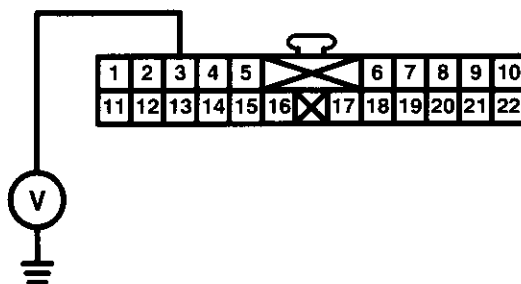
- Yes** – Replace the security control unit.
No – Locate the open in the wiring between the security control unit and G401.

Security System Does Not Arm (CX, DX)

1. Place the ceiling light in the center position.
Does the ceiling light come on, even with all the doors closed?
Yes – Faulty door switch or short in wiring to door switches.
No – Go to the next step.
2. With the ignition switch in the ON (II) position, does the trunk open indicator in the gauge assembly come on, even with the trunk closed?
Yes – Faulty trunk latch switch or short in the BLU/BLK wire.
No – Go to the next step.
3. Does voltage at terminal 2 of the security control unit connector change from battery voltage with all doors closed, to less than 1 volt when any door is opened?



- Yes** – Go to the next step.
No – Repair the open in the terminal 2 (LT GRN/BLK or LT GRN/RED) wire.
4. Does voltage at terminal 3 of the security control unit connector change from battery voltage with the trunk closed, to less than 1 volt when the trunk is opened?

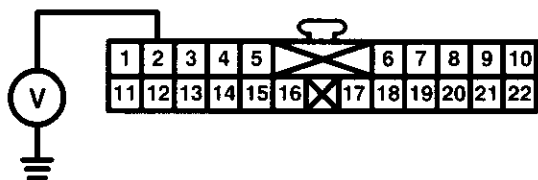


- Yes** – Replace the security control unit.
No – Repair the open in the terminal 3 (BLU/BLK) wire.



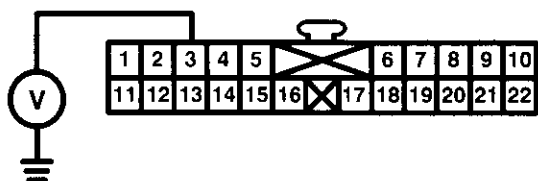
Security System Does Not Arm (HX, LX, EX, DX-V, Si)

1. With all the doors closed, do the doors lock when you press the transmitter LOCK button?
Yes – Go to the next step.
No – Go to Doors Do Not Lock With The Transmitter, on page 130-11 ('96-'98 models) or 130-18 ('99 models).
2. Check the trunk open indicator in the gauge assembly. With the ignition switch in the ON (II) position, does the trunk open indicator come on even with the trunk closed?
Yes – Faulty trunk latch switch or short in BLU/BLK wire.
No – Go to the next step.
3. Does the voltage at terminal 2 of the security control unit connector change from approximately 5 volts with all doors closed, to less than 1 volt when any door is opened?



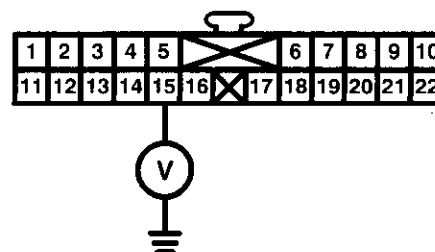
- Yes** – Go to the next step.
No – Repair the damaged terminal 2 (LT GRN/RED) wire.

4. Does the voltage at terminal 3 of the security control unit connector change from battery voltage with the trunk closed, to less than 1 volt when the trunk is opened?



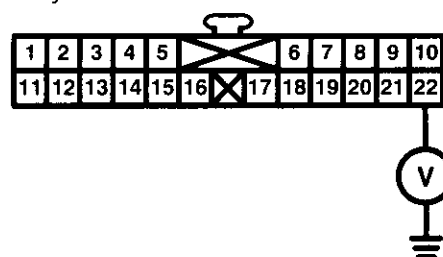
- Yes** – Go to the next step.
No – Repair the damaged terminal 3 (BLU/BLK) wire.

5. Does the voltage at terminal 15 of the security control unit connector change from battery voltage the key is not in the ignition, to less than 1 volt when the key is in the ignition?



- Yes** – Go to the next step.
No – Repair the damaged terminal 15 (BLU/RED) wire.

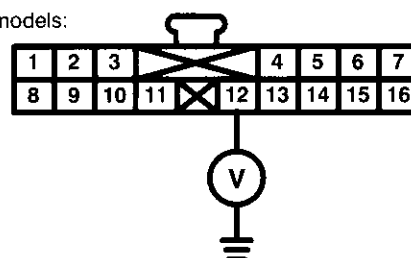
6. Is there approximately 5 volts at terminal 22 of the security control unit connector?



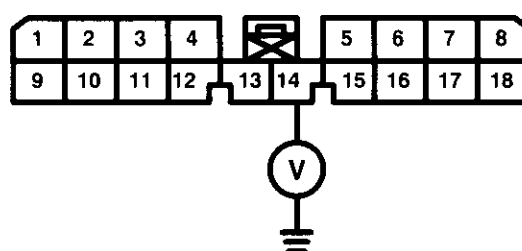
- Yes** – Go to the next step.
No – Replace the security control unit.

7. Is there approximately 5 volts at terminal 12 ('96-'98 models) or 14 ('99 models) of the keyless receiver unit ('96-'98 models) or the keyless door lock control unit ('99 models)?

'96-'98 models:



'99 models:

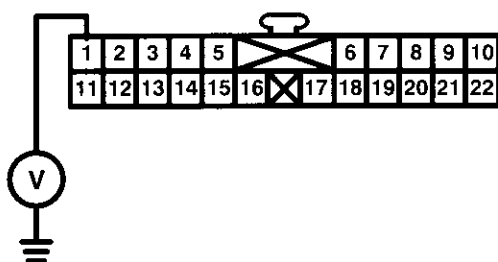


- Yes** – Replace the radio ('96-'98 models) or the keyless door lock control unit ('99 models).
No – Repair the damaged WHT/BLK ('96-'98 models) or BLU/YEL ('99 models) wire between the security control unit and the radio ('96-'98 models) or the keyless door lock control unit ('99 models).

Security System (cont'd)

Security System Does Not Disarm With The Transmitter (HX, LX, EX, DX-V, Si)

1. With all the doors closed and locked, do the doors unlock when the transmitter UNLOCK button is pressed?
Yes – Go to the next step.
No – Go to “Doors Do Not Unlock With The Transmitter” on page 130-11 ('96-'98 models) or 130-18 ('99 models).
2. Is there approximately 5 volts at terminal 1 of the security control unit connector?

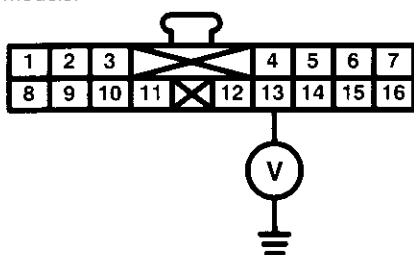


Yes – Go to the next step.

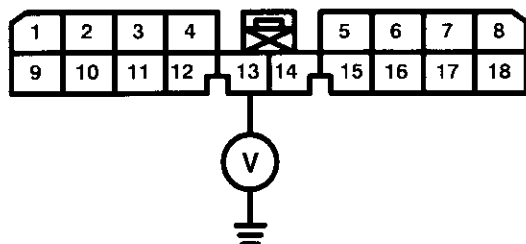
No – Security control unit.

3. Is there battery voltage at terminal 13 of the keyless receiver unit ('96-'98 models) or the keyless door lock control unit ('99 models)?

'96-'98 models:



'99 models:

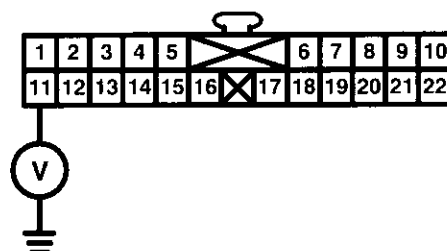


Yes – Replace the radio ('96-'98 models) or the keyless door lock control unit ('99 models).

No – Repair the damaged YEL/BLU wire between the security control unit and the radio.

Security System Does Not Disarm (CX, DX)

1. Is the fuse in the security in-line fuse holder OK?
Yes – Go to the next step.
No – Replace the blown fuse, then go to the next step.
2. Does the fuse blow again?
Yes – Locate and repair the short.
No – Retest the system.
3. Is there battery voltage at terminal 11 of the security control unit connector, when the ignition switch is in the ON (II) position?



Yes – Replace the security control unit.

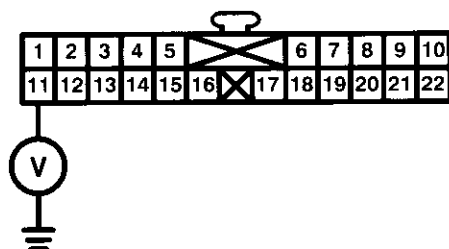
No – Locate the open in the wiring between the ignition switch and the security control unit.



Security System Does Not Disarm With The Valet Switch

Security System Does Not Work In The Valet Mode ('96-'98 HX, LX, EX)

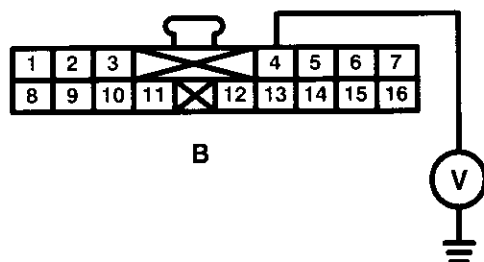
1. Is fuse 3 (in the under-dash fuse box) OK?
Yes – Go to the next step.
No – Replace the blown fuse, then go to the next step.
2. Does the fuse blow again?
Yes – Locate and repair the short.
No – Retest the system.
3. Is there battery voltage at terminal 11 of the security control unit connector, when the ignition switch is in the ON (II) position?



Yes – Go to the next step.

No – Locate the open in the wiring between fuse 3 and the security control unit.

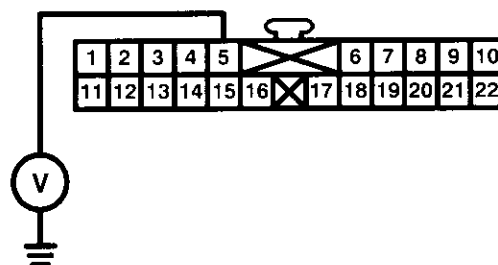
4. Is there approximately 5 volts at terminal 4 of the keyless entry harness connector (B)?



Yes – Go to the next step.

No – Replace the radio.

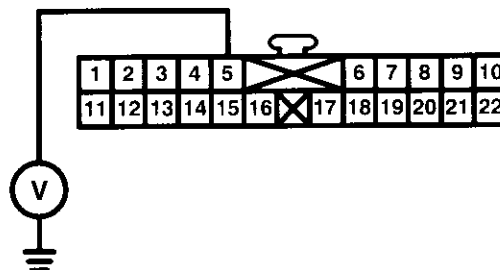
5. Is there approximately 5 volts at terminal 5 of the security control unit connector?



Yes – Go to the next step.

No – Locate the open in the BLU wire between the security control unit and the radio.

6. Is the voltage at terminal 5 of the security control unit connector changed from approximately 5 volts to 0 volts when the valet switch is pressed?



Yes – Replace the security control unit.

No – Replace the radio.

Security System (cont'd)

Security System Does Not Disarm With The Valet Switch

Security System Does Not Work In The Valet Mode ('99-'00 models)

1. Is fuse 3 (in the under-dash fuse box) (HX, LX, EX, DX-V, Si) or the fuse in the security in-line fuse holder (CX, DX) OK?

Yes – Go to the next step.

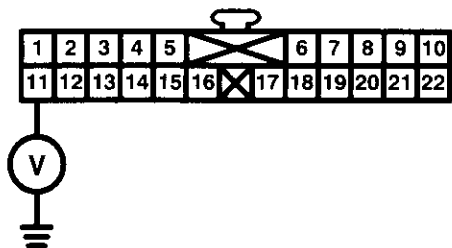
No – Replace the blown fuse, then go to the next step.

2. Does the fuse blow again?

Yes – Locate and repair the short.

No – Retest the system.

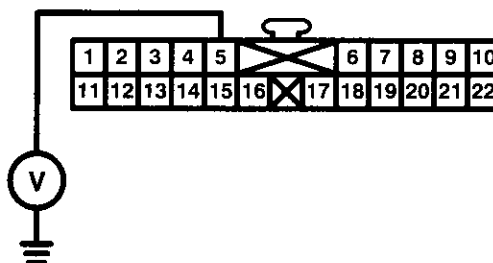
3. Is there battery voltage at terminal 11 of the security control unit connector, when the ignition switch is in the ON (II) position?



Yes – Go to the next step.

No – Locate the open in the wiring between fuse 3 (HX, LX, EX, DX-V, Si) or the fuse in the security in-line fuse holder (CX, DX) and the security control unit.

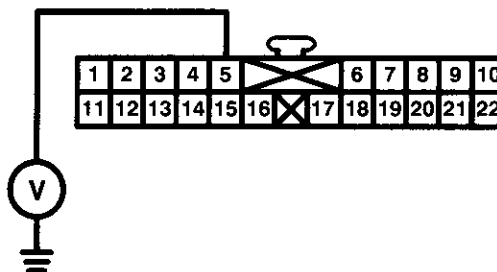
4. Is there approximately 5 volts at terminal 5 of the security control unit connector?



Yes – Go to the next step.

No – Replace the security control unit.

5. Is the voltage at terminal 5 of the security control unit connector changed from approximately 5 volts to 0 volts when the valet switch is pressed?



Yes – Replace the security control unit.

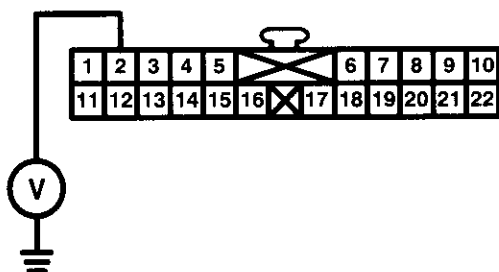
No – Check that the valet switch is working properly, then check for an open in the wiring between the valet switch and the security control unit.



Security System Alarm Does Not Trigger When The System Is Armed And The Trunk Or A Door Is Opened

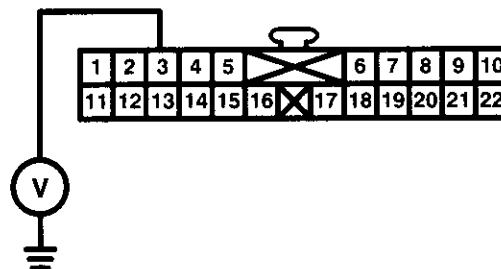
Security System Does Not “Beep” 3 Times When The System is Armed With The Trunk Or A Door Open (HX, LX, EX, DX-V, Si)

1. Place the ceiling light in the center position, then open and close the doors one at a time. Do all the doors operate the ceiling light properly?
Yes – Go to the next step.
No – Repair the ceiling light circuit.
2. With the ignition switch in the ON (II) position, does the trunk open indicator in the gauge assembly come on with the trunk open?
Yes – Go to the next step.
No – Faulty trunk latch switch or an open in the BLU/BLK wire.
3. Does the voltage at terminal 2 of the security control unit connector change from battery voltage with all doors closed, to less than 1 volt when any door is opened?



- Yes** – Go to the next step.
No – Repair the open in the terminal 2 (LT GRN/RED) wire.

4. Does the voltage at terminal 3 of the security control unit connector change from battery voltage with the trunk closed, to less than 1 volt when the trunk is opened?



- Yes** – Replace the security control unit.
No – Repair the open in the terminal 3 (BLU/BLK) wire.

Security System (cont'd)

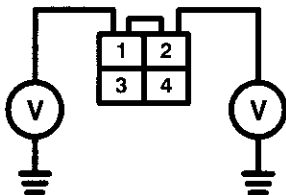
Parking Lights Do Not Flash (CX, DX)

1. Do the parking lights, headlights, and taillights come on with the headlight switch in the HEAD position?

Yes – Go to the next step.

No – Repair the parking lights, headlights, or taillights circuit.

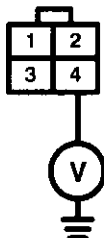
2. Is there battery voltage at terminals 1 and 2 of the light flasher relay connector?



Yes – Go to the next step.

No – Repair the open in the WHT wire between fuse 48 and the light flasher relay.

3. Is there battery voltage at terminal 4 of the light flasher relay connector?

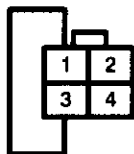


Yes – Go to the next step.

No – Replace the light flasher relay.

4. With the light flasher relay connector disconnected, run a jumper wire from terminal 1 to terminal 3.

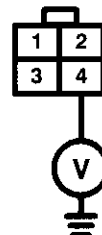
Do the parking lights and taillights come on?



Yes – Go to the next step.

No – Repair the open in the RED/GRN wire.

5. Does the voltage at terminal 4 of the light flasher relay connector change from battery voltage to 0 volts repeatedly when the system is in the alarm triggered mode?

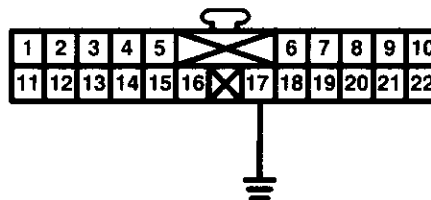


Yes – Replace the light flasher relay.

No – Go to the next step.

6. With the security control unit connector disconnected, run a jumper wire from terminal 17 to ground.

Do the parking lights come on?



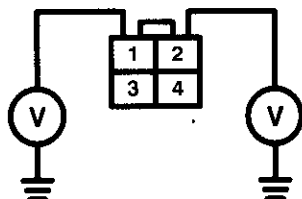
Yes – Replace the security control unit.

No – Repair the open in the terminal 17 (RED/WHT) wire.



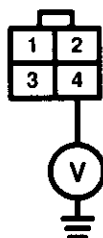
Parking Lights Do Not Flash In Any Mode (HX, LX, EX, DX-V, Si)

1. Do the parking lights, headlights, and taillights come on with the headlight switch in the HEAD position?
Yes – Go to the next step.
No – Repair the parking light, headlight, or taillight circuit.
2. Does the horn sound when the transmitter PANIC button is pressed?
Yes – Go to the next step.
No – Go to the "Horn Does Not Sound In the Panic Mode" test on page 130-11 ('96-'98 models) or 130-18 ('99 models).
3. Is there battery voltage at terminals 1 and 2 of the light flasher relay connector?



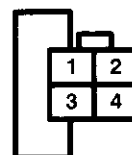
- Yes** – Go to the next step.
No – Repair the open in the WHT wire between fuse 48 and the light flasher relay.

4. Is there battery voltage at terminal 4 of the light flasher relay connector?
Yes – Go to the next step.
No – Replace the light flasher relay.



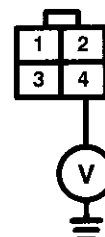
5. With the light flasher relay connector disconnected, run a jumper wire from terminal 1 to terminal 3.

Do the parking lights and taillights come on?



- Yes** – Go to the next step.
No – Repair the open in the RED/GRN wire.

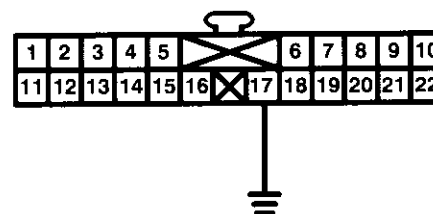
6. Does the voltage at terminal 4 of the light flasher relay connector (C403) change from battery voltage to 0 volts repeatedly when the security system is in the PANIC mode?



- Yes** – Replace the light flasher relay.
No – Go to the next step.

7. With the security control unit connector disconnected, run a jumper wire from terminal 17 to ground.

Do the parking lights and taillights come on?



- Yes** – Replace the security control unit.
No – Repair the open in the terminal 17 (RED/WHT) wire.

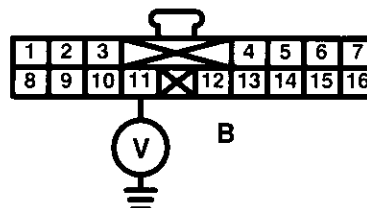
Security System (cont'd)

Security System Status LED Stays On (HX, LX, EX, DX-V, Si)

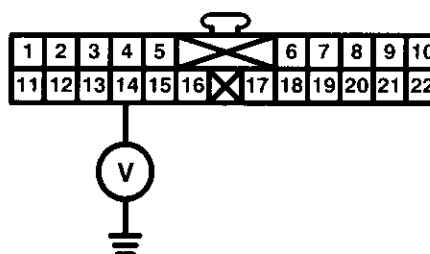
1. Does the security system status LED go out when the security control unit connector is disconnected?
Yes – Replace the security control unit.
No – '96-'98 models: Go to the next step.
 '99 models: Locate and repair the short in the BLU/WHT wire between the security LED and the security control unit connector.
2. Does the security system status LED go out when the keyless entry connector (B) is disconnected?
Yes – Locate and repair the short in the BLU/WHT wire between the keyless entry harness connector (B) and the security control unit connector.
No – Replace the radio.

Security System Status LED Does Not Come On ('96-'98 HX, LX, EX)

1. Is there voltage at terminal 11 of the keyless entry harness connector (B)?

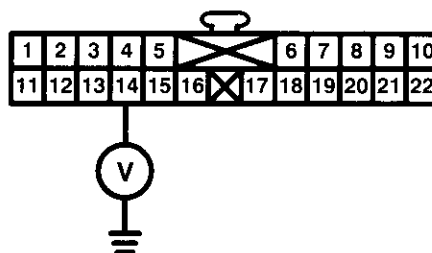


- Yes** – Go to the next step.
No – Replace the radio.
2. Is there voltage at terminal 14 of the security control unit connector?

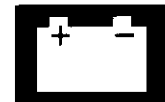


- Yes** – Go to the next step.
No – Locate and repair the open in the BLU/WHT wire.
3. With the keyless entry harness connector (B) connected, run a jumper from terminal 14 of the security control unit connector to ground.

Does the security status LED come on?



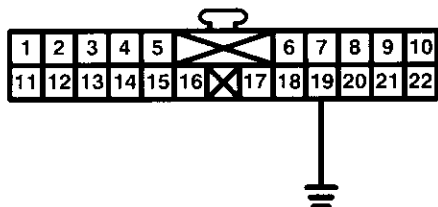
- Yes** – Replace the security control unit.
No – Replace the radio.



Starter Cut Does Not Work Properly (HX, LX, EX, DX-V, Si)

1. With the security system connector disconnected, run a jumper wire from terminal 19 to ground.

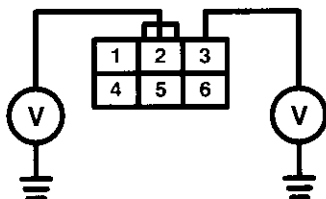
Does the starter motor operate when the ignition switch is turned to START (III)?



Yes – Replace the security control unit.

No – Go to the next step.

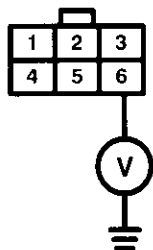
2. Is there battery voltage at terminals 2 and 3 of the security starter cut relay connector, when the ignition switch is in the START (III) position?



Yes – Go to the next step.

No – Repair the open in the BLK/YEL wire between the ignition switch and the security starter cut relay.

3. Is there battery voltage at terminal 6 of the security starter cut relay?

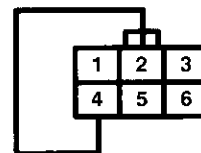


Yes – Go to the next step.

No – Replace the security starter cut relay.

4. With the security starter cut relay connector disconnected, run a jumper wire from terminal 2 to terminal 4.

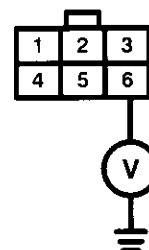
Does the starter motor operate when the ignition switch is turned to START (III)?



Yes – Go to the next step.

No – Repair the starting system.

5. With the security starter cut relay connector reconnected, does the voltage at terminal 6 change from battery voltage to 0 volts when the system is in the Alarm Triggered Mode?



Yes – Replace the security starter cut relay.

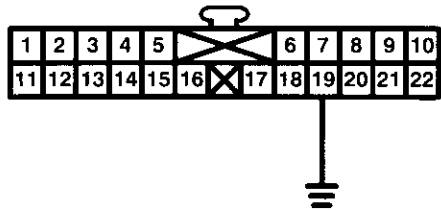
No – Repair the open in terminal 19 (RED/YEL) wire.

Security System (cont'd)

Starter Cut Does Not Work Properly (CX, DX)

1. With the security system connector disconnected, run a jumper wire from terminal 19 to ground.

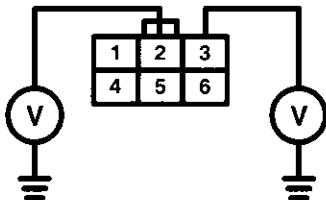
Does the starter motor operate when the ignition switch is turned to START (III)?



Yes – Replace the security control unit.

No – Go to the next step.

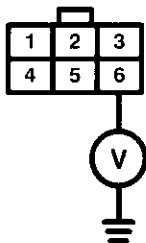
2. Is there battery voltage at terminals 2 and 3 of the security starter cut relay connector, when the ignition switch is in the START (III) position?



Yes – Go to the next step.

No – Repair the open in the BLK/WHT wire between the ignition switch and the security starter cut relay.

3. Is there battery voltage at terminal 6 of the security starter cut relay?

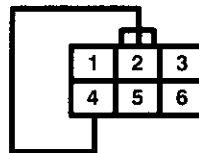


Yes – Go to the next step.

No – Replace the security starter cut relay.

4. With the security starter cut relay connector disconnected, run a jumper wire from terminal 2 to terminal 4.

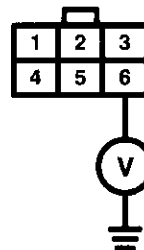
Does the starter motor operate when the ignition switch is turned to START (III)?



Yes – Go to the next step.

No – Repair the starting system.

5. Does the voltage at terminal 6 of the security starter cut relay change from battery voltage to 0 volts when the system is in the Alarm Triggered Mode?



Yes – Replace the security starter cut relay.

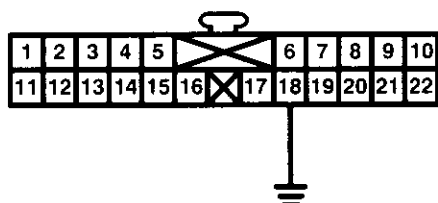
No – Repair the open in the terminal 19 (GRN) wire.



Horn Does Not Sound When Alarm Is Triggered

1. Does the horn sound when the horn button is pressed?
Yes – Go to the next step.
No – Repair the horn circuit.
2. With the security control connector disconnected, run a jumper wire from terminal 18 to ground.

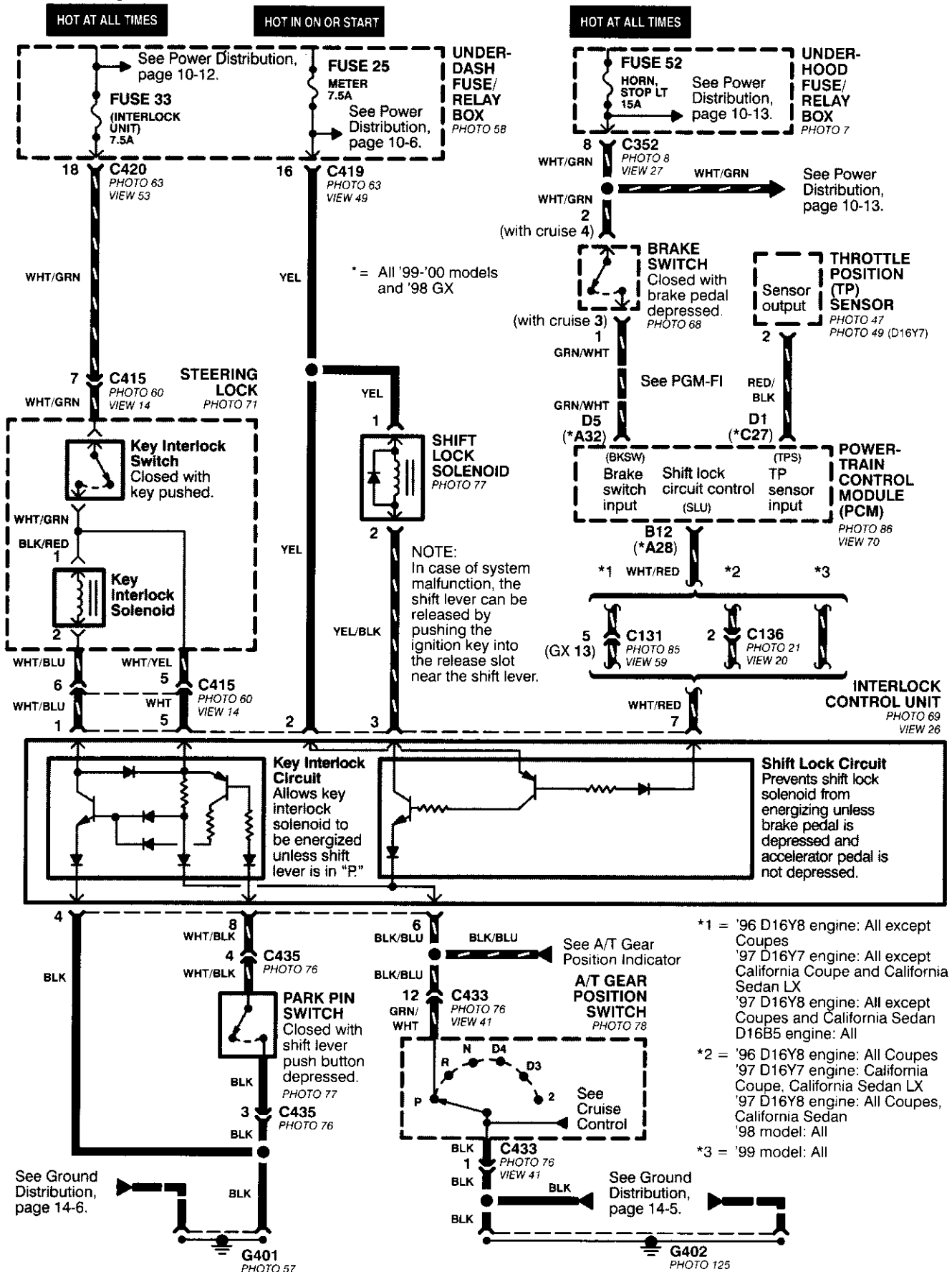
Does the horn sound?



- Yes** – Replace the security control unit.
No – Repair the open in the terminal 18 (GRY) wire.

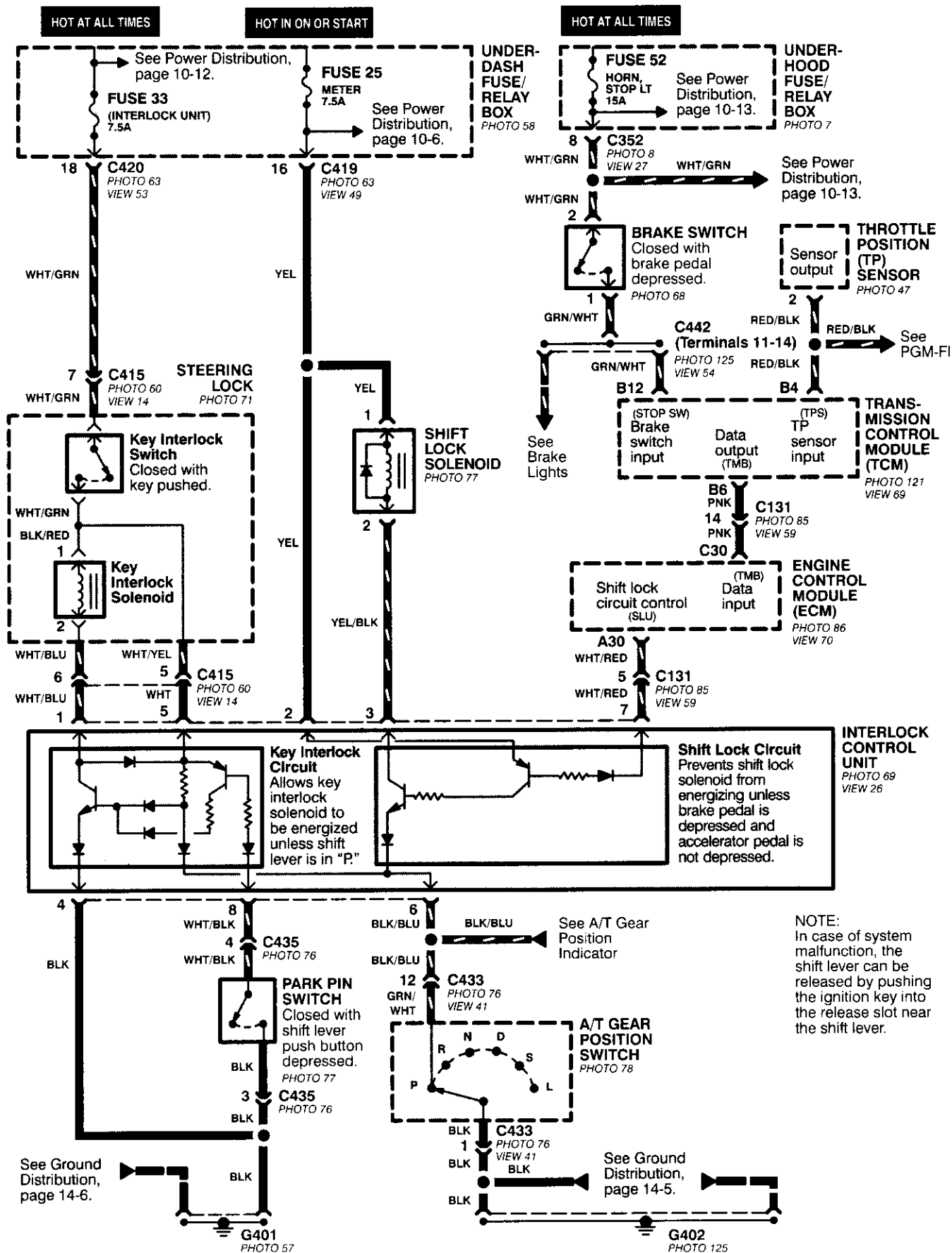
Interlock System

- All except '96-'98 CVT



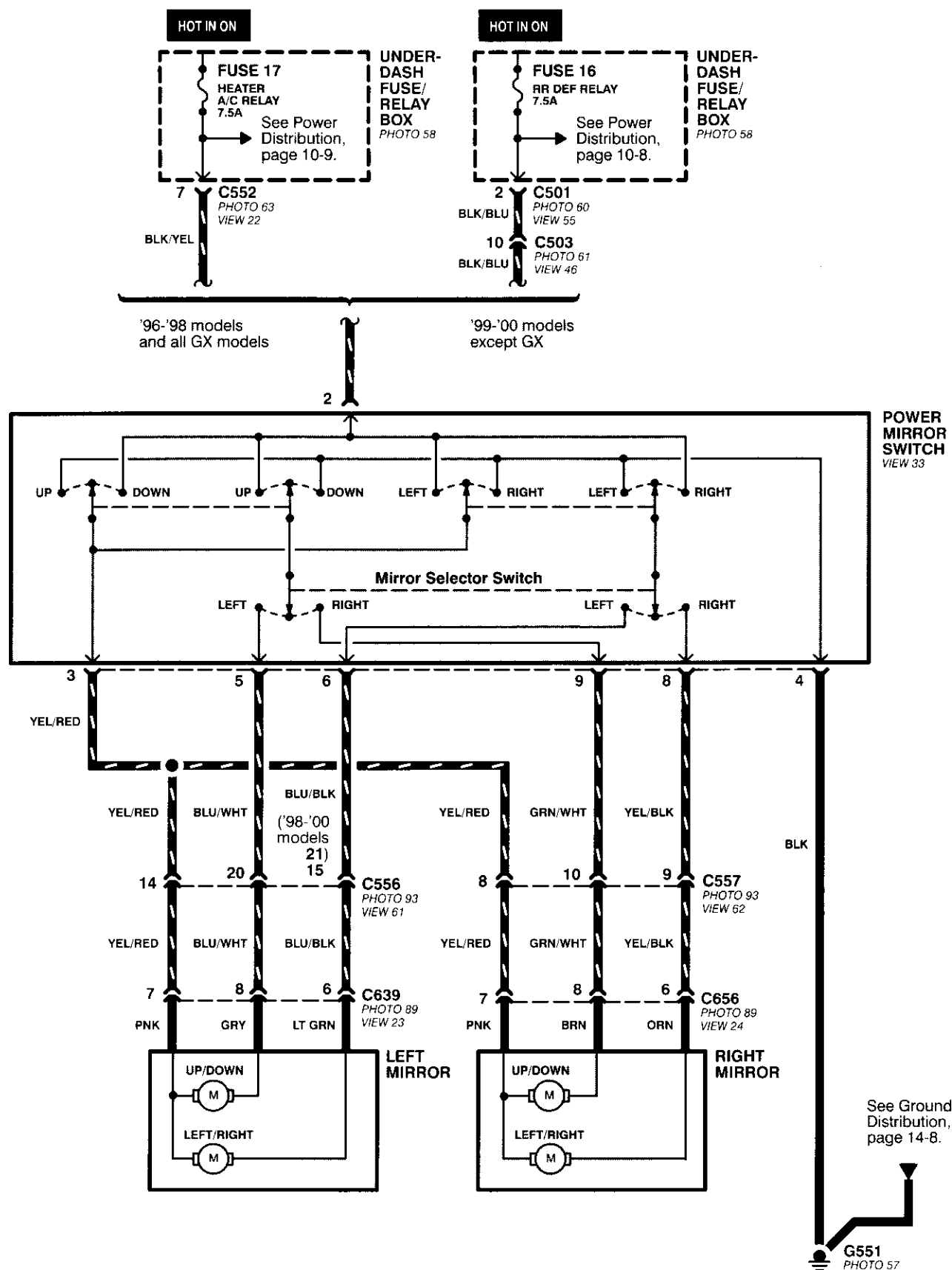


'96-'98 CVT



Power Mirrors

- Without Defogger





- 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 four switches to control mirror adjustment, and two switches to select the left or right mirror. With the ignition 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.

Mirror Up

When you press the "up" edge of the mirror adjustment button, ground is supplied from one of the up/down switch contacts to both mirrors; battery voltage is supplied from the opposite up/down switch contact through the mirror select switch. If the mirror select switch is in the left or right position, battery voltage is supplied to the corresponding mirror up/down motor which then tilts the selected mirror up.

Mirror Down

When you press the "down" edge of the mirror adjustment button, battery voltage is supplied from one of the up/down switch contacts to both mirrors; a ground is supplied from the opposite up/down switch contact through the mirror select switch. If the mirror select switch is in the left or right position, battery voltage is supplied to the corresponding mirror up/down motor which then tilts the selected mirror down.

Mirror Left

When you press the "left" edge of the mirror adjustment button, battery voltage is supplied from one of the left/right switch contacts to both mirrors; a ground is supplied from the opposite left/right switch contact through the mirror select switch. If the mirror select switch is in the left or right position, battery voltage is supplied to the corresponding mirror left/right motor which then tilts the selected mirror to the left.

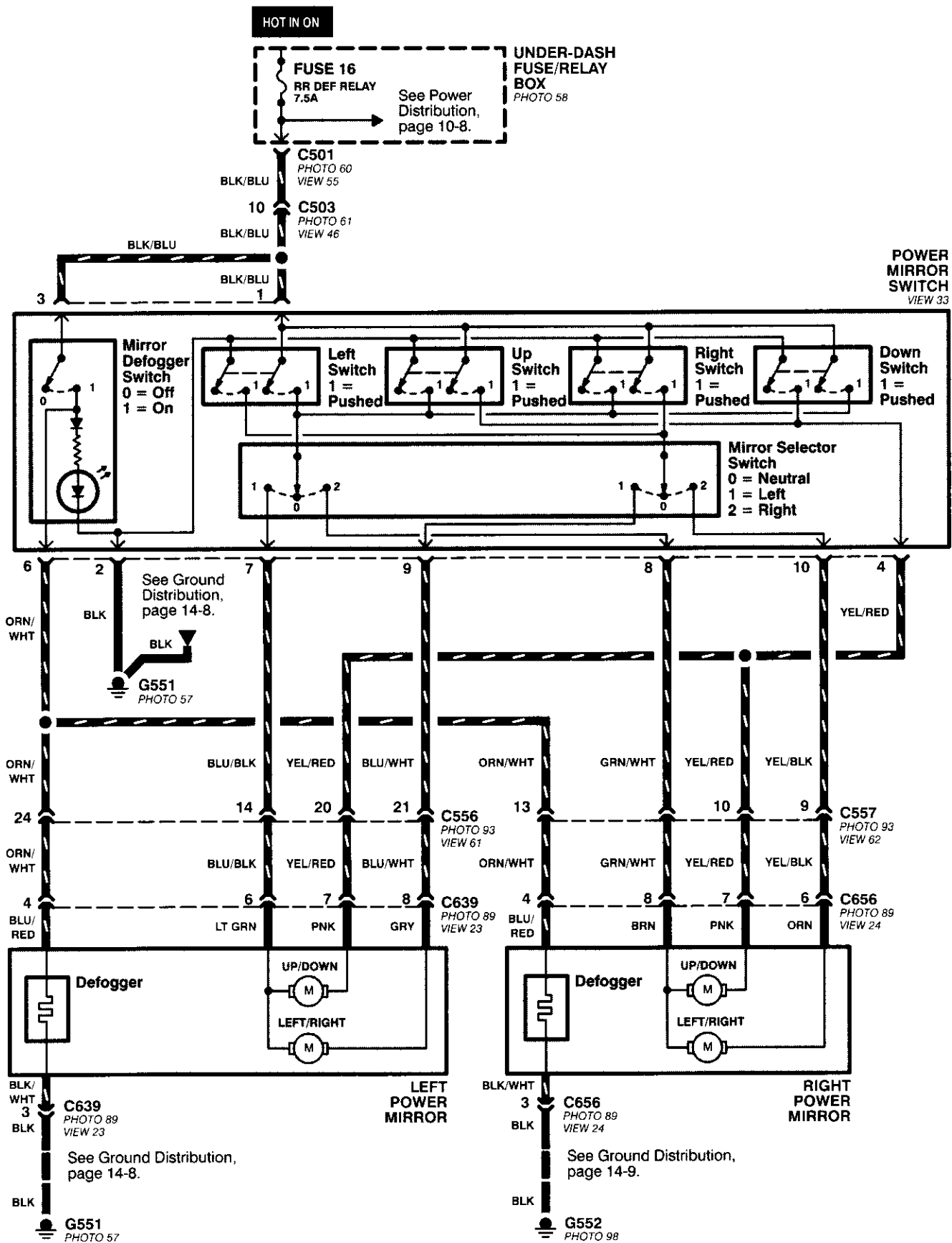
Mirror Right

When you press the "right" edge of the mirror adjustment button, ground is supplied from one of the left/right switch contacts to both mirrors; battery voltage is supplied from the opposite left/right switch contact through the mirror select switch. If the mirror select switch is in the left or right position, battery voltage is supplied to the corresponding mirror left/right motor which then tilts the selected mirror to the right.

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

Power Mirrors

- With Defogger





– 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 four switches to control mirror adjustment, and a switch to select the left or right mirror. With the ignition ON (II), battery voltage is supplied to the power mirror switch. The mirror selector switch directs voltage from the direction switches to either the left or right mirror.

Mirror Up

When you press the “up” edge of the mirror adjustment button, voltage is supplied from one of the UP switch contacts to both mirrors. With the mirror select switch in the LEFT or RIGHT position, ground is provided for the corresponding up/down motor through the opposite UP switch contact. Battery voltage is supplied to the mirror up/down motor which then tilts the selected mirror up.

Mirror Down

When you press the “down” edge of the mirror adjustment button, ground is provided through one of the DOWN switch contacts to both mirrors. With the mirror select switch in the LEFT or RIGHT position, voltage is supplied to the corresponding up/down motor through the opposite DOWN switch contact. Battery voltage is supplied to the mirror up/down motor which then tilts the selected mirror down.

Mirror Left

When the mirror select switch is in the LEFT or RIGHT position, and you press the “left” edge of the mirror adjustment button, voltage is supplied to both corresponding mirror motors through one of the LEFT switch contacts. Ground is provided for the corresponding left/right motor through the opposite LEFT switch contact. Battery voltage is supplied to the mirror left /right motor which then tilts the selected mirror left.

Mirror Right

When the mirror select switch is in the LEFT or RIGHT position, and you press the “right” edge of the mirror adjustment button, ground is provided to both corresponding mirror motors through one of the RIGHT switch contacts. Voltage is supplied to the corresponding left/right motor through the opposite RIGHT switch contact. Battery voltage is supplied to the mirror left /right motor which then tilts the selected mirror right.

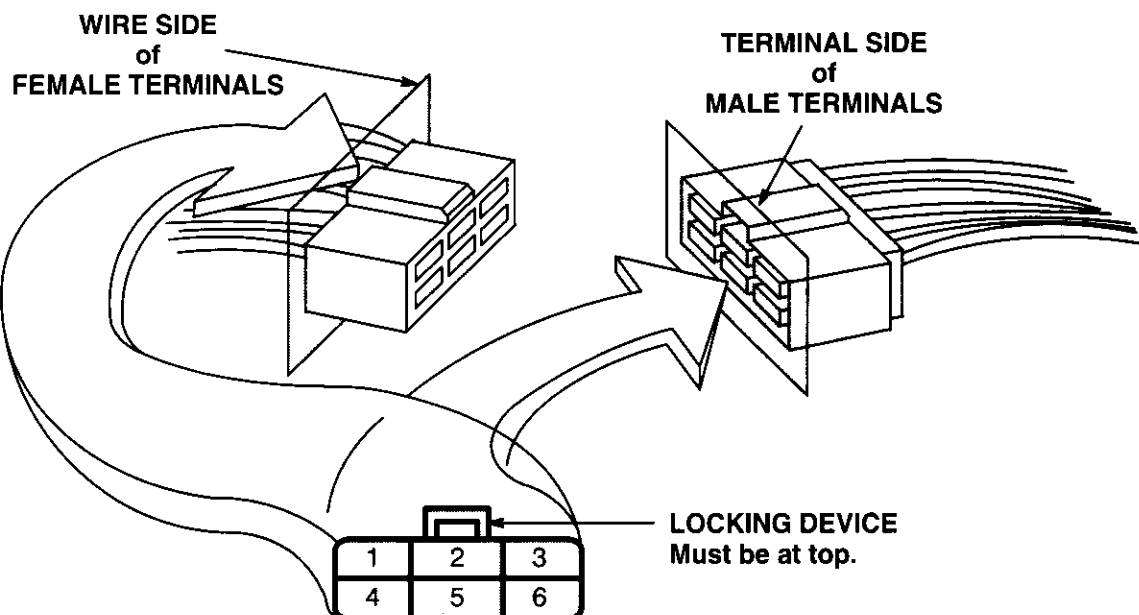
Mirror Defoggers

With the ignition switch in ON (II), battery voltage is supplied to the mirror defogger switch. When you press the mirror defogger switch ON, voltage is supplied to both mirror defoggers, causing them to heat up and remove any fog from the mirrors. The opposite side of each defogger grid is connected to ground.

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

Connector Views

Cavity Numbering System



In-Line Connector View Index (Views begin on page 202-2)

Connector	View	Connector	View	Connector	View
C101	28	C410 (A/T)	35	C516	58
C115	38	C411	60	C551	47
C116	39	C415	14	C552	22
C120	29	C416	12	C556	61
C123 (D16Y5 M/T)	19	C419	49	C557	62
C130	52	C420	53	C562	42
C131	59	C421	50	C568	4
C136	20	C422	16	C570	5
C150	72	C423	3	C571	6
C201	30	C427	65	C575	73
C202 (Cruise Control)	1	C433	41	C604 (Hatchback)	7
C214	21	C440	45	C605 (Hatchback)	8
C351	34	C442	54	C607 (Hatchback)	9
C352	27	C447	58	C639	23
C359	31	C501	55	C656	24
C401	40	C503	46	C723	57
C407	2	C507	56		



Component Connector View Index (Views begin on page 202-2)

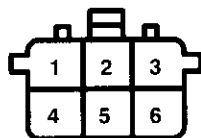
Connector	View
ABS Control Unit	63
Audio Unit ('99-'00 models)	74
Combination Light Switch	64
Combination Wiper Switch	65
Cruise Control Unit	43
CVT Transmission Solenoid	25
Data Link Connector (DLC)	48
Daytime Running Lights Control Unit	66
Engine Control Module (ECM)	70
Exhaust Gas Recirculation (EGR) Valve and Lift Sensor (D16Y5 M/T, D16B5)	10
Gauge Assembly	71
Hazard Warning Switch	32
Heater Control Panel ('96-'98 models)	44
Heater Control Panel ('99-'00 models)	76
Heater Fan Switch ('96-'98 models)	11
Injector Control Module (GX)	77

Connector	View
Integrated Control Unit	67
Interlock Control Unit	26
Keyless Door Lock Control Unit	75
Mode Control Motor	17
Moonroof Close Relay	13
Moonroof Open Relay	15
PGM-FI Main Relay	18
Power Door Lock Control Unit	37
Power Mirror Switch	33
Power Window Master Switch	36
Powertrain Control Module (PCM)	70
Security Control Unit	58
Security Starter Cut Relay	12
SRS Unit	51
Stereo Radio Tuner ('96-'98 models)	68
Transmission Control Module (TCM)	69

Connector Views (cont'd)

1. C202 (with Cruise Control)

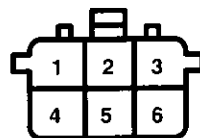
- Gray
- Left side of engine compartment
- Connects main wire harness to engine compartment wire harness



- | | |
|---------------------------------|-----------------------------------|
| 1 BRN/BLK
(Cruise control) | 4 BRN (Cruise control) |
| 2 BRN/WHT
(Cruise control) | 5 WHT/BLK
(Front wiper/washer) |
| 3 RED/BLK
(Headlight switch) | 6 — |

4. C568

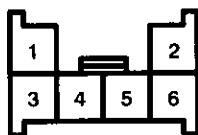
- Gray
- Below fuel tank unit connector
- Connects floor wire harness to fuel tank pressure sub-harness



- | | |
|--------------------|--------------------|
| 1 BLU (PGM-FI) | 4 — |
| 2 LT GRN (PGM-FI) | 5 YEL/BLU (PGM-FI) |
| 3 BLK/WHT (PGM-FI) | 6 GRN/BLK (PGM-FI) |

2. C407 ('98-'00 Models)

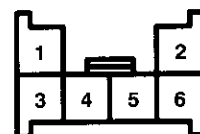
- Gray
- Behind left side of dash, above kick panel
- Connects main wire harness to roof or moonroof wire harness



- | | |
|--|-----|
| 1 WHT/RED
(Ceiling light) | 3 — |
| 2 Male – LT GRN/RED
Female – LT GRN/BLK
or LT GRN/RED
(Ceiling light) | 4 — |
| | 5 — |
| | 6 — |

5. C570

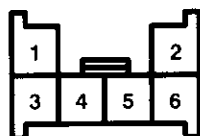
- Blue
- In right door pillar
- Connects floor wire harness to right rear door wire harness



- | | |
|---------------------------------|---------------------------------|
| 1 YEL
(Power windows) | 4 YEL/BLK
(Power windows) |
| 2 WHT/RED
(Power door locks) | 5 — |
| 3 YEL/GRN
(Power windows) | 6 YEL/RED
(Power door locks) |

3. C423

- Green
- On front of under-dash fuse/relay box
- On main wire harness

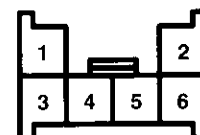


- | | |
|--|-----------------------------------|
| 1 *1: YEL (Fuse 3)
*2: GRN
(Rear wiper/washer) | 4 GRN/ORN (Turn signals) |
| 2 — | 5 GRN/BLK
(Front wiper/washer) |
| 3 GRN/YEL
(Turn signals) | 6 GRN/RED
(Turn signals) |

*1= USA: LX, EX, HX, DX-V, Si
Canada: EX, Si
*2= Hatchback

6. C571

- Blue
- In left door pillar
- Connects floor wire harness to left rear door wire harness

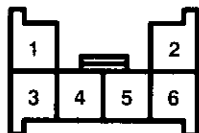


- | | |
|---|---|
| 1 Male – YEL
Female – GRN/YEL
(Power windows) | 4 Male – YEL/BLK
Female – RED/WHT
(Power windows) |
| 2 WHT/RED
(Power door locks) | 5 — |
| 3 Male – YEL/GRN
Female – GRN
(Power windows) | 6 YEL/RED
(Power door locks) |



7. C604 (Hatchback)

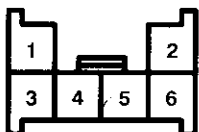
- Gray
- Left rear of cargo area
- Connects rear wire harness to left outer taillight assembly



- | | |
|--|---------------------------------|
| 1 GRN/BLK
(Back-up lights) | 4 GRN/WHT
(Brake lights) |
| 2 Male – GRN/YEL
Female – GRN/RED
(Turn signal and hazard
warning lights) | 5 RED/BLK
(Headlight switch) |
| 3 BLK (G601) | 6 — |

8. C605 (Hatchback)

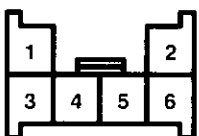
- Gray
- Right rear of cargo area
- Connects rear wire harness to right outer taillight assembly



- | | |
|---|---------------------------------|
| 1 GRN/BLK
(Back-up lights) | 3 BLK (G601) |
| 2 GRN/YEL
(Turn signal and hazard
warning lights) | 4 GRN/WHT (Brake lights) |
| | 5 RED/BLK
(Headlight switch) |
| | 6 — |

9. C607 (Hatchback)

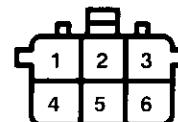
- Blue
- Right side of cargo area
- On rear wire harness



- | | |
|---------------------------------|-------------------------------------|
| 1 BLU/BLK (Indicators) | 5 GRN
(Rear wiper/washer) |
| 2 RED/BLK
(License lights) | 6 LT GRN/BLK
(Rear wiper washer) |
| 3 GRN/WHT (Brake lights) | |
| 4 LT GRN
(Rear wiper/washer) | |

10. Exhaust Gas Recirculation (EGR) Valve and Lift Sensor (D16Y5 M/T, D16B5)

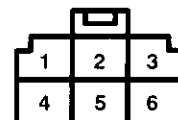
- Gray
- Top right side of engine
- On engine wire harness



- | | |
|----------------------------------|---------------------|
| 1 WHT/BLK (EGR input) | 4 BLK (Ground) |
| 2 GRN/BLK
(Sensor ground) | 5 — |
| 3 YEL/BLU
(Reference voltage) | 6 PNK (EGR control) |

11. Heater Fan Switch ('96-'98 Models)

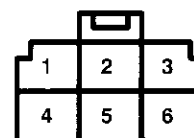
- Brown
- Center of dash
- On heater-sub B wire harness



- | | |
|--------------------------------------|--------------------------------------|
| 1 BLK (Ground) | 4 BLU (LO speed input) |
| 2 BLU/WHT (Medium
LO speed input) | 5 BLU/YEL (Medium
HI speed input) |
| 3 BLU/BLK
(HI speed input) | 6 GRN (Blower
switch ON input) |

12. Security Starter Cut Relay/C416

- Natural
- Upper left kick panel
- On main wire harness



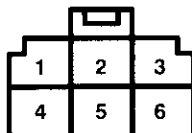
- | | |
|--|---|
| 1 — | 4 Male – BLK/WHT
Female – BLK/WHT
or BLK/RED
(Starter output) |
| 2 All except CX and DX:
Male: BLK/WHT
Female: BLK/YEL
CX and DX: BLK/WHT
(Battery input) | 5 |
| 3 All except CX and DX:
BLK/YEL
CX and DX: BLK/WHT
(Battery input) | 6 All except CX and DX:
RED/YEL
CX and DX: GRN
(Security starter cut
relay control input) |

Connector Views (cont'd)

13. Moonroof Close Relay

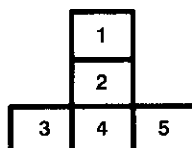
- Brown ('96-'97 models) or Gray ('98-'00 models)
- Upper left kick panel
- On moonroof wire harness

'96-'97 Models:



- | | |
|----------------------------|--------------------------|
| 1 WHT (Battery input) | 4 BLK (Ground) |
| 2 GRN/YEL (Motor control) | 5 — |
| 3 GRN/ORN (Ignition input) | 6 GRN/RED (Coil control) |

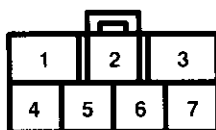
'98-'00 Models:



- | | |
|---------------------------|----------------------------|
| 1 GRN/YEL (Motor control) | 4 BLK (G401) |
| 2 WHT (Battery input) | 5 GRN/ORN (Ignition input) |
| 3 GRN/RED (Coil control) | |

14. C415

- Brown
- Above under-dash fuse/relay box
- Connects main wire harness to steering lock pigtail



- | | |
|---|--|
| 1 *1: Male – BLK/YEL
Female – BLK/WHT
*2: BLK/WHT
(Start output) | 4 Male – BLK
Female – BLU/WHT
(Ground) |
| 2 Male – BLU/RED
Female – BLU/WHT
(Ignition key switch output) | 5 A/T: Male – WHT
Female – WHT/YEL
(Key interlock switch output) |
| 3 Male – WHT/BLK
Female – WHT
(Battery input) | 6 A/T: WHT/BLU
(Key interlock solenoid control) |
| | 7 A/T: WHT/GRN
(Battery input) |

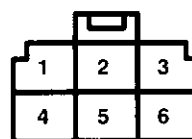
*1= Vehicles pre-wired for accessory security system

*2= Vehicles not pre-wired for accessory security system

15. Moonroof Open Relay

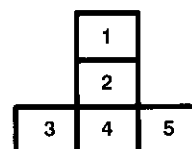
- Brown ('96-'97 models) or Gray ('98-'00 models)
- Upper left kick panel
- On moonroof wire harness

'96-'97 Models:



- | | |
|----------------------------|----------------------|
| 1 WHT (Battery input) | 4 BLK (Ground) |
| 2 GRN/RED (Motor control) | 5 — |
| 3 GRN/ORN (Ignition input) | 6 YEL (Coil control) |

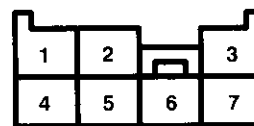
'98-'00 Models:



- | | |
|---------------------------|----------------------------|
| 1 GRN/RED (Motor control) | 4 BLK (G401) |
| 2 WHT (Battery input) | 5 GRN/ORN (Ignition input) |
| 3 YEL (Coil control) | |

16. C422

- Green
- On front of under-dash fuse/relay box
- On main wire harness



- | | |
|------------------------|------------------------------|
| 1 RED/BLU (Headlights) | 5 WHT (Fuse 48) |
| 2 — | 6 — |
| 3 — | 7 RED/GRN (Headlight switch) |
| 4 RED/WHT (Headlights) | |



17. Mode Control Motor

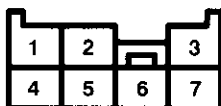
- Green
- Behind dash, right of steering column
- On heater sub-harness-A



- | | |
|----------------------------|------------------------|
| 1 BLK/YEL (Ignition input) | 6 YEL/RED (Vent input) |
| 2 YEL/BLU (Defrost input) | 7 '96-'98: BLK (G402) |
| 3 YEL (H/DEF input) | '99-'00: BRN/WHT |
| 4 BLU/WHT (Heat input) | (Motor ground input) |
| 5 GRN/YEL (BI-LEV input) | |

18. PGM-FI Main Relay

- Brown
- Behind right side of dash
- On main wire harness



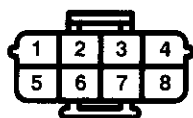
- | | |
|----------------------------------|--------------------------------------|
| 1 GRN/YEL
(Fuel pump control) | 4 *1: YEL/GRN
(Fuel pump output) |
| 2 BLU/WHT (Fuse 31) | *2: WHT/RED
(Fuel supply control) |
| 3 BLK (G101) | 5 YEL/GRN (Fuse 13) |
| | 6 YEL/BLK (Power output) |
| | 7 WHT/BLK (Fuse 44) |

*1= All except D16B5

*2= D16B5

19. C123 (D16Y5 M/T)

- Gray
- Right front of engine
- Connects engine wire harness to primary HO2S pigtail

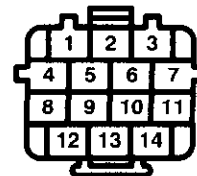


- | | |
|-------------------------------|------------------------|
| 1 BLK/WHT
(Heater control) | 4 WHT (Heater control) |
| 2 BLK (Heater ground) | 5 — |
| 3 GRN/BLK
(Sensor ground) | 6 WHT (Sensor input) |
| | 7 BLK (Sensor input) |
| | 8 RED (Sensor ground) |

20. C136

- Gray
- Left rear of engine compartment
- Connects engine wire harness to main wire harness

'96-'98 D16Y5:



- | | |
|--|---|
| 1 Male – BLU/WHT
Female – BLU/YEL
(A/T controls) | 10 WHT/RED (A/T controls) |
| 2 GRN/WHT (A/T controls) | 11 '98 models: GRN/BLK
(PGM-FI) |
| 3 YEL (A/T controls) | 12 GRN (A/T controls) |
| 4 GRN/YEL (A/T controls) | 13 Male – RED/WHT
Female – RED/BLU
(A/T controls) |
| 5 PNK/BLK (A/T controls) | 14 Male – BLK/WHT
Female – ORN/BLU
(A/T controls) |
| 6 PNK/BLU (A/T controls) | |
| 7 GRN/BLK (A/T controls) | |
| 8 RED/BLU (A/T controls) | |
| 9 WHT (A/T controls) | |

'96-'98 D16Y7/D16Y8:



- | | |
|---------------------------------|----------------------|
| 1 GRN/BLK (A/T controls) | 5 WHT (A/T controls) |
| 2 WHT/RED
(Interlock system) | 6 BLU (A/T controls) |
| 3 — | 7 — |
| 4 — | 8 — |

All D16B5:



- | | |
|--|--------------------------|
| 1 BRN (PGM-FI) | 6 GRN/BLK (A/T controls) |
| 2 RED (PGM-FI) | 7 BLU (A/T controls) |
| 3 BLU (PGM-FI) | 8 WHT (A/T controls) |
| 4 YEL (PGM-FI) | |
| 5 Male – GRN
Female – WHT/RED
(PGM-FI) | |

21. C214

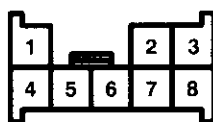
- Gray
- Right side of engine compartment
- Connects engine wire harness to main wire harness



- | | |
|-------------------|----------------------|
| 1 '96-'97 models: | 4 — |
| Male - WHT/GRN | 5 — |
| Female - BLU/RED | 6 RED (A/C |
| (Horn) | compressor controls) |
| '98-'00 models: | 7 BLU/RED (A/C |
| BLU/RED (Horn) | compressor controls) |
| 2 BLK/RED (Fans) | 8 BLU/WHT (A/C |
| 3 WHT (Fans) | compressor controls) |

22. C552

- Green
- On rear of under-dash fuse/relay box
- On floor wire harness



- | | |
|-----------------|-----------------|
| 1 *1: RED/WHT | 5 GRN/BLK |
| (Power windows) | (Power windows) |
| 2 *1: YEL/BLK | 6 GRN/BLK |
| (Power windows) | (Power windows) |
| 3 *1: YEL/BLK | 7 *2: BLK/YEL |
| (Power windows) | (Power mirrors) |
| 4 *1: RED/WHT | 8 BLU/BLK |
| (Power windows) | (Power windows) |

*1= Sedan only

*2='96-'98: All
'99-'00: GX

23. C639

- Black/White
- Top front of driver's door
- Connects driver's door wire harness to driver's power mirror pigtail



Without Defogger:

- | | |
|----------------------|-------------------|
| 1 — | 7 Male - PNK |
| 2 — | Female - YEL/RED |
| 3 — | (Common) |
| 4 — | 8 Male - GRY |
| 5 — | Female - BLU/WHT |
| 6 Male - LT GRN | (Up/down control) |
| Female - BLU/BLK | |
| (Left/right control) | |

With Defogger:

- | | |
|------------------|----------------------|
| 1 — | 6 Male - LT GRN |
| 2 — | Female - BLU/BLK |
| 3 Male - BLK/WHT | (Common) |
| Female - BLK | 7 Male - PNK |
| (Ground) | Female - YEL/RED |
| 4 Male - BLU/RED | (Up/down control) |
| Female - ORN/WHT | 8 Male - GRY |
| (Defogger) | Female - BLU/WHT |
| 5 — | (Left/right control) |

24. C656

- Black/White
- Top front of front passenger's door
- Connects front passenger's door wire harness to passenger's power mirror pigtail

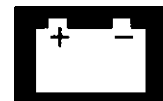


Without Defogger:

- | | |
|------------------|----------------------|
| 1 — | 6 Male - ORN |
| 2 — | Female - YEL/BLK |
| 3 Male - — | (Left/right control) |
| Female - BLK | 7 Male - PNK |
| (Not Used) | Female - YEL/RED |
| 4 Male - — | (Common) |
| Female - ORN/WHT | 8 Male - BRN |
| (Not Used) | Female - GRN/WHT |
| 5 — | (Up/down control) |

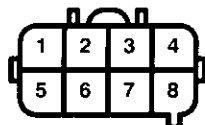
With Defogger:

- | | |
|------------------|----------------------|
| 1 — | 6 Male - ORN |
| 2 — | Female - YEL/BLK |
| 3 Male - BLK/WHT | (Left/right control) |
| Female - BLK | 7 Male - PNK |
| (Ground) | Female - YEL/RED |
| 4 Male - BLU/RED | (Up/down control) |
| Female - ORN/WHT | 8 Male - BRN |
| (Defogger) | Female - GRN |
| 5 — | (Common) |



25. CVT Transmission Solenoid

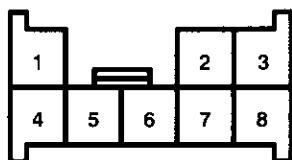
- Gray
- Lower front of transmission
- On engine wire harness



- | | |
|-----------------------|----------------------|
| 1 ... | 5 GRN/BLK (SOL IN H) |
| 2 GRN/WHT (H LC LS +) | 6 PNK/BLK (HLC LS -) |
| 3 BLU/WHT (SH LS +) | 7 GRN/YEL (SH LS -) |
| 4 YEL (SC LS +) | 8 PNK/BLU (SC LS -) |

26. Interlock Control Unit

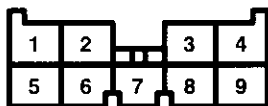
- Gray
- Behind left side of dash, right of steering column
- On main wire harness



- | | |
|--|--|
| 1 WHT/BLU (Key interlock solenoid control) | 5 WHT (Key interlock switch input) |
| 2 YEL (Ignition input) | 6 BLK/BLU (Park input) |
| 3 YEL/BLK (Shift lock solenoid control) | 7 WHT/RED (Shift lock circuit control) |
| 4 BLK (G401) | 8 WHT/BLK (Park pin switch input) |

27. C352

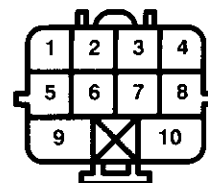
- Gray
- On bottom of under-hood fuse/relay box
- On main wire harness



- | | |
|-------------------------------------|---|
| 1 GRN (Fans) | 5 BLK/RED (A/C compressor clutch relay control) |
| 2 BLU/WHT (A/C compressor controls) | 6 BLK/YEL (Fuse 17) |
| 3 WHT/BLK (Hazard warning lights) | 7 --- |
| 4 WHT/BLK (Fuse 42) | 8 WHT/GRN (Fuse 52) |
| | 9 WHT (Fuse 48) |

28. C101

- Gray
- Left rear of engine compartment
- Connects engine wire harness to main wire harness



- | | |
|---|---|
| 1 Male – BLK/YEL
Female – BLK/WHT
(Fuse 15) | 7 YEL/GRN (Gauges) |
| 2 BLK (G101) | 8 *1: BLU (Ignition system) |
| 3 YEL/RED (Oil pressure indicator light) | 9 Male – BLK/WHT
Female – BLK/RED
(Starting system) |
| 4 *1/*4: BRN/BLK (G101) | 10 *2: BLK/YEL
(Ignition system) |
| 5 YEL/BLK (PGM-FI) | *3: Male – BLK/YEL
Female – RED
(Ignition system) |
| 6 WHT/BLU
(Charging system) | |

*1 = '96-'98 models: All
'99: D16Y5 with M/T

*2 = '96-'97 models: All
'98-'99 models: GX

*3 = '96-'98 models: All except GX

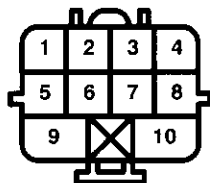
*4 = '98-'00 Models: GX

Connector Views (cont'd)

29. C120

- Gray
- Top center of engine
- Connects engine wire harness to distributor assembly pigtail

All except '99-'00 D16Y7/D16Y8:



- | | |
|---|---|
| 1 YEL/GRN
(Ignition input signal) | 6 Male - BLU/YEL
Female - WHT
(CKP sensor ground) |
| 2 Male - LT BLU
Female - BLU
(CKP sensor output) | 7 Male - WHT/BLU
Female - RED
(TDC sensor ground) |
| 3 Male - ORN/BLU
Female - GRN
(TDC sensor output) | 8 Male - WHT
Female - BLK
(CYP sensor ground) |
| 4 Male - ORN
Female - YEL
(CYP sensor output) | 9 Male - BLU
Female - —
*: BLU
(Engine speed output) |
| 5 — | 10 BLK/YEL (Ignition input) |

* = '96-'98: All
'99-'00: D16B5

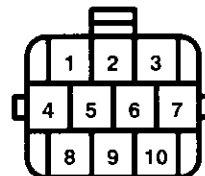
'99-'00 D16Y7/D16Y8:



- | | |
|---|---|
| 1 YEL/GRN
(Ignition input signal) | 5 BLK/YEL (Ignition input) |
| 2 Male - LT BLU
Female - BLU
(CKP sensor output) | 6 WHT
(CKP sensor ground) |
| 3 Male - ORN/BLU
Female - GRN
(TDC sensor output) | 7 Male - WHT/BLU
Female - RED
(TDC sensor ground) |
| 4 Male - ORN
Female - YEL
(CYP sensor output) | 8 BLK
(CYP sensor ground) |

30. C201

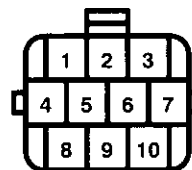
- Blue
- Left side of engine compartment
- Connects main wire harness to engine compartment wire harness



- | | |
|---|--|
| 1 GRN/YEL
(Turn signal and hazard warning lights) | 5 '96-'97 models:
Male - BLU/RED
Female - BLK (Horns)
'99-'00: Canada -
PNK (Indicators) |
| 2 RED/BLK
(Headlight switch) | 6 RED/BLU
(Headlight switch) |
| 3 RED/WHT
(Headlight switch) | 7 BLU/RED (Fog lights) |
| 4 D16Y5:
Male - GRN/BLK
Female - —
Hatchback: GRN/BLK
(Rear wiper/washer) | 8 GRN/RED
(Turn signal and hazard warning lights) |
| | 9 RED/GRN
(Headlight switch) |
| | 10 RED/YEL
(Headlight switch) |

31. C359

- Orange
- Right side of engine compartment
- Connects main wire harness to ABS modulator unit

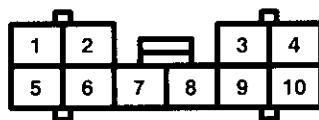


- | | |
|---|--|
| 1 Male - RED/WHT
Female - GRN/WHT
(Power) | 6 Male - WHT
Female - YEL/BLU
(FR-OUT) |
| 2 Male - BLK
Female - YEL/BLK
(FL-OUT) | 7 YEL (RL-OUT) |
| 3 Male - BRN
Female - BLU
(RR-OUT) | 8 Male - ORN
Female - RED/BLU
(FR-IN) |
| 4 Male - BLU
Female - RED/BLK
(FL-IN) | 9 Male - GRN
Female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



32. Hazard Warning Switch

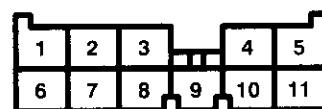
- Gray
- Center of dash
- On dashboard wire harness



- | | |
|--|---|
| 1 GRN/RED
(Left turn signal
indicator light output) | 5 YEL/BLK (Ignition input) |
| 2 GRN/YEL
(Right turn signal
indicator light output) | 6 WHT/BLK (Battery input) |
| 3 GRN/ORN
(Turn signal/hazard
relay control) | 7 — |
| 4 — | 8 RED/BLK (Dash and
console lights) |
| | 9 RED (Dash and
console lights) |
| | 10 GRN/WHT
(Turn signal/hazard
relay power) |

34. C351

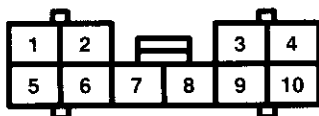
- Gray
- On bottom of under-hood fuse/relay box
- On main wire harness



- | | |
|-------------------------------------|---------------------------------|
| 1 — | 6 WHT/RED (Fuse 43) |
| 2 WHT/BLU
(Power windows) | 7 WHT/BLK (PGM-FI) |
| 3 WHT/GRN
(Rear window defogger) | 8 WHT/BLU (Fuse 47) |
| 4 BLK (G402) | 9 WHT/GRN (Fuse 51) |
| 5 WHT/RED (Fuse 54) | 10 — |
| | 11 BLU/WHT
(Blower controls) |

33. Power Mirror Switch

- Green or White or Gray
- Left of steering column
- On floor wire harness



Without Defogger:

- | | |
|--|---|
| 1 — | 6 BLU/BLK
(Left left/right control) |
| 2 *1: BLK/YEL
*2: BLK/BLU
(Ignition input) | 7 — |
| 3 YEL/RED (Common) | 8 YEL/BLK
(Right left/right control) |
| 4 BLK (G551) | 9 GRN/WHT
(Right up/down control) |
| 5 BLU/WHT
(Left up/down control) | 10 — |

With Defogger:

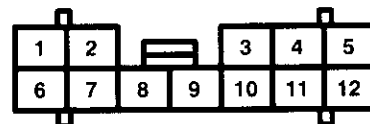
- | | |
|---------------------------------|--|
| 1 BLK/BLU (Ignition input) | 7 BLU/BLK
(Left left/right control) |
| 2 BLK (G551) | 8 GRN/WHT
(Right up/down control) |
| 3 BLK/BLU (Ignition input) | 9 BLU/WHT
(Left up/down control) |
| 4 YEL/RED (Common) | 10 YEL/BLK
(Right left/right control) |
| 5 — | |
| 6 ORN/WHT
(Defogger control) | |

*1: '96-'98 models, '98-'00 GX

*2: '99-'00 models except GX

35. C410 (A/T)

- Gray
- Mounted to top of under-dash fuse/relay box
- Connects main wire harness and dashboard wire harness

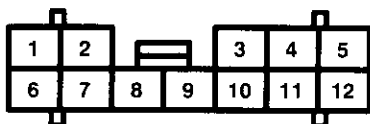


- | | |
|---|---|
| 1 — | 9 BLU (A/T gear
position indicator) |
| 2 — | 10 GRN (A/T gear
position indicator) |
| 3 GX: BLU/GRN
(Low fuel indicator) | 11 D16Y7/D16Y8:
Male — GRN/BLK
Female — YEL
(A/T controls) |
| 4 GX: ORN/BLU
(Fuel gauge) | D16B5/D16Y5:
GRN/BLK
(A/T controls) |
| 5 WHT (A/T gear
position indicator) | 12 LT GRN (A/T controls) |
| 6 RED (A/T controls) | |
| 7 BLK/BLU (A/T controls) | |
| 8 All except CVT:
BRN (A/T gear
position indicator) | |

Connector Views (cont'd)

36. Power Window Master Switch Coupe/Hatchback:

- Gray
- Driver's door armrest
- On driver's door wire harness



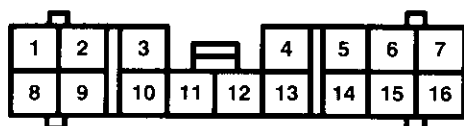
- | | |
|------------------------------|------------------------------|
| 1 BLU/BLK (Ignition input) | 6 GRN/BLK (Ignition input) |
| 2 BLU/ORN (RF motor control) | 7 BLU/YEL (RF motor control) |
| 3 RED/YEL (LF motor control) | 8 BLK (G551) |
| 4 RED/BLU (LF motor control) | 9 — |
| 5 BLK (G551) | 10 — |
| | 11 — |
| | 12 BLU (Auto control) |

Sedan:

- In driver's door armrest

Connector A

- Gray
- On driver's door wire harness



- | | |
|------------------------------|-------------------------------|
| 1 BLU/YEL (RF motor control) | 9 YEL (RR motor control) |
| 2 GRN/BLK (Ignition input) | 10 YEL/GRN (RR motor control) |
| 3 BLU/BLK (Ignition input) | 11 BLU/ORN (RF motor control) |
| 4 BLK (G551) | 12 — |
| 5 RED/YEL (LF motor control) | 13 — |
| 6 BLU (Auto control) | 14 GRN/YEL (LR motor control) |
| 7 RED/BLU (LF motor control) | 15 RED/WHT (Ignition input) |
| 8 YEL/BLK (Ignition input) | 16 GRN (LR motor control) |

Connector B

- Brown
- On driver's door wire harness



- 1 BLK (G551)

37. Power Door Lock Control Unit (All except '99-'00 models with keyless)

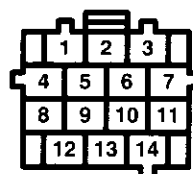
- Gray
- In driver's door
- On drivers door wire harness



- | | |
|--|----------------------------|
| 1 GRN/WHT (Lock input) | 7 BLU/WHT (Lock input) |
| 2 YEL/RED (Unlock/lock output) | 8 GRN/ORN (Unlock input) |
| 3 BLU/RED (Unlock/lock control) | 9 — |
| 4 BLK (Ground) | 10 — |
| 5 WHT/RED (Lock output) | 11 — |
| 6 BLU/YEL (Driver's door unlock input) | 12 WHT/GRN (Battery input) |

38. C115

- Blue
- Rear of engine, below intake manifold
- Engine wire harness junction connector



- 1 BLK/YEL (Fuse 15)
2 BLK/YEL (Fuse 15)
3 BLK/YEL (Fuse 15)
4 BLK/YEL (Fuse 15)
5 BLK/YEL (Fuse 15)
6 BLK/YEL (Fuse 15)
7 BLK/YEL (Fuse 15)

- 8 GRN/BLK (PGM-FI)
9 GRN/BLK (PGM-FI)
10 GRN/BLK (PGM-FI)
11 GRN/BLK (PGM-FI)
12 GRN/BLK (PGM-FI)
13 GRN/BLK (PGM-FI)
14 GRN/BLK (PGM-FI)

Terminals grouped together are connected by the same bus bar.



39. C116

- Gray
- Rear of engine, below intake manifold
- Engine wire harness junction connector



1 —	8 BLK (G101)
2 *1: YEL/BLK	9 BLK (G101)
*2: YEL/RED (PGM-FI)	10 BLK (G101)
3 *1: YEL/BLK	11 BLK (G101)
*2: YEL/RED (PGM-FI)	12 BLK (G101)
4 *1: YEL/BLK	13 USA: BLK (G101)
*2: YEL/RED (PGM-FI)	14 BLK (G101)
5 *1: YEL/BLK	
*2: YEL/RED (PGM-FI)	
6 *1: YEL/BLK	
*2: YEL/RED (PGM-FI)	
7 *1: YEL/BLK	
*2: YEL/RED (PGM-FI)	

*1: All except GX
*2: GX

Terminals grouped together are connected by the same bus bar.

41. C433

- Gray
- Below center console
- Connects main wire harness to A/T gear position switch pigtail



1 BLK (Cruise control)	8 —
2 Male – LT GRN	9 PNK (Cruise control)
Female – — (Not used)	10 BLK/WHT (Starting system)
3 Male – YEL	11 BLK/RED (Starting system)
Female – YEL/RED (Back-up lights)	12 Male – GRN/WHT
4 GRN/BLK (Back-up lights)	Female – BLK/BLU (A/T controls)
5 Male – GRN/YEL	13 Male – GRN/RED
Female – BLU (A/T controls)	Female – WHT (A/T controls)
6 Male – GRN/BLU	14 Male – GRN
Female – GRN (A/T controls)	Female – RED (A/T controls)
7 Male – GRN/ORN	
Female – YEL (A/T controls)	

40. C401

- Gray
- Behind left kick panel
- Connects main wire harness to floor wire harness

All '96-'98 Models and '99-'00 GX Models:

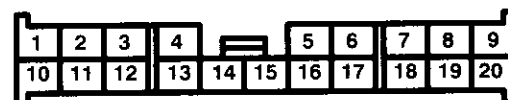


1 *1: BLK/WHT (PGM-FI)	6 RED/BLU (Seat belt reminder)
*2: YEL/BLU (PGM-FI)	7 WHT/GRN (Fuse 51)
2 Hatchback: LT GRN/BLK (Rear wiper/washer)	8 1*: LT GRN (PGM-FI)
2: BLU/YEL (PGM-FI)	9 1: BLU (PGM-FI)
3 Hatchback: LT GRN (Rear wiper)	10 GRN (Ignition key reminder)
*2: GRN/BLK (PGM-FI)	11 LT GRN/RED (Ceiling light)
4 *1: YEL/BLU (PGM-FI)	12 GRN/BLK (Back-up lights)
*2: GRN/YEL (PGM-FI)	13 GRN/WHT (Brake lights)
5 *1: GRN/BLK (PGM-FI)	14 Except GX: YEL/GRN (PGM-FI)
*2: WHT/RED (PGM-FI)	

*1= D16Y5: All '98 models
D16Y7: '97 California Coupe and Sedan LX, all '98 models
D16Y8: All '96-'97 Coupes, '97 California Sedans, all '98 models

*2= GX models

'99-'00 Models except GX:



1 GRN/ORN (Power door locks)	10 *3: BLU/WHT (Power door locks)
2 BLK/WHT (PGM-FI)	11 Male – —
3 Coupe/Sedan: GRN/WHT (Power door locks)	Female – WHT/GRN (Fuse 51)
Hatchback: LT GRN/BLK (Rear wiper)	12 LT GRN (PGM-FI)
4 Coupe/Sedan: BLU/BLK (Security system)	13 BLU (PGM-FI)
Hatchback: LT GRN (Rear Wiper)	14 GRN (Ignition key reminder)
5 YEL/BLU (PGM-FI)	15 LT GRN/RED (Ceiling light)
6 GRN/BLK (PGM-FI)	16 GRN/BLK (Back-up lights)
7 RED/BLU (Seat belt reminder)	17 GRN/WHT (Brake lights)
8 *3: WHT/RED (Power door locks)	18 YEL/GRN (PGM-FI)
9 *3: BLU/RED (Power door locks)	19 *3: YEL/RED (Power door locks)
	20 Canada: BLU/YEL (Power door locks)

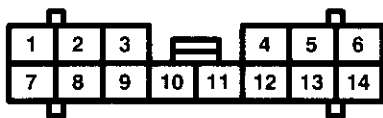
*3= USA: HX, LX, EX, DX-V, Si

Connector Views (cont'd)

42. C562

- Gray
- Behind left side of rear seat back
- Connects floor wire harness and rear wire harness

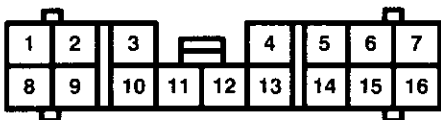
'96-'98 Coupe/Hatchback:



- | | |
|---|--|
| 1 LT GRN
(Power door locks) | 8 BRN/WHT
(Stereo sound system) |
| 2 BLU/YEL
(Stereo sound system) | 9 RED/BLK (Headlight switch) |
| 3 RED/YEL
(Stereo sound system) | 10 GRN/YEL
(Turn signal lights) |
| 4 GRN/BLK
(Back-up lights) | 11 GRN/RED
(Turn signal lights) |
| 5 *WHT/RED (Fuse 43) | 12 BLU/BLK (Indicators) |
| 6 Hatchback: GRN
(Rear wiper/washer) | 13 Hatchback: LT GRN
(Rear wiper/washer) |
| 7 GRY/WHT
(Stereo sound system) | 14 Hatchback:
LT GRN/BLK
(Rear wiper/washer) |

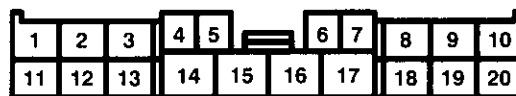
* = Male terminal not used on Hatchback models

'96-'98 Sedan except GX:



- | | |
|---|-------------------------------------|
| 1 GRN/RED
(Turn signal lights) | 10 RED/YEL
(Stereo sound system) |
| 2 — | 11 BRN/WHT
(Stereo sound system) |
| 3 Male — YEL/BLK
Female — (Not used) | 12 BLU/YEL
(Stereo sound system) |
| 4 Male — WHT/BLU
Female — (Not used) | 13 GRY/WHT
(Stereo sound system) |
| 5 LT GRN
(Power door locks) | 14 RED/BLK
(Headlight switch) |
| 6 — | 15 BLU/BLK (Indicators) |
| 7 — | 16 GRN/YEL
(Turn signal lights) |
| 8 WHT/RED
(Trunk light) | |
| 9 GRN/BLK
(Back-up lights) | |

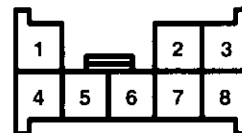
'99-'00 Models except GX:



- | | |
|---|--------------------------------------|
| 1 — | 11 GRN/RED
(Turn signal lights) |
| 2 *1: LT GRN/BLK
(Rear wiper/washer) | 12 GRN/YEL
(Turn signal lights) |
| 3 *1: LT GRN
(Rear wiper/washer) | 13 BLU/BLK (Indicators) |
| 4 *1: GRN
(Rear wiper/washer) | 14 — |
| 5 — | 15 — |
| 6 GRY/WHT
(Stereo sound system) | 16 — |
| 7 BLU/YEL
(Stereo sound system) | 17 BLK/BLU
(Rear window defogger) |
| 8 BRN/WHT
(Stereo sound system) | 18 RED/BLK
(Headlight switch) |
| 9 RED/YEL
(Stereo sound system) | 19 GRN/BLK
(Back-up lights) |
| 10 GRN/WHT
(Brake lights) | 20 *2: WHT/RED (Fuse 43) |

* 1 = Hatchback
* 2 = Female terminal not used on Hatchback models

All GX Models:



- | | |
|-----------------------------------|-----------------------------------|
| 1 GRN/RED
(Turn signal lights) | 6 RED/BLK
(Headlight switch) |
| 2 — | 7 BLU/BLK (Indicators) |
| 3 — | 8 GRN/YEL
(Turn signal lights) |
| 4 — | |
| 5 GRN/BLK
(Back-up lights) | |



43. Cruise Control Unit

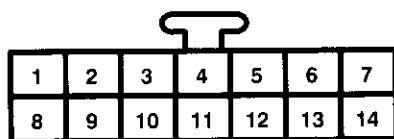
- Gray ('96-'97 models) or Blue ('98-'00 models)
- Behind left side of dash
- On main wire harness

'96-'97 Models:



- | | |
|---|--|
| 1 BRN (Cruise control actuator control) | 8 BRN/WHT (Vent solenoid control) |
| 2 GRY (Brake switch input) | 9 RED/BLU ("Cruise Control" indicator light control) |
| 3 BLK (Ground) | 10 BRN/BLK (Vacuum solenoid control) |
| 4 GRN/WHT (Brake switch input) | 11 — |
| 5 LT GRN/RED (Set/decel signal input) | 12 BLU/WHT (Vehicle speed input) |
| 6 LT GRN/BLK (Resume/accel input) | 13 LT GRN (Power input) |
| 7 — | 14 PNK (Disengage input) |

'98-'00 Models:



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

*1 = '99-'00 with A/T

44. Heater Control Panel ('96-'98)

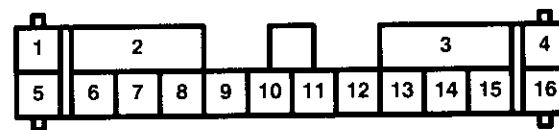
- Green
- Center of dash
- On heater-sub-B wire harness



- | | |
|-----------------------------|-----------------------------------|
| 1 YEL (H/DEF control) | 9 GRN/YEL (BI-LEV control) |
| 2 BLK/YEL (Ignition input) | 10 BLK (Ground) |
| 3 WHT/BLU (Battery input) | 11 BLU/RED (A/C thermostat input) |
| 4 YEL/BLU (Defrost control) | 12 GRN/WHT (Fresh control) |
| 5 RED (Illumination -) | 13 GRN/RED (Recirc. control) |
| 6 RED/BLK (Illumination +) | 14 GRN (A/C ON input) |
| 7 BLU/WHT (Heat control) | |
| 8 YEL/RED (Vent control) | |

45. C440

- Blue
- Below right side of dash
- Connects main wire harness to heater-sub-A wire harness

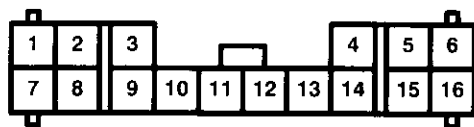


- | | |
|---|--------------------------------------|
| 1 — | 10 — |
| 2 BLK (G402) | 11 WHT/BLU (Fuse 47) |
| 3 BLU/WHT (Blower controls) | 12 BLK (G402) |
| 4 '99-'00: BLU/YEL (Rear window defogger) | 13 RED (Dash and console lights) |
| 5 — | 14 RED/BLK (Dash and console lights) |
| 6 — | 15 BLU/WHT (A/C compressor controls) |
| 7 — | 16 BLK/YEL (Air delivery) |
| 8 — | |
| 9 — | |

Connector Views (cont'd)

46. C503

- Blue
- Mounted to side of under-dash fuse/relay box
- Connects floor wire harness to dashboard wire harness

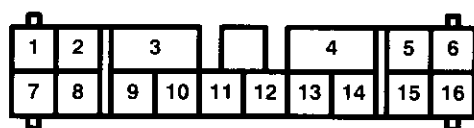


- | | |
|---|---|
| 1 *1: GRN/ORN
(Power door locks) | 10 *1: GRN/WHT
(Power door locks) |
| 2 *1: BLU/YEL
(Power door locks) | *2: BLK/BLU
(Power mirrors) |
| 3 GRN/RED (Brake
system indicator light) | 11 *3: BRN/WHT
(Stereo sound system) |
| 4 *1: LT GRN
(Power door locks) | 12 *3: RED/YEL
(Stereo sound system) |
| 5 *3: GRN/YEL (Low
fuel indicator light) | 13 GRY/BLK
(Stereo sound system) |
| 6 BLU/BLK (Indicators) | 14 BLU
(Stereo sound system) |
| 7 *3: BLU/YEL
(Stereo sound system) | 15 BRN/BLK
(Stereo sound system) |
| 8 *3: YEL/BLK (Gauges) | 16 RED/GRN
(Stereo sound system) |
| 9 *3: GRN/WHT
(Stereo sound system) | |

*1= '96-'98 models
 *2= '99-'00 models
 *3= All except GX models

47. C551

- Green
- On rear of under-dash fuse/relay box
- On floor wire harness

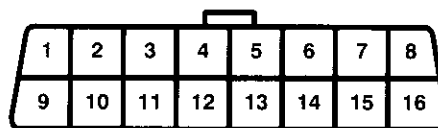


- | | |
|---|--|
| 1 RED/GRN (Brake
system indicator light) | 9 — |
| 2 — | 10 — |
| 3 — | 11 GRN/YEL
(Turn signal and
hazard warning lights) |
| 4 BLK/BLU
(Rear window defogger) | 12 — |
| 5 GRN/RED (Brake
system indicator light) | 13 RED/BLK
(Headlight switch) |
| 6 *1: WHT/RED
(Trunk light) | 14 — |
| 7 — | 15 GRN/RED
(Turn signal and
hazard warning lights) |
| 8 Hatchback: GRN
(Rear wiper/washer) | 16 — |

*1= All except GX models

48. Data Link Connector (DLC)

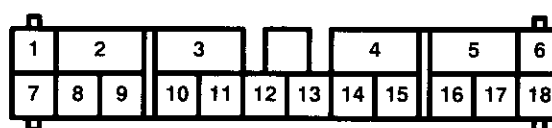
- Gray
- Below left side of dash, above kick panel
- On main wire harness



- | | |
|------------------------------|----------------------------------|
| 1 — | 9 — |
| 2 — | 10 — |
| 3 — | 11 — |
| 4 — | 12 BLK (G401) |
| 5 — | 13 BLK (G401) |
| 6 LT BLU (SRS) | 14 — |
| 7 — | 15 BLU/YEL
(DLC input/output) |
| 8 WHT/RED
(Battery input) | 16 — |

49. C419

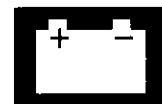
- Green
- On rear of under-dash fuse/relay box
- On main wire harness



- | | |
|--|---|
| 1 '98-'00 models: RED
(Ignition system) | 10 YEL/RED
(Back-up lights) |
| 2 WHT/RED (Fuse 54) | 11 — |
| 3 Canada: WHT (Fuse 48) | 12 — |
| 4 BLK/RED
(Starting system) | 13 WHT/GRN (Fuse 51) |
| 5 WHT (Fuse 48) | 14 '96-'98 CVT: BLK/WHT
(A/T controls) |
| 6 WHT/RED (Fuse 43) | 15 Canada: GRN/RED
(Headlights) |
| 7 *1: WHT
(Security system) | 16 A/T: YEL (Interlock
system) |
| 8 *2: BLK/YEL
(Power door locks) | 17 RED/BLK
(Headlight switch) |
| 9 Canada: YEL/BLK
(Headlights) | 18 Canada: RED/GRN
(Headlights) |

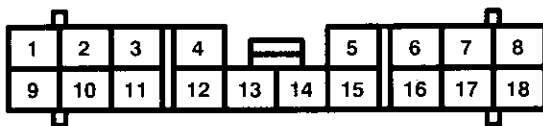
*1 = USA: LX, EX, HX, DX-V, Si
 Canada: EX, Si

*2 = '99-'00 USA: LX, EX, HX, DX-V, Si



50. C421

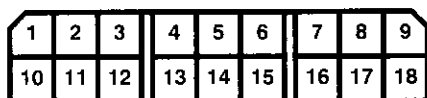
- Green
- On rear of under-dash fuse/relay box
- On main wire harness



- | | |
|-----------------------------------|---|
| 1 RED/YEL
(Headlight switch) | 10 GRN/YEL (Turn signal
and hazard lights) |
| 2 BLK/BLU (ABS) | 11 |
| 3 RED/GRN
(Headlight switch) | 12 USA: BLK/WHT
(Charging system) |
| 4 GRN/BLK
(Front wiper/washer) | 13 BLK/WHT (Fuse 15) |
| 5 RED/BLU
(Headlight switch) | 14 GRN/RED (Brake
indicator system light) |
| 6 WHT/BLU
(Charging system) | 15 — |
| 7 — | 16 GRN/RED (Turn signal
and hazard lights) |
| 8 — | 17 RED/BLK
(Headlight switch) |
| 9 RED/WHT
(Headlight switch) | 18 RED/BLK
(Headlight switch) |

51. SRS Unit

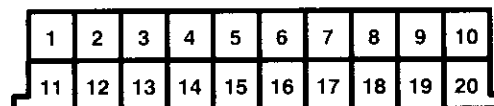
- Yellow
- Below center of dash
- On SRS main wire harness



- | | |
|---|--|
| 1 GRY (1) or GRN
(Driver's inflator) | 10 GRY (4) or GRN
(Frt. pass. inflator) |
| 2 — | 11 — |
| 3 GRY (17) or GRN
(Ignition input) | 12 — |
| 4 | 13 GRY (2) or GRN
(Driver's inflator) |
| 5 — | 14 GRY (5) or GRN
(Frt. pass. inflator) |
| 6 GRY (21) or GRN
(SRS indicator control) | 15 GRY (3) or GRN
(DLC input/output) |
| 7 GRY (18) or GRN
(Ignition input) | 16 GRY (19) or GRN
(G801) |
| 8 GRY (14) or GRN (MES) | 17 GRY (20) or GRN
(G801) |
| 9 GRY (13) or GRN
(Service check
connector input) | 18 GRY (6) or GRN (MES) |

52. C130

- Brown
- Below right side of dash panel
- Engine wire harness junction connector



- 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 BRN/BLK (G101)
- 8 BRN/BLK (G101)
- 9 BRN/BLK (G101)
- 10 BRN/BLK (G101)

- 11 BLU/WHT (VSS)
- 12 BLU/WHT (VSS)
- 13 BLU/WHT (VSS)

- 14 YEL/BLK (PGM-FI)
- 15 YEL/BLK (PGM-FI)
- 16 YEL/BLK (PGM-FI)
- 17 YEL/BLK (PGM-FI)

- 18 *1: GRN (Fans)
*2: YEL/BLU (PGM-FI)
- 19 *1: GRN (Fans)
*2: YEL/BLU (PGM-FI)
- 20 *1: GRN (Fans)
*2: YEL/BLU (PGM-FI)

Terminals grouped together are connected by the same bus bar.

*1= '96-'98 models: All except D16Y5

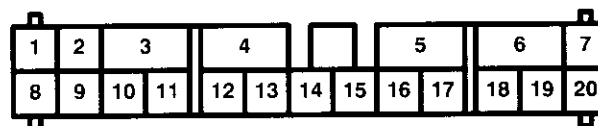
'99-'00 models: D16B5

*2= '96-'98 models: D16Y5/D16B5

'99-'00: All except D16B5

53. C420

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



- | | |
|-------------------------------------|---------------------------------------|
| 1 Canada: RED/BLU
(Headlights) | 11 BLU/WHT (PGM-FI) |
| 2 — | 12 — |
| 3 BLK (G401) | 13 — |
| 4 — | 14 — |
| 5 WHT/GRN
(Rear window defogger) | 15 — |
| 6 WHT/BLU
(Power windows) | 16 Canada: BLK/WHT
(Headlights) |
| 7 — | 17 — |
| 8 YEL/GRN (PGM-FI) | 18 A/T: WHT/GRN
(Interlock system) |
| 9 BLK/YEL (Fuse 17) | 19 — |
| 10 BLU/WHT (PGM-FI) | 20 WHT/RED
(Ceiling light) |

Connector Views (cont'd)

54. C442

- White or Orange
- Behind right kick panel
- Main wire harness junction connector

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20

1 BLU (Ignition system or Gauges)	11 GRN/WHT (PGM-FI)
2 BLU (Ignition system or Gauges)	12 GRN/WHT (A/T controls)
3 BLU (Ignition system or Gauges)	13 GRN/WHT (ABS)
4 BLU (Ignition system or Gauges)	14 GRN/WHT (Cruise control)
5	15 BLU/WHT (VSS)
6	16 BLU/WHT (VSS)
7 —	17 BLU/WHT (VSS)
8 GRN/RED (Brake system indicator light)	18 BRN/BLK (G101)
9 GRN/RED (Brake system indicator light)	19 BRN/BLK (G101)
10 GRN/RED (Brake system indicator light)	20 BRN/BLK (G101)

Terminals grouped together are connected by the same bus bar.

55. C501

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

1	2	3	4	5	6	7	8	9
10	11	12	13	14	15	16	17	18
19	20							

1 RED/GRN (Headlight switch)	10 YEL (Fuse 25)
2 *1: BLK/BLU (Fuse 16)	11 YEL/BLK (Turn signal lights)
3 WHT/BLU (Charging system)	12 BLK/YEL (Fuse 14)
4 BLK (G401)	13 YEL/GRN (Accessory power socket)
5 GRN/WHT (Turn signal lights)	14
6 GRN/RED (Turn signal lights)	15 RED/BLK (Headlight switch)
7 GRN/ORN (Turn signal lights)	16 —
8 BLU/YEL (Rear window defogger)	17 —
9 GRN/YEL (Turn signal lights)	18 BLK/WHT (Charging system)
	19 YEL/RED (Stereo sound system)
	20 —

*1 = All except GX

56. C507

- White or Blue
- Behind left side of dash
- Dashboard wire harness junction connector

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20

1 BLK (G401)	11 RED/BLK (Dash and console lights)
2 BLK (G401)	12 RED/BLK (Dash and console lights)
3 BLK (G401)	13 RED/BLK (Dash and console lights)
4 BLK (G401)	14 RED/BLK (Dash and console lights)
5 BLK (G401)	15 RED/BLK (Dash and console lights)
6 BLK (G401)	16 RED/BLK (Dash and console lights)
7 RED (Dash and console lights)	17 YEL (Fuse 25)
8 RED (Dash and console lights)	18 YEL (Fuse 25)
9 RED (Dash and console lights)	19 YEL (Fuse 25)
10 RED (Dash and console lights)	20 YEL (Fuse 25)

Terminals grouped together are connected by the same bus bar.

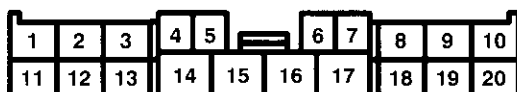


57. C723

- Connects heater-sub-A wire harness to heater-sub-B wire harness

'96-'98 Models:

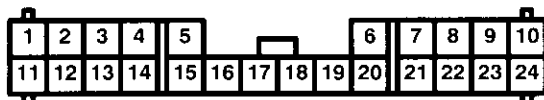
- Gray
- Below right side of dash



- | | |
|--|---|
| 1 BLU/WHT
(Blower controls) | 11 BLU/YEL
(Blower controls) |
| 2 BLU (Blower controls) | 12 RED/BLK (Dash lights) |
| 3 YEL (Air delivery) | 13 BLK (G402) |
| 4 WHT/BLU (A/C
compressor controls) | 14 — |
| 5 RED (Dash lights) | 15 BLK (Blower controls) |
| 6 GRN/WHT (Air delivery) | 16 BLU/BLK
(Blower controls) |
| 7 GRN/RED (Air delivery) | 17 — |
| 8 BLU/WHT (Air delivery) | 18 BLU/RED (A/C
compressor controls) |
| 9 BLK/YEL (Air delivery) | 19 GRN/YEL (Air delivery) |
| 10 YEL/BLU (Air delivery) | 20 YEL/RED (Air delivery) |

'99-'00 Models:

- Blue
- Behind center of dash



- | | |
|------------------------------------|---|
| 1 RED/BLK (Dash lights) | 13 BRN (Air delivery) |
| 2 BRN/WHT (Air delivery) | 14 RED (Dash lights) |
| 3 — | 15 GRY (Air delivery) |
| 4 GRN/WHT (Air delivery) | 16 RED/WHT (Air delivery) |
| 5 GRN/RED (Air delivery) | 17 RED/YEL (Air delivery) |
| 6 GRN/YEL (Air delivery) | 18 PNK/BLK (Air delivery) |
| 7 YEL/RED (Air delivery) | 19 — |
| 8 BLU/WHT (Air delivery) | 20 BLU/RED (A/C
compressor controls) |
| 9 YEL (Air delivery) | 21 BLU/YEL
(Rear window defogger) |
| 10 YEL/BLU (Air delivery) | 22 WHT/BLU (Fuse 47) |
| 11 LT GRN/BLK
(Blower controls) | 23 BLK/YEL (Fuse 17) |
| 12 ORN/WHT
(Blower controls) | 24 BLK (G402) |

58. Security Control Unit/C447/C516

- Green
- Above radio ('96-'98) or right of steering column ('99-'00)



USA: HX, LX, EX, DX-V, Si; Canada: EX, Si:

- | | |
|---|---|
| 1 USA: YEL/BLU
(Set) | 13 BLK (G401) |
| 2 LT GRN/RED
(Door switch input) | 14 BLU/WHT
(Security LED control) |
| 3 BLU/BLK
(Trunk switch input) | 15 BLU/RED (Ignition
key switch input) |
| 4 — | 16 — |
| 5 BLU (Valet switch input) | 17 RED/WHT
(Light flash control) |
| 6 Canada: GRN/WHT
(Lock output) | 18 GRY (Horn control) |
| 7 Canada: BLU/YEL
(Driver's door lock
output) | 19 RED/YEL
(Starter cut output) |
| 8 Canada: GRN/ORN
(Unlock output) | 20 Canada: LT GRN
(Not used) |
| 9 — | 21 '96-'98 USA: LT BLU
(Security output) |
| 10 WHT (Battery) | 22 '96-'98 USA: WHT/BLK
(Bus data 0) |
| 11 YEL (Ignition) | '99-'00 USA: BLU/YEL
(Unset) |
| 12 USA: ORN (Alarm in) | |

CX and DX:

- | | |
|--|--|
| 1 — | 11 BLK/YEL (Ignition input) |
| 2 LT GRN/BLK
(Door open input) | 12 — |
| 3 BLU/BLK
(Trunk/hatch open
input) | 13 BLK (Ground) |
| 4 — | 14 RED (Security indicator
control) |
| 5 '96-'98: BLU (Security
indicator control) | 15 BLU/RED
(Key-in Ignition input) |
| '99-'00: BLU
(Valet switch input) | 16 — |
| 6 — | 17 BLU or BLU/YEL
(Light flash control) |
| 7 — | 18 GRY (Horn control) |
| 8 — | 19 GRN
(Starter cut control) |
| 9 — | 20 — |
| 10 WHT (Battery input) | 21 — |
| | 22 — |

Connector Views (cont'd)

59. C131

- Green
- Behind right kick panel
- Connects main wire harness to engine wire harness



'96-'98 D16Y5, '99-'00 D16Y5 with M/T:

- | | |
|--|--|
| 1 '98-'00 models: LT GRN (PGM-FI) | 12 A/T: WHT/RED (PGM-FI) |
| 2 '99-'00: Male - LT GRN/WHT Female - (Not used) A/T: RED/BLK (A/T controls) | 13 A/T: RED/GRN (A/T controls) M/T: GRN/BLK (PGM-FI) |
| 3 '98-'00 models: YEL/BLU (PGM-FI) | 14 A/T: PNK (PGM-FI) M/T: GRN/BLK (Back-up lights) |
| 4 A/T: LT GRN (PGM-FI) M/T: RED (PGM-FI) | 15 A/T: GRY (PGM-FI) M/T: Male - YEL/RED Female - YEL (Back-up lights) |
| 5 '97 models with M/T: Male - RED/GRN Female - WHT/RED (PGM-FI) A/T: WHT/RED (Interlock) | 16 USA: GRN/RED (Charging) |
| 6 GRN (Fans) | 17 GRN/WHT (PGM-FI) |
| 7 BLU/RED (A/T compressor controls) | 18 BLU/WHT (Vehicle speed sensor) |
| 8 GRN/ORN (PGM-FI) | 19 BLK/RED (A/T compressor controls) |
| 9 BRN (PGM-FI) | 20 GRN/YEL (PGM-FI) |
| 10 WHT/BLU (PGM-FI) | 21 Male - BLU/YEL Female - LT BLU (PGM-FI) |
| 11 '98-'00 models: BLU (PGM-FI) | 22 Male - BLU/WHT Female - BLU/ORN (PGM-FI) |

'96-'98 D16Y7:

- | | |
|---|--|
| 1 *1: LT GRN (PGM-FI) | 13 *1: GRN/BLK (PGM-FI) *2: BLU (A/T controls) |
| 2 *2: GRN/BLK (A/T controls) | 14 A/T: YEL (A/T controls) M/T: GRN/BLK (Back-up lights) |
| 3 *2: WHT (A/T controls) '98 models: Male - WHT/RED Female - (Not used) | 15 A/T: Male - GRN Female - PNK (A/T controls) M/T: Male - YEL/RED Female - YEL (Back-up lights) |
| 4 A/T: LT GRN (A/T controls) | 16 USA: GRN/RED (Charging) |
| 5 *1: YEL/BLU (PGM-FI) *2: WHT/RED (Interlock) | 17 GRN/WHT (PGM-FI) |
| 6 GRN (Fans) | 18 BLU/WHT (Vehicle speed sensor) |
| 7 BLU/RED (A/C compressor controls) | 19 BLK/RED (A/C compressor controls) |
| 8 GRN/ORN (PGM-FI) | 20 GRN/YEL (PGM-FI) |
| 9 BRN (PGM-FI) | 21 Male - BLU/YEL Female - LT BLU (PGM-FI) |
| 10 WHT/BLU (PGM-FI) | 22 Male - BLU/WHT Female - BLU/ORN (PGM-FI) |
| 11 *1: BLU (PGM-FI) | |
| 12 — | |

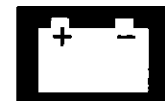
'96-'98 D16Y8:

- | | |
|--|--|
| 1 *3: LT GRN (PGM-FI) | 15 A/T: Male - GRN Female - PNK (A/T controls) M/T: Male - YEL/RED Female - YEL (Back-up lights) |
| 2 Male - GRN/WHT Female - GRN/BLK (PGM-FI) | 16 USA: GRN/RED (Charging) |
| 3 WHT/RED (PGM-FI) | 17 GRN/WHT (PGM-FI) |
| 4 A/T: LT GRN (A/T controls) | 18 BLU/WHT (Vehicle speed sensor) |
| 5 *3: YEL/BLU (PGM-FI) | 19 BLK/RED (A/T compressor controls) |
| 6 GRN (Fans) | 20 GRN/YEL (PGM-FI) |
| 7 BLU/RED (A/T compressor controls) | 21 Male - BLU/YEL Female - LT BLU (PGM-FI) |
| 8 GRN/ORN (PGM-FI) | 22 Male - BLU/WHT Female - BLU/ORN (PGM-FI) |
| 9 BRN (PGM-FI) | |
| 10 WHT/BLU (PGM-FI) | |
| 11 *3: BLU (PGM-FI) | |
| 12 BLK/WHT (PGM-FI) | |
| 13 *3: GRN/BLK (PGM-FI) | |
| 14 A/T: YEL (A/T controls) M/T: GRN/BLK (Back-up lights) | |

*1 = '97 models: California coupes, California sedan LX
'98 models: all models

*2 = '96 models: all A/T
'97 models: all A/T except Coupe DX

*3 = '96 models: all coupes
'97 models: all coupes, California Sedans
'98 models: all models

**D16B5:**

- | | |
|----------------------|------------------------|
| 1 RED (PGM-FI) | 14 — |
| 2 BRN (PGM-FI) | 15 Male – BLU/GRN |
| 3 Male – BLU/BLK | Female – BLU/RED |
| Female – BLU/WHT | (Low fuel indicator) |
| (Starting system) | 16 GRN/RED |
| 4 Male – ORN/BLU | (Charging system) |
| Female – ORN | 17 GRN/WHT (PGM-FI) |
| (Fuel gauge) | 18 BLU/WHT |
| 5 LT GRN (PGM-FI) | (Vehicle speed sensor) |
| 6 GRN (Fans) | 19 BLK/RED (A/C |
| 7 BLU/RED (A/C | compressor controls) |
| compressor controls) | 20 GRN/YEL (PGM-FI) |
| 8 GRN/ORN (PGM-FI) | 21 Male – BLU/YEL |
| 9 BRN (PGM-FI) | Female – LT BLU |
| 10 WHT/BLU (PGM-FI) | (PGM-FI) |
| 11 BLU (PGM-FI) | 22 Male – BLU/WHT |
| 12 YEL (PGM-FI) | Female – BLU/ORN |
| 13 WHT/RED | (PGM-FI) |
| (Interlock system) | |

'99-'00 Models except D16Y5 with M/T and D16B5:

- | | |
|---------------------------|------------------------|
| 1 D16Y5/D16Y7: | 14 *1: YEL |
| BLK/WHT (PGM-FI) | *2: GRN/BLK |
| 2 D16Y5/D16Y7: | (A/T controls) |
| WHT/RED (PGM-FI) | 15 *1: Male – GRN |
| 3 A/T: WHT (A/T controls) | Female – PNK |
| 4 *1: LT GRN | (A/T controls) |
| (A/T controls) | *2: Male – GRN |
| 5 — | Female – LT GRN/RED |
| 6 M/T: Male - YEL/RED | (A/T controls) |
| Female - YEL | 16 — |
| (Back-up lights) | 17 — |
| 7 GRN (Fans) | 18 M/T: GRN/BLK |
| 8 GRN/BLK (PGM-FI) | (Back-up lights) |
| 9 USA: GRN (PGM-FI) | 19 BLU/WHT |
| 10 WHT/BLU (PGM-FI) | (Vehicle speed sensor) |
| 11 — | 20 YEL/BLU (PGM-FI) |
| 12 — | 21 RED/YEL (PGM-FI) |
| 13 *1: BLU (A/T controls) | 22 BRN/BLK (G101) |

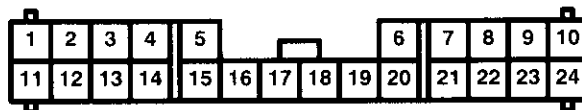
*1 = A/T except CVT

*2 = CVT

Connector Views (cont'd)

60. C411

- Blue
- Mounted to top of under-dash fuse/relay box
- Connects main wire harness to dashboard harness



'96-'98 Models except GX:

- | | |
|-------------------------------------|---|
| 1 *1: RED/GRN
(PGM-FI) | 14 USA LX, EX, and HX:
LT GRN/BLK
(Ceiling light) |
| 2 *2: WHT
(Security system) | Except USA LX,
EX and HX:
Male - LT GRN/RED
Female - LT GRN/BLK
(Ceiling light) |
| 3 *2: YEL
(Security system) | 15 WHT/BLK
(Hazard warning lights) |
| 4 — | 16 *2: RED/YEL
(Security system) |
| 5 BLU (SRS) | 17 *2: RED/WHT
(Security system) |
| 6 *2: GRY
(Cruise control) | 18 WHT/BLU (Stereo
sound system) |
| 7 *2: BLU/RED
(Security system) | 19 BLU (Ignition system
and gauges) |
| 8 RED/BLU
(Cruise control) | 20 RED/BLU
(Seat belt reminder) |
| 9 LT GRN (Cruise control) | 21 GRN/ORN (PGM-FI) |
| 10 '96-'97 models:
BLU/YEL (ABS) | 22 BLU/WHT (VSS) |
| 11 YEL/GRN (Gauges) | 23 YEL/RED (Oil pressure
indicator system) |
| 12 RED (Dash and
console lights) | 24 BLU/RED (ABS) |
| 13 LT GRN/RED
(Ceiling light) | |

*1 = With shift-up indicator

*2: USA: LX, EX, HX
Canada: EX, Si

'98 GX and All '99-'00 Models:

- | | |
|--|--|
| 1 — | 14 — |
| 2 — | 15 WHT/BLK
(Hazard warning lights) |
| 3 — | 16 — |
| 4 All except GX: BLU/YEL
(Rear window defogger) | 17 — |
| 5 BLU (SRS) | 18 WHT/BLU
(Stereo sound system) |
| 6 — | 19 BLU (Ignition system
and gauges) |
| 7 — | 20 RED/BLU
(Seat belt reminder) |
| 8 RED/BLU
(Cruise control) | 21 GRN/ORN (PGM-FI) |
| 9 LT GRN (Cruise control) | 22 BLU/WHT (VSS) |
| 10 *1: PNK (Indicators)
GX: BLU/YEL (Rear
window defogger) | 23 YEL/RED
(Oil pressure indicator) |
| 11 YEL/GRN (Gauges) | 24 BLU/RED (ABS) |
| 12 RED (Dash and
console lights) | |
| 13 *2: Male - LT GRN/RED
Female - Not used
(Ceiling light) | |

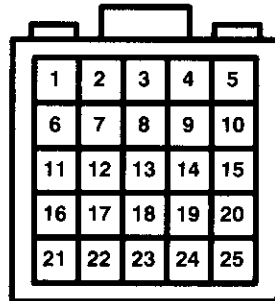
*1 = All except CVT and GX

*2= All except GX



61. C556 (with Power Door Locks)

- Gray
- In driver's door jamb
- Connects floor wire harness to driver's door wire harness



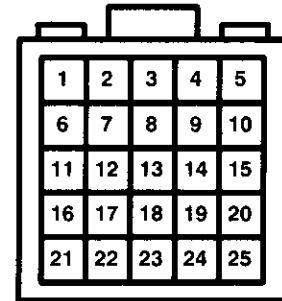
- | | |
|--|---|
| 1 *9: GRN/BLK
(Power windows) | 16 '96-'97 models: BLU
'98-'00 models:
Male - RED/GRN
Female - BLU
(Stereo sound system) |
| 2 *9: BLU/BLK
(Power windows) | 17 '96-'97 models:
GRY/BLK
'98-'00 models:
Male - BRN/BLK
Female - GRY/BLK
(Stereo sound system) |
| 3 *7: YEL/BLK
(Power windows) | 18 *8: GRN/WHT
(Power door locks) |
| 4 *7: RED/WHT
(Power windows) | 19 *8: GRN/ORN
(Power door locks) |
| 5 *3: WHT/GRN
*4: BLU/WHT
(Power door locks) | 20 *1: BLU/WHT
*2: YEL/RED
(Power mirrors) |
| 6 *9: BLU/YEL
(Power windows) | 21 '96-'97 models:
BLU/YEL
(Power door locks)
*5: BLU/BLK
(Power mirrors)
*6: BLU/WHT
(Power mirrors) |
| 7 *9: BLU/ORN
(Power windows) | 22 BLK (G551) |
| 8 *7: YEL
(Power windows) | 23 BLK (G551) |
| 9 *7: YEL/GRN
(Power windows) | 24 *2: ORN/WHT
(Power mirrors) |
| 10 *7: GRN/YEL
(Power windows) | 25 — |
| 11 *7: GRN
(Power windows) | |
| 12 WHT/RED
(Power door locks) | |
| 13 *3: YEL/RED
(Power door locks) | |
| 14 *1: YEL/RED
*2: BLU/BLK
(Power mirrors) | |
| 15 '96-'97 models:
BLU/BLK
(Power mirrors)
*3: BLU/YEL
(Power door locks)
*4: BLU/RED
(Power door locks) | |

- *1= Power mirrors without defoggers
*2= Power mirrors with defoggers
*3= '98 model: All
'99-'00 models: Without keyless
*4= '99-'00 models: With keyless
*5= '98 model: All
'99-'00 models: Power

- mirrors without defoggers
*6= '99-'00 models: Power mirrors with defoggers
*7= Sedan
*8= '96-'98 USA: LX, HX, EX
'99-'00 USA: All
*9= All except '00 Canada
DX-V: With Power Door Locks Only

62. C557 (with Power Door Locks)

- Gray
- In front passenger's door jamb
- Connects floor wire harness to passenger's door wire harness



- | | |
|--|--|
| 1 GRN/BLK
(Power windows) | 9 YEL/BLK
(Power mirrors) |
| 2 BLU/YEL
(Power windows) | 10 *1: GRN/WHT
*2: YEL/RED
(Power mirrors) |
| 3 BLU/ORN
(Power windows) | 11 — |
| 4 WHT/RED
(Power door locks) | 12 — |
| 5 YEL/RED
(Power door locks) | 13 *2: ORN/WHT
(Power mirrors) |
| 6 '96-'97 models:
RED/GRN
'98-'00 models:
Male - BLU
Female - RED/GRN
(Stereo sound system) | 14 *2: BLK
(Power mirrors) |
| 7 '96-'97 models:
BRN/BLK
'98-'00 models:
Male - GRY/BLK
Female - BRN/BLK
(Stereo sound system) | 15 — |
| 8 *1: YEL/RED
*2: GRN/WHT
(Power mirrors) | 16 — |
| | 17 — |
| | 18 — |
| | 19 — |
| | 20 — |
| | 21 — |
| | 22 — |
| | 23 — |
| | 24 — |
| | 25 — |

- *1= Without mirror defoggers
*2= With mirror defoggers

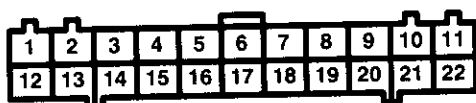
Connector Views (cont'd)

63. ABS Control Unit

- Above right kick panel

Connector A

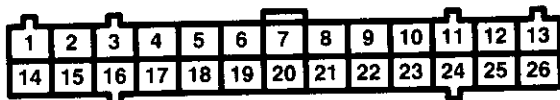
- Orange
- On main wire harness



- | | |
|---|---------------------|
| 1 RED/BLU (FR-IN) | 12 YEL/BLU (FR-OUT) |
| 2 — | 13 — |
| 3 — | 14 LT BLU (DLC) |
| 4 BRN (SCS) | 15 — |
| 5 — | 16 — |
| 6 — | 17 BRN/YEL (MCK) |
| 7 BLU/RED (WALP) | 18 — |
| 8 '96-'97 models:
BLU/YEL (Not used) | 19 YEL/RED (PMR) |
| 9 — | 20 — |
| 10 YEL/BLK (FL-OUT) | 21 BLU (RR-OUT) |
| 11 RED/BLK (FL-IN) | 22 BLK (GND1) |

Connector B

- Orange
- On main wire harness



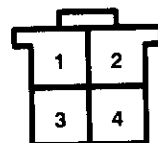
- | | |
|--------------------|------------------|
| 1 GRN/WHT (PCOM) | 14 WHT/GRN (+B1) |
| 2 BLK/WHT (SCOM) | 15 WHT/GRN (+B2) |
| 3 BLK/BLU (IG2) | 16 BLK (GND2) |
| 4 BLU/YEL (RR0) | 17 GRN/YEL (RR1) |
| 5 — | 18 — |
| 6 GRY (RL0) | 19 LT BLU (RL1) |
| 7 — | 20 — |
| 8 GRN (FR0) | 21 GRN/BLK (FR1) |
| 9 GRN/WHT (STOP) | 22 — |
| 10 BRN/WHT (FL0) | 23 GRN/ORN (FL1) |
| 11 — | 24 — |
| 12 YEL (RL-OUT) | 25 RED (RL-IN) |
| 13 RED/WHT (RR-IN) | 26 BLK (GND3) |

64. Combination Light Switch

- Left side of steering column

Connector A

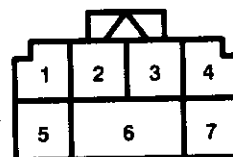
- Natural
- On main wire harness



- | | |
|---|---|
| 1 GRN/ORN (Turn signal
switch power input) | 3 — |
| 2 GRN/RED (Left turn
signal power output) | 4 GRN/YEL (Right turn
signal power output) |

Connector B

- Natural
- On main wire harness



- | | |
|--|--|
| 1 RED/GRN (Headlight
switch output) | 5 RED/BLU (Dimmer
switch HI output) |
| 2 WHT (Fuse 48) | 6 WHT (Fuse 48) |
| 3 RED/WHT (Dimmer
switch LO output) | 7 '98-'00 models: GRY
(Horns) |
| 4 Canada: RED
(DRL output) | |

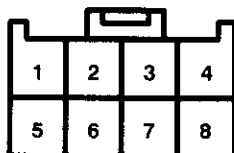


65. Combination Wiper Switch

– Right side of steering column

Connector A

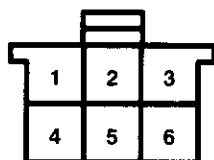
– Natural
– On main wire harness



- | | |
|---|---|
| 1 BLU (Windshield wiper motor LOW control) | 4 GRN/BLK (Fuse 26) |
| 2 BLU/YEL (Windshield wiper motor HIGH control) | 5 BLK (G401) |
| 3 YEL/BLU (Intermittent wiper ON input) | 6 — |
| | 7 BLU/BLK (Intermittent/park wiper control) |
| | 8 WHT/BLK (Windshield washer motor) |

Connector B (C427) (with Rear Wiper)

– White
– On main wire harness



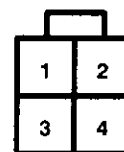
- | | |
|---|--|
| 1 Male – GRN
Female – LT GRN
(Rear window wiper motor control) | 3 BLK (G401) |
| 2 Male – LT GRN
Female – LT GRN/BLK
(Rear window wiper motor control) | 4 Male – WHT
Female – GRN (Fuse 3) |
| | 5 — |
| | 6 Male – BLU
Female – GRN/BLK
(Rear window washer motor control) |

66. Daytime Running Lights Control Unit

– Behind left side of dash

Connector A

– Natural
– On main wire harness



- | | |
|-------------------------------|-------------------------|
| 1 WHT/RED (Headlight control) | 3 — |
| 2 BLK/WHT (Battery) | 4 RED (Lights-on input) |

Connector B

– Gray
– On main wire harness



- | | |
|--|---------------------------------|
| 1 BLK (Ground) | 4 — |
| 2 YEL/BLK (Ignition) | 5 — |
| 3 GRN/RED (Brake system indicator light control) | 6 RED/GRN (Parking brake input) |
| | 7 — |
| | 8 — |

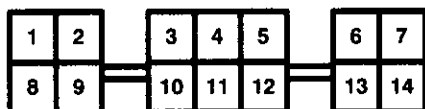
Connector Views (cont'd)

67. Integrated Control Unit

- On under-dash fuse/relay box

Connector A

- Connects control unit to under-dash fuse/relay box



- | | |
|---------------------------|-------------------|
| 1 Not used | 8 Lights ON input |
| 2 — | 9 Battery input |
| 3 — | 10 — |
| 4 Brake bulb check output | 11 — |
| 5 Ignition input | 12 — |
| 6 Ignition input | 13 Start input |
| 7 Ignition input | 14 Ground |

Connector B

- Natural
- On main wire harness



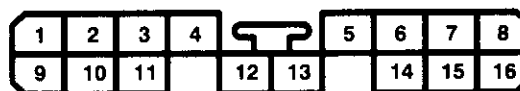
- | | |
|--|--|
| 1 BLU/BLK
(Front wiper/washer) | 6 — |
| 2 BLU/WHT
(Front wiper/washer) | 7 RED/BLU (Driver's
seat belt switch input) |
| 3 YEL/BLU
(Front wiper/washer) | 8 LT GRN/RED
(Door open input) |
| 4 '98-'00 models:
WHT/BLK
(Front wiper/washer) | 9 GRN (Driver's
door switch input) |
| 5 — | 10 BLU/RED (Key in
ignition input) |

68. Stereo Radio Tuner ('96-'98)

- Center of dash

Connector A

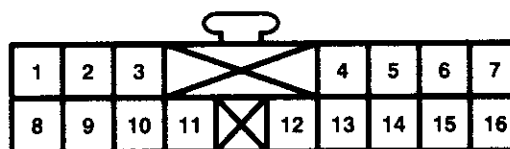
- Gray
- On dashboard wire harness



- | | |
|-------------------------------------|----------------------------------|
| 1 RED/GRN
(RF speaker +) | 9 BRN/BLK
(RF speaker -) |
| 2 BLU (LF speaker +) | 10 GRY/BLK
(LF speaker -) |
| 3 RED/BLK
(Illumination control) | 11 — |
| 4 WHT/BLU
(Battery input) | 12 RED
(Illumination control) |
| 5 YEL/RED (Ignition input) | 13 — |
| 6 — | 14 BLK (Ground) |
| 7 BLU/YEL
(LR speaker +) | 15 GRY/WHT
(LR speaker -) |
| 8 RED/YEL
(RR speaker +) | 16 BRN/WHT
(RR speaker -) |

Connector B (USA HX, LX, and EX; Canada EX and Si)

- Green
- On dashboard wire harness



- | | |
|--|------------------------------------|
| 1 BLU/RED
(Key switch input) | 10 GRN/WHT
(Unlock/lock output) |
| 2 LT GRN (Not used) | 11 BLU/WHT
(Security system) |
| 3 BLU/YEL (Driver's
door unlock output) | 12 WHT/BLK
(Security system) |
| 4 BLU (Security system) | 13 YEL/BLU
(Security system) |
| 5 LT BLU
(Security system) | 14 LT GRN/RED
(Door open input) |
| 6 BLK/YEL (Ignition input) | 15 BLK (Ground) |
| 7 ORN (Security system) | 16 GRY (Horn control) |
| 8 LT GRN/BLK
(Door open output) | |
| 9 GRN/ORN
(Unlock/lock output) | |

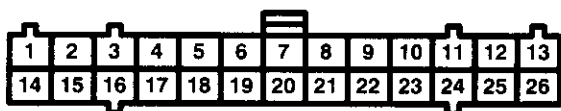


69. Transmission Control Module (TCM) ('96-'98 CVT)

– Behind left kick panel

Connector A

- Gray
- On main wire harness

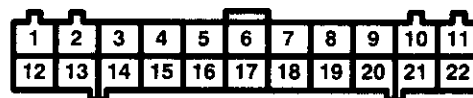


1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

1	PNK/BLU (SC LS -)	14	YEL (SC LS +)
2	PNK/BLK (H LS -)	15	GRN/WHT (H LC LS +)
3	GRN/YEL (SH LS -)	16	BLU/YEL (SH LS +)
4	BRN/BLK (LG1)	17	BRN/BLK (LG1)
5	BLU (NE)	18	—
6	—	19	—
7	BLU (ATP-L)	20	GRN/BLK (D IND)
8	GRN (ATP-S)	21	—
9	YEL (ATP D)	22	—
10	LT GRN (ATP PN)	23	WHT/BLU (VBU)
11	WHT (ATP R)	24	—
12	BLK/WHT (IG1)	25	BLK/WHT (IG1)
13	BLK (PG1)	26	BLK (PG1)

Connector B

- Gray
- On main wire harness



1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

1	GRN/BLK (SOL INH)	12	GRN/WHT (STOP SW)
2	RED/GRN (MAP)	13	LT BLU (DIAG-H)
3	—	14	BRN (SCS)
4	RED/BLK (TPS)	15	WHT/RED (VEL)
5	BLU/WHT (VSS)	16	ORN/BLU (VEL SG)
6	PNK (TMB)	17	GRN (NDR SG)
7	GRY (TMA)	18	GRN/RED (H BRK SW)
8	RED/BLU (NDN SG)	19	—
9	WHT (NDN)	20	WHT/RED (VREF)
10	RED/BLU (NDR)	21	—
11	—	22	—

Connector Views (cont'd)

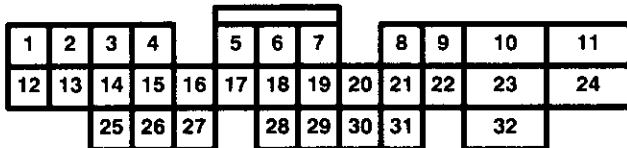
70. PCM or ECM (All '96-'98 Models except D16B5; '99-'00 D16Y5 M/T)

Note: For all other models, see page 202-28.

– Below right front footrest

Connector A

– Gray
– On engine wire harness

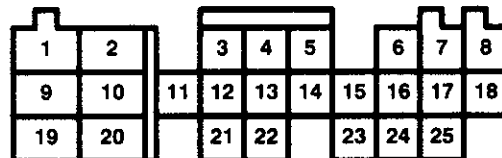


- | | |
|---|--|
| 1 YEL (INJ4) | 16 GRN/YEL (FLR) |
| 2 BLU (INJ3) | 17 BLK/RED (ACC) |
| 3 RED (INJ2) | 18 GRN/ORN (MIL) |
| 4 BRN (INJ1) | 19 USA: WHT/GRN (ALTC) |
| 5 BLK/WHT (SO2SHTC) | 20 YEL/GRN (ICM) |
| 6 BLK/WHT (PO2SHTC) | 21 — |
| 7 D16Y5 with M/T:
PNK (E-EGR)
CVT: RED (ESOL) | 22 BRN/BLK (LG2) |
| 8 D16Y5/D16Y8:
GRN/YEL (VTS) | 23 BLK (PG2) |
| 9 BRN/BLK (LG1) | 24 YEL/BLK (IGP2) |
| 10 BLK (PG1) | 25 CVT: WHT/RED (VREF) |
| 11 YEL/BLK (IGP1) | 26 — |
| 12 D16Y5/D16Y8
with M/T:
BLK/BLU (IACV) | 27 USA: GRN (FANC) |
| 13 *1: ORN (IACV N) | 28 *2: BLU (2WBS) |
| 14 *1: BLK/BLU (IACV P) | 29 *2: LT GRN/WHT (VSV) |
| 15 RED/YEL (PCS) | 30 With shift-up indicator:
WHT/RED (Shift-up
indicator control)
CVT: WHT/RED (SLU) |
| | 31 — |
| | 32 — |

*1 = D16Y5/D16Y8: A/T
D16Y7: All

Connector B (A/T only – except CVT)

– Gray
– On engine wire harness

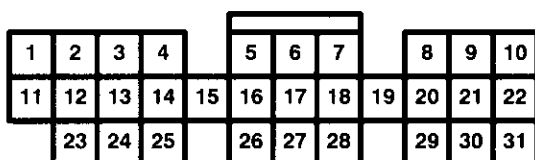


- | | |
|---------------------|--------------------|
| 1 WHT (LS -) | 14 WHT (NM SG) |
| 2 RED (LS +) | 15 RED (NM) |
| 3 BLU/YEL (SHA) | 16 WHT (ATP R) |
| 4 GRN/BLK (LC B) | 17 BLU (ATP 2) |
| 5 YEL (LC A) | 18 — |
| 6 — | 19 — |
| 7 — | 20 — |
| 8 PNK (ATP D3) | 21 — |
| 9 — | 22 GRN (NC SG) |
| 10 — | 23 BLU (NC) |
| 11 GRN/WHT (SHB) | 24 YEL (ATP D4) |
| 12 WHT/RED (SLU) | 25 LT GRN (ATP NP) |
| 13 GRN/BLK (D4 IND) | |



Connector C

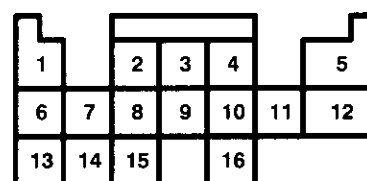
- Blue
- On engine wire harness



- | | |
|---------------------|-------------------------|
| 1 BLU/RED (CKF P) | 18 BLU/WHT (VSS) |
| 2 BLU (CKP P) | 19 --- |
| 3 GRN (TDC P) | 20 --- |
| 4 YEL (CYP P) | 21 --- |
| 5 BLU/RED (ACS) | 22 --- |
| 6 BLU/ORN (STS) | 23 D16Y5 with M/T: |
| 7 BRN (SCS) | BLK (IP +) |
| 8 LT BLU (K-LINE) | 24 D16Y5 with M/T: |
| 9 CVT: GRY (TMA) | RED (IP -, VS -) |
| 10 WHT/BLU (VBU) | 25 D16Y5 with M/T: |
| 11 WHT/RED (CKF M) | WHT (VS +) |
| 12 WHT (CKP M) | 26 --- |
| 13 RED (TDC M) | 27 --- |
| 14 BLK (CYP M) | 28 --- |
| 15 D16Y5/D16Y8: | 29 CVT: LT GRN (ATP NP) |
| BLU/BLK (VTM) | D16Y5 with M/T: |
| 16 USA: GRN (PSPSW) | RED (CLSW) |
| 17 WHT/RED (ALTF) | 30 CVT: PNK (TMB) |
| | 31 --- |

Connector D

- Gray
- On engine wire harness



- | | |
|-------------------------|-----------------------|
| 1 RED/BLK (TPS) | 9 D16Y5: WHT/BLK |
| 2 RED/WHT (ECT) | (EGRL) |
| 3 RED/GRN (MAP) | 10 YEL/BLU (VCC2) |
| 4 YEL/RED (VCC1) | 11 GRN/BLK (SG2) |
| 5 GRN/WHT (BKSW) | 12 GRN/WHT (SG1) |
| 6 CVT/D16Y8: | 13 D16Y5/D16Y8: |
| RED/BLU (KS) | GRN/BLK |
| 7 WHT (All except D16Y5 | D16Y7: RED/YEL |
| M/T - PHO2S) | (SHO2SG) |
| (D16Y5 M/T - LABEL) | 14 WHT/RED (SHO2S) |
| 8 RED/YEL (IAT) | 15 *2: LT GRN (PTANK) |
| | 16 USA: GRN/RED (EL) |

*2 = '96 D16Y8 engine: All Coupes
 '97 D16Y7 engine: California Coupe and California Sedan LX
 '97 D16Y8 engine: All Coupes and California Sedan
 '98-'99: All

Connector Views (cont'd)

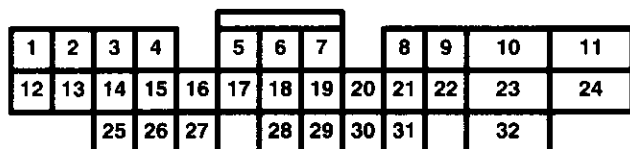
70. PCM or ECM (D16B5, All '99-'00 Models except D16Y5 M/T)

Note: For all other models, see page 202-26.

— Below right front footrest

Connector A

- Gray
- On main wire harness ('99-'00 except D16B5)
- On engine wire harness (D16B5)

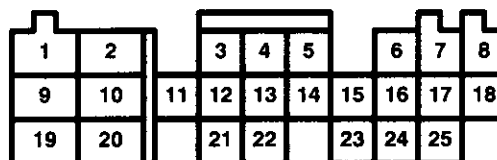


- | | |
|-----------------------------|------------------------|
| 1 *1: BLU/WHT
(STS CHTL) | 17 BLK/RED (ACC) |
| 2 *1: GRN/YEL (TFO) | 18 GRN/ORN (MIL) |
| 3 *1: BLU/RED (FWARN) | 19 *4: BLU (NEP) |
| *4: BLU (2WBS) | 20 GRN (FANC) |
| 4 *1: ORN (F METER) | 21 *1: LT BLU (K-LINE) |
| *4: LT GRN/WHT (VSV) | *4: BLU/YEL (K-LINE) |
| 5 *2: BLU/GRN (CRS) | 22 *1: BLU/YEL (PFO) |
| 6 *4: RED/YEL (PCS) | CVT: BLU (ATP L) |
| 7 CVT: YEL (ATP D) | 23 WHT/RED (SHO2S) |
| 8 BLK/WHT (SO2S HTC) | 24 *1: BLU/ORN (STS) |
| 9 CVT: LT GRN (ATP DN) | *4: BLU/WHT (STS) |
| 10 BRN (SCS) | 25 — |
| 11 — | 26 GRN (PSPSW) |
| 12 — | 27 BLU/RED (ACS) |
| 13 — | 28 A/T: WHT/RED |
| 14 *3: GRN/BLK (D4IND) | 29 *4: LT GRN (PTANK) |
| 15 — | 30 GRN/RED (EL) |
| 16 GRN/YEL (FLR) | 31 — |
| | 32 GRN/WHT (BKSW) |

- *1 = D16B5
 *2 = D16Y7/D16Y8 with A/T
 *3 = A/T except CVT
 *4 = Except D16B5

Connector B

- Gray
- On engine wire harness



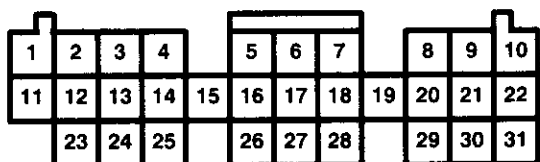
- | | |
|---------------------------|-------------------------------|
| 1 YEL/BLK (IGP1) | 14 D16B5: LT GRN
(INJ MOD) |
| 2 BLK (PG1) | 15 *4: ORN (IACV N) |
| 3 RED (INJ2) | 16 — |
| 4 BLU (INJ3) | 17 *1: RED (LS+) |
| 5 YEL (INJ4) | CVT: GRN/WHT
(HLC LSP) |
| 6 *4: BLK/BLU (IACVP) | 18 CVT: PNK/BLK
(SC LSM) |
| 7 D16B5: PNK (E-EGR) | 19 — |
| CVT: RED (ESOL) | 20 BRN/BLK (LG1) |
| 8 *1: WHT (LS-) | 21 WHT/BLU (VBU) |
| CVT: PNK/BLK
(HLC LSM) | 22 BRN/BLK (LG2) |
| 9 YEL/BLK (IGP2) | 23 *3: BLK/BLU (IACV) |
| 10 BLK (PG2) | 24 — |
| 11 BRN (INJ1) | 25 CVT: YEL (SCLSP) |
| 12 *2: GRN/YEL (VTS) | |
| 13 YEL/GRN (ICM) | |

- *1 = A/T except CVT
 *2 = Except D16Y7
 *3 = M/T except D16Y7
 *4 = A/T, All D16Y7



Connector C

- Blue
- On engine wire harness



- | | |
|-------------------------|-------------------|
| 1 BLK/WHT (PO2SHTC) | 17 RED/GRN (MAP) |
| 2 WHT/GRN (ALTC) | 18 GRN/BLK (SG2) |
| 3 *1: RED/BLU (KS) | 19 YEL/RED (VCC1) |
| 4 — | 20 GRN (TDCP) |
| 5 WHT/RED (ALTP) | 21 RED (TDCM) |
| 6 *2 WHT/BLK (EGR2) | 22 BLU/RED (CKFP) |
| 7 GRN/WHT (SG1) | 23 BLU/WHT (VSS) |
| 8 BLU (CKPP) | 24 — |
| 9 WHT (CKPM) | 25 RED/YEL (IAT) |
| 10 *3: BLU/BLK (VTM) | 26 RED/WHT (ECT) |
| 11 — | 27 RED/BLK (TPS) |
| 12 — | 28 YEL/BLU (VCC2) |
| 13 D16B5: GRN/RED (TF2) | 29 YEL (CYPP) |
| 14 D16B5: BLU/RED (PF2) | 30 BLK (CYPM) |
| 15 — | 31 WHT/RED (CKFM) |
| 16 WHT (PHO2S) | |

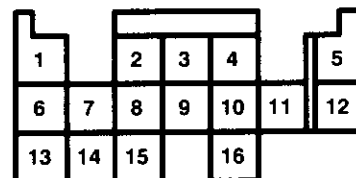
*1 = CVT, D16Y8, B16A2

*2 = CVT, D16B5

*3 = Except D16Y7

Connector D

- Gray
- On engine wire harness



D16B5, '99-'00 except CVT:

- | | |
|-----------------------|-------------------|
| 1 YEL (LCA) | 9 YEL (ATP D4) |
| 2 GRN/WHT (SHB) | 10 BLU (NC) |
| 3 GRN/BLK (LCB) | 11 RED (NM) |
| 4 — | 12 WHT (NMSG) |
| 5 *1: BLK/YEL (VBSOL) | 13 LT GRN (ATPNP) |
| 6 WHT (ATPR) | 14 BLU (ATP P2) |
| 7 BLU/YEL (SHA) | 15 — |
| 8 PNK (ATPD3) | 16 GRN (NCS G) |

*1 = Except D16B5

'99-'00 CVT:

- | | |
|---------------------|-----------------------|
| 1 WHT/RED (VEL) | 9 — |
| 2 GRN/BLK (INH SOL) | 10 WHT (NDN) |
| 3 GRN/YEL (SHLS M) | 11 RED/BLU (NDR) |
| 4 BLU/WHT (SHLS P) | 12 GRN (NDR SG) |
| 5 BLK/YEL (VBSOL) | 13 LT GRN/RED (ATP S) |
| 6 WHT (ATPR) | 14 GRN/BLK (DIND) |
| 7 BLK/WHT (VEL SG) | 15 — |
| 8 — | 16 RED/WHT (NDNSG) |

Connector Views (cont'd)

71. Gauge Assembly

– Left side of dash

Connector A (A/T only)

– Green
– On dashboard wire harness



- | | |
|--|------------------------------------|
| 1 YEL (Ignition input) | 9 D16Y7/D16Y8: YEL |
| 2 RED/BLK (Headlight switch ON input) | D16B5/D16Y5: GRN/BLK |
| 3 RED (Dash light brightness controller input) | (D4 or D indicator control) |
| 4 BLU (L or 2 indicator control) | 10 GRN (D3 or S indicator control) |
| 5 — | 11 RED (N indicator control) |
| 6 D16Y7/D16Y8: BRN (Not used) | 12 WHT (R indicator control) |
| 7 — | 13 BLK/BLU (P indicator control) |
| 8 BLK (G401) | 14 LT GRN (Park/neutral output) |

Connector B

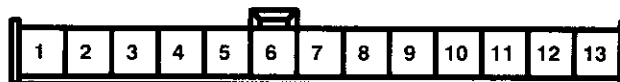
– Blue
– On dashboard wire harness



- | | |
|--|--|
| 1 — | 10 Except GX: YEL/BLK |
| 2 BLK (G401) | GX: ORN/BLU |
| 3 BLU/BLK (Trunk open indicator light control) | (Fuel gauge control input) |
| 4 GRN/YEL (Hazard warning switch input) | 11 BLU/WHT (Vehicle speed sensor (VSS) input) |
| 5 GRN/RED (Brake system indicator light control) | 12 YEL/GRN (Engine coolant temperature sending unit input) |
| 6 RED/BLU (Seat belt indicator light control) | 13 — |
| 7 '96-'97 model: BLU/YEL (not used) | 14 — |
| 8 Except GX: GRN/YEL | 15 BLK/WHT (Ignition input) |
| GX: BLU/GRN (Low fuel indicator light control) | 16 WHT/BLU (Charging system indicator light control) |
| 9 — | |

Connector C

– Blue
– On dashboard wire harness

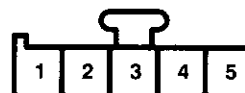


- | | |
|--|---|
| 1 *: YEL (Ignition input) | 8 BLU (Engine speed input) |
| 2 *: PNK (Washer fluid level input) | 9 — |
| 3 YEL/RED (Low oil pressure indicator light control) | 10 — |
| 4 YEL (Ignition input) | 11 — |
| 5 GRN/ORN (Malfunction indicator light control) | 12 RED (Dash light brightness controller input) |
| 6 RED/GRN (Lights on HI input) | 13 RED/BLK (Headlight switch ON input) |
| 7 GRN/RED (Hazard warning switch input) | |

*= '99-'00: All except CVT

Connector D

– Orange
– On dashboard wire harness

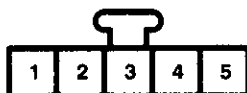


- | | |
|---|------------------------|
| 1 BLU/RED (ABS indicator light control) | 3 BLK (G401) |
| 2 — | 4 — |
| | 5 YEL (Ignition input) |



Connector E

- Green
- On dashboard wire harness



With Cruise:

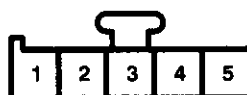
- | | | | |
|---|--|---|-------------------------------------|
| 1 | --- | 4 | RED/BLK (Headlight switch ON input) |
| 2 | RED/BLU (Cruise control indicator control) | 5 | YEL (Ignition input) |
| 3 | BLK (G401) | | |

With Shift-up Indicator:

- | | | | |
|---|---|---|-------------------------------------|
| 1 | RED (Dash lights brightness controller input) | 3 | BLK (G401) |
| | | 4 | RED/BLK (Headlight switch ON input) |
| 2 | RED/BLU (Shift-up indicator control) | 5 | YEL (Ignition input) |

Connector F

- Yellow
- On dashboard wire harness

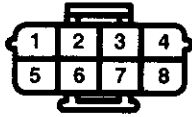


- | | | | |
|---|-----------------------------------|---|----------------------|
| 1 | BLU (SRS indicator light control) | 3 | BLK (G401) |
| 2 | --- | 4 | --- |
| | | 5 | YEL (Ignition input) |

Connector Views (cont'd)

72. C150 (GX Model)

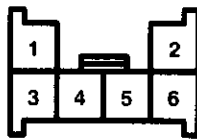
- Light green
- Left rear of engine compartment
- Connects engine wire harness to main wire harness



- | | |
|-------------------------|----------------------|
| 1 YEL/BLU (PGM-FI) | 6 BLU/YEL (PGM-FI) |
| 2 GRN/BLK (PGM-FI) | 7 Male – PNK |
| 3 LT GRN (A/T controls) | Female – GRN |
| 4 YEL/RED (PGM-FI) | (A/T controls) |
| 5 GRN/YEL (PGM-FI) | 8 YEL (A/T controls) |

73. C575 (GX Model)

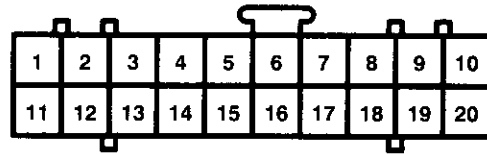
- Gray
- Behind left side of rear seat back
- Connects floor wire harness to sub fuel cord



- | | |
|--------------------|--------------------|
| 1 BLK (PGM-FI) | 4 GRN/BLK (PGM-FI) |
| 2 WHT/RED (PGM-FI) | 5 BLU/YEL (PGM-FI) |
| 3 GRN/YEL (PGM-FI) | 6 YEL/BLU (PGM-FI) |

74. Audio Unit ('99-'00 Models)

- Light Blue
- Center of dash
- On dashbaord wire harness



- | | |
|-------------------------------------|----------------------------------|
| 1 — | 11 — |
| 2 YEL/RED (Ignition input) | 12 — |
| 3 — | 13 — |
| 4 — | 14 — |
| 5 RED/YEL
(RR speaker +) | 15 BRN/WHT
(RR speaker –) |
| 6 BLU/YEL
(LR speaker +) | 16 GRY/WHT
(LR speaker –) |
| 7 RED/GRN
(RF speaker +) | 17 BRN/BLK
(RF speaker –) |
| 8 BLU (LF speaker +) | 18 GRY/BLK
(LF speaker –) |
| 9 RED/BLK
(Illumination control) | 19 RED
(Illumination control) |
| 10 WHT/BLU
(Battery input) | 20 BLK (G501) |

75. Keyless Door Lock Control Unit (USA Only)

- Gray
- At left kick panel
- On main wire harness



- | | |
|------------------------------------|------------------------------------|
| 1 LT GRN/BLK
(Door open output) | 9 GRN/ORN
(Unlock input) |
| 2 BLU/WHT
(Lock input) | 10 GRN/WHT
(Lock input) |
| 3 BLU/RED
(Key switch input) | 11 ORN (Security system) |
| 4 BLK/YEL
(Ignition input) | 12 LT GRN/RED
(Door open input) |
| 5 BLU/RED
(Unlock/lock control) | 13 YEL/BLU
(Security system) |
| 6 RED/BLK
(Light flash control) | 14 BLU/YEL
(Security system) |
| 7 WHT/RED
(Unlock/lock output) | 15 GRY (Horn control) |
| 8 YEL/RED
(Unlock/lock output) | 16 — |
| | 17 BLK (G401) |
| | 18 WHT/GRN
(Battery input) |

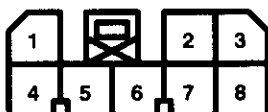


76. Heater Control Panel (’99-’00 Models)

– Center of dash

Connector A

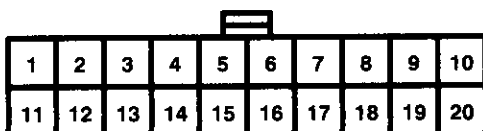
– Gray
– On heater sub-harness A



- | | |
|--------------------------------|-------------------------------------|
| 1 BLU/BLK
(Blower controls) | 5 RED (Dash lights) |
| 2 GRN/WHT (Air delivery) | 6 BLK (G402) |
| 3 GRN/RED (Air delivery) | 7 BLU/YEL
(Rear window defogger) |
| 4 RED/BLK (Dash lights) | 8 BLK/YEL (Fuse 17) |

Connector B

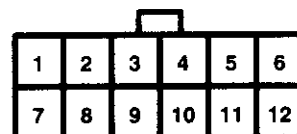
– Black
– On heater sub-harness A



- | | |
|-----------------------------------|---|
| 1 LT GRN/BLK
(Blower controls) | 10 WHT/BLU
(Fuse 47) |
| 2 BRN/WHT
(Air delivery) | 11 BLU/RED (A/C
compressor controls) |
| 3 RED/YEL
(Air delivery) | 12 BRN
(Air delivery) |
| 4 RED/WHT
(Air delivery) | 13 ORN/WHT
(Blower controls) |
| 5 YEL/BLU
(Air delivery) | 14 — |
| 6 YEL/RED
(Air delivery) | 15 PNK/BLK
(Air delivery) |
| 7 GRN/YEL
(Air delivery) | 16 — |
| 8 BLU/WHT
(Air delivery) | 17 — |
| 9 YEL
(Air delivery) | 18 — |
| | 19 — |
| | 20 GRY
(Air delivery) |

Connector C

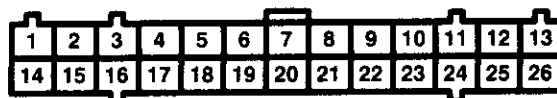
– Black
– To heater push switches



- | | |
|-----------------------------------|-------------------------------------|
| 1 ORN (Air delivery) | 7 RED (Dash lights) |
| 2 — | 8 BLU (Dash lights) |
| 3 — | 9 BLK (Air delivery) |
| 4 WHT (Air delivery) | 10 GRY (A/C compressor
controls) |
| 5 GRN (A/C compressor
control) | 11 BRN (Air delivery) |
| 6 PUR (Rear window
defogger) | 12 YEL (Rear window
defogger) |

77. Injector Control Module (GX Model)

– Gray
– Behind left kick panel
– On main wire harness



- | | |
|---|---|
| 1 RED (INJ2) | 14 YEL (INJ4) |
| 2 BRN (INJ1) | 15 BLU (INJ3) |
| 3 BLK (G401) | 16 BLK (G401) |
| 4 — | 17 — |
| 5 — | 18 — |
| 6 — | 19 — |
| 7 — | 20 — |
| 8 YEL (INJCNTL4) | 21 — |
| 9 BLU (INJCNTL3) | 22 — |
| 10 RED (INJCNTL2) | 23 — |
| 11 BRN (INJCNTL1) | 24 LT GRN (INJMODE) |
| 12 BRN/BLK (G101) | 25 BRN/BLK (G101) |
| 13 YEL/RED (Switched
ignition input) | 26 YEL/RED (Switched
ignition input) |

Connector Identification and Wire Harness Routing

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

T1		Right side of engine compartment	Under-hood fuse/relay box	
T2		Right side of engine	Starter motor	
⊕		Battery	Battery positive terminal	

Battery Ground Cable

G1		Right front shock tower	Body ground, via battery ground cable	
⊖		Battery	Battery negative terminal	

Engine Ground Cable A

T3		Left end of engine	Power steering pump bracket	
G2		Top left side of bulkhead	Body ground, via engine ground cable A	

Engine Ground Cable B

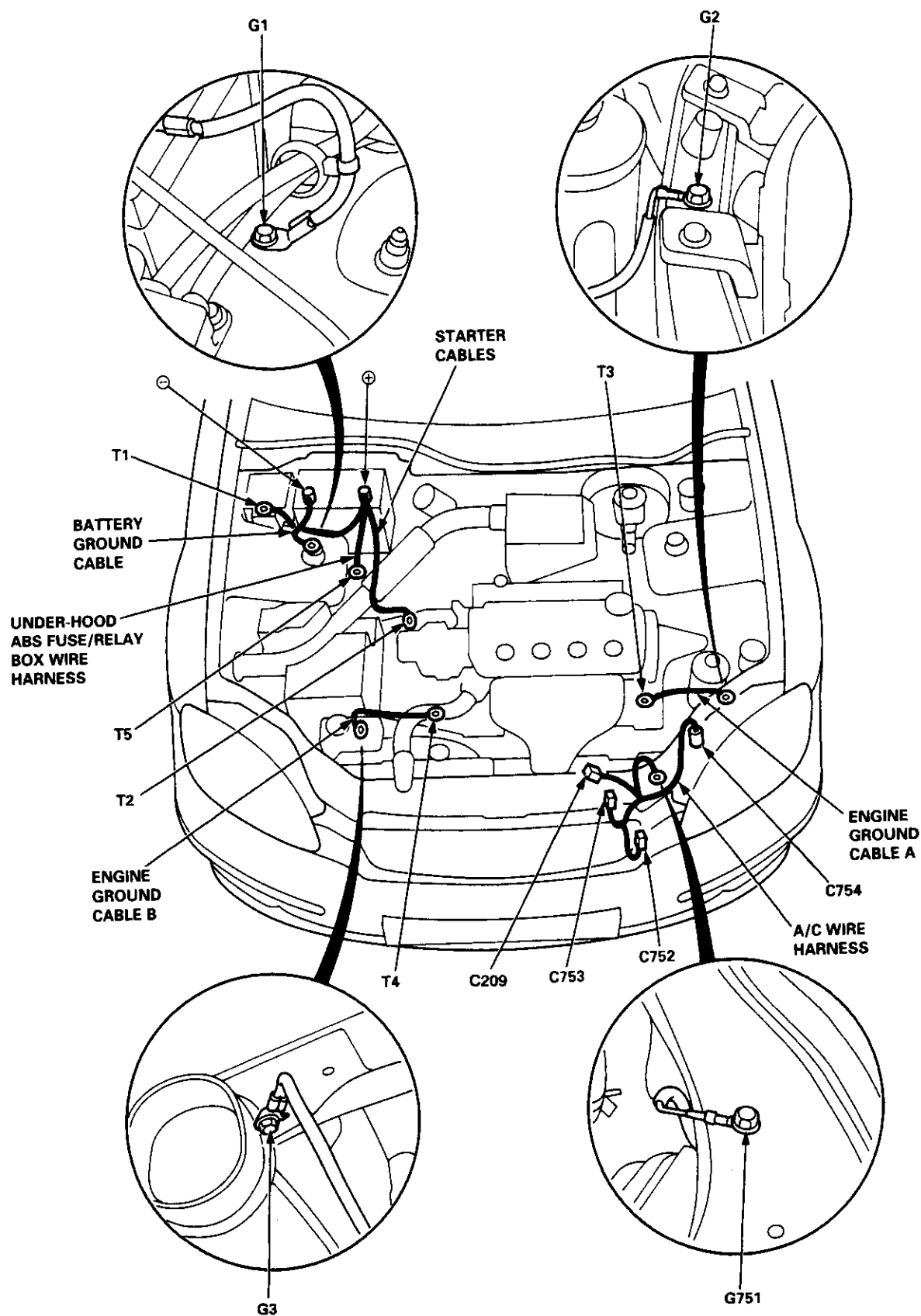
T4		Right side of engine compartment	Transmission	
G3		Right side of front frame	Body ground, via engine ground cable B	

Under-hood ABS Fuse/Relay Box Wire Harness

T5		Right side of engine compartment	Under-hood ABS fuse/relay box	
⊕		Battery	Battery positive terminal	

A/C Wire Harness

C209	4-GRY	Left front of engine compartment	Engine compartment wire harness	
C752	1-GRY	Left front of engine compartment	A/C compressor clutch	
C753	2-GRY	Left front of engine compartment	Condenser fan motor	
C754	2-GRY	Left front of engine compartment	A/C pressure switch	
G751		Left front of engine compartment	Body ground, via A/C wire harness	



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Engine Wire Harness (D16Y5, D16Y8 engines): '96-98 models and '99-'00 D16Y5 w/M/T

C101	10-GRY	Left side of engine compartment	Main wire harness	USA Canada
C102	3-GRY	Left side of engine	CKF sensor	
C103	1-CLR	Middle of engine	Engine oil pressure switch	
C104	4-GRN	Left side of engine	Alternator	
C104	3-N/A	Left side of engine	Alternator	
C105	2-BLK	Middle of engine	No. 1 fuel injector	A/T
C106	2-BLK	Middle of engine	No. 2 fuel injector	
C107	2-BLK	Middle of engine	No. 3 fuel injector	
C108	2-BLK	Middle of engine	No. 4 fuel injector	
C109	3-GRY	Middle of engine	IAC valve	
C110	3-GRY	Middle of engine	TP sensor	USA
C111	3-GRY	Middle of engine	MAP sensor	
C112	2-BLK	Middle of engine	IAT sensor	
C113	2-GRY	Middle of engine	Power steering pressure switch	
C114	2-BLK	Middle of engine	EVAP purge control solenoid valve	
C115	14-BLU	Middle of engine	Junction connector	*2 (A/T)
C116	14-GRY	Middle of engine	Junction connector	
C117	3-GRY	Right side of engine compartment	Vehicle speed sensor (VSS)	
C118	2-BLK	Right side of engine compartment	Countershaft speed sensor	
C119	2-GRY	Middle of engine	Engine coolant temperature switch	
C120	10-GRY	Middle of engine	Distributor	*3
C121	1-BLK	Middle of engine	Engine coolant temp. sending unit	
C122	2-GRY	Middle of engine	ECT sensor	
C123	4-GRY	Middle of engine	Primary HO2S (sensor 1)	
C123	8-GRY	Middle of engine	Primary HO2S (sensor 1)	
C124	2-GRY	Middle of engine	Back-up light switch	M/T
C124	2-GRY	Middle of engine	Lock-up control solenoid valves	*2 (A/T)
C125	4-GRY	Middle of engine	Secondary HO2S (sensor 2)	*1
C126	2-BLK	Middle of engine	Mainshaft speed sensor	*2 (A/T)
C127	2-BLK	Middle of engine	Linear solenoid	*2 (A/T)
C128	2-GRY	Middle of engine	Shift control solenoid valves	*2 (A/T)
C129	1-BLK	Right side of engine	Starter solenoid	*2 (A/T)
C130	20-BRN	Under right side of dash	Junction connector	
C131	22-GRN	Behind right kick panel	Main wire harness	
C132	32-GRY	Below right front footrest	ECM/PCM connector A	
C133	25-GRY	Below right front footrest	PCM connector B	
C134	31-BLU	Below right front footrest	ECM/PCM connector C	*1 (A/T)
C135	16-GRY	Below right front footrest	ECM/PCM connector D	
C136	14-GRY	Left side of engine compartment	Main wire harness	
C136	8-GRY	Left side of engine compartment	Main wire harness	
C137	2-GRY	Middle of engine	Knock sensor (KS)	
C138	2-GRY	Middle of engine	IAC valve	M/T
C139	1-GRY	Middle of engine	VTEC solenoid valve	
C140	2-GRY	Middle of engine	VTEC pressure switch	
C141	2-BLK	Right side of engine compartment	EVAP control canister vent shut valve	
C142	2-GRY	Middle of engine	EGR control solenoid valve	
C143	2-BLK	Right side of engine compartment	Secondary gear shaft speed sensor	*1 (A/T)
C144	3-GRY	Middle of engine	EGR valve	*1 (A/T)
C144	6-GRY	Middle of engine	EGR valve	*1 (M/T)
C145	2-BLK	Right side of engine compartment	Drive pulley speed sensor	*1 (CVT)
C146	8-GRY	Right side of engine compartment	CVT transmission solenoid	*1 (CVT)
C147	2-BLK	Right side of engine compartment	Driven pulley speed sensor	*1 (CVT)



Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Engine Wire Harness (D16Y5, D16Y8 engines): '96-98 models and '99-'00 D16Y5 w/M/T (cont'd)

T101		Left side of engine	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Right of engine	Engine ground, via engine wire harness	

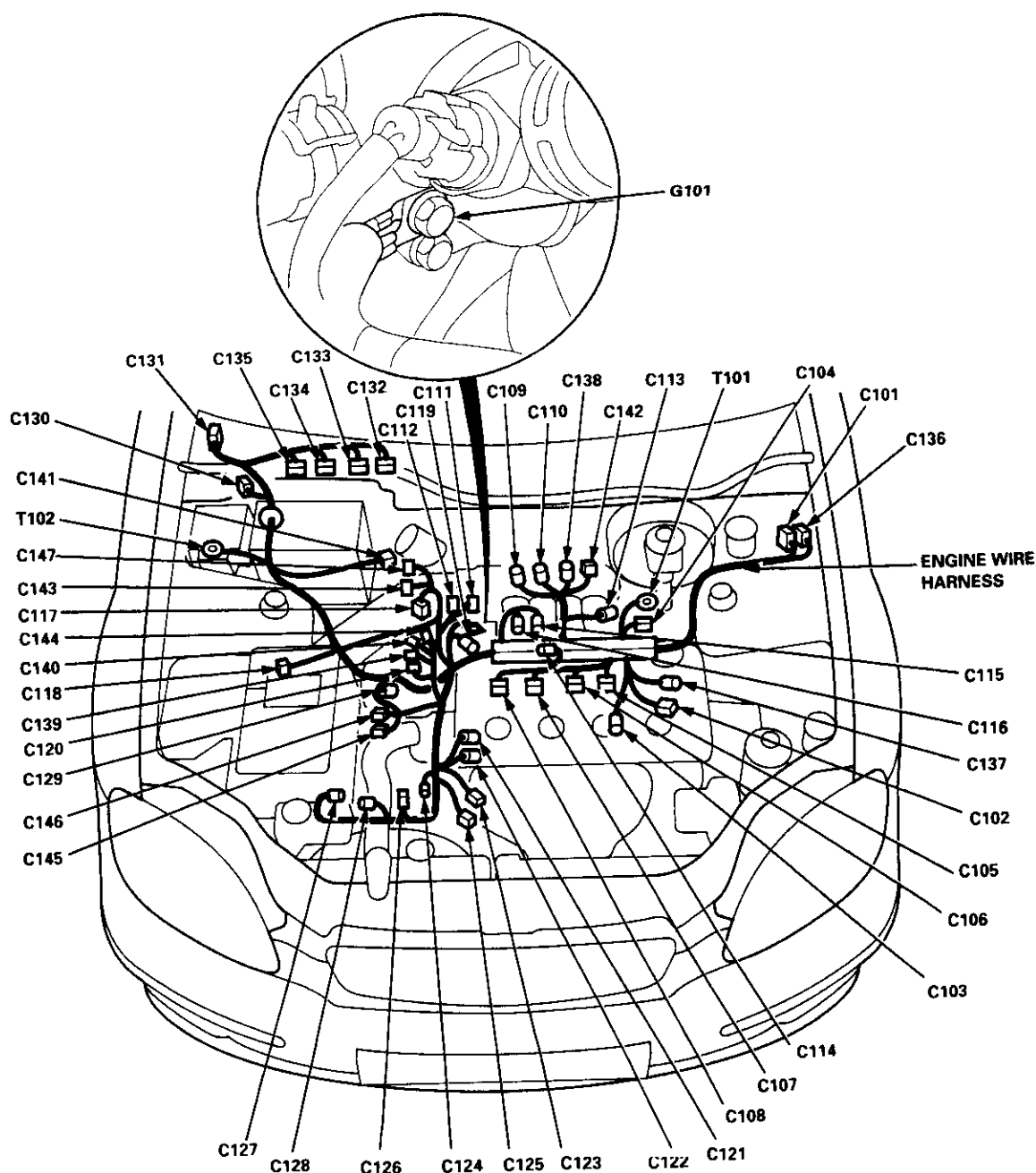
*1: D16Y5 engine

*2: D16Y8 engine

*3: D16Y5 (A/T), D16Y8 engines

*4: '96 model: all coupes, '97 model: all coupes, California Sedan, '98-'00 model: all

'96-'98 models and '99-'00 D16Y5 w/M/T:



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Engine Wire Harness (D16Y5, D16Y8 engines): '99-'00 models except D16Y5 w/M/T

C101	10-GRY	Left side of engine compartment	Main wire harness	USA Canada
C102	3-GRY	Left side of engine	CKF sensor	
C103	1-CLR	Middle of engine	Engine oil pressure switch	
C104	4-GRN	Left side of engine	Alternator	
C104	3-N/A	Left side of engine	Alternator	
C105	2-BLK	Middle of engine	No. 1 fuel injector	
C106	2-BLK	Middle of engine	No. 2 fuel injector	
C107	2-BLK	Middle of engine	No. 3 fuel injector	
C108	2-BLK	Middle of engine	No. 4 fuel injector	
C109	3-GRY	Middle of engine	IAC valve	
C110	3-GRY	Middle of engine	TP sensor	A/T
C111	3-GRY	Middle of engine	MAP sensor	
C112	2-BLK	Middle of engine	IAT sensor	USA
C113	2-GRY	Middle of engine	Power steering pressure switch	
C114	2-BLK	Middle of engine	EVAP purge control solenoid valve	
C115	14-BLU	Middle of engine	Junction connector	
C116	14-GRY	Middle of engine	Junction connector	*2 (A/T)
C117	3-GRY	Right side of engine compartment	Vehicle speed sensor (VSS)	
C118	2-BLK	Right side of engine compartment	Countershaft speed sensor	*1 *2
C119	2-GRY	Middle of engine	Engine coolant temperature switch	
C120	10-GRY	Middle of engine	Distributor	*1 (CVT) *2
C120	8-GRY	Middle of engine	Distributor	
C121	1-BLK	Middle of engine	Engine coolant temp. sending unit	M/T
C122	2-GRY	Middle of engine	ECT sensor	
C123	4-GRY	Middle of engine	Primary HO2S (sensor 1)	*2 (A/T) *1
C123	4-GRY	Middle of engine	Primary HO2S (sensor 1)	
C124	2-GRY	Middle of engine	Back-up light switch	*2 (A/T) *1
C124	2-GRY	Middle of engine	Lock-up control solenoid valves	
C125	4-GRY	Middle of engine	Secondary HO2S (sensor 2)	*2 (A/T) *2 (A/T)
C126	2-BLK	Middle of engine	Mainshaft speed sensor	
C127	2-BLK	Middle of engine	Linear solenoid	*2 (A/T)
C128	2-GRY	Middle of engine	Shift control solenoid valves	
C129	1-BLK	Right side of engine	Starter solenoid	A/T M/T
C130	20-BRN	Under right side of dash	Junction Connector	
C131	22-GRN	Behind right kick panel	Main wire harness	
C133	25-GRY	Below right front footrest	ECM/PCM connector B	
C134	31-BLU	Below right front footrest	ECM/PCM connector C	
C135	16-GRY	Below right front footrest	PCM connector D	
C137	2-GRY	Middle of engine	Knock sensor (KS)	
C138	2-GRY	Middle of engine	IAC valve	
C139	1-GRY	Middle of engine	VTEC solenoid valve	
C140	2-GRY	Middle of engine	VTEC pressure switch	
C142	2-GRY	Middle of engine	EGR control solenoid valve	*1 (CVT) *1 (CVT)
C143	2-BLK	Right side of engine compartment	Secondary gear shaft speed sensor	
C144	3-GRY	Middle of engine	EGR valve	*1 (CVT) *1 (CVT)
C145	2-BLK	Right side of engine compartment	Drive pulley speed sensor	
C146	8-GRY	Right side of engine compartment	CVT transmission solenoid	*1 (CVT) *1 (CVT)
C147	2-BLK	Right side of engine compartment	Driven pulley speed sensor	



Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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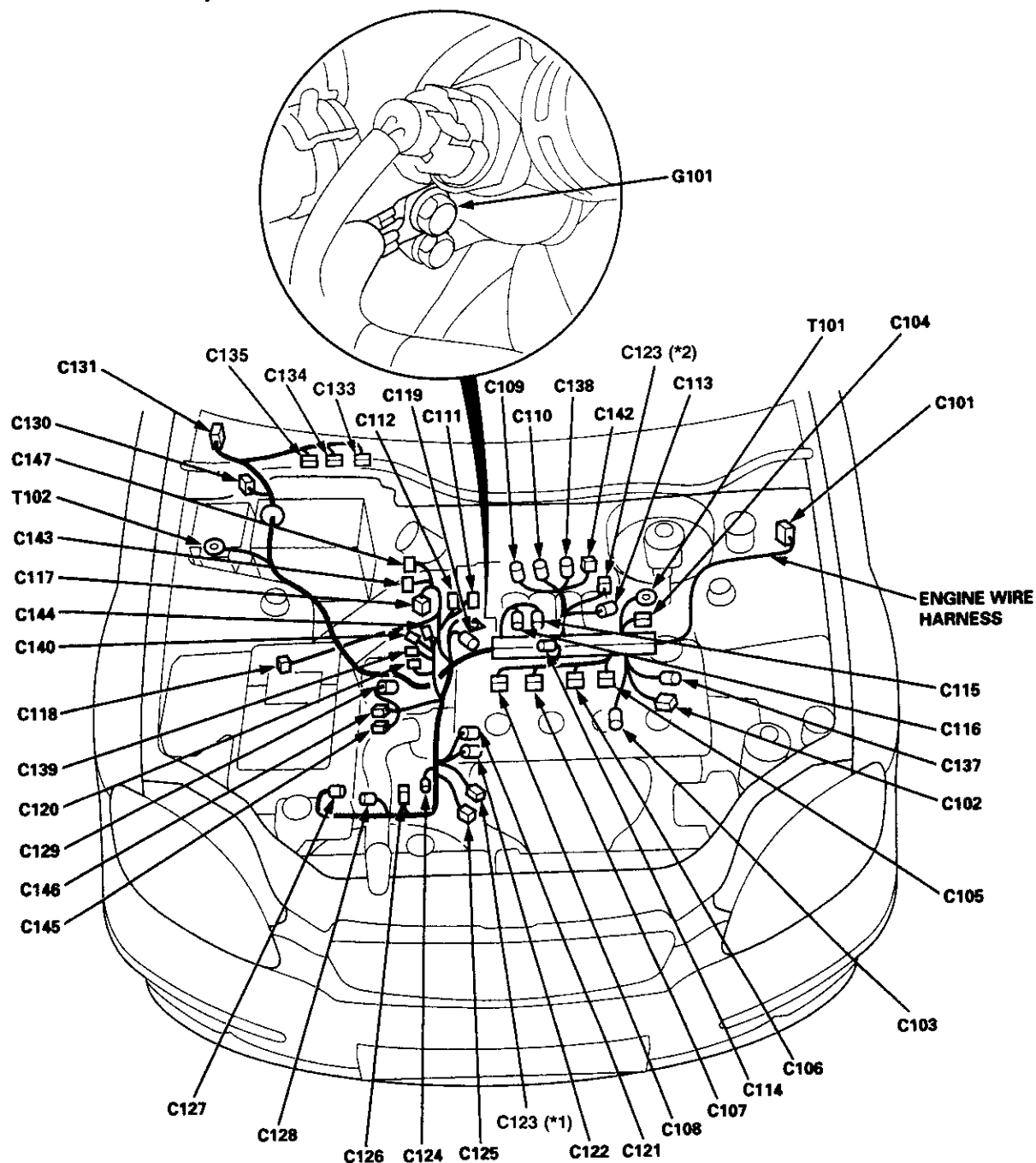
Engine Wire Harness (D16Y5, D16Y8 engines): '99-'00 models except D16Y5 w/M/T (cont'd)

T101		Left side of engine	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Right side of engine	Engine ground, via engine wire harness	

*1: D16Y5 engine

*2: D16Y8 engine

'99-'00 models except D16Y5 w/M/T:



Connector Identification and Wire Harness Routing

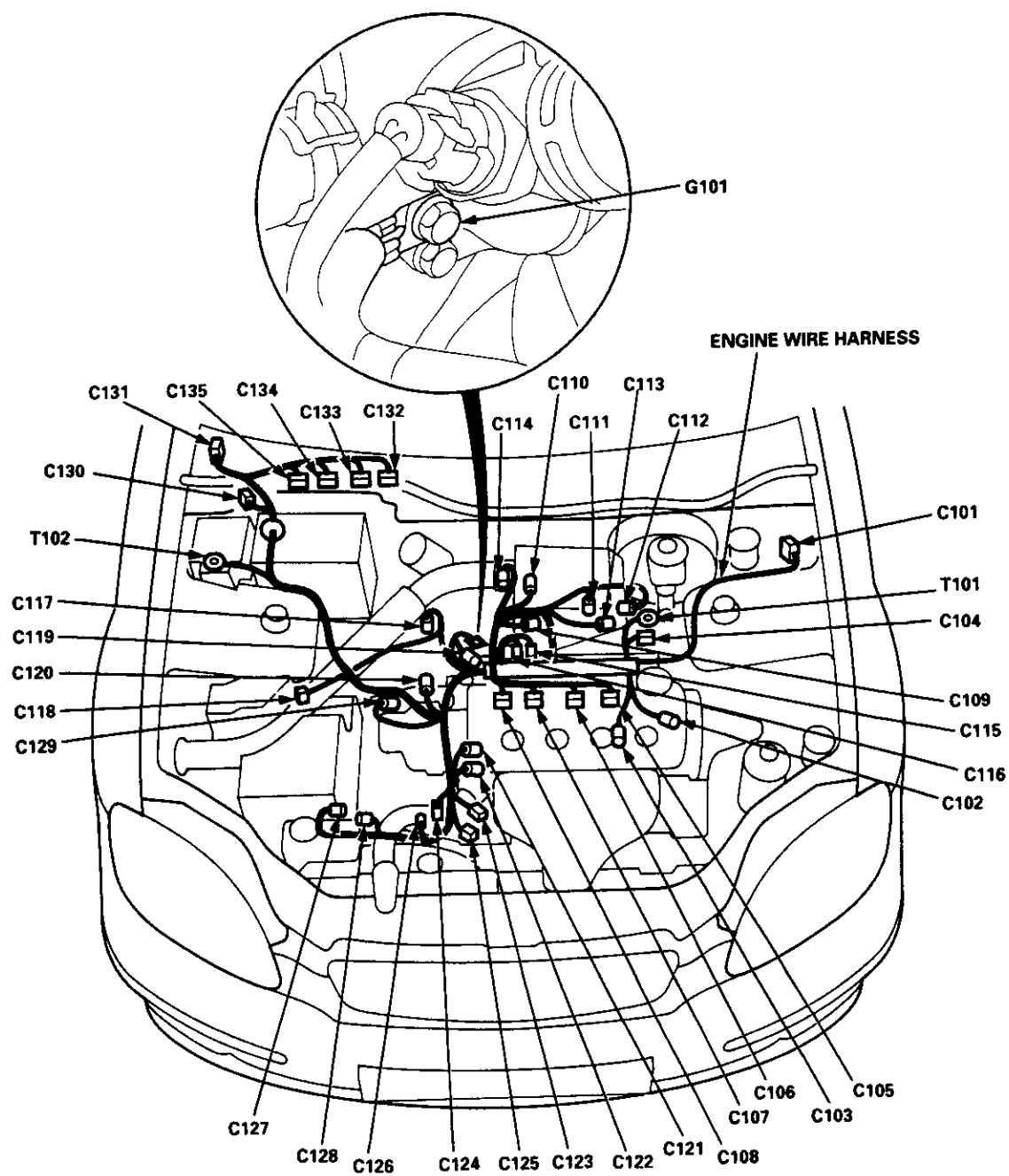
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Engine Wire Harness (D16Y7): '96 model

C101	10-GRY	Left side of engine compartment	Main wire harness	USA Canada
C102	3-GRY	Left side of engine	CKF sensor	
C103	1-CLR	Middle of engine	Engine oil pressure switch	
C104	4-GRN	Left side of engine	Alternator	
C104	3-N/A	Left side of engine	Alternator	
C105	2-BLK	Middle of engine	No. 1 fuel injector	A/T
C106	2-BLK	Middle of engine	No. 2 fuel injector	
C107	2-BLK	Middle of engine	No. 3 fuel injector	
C108	2-BLK	Middle of engine	No. 4 fuel injector	
C109	3-GRY	Middle of engine	IAC valve	
C110	3-GRY	Middle of engine	TP sensor	USA
C111	3-GRY	Middle of engine	MAP sensor	
C112	2-BLK	Middle of engine	IAT sensor	
C113	2-GRY	Middle of engine	Power steering pressure switch	
C114	2-BLK	Middle of engine	EVAP purge control solenoid valve	
C115	14-BLU	Middle of engine	Junction connector	A/T
C116	14-GRY	Middle of engine	Junction connector	
C117	3-GRY	Right side of engine compartment	Vehicle speed sensor (VSS)	
C118	2-BLK	Right side of engine compartment	Countershaft speed sensor	
C119	2-GRY	Middle of engine	Engine coolant temperature switch	
C120	10-GRY	Middle of engine	Distributor	A/T
C121	1-BLK	Middle of engine	Engine coolant temperature sending unit	
C122	2-GRY	Middle of engine	ECT sensor	
C123	4-GRY	Middle of engine	Primary HO2S (sensor 1)	
C124	2-GRY	Middle of engine	Back-up light switch	
C124	2-GRY	Middle of engine	Lock-up control solenoid valves	A/T
C125	4-GRY	Middle of engine	Secondary HO2S (sensor 2)	A/T
C126	2-BLK	Middle of engine	Mainshaft speed sensor	
C127	2-BLK	Middle of engine	Linear solenoid	
C128	2-GRY	Middle of engine	Shift control solenoid valves	
C129	1-BLK	Right side of engine	Starter solenoid	
C130	20-BRN	Under right side of dash	Junction Connector	A/T
C131	22-GRN	Behind right kick panel	Main wire harness	
C132	32-GRY	Below right front footrest	ECM/PCM connector A	
C133	25-GRY	Below right front footrest	PCM connector B	
C134	31-BLU	Below right front footrest	ECM/PCM connector C	
C135	16-GRY	Below right front footrest	ECM/PCM connector D	
T101		Left side of engine compartment	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Right side of engine	Engine ground, via engine wire harness	



'96 model:



Connector Identification and Wire Harness Routing

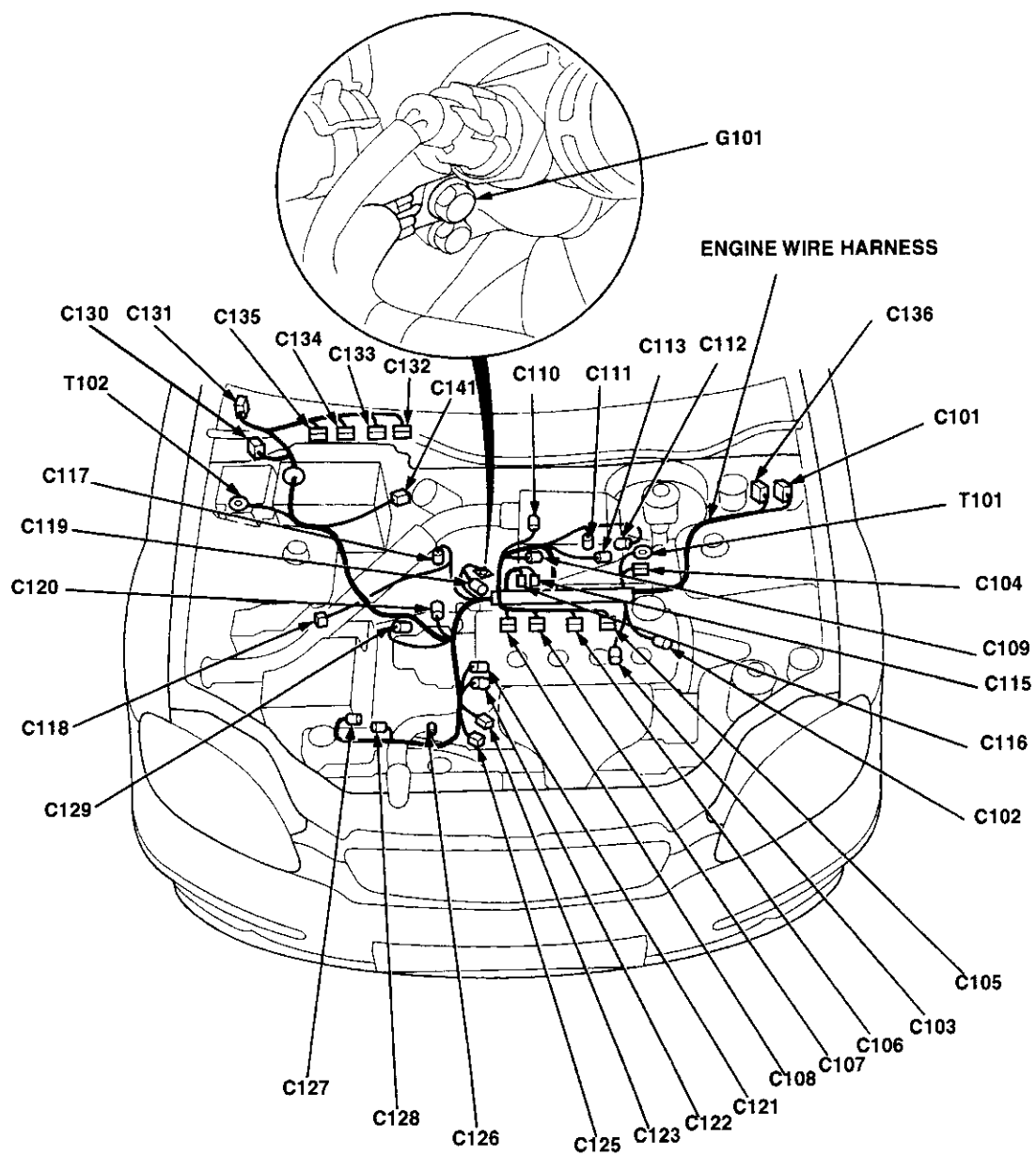
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Engine Wire Harness (D16Y7 engine): '97-'98 models

C101	10-GRY	Left side of engine compartment	Main wire harness	USA Canada
C102	3-GRY	Left side of engine	CKF sensor	
C103	1-CLR	Middle of engine	Engine oil pressure switch	
C104	4-GRN	Left side of engine	Alternator	
C104	3-N/A	Left side of engine	Alternator	
C105	2-BLK	Middle of engine	No. 1 fuel injector	
C106	2-BLK	Middle of engine	No. 2 fuel injector	
C107	2-BLK	Middle of engine	No. 3 fuel injector	
C108	2-BLK	Middle of engine	No. 4 fuel injector	
C109	3-GRY	Middle of engine	IAC valve	
C110	3-GRY	Middle of engine	TP sensor	USA
C111	3-GRY	Middle of engine	MAP sensor	
C112	2-BLK	Middle of engine	IAT sensor	
C113	2-GRY	Middle of engine	Power steering pressure switch	
C114	2-BLK	Middle of engine	EVAP purge control solenoid valve	
C115	14-BLU	Middle of engine	Junction connector	A/T
C116	14-GRY	Middle of engine	Junction connector	
C117	3-GRY	Right side of engine compartment	Vehicle speed sensor (VSS)	
C118	2-BLK	Right side of engine compartment	Countershaft speed sensor	
C119	2-GRY	Middle of engine	Engine coolant temperature switch	
C120	10-GRY	Middle of engine	Distributor	M/T A/T
C121	1-BLK	Middle of engine	Engine coolant temperature sending unit	
C122	2-GRY	Middle of engine	ECT sensor	
C123	4-GRY	Middle of engine	Primary HO2S (sensor 1)	
C124	2-GRY	Middle of engine	Back-up light switch	
C124	2-GRY	Middle of engine	Lock-up control solenoid valves	A/T A/T A/T A/T
C125	4-GRY	Middle of engine	Secondary HO2S (sensor 2)	
C126	2-BLK	Middle of engine	Mainshaft speed sensor	
C127	2-BLK	Middle of engine	Linear solenoid	
C128	2-GRY	Middle of engine	Shift control solenoid valves	
C129	1-BLK	Right side of engine	Starter solenoid	A/T
C130	20-BRN	Under right side of dash	Junction connector	
C131	22-GRN	Behind right kick panel	Main wire harness	
C132	32-GRY	Below right front footrest	ECM/PCM connector A	
C133	25-GRY	Below right front footrest	PCM connector B	
C134	31-BLU	Below right front footrest	ECM/PCM connector C	A/T
C135	16-GRY	Below right front footrest	ECM/PCM connector D	
C136	8-GRY	Left side of engine compartment	Main wire harness	
C141	2-BLK	Right side of engine compartment	EVAP control canister vent shut valve	
T101		Left side of engine	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Right side of engine	Engine ground, via engine wire harness	



'97-'98 models:

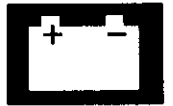


Connector Identification and Wire Harness Routing

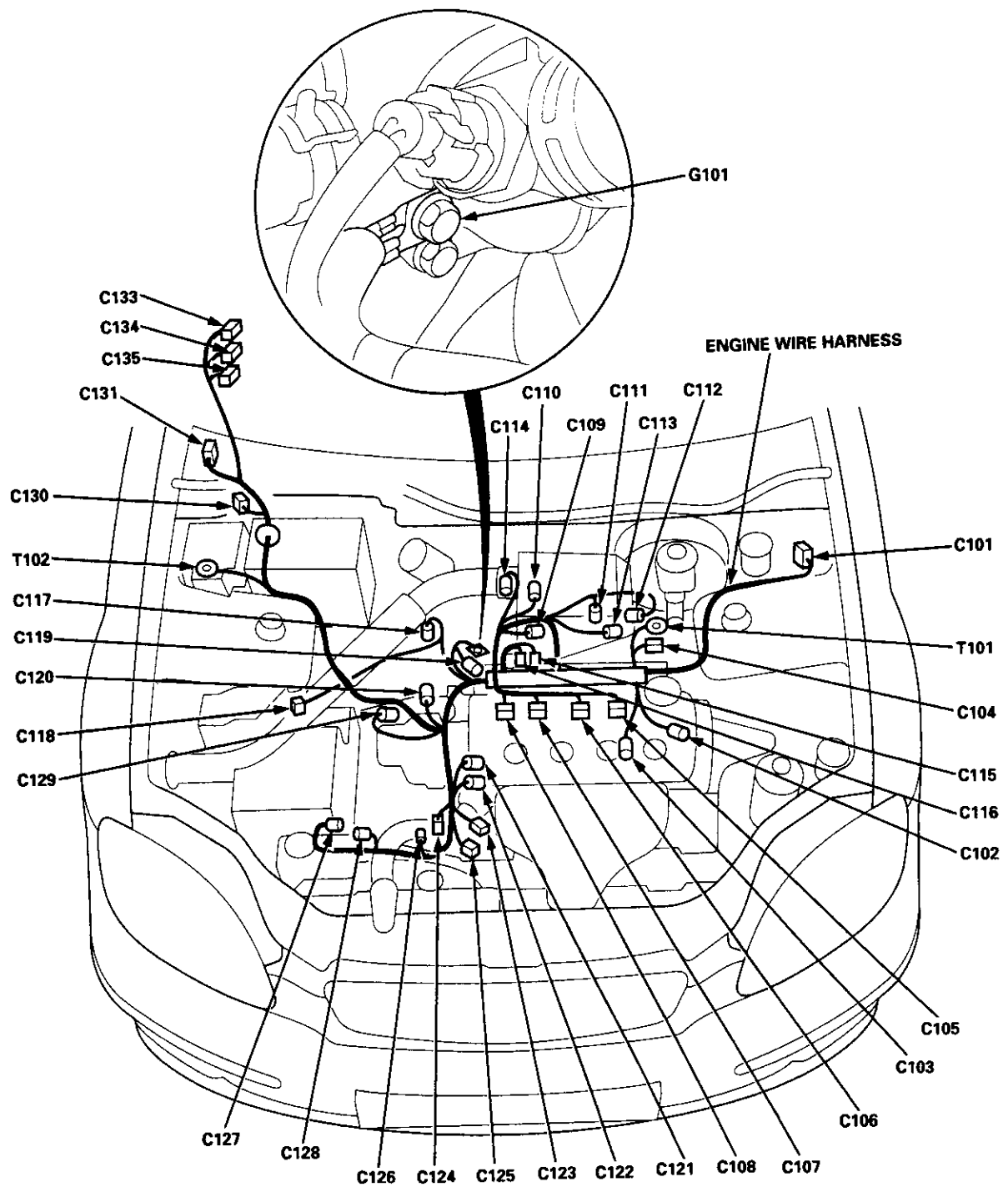
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Engine Wire Harness (D16Y7 engine): '99-'00 models

C101	10-GRY	Left side of engine compartment	Main wire harness	USA Canada
C102	3-GRY	Left side of engine	CKF sensor	
C103	1-CLR	Middle of engine	Engine oil pressure switch	
C104	4-GRN	Left side of engine	Alternator	
C104	3-N/A	Left side of engine	Alternator	
C105	2-BLK	Middle of engine	No. 1 fuel injector	
C106	2-BLK	Middle of engine	No. 2 fuel injector	
C107	2-BLK	Middle of engine	No. 3 fuel injector	
C108	2-BLK	Middle of engine	No. 4 fuel injector	
C109	3-GRY	Middle of engine	IAC valve	
C110	3-GRY	Middle of engine	TP sensor	USA
C111	3-GRY	Middle of engine	MAP sensor	
C112	2-BLK	Middle of engine	IAT sensor	
C113	2-GRY	Middle of engine	Power steering pressure switch	
C114	2-BLK	Middle of engine	EVAP purge control solenoid valve	
C115	14-BLU	Middle of engine	Junction connector	A/T
C116	14-GRY	Middle of engine	Junction connector	
C117	3-GRY	Right side of engine compartment	Vehicle speed sensor (VSS)	
C118	2-BLK	Right side of engine compartment	Countershaft speed sensor	
C119	2-GRY	Middle of engine	Engine coolant temperature switch	
C120	8-GRY	Middle of engine	Distributor	M/T A/T
C121	1-BLK	Middle of engine	Engine coolant temperature sending unit	
C122	2-GRY	Middle of engine	ECT sensor	
C123	4-GRY	Middle of engine	Primary HO2S (sensor 1)	
C124	2-GRY	Middle of engine	Back-up light switch	
C124	2-GRY	Middle of engine	Lock-up control solenoid valves	A/T A/T A/T
C125	4-GRY	Middle of engine	Secondary HO2S (sensor 2)	
C126	2-BLK	Middle of engine	Mainshaft speed sensor	
C127	2-BLK	Middle of engine	Linear solenoid	
C128	2-GRY	Middle of engine	Shift control solenoid valves	
C129	1-BLK	Right side of engine	Starter solenoid	A/T
C130	20-BRN	Under right side of dash	Junction connector	
C131	22-GRN	Behind right kick panel	Main wire harness	
C133	25-GRY	Below right front footrest	ECM/PCM connector B	
C134	31-BLU	Below right front footrest	ECM/PCM connector C	
C135	16-GRY	Below right front footrest	PCM connector D	
T101		Left side of engine	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Right side of engine	Engine ground, via engine wire harness	



'99-'00 models:



Connector Identification and Wire Harness Routing

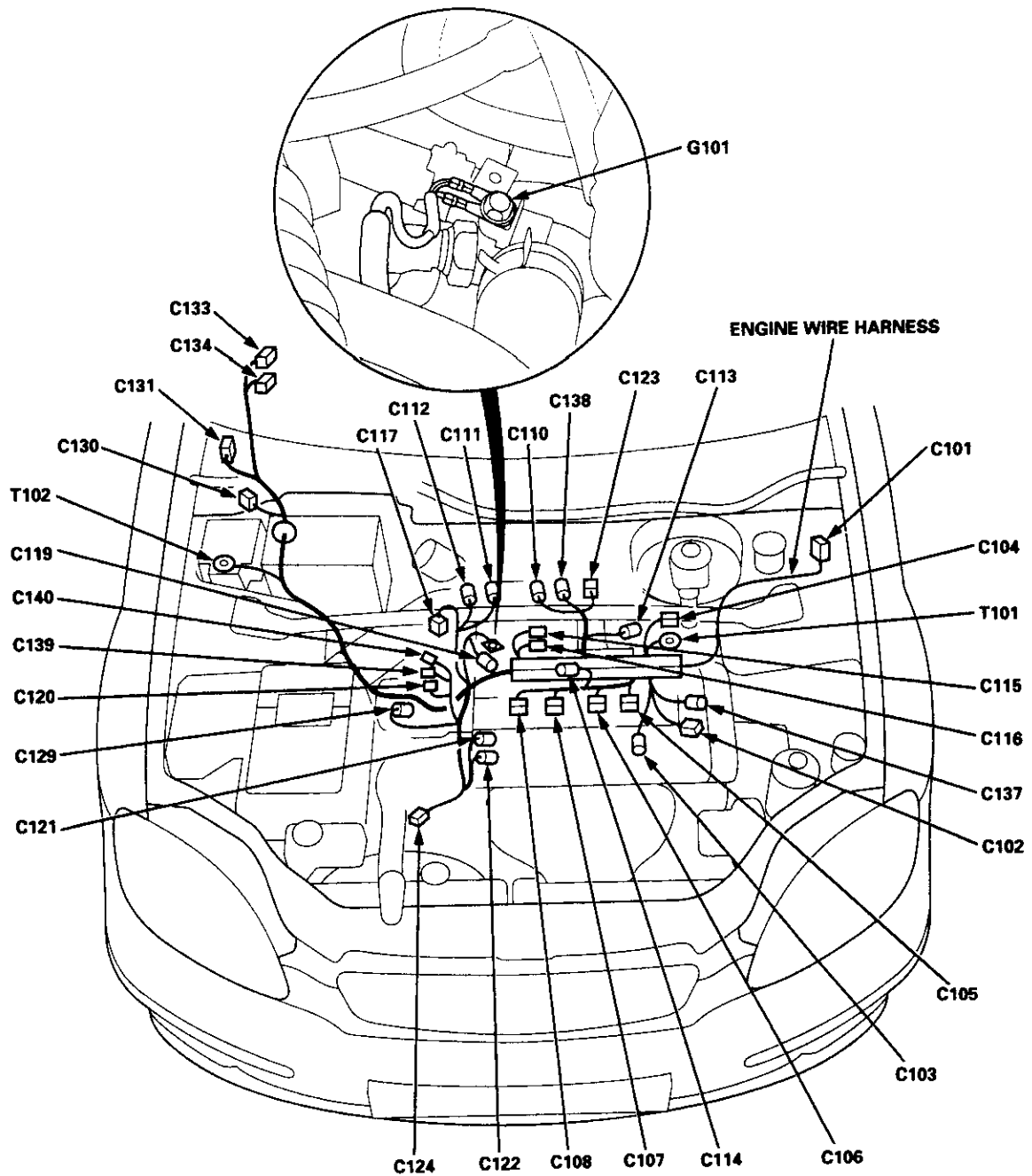
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Engine Wire Harness (B16A2 engine): '99-'00 models

C101	10-GRY	Left side of engine compartment	Main wire harness	USA Canada
C102	2-GRY	Left side of engine	CKF sensor	
C103	1-CLR	Middle of engine	Engine oil pressure switch	
C104	4-GRN	Left side of engine	Alternator	
C104	3-N/A	Left side of engine	Alternator	
C105	2-BLK	Middle of engine	No. 1 fuel injector	
C106	2-BLK	Middle of engine	No. 2 fuel injector	
C107	2-BLK	Middle of engine	No. 3 fuel injector	
C108	2-BLK	Middle of engine	No. 4 fuel injector	
C110	3-GRY	Middle of engine	TP sensor	
C111	3-GRY	Middle of engine	MAP sensor	USA
C112	2-BLK	Middle of engine	IAT sensor	
C113	2-GRY	Middle of engine	Power steering pressure switch	
C114	2-BLK	Middle of engine	EVAP purge control solenoid valve	
C115	14-BLU	Middle of engine	Junction connector	
C116	14-GRY	Middle of engine	Junction connector	
C117	3-GRY	Right side of engine compartment	Vehicle speed sensor (VSS)	
C119	2-GRY	Middle of engine	Engine coolant temperature switch	
C120	10-GRY	Middle of engine	Distributor	
C121	1-BLK	Middle of engine	Engine coolant temperature sending unit	
C122	2-GRY	Middle of engine	ECT sensor	
C123	4-GRY	Middle of engine	Primary HO2S (sensor 1)	
C124	2-GRY	Middle of engine	Back-up light switch	
C129	1-BLK	Right side of engine	Starter solenoid	
C130	20-BRN	Under right side of dash	Junction connector	
C131	22-GRN	Behind right kick panel	Main wire harness	
C133	25-GRY	Below right front footrest	ECM connector B	
C134	31-BLU	Below right front footrest	ECM connector C	
C137	2-GRY	Middle of engine	Knock Sensor (KS)	
C138	2-GRY	Middle of engine	IAC valve	
C139	1-GRY	Middle of engine	VTEC solenoid valve	
C140	2-GRY	Middle of engine	VTEC pressure switch	
T101		Left side of engine	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Right side of engine	Engine ground, via engine wire harness	



'99-'00 models:

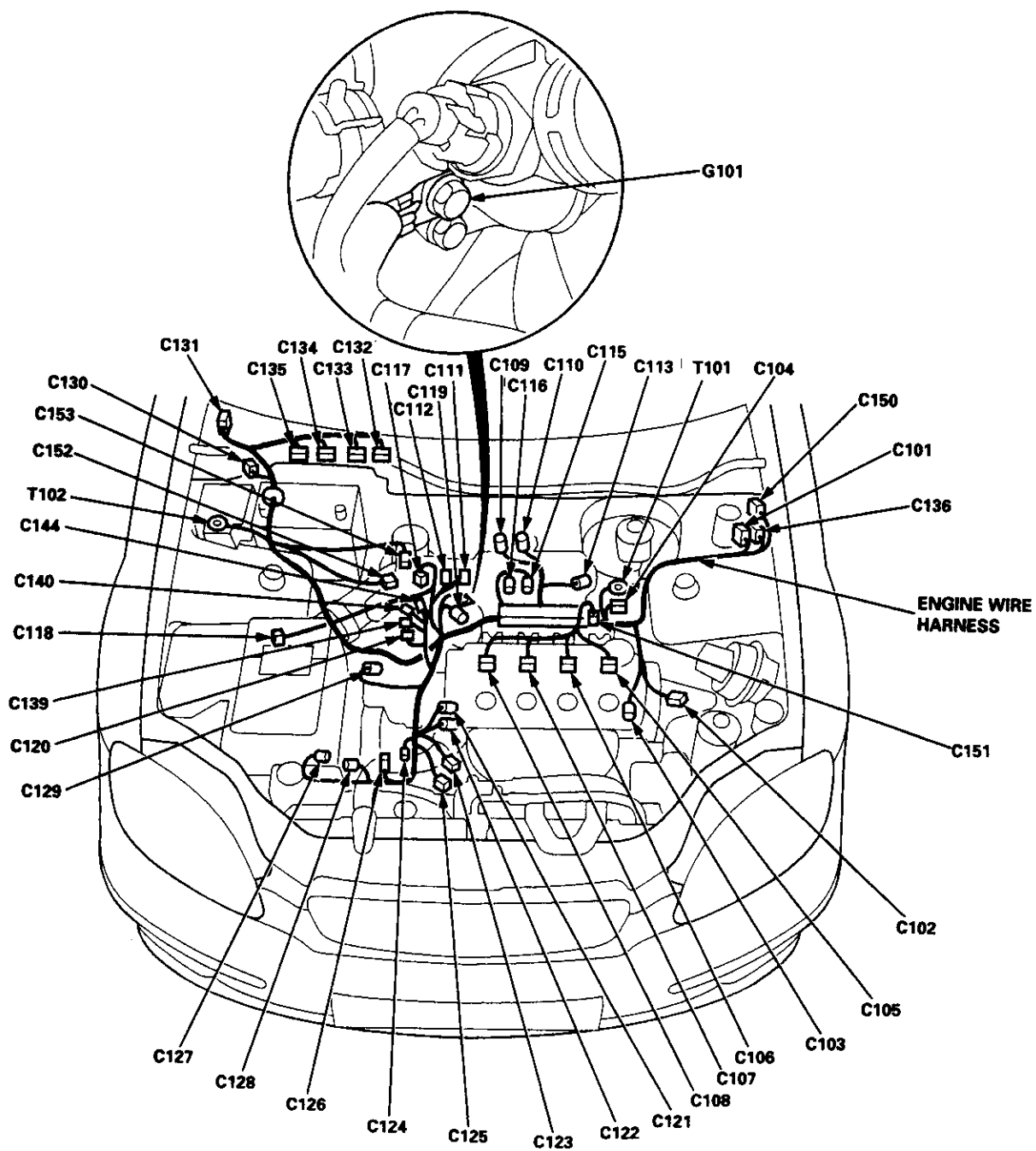


Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
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Engine Wire Harness (D16B5)

C101	10-GRY	Left side of engine compartment	Main wire harness	
C102	3-GRY	Left side of engine	CKF sensor	
C103	1-CLR	Middle of engine	Engine oil pressure switch	
C104	4-GRN	Left side of engine	Alternator	
C105	2-BLK	Middle of engine	No. 1 fuel injector	
C106	2-BLK	Middle of engine	No. 2 fuel injector	
C107	2-BLK	Middle of engine	No. 3 fuel injector	
C108	2-BLK	Middle of engine	No. 4 fuel injector	
C109	3-GRY	Middle of engine	IAC valve	
C110	3-GRY	Middle of engine	TP sensor	
C111	3-GRY	Middle of engine	MAP sensor	
C112	2-BLK	Middle of engine	IAT sensor	
C113	2-GRY	Middle of engine	Power steering pressure switch	
C115	14-BLU	Middle of engine	Junction connector	
C116	14-GRY	Middle of engine	Junction connector	
C117	3-GRY	Right side of engine compartment	Vehicle speed sensor (VSS)	
C118	2-BLK	Right side of engine compartment	Countershaft speed sensor	
C119	2-GRY	Middle of engine	Engine coolant temperature switch	
C120	10-GRY	Middle of engine	Distributor	
C121	1-BLK	Middle of engine	Engine coolant temperature sending unit	
C122	2-GRY	Middle of engine	ECT sensor	
C123	4-GRY	Middle of engine	Primary HO2S (sensor 1)	
C124	2-GRY	Middle of engine	Lock-up control solenoid valves	
C125	4-GRY	Middle of engine	Secondary HO2S (sensor 2)	
C126	2-BLK	Middle of engine	Mainshaft speed sensor	
C127	2-BLK	Middle of engine	Linear solenoid	
C128	2-GRY	Middle of engine	Shift control solenoid valves	
C129	1-BLK	Right side of engine	Starter solenoid	
C130	20-BRN	Under right side of dash	Junction connector	
C131	22-GRN	Behind right kick panel	Main wire harness	
C132	32-GRY	Below right front footrest	PCM connector A	
C133	25-GRY	Below right front footrest	PCM connector B	
C134	31-BLU	Below right front footrest	PCM connector C	
C135	16-GRY	Below right front footrest	PCM connector D	
C136	8-GRY	Left side of engine compartment	Main wire harness	
C139	1-GRY	Middle of engine	VTEC solenoid valve	
C140	2-GRY	Middle of engine	VTEC pressure switch	
C144	6-GRY	Middle of engine	EGR valve	
C150	8-LT GRN	Left side of engine compartment	Main wire harness	
C151	2-GRY	Middle of engine	Fuel temperature sensor	
C152	2-BLK	Right side of engine compartment	Fuel pressure regulator shut-off solenoid valve	
C153	3-N/A	Right side of engine compartment	Fuel pressure sensor	
T101		Left side of engine	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Right side of engine	Engine ground, via engine wire harness	



Connector Identification and Wire Harness Routing

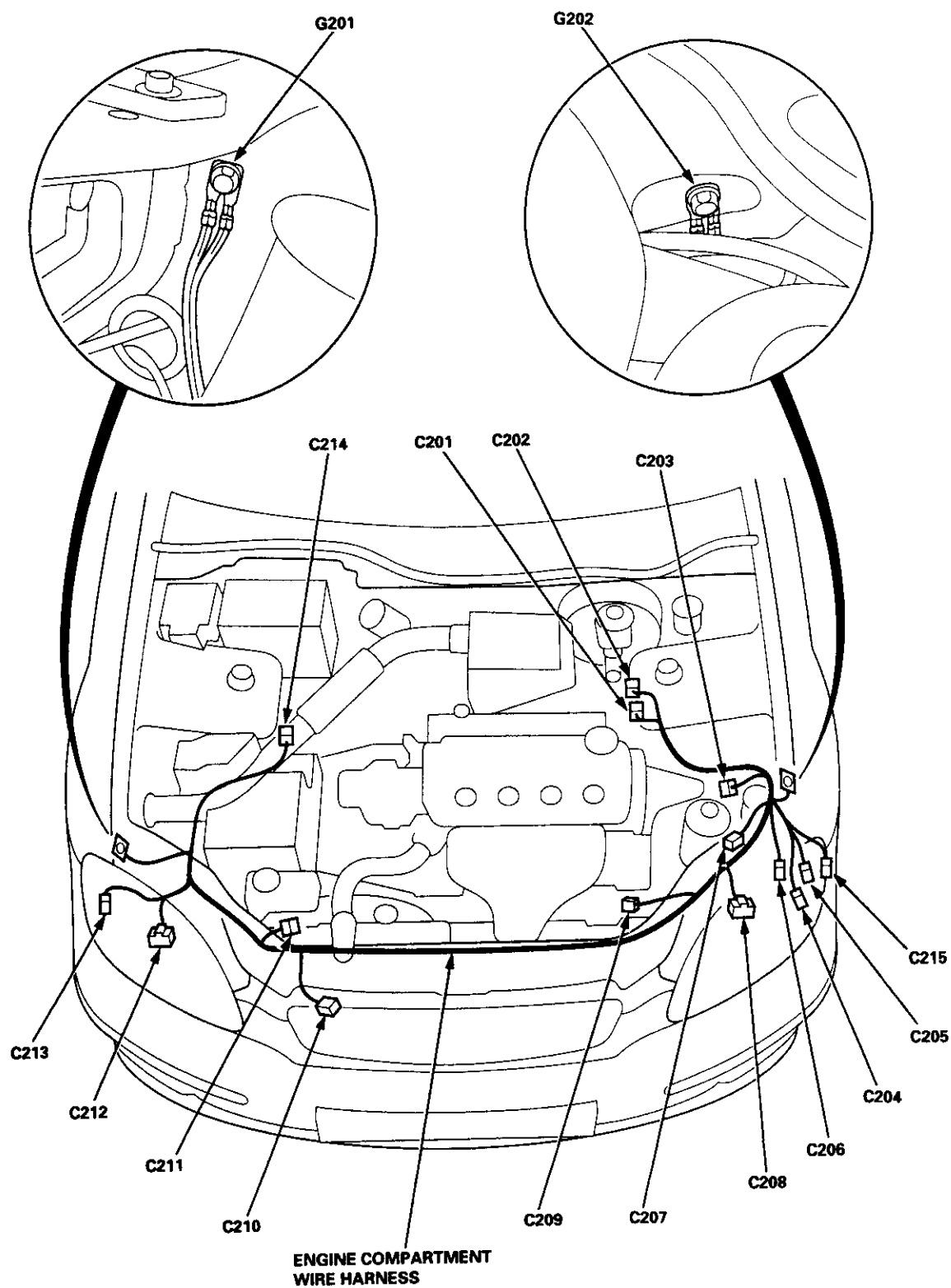
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Engine Compartment Wire Harness

C201	10-BLU	Left side of engine compartment	Main wire harness	
C202	6-GRY	Left side of engine compartment	Main wire harness	*1
C202	2-GRY	Left side of engine compartment	Main wire harness	*2
C203	4-GRY	Left side of engine compartment	Cruise control actuator	*1
C204	2-GRN	Behind front bumper	Windshield washer motor	
C205	2-BRN/WHT	Behind front bumper	Rear window washer motor	
C206	3-GRY	Left side of engine compartment	Left front turn signal/parking light	
C207	1-BRN	Behind front bumper	Front fog light	Optional
C208	3	Left side of engine compartment	Left headlight	
C209	4-GRY	Left front of engine compartment	A/C wire harness	
C210	2-GRY	Behind front bumper	Horn	'96-'97 models
C210	1-BLU or BLK	Behind front bumper	Horn	'98-'00 models
C211	2-GRY	Right front of engine compartment	Radiator fan motor	
C212	3-BLK	Right side of engine compartment	Right headlight	
C213	3-GRY	Right side of engine compartment	Right front turn signal/parking light	
C214	8-GRY	Right side of engine compartment	Main wire harness	
C215	2-GRY	Behind front bumper	Washer level switch	Canada '99-'00 models
G201		Right side of engine compartment	Body ground, via engine compartment wire harness	
G202		Left side of engine compartment	Body ground, via engine compartment wire harness	

*1: With cruise control

*2: Without cruise control



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Main Wire Harness (Left side of engine compartment branch)

C101	10-GRY	Left side of engine compartment	Engine wire harness	
C136	14-GRY	Left side of engine compartment	Engine wire harness	*1
C136	8-GRY	Left side of engine compartment	Engine wire harness	*2, *5
C150	8-LT GRN	Left side of engine compartment	Engine compartment wire harness	*5
C201	10-BLU	Left side of engine compartment	Engine compartment wire harness	
C202	6-GRY	Left side of engine compartment	Engine compartment wire harness	*3
C202	2-GRY	Left side of engine compartment	Engine compartment wire harness	*4
C301	5-GRY	Left side of engine compartment	Windshield wiper motor	
C302	2-NAT	Left side of engine compartment	Test tachometer connector	
C304	3-N/A	Left side of engine compartment	Daytime running lights resistor	Canada
C306	1-BLK	Left side of engine compartment	Brake fluid level switch (+)	
C307	1-BLK	Left side of engine compartment	Brake fluid level switch (-)	
C310	2-ORN	Left side of engine compartment	Left front ABS wheel sensor	ABS

*1: '96-'98 A/T with D16Y5 engine

*2: '96-'98 A/T with D16Y7/D16Y8 engines

*3: With cruise control

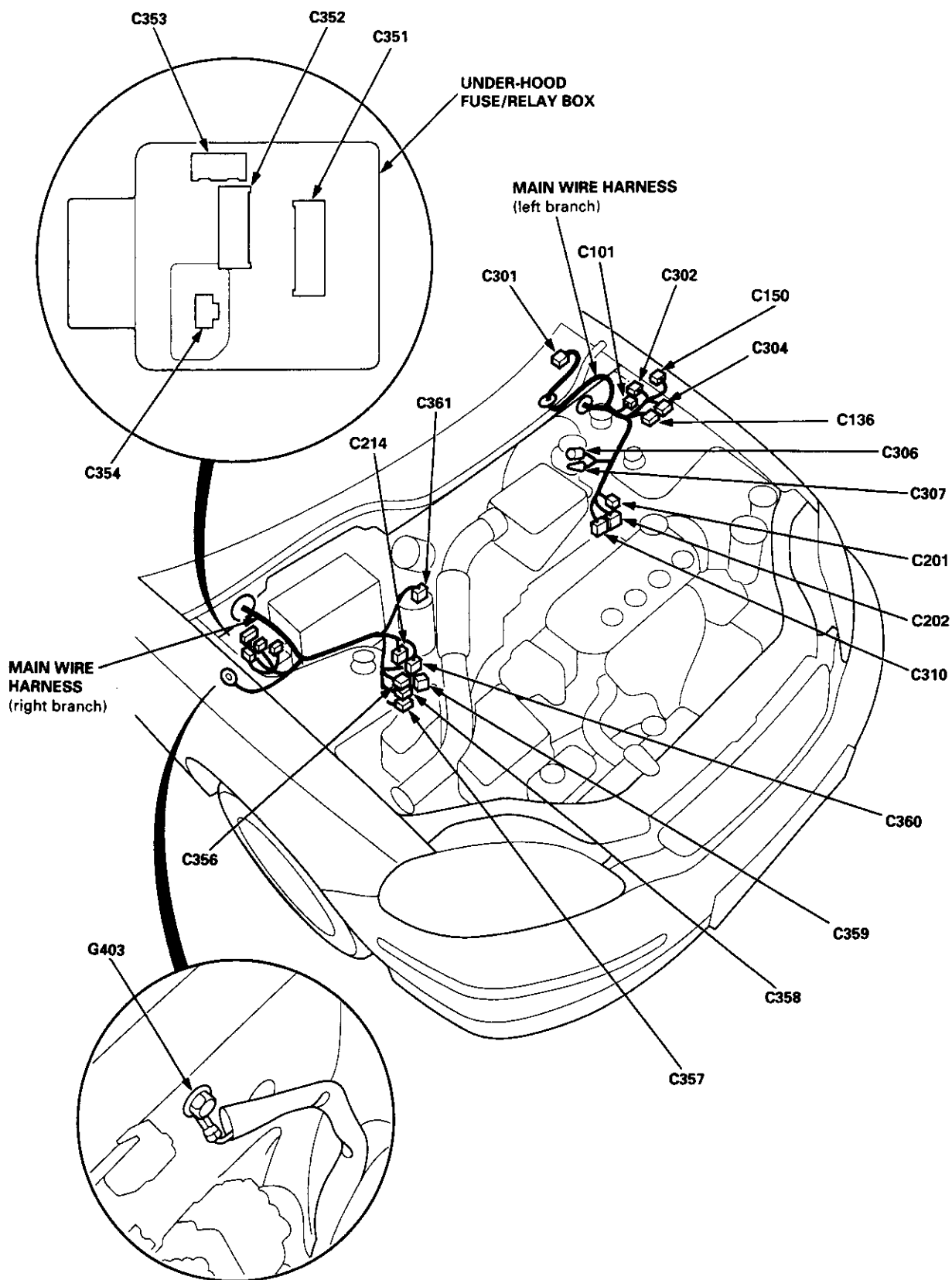
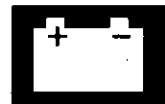
*4: Without cruise control

*5: GX model

Main Wire Harness (Right side of engine compartment branch)

C214	8-GRY	Right side of engine compartment	Engine compartment wire harness	
C351	11-GRY	Right side of engine compartment	Under-hood fuse/relay box	
C352	9-GRY	Right side of engine compartment	Under-hood fuse/relay box	
C353	5-BRN	Right side of engine compartment	Under-hood fuse/relay box	
C354	3-GRY	Right side of engine compartment	ELD unit	USA
C356	3-ORN	Right side of engine compartment	Under-hood ABS fuse/relay box	ABS
C357	2-ORN	Right side of engine compartment	Under-hood ABS fuse/relay box	ABS
C358	2-ORN	Right side of engine compartment	Right front ABS wheel sensor	ABS
C359	10-ORN	Right side of engine compartment	ABS modulator unit	ABS
C360	2-ORN	Right side of engine compartment	ABS pump motor	ABS
C361	2-BRN	Right side of engine compartment	EVAP control canister vent shut valve	*1
G403		Right side of engine compartment	Body ground, via main wire harness	ABS

*1: '99-'00 models except GX model



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Main Wire Harness (Left side of dash and floor branch): '96-'97 models

C401	14-GRY	Behind left kick panel	Floor wire harness	ABS Optional
C402	4-ORN	Behind left kick panel	Floor wire harness	
C403	4-NAT	Under left side of dash	Light flasher relay connector (Security)	
C404	14-GRY	Under left side of dash	Cruise control unit	Canada Canada *2 *4 Optional
C405	4-NAT	Under left side of dash	DRL control unit connector A	
C406	8-GRY	Under left side of dash	DRL control unit connector B	
C407	2-GRY	Under left side of dash	Roof wire harness	Optional
C407	2-GRY	Under left side of dash	Moonroof wire harness	
C408	1-BRN	Under left side of dash	Front fog light connector	
C409	10-WHT	Behind under-dash fuse/relay box	Integrated control unit	A/T
C410	12-GRY	Above under-dash fuse/relay box	Dashboard wire harness	
C411	24-BLU	Above under-dash fuse/relay box	Dashboard wire harness	
C412	3-YEL	Above under-dash fuse/relay box	SRS main harness	M/T
C413	16-GRY	Under left side of dash	Data link connector	
C414	4-BLU	Under left side of dash	Starter cut relay	
C415	7-BRN	Above under-dash fuse/relay box	Ignition switch	Optional *5 M/T
C416	6-NAT	Under left side of dash	Security starter cut relay connector	
C417	2-N/A	Under left side of dash	Clutch switch	
C418	2-YEL	Under left side of dash	Clutch interlock switch	
C419	18-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
C420	20-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
C421	18-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
C422	7-GRN	Front of under-dash fuse/relay box	Under-dash fuse/relay box	
C423	6-GRN	Front of under-dash fuse/relay box	Under-dash fuse/relay box	
C424	4-NAT	Under left side of dash	Horn relay	
C425	4-WHT	Under left side of dash	Brake switch	
C426	8-WHT	Behind steering column cover	Combination wiper switch connector A	
C427	6-WHT	Behind steering column cover	Combination wiper switch connector B	
C428	4-NAT	Behind steering column cover	Combination light switch connector A	
C429	7-NAT	Behind steering column cover	Combination light switch connector B	
C430	3-GRY	Under left side of dash	Cable reel	A/T
C431	8-GRY	Under left side of dash	Interlock control unit	
C432	4-GRY	Below front console	Secondary heated oxygen sensor sub-harness	
C433	14-GRY	Below front console	A/T gear position switch	*6 A/T
C434	2-GRY	Below front console	Shift lock solenoid	A/T
C435	4-GRY	Below front console	Park pin switch and A/T gear position console light	A/T
C437	26-GRY	Behind left kick panel	TCM connector A	CVT
C438	22-GRY	Behind left kick panel	TCM connector B	CVT
C439	1-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
G401		Left kick panel	Body ground, via main wire harness	

*2: Without moonroof

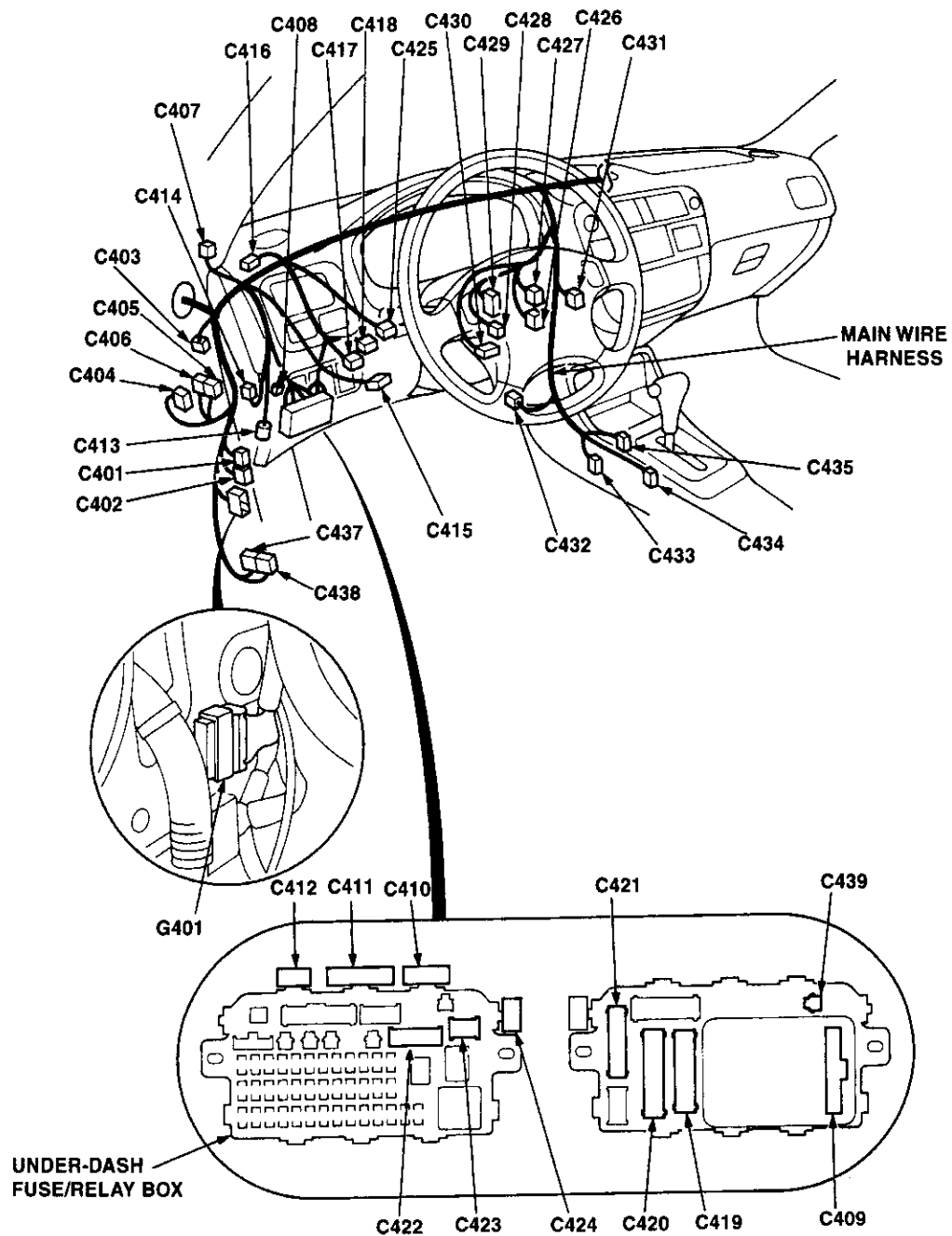
*5: M/T (with cruise control or for D16Y5 engine)

*4: With moonroof

*6: With secondary heated oxygen sensor (HO2S)



'96-'97 models:



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Main Wire Harness (Left side of dash and floor branch): '98 model and all GX models

C401	14-GRY	Behind left kick panel	Floor wire harness	
C402	4-ORN	Behind left kick panel	Floor wire harness	ABS
C403	4-NAT	Under left side of dash	Light flasher relay connector (Security)	Optional
C404	14-BLU	Under left side of dash	Cruise control unit	
C405	4-NAT	Under left side of dash	DRL control unit connector A	Canada
C406	8-GRY	Under left side of dash	DRL control unit connector B	Canada
C407	2-GRY	Under left side of dash	Roof wire harness	*2
C407	2-GRY	Under left side of dash	Moonroof wire harness	*4
C407	6-GRY	Under left side of dash	Roof wire harness	*7
C408	1-BRN	Under left side of dash	Front fog light connector	Optional
C409	10-WHT	Behind under-dash fuse/relay box	Integrated control unit	
C410	12-GRY	Above under-dash fuse/relay box	Dashboard wire harness	A/T
C411	24-BLU	Above under-dash fuse/relay box	Dashboard wire harness	
C412	3-YEL	Above under-dash fuse/relay box	SRS main harness	
C413	16-GRY	Under left side of dash	Data link connector	
C414	5-BLK	Under-dash relay box	Starter cut relay	M/T
C415	7-BRN	Above under-dash fuse/relay box	Ignition switch	
C416	6-NAT	Under left side of dash	Security starter cut relay connector	Optional
C417	2-N/A	Under left side of dash	Clutch switch	*5
C418	2-YEL	Under left side of dash	Clutch interlock switch	M/T
C419	18-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
C420	20-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
C421	18-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
C422	7-GRN	Front of under-dash fuse/relay box	Under-dash fuse/relay box	
C423	6-GRN	Front of under-dash fuse/relay box	Under-dash fuse/relay box	
C424	5-BLK	Under-dash relay box	Horn relay	
C425	4-WHT	Under left side of dash	Brake switch	
C426	8-WHT	Behind steering column cover	Combination wiper switch connector A	
C427	6-WHT	Behind steering column cover	Combination wiper switch connector B	
C428	4-NAT	Behind steering column cover	Combination light switch connector A	
C429	7-NAT	Behind steering column cover	Combination light switch connector B	
C430	3-GRY	Under left side of dash	Cable reel	
C431	8-GRY	Under left side of dash	Interlock control unit	A/T
C432	4-GRY	Below front console	Secondary heated oxygen sensor sub-harness	*6
C433	14-GRY	Below front console	A/T gear position switch	A/T
C434	2-GRY	Below front console	Shift lock solenoid	A/T
C435	4-GRY	Below front console	Park pin switch and A/T gear position console light	A/T
C437	26-GRY	Behind left kick panel	TCM connector A	CVT
C438	22-GRY	Behind left kick panel	TCM connector B	CVT
C439	1-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	*7
C447	4-N/A	Under left side of dash	Fuel injector relay	*7
C448	26-GRY	Behind left kick panel	Injector control module	*7
G401		Left kick panel	Body ground, via main wire harness	

*2: Without moonroof (except GX)

*4: With moonroof

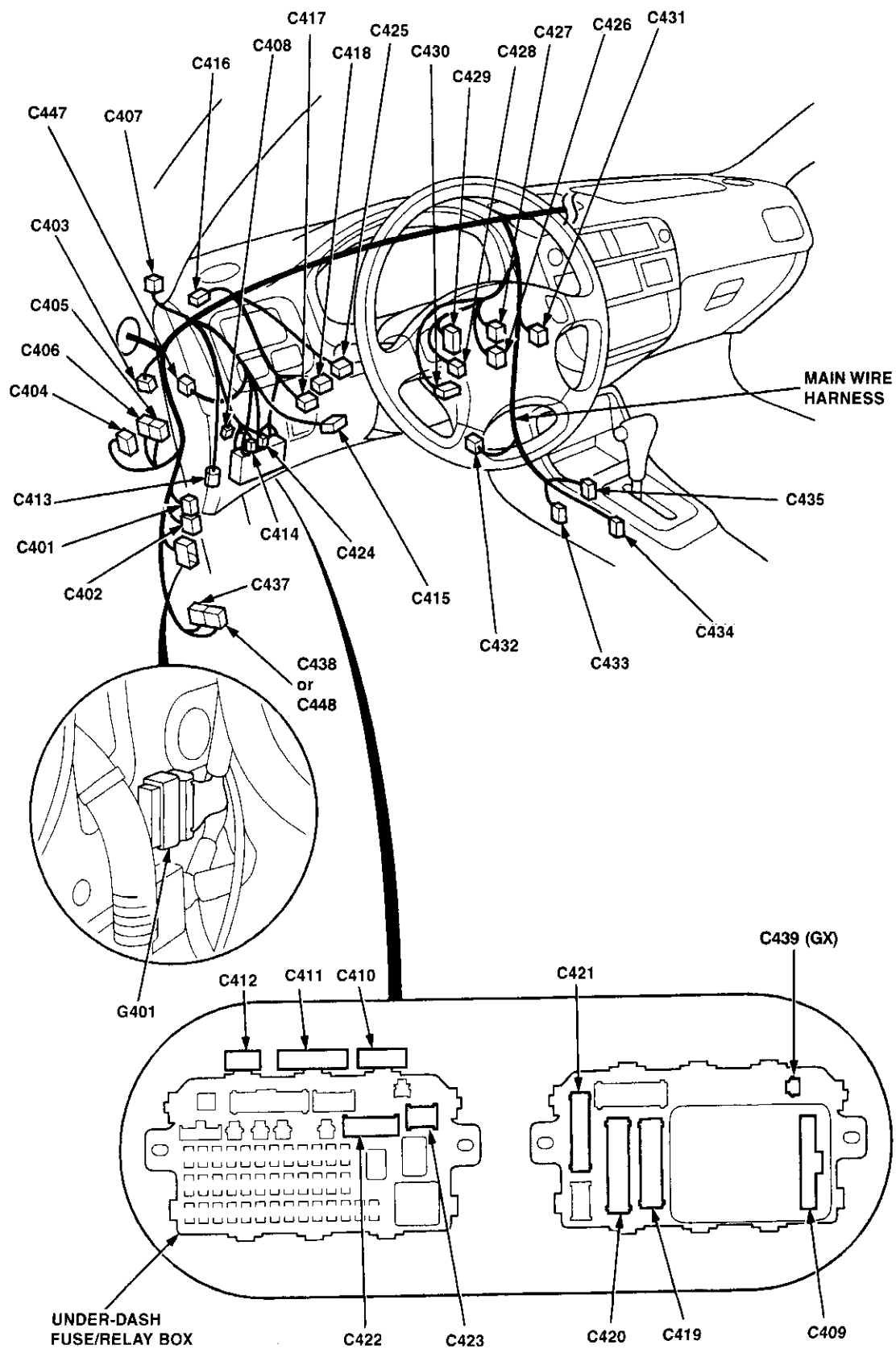
*5: M/T (with cruise control or for D16Y5 engine)

*6: With secondary heated oxygen sensor (HO2S)

*7: GX model



'98 models and all GX models:



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Main Wire Harness (Left side of dash and floor branch): '99-'00 models except GX model

C401	20-GRY	Behind left kick panel	Floor wire harness	
C402	4-ORN	Behind left kick panel	Floor wire harness	ABS
C403	4-NAT	Under left side of dash	Light flasher relay connector (Security)	Optional
C404	14-BLU	Under left side of dash	Cruise control unit	
C405	4-NAT	Under left side of dash	DRL control unit connector A	Canada
C406	8-GRY	Under left side of dash	DRL control unit connector B	Canada
C407	6-GRY	Under left side of dash	Roof wire harness	*2
C407	6-GRY	Under left side of dash	Moonroof wire harness	*4
C408	1-BRN	Under left side of dash	Front fog light connector	Optional
C409	10-WHT	Behind under-dash fuse/relay box	Integrated control unit	
C410	12-GRY	Above under-dash fuse/relay box	Dashboard wire harness	A/T
C411	24-BLU	Above under-dash fuse/relay box	Dashboard wire harness	
C412	3-YEL	Above under-dash fuse/relay box	SRS main harness	
C413	16-GRY	Under left side of dash	Data link connector	
C414	5-BLK	Under-dash relay box	Starter cut relay	M/T
C415	7-BRN	Above under-dash fuse/relay box	Ignition switch	
C416	6-NAT	Under left side of dash	Security starter cut relay connector	Optional
C417	2-N/A	Under left side of dash	Clutch switch	*5
C418	2-YEL	Under left side of dash	Clutch interlock switch	M/T
C419	18-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
C420	20-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
C421	18-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
C422	7-GRN	Front of under-dash fuse/relay box	Under-dash fuse/relay box	
C423	6-GRN	Front of under-dash fuse/relay box	Under-dash fuse/relay box	
C424	5-BLK	Under-dash relay box	Horn relay	
C425	4-WHT	Under left side of dash	Brake switch	
C426	8-WHT	Behind steering column cover	Combination wiper switch connector A	
C427	6-WHT	Behind steering column cover	Combination wiper switch connector B	
C428	4-NAT	Behind steering column cover	Combination light switch connector A	
C429	7-NAT	Behind steering column cover	Combination light switch connector B	
C430	3-GRY	Under left side of dash	Cable reel	
C431	8-GRY	Under left side of dash	Interlock control unit	A/T
C432	4-GRY	Below front console	Secondary heated oxygen sensor sub-harness	*6
C433	14-GRY	Below front console	A/T gear position switch	A/T
C434	2-GRY	Below front console	Shift lock solenoid	A/T
C435	4-GRY	Below front console	Park pin switch and A/T gear position console light	A/T
C447	22-GRN	Under left side of dash	Security control unit connector	Optional
C448	2-GRY	Under left side of dash	Security LED connector	Optional
C450	3-GRY	Under left side of dash	Valet switch connector (Security)	Optional
C451	18-GRY	Behind left kick panel	Keyless door lock control unit	w/Keyless
G401		Left kick panel	Body ground, via main wire harness	

*2: Without moonroof

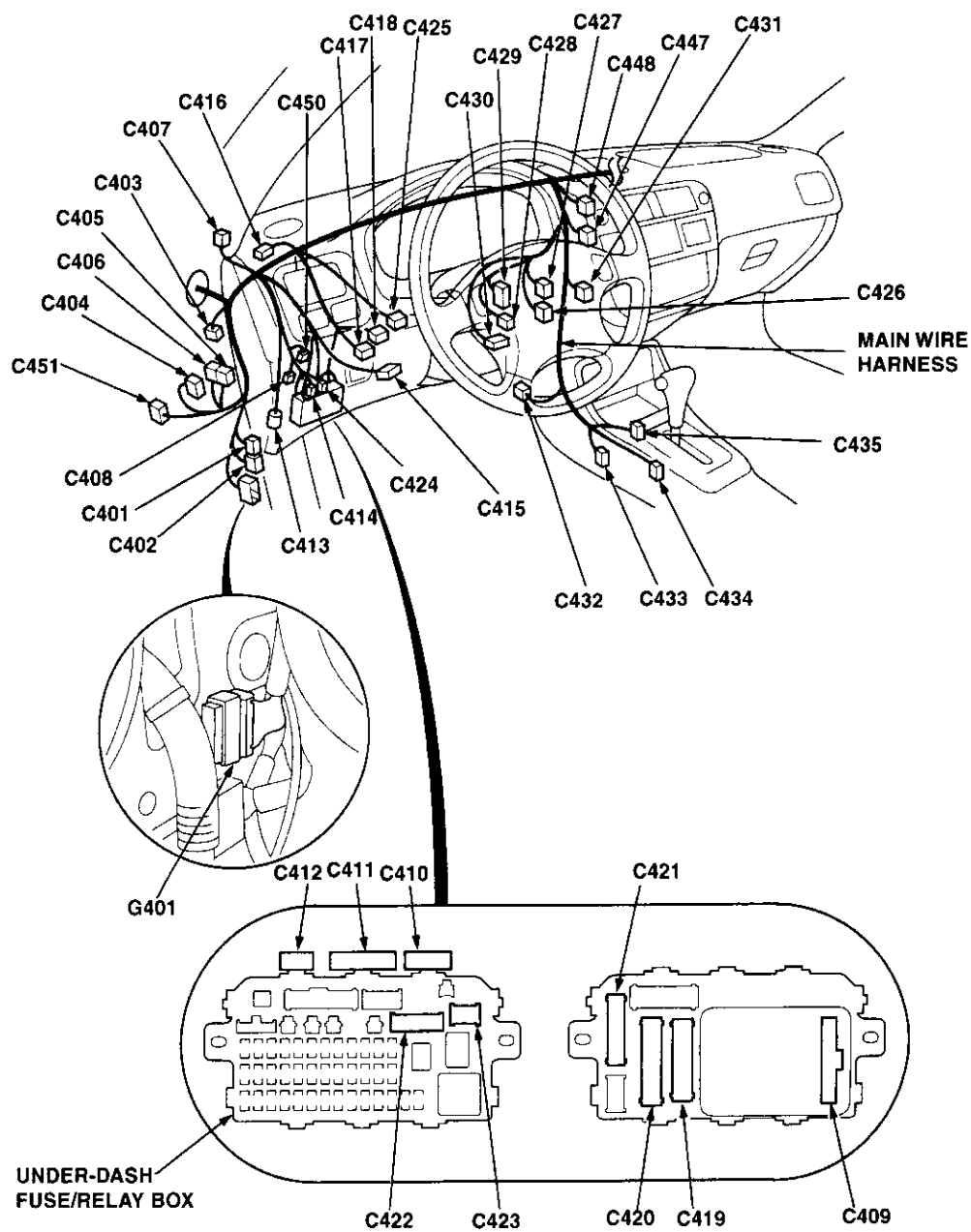
*4: With moonroof

*5: M/T (with cruise control or for D16Y5 engine)

*6: With secondary heated oxygen sensor (HO2S)



'99-'00 models except GX model:



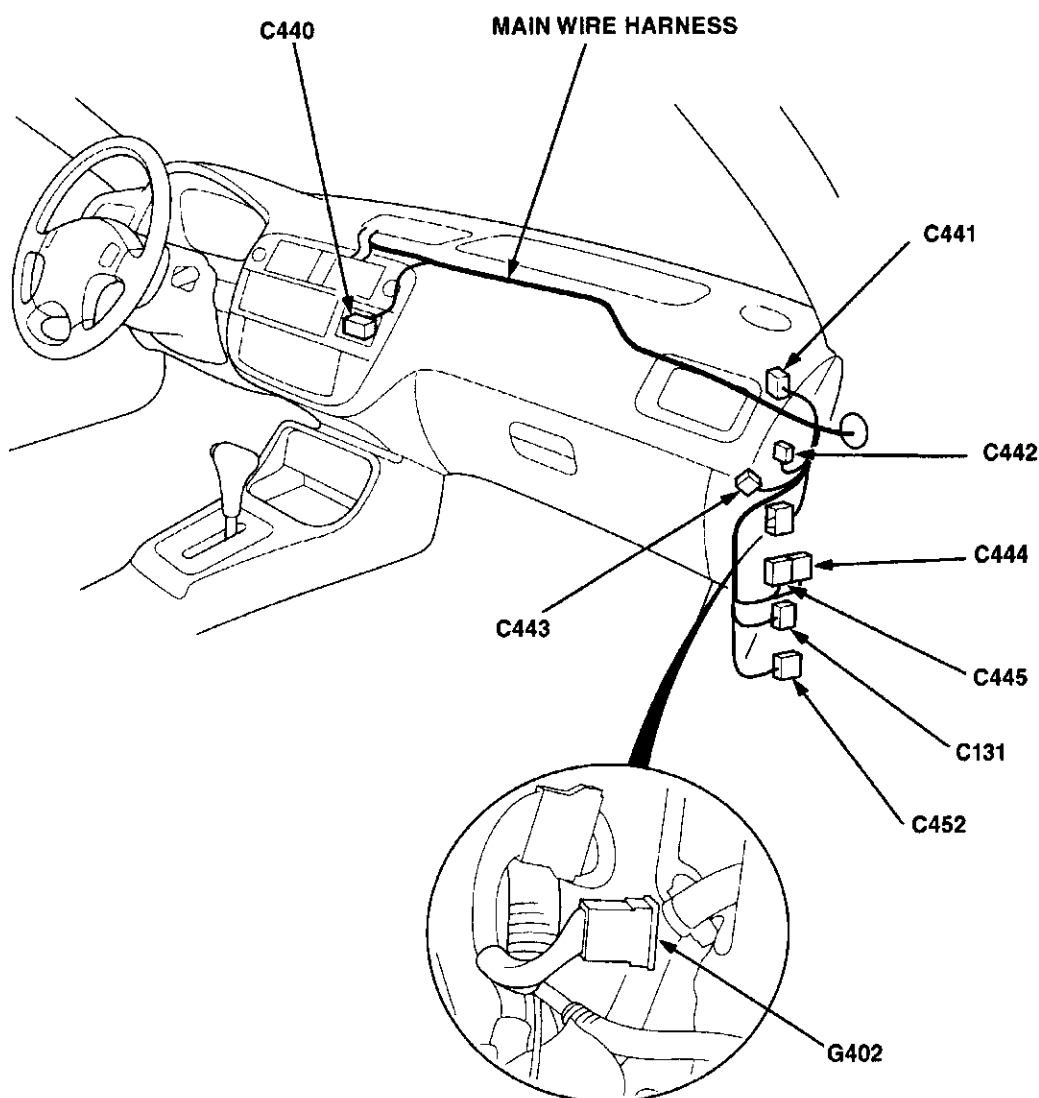
Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Main Wire Harness (Right side of dash branch)

C131	22-GRN	Behind right kick panel	Engine wire harness	*1
C440	16-BLU	Under middle of dash	Heater sub-harness A	
C441	2-BLU	Under right side of dash	Service check connector	
C442	20-WHT or GRN	Under right side of dash	Junction connector	
C443	7-BRN	Under right side of dash	PGM-FI main relay	
C444	22-ORN	Behind right kick panel	ABS control unit connector A	
C445	26-ORN	Behind right kick panel	ABS control unit connector B	
C452	32-GRY	Below right front footrest	ECM/PCM connector A	
G402		Right kick panel	Body ground, via main wire harness	

*1: '99-'00 models except D16Y5 with M/T and D16B5





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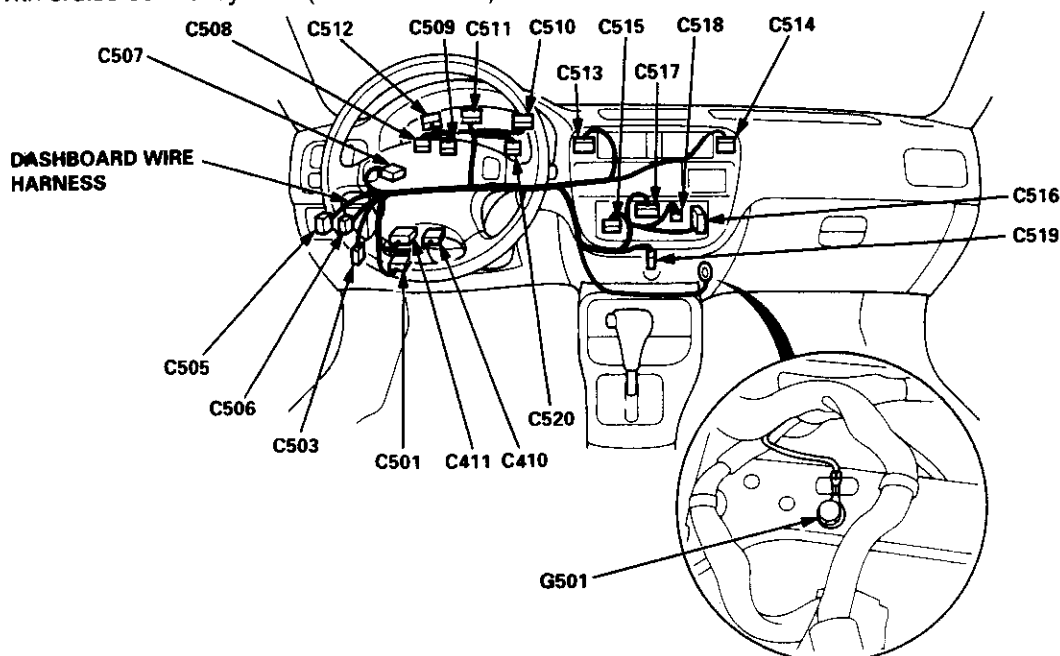
Dashboard Wire Harness

C410	12-GRY	Above under-dash fuse/relay box	Main wire harness	A/T
C411	24-BLU	Above under-dash fuse/relay box	Main wire harness	
C501	20-GRN	Front of under-dash fuse/relay box	Under-dash fuse/relay box	
C503	16-BLU	Below under-dash fuse/relay box	Floor wire harness	
C505	5-GRY	Left of steering wheel	Cruise main switch	
C506	3-GRY	Left of steering wheel	Dash lights brightness controller	
C507	20-WHT or BLU	Below gauges	Junction connector	
C508	5-YEL	Left side of dash	Gauge assembly connector F	SRS
C509	5-GRN	Left side of dash	Gauge assembly connector E	*1
C510	14-GRN	Left side of dash	Gauge assembly connector A	A/T
C511	16-BLU	Left side of dash	Gauge assembly connector B	
C512	13-BLU	Left side of dash	Gauge assembly connector C	
C513	10-GRY	Center of dash	Hazard warning switch	
C514	5-N/A	Center of dash	Rear window defogger switch	*2
C515	16-GRN	Behind middle of dash	Audio unit connector B (Keyless receiver circuit)	*2
C515	20-N/A	Behind middle of dash	Audio unit	*3
C516	22-GRN	Behind middle of dash	Security control unit	Optional *2
C517	16-GRY	Behind middle of dash	Audio unit connector A	*2
C518	5-N/A	Behind middle of dash	Security LED connector	Optional (*2 Canada)
C519	2-BLK	Behind middle of dash	Accessory power outlet	
C520	5-ORN	Left side of dash	Gauge assembly connector D	ABS
G501		Under middle of dash	Body ground, via dashboard wire harness	

*1: With shift-up indicator or cruise control system ('96-'97 models)
With cruise control system ('98-'00 models)

*2: '96-'98 models

*3: '99-'00 models



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Floor Wire Harness (Coupe/Hatchback)

C401	14-GRY	Behind left kick panel	Main wire harness	*4
C401	20-GRY	Behind left kick panel	Main wire harness	*5
C402	4-ORN	Behind left kick panel	Main wire harness	ABS
C503	16-BLU	Below under-dash fuse/relay box	Dashboard wire harness	
C551	16-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
C552	8-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
C556	25-GRY	Driver's door	Driver's door wire harness	*1
C556	2-NAT	Driver's door	Driver's door wire harness	*2
C557	25-GRY	Passenger's door	Passenger's door wire harness	*1
C557	2-NAT	Passenger's door	Passenger's door wire harness	*2
C558	1-WHT	Below center console	Parking brake switch	
C559	2-GRY	Left side of floor	Driver's seat belt switch	
C560	1-WHT	Left B-pillar	Driver's door switch	
C561	2-ORN	Below left side of rear seat	Left rear ABS wheel sensor	ABS
C562	14-GRY	Left quarter panel	Rear wire harness	*4
C562	20-GRY	Left quarter panel	Rear wire harness	*5
C563	2-BRN	Left quarter panel	Rear wire harness	*4
C564	3-BRN	Top of fuel tank	Fuel tank unit	
C565	2-BRN	Top of fuel tank	Fuel pump	
C566	2-ORN	Below right side of rear seat	Right rear ABS wheel sensor	ABS
C567	1-WHT	Right B-pillar	Passenger's door switch	
C568	6-GRY	Top of fuel tank	Fuel tank pressure sensor sub-harness	*3
C569	10-GRY	Left side of dash	Power mirror switch	
G551		Left kick panel	Body ground, via floor wire harness	
G552		Left side of floor	Body ground, via floor wire harness	

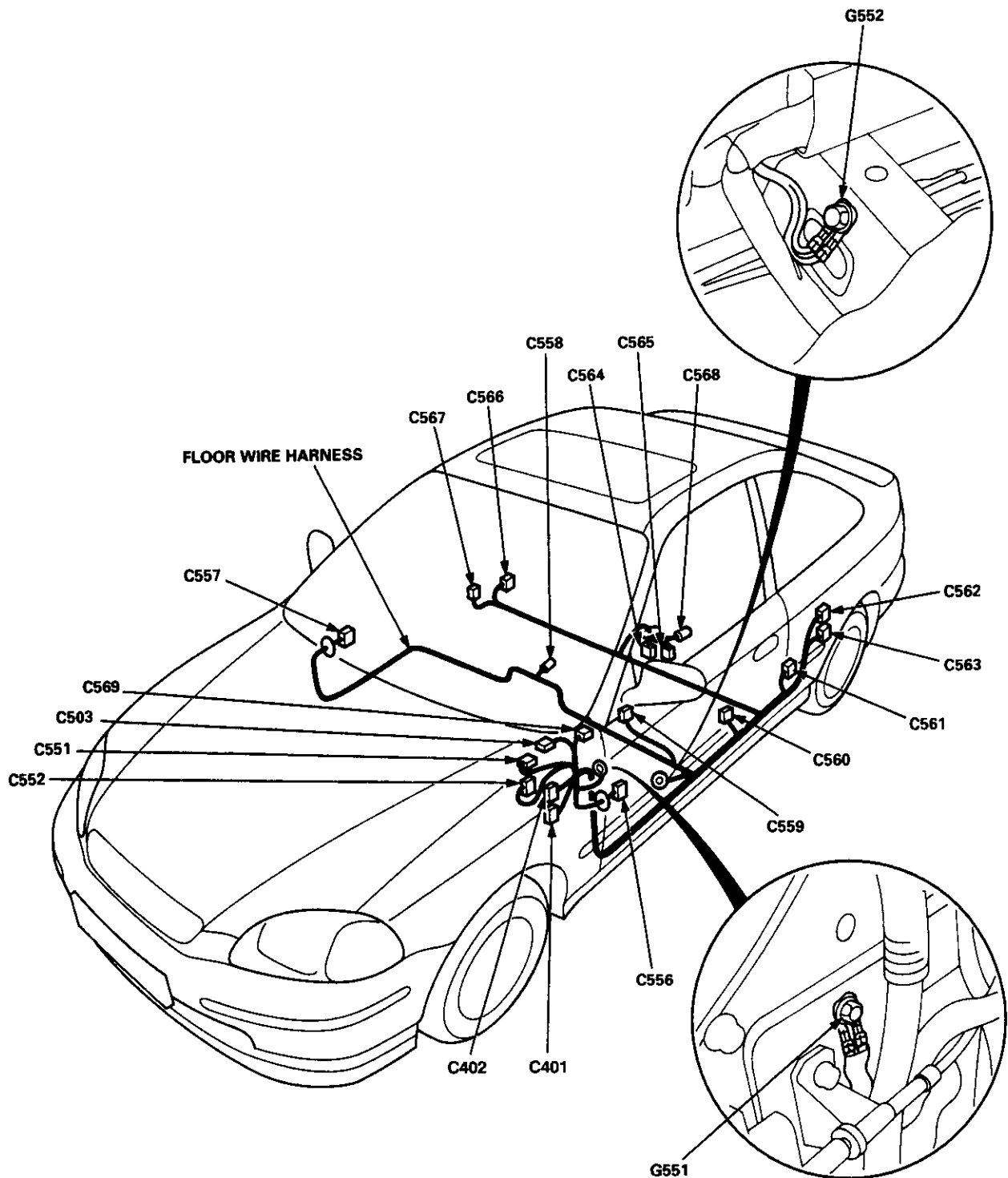
*1: With power windows

*2: Without power windows

*3: With fuel tank pressure sensor

*4: '96-'98 models

*5: '99-'00 models



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Floor Wire Harness (Sedan)

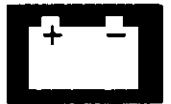
C401	14-GRY	Behind left kick panel	Main wire harness	*3, GX
C401	20-GRY	Behind left kick panel	Main wire harness	*4
C402	4-ORN	Behind left kick panel	Main wire harness	ABS
C503	16-GRN	Below under-dash fuse/relay box	Dashboard wire harness	
C551	16-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
C552	8-GRN	Behind under-dash fuse/relay box	Under-dash fuse/relay box	
C556	25-GRY	Driver's door	Driver's door wire harness	*1
C556	2-NAT	Driver's door	Driver's door wire harness	*2
C557	25-GRY	Passenger's door	Front passenger's door wire harness	*1
C557	2-NAT	Passenger's door	Front passenger's door wire harness	*2
C558	1-WHT	Below center console	Parking brake switch	
C559	2-GRY	Left side of floor	Driver's seat belt switch	
C560	1-WHT	Right B-pillar	Front passenger's door switch	
C561	2-ORN	Below left side of rear seat	Left rear ABS wheel sensor	ABS
C562	8-GRY	Left C-pillar	Rear wire harness	GX
C562	16-GRY	Left C-pillar	Rear wire harness	*3
C562	20-GRY	Left C-pillar	Rear wire harness	*4
C563	2-BRN	Left C-pillar	Rear wire harness	*3, GX
C564	3-BRN	Top of fuel tank	Fuel tank unit	except GX
C565	2-BRN	Top of fuel tank	Fuel pump	except GX
C566	2-ORN	Below right side of rear seat	Right rear ABS wheel sensor	ABS
C567	1-WHT	Left B-pillar	Driver's door switch	
C568	6-GRY	Top of fuel tank	Fuel tank pressure sensor sub-harness	except GX
C569	10-GRY	Left side of dash	Power mirror switch	
C570	6-BLU	Right B-pillar	Right rear door wire harness	
C571	6-BLU	Left B-pillar	Left rear door wire harness	
C572	1-WHT	Left quarter panel	Left rear door switch	
C573	1-WHT	Right quarter panel	Right rear door switch	
C575	6-GRN	Behind left side of rear seat	Fuel sub-harness	GX
G551		Left kick panel	Body ground, via floor wire harness	
G552		Left side of floor	Body ground, via floor wire harness	

*1: With power windows

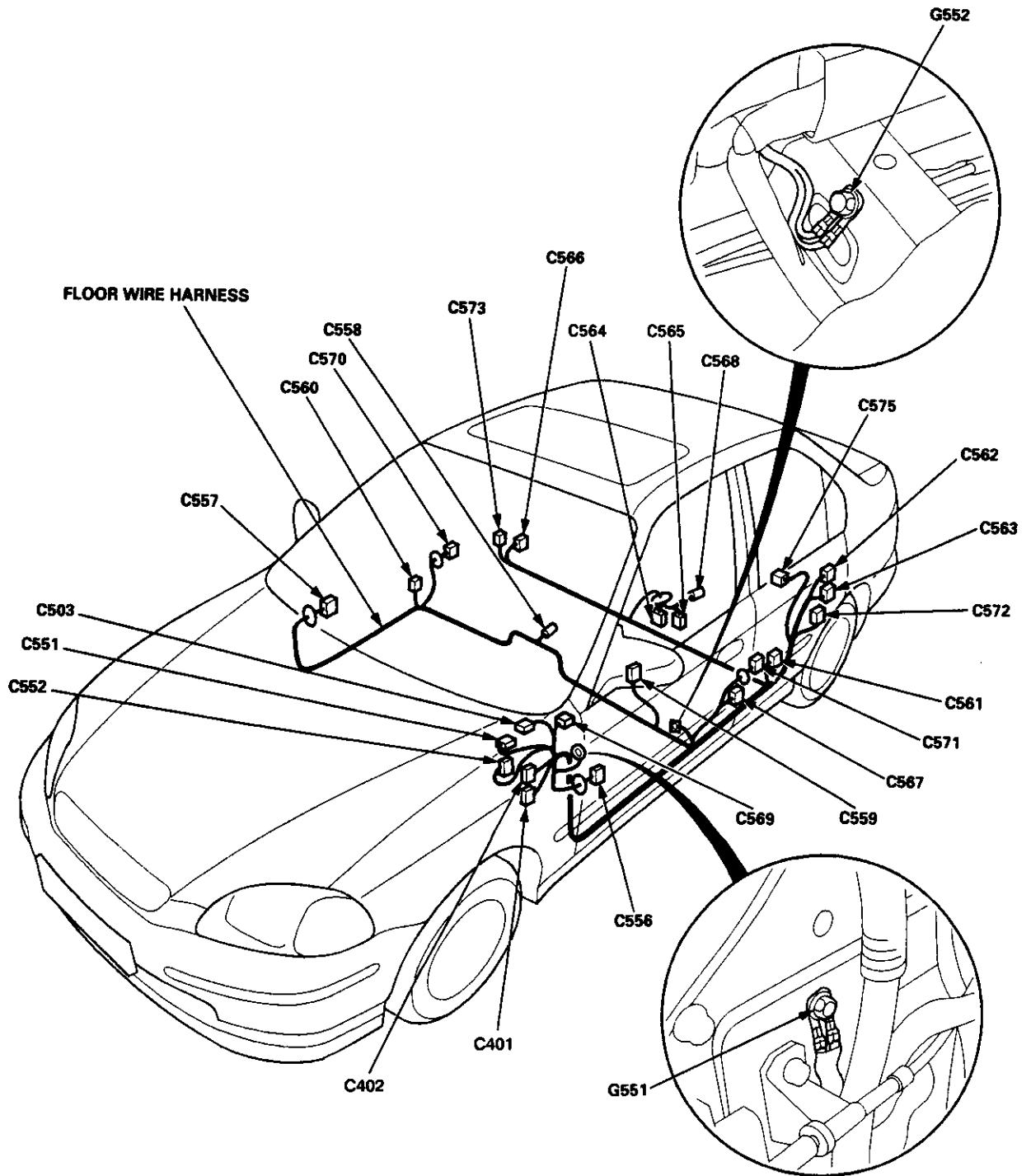
*2: Without power windows

*3: '96-'98 models except GX

*4: '99-'00 models except GX



Sedan:



Connector Identification and Wire Harness Routing

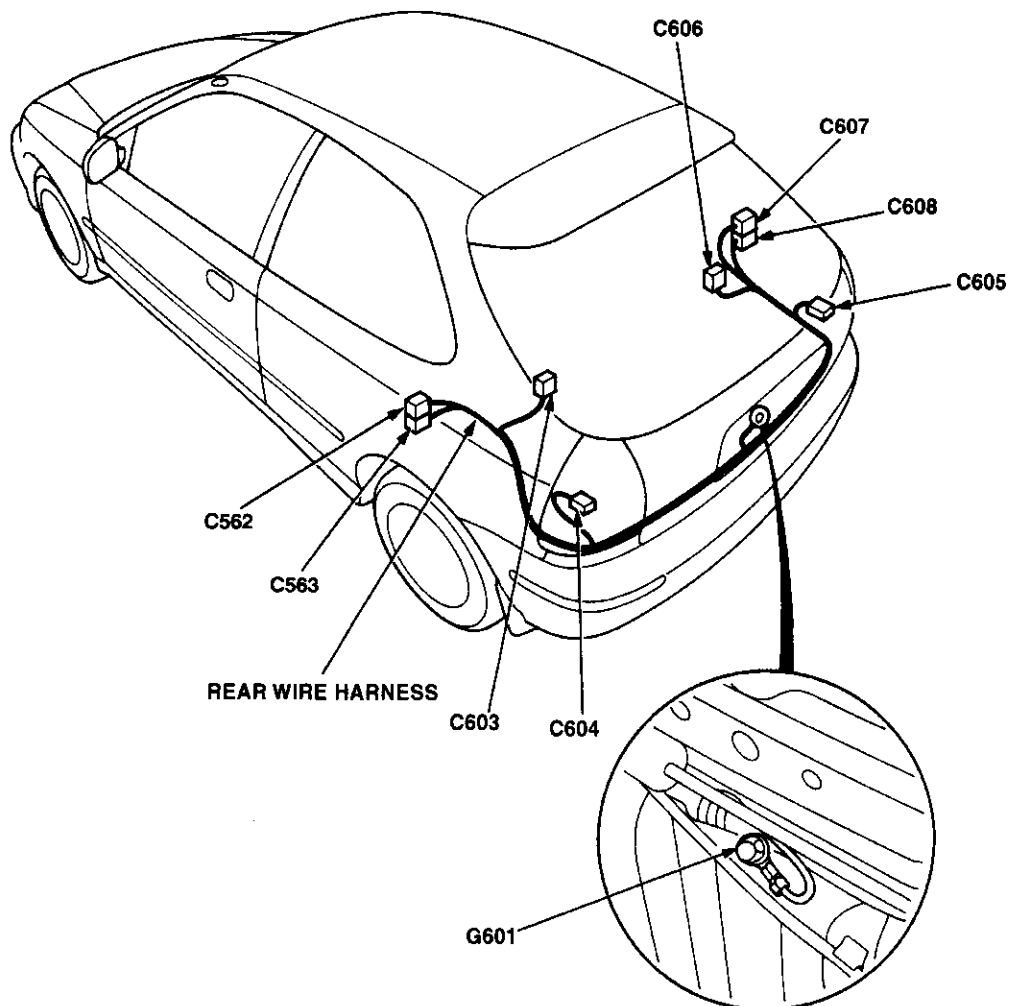
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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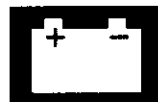
Rear Wire Harness (Hatchback)

C562	14-GRY	Left quarter panel	Floor wire harness	*1
C562	20-GRY	Left quarter panel	Floor wire harness	*2
C563	2-BRN	Left quarter panel	Floor wire harness	*1
C603	2-GRY	Left quarter panel	Left rear speaker	Optional
C604	6-GRY	Left side of cargo area	Left outer taillight	
C605	6-GRY	Right side of cargo area	Right outer taillight	Optional
C606	2-GRY	Right quarter panel	Right rear speaker	
C607	6-BLU	Right quarter panel	Hatch wire harness	
C608	2-BRN	Right quarter panel	Hatch wire harness	
G601		Middle of cargo area	Body ground, via rear wire harness	

*1: '96-'98 models

*1: '99-'00 models





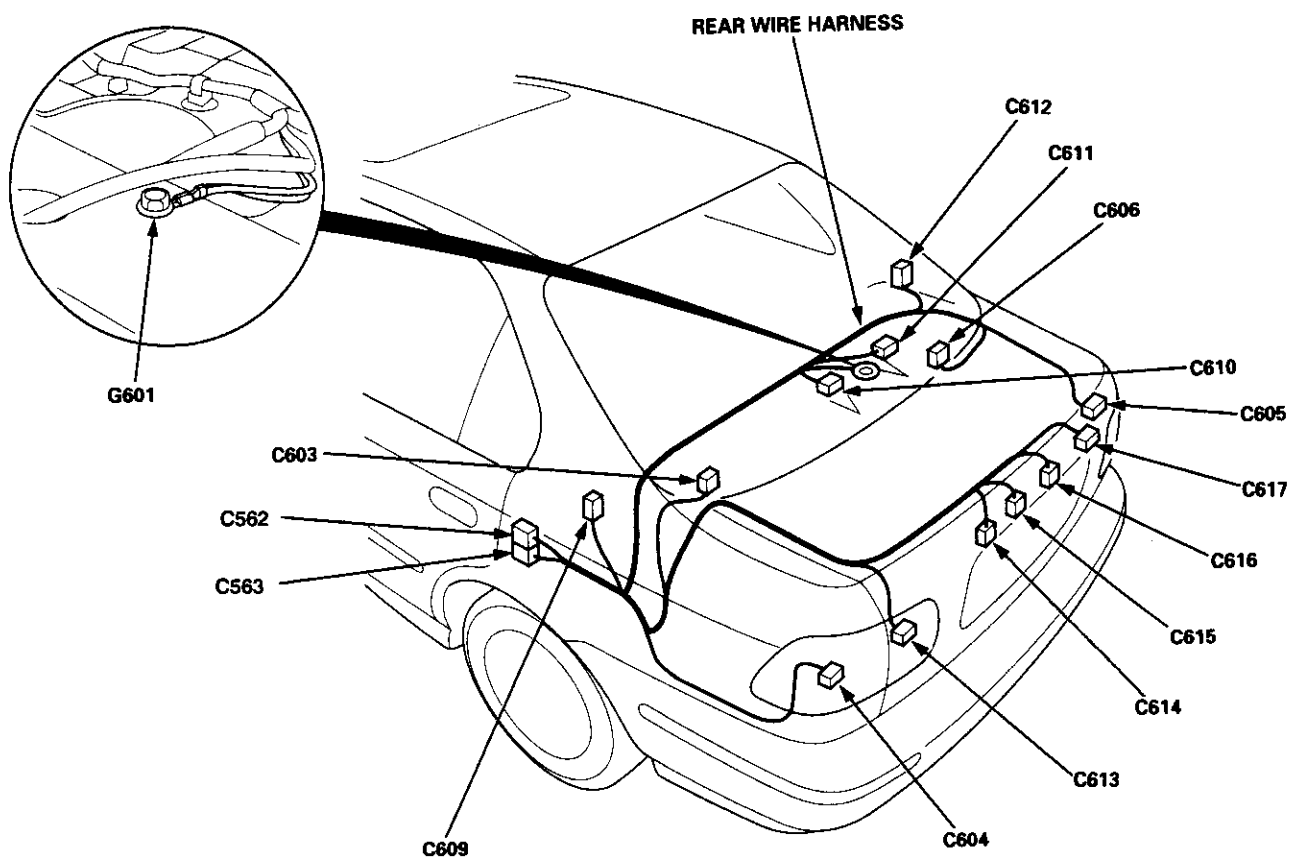
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Rear Wire Harness (Coupe: '96-'00 models/Sedan: '96-'98 models)

C562	8-GRY	Left quarter panel	Floor wire harness	GX *1 *2 '96-'98 Optional
C562	14-GRY	Left quarter panel	Floor wire harness	
C562	20-GRY	Left quarter panel	Floor wire harness	
C563	2-BRN	Left quarter panel	Floor wire harness	
C603	2-GRY	Left quarter panel	Left rear speaker	Optional
C604	4-GRY	Left side of trunk	Left outer taillight	
C605	4-GRY	Right side of trunk	Right outer taillight	
C606	2-GRY	Right quarter panel	Right rear speaker	
C609	1-BLK	Left side of rear window	Rear window defogger (+)	
C610	2-BRN	Middle of rear shelf	High mount brake light	
C611	2-GRY	Middle of rear shelf	Trunk light	
C612	1-BLK	Right side of rear window	Rear window defogger (-)	
C613	4-GRY	Left side of trunk lid	Left inner taillight	
C614	2-BRN	Middle of trunk lid	Left license plate light	
C615	2-BLK	Middle of trunk lid	Trunk latch switch	
C616	2-BRN	Middle of trunk lid	Right license plate light	
C617	4-GRY	Right side of trunk lid	Right inner taillight	
G601		Middle of trunk	Body ground, via rear wire harness	

*1: Coupe: '96-'98 models, Sedan: '96-'98 models except GX

*2: Coupe: '99-'00 models



Connector Identification and Wire Harness Routing

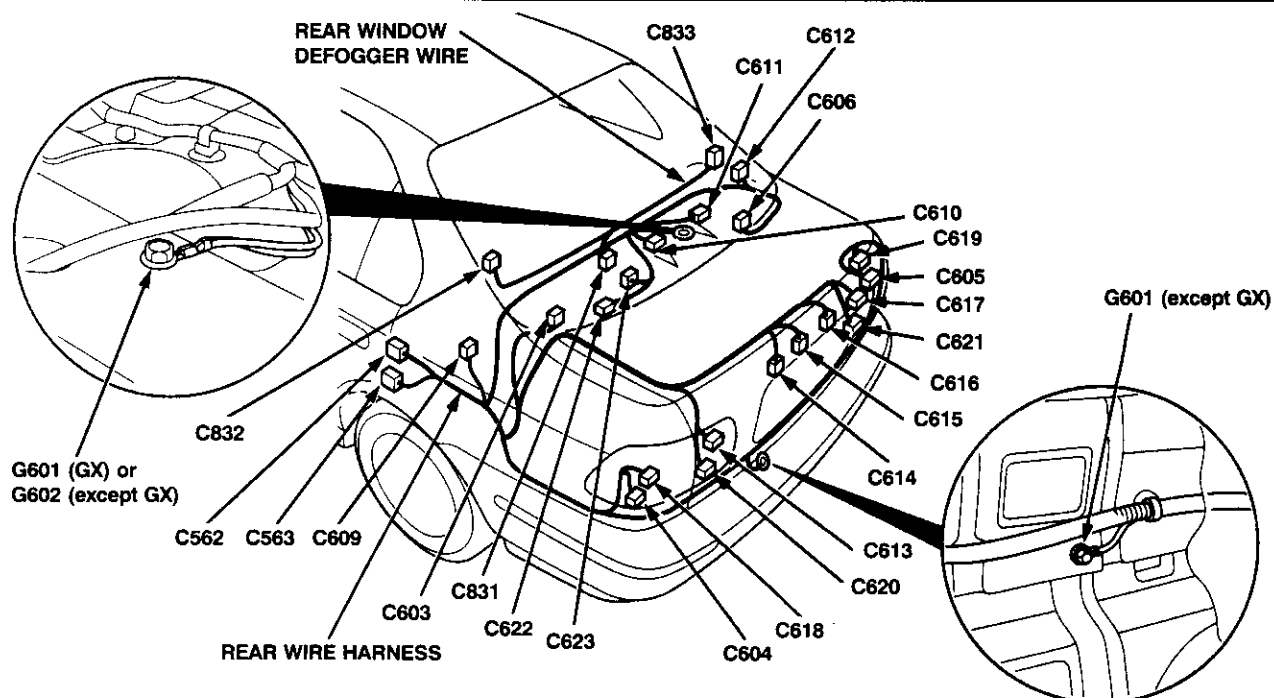
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Rear Wire Harness (Sedan): '99-'00 models

C562	20-GRY	Left quarter panel	Floor wire harness	except GX
C562	8-GRY	Left quarter panel	Floor wire harness	GX
C563	2-BRN	Left quarter panel	Floor wire harness	GX
C603	2-GRY	Left quarter panel	Left rear speaker	Optional
C604	4-GRY	Left side of trunk	Left brake light/outer taillight	
C605	4-GRY	Right side of trunk	Right brake light/outer taillight	
C606	2-GRY	Right quarter panel	Right rear speaker	Optional
C609	1-BLK	Left side of rear window	Rear window defogger (+)	GX
C610	2-BRN	Middle of rear shelf	High mount brake light	
C611	2-GRY	Middle of rear shelf	Trunk light	
C612	1-BLK	Right side of rear window	Rear window defogger (-)	GX
C613	3-GRY	Left side of trunk lid	Left back-up light	
C614	2-GRY	Middle of trunk lid	Left license plate light	
C615	2-BLK	Middle of trunk lid	Trunk latch switch	
C616	2-GRY	Middle of trunk lid	Right license plate light	
C617	3-GRY	Right side of trunk lid	Right back-up light	
C618	2-GRY	Left side of trunk	Left rear turn signal light	
C619	2-GRY	Right side of trunk	Right rear turn signal light	
C620	2-GRY	Left side of trunk lid	Left inner taillight	
C621	2-GRY	Right side of trunk lid	Right inner taillight	
C622	1-BRN	Middle of rear shelf	Window antenna coil connector C	except GX
C623	1-BRN	Middle of rear shelf	Window antenna coil connector A	except GX
G601		Middle of trunk	Body ground, via rear wire harness	
G602		Middle of rear shelf	Body ground, via rear wire harness	except GX

Rear Window Defogger Wire (except GX)

C831	2-BRN	Middle of rear shelf	Window antenna coil connector B	
C832	1-BLK	Left side of rear window	Rear window defogger (+)	
C883	1-BLK	Right side of rear window	Rear window defogger (-)	





Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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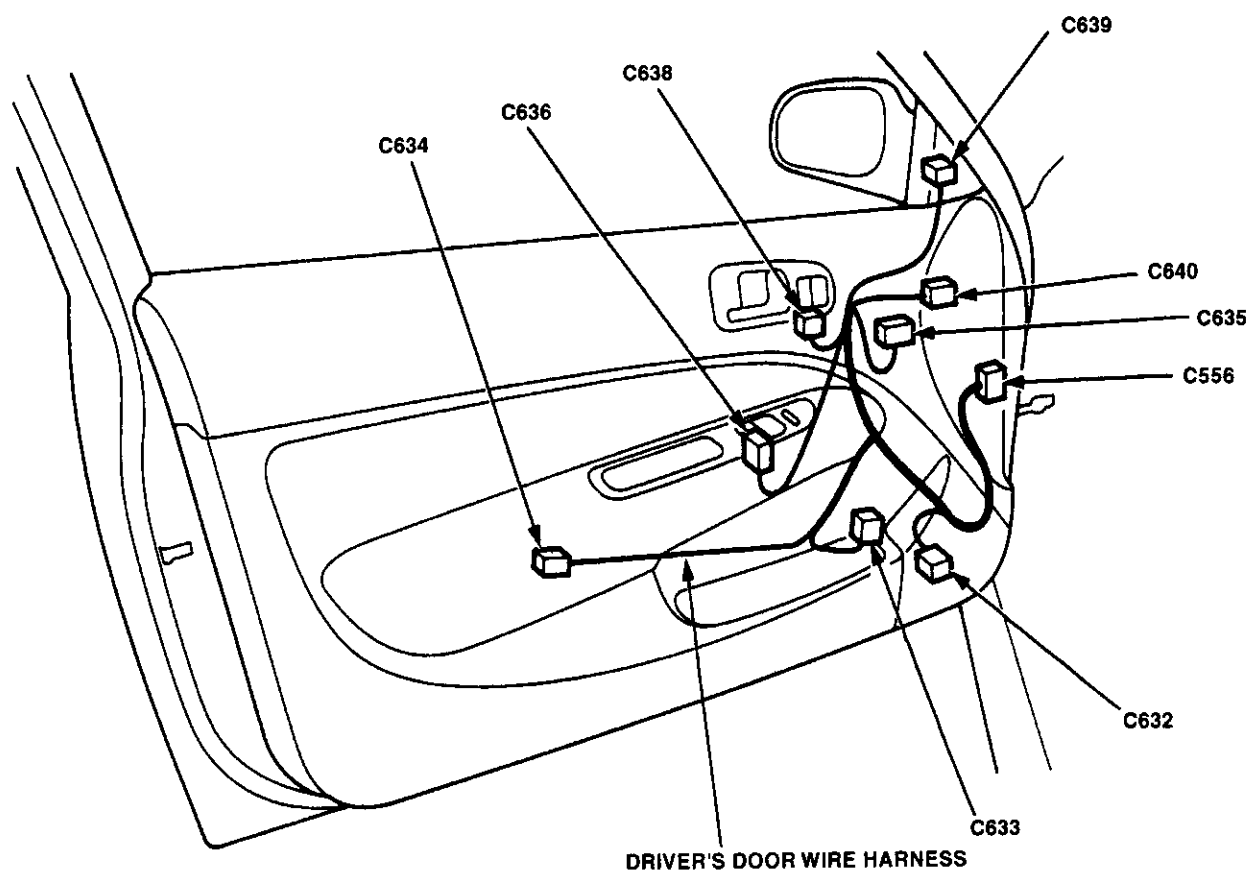
Driver's Door Wire Harness (Coupe/Hatchback)

C556	25-GRY	Driver's door	Floor wire harness	*1
C556	2-NAT	Driver's door	Floor wire harness	*2
C632	2-GRY	Driver's door	Left front door speaker	
C633	4-GRY	Driver's door	Driver's power window motor	Coupe
C634	4-GRY	Driver's door	Driver's door lock actuator	Coupe
C635	2-GRY	Driver's door	Tweeter	Coupe
C636	12-GRY	Driver's door	Power window master switch	Coupe
C638	3-GRY	Driver's door	Driver's door lock switch	Coupe
C639	8-BLK/WHT	Inside of left power mirror	Left power mirror	Coupe
C640	12-GRY	Driver's door	Power door lock control unit	Coupe (*3)

*1: With power windows

*2: Without power windows

*3: All '96-'98 models with power door locks, '99-'00 models with power door locks but without keyless entry



Connector Identification and Wire Harness Routing

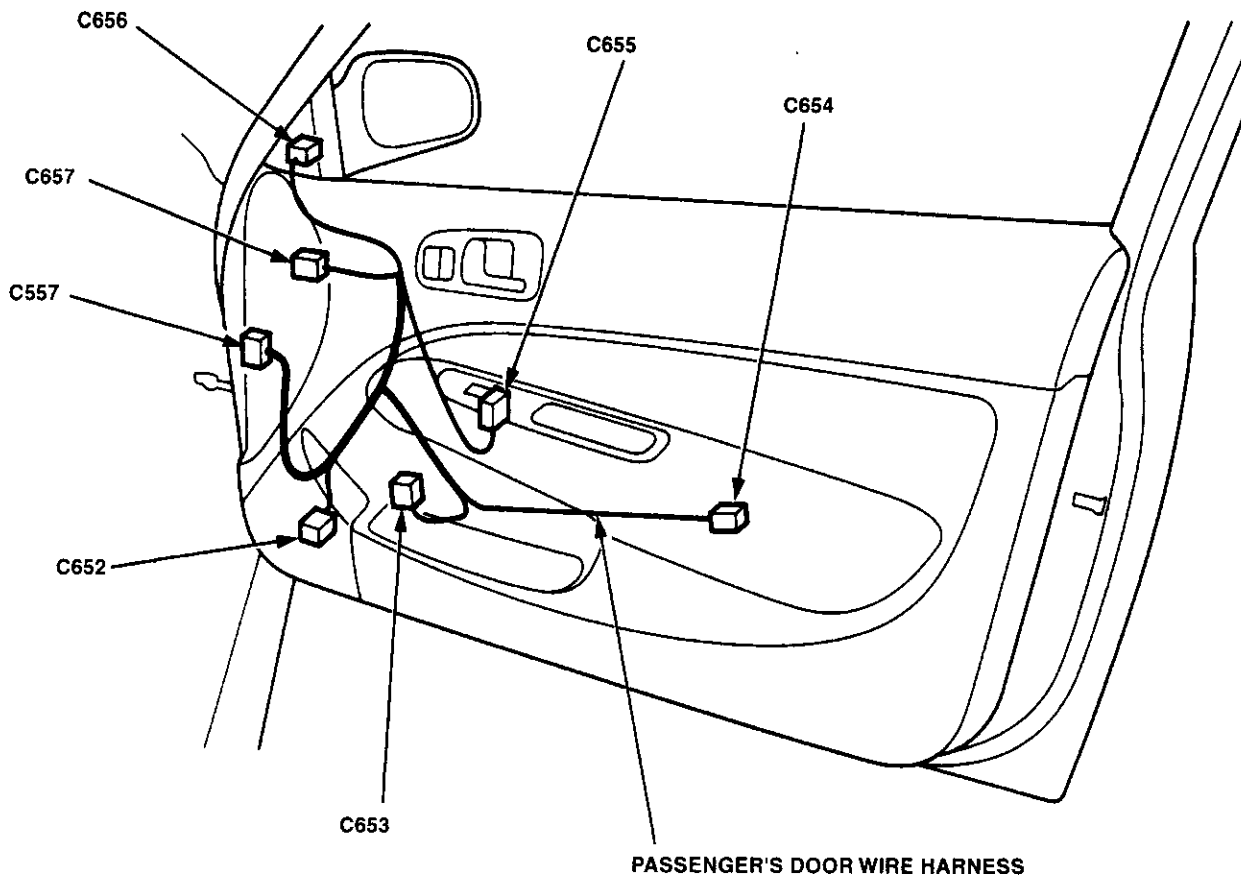
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Passenger's Door Wire Harness (Coupe/Hatchback)

C557	25-GRY	Passenger's door	Floor wire harness	*1
C557	2-NAT	Passenger's door	Floor wire harness	*2
C652	2-GRY	Passenger's door	Right front door speaker	
C653	2-GRY	Passenger's door	Front passenger's power window motor	Coupe
C654	2-GRY	Passenger's door	Front passenger's door lock actuator	Coupe
C655	5-NAT	Passenger's door	Front passenger's power window switch	Coupe
C656	8-BLK/WHT	Inside of right power mirror	Right power mirror	Coupe
C657	2-GRY	Passenger's door	Tweeter	Coupe

*1: With power windows

*2: Without power windows





Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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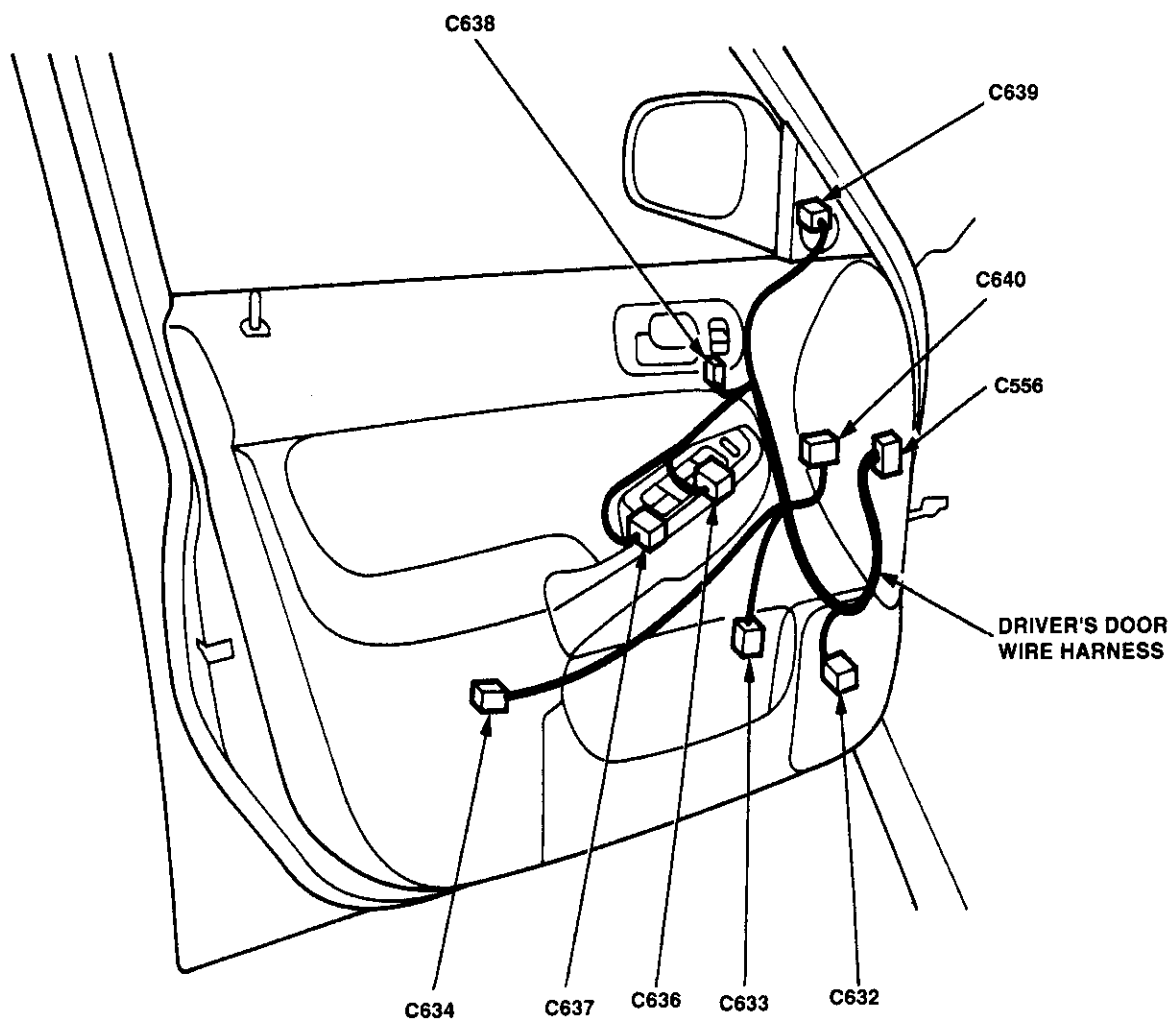
Driver's Door Wire Harness (Sedan)

C556	25-GRY	Driver's door	Floor wire harness	*1
C556	2-NAT	Driver's door	Floor wire harness	*2
C632	2-GRY	Driver's door	Left front door speaker	
C633	4-GRY	Driver's door	Driver's power window motor	*1
C634	4-GRY	Driver's door	Driver's door lock actuator	*1
C636	16-GRY	Driver's door	Power window master switch connector A	*1
C637	1-BRN	Driver's door	Power window master switch connector B	*1
C638	3-GRY	Driver's door	Driver's door lock switch	*1
C639	8-BLK/WHT	Inside of left power mirror	Left power mirror	*1
C640	12-GRY	Driver's door	Power door lock control unit	*3

*1: With power windows

*2: Without power windows

*3: All '96-'98 models with power door locks, '99-'00 models with power door locks but without keyless entry



Connector Identification and Wire Harness Routing

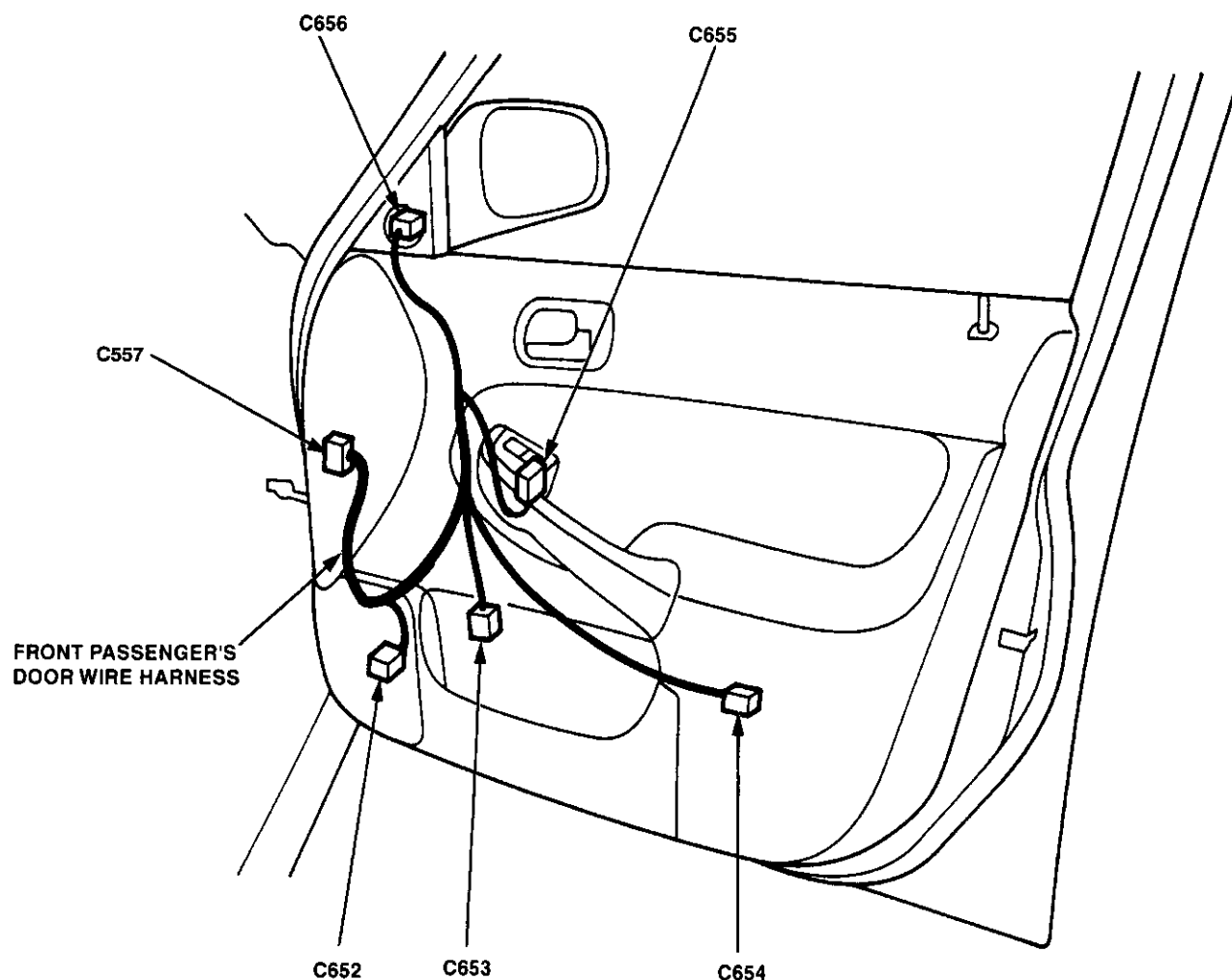
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Front Passenger's Door Wire Harness (Sedan)

C557	25-GRY	Passenger's door	Floor wire harness	*1
C557	2-NAT	Passenger's door	Floor wire harness	*2
C652	2-GRY	Passenger's door	Right front door speaker	
C653	2-GRY	Passenger's door	Front passenger's power window motor	*1
C654	2-GRY	Passenger's door	Front passenger's door lock actuator	*1
C655	5-NAT	Passenger's door	Front passenger's power window switch	*1
C656	8-BLK/WHT	Inside of right power mirror	Right power mirror	*1

*1: With power windows

*2: Without power windows





Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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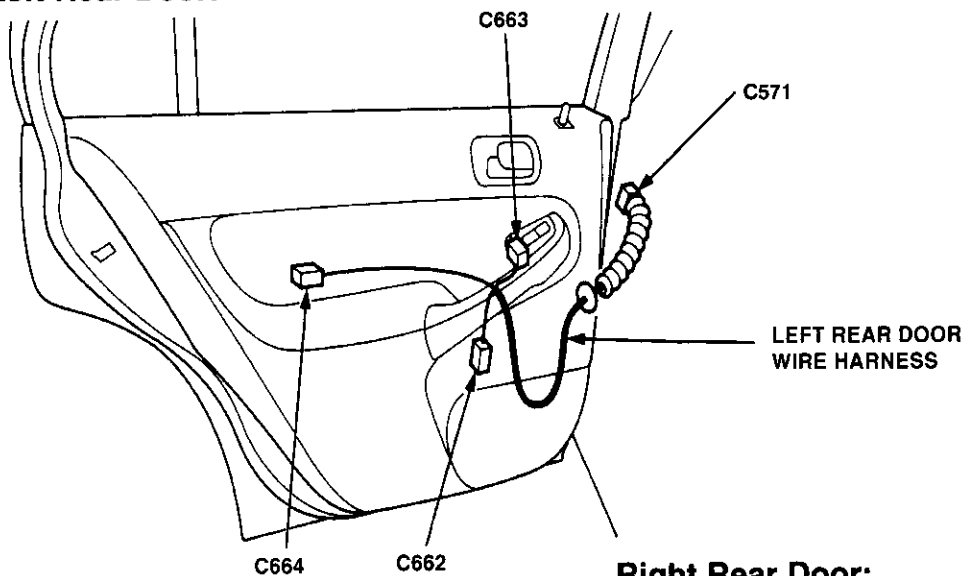
Left Rear Door Wire Harness (Sedan)

C571	6-BLU	Left B-pillar	Floor wire harness	
C662	2-GRY	Left rear door	Left rear power window motor	
C663	5-NAT	Left rear door	Left rear power window switch	
C664	2-GRY	Left rear door	Left rear door lock actuator	

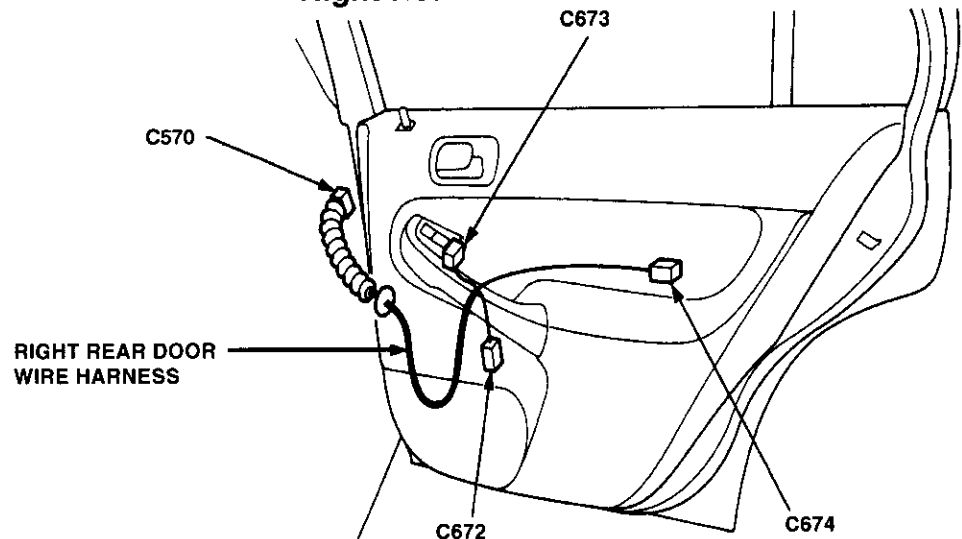
Right Rear Door Wire Harness (Sedan)

C570	6-BLU	Right B-pillar	Floor wire harness	
C672	2-GRY	Right rear door	Right rear power window motor	
C673	5-NAT	Right rear door	Right rear power window switch	
C674	2-GRY	Right rear door	Right rear door lock actuator	

Left Rear Door:



Right Rear Door:



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Roof Wire Harness (Coupe/Hatchback)

C407	2-GRY	Under left side of dash	Main wire harness	*1
C407	6-GRY	Under left side of dash	Main wire harness	*2
C702	2-WHT	Middle of roof	Ceiling light	
C719	1-WHT	Front of roof	Spotlight	*2

*1: '96-'98 models

*2: '99-'00 models

Roof Wire Harness (Sedan)

C407	2-GRY	Under left side of dash	Main wire harness	*1
C407	6-GRY	Under left side of dash	Main wire harness	*2, GX
C702	1-WHT	Middle of roof	Ceiling light (Power)	
C703	1-WHT	Middle of roof	Ceiling light (Ground)	
C719	1-WHT	Front of roof	Spotlight	*2

*1: '96-'98 models

*2: '99-'00 models

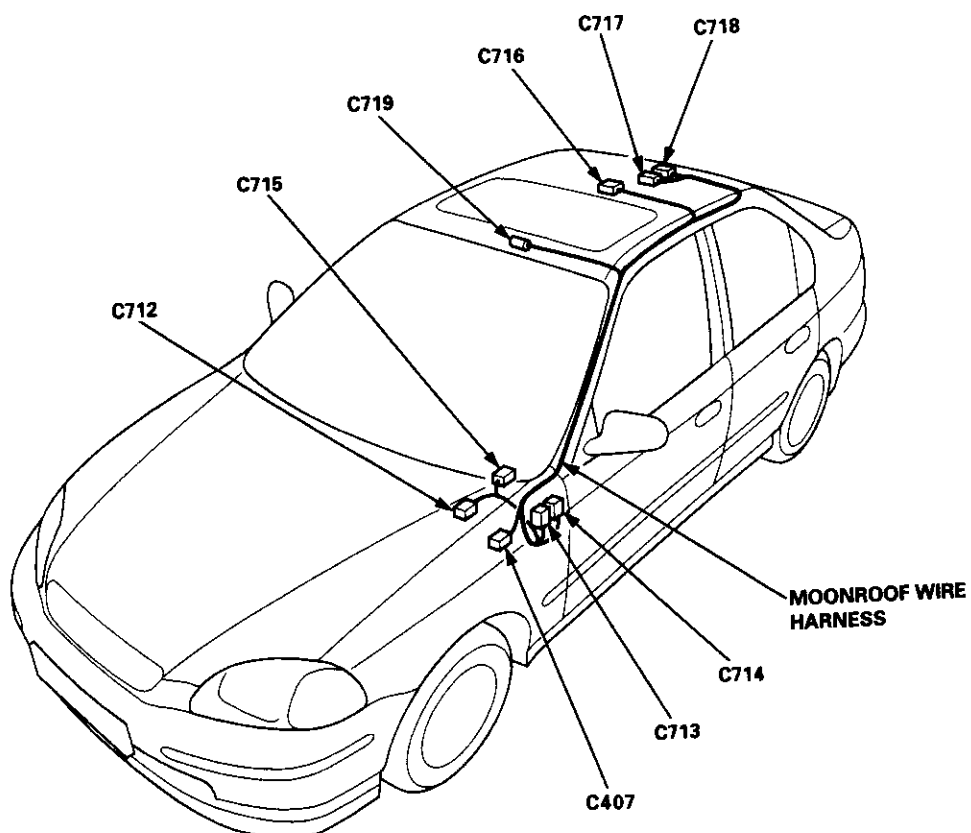
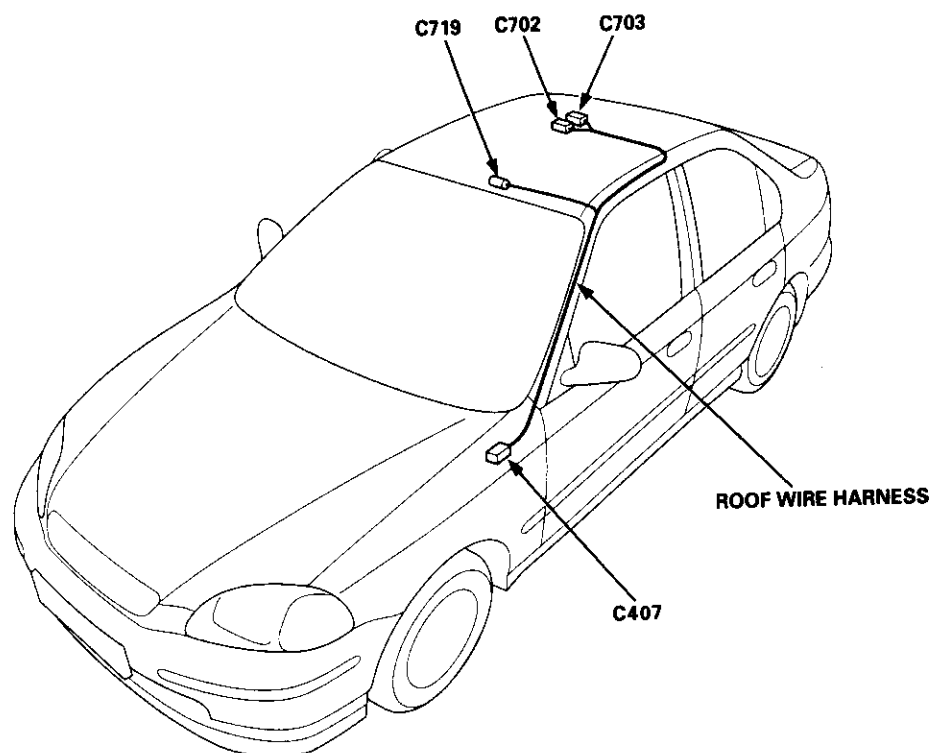
Moonroof Wire Harness (Coupe/Sedan)

C407	2-GRY	Under left side of dash	Main wire harness	*1, *2
C407	6-GRY	Under left side of dash	Main wire harness	*3
C712	3-BRN or GRN	Front of under-dash fuse/relay box	Under-dash fuse/relay box	
C713	6-BRN	Left side of dashboard bracket	Moonroof open relay	*1
C713	5-GRY	Left side of dashboard bracket	Moonroof open relay	*2, *3
C714	6-BRN	Left side of dashboard bracket	Moonroof close relay	*1
C714	5-GRY	Left side of dashboard bracket	Moonroof close relay	*2, *3
C715	4-GRY	Left of steering wheel	Moonroof switch	
C716	3-WHT	Middle of roof	Ceiling light	
C717	2-BRN	Rear of roof	Moonroof motor	
C718	4-GRY	Rear of roof	Open/close and tilt/close switches	
C719	1-WHT	Front of roof	Spotlight	*2, *3

*1: '96-'97 models

*2: '98 models

*3: '99-'00 models



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Hatch Wire Harness (Hatchback)

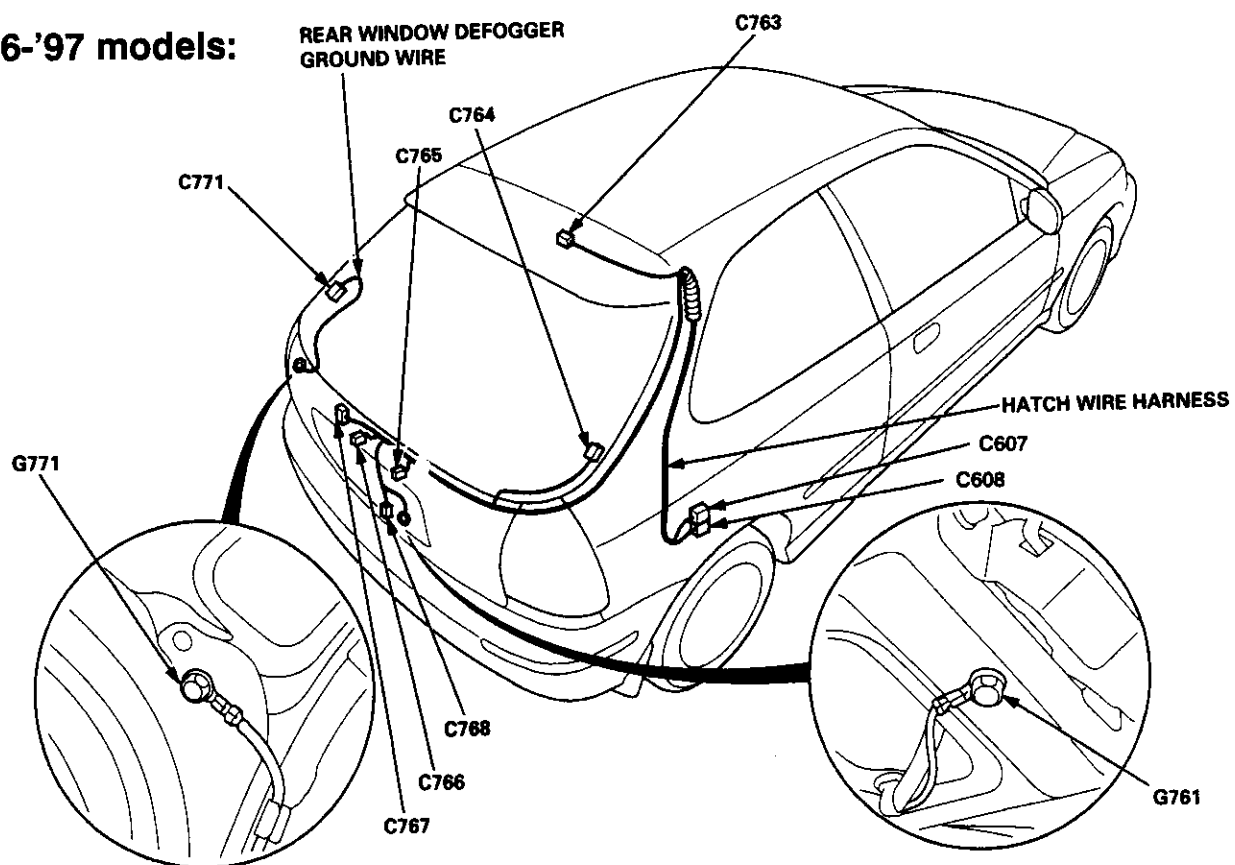
C607	6-BLU	Right quarter panel	Rear wire harness	
C608	2-BRN	Right quarter panel	Rear wire harness	
C763	2-N/A	Rear of roof	High mount brake light	
C764	1-BLK	Right side of hatch lid	Rear window defogger (+)	
C765	2-GRY	Middle of hatch lid	Right license light	
C766	2-GRY	Middle of hatch lid	Left license light	
C767	4-NAT	Middle of hatch lid	Rear window wiper motor	
C768	2-GRY	Middle of hatch lid	Hatch latch switch	
G761		Middle of hatch lid	Body ground, via tailgate wire harness	

Rear Window Defogger Ground Wire (Hatchback)

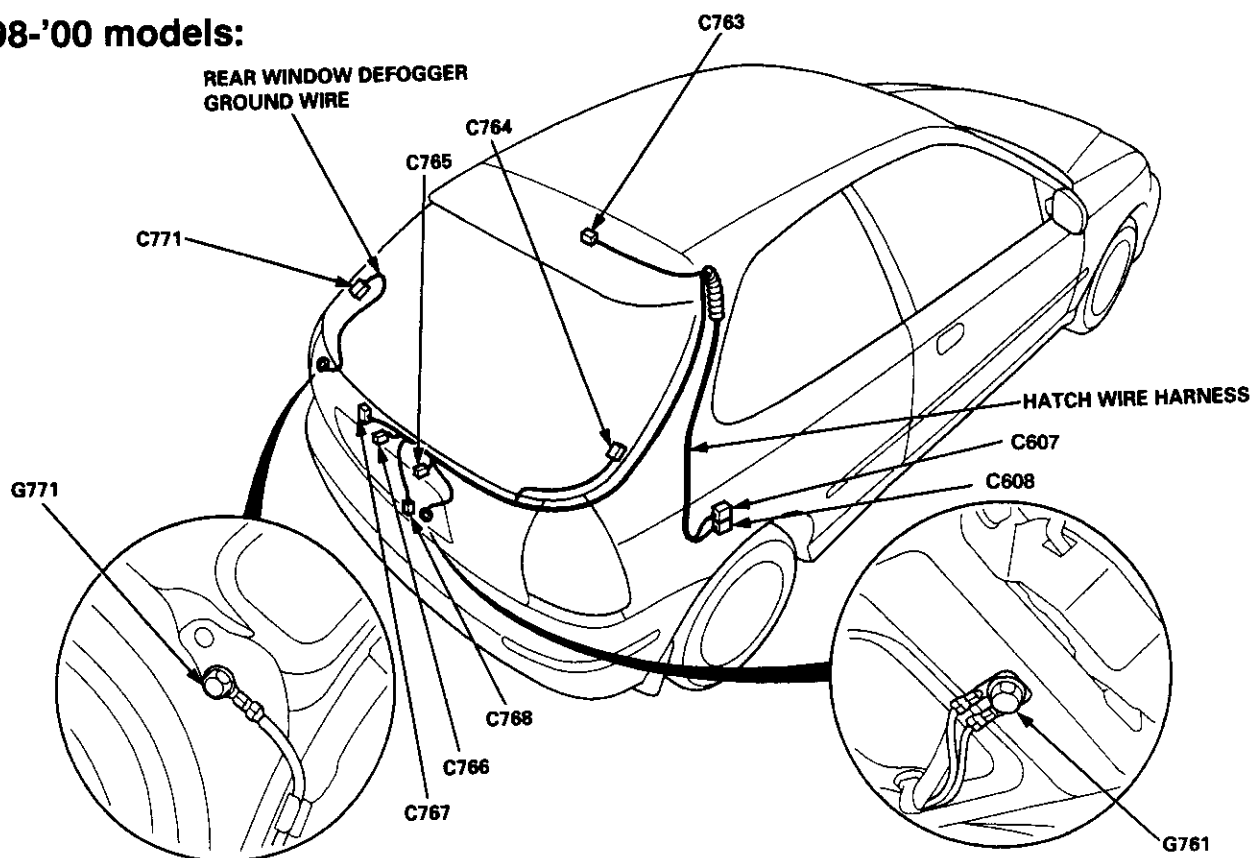
C771	1-BLK	Left side of hatch lid	Rear window defogger (–)	
G771		Left side of hatch lid	Body ground, via rear window defogger wire	



'96-'97 models:



'98-'00 models:



Connector Identification and Wire Harness Routing

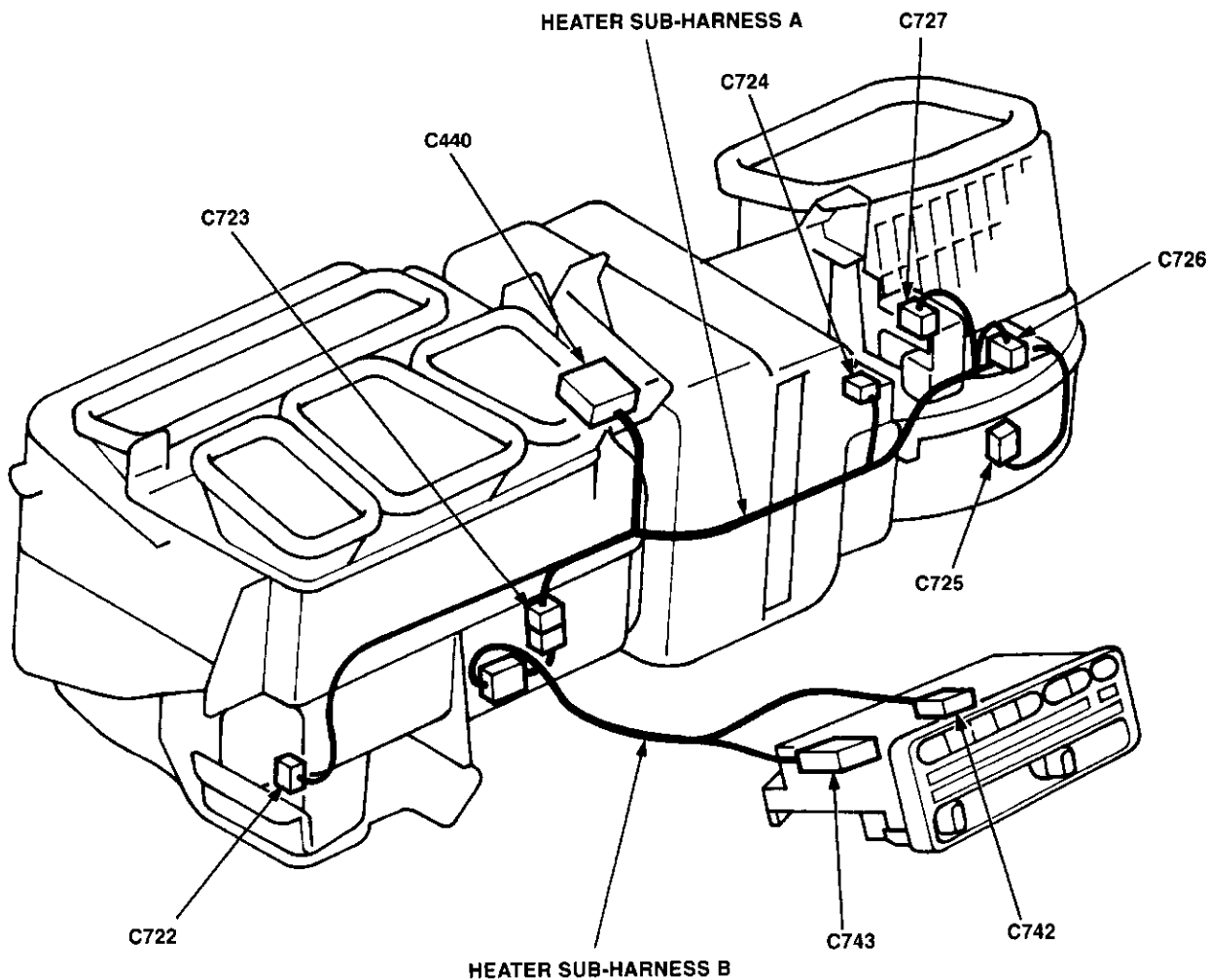
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Heater Sub-harness A: '96-'98 models

C440	16-BLU	Under middle of dash	Main wire harness	
C722	7-GRN	Behind middle of dash	Mode control motor	
C723	20-GRY	Behind front console	Heater sub-harness B	
C724	3-GRY	Behind glove box	A/C thermostat	
C725	2-NAT	Below right side of dash	Blower motor	
C726	4-BRN	Behind glove box	Blower motor resistor	
C727	4-GRN	Behind glove box	Recirculation control motor	

Heater Sub-harness B: '96-'98 models

C723	20-GRY	Behind front console	Heater sub-harness A	
C742	6-BRN	Behind middle of dash	Heater fan switch	
C743	14-GRN	Behind middle of dash	Heater control panel	





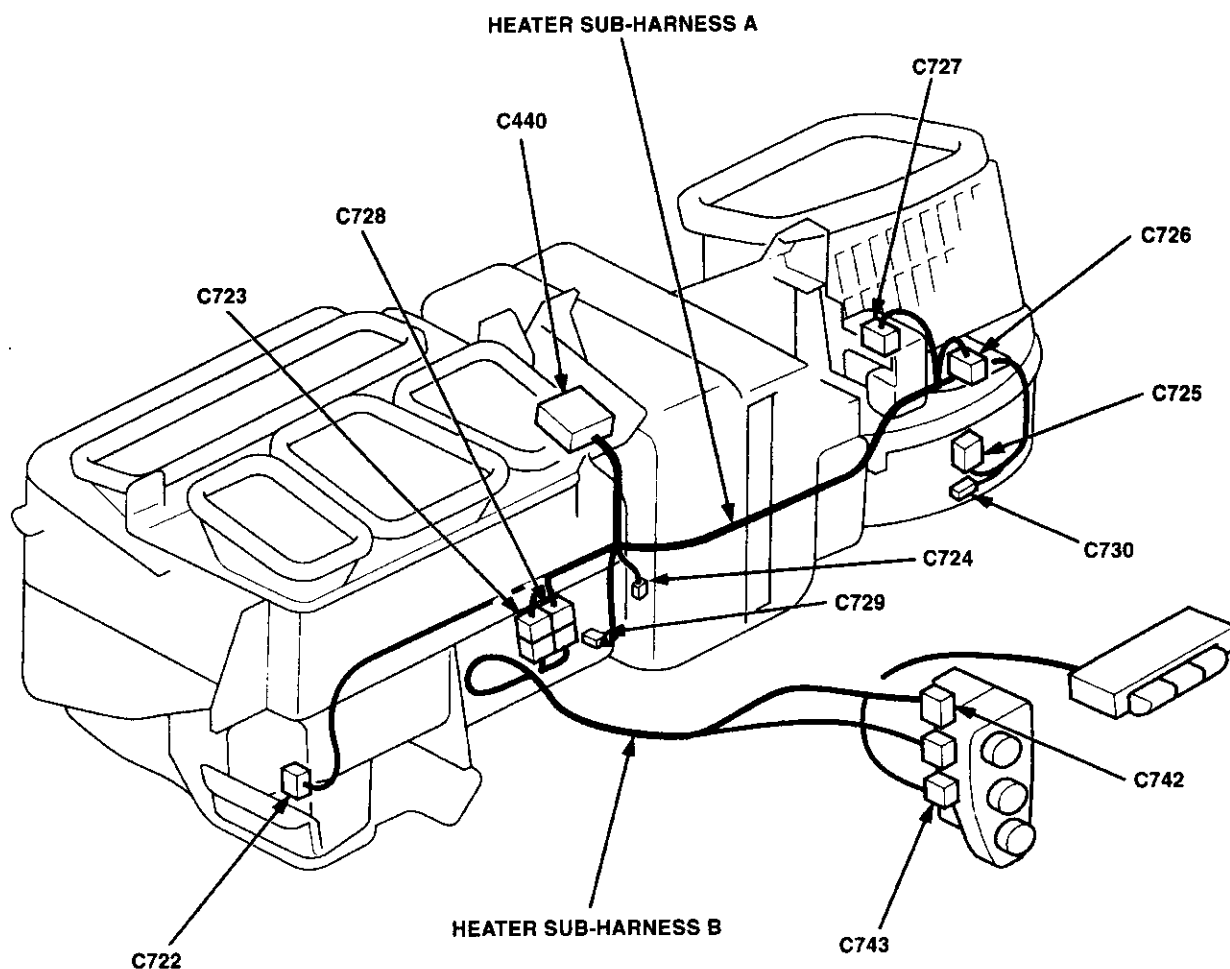
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Heater Sub-harness A: '99-'00 models

C440	16-BLU	Under middle of dash	Main wire harness	
C722	7-GRN	Behind middle of dash	Mode control motor	
C723	24-BLU	Behind front console	Heater sub-harness B	
C724	3-GRY	Behind glove box	A/C thermostat	
C725	2-NAT	Below right side of dash	Blower motor	
C726	3-NAT	Behind glove box	Power transistor	
C727	4-GRN	Behind glove box	Recirculation control motor	
C728	1-BRN	Behind front console	Heater sub-harness B	
C729	5-GRN	Behind glove box	Air mix control motor	
C730	4-BRN	Behind glove box	Blower motor high relay	

Heater Sub-harness B: '99-'00 models

C723	24-BLU	Behind front console	Heater sub-harness A	
C728	1-BRN	Behind front console	Heater sub-harness A	
C742	8-GRY	Behind middle of dash	Heater control panel connector A	
C743	20-BLK	Behind middle of dash	Heater control panel connector B	



Connector Identification and Wire Harness Routing

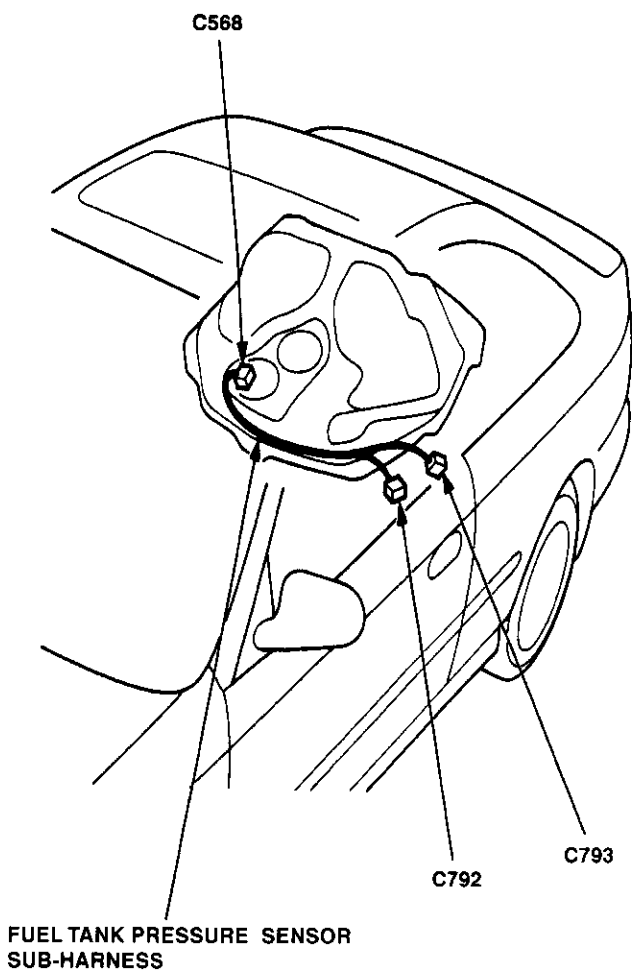
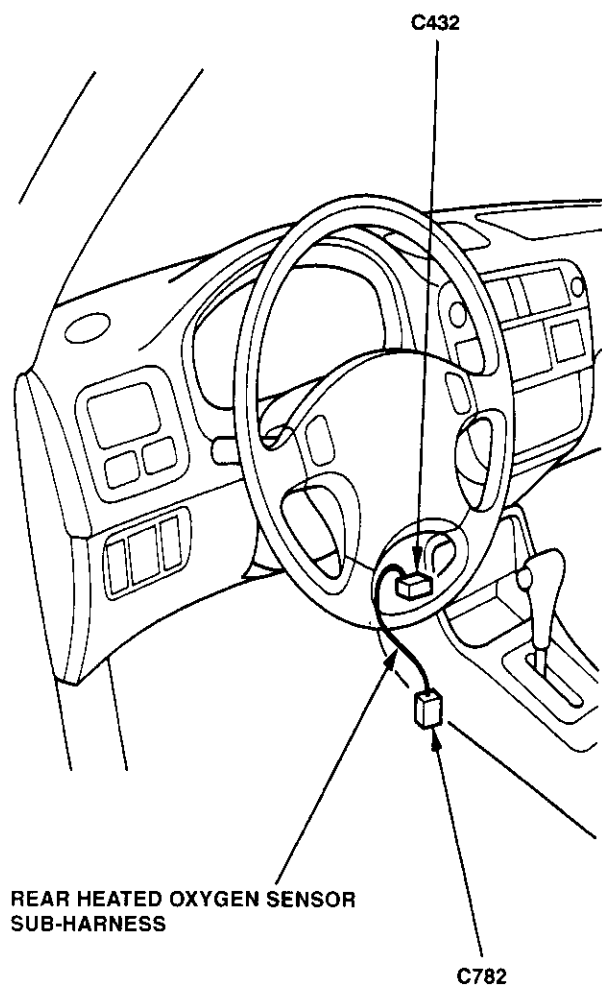
Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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Rear Heated Oxygen Sensor Sub-harness

C432	4-GRY	Below front console	Main wire harness	
C782	4-GRY	Below front console	Secondary heated oxygen sensor (Secondary HO2S)	

Fuel Tank Pressure Sensor Sub-harness

C568	6-GRY	Top of fuel tank	Floor wire harness	
C792	3-BRN	Left side of fuel tank	Fuel tank pressure sensor	
C793	2-BRN	Left side of fuel tank	EVAP two way valve	

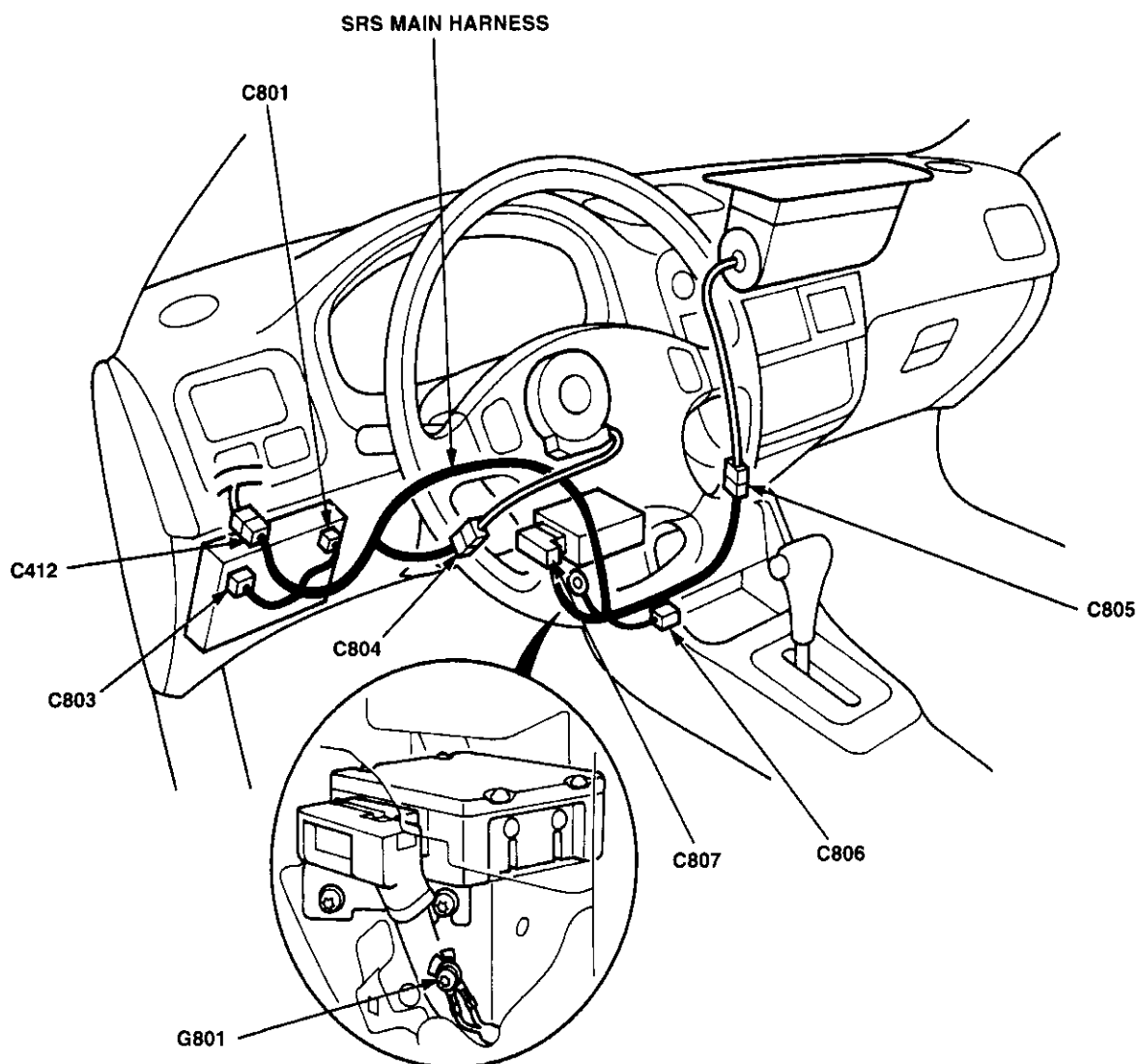




Connector or Terminal	Number of Cavities/ Color	Location	Connects to	Notes
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SRS Main Harness

C412	3-YEL	Above under-dash fuse/relay box	Main wire harness	USA Canada
C801	2-YEL	Under left side of dash	Under-dash fuse/relay box	
C803	2-YEL	Right side of under-dash fuse/relay box	Memory erase signal (MES) connector	
C804	2-YEL	Under left side of dash	Cable reel	
C805	2-YEL	Under center of dash	Passenger's airbag assembly	
C806	2-YEL	Middle of floor	Dummy resistor connector	
C807	18-YEL	Middle of floor	SRS unit	
G801		Middle of floor	Body ground, via SRS main harness	



Connector Identification and Wire Harness Routing

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
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Fuel Sub-Harness (GX)

C575	6-GRN	Behind left side of rear seat	Floor wire harness	
C682	2-GRY	Left side of trunk	Fuel tank internal solenoid valve	
C683	3-N/A	Middle of trunk	Fuel tank pressure sensor	
C684	2-GRY	Middle of trunk	Fuel tank temperature sensor	

