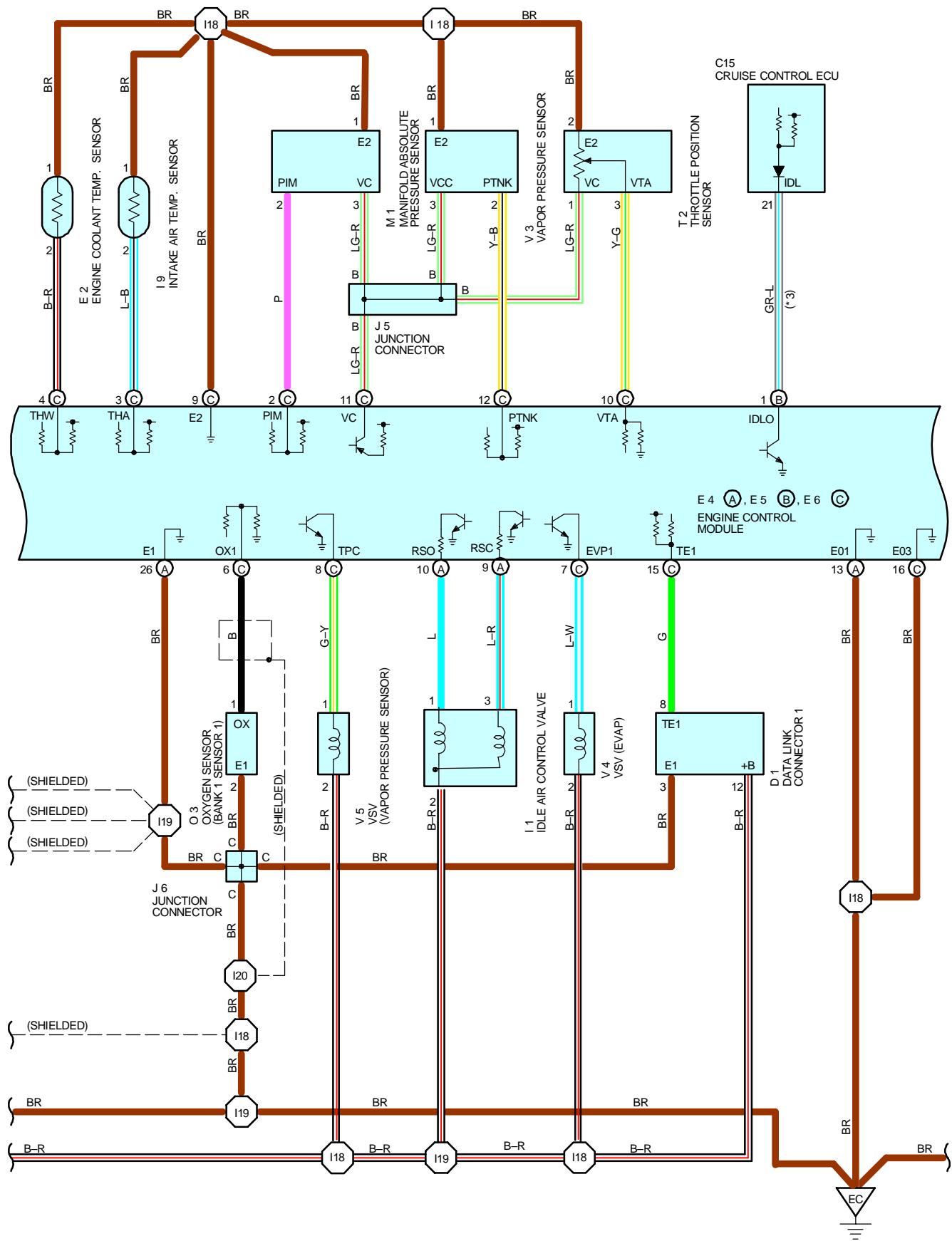
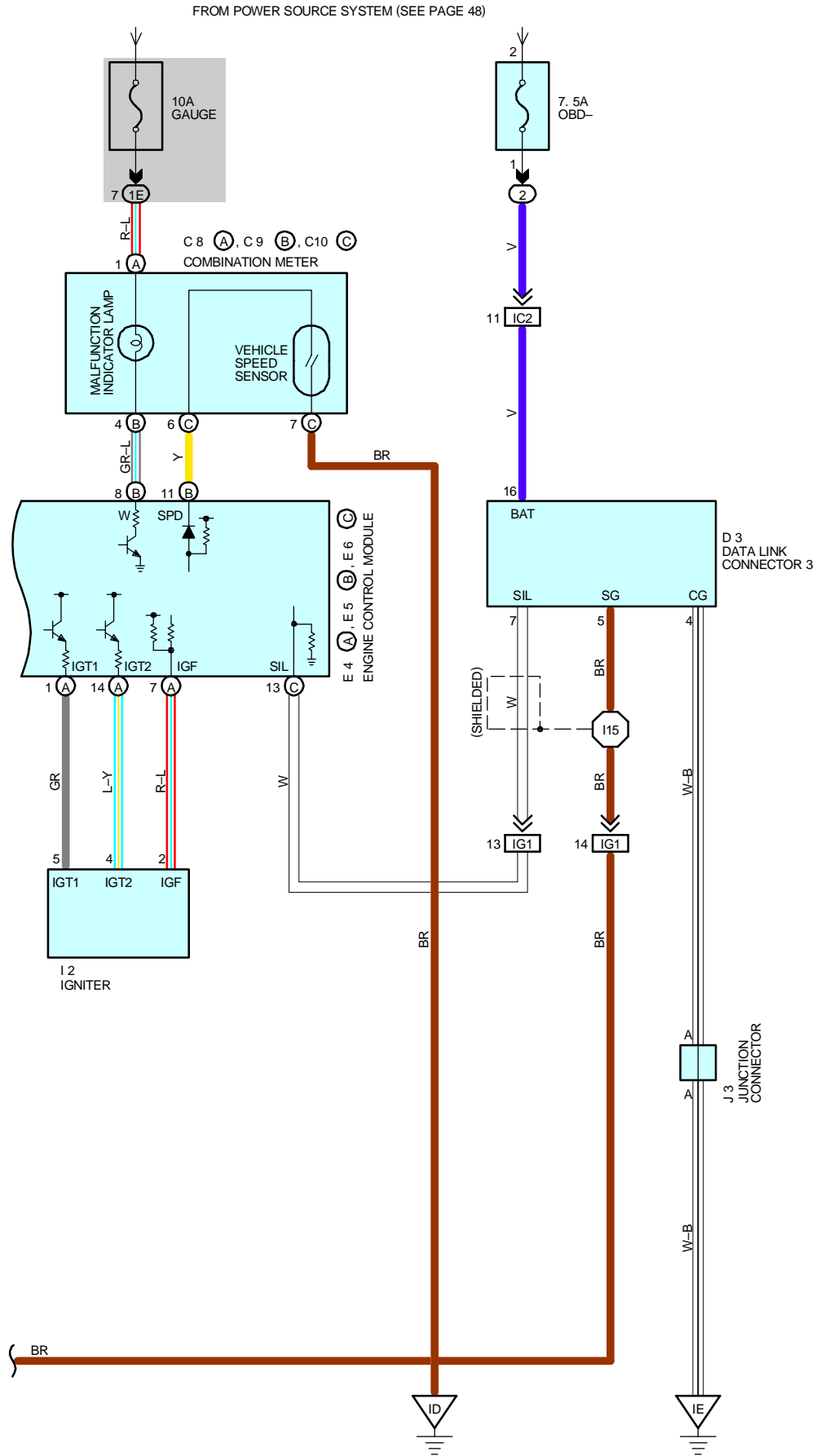




ENGINE CONTROL (M/T)







ENGINE CONTROL (M/T)

SERVICE HINTS

E4 (A), E5 (B), E6 (C) ENGINE CONTROL MODULE

VOLTAGE AT ENGINE CONTROL MODULE WIRING CONNECTORS

BATT-E1 : ALWAYS **9.0–14.0** VOLTS

PIM-E2 : **3.3–3.9** VOLTS (IGNITION SW AT **ON** POSITION)

VC-E2 : **4.5–5.5** VOLTS (IGNITION SW AT **ON** POSITION)

+B-E1 : **9.0–14.0** VOLTS (IGNITION SW AT **ON** POSITION)

VTA-E2 : **3.2–4.9** VOLTS (IGNITION SW AT **ON** POSITION AND THROTTLE VALVE FULLY OPEN)

THA-E2 : **0.5–3.4** VOLTS (IGNITION SW ON AND INTAKE AIR TEMP. **20°C, 68°F**)

THW-E2 : **0.2–1.0** VOLTS (IGNITION SW ON AND COOLANT TEMP. **80°C, 176°F**)

STA-E1 : **6.0–14.0** VOLTS (ENGINE CRANKING)

W-E1 : **9.0–14.0** VOLTS (NO TROUBLE AND ENGINE RUNNING)

TE1-E1 : **9.0–14.0** VOLTS (IGNITION SW ON AND DATA LINK CONNECTOR 1 **TE1-E1** CONNECTED)

0 VOLTS (IGNITION SW ON AND DATA LINK CONNECTOR 1 **TE1-E1** CONNECTED)

IGT1, IGT2 : PULSE GENERATION (ENGINE IDLING)

#10, #20, #30, #40-E01 : **9.0–14.0** VOLTS (IGNITION SW AT **ON** POSITION)

RESISTANCE AT ENGINE CONTROL MODULE WIRING CONNECTORS

VTA-E2 : **4.0–11.0KΩ** (THROTTLE VALVE OPEN)

0–6.0KΩ (THROTTLE VALVE FULLY CLOSED)

: **2.0–3.0KΩ** (INTAKE AIR TEMP. **20°C, 68°F**)

NE-NE- : **0.14–0.18KΩ**



: PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------------------|------|--|------|--------------------|
| A10 | 26 | E4 | A 26 | I9 | 25 |
| C1 | 24 | E5 | B 26 | I10 | 27 |
| C2 | 24 | E6 | C 26 | J3 | 27 |
| C5 | 26 | F4 | 24 | J5 | 27 |
| C7 | 26 | F6 | 28 (C/P), 29 (CONVERTIBLE) | J6 | 27 |
| C8 | A 26 | H6 | 26 | K1 | 25 |
| C9 | B 26 | I1 | 25 | M1 | 25 |
| C10 | C 26 | I2 | 25 | O3 | 25 |
| C15 | 26 | I5 | 25 | T2 | 25 |
| D1 | 24 | I6 | 25 | V3 | 25 |
| D3 | 26 | I7 | 25 | V4 | 25 |
| E2 | 24 | I8 | 25 | V5 | 25 |



: RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|--------------------|---|
| 2 | 22 | ENGINE ROOM R/B (ENGINE COMPARTMENT LEFT) |



: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|--------------------|---|
| 1B | 20 | INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL) |
| 1E | | |
| 1K | 20 | ENGINE ROOM MAIN WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL) |



: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|--------------------|---|
| EA1 | 30 | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF THE ENGINE ROOM R/B) |
| EA2 | | |
| IC1 | 32 | INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL) |
| IC2 | | |
| IE1 | 32 | INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| IG1 | 34 | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT) |
| IG2 | | |
| II1 | 34 | INSTRUMENT PANEL WIRE AND A/C SUB WIRE (NEAR THE BLOWER UNIT) |



: GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|------------------|-----------------------------------|
| EB | 30 | FRONT SIDE OF THE LEFT FENDER |
| EC | 30 | RIGHT SIDE OF THE SURGE TANK |
| ID | 32 | LEFT KICK PANEL |
| IE | 32 | INSTRUMENT PANEL BRACE LH |
| BH | 36 (C/P) | LEFT SIDE OF THE UPPER BACK PANEL |
| BK | 37 (CONVERTIBLE) | UPPER THE REAR WHEEL HOUSE LH |



: SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I5 | 34 | INSTRUMENT PANEL WIRE | I18 | 34 | ENGINE WIRE |
| I9 | | | I19 | | |
| I15 | | | I20 | | |

A10 BLACK



C 1 BLACK



C 2 DARK GRAY



C 5



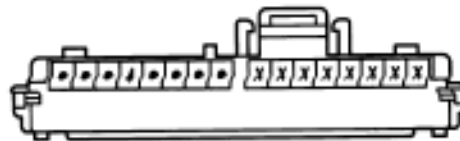
C 7



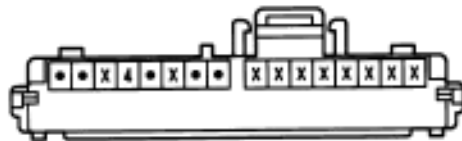
C 8 (A) BROWN



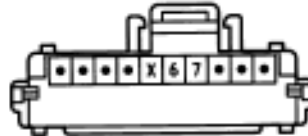
(USA, CANADA) C 9 (B)



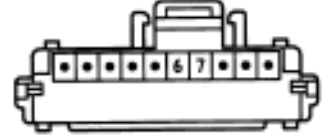
(PUERTO RICO) C 9 (B)



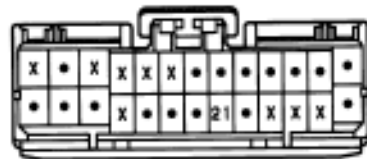
(USA, CANADA) C10 (C) GRAY



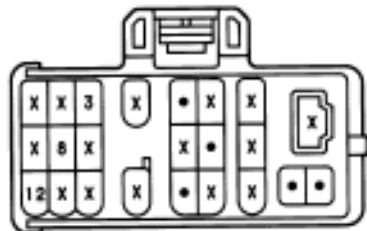
(PUERTO RICO) C10 (C) GRAY



C15 GREEN



D 1 BLACK





ENGINE CONTROL (M/T)

