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► [Diagram For 4 Cyl Ecu](#), should be of some help...

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[mazdarati](#)

Posted: Apr 4 2003, 07:23 PM

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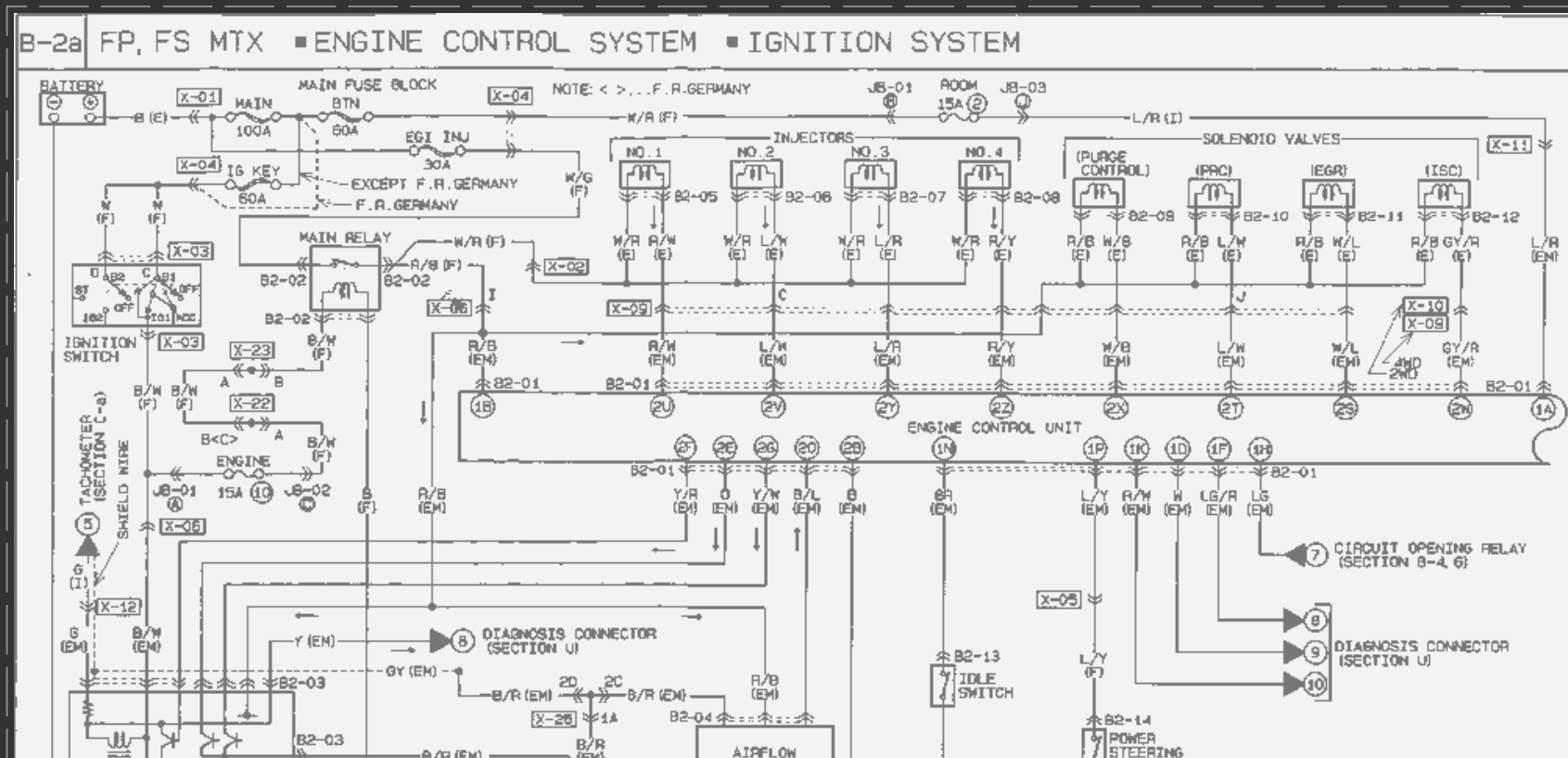
MAZDARATI

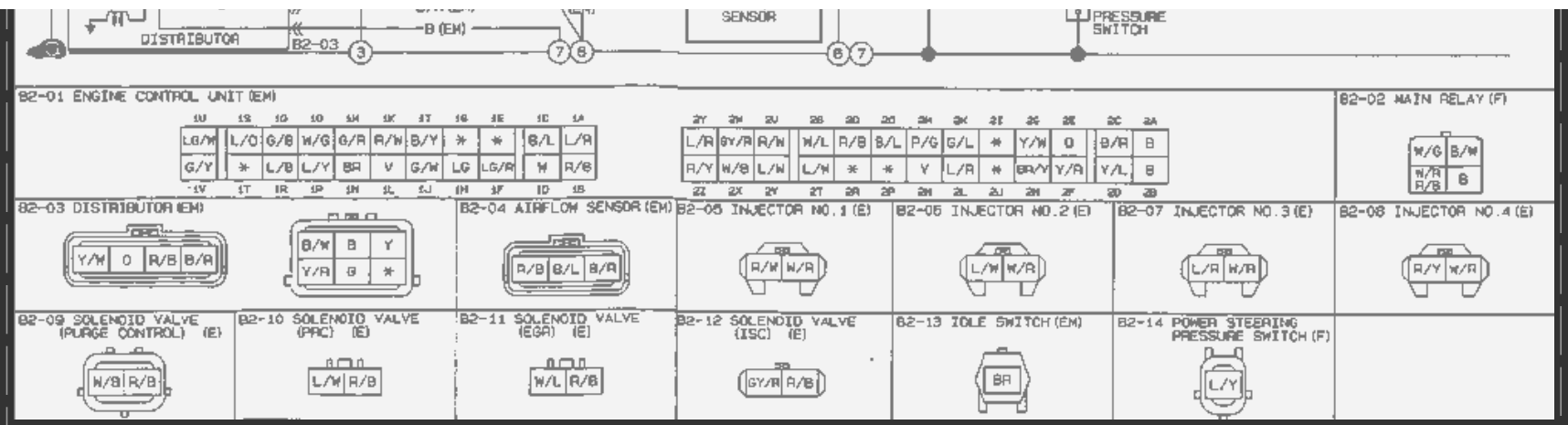
Mazda 626.net
moderator

Group: Moderator
Posts: 545
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Hi, i'm getting the ECU wiring diagram in pieces - here it is!

Attached Image





The Lord of Boost is rising...



mazdarati

Posted: Apr 5 2003, 12:13 PM

Quote

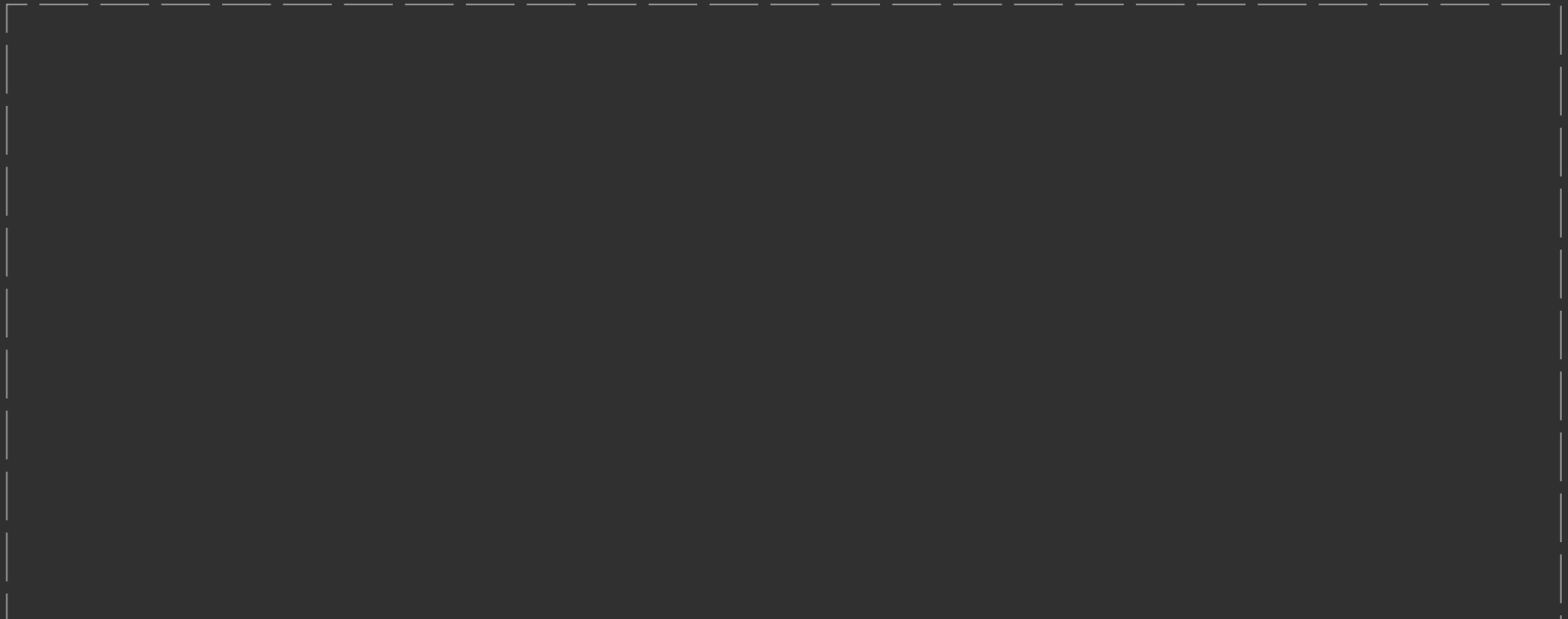


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part two

Attached Image



B-2

FP (MTX) FS (MTX)

Vs : Battery voltage

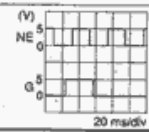
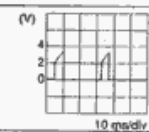
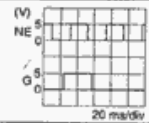
Terminal	Input	Output	Connected to	Test Condition	Correct voltage	Remark
1A	-	-	Battery	Constant	Vs	For back-up
1B	○		Main relay	Ignition switch OFF	0V	-
				ON	Vs	
1C	○		Ignition switch (START)	While cranking	10V	-
				Ignition switch ON	0V	
1D		○	Self-Diagnosis Checker (monitor lamp)	Test switch at SELF TEST Lamp illuminated for 3 sec. after Ignition switch OFF → ON	5V	With Self-Diagnosis Checker and System Selector
				Lamp not illuminated after 3 sec.	Vs	
				Test switch at O ₂ MONITOR at idle Lamp illuminated	5V	
				Test switch at O ₂ MONITOR at idle Lamp not illuminated	Vs	
1E	-	-	-	-	-	-
1F	○		Self-Diagnosis Checker (code number)	Buzzer sounded for 3 sec. after Ignition switch OFF → ON	Below 2.5V	-With Self-Diagnosis Checker and System Selector -With System Selector test switch at SELF TEST
				Buzzer not sounded after 3 sec.	Vs	
				Buzzer sounded	Below 2.5V	
				Buzzer not sounded	Vs	
1G	-	-	-	-	-	-
1H	○		Circuit-opening relay	Ignition switch ON	Vs	-
				During cranking or at idle	Below 2.5V	
1I	○		Daytime running light	ON	Vs	Ignition switch ON
				OFF	0V	
1J	○		A/C relay	Ignition switch ON	Vs	-
				A/C switch ON at idle	Below 2.5V	
				A/C switch OFF at idle	Vs	
1K	○		Diagnosis connector (TEN terminal)	System Selector test switch at O ₂ MONITOR	Vs	-
				System Selector test switch at SELF TEST	Below 1.0V	
1L	○		Rear window defroster relay	Rear window defroster relay OFF	Below 1.0V	Ignition switch ON
				Rear window defroster relay ON	Vs	
1M	○		Speedometer Sensor	While moving	2.0V - 3.0V	-
				Vehicle stopped	4.0V - 5.0V or	
1N	○		Idle switch	Accelerator pedal released	0V	Ignition switch ON
				Accelerator pedal depressed	Vs	

4

7

Vs : Battery voltage

Terminal	Input	Output	Connected to	Test Condition	Correct voltage	Remark
1O	○		Stoplight switch	Brake pedal released	0V	Ignition switch ON
				Brake pedal repressed	Vs	
1P	○		P/S pressure switch	Ignition switch ON	Vs	-
				P/S ON (at idle)	0V	
				P/S OFF (at idle)	Vs	
1Q	○		A/C switch	A/C switch ON	Below 2.5V	Ignition switch ON and blower motor ON
				A/C switch OFF	Vs	
1R	○		Blower control switch	Blower control switch OFF, 1st or 2nd position	Below 1.2V	Ignition switch ON
				Blower control switch 3rd or 4th position	0V	
				Electric fan relay	0V	
Electric fan relay OFF	Vs					
1T	-	-	-	-	-	-
1U	○		Headlight switch	Headlights ON	Vs	-
				Headlight OFF	Below 1.0V	
1V	○		Neutral/Clutch switches (MTX)	Neutral position or Clutch pedal depressed	0V	-
				Others	Vs	
2A	-	-	Ground	Constant	0V	-
2B	-	-	Ground	Constant	0V	-
2C	-	-	Ground	Constant	0V	-
2D	-	-	Ground	Constant	0V	-
2E	○		Distributor (NE signal)	Ignition switch ON	0V or 5V	-
				Idle	0V or 5V	
2F	-	○	Igniter	Ignition switch ON	0V	-
				Idle	0V	
2G	○		Distributor (G signal)	Ignition switch ON	0V or 5V	-
				Idle	0V or 5V	



The Lord of Boost is rising...



mazdarati

Posted: Apr 5 2003, 12:14 PM

Quote



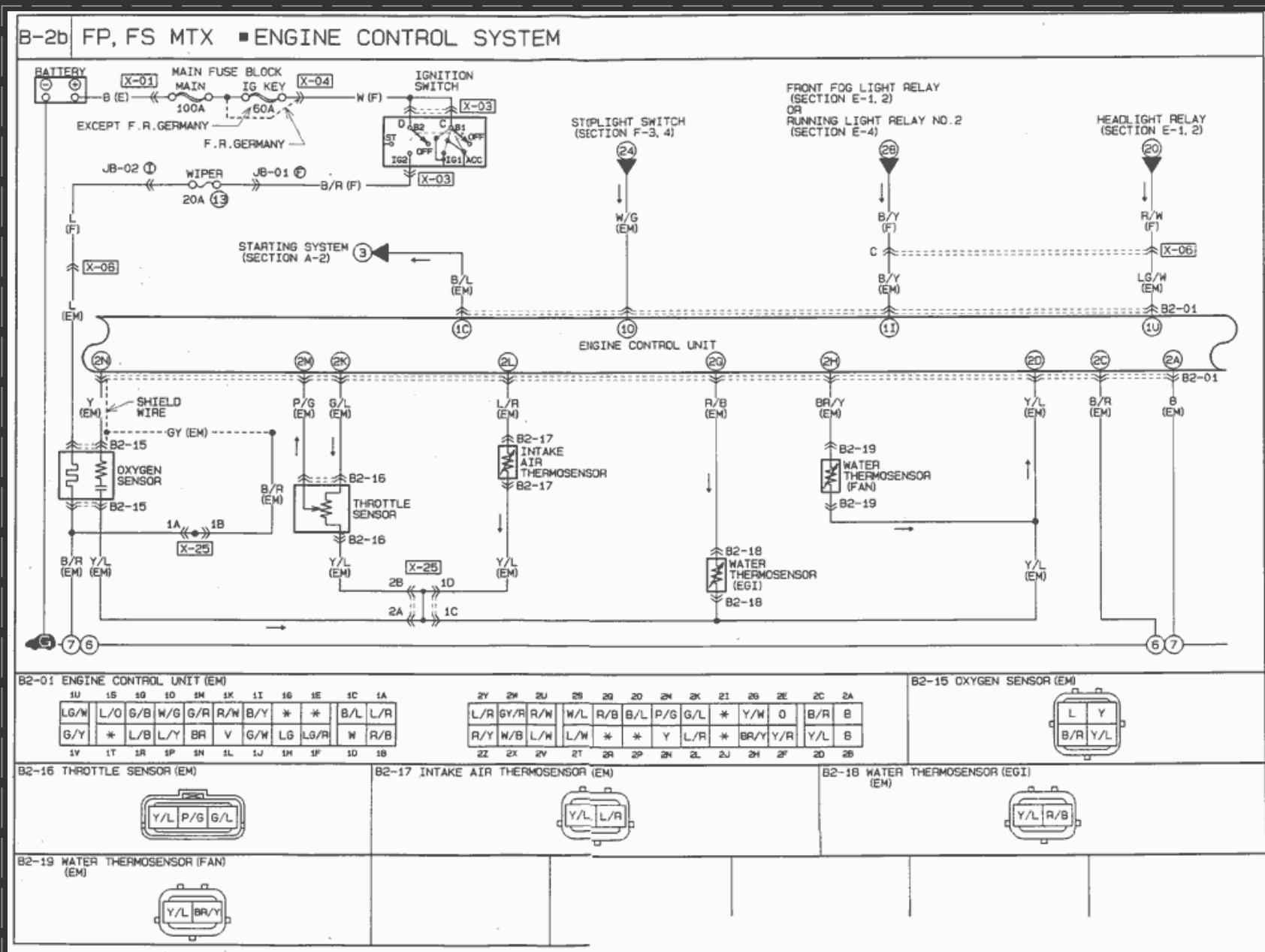
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part three

Attached Image



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mazdarati

Posted: Apr 5 2003, 12:16 PM

Quote

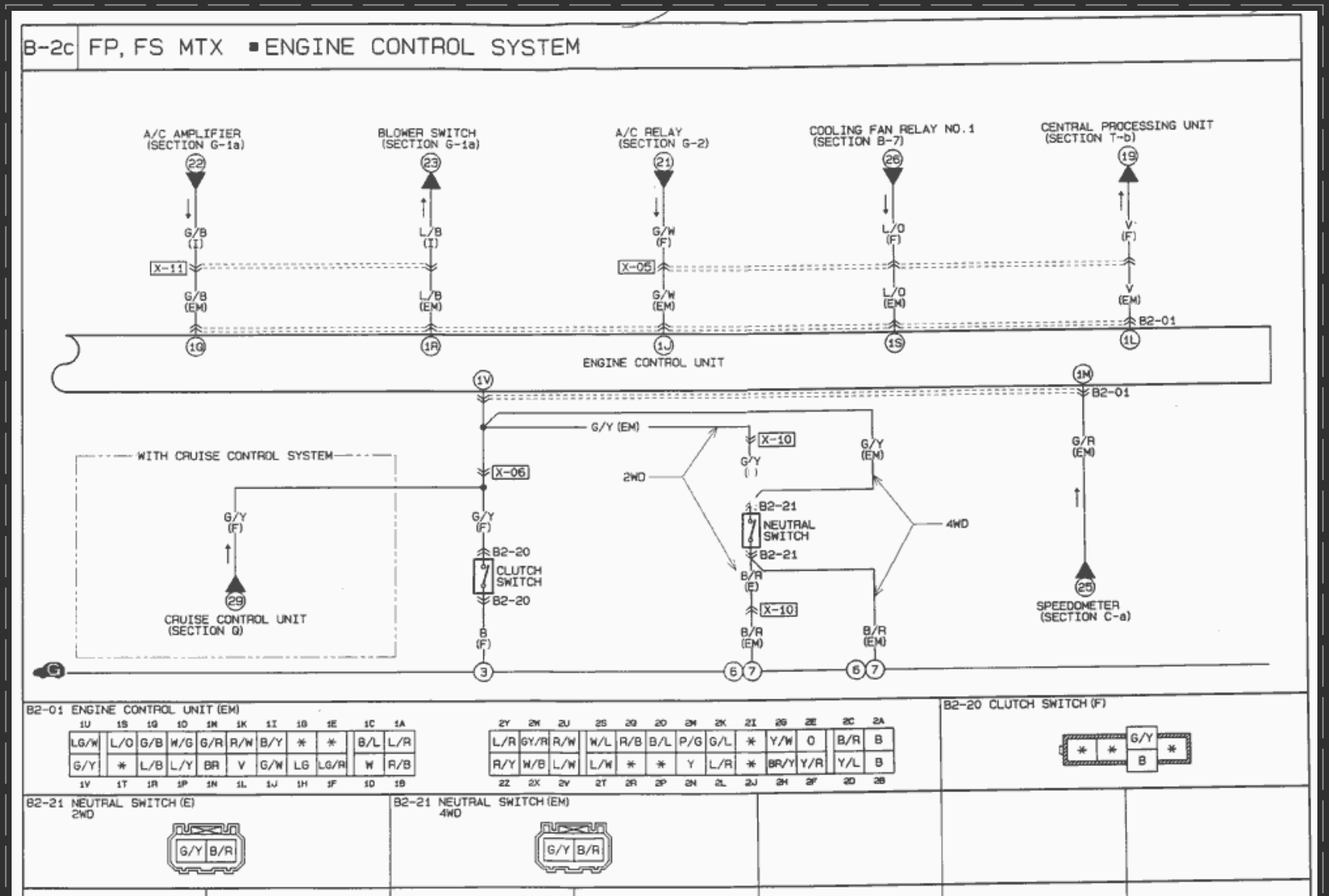


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part four

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Posted: Apr 5 2003, 12:17 PM

Quote



THATS IT!

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moderator

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