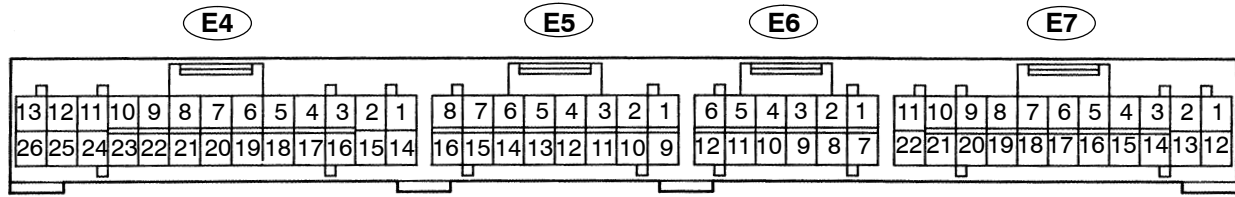


# TERMINALS OF ECM

## ECM Terminals



FI6526

| Symbols (Terminals No.)       | Wiring Color   | Condition                                                                           | STD Voltage (V)                                       |
|-------------------------------|----------------|-------------------------------------------------------------------------------------|-------------------------------------------------------|
| BATT (E7 - 2) - E1 (E4 - 24)  | R - Y ↔ BR - B | Always                                                                              | 9 - 14                                                |
| + B (E7 - 12) - E1 (E4 - 24)  | Y ↔ BR - B     | IG switch ON                                                                        | 9 - 14                                                |
| VCC (E5 - 1) - E2 (E5 - 9)    | R - G ↔ BR - B | IG switch ON                                                                        | 4.5 - 5.5                                             |
| IDL (E5 - 11) - E2 (E5 - 9)   | G - W ↔ BR - B | IG switch ON and apply vacuum to the throttle opener<br>Throttle valve fully closed | 0 - 3                                                 |
|                               |                | IG switch ON<br>Throttle valve fully open                                           | 9 - 14                                                |
| VTA (E5 - 10) - E2 (E5 - 9)   | G - B ↔ BR - B | IG switch ON<br>Throttle valve fully closed                                         | 0.3 - 0.8                                             |
|                               |                | IG switch ON<br>Throttle valve fully open                                           | 3.2 - 4.9                                             |
| VG (E5 - 2) - E21 (E5 - 16)   | G - BR         | Idling, N position, A/C switch OFF                                                  | 1.1 - 1.5                                             |
| THA (E5 - 3) - E2 (E5 - 9)    | L - Y ↔ BR - B | Idling, Intake air temp. 20°C (68°F)                                                | 0.5 - 3.4                                             |
| THW (E5 - 4) - E2 (E5 - 9)    | R - W ↔ BR - B | Idling, Engine coolant temp. 80°C (176°F)                                           | 0.2 - 1.0                                             |
| STA (E7 - 11) - E1 (E4 - 24)  | B - R ↔ BR - B | Cranking                                                                            | 6.0 or more                                           |
| #10 (E4 - 12) - E01 (E4 - 13) | W - L ↔ BR     | IG switch ON                                                                        | 9 - 14                                                |
|                               |                | Idling                                                                              | Pulse generation<br>(See page <a href="#">DI-54</a> ) |
| #20 (E4 - 11) - E01 (E4 - 13) | W - R ↔ BR     | IG switch ON                                                                        | 9 - 14                                                |
|                               |                | Idling                                                                              | Pulse generation<br>(See page <a href="#">DI-54</a> ) |
| #30 (E4 - 25) - E01 (E4 - 13) | W - G ↔ BR     | IG switch ON                                                                        | 9 - 14                                                |
|                               |                | Idling                                                                              | Pulse generation<br>(See page <a href="#">DI-54</a> ) |
| #40 (E4 - 2) - E01 (E4 - 13)  | Y ↔ BR         | IG switch ON                                                                        | 9 - 14                                                |
|                               |                | Idling                                                                              | Pulse generation<br>(See page <a href="#">DI-54</a> ) |
| #50 (E4 - 1) - E01 (E4 - 13)  | Y - R ↔ BR     | IG switch ON                                                                        | 9 - 14                                                |
|                               |                | Idling                                                                              | Pulse generation<br>(See page <a href="#">DI-54</a> ) |
| #60 (E4 - 15) - E01 (E4 - 13) | Y - L ↔ BR     | IG switch ON                                                                        | 9 - 14                                                |
|                               |                | Idling                                                                              | Pulse generation<br>(See page <a href="#">DI-54</a> ) |

|                               |                |                                                                 |                                                       |
|-------------------------------|----------------|-----------------------------------------------------------------|-------------------------------------------------------|
| IGT (E4 – 23) – E1 (E4 – 24)  | B – G ↔ BR – B | Idling                                                          | Pulse generation<br>(See page <a href="#">DI-97</a> ) |
| IGF (E4 – 17) – E1 (E4 – 24)  | B – Y ↔ BR – B | IG switch ON<br>Disconnect igniter connector                    | 4.5 – 5.5                                             |
|                               |                | Idling                                                          | Pulse generation<br>(See page <a href="#">DI-97</a> ) |
| G1 (E6 – 11) – G – (E6 – 6)   | R ↔ L          | Idling                                                          | Pulse generation<br>(See page <a href="#">DI-62</a> ) |
| G2 (E6 – 10) – G – (E6 – 6)   | G ↔ L          | Idling                                                          | Pulse generation<br>(See page <a href="#">DI-62</a> ) |
| NE (E6 – 12) – G – (E6 – 6)   | W ↔ L          | Idling                                                          | Pulse generation<br>(See page <a href="#">DI-62</a> ) |
| NE2 (E6 – 5) – G – (E6 – 6)   | BR ↔ L         | Idling                                                          | Pulse generation<br>(See page <a href="#">DI-62</a> ) |
| W (E7 – 4) – E1 (E4 – 24)     | Y – R ↔ BR – B | Idling                                                          | 9 – 14                                                |
|                               |                | IG switch ON                                                    | 0 – 3                                                 |
| EGR (E4 – 22) – E1 (E4 – 24)  | L – W ↔ BR – B | IG switch ON                                                    | 9 – 14                                                |
| ISC1 (E4 – 7) – E01 (E4 – 13) | R – G ↔ BR     | IG switch ON                                                    | 9 – 14                                                |
| ISC2 (E4 – 6) – E01 (E4 – 13) | R – B ↔ BR     | IG switch ON                                                    | 9 – 14                                                |
| ISC3 (E4 – 5) – E01 (E4 – 13) | G – Y ↔ BR     | IG switch ON                                                    | 9 – 14                                                |
| ISC4 (E4 – 4) – E01 (E4 – 13) | L – Y ↔ BR     | IG switch ON                                                    | 9 – 14                                                |
| OX1 (E5 – 5) – E1 (E4 – 24)   | L ↔ BR – B     | Maintain engine speed at 2,500 rpm for 2 mins. after warming up | Pulse generation                                      |
| OX2 (E5 – 13) – E1 (E4 – 24)  | W ↔ BR – B     | Maintain engine speed at 2,500 rpm for 2 mins. after warming up | Pulse generation                                      |
| HT1 (E6 – 1) – E03 (E6 – 16)  | GR ↔ BR        | Idling                                                          | Below 3.0                                             |
|                               |                | IG switch ON                                                    | 9 – 14                                                |
| HT2 (E6 – 7) – E03 (E6 – 16)  | O ↔ BR         | Idling                                                          | Below 3.0                                             |
|                               |                | IG switch ON                                                    | 9 – 14                                                |
| KNK1 (E5 – 6) – E1 (E4 – 24)  | W ↔ BR – B     | Idling                                                          | Pulse generation<br>(See page <a href="#">DI-62</a> ) |
| KNK2 (E5 – 14) – E1 (E4 – 24) | L – W ↔ BR – B | Idling                                                          | Pulse generation<br>(See page <a href="#">DI-62</a> ) |
| SPD (E7 – 8) – E1 (E4 – 24)   | L – W ↔ BR – B | IG switch ON<br>Rotate driving wheel slowly.                    | Pulse generation                                      |
| STP (E7 – 14) – E1 (E4 – 24)  | G – W ↔ BR – B | IG switch ON<br>Brake pedal depressed.                          | 7.5 – 14                                              |
|                               |                | IG switch ON<br>Brake pedal released.                           | Below 1.5                                             |
| TE1 (E5 – 7) – E1 (E4 – 24)   | L ↔ BR – B     | IG switch ON                                                    | 9 – 14                                                |
| A/C (E7 – 7) – E1 (E4 – 24)   | B – W ↔ BR – B | Idling, A/C switch ON                                           | 9 – 14                                                |
|                               |                | Idling, A/C switch OFF                                          | Below 2.0                                             |
| THG (E4 – 19) – E2 (E5 – 9)   | G – Y ↔ BR – B | IG switch ON                                                    | 4.5 – 5.5                                             |
| FC (E4 – 14) – E1 (E4 – 24)   | R – W ↔ BR – B | IG switch ON                                                    | 9 – 14                                                |
|                               |                | Idling                                                          | 0 – 3                                                 |
| FPU (E4 – 21) – E1 (E4 – 24)  | L – R ↔ BR – B | IG switch ON                                                    | 9 – 14                                                |
|                               |                | Restarting at high engine coolant temp.                         | 0 – 3                                                 |
| SDL (E7 – 6) – E1 (E4 – 24)   | W ↔ BR – B     | During transmission                                             | Pulse generation                                      |