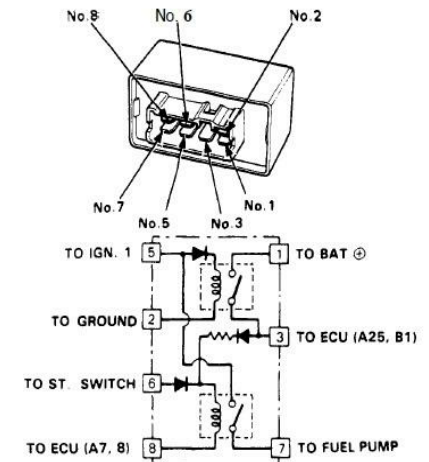
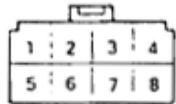


DONE	Pinout obd0	Color	Function	obd1	notes	Additional wires jumper			
V	A1	BRN	INJ1	A1					
V	A2	BLK1	GRD	A23	via C211 to engine	BLK 9			
V	A3	RED	INJ2	A3					
V	A4	BLK2	GRD	A24	via C211 to engine				
V	A5	LT BLU	INJ3	A5					
	A6 missing		EVAP PURGE Cut-off s	A20					
V	A7	YEL	INJ4	A2					
	A8 missing		VTEC Spool	A4	To add for future swap	PURPLE 1			
	A9 GAP	x	x		x				
	A10 missing								
V	A11	BLU/YEL	EACV	A9					
V	A12	GRN/BLK	12v+ Fuel Pump IGP1	A7					
V	A13	YEL/BLK1	12v+ switched IGP2	A25		RED 8			
V	A14	GRN/BLK	12v+ Fuel Pump IGP1	A8					
V	A15	YEL/BLK2	12v+ switched IGP2	B1		PINK 6			
V	A16	BRN/BLK	GND	A26	via C210 to engine	BRN 5			
	A17	x	x		x				
V	A18	BLK/RED	GND	B2	via C210 to engine	BLK 7			

'A' connector (White)

N/C	A15 Yel/Blk +12V Switched IGP1	A13 Yel/Blk +12V Switched IGP1	A11 Blu/Yel Air control value EACV (IAC)	GAP	A7 Yel Injector INJ4	A5 Lt Blu Injector INJ3	A3 Red Injector INJ2	A1 Brown Injector INJ1
A18 Blk/Red GND LG1	A16 Bro/Blk GND LG1	A14 Grn/Blk Fuel pump FLR	A12 Grn/Blk Fuel pump FLR	A10 Green Purge valve PCV	A8 Green VTEC Spool VTS	N/C	A4 Black GND PG1	A2 Black GND PG1

C 211



Does the ECU get battery voltage at ECU pins A7, A8, A25, and B1?

ECU grounds: How are you testing whether A24 provides ground? Based on the diagram below, A23 and A24 provide redundant grounds on the ECU.

Does your test say that A23 but not A24 is providing ground?

ON(II) versus ON(III) and the fuel pump: When you turn the key to ON(II), the fuel pump primes for 2 seconds and then turns OFF.

It turns OFF because the ECU does not receive an "engine is turning signal" from the crank angle sensor in the distributor.

Therefore, when you turn the key to ON(III), the fuel pump runs for as long as the key is held in ON(III)

because the ECU receives an "engine is turning signal" from the crank angle sensor in the distributor.

I wondered whether the fuel pump remains on with the key is in ON(III)

because this would tell you whether the ECU is receiving the signal from the crank angle sensor.

D6	GREY	VTEC PRES SWITCH
A17	GREEN	IAB
D3	ORANGE	KNOK SENS
D14	WHITE	O2 SIGNAL
A4	VIOLET	VTEC CONTROL
A6	BLUE	O2 GROUND

DONE	obd0	Color	Function	obd1	notes	Jumper
V	B1	WHT/GRN	Hazzard +12 Backup	D1	IGP2	
X	B2	BLUE	Fast idle air control valve	?	Not connected to ecu	
V	B3	YEL	AC Clutch Relay	A15	A/C removed	
X	B4	Missing	Radiator Fan Relay	A12		
X	B5	Missing	VTEC oil pressure switch	D6		
V	B6	GRN/ORN	CEL Light	A13		
X	B7	x	x		x	
V	B8	BLU/RED	AC Switch	B5	check input / to clutch switch	***
X	B9	x	x		x	
V	B10	ORN	CRANK+	B15		
X	B11	Missing	Rear Defogger		C405	
V	B12	WHT1	CRANK-	B16		
V	B13	BLU/WHT	12V+ at start!	B9	C407 BLK/WHT ST on PGMFI Relays!	
V	B14	BLU	Alternator FR Charge sig	D9	C167	
V	B15	WHT2	IGNITOR with B17	A21		10v 5.5v
V	B16	YEL/RED	VSS	B10		
V	B17	WHT3	IGNITOR with B15	A21		10v 5.5v
X	B18	x	x		x	
X	B19	x	Knock/ELD	D3 / D10		
V	B20	BRN	Ima sensor		Disconnected	

B19 White Knock Sensor	B17 White Ignitor ICM	B15 White Ignitor ICM	B13 Blu/Wht +12V at start STS	B11 Black Rear Demister	N/C	N/C	B5 Blu/Blk VTEC pressure VTP	B3 Yellow A/C Clutch ACC	B1 Wht/Grn +12V always VBU
B20 BRN IMA	N/C	B16 Yel/Red Speed sensor VSS	B14 Blue Alternator ALTC	B12 White Dist Crank-	B10 ORNG Dist Crank+	B8 Blue/Red A/C switch ACS	B6 Grn/Orge Check light MIL	X	B2 BLUE Fast idle air control valve

Notes:

PW0 and P30 don't have ALT Control on OBD0 and ODB1 Alternator!				
To Do:	Check B10 & C16 combination			
	Check B19 ELD at engine wiring side			
*** CAN I USE IT FOR SECONDARY MAP?				

DONE	obd0	Color	Function	obd1	notes	
V	C1	BLU/GRN	CYL+	B11		
V	C2	BLU/YEL	CYL-	B12		
V	C3	ORN/BLU	TDC+	B13		
V	C4	WHT/BLU	TDC-	B14		
V	C5	RED/YEL	TA Sensor IAT	D15		
V	C6	RED/WHT	ECT Sensor TW	D13		
V	C7	RED/BLU1	TPS Sensor Signal	D11		
	C8	Missing	O2 sensor 2			
V	C9	RED/WHT	PA sensor signal	X	p28 should have internal PA sensor	*
	C10	Missing	Break switch / Break light	D2	What does it do?	
V	C11	WHT1	MAP Sensor Signal	D17		
V	C12	GRN/WHT2	TPS/ ECT sensor ground	D22	C151 GRN at sensor side / O2 GND	
V	C13	YEL/WHT	TPS Sensor 5v	D20		
V	C14	GRN/WHT3	MAP Sensor GND	D21		
V	C15	YEL/RED	MAP Sensor 5V	D19		
V	C16	BRW	Diagnostic Port	D4		YELLOW 3

C15 Yel/Red MAP+ VCC1	C13 Yel/White TPS+ VCC2	C11 White MAP	C9 Red/Wht PA Pressure	C7 Red/Blue TPS	C5 Red/Yel Air Temp	C3 Orange/Blue Dist TDC+	C1 Blue/Grn Dist CYL+
C16 BRW SERV.	C14 Grn/Wht MAP- SG1	C12 Grn/Wht Sensor GND SG2	C10 Grn/Wht Brake Lt	C8 Red/Blue O2 #2	C6 Red/Wht Water T	C4 Wht/Blu Dist TDC-	C2 Blu/Yel Dist CYL-

* NOT CONNECTED

Pin	Color	Function	OBD1	OBD0	Notes Function
1	WHT				
2	GRY	NA	NA	NA	output/input
3	YEL	TIMING ADJ Service	D4	B20	
4	ORN	KNOCK	D3		
5	BRN	GND logic	A26	A16	VSS Ground
6	PNK	12V IGP2	B1	A15	VSS Power
7	BLK	GND logic	B2	A18	
8	RED	12V IGP1	A25	A13	O2 Power
9	BLK	GND Power Ground	A23	A2	
10	GRN	IAB / B18	A17		
11	BLU	PH O2 Heater Control	A6		O2 Heater
12	PUR	VTEC SPOOL	A4	A8	
ECU inputs			Input signal		
B5	AC switch		GND		
B8	PS Switch		12V		
D2	Brake light		12V		
D6	VTP		GND		
D4	Service Check		GND		
Wideband input					
D10	ELD		0/5v		
ECU outputs for non vtec ECUs and Boost Control					
A4	Vtec Solenoid				
A12	Fan Control				
A15	AC Control				
A16	ALT Control				
A20	Purge Valve				
D18	Interlock Control				
4Wire o2			Bosch Color	Jumper	
D14	O2 input signal	Existing o2 WHT2	Black		

[0 - ECU - Faulty ECU or ECU ROM Diagnostic Procedure](#)

1 - O2A - Oxygen sensor #1				
2 - O2B - Oxygen sensor #2				
3 - MAP - manifold absolute pressure sensor				
4 - CKP - crank position sensor				
5 - MAP - manifold absolute pressure sensor				
6 - ECT - water temperature sensor				
7 - TPS - throttle position sensor				
8 - TDC - top dead centre sensor				
9 - CYP - cylinder sensor				
10 - IAT - intake air temperature sensor Diagnostic Procedure				
11 - engine overheating				
12 - EGR - exhaust gas recirculation lift valve				
13 - BARO - atmospheric pressure sensor				
14 - IAC (EACV) - idle air control valve				
15 - Ignition output signal				
16 - Fuel injectors				
17 - VSS - vehicle speed sensor				
19 - Automatic transmission lockup control valve				
20 - ELD - Electrical load detector				
21 - VTEC spool solenoid valve				
22 - VTEC pressure valve				
23 - Knock sensor				
30 - Automatic transmission A signal				
31 - Automatic transmission B signal				
36 - Traction control found on some JDM ecu's				
38 - Secondary VTEC solenoid on JDM 3 stage D15B Vtec ECUs (P2J)				
41 - Primary oxygen sensor heater				
43 - Fuel supply system				
45 - Fuel system too rich or lean				
48 - LAF - lean air fuel sensor				
54 - CKF - crank fluctuation sensor				
58 - TDC sensor #2				
61 - Primary oxygen sensor				

63 - Secondary oxygen sensor circuit			
65 - Secondary oxygen sensor heater wire (black wires)			
67 - Catalytic Converter			
71 - random misfire cylinder 1			
72 - random misfire cylinder 2			
73 - random misfire cylinder 3			
74 - random misfire cylinder 4			
80 - EGR Valve/Line			
86 - ECT sensor - Cooling System			
91 - Fuel Tank pressure sensor			
92 - EVAP Solenoid/Valve/Vacuum Lines			

A1-INJ1 INJECTOR#1 Brown, Battery Voltage with KOEO					
A2-INJ4 INJECTOR#4 Yellow, Battery Voltage with KOEO					
A3-INJ2 INJECTOR#2 Red, Battery Voltage with KOEO					
A4-VTS VTEC solenoid GRN/YEL, n/a					
A5-INJ3 INJECTOR#3 Blue, Battery Voltage with KOEO					
A6-PO2SHTC O2 sensor heating element Org/Wht, Battery Voltage with KOEO					
A7-FLR1 fuel pump Grn/BLK, Battery Voltage with KOEO					
A8-empty A7 and A8 have the same circuit, so they can be the same					
A9-IACV IAC valve Blk/Blu, About 10v KOEO on Warm engine					
A10-empty					
A11-EGR Control Solenoid Valve (if the ECU has it) Red, n/a					
A12-FANC engine coolant temp switch Blu/red, n/a					
A13-MIL MIL (check engine light) Blu/wht, n/a					
A14-empty					
A15-ACC (a/c compressor clutch) Red/Blu, n/a					
A16-ALT C alternator Wht/Grn, n/a					
A17-IAB IAB Solenoid Pink, n/a					
A18-Org/Red, Transmission Control Module (A/T), n/a					
A19-White, Intake control solenoid, Battery Voltage with KOEO					
A20-PCS EVAP purge control solenoid Red/Grn, n/a					
A21-ICM Yel/Grn, Ignition Control Module output signal, About 10V KOEO					
A22-Igniter, same as A21					
A23-PG1 ground Black, Power ground, less than 1V					
A24-PG2 ground same as A23					
A25-IGP2 to main relay and to ground Yel/blk, Battery positive from Main relay, Battery Voltage with KOEO					
A26-LG1 ground Blk/red, less than 1V					
B1-IGP2 to pin A25 Yel/Blk, Battery positive from Main relay, Battery Voltage with KOEO					
B2-LG2 ground to shields for CYP & TDC Brown/Blk, <1V					
B3-Orange, upshift/downshift comparative input, n/a					
B4-Pink, upshift/downshift comparative input, n/a					
B5-ACS a/c switch Blu/Blk, a/c input, ~5V with KOEO & A/C off; <1V KOER with A/C & blower on					
B6-empty					
B7-Light green, Park/Neutral switch (A/T), <1V in Park or Neutral with KOEO; 5V in Park or neutral with KOER; Battery voltage in all other					

OBD0	OBD1	Color wiring	Color Dizz	Function	OBD0	OBD1	Sensor form	pin form	Notes
4	1	BLU/YEL	WHT	CYP G	C2	B12	6	small pin	
3	2	BLU/GRN	ORN	CYP P	C1	B11	6	small pin	
1	5	WHT1	BLU/YEL	CKP G	B12	B16	*	small pin	
2	6	ORN	BLU/GRN	CKP P	B10	B15	*	small pin	
5	4	WHT/BLU	WHT/BLU	TDC G	C4	B14	+	small pin	
6	3	ORN/BLU	ORN/BLU	TDC P	C3	B13	+	small pin	
8	8		BLU	ICM / RPM	x	x		large spade	To Gauge Cluster
7	7	WHT3	YEL/GRN	ICM Ignitor signal	B15/B17	A21		small pin	10v key on engine off, A22 is not needed 5.5v?
9	9	BLK/YEL	BLK/YEL	Ignition input (+on coil & ICM)				large spade	12v IGP2

Congrats on the fix! Does this mean your ECU is bad? Did you also happen to check whether A23 was providing ground? If so, this might explain why the fuel pump primed and the injectors fired. This would suggest that the A24 ground is specifically needed to make the injectors fire.

