

Acronym definitions

| | |
|---------------|---|
| A/C | Air Conditioning |
| A/F | Air/Fuel |
| A/T | Automatic Transmission |
| ABS | Anti-lock Brake System |
| BCM | Battery Condition Monitor |
| CAS | Creep Aid System |
| CKP | Crankshaft Position |
| CVT | Continuously Variable Transmission |
| DLC | Data Link Connector |
| DRL | Daytime Running Lights |
| ECM | Engine Control Module |
| ECT | Engine Coolant Temperature |
| EGR | Exhaust Gas Recirculation |
| ELD | Electrical Load Detector |
| EPS | Electrical Power Steering |
| EVAP | Evaporative Emission |
| HO2S | Heated Oxygen Sensor |
| HVAC | Heating, Ventilation, and Air Conditioning |
| IAC | Idle Air Control |
| IAT | Intake Air Temperature |
| ICM | Ignition Control Module |
| IMA | Integrated Motor Assist |
| IPM | Intelligent Power Module |
| IPU | Intelligent Power Unit |
| M/T | Manual Transmission |
| MAP | Manifold Absolute Pressure |
| MCM | Motor Control Module |
| MDM | Motor Drive Module |
| MES | Memory Erase Signal |
| MIL | Malfunction Indicator Lamp |
| MPI | Motor Power Inverter |
| PCU | Power Control Unit |
| PGM-FI | Programmed Fuel Injection |
| SRS | Supplemental Restraint System |
| TCM | Transmission Control Module |
| TDC | Top Dead Center |
| TP | Throttle Position |
| VSS | Vehicle Speed Sensor |
| VTEC | Variable Valve Timing and Lift Electronic Control |

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 junction connectors are numbered (C725, C416, etc.). Component connectors are not numbered but are identified either by the name of the component if the component only has one connector, or by a capital letter (A, B, C, etc.) if the component has *more than one connector*.

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 terminals, wire colors, connector cavity numbers, and other details.

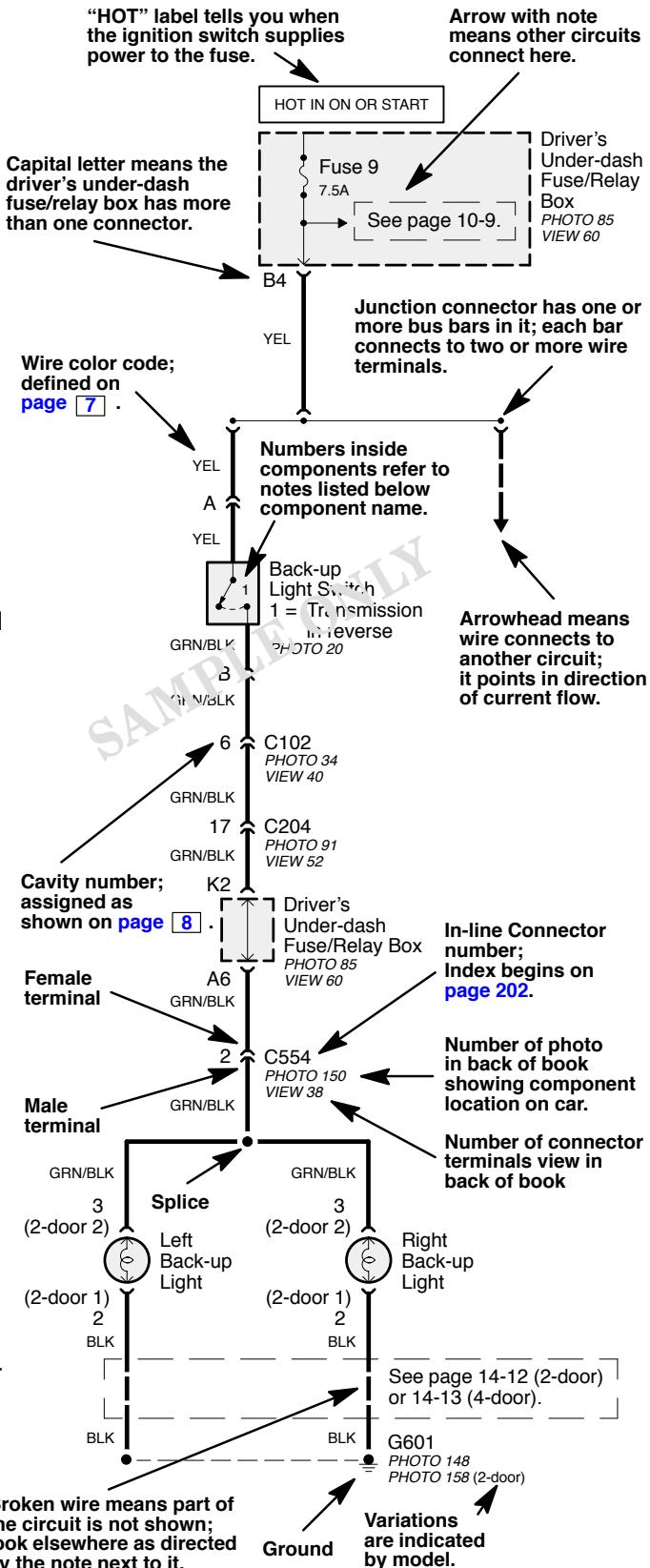
The connector cavity numbering sequence begins at the top left corner of the connector as seen from either of the viewpoints shown on page 8. Except for the DLC (data link connector), disregard any numbers molded into the connector housing.

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 C554, for example, means those terminals join in cavity 2 of connector C554.

Symbols

A complete description of schematic symbols begins on page 7.

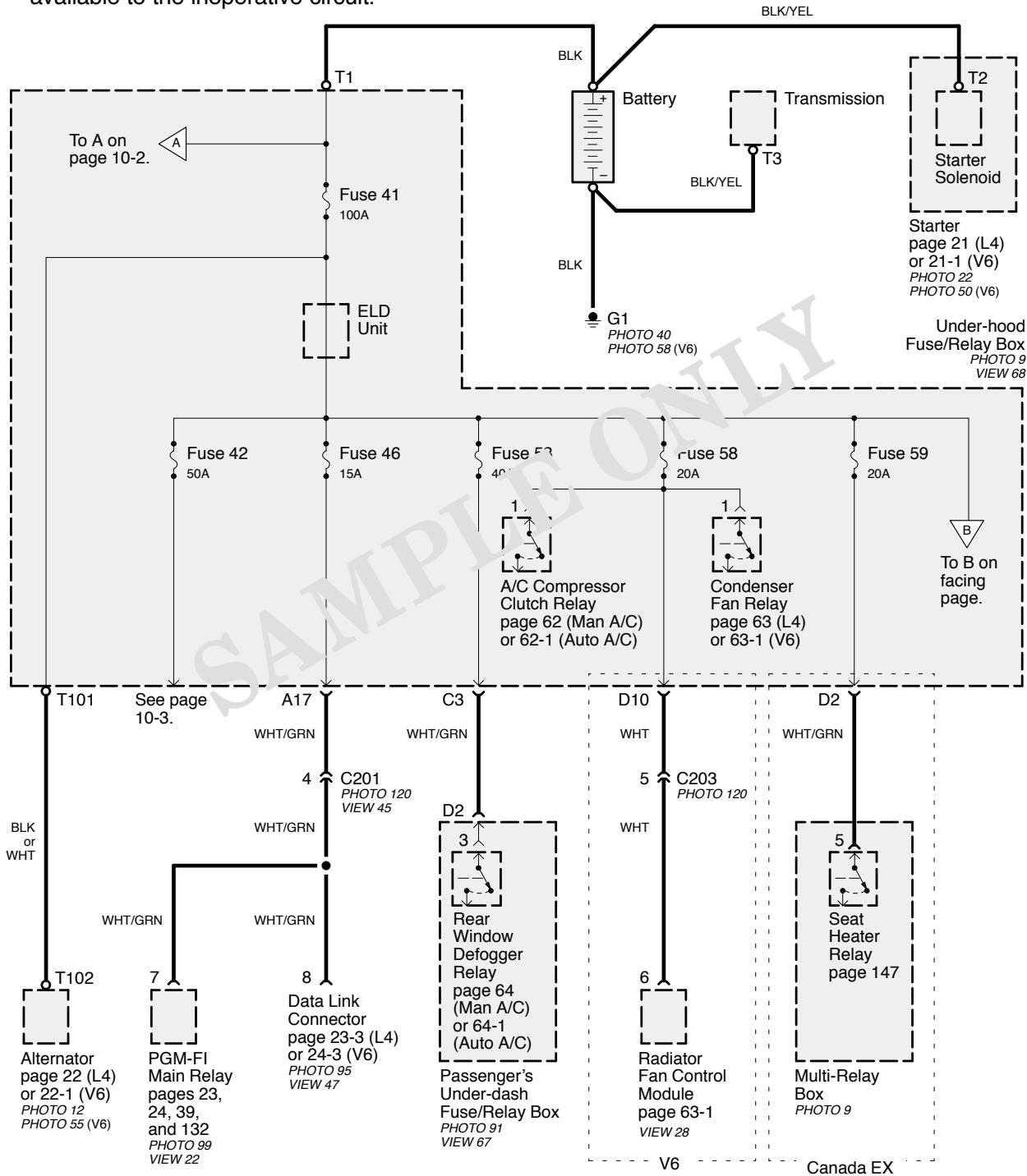




How To Use This Manual

Power Distribution Schematics

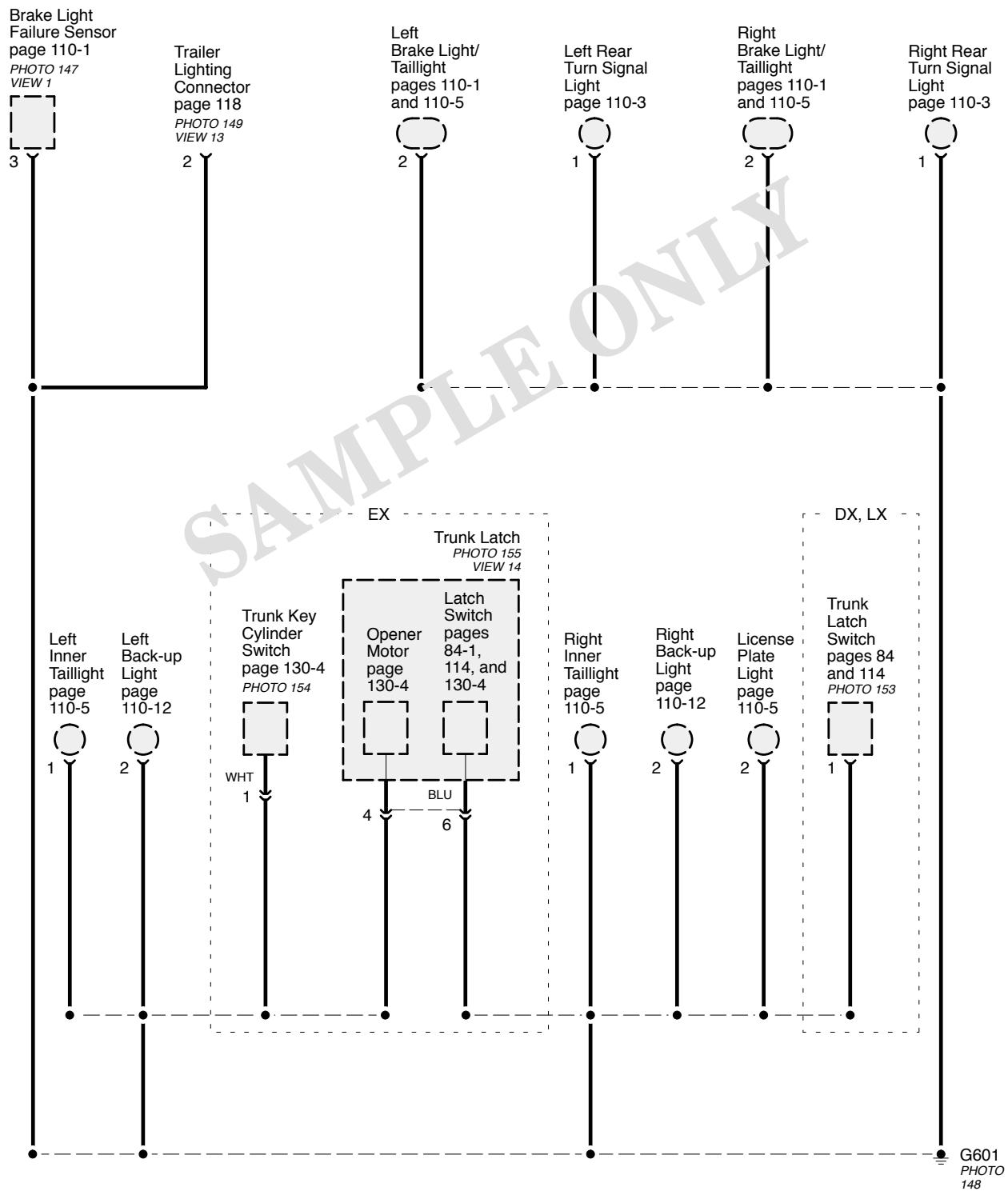
Power Distribution schematics show how power is supplied from the positive battery terminal to various circuits in the car. Refer to the Power Distribution section to get a more detailed picture of how power is supplied to the circuit you're working on. Individual circuit schematics begin with a fuse. So 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.



How To Use This Manual

Ground Distribution Schematics

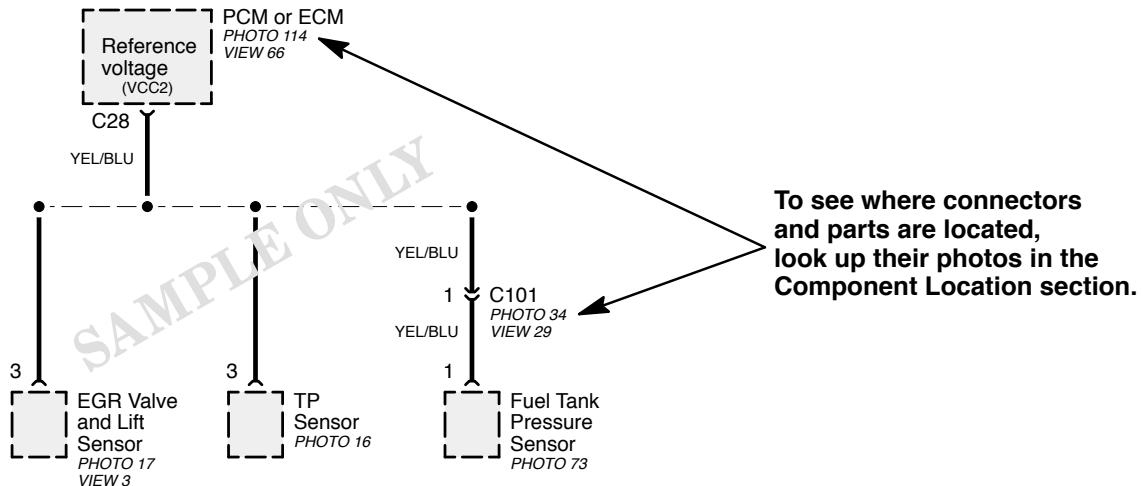
This sample Ground Distribution schematic shows all of the components that share the same ground point.



How To Use This Manual

Connector 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.



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 appropriate 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.

| Driver's Power Seat Wire Harness | | | | | |
|----------------------------------|--|--------------------|----------------------------|---|-----------------|
| Ref | Connector or Terminal | Cavities/ Color | Location | Connects to | Notes |
| 1 | Power seat rear up-down motor | 2-GRY | Under driver's seat | | EX |
| 2 | Power seat front up-down motor | 2-GRY | Under driver's seat | | EX |
| 3 | Driver's seat belt switch | 2-GRY | Under driver's seat | | EX |
| 4 | Not used | 3 | Under driver's seat | | Heated seats EX |
| 5 | Power seat adjustment switch connector B C562 | 6-GRY | Left side of driver's seat | | |
| 6 | | 10-GRY | Under driver's seat | Left side wire harness (see page 203-20) | EX |
| 7 | Power seat adjustment switch connector A | 6-GRY | Left side of driver's seat | | |
| 8 | Power seat recline motor | 2-GRY | Under driver's seat | | EX |
| 9 | Power seat slide motor | 2-GRY | Under driver's seat | | EX |

The diagram shows the physical layout of the driver's power seat wire harness. Numbered arrows point to specific wires and connectors:

- 1: Power seat rear up-down motor
- 2: Power seat front up-down motor
- 3: Driver's seat belt switch
- 4: Power seat adjustment switch connector B (C562)
- 5: Power seat adjustment switch connector A
- 6: Power seat slide motor
- 7: Power seat recline motor
- 8: Power seat slide motor
- 9: Power seat rear up-down motor

 The harness is labeled "DRIVER'S POWER SEAT WIRE HARNESS". A callout at the bottom right indicates page 203-31.

How To Use This Manual

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. A dash symbol (—) indicates that the cavity is empty.

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:

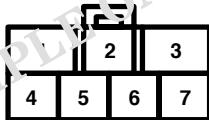
1. Pick one of the multiple symptoms and look up the schematic for that circuit.
2. Make a list of all the in-line and fuse box connectors in that schematic (include page numbers).
3. Then, in the Connector View section, look up each connector on your list to see if circuits related to the other symptoms 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

21. C324

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



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



How To Use This Manual

Symbols

Wire Color Abbreviations

The following abbreviations are used to identify wire colors in the circuit schematics:

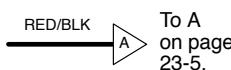
| | | |
|--------|-------|-------------|
| BLK | | black |
| BLU | | blue |
| BRN | | brown |
| GRN | | green |
| GRY | | gray |
| LT BLU | | light blue |
| LT GRN | | light green |
| ORN | | orange |
| PNK | | pink |
| PUR | | purple |
| RED | | red |
| WHT | | white |
| YEL | | yellow |
| NAT | | natural |

Wires

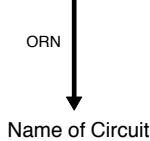
Wire insulation can be one color, or one color with another color stripe. (The second color is the color of the stripe.)



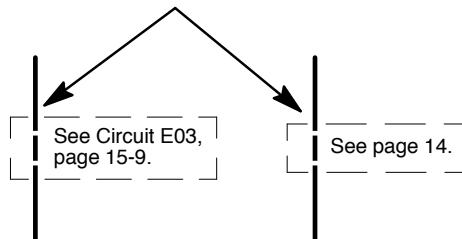
This circuit continues on another page. (The arrow shows direction of current flow.) To follow the RED/BLK wire in this example, you would turn to page 23-5 and look for the "A" arrow.

 A To A on page 23-5.

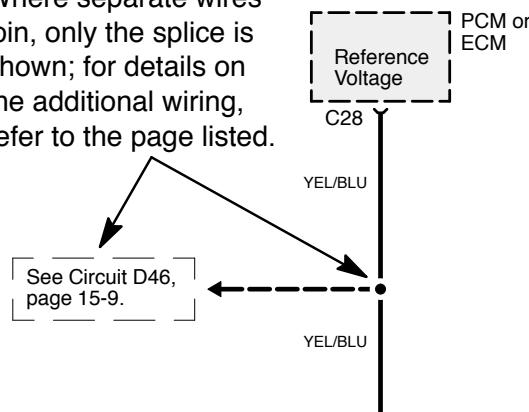
This means the branch of the wire connects to another circuit. The arrow points to the name of the circuit branch where the wire continues.

 Name of Circuit

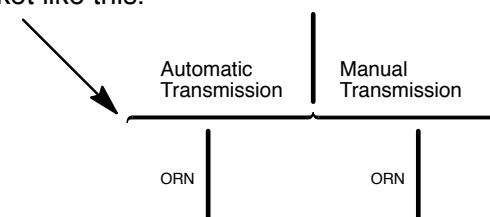
A broken line means this part of the circuit is not shown; refer to the page listed for the complete schematic.



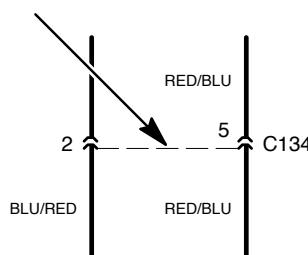
Where separate wires join, only the splice is shown; for details on the additional wiring, refer to the page listed.



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.



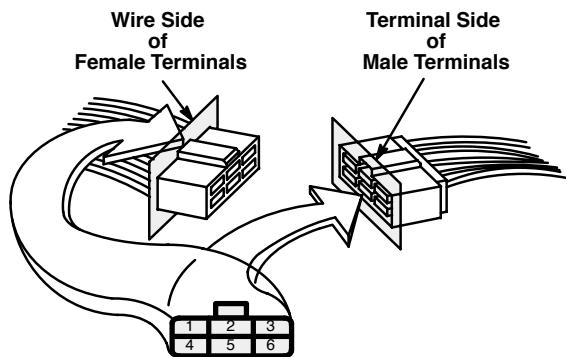
How To Use This Manual

Symbols

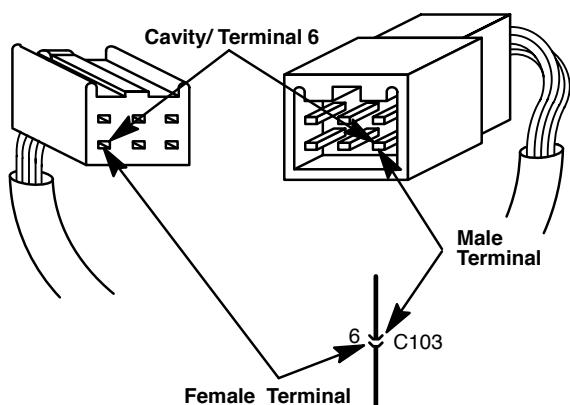
Connectors – “C”

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.

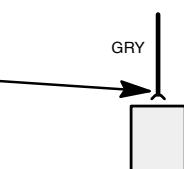
NOTE: Data Link Connector (DLC) terminals are numbered according to SAE standard J1962, not the Honda standard. The numbers of the four end terminals are molded into the corners of the connector face.



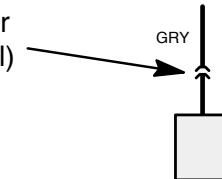
The connector cavity number is listed next to each terminal on the circuit schematic. The cavity/terminal shown below is #6.



This means the connector connects directly to the component.



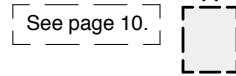
This means the connector connects to a lead (pigtail) wired directly to the component.



This symbol represents one bus bar inside the cap of a junction connector.

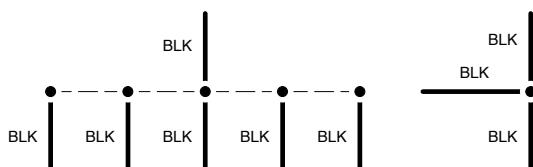
A junction connector cap may contain several bus bars, but only the one affecting that circuit will be shown. The dots represent tabs on the bar that the wire terminals connect to.

Remaining wires to the same bus bar 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

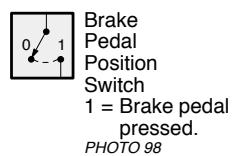
A solid border line means the entire component is shown.



A broken border line indicates that only part of the component is shown.



The name of the component appears next to it followed by notes about its function along with any photo and connector view references.



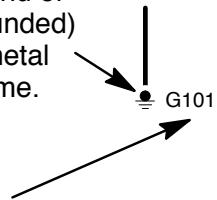


How To Use This Manual

- 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.

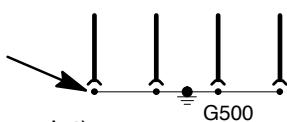


Each wire ground (G) is numbered for reference.

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.

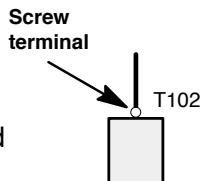


This symbol represents the bus bar inside a ground connector. The dots represent tabs on the bus bar that the wire terminals connect to.



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

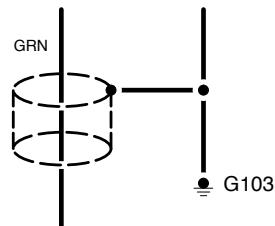
Terminals – “T”



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

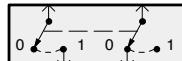
Shielding

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

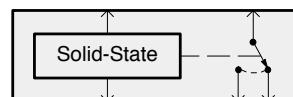
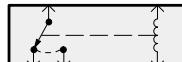


Switches

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

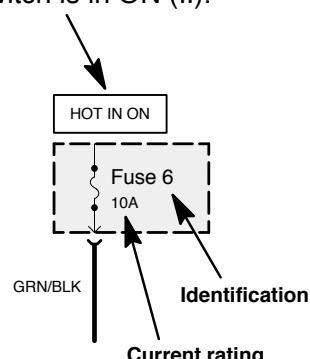


Other types of switches are controlled by a coil or a solid state circuit. Unless otherwise noted, all switches are shown in their normal (rest) position, with power off.



Fuses

This means power is supplied when the ignition switch is in ON (II).



Identification
Current rating

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.





How To Use This Manual

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 (certain circuits contain a "How the Circuit Works" section). 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:

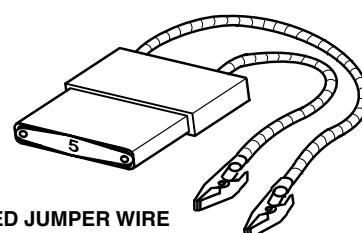
Most circuits include solid-state devices. Test the voltages in these circuits only with a 10-megohm or higher impedance digital multimeter. Never use a test light or analog meter on circuits that contain solid-state devices. Damage to the devices may result.

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). If, in addition, you need to know exactly how much resistance there is between two points, use a digital volt/ohmmeter (DVOM).

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.



FUSED JUMPER WIRE

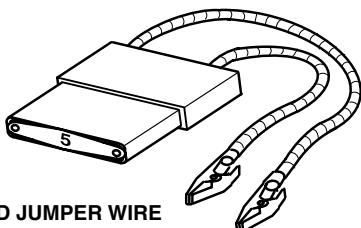
To order any test equipment shown above, contact your local tool supplier. For a list of suppliers and tool numbers, refer to Honda Required Special Tools and Equipment Service Bulletin.

How To Use This Manual

– Test Equipment

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.



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.

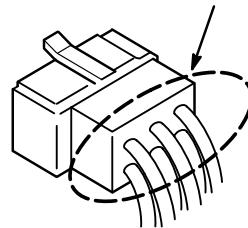
CAUTION:

- 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.

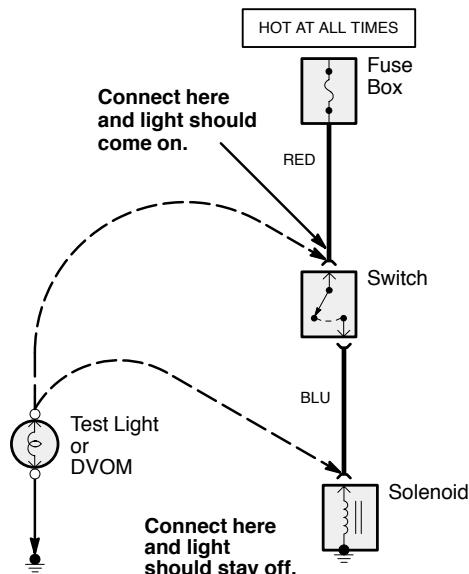
How To Use This Manual

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.



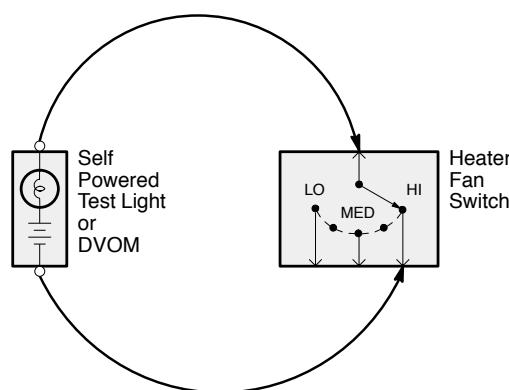
2. Connect the other lead of the test light or DVOM to the point you want to check.
3. If the test light glows, there is voltage present. If you're using a DVOM, note the voltage reading. It should be within one volt of measured battery voltage. A loss of more than one volt indicates a problem.

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 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 you're using a DVOM, a low reading or no reading (zero), means good continuity.

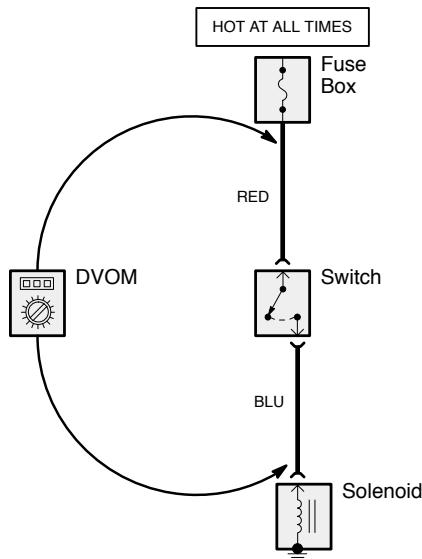
How To Use This Manual

- 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. Circuits must be operating when checking voltage drop.

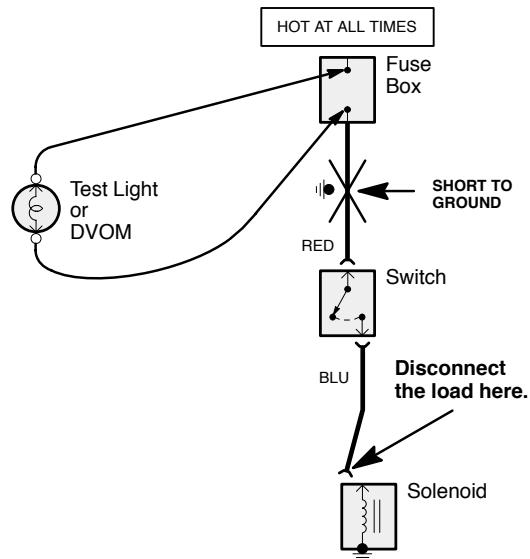
1. Place the digital volt/ohmmeter (DVOM) in the appropriate DC volts range. Connect the positive lead to the end of the wire (or to the connector or switch) closest to the battery.



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.

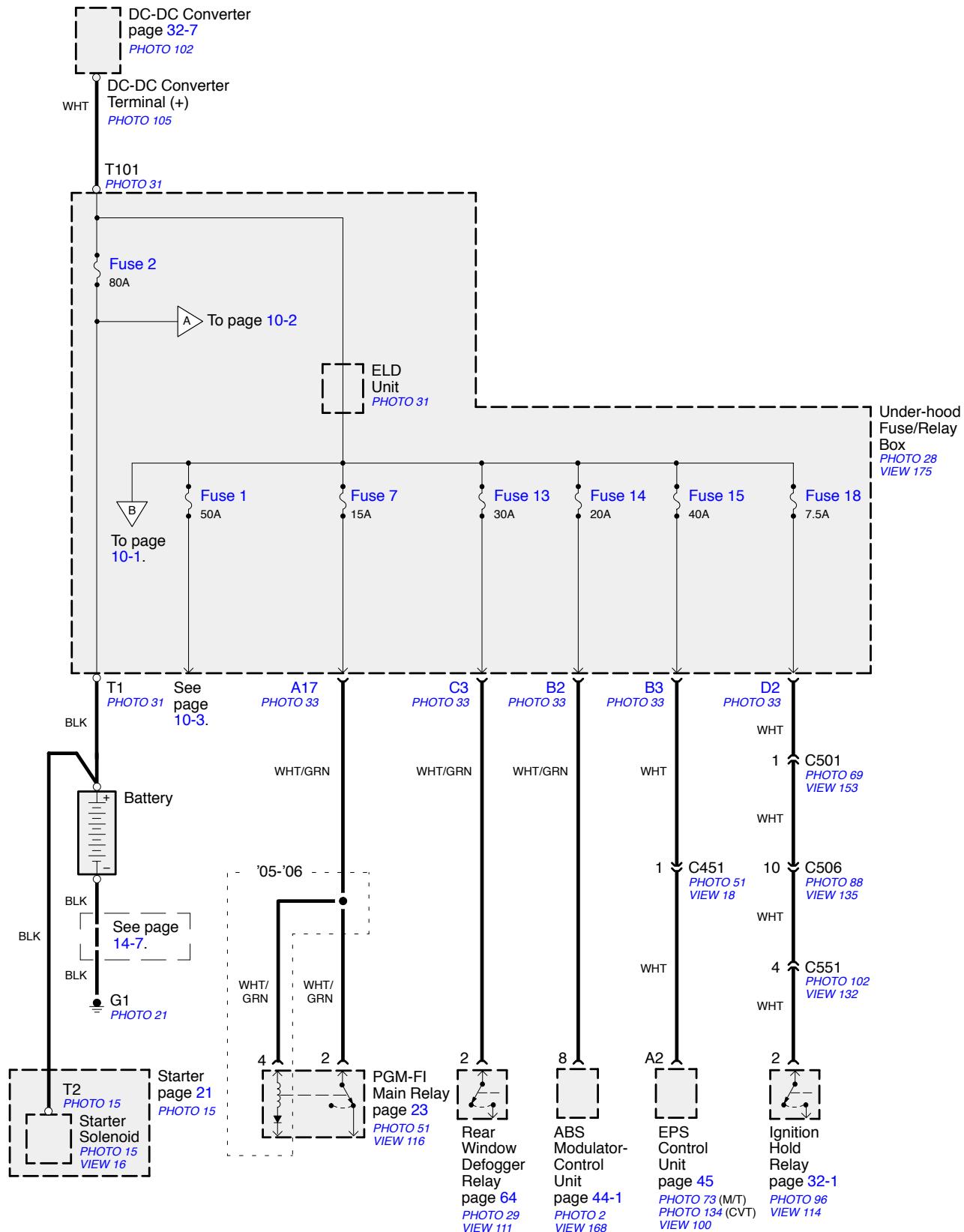


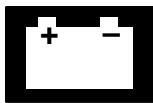
3. Beginning near the fuse box, wiggle the harness. Continue this at convenient points about six inches apart while watching the test light or DVOM.
4. Where the test light goes off, or the DVOM voltage drops to zero, there is a short to ground in the wiring near that point.

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

Power Distribution

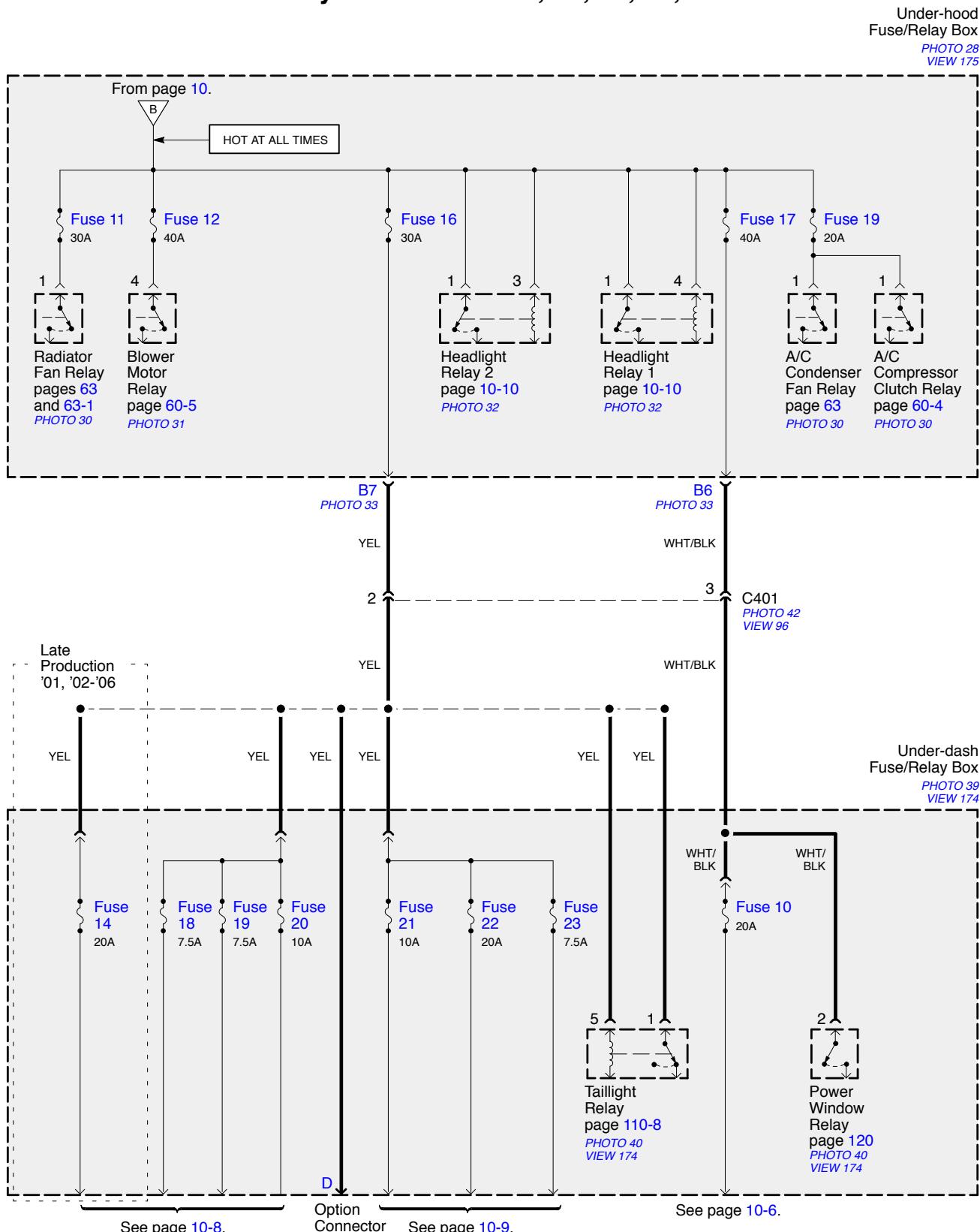
- Under-hood Fuse/Relay Box – Fuses 2, 7, 13, 14, 15, and 18





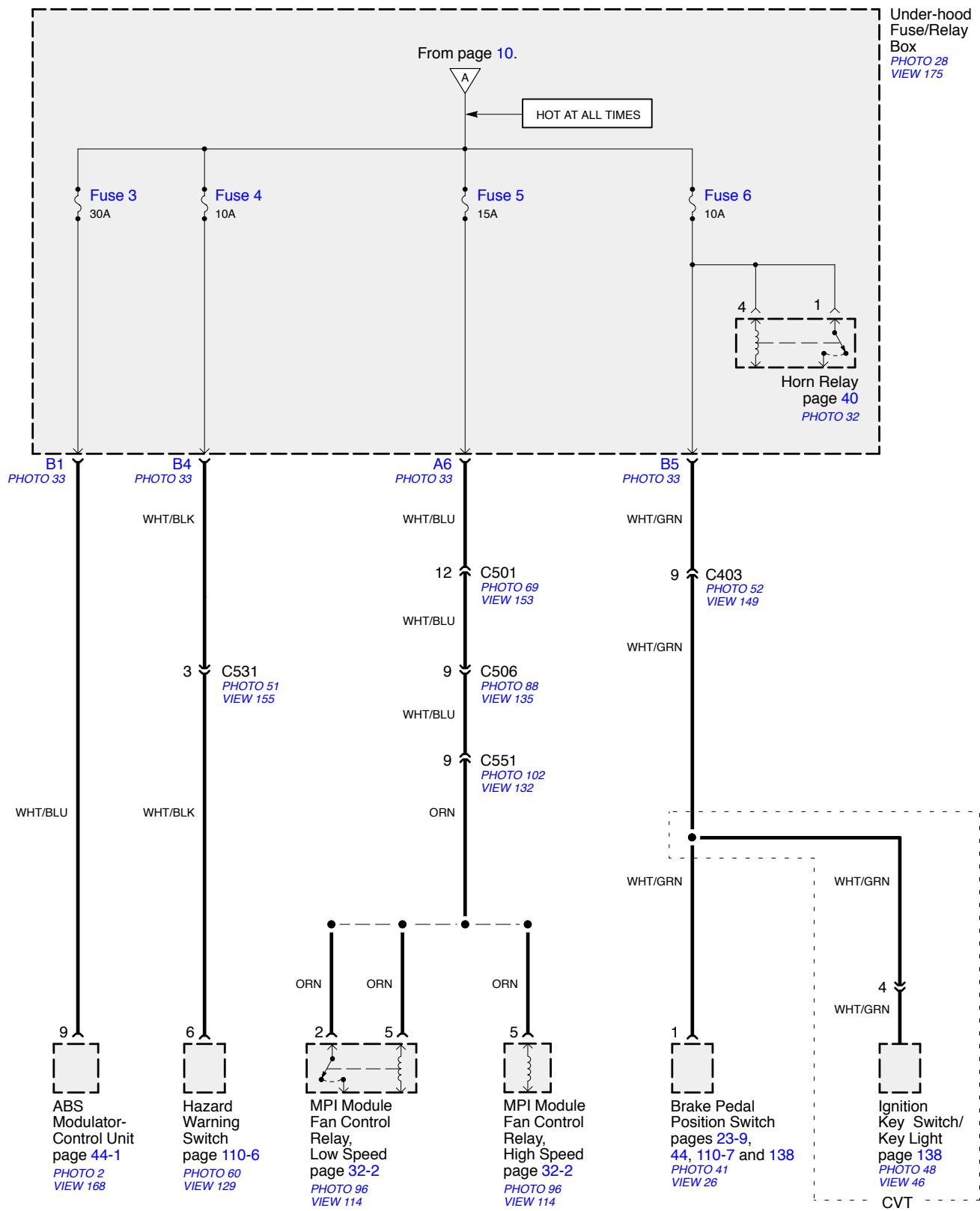
Power Distribution

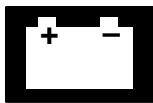
– Under-hood Fuse/Relay Box – Fuses 11, 12, 16, 17, and 19



Power Distribution

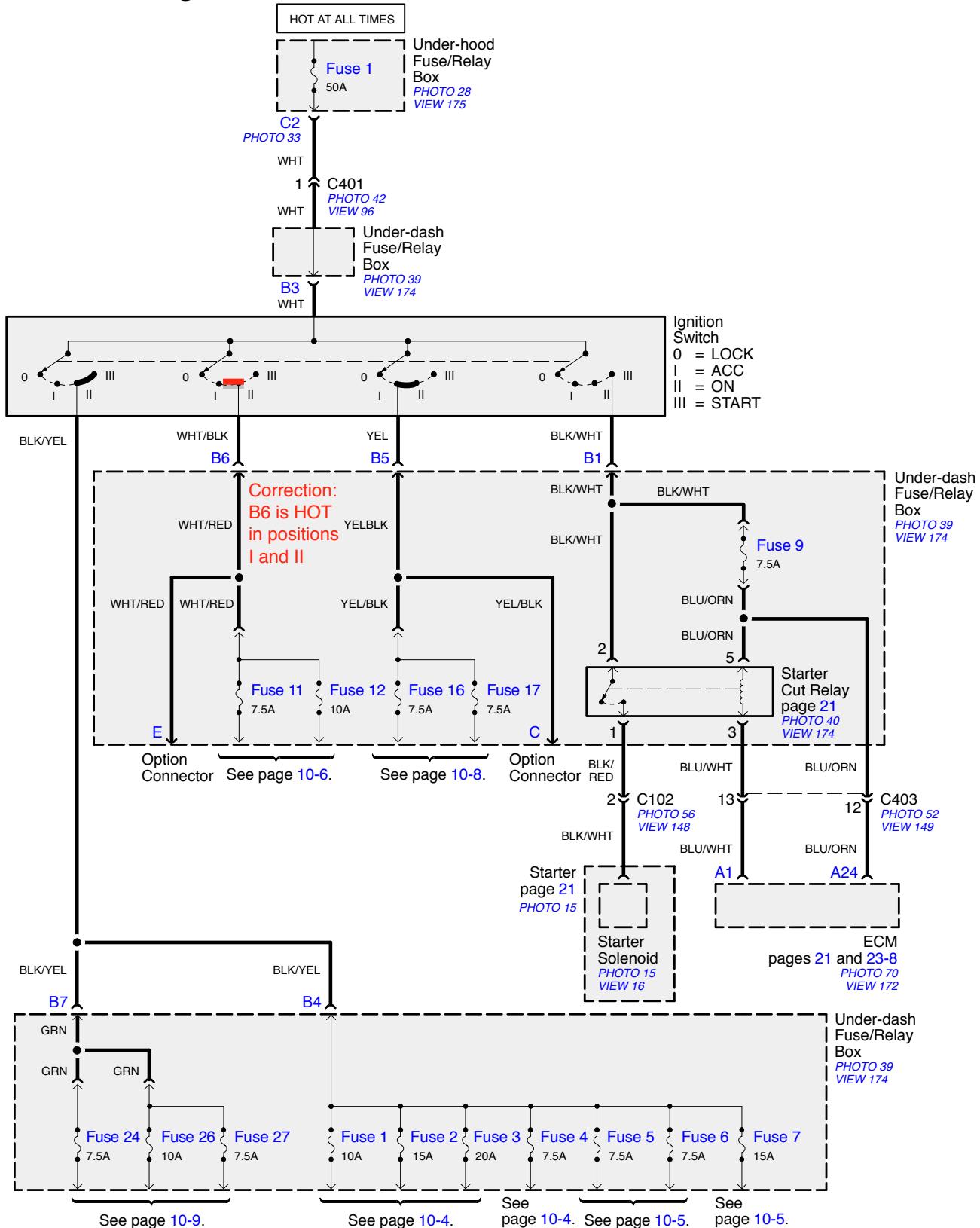
– Under-hood Fuse/Relay Box – Fuses 3, 4, 5, and 6





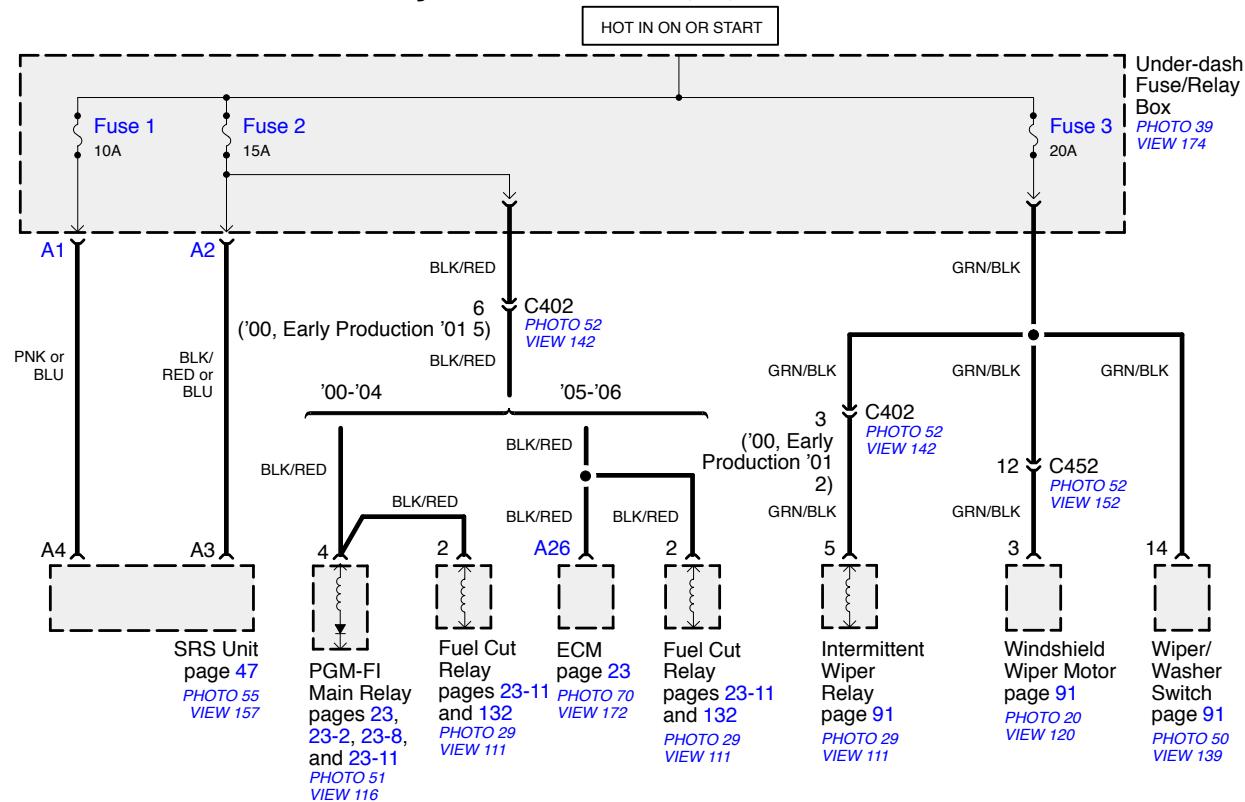
Power Distribution

- Under-hood Fuse/Relay Box – Fuse 1, Under-dash Fuse/Relay Box – _____ Fuse 9 and Ignition Switch



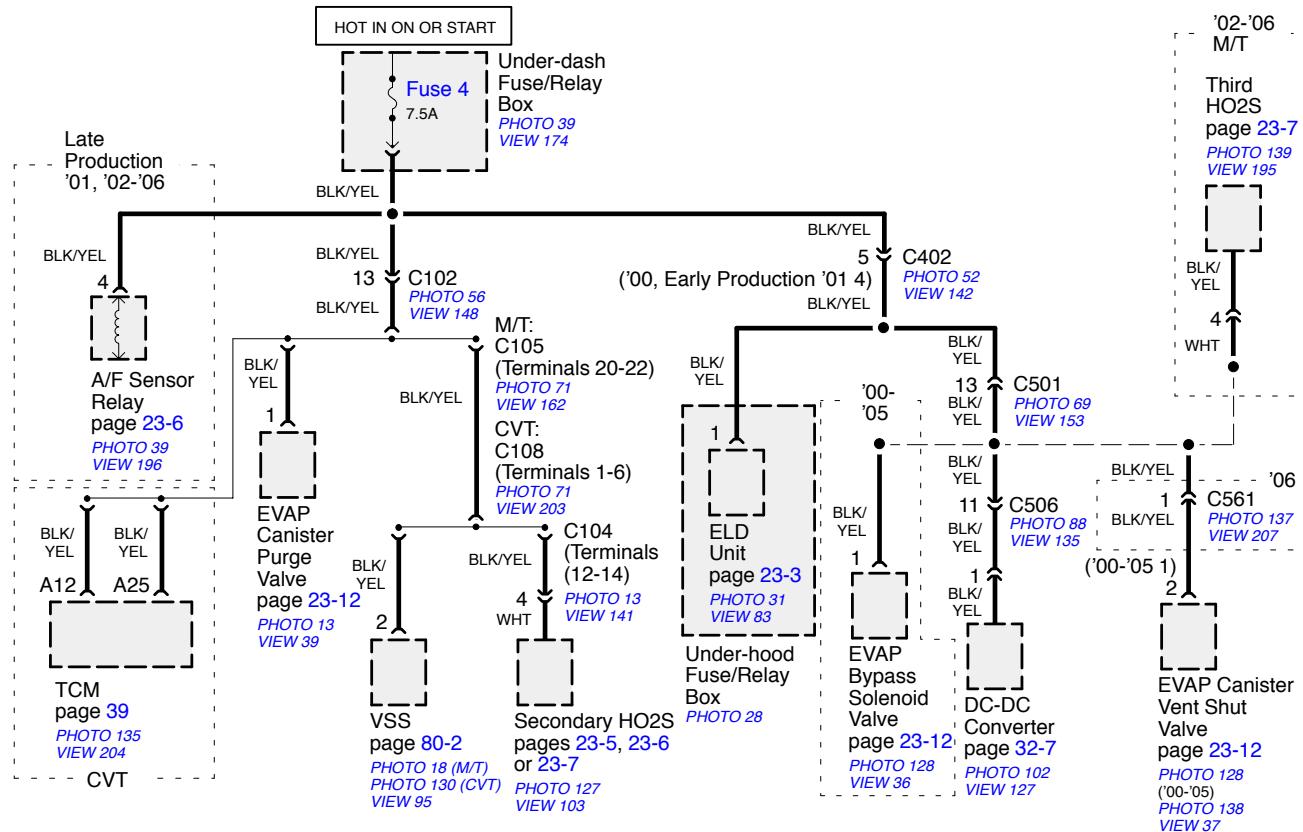
Power Distribution

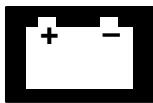
- Under-dash Fuse/Relay Box – Fuses 1, 2, and 3



Power Distribution

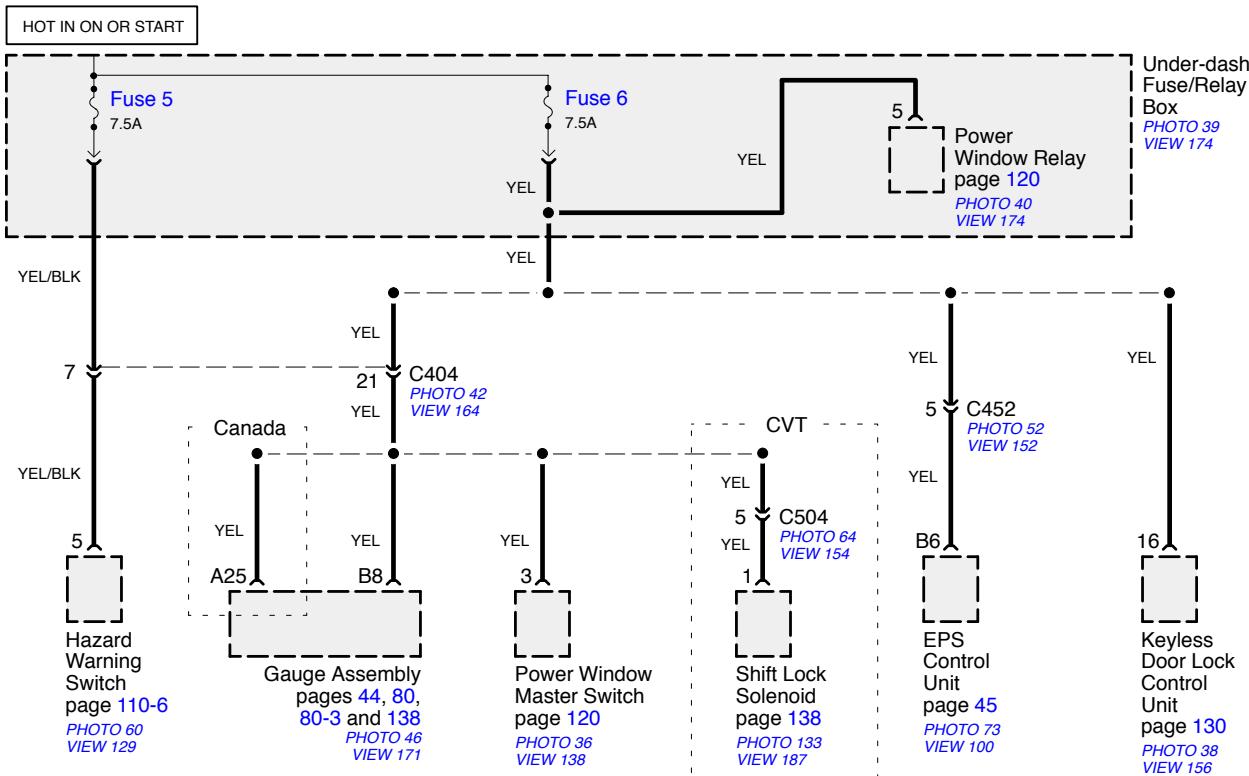
- Under-dash Fuse/Relay Box – Fuse 4

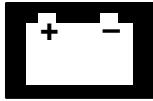




Power Distribution

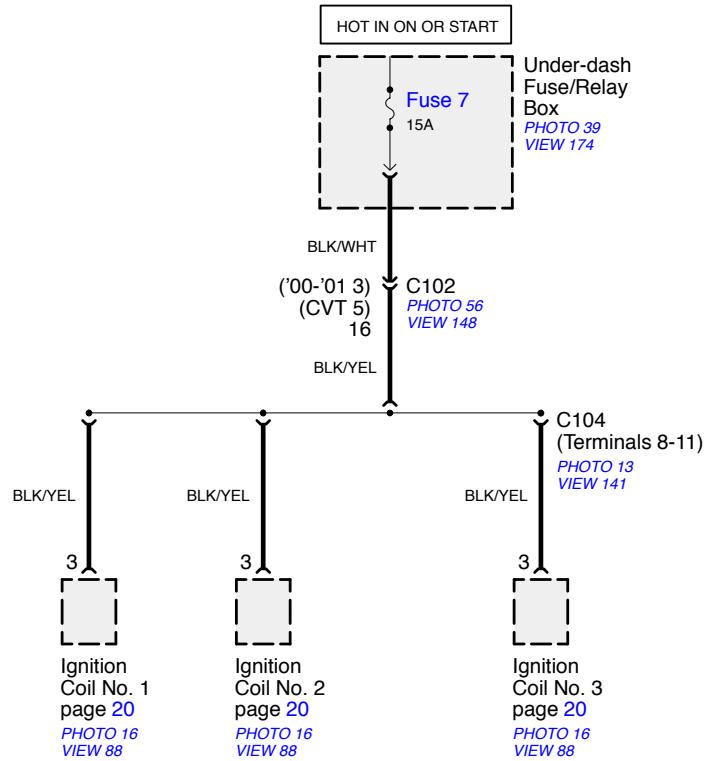
- Under-dash Fuse/Relay Box – Fuses 5 and 6





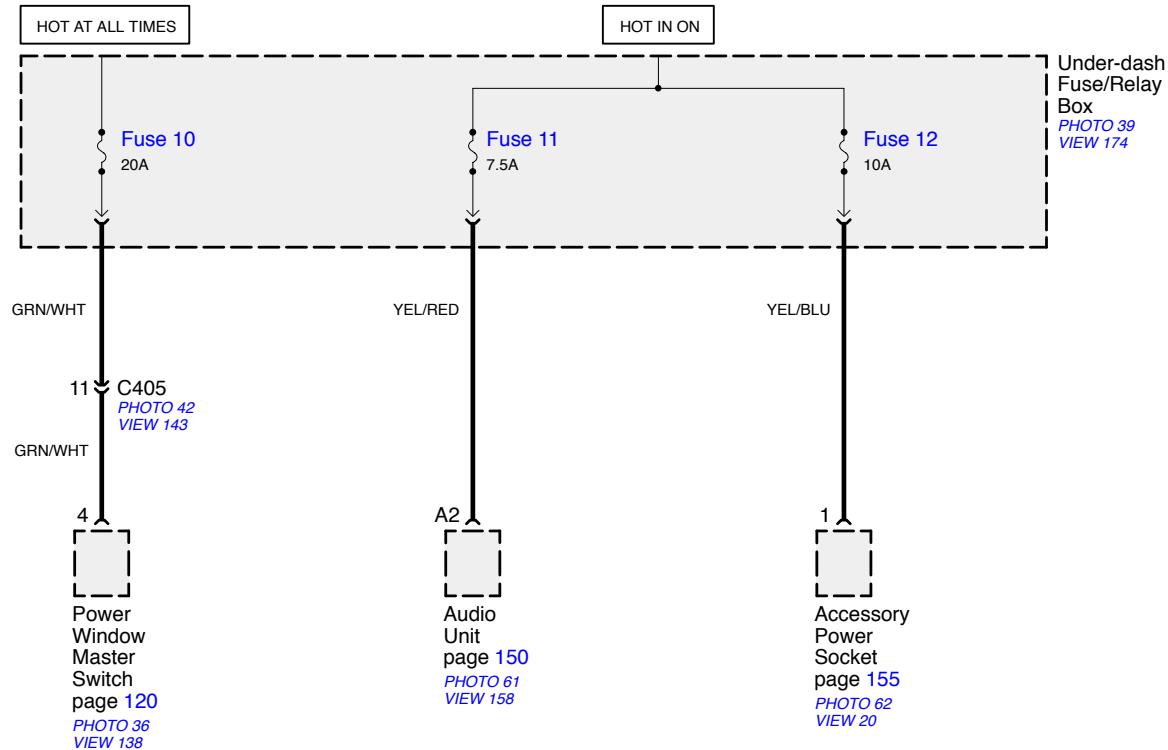
Power Distribution

- Under-dash Fuse/Relay Box – Fuses 7

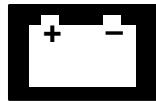


Power Distribution

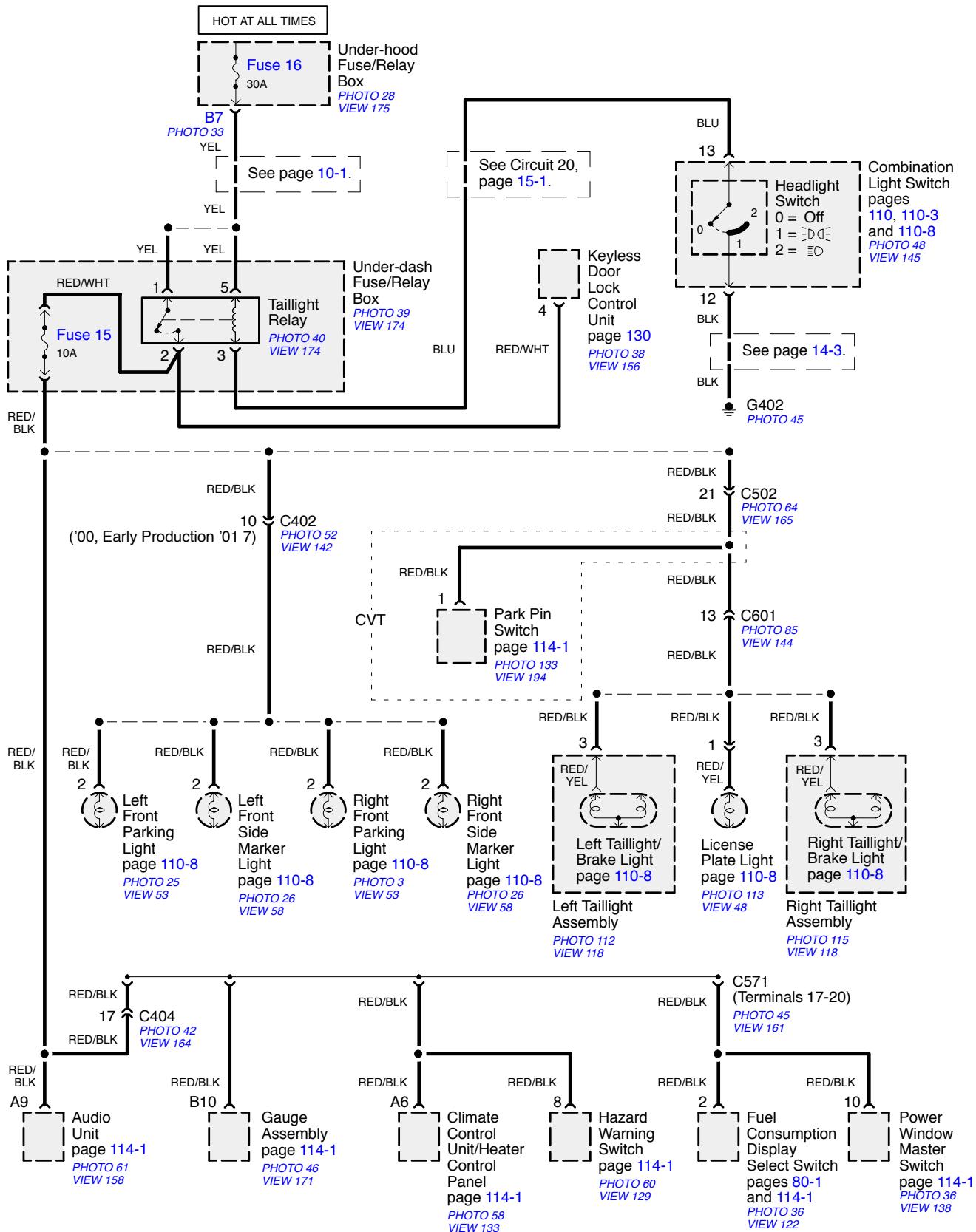
- Under-dash Fuse/Relay Box – Fuses 10, 11, and 12



Power Distribution

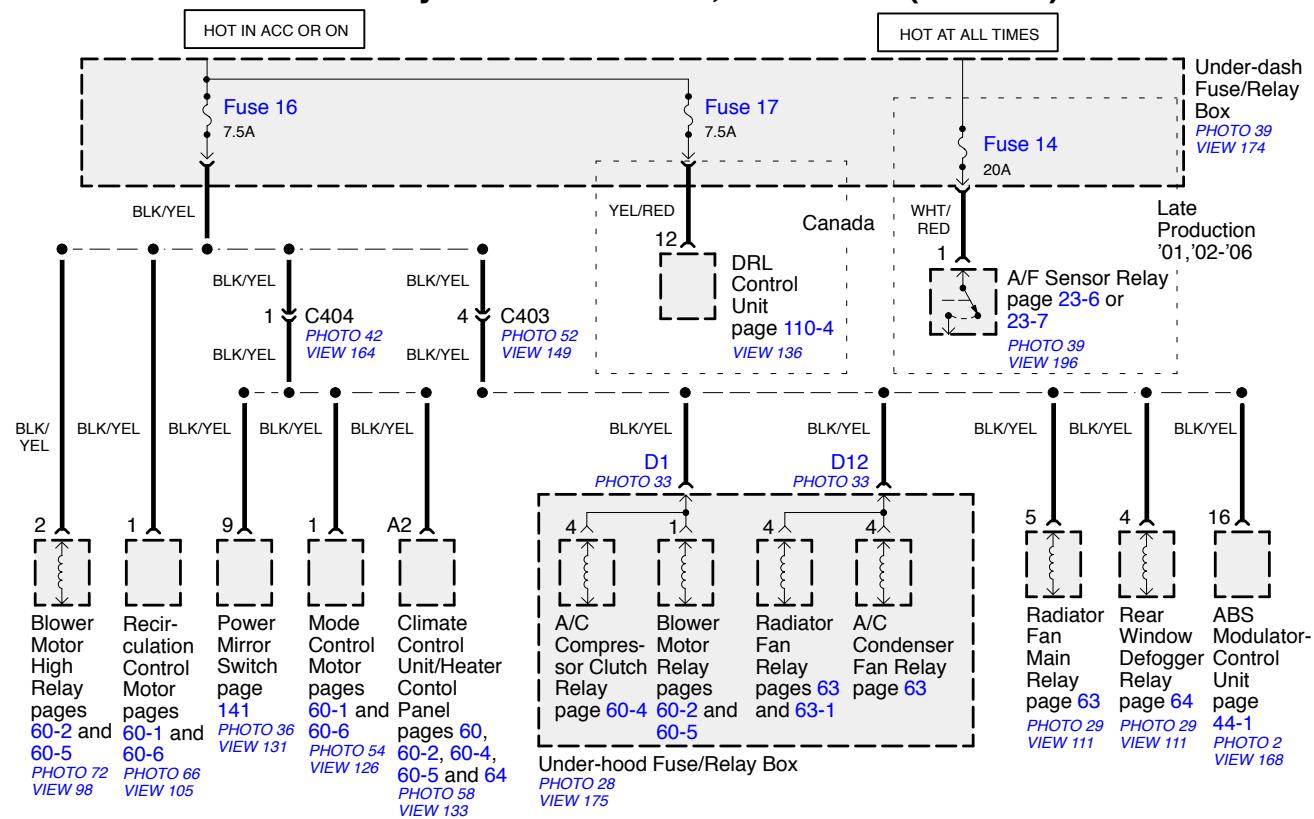


- Under-hood Fuse/Relay Box – Fuse 16



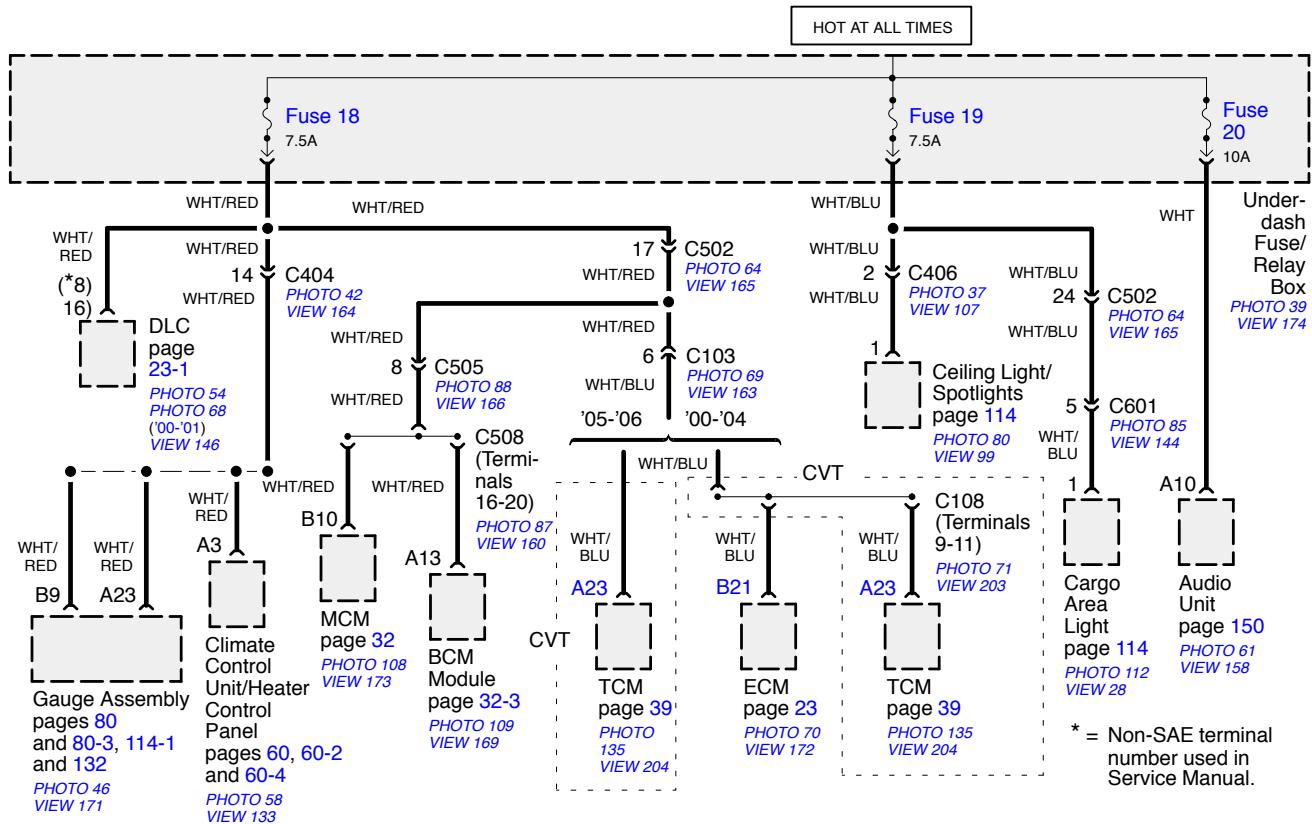
Power Distribution

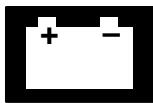
- Under-dash Fuse/Relay Box – Fuses 14, 16 and 17 (Canada)



Power Distribution

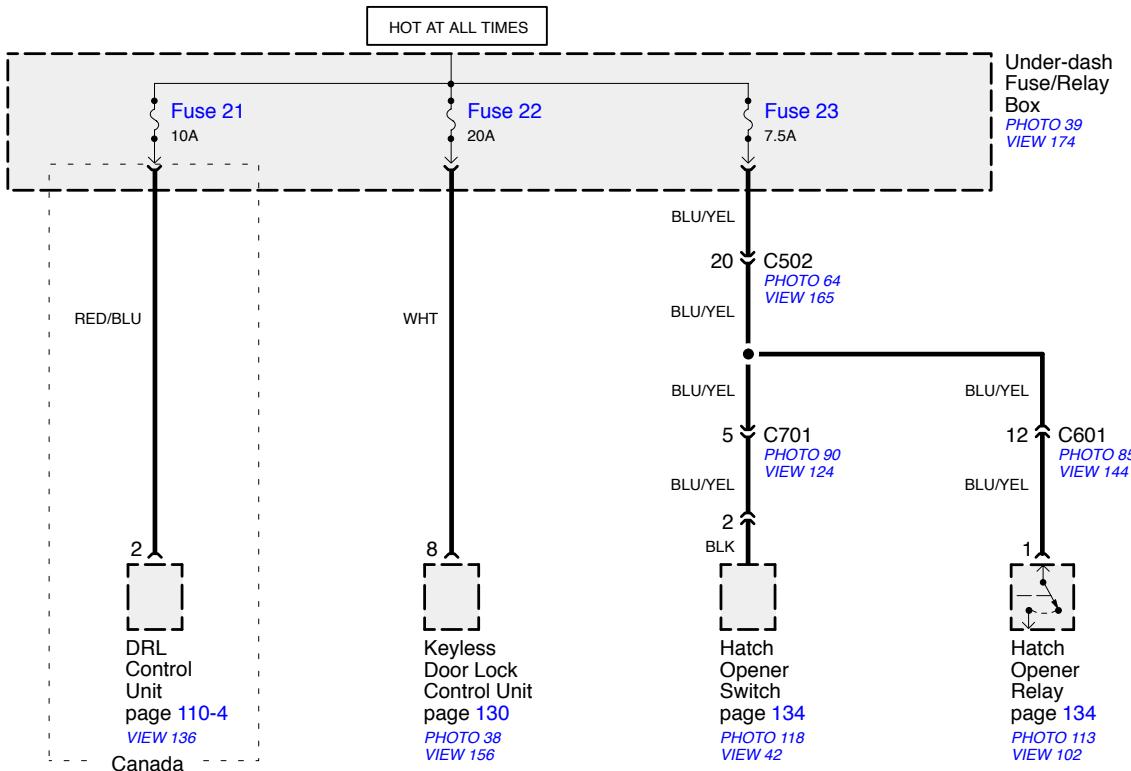
- Under-dash Fuse/Relay Box – Fuses 18, 19, and 20 -

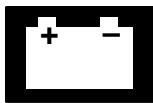




Power Distribution

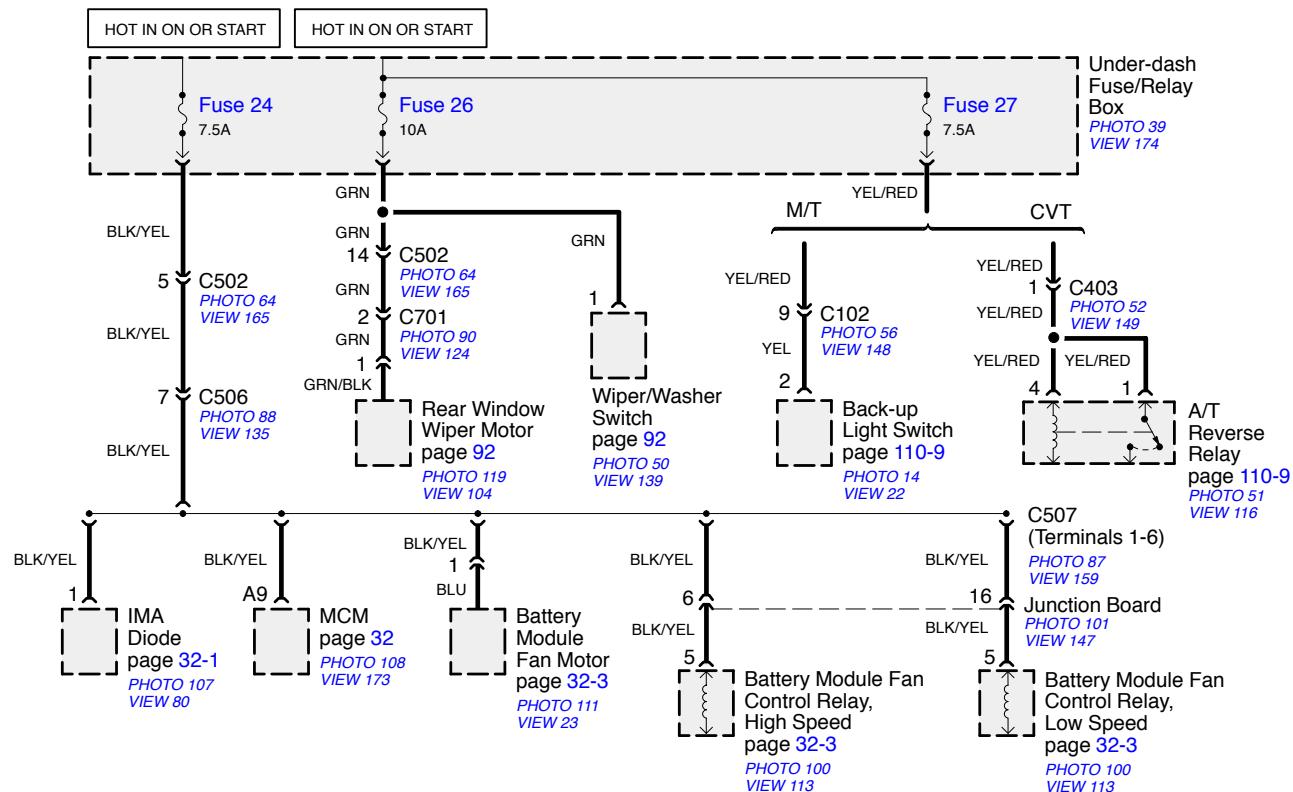
- Under-dash Fuse/Relay Box – Fuses 21 (Canada), 22, and 23





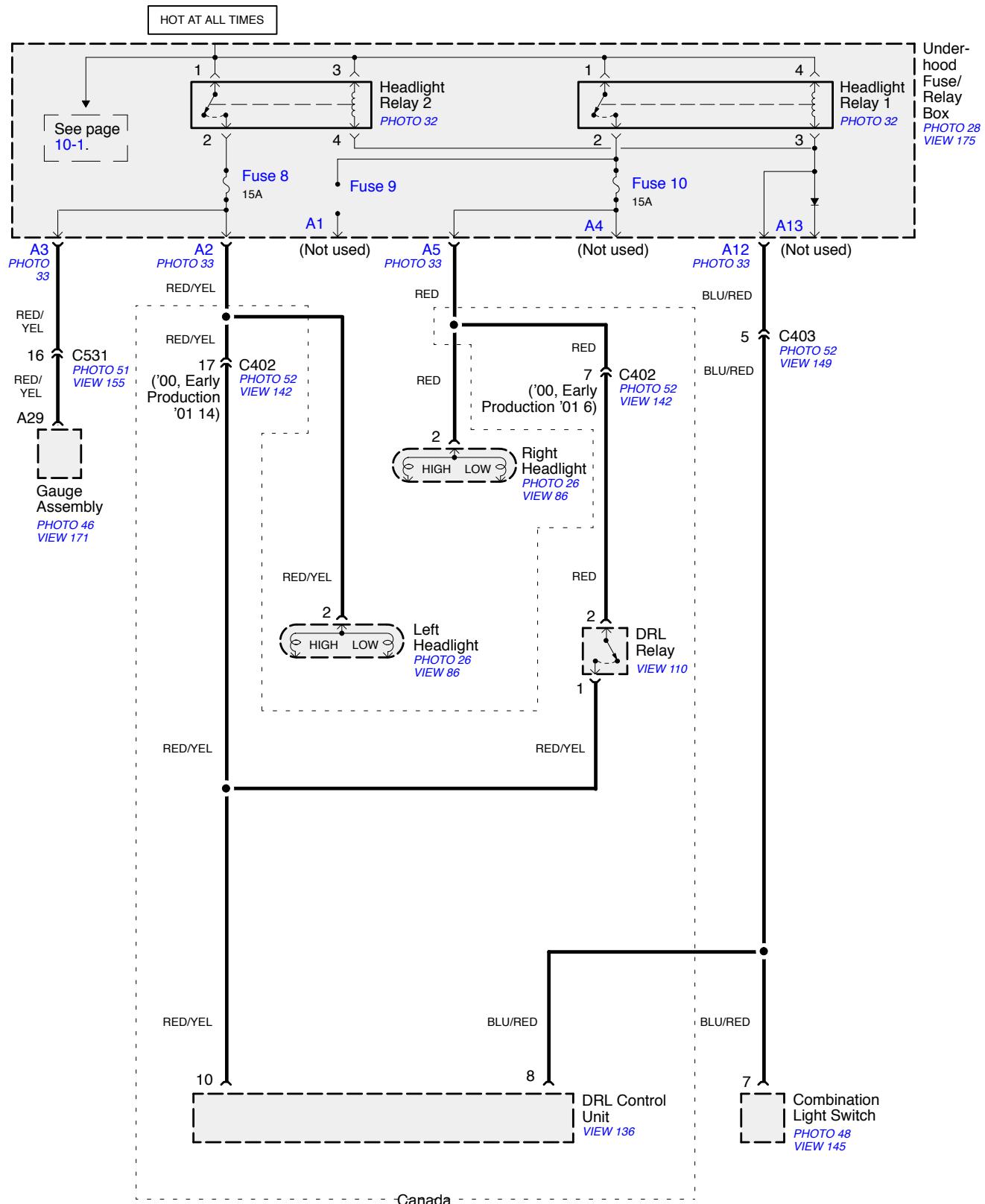
Power Distribution

- Under-dash Fuse/Relay Box – Fuses 24, 26, and 27



Power Distribution

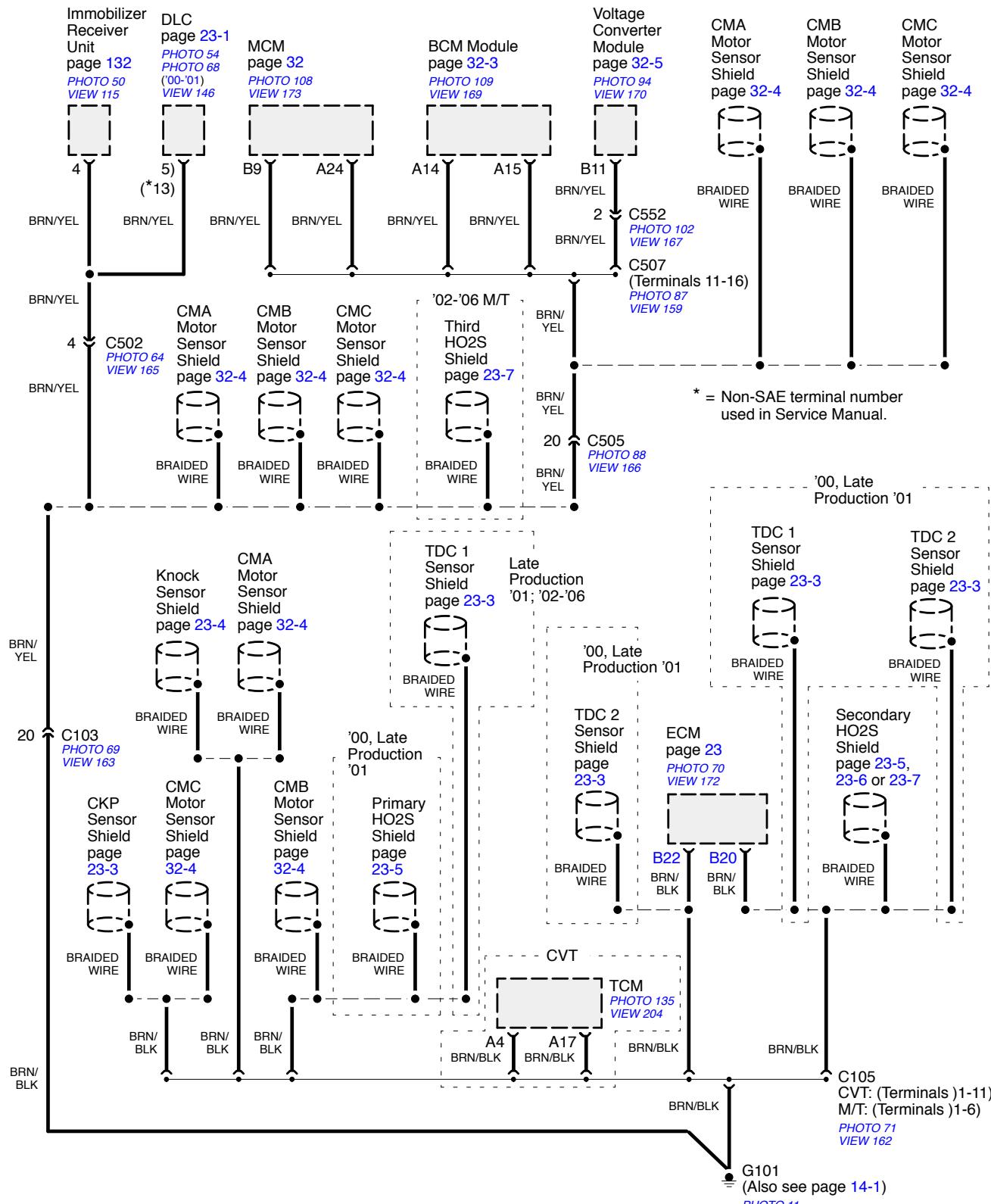
- Under-hood Fuse/Relay Box – Fuses 8, 9 and 10



Ground Distribution

- G101 and G102 ('02-'06) —

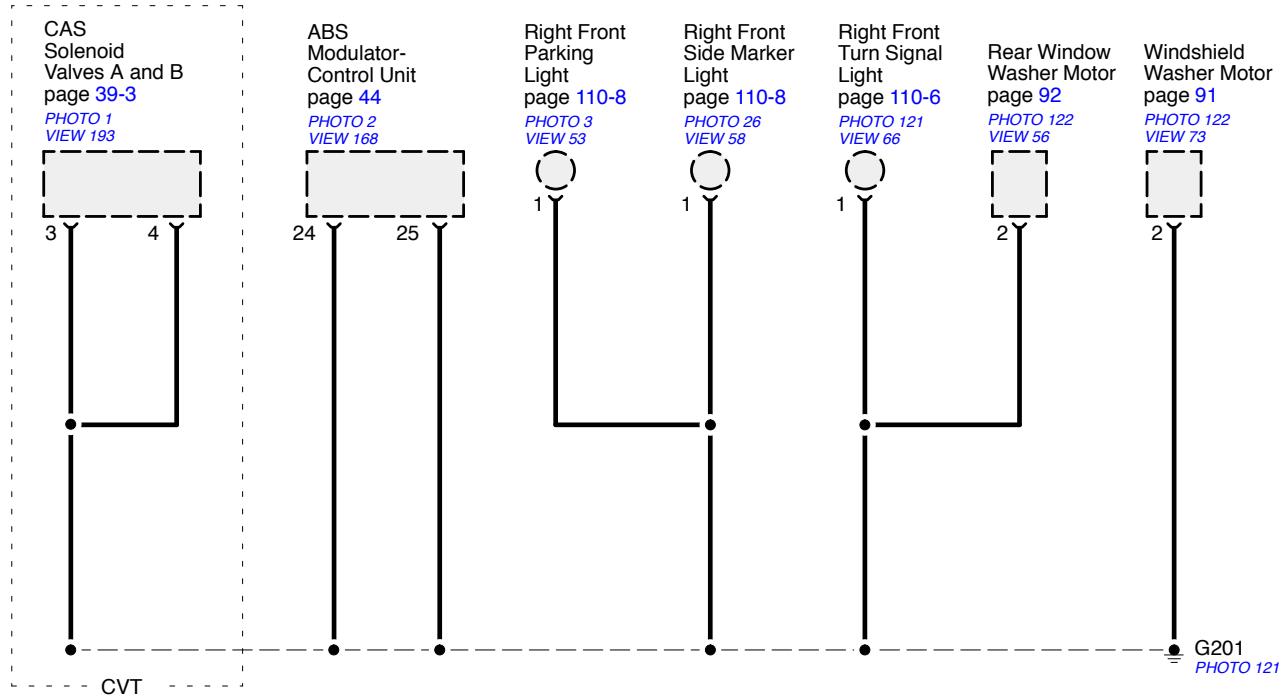
NOTE: Wires shown without color codes are black.



Ground Distribution

- G201 -

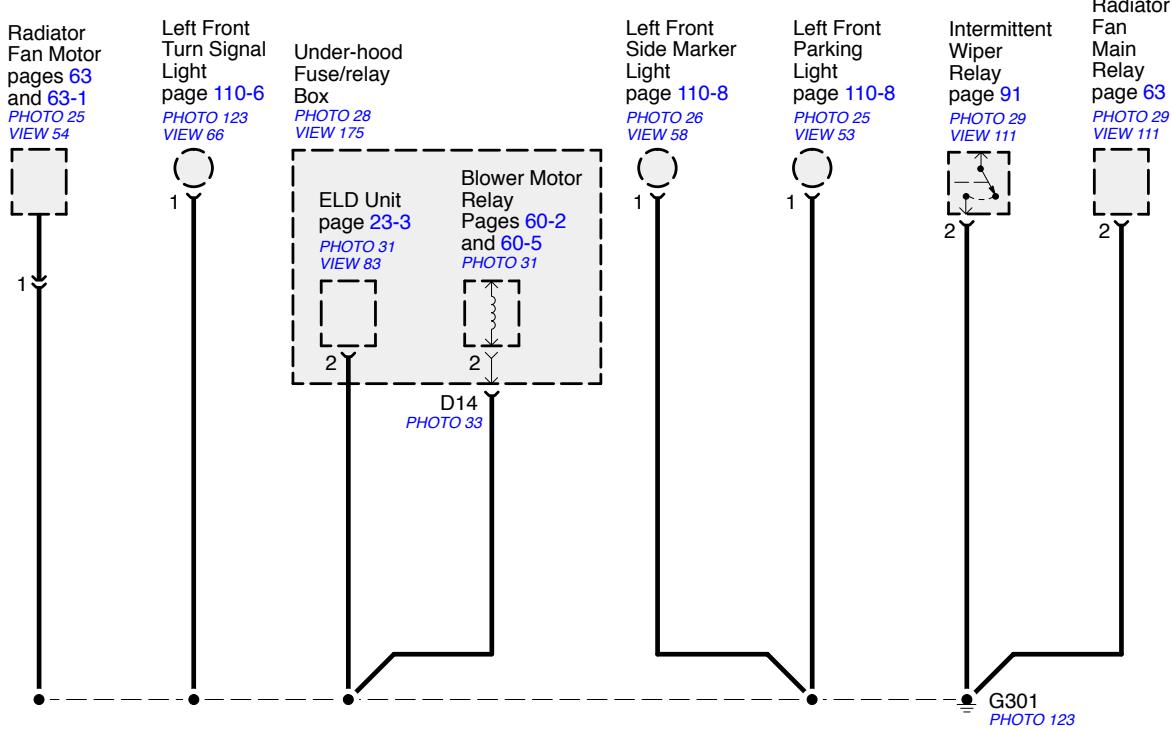
NOTE: Wires shown without color codes are black.

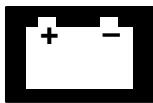


Ground Distribution

- G301 -

NOTE: Wires shown without color codes are black.

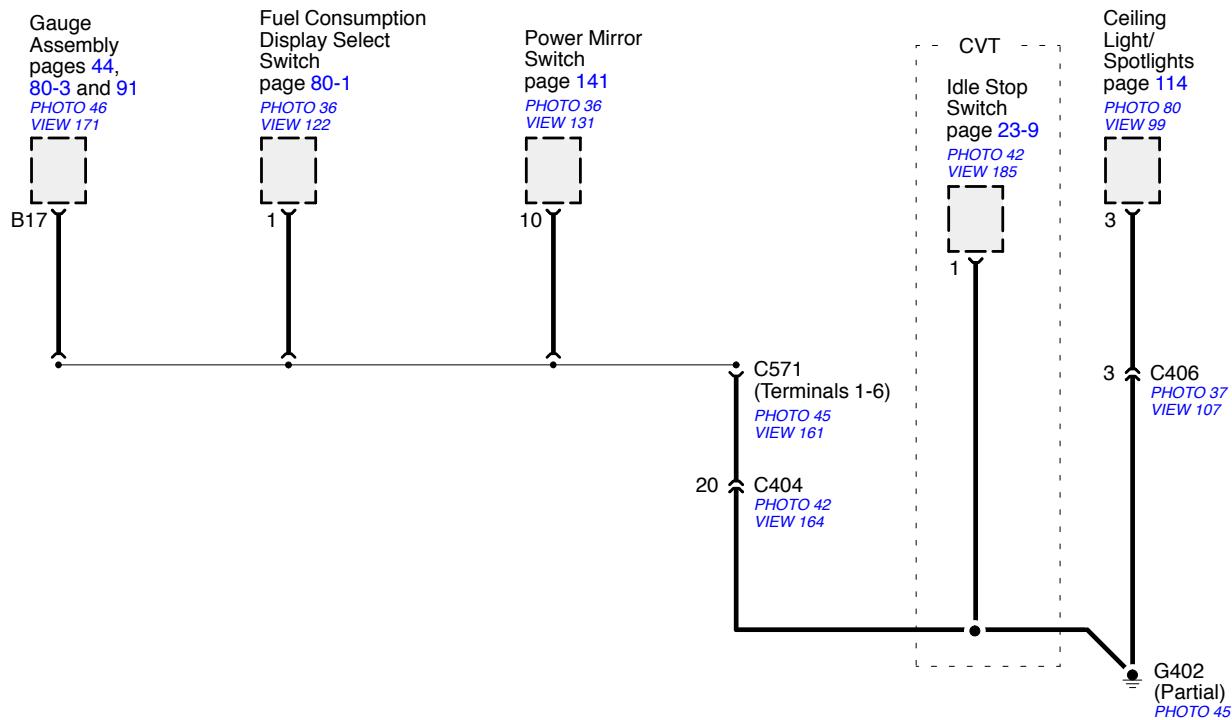




Ground Distribution

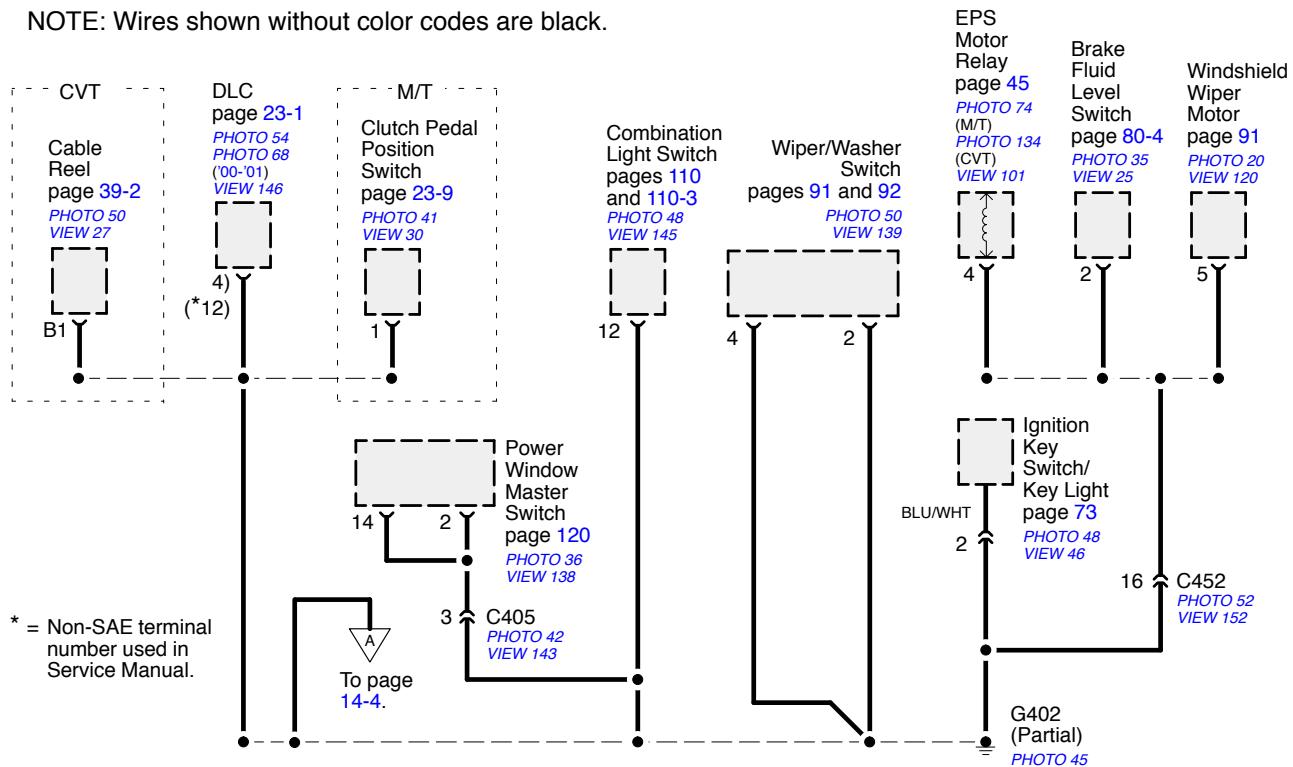
- G402 -

NOTE: Wires shown without color codes are black.



- G402 -

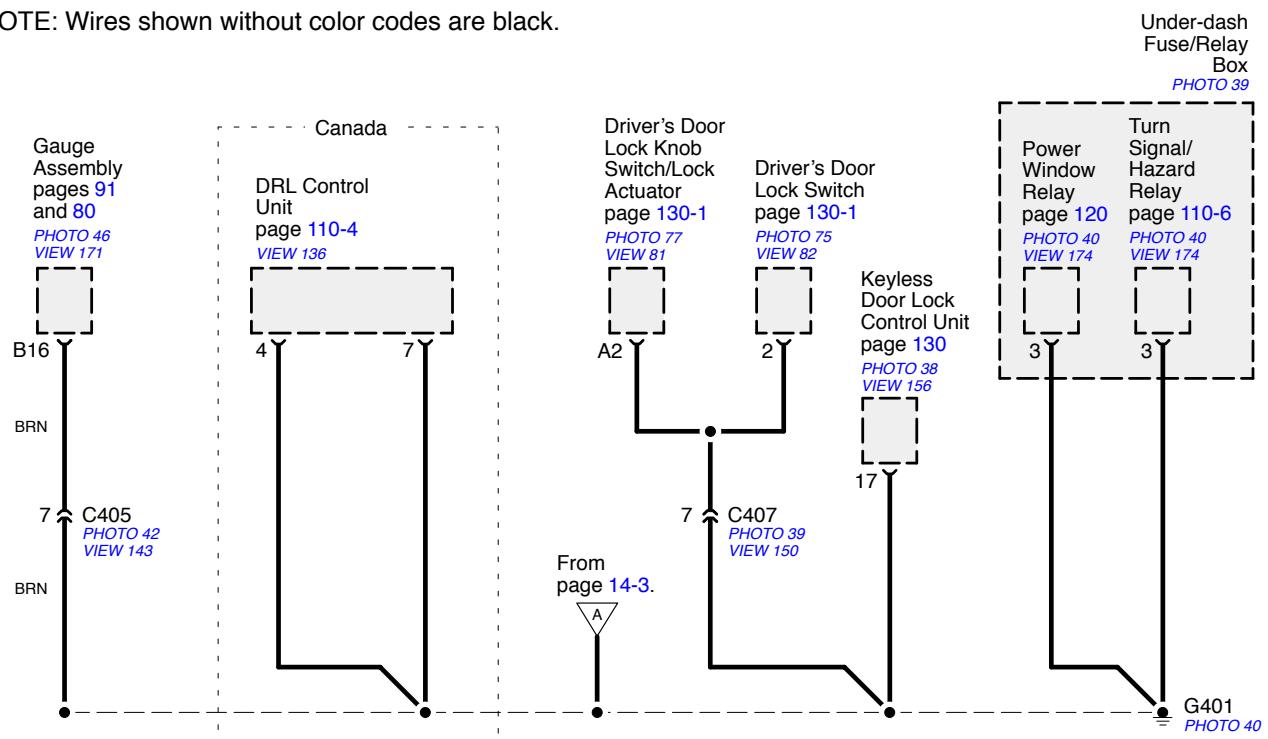
NOTE: Wires shown without color codes are black.



Ground Distribution

- G401 -

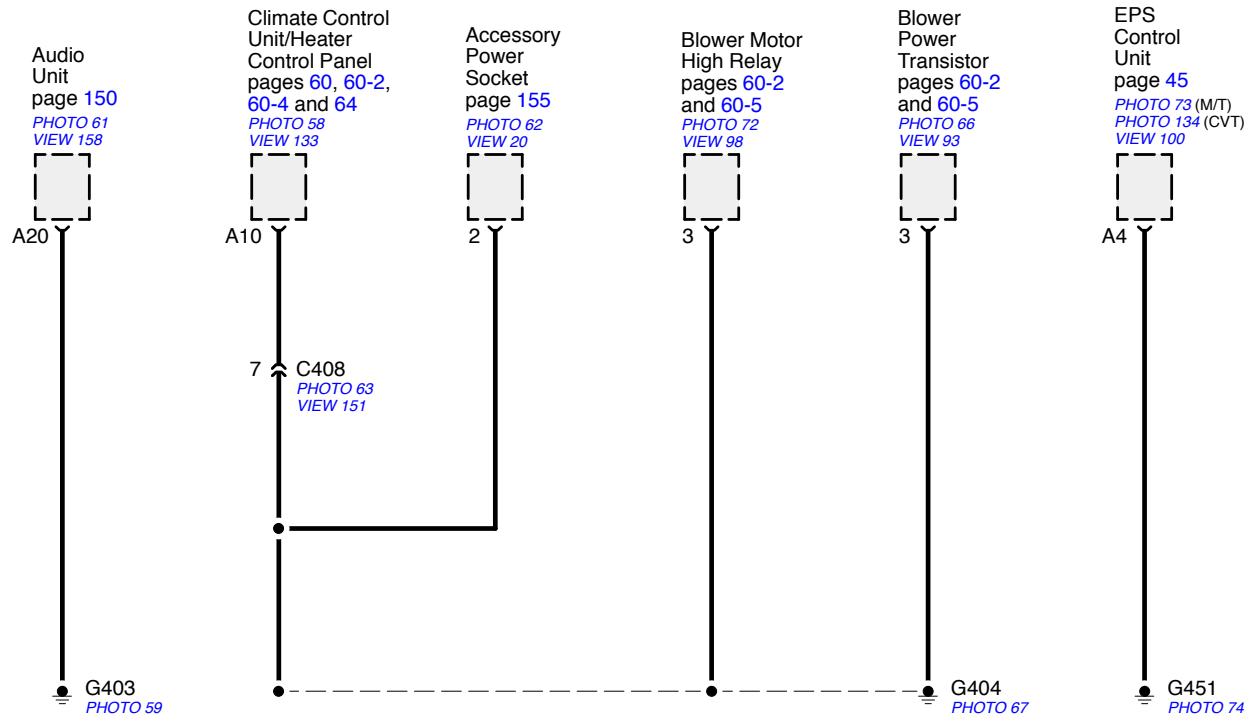
NOTE: Wires shown without color codes are black.

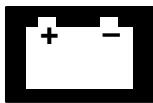


Ground Distribution

- G403, G404, G451

NOTE: Wires shown without color codes are black.

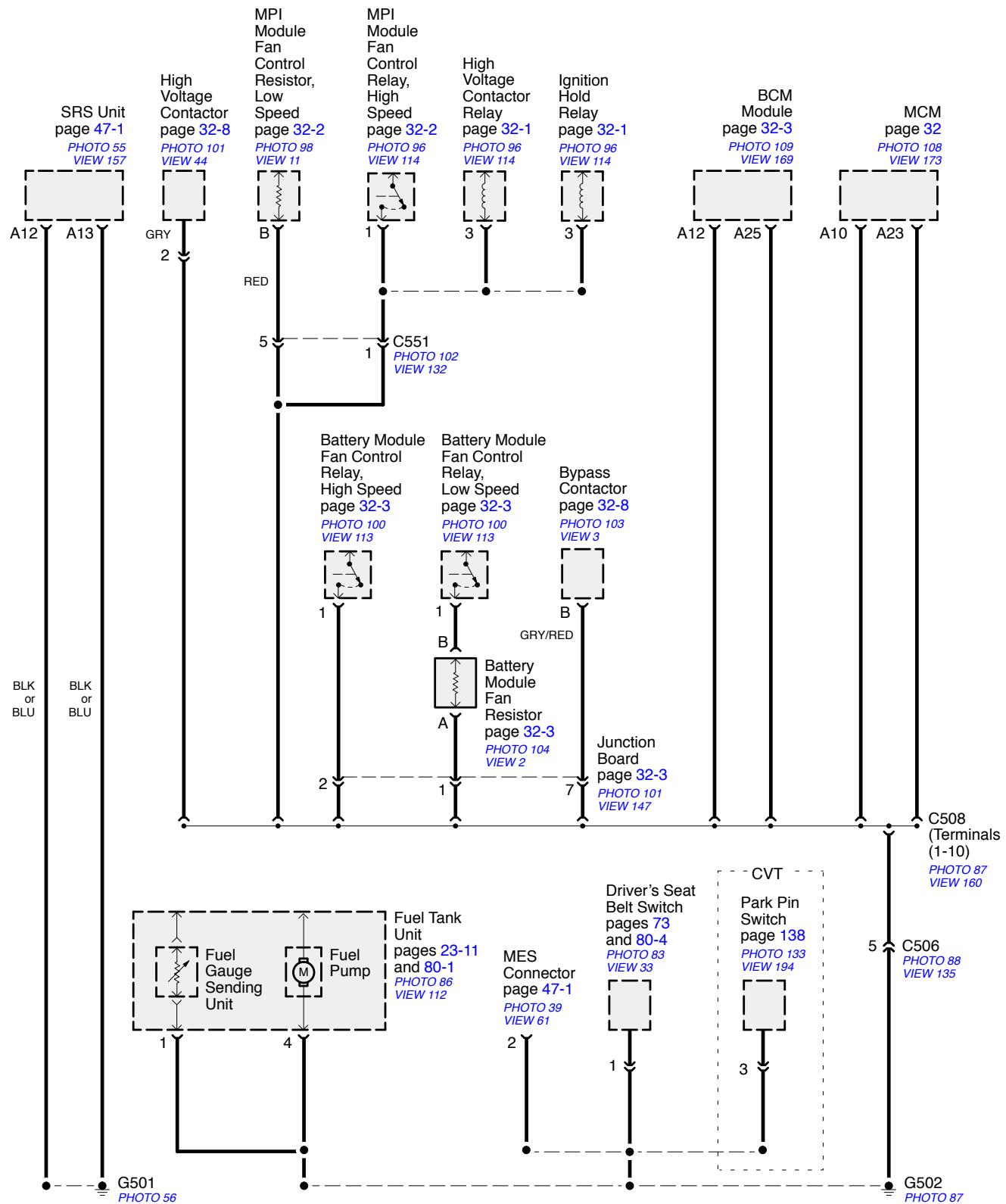




Ground Distribution

- G501 and G502

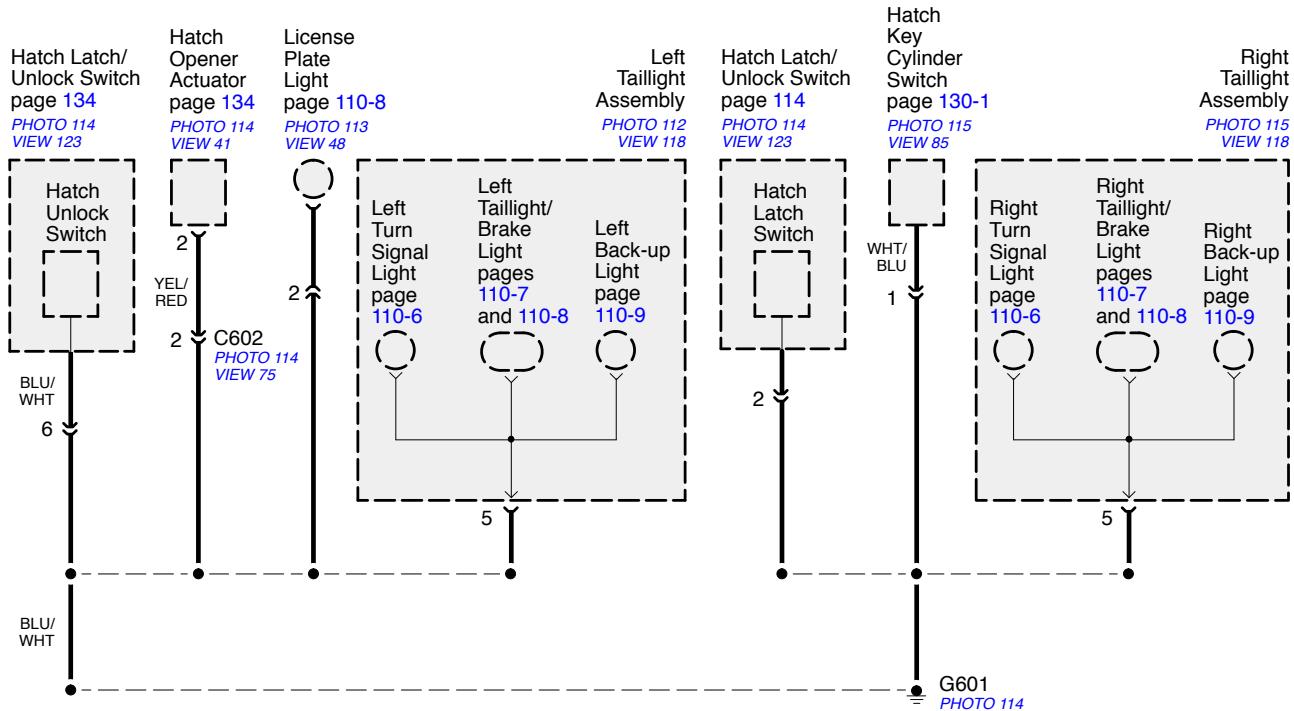
NOTE: Wires shown without color codes are black.



Ground Distribution

- G601 -

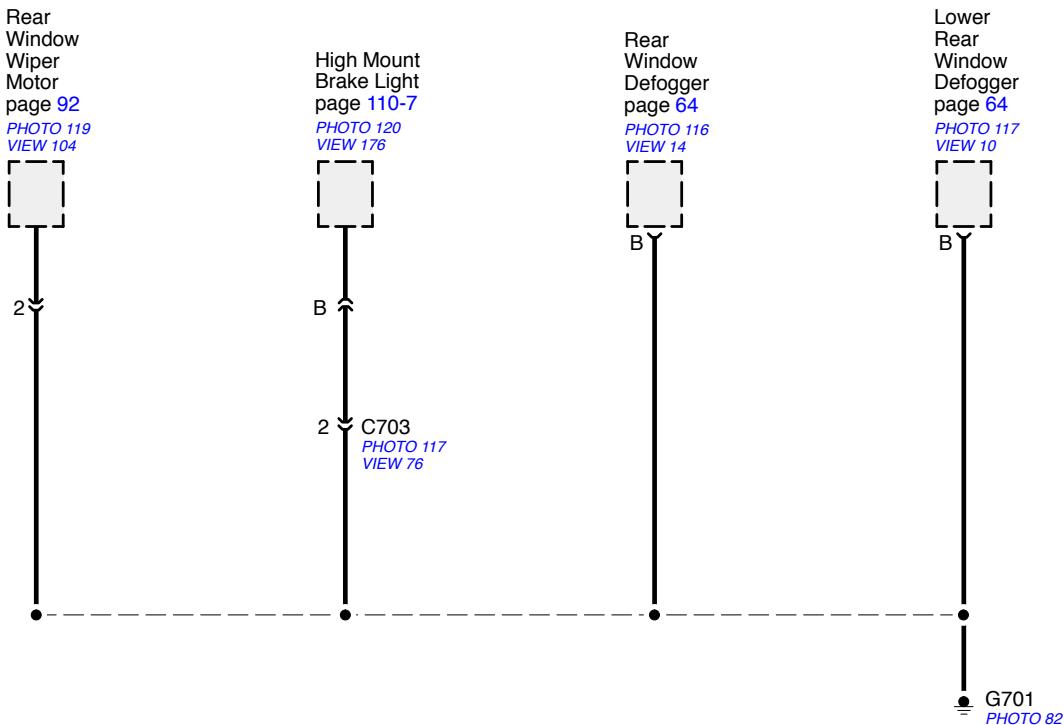
NOTE: Wires shown without color codes are black.

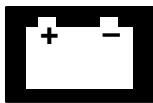


Ground Distribution

- G701 —

NOTE: Wires shown without color codes are black.

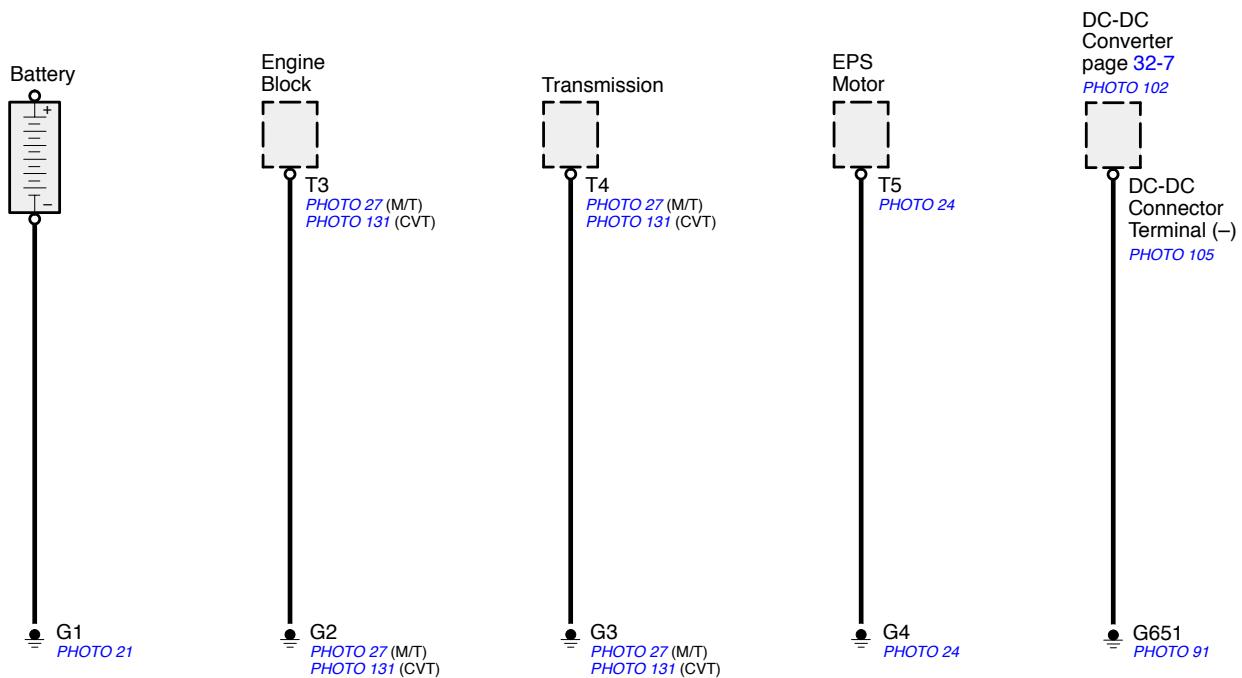




Ground Distribution

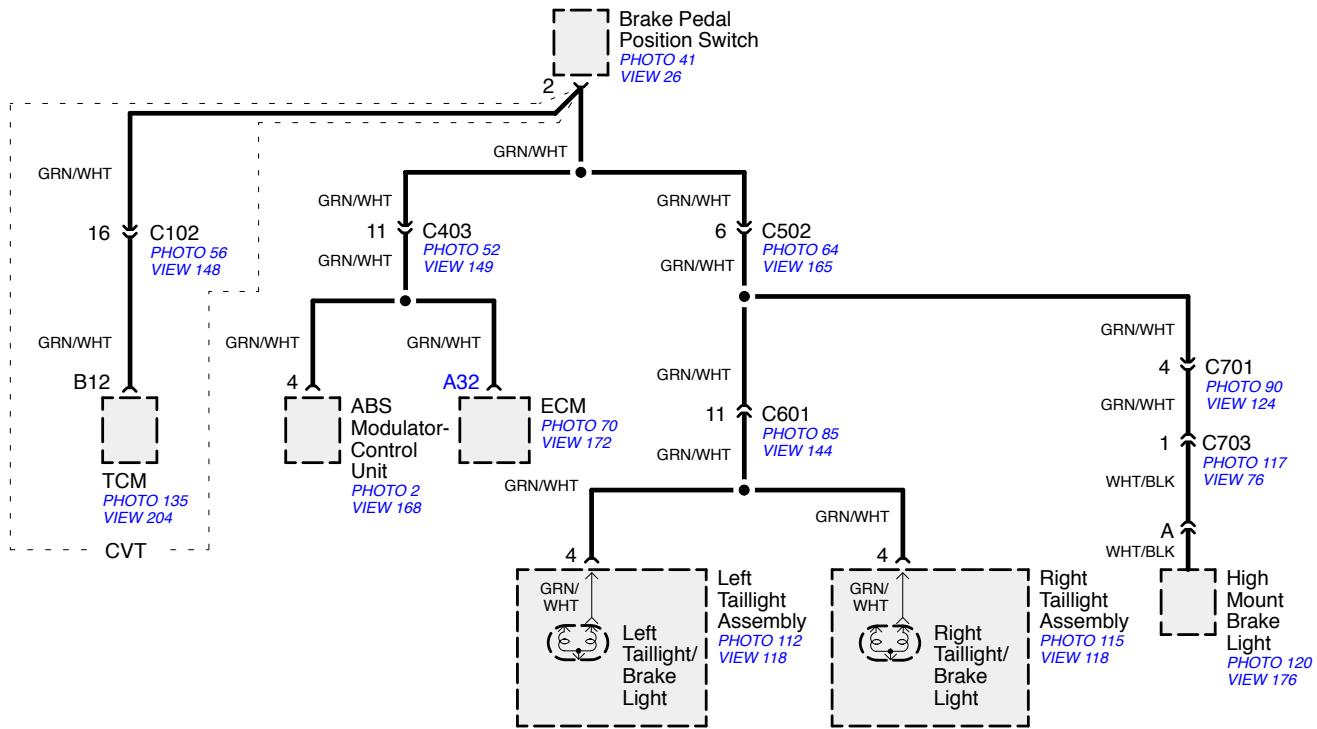
- G1, G2, G3, G4, and G651

NOTE: Wires shown without color codes are black.



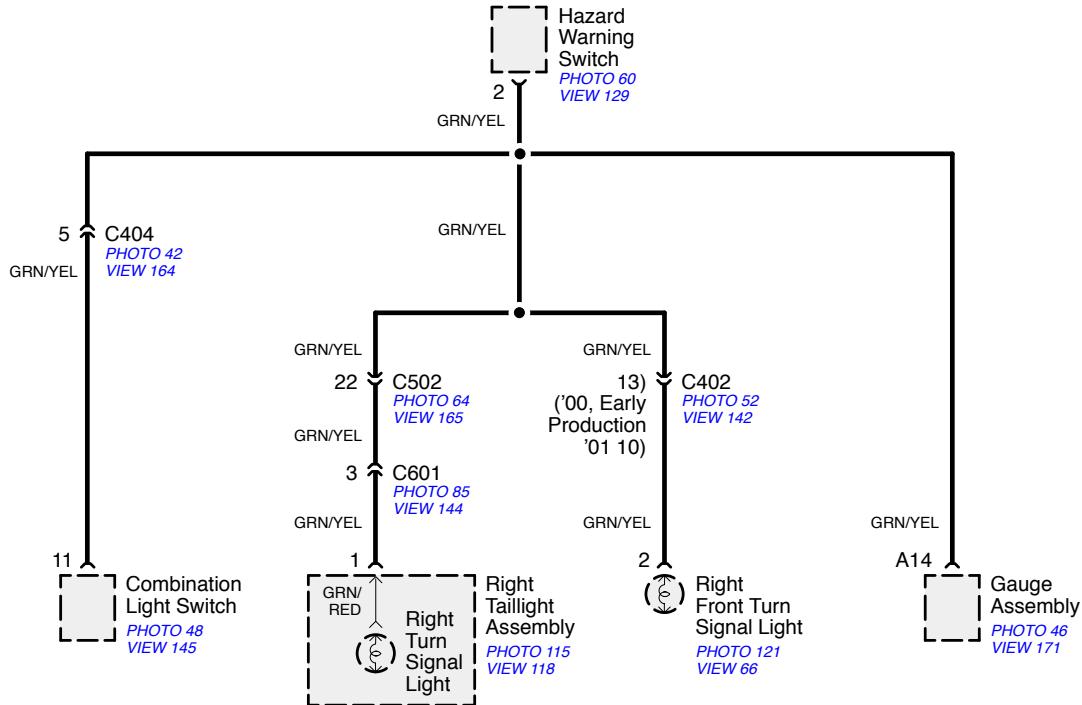
Splice and Junction Connector Details

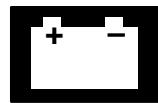
- Circuit 13 _____ Brake Pedal Position



Splice and Junction Connector Details

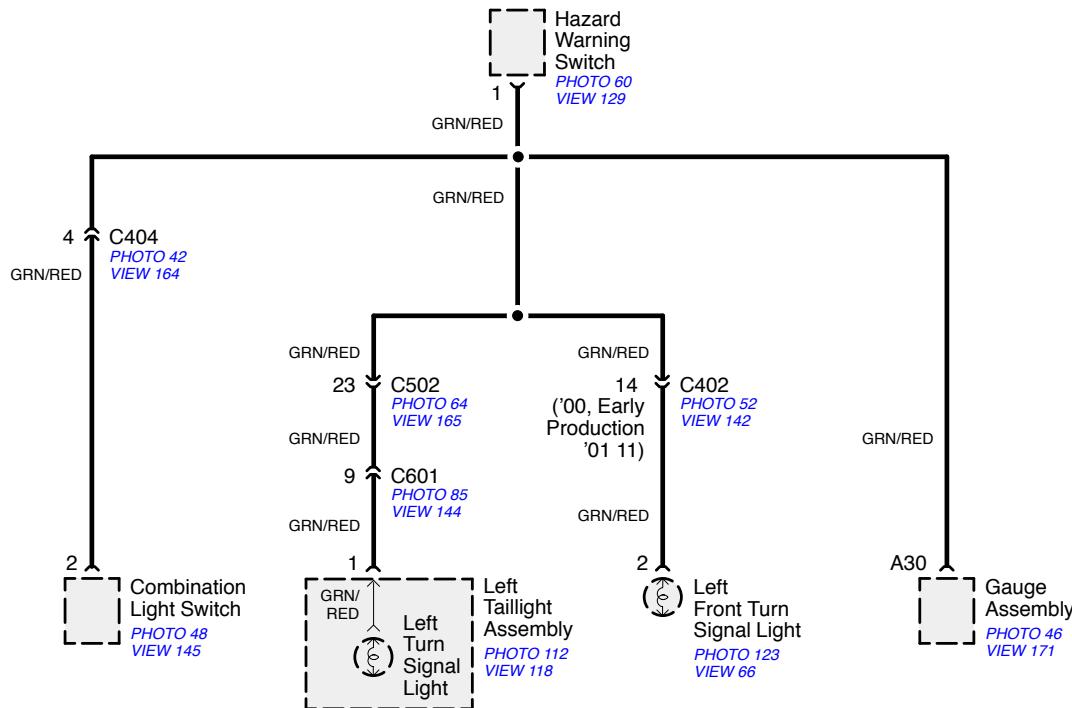
- Circuit 16 — Right Turn Signal

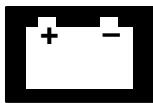




Splice and Junction Connector Details

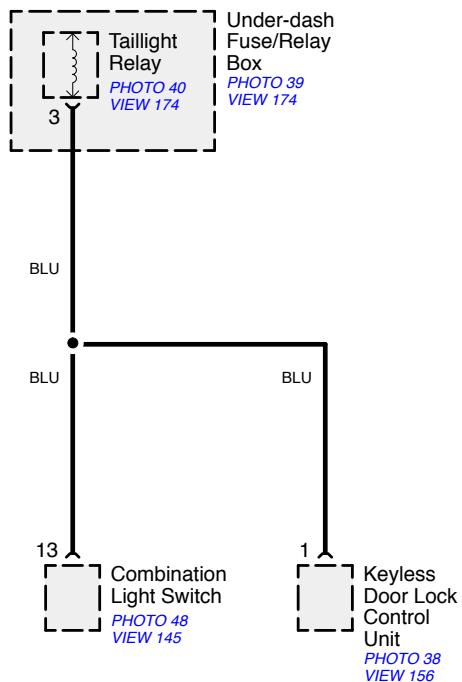
- Circuit 17 — Left Turn Signal

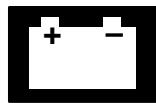




Splice and Junction Connector Details

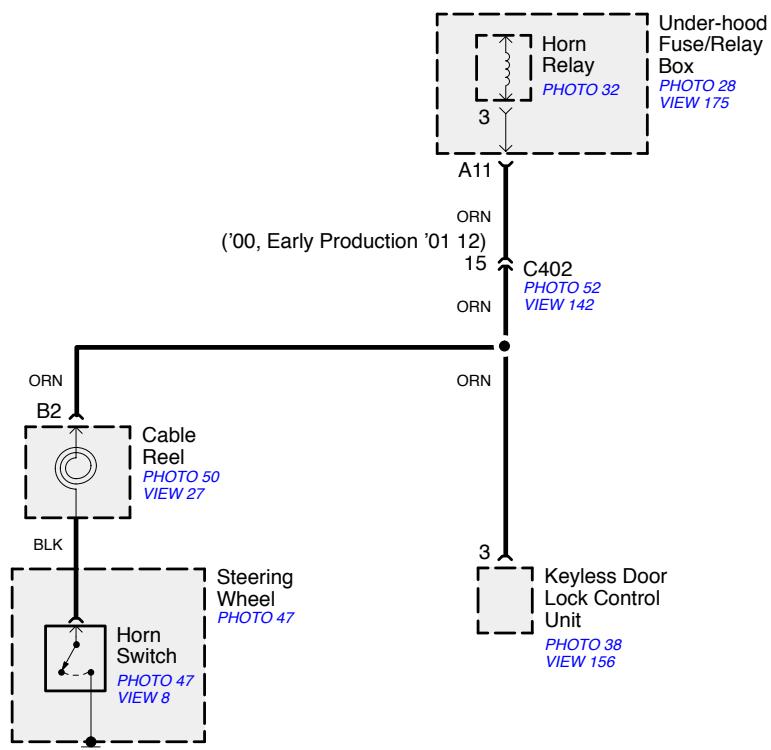
- Circuit 20 — Taillight Relay Control





Splice and Junction Connector Details

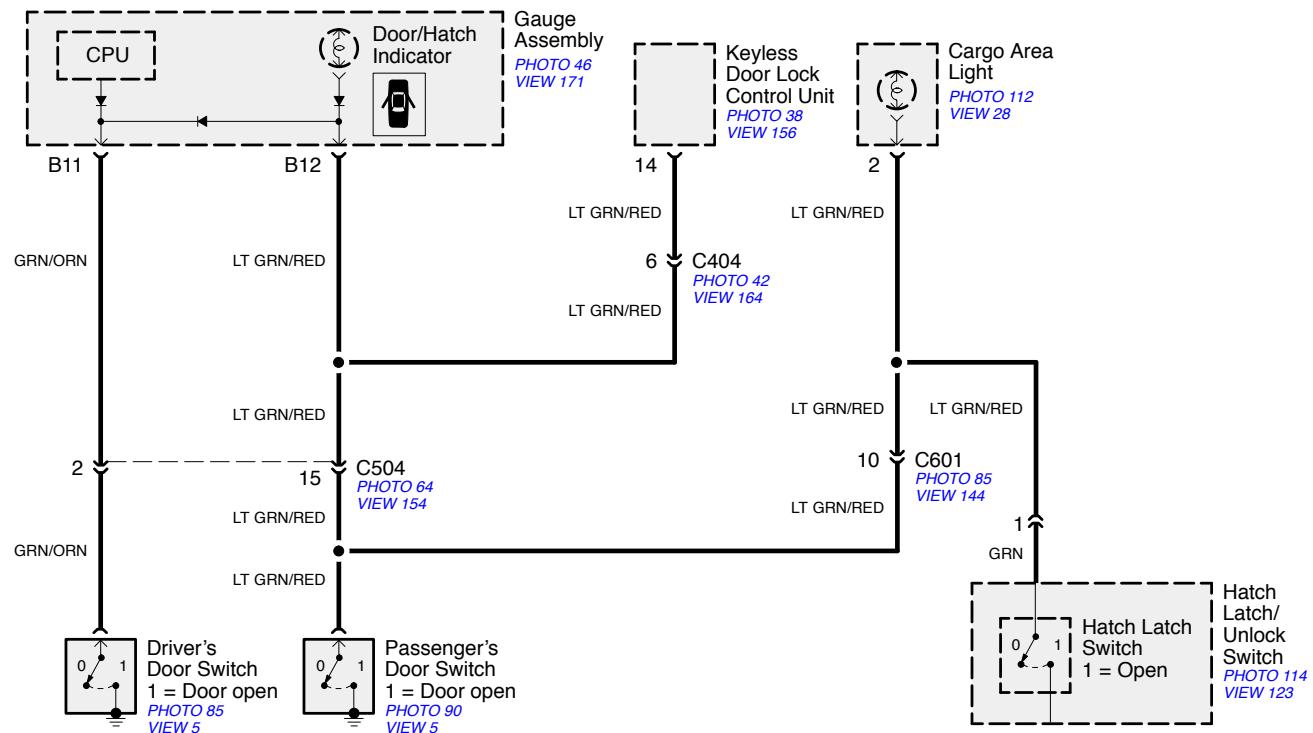
- Circuit 61 — Horn Relay Control



Splice and Junction Connector Details

— Circuit 201 —

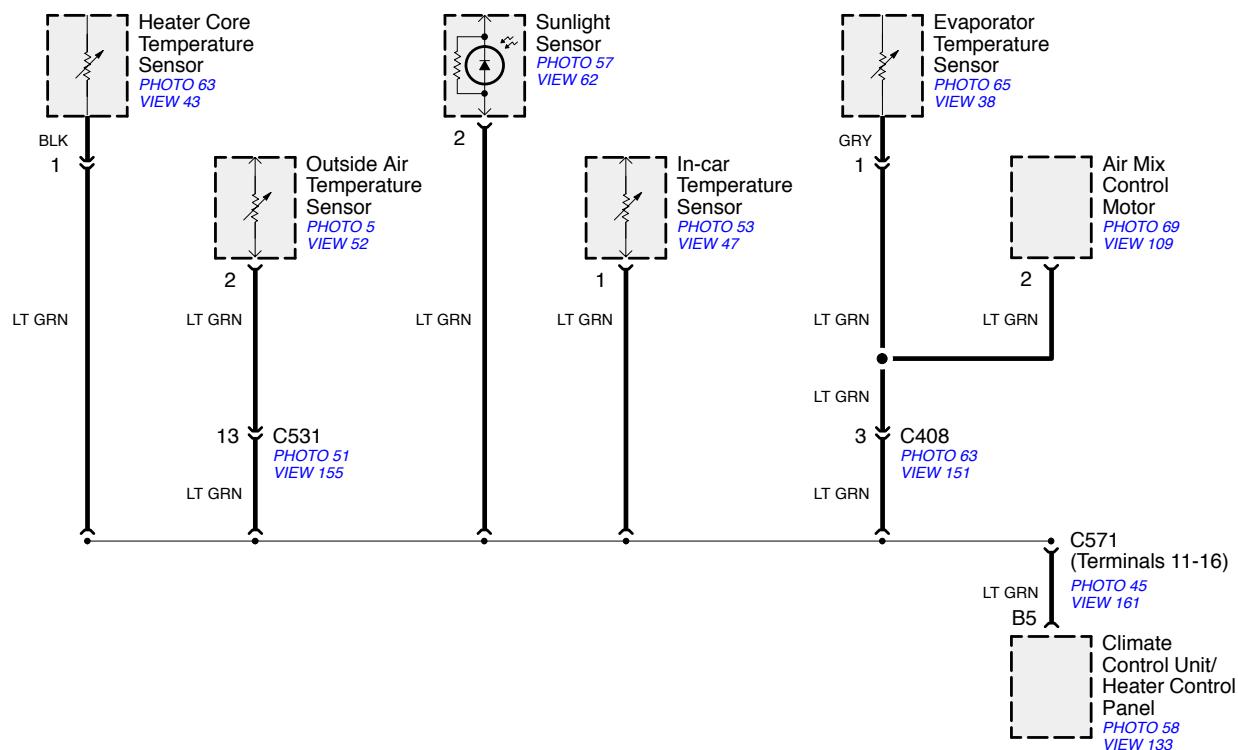
Door/Hatch Position

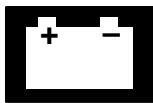


Splice and Junction Connector Details

Circuit 331

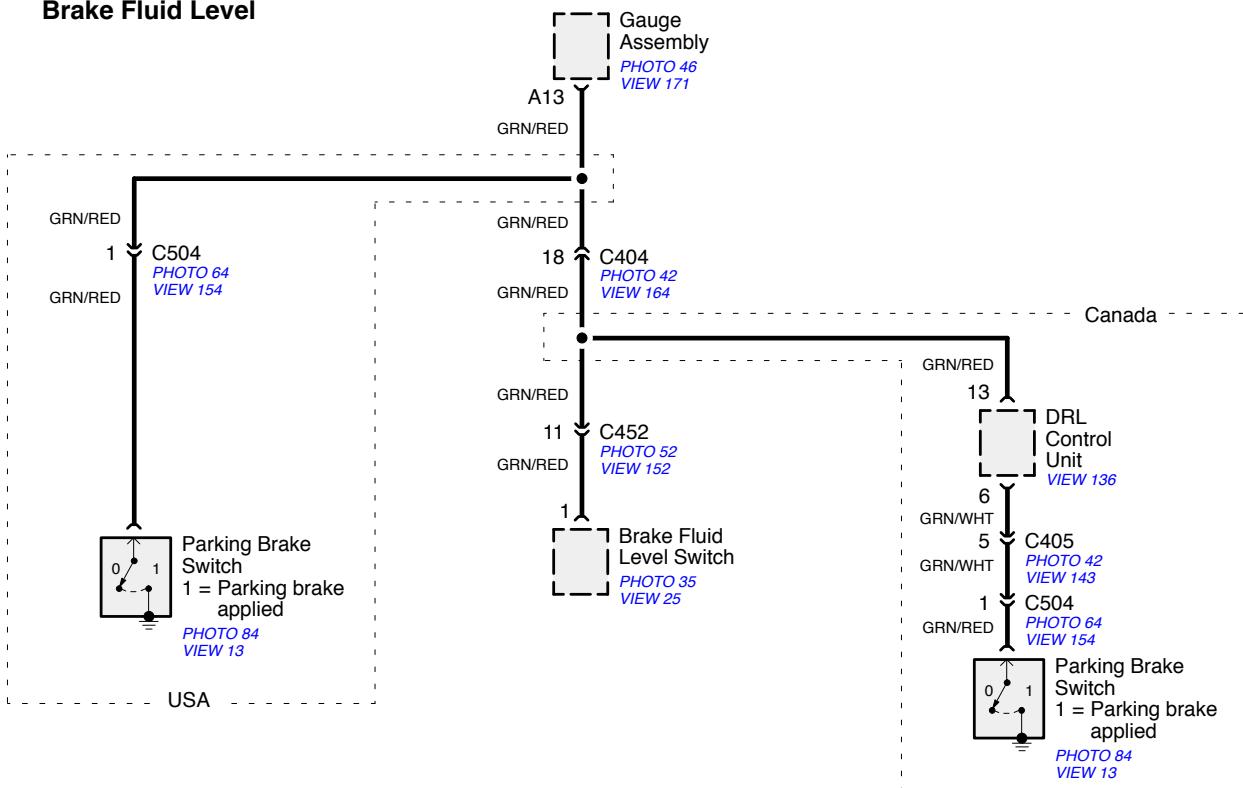
Ground for Climate Control Unit/Heater Control Panel Sensors

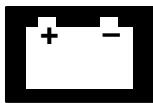




Splice and Junction Connector Details

— Circuit 702 — Brake Fluid Level

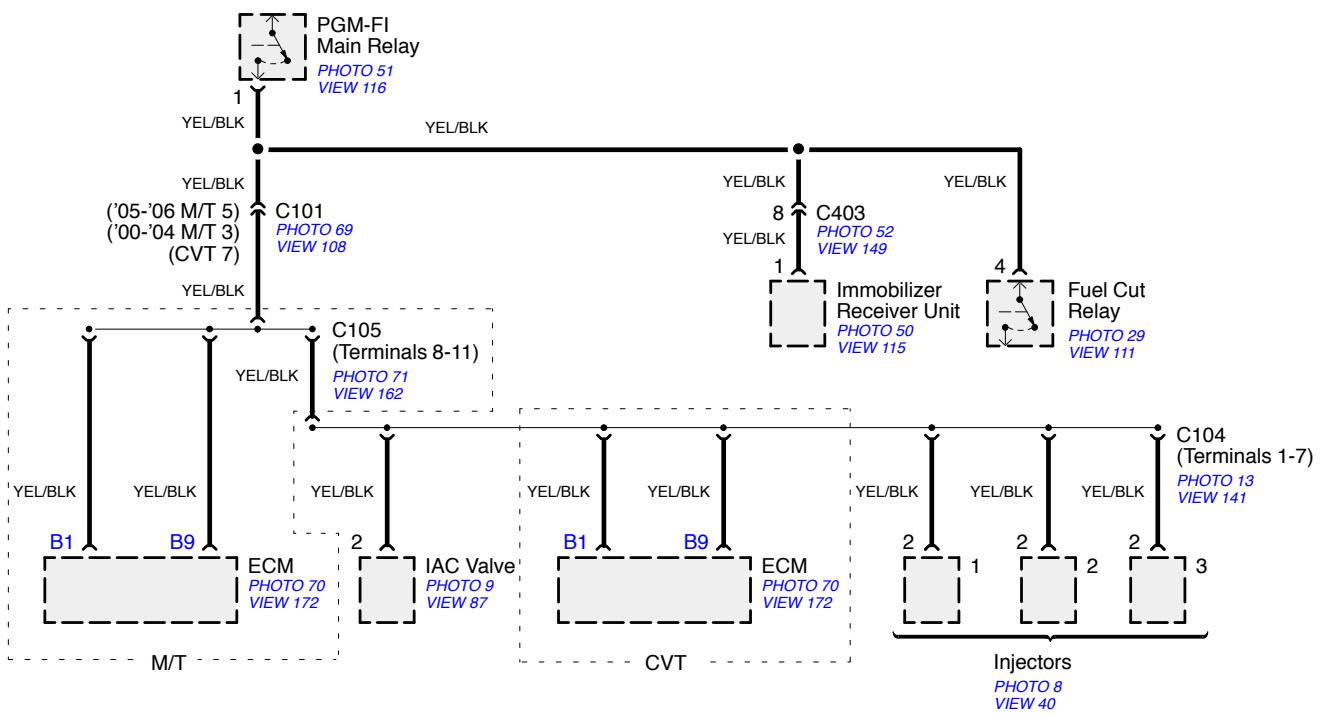




Splice and Junction Connector Details

— Circuit D04 —

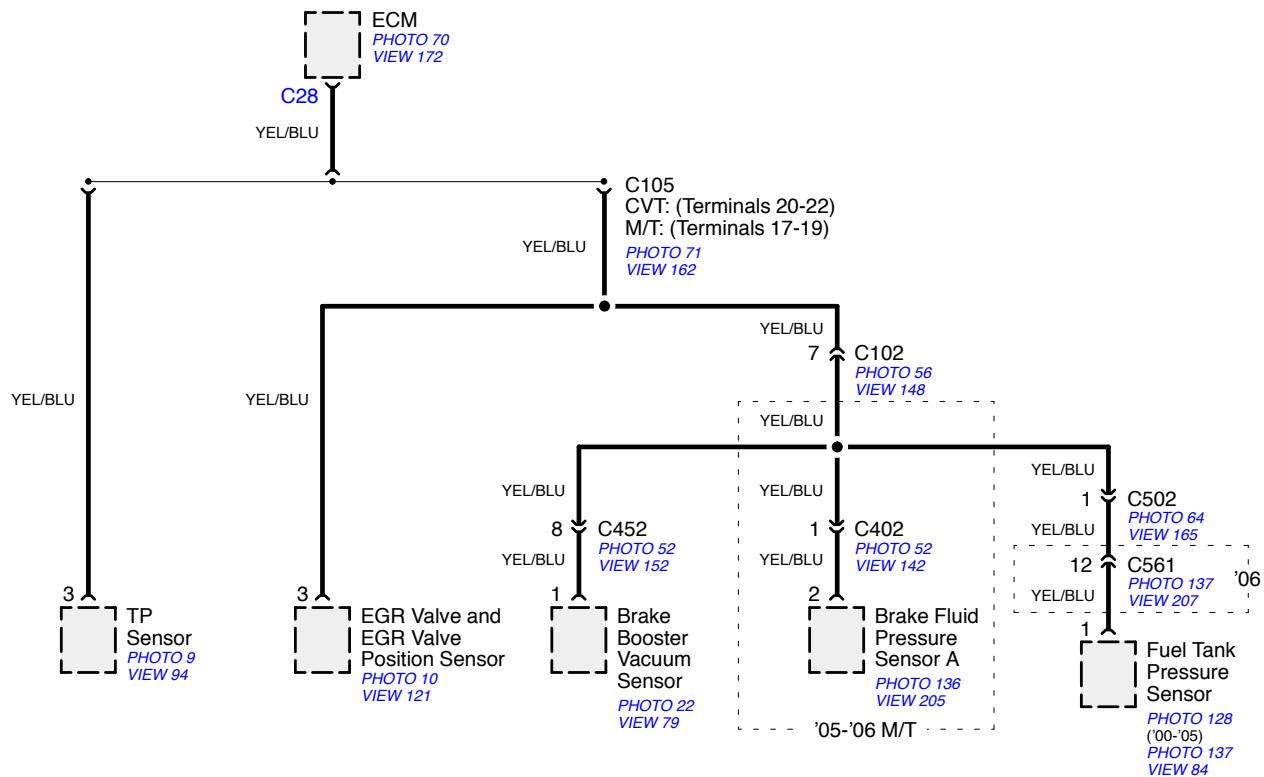
Power Source for ECM Control



Splice and Junction Connector Details

- Circuit D46

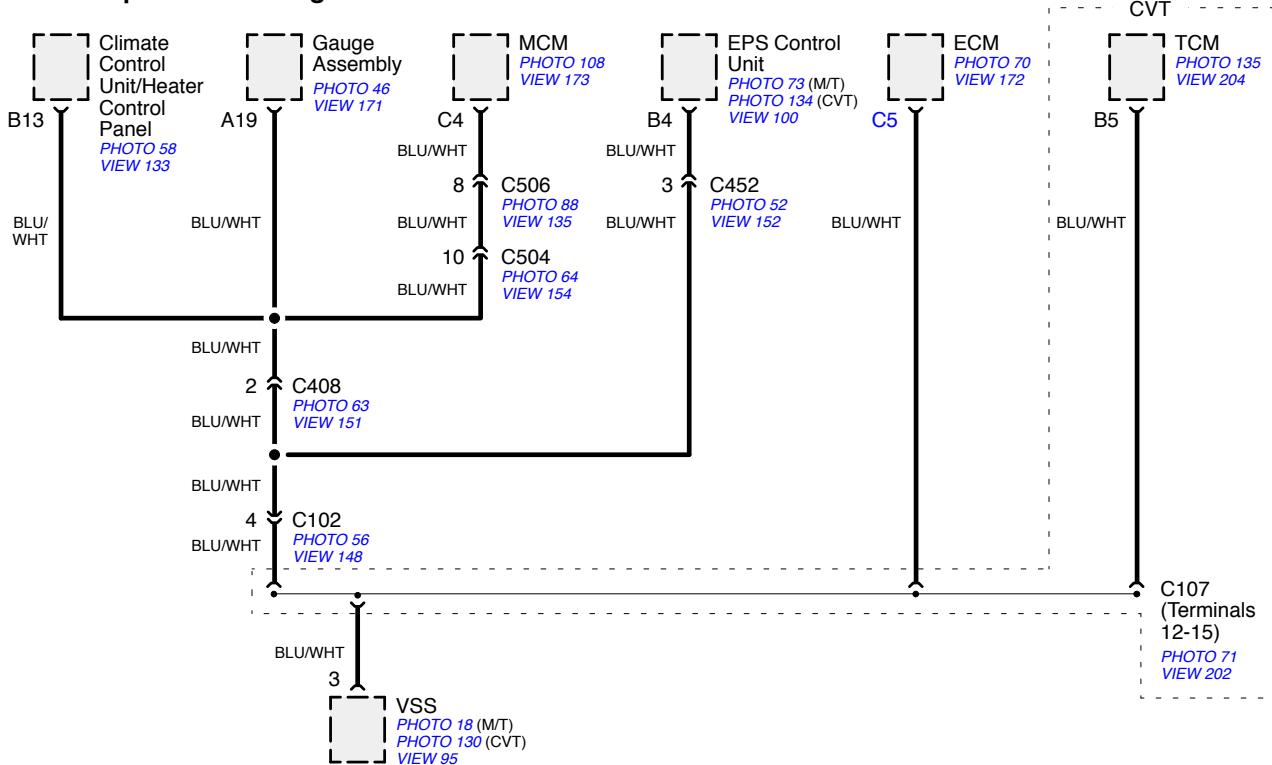
Reference Voltage for ECM Sensors

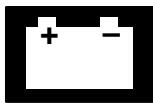


Splice and Junction Connector Details

- Circuit E93

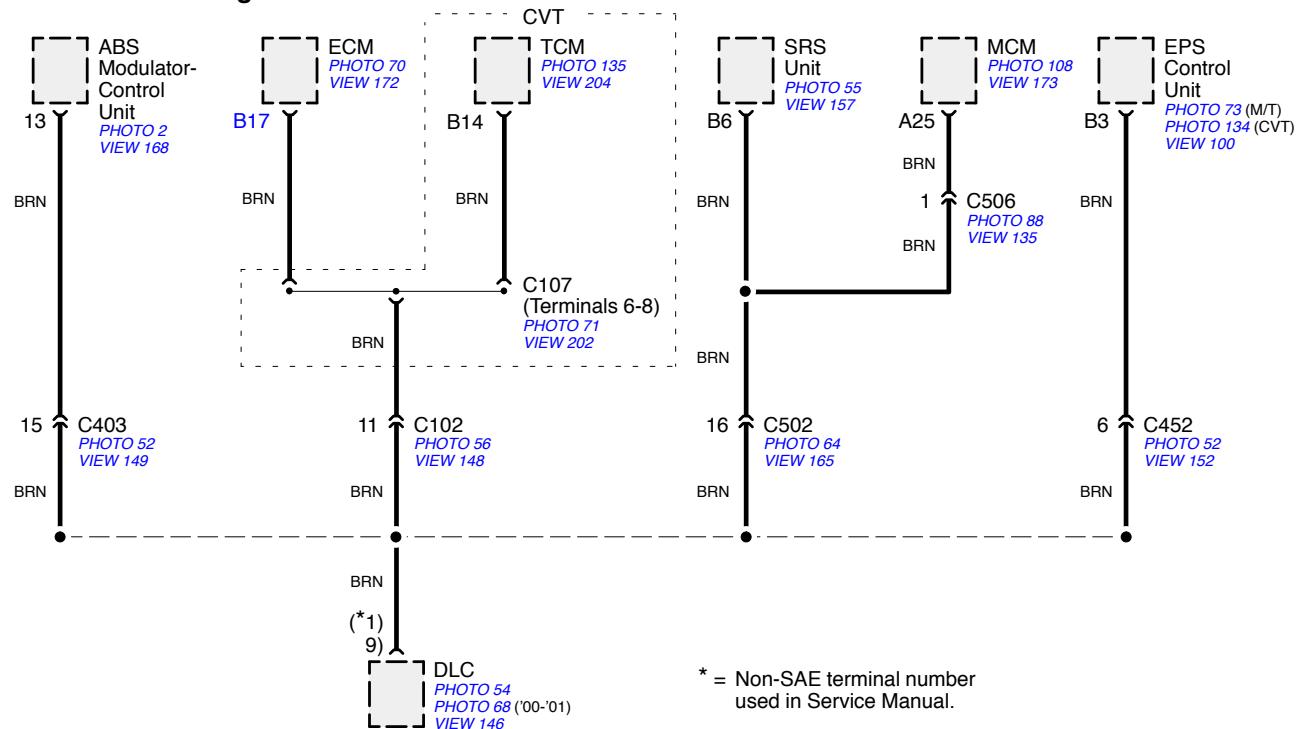
Vehicle Speed Sensor Signal

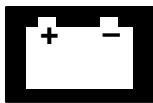




Splice and Junction Connector Details

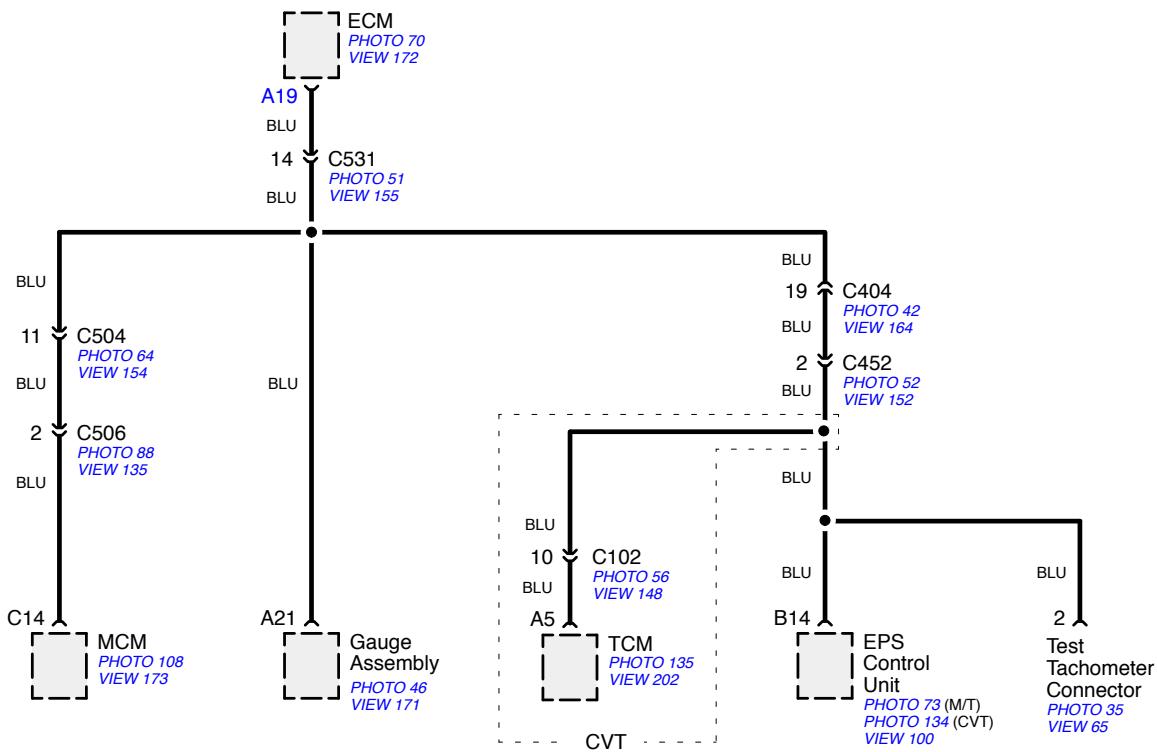
- Circuit F28 Service Check Signal





Splice and Junction Connector Details

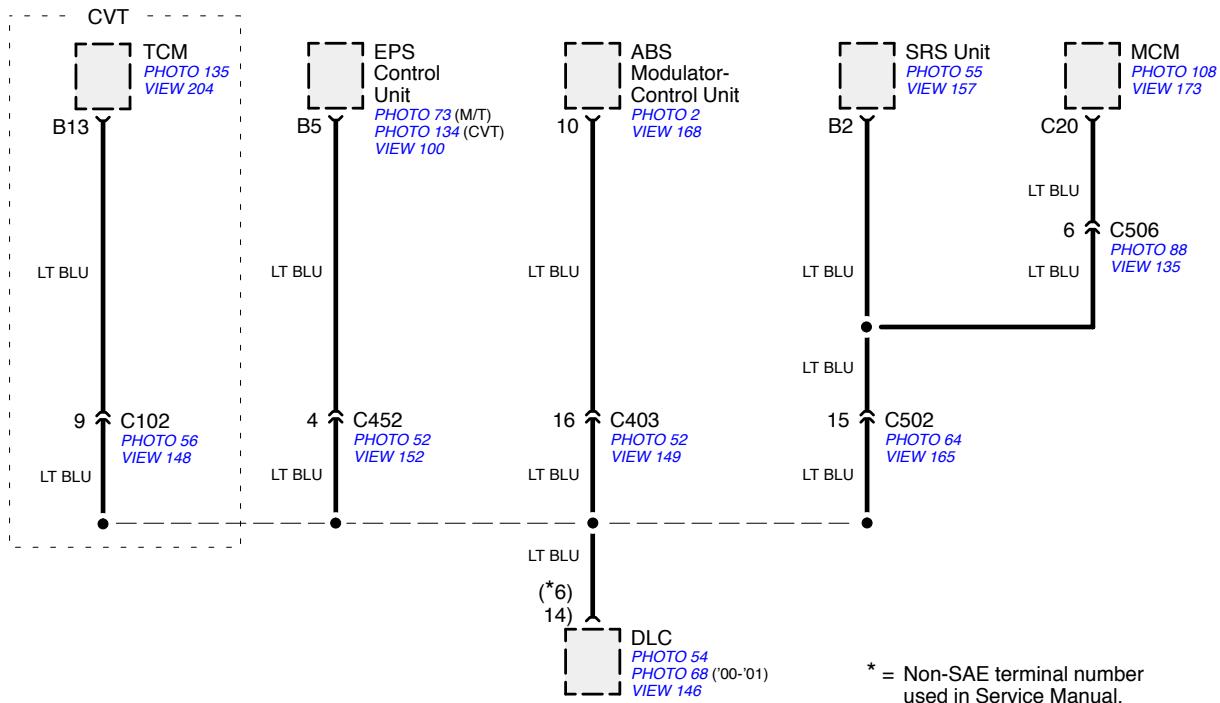
- Circuit F44 NEP (Engine Speed Pulse)



Splice and Junction Connector Details

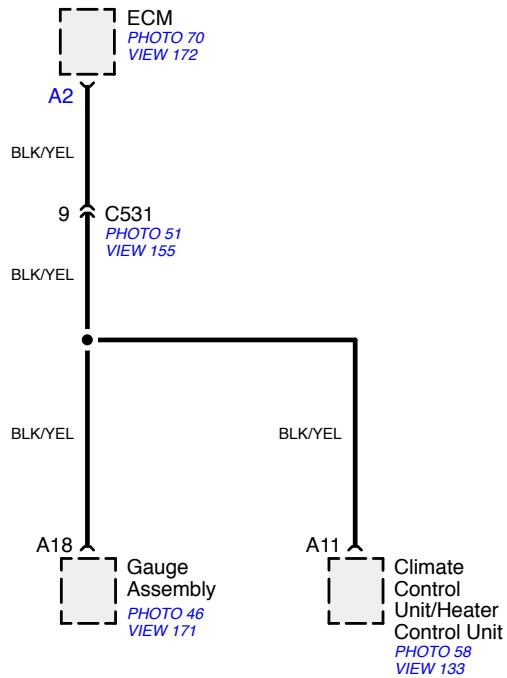
- Circuit F54

DLC Input/Output



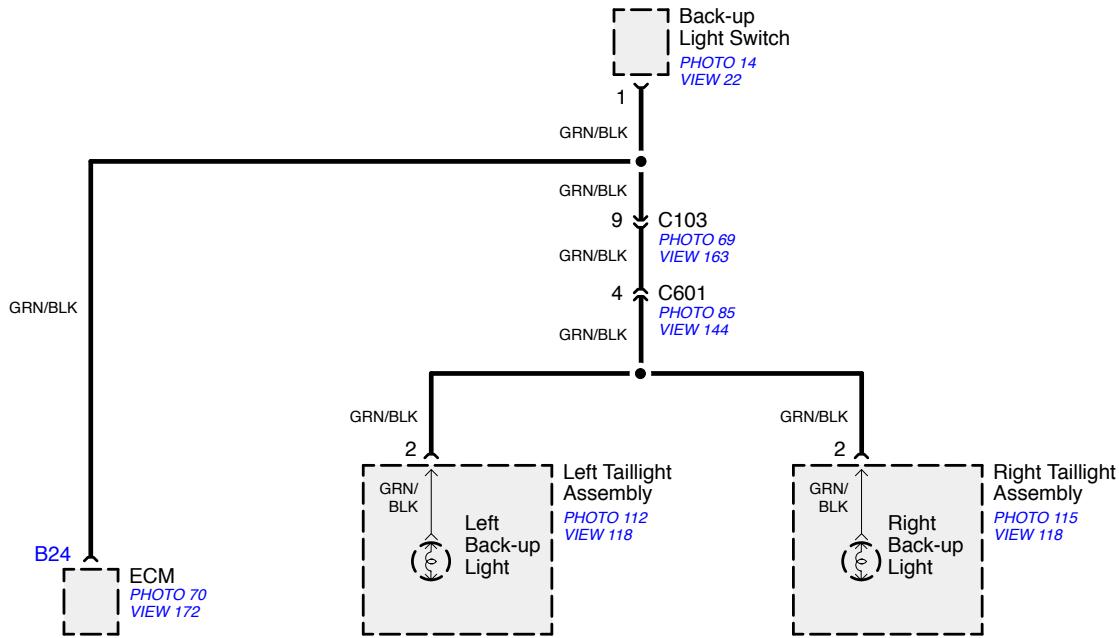
Splice and Junction Connector Details

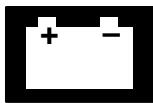
- Circuit K52 — Engine Ready Signal



Splice and Junction Connector Details

- Circuit M06 (M/T) Back-up Lights

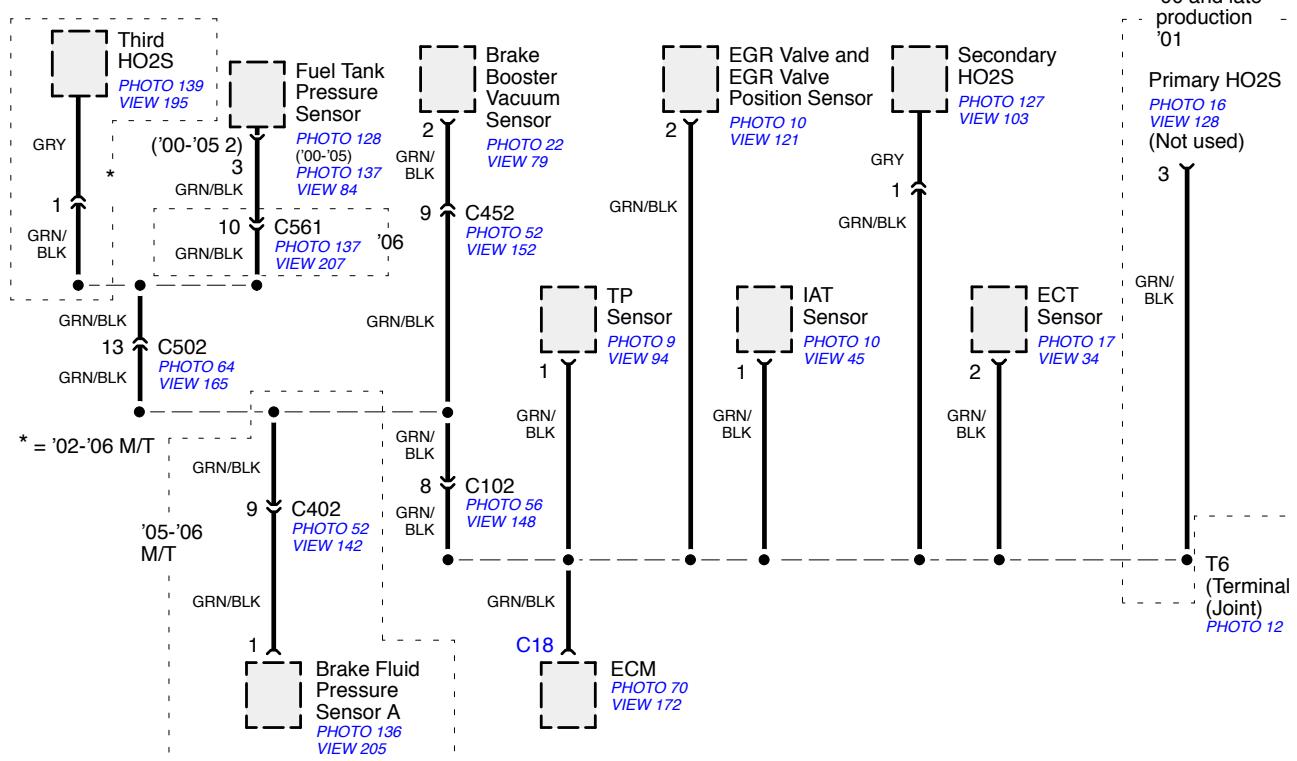


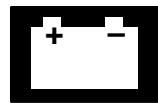


Splice and Junction Connector Details

- Circuit Z28

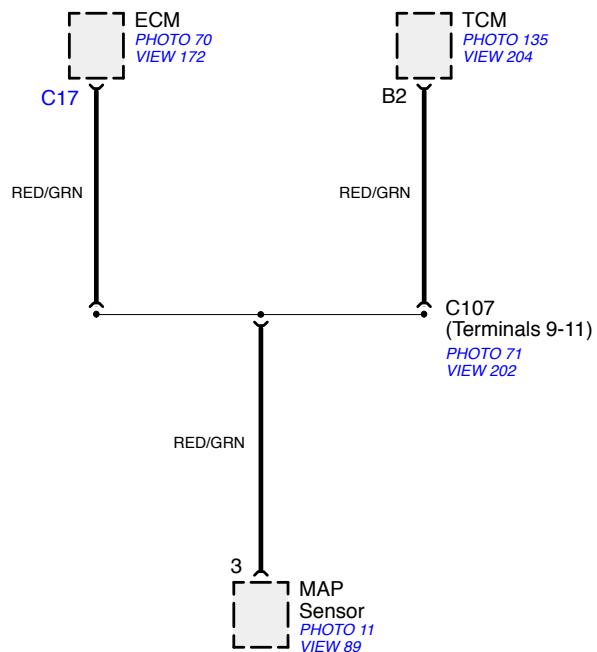
Ground for ECM Sensors

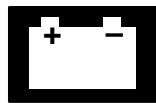




Splice and Junction Connector Details

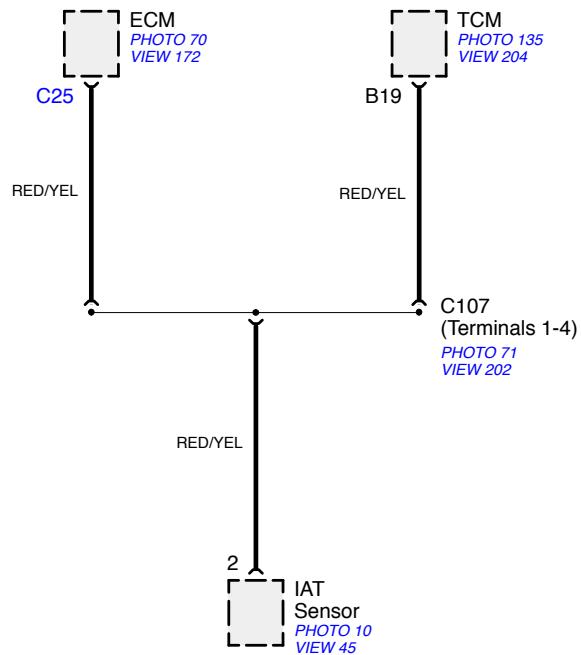
- Circuit E86 (CVT) MAP Sensor Signal





Splice and Junction Connector Details

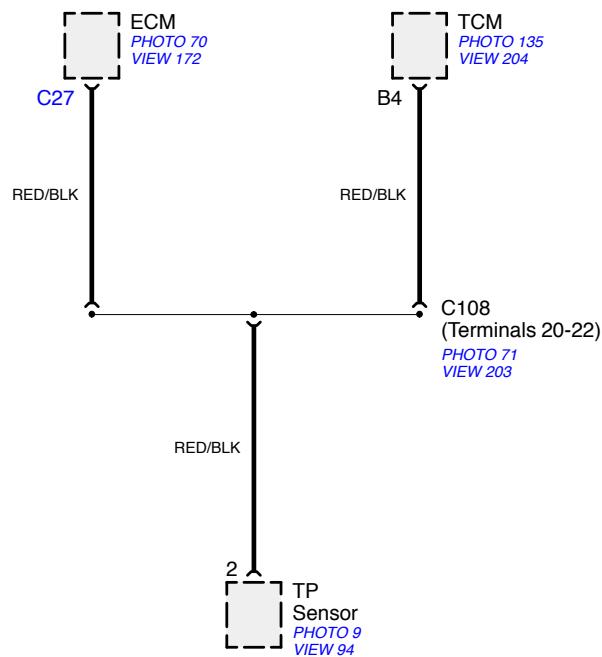
- Circuit E87 (CVT) IAT Sensor Signal



Splice and Junction Connector Details

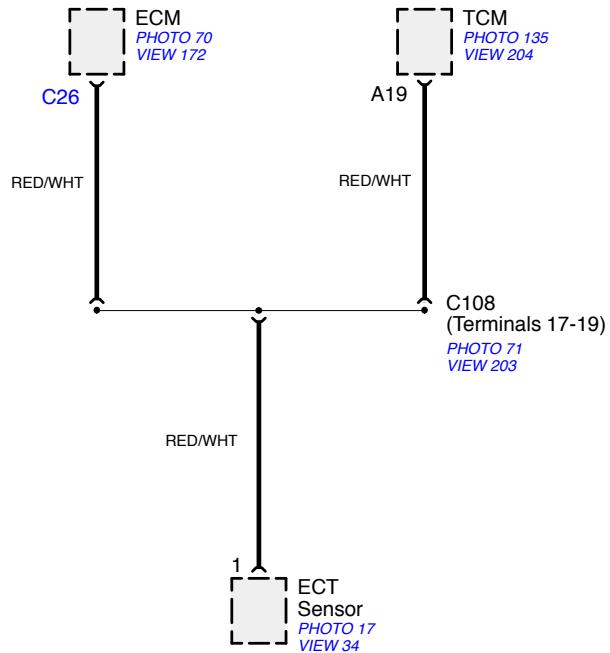
- Circuit E88 (CVT)

TP Sensor Signal



Splice and Junction Connector Details

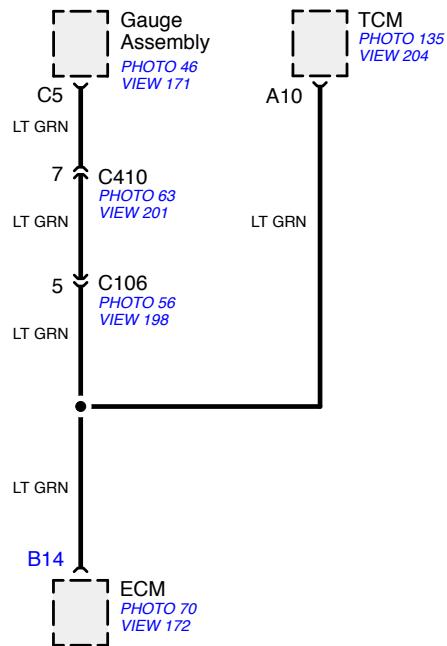
- Circuit E91 (CVT) ECT Sensor Signal



Splice and Junction Connector Details

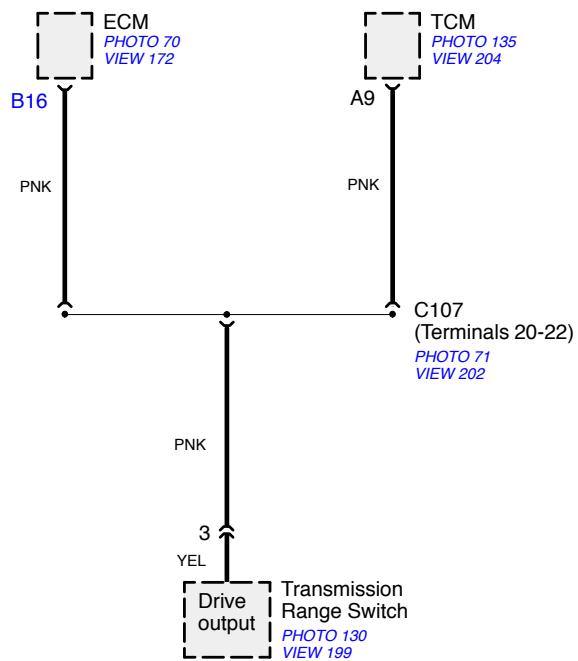
- Circuit M26 (CVT) —

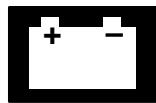
Park and Neutral Input



Splice and Junction Connector Details

- Circuit M30 (CVT) — CVT Drive Position

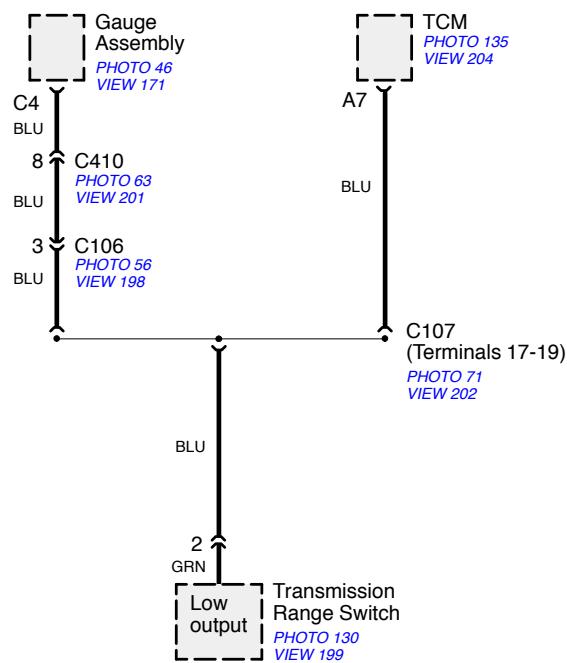


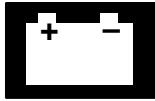


Splice and Junction Connector Details

- Circuit M33 (CVT)

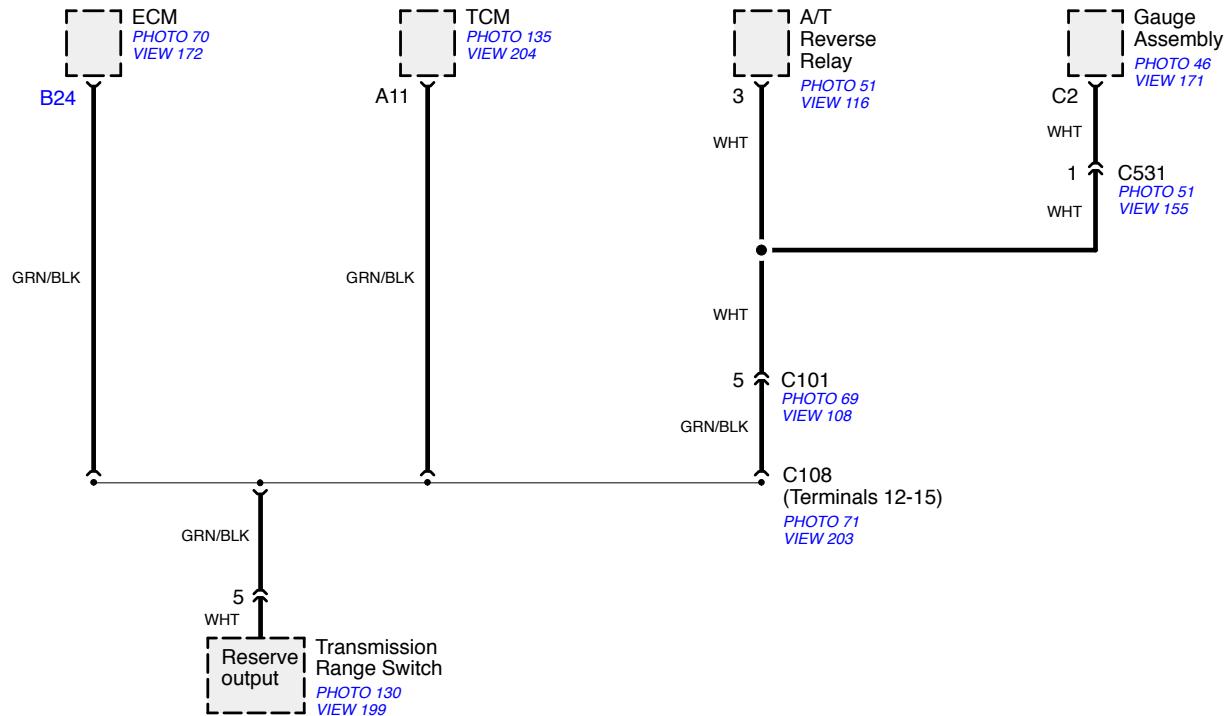
CVT Low Position





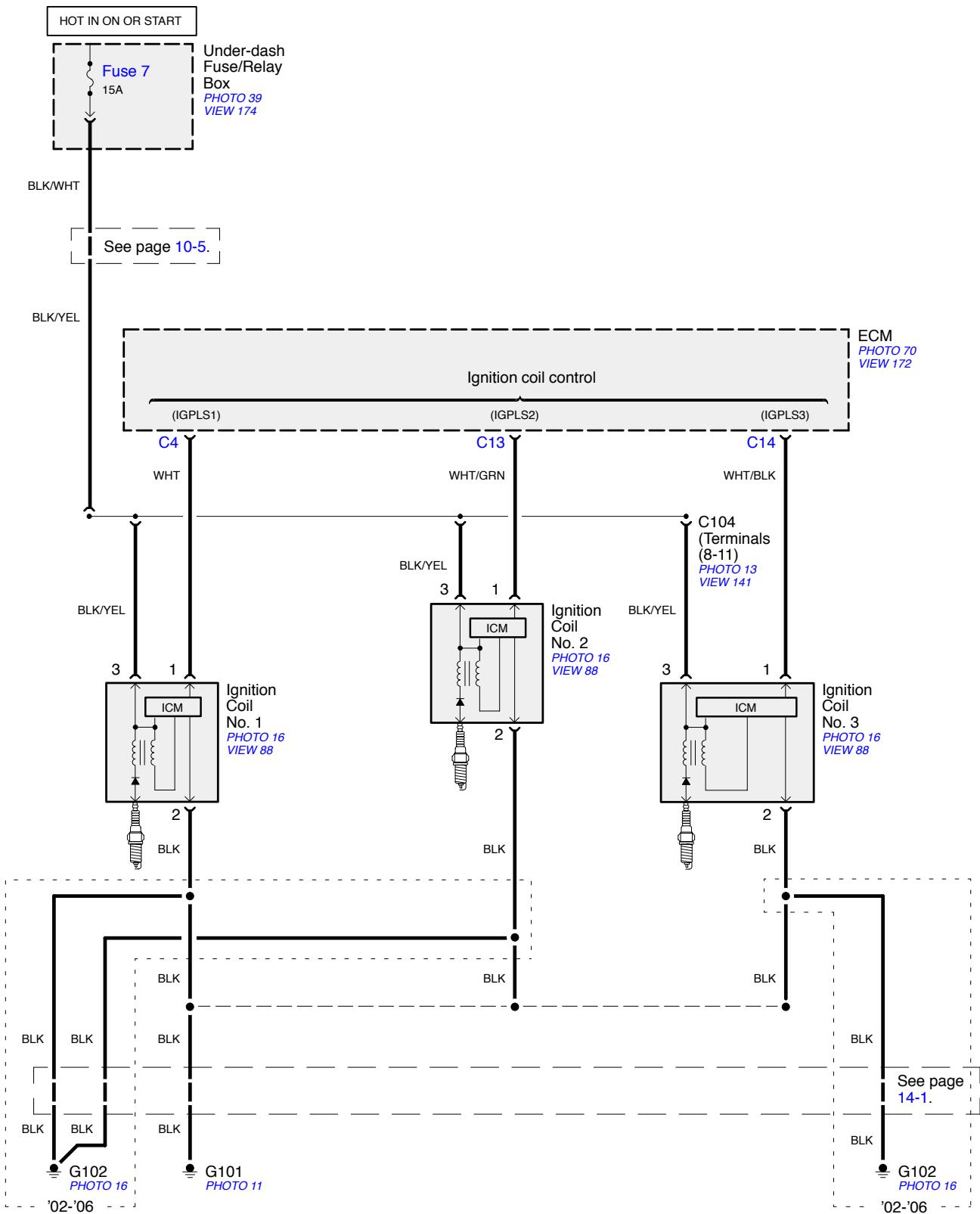
Splice and Junction Connector Details

- Circuit M34 (CVT) CVT Reverse Position

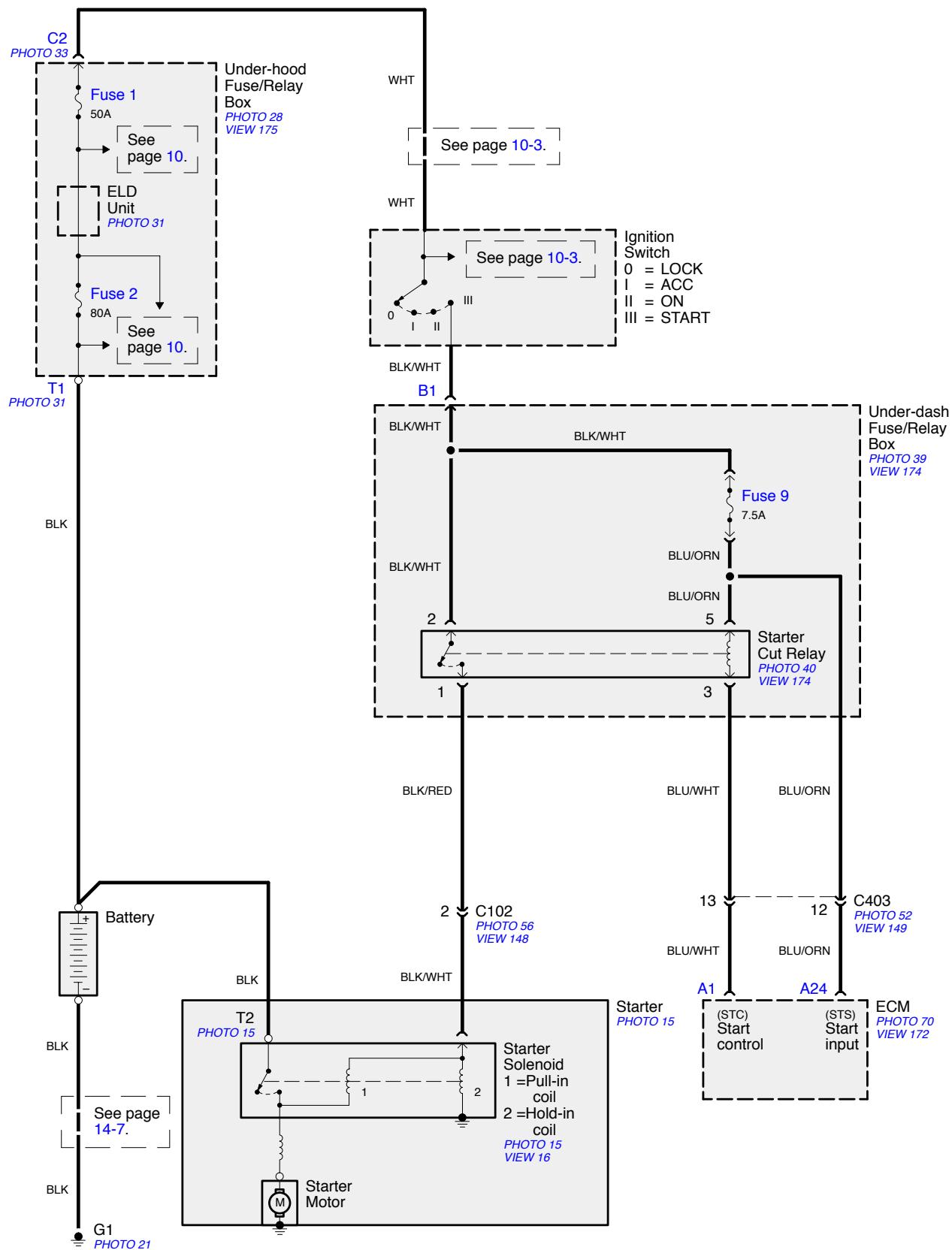


Ignition System

NOTE: See section 23 for inputs that affect ignition control.

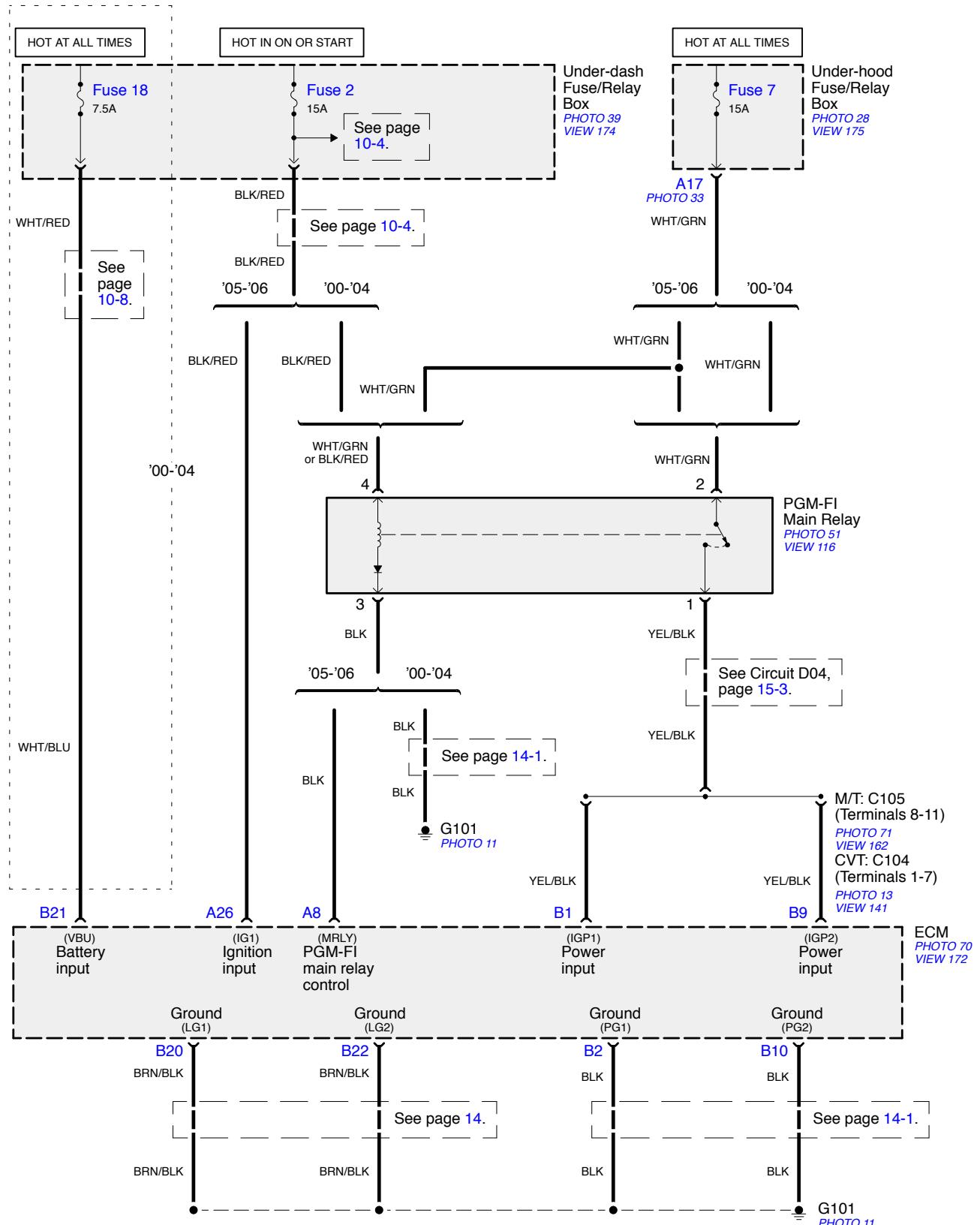


Starting System

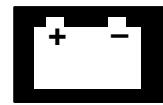


Fuel and Emissions

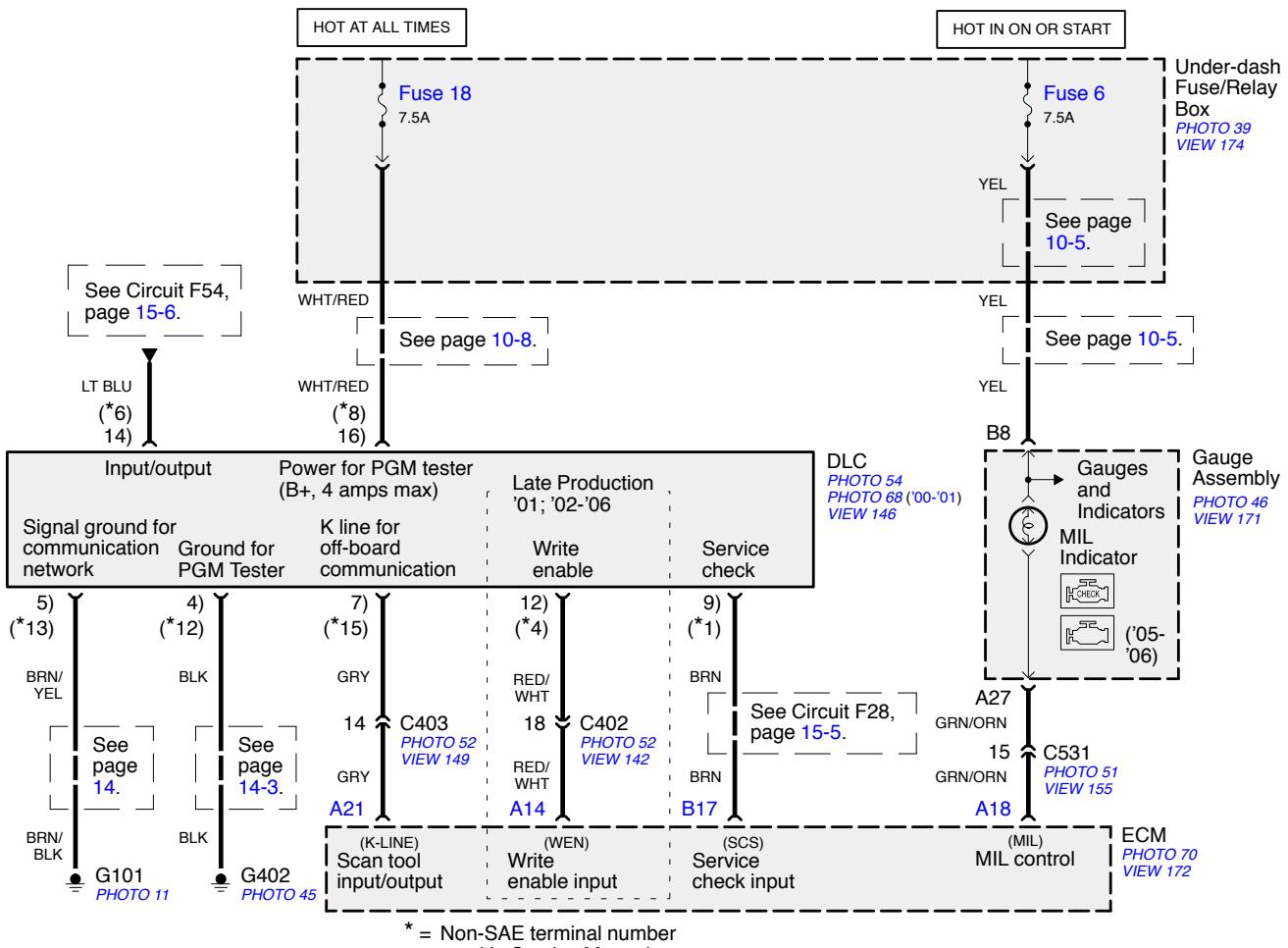
- ECM Power and Ground



Fuel and Emissions

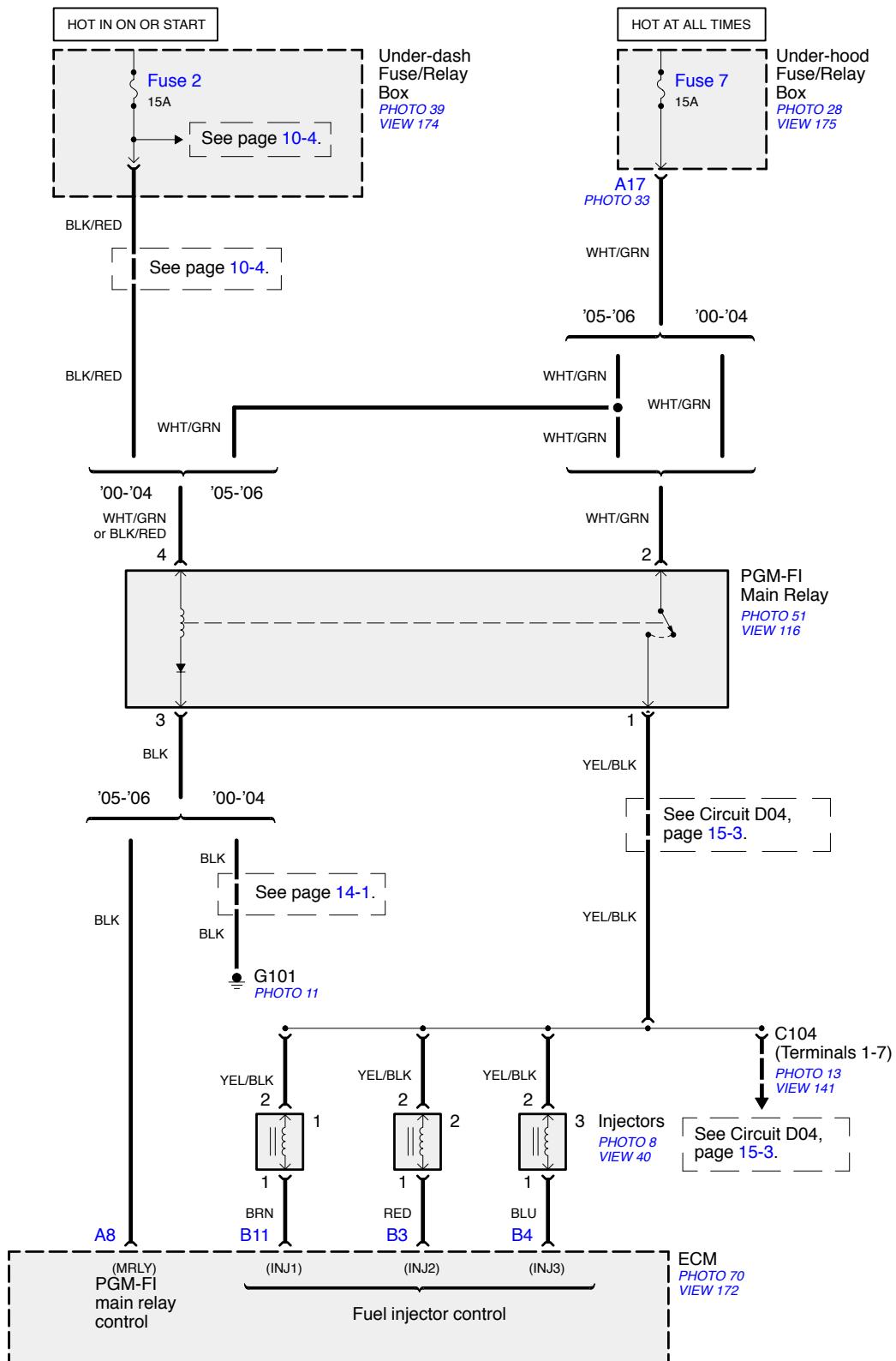


- DLC and MIL Circuits



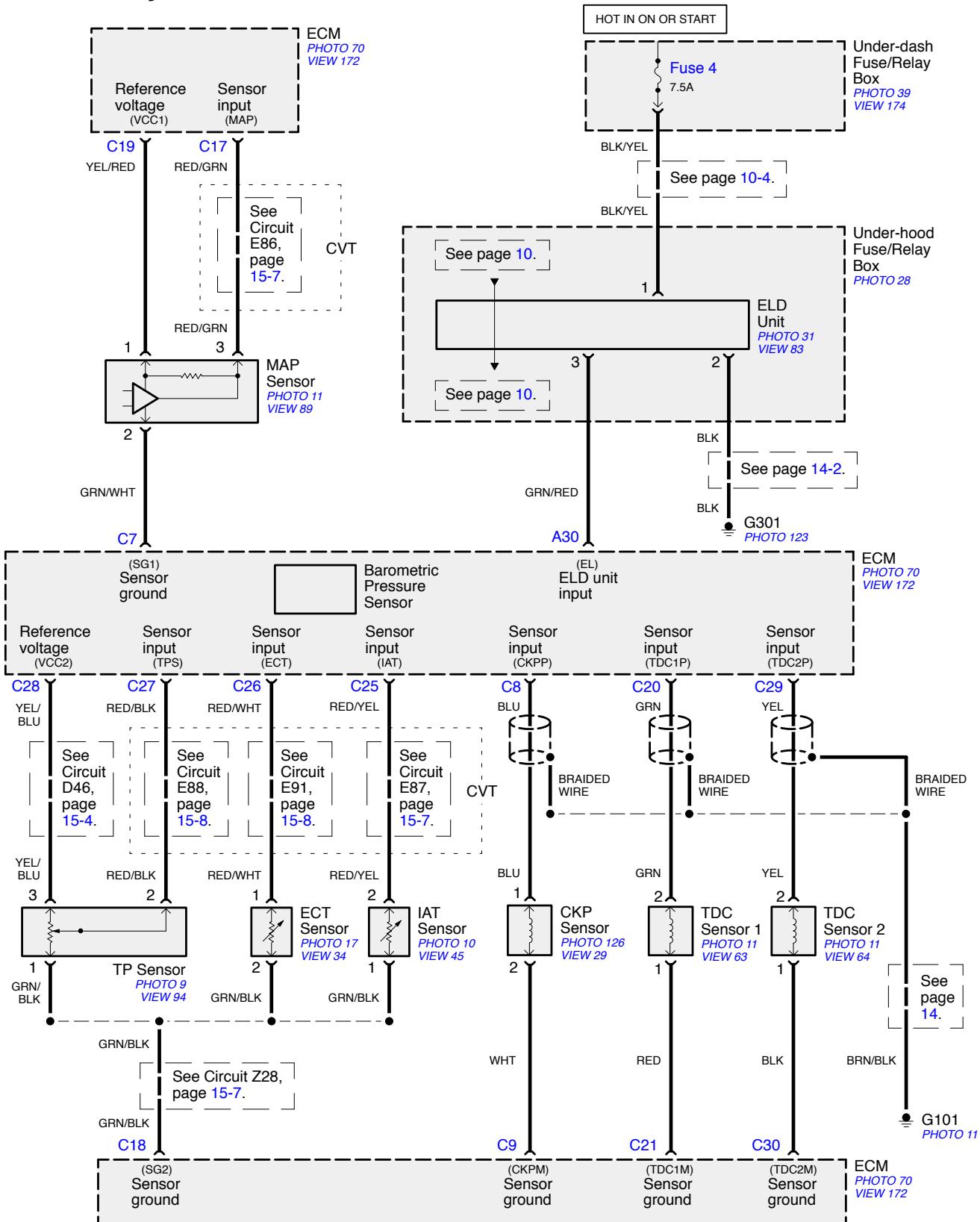
Fuel and Emissions

- PGM-FI System



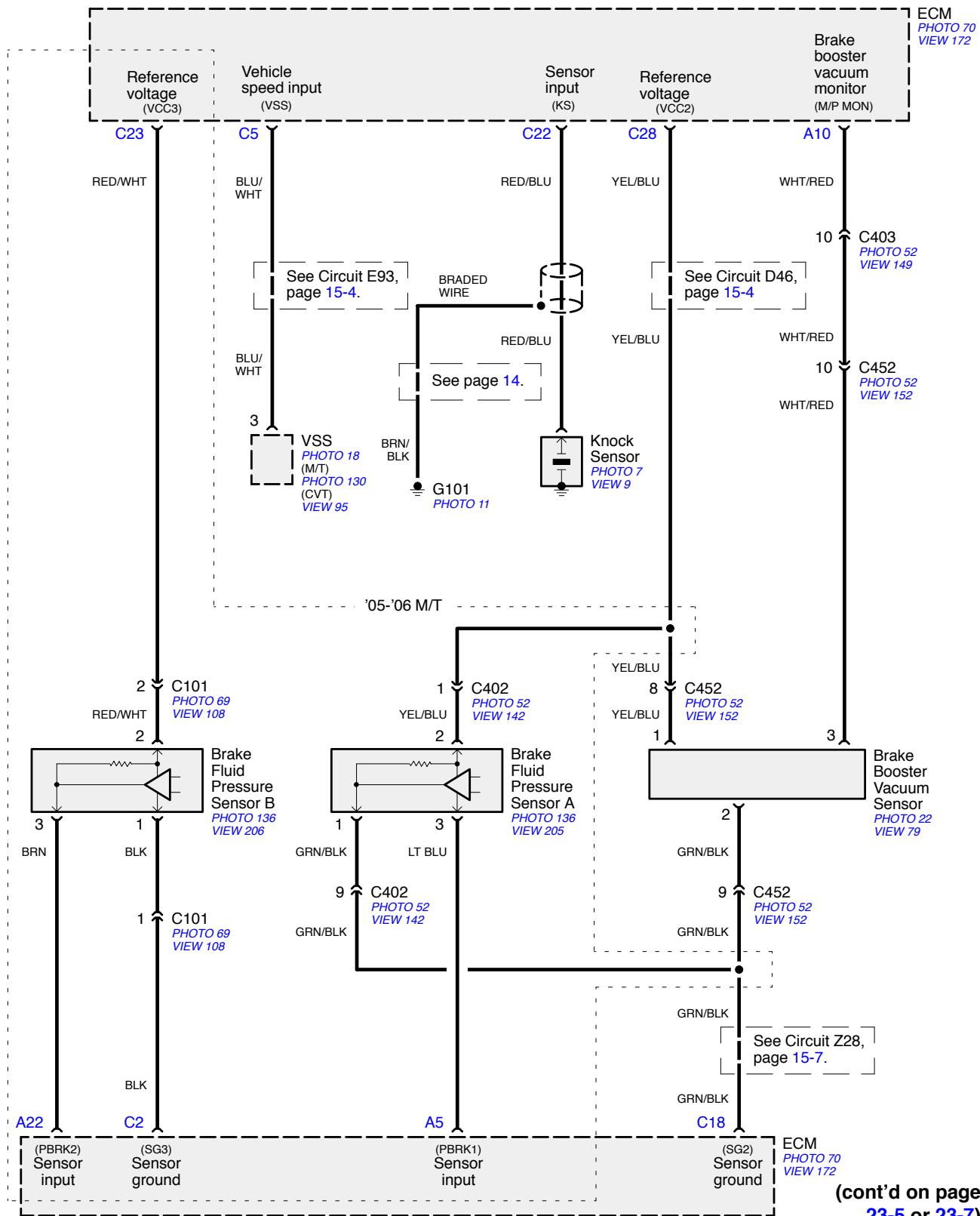
Fuel and Emissions

- PGM-FI System



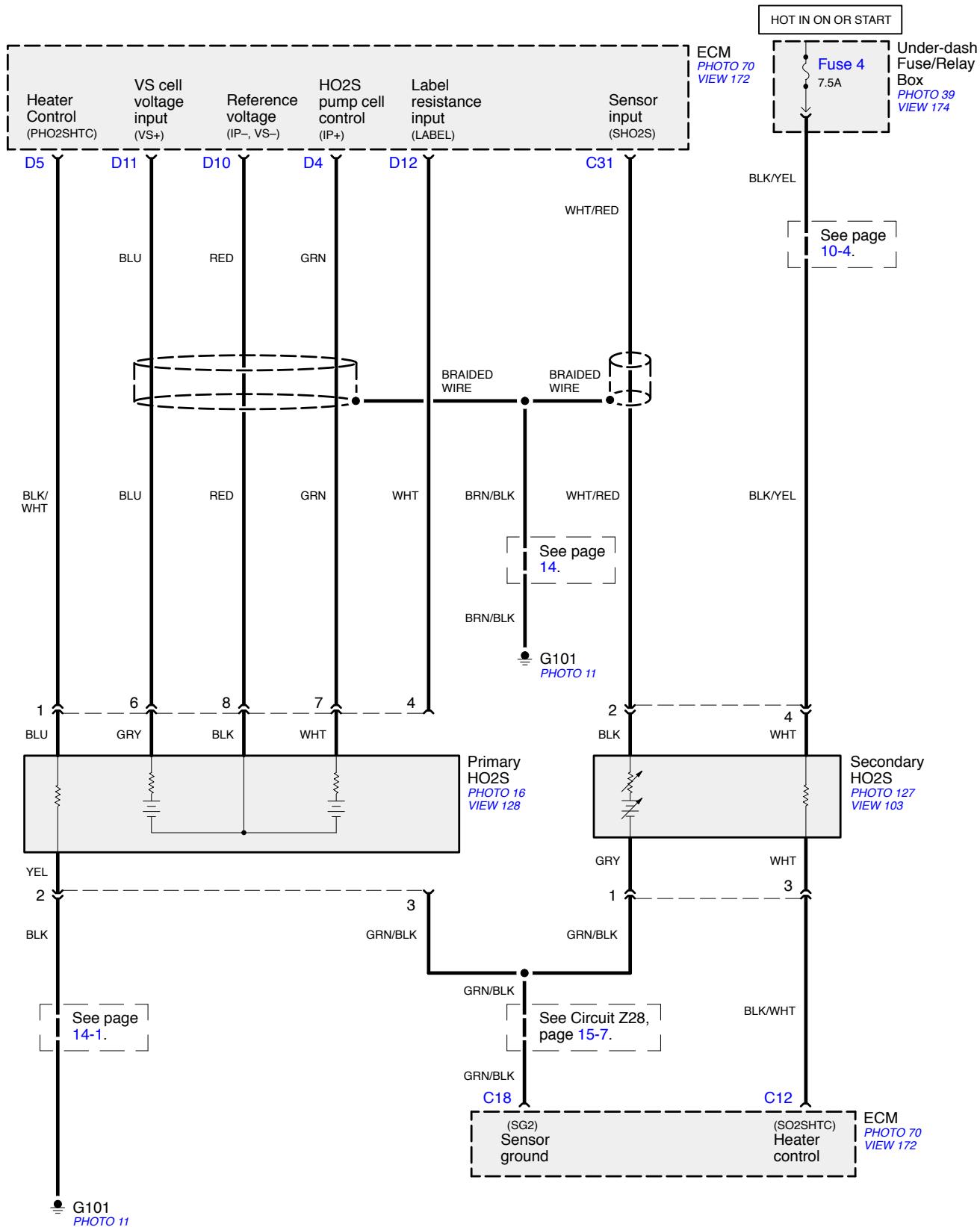
Fuel and Emissions

- PGM-FI System



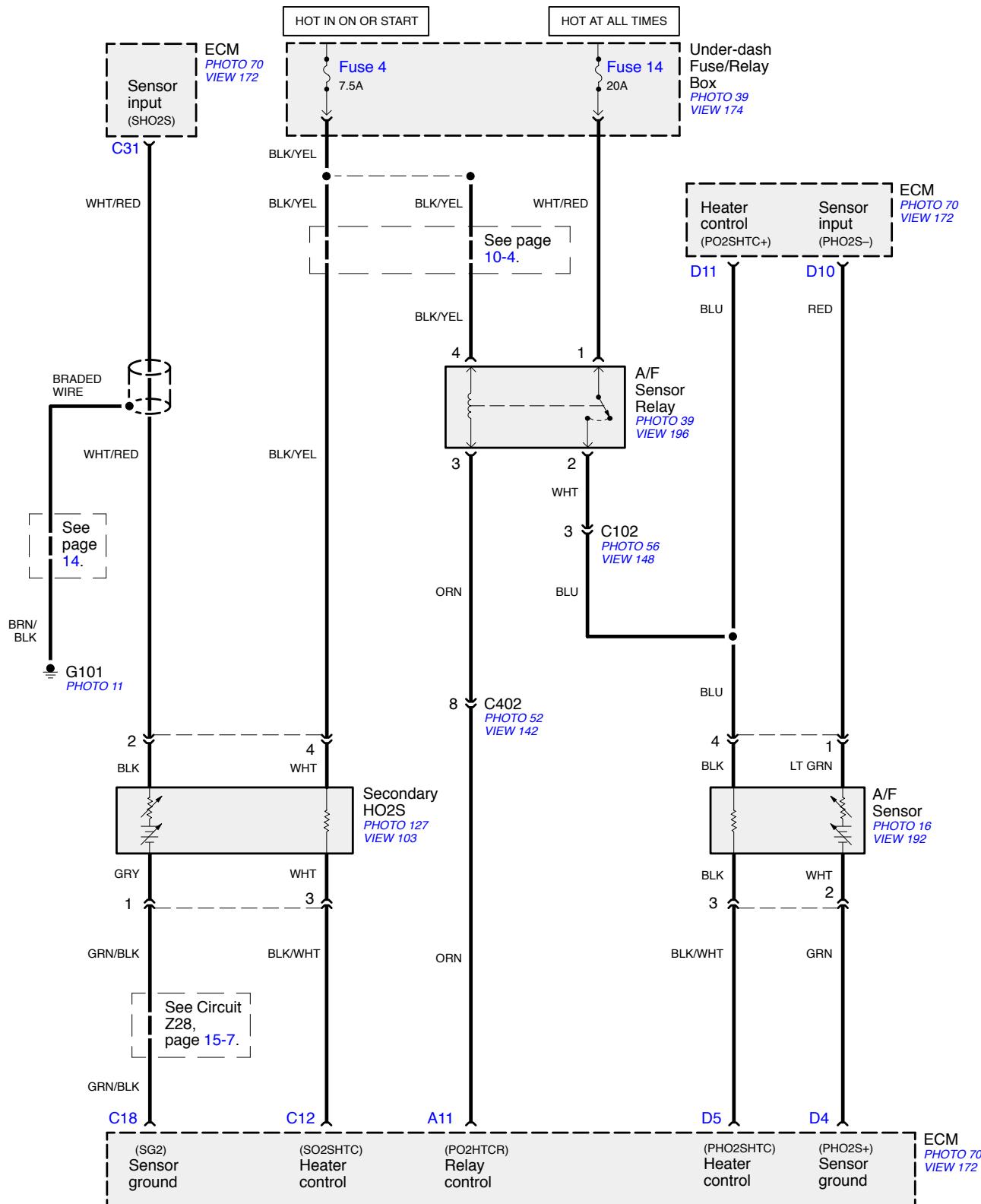
Fuel and Emissions

- PGM-FI System ('00, Early Production '01) (cont'd from page 23-4)

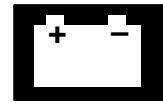


Fuel and Emissions

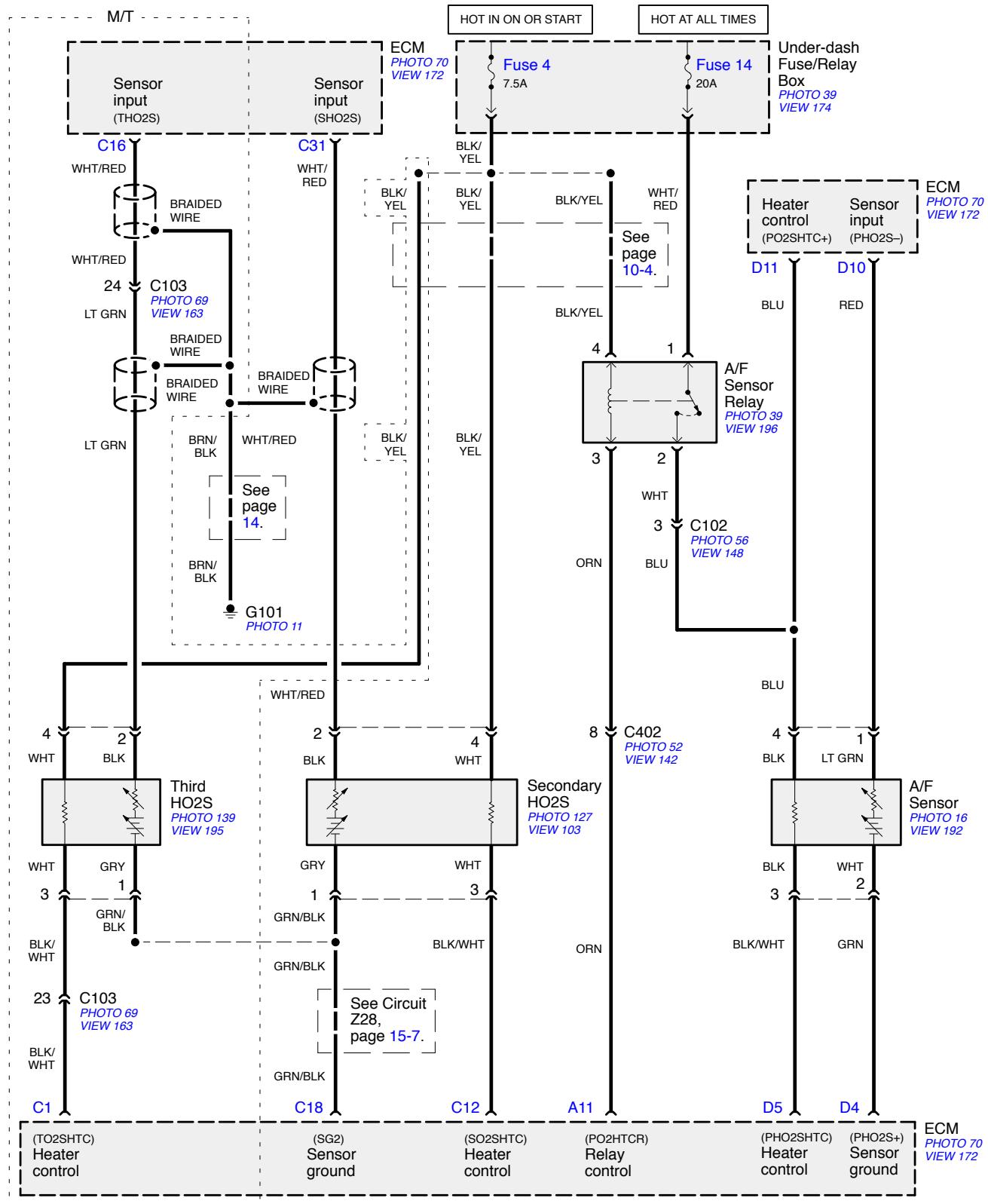
- PGM-FI System (Late Production '01) -



Fuel and Emissions



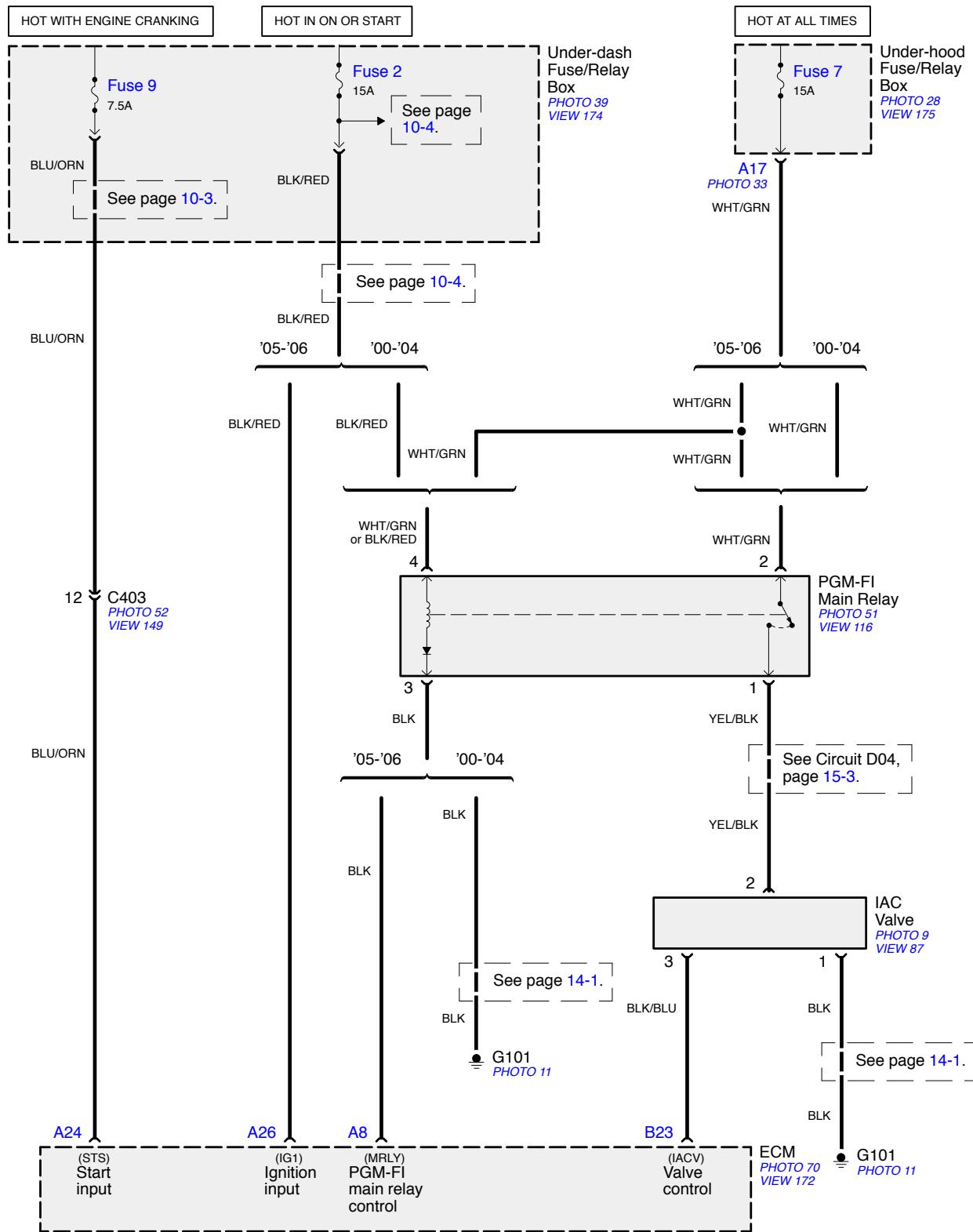
- PGM-FI System ('02-'06) (cont'd from page 23-4)



Fuel and Emissions

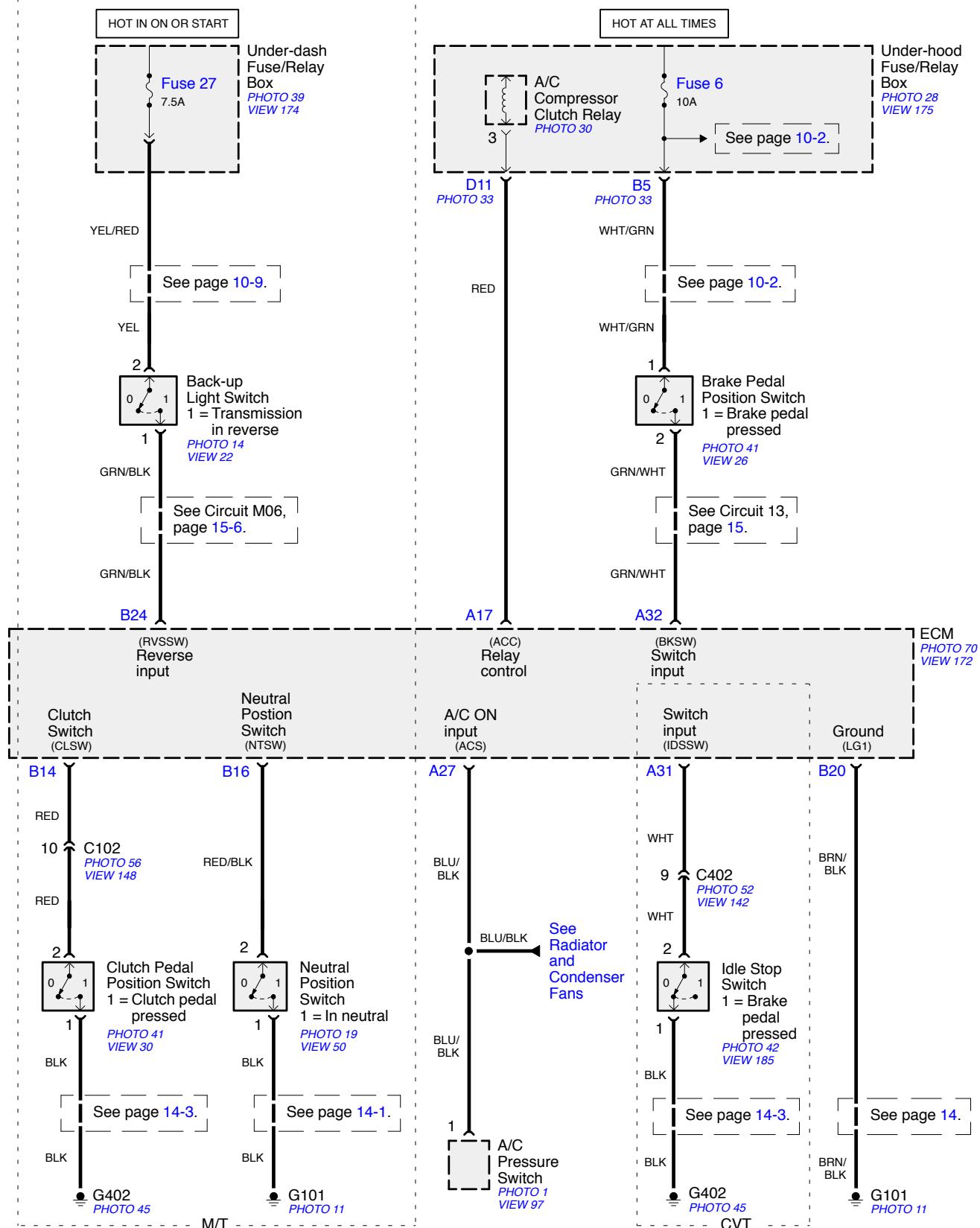
- Idle Control System -

NOTE: See page 10-3 for details of Fuse 9.



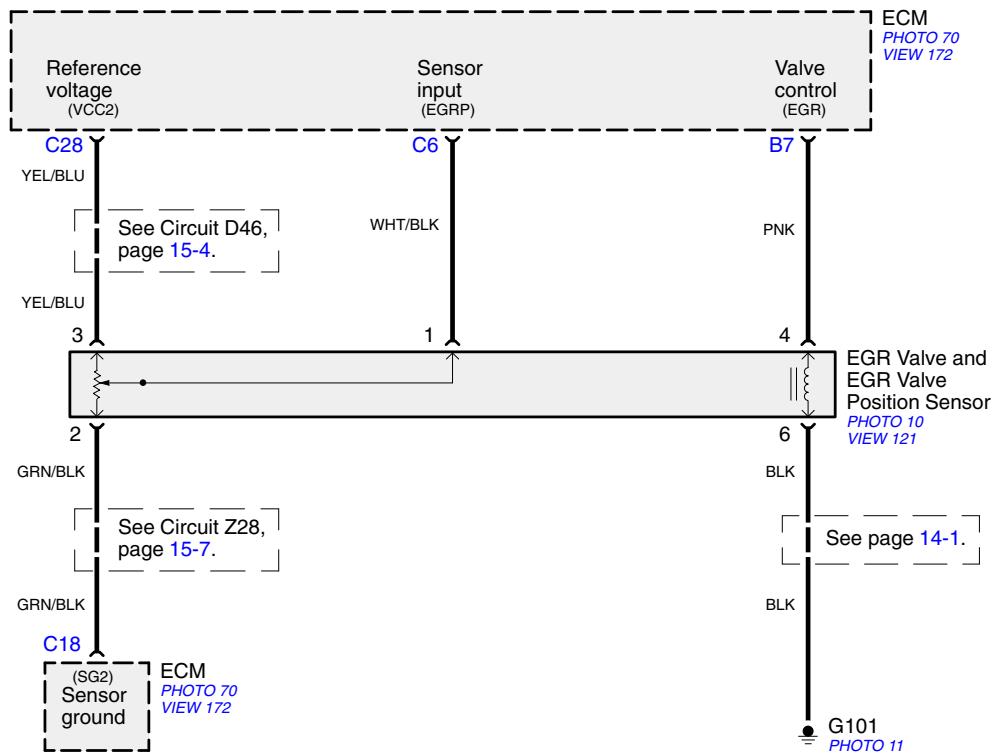
Fuel and Emissions

– Idle Control System –



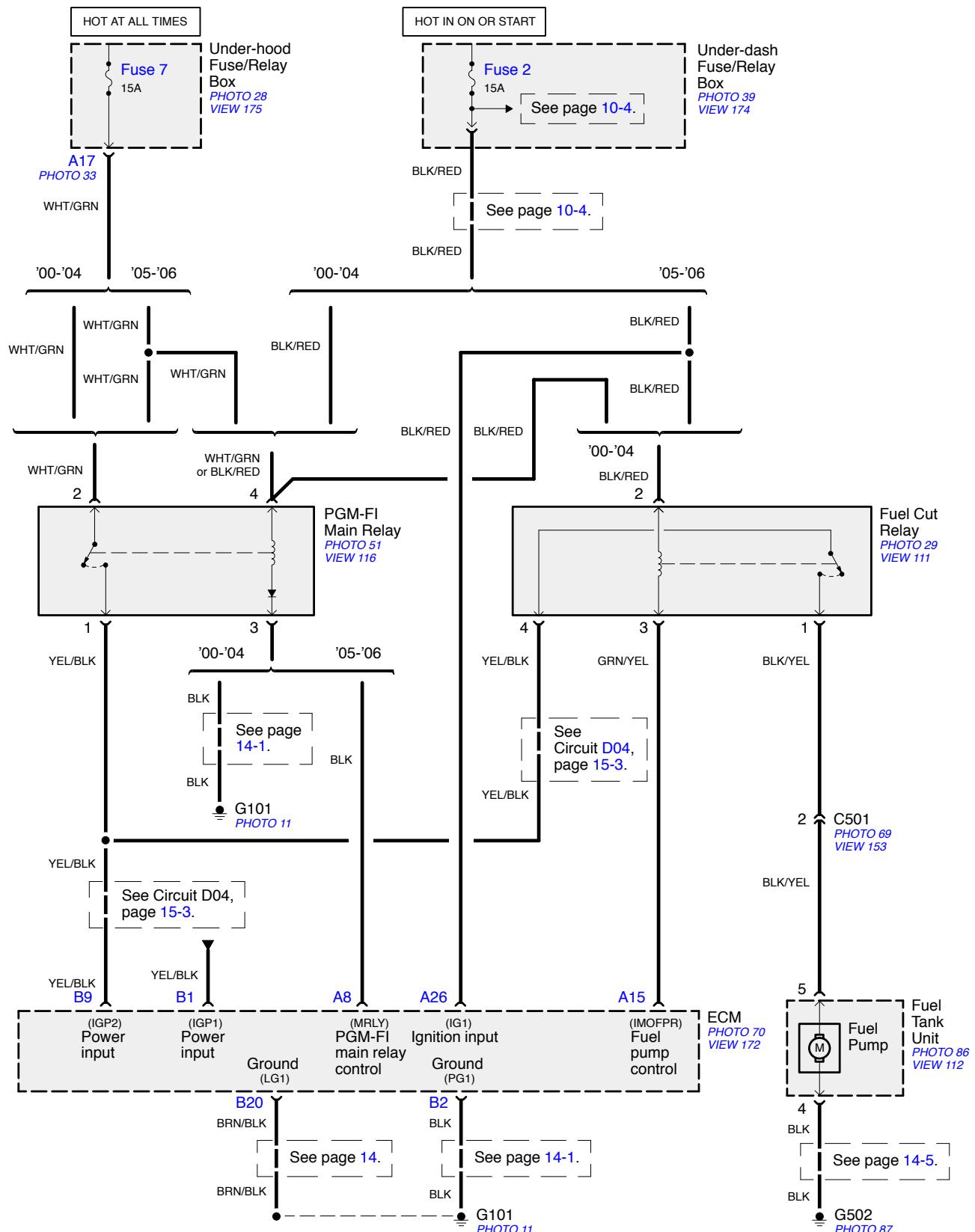
Fuel and Emissions

- EGR System



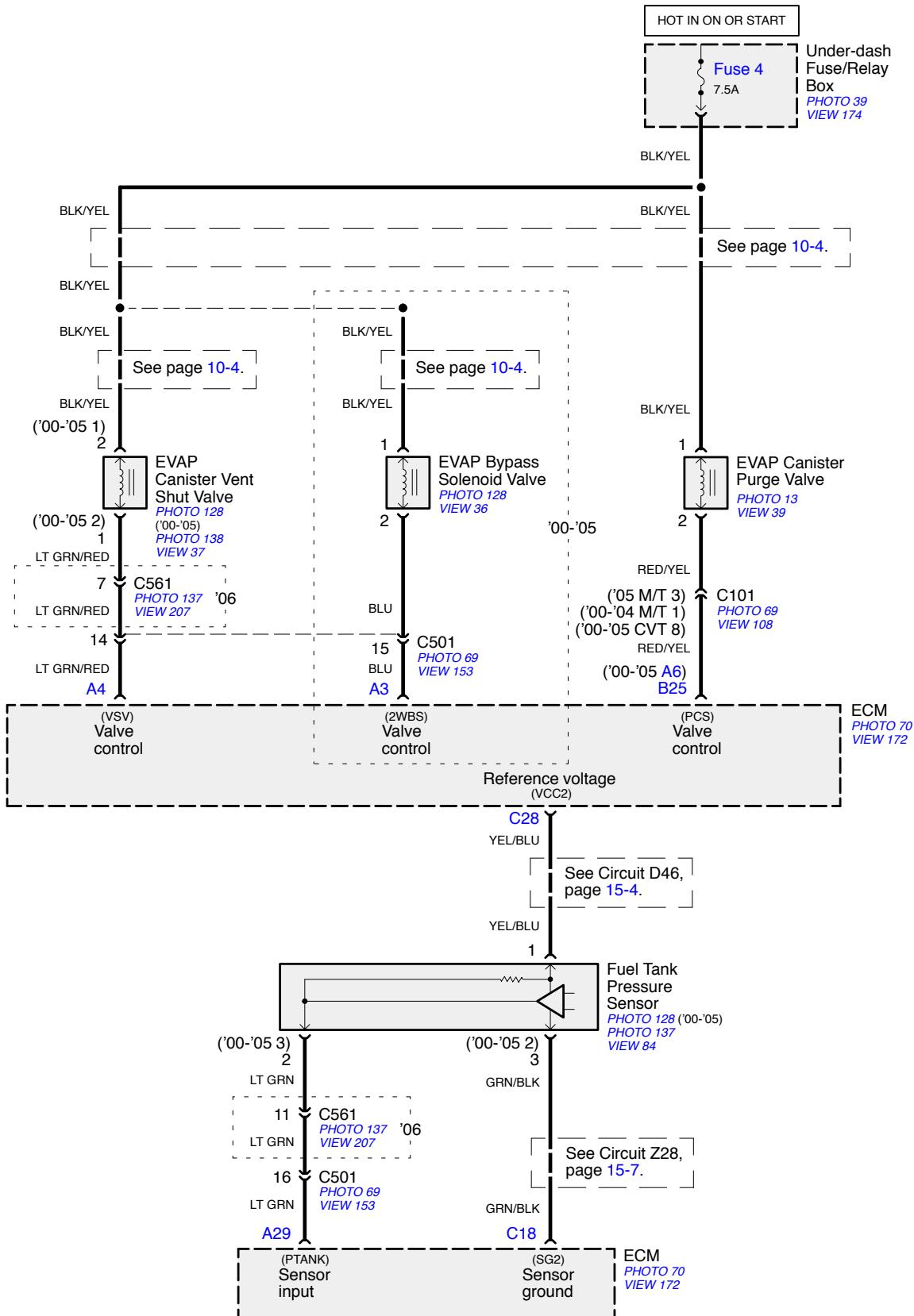
Fuel and Emissions

- Fuel Supply System

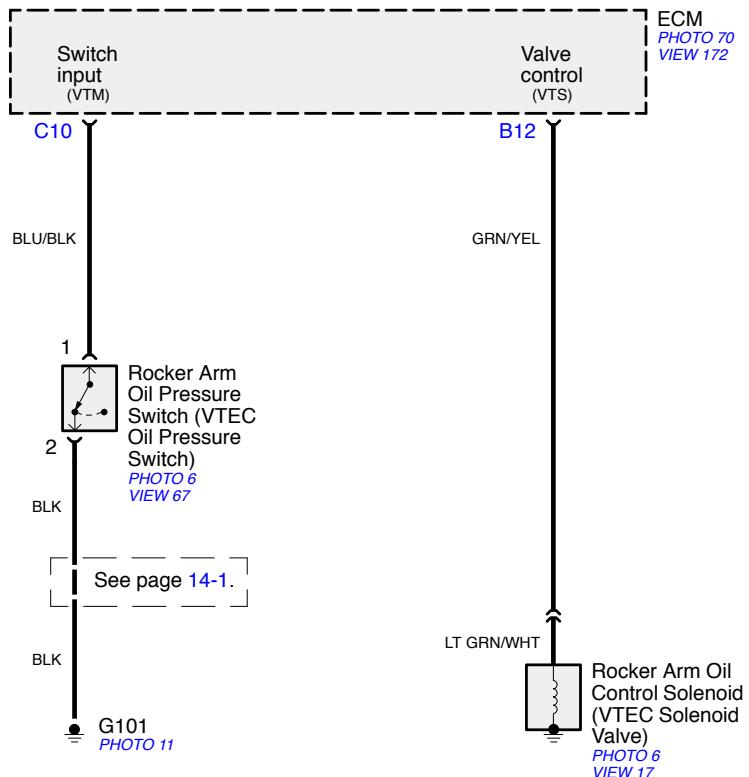


Fuel and Emissions

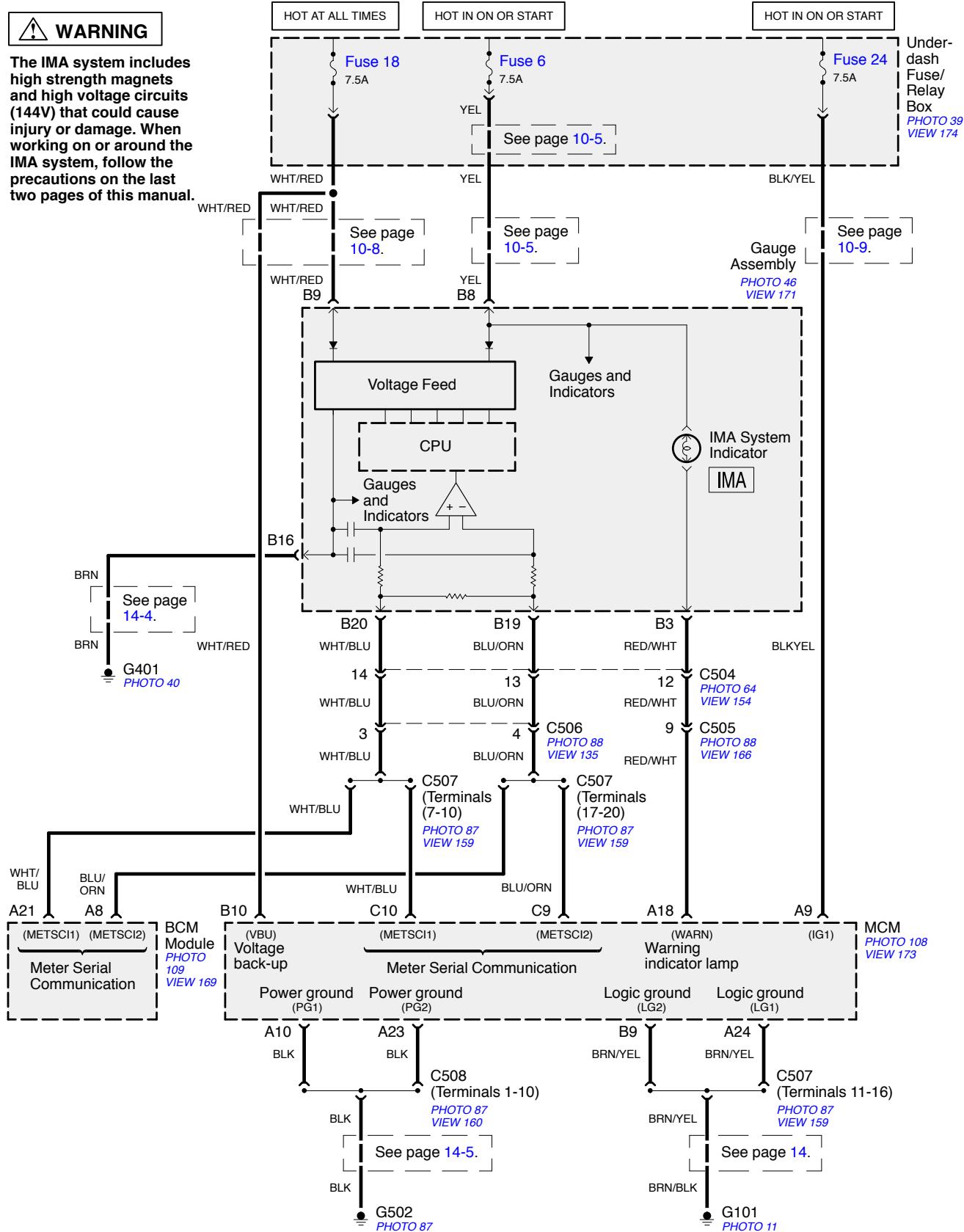
- EVAP System -



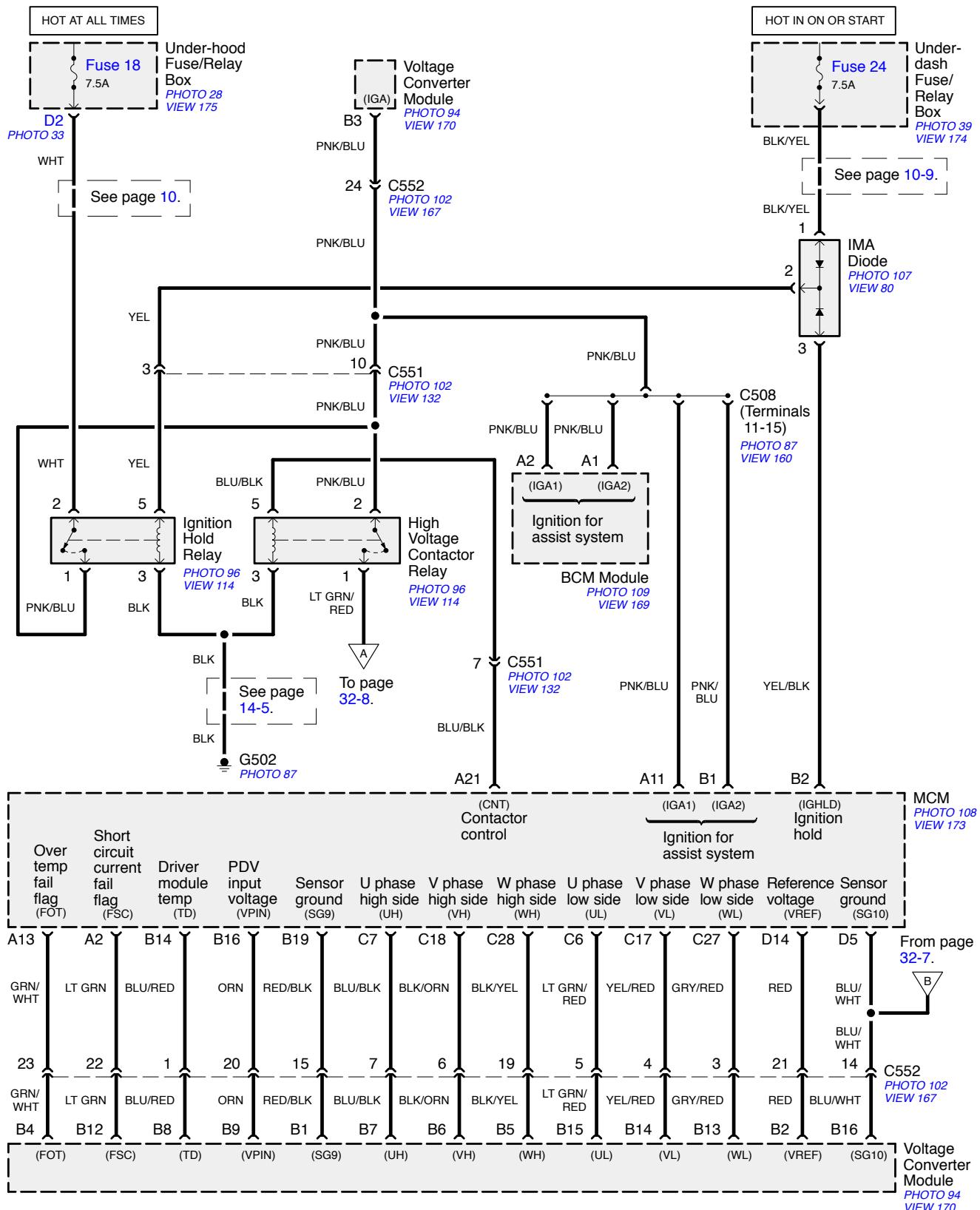
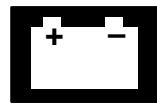
VTEC Control System



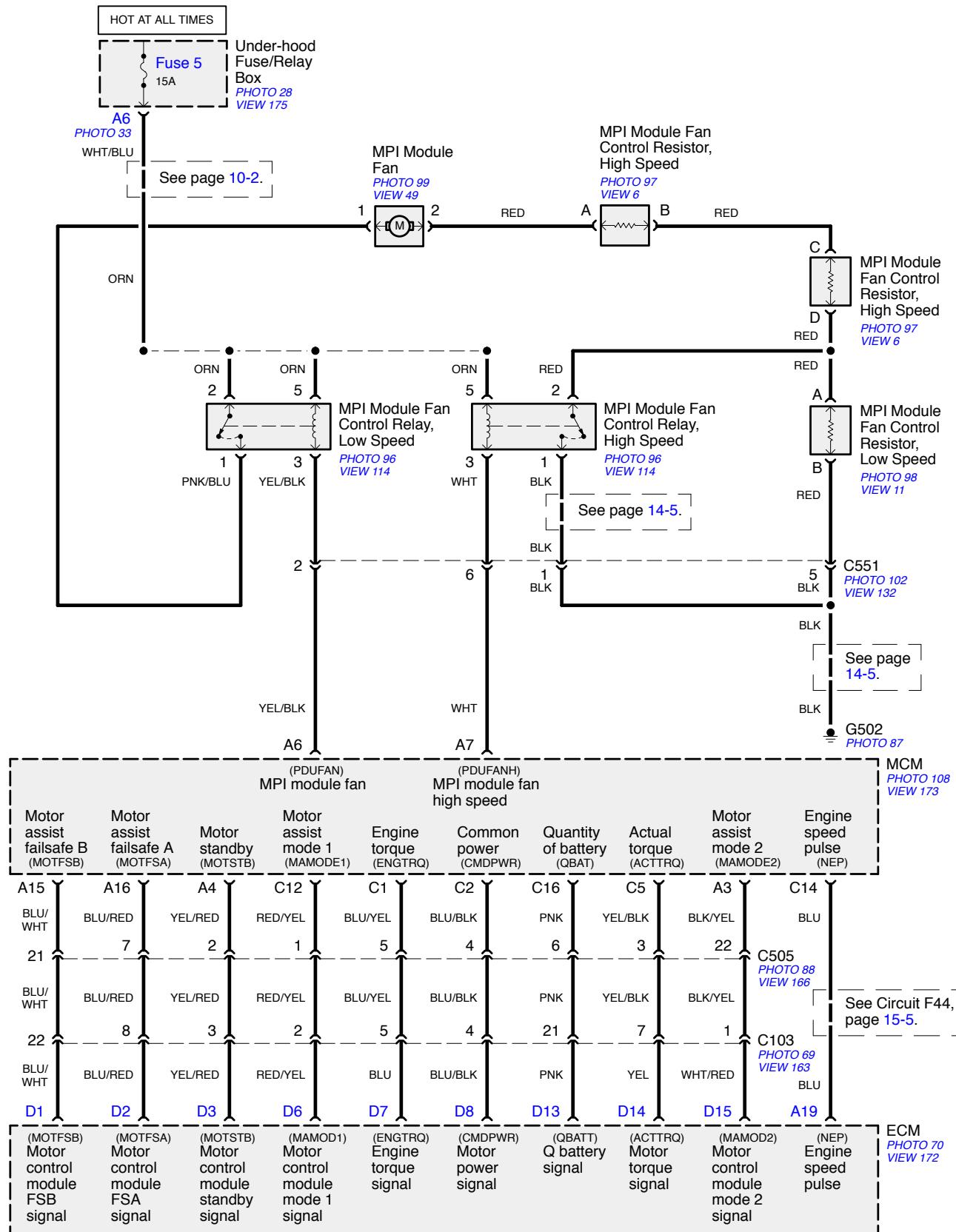
IMA System



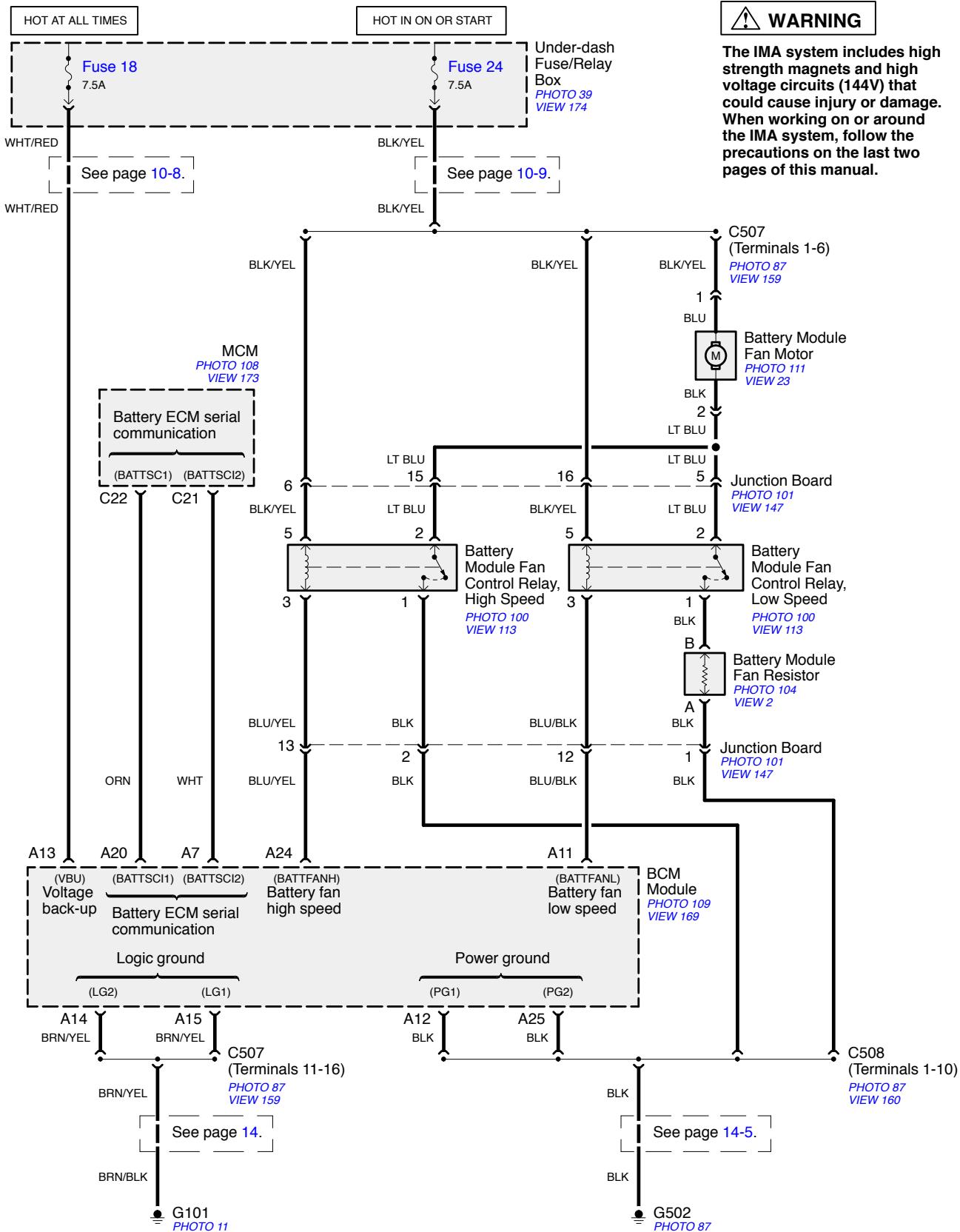
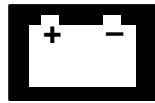
IMA System



IMA System



IMA System

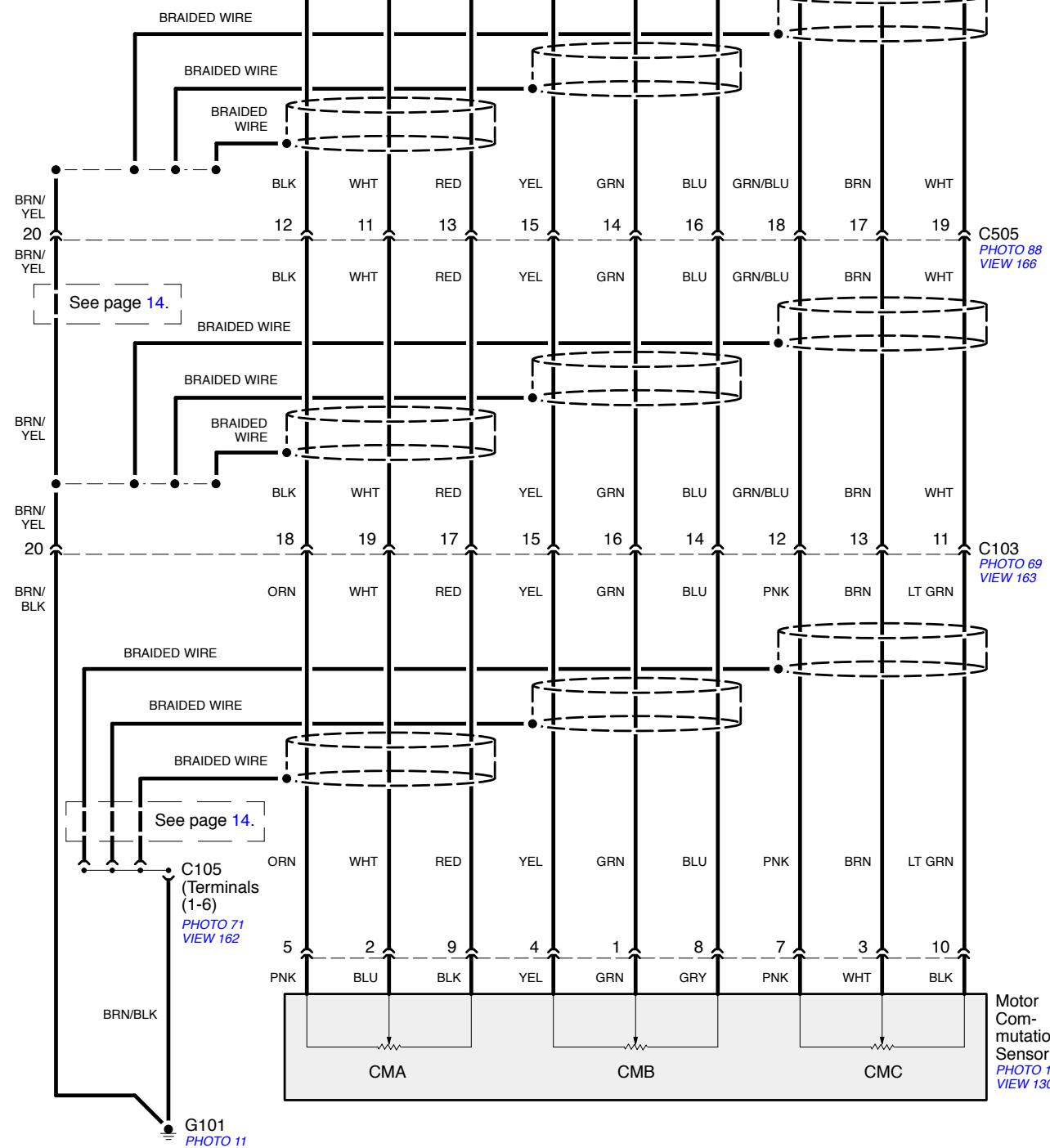
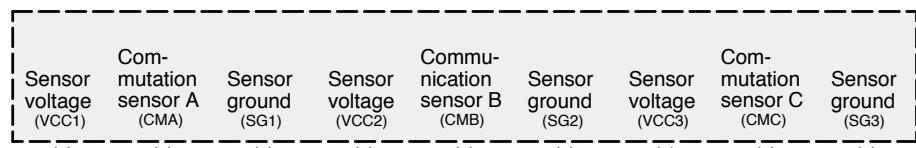


IMA System

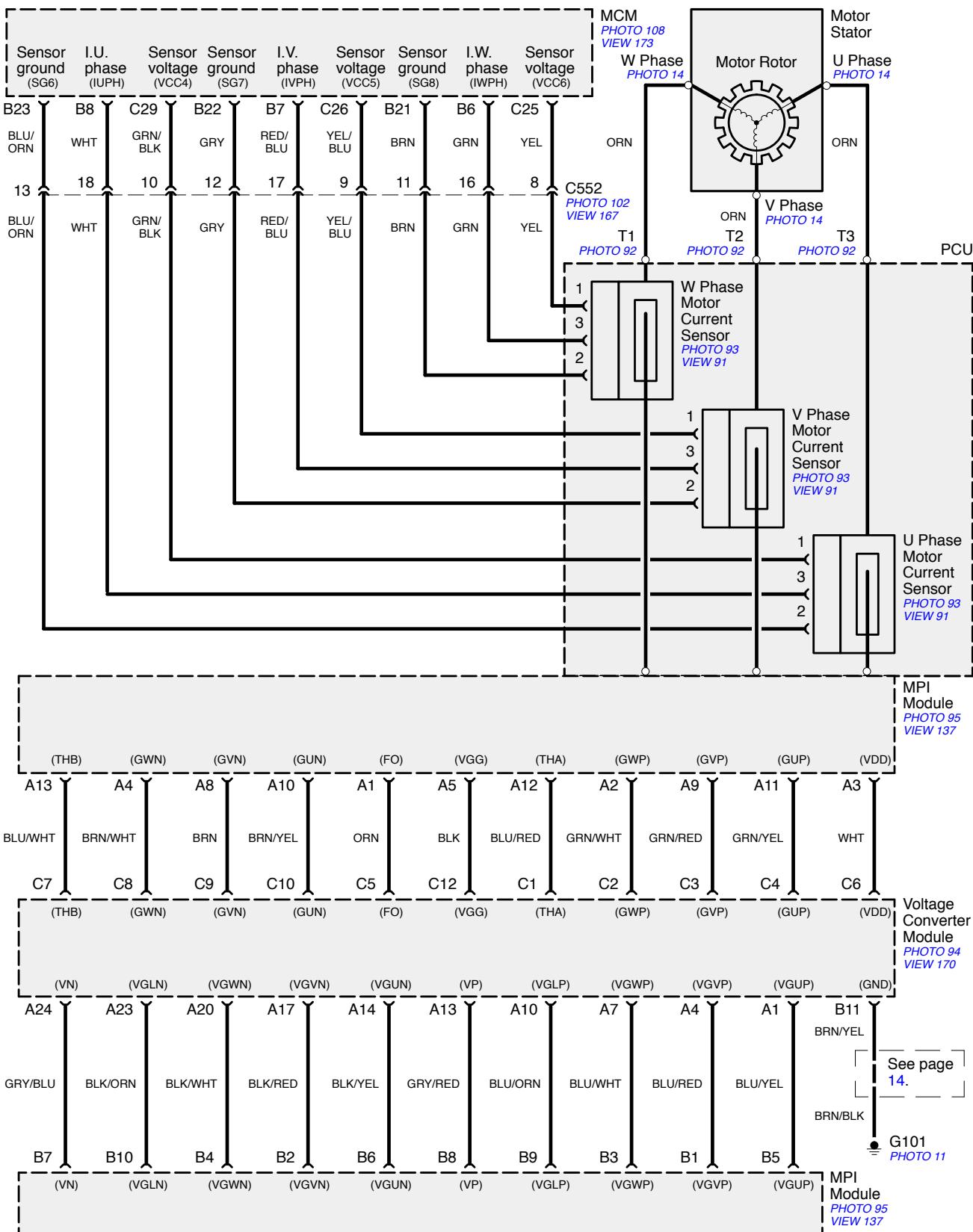
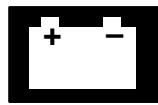
WARNING

The IMA system includes high strength magnets and high voltage circuits (144V) that could cause injury or damage. When working on or around the IMA system, follow the precautions on the last two pages of this manual.

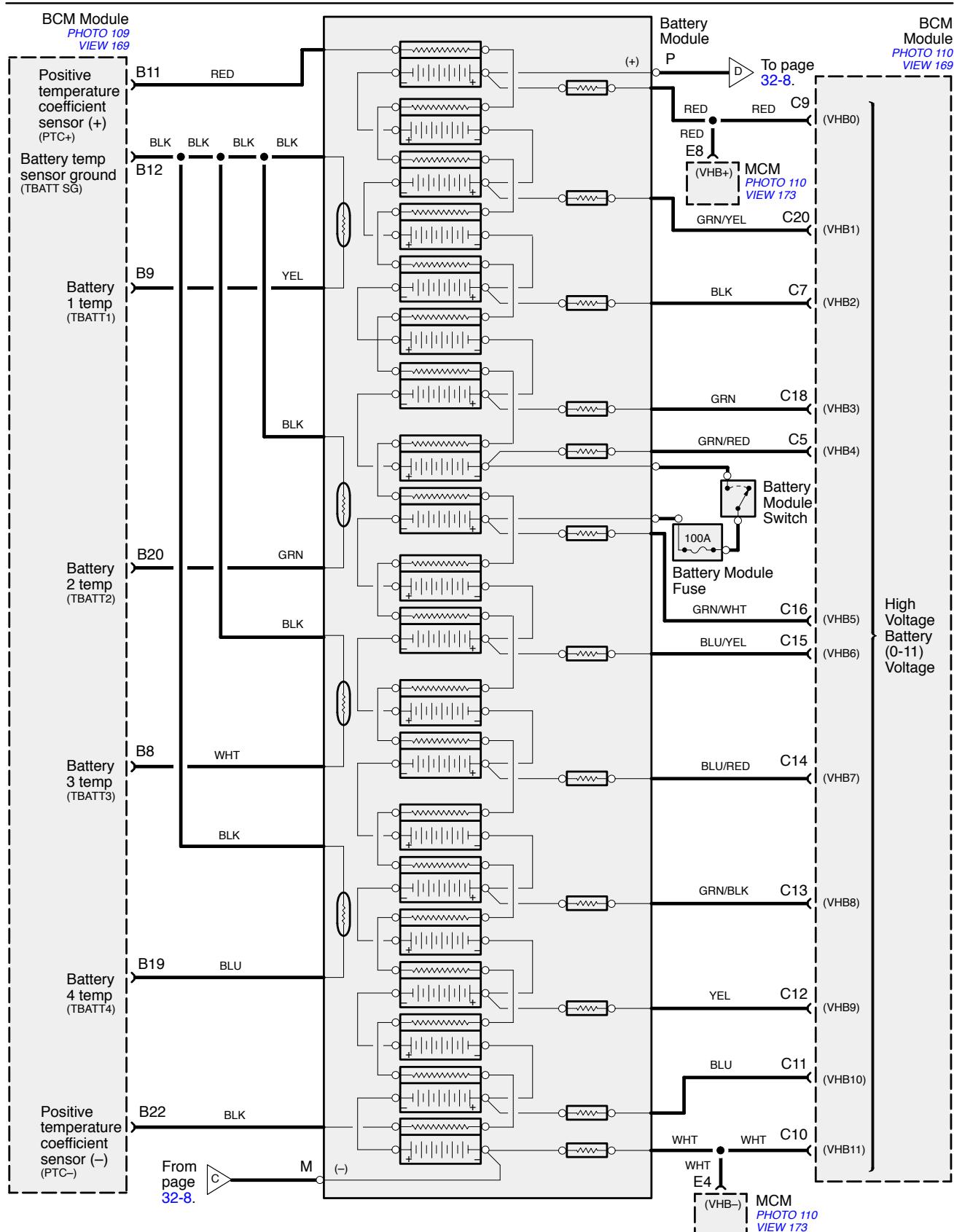
MCM
PHOTO
108
VIEW
173



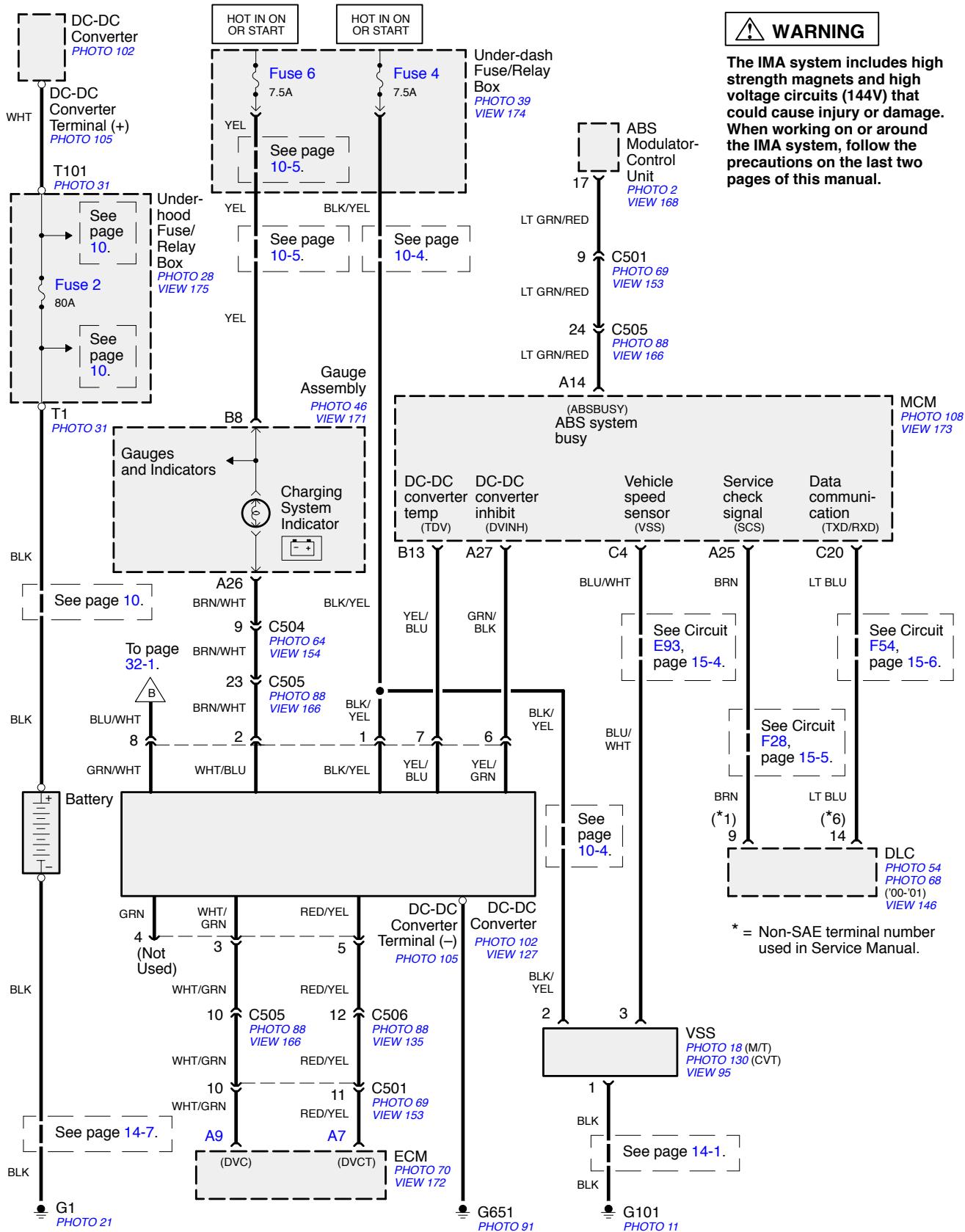
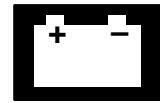
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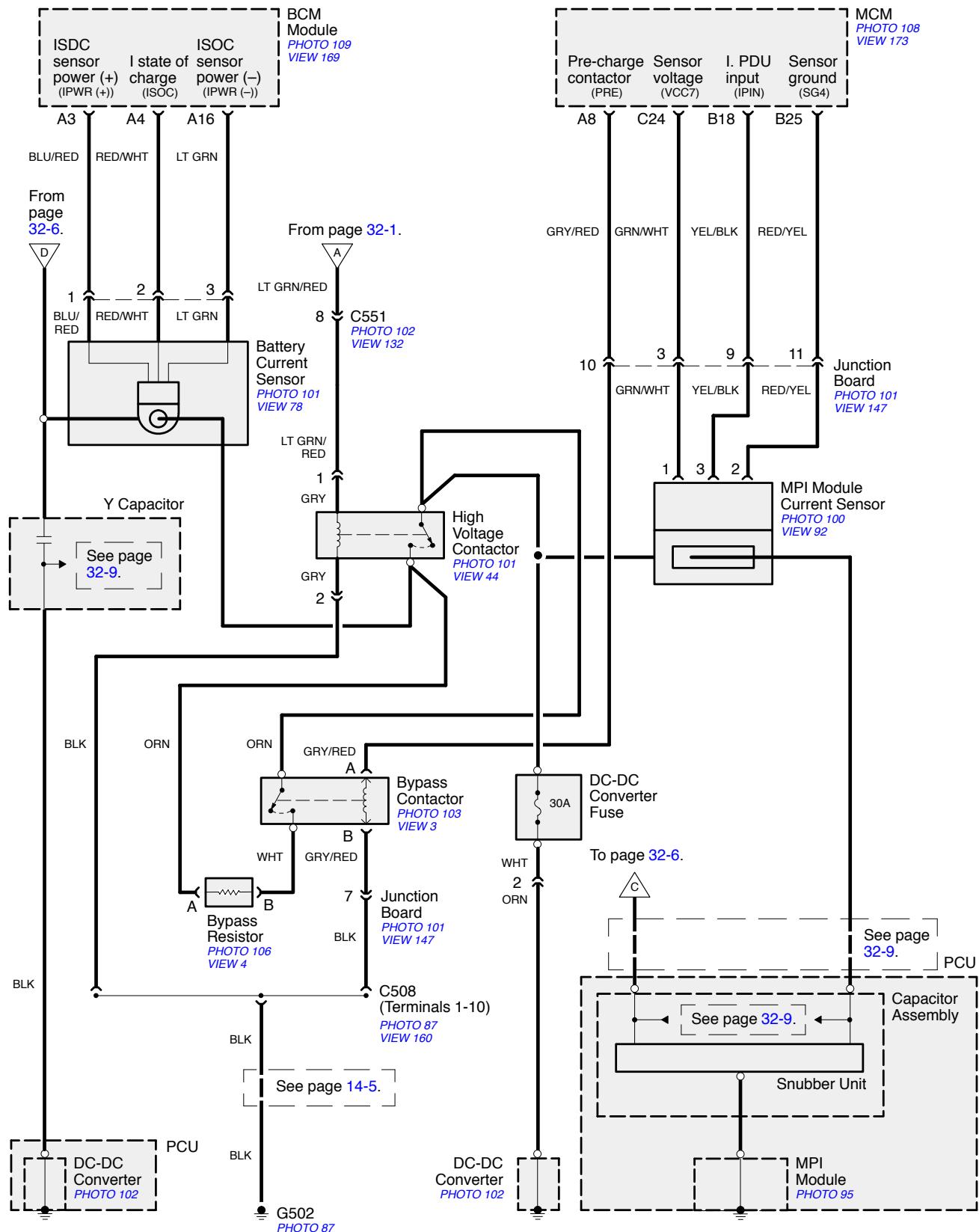
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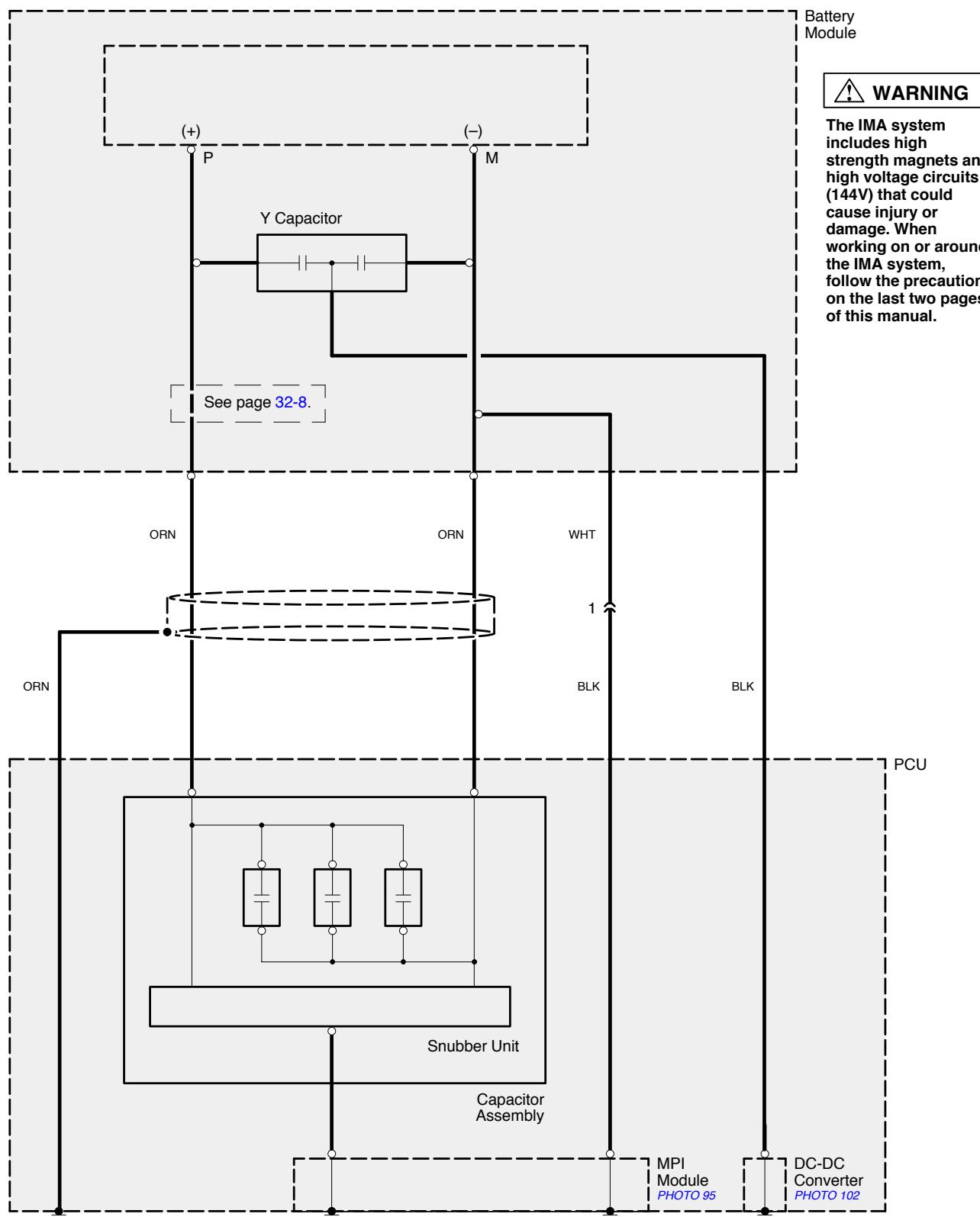
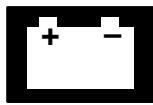
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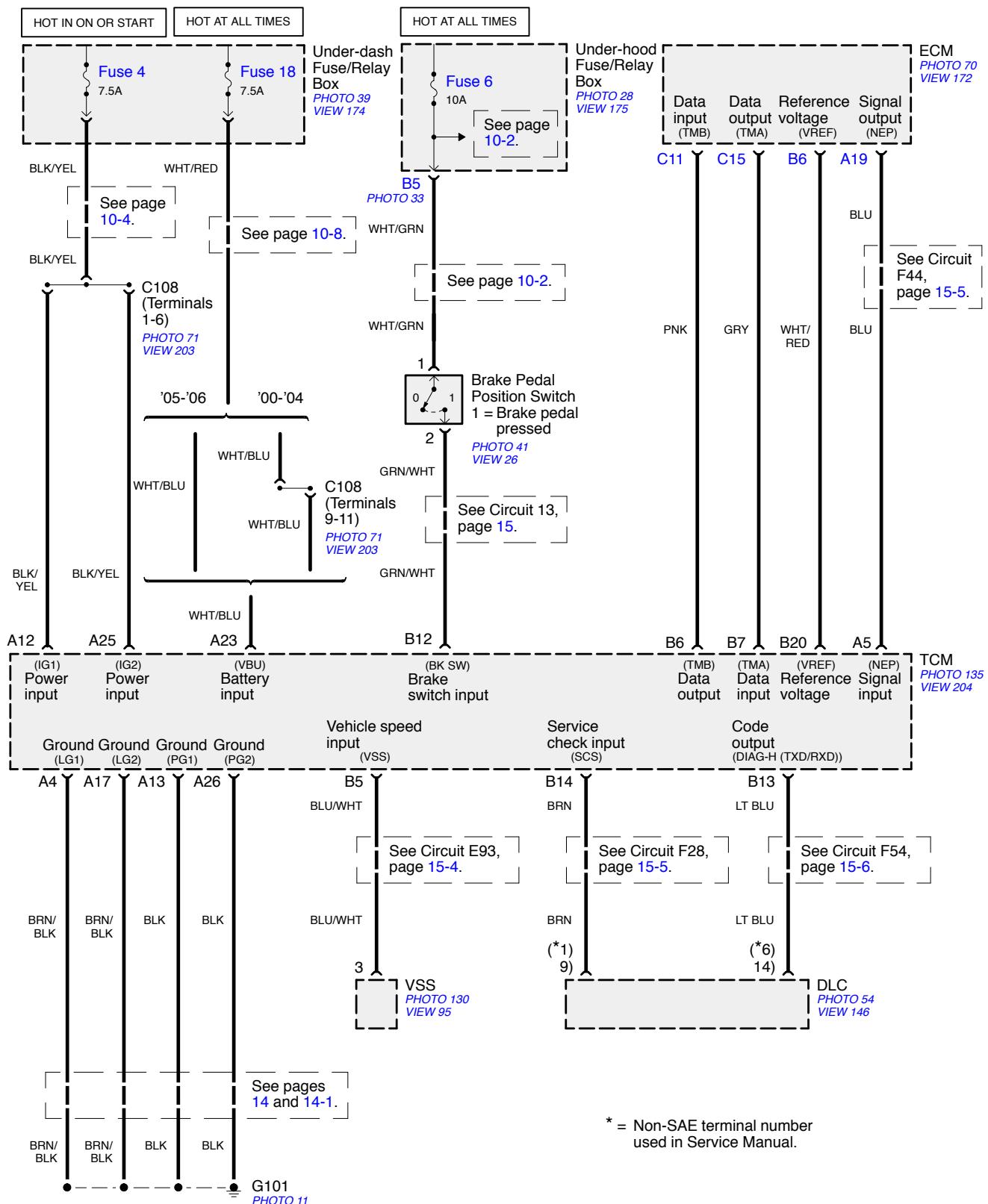
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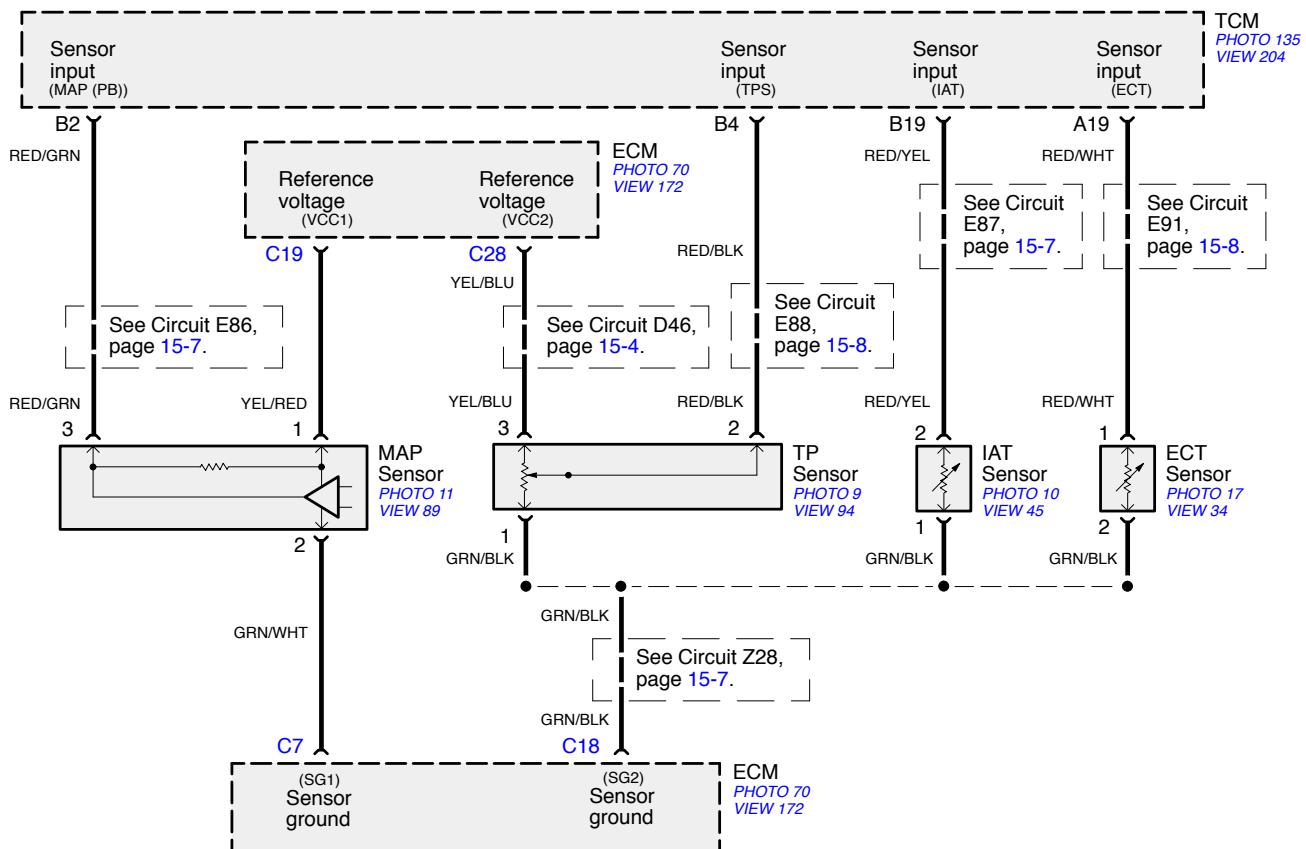
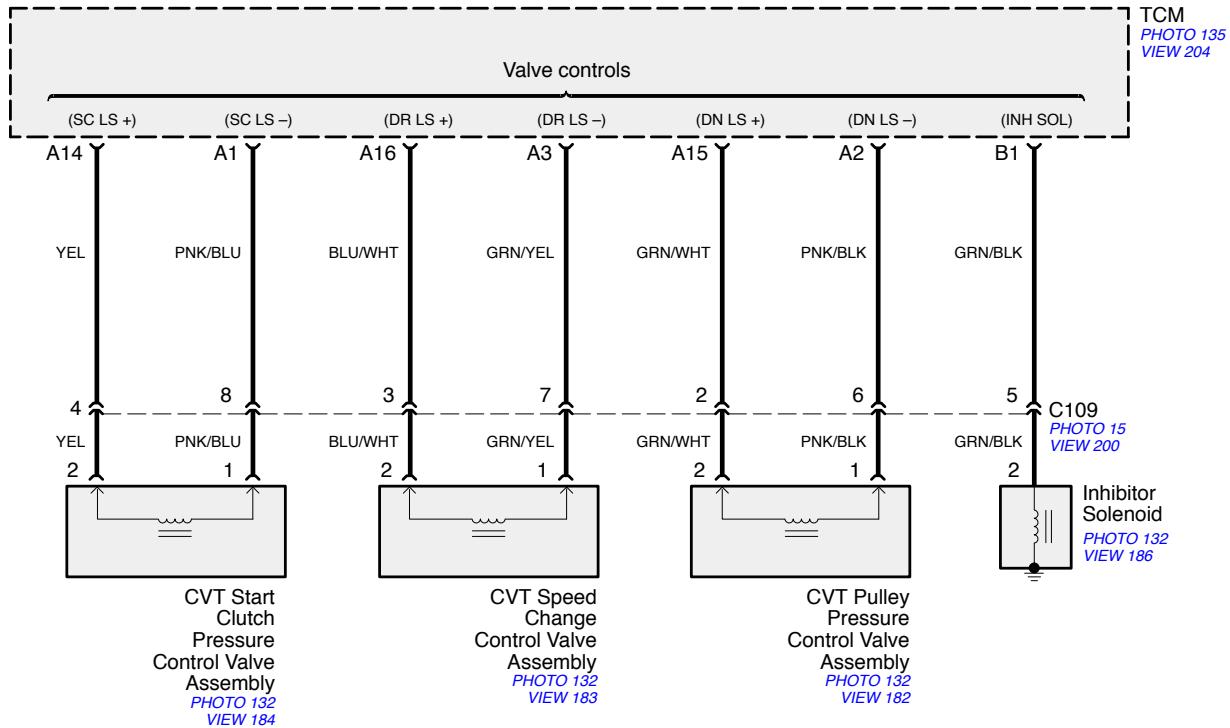
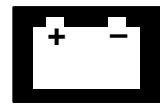
IMA System



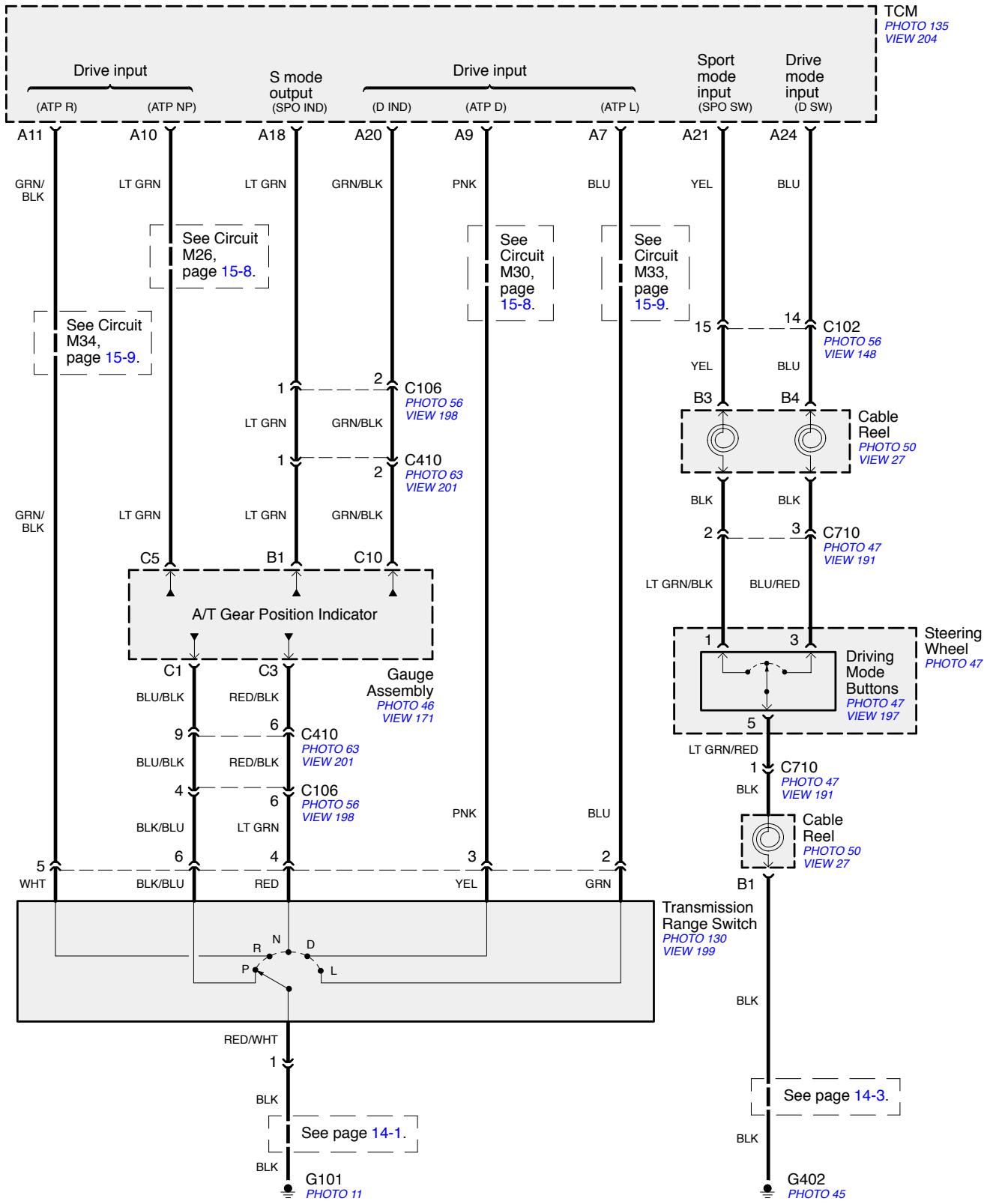
CVT Controls



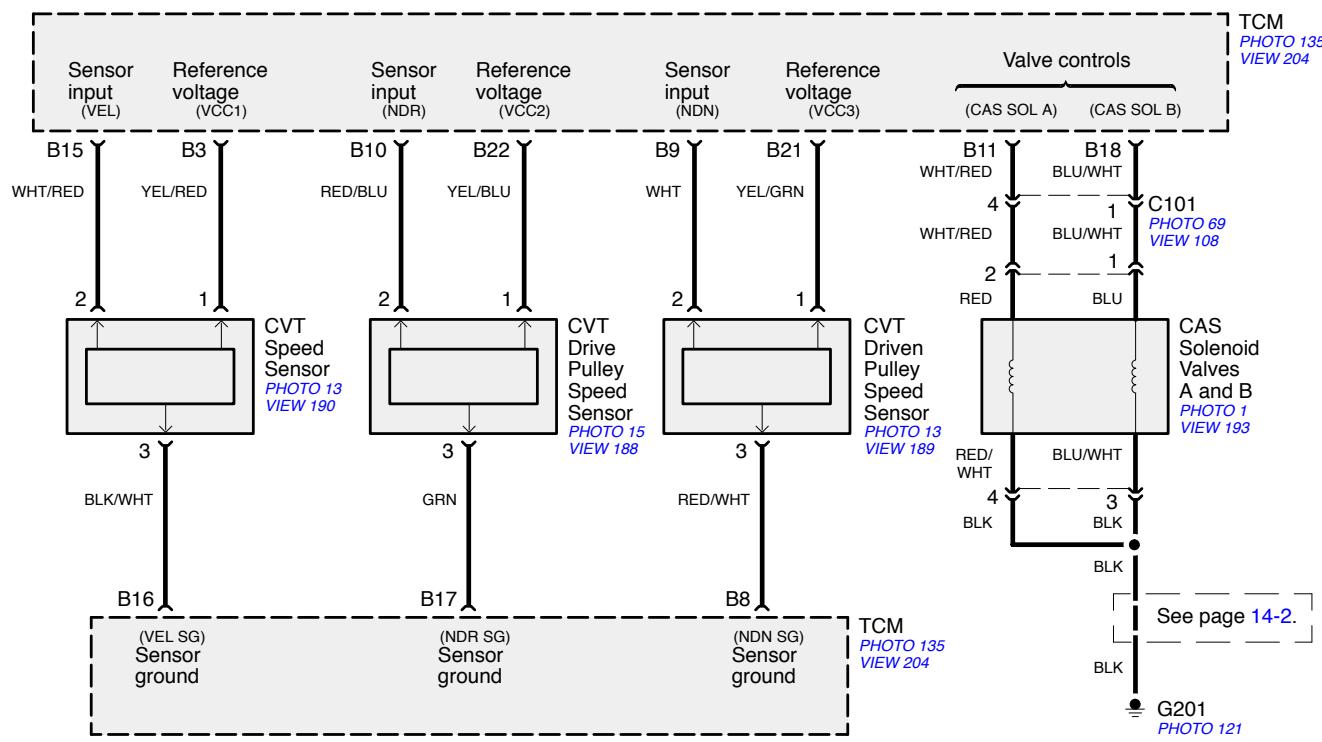
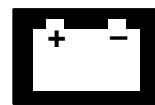
CVT Controls



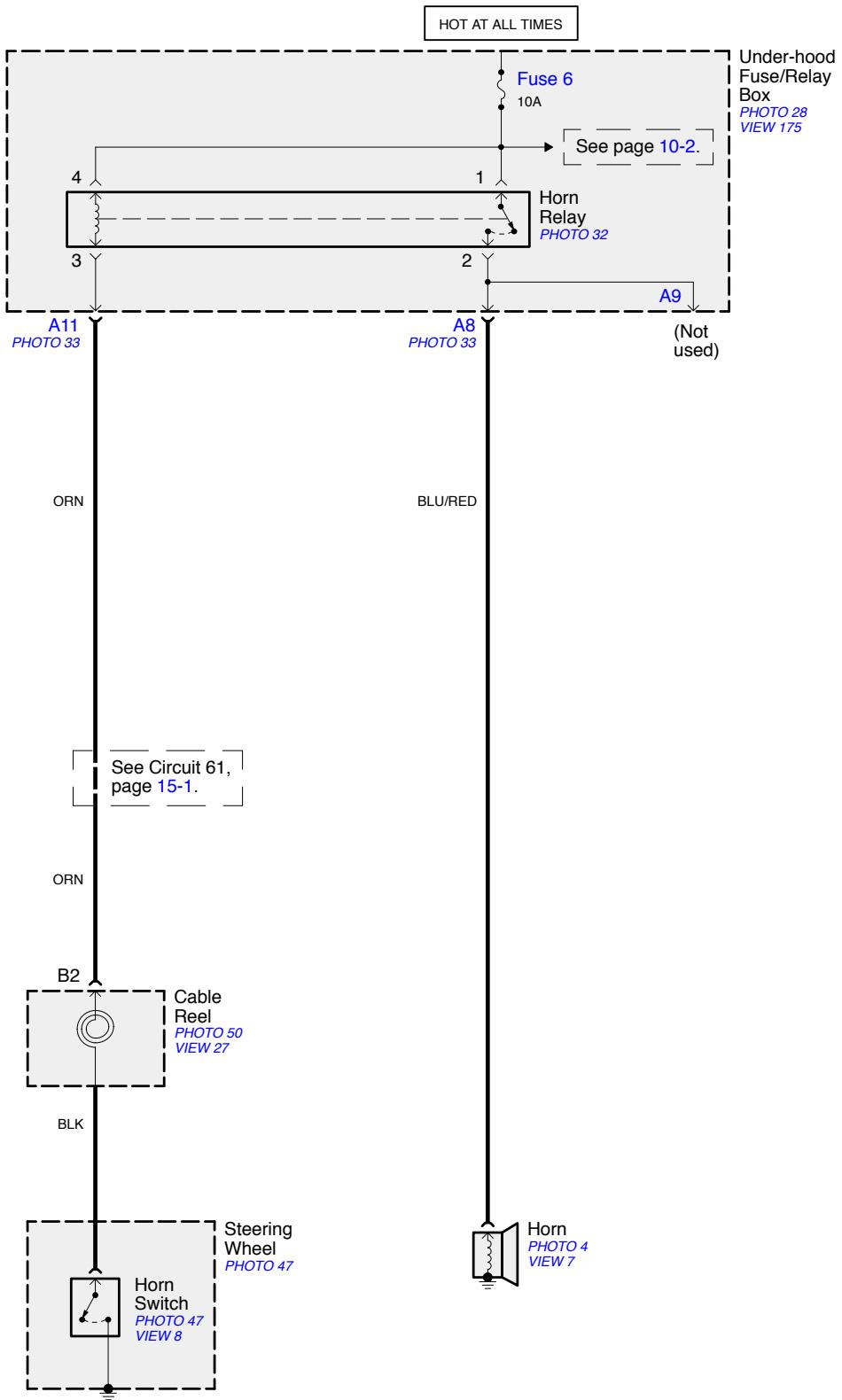
CVT Controls



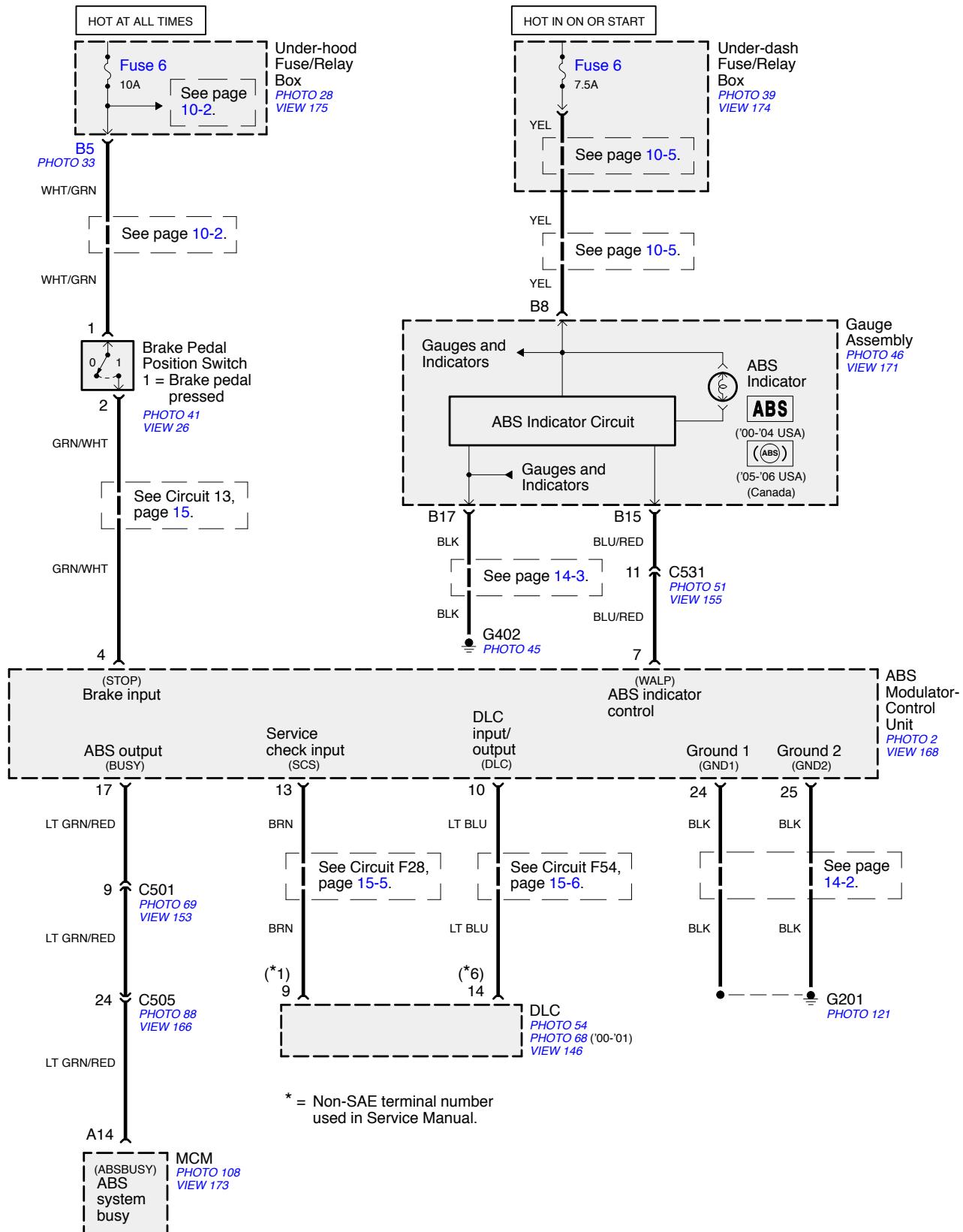
CVT Controls



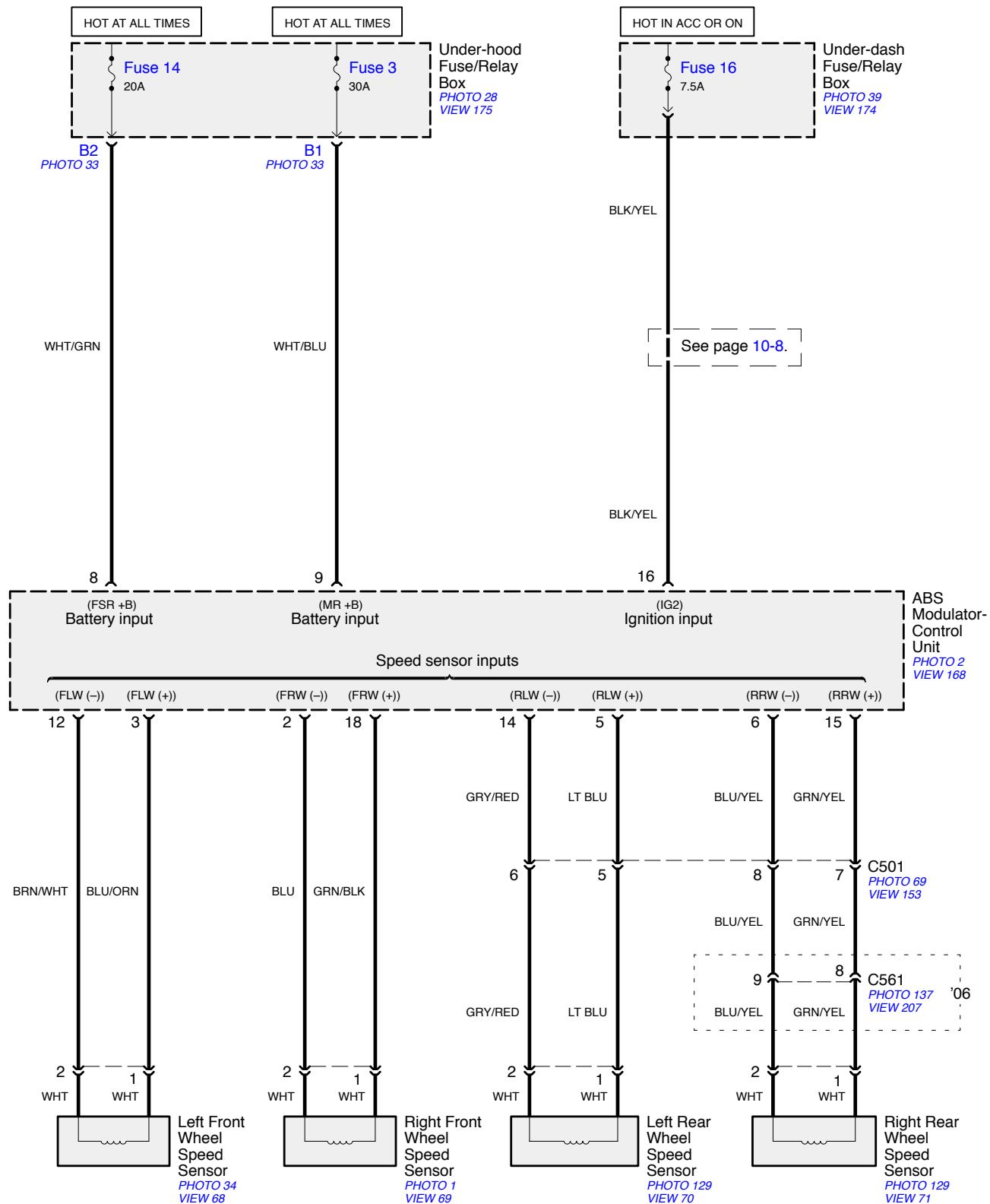
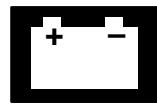
Horn



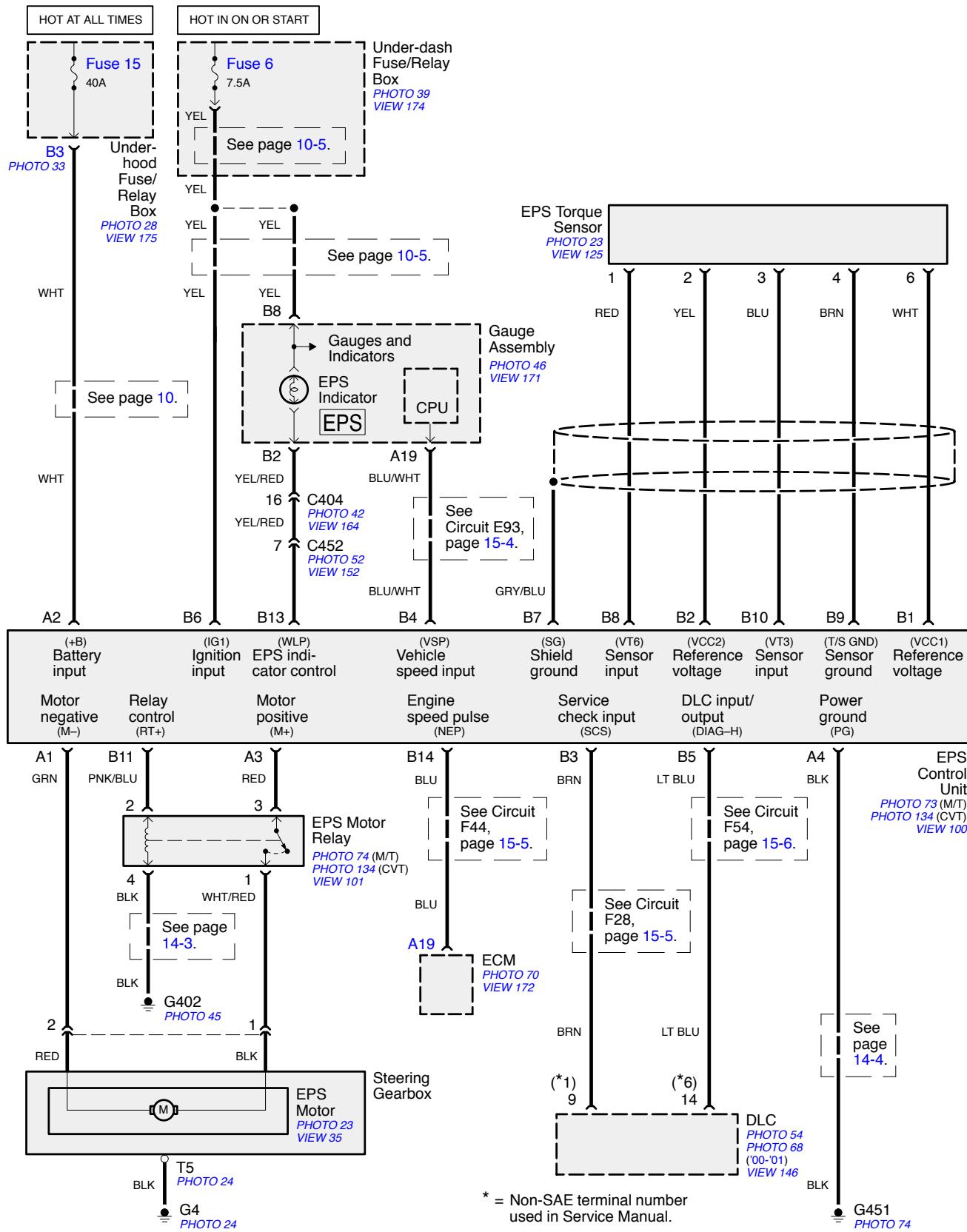
ABS (Anti-lock Brake System)



ABS (Anti-lock Brake System)

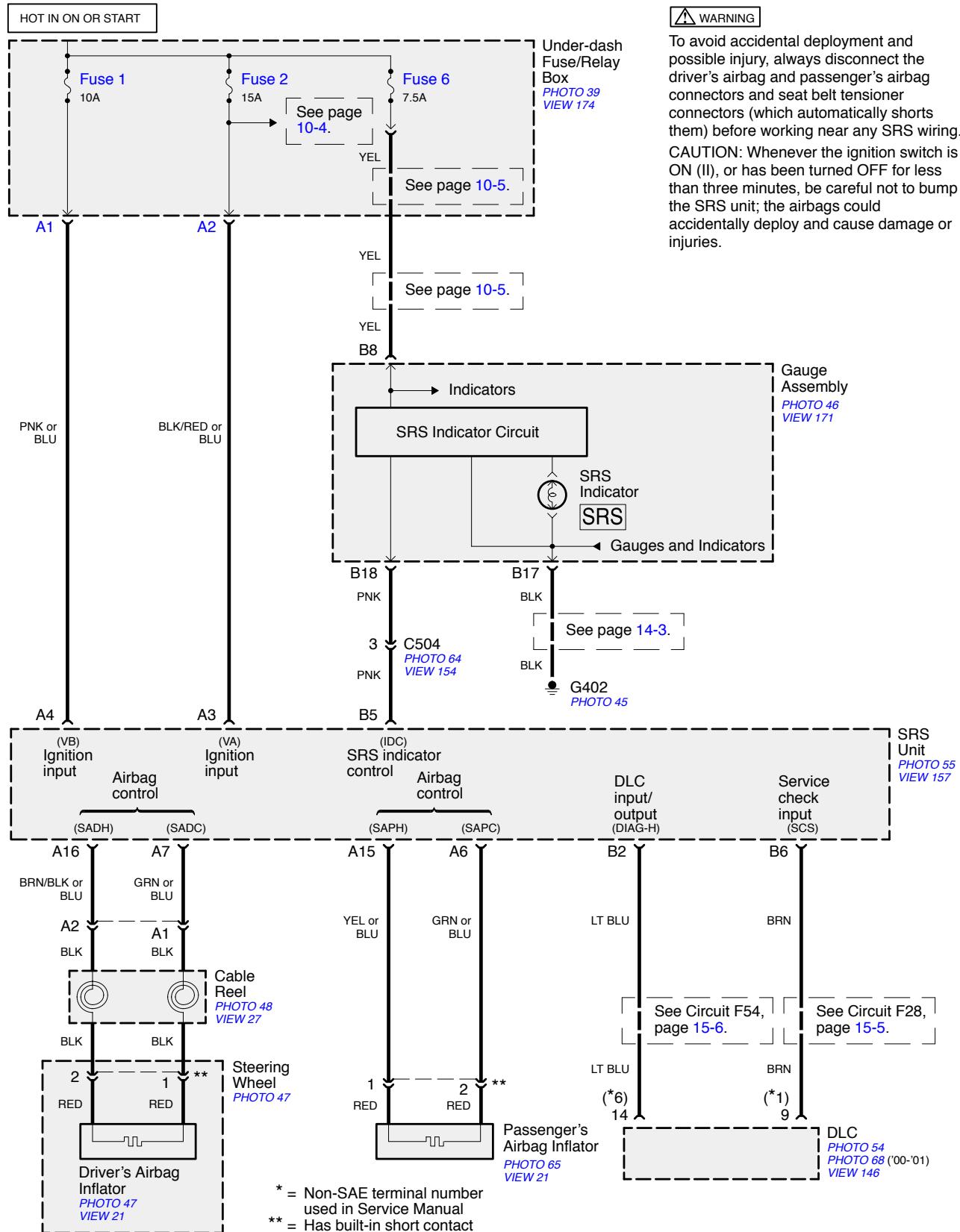


EPS (Electrical Power Steering)

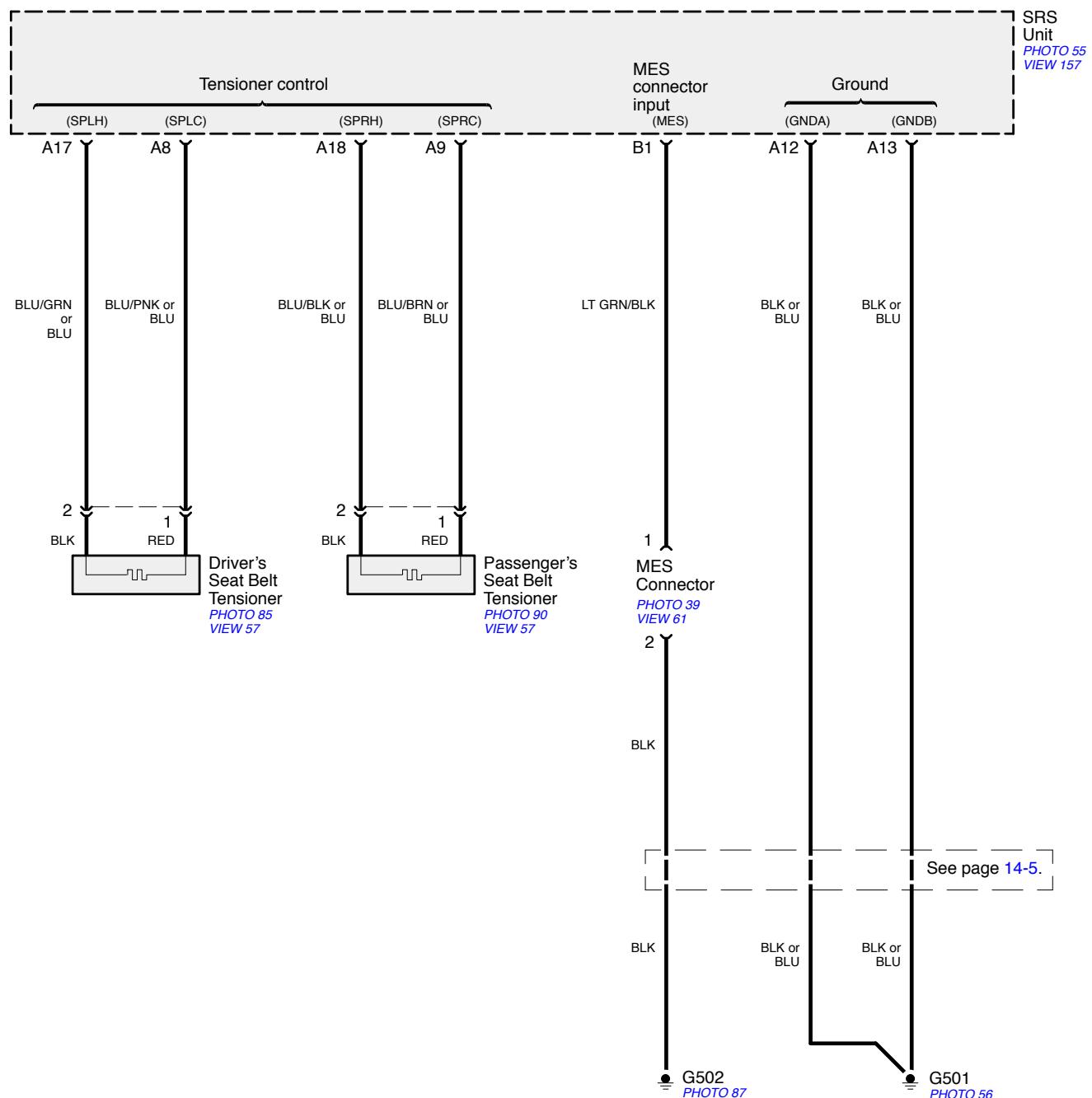
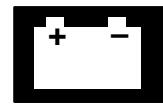


* = Non-SAE terminal number used in Service Manual.

SRS (Supplemental Restraint System)

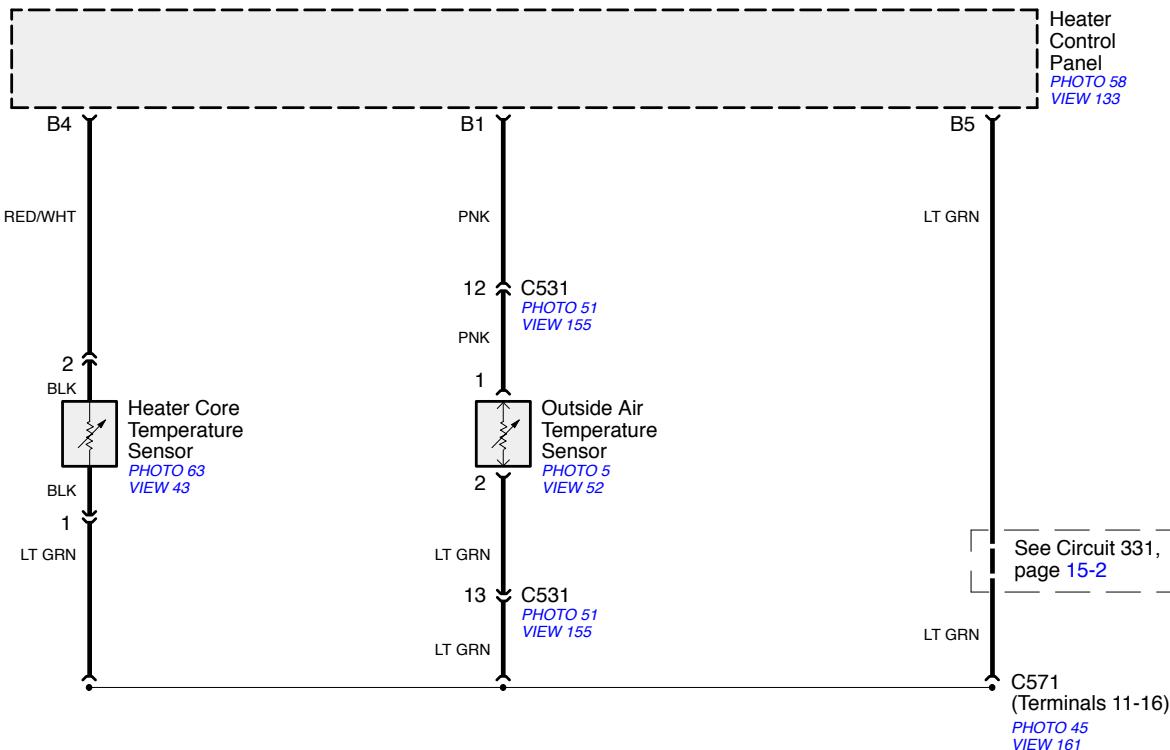
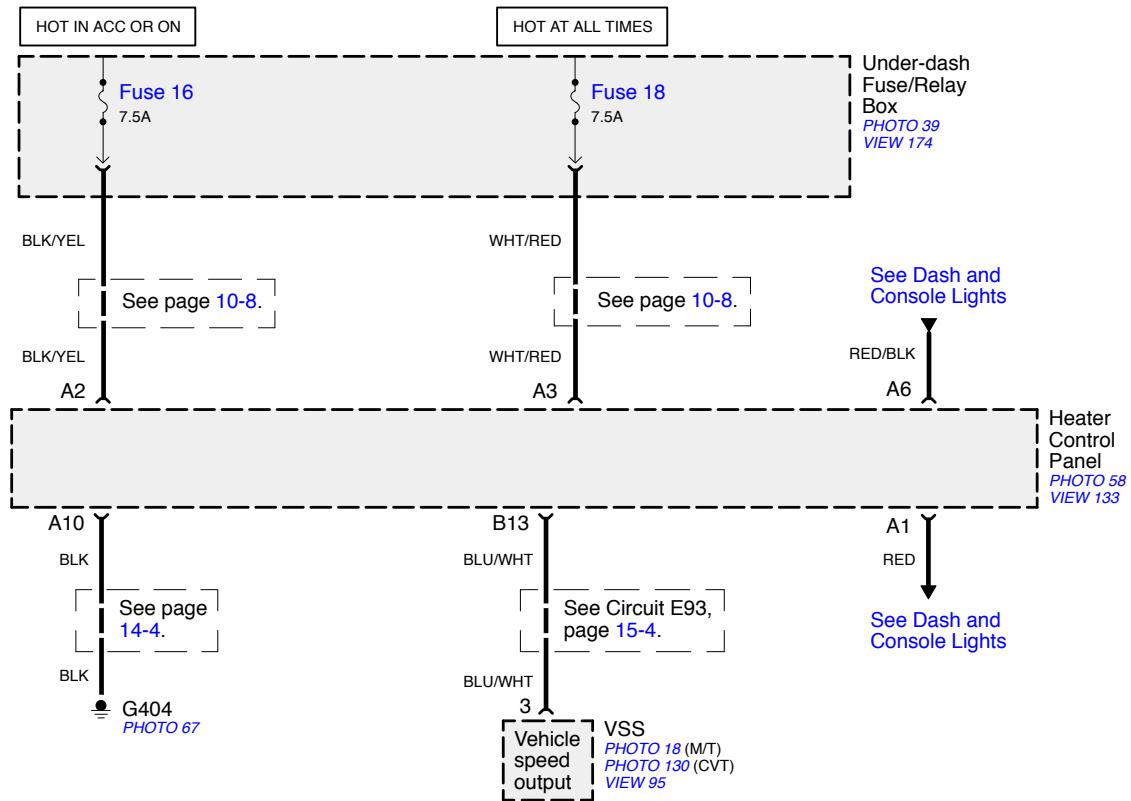


SRS (Supplemental Restraint System)

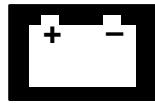


HVAC

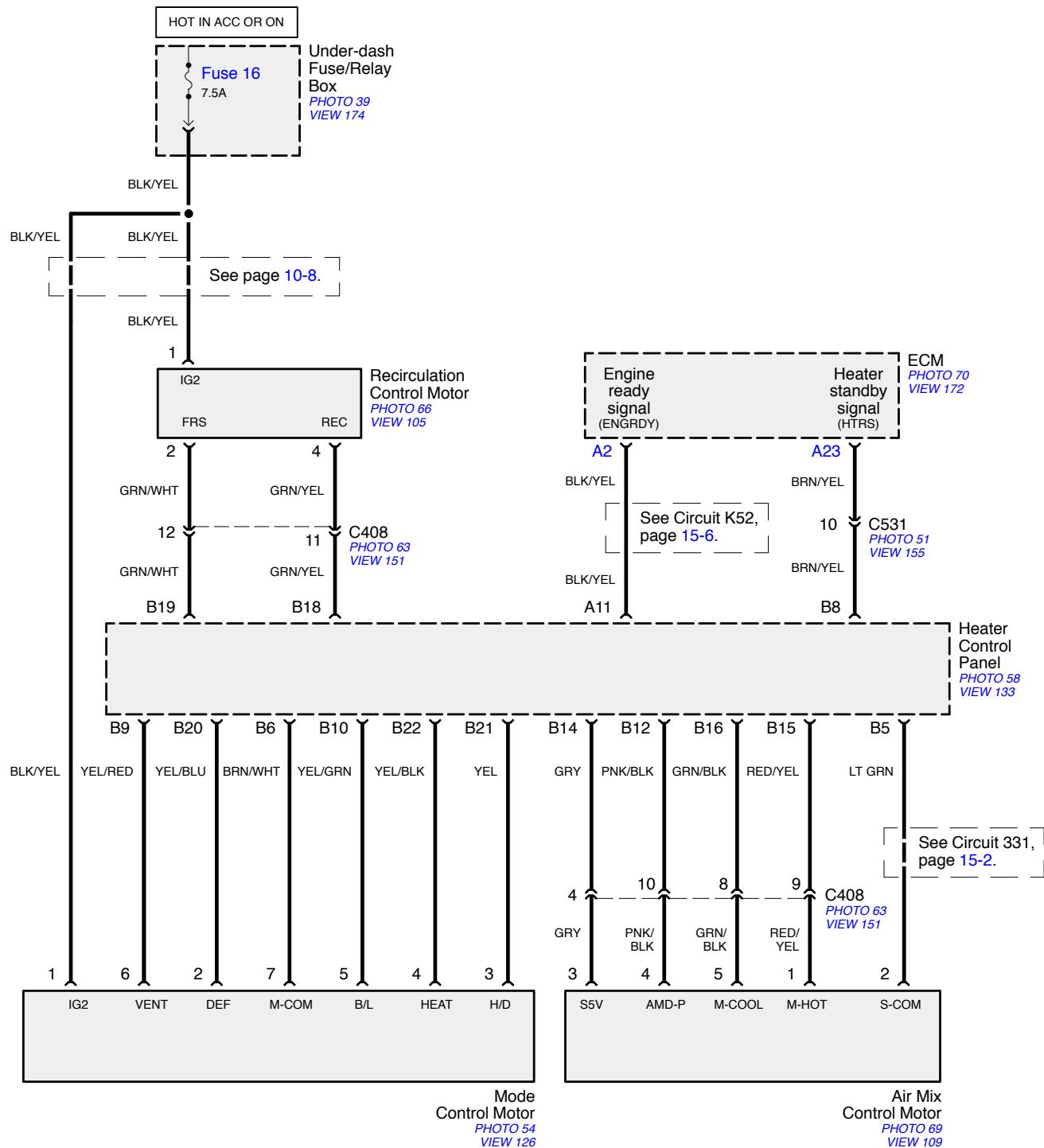
- except Climate Control



HVAC

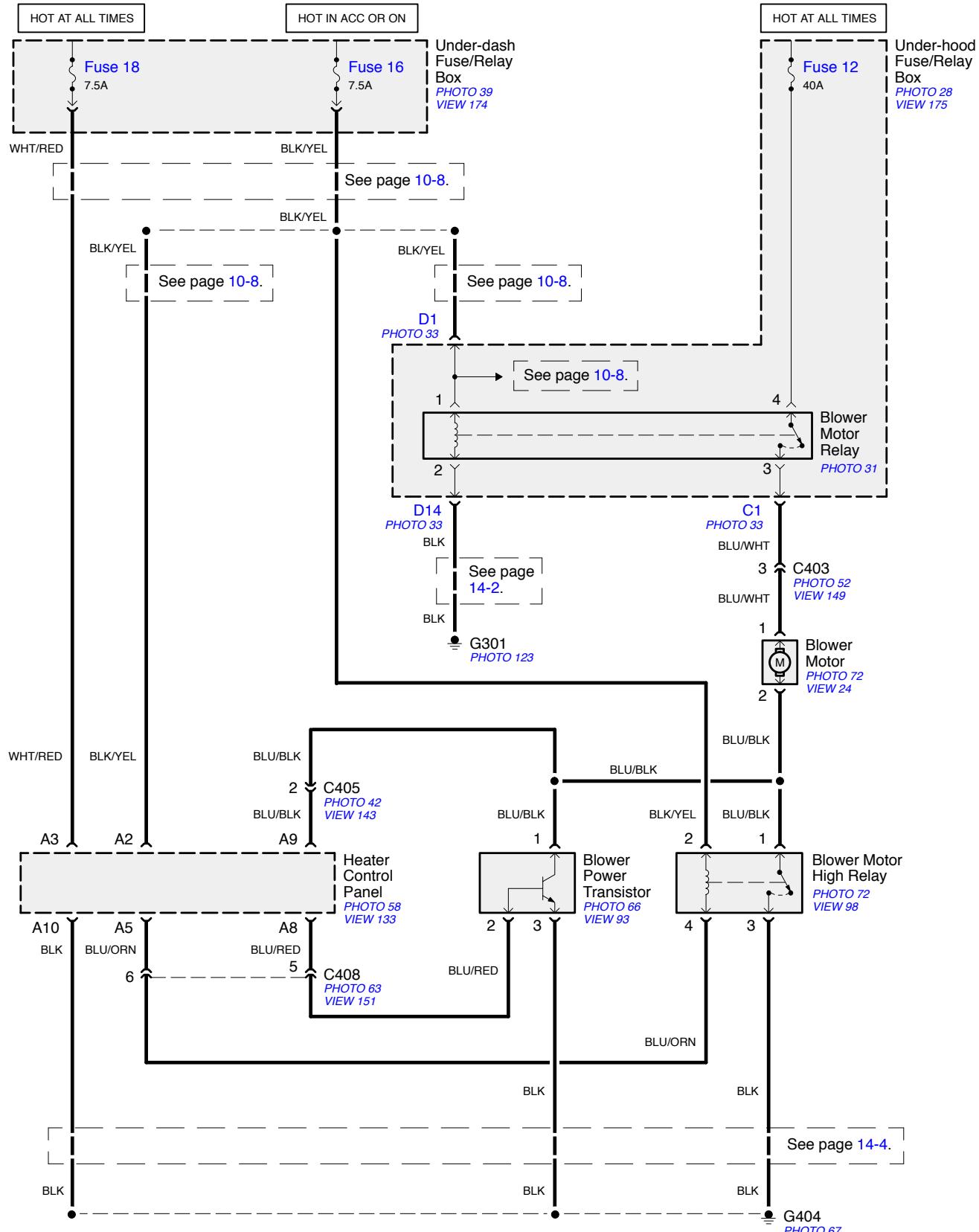


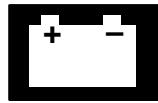
- except Climate Control



HVAC

- except Climate Control





HVAC

– How the Circuit Works

except Climate Control

The heater control panel receives battery voltage at all times through fuse 18 (in the under-dash fuse/relay box). With the ignition switch in ACC (I) or ON (II), voltage is supplied to the control panel through fuse 16 (in the under-dash fuse/relay box). The control panel, which is grounded at G404, controls the blower motor, and supplies a 5V DC reference voltage to the air mix control motor.

Blower Controls

The blower motor is controlled by the heater control panel which receives battery voltage at all times through fuse 18 (in the under-dash fuse/relay box). With the ignition switch in ACC (I) or ON (II), battery voltage is supplied to the heater control panel through fuse 16 (in the under-dash fuse/relay box). The heater control panel is grounded at G404.

Battery voltage is applied through fuse 12 (in the under-hood fuse/relay box) to the blower motor relay contacts at all times. With the ignition switch in ACC (I) or ON (II) and the engine not cranking, the blower motor relay in the under-hood fuse/relay box is energized which feeds battery voltage to the blower motor. The blower power transistor controls the blower motor in all speeds except HIGH. The blower power transistor is controlled by the heater control panel. When the heater control panel requests HIGH blower speed, it grounds the blower motor through the contacts of the blower motor high relay, making the blower run at high speed.

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

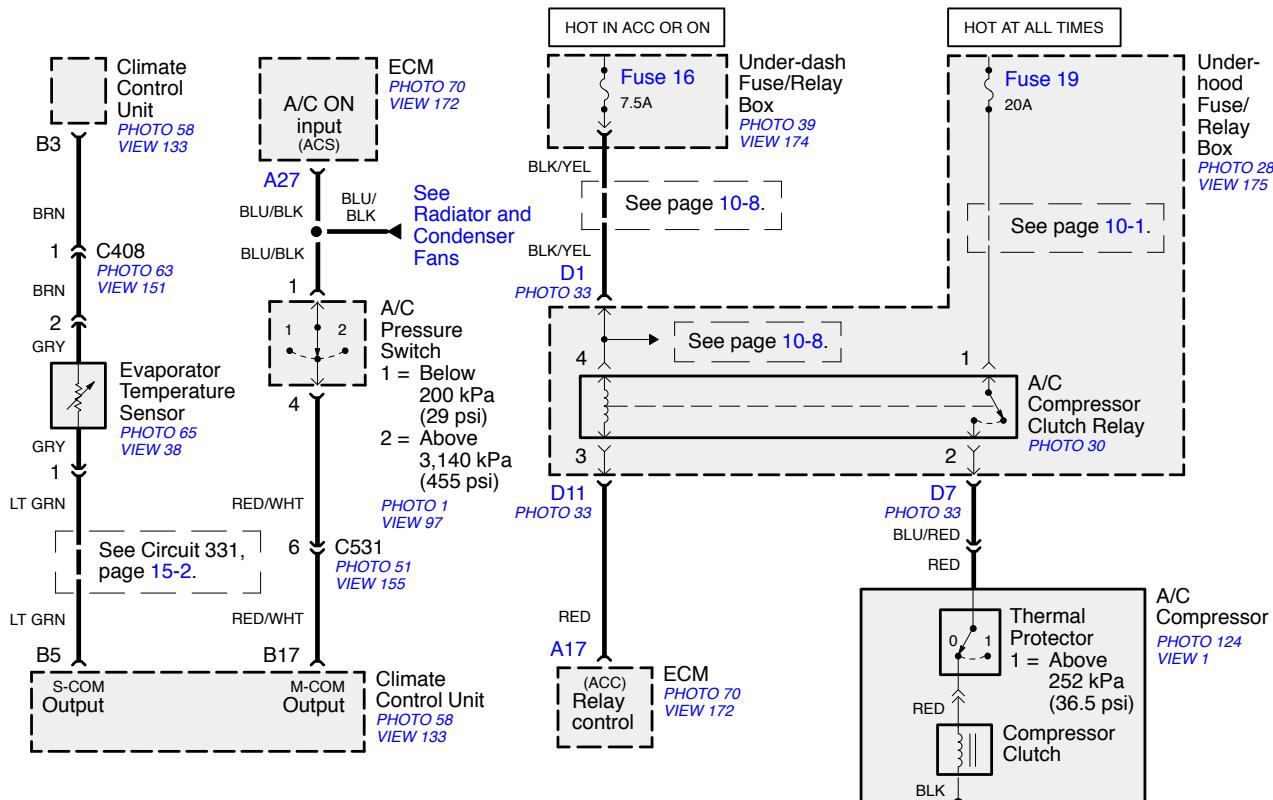
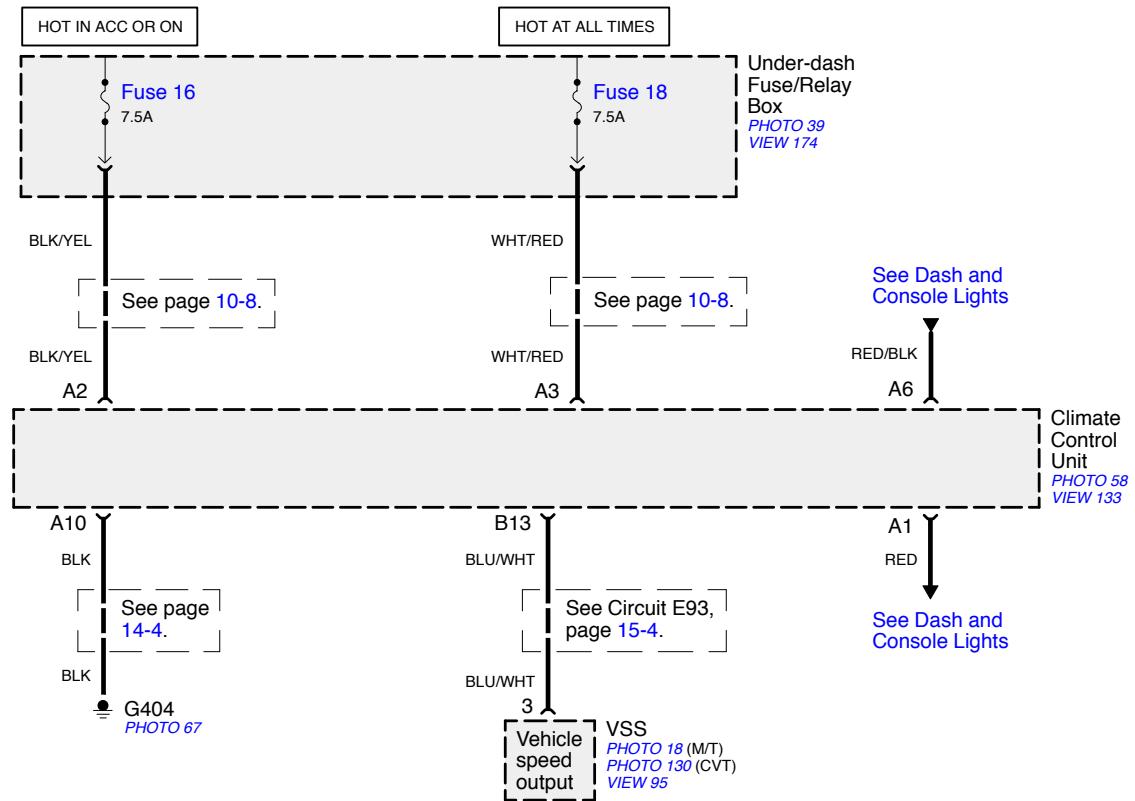
Air Delivery

The air mix and mode control motors each receive inputs from the control panel. The air mix motor regulates the mixture of cold and hot air by varying the position of the heater 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 vent on the passenger's side. Both the air mix control motor and mode control motor are grounded by the control panel.

The recirculation control motor receives battery voltage through fuse 16 when the ignition switch is in ACC (I) or ON (II). It regulates the position of the fresh/recirc door, and is controlled by two position inputs from the control panel ("Recirc" and "Fresh"). Refer to the Service Manual (Section 21, HVAC) for specific tests and troubleshooting procedures.

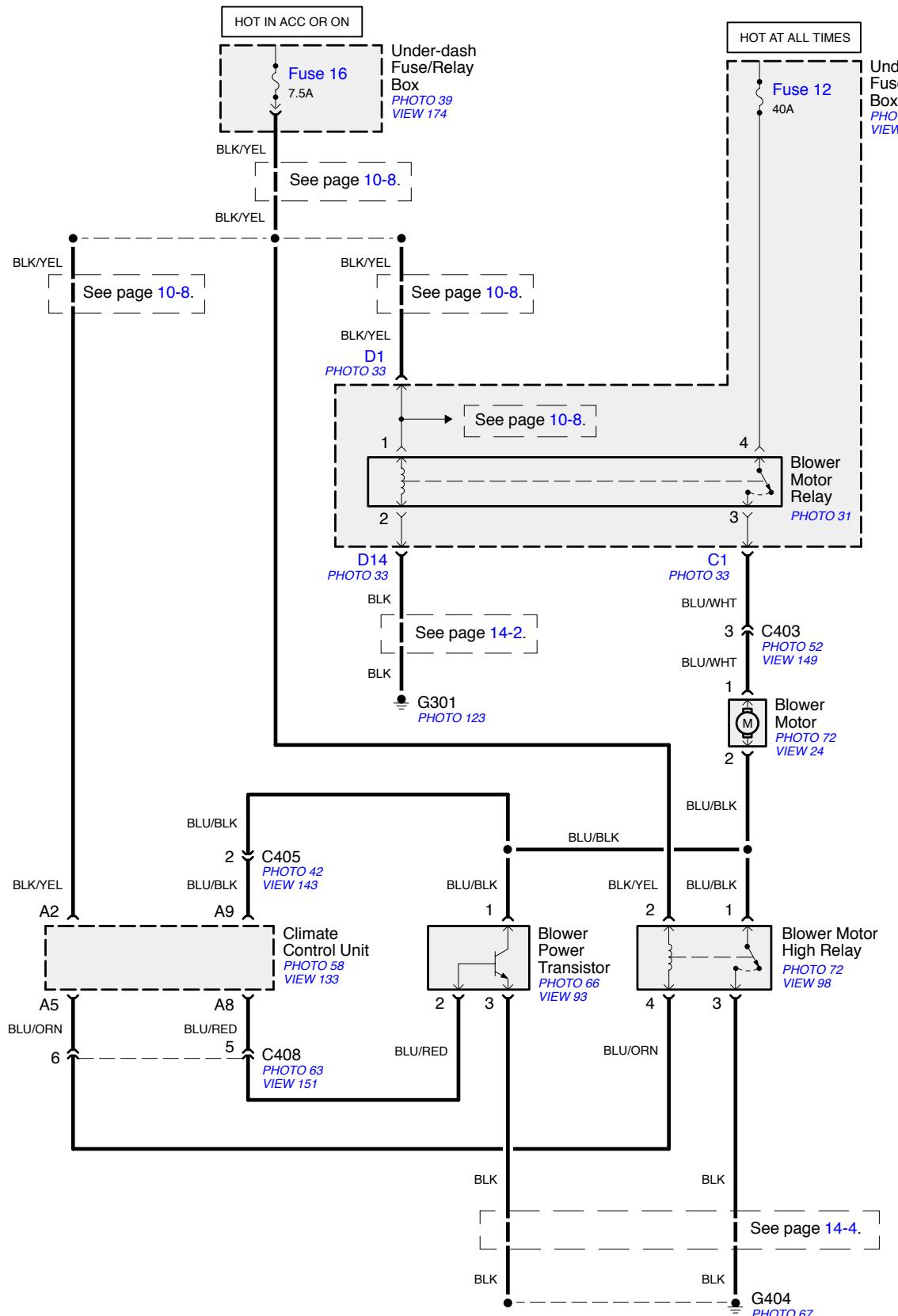
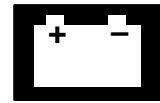
HVAC

- Climate Control



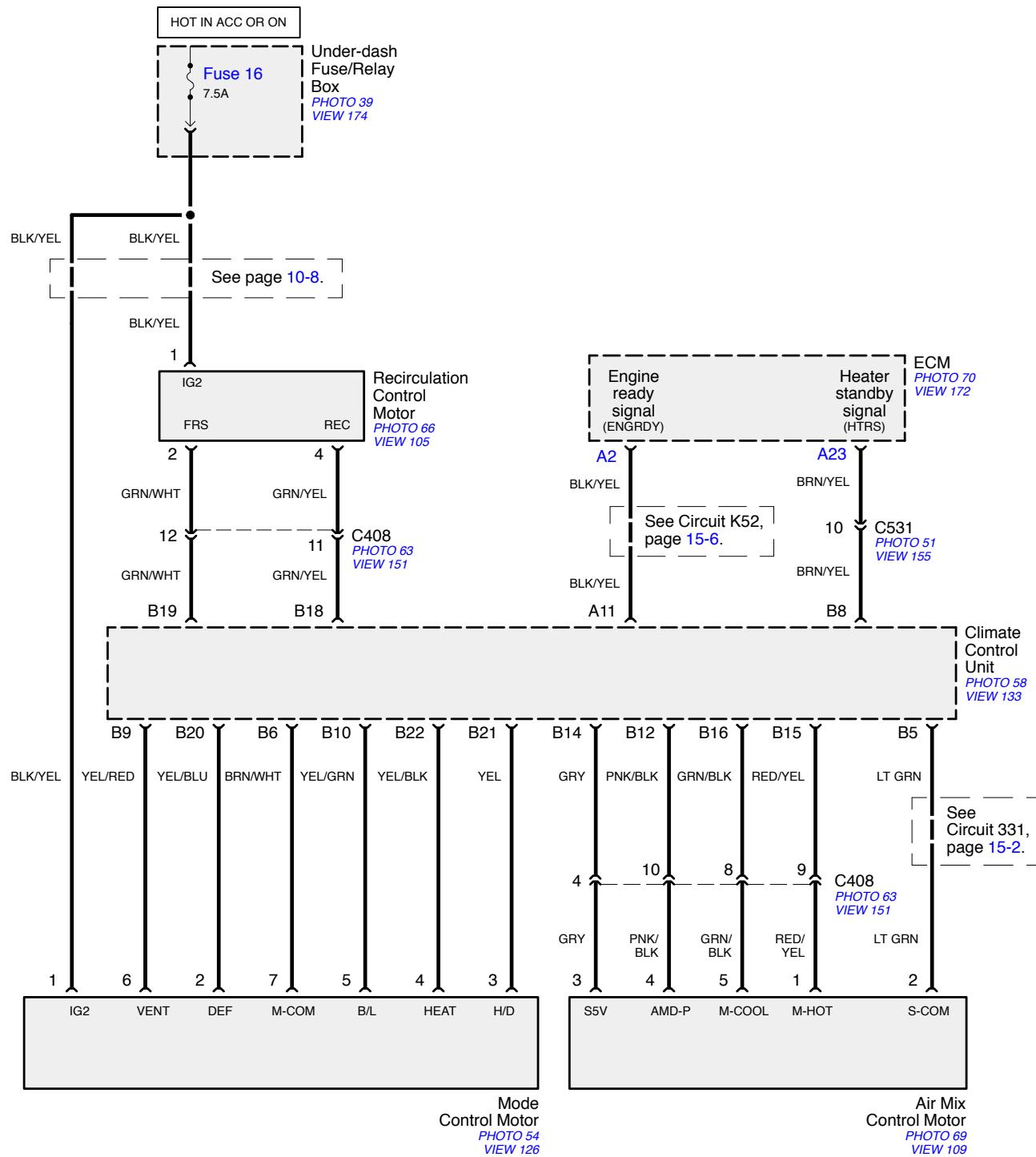
HVAC

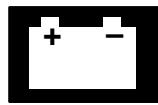
- Climate Control



HVAC

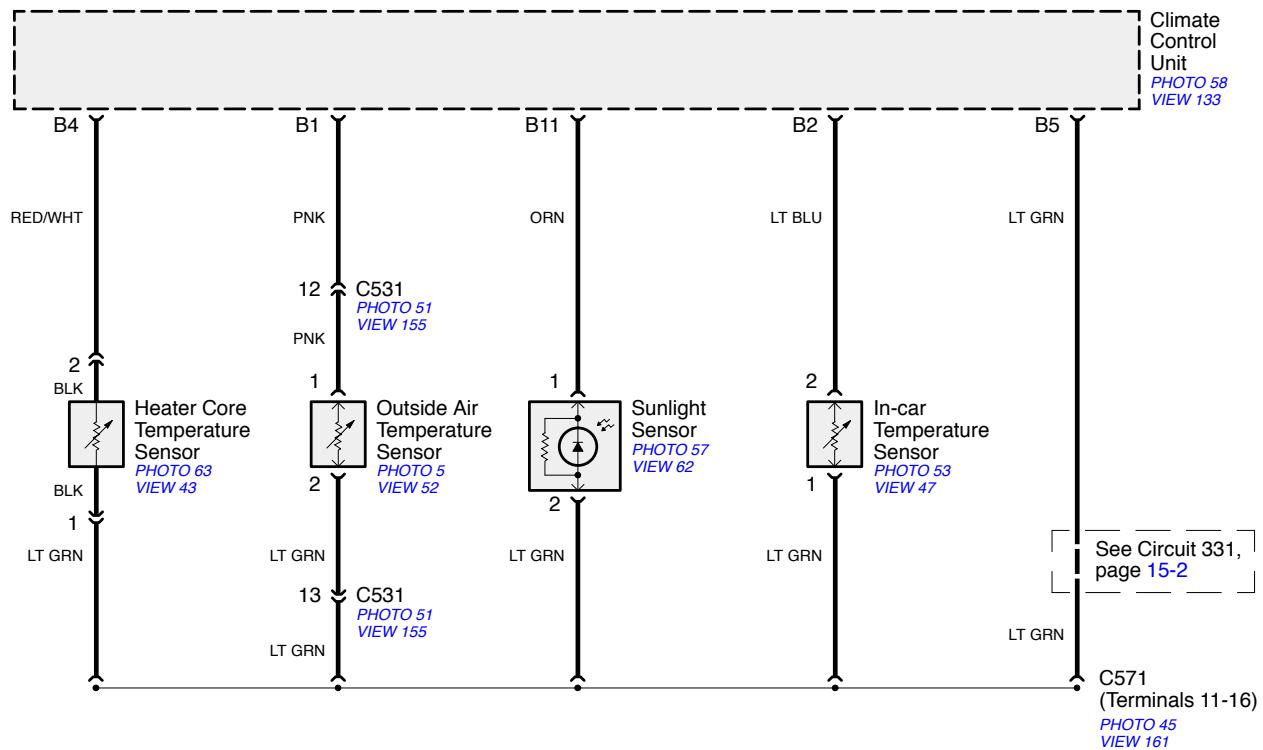
- Climate Control





HVAC

- Climate Control



HVAC

– How the Circuit Works

Climate Control

The climate control unit controls the blower controls, air delivery, and A/C compressor controls either automatically or semi-automatically. The control unit receives battery voltage at all times through fuse 18 (in the under-dash fuse/relay box). With the ignition switch in ACC (I) or ON (II), battery voltage is supplied through fuse 16 (in the under-dash fuse/relay box). The control unit is grounded at G404.

Fully-automatic Operation

To put the automatic climate control in automatic mode, press the AUTO button and set the fan control dial to AUTO, then set the desired temperature by turning the temperature control dial. You will see AUTO in the system's display.

The system automatically selects the proper mix of cooled and/or heated air that will, as soon as engine coolant temperature allows, raise or lower the interior temperature from its current level to the set temperature. The system also adjusts the fan speed and changes direction of air delivery as needed to maintain the set temperature.

When you set the temperature to its lower limit (60°F/15.5°C) or its upper limit (90°F/32°C), the system runs at full cooling or heating only. It does not regulate the interior temperature. When the temperature is set between the lower and upper limits, the system regulates the interior temperature to the set value.

Semi-automatic Operation

You can manually select various functions of the climate control system when it is in AUTO. All other features remain automatically controlled. Making a manual selection causes the word AUTO to go off.

However, when you select A/C OFF, the system cannot regulate the inside temperature if you set the dial lower than the temperature outside.

Blower Controls

The blower speed is automatically controlled in the automatic mode. You can manually select it by repeatedly pressing the blower speed button. The more times you press it, the faster the fan goes until it reaches maximum speed.

Battery voltage is applied through fuse 12 (in the under-hood fuse/relay box) to the blower motor relay contacts at all times. With the ignition switch in ACC (I) or ON (II), the blower motor relay in the under-hood fuse/relay box is energized which feeds battery voltage to the blower motor. The blower power transistor controls the blower motor in all speeds except HIGH. The blower power transistor is controlled by the climate control unit. When the control unit requests HIGH blower speed, it grounds the blower motor HIGH relay coil, energizing the relay, which connects the blower motor directly to ground, making the blower run at high speed.

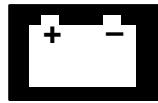
In cold weather, the blower will not come on automatically until the heater starts to develop warm air.

Air Delivery

The climate control unit controls the blower motor and supplies a 5V DC reference voltage to the air mixture control motor.

The air mix and mode control motors each receive inputs from the control unit. 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. Use the MODE button to select which vents the air flows from. Some air will flow from the dashboard corner vents in all modes. Each time you press the MODE button, the display shows the mode selected. Press the button four times to see all the modes. Both the air mix control motor and mode control motor are grounded by the control unit.

The recirculation control motor receives battery voltage through fuse 16 when the ignition switch is in ACC (I) or ON (II). It regulates the position of the fresh/recirc door, and is controlled by two position inputs from the control unit ("Recirc" and "Fresh").



HVAC

– How the Circuit Works

A/C Compressor Controls

Voltage is provided at all times to the A/C compressor clutch relay contacts through fuse 19 (in the under-hood fuse/relay box). With the ignition switch in ACC (I) or ON (II), voltage is supplied to the relay coil through fuse 16 (in the under-dash fuse/relay box).

With the ignition switch in ACC (I) or ON (II), the climate control unit grounds the A/C ON input of the ECM through the A/C pressure switch. The ECM then grounds the A/C compressor clutch relay coil. This energizes the coil, which closes the relay contacts and provides voltage through fuse 19 (in the under-hood fuse/relay box) to the compressor clutch. The clutch then engages and begins turning the compressor. Whenever the climate control system is on, the A/C is on.

Evaporator Temperature Sensor

The evaporator temperature sensor is located on the evaporator housing. If the temperature at the evaporator gets too cold, the evaporator temperature sensor sends a signal to the climate control unit to turn off the compressor clutch. This prevents condensation from freezing on the evaporator fins and blocking air delivery into the passenger compartment.

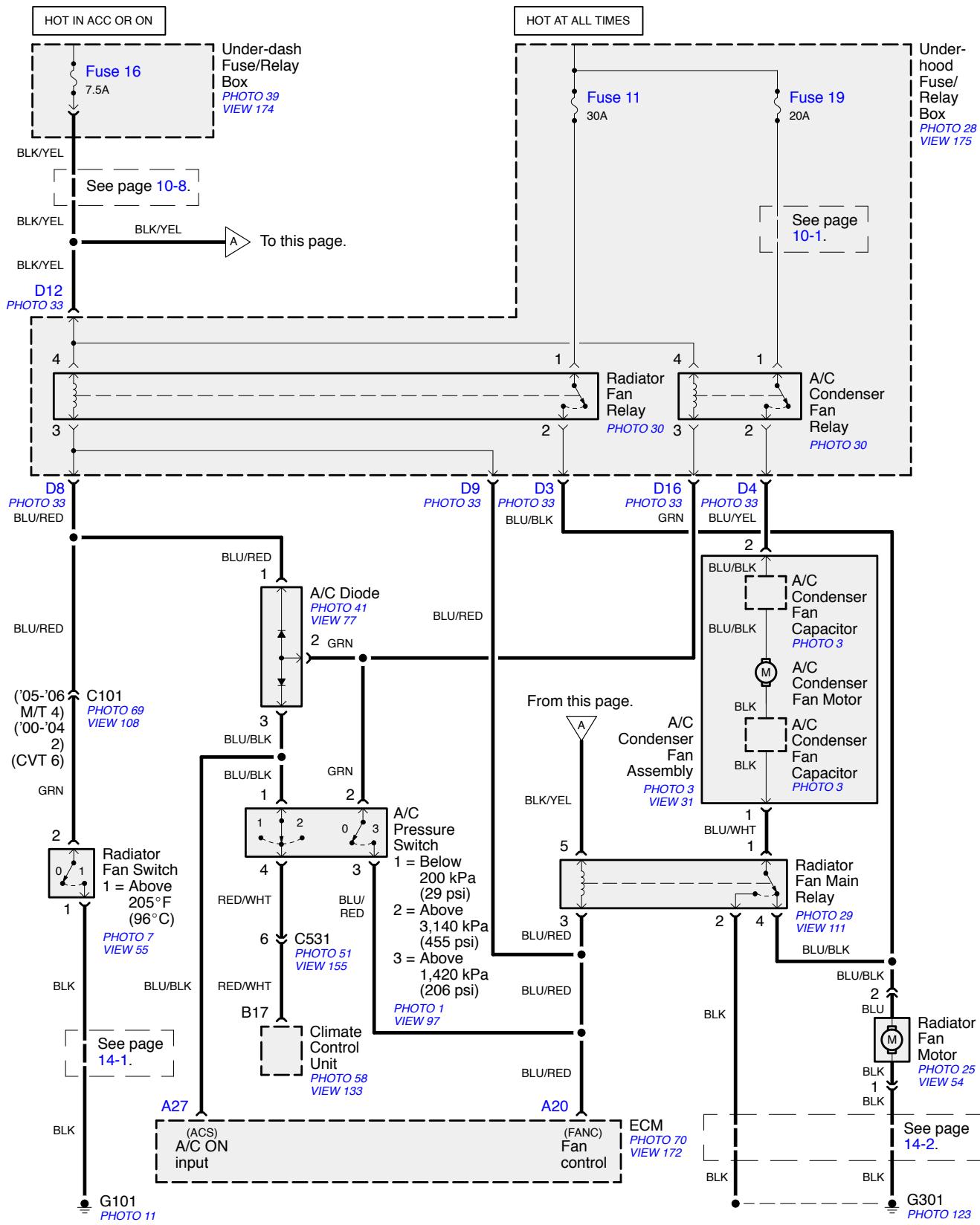
A/C Pressure Switch

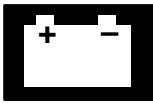
The A/C pressure switch is located in the condenser outlet line where refrigerant is in a high temperature/high pressure liquid state. The switch will sense abnormally high or low pressure, and open the circuit. This removes ground from the ECM, and turns off the compressor.

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

Fans

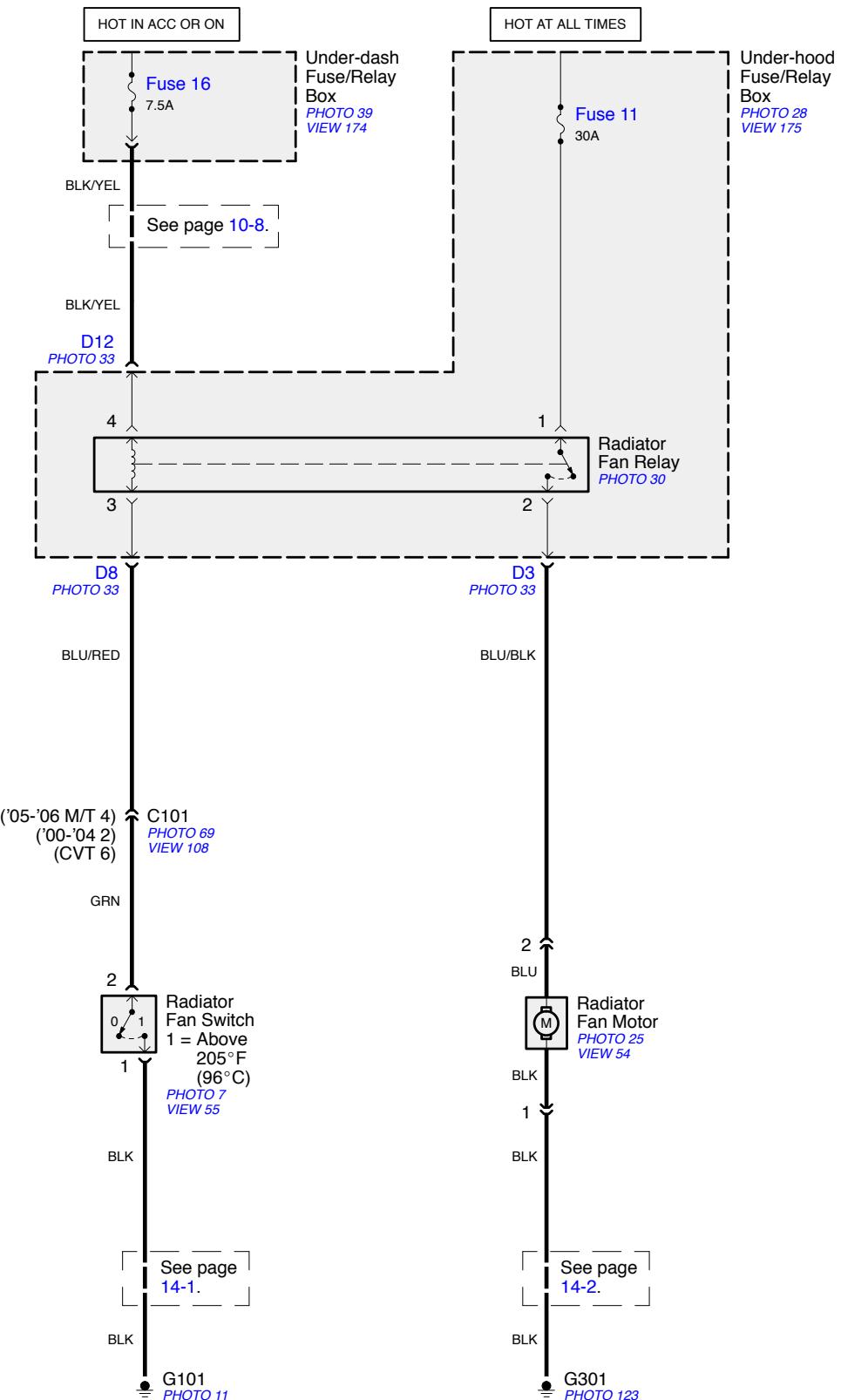
- Climate Control





Fans

- except Climate Control



Fans

– How the Circuit Works

Climate Control

Voltage is provided at all times to the radiator fan relay contacts through fuse 11 (in the under-hood fuse/relay box), and to the A/C condenser fan relay contacts through fuse 19 (in the under-hood fuse/relay box). With the ignition switch in ACC (I) or ON (II), voltage is provided to the coils of the relays through fuse 16 (in the under-dash fuse/relay box).

The relays are grounded by either the radiator fan switch or by the ECM (only the A/C condenser fan relay). Grounding the relays energizes their coils and applies battery voltage to the radiator and A/C condenser fan motors. Both fans then run until the fan switch or the ECM remove ground from the relay coils.

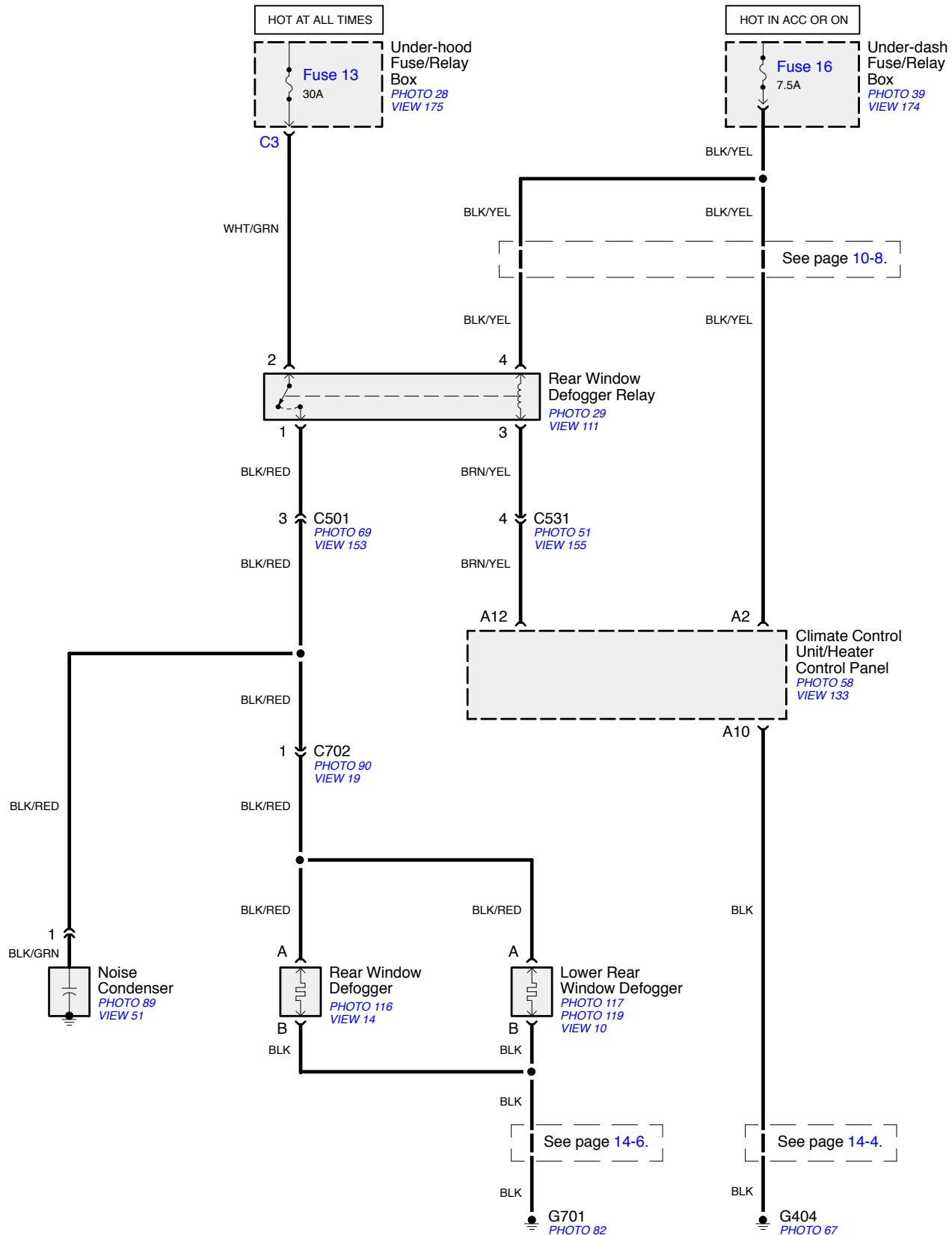
except Climate Control

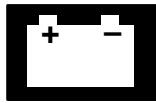
Voltage is provided at all times to the radiator fan relay contacts through fuse 11 (in the under-hood fuse/relay box). With the ignition switch in ACC (I) or ON (II), voltage is provided to the coil of the relays through fuse 16 (in the under-dash fuse/relay box.)

The relay is grounded by the radiator fan switch. Grounding the relay energizes the coil and applies battery voltage to the radiator fan motor. The fan will then run until the fan switch removes ground.

Refer to the Service Manual (Section 10, Cooling System) for specific tests and troubleshooting procedures.

Rear Window Defogger





Rear Window Defogger

– How the Circuit Works –

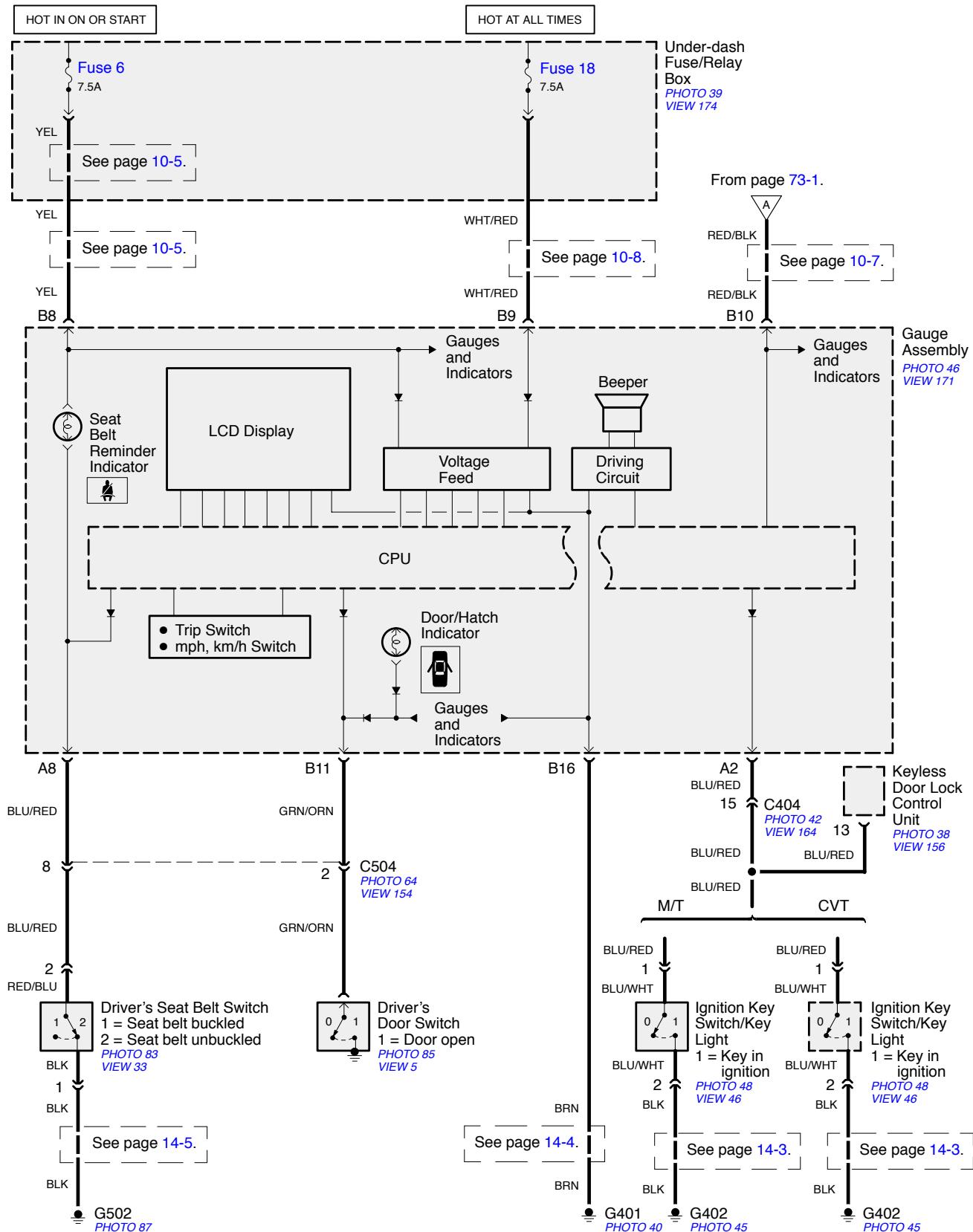
Voltage is applied at all times through fuse 13 (in the under-hood fuse/relay box) to the rear window defogger relay contacts. With the ignition switch in ACC (I) or ON (II), voltage is applied through fuse 16 (in the under-dash fuse/relay box) to the climate control unit/heater control panel and the rear window defogger relay coil.

When you push the rear window defogger switch (in the climate control unit/heater control panel) once, a path to ground is provided for the rear window defogger relay through the climate control unit/heater control panel. The defogger ON indicator in the defogger switch (built into the climate control unit/heater control panel) comes on, and the rear window defogger relay contacts close. Voltage is applied to the defogger grid on the inside surface of the rear window and lower rear window, and the grid heats the glass to remove any fog.

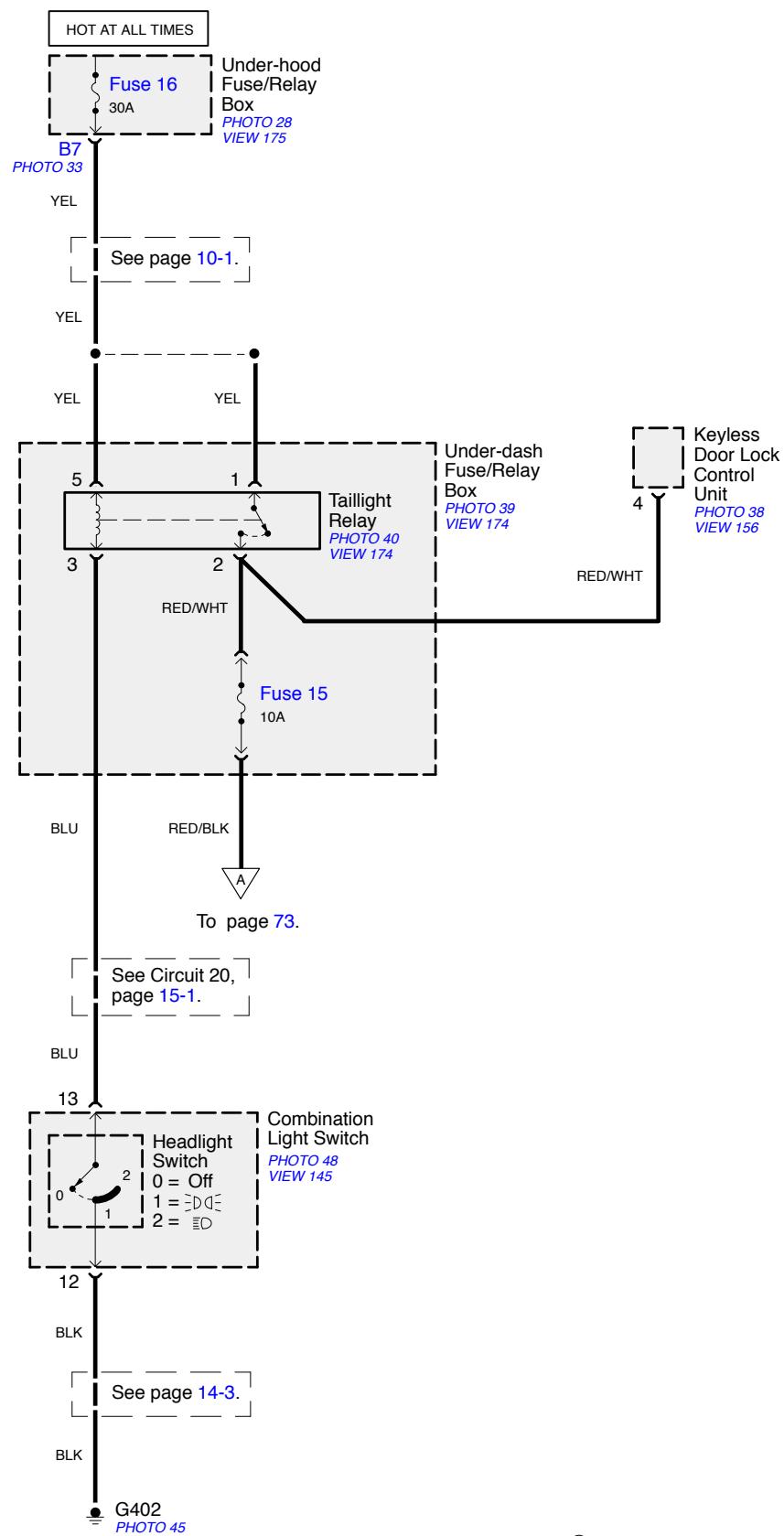
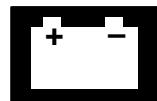
You can turn the defogger off by pushing the rear window defogger switch a second time or by turning the ignition switch to LOCK (0). A timer in the climate control unit/heater control panel will automatically turn the defogger off after it has been on continuously for about 15 minutes.

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

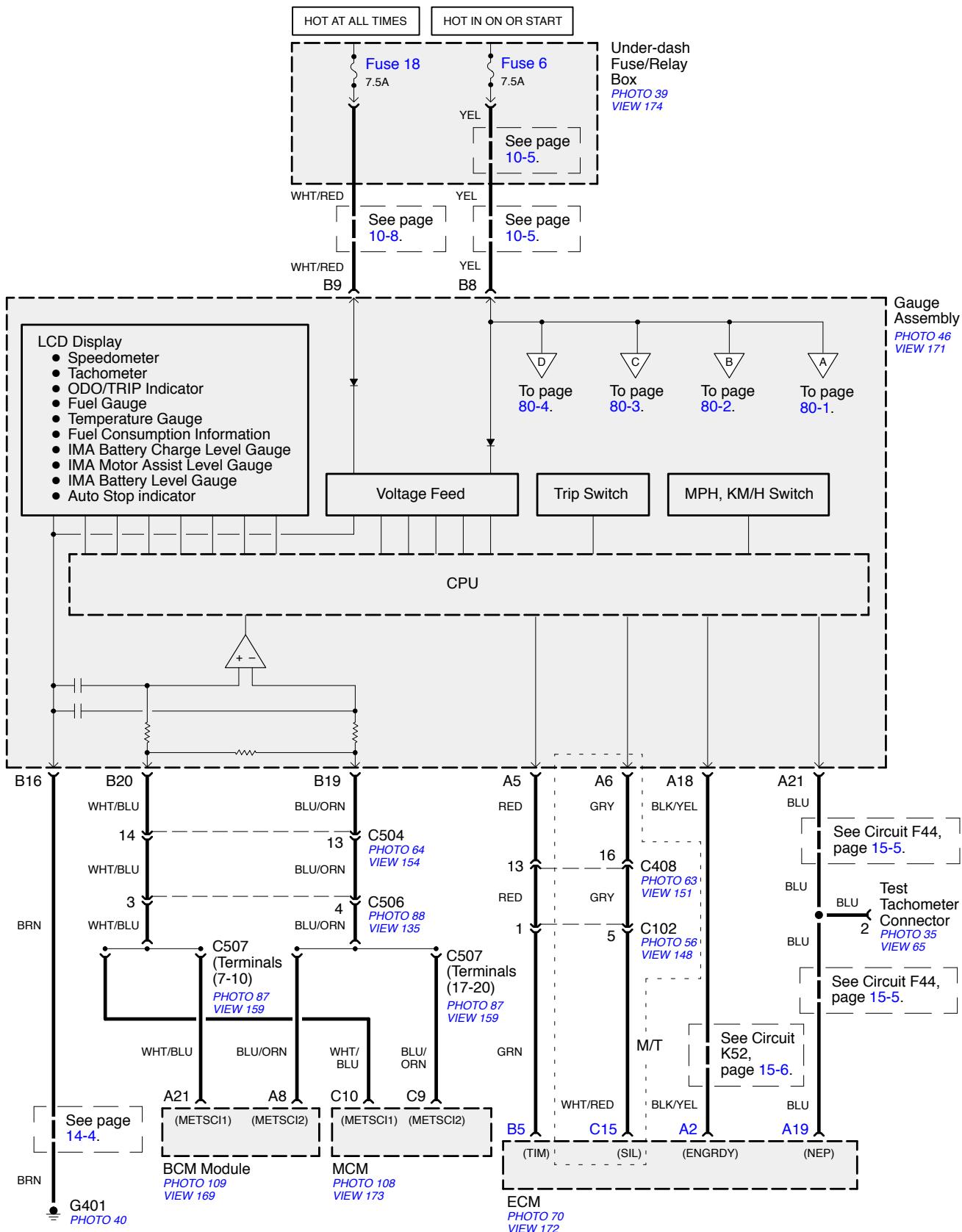
Lights-on, Key-in, and Seat Belt Reminders



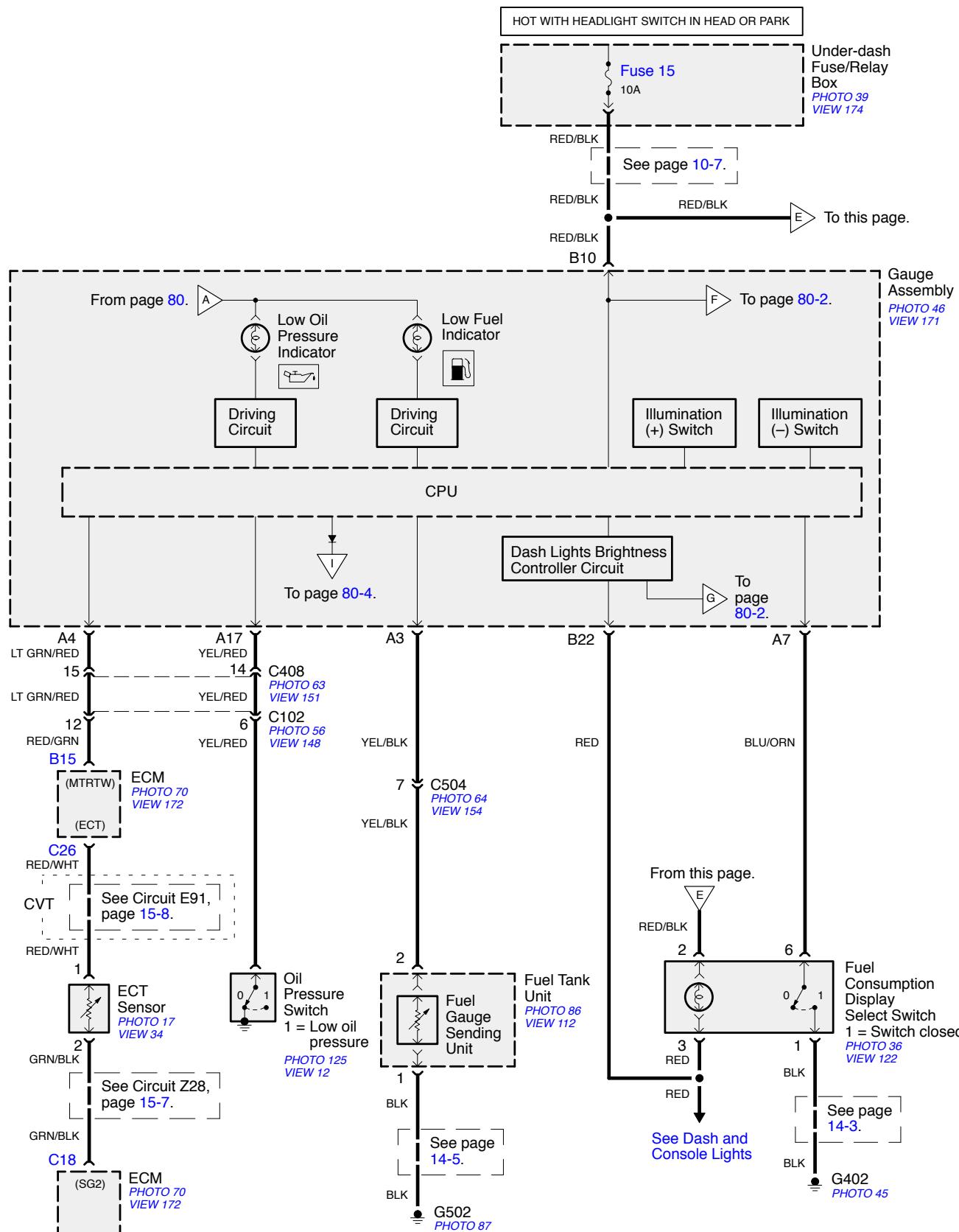
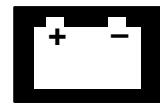
Lights-on, Key-in, and Seat Belt Reminders



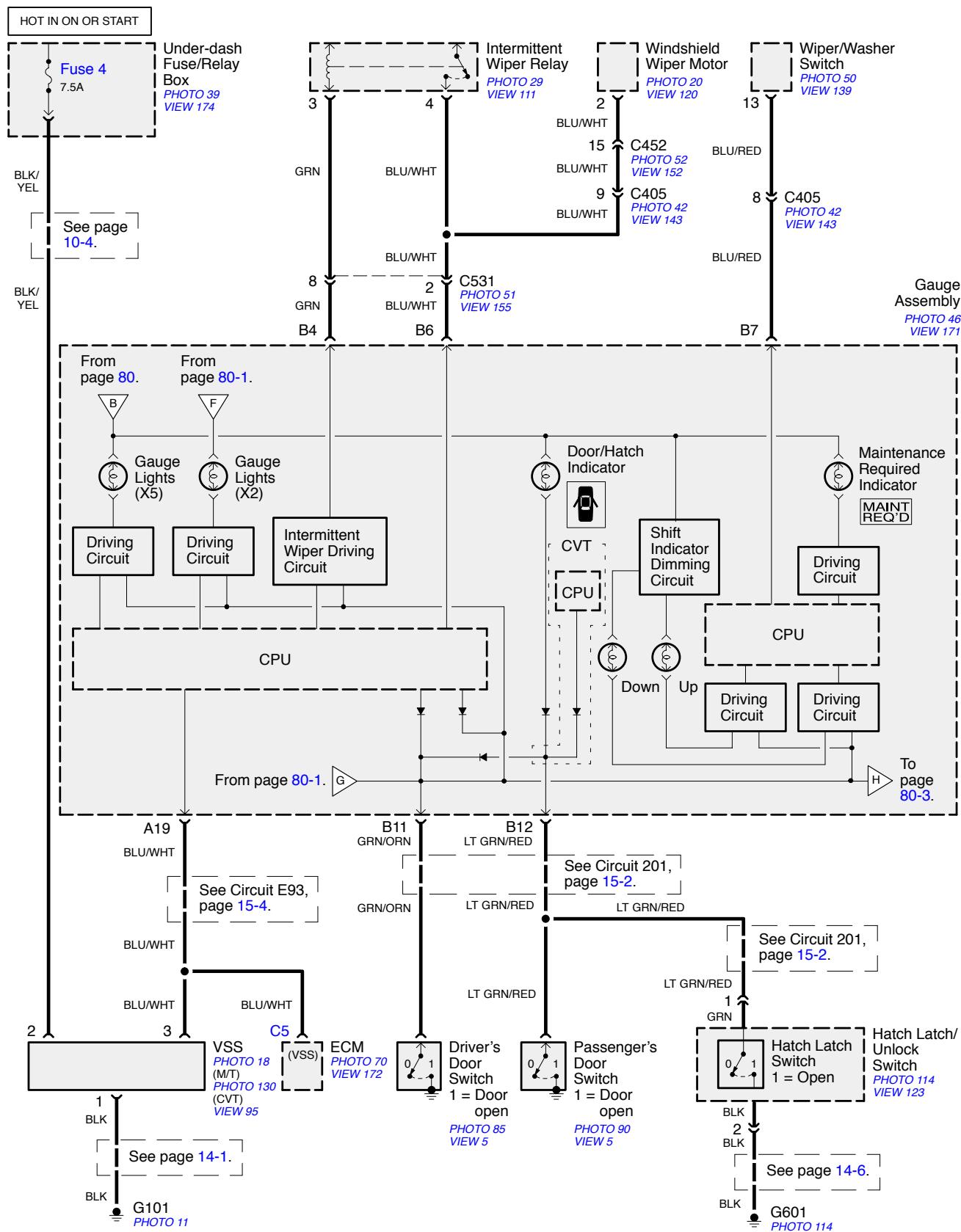
Gauges and Indicators



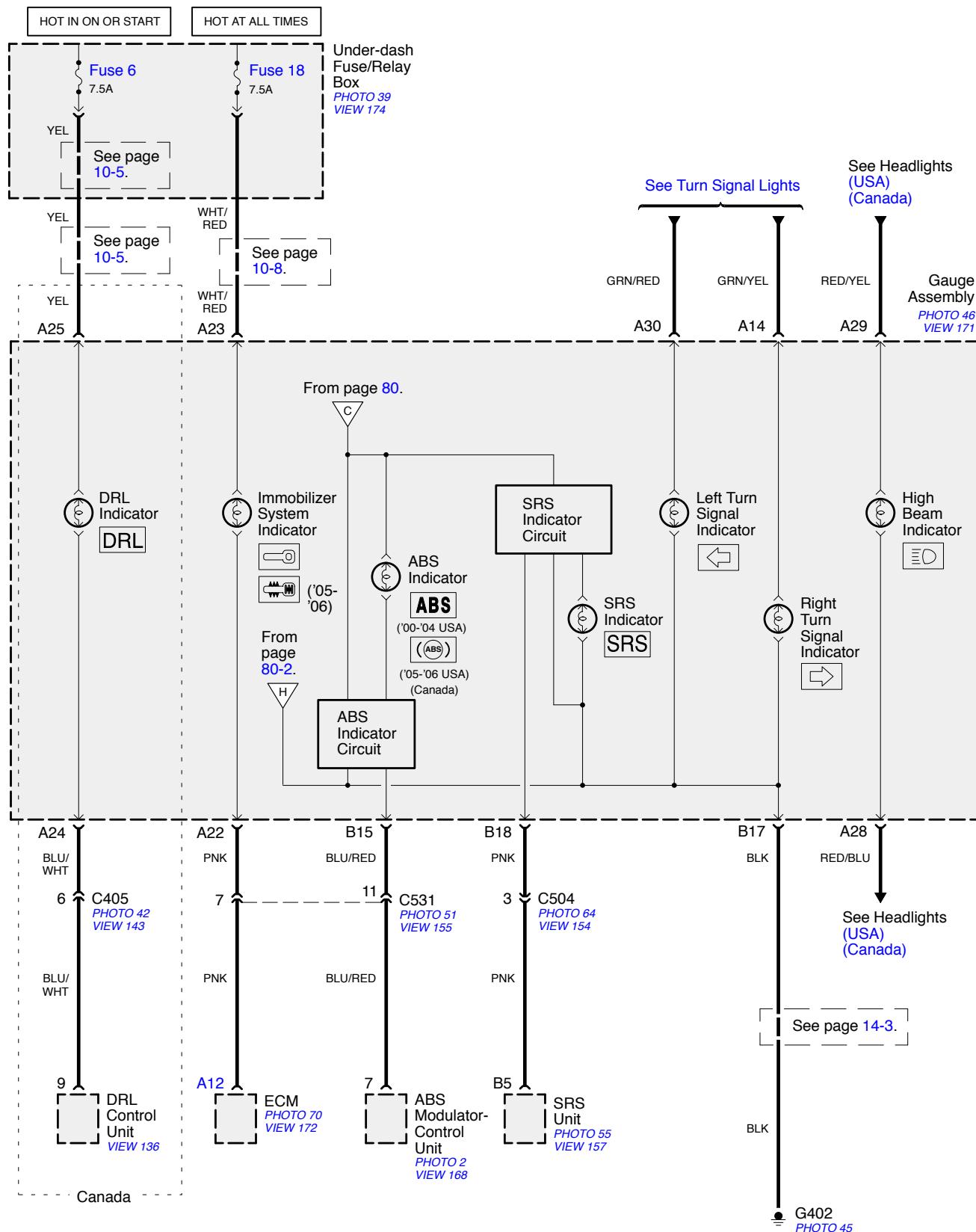
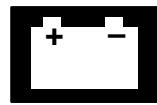
Gauges and Indicators



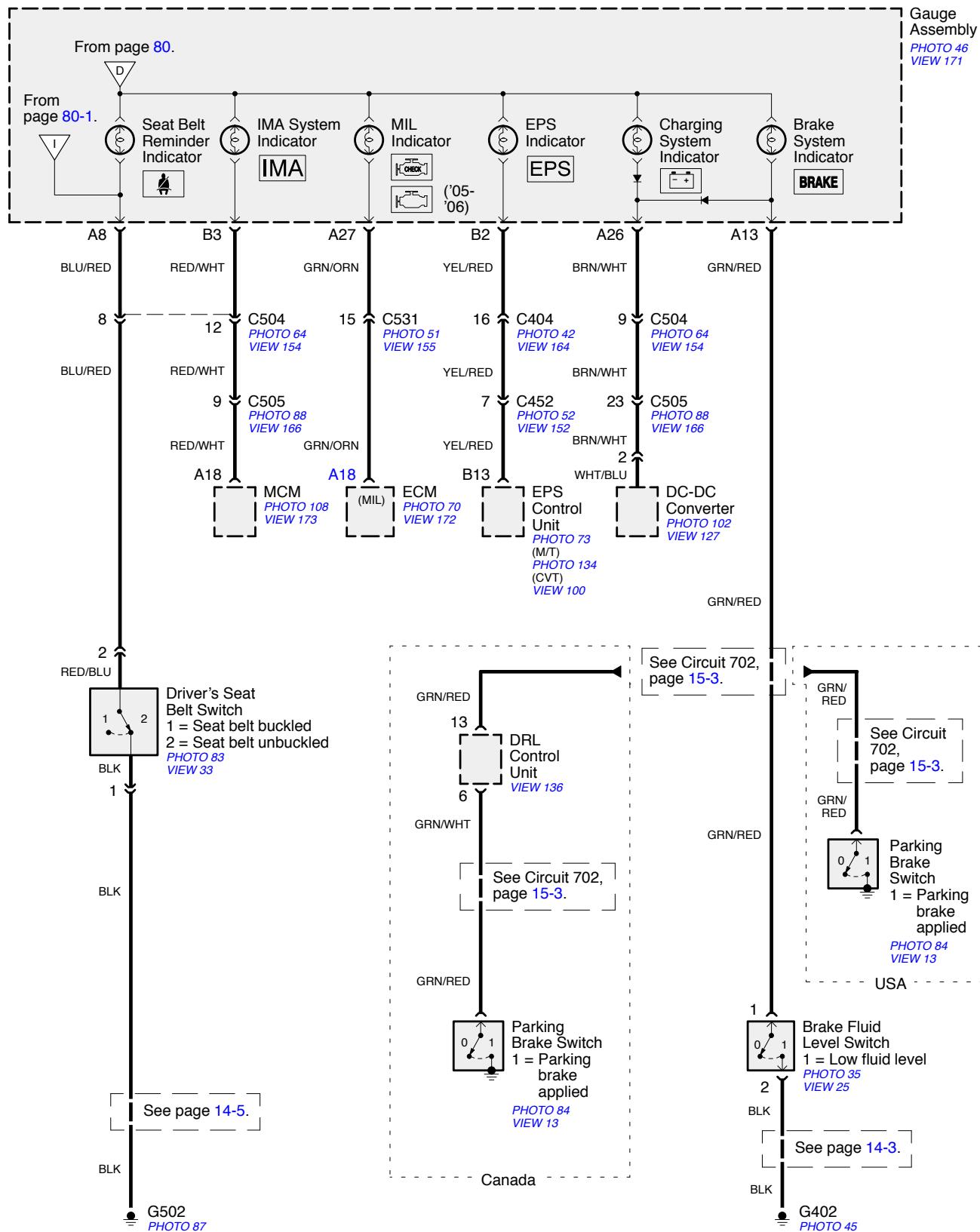
Gauges and Indicators



Gauges and Indicators



Gauges and Indicators





Gauges and Indicators

- How the Circuit Works

The indicators are controlled by different conditions in their associated systems. Refer to each associated system to see its entire schematic.

Engine Coolant Temperature Gauge

The engine coolant temperature gauge (part of the LCD Display) is controlled by the CPU in the gauge assembly. The ECT sensor sends a coolant temperature signal to the ECM through the RED/WHT wire (cavity C26). The ECM then sends a coolant temperature signal to the CPU in the gauge assembly through the LT GRN/RED wire (cavity A4). The CPU controls the LCD display to turn on the correct number of segments to indicate the coolant temperature.

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

Fuel Gauge and Low Fuel Indicator

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.**

The fuel gauge (part of the LCD Display) and the low fuel indicators are controlled by the CPU in the gauge assembly. The fuel gauge sending unit (part of the fuel tank unit) sends a fuel level signal to the CPU in the gauge assembly through the YEL/BLK wire (cavity A3). The signal varies depending on the position of the float in the fuel tank which changes the resistance of the sending unit. The sending unit's resistance varies according to the position of its float:

| Float Position | Resistance (Ω) |
|----------------|-------------------------|
| F | 11–13 |
| 1/2 | 65–71 |
| E | 130–132 |

The CPU controls the LCD Display to turn on the correct number of segments to indicate the fuel level. When the fuel level drops below the LOW level, the CPU grounds the low fuel indicator, which turns the indicator on.

Refer to the Service Manual (Section 11, Fuel Supply System) for specific tests or troubleshooting procedures.

Speedometer and Odometer

The speedometer and odometer (part of the LCD Display) are controlled by the CPU in the gauge assembly. The CPU receives a pulsing input from the vehicle speed sensor. The pulse rate increases as the car accelerates. The frequency and duration of these input pulses are measured by the CPU. The CPU controls the LCD Display to turn on the correct number of segments to indicate the vehicles speed and mileage.

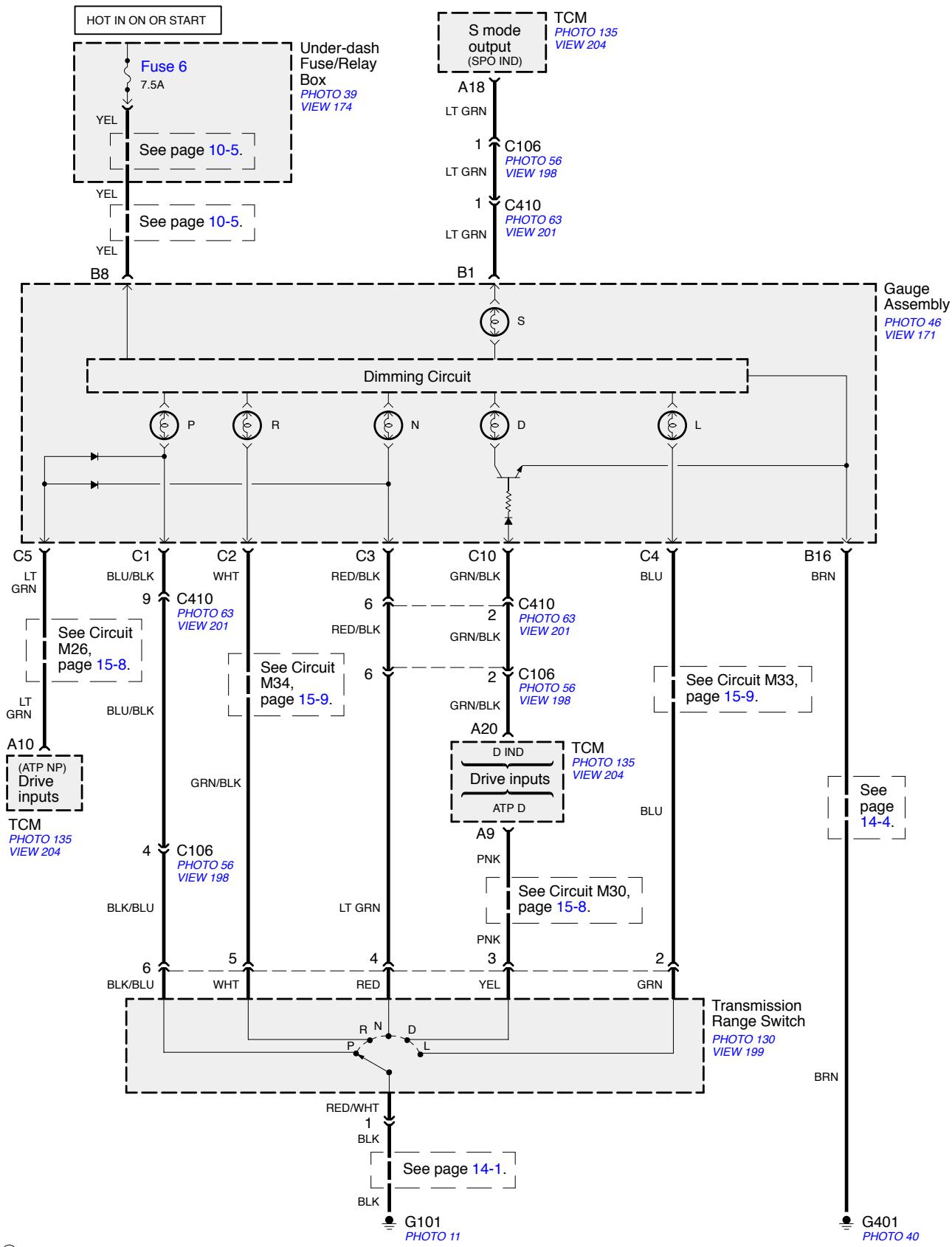
Refer to the Service Manual (Section 22, Gauges) for specific tests or troubleshooting procedures.

Tachometer

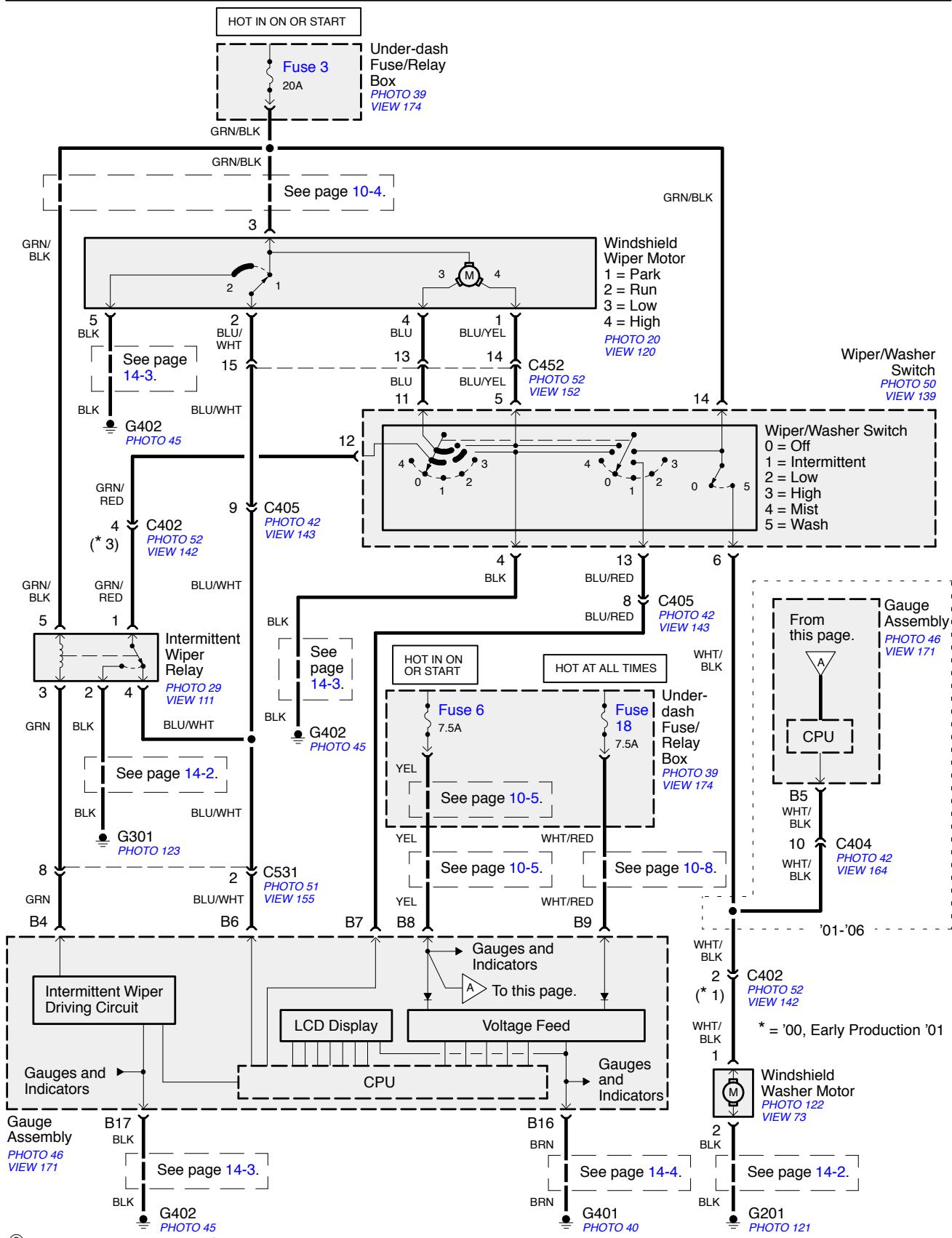
The tachometer (part of the LCD Display) is controlled by the CPU in the gauge assembly. The CPU receives a pulsing input from the ECM through the BLU wire (Cavity A19). The frequency and duration of these input pulses are measured by the CPU. The CPU controls the LCD Display to turn on the correct number of segments to indicate the engine speed.

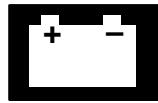
Refer to the Service Manual (Section 22, Gauges) for specific tests or troubleshooting procedures.

A/T Gear Position Indicator (CVT)



Front Wiper/Washer





Front Wiper/Washer

– How the Circuit Works

Low Speed

With the ignition switch in ON (II), battery voltage is applied to the wiper motor through fuse 3 (in the under-dash fuse/relay box), and to the wiper/washer switch. When you move the wiper/washer switch to LOW, the low speed winding of the motor is grounded through the low contact of the wiper/washer switch, and the wipers run at low speed.

Park/Off

When you turn off the wiper/washer switch, ground is provided for the low speed winding of the windshield wiper motor through the wiper/washer switch, intermittent wiper relay, and the cam switch on the motor, to G402. The wipers then run at low speed until the cam switch on the motor moves to PARK, removing the ground which stops the wipers in the park position.

High Speed

When you move the wiper/washer switch to HIGH, the high speed windings of the windshield wiper motor are grounded through the HIGH contact of the wiper/washer switch, and the wipers run at high speed.

Intermittent

When you move the wiper/washer switch to INT, battery voltage is applied through fuse 3 (in the under-dash fuse/relay box) and the wiper/washer switch to the CPU in the gauge assembly. The CPU sends a signal to the intermittent wiper driving circuit which energizes the intermittent wiper relay by applying a ground signal to the relay coil. The wipers then make a single sweep every few seconds.

Mist

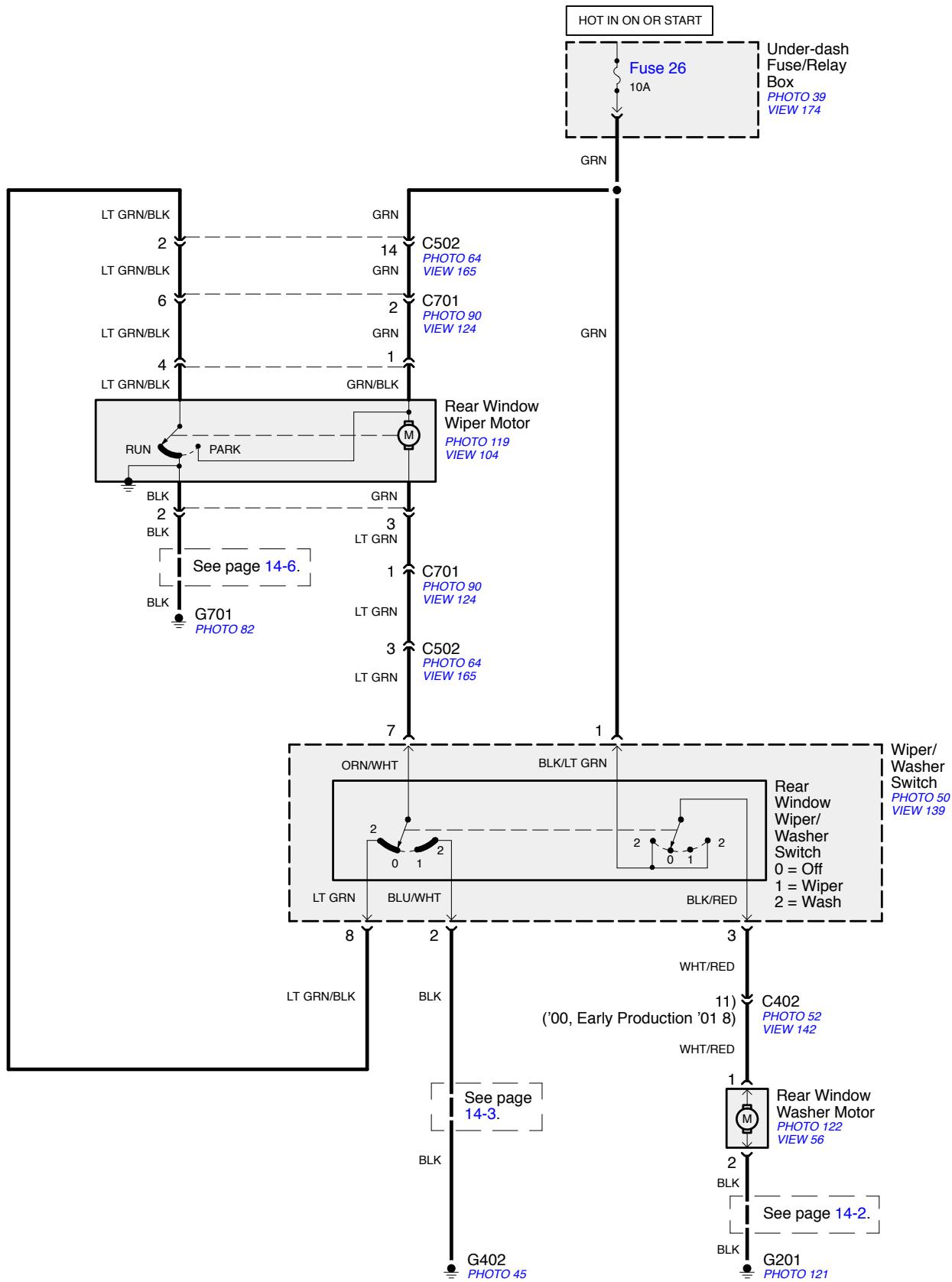
When you push the wiper/washer lever up and hold it, the high speed winding of the windshield wiper motor is grounded through the MIST contact in the wiper/washer switch. The wipers will sweep at high speed as long as you hold the lever up. When you release the lever, the PARK/OFF function then takes over and the wipers stop in the PARK position.

Washer

When you pull the wiper/washer lever toward you, battery voltage is applied to the windshield washer motor. The windshield washer motor then pumps washer fluid onto the windshield.

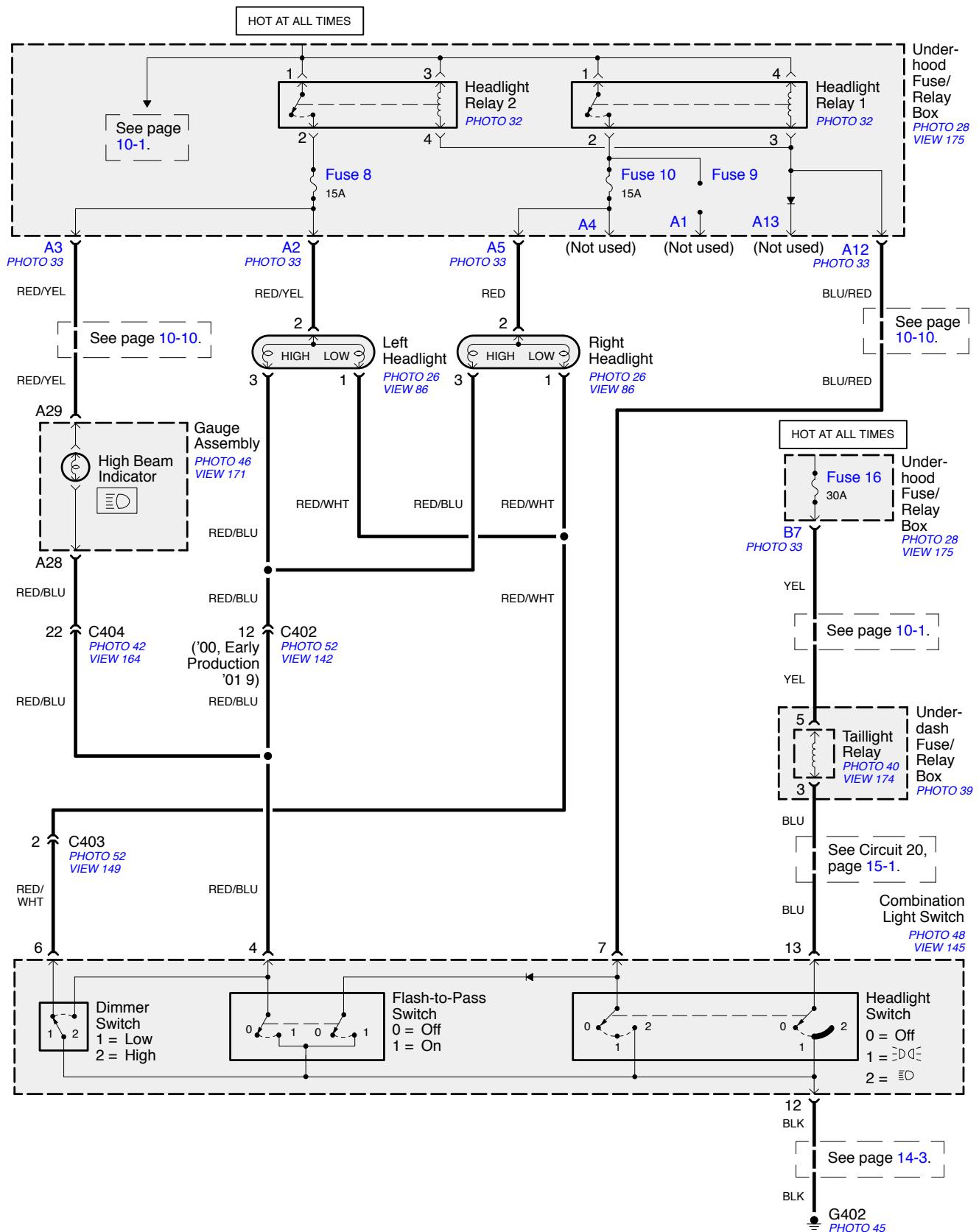
Refer to the Service Manual (Section 22, Body Electrical) for testing and troubleshooting procedures.

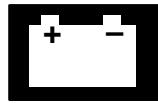
Rear Wiper/Washer



Exterior Lights

- Headlights (USA) -





Exterior Lights

– How the Headlights (USA) Circuit Works

Low Beams

The headlight relays receive battery voltage at all times. When you turn the headlight switch to the HEAD position with the dimmer switch in LOW, ground is applied through the BLU/RED wire to the coils of the headlight relays. The relays are then energized, applying battery voltage to the left and right high and low beam headlights through fuses 8 and 10 (in the under-hood fuse/relay box). The low beam filaments come on because they are grounded through the dimmer switch. The high beams and indicator remain off because the dimmer switch interrupts their ground path.

High Beams

The headlight relays receive battery voltage at all times. When you turn the headlight switch to the HEAD position with the dimmer switch in HIGH, ground is applied through the BLU/RED wire to the coils of the headlight relays. The relays are then energized, applying battery voltage to the left and right high and low beam headlights through fuses 8 and 10 (in the under-hood fuse/relay box). The high beam filaments and indicator come on because they are grounded through the dimmer switch. The low beams remain off because their ground path is interrupted by the dimmer switch.

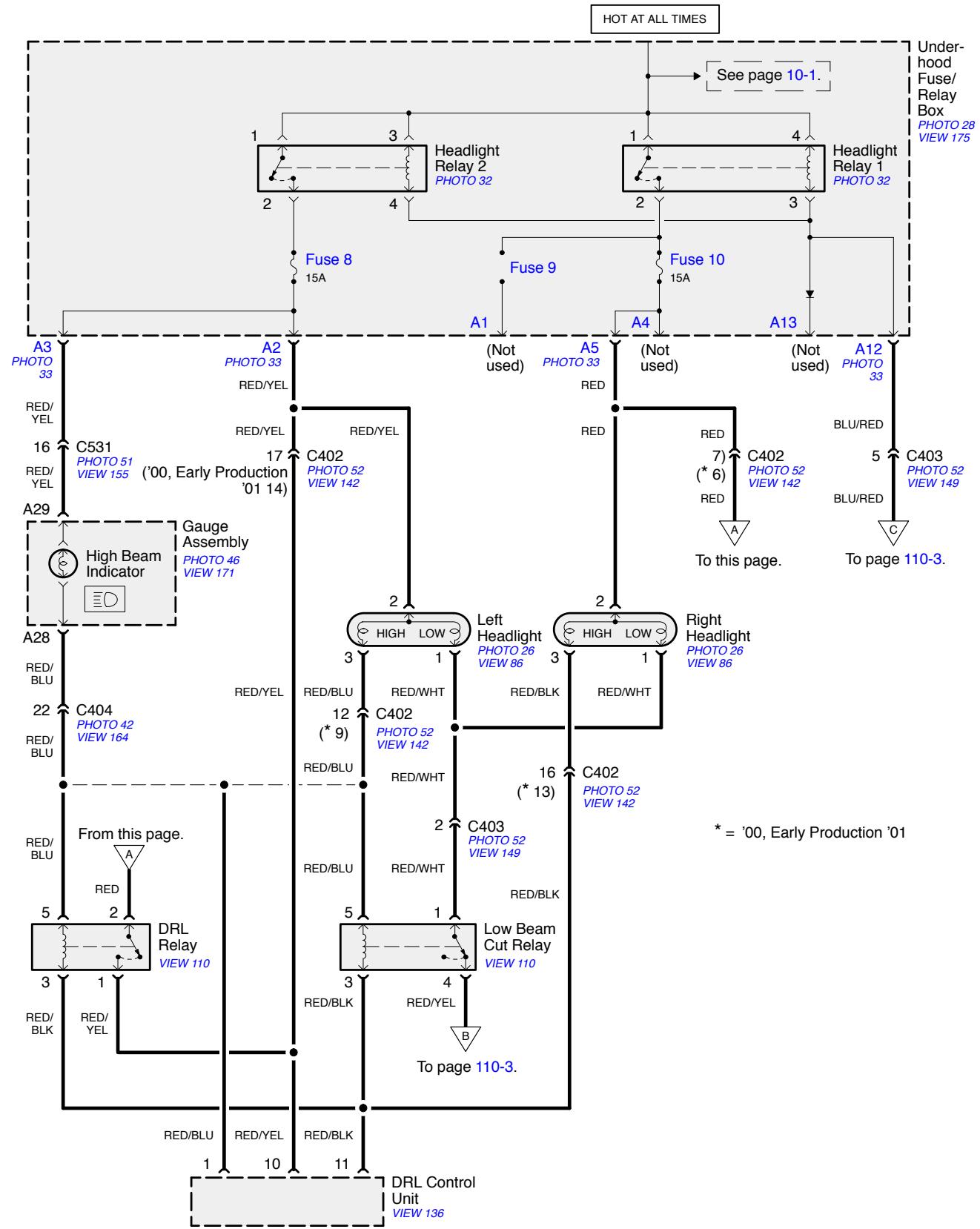
Flash-to-Pass

When you hold the flash-to-pass switch in the ON position, ground is applied through the BLU/RED wire to the coils of the headlight relays. The relays are then energized, applying battery voltage to the left and right high and low beam headlights through fuses 8 and 10 (in the under-hood fuse/relay box). The high beams filaments and indicator come on because a path to ground is provided through the closed flash-to-pass switch. The low beams remain off because their ground path is interrupted by the dimmer switch.

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

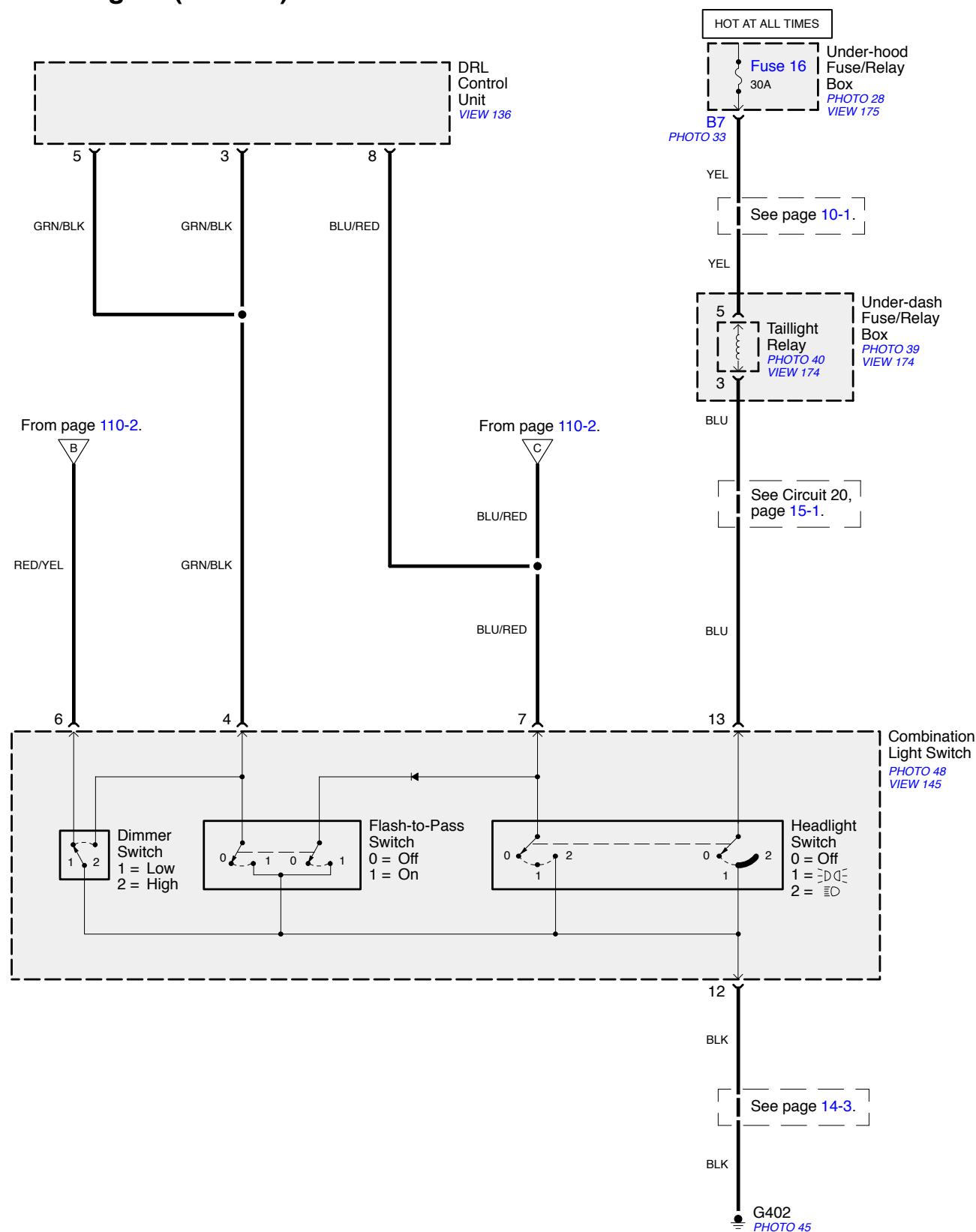
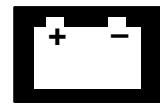
Exterior Lights

- Headlights (Canada)



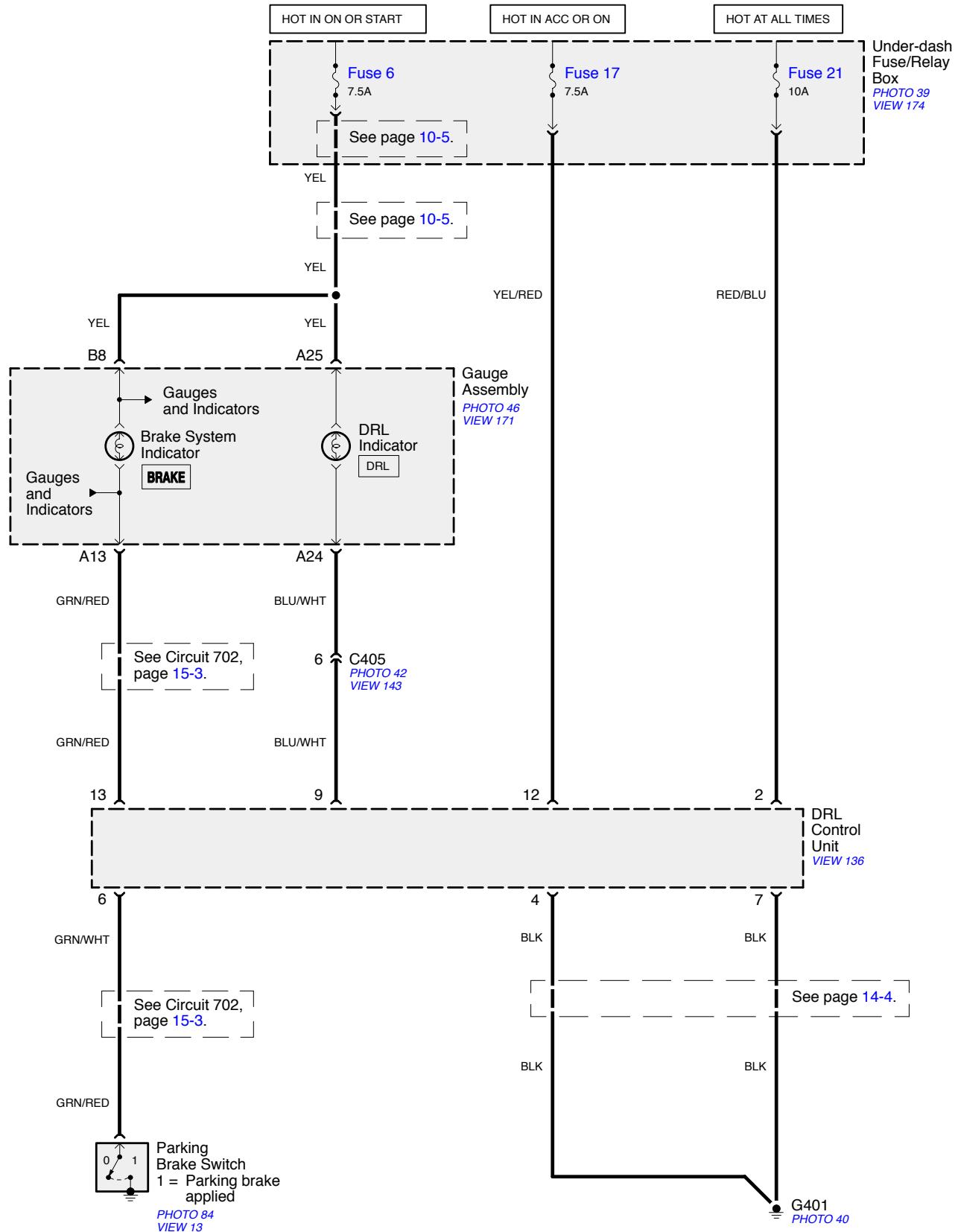
Exterior Lights

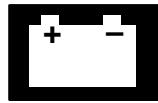
- Headlights (Canada)



Exterior Lights

– Headlights (Canada)





Exterior Lights

- How the Headlights (Canada) Circuit Works

Low Beams

The headlight relays receive battery voltage at all times. When you turn the headlight switch to the HEAD position with the dimmer switch in LOW, ground is applied through the BLU/RED wire to the coils of the headlight relays. The relays are then energized, applying battery voltage to the left and right high and low beam headlights through fuses 8 and 10 (in the under-hood fuse/relay box). The low beam filaments come on because they are tied to ground through the normally closed contacts of the low beam cut relay and the dimmer switch. The high beams and indicator remain off because the dimmer switch interrupts their ground path.

High Beams

The headlight relays receive battery voltage at all times. When you turn the headlight switch to the HEAD position with the dimmer switch in HIGH, ground is applied through the BLU/RED wire to the coils of the headlight relays, and through the GRN/BLK wire to the DRL control unit. The relays are then energized, applying battery voltage to the left and right high and low beam headlights through fuses 8 and 10 (in the under-hood fuse/relay box). The high beam filaments and indicator come on because the control unit applies ground through the RED/BLU (cavity 1) and RED/BLK (cavity 11) wires. The low beams remain off because their ground path is interrupted by the dimmer switch.

Flash-to-Pass

When you hold the flash-to-pass switch in the ON position, ground is applied through the BLU/RED wire to the coils of the headlight relays and through the GRN/BLK wire to the DRL control unit. The relays are then energized, applying battery voltage to the left and right high and low beam headlights through fuses 8 and 10 (in the under-hood fuse/relay box). The high beam filaments and indicator come on because the control unit applies ground through the RED/BLU (cavity 1) and RED/BLK (cavity 11) wires. The low beams remain off because their ground path is interrupted by the dimmer switch.

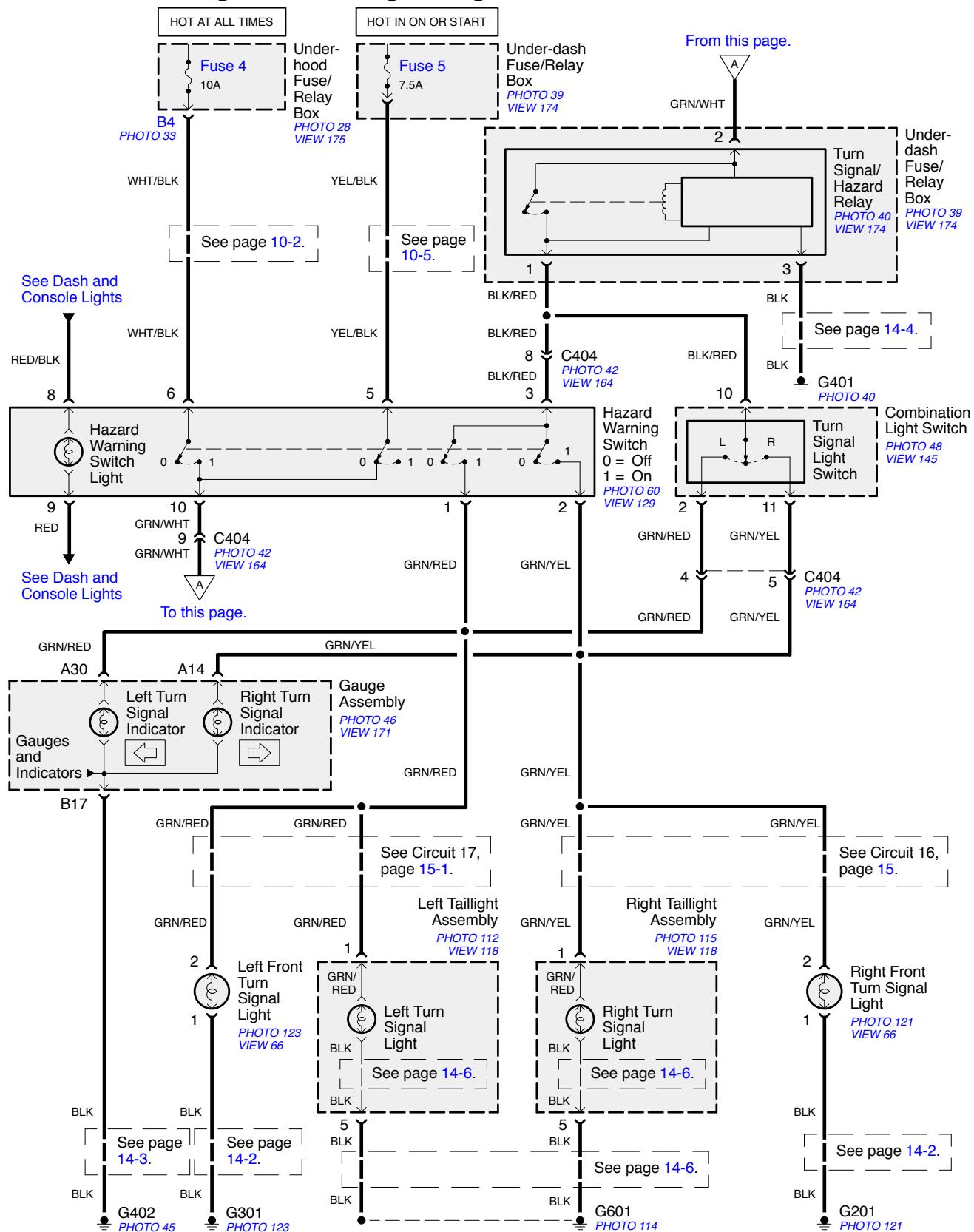
Daytime Running Lights

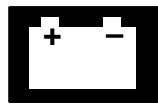
When you turn the ignition switch to ON (II) with the parking brake released, the DRL control unit supplies about 6 volts to the RED/YEL wire (cavity 10), about 12 volts to the RED/BLU wire (cavity 1), and ground to the RED/BLK wire (cavity 11). The DRL relay is energized, providing about 6 volts to both high beam headlights, causing them to come on at reduced brightness. At the same time, about 12 volts energizes the coil of the low beam cut relay, removing the ground path to the low beams. If you apply the parking brake, ground is applied to the DRL control unit GRN/WHT wire. If the parking brake is applied before you turn the ignition switch to ON (II), the daytime mode will remain off until you release the parking brake. Once the high beams are in the daytime mode, applying the parking brake will not turn them off. When you switch to low beam, high beam, or flash-to-pass operation, ground is applied to the DRL control unit through the BLU/RED wire, and the control unit then turns off the daytime running lights.

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

Exterior Lights

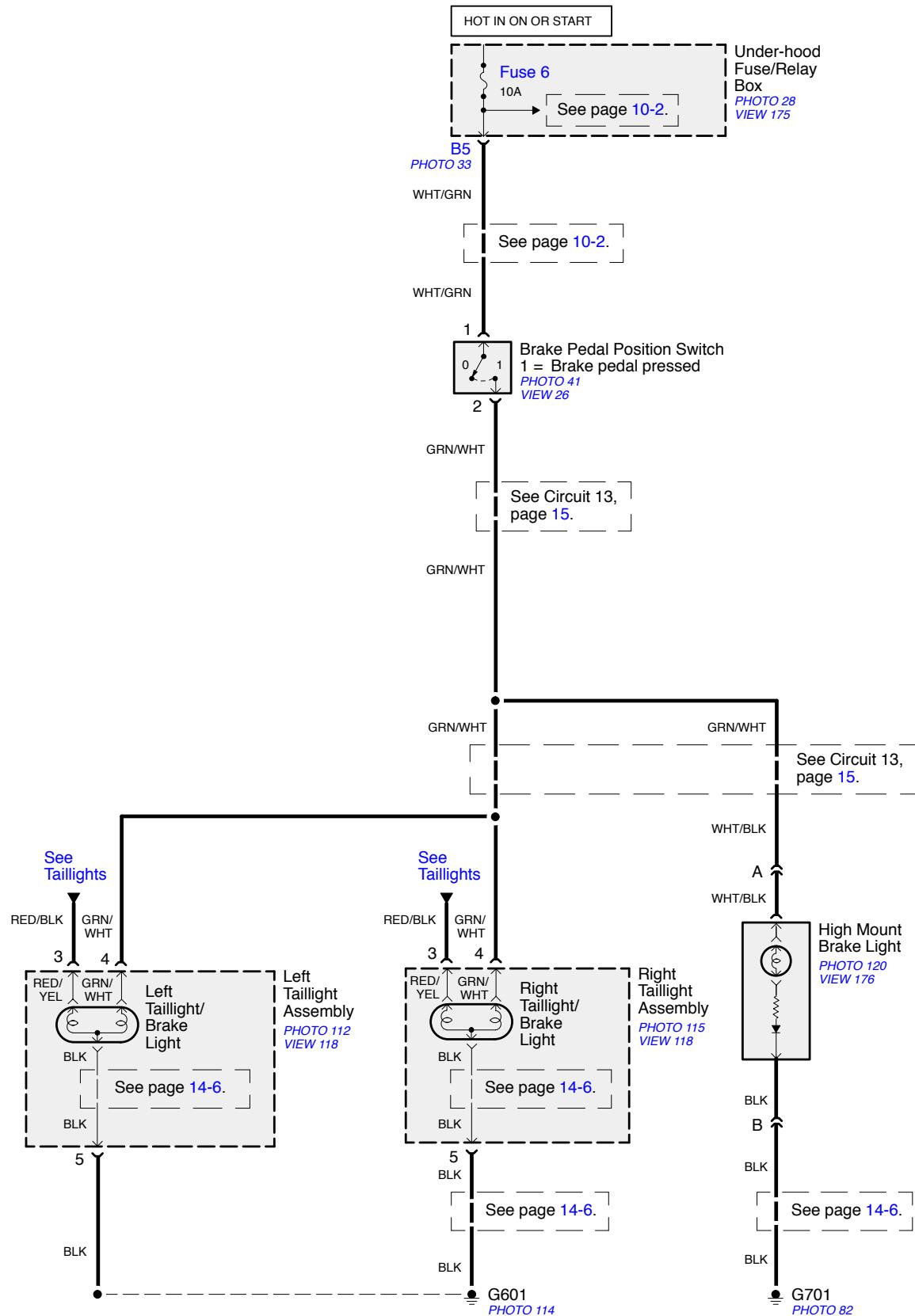
- Hazard Warning and Turn Signal Lights -





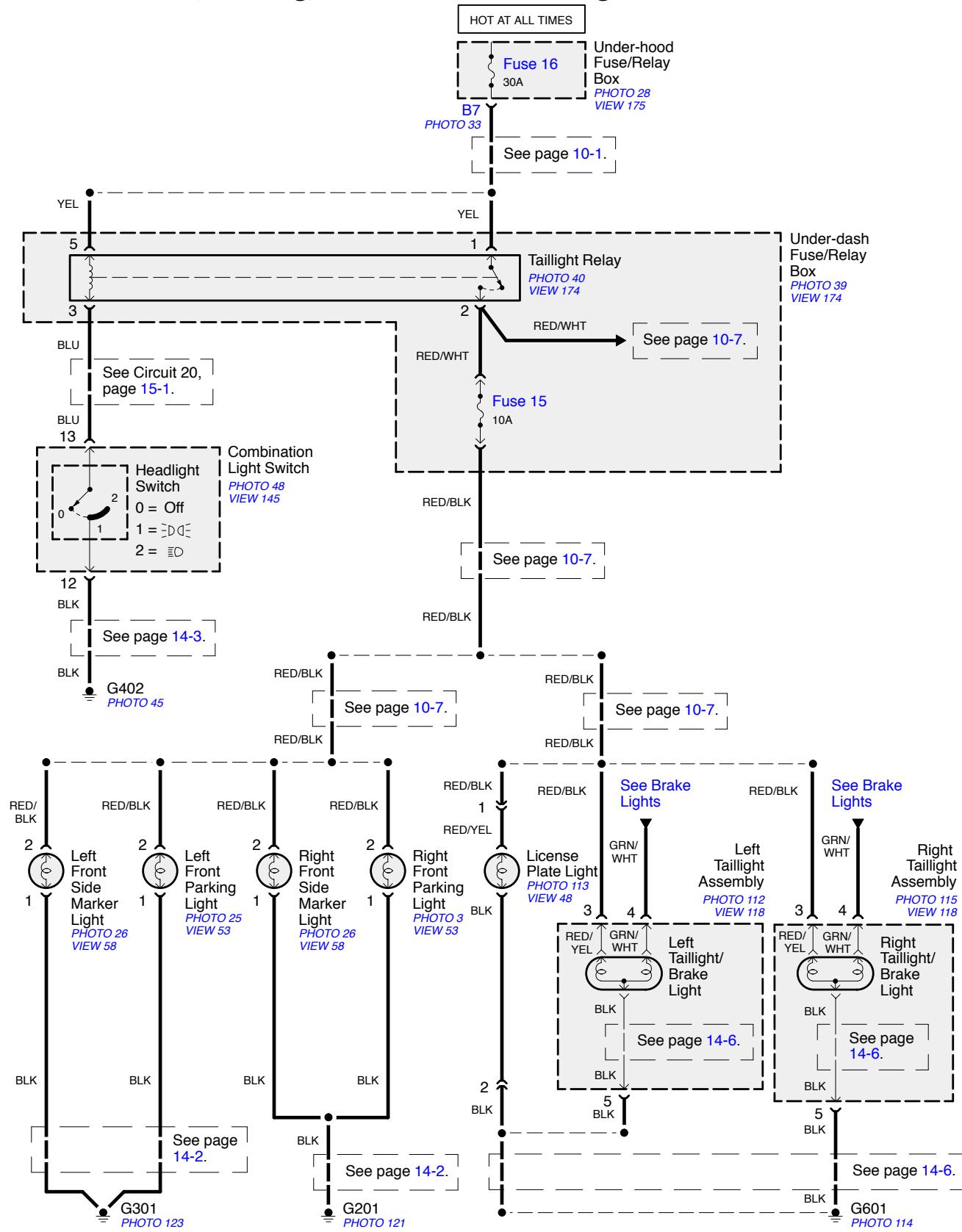
Exterior Lights

- Brake Lights -



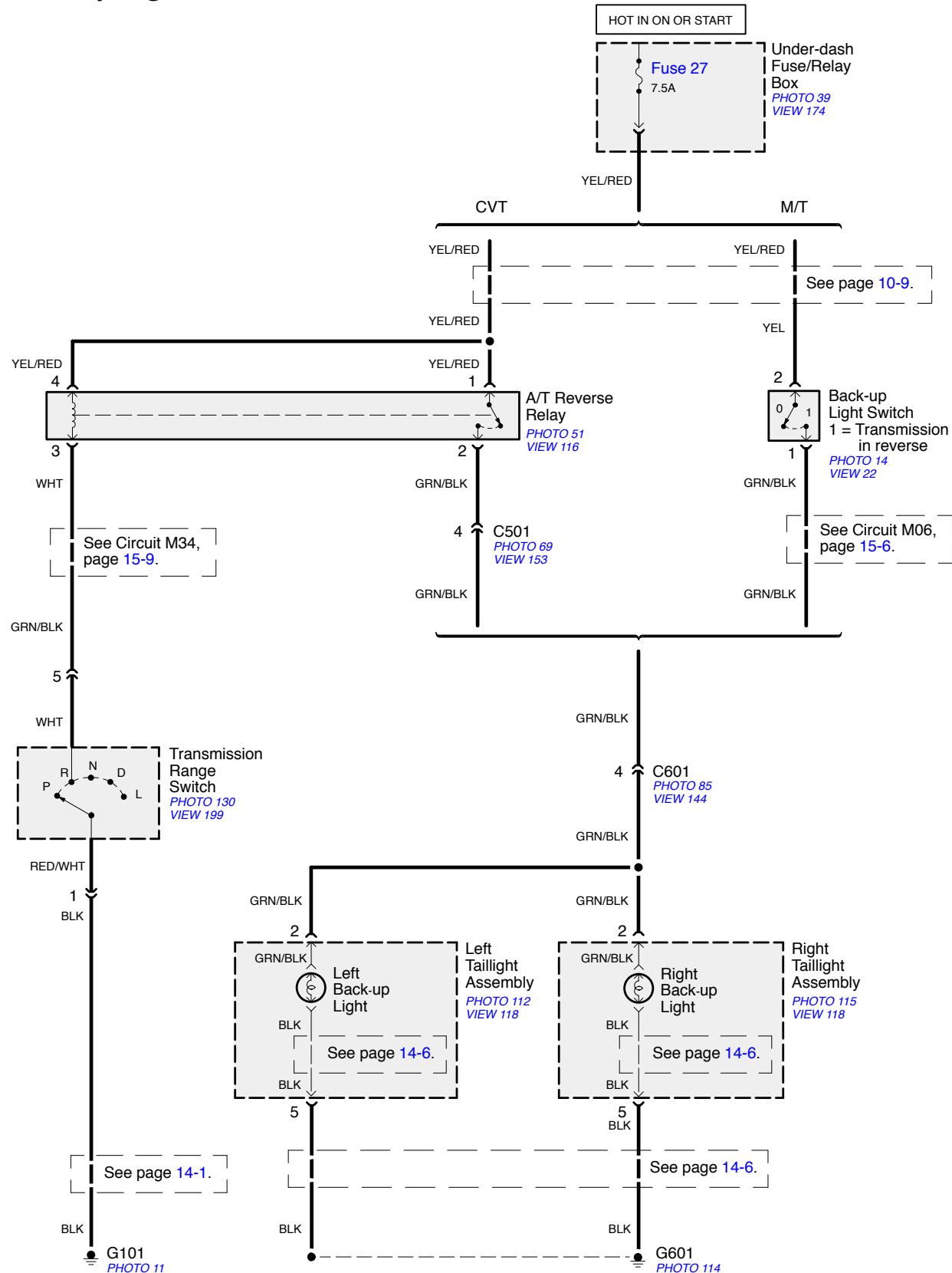
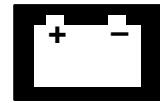
Exterior Lights

- License Plate, Parking, Side Marker and Taillights -



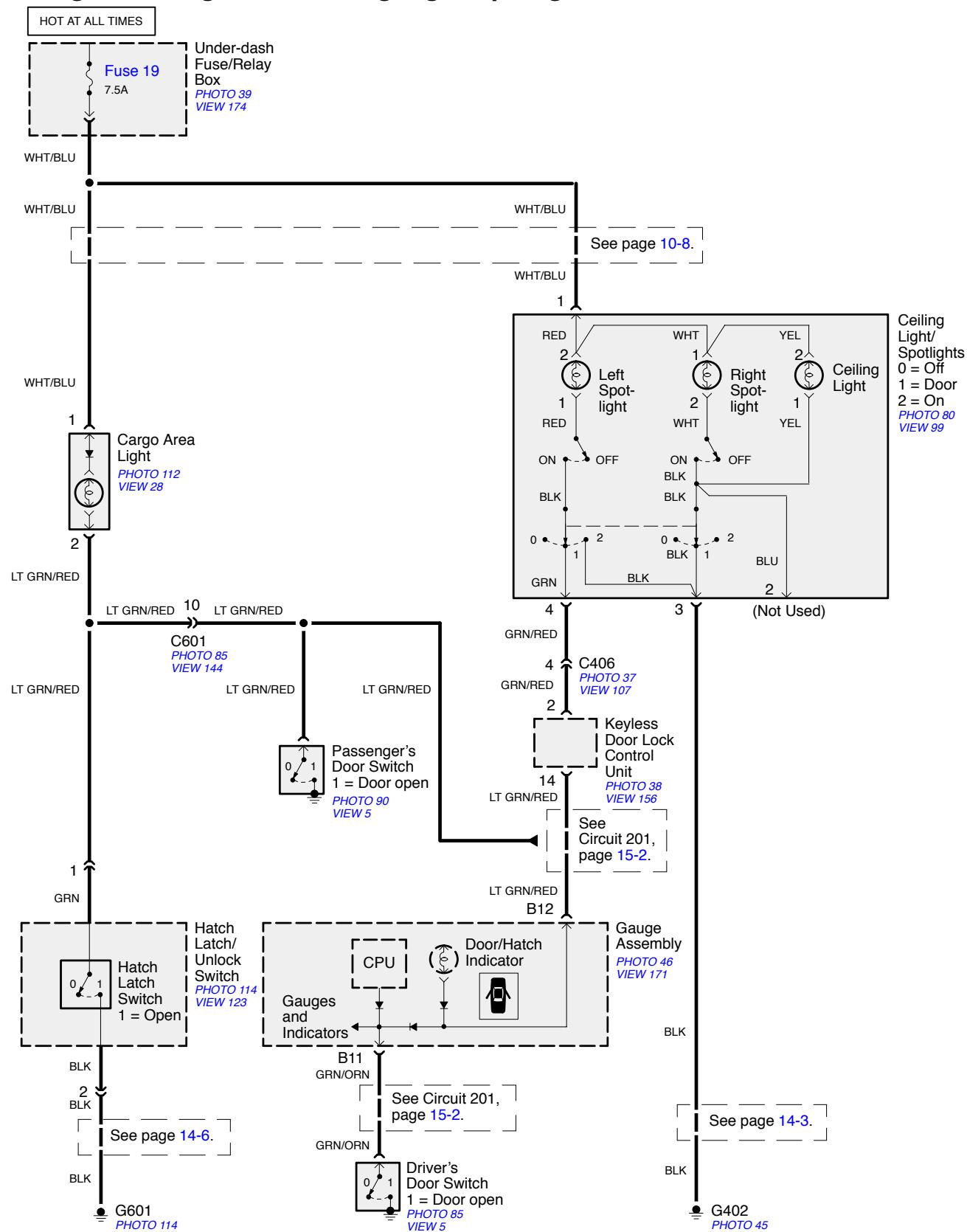
Exterior Lights

- Back-up Lights

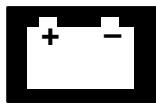


Interior Lights

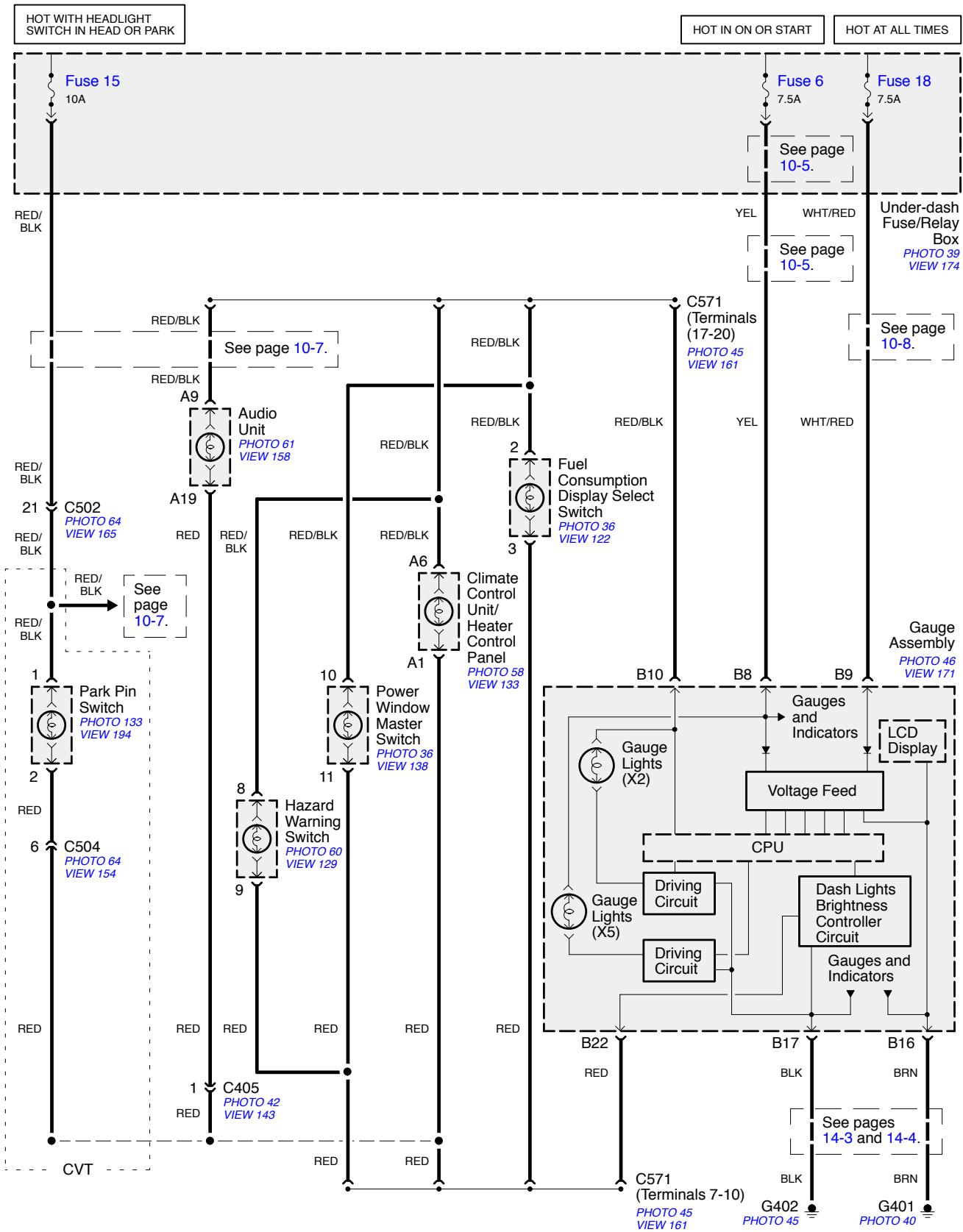
- Cargo Area Light and Ceiling Light/Spotlights -



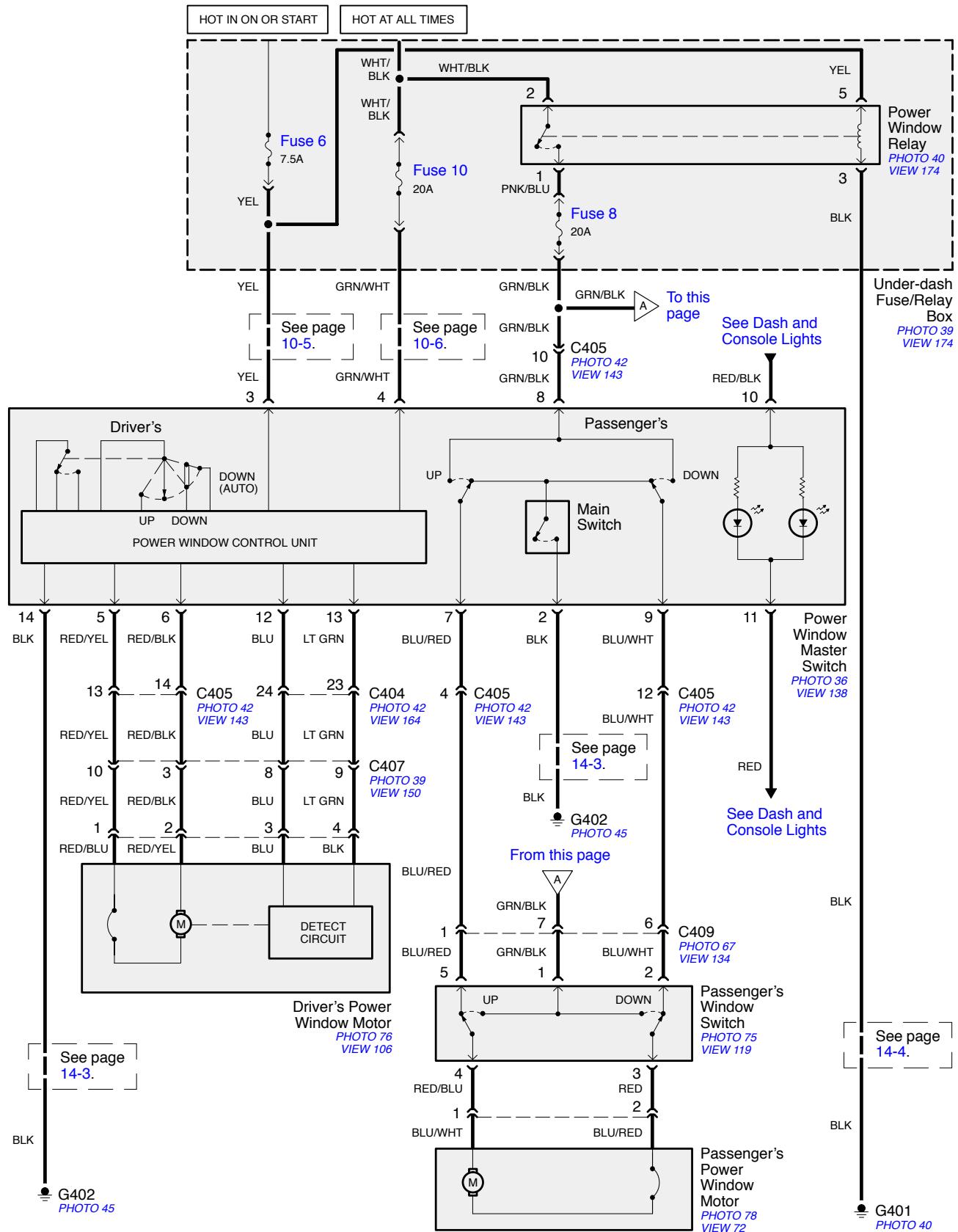
Interior Lights



— Dash and Console Lights —

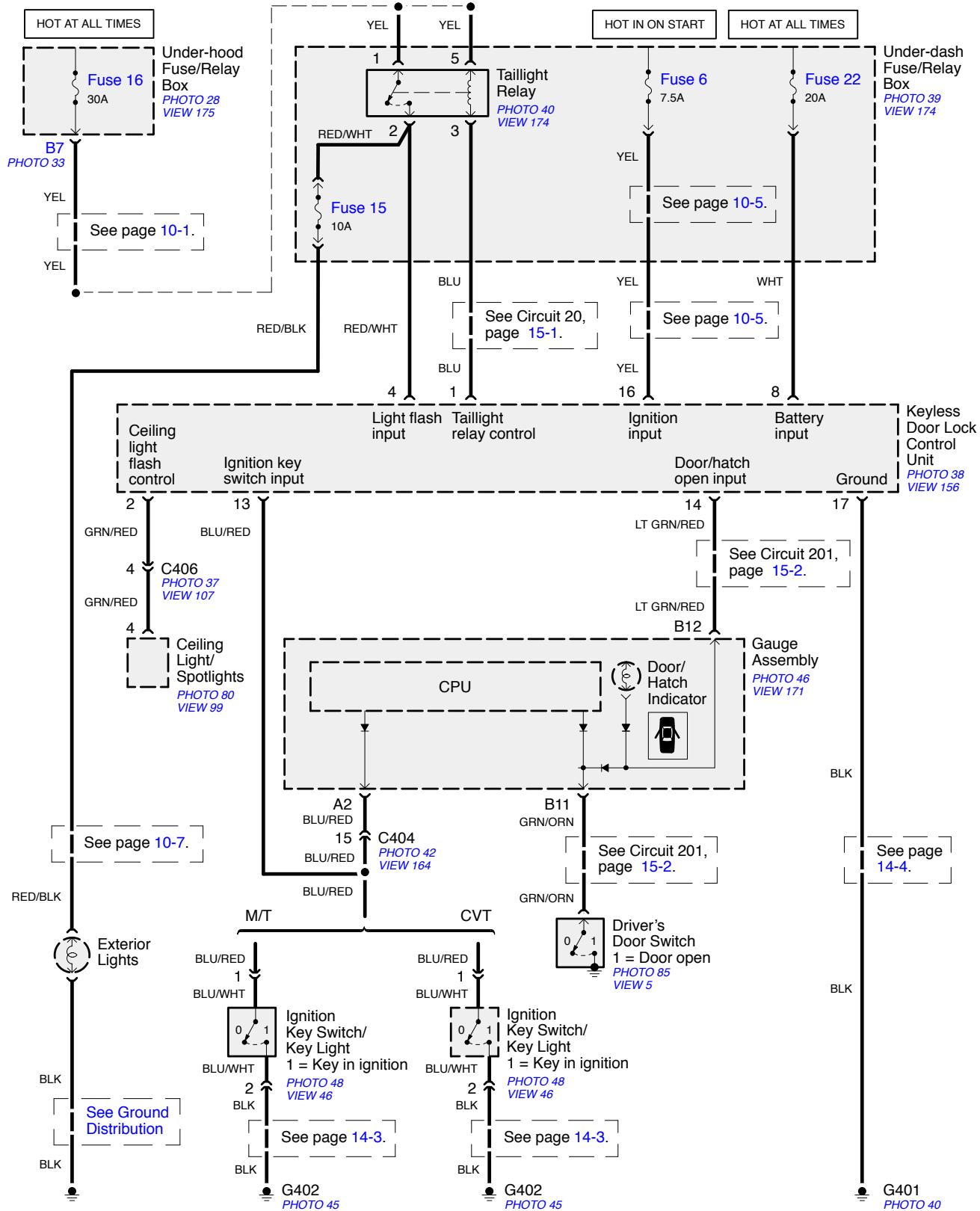


Power Windows



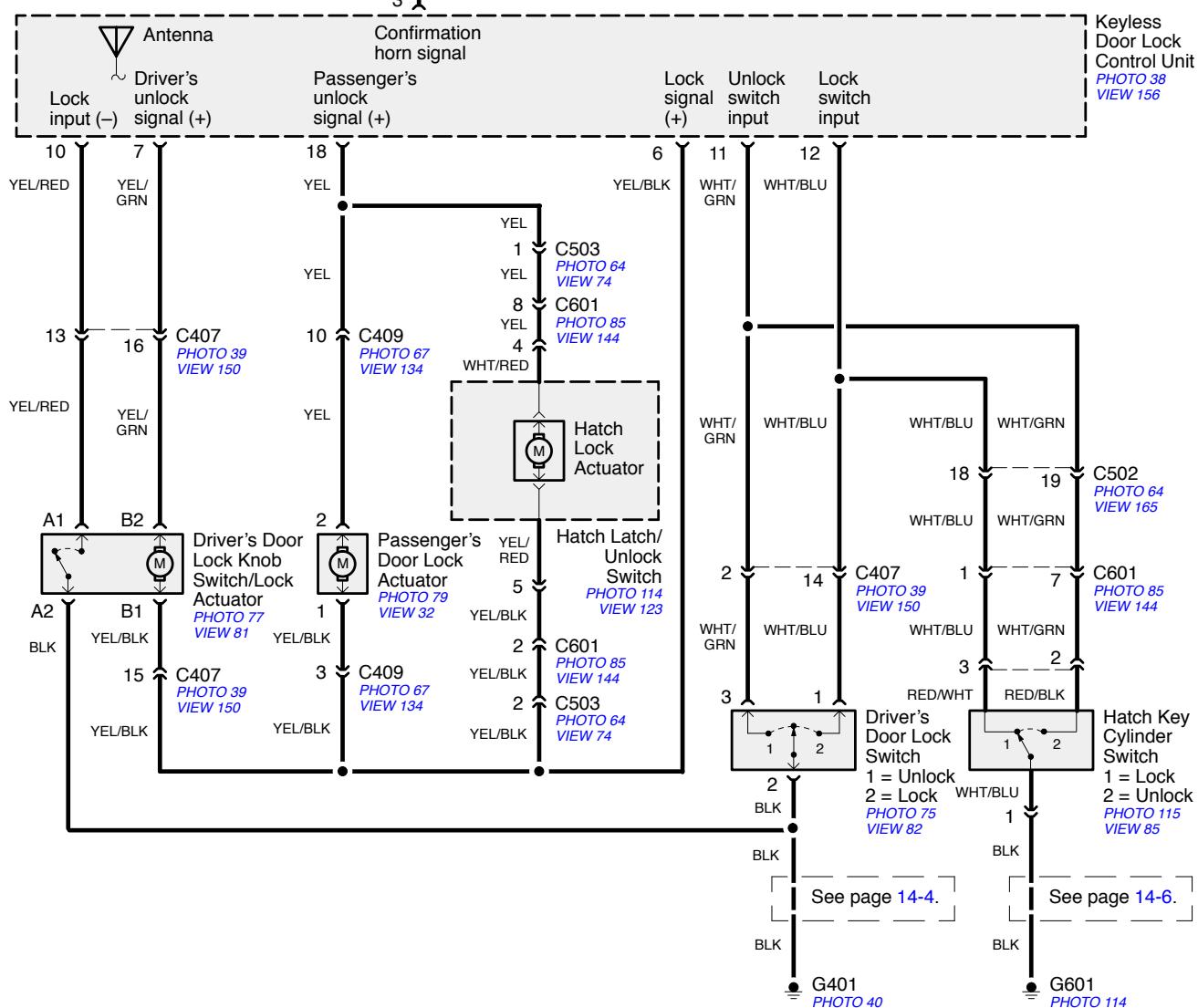
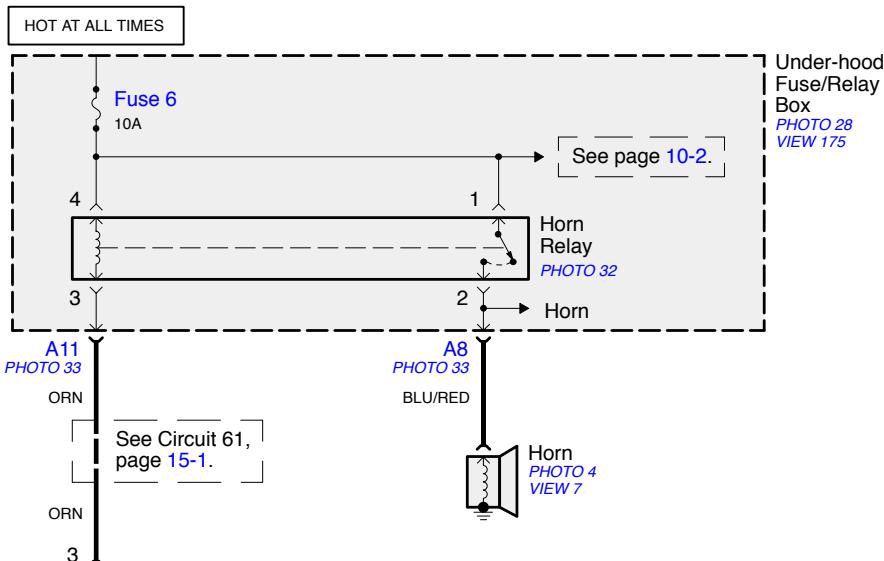
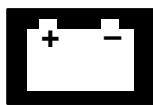
Keyless Entry/Power Door Locks

— except Security Alarm System —



Keyless Entry/Power Door Locks

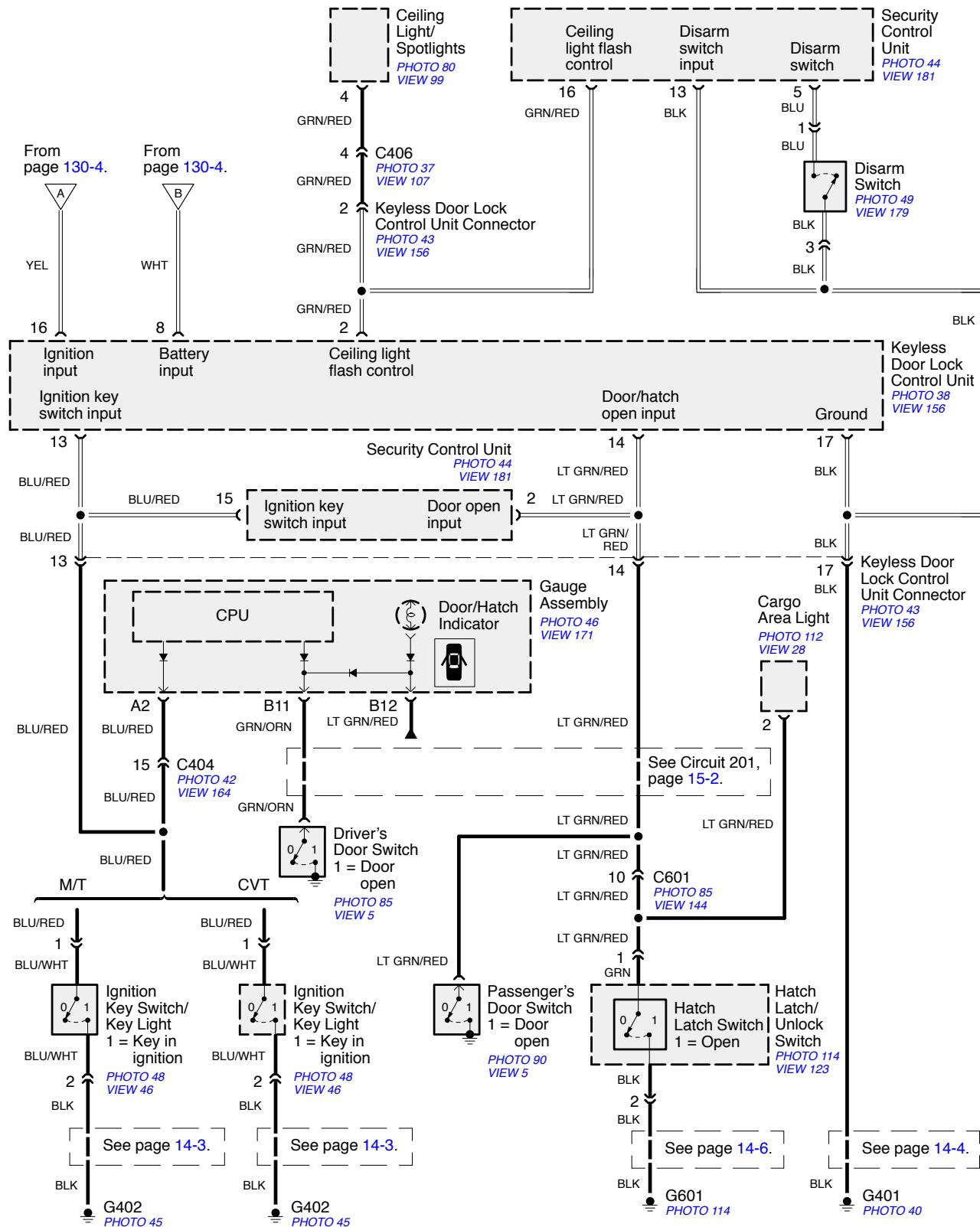
- except Security Alarm System



Keyless Entry/Power Door Locks/ Security Alarm System

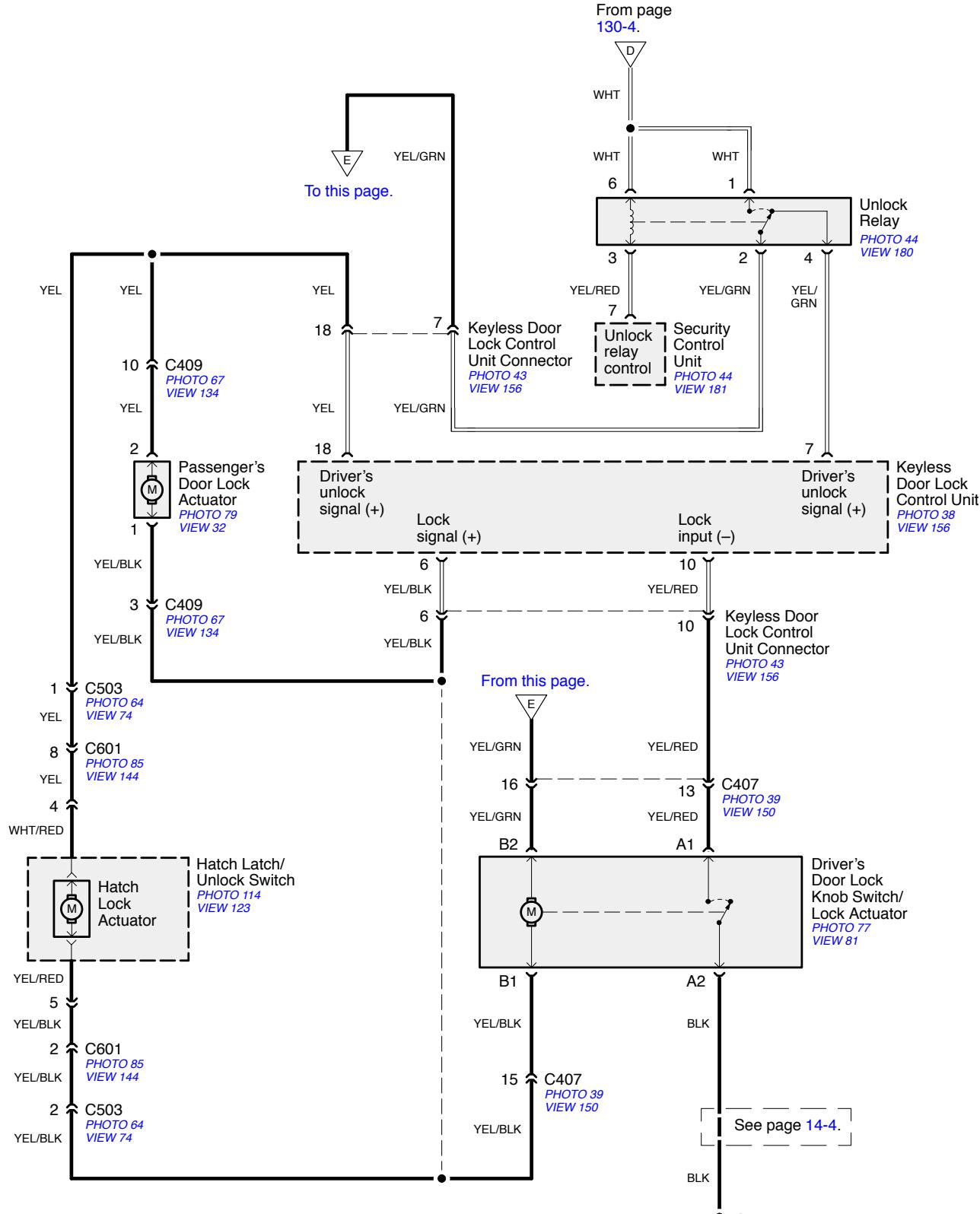
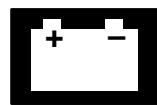
- Security Alarm System (Honda Accessory) -

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



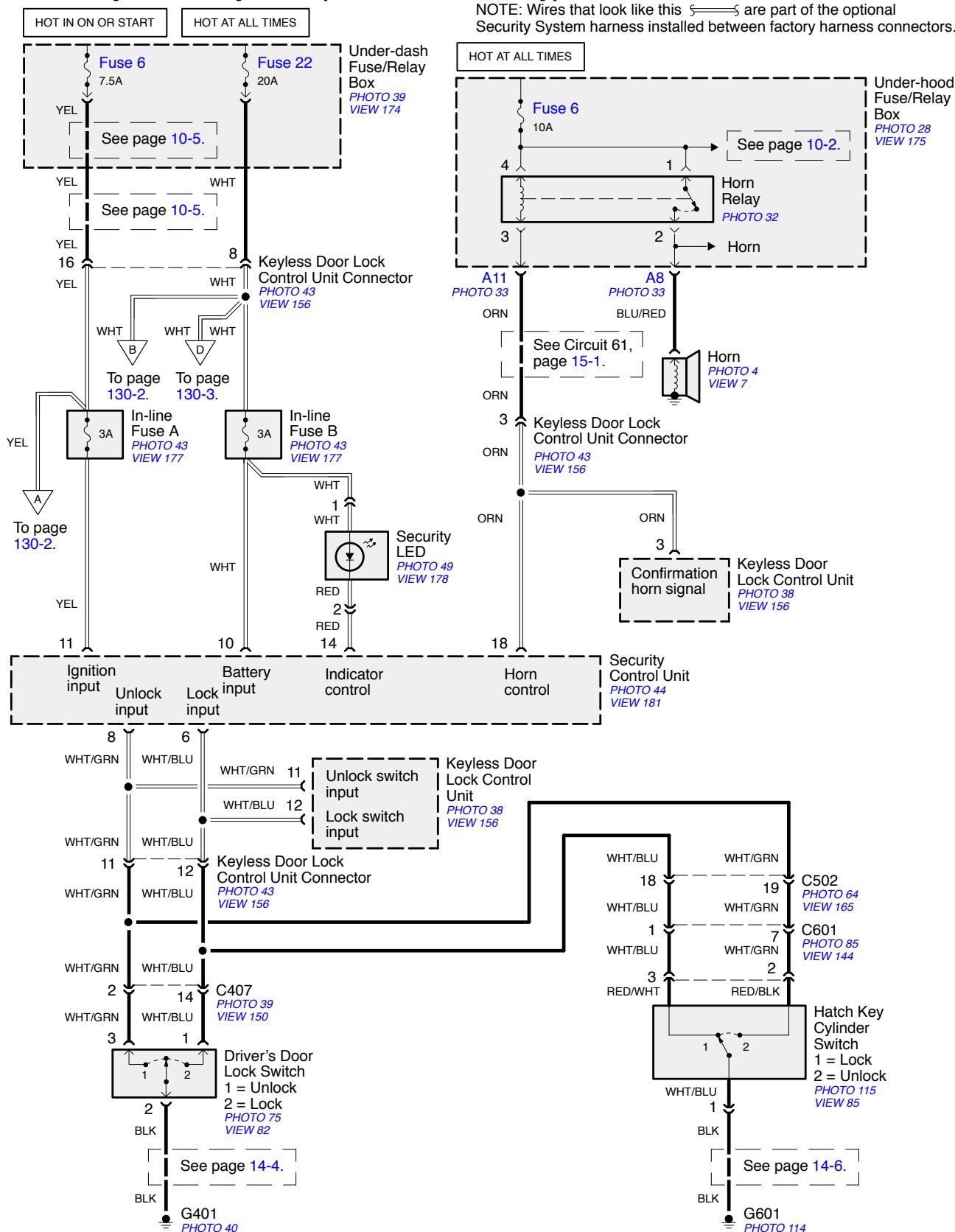
Keyless Entry/Power Door Locks/ Security Alarm System

- Security Alarm System (Honda Accessory)



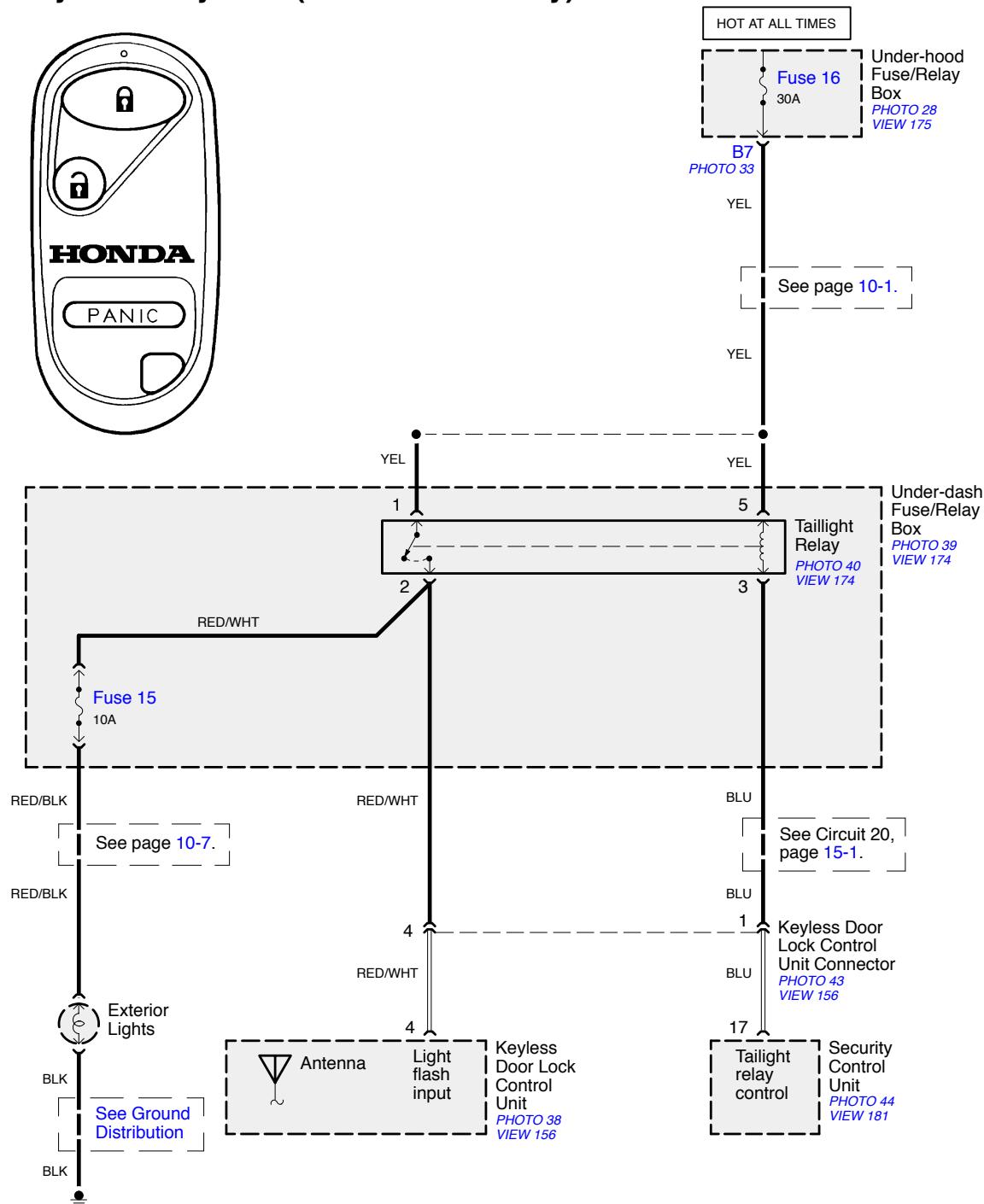
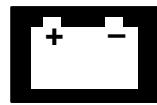
Keyless Entry/Power Door Locks/ Security Alarm System

- Security Alarm System (Honda Accessory)

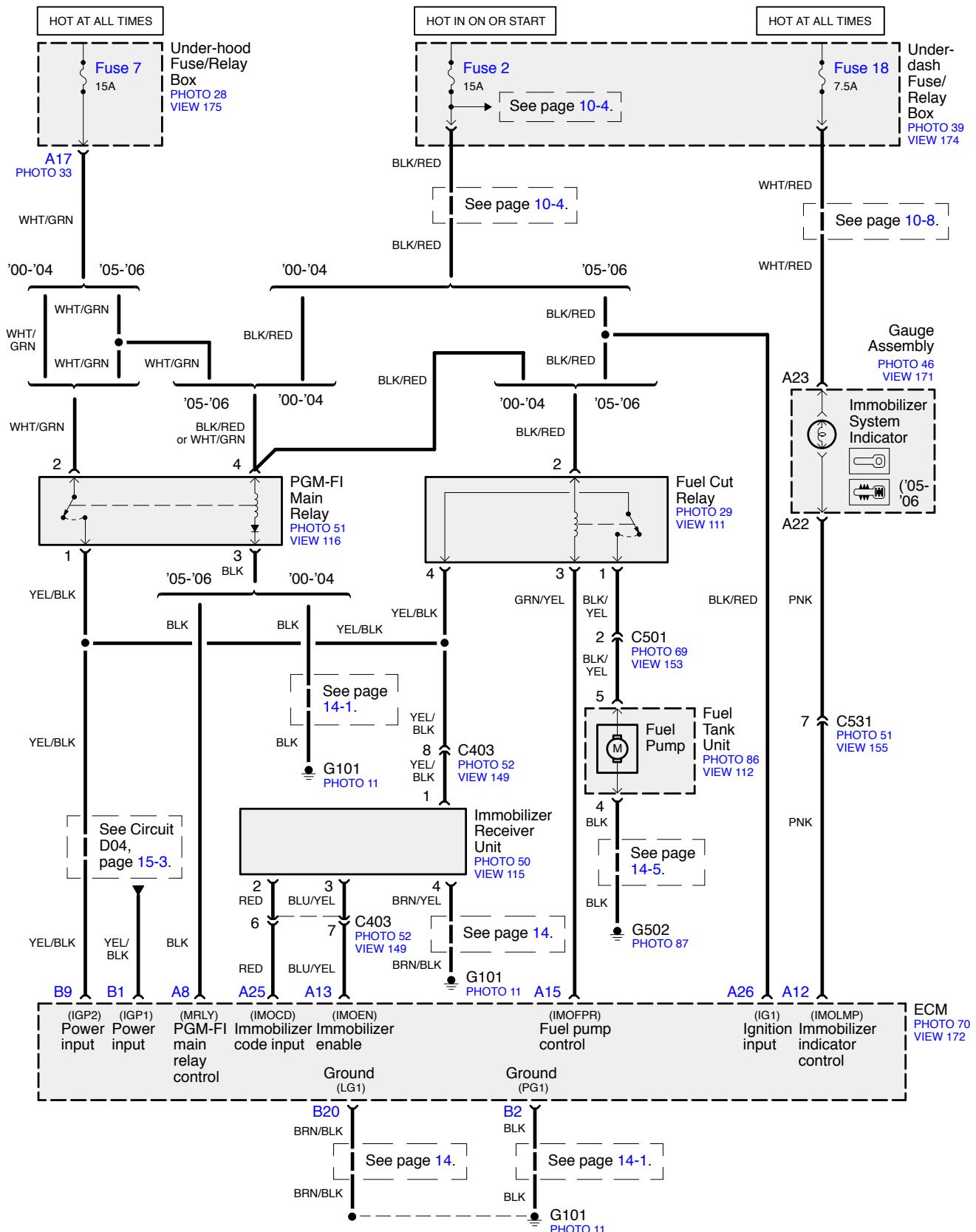


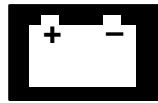
Keyless Entry/Power Door Locks/ Security Alarm System

- Security Alarm System (Honda Accessory)



Immobilizer System





Immobilizer System

– How the Circuit Works

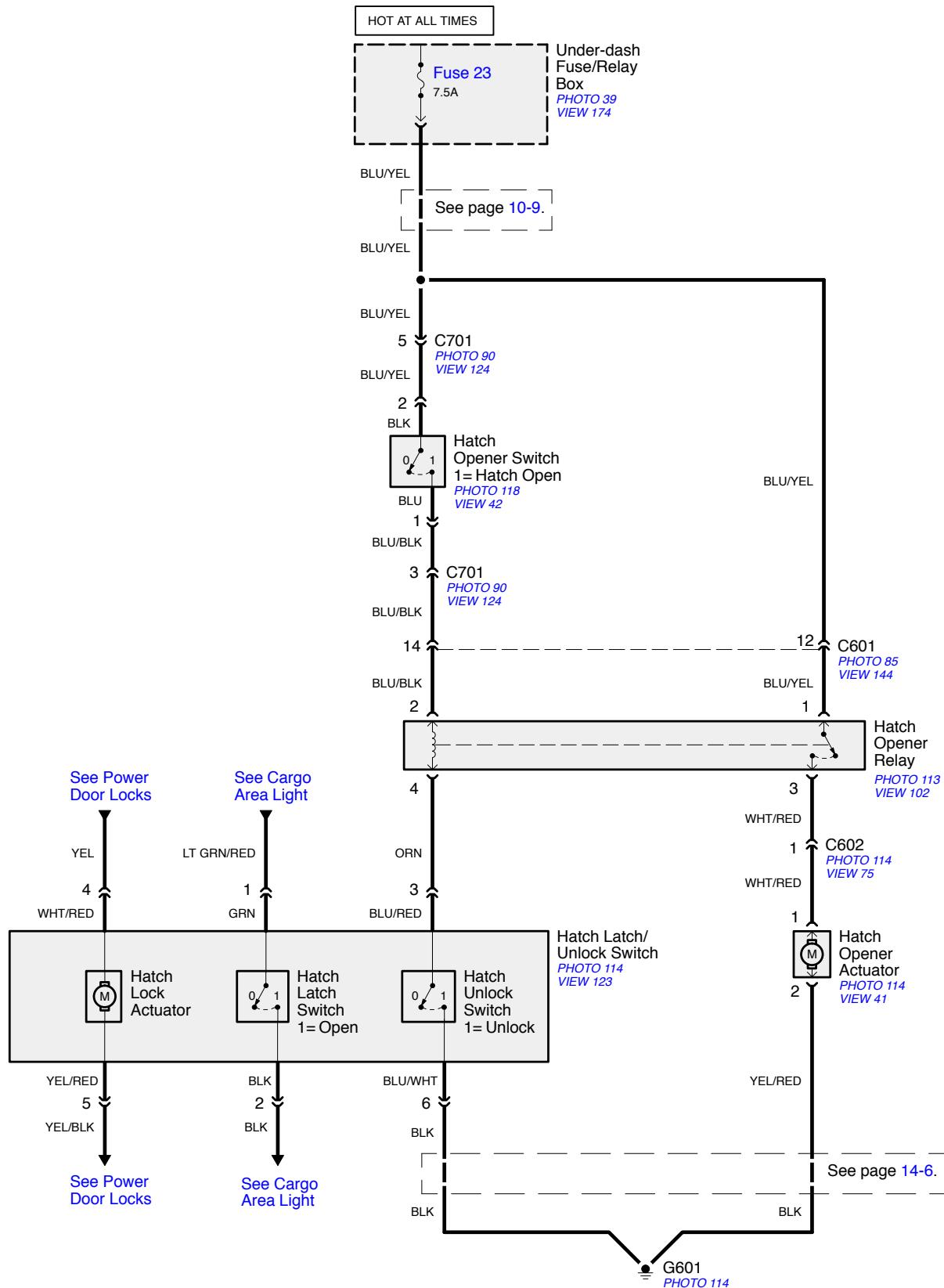
The immobilizer system is designed to prevent the car from being started without the owner's ignition key. If an attempt is made to start the car with any other key, the immobilizer system will disable the car's fuel supply.

The immobilizer system consists of the ignition key, immobilizer receiver unit, immobilizer system indicator, PGM-FI main relay, fuel pump, fuel cut relay, and the ECM.

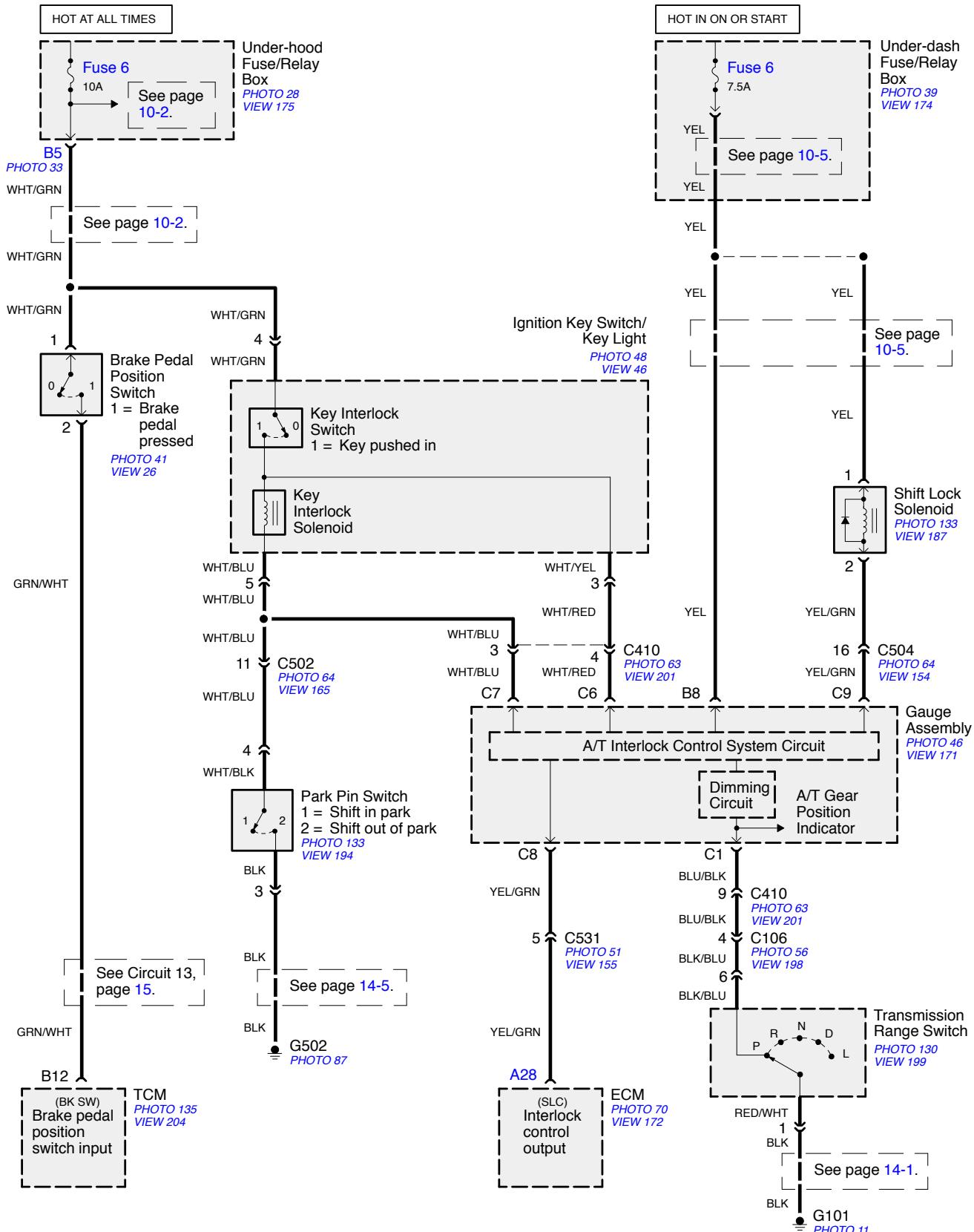
With the ignition switch in ON (II) or START (III), the immobilizer receiver unit and the ECM receive an "ignition on" signal through fuse 7 (in the under-hood fuse/relay box) and the PGM-FI main relay. The ECM then sends power to the ignition key transponder through the immobilizer receiver unit. The transponder then sends a coded signal back to the ECM through the receiver. If the signal is correct, the ECM will enable the car's fuel supply system by grounding the fuel cut relay. The immobilizer system indicator then flashes a code to indicate that the correct key has been inserted. If the ignition key signal is not correct, the ECM will disable the car's fuel supply system by not grounding the fuel cut relay. The immobilizer system indicator then flashes a code to indicate that an incorrect key has been inserted.

Refer to the Service Manual (Section 22, Body Electrical) for specific tests and troubleshooting procedures.

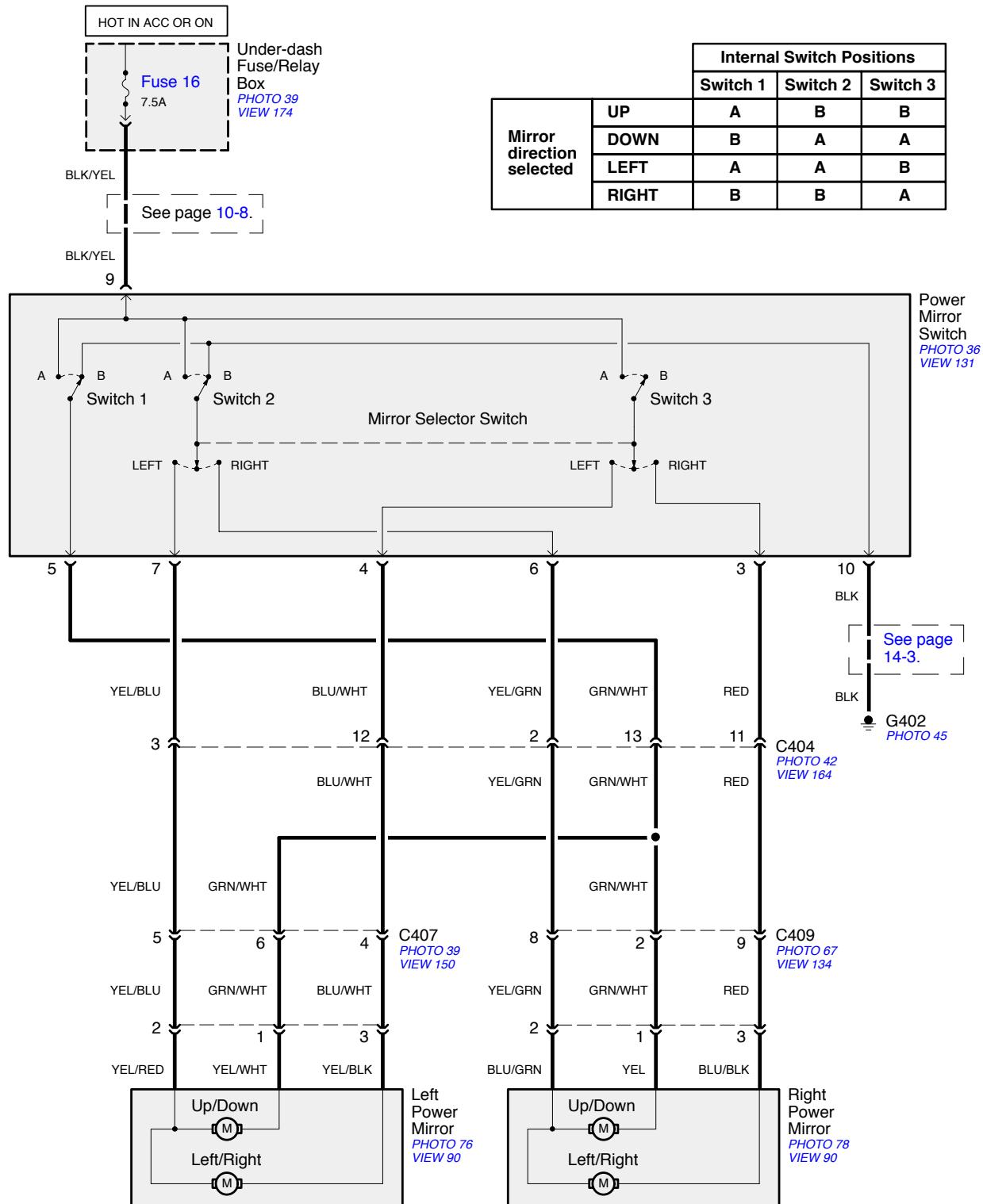
Hatch Opener

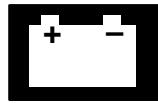


Interlock System (CVT)



Power Mirrors





Power Mirrors

– How the Circuit Works

The two power 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 three switches to control mirror direction, and two switches to select the left or right power mirror. With the ignition switch in ACC (I) or ON (II), battery voltage is supplied through fuse 16 (in the under-dash fuse/relay box) to the power mirror switch. The mirror selector switch directs voltage from two of the direction switches to either the left or the right power mirror. Each direction switch is used for more than one function.

Mirror Up

With the power mirror switch in the up position, switch 1 is moved to the A position. Switch 1 applies battery voltage to both the left and right power mirror up/down motors. If the mirror selector switch is in the left position, the left up/down motor is grounded through the mirror selector switch in the left position, the left up/down motor is grounded through the mirror selector switch and switch 2 in the B position to G402. If the right mirror up/down motor is selected, it is also grounded through switch 2 in the B position.

Mirror Down

With the power mirror switch in the down position, switches 2 and 3 are moved to the A position. Switch 2 applies battery voltage to the left or right power mirror up/down motor as determined by the mirror selector switch. The selected mirror motor is grounded through switch 1 in the B position to G402. When switch 2 is moved to positon A, it also applies battery voltage to the selected mirror left/right motor. With switch 3 in the A position, battery voltage is supplied to both sides of the left/right motor so it does not move.

Mirror Left

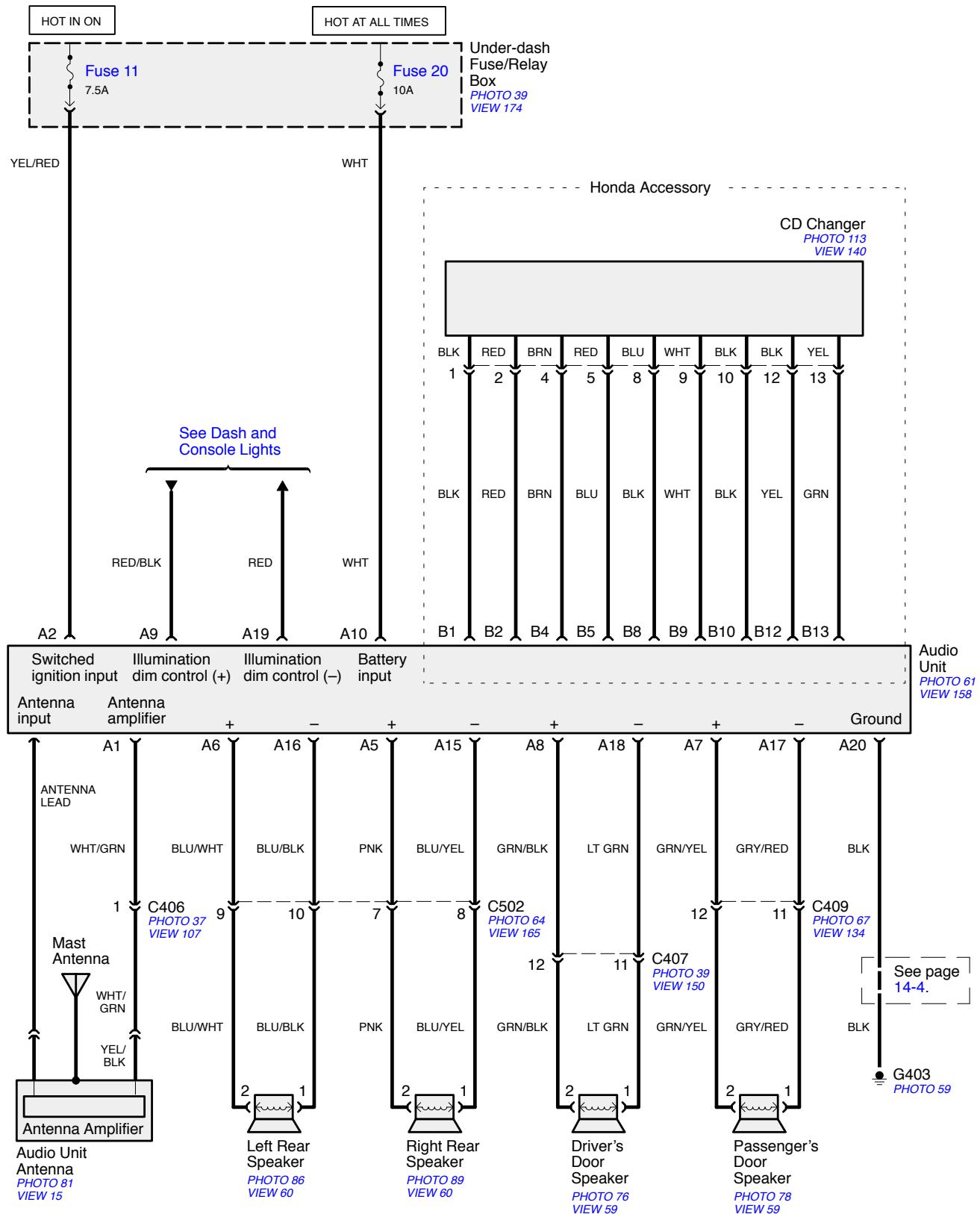
With the power mirror switch in the left position, switches 1 and 2 are moved to the A position. Switch 2 applies battery voltage to the left or right power mirror left/right motor as determined by the mirror selector switch. The selected mirror motor is grounded through switch 3 in the B position to G402. When switch 2 is moved to position A, it also applies battery voltage to the selected mirror up/down motor. With switch 1 in the A position, battery voltage is supplied to both sides of the up/down motor so it does not move.

Mirror Right

With the power mirror switch in the right position, switch 3 is moved to the A position. Switch 3 applies battery voltage through the mirror selector switch to the left or right left/right motor. The motor is grounded through the mirror selector switch and switch 2 in the B position to G402.

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

Audio System



Accessory Power Socket

