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B16a p28 ecu pinout

diagram: Last edited by a moderator: Dec 8, 2020 OBD 0 Wire Colors off HF/Si A1No 1 INJ Gold/Silver DOTSA2GRD w/A4 to main relay Black/silver DOTSA3No 2 Yellow/silver DOTSA4GRD w/A2 to main relay Black/silver DOTSA5NO 3 INJ Red/silver DOTSA6Purge cut off solenoid HF only Green/silver DOTSA7NO 4 INJ Red/silver DOTSA8Lock-up control solenoid valve/VTECA9nothingA10EGR valve HF only Yellow/redA11EACV w/A17 Blue/yellowA12MAIN relay w/A14 Green/blackA13MAIN relay w/A15 Yellow/blackA14MAIN relay w/A12 Green/blackA15MAIN relay w/A13 Yellow/blackA16GRD w/A18 Brown/blackA17Nothing or B18 IAB SolenoidA18GRD w/A18 Black/redB1Hazard/Fuse/Brake switch/No HFB2Tandem Valve control Solenoid valve Orange/silver DOTS NO HF OR SIRB3FAST Idle valve or A/C Clutch Relay Yellow/Silver DOTSB4RADIATOR FAN RELAY Yellow/green NO SIRB5ALTERNATOR White/silver or on SIR OIL PRESSURE SWITCHB6CHECK ENGINE LIGHT Green/redB7Shift position sensor A/T only HF/Si A/C SWITCH w/B8 Green/silver DOTS NO SIRB8A/C SWITCH w/B7 Blue/silver DOTS NO SIRB9Nothing/COULD BE BRAKE SWITCH for SIRB10CRANK ANGLE SENSOR Blue/greenB11CLUTCH SWITCH (HF ONLY) Green/black OR Rear defogger Switch on SIRB12CRANK ANGLE SENSOR White/redB13NO2 FUSE 10A Blue/whiteB14ALTERNATOR Blue/silver DOTSB15IGNITER UNIT w/B17 White/silver DOTSB16SPEED SENSOR Yellow/redB17IGNITER UNIT w/B15 White/silver DOTSB18NothingB19ELD or on SIR KNOCK SENSORB20ING TIMING ADJ CONNECTOR Brown/redC1CYLINDER POSITION SENSOR Orange/silver DOTSC2CYLINDER POSITION SENSOR White/silver DOTSC3TDC SENSOR Orange/blackC4TDC SENSOR White/blueC5TA SENSOR Red/orangeC6TW SENSOR Red/whiteC7THROTTLE ANGLE SENSOR Red/blueC8SECOND O/2 SENSOR For B16AC9PA SENSOR Red/white or ON SIR P/S OIL SWITCHC10BRAKE AND REVERSE LIGHTS (HF ONLY) Green/white OR on SIR BRAKE SWITCHC11MAP SENSOR White/brownC12THROTTLE ANGLE SENSOR Green/whiteC13THROTTLE ANGLE SENSOR White/yellowC14MAP SENSOR Green/whiteC15MAP SENSOR Yellow/redC16#1 O/2 SENSOR White/silver DOTS Last edited by a moderator: Oct 7, 2014 On this page a comprehensive set of OBD1 pinouts is shown. The first pinout is a mash-up of all the most important OBD1 ECU pinout functions there are. It is based on ECUs and wire looms that I came accross in various models Civic. I also used multiple workshop manuals to complement information from USDM. It is ment to be a reference guide and it is very likely to identify wires you cannot identify by the stock diagrams for P06/P20/P30 only. Some connections are only found on P28 and P30 ECU's. Those are marked coloured red. Some connections are different from car to car. Those are marked grey and have * in their numbering. Then there are square brackets [] as well indicating automatic transmission functions. The parentheses () indicate wires found on cars with LAF sensors (Linear Air Fuel ratio a.k.a. wideband) like D15Z1 and D15Z3. Pins specific to those two engines have *** in their numbering. Some pins I only found in USDM manuals are indicated by ** in the numbering. For those of you looking for the IAB pin needed for the B18C4 scroll down to the bottom of the page. That all said, here is the OBD1 big mash-up layout: Common OBD1 pinout. This layout is based on EDM and USDM P06, P28 and P30 ECUs for D15B7, D15Z1, D15Z3, D16Z6, D16Z9 and B16A2 engines, but not limited to. Nomenclature (other synonyms encountered between parentheses):ACC - A/C clutch relayACS - A/C switchALTC (ACGC) - Alternator relay, not always presentALTF (ACGF) - Alternator switchATD - Automatic Transmission only, shift position for 3 and 4ATLS - Automatic Transmission only, Lockup control solenoid valve A or BATNP - Automatic Transmission only, shift position neutralBKSW - Brake switch, not always presentCKP (CRNK) - Crankshaft position, Pulse or Mass, gives multiple pulses during each cam shaft rotation (20+ pulses)CLSW - Some manual transmission models only, clutch switchCYP (CYL) - Cylinder position, Pulse or Mass, gives 1 pulse during each cam shaft rotationDLC (TXD/RXD) - Data link connectorECT (TW) - Engine coolant temperatureEGR - Exhaust gas recirculation lift sensorEL (ELD) - Electric load detectionES (EGR or ESOL) - Exhaust gas recirculation control solenoidFANC - Radiator fan relay, not always presentFLR - Fuel relay, 1 is usually present, 2 is joint with 1 if presentIACV (EACV) - Idle air control valve, controls 2 wire type valveIAT (TA) - Intake air temperatureICM (IGP or IGPLS) - Ignition firing pulses, 1 and 2 are joined if both are presentIGP - Battery feed, active when key is turned, 1 and 2 are joinedINJ - Injector, the number refers to the cylinder number used (1 is on the side with the belts)IP - Linear air fuel sensor functionLABEL - Linear air fuel sensor functionLG - Grounded shield, for CYP, TDC, CKP and P02S wires, 1 and 2 are jointMAP (PB) - Manifold absolute pressureMIL (WARN) - Motor indication light, provides the blinking light (CEL) signalPCS - Purge cut-off solenoidPG - Ground circuits, 1 and 2 are joined and connected to chassis at G101 at the thermostate housingPO2H (HTCNTL or O2SHTC) - Oxygen sensor heater control, connects to battery to activate the heaterPO2S - Oxygen sensor signalPSW - Power steering switchSCS - Service check connector, short to SG2 to read CEL codesSG - Sensor circuit ground, 1 is for MAP circuit, 2 for all other sensorsSIL - Shift indicator lightSLU - Automatic transmission, inter lock control unitSTS - Starter switchTDC - Top dead centre, Pulse or Mass, gives 4 pulses during each cam shaft rotationTPS (TH) - Throttle position signalVBU - Back up battery feed, always hot (unless battery is removed)VCC - 5V sensor feed, 1 is for MAP circuit, 2 for all other sensorsVS - Linear air fuel sensor functionVSS (VSP) - Vehicle speed sensorVTM - Oil pressure switchVTS - VTEC solenoid, only present on VTEC equipped vehicles Below I included the MA/MB OBD1 ECU layouts for D15Z8 and B18C4. The connectors and layout are very similar to the common OBD1 ECUs but differ in numbering. B18C4 exclusive is indicated by a single * and D15Z8 exclusive by a double **. There are two warnings when using MA/MB chassis and wire looms: 1) the A-connector does not fit without modification and 2) the CKF circuitry is not compatible to P06/P28/P30 type ECU's, therefore remove the CKFP and CKFM pins in that case. OBD1 pinout for D15Z8 and B18C4 engines. Nomenclature additions and alterations specific for MA/MB Civis:CKF - Crankshaft speed fluctuation sensor Pulse or MassECONO - Econo indicator light, D15Z8 onlyIAB SOL - IAB control solenoid valveIMOCODE - Immo systemLG - Grounded shield, slightly different compared to 'normal', 1 for CYP, TDCP, CKFP, CKFP and 2 for O2S wire and DLC ground, 1 and 2 are joint at G101 at thermostate housing Pins not mentioned here are (under an alternative name) in the OBD1 comprehensive list above in this article. The position is always the same in that case, so it should not be hard to cross reference and find it. Please, send any questions and/or remarks to me. Dodo Bizar This is a guide to stock Honda ECUs by vehicle, with a listing of suitable ECUs for that vehicle. If your vehicle has an engine swap then it is recommended you view applications by engine. Many vehicles require an OBDII to OBDI adaptor harness (note 6) and/or ECU swap (note 7). Once you have identified what ECUs are suitable for your engine, go to applications by ECU to see what applications Hondadata has for your engine. Also see K-Series vehicle reference. 1989-2002 Model Year Country Engine Stock ECU Suitable OBD1 ECUs Hondadata Systems Notes CRX SIR 89-91 JDM B16A PW0J P28,P30,P72,P61,P08J,P30J,P72J (OBD1 conversion required) s300 2,5,9,10 CRX/Del Sol VTEC 93-95 US B16A P30 P72,P28,P30,P61,P08J,P30J,P72J s300 2 Civic SIR 89-91 JDM B16A PW0J P72,P28,P30,P61,P08J,P30J,P72J (OBD1 conversion required) s300 5 Civic SiR11 92-95 JDM B16A P30J P72,P28,P30,P61,P08J,P30J,P72J s300 2 Civic/Del Sol DX/S 92-93 US D15B P06 P06,P74,P75,PR4,P72,P28,P30,P61,P08J,P30J,P72J s300 2 Civic DX 92-95 JDM D15Z P08J P72,P28,P30,P61,P08J,P30J,P72J s300 2 Civic Si/EX 92-95 US D16Z P28 P72,P28,P30,P61,P08J,P30J,P72J s300 2 Civic HX 96-99 US D15B P2N P74,P75,P06,PR4,P72,P28,P30,P61,P08J,P30J,P72J s300 2,3,6,7 Civic Si 99-00 US B16A P2T P72,P28,P30,P61,P08J,P30J,P72J s300 2,6,7 Civic 96-99 US D16Y P2P P72,P28,P30,P61,P08J,P30J,P72J s300 2,6,7 Civic 96-99 US D16 P2E P74,P75,P06,PR4,P72,P28,P30,P61,P08J,P30J,P72J s300 2,6,7 Civic 99-00 US D16 P2E P74,P75,P06,PR4,P72,P28,P30,P61,P08J,P30J,P72J s300 2,6,7 Integra XSi 89-91 JDM B16A PR3J P72,P28,P30,P61,P08J,P30J,P72J (OBD1 conversion required) s300 5,9 Integra LS/GS 92-93 US B18A PR4 P74,P75,P06,PR4,P72,P28,P30,P61,P08J,P30J,P72J s300 2,3 Integra LS/GS 94 US B18B P74 P74,P75,P06,PR4,P72,P28,P30,P61,P08J,P30J,P72J s300 2,3 Integra LS/GS 95 US B18B P75 P74,P75,P06,PR4,P72,P28,P30,P61,P08J,P30J,P72J s300 2,3 Integra LS/GS 96-01 US B18B PR4 P74,P75,P06,PR4,P72,P28,P30,P61,P08J,P30J,P72J s300 2,3,6,7 Integra GSR 92-93 US B17A P61 P72,P28,P30,P61,P08J,P30J,P72J s300 2 Integra GSR 94-95 US B18C P72 P72,P28,P30,P61,P08J,P30J,P72J s300 2,4 Integra GSR 96-01 US B18C P72 P72,P28,P30,P61,P08J,P30J,P72J s300 2,4,6,7 Integra VTR 92-95 H22A P13 P72,P28,P30,P61,P08J,P30J,P72J s300 2,4 Prelude Type R 97-01 US B18C5 P73 P72,P28,P30,P61,P08J,P30J,P72J s300 2,6,7 Accord LX/EX 90-01 US F22 PT3 P74,P75,P06,PR4,P72,P28,P30,P61,P08J,P30J,P72J s300 2,11 Prelude Si 92-95 US H23A P14 P74,P75,P06,PR4,P72,P28,P30,P61,P08J,P30J,P72J s300 2,3 Prelude VTEC 92-95 US H22A P13 P72,P28,P30,P61,P08J,P30J,P72J s300 2,4 Prelude 96-01 US H22A P72,P28,P30,P61,P08J,P30J,P72J s300 2,4,6,7,17 Prelude SH 96-01 US H22A P5P P72,P28,P30,P61,P08J,P30J,P72J s300 2,4,6,7,8,17 Notes: Hondadata s100/s200 and Stage 2/3/4 systems are both available for these OBD1 ECUs but it is recommended to use the s100 or s200 systems. Manual transmissions only. P28,P30,P72,P61 ECUs configured to run non-VTEC. Secondary intake runner operation will be lost if a P72 ECU is not used. To use a Hondadata system it is required that an OBDI ECU is used. Note an OBD1 distributor must be used. OBDII to OBDI adaptor harness required. OBDI ECU swap. Differential control will be lost. Conversion from OBDI required (OBDO-OBD1 adaptor harness, OBD1 distributor). 4 wire oxygen sensor must be wired in and used if you wish to run in closed loop. 94 and 95 Accords have EGR (A11) and the O2 heating (A6) reversed and must be rewired If this ECU is used with a 6 speed transmission, reverse lockout will not work. PND A5# can be used only with Automatic transmissions and only reflash programs are available for this ECU. Use of this ECU is only recommended for motor swaps, as we do not offer any programs for the CRV. This ECU does not use a wideband oxygen sensor and is not compatible with US or JDM vehicles. Only Manual ECU's can be used with the K-Pro Conversion to an OBD1 distributor and some wiring may be required PRB-A13 ECU's are not reflash or K-Pro compatible (2005 RSX).

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