



Pin	Connection	Test condition	Volts/Duty Cycle etc
1	KAM supply battery : t30	ignition off/on	nbv
3	VSS signal : t3	vehicle moving	switching 0 to nbv
4	tachometer		
7	CTS signal : t2	ignition on/running	20°C 3.00 to 3.20 80°C 0.60 to 0.90
8	pump relay supply : t87	ignition on/running	nbv
9	AFS signal return : t4	ignition on/running	0.25 max
10	air conditioning		
11	CFSV driver : t1	ignition on snap accelerate	nbv zero
13	air conditioning clutch		
14	PASV : t1	ignition on cold start	nbv zero
16	earth	ignition on/running	0.25 max
17	SD connector	ignition on/running	12 volts
18	FDS 2000 connector		
19	FDS 2000 connector		
20	earth	ignition on/running	0.25 max
21	ISCV driver : t1	ignition on engine running cold: hot: (no load) hot: (load) ISCV (almost closed) ISCV (almost fully open)	nbv variable 5.0 to 11.0 8.0 to 14.0 5.0 to 11.0 9.0 to 12.0 1.0 to 4.0
22	pump relay driver : t86	ignition on cranking/running	nbv 1.25 max
24	CID signal : t2	cranking: idle:	AC 0.5v+ (peak to peak) AC 2.5v+ (peak to peak)
25	ATS : t2	ignition on/running	20°C 3.00 to 3.20 40°C 2.00 to 2.20
26	sensor supply TPS: t2, DPFE: t2	ignition on/running	0.25 max
27	DPFE signal : t3	ignition on	0.4 to 4.0
28	PSPS signal	PSPS closed PSPS open	0.25 nbv
31	air conditioning		
33	EVR driver: t1	ignition on actuated	nbv zero
34	fuel computer		
35	injector 4 signal : t1	ignition on cranking cold running cold cranking hot running hot 2000 rpm 3000 rpm snap acceleration deceleration	nbv 11.0 to 12.0 ms 4.5+ ms 3.1+ ms 3.1 to 3.5 ms 3.1 to 3.5 ms 3.1 to 3.5 ms 12.0+ ms zero
37	supply from main relay : t87	ignition on	nbv
39	injector 3 signal : t1	ignition on/running	nbv

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		cranking cold	11.0 to 12.0 ms
		running cold	4.5+ ms
		cranking hot	3.1+ ms
		running hot	3.1 to 3.5 ms
		2000 rpm	3.1 to 3.5 ms
		3000 rpm	3.1 to 3.5 ms
		snap acceleration	12.0+ ms
		deceleration	zero
40	earth	ignition on/running	0.25 max
42	octane adjuster : t2	open circuit	5.0 ± 0.1
44	OS signal : t3	ignition key on	0.4 to 0.5 volts
		engine running	200 to 1000 mv
		throttle fully open	1.0 volt constant
		fuel cut-off	0 volt constant
		switching frequency	1 sec intervals (approx)
46	sensor signal return	ignition on/running	0.25 max
47	TPS signal : t3	ignition on/running	
		throttle closed	0.80 to 1.15
		throttle fully open	4.30 to 4.80
48	SD connector	ignition on/running	5.0 ± 0.1
50	AFS signal : t3	ignition on/running	
		idle	0.80 to 0.95
		2000 rpm	1.20 approx
		3000 rpm	3.50 approx
		snap accelerate	3.00 to 3.50 approx
51	injector 1 signal : t1	ignition on	nbv
		cranking cold	11.0 to 12.0 ms
		running cold	4.5+ ms
		cranking hot	3.1+ ms
		running hot	3.1 to 3.5 ms
		2000 rpm	3.1 to 3.5 ms
		3000 rpm	3.1 to 3.5 ms
		snap acceleration	12.0+ ms
		deceleration	zero
52	injector 2 signal : t1	ignition on	nbv
		cranking cold	11.0 to 12.0 ms
		running cold	4.5+ ms
		cranking hot	3.1+ ms
		running hot	3.1 to 3.5 ms
		2000 rpm	3.1 to 3.5 ms
		3000 rpm	3.1 to 3.5 ms
		snap acceleration	12.0+ ms
		deceleration	zero
54	air conditioning		
55	CAS return : t1	ignition on/running	0.25 max
56	CAS signal : t2	cranking:	AC 2.0v+ (peak to peak)
		idle:	AC 11.0v+ (peak to peak)
57	supply from main relay : t87	ignition on	nbv
58	ignition coil : t1A	ignition on	nbv
		dynamic volt drop	2.0 max
		switching wire	200 min
59	ignition coil : t1B	ignition on	nbv
		dynamic volt drop	2.0 max
		switching wire	200 min
60	earth	ignition on/running	0.25 max

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