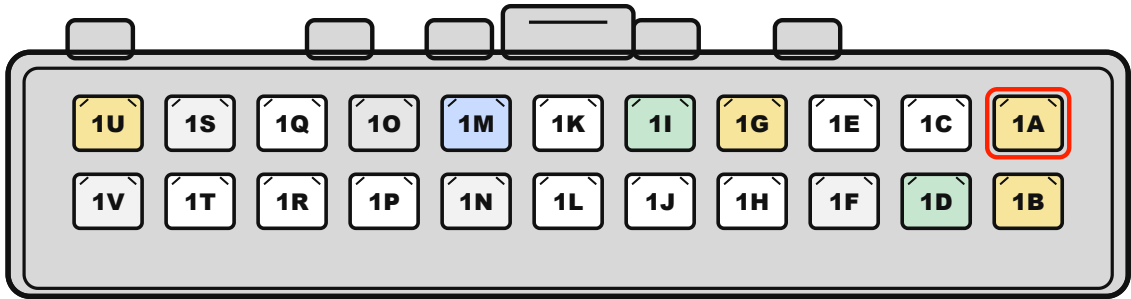


ECU PINOUT · MK1 · NA8 1.8
CONNECTOR 1 (US BOOKS: CONNECTOR 1) · 22-PIN (1A-1V)

VIEW: LOOKING INTO THE ECU HEADER (SAME VIEW AS THE WIRE / BACK SIDE OF THE HARNESS PLUG) · THE PLUG'S MATING FACE READS MIRRORED

1996-1997 · BP · OBD-II (US) · THREE PLUGS · UK AND JDM SAME UNIT | BP-SERIES OBD-II ECM, BELOW THE RIGHT-HAND SEAT · 3 CONNECTORS 22/16/26 (64 CAVITIES) · NO IMMOBILISER · RETURN FUEL
POWER GROUND TRIGGER (CKP/CMP) SENSOR IN DRIVER / OUTPUT COMMS / DIAG OTHER / BODY UNKNOWN / NC



FOJI SKETCH · PIN 1A RINGED (TOP-RIGHT) · KEYING FROM DONOR PHOTOS

REAL CONNECTOR FACE (2 ROWS X 11). LOOKING INTO THE ECU HEADER, THE SAME VIEW AS THE WIRE/BACK SIDE OF THE HARNESS PLUG AND THE SAME CONVENTION AS THE NA AND NB SHEETS. THE GRID AND THE KEYING POSITIONS ON THIS SHEET ARE THE NB1 ONES. THE 1996-1997 NA8 AND THE 1999-2000 NB1 SHARE THE SAME THREE-PLUG HOUSING FAMILY, 22 + 16 + 26 CAVITIES IN TWO ROWS EACH, WITH THE LETTERS MOULDED BY THE CONNECTOR MAKER; JAMES CONFIRMED AS OPERATOR ON 2026-09-11 THAT THE TWO HEADERS ARE THE SAME SHAPE; MAZDA PRINTS THE NB1 FACE HARNESS-SIDE WITH 1A TOP-RIGHT IN THE 1998 WORKSHOP MANUAL SUPPLEMENT (EUROPE) AND OUR NB1 GRID MATCHES THAT FIGURE CELL FOR CELL; AND A HEADER OUTLINE DRAWING JAMES SUPPLIED ON 2026-09-11 SHOWS THE SAME THREE BLOCKS IN THE SAME ORDER, 26-WAY MARKED 3 ON THE LEFT, 16-WAY MARKED 2, 22-WAY MARKED 1 ON THE RIGHT, WITH 1A TOP-RIGHT AND 1V BOTTOM-LEFT OF ITS BLOCK. THE KEYING TABS ARE TRACED FROM OUR NB1 DONOR HEADER PHOTOS, NOT FROM AN NA8 PLUG. STANDING FLAG: THE LETTERING HERE IS INFERRED FROM THE SHARED HOUSING AND HAS NOT BEEN RUNG OUT ON A 1996-1997 CAR. CHECK 1A FIRST, OR 3I, THE ROOM-FUSE KEEP-ALIVE AT L/R, WHICH IS THE EASIEST PIN ON THE ECU TO FIND WITH A METER.

PIN	FUNCTION	WIRE	I/O	PIN	FUNCTION	WIRE	I/O	PIN	FUNCTION	WIRE	I/O
1A	COOLING / THERMOFAN RELAY CONTROL	B/G	OUT	1I	DATA-LINK CONNECTOR TERMINAL TEN (TEST MODE)	LG/Y	I/O	1Q	BRAKE / STOP-LIGHT SWITCH [THE 1996 DRAWING LEAVES THE LINE UNLABELLED; BRAKE SWITCH ON BOFI AND 3 WEB TABLES]	G/B	IN
1B	A/C CONDENSER-FAN RELAY CONTROL	L/W	OUT	1J	REAR-WINDOW DEMISTER RELAY SIGNAL [MY96: R/W · MY97: BLANK · BOTH READERS AGREE ON BOTH EDITIONS]	R/W	IN	1R	TRANSMISSION CONTROL MODULE (A/T ONLY)	G	I/O
1C	IGNITION SWITCH START SIGNAL (+12V WHILE CRANKING) [MY96: V HERE, 3Z BLANK · MY97: BLANK HERE, V ON 3Z · BOTH READERS AGREE ON BOTH EDITIONS]	V	IN	1K	A/C REQUEST SWITCH (GROUND INPUT)	LG/B	IN	1S	NOT USED	-	-
1D	DATA-LINK CONNECTOR TERMINAL KLN + DLC-2 (SERIAL DATA)	W/B	I/O	1L	CLUTCH / NEUTRAL SWITCH (M/T) SHARING THE STARTING-CHARGING BRACE WITH THE A/T INHIBITOR [WORDING: BOFI READS THIS AS THE TRANSMISSION / STARTING-CHARGING LINE; SAME CIRCUIT, BOTH BRANCHES]	BR/W	IN	1T	TRANSMISSION CONTROL MODULE (A/T ONLY)	G/L	I/O
1E	CHECK-ENGINE LAMP (MIL) DRIVE	Y/B	OUT	1M	VEHICLE SPEED SIGNAL (VSS, VIA INSTRUMENT CLUSTER 2F)	G/R	IN	1U	FUEL-PUMP RELAY CONTROL (ALSO DLC TERMINAL F/P) [CLOSED: BOTH READERS PUT LG ON 1U WITH THE DLC F/P TERMINAL ON THE SAME NET; BARTUNE 1V WITHDRAWN]	LG	OUT
1F	NOT USED	-	-	1N	NOT USED	-	-	1V	NOT USED [EMPTY AT THE BRACKET IN BOTH BOOKS: A W/G STARTING-CHARGING CONDUCTOR CROSSES THE 1V ROW WITHOUT LANDING IN THE CAVITY]	-	-
1G	A/C COMPRESSOR RELAY CONTROL	L/B	OUT	1O	SENSOR GROUND (4-WAY JOINT CONNECTOR, TO G119) [SENSOR GROUND ON THE DRAWING, BARTUNE AND BOFI; ALLPINOUTS ALONE CALLS IT A POWER GROUND]	B/LG	GND				
1H	HEADLIGHTS-ON ELECTRICAL-LOAD SIGNAL [2-READERS]	R/B	IN	1P	HEATER / BLOWER CONTROL SWITCH (A/C SYSTEM)	L/O	IN				

VERIFY ON CAR: RING OUT EVERY PIN AND CONFIRM WIRE COLOURS AGAINST THE CAR. MAZDA HARNESS COLOURS CHANGE BETWEEN SUB-YEAR BUILDS AND MARKETS.

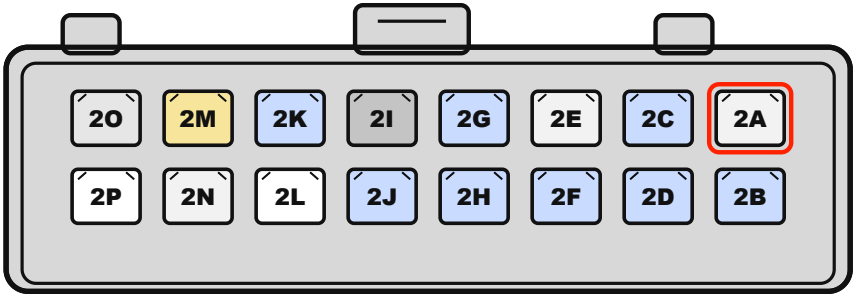
SOURCE: THE FACE, which is the point of this sheet. It is drawn on the NB1 grid and the NB1 keying, and that is a reasoned face, not a photographed one: no document on disk or on the web draws an NA8 plug with its letter positions and a stated view. Four things carry it. One, the 1996-1997 NA8 and the 1999-2000 NB1 use the same three-plug connector family, 22 + 16 + 26 cavities in two rows each, with the cavity letters moulded by the connector maker rather than assigned by Mazda. Two, James confirmed as operator on 2026-09-11 that the NA8 and NB1 headers are the same shape. Three, Mazda's own 1998 NB1 drawing (Workshop Manual Supplement Europe, OSM319261 page 77) prints the three faces harness-side with 1A top-right and the odd letters along the top row running right to left, and our NB1 grid matches it cell for cell. Four, a header outline drawing James supplied on 2026-09-11, source not yet named, shows the same arrangement on the same three plugs: 26-way marked 3 on the left, 16-way marked 2 in the middle, 22-way marked 1 on the right, 1A top-right, 1U top-left, 1B bottom-right, 1V bottom-left, with 2O/2A and 3Y/3A at the matching corners of their own blocks. Nothing is rotated and nothing is mirrored. STANDING FLAG: the lettering on this sheet is INFERRED from the shared housing and has NOT been rung out on a 1996-1997 car. 1A is the pin to check first, or 3I, the room-fuse keep-alive at L/R. FUNCTIONS AND COLOURS, which are the strong half. Read cell by cell off the US System Wiring Diagram "Fig. 8, 1.8L Engine Performance Circuits (1 of 2)" in BOTH the 1996 book (1996_wiring.pdf page 9) and the 1997 book (na-1997/wiring.pdf page 16), each of which letters every wire at the ECM, then read again independently at higher magnification by BOFI (96sys.pdf pages 8-9, 300 dpi): all 54 wired colours on the 1996 sheet agree letter for letter and the same 10 cavities are empty, and BOFI's reading of the 1997 sheet confirms the six model-year differences and corrected our 1V. That is two readers on each of two editions from one publisher, not two independent publishing houses. Destinations come from Fig. 9 in each book through the numbered continuation lines, and from the data-link-connector terminal map on page 5 of the 1996 book, which names 1D (KLN), 1I (TEN) and 1U (F/P). Functions corroborated against the Bartune Australian NA8 table, Beer Money Motorsports and AllPinouts. Those books number the plugs 1, 3 and 4; this sheet uses the house 1, 2 and 3, proven on twenty-five cells that agree function for function. The two editions differ on six cavities (1C, 1J, 2C, 3E, 3H, 3Z), each carried on the row as an MY96 / MY97 split with both values named. 1V is empty in both years: a W/G starting and charging conductor crosses the row without landing in the cavity. The crank pickup runs across 3E and 3H and the cam across 3F and 3G, two conductors to each sensor, so the Australian single-pin naming is withdrawn. The fuel-pump relay is 1U. There is no knock sensor circuit on this ECU; 2H is the EGR boost sensor. Three function conflicts stay live and carry both readings on the row: 2K, 2L and 2N. James ruled on 2026-09-10 that the UK and JDM 1996-1997 1.8 cars run this same three-plug unit, so the sheet covers them, with the US-only circuits (2D, 2H, 2J, 3O, 3P) marked as such; that ruling is his, and no document on file states it. Verify on car before any work. FOJI internal reference, corroborated 2026-06. Original FOJI compilation, not reproduced from Mazda artwork.

ECU PINOUT · MK1 · NA8 1.8
CONNECTOR 2 (US BOOKS: CONNECTOR 3) · 16-PIN (2A-2P)

VIEW: LOOKING INTO THE ECU HEADER (SAME VIEW AS THE WIRE / BACK SIDE OF THE HARNESS PLUG) · THE PLUG'S MATING FACE READS MIRRORED

1996-1997 · BP · OBD-II (US) · THREE PLUGS · UK AND JDM SAME UNIT | BP-SERIES OBD-II ECM, BELOW THE RIGHT-HAND SEAT · 3 CONNECTORS 22/16/26 (64 CAVITIES) · NO IMMOBILISER · RETURN FUEL

POWER GROUND TRIGGER (CKP/CMP) SENSOR IN DRIVER / OUTPUT COMMS / DIAG OTHER / BODY UNKNOWN / NC



FOJI SKETCH · PIN 2A RINGED (TOP-RIGHT) · KEYING FROM DONOR PHOTOS

REAL CONNECTOR FACE (2 ROWS X 8), LOOKING INTO THE ECU HEADER, THE SAME VIEW AS THE WIRE/BACK SIDE OF THE HARNESS PLUG AND THE SAME CONVENTION AS THE NA AND NB SHEETS. THE GRID AND THE KEYING POSITIONS ON THIS SHEET ARE THE NB1 ONES. THE 1996-1997 NA8 AND THE 1999-2000 NB1 SHARE THE SAME THREE-PLUG HOUSING FAMILY, 22 + 16 + 26 CAVITIES IN TWO ROWS EACH, WITH THE LETTERS MOULDED BY THE CONNECTOR MAKER; JAMES CONFIRMED AS OPERATOR ON 2026-09-11 THAT THE TWO HEADERS ARE THE SAME SHAPE; MAZDA PRINTS THE NB1 FACE HARNESS-SIDE WITH 1A TOP-RIGHT IN THE 1998 WORKSHOP MANUAL SUPPLEMENT (EUROPE) AND OUR NB1 GRID MATCHES THAT FIGURE CELL FOR CELL; AND A HEADER OUTLINE DRAWING JAMES SUPPLIED ON 2026-09-11 SHOWS THE SAME THREE BLOCKS IN THE SAME ORDER, 26-WAY MARKED 3 ON THE LEFT, 16-WAY MARKED 2, 22-WAY MARKED 1 ON THE RIGHT, WITH 1A TOP-RIGHT AND 1V BOTTOM-LEFT OF ITS BLOCK. THE KEYING TABS ARE TRACED FROM OUR NB1 DONOR HEADER PHOTOS, NOT FROM AN NA8 PLUG. STANDING FLAG: THE LETTERING HERE IS INFERRED FROM THE SHARED HOUSING AND HAS NOT BEEN RUNG OUT ON A 1996-1997 CAR. CHECK 1A FIRST, OR 3I, THE ROOM-FUSE KEEP-ALIVE AT L/R, WHICH IS THE EASIEST PIN ON THE ECU TO FIND WITH A METER.

PIN	FUNCTION	WIRE	I/O	PIN	FUNCTION	WIRE	I/O
2A	NOT USED	-	-	2I	+5V SENSOR REFERENCE	LG/W	PWR
2B	MAF SIGNAL	R/W	IN	2J	EGR VALVE POSITION SENSOR SIGNAL [2-READERS, MARKET: US EGR ONLY]	LG/R	IN
2C	FRONT HO2S SIGNAL (SHIELDED) [MY96: R/G · MY97: L/R · BOTH READERS AGREE ON BOTH EDITIONS]	R/G	IN	2K	INTAKE AIR TEMPERATURE SIGNAL (IN THE MAF HOUSING) [IAT PER FOJI, ALLPINOUTS AND THE ME 96-97 GUIDE; BOFI READS A SECOND MAF SIGNAL. COLOUR R/B AGREED BY ALL]	R/B	IN
2D	REAR HO2S SIGNAL (OBD-II, SHIELDED) [MARKET: US OBD-II ONLY, BLANK ON THE AUSTRALIAN TABLE]	R/L	IN	2L	THROTTLE WIDE-OPEN-THROTTLE SWITCH [CONFLICT OF NAMING: FOJI AND BARTUNE READ A WOT SWITCH, BOFI READS A TPS IDLE SWITCH. COLOUR R AGREED]	R	IN
2E	NOT USED	-	-	2M	FRONT HO2S HEATER CONTROL (GROUND SIDE)	R/W	OUT
2F	THROTTLE POSITION SENSOR SIGNAL (WIPER)	R/B	IN	2N	IGNITION-SWITCHED +12V, SHARED WITH THE HO2S HEATER SUPPLY AND THE EGR BOOST SENSOR [CONFLICT OF NAMING: FOJI READS THE NET AS AN IGNITION-SWITCHED +12V OFF THE METER FUSE, BOFI NAMES IT EGR BOOST. COLOUR B/Y AGREED]	B/Y	-
2G	ENGINE COOLANT TEMPERATURE SIGNAL	L/W	IN	2O	SENSOR GROUND 2 (6-WAY JOINT CONNECTOR)	B/L	GND
2H	EGR BOOST SENSOR SIGNAL [2-READERS, MARKET: US EGR ONLY · NOT A KNOCK SENSOR; THIS ECU HAS NO KNOCK CIRCUIT]	BR/B	IN	2P	POWER-STEERING PRESSURE SWITCH	L/Y	IN

VERIFY ON CAR: RING OUT EVERY PIN AND CONFIRM WIRE COLOURS AGAINST THE CAR. MAZDA HARNESS COLOURS CHANGE BETWEEN SUB-YEAR BUILDS AND MARKETS.

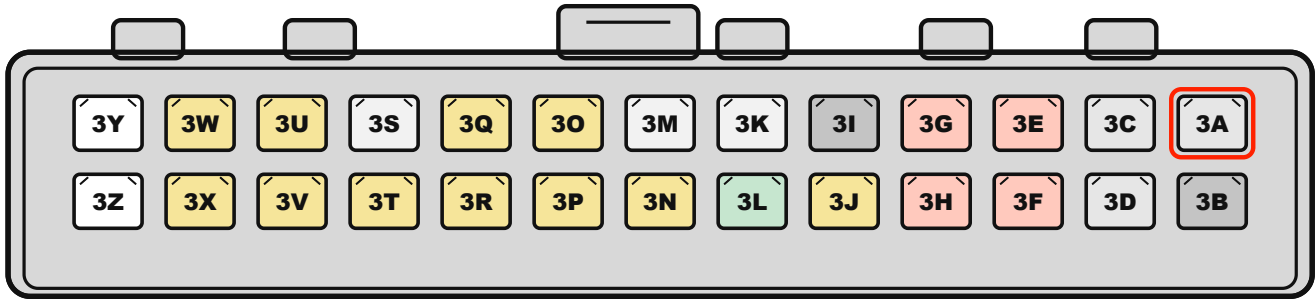
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ECU PINOUT · MK1 · NA8 1.8
CONNECTOR 3 (US BOOKS: CONNECTOR 4) · 26-PIN (3A-3Z)

VIEW: LOOKING INTO THE ECU HEADER (SAME VIEW AS THE WIRE / BACK SIDE OF THE HARNESS PLUG) · THE PLUG'S MATING FACE READS MIRRORED

1996-1997 · BP · OBD-II (US) · THREE PLUGS · UK AND JDM SAME UNIT | BP-SERIES OBD-II ECM, BELOW THE RIGHT-HAND SEAT · 3 CONNECTORS 22/16/26 (64 CAVITIES) · NO IMMOBILISER · RETURN FUEL

POWER GROUND TRIGGER (CKP/CMP) SENSOR IN DRIVER / OUTPUT COMMS / DIAG OTHER / BODY UNKNOWN / NC



FOJI SKETCH · PIN 3A RINGED (TOP-RIGHT) · KEYING FROM DONOR PHOTOS

REAL CONNECTOR FACE (2 ROWS X 13), LOOKING INTO THE ECU HEADER, THE SAME VIEW AS THE WIRE/BACK SIDE OF THE HARNESS PLUG AND THE SAME CONVENTION AS THE NA AND NB SHEETS. THE GRID AND THE KEYING POSITIONS ON THIS SHEET ARE THE NB1 ONES. THE 1996-1997 NA8 AND THE 1999-2000 NB1 SHARE THE SAME THREE-PLUG HOUSING FAMILY, 22 + 16 + 26 CAVITIES IN TWO ROWS EACH, WITH THE LETTERS MOULDED BY THE CONNECTOR MAKER; JAMES CONFIRMED AS OPERATOR ON 2026-09-11 THAT THE TWO HEADERS ARE THE SAME SHAPE; MAZDA PRINTS THE NB1 FACE HARNESS-SIDE WITH 1A TOP-RIGHT IN THE 1998 WORKSHOP MANUAL SUPPLEMENT (EUROPE) AND OUR NB1 GRID MATCHES THAT FIGURE CELL FOR CELL; AND A HEADER OUTLINE DRAWING JAMES SUPPLIED ON 2026-09-11 SHOWS THE SAME THREE BLOCKS IN THE SAME ORDER, 26-WAY MARKED 3 ON THE LEFT, 16-WAY MARKED 2, 22-WAY MARKED 1 ON THE RIGHT, WITH 1A TOP-RIGHT AND 1V BOTTOM-LEFT OF ITS BLOCK. THE KEYING TABS ARE TRACED FROM OUR NB1 DONOR HEADER PHOTOS, NOT FROM AN NA8 PLUG. STANDING FLAG: THE LETTERING HERE IS INFERRED FROM THE SHARED HOUSING AND HAS NOT BEEN RUNG OUT ON A 1996-1997 CAR. CHECK 1A FIRST, OR 3I, THE ROOM-FUSE KEEP-ALIVE AT L/R, WHICH IS THE EASIEST PIN ON THE ECU TO FIND WITH A METER.

PIN	FUNCTION	WIRE	I/O	PIN	FUNCTION	WIRE	I/O	PIN	FUNCTION	WIRE	I/O
3A	SENSOR / SHIELD GROUND (TO G119)	B/LG	GND	3J	PRC SOLENOID (FUEL-PRESSURE REGULATOR CONTROL) [2-READERS]	Y/G	OUT	3S	NOT USED	-	-
3B	+12V SWITCHED FROM THE MAIN RELAY	W/R	PWR	3K	NOT USED	-	-	3T	EVAP PURGE SOLENOID VALVE	Y/R	OUT
3C	POWER GROUND (G119) [NODE LABEL: BOFI READS 3C AS G119 + G117 AND 3D AS G119; COLOUR AND FUNCTION AGREED]	B	GND	3L	TACHOMETER OUTPUT TO THE INSTRUMENT CLUSTER	B/W	OUT	3U	INJECTOR CYL 1	Y	OUT
3D	POWER GROUND (G117) [NODE LABEL: BOFI READS 3D AS G119; COLOUR AND FUNCTION AGREED]	B	GND	3M	NOT USED	-	-	3V	INJECTOR CYL 2	Y/B	OUT
3E	CRANKSHAFT POSITION SENSOR, ONE SIDE OF THE PICKUP COIL [MY96: Y/B · MY97: G/O · BOTH READERS AGREE ON BOTH EDITIONS · CRANK PAIR 3E+3H, TWO CONDUCTORS TO THE SENSOR]	Y/B	IN	3N	IGNITION COIL A (CYL 1 & 4)	BR/Y	OUT	3W	INJECTOR CYL 3	G/W	OUT
3F	CAMSHAFT POSITION SENSOR, ONE SIDE OF THE PAIR, AND THE LINE TO THE A/T TRANSMISSION SYSTEM [CAM PAIR 3F+3G PER THE FACTORY BOOKS; THE ME 96-97 GUIDE CALLS 3F THE CRANK SENSOR AND NAMES NO 3E OR 3H, RING OUT BEFORE AN ME INSTALL; THE A/T BRANCH OFF 3F IS OUR READING ONLY]	W	IN	3O	EGR SOLENOID VALVE, VENT [2-READERS, MARKET: US EGR ONLY]	Y	OUT	3X	INJECTOR CYL 4	G	OUT
3G	CAMSHAFT POSITION SENSOR, OTHER SIDE OF THE PAIR [CAM PAIR 3F+3G PER BOTH READERS OF THE FACTORY SHEET]	Y/L	IN	3P	EGR SOLENOID VALVE, VACUUM [2-READERS, MARKET: US EGR ONLY]	Y/W	OUT	3Y	TRANSMISSION CONTROL MODULE (A/T ONLY)	L/Y	I/O
3H	CRANKSHAFT POSITION SENSOR, OTHER SIDE OF THE PICKUP COIL [MY96: Y/W · MY97: G/B · BOTH READERS AGREE ON BOTH EDITIONS · CRANK PAIR 3E+3H]	Y/W	IN	3Q	IDLE AIR CONTROL VALVE [2-READERS]	L/O	OUT	3Z	IGNITION START / STARTING-CHARGING LINE (MY97 ONLY) [MY96: BLANK, V ON 1C INSTEAD · MY97: V HERE · BOTH READERS AGREE ON BOTH EDITIONS]	V	IN
3I	+12V CONSTANT, ROOM FUSE 10A (KEEP-ALIVE MEMORY)	L/R	PWR	3R	IGNITION COIL B (CYL 2 & 3)	BR	OUT				

VERIFY ON CAR: RING OUT EVERY PIN AND CONFIRM WIRE COLOURS AGAINST THE CAR. MAZDA HARNESS COLOURS CHANGE BETWEEN SUB-YEAR BUILDS AND MARKETS.

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