CONFIDENCE: MEDIUM

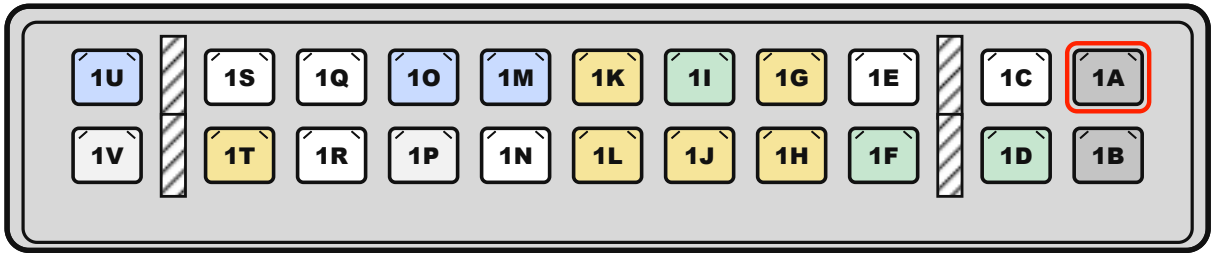
ECU PINOUT · RX-7 · FD 13B-REW

CONNECTOR 1 (FRONT HARNESS) · 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

13B-REW SEQUENTIAL TWIN TURBO · VIN JMZ FD13B200 300001 ON | MAZDA EGI CONTROL UNIT · 22 + 12 + 16 + 26 WAY (76 TERMINALS) · OBD-I SELF-DIAGNOSIS

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



FOJI SKETCH · PIN 1A RINGED (TOP-RIGHT) · HATCHED = MOULDED KEYING RIB, TAKEN FROM THE FACTORY FACE · RIBS SIT OFF-CENTRE, USE THEM TO ORIENT THE SHEET

REAL CONNECTOR FACE (2 ROWS X 11, TWO MOULDED KEYING RIBS). LOOKING INTO THE ECU HEADER, THE SAME VIEW AS THE WIRE/BACK SIDE OF THE HARNESS PLUG AND THE SAME CONVENTION AS THE NA SHEETS. FOUR CONNECTORS ON ONE ECU: 22-WAY AND 12-WAY ON THE FRONT HARNESS, 16-WAY AND 26-WAY ON THE ENGINE MEMBER HARNESS. ODD LETTERS TOP ROW, EVEN LETTERS BOTTOM ROW, RUNNING RIGHT TO LEFT, SO PIN A IS THE TOP-RIGHT CAVITY OF EACH BLOCK. THE VIEW IS CITED, NOT INFERRED: THE RX-7 WIRING BOOKLET'S OWN READING WIRING DIAGRAMS PAGE (WD321003, GI-5) STATES "CONNECTOR DIAGRAMS SHOW CONNECTORS ON THE HARNESS SIDE, THE TERMINAL INDICATES THE VIEW FROM THE HARNESS SIDE", AND PRINTS THE HARNESS-SIDE ARROW. MAZDA'S WORKSHOP MANUAL DRAWS THE SAME 76 LETTERS AGAIN IN ITS OWN CONTROL UNIT CONNECTOR FIGURE (OSM227313, F-178) AND THAT FIGURE AGREES CELL FOR CELL, WHICH IS THE EXPECTED RESULT BECAUSE THE ECU HEADER AND THE WIRE SIDE OF ITS HARNESS PLUG ARE THE SAME HANDEDNESS. THE TWO HATCHED RIBS ON CONNECTOR 1 ARE MOULDED INTO THE HOUSING AND SIT OFF-CENTRE, SO ORIENT THE SHEET ON THEM. NOTHING IS RUNG OUT ON A CAR AND THERE IS NO DONOR PLUG.

PIN	FUNCTION	WIRE	I/O
1A	BATTERY, CONSTANT (FOR BACKUP)	L/R	PWR
1B	MAIN RELAY (FUEL INJ RELAY)	B/W	PWR
1C	IGNITION SWITCH (START)	B/R	IN
1D	SELF-DIAGNOSIS CHECKER, MONITOR LAMP	W/R	OUT
1E	A/C SWITCH [CONFLICT: GY/R ON BOTH 300001-ON EDITIONS, V ON THE 100001-299999 BOOK WD320896]	GY/R	IN
1F	SELF-DIAGNOSIS CHECKER, CODE NUMBER (BUZZER)	W/B	OUT
1G	IGNITER (TRAILING), FRONT ROTOR	BR	OUT
1H	IGNITER (LEADING)	LG	OUT

PIN	FUNCTION	WIRE	I/O
1I	DIAGNOSIS CONNECTOR (TEN TERMINAL)	LG/Y	IN
1J	IGNITER (TRAILING), REAR ROTOR	BR/B	OUT
1K	FUEL PUMP RELAY	L/W	OUT
1L	A/C RELAY	Y/B	OUT
1M	SPEEDOMETER SENSOR	G/R	IN
1N	P/S PRESSURE SWITCH, AND MILEAGE SWITCH	L/Y	IN
1O	PRESSURE SENSOR	G/Y	IN
1P	NOT USED	-	-

PIN	FUNCTION	WIRE	I/O
1Q	CLUTCH SWITCH	L/O	IN
1R	NEUTRAL SWITCH	G/W	IN
1S	STOPLIGHT SWITCH	G	IN
1T	CIRCUIT OPENING RELAY	L/B	OUT
1U	FUEL THERMOSENSOR	P	IN
1V	NOT USED	-	-

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: Functions from the Mazda workshop manual CONTROL SYSTEM terminal voltage table, OSM227313 pages F-166 to F-178, which lists all 76 terminals with Input / Output, Connected to and a test condition: 66 named, 10 dashed. Colours read cell by cell off the B1-01 ENGINE CONTROL MODULE face on the ENGINE RELATED SYSTEMS sheet B-1b, in BOTH editions of the carline book, WD321011 and WD321027 (RX-7(FD) JMZ FD13B200 300001-ZZZZZZ), and cross-read against the earlier carline book WD320896 (edition 5211, FD13B200 100001-299999). The RX-7 set is a pure scan with no text layer and no OCR, so every letter and every colour here came off the eye at 500 to 1200 dpi, not off an extractor. The two document families corroborate each other on membership: every terminal the table dashes is drawn as a vacant cavity and every terminal it names carries a colour, with the single exception of 3J, which is flagged. Three cells disagree between sources and all three carry both values on the row: 1E, 3J and 4E. That is TWO factory documents on the functions and on the face, and two editions on the colours, but the whole sheet is a hand transcription off scans with three open cells, so the block is MEDIUM. Autodata publishes no rotary, so there is no second publisher to check against. VIEW IS CITED, NOT INFERRED: the booklet's own READING WIRING DIAGRAMS page, WD321003 GI-5, states that connector diagrams show connectors on the harness side and that the terminal indicates the view from the harness side, and prints the harness-side arrow; the same page says unused terminals are marked with an asterisk, which is the convention read here. The workshop manual prints the same 76 letters again in its Control Unit Connector figure on F-178, captioned Control Unit Side, and that figure agrees cell for cell, as it should, because looking into the ECU header and looking at the wire side of its harness plug are the same handedness. Two-colour codes read base colour first and stripe second, per the same GI page. The (F) and (EM) tags on Mazda's faces are harness symbols, front harness and engine member harness. Nothing is rung out on a car and there is no RX-7 donor plug. FOJI internal reference, corroborated 2026-06. Original FOJI compilation, not reproduced from Mazda artwork.

CONFIDENCE: MEDIUM

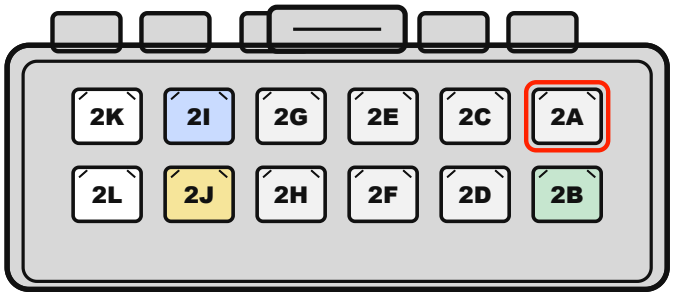
ECU PINOUT · RX-7 · FD 13B-REW

CONNECTOR 2 (FRONT HARNESS) · 12-PIN (2A-2L)

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

13B-REW SEQUENTIAL TWIN TURBO · VIN JMZ FD13B200 300001 ON | MAZDA EGI CONTROL UNIT · 22 + 12 + 16 + 26 WAY (76 TERMINALS) · OBD-I SELF-DIAGNOSIS

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



FOJI SKETCH · PIN 2A RINGED (TOP-RIGHT) · KEYING INDICATIVE, CONFIRM ON PLUG

REAL CONNECTOR FACE (2 ROWS X 6). LOOKING INTO THE ECU HEADER, THE SAME VIEW AS THE WIRE/BACK SIDE OF THE HARNESS PLUG AND THE SAME CONVENTION AS THE NA SHEETS. FOUR CONNECTORS ON ONE ECU: 22-WAY AND 12-WAY ON THE FRONT HARNESS, 16-WAY AND 26-WAY ON THE ENGINE MEMBER HARNESS. ODD LETTERS TOP ROW, EVEN LETTERS BOTTOM ROW, RUNNING RIGHT TO LEFT, SO PIN A IS THE TOP-RIGHT CAVITY OF EACH BLOCK. THE VIEW IS CITED, NOT INFERRED: THE RX-7 WIRING BOOKLET'S OWN READING WIRING DIAGRAMS PAGE (WD321003, GI-5) STATES "CONNECTOR DIAGRAMS SHOW CONNECTORS ON THE HARNESS SIDE, THE TERMINAL INDICATES THE VIEW FROM THE HARNESS SIDE", AND PRINTS THE HARNESS-SIDE ARROW. MAZDA'S WORKSHOP MANUAL DRAWS THE SAME 76 LETTERS AGAIN IN ITS OWN CONTROL UNIT CONNECTOR FIGURE (OSM227313, F-178) AND THAT FIGURE AGREES CELL FOR CELL, WHICH IS THE EXPECTED RESULT BECAUSE THE ECU HEADER AND THE WIRE SIDE OF ITS HARNESS PLUG ARE THE SAME HANDEDNESS. THE TWO HATCHED RIBS ON CONNECTOR 1 ARE MOULDED INTO THE HOUSING AND SIT OFF-CENTRE, SO ORIENT THE SHEET ON THEM. NOTHING IS RUNG OUT ON A CAR AND THERE IS NO DONOR PLUG.

PIN	FUNCTION	WIRE	I/O
2A	NOT USED	-	-
2B	DIAGNOSIS CONNECTOR (IG TERMINAL)	Y/L	OUT
2C	NOT USED	-	-
2D	NOT USED	-	-
2E	NOT USED	-	-
2F	NOT USED	-	-

PIN	FUNCTION	WIRE	I/O
2G	NOT USED	-	-
2H	NOT USED	-	-
2I	HEAT HAZARD SENSOR	O/L	IN
2J	A/P RELAY	GY	OUT
2K	1-2 SWITCH	V/W	IN
2L	1-2 SWITCH	W/G	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: Functions from the Mazda workshop manual CONTROL SYSTEM terminal voltage table, OSM227313 pages F-166 to F-178, which lists all 76 terminals with Input / Output, Connected to and a test condition: 66 named, 10 dashed. Colours read cell by cell off the B1-01 ENGINE CONTROL MODULE face on the ENGINE RELATED SYSTEMS sheet B-1b, in BOTH editions of the carline book, WD321011 and WD321027 (RX-7(FD) JMZ FD13B200 300001-ZZZZZZ), and cross-read against the earlier carline book WD320896 (edition 5211, FD13B200 100001-299999). The RX-7 set is a pure scan with no text layer and no OCR, so every letter and every colour here came off the eye at 500 to 1200 dpi, not off an extractor. The two document families corroborate each other on membership: every terminal the table dashes is drawn as a vacant cavity and every terminal it names carries a colour, with the single exception of 3J, which is flagged. Three cells disagree between sources and all three carry both values on the row: 1E, 3J and 4E. That is TWO factory documents on the functions and on the face, and two editions on the colours, but the whole sheet is a hand transcription off scans with three open cells, so the block is MEDIUM. Autodata publishes no rotary, so there is no second publisher to check against. VIEW IS CITED, NOT INFERRED: the booklet's own READING WIRING DIAGRAMS page, WD321003 GI-5, states that connector diagrams show connectors on the harness side and that the terminal indicates the view from the harness side, and prints the harness-side arrow; the same page says unused terminals are marked with an asterisk, which is the convention read here. The workshop manual prints the same 76 letters again in its Control Unit Connector figure on F-178, captioned Control Unit Side, and that figure agrees cell for cell, as it should, because looking into the ECU header and looking at the wire side of its harness plug are the same handedness. Two-colour codes read base colour first and stripe second, per the same GI page. The (F) and (EM) tags on Mazda's faces are harness symbols, front harness and engine member harness. Nothing is rung out on a car and there is no RX-7 donor plug. FOJI internal reference, corroborated 2026-06. Original FOJI compilation, not reproduced from Mazda artwork.

CONFIDENCE: MEDIUM

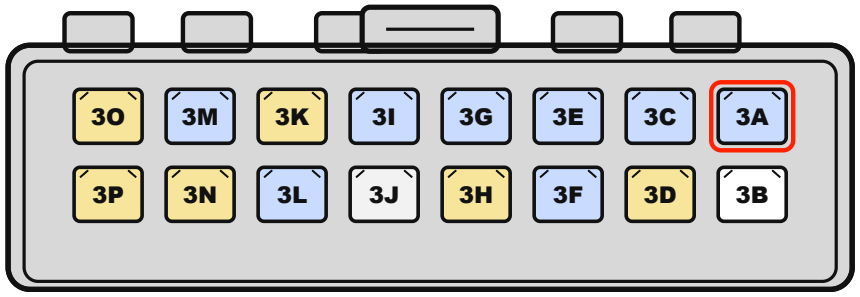
ECU PINOUT · RX-7 · FD 13B-REW

CONNECTOR 3 (ENGINE MEMBER HARNESS) · 16-PIN (3A-3P)

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

13B-REW SEQUENTIAL TWIN TURBO · VIN JMZ FD13B200 300001 ON | MAZDA EGI CONTROL UNIT · 22 + 12 + 16 + 26 WAY (76 TERMINALS) · OBD-I SELF-DIAGNOSIS

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



FOJI SKETCH · PIN 3A RINGED (TOP-RIGHT) · KEYING INDICATIVE, CONFIRM ON PLUG

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 SHEETS. FOUR CONNECTORS ON ONE ECU: 22-WAY AND 12-WAY ON THE FRONT HARNESS, 16-WAY AND 26-WAY ON THE ENGINE MEMBER HARNESS. ODD LETTERS TOP ROW, EVEN LETTERS BOTTOM ROW, RUNNING RIGHT TO LEFT, SO PIN A IS THE TOP-RIGHT CAVITY OF EACH BLOCK. THE VIEW IS CITED, NOT INFERRED: THE RX-7 WIRING BOOKLET'S OWN READING WIRING DIAGRAMS PAGE (WD321003, GI-5) STATES "CONNECTOR DIAGRAMS SHOW CONNECTORS ON THE HARNESS SIDE, THE TERMINAL INDICATES THE VIEW FROM THE HARNESS SIDE", AND PRINTS THE HARNESS-SIDE ARROW. MAZDA'S WORKSHOP MANUAL DRAWS THE SAME 76 LETTERS AGAIN IN ITS OWN CONTROL UNIT CONNECTOR FIGURE (OSM227313, F-178) AND THAT FIGURE AGREES CELL FOR CELL, WHICH IS THE EXPECTED RESULT BECAUSE THE ECU HEADER AND THE WIRE SIDE OF ITS HARNESS PLUG ARE THE SAME HANDEDNESS. THE TWO HATCHED RIBS ON CONNECTOR 1 ARE MOULDED INTO THE HOUSING AND SIT OFF-CENTRE, SO ORIENT THE SHEET ON THEM. NOTHING IS RUNG OUT ON A CAR AND THERE IS NO DONOR PLUG.

PIN	FUNCTION	WIRE	I/O
3A	METERING OIL PUMP POSITION SENSOR	G/B	IN
3B	E/L UNIT (ELECTRICAL LOAD MODULE)	Y	IN
3C	OXYGEN SENSOR	B	IN
3D	COOLING FAN RELAY	W/L	OUT
3E	WATER THERMOSENSOR	G/W	IN
3F	THROTTLE SENSOR (NARROW RANGE)	G/R	IN
3G	THROTTLE SENSOR (FULL RANGE)	B/G	IN
3H	SOLENOID VALVE (PURGE CONTROL)	G/Y	OUT

PIN	FUNCTION	WIRE	I/O
3I	THROTTLE SENSOR, CONSTANT	BR/W	IN
3J	NOT NAMED IN THE TERMINAL TABLE [CONFLICT: DRAWN L/G ON WD321011 AND ON WD320896, DRAWN VACANT ON WD321027, AND THE TERMINAL TABLE DASHES IT. RING IT OUT]	L/G	-
3K	SOLENOID VALVE (RELIEF 2)	G/O	OUT
3L	INTAKE AIR THERMOSENSOR	G	IN
3M	KNOCK SENSOR	W	IN
3N	SOLENOID VALVE (PORT AIR BYPASS)	L	OUT
3O	SOLENOID VALVE (DOUBLE THROTTLE CONTROL)	B/R	OUT
3P	SOLENOID VALVE (RELIEF 1)	Y/R	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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CONFIDENCE: MEDIUM

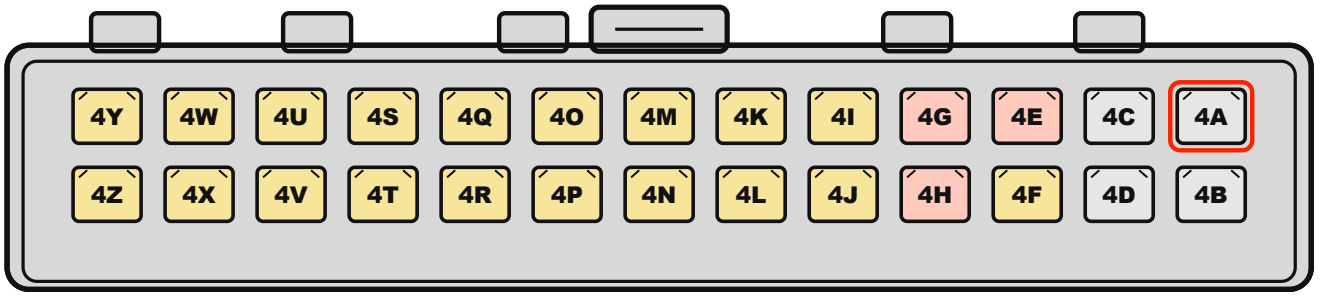
ECU PINOUT · RX-7 · FD 13B-REW

CONNECTOR 4 (ENGINE MEMBER HARNESS) · 26-PIN (4A-4Z)

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

13B-REW SEQUENTIAL TWIN TURBO · VIN JMZ FD13B200 300001 ON | MAZDA EGI CONTROL UNIT · 22 + 12 + 16 + 26 WAY (76 TERMINALS) · OBD-I SELF-DIAGNOSIS

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



FOJI SKETCH · PIN 4A RINGED (TOP-RIGHT) · KEYING INDICATIVE, CONFIRM ON PLUG

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 SHEETS. FOUR CONNECTORS ON ONE ECU: 22-WAY AND 12-WAY ON THE FRONT HARNESS, 16-WAY AND 26-WAY ON THE ENGINE MEMBER HARNESS. ODD LETTERS TOP ROW, EVEN LETTERS BOTTOM ROW, RUNNING RIGHT TO LEFT, SO PIN A IS THE TOP-RIGHT CAVITY OF EACH BLOCK. THE VIEW IS CITED, NOT INFERRED: THE RX-7 WIRING BOOKLET'S OWN READING WIRING DIAGRAMS PAGE (WD321003, GI-5) STATES "CONNECTOR DIAGRAMS SHOW CONNECTORS ON THE HARNESS SIDE, THE TERMINAL INDICATES THE VIEW FROM THE HARNESS SIDE", AND PRINTS THE HARNESS-SIDE ARROW. MAZDA'S WORKSHOP MANUAL DRAWS THE SAME 76 LETTERS AGAIN IN ITS OWN CONTROL UNIT CONNECTOR FIGURE (OSM227313, F-178) AND THAT FIGURE AGREES CELL FOR CELL, WHICH IS THE EXPECTED RESULT BECAUSE THE ECU HEADER AND THE WIRE SIDE OF ITS HARNESS PLUG ARE THE SAME HANDEDNESS. THE TWO HATCHED RIBS ON CONNECTOR 1 ARE MOULDED INTO THE HOUSING AND SIT OFF-CENTRE, SO ORIENT THE SHEET ON THEM. NOTHING IS RUNG OUT ON A CAR AND THERE IS NO DONOR PLUG.

PIN	FUNCTION	WIRE	I/O
4A	GROUND (OUTPUT)	B/W	GND
4B	GROUND (OUTPUT)	B/W	GND
4C	GROUND (CPU)	B	GND
4D	GROUND (INPUT)	BR/B	GND
4E	CRANK ANGLE SENSOR, NE+ SIGNAL [CONFLICT: B ON WD321027 AND ON WD320896, Y ON WD321011]	B	IN
4F	SOLENOID VALVE (SPLIT AIR BYPASS)	B/R	OUT
4G	CRANK ANGLE SENSOR, G SIGNAL	W	IN
4H	CRANK ANGLE SENSOR, CONSTANT	R	IN
4I	STEPPING MOTOR (METERING OIL PUMP)	B/O	OUT

PIN	FUNCTION	WIRE	I/O
4J	STEPPING MOTOR (METERING OIL PUMP)	B/L	OUT
4K	STEPPING MOTOR (METERING OIL PUMP)	B/LG	OUT
4L	STEPPING MOTOR (METERING OIL PUMP)	B/Y	OUT
4M	SOLENOID VALVE (PRESSURE REGULATOR CONTROL 1)	L/O	OUT
4N	SOLENOID VALVE (SWITCHING)	L/R	OUT
4O	SOLENOID VALVE (PRESSURE REGULATOR CONTROL 2)	L/Y	OUT
4P	SOLENOID VALVE (AWS)	BR/Y	OUT
4Q	SOLENOID VALVE (ISC)	L/G	OUT
4R	SOLENOID VALVE (TURBO CONTROL)	Y/L	OUT

PIN	FUNCTION	WIRE	I/O
4S	SOLENOID VALVE (CHARGE RELIEF)	P	OUT
4T	SOLENOID VALVE (CHARGE CONTROL)	L/B	OUT
4U	SOLENOID VALVE (WASTEGATE CONTROL)	L/W	OUT
4V	SOLENOID VALVE (TURBO PRE-CONTROL)	L/Y	OUT
4W	INJECTOR (FRONT PRIMARY)	LG/R	OUT
4X	INJECTOR (FRONT SECONDARY)	LG/W	OUT
4Y	INJECTOR (REAR PRIMARY)	LG/B	OUT
4Z	INJECTOR (REAR SECONDARY)	LG	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.

SOURCE: Functions from the Mazda workshop manual CONTROL SYSTEM terminal voltage table, OSM227313 pages F-166 to F-178, which lists all 76 terminals with Input / Output, Connected to and a test condition: 66 named, 10 dashed. Colours read cell by cell off the B1-01 ENGINE CONTROL MODULE face on the ENGINE RELATED SYSTEMS sheet B-1b, in BOTH editions of the carline book, WD321011 and WD321027 (RX-7(FD) JMZ FD13B200 300001-ZZZZZZ), and cross-read against the earlier carline book WD320896 (edition 5211, FD13B200 100001-299999). The RX-7 set is a pure scan with no text layer and no OCR, so every letter and every colour here came off the eye at 500 to 1200 dpi, not off an extractor. The two document families corroborate each other on membership: every terminal the table dashes is drawn as a vacant cavity and every terminal it names carries a colour, with the single exception of 3J, which is flagged. Three cells disagree between sources and all three carry both values on the row: 1E, 3J and 4E. That is TWO factory documents on the functions and on the face, and two editions on the colours, but the whole sheet is a hand transcription off scans with three open cells, so the block is MEDIUM. Autodata publishes no rotary, so there is no second publisher to check against. VIEW IS CITED, NOT INFERRED: the booklet's own READING WIRING DIAGRAMS page, WD321003 GI-5, states that connector diagrams show connectors on the harness side and that the terminal indicates the view from the harness side, and prints the harness-side arrow; the same page says unused terminals are marked with an asterisk, which is the convention read here. The workshop manual prints the same 76 letters again in its Control Unit Connector figure on F-178, captioned Control Unit Side, and that figure agrees cell for cell, as it should, because looking into the ECU header and looking at the wire side of its harness plug are the same handedness. Two-colour codes read base colour first and stripe second, per the same GI page. The (F) and (EM) tags on Mazda's faces are harness symbols, front harness and engine member harness. Nothing is rung out on a car and there is no RX-7 donor plug. FOJI internal reference, corroborated 2026-06. Original FOJI compilation, not reproduced from Mazda artwork.