1994 MAZDA B2300 ENGINE SCHEMATIC TO IGNITION SWITCH PRIMARY T/O COIL IGNITION CONTROL DKBL MODULE CRANKSHAFT GYPOSITION T/LG SECONDARY SENSOR T/LBL COIL MASS EVR SOLENOID FUEL INJ. AIRFLOW SENSOR CAPACITOR CAMSHAFT AUTOMATIC SPEED CONTROL POSITION TRANSMISSION SENSOR SOLENOID SHORTING BAR $A/T \stackrel{\bullet}{\sim} M/T$ TO TO STOP-SELF-TO DATA LINK TEST LIGHT CONNECTOR CONN. SWITCH DKBL/OPK/LBL DKBL/ GY/O PK PK/LGLBL/R 0/L W/P GY \geqslant 18 (MT) OR 28 (AT) 19 (MT) OR 9 (AT) 5636 59 39 53 50 16 21 33 48 52 7 6 31 (MT) OR 32 (AT) POWERTRAIN CONTROL MODULE 28 (MT) OR 24 (AT) 49 (AT) 541043 26 46 TO IGNITION SWITCH TO CLUTCH INTERRUPT (M/T) ORNEUTRAL/START (A/T) SWITCH FUSE 15A TO HEATING BR/W AND A/C SYSTEM INT AKE AIR DIFFERENTIAL PRESSURE TEMP. FEEDBACK SENSOR SENSOR HEATED OXYGEN SENSOR ENGINE THROTTLE POWER STEERING PRESSURE COOLANT TEMP. POSITION 7 SENSOR SENSOR SWITCH TO DATA LINK B CONNECTOR

DIAGRAM 3

HOT AT ALL TIMES

TO IGNITION SWITCH

B/W

TO FUEL PUMP

RELAY

Y DG/Y LBL/O

B/W

1 8 22 37

57

6 20 60

VEHICLE SPEED SENSOR

GY/B

58

29 (MT) OR 44 (AT)

OCT ANE ADJUST

BAR

SHORTING

FUSE

PCM RELAY

 $A/T \stackrel{\bullet}{\sim} M/T$

BR/LBL

35

30

30a