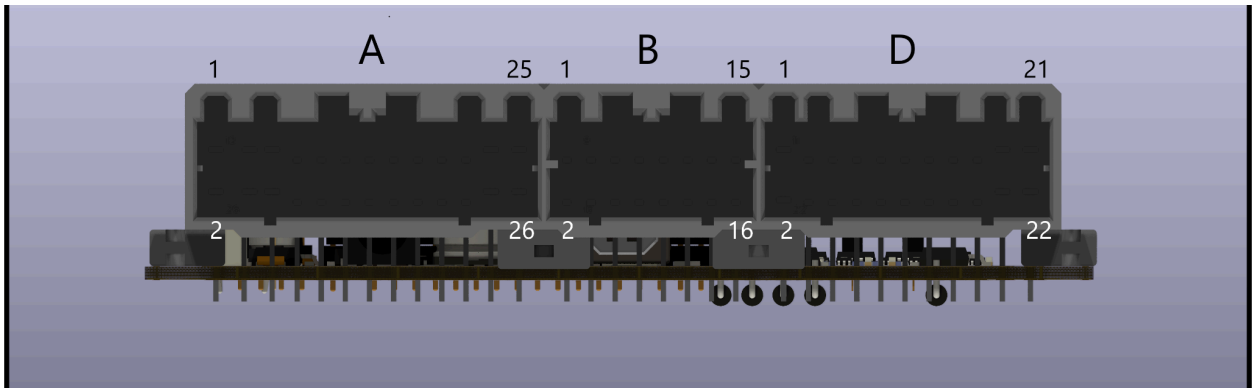
PnPduino Honda B/D Pinout

Honda's OBD1 Pinout has Labels A, B, and D corresponding to the plug and number of pins. A has 26 pins, B has 16 pins, and D has 22 pins. It is viewed from the front of the 64 Pin Male connector. The numbering order of pins is from top to bottom, then left to right.



PnPduino's Honda B/D Pinout is the same as the OEM ECU with additional inputs and outputs. Some of these are the Coil on Plugs 2 to 4, extra Analog Inputs 1-7 and Low Current outputs. Red means it is not used by PnPduino, and Green means added by PnPduino.
The Arduino Pin # is used when configuring Programmable Outputs in Tunerstudio or when reusing a spare input or output.

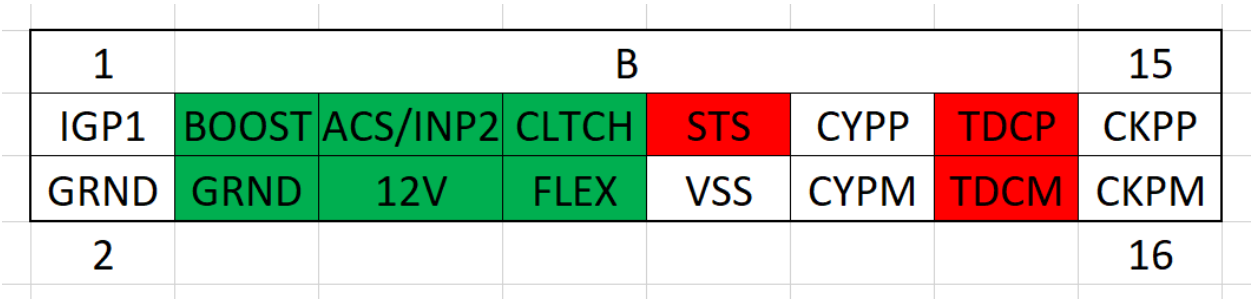
A Plug

1						A						25
INJ1	INJ2	INJ3	FP	IDLE1	EGR	MIL/LC4	ACC/LC1	IG3	IG4	ICM	PG	IGP2
INJ4	VTS	HT		LC2	FAN	FAN2	ALTC/LC3	IG2	EVAP	ICM	PG	LG1
2												26

Pin#	Label	Description	Remarks	Arduino Pin
1	INJ1	Injector 1	Injector 1 from PnPduino*	
2	INJ4	Injector 4	Injector 3 from PnPduino*	
3	INJ2	Injector 2	Injector 4 from PnPduino*	
4	VTS	VTEC	+12V from PnPduino	11
5	INJ3	Injector 3	Injector 2 from PnPduino	
6	HT	Heater Control	To OEM O2 sensor, not used	
7	FP	Fuel Pump		use Board Def
8	NONE		Not used	
9	IDLE1	Idle 1	Only use 2 wire IACV	
10	LC2	Low Current 2	Spare output	27
11	EGR	EGR	Not used	
12	FAN	Radiator Fan	To be wired to fan relay	use Board Def
13	W/LC4	Check Engine L	To be set as programmable output	29
14	FAN2	Fan 2	Spare output	25
15	ACC	Low Current 1	AC Compressor clutch	26

16	ALTC	Low Current 3	Alternator Control Hi or Low	28
17	IG3	Ignition 3	For Coil on Plug 4**	
18	IG2	Ignition 2	For Coil on Plug 3**	
19	IG4	Ignition 4	For Coil on Plug 2**	
20	EVAP	Evap Purge	Not used	
21	ICM	Ignition 1	For ICM Distributor or COP IG1	
22	ICM	Ignition 1	For ICM Distributor or COP IG1	
23	PG	Power Ground	For Wideband Power Ground	
24	PG	Power Ground	Power Ground (located at Head)	
25	IGP2	12V from MRLY	12V from Main Relay	
26	GRND	ECU Ground	Dont mix with Chassis Ground	

B Plug



Pin#	Label	Description	Remarks	Arduino Pin
1	IGP1	12V from MRLY	12V from Main Relay	
2	GRND	ECU Ground	Dont mix with Chassis Ground	
3	BOOST	Boost Control	Boost Control Solenoid	12
4	GRND	ECU Ground	Dont mix with Chassis Ground	
5	ACS	AC Switch	Input 2 for Idle up	A9
6	12V	Ignition Switch	Non-Fused 12V Ignition Out	
7	CLTCH	Clutch switch	For Launch Control & FFS	37
8	FLEX	Flex Fuel Sensor	Ethanol Fuel Sensor	2
9	STS	Starter Switch	Not used	
10	VSS	Vehicle Speed	Vehicle Speed Sensor	20
11	CYPP	VR2+	1 tooth per Rev +	
12	CYPM	VR2-	1 tooth per Rev -	
13	TDCP	TDCP	Not used	
14	TDCM	TDCM	Not used	
15	CKPP	VR1+	24 tooth per Rev +	
16	CKPM	VR1-	24 tooth per Rev -	

D Plug

1					D					21
VBU	KNOCK	CANH	INP5	ALTFR	TPS	ECT	IAT	MAP	5V	GRND
IDL2	SCS/INP7	CANL	TACH	ELD/INP1	INP6	O2	INP4	INP3	5V	GRND
2										22

Pin#	Label	Description	Remarks	Arduino Pin
1	VBU	Voltage Backup	Not used	
2	BKSW	IDLE2	Spare output	10
3	KNOCK	Knock	Knock input for future update	21
4	INP7	Input 7	Spare input 7	A13
5	CANH	CAN Hi	Only for STM32 Processor	
6	CANL	CAN Lo	Only for STM32 Processor	
7	TX/RX	INP5	Spare Input 5	A6
8	TACH	Tachometer	Tach Output when using COP	use Board Def
9	ALTFR	Alternator FR	Not used	
10	ELD	INP1	Spare input 1	A8
11	TPS	TPS	Throttle Position Sensor	
12	INP6	Input 6	Spare input 6	A12
13	ECT	ECT	Engine Coolant Temperature	
14	O2	Oxygen Sensor	Wideband O2 Sensor	
15	IAT	IAT	Inlet Air Temperature	
16	INP4	Input 4	Spare input 4	A11
17	MAP	MAP	External Map sensor	
18	INP3	Input 3	Spare input 3	A10
19	5V	5V output	Fused 5V out to MAP & TPS	
20	5V	5V output	Fused 5V out to MAP & TPS	
21	GRND	ECU Ground	Dont mix with Power Ground	
22	GRND	ECU Ground	Dont mix with Power Ground	

- The ECU Ground and Sensor Ground and Power Ground are all connected through the ECU Ground, but never connect the Chassis Ground to ECU Ground. The chassis ground from the name itself is just a ground that is available throughout the chassis of the car. When connecting any sensor, use only Power or Sensor Ground, otherwise it will create noise and sync losses.
- The OEM Distributor wiring has a shield wire and this MUST be connected to ECU Ground. Most people are not checking this and if this shield wire is not connected to ECU Ground, sync losses will be created.
- Use only the 2 wire IACV solenoid.
- The ELD is used for Alternator Control and can be programmed to enable this feature. By default, this is not enabled and the Alternator Control is always High and ELD can be used for a different input.

- *The injector connections from PnPduino to the actual injectors are INJ1 to injector 1(PnPduino), INJ2 to injector 4(PnPduino), INJ3 to injector 2(PnPduino) and INJ4 to injector 3(PnPduino) due to sequential injection.
- **When wiring Coil on Plugs, connect IG1 to COP1, IG2 to COP3, IG3 to COP4 and IG4 to COP2 due to sequential ignition.
- The ACS (AC Switch) must be wired and working because it is used for IDLE UP when AC is on. If this is not wired and AC is turned on, the engine might turn off due to low rpm.
- By default, the MIL or Check Engine Light is not enabled but can be programmed through the Programmable Outputs
- The CAN Lo and CAN Hi are only available when using STM32-Mega Board by pazi. Remove any wires from that pin if CANBUS is not being used.