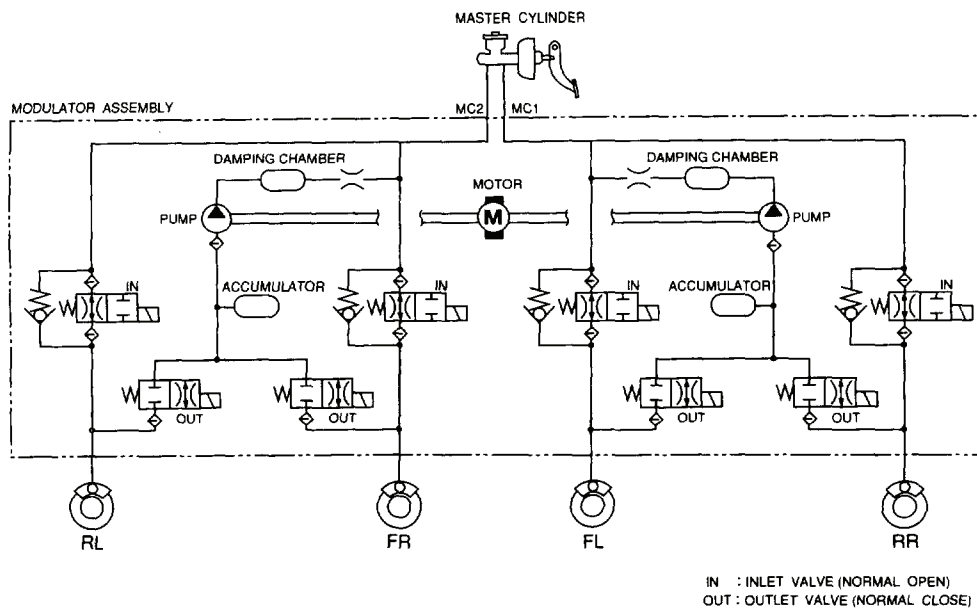
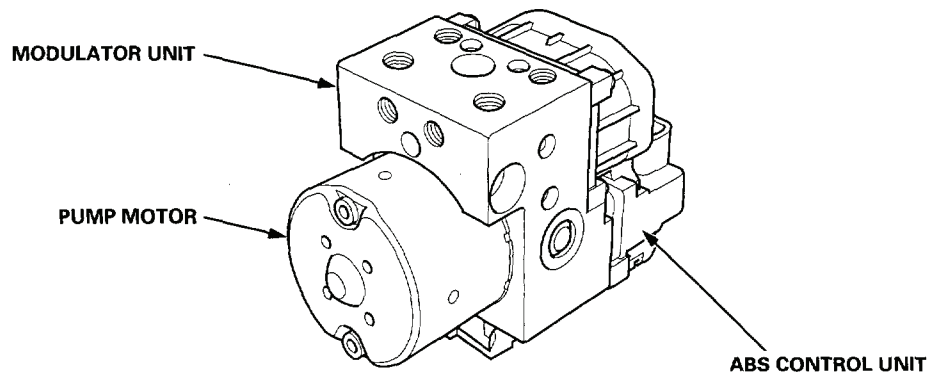


MODULATOR ASSEMBLY



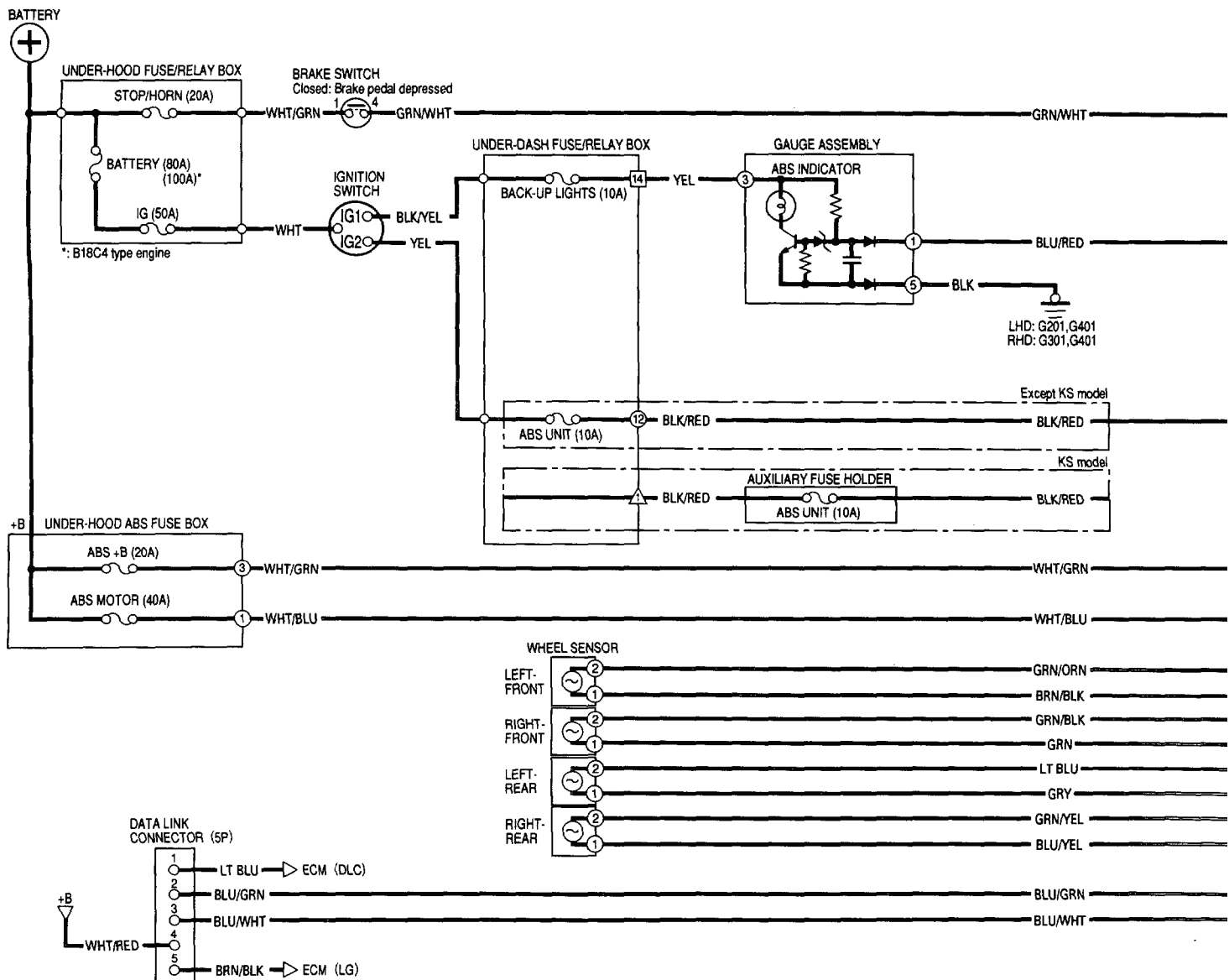
Wheel Sensor

The four wheel sensors are the magnetic contactless type.

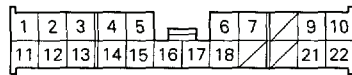
As the gear pulser teeth rotate past the wheel sensor's magnetic coil, AC current is generated. The AC frequency changes in accordance with the wheel speed. The ABS control unit detects the wheel sensor signal frequency and thereby detects the wheel speed.



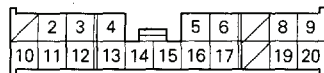
Circuit Diagram



UNDER-DASH FUSE/RELAY BOX CONNECTORS
22P CONNECTOR (○ number)



20P CONNECTOR (□ number)



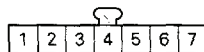
UNDER-HOOD ABS FUSE BOX CONNECTOR



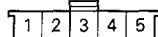
BRAKE SWITCH CONNECTOR



GAUGE ASSEMBLY 7P CONNECTOR



DATA LINK CONNECTOR (5P)



Wire side of female terminals

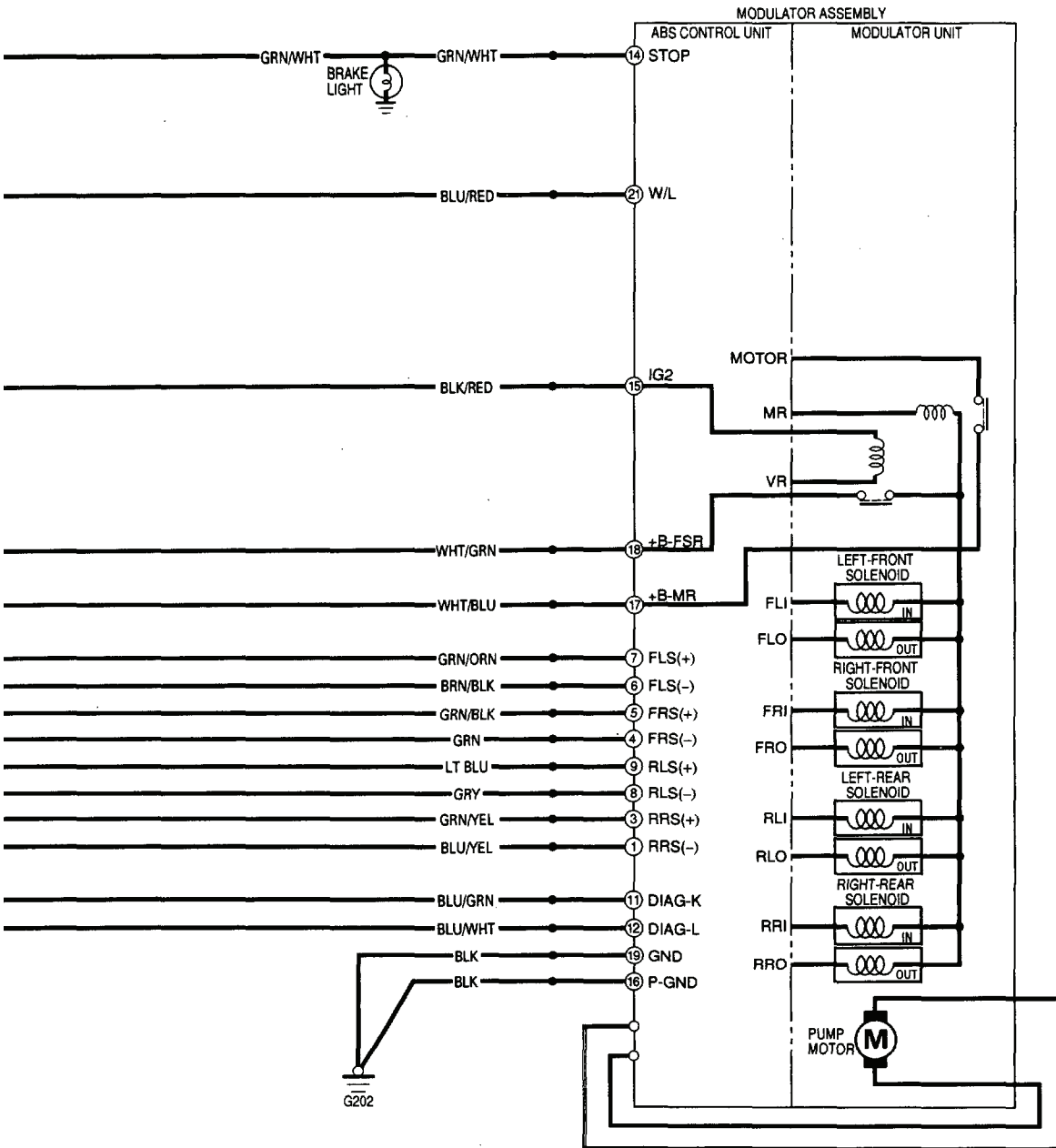
UNDER-DASH FUSE/RELAY BOX 1P CONNECTOR (△ number)



WHEEL SENSOR CONNECTOR



Terminal side of male terminals



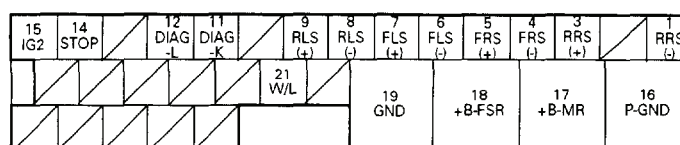
MODULATOR ASSEMBLY CONNECTOR

15	14	12	11	9	8	7	6	5	4	3	1
				21							
							19	18	17		16

Terminal side of female terminals

Terminal Arrangement

MODULATOR ASSEMBLY CONNECTOR



Terminal side of female terminals

Terminal number	Wire color	Terminal sign (Terminal name)	Description	Measurement			
				Terminal	Conditions (Ignition switch ON (III))		Voltage
1	BLU/YEL	RRS (–) (Rear-right signal negative)	Detects right-rear wheel sensor signal	1-3	Wheel	Turn wheel at 1 turn/second	AC: 0.053 V or above Oscilloscope: 0.15 Vp-p or above
3	GRN/YEL	RRS (+) (Rear-right signal positive)					
4	GRN	FRS (–) (Front-right signal negative)	Detects right-front wheel sensor signal	4-5			
5	GRN/BLK	FRS (+) (Front-right signal positive)					
6	BRN/BLK	FLS (–) (Front-left signal negative)	Detects left-front wheel sensor signal	6-7			
7	GRN/ORN	FLS (+) (Front-left signal positive)					
8	GRY	RLS (–) (Rear-left signal negative)	Detects left-rear wheel sensor signal	8-9	Stops	Approx. 2.5 V	
9	LT BLU	RLS (+) (Rear-left signal positive)					
11	BLU/GRN	DIAG-K (Diagnosis K terminal)	Communicate with Honda PGM Tester	—	—		—
12	BLU/WHT	DIAG-L (Diagnosis L terminal)	Diagnostic trouble code indication	12-GND	ABS short connector	Connected	0 V
14	GRN/WHT	STOP	Detects brake switch signal	14-GND	Brake pedal	Disconnected	Approx. 5 V
						Depressed	Battery voltage
						Released	0 V
15	BLK/RED	IG2 (Ignition 2)	Detects ignition switch 2 signal (System activate signal)	15-GND	—		Battery voltage
16	BLK	P-GND (Pump ground)	Ground for the pump motor	16-GND			Below 0.3 V
17	WHT/BLU	+B-MR (+B motor relay)	Power source for the pump motor	17-GND	Every time		Battery voltage
18	WHT/GRN	+B-FSR (+B fail-safe relay)	Power source for the solenoid valve and motor relay coil	18-GND	Every time		Battery voltage
19	BLK	GND (Ground)	Ground for the modulator assembly	19-GND	—		Below 0.3 V
21	BLU/RED	W/L (Warning lamp)	Drives ABS indicator	21-GND	ABS indicator	ON	Approx. 11 V
						OFF	Below 1 V

Modulator Assembly

Removal/Installation

NOTE:

- Do not spill brake fluid on the vehicle; it may damage the paint; if brake fluid does contact the paint, wash it off immediately with water.
- Take care not to damage or deform the brake lines during removal and installation.
- To prevent the brake fluid from flowing, plug and cover the hose ends and joints with a shop towel or equivalent material.

Removal

1. Remove the battery and battery tray (LHD only).
2. Disconnect the modulator assembly connector as described below.
 - ① Pull the connector lock.
 - ② Disconnect the connector.
3. Disconnect the brake pipes, then remove the modulator assembly.

Installation

1. Install the modulator assembly, then connect the brake pipes. Tighten the flare nuts to 16 N·m (1.6 kgf·m, 12 lbf·ft).
2. Connect the modulator assembly connector in the reverse order of disconnection.
3. Install the battery tray and battery (LHD only).
4. Bleed the brake system, starting with the front wheels.
5. Start the engine, and check that the ABS indicator goes off.
6. Test-drive the vehicle, and check that the ABS indicator does not come on.

