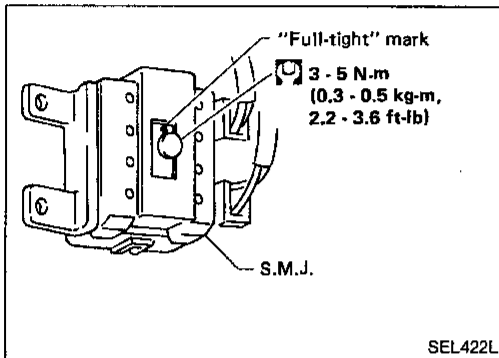


## SUPER MULTIPLE JUNCTION (S.M.J.)

### Disconnecting and Connecting

- S.M.J. is located on left side of dash.
- To disconnect S.M.J., loosen fixing bolt.



- To install S.M.J., tighten bolts until orange "full-tight" mark appears and then retighten to specified torque as required.

□: 3 - 5 N·m  
(0.3 - 0.5 kg-m, 2.2 - 3.6 ft-lb)

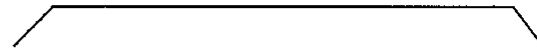
#### CAUTION:

Do not overtighten bolts, otherwise, they may be damaged.

# SUPER MULTIPLE JUNCTION (S.M.J.)

## Terminal Arrangement

### MAIN HARNESS



|    |    |    |    |    |    |    |    |    |     |     |     |
|----|----|----|----|----|----|----|----|----|-----|-----|-----|
| A1 | A2 | A3 | A4 | A5 | A6 | A7 | A8 | A9 | A10 | A11 | A12 |
| B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 | B10 | B11 | B12 |
| C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 | C9 | C10 | C11 | C12 |
| D1 | D2 |    |    |    |    |    |    |    | D11 | D12 |     |
| E1 | E2 |    |    |    |    |    |    |    | E11 | E12 |     |
| F1 | F2 |    |    |    |    |    |    |    | F11 | F12 |     |
| G1 | G2 | G3 | G4 | G5 | G6 | G7 | G8 | G9 | G10 | G11 | G12 |
| H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 |
| I1 | I2 | I3 | I4 | I5 | I6 | I7 | I8 | I9 | I10 | I11 | I12 |



|    |    |    |    |    |    |    |    |    |     |     |     |
|----|----|----|----|----|----|----|----|----|-----|-----|-----|
| I1 | I2 | I3 | I4 | I5 | I6 | I7 | I8 | I9 | I10 | I11 | I12 |
| H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 |
| G1 | G2 | G3 | G4 | G5 | G6 | G7 | G8 | G9 | G10 | G11 | G12 |
| F1 | F2 |    |    |    |    |    |    |    | F11 | F12 |     |
| E1 | E2 |    |    |    |    |    |    |    | E11 | E12 |     |
| D1 | D2 |    |    |    |    |    |    |    | D11 | D12 |     |
| C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 | C9 | C10 | C11 | C12 |
| B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 | B10 | B11 | B12 |
| A1 | A2 | A3 | A4 | A5 | A6 | A7 | A8 | A9 | A10 | A11 | A12 |



### ENGINE ROOM HARNESS

### ECM (ECCS CONTROL MODULE)

|     |     |     |     |     |     |     |     |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|-----|-----|-----|-----|-----|-----|-----|-----|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 1 | 2 | 3  | 4  | 5  | 6  | 7  | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |



View from harness side

### A/T CONTROL UNIT

|   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
| 5 | 6 | 7 | 8 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |



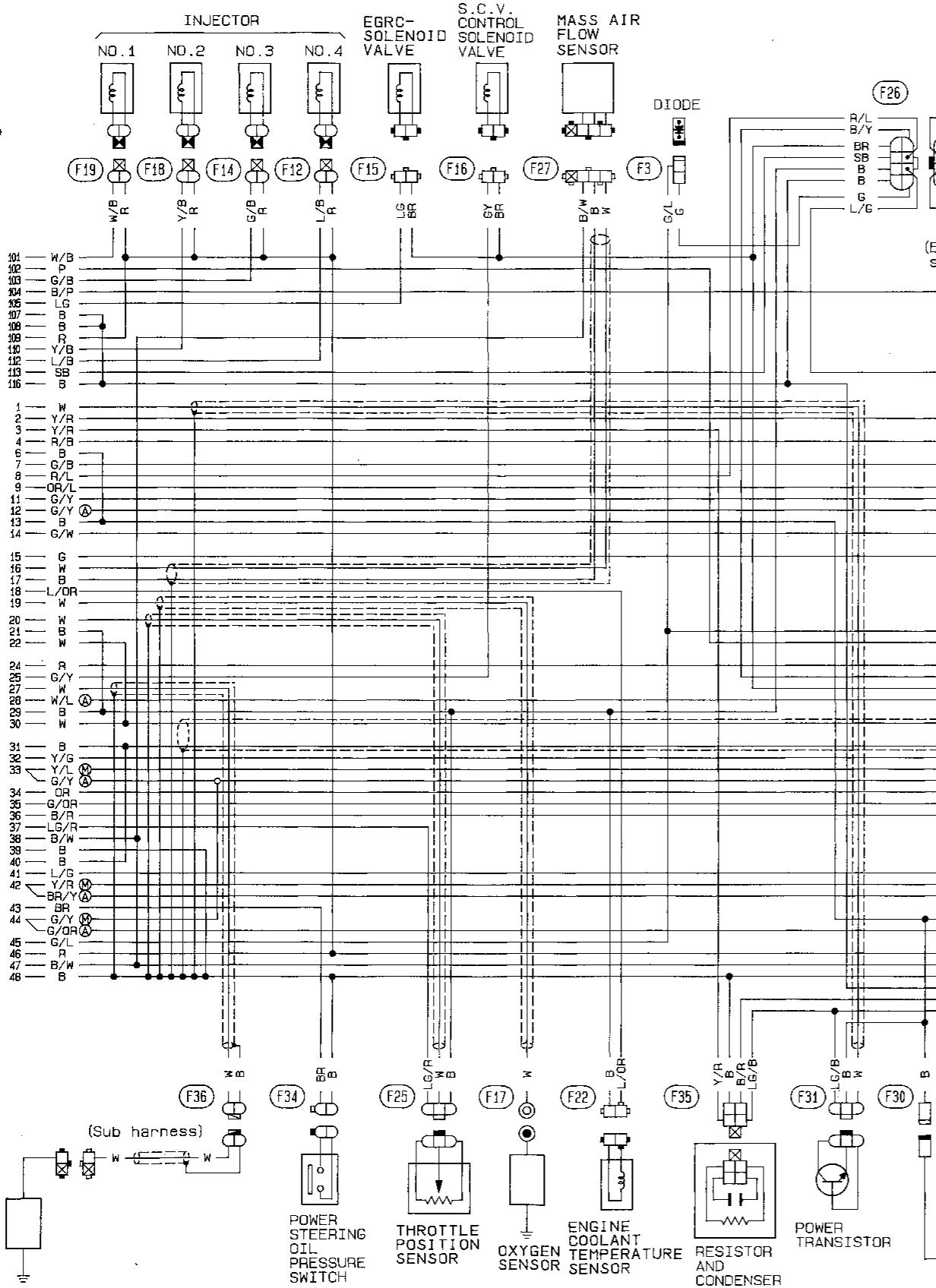
View from harness side

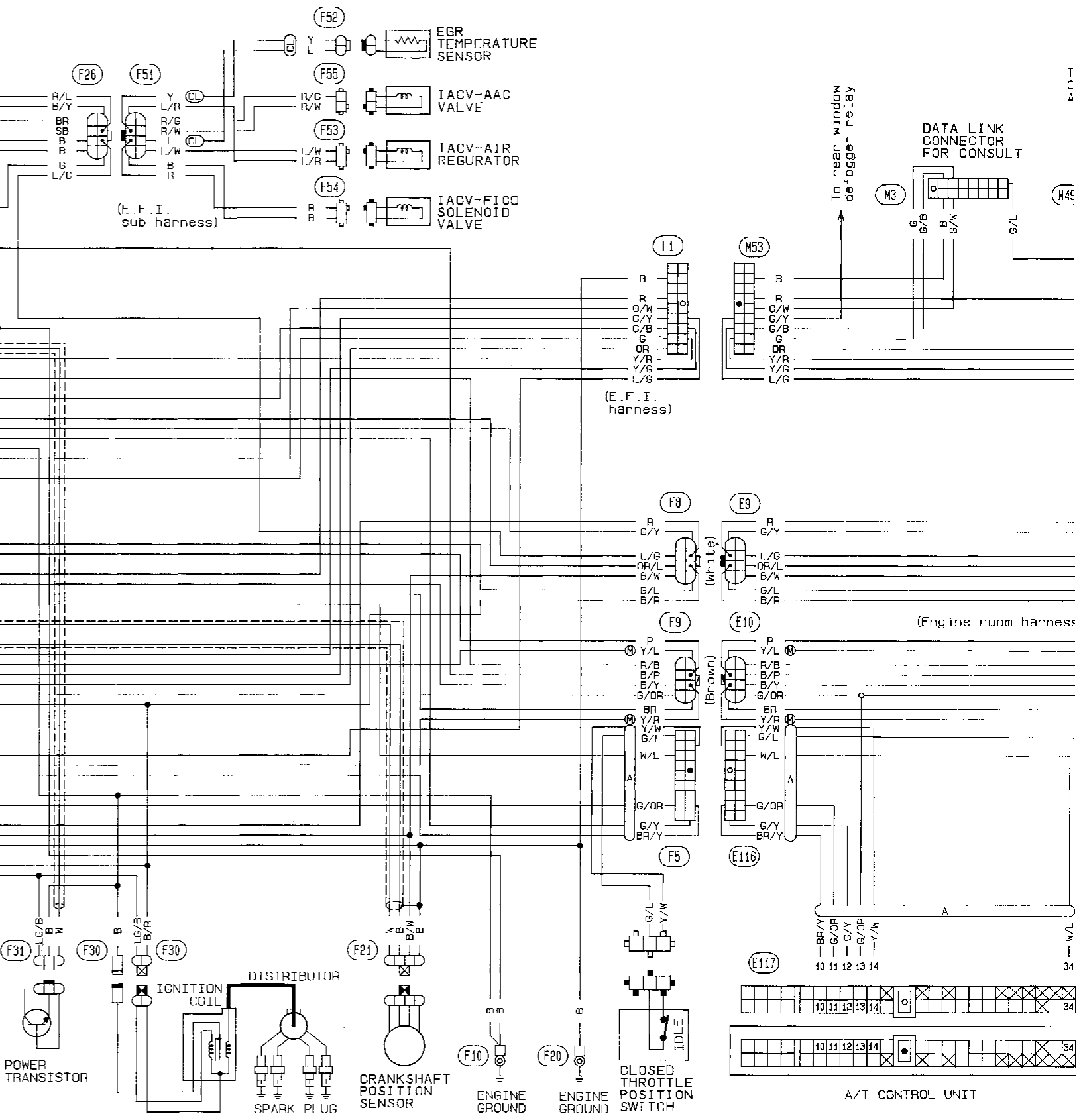
# 1993 NISSAN 240SX ECSS WIRING DIAGRAM

- (A) : A/T model
- (M) : M/T model
- (WD) : With head-up display
- (EW) : Without head-up display
- (CL) : For California

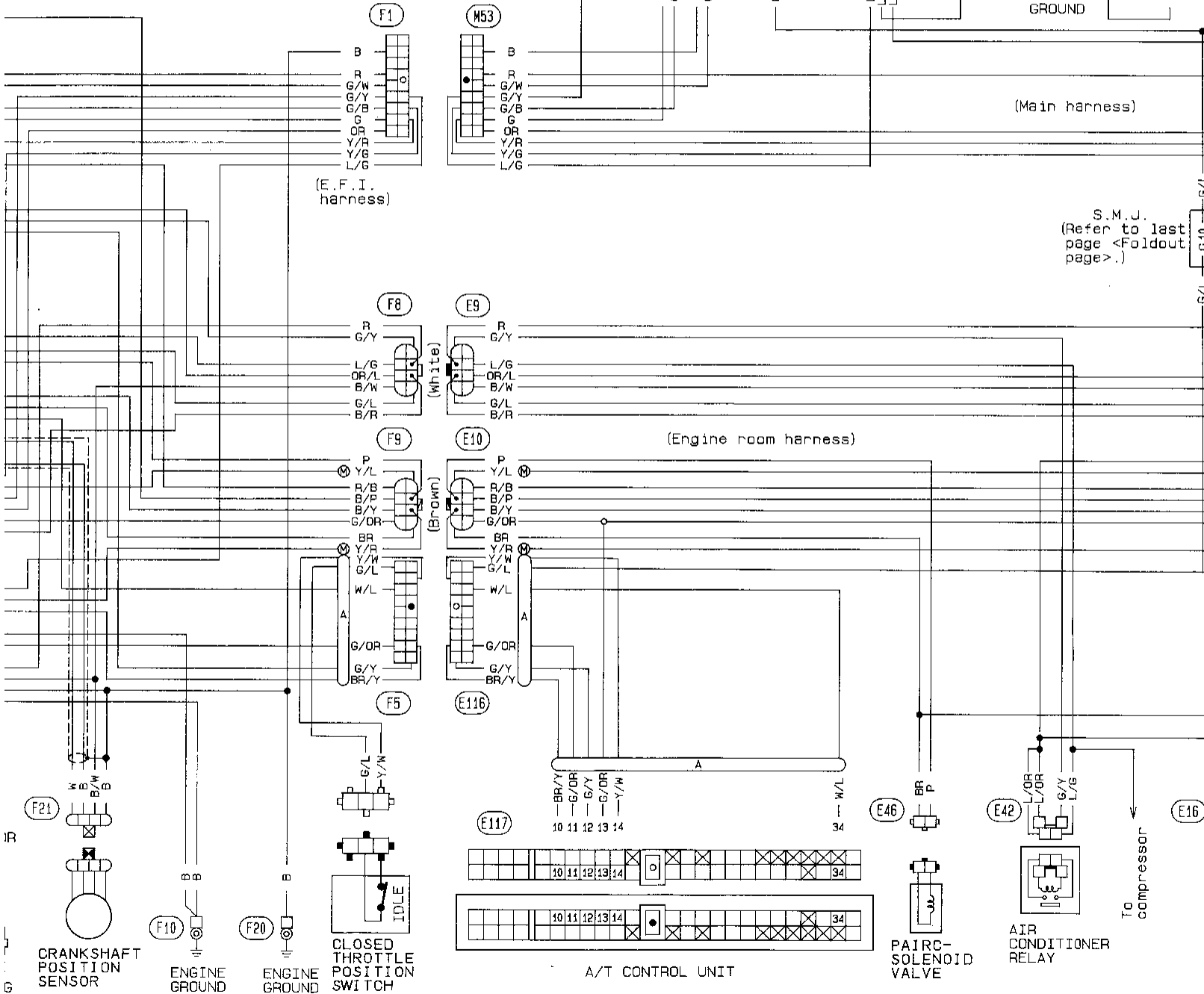
ECM (ECSS CONTROL MODULE)

|     |     |     |     |
|-----|-----|-----|-----|
| 109 | 101 | 101 | 109 |
| 110 | 102 | 102 | 110 |
| 111 | 103 | 103 | 111 |
| 112 | 104 | 104 | 112 |
| 113 | 105 | 105 | 113 |
| 114 | 106 | 106 | 114 |
| 115 | 107 | 107 | 115 |
| 116 | 108 | 108 | 116 |
| 8   | 1   | 1   | 8   |
| 9   | 2   | 2   | 9   |
| 10  | 3   | 3   | 10  |
| 11  | 4   | 4   | 11  |
| 12  | 5   | 5   | 12  |
| 13  | 6   | 6   | 13  |
| 14  | 7   | 7   | 14  |
| 15  | 8   | 8   | 15  |
| 16  | 9   | 9   | 16  |
| 17  | 10  | 10  | 17  |
| 18  | 11  | 11  | 18  |
| 19  | 12  | 12  | 19  |
| 20  | 13  | 13  | 20  |
| 21  | 14  | 14  | 21  |
| 22  | 15  | 15  | 22  |
| 23  | 16  | 16  | 23  |
| 24  | 17  | 17  | 24  |
| 25  | 18  | 18  | 25  |
| 26  | 19  | 19  | 26  |
| 27  | 20  | 20  | 27  |
| 28  | 21  | 21  | 28  |
| 29  | 22  | 22  | 29  |
| 30  | 23  | 23  | 30  |
| 31  | 24  | 24  | 31  |
| 32  | 25  | 25  | 32  |
| 33  | 26  | 26  | 33  |
| 34  | 27  | 27  | 34  |
| 35  | 28  | 28  | 35  |
| 36  | 29  | 29  | 36  |
| 37  | 30  | 30  | 37  |
| 38  | 31  | 31  | 38  |
| 39  | 32  | 32  | 39  |
| 40  | 33  | 33  | 40  |
| 41  | 34  | 34  | 41  |
| 42  | 35  | 35  | 42  |
| 43  | 36  | 36  | 43  |
| 44  | 37  | 37  | 44  |
| 45  | 38  | 38  | 45  |
| 46  | 39  | 39  | 46  |
| 47  | 40  | 40  | 47  |
| 48  | 41  | 41  | 48  |

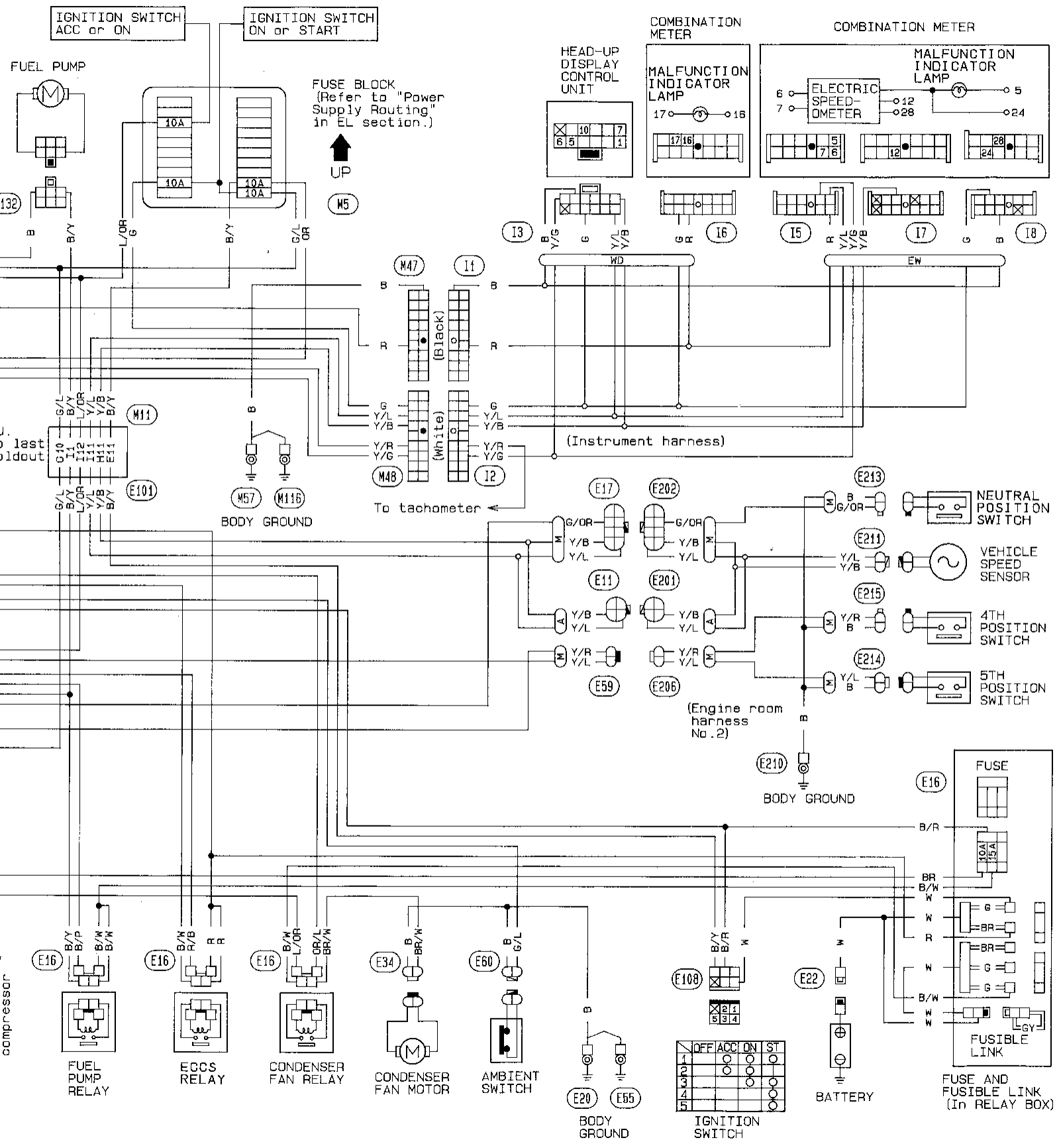




- 12) EGR TEMPERATURE SENSOR
- 15) IACV-AAC VALVE
- 13) IACV-AIR REGULATOR
- 14) IACV-FICD SOLENOID VALVE



S.M.J.  
(Refer to last page <Foldout page>.)

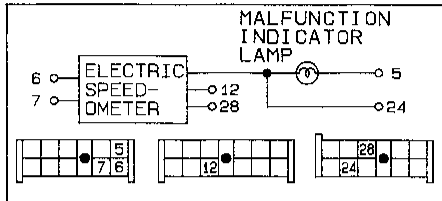
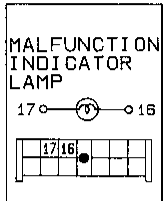


IGNITION SWITCH  
ACC or ON

IGNITION SWITCH  
ON or START

COMBINATION  
METER

COMBINATION METER

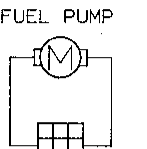


FUSE BLOCK  
(Refer to "Power  
Supply Routing"  
in EL section.)

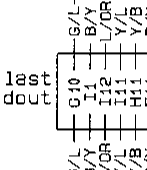
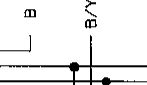


UP

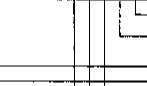
FUEL PUMP



132



E101



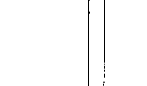
M11



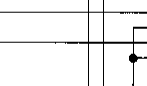
E101



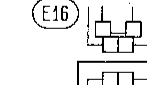
E101



E101



E101



E101



E101



E101



E101

BODY GROUND

BODY GROUND

To tachometer

(Instrument harness)

(Engine room  
harness  
No. 2)

NEUTRAL  
POSITION  
SWITCH

VEHICLE  
SPEED  
SENSOR

4TH  
POSITION  
SWITCH

5TH  
POSITION  
SWITCH

FUSE

FUSIBLE  
LINK

FUSE AND  
FUSIBLE LINK  
(In RELAY BOX)

|     |     |    |    |
|-----|-----|----|----|
| OFF | ACC | ON | ST |
| 1   | ○   | ○  | ○  |
| 2   | ○   | ○  | ○  |
| 3   | ○   | ○  | ○  |
| 4   | ○   | ○  | ○  |
| 5   | ○   | ○  | ○  |

IGNITION  
SWITCH

BODY  
GROUND

BATTERY

compressor

FUEL PUMP  
RELAY

EGCS  
RELAY

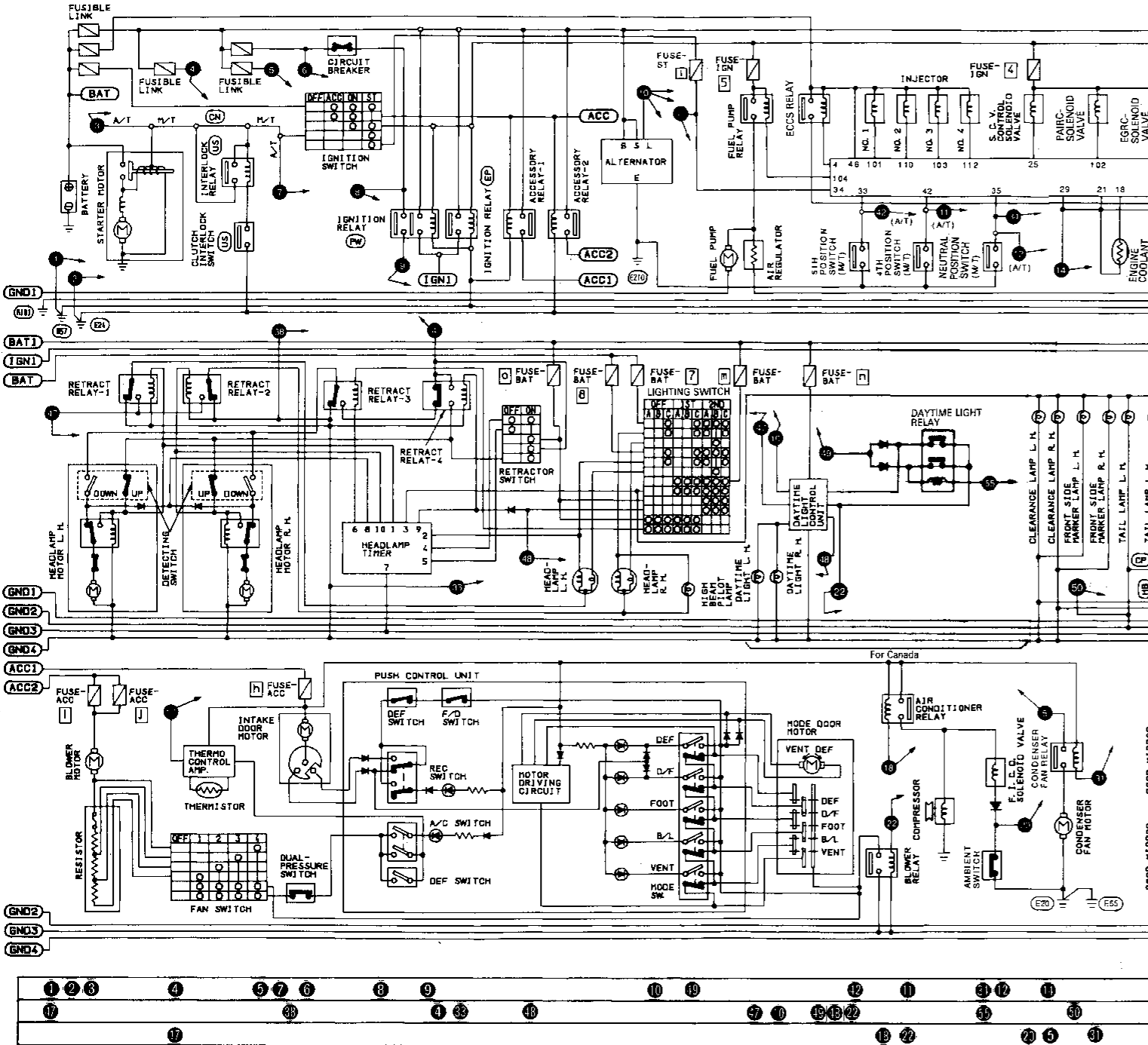
CONDENSER  
FAN RELAY

CONDENSER  
FAN MOTOR

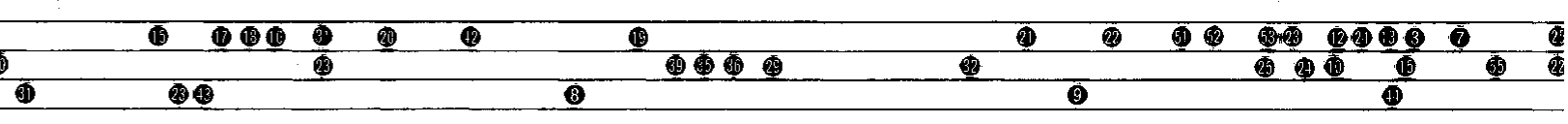
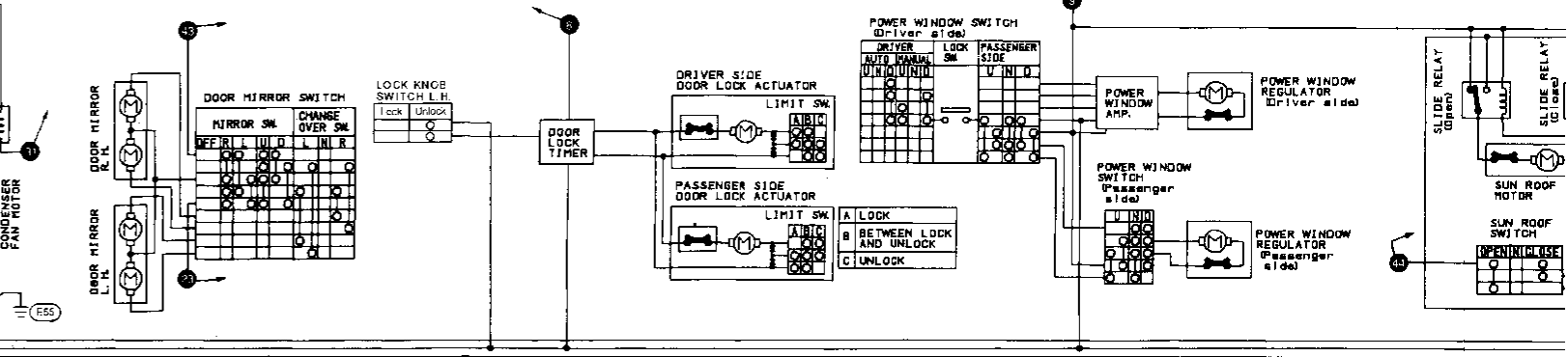
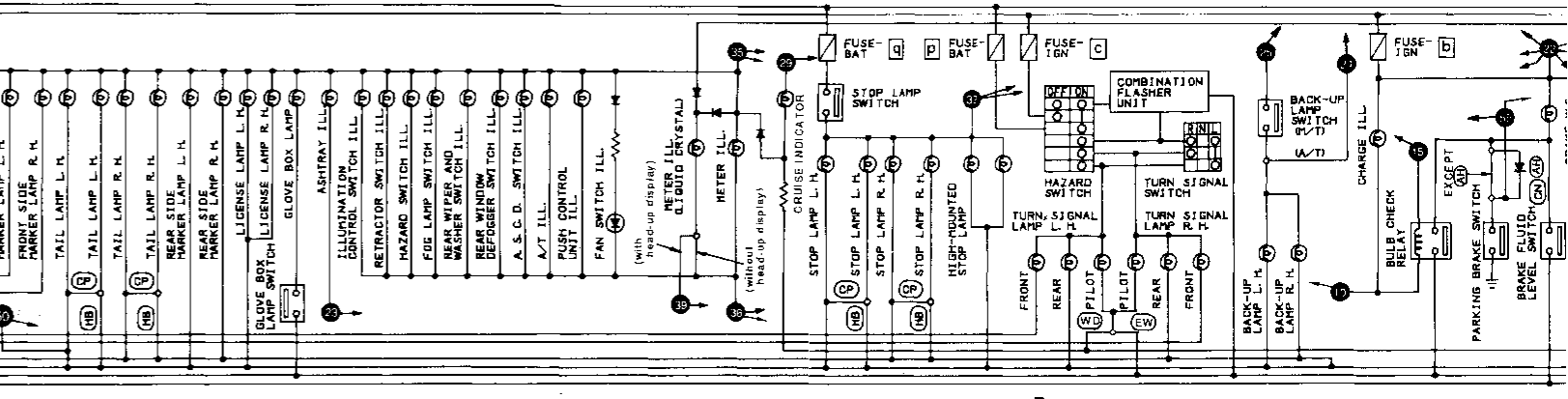
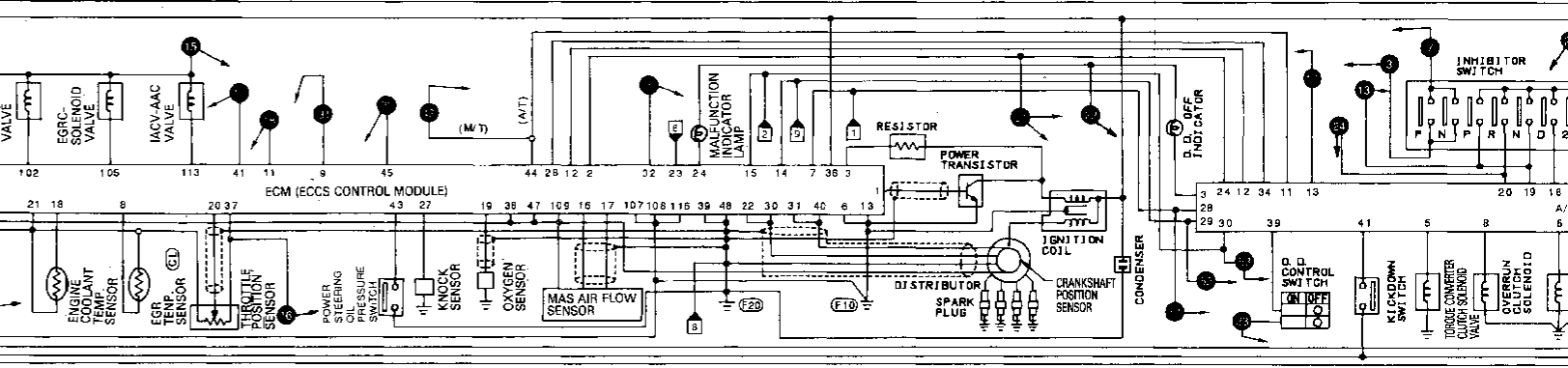
AMBIENT  
SWITCH

FUSE AND  
FUSIBLE LINK  
(In RELAY BOX)

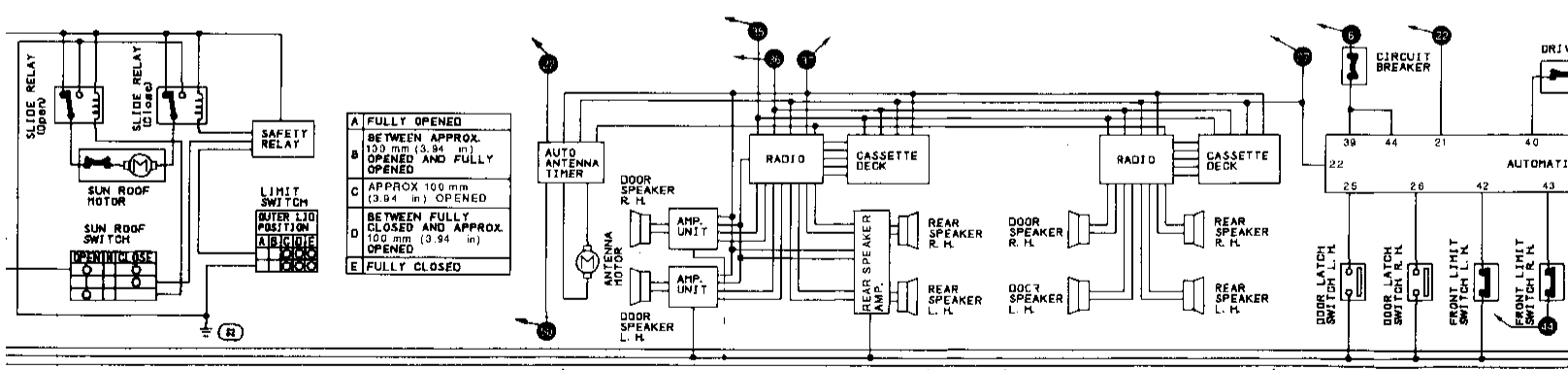
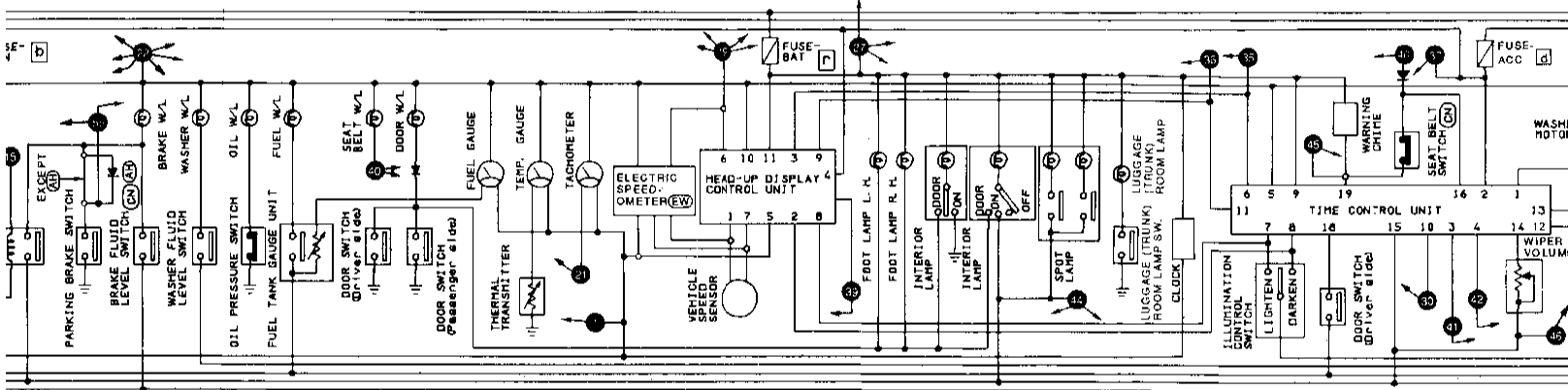
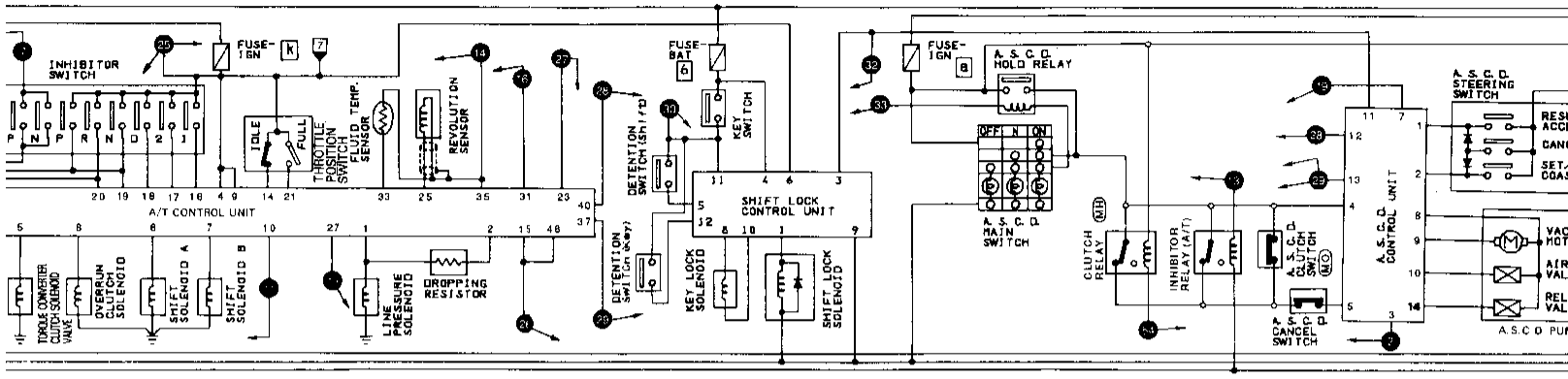
# 1993 NISSAN 240SX CIRCUIT DIAGRAM



For Canada



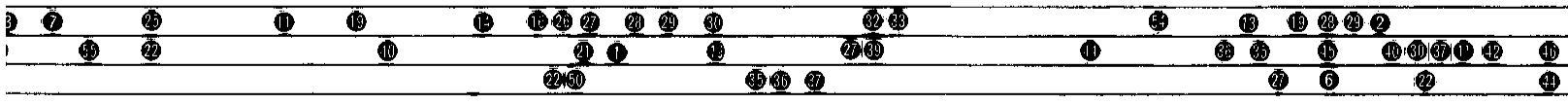


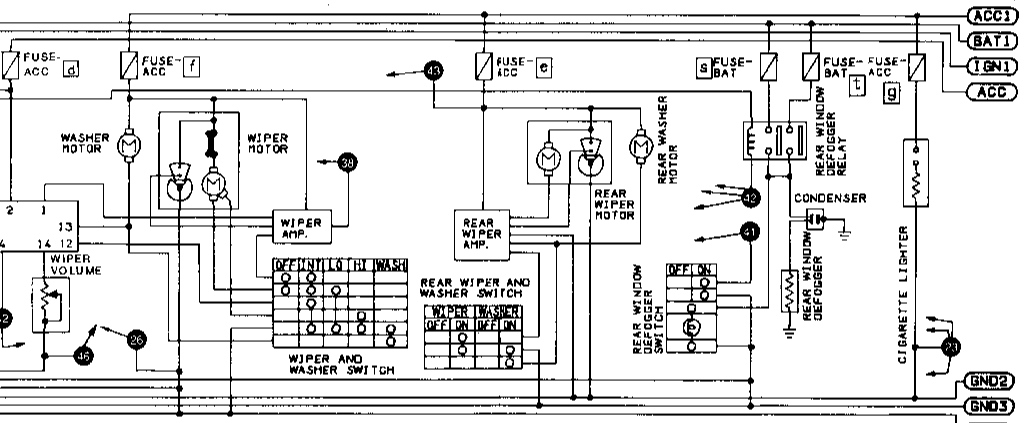
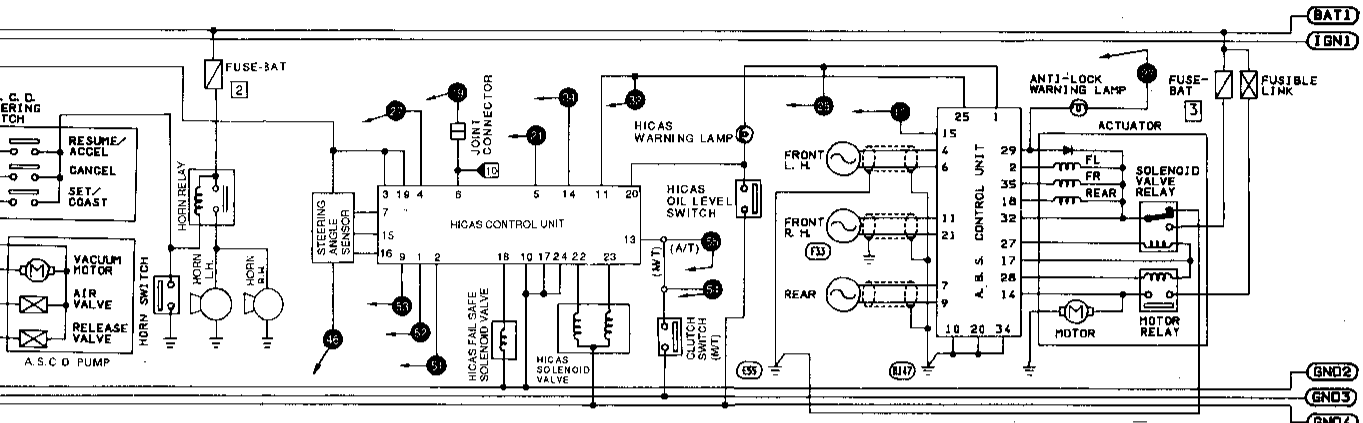


|   |   |
|---|---|
| A | FULLY OPENED  |
| B | BETWEEN APPROX. 100 mm (3.94 in.) OPENED AND FULLY OPENED |
| C | APPROX. 100 mm (3.94 in.) OPENED                          |
| D | BETWEEN FULLY CLOSED AND APPROX. 100 mm (3.94 in.) OPENED |
| E | FULLY CLOSED  |

(Active speaker type)

(Standard speaker type)





- (US) : For U.S.A.
- (CN) : For Canada
- (CL) : For California
- (PW) : With power window
- (EP) : Without power window
- (MP) : M/T model with SUPER HICAS
- (MO) : M/T model without SUPER HICAS
- (AT) : A/T model with SUPER HICAS
- (CP) : Coupe
- (HB) : Hatchback
- (WD) : With head-up display
- (EW) : Without head-up display
- (M/T) : M/T model
- (A/T) : A/T model

**FUSE ARRANGEMENT**

|     |     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| a   | b   | c   | d   | e   | f   | g   | h   | i   | j   |
| 10A | 10A | 10A | 10A | 10A | 10A | 10A | 10A | 10A | 15A |
| k   | l   | m   | n   | o   | p   | q   | r   | s   | t   |
| 10A | 10A | 10A | 10A | 10A | 10A | 10A | 10A | 10A | 15A |

|     |   |     |   |     |   |     |   |
|-----|---|-----|---|-----|---|-----|---|
| 15A | 8 | 15A | 7 | 10A | 4 | 15A | 1 |
| 15A | 5 | 10A | 6 | 10A | 2 | 10A | 3 |

