

Help for installing the Shift Beeper in a UK or other RHD S2000.

These photos were sent to me by a UK owner who installed our Shift Beeper in the “early days” of the S2000.

If the original posting from the UK owner is still available on S2KI here is the link:
<http://www.s2ki.com/forums/index.php?showtopic=258426>



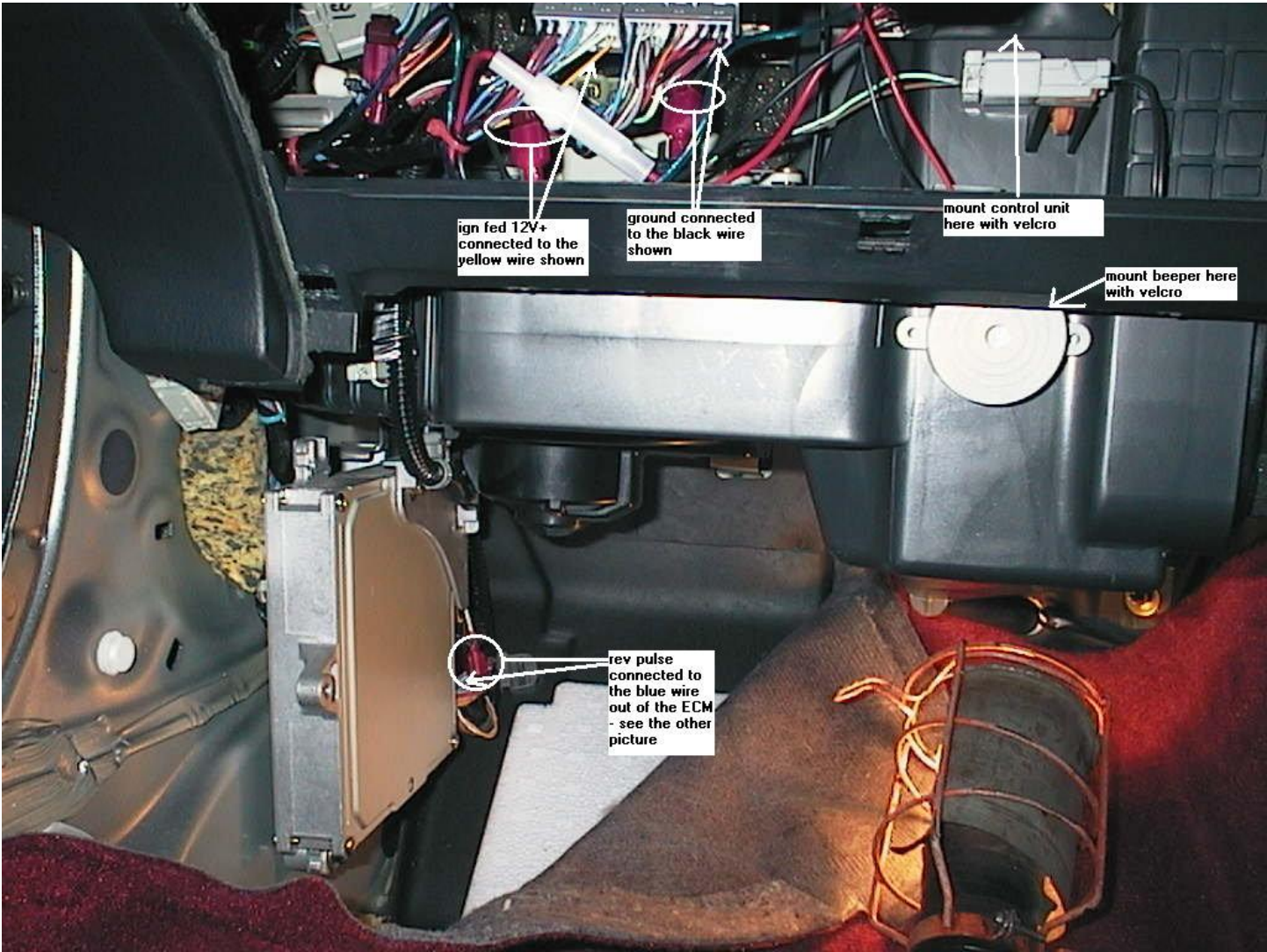


Note the clip that locates under the rubber seal on the A post

Trim A

Trim C

Trim B



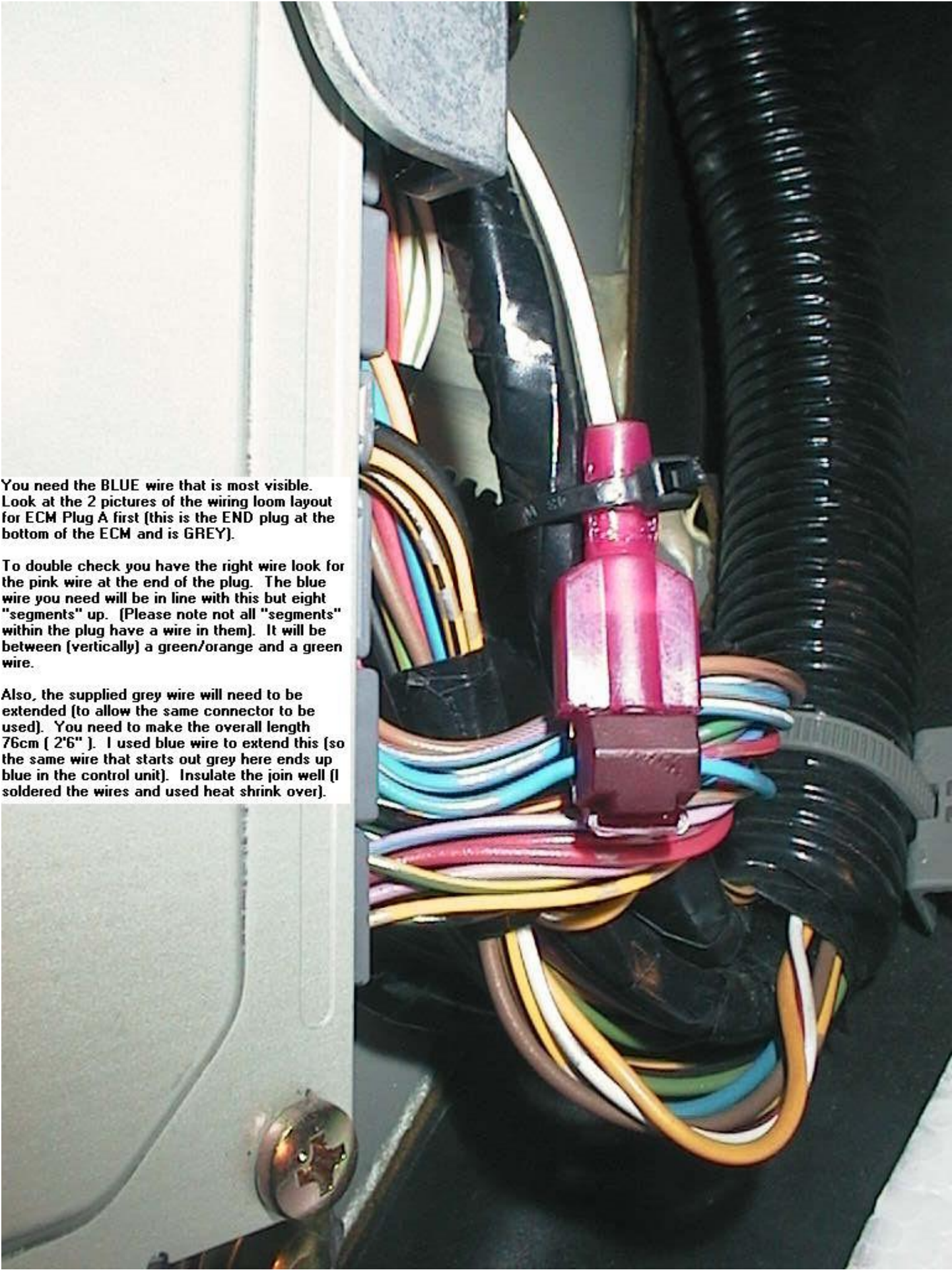
ign fed 12V+
connected to the
yellow wire shown

ground connected
to the black wire
shown

mount control unit
here with velcro

mount beeper here
with velcro

rev pulse
connected to
the blue wire
out of the ECM
- see the other
picture

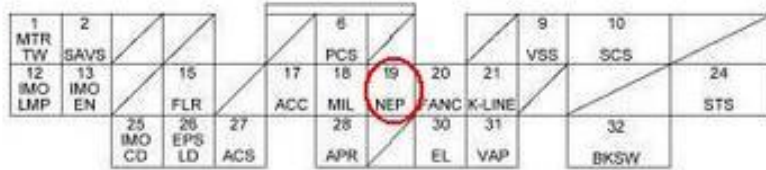
A close-up photograph of a wiring harness. A prominent pink plastic connector is attached to a bundle of multi-colored wires. The wires include blue, green, orange, yellow, and white. A large black corrugated hose is visible on the right side of the frame. The background shows a light-colored metal surface with a screw head at the bottom left.

You need the BLUE wire that is most visible. Look at the 2 pictures of the wiring loom layout for ECM Plug A first (this is the END plug at the bottom of the ECM and is GREY).

To double check you have the right wire look for the pink wire at the end of the plug. The blue wire you need will be in line with this but eight "segments" up. (Please note not all "segments" within the plug have a wire in them). It will be between (vertically) a green/orange and a green wire.

Also, the supplied grey wire will need to be extended (to allow the same connector to be used). You need to make the overall length 76cm (2'6"). I used blue wire to extend this (so the same wire that starts out grey here ends up blue in the control unit). Insulate the join well (I soldered the wires and used heat shrink over).

ECM CONNECTOR A (32P)



Wire side of female terminals

NOTE: Standard battery voltage

Terminal No.	Wire Colour	Terminal Name	Description	Signal
1	YEL/GRN	MTRTW	Sends ECT signal to ECT gauge	With ignition switch ON (II): duty controlled
2	RED	SAVS (AIR CONTROL VALVE)	Drives air control valve	With air pump working: 0 V With ignition switch ON (II) : battery voltage
6	RED/YEL	PCS (EVAP PURGE CONTROL SOLENOID VALVE)	Drives EVAP purge control solenoid valve.	With engine running, engine coolant, above 65°C (149°F): duty controlled With engine running, engine coolant, below 65°C (149°F): battery voltage