

Yellow Jacket Installation on S2000 Years 2006 and newer

In 2006 Honda added “drive by wire” to the S2000 and along with it came some changes to the ECM and associated wiring. The result is the speedometer signal is routed differently and installation of the ECT module is a little more difficult than it was for the 2005 and earlier cars. Splicing the wires inside the car is the suggested installation method and is described in detail below, but I’ve also added some notes on an “outside wiring” method that may be easier for some people to perform.

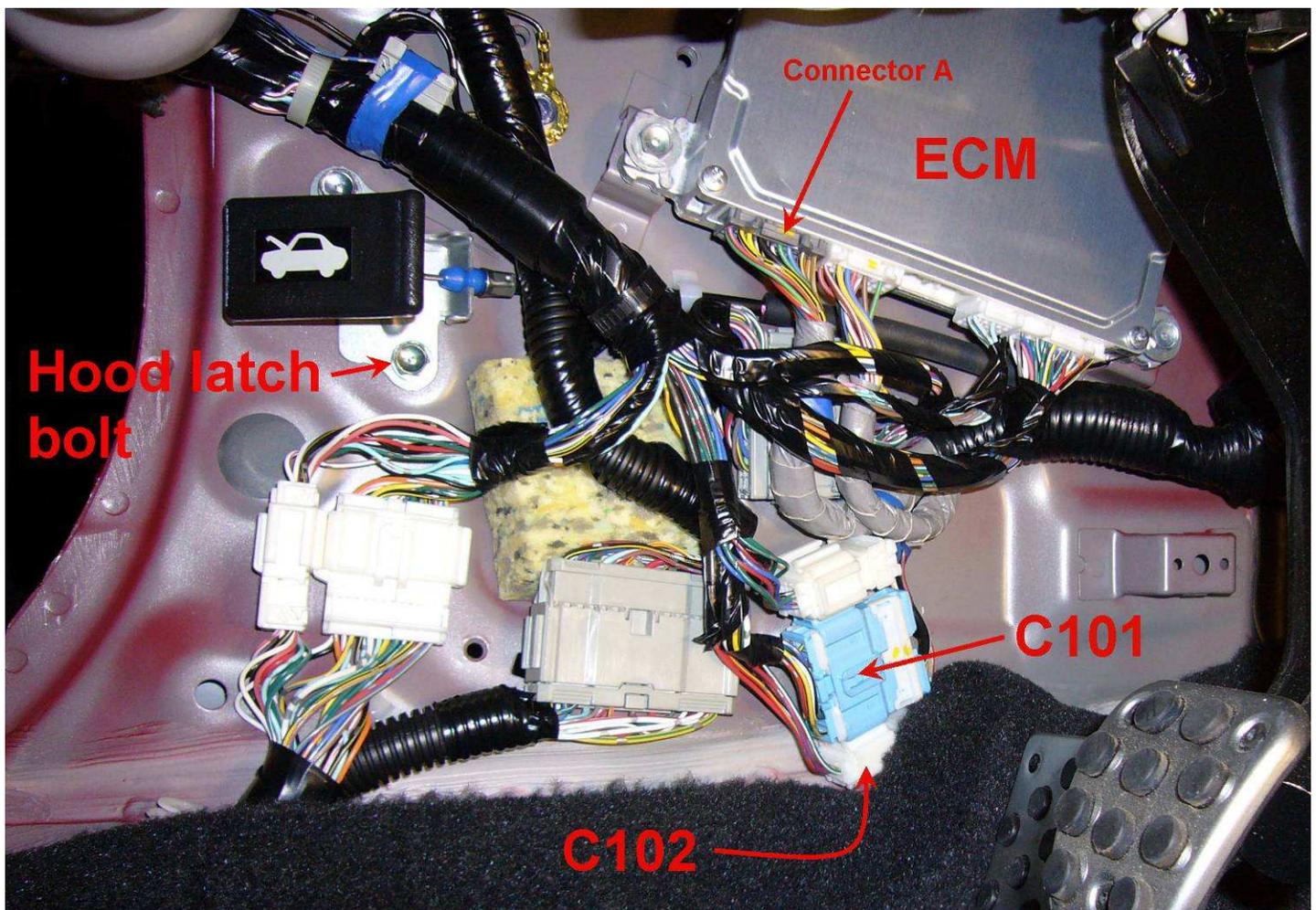
- **Inside Wiring** – Requires that you cut both the speedometer and ECM wires that carry the speed signal. It’s difficult to work in the tight confines under the dash but the inside wiring method doesn’t require you to jack up the car and you don’t have to worry about water-proofing the splices or punching a hole in the car to route the wires.
- **Outside Wiring** – Requires you crawl under the car and make water-proof splices, but once you’re there the wires are in plain view and very easy to reach. If you do this I still recommend putting the YJ module in the car because it’s not weather-proof so that means you will need to punch a hole through the body to get wires through the transmission tunnel. I have abbreviated instructions of this type installation on the last page of this manual.

Note: Once the installation is complete, refer to the Operation Manual for testing instructions.

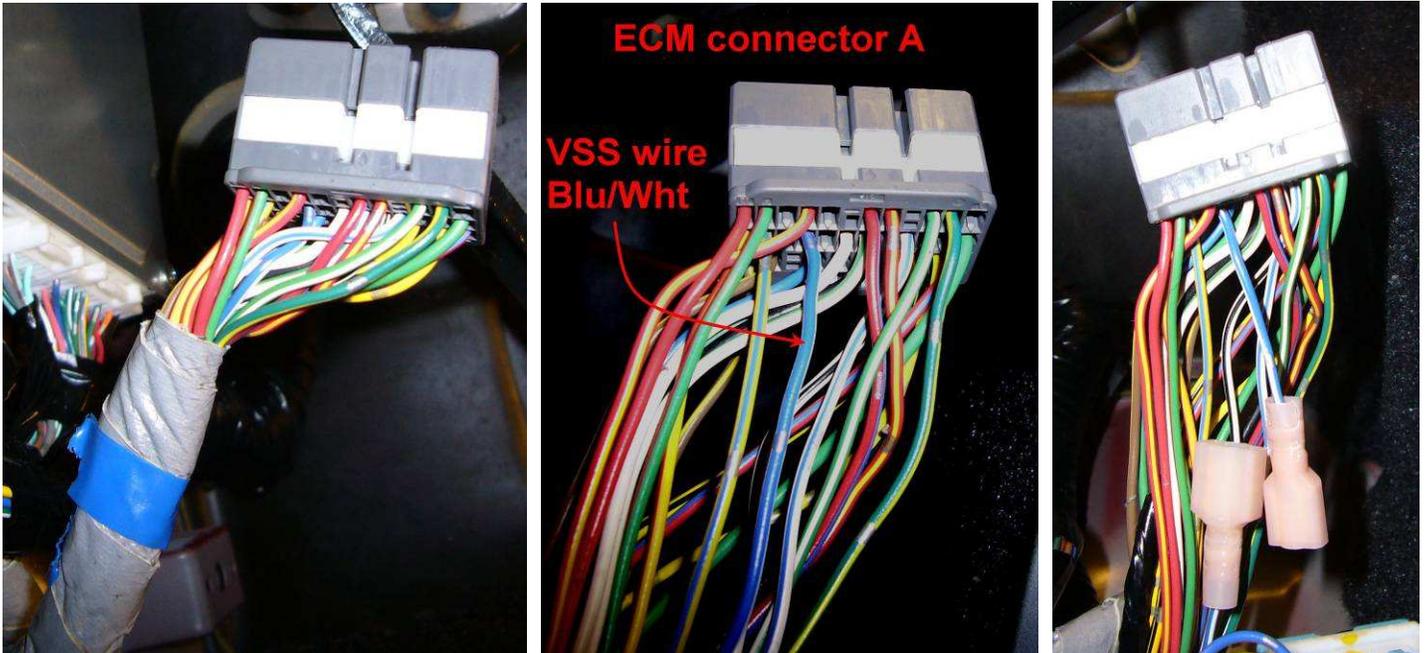
Inside Wiring – Remove the driver’s foot well trim panel to reveal the ECM and associated wiring.

Here’s what you see after the panel is removed. You will be cutting and splicing into wires in ECM Connector A and wiring harness connector C101 and C102. First you will need to unplug ECM connector A and pull it out from behind the other ECM wires so you can unwrap several inches of the harness tape. You will also need to unwrap the wire bundles on the left side of C101 and C102 in preparation for splicing into those wires. No need to unplug C101 or 102.

Note the hood latch bolt – you can use this for a convenient ground connection. The YJ wiring harness has a ring terminal already installed on the black wire just for this purpose.



Here's ECM Connector A (left photo) after it's been unplugged from the ECM and brought out from under the other wiring. In the next photo we have removed the tape to allow easier access to the wires. You will need to locate the **blue/white** wire as shown below. This is the speed signal that goes to the ECM.

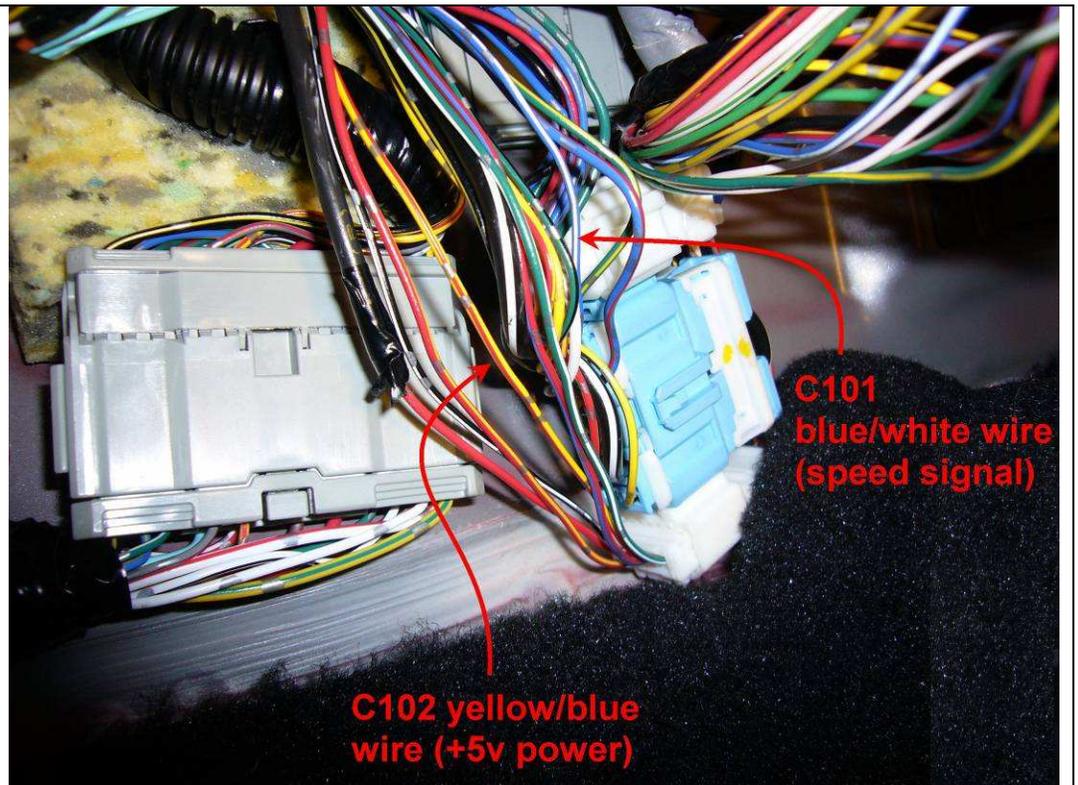


You will have to cut the **blue/white** wire and connect the end that goes into connector A to the YJ module. The other end of the blue/white wire should be insulated to prevent shorts. How you do this is up to you, but in this installation we chose to install mating connectors on the cut wire. If the Yellow Jacket were ever removed from the car this arrangement allows the two ends of the blue/white wire to be easily plugged back together, putting the wiring back to stock. For the YJ installation we will connect the YJ Blue wire to the ECM side of the **blue/white** wire and leave the other side open (not connected). This is detailed later in the instructions.

Next, remove the tape from the wires at C101 and C102. The two wires you're looking for are shown in this photo.

The yellow/red wire from C102 is +5 volt power and will be T-tapped and connected to the YJ Module's yellow wire.

The blue/white wire from C101 is the speed signal, just like on ECM connector A, only this wire feeds the signal to the speedometer. We will have to cut the blue/white wire and this time we will connect both ends to the YJ module.

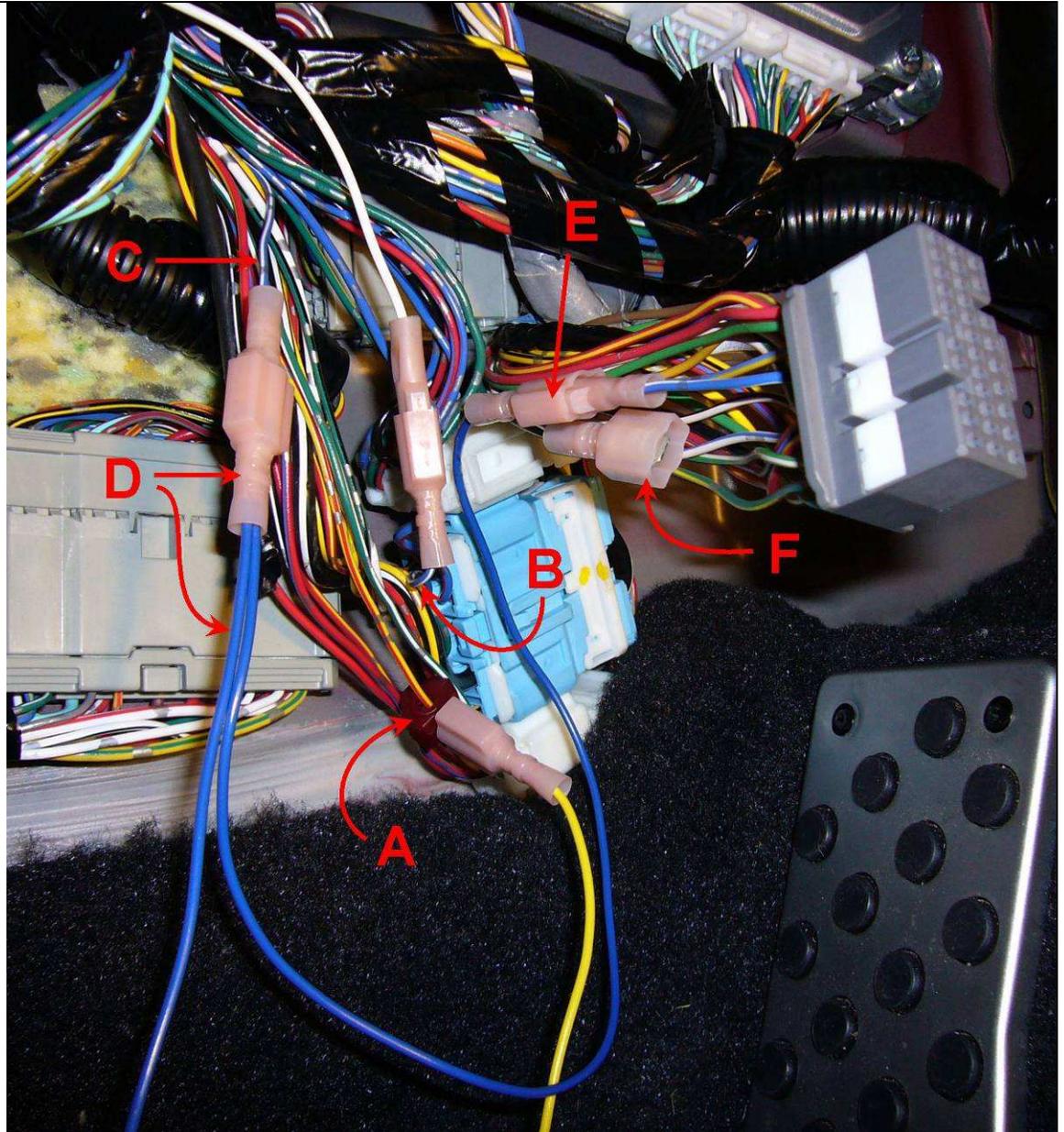


Here's the final wiring picture with notes to help describe what's been done.

A – This is the T-tap for +5 volt power. A red T-tap connector has been clamped over the yellow/red wire and the YJ yellow wire is plugged into the T-tap.

B – This is one half of the blue/white wire from C101. This end goes into C101 and eventually connects to the speed sensor, so it's the "source" of the speed pulses. We have put a male crimp connector on this side of the wire and plugged the YJ white wire into it.

C – This is the other end of the blue/white from C101. This end goes to the speedometer and we've put a female crimp connector on it so if the YJ is removed it can be re-connected to the other side of the blue/white wire (that has a male connector). For the YJ installation we need to connect the speedometer wire to the output of the YJ module (blue wire) so it receives the adjusted speed signal.



D – This male crimp connector has two wires in it. One wire comes from the YJ, the other goes to the ECM blue/white wire (E). Since both the ECM and speedometer must be corrected we have to send the output of the YJ module to both places and this jumper wire makes it easy to do that.

E – This is the ECM side of the blue/white wire, connected to the YJ blue wire. This is how we feed the corrected speed signal to the ECM.

F – Note that this connector goes nowhere. It's a duplicate speed signal wire that is not needed because we've connected to the signal at B (C101). Leave it disconnected but make sure it doesn't short to ground.

Not shown – The YJ black wire (ground) is not shown in the photo but it's easy to connect it to ground by removing the hood latch bolt and putting the ring connector under the bolt and re-installing the bolt. Photo on page 1 shows the location of the hood latch bolt.

Outside Wiring

A third way to handle the wiring is to splice into the VSS cable at the transmission. This of course requires that you punch a hole in the tunnel to get the wires where they need to go, but the advantage is that the actual wiring is easy – you only have the VSS wires to deal with and you're not cutting wires at the ECM. But you'll have to make sure the splices are water-proof.

Here's a photo of the vehicle speed sensor on the left side of the transmission. You can see the 3 wires you need where they enter the VSS. I suggest you cut back the wire loom to give you more room to make the splices.



The VSS sensor has 3 wires:

Yellow-Blue - +5v power

Green-Yellow - Ground

Blue-White - VSS signal

Installation is pretty straight forward:

T-tap the Yellow-Blue (+5v power) and connect it to the YJ Yellow wire

T-tap the Green-Yellow (ground) and connect it to the YJ Black wire (or you can connect the YJ black wire to a bolt on the transmission)

Cut the Blue-White wire (signal) and connect the end going to the VSS sensor to the YJ White wire

Connect the other end of the Blue-White to the YJ Blue wire

Please refer to the Operation Manual (provided with the product) for help with testing and troubleshooting.