

WARNING

Servicing a vehicle can be dangerous. If you have not received service-related training, the risks of injury, property damage, and failure of servicing increase. The recommended servicing procedures for the vehicle in this workshop manual were developed with Mazda-trained technicians in mind. This manual may be useful to non-Mazda trained technicians, but a technician with our service-related training and experience will be at less risk when performing service operations. However, all users of this manual are expected at least to know general safety procedures.

This manual contains “Warnings” and “Cautions” applicable to risks not normally encountered in a general technician’s experience. They should be followed to reduce the risk of injury and the risk that improper service or repair may damage the vehicle or render it unsafe. It is also important to understand that the “Warnings” and “Cautions” are not exhaustive. It is impossible to warn of all the hazardous consequences that might result from failure to follow the procedures.

The procedures recommended and described in this manual are effective methods of performing service and repair. Some require tools specifically designed for a specific purpose. Persons using procedures and tools which are not recommended by Mazda Motor Corporation must satisfy themselves thoroughly that neither personal safety nor safety of the vehicle will be jeopardized.

The contents of this manual, including drawings and specifications, are the latest available at the time of printing, and Mazda Motor Corporation reserves the right to change the vehicle designs and alter the contents of this manual without notice and without incurring obligation.

Parts should be replaced with genuine Mazda replacement parts or with parts which match the quality of genuine Mazda replacement parts. Persons using replacement parts of lesser quality than that of genuine Mazda replacement parts must satisfy themselves thoroughly that neither personal safety nor safety of the vehicle will be jeopardized.

Mazda Motor Corporation is not responsible for any problems which may arise from the use of this manual. The cause of such problems includes but is not limited to insufficient service-related training, use of improper tools, use of replacement parts of lesser quality than that of genuine Mazda replacement parts, or not being aware of any revision of this manual.

Mazda2

Wiring Diagram Supplement

FOREWORD

This is a supplement to the following Wiring Diagram and covers only new major components not in the previous Wiring Diagrams.

Mazda2 Wiring Diagram
5567-1A-02J Australian, General (R.H.D.) specs.

As all information in this supplement was the best available at the time of printing, all alterations related to modifications will be notified by Service Information.

Mazda Motor Corporation
HIROSHIMA, JAPAN

APPLICATION:

This manual applies to vehicles beginning with the Vehicle Identification Numbers (VIN) on the following page.

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VEHICLE IDENTIFICATION NUMBERS (VIN) (CHASSIS NUMBER)

Australian specs.

JM0 DY10Y100 105585— (assumed)

General (R.H.D.) specs.

JM6 DY10J100 105585— (assumed)

JM6 DY10Y100 105585— (assumed)

WIRING COLOR CODE

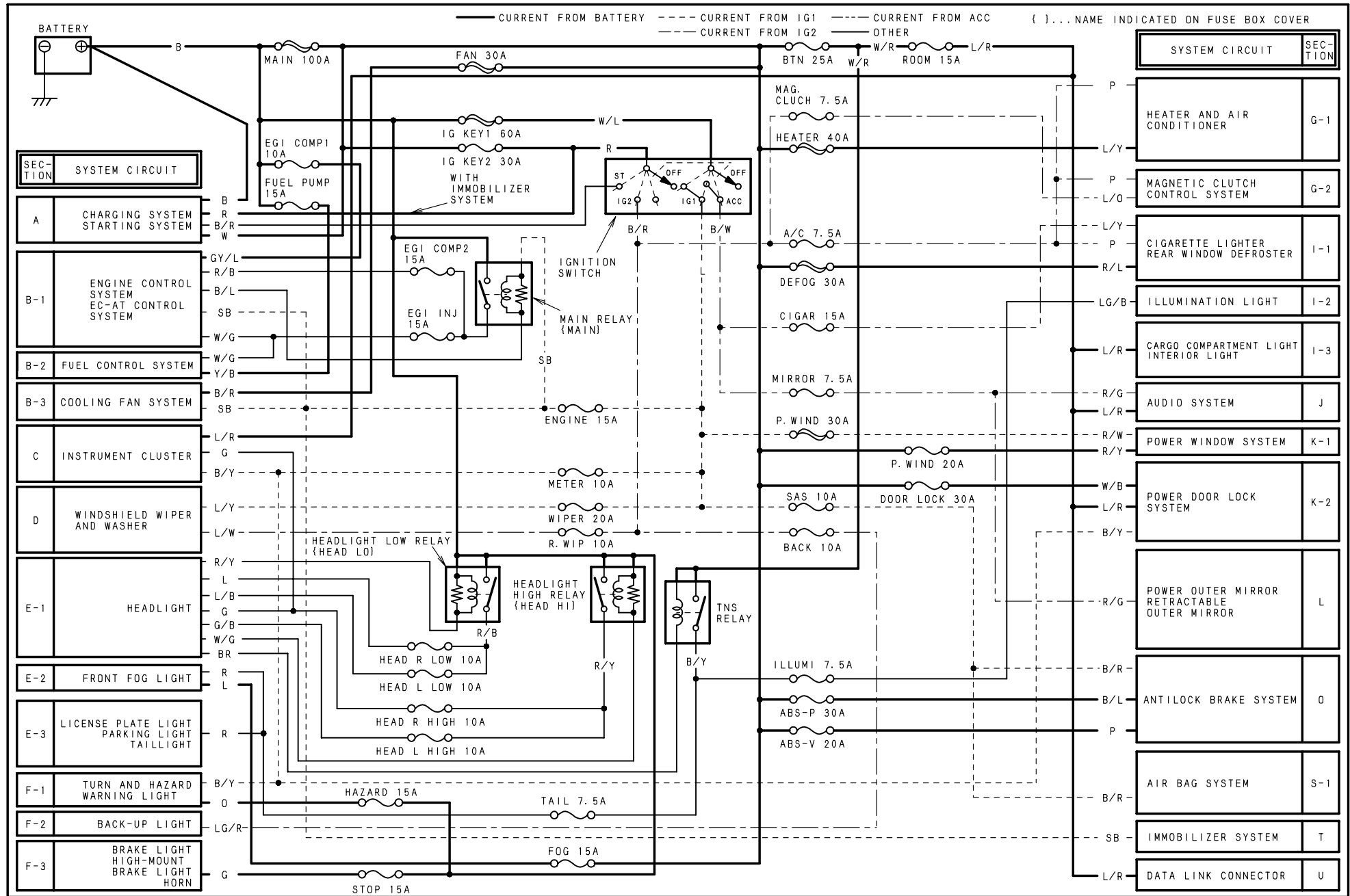
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BLUE	L	PINK	P
BROWN	BR	RED	R
DARK BLUE	DL	SKY BLUE	SB
DARK GREEN	DG	TAN	T
GRAY	GY	VIOLET	V
GREEN	G	WHITE	W
LIGHT BLUE	LB	YELLOW	Y
LIGHT GREEN	LG		

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ELECTRICAL WIRING SCHEMATIC

W



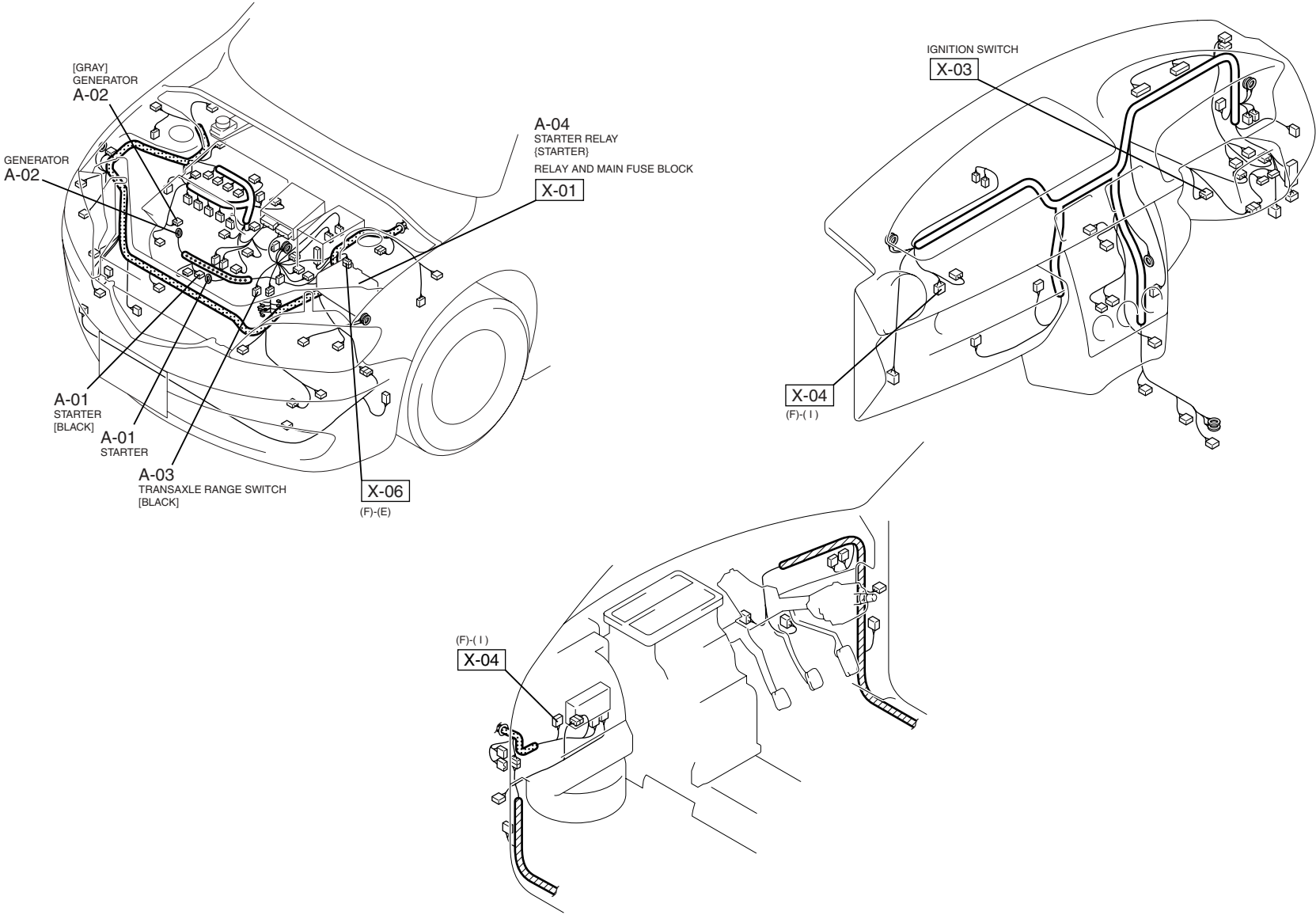
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A



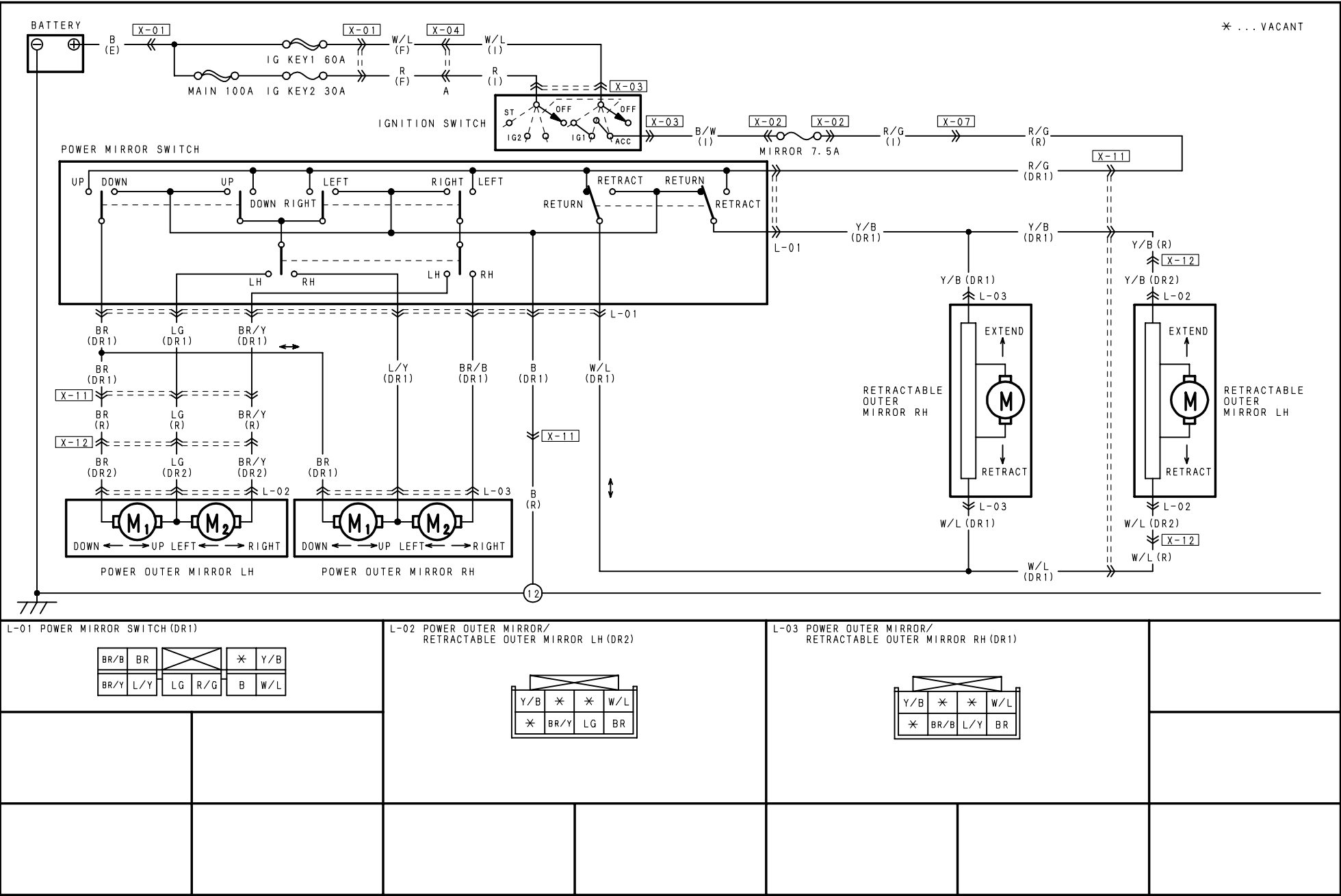
<p>A-01 STARTER (E)</p> <div><div><div>B</div></div><div><div>B/Y</div></div></div>	<p>A-02 GENERATOR</p> <div><div><div>(E)</div><div><div>W</div><div>W</div></div></div><div><div>(EM)</div><div><div>BR/B</div><div>LG/R</div></div></div></div>		<p>A-03 TRANSAXLE RANGE SWITCH (F)</p> <div><div><div><div>B/R</div><div>LG/R</div><div>Y/B</div><div>O</div><div>Y/G</div><div><div>B/Y</div><div>L/O</div></div></div></div></div>	<p>A-04 STARTER RELAY{STARTER} (F)</p> <div><div><div><div>E</div><div><div>B/R</div><div>L/O</div></div><div><div>B/Y</div><div>R</div></div><div><div>B/R</div><div>A</div></div></div><div>FRONT</div><div>NOTE:SEEN FROM TERMINAL SIDE</div></div></div>

HARNESS SYMBOL:  (F)  (E)  (R)

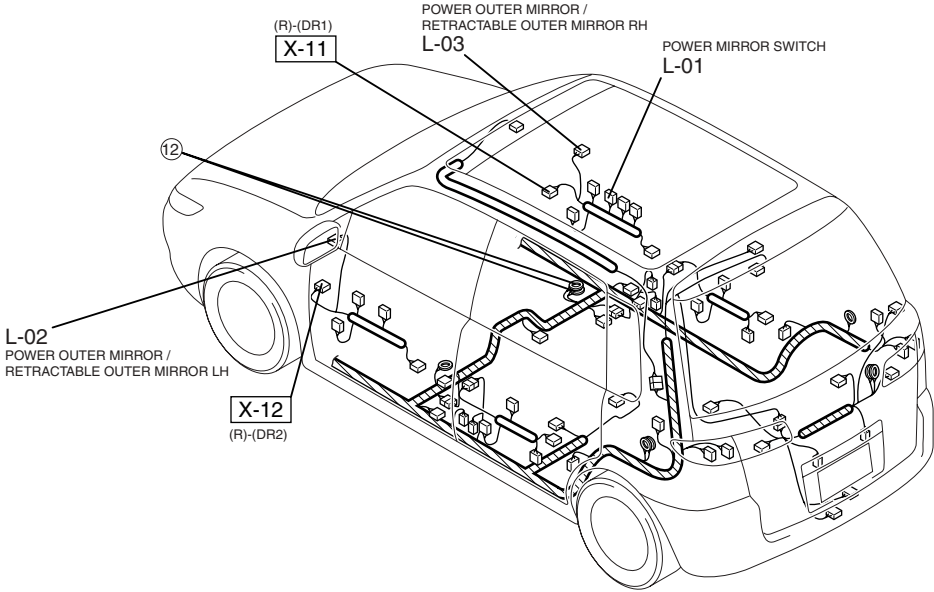
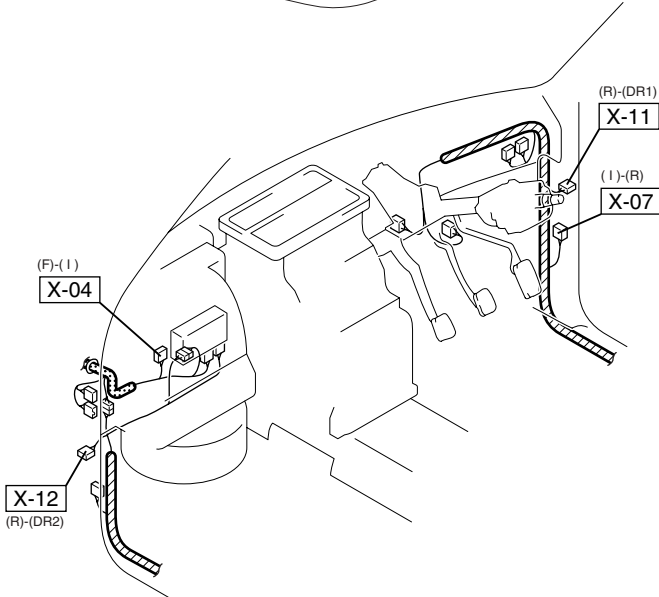
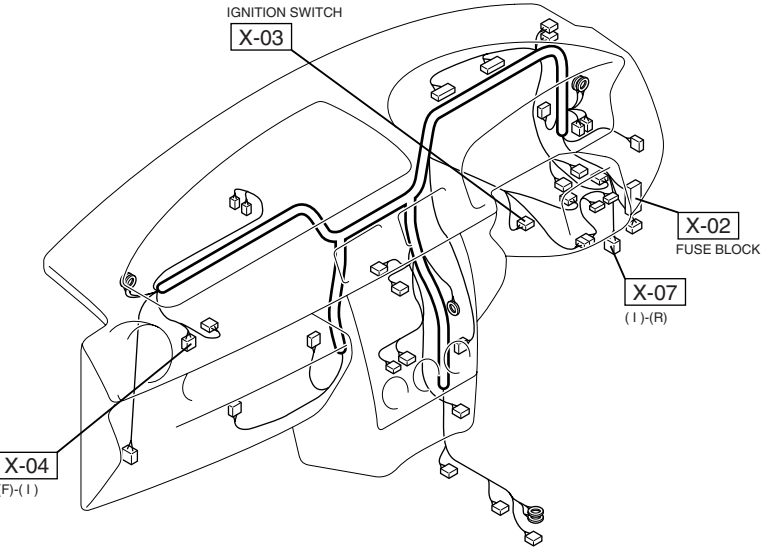
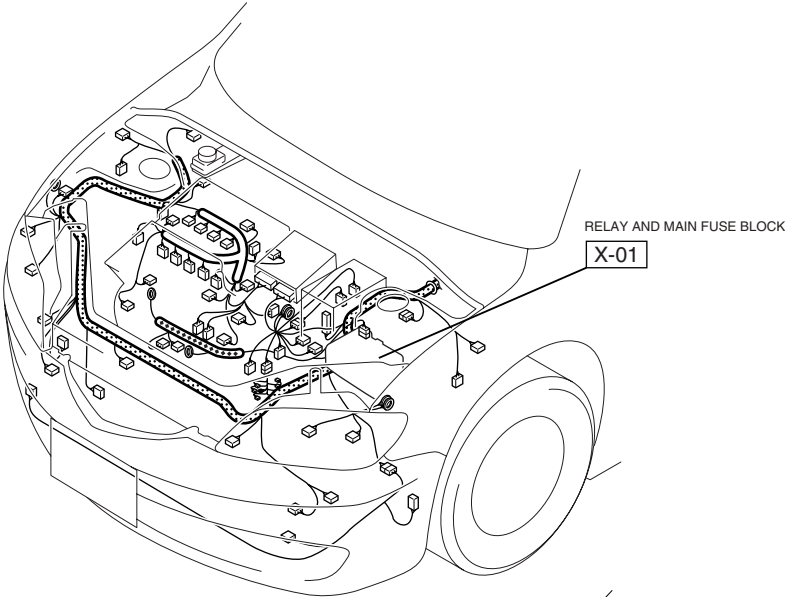


POWER OUTER MIRROR / RETRACTABLE OUTER MIRROR

L



HARNESS SYMBOL:  (F)  (E)  (R)



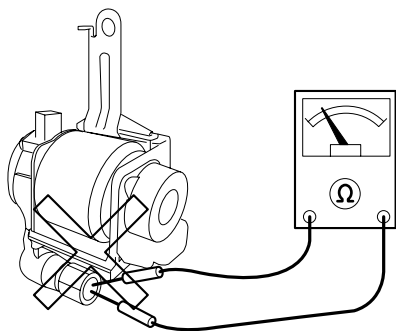
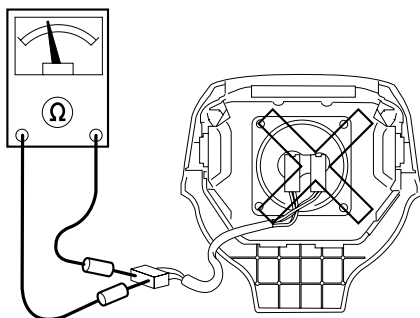
AIR BAG SYSTEM

SERVICE WARNINGS

BDA81300000W05

Air Bag Module Inspection

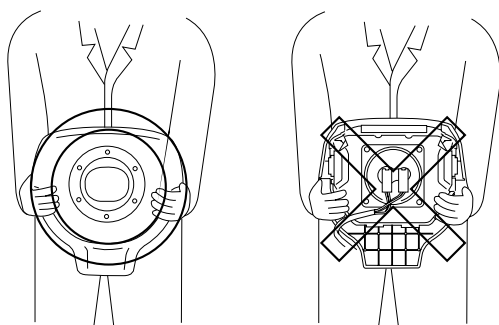
- Inspecting an air bag module using a tester can operate (deploy) the air bag module, which may cause serious injury. Do not use a tester to inspect an air bag module. Always use the on-board diagnostic function to diagnose the air bag module for malfunctions.
- A live (undeployed) air bag module placed with its deployment surface to ground is dangerous. If the air bag module were to accidentally operate (deploy), it could cause serious injury. Always place a live (undeployed) air bag module with its deployment surface up.



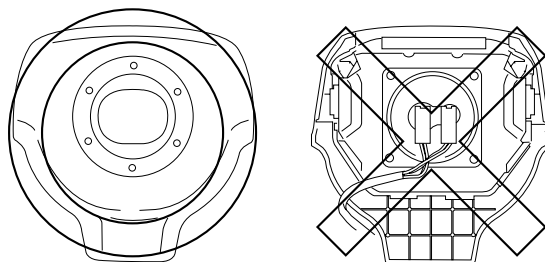
ADJ8130W001

Air Bag Module Handling

- Handling a live (undeployed) air bag module that is pointed toward your body could result in serious injury if the air bag module were to accidentally operate (deploy). When carrying a live (undeployed) air bag module, point the deployment surface away from your body to lessen the chance of injury in case it operates (deploys).



ADJ8130W002



ADJ8130W003

Side Air Bag Module Handling

- When a side air bag module operates (deploys) due to a collision, the interior of the seat back (pad, frame, trim) may become damaged. If a side air bag does not operate (deploy) normally from a seat back that has been reused, a serious accident may result. After a side air bag has operated (deployed), always replace both the side air bag module and the seat back (pad, frame, trim) with new parts. After servicing, verify that the seat operates normally and that the wiring harness is not caught.

SAS Control Module Handling

- Removing the SAS control module or disconnecting the SAS control module connector with the ignition switch at the ON position can activate the sensor in the SAS control module and operate (deploy) the air bags and pre-tensioner seat belts, which may cause serious injury. Before removing the SAS control module or disconnecting the SAS control module connector, always turn the ignition switch to the LOCK position, disconnect the negative battery cable, and then wait for 1 min or more to allow the backup power supply of the SAS control module to deplete its stored power.
- Connecting the SAS control module connector with the SAS control module not securely fixed to the vehicle is dangerous. The sensor in the SAS control module could send an electrical signal to the air bag modules and pre-tensioner seat belts. This will operate (deploy) the air bags and pre-tensioner seat belts, which may result in serious injury. Therefore, before connecting the connector, securely fix the SAS control module to the vehicle.
- Because a sensor is built into the SAS control module, once the air bags and pre-tensioner seat belts have operated (deployed) due to a collision or other causes, the SAS control module must be replaced with a new one even if the used one does not have any visible external damage or deformation. The used SAS control module may have been damaged internally, which may cause improper operation. If the SAS control module is reused, the air bags and pre-tensioner seat belts may not operate (deploy) normally, which could result in a serious accident. Always replace the SAS control module with a new one. The SAS control module cannot be bench-checked or self-checked.

Crash Zone Sensor Handling

- Removing the crash zone sensor or disconnecting the crash zone sensor connector with the ignition switch at the ON position can activate the crash zone sensor and operate (deploy) the air bags and pre-tensioner seat belts, which may cause serious injury. Before removing the crash zone sensor or disconnecting the crash zone sensor connector, always turn the ignition switch to the LOCK position, disconnect the negative battery cable, and then wait for 1 min or more to allow the backup power supply of the SAS control module to deplete its stored power.

- If the crash zone sensor is subjected to shock or the sensor is disassembled, the air bags and pre-tensioner seat belts may accidentally operate (deploy) and cause injury, or the system may fail to operate normally and cause a serious accident. Do not subject the crash zone sensor to shock or disassemble the sensor.
- Because a sensor is built into the crash zone sensor, once the air bags and pre-tensioner seat belts have operated (deployed) due to a collision or other causes, the crash zone sensor must be replaced with a new one even if the used one does not have any visible external damage or deformation. If the crash zone sensor is reused, the air bags and pre-tensioner seat belts may not operate (deploy) normally, which could result in a serious accident. Always replace the crash zone sensor with a new one. The crash zone sensor cannot be bench-checked or self-checked.

Side Air Bag Sensor Handling

- Removing the side air bag sensor or disconnecting the side air bag sensor connector with the ignition switch at the ON position can activate the side air bag sensor and operate (deploy) the side air bag, which may cause serious injury. Before removing the side air bag sensor or disconnecting the side air bag sensor connector, always turn the ignition switch to the LOCK position, disconnect the negative battery cable, and then wait for 1 min or more to allow the backup power supply of the SAS control module to deplete its stored power.
- If the side air bag sensor is subjected to shock or the sensor is disassembled, the side air bag may accidentally operate (deploy) and cause injury, or the system may fail to operate normally and cause a serious accident. Do not subject the side air bag sensor to shock or disassemble the sensor.
- Because a sensor is built into the side air bag sensor, once the air bag has operated (deployed) due to a collision or other causes, the side air bag sensor must be replaced with a new one even if the used one does not have any visible external damage or deformation. If the side air bag sensor is reused, the side air bag may not operate (deploy) normally, which could result in a serious accident. Always replace the side air bag sensor with a new one. The side air bag sensor cannot be bench-checked or self-checked.

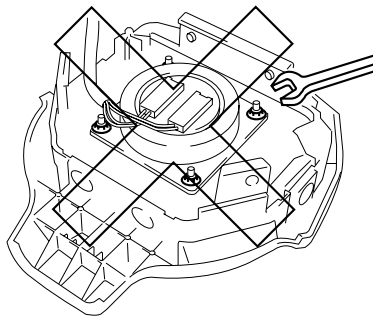
Pre-tensioner Seat Belt Inspection

- Inspecting a pre-tensioner seat belt using a tester can operate (deploy) the pre-tensioner seat belt, which may cause serious injury. Do not use a tester to inspect a pre-tensioner seat belt. Always use the on-board diagnostic function to diagnose the pre-tensioner seat belt for malfunctions.

SERVICE CAUTIONS BDA81300000W06

Air Bag System Component Disassembly

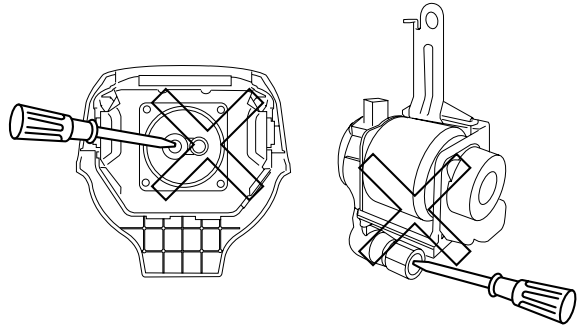
- Disassembling the air bag system components could cause it to not operate (deploy) normally. Never disassemble any air bag system components.



ADJ8130W004

Air Bag Module, Pre-tensioner Seat Belt Handling

- Oil, grease, or water on the air bag modules may cause the air bags and pre-tensioner seat belts to fail to operate (deploy) in an accident. Never allow oil, grease, or water to get on the air bag modules or pre-tensioner seat belts.
- Inserting a screwdriver or similar object into the connector of an air bag module or a pre-tensioner seat belt may damage the connector and cause the air bag module or the pre-tensioner seat belt to operate (deploy) improperly, which may cause serious injury. Never insert any foreign objects into the air bag module or seat belt connectors.



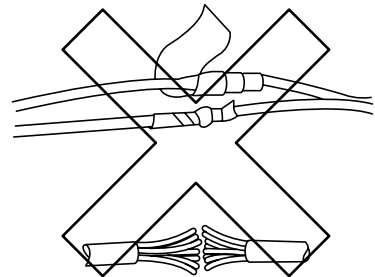
ADJ8130W005

Air Bag Module, Pre-tensioner Seat Belt Reuse

- Even if an air bag module or a pre-tensioner seat belt does not operate (deploy) in a collision and does not have any external signs of damage, it may have been damaged internally, which may cause improper operation. Before reusing a live (undeployed) air bag module and the pre-tensioner seat belts, always use the on-board diagnostic to diagnose the air bag module and the pre-tensioner seat belts to verify that they have no malfunction.

Air Bag Wiring Harness Repair

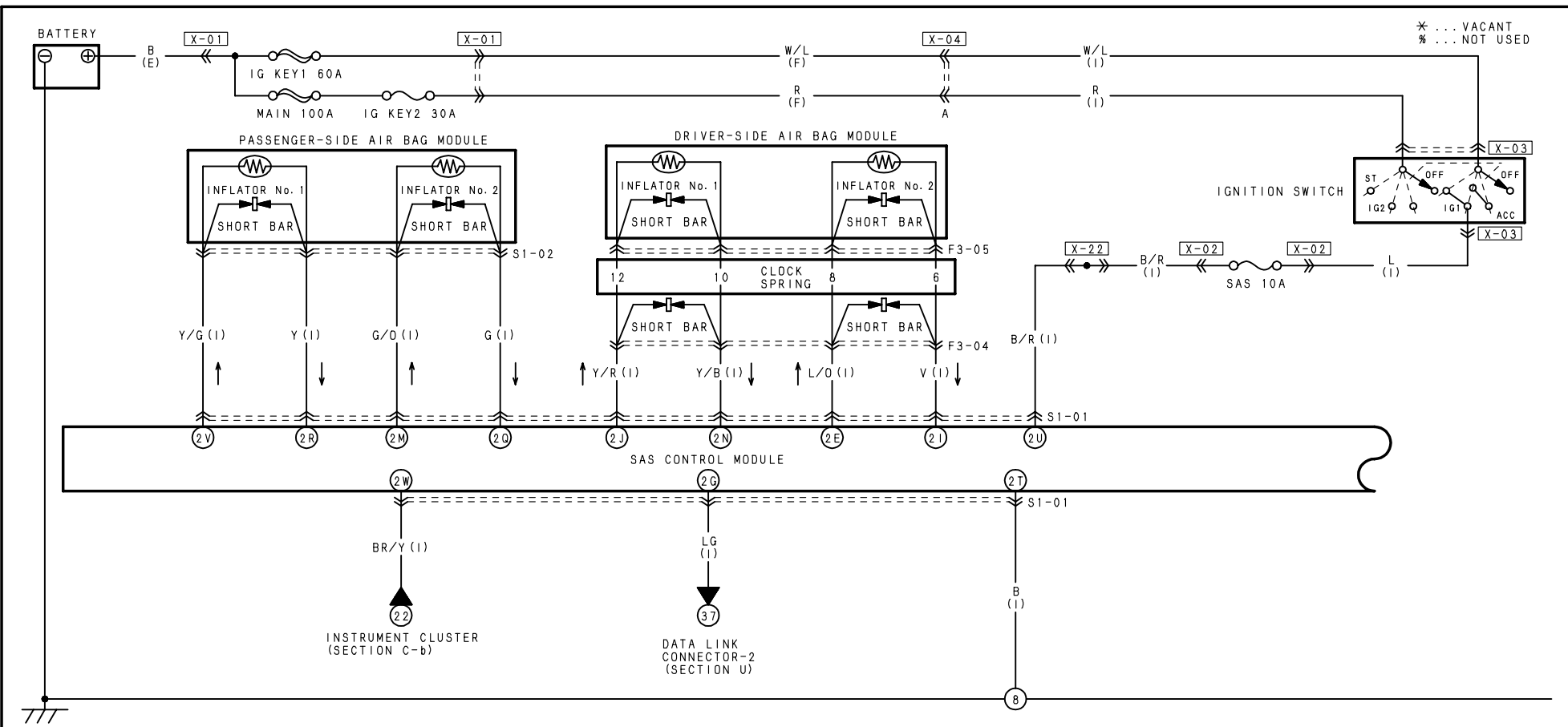
- Incorrectly repairing an air bag wiring harness can accidentally operate (deploy) the air bag module and pre-tensioner seat belts. If a problem is found in the air bag wiring harness, always replace the wiring harness with a new one.



BHJ0810W022

AIR BAG SYSTEM

S-1a



S1-01 SAS CONTROL MODULE (I)

2U	2Q	2M	2I	2E	2A
B/R	G	G/D	V	L/O	*
2V	2R	2N	2J	2F	2B
Y/G	Y	Y/B	Y/R	*	*
2W	2S	2O	2K	2G	2C
BR/Y	*	%R/W	*	LG	*
2X	2T	2P	2L	2H	2D
%R	B	*	%R/Y	%R/B	*

S1-02 PASSENGER-SIDE AIR BAG MODULE (I)

Y	Y/G
---	-----

G	G/D
---	-----

F3-05 DRIVER-SIDE AIR BAG MODULE (CLOCK SPRING)

2	4	6	8	10	12
---	---	---	---	----	----

TERMINALS OF THIS CONNECTOR ARE INDICATED BY NUMBERS.

NOTE: SEEN FROM TERMINAL SIDE

F3-04 INSTRUMENT PANEL (I) - CLOCK SPRING

(I)

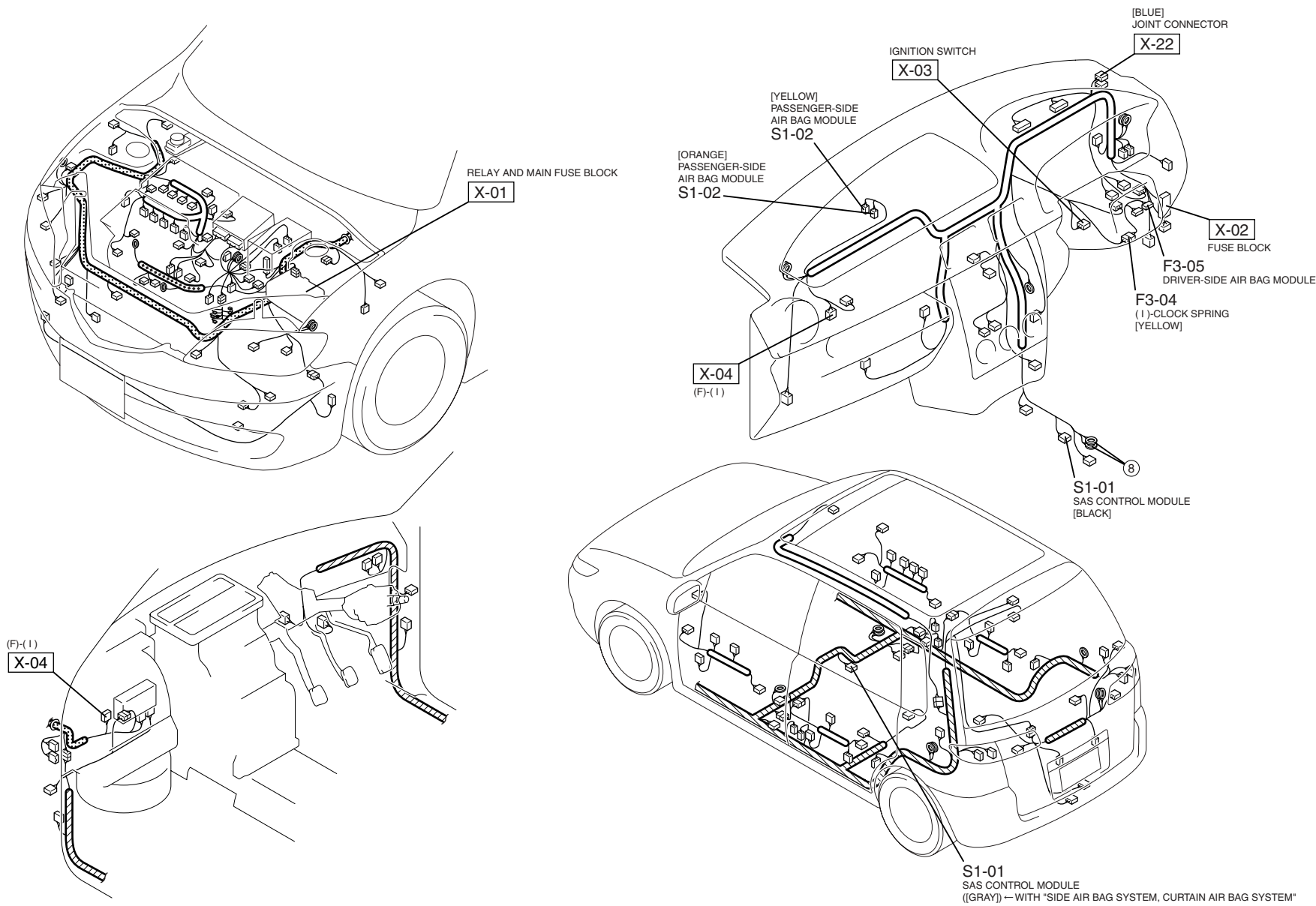
W/R	LG/B	L/W	L/B	*	*
B	B/R	V	L/O	Y/B	Y/R

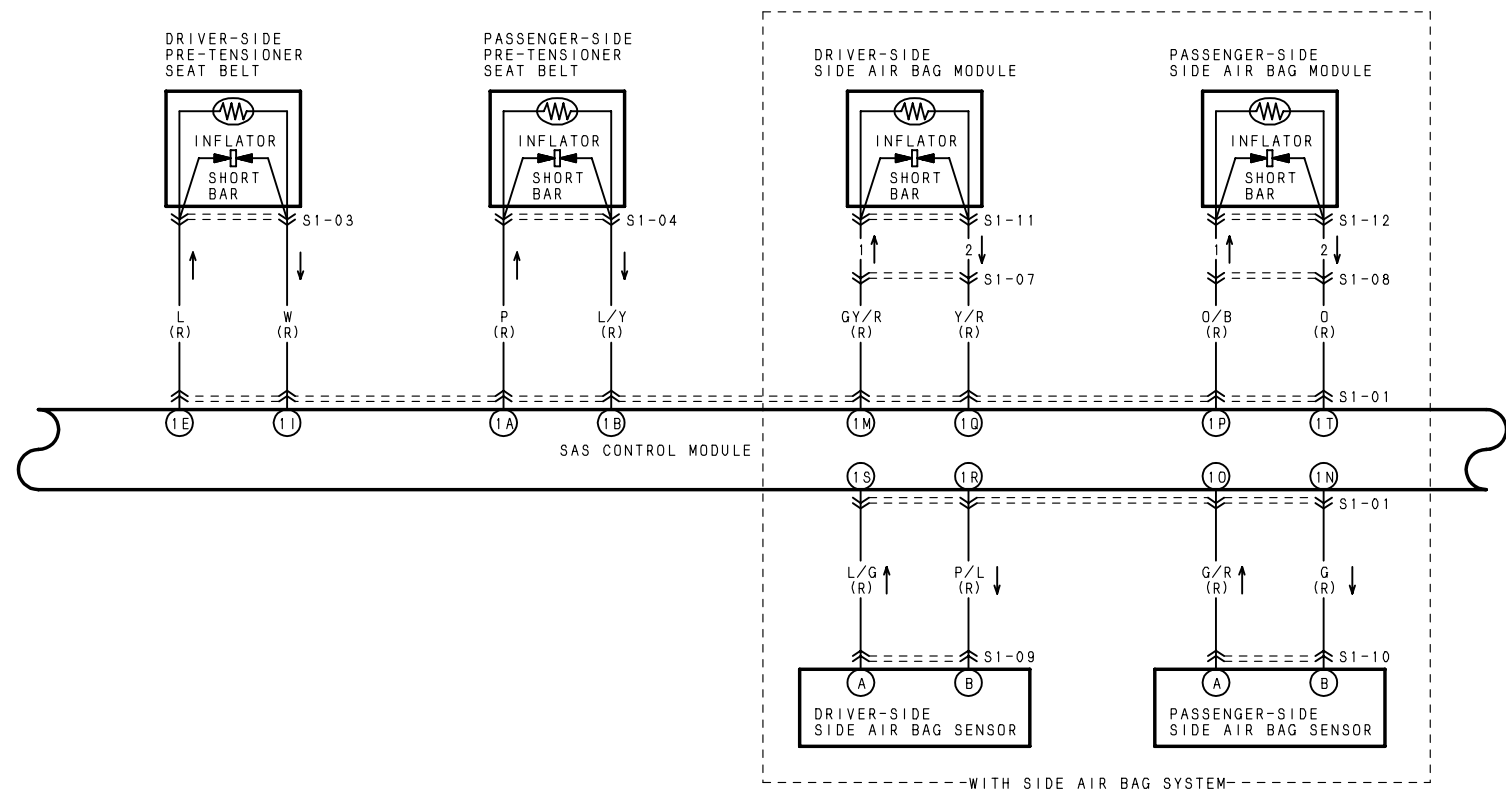
*	*	7	5	3	1
12	10	8	6	4	2

TERMINALS OF THIS CONNECTOR ARE INDICATED BY NUMBERS.

NOTE: SEEN FROM TERMINAL SIDE

HARNESS SYMBOL:  (F)  (E)  (R)

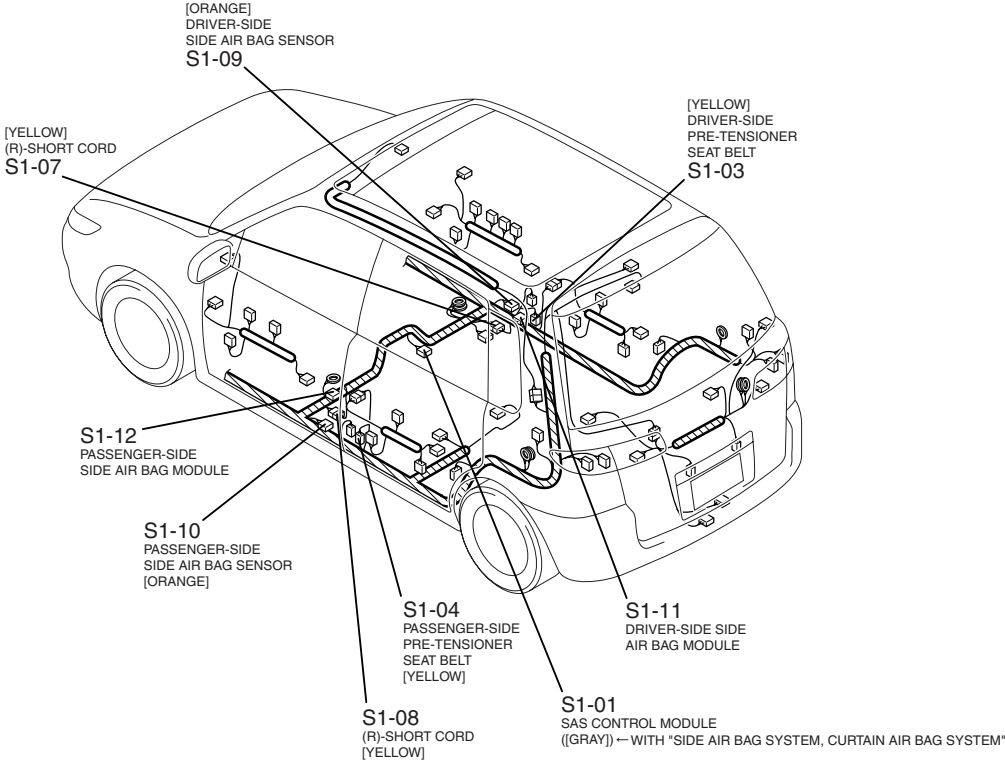
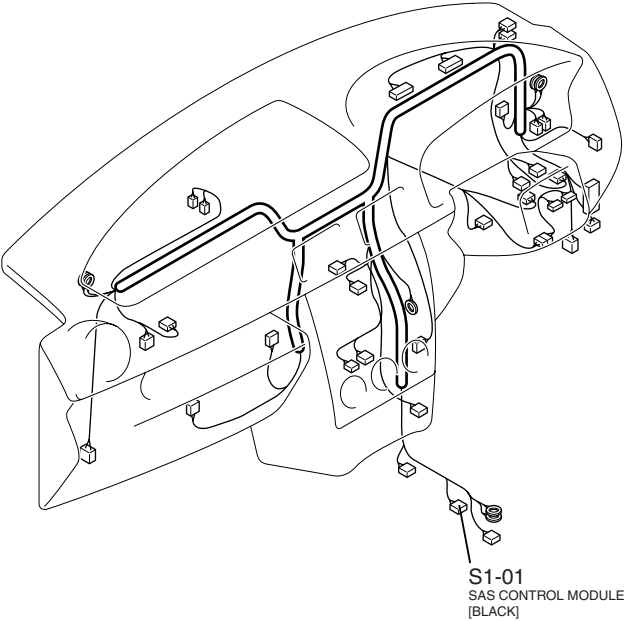


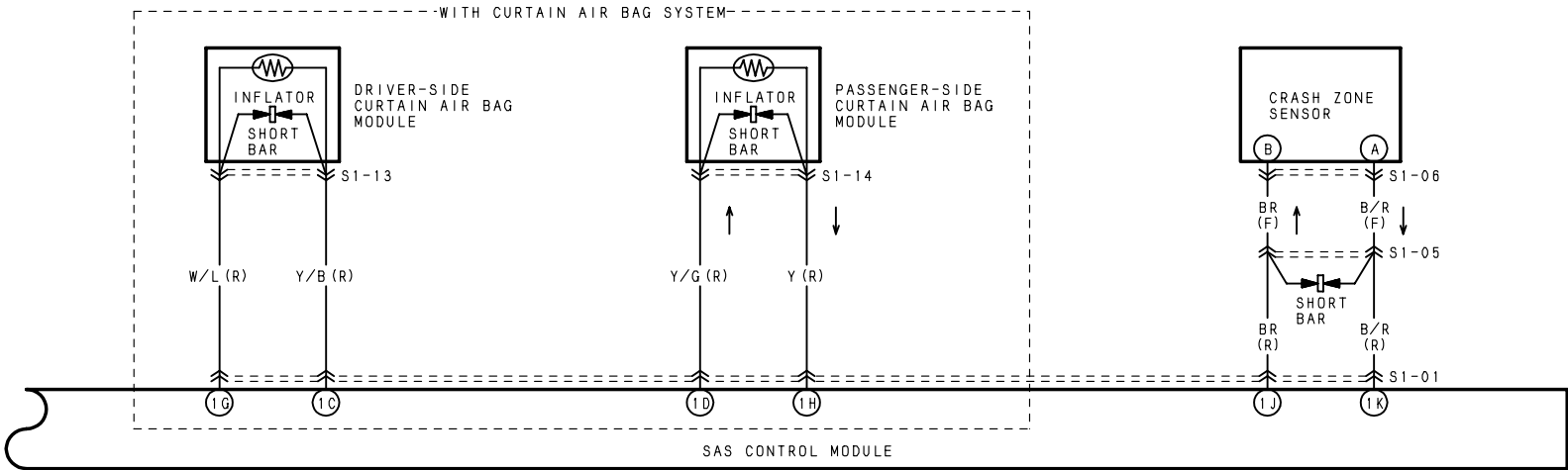


* ... VACANT

<p>S1-01 SAS CONTROL MODULE (R)</p> <p>WITH *SIDE AIR BAG SYSTEM, CURTAIN AIR BAG SYSTEM*</p>		<p>WITHOUT *SIDE AIR BAG SYSTEM, CURTAIN AIR BAG SYSTEM*</p>			
<p>S1-08 REAR (R) - SHORT CORD</p> <p>(R) (SHORT CORD)</p>		<p>S1-03 DRIVER-SIDE PRE-TENSIONER SEAT BELT (R)</p>	<p>S1-04 PASSENGER-SIDE PRE-TENSIONER SEAT BELT (R)</p>	<p>S1-07 REAR (R) - SHORT CORD</p> <p>(R) (SHORT CORD)</p>	
		<p>S1-09 DRIVER-SIDE SIDE AIR BAG SENSOR (R)</p>	<p>S1-10 PASSENGER-SIDE SIDE AIR BAG SENSOR (R)</p>	<p>S1-11 DRIVER-SIDE SIDE AIR BAG MODULE (SHORT CORD)</p>	<p>S1-12 PASSENGER-SIDE SIDE AIR BAG MODULE (SHORT CORD)</p>

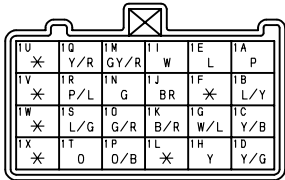
HARNESS SYMBOL:  (F)  (E)  (R)



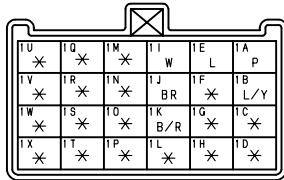


* ... VACANT

S1-01 SAS CONTROL MODULE (R)
WITH *SIDE AIR BAG SYSTEM,
CURTAIN AIR BAG SYSTEM*



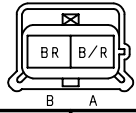
WITHOUT *SIDE AIR BAG SYSTEM,
CURTAIN AIR BAG SYSTEM*



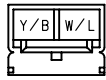
S1-05 FRONT (F) - REAR (R)



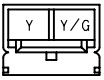
S1-06 CRASH ZONE SENSOR (F)



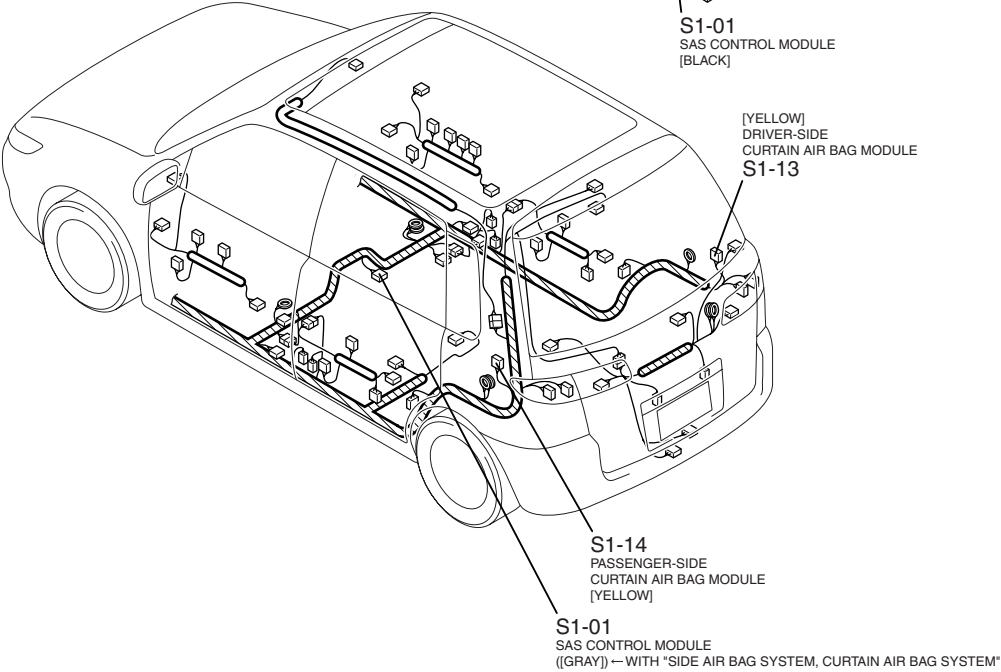
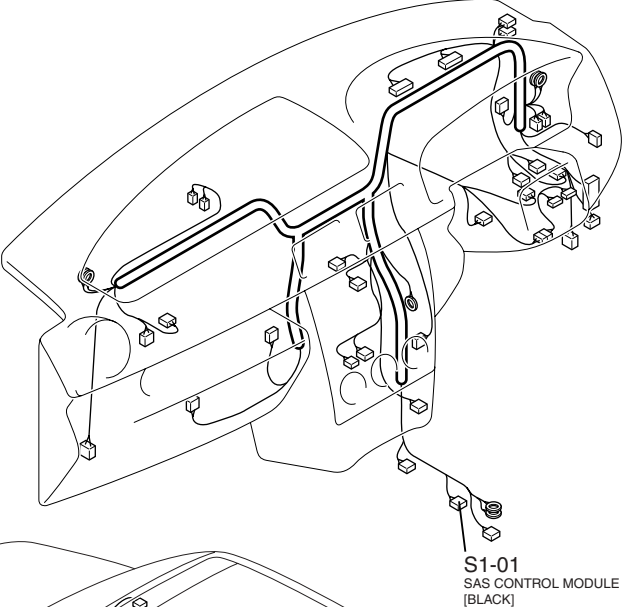
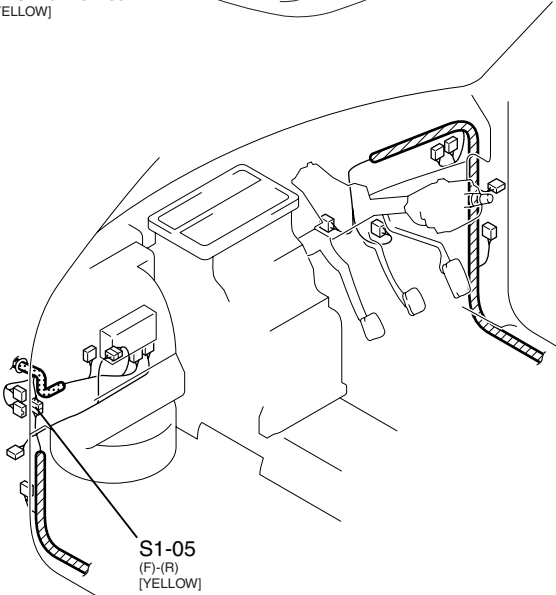
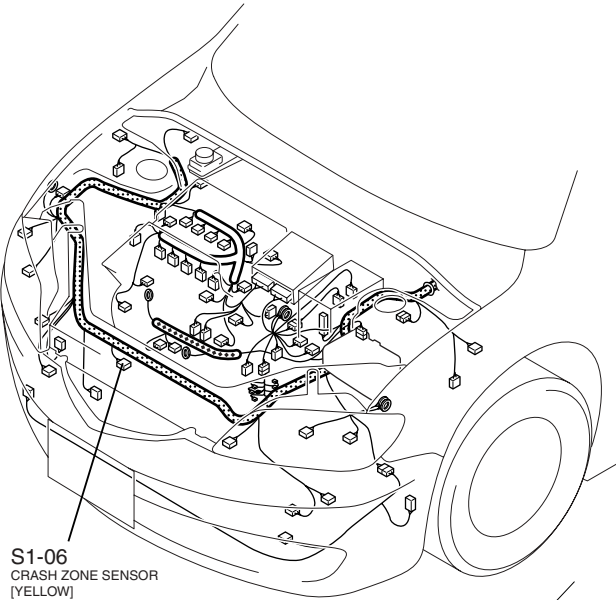
S1-13 DRIVER-SIDE CURTAIN
AIR BAG MODULE (R)



S1-14 PASSENGER-SIDE
CURTAIN AIR BAG
MODULE (R)



HARNESS SYMBOL:  (F)  (E)  (R)

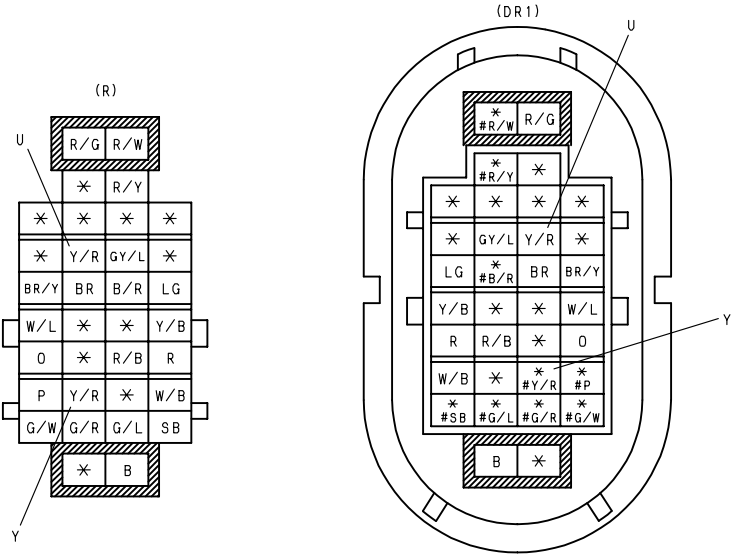


COMMON CONNECTOR LIST

X-1

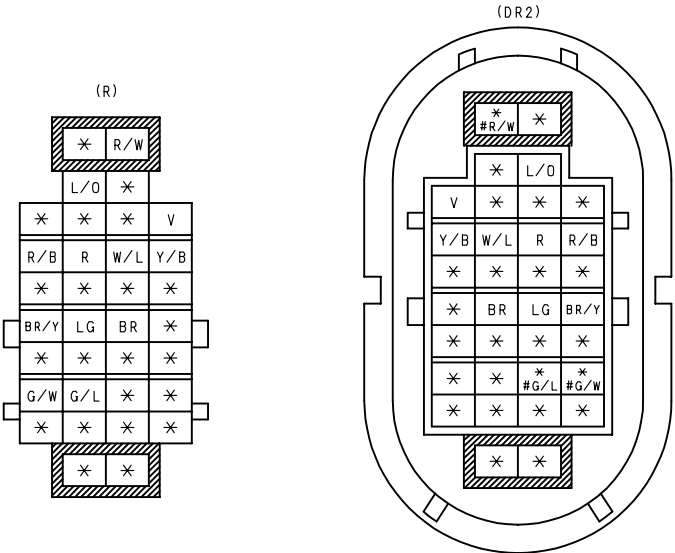
X-11 REAR (R) -DOOR NO. 1 (DR1)

* ... VACANT
... WITH POWER WINDOW SYSTEM



X-12 REAR (R) -DOOR NO. 2 (DR2)

* ... VACANT
... WITH POWER WINDOW SYSTEM



ALPHABETICAL INDEX

A

AIR BAG MODULE 10

C

CLOCK SPRING 10

COMMON CONNECTOR LIST 16

CRASH ZONE SENSOR 14

CURTAIN AIR BAG MODULE 14

D

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DRIVER-SIDE CURTAIN AIR BAG MODULE 14

DRIVER-SIDE SIDE AIR BAG MODULE 12

DRIVER-SIDE SIDE AIR BAG SENSOR 12

DRIVER-SIDE PRE-TENSIONER SEAT BELT 12

E

ELECTRICAL WIRING SCHEMATIC 2

G

GENERATOR 4

P

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PASSENGER-SIDE

CURTAIN AIR BAG MODULE 14

PASSENGER-SIDE

PRE-TENSIONER SEAT BELT 12

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PASSENGER-SIDE SIDE AIR BAG SENSOR 12

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POWER OUTER MIRROR 6

PRE-TENSIONER SEAT BELT 12

R

RETRACTABLE OUTER MIRROR 6

S

SAS CONTROL MODULE 10

SIDE AIR BAG MODULE 12

SIDE AIR BAG SENSOR 12

STARTER 4

STARTER RELAY 4

T

TRANSAXLE RANGE SWITCH 4

V

VEHICLE IDENTIFICATION NUMBER 0

W

WIRING COLOR CODE 0