

Yellow Jacket Installation Instructions for S2000 Years 2000-2005

If you are familiar with automotive wiring you will find installation of the Yellow Jacket module to be fairly simple. If you are new to this type of work, please read the entire instruction manual before beginning. If you are confused by these instructions or are not sure you are making the right connections, consult someone experienced in automotive electronics installation. Failure to install the module correctly can damage not only the module but also your car's electrical system. Be careful! The most common mistake is to connect the module to +12v power instead of +5v sensor power. Connecting to +12v will instantly fry the Yellow Jacket module so double-check this connection.

Step-by-step instructions: refer to the photos on the last 2 pages of this manual

1. Remove the driver's side doorsill trim. No tools needed, it is held in place with 3 hidden snap-in buttons and spring tension at each end. See photos 1 and 2.
 - a. Open the driver's door and pop loose the front side of the door sill trim by slipping your finger tips under the inside edge of the plastic and gently spreading the plastic apart and lifting up.
 - b. Once the front edge is released you can gently pull the rest of the trim up, working from the front to the back. It comes up easily. Watch for the white snap-in buttons on the bottom, they sometimes come loose, but are easily re-attached to the bottom of the trim. The buttons should be in the trim (not the car) when you go to re-attach it.
2. Remove the driver's foot well trim panel. A small flat tip screwdriver or pry bar will help to pop out the external snap buttons. See photos 3 to 6.
 - a. First remove the snap on the outside edge of the trim, which is hidden under the door gasket. Save the button.
 - b. Next remove the inside snap at the far front, above the footrest. Save it with the other button.
 - c. There is one hidden snap button (like the ones on the door sill), located below the hood release, about mid-height. Pull the hood release handle back and then pull the trim panel away from the wall, releasing the last snap. You may have to pull the panel slightly rearwards to clear the doorframe.
 - d. The white snap button usually stays in the wall, so look for it now. When you later re-attach the trim panel the button needs to be in the panel, and if you put it there now you won't forget it.
3. Locate the speedometer wires, see photos 7 and 8.
 - a. Find connector C101 (no, Honda didn't label them). It's the blue connector below the ECM and the connector closest to the footrest.
 - b. The wire bundle from C101 goes towards the rear of the car, passing by the hood release. Look in this bundle for two wires – one is **yellow** with a **blue** stripe, the other is **blue** with a **white** stripe. Be careful not to grab the solid yellow or solid blue wires, it will be toast-city if you do. You may want to remove the electrical tape on this wire bundle to make things easier.
4. Attach the crimp connectors to the speedometer wires as shown in photo 9.
 - a. Using a pair of pliers, clamp the red T-tap around the **yellow/blue** wire making sure the wire goes into the metal slot of the T-tap. If you have strong fingers you can squeeze the T-tap on the wire to hold it temporarily, then use the pliers to clamp it shut. Or, you can position the T-tap in the pliers' jaw, then clamp it on the wire.
 - b. Now cut the **blue/white** wire in the middle and strip about ¼" of insulation from each end.
 - c. Using crimp pliers, crimp a male spade connector on the end of the **blue/white** wire that comes from C101. Make sure you do this correctly, if you put the wrong connector on the wire you're screwed.
 - d. Using crimp pliers, crimp a female spade connector on the end of the **blue/white** wire going towards the hood release.
 - e. Note that the ends of the blue/white wire now have opposite connectors. If you ever have to remove the Yellow Jacket module you simply plug these connectors together, putting the blue/white wire back together, and the speedometer wiring is back to stock.
5. Attach the crimp connectors to the Yellow Jacket wire harness as shown in photo 10.
 - a. The ring terminal gets crimped onto the **black** wire.
 - b. The female spade crimps on the **white** wire.
 - c. The male spades crimp on the **yellow** and **blue** wires.
6. Connect the Yellow Jacket harness wires to the car wiring.
 - a. Plug the Yellow Jacket **yellow** wire into the T-tap on the speedometer **yellow/blue** wire.
 - b. Connect the Yellow Jacket **white** wire to the **blue/white** wire coming from C101.

- c. Connect Yellow Jacket **blue** wire to the **blue/white** wire coming from the hood release.
- d. Using a 10mm wrench, remove the bottom hood release bracket bolt and re-attach it with the ring terminal (on the harness **black** wire) under the bolt head, see photo 9.

Alternate wiring using screw terminal block

If you purchased the installation kit and don't have a crimp tool you can connect the Yellow Jacket module using the screw terminal block provided in the kit. First do steps 1 to 3 from above, then

4. Cut a piece of the Yellow jacket **yellow** harness wire about 1 ½" long and strip both ends. Install it on the terminal block as shown in photo 11. Then connect the harness wires to the terminal block as shown in the photo.
5. Cut the **yellow/blue** wire and **blue/white** speedometer wires in the middle and strip ¼" of insulation from both ends.
6. Insert the speedometer wires into the terminal block as shown in photo 11 and tighten all the screws with a pocket screwdriver.

Note: You can return the wiring to stock (bypass the Yellow Jacket) by unplugging the module and inserting a jumper wire on the terminal block to reconnect the speed signal blue-white wires.

For additional information, troubleshooting help, or to return products for repair or refund, see the "Trouble" section on the last page of this manual. No returns without authorization.

Testing the Installation

1. Position the car on a level surface out of the way of other obstacles and where you can open the driver's door and easily push the car a few inches.
2. Temporarily set the dials on the Yellow Jacket module to "05". Then plug the module into the wire harness and position it where you can view the diagnostic LED.
3. Turn the ignition ON (do not start the car) and verify the LED comes on steady for 5 seconds. This verifies power is good, and the connection to the ECM is good.
 - a. If the LED does not come on, you have a bad connection to either the +5v power (yellow wire to yellow/blue wire) or the ground terminal. Check those connections.
 - b. If the LED flashes rapidly, you have power but the connection to the ECM is not good. Check the connection from the Yellow Jacket blue wire to the blue/white wire, making sure you've connected it to the end of the blue/white going towards the hood latch.
4. Immediately after the diagnostic LED lights for 5 seconds it will go out for one second, then watch closely and count the number of times it blinks. If you weren't paying attention and missed it, just turn the ignition off and back on. After the 5 second delay it should blink twice, then make a real short blink.
 - a. The dial setting of 05 is equivalent to 2-½% speedometer correction (the correction is always half the dial setting). On every power-up sequence, after a 5-second delay the LED will blink out the correction factor. It will blink once for each whole percent, and will make a quick blink at the end for a ½%. So 2-½% is displayed as "blink, blink, quick-blink".
5. Now put the car in neutral and release the hand brake. If the car does not move a few inches by itself, give it a little push. As soon as the car moves (only takes about ½") the diagnostic LED will start flashing slow. When the car stops, the blinking will stop.
 - a. This test confirms a good connection to the speedometer sensor wire. If the LED does not flash, check the connection from the Yellow Jacket white wire to the car's blue/white wire. It must be connected to the end of the blue/white wire coming from C101.
6. With the car stopped, wiggle all the wiring connections while watching the diagnostic LED. Make sure the LED never flashes. Any loose wires or poor connections will cause the LED to light in one of these modes:
 - a. Fast blink – check for a loose connection on the Yellow Jacket blue wire
 - b. Slow blink – check for a loose connection on the Yellow Jacket white wire
 - c. Light steady for 5 seconds - check for a loose connection on the Yellow Jacket yellow or black wires

Note: The module does the diagnostic test and blinks the correction factor every time you start the car, but will immediately abort the test as soon as the car moves. So if you're trying to verify your dial settings make sure the car does not move, as it only takes half an inch of movement to trigger the module and end the diagnostic mode.

Photo 1 – Remove driver’s door sill trim

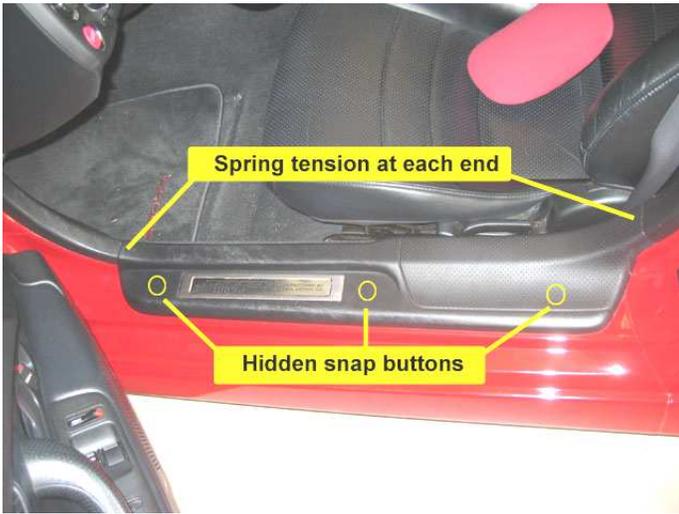


Photo 2 – Lift front edge of door sill



Photo 3 – Remove hidden snap on foot well trim panel



Photo 4 – Remove inside snap on foot well trim panel



Photo 5 – Remove snap that gets stuck in foot well wall

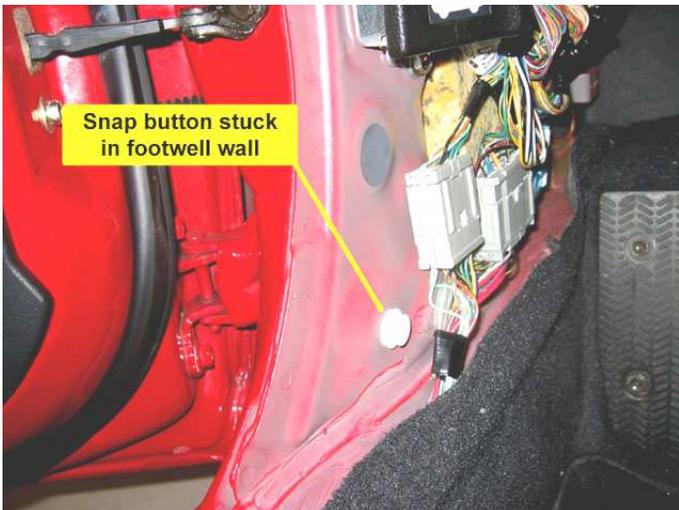


Photo 6 – Replace snap in foot well trim panel



Photo 7 – Locate C101 and speedometer wires in the driver’s foot well

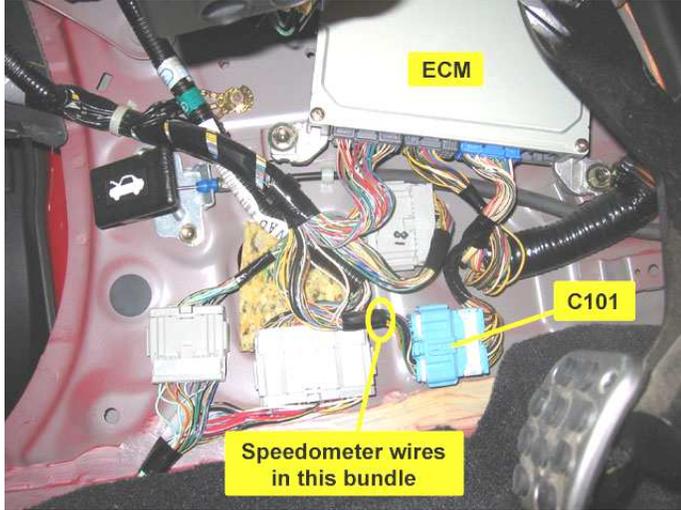


Photo 8 – Pull the speedometer wires out of the wire bundle to make them easy to work on

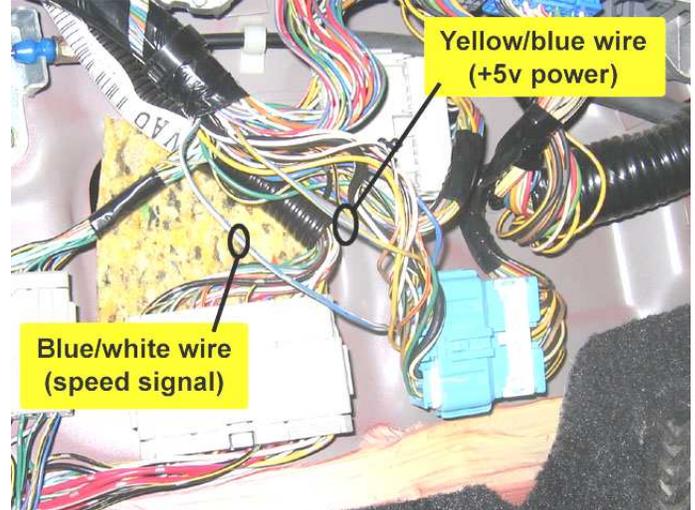


Photo 9 – Attach crimp connectors to speedometer wires as shown

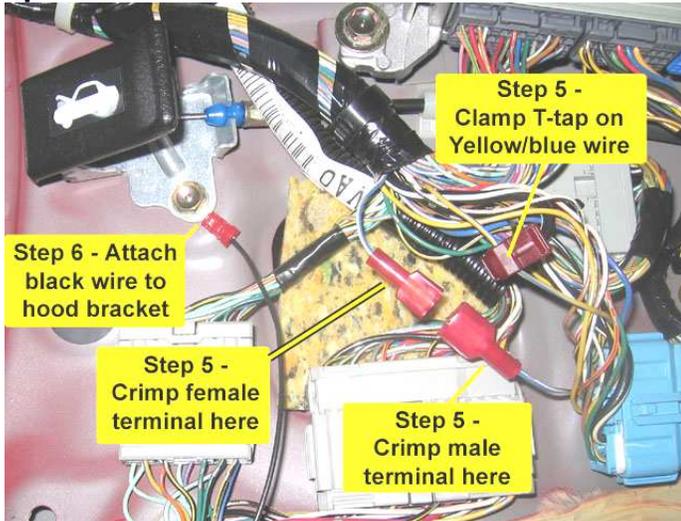
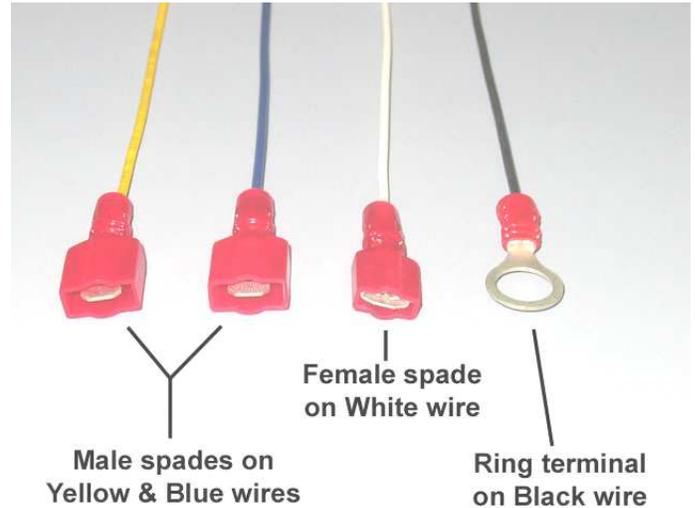


Photo 10 – Attach crimp terminals to Yellow Jacket wire harness as shown



Trouble getting your Yellow Jacket to work?

Check the FAQ on our web site – www.modify.com/yj_faqs

There's not much to troubleshoot with this product. If it doesn't perform the self-test correctly verify your wiring. If it appears to self-test OK but the speedometer doesn't work, check the LED to see if it blinks when the car moves. If it doesn't, check the YJ white wire for a good connection to the blue/white speed signal wire. If you're still having trouble, email me at bob@modify.com.

Do not return products without prior authorization – credit will NOT be issued. All items are subject to a re-stocking charge of 20%. Products that have been installed will be assessed an additional fee to cover replacement of the wire harness or other items necessary to return the product to a salable condition.

Photo 11 – Alternate wiring using screw terminal block instead of crimp terminals

