Ls1 swap wiring instructions

vehicle-specific crossmember. One company stands out among others as the go-to source for swap transmission crossmembers: American Powertrain. To call their line of X-Factor transmission crossmembers extensive would be an understatement. Shown is part No. American Powertrain also has a deep line of Tremec-based manual transmission kits, so it's really a one-stop driveline stop. Close Ad. Johnny Hunkins Author. Share on Facebook Share on Twitter. Now fuel injection is all that comes from new vehicle factories and EFI engine swaps into older vehicles are very common. It seems for many people that the scariest part of the modern engine swap is the wiring harness. These are mainly battery voltage, switched ignition voltage, PCM output to control fuel pump, and a brake switch signal for electronic torque converter control if used. We have found LT1 Swap lt1swap. Brendan Patten runs the site and is an expert on programming many of the GM multiport injection systems. There are companies that outright sell new harnesses for LS engine swaps, and some vendors will also rework a used harness for a fee. However, with a dozen or so hours of work and your attention to detail, you should be able to rework your donor harness yourself with some basic tools. This story is meant to give you an idea what tools and techniques are involved as we show you some work from our Chevy Tahoe harness for a 5. The process for other GM engine harnesses is similar. While it is possible to reuse a fuse block from the donor vehicle, they are often much larger and more complicated than necessary just to serve for this engine harness. What are needed are typically four power fuses and two relays to complete the standalone harness. Understand that this harness is just for engine control and does not necessarily tie into the rest of your vehicle harness. Such outputs as the speed sensor can be used to drive an aftermarket electronic speedometer and an engine rpm signal that can run a tachometer. Plus, today there are tablet apps that can read the OBD-II port data and display some gauge information. The earlier LS engine models were all drive-by-cable; that is, they used a traditional mechanical throttle cable. Next came drive-by-wire DBW versions that use an electronic gas pedal assembly and a servo motor mounted to the throttle body that operates the throttle plate. DBW systems on third-generation engines require you to use the gas pedal assembly and a separate throttle actuator control TAC module in addition to the PCM. These components must be fairly closely matched by year to work properly. In most cases, it is most reliable to use components from the same year and type vehicle. In fact, pulling the engine and all related electronic components from a complete donor vehicle ensures that you have system-matching parts that will play well together. These engines can be reprogrammed to disable the sometimes problematic cylinder deactivation function, leaving all factory parts in the engine. Patten has worked with these engines and warns that if a camshaft is changed, you must ensure that the lifters, camshaft, and AFM solenoid plate all match. The wrong combination of parts can damage to the engine. There was also a flex-fuel version L59 of the 5. This engine used different fuel injectors and pump to flow more fuel. In addition, the PCM uses program code to read a fuel composition sensor that provides a digital pulsed signal based on the amount of ethanol in the fuel supply. This function can be turned off in the programming and the engine run on normal non-E85 gasoline without having to change any parts. Of particular interest to those doing a harness swap for a 4WD rig is dealing with the vehicle speed sensor VSS. The PCM reads the speed of the vehicle to determine transmission shifting points. When using a computer-controlled transmission, such as a 4L60E or 4L80E automatic, you will need the VSS to properly shift the transmission. Another option is to use an aftermarket kit to place the VSS between the transmission and transfer case. You can find more specific information about VSS function for other drivetrain configurations on lt1swap. Close Ad. Forums Photos Industry Videos. Jay Kopycinski Photographer, Writer. Share on Facebook Share on Twitter. The first is to make sure that you have a game plan for all of the challenge areas. Deciding what to do about the transmission can be one of the most challenging aspects. But, what about the transmission? People often neglect this when they consider what kind of engine they are going to use. For the purposes of this guide, we will stick with the concept of adapting GM transmissions with the LS Series of engines. This transmission will be great with your swap since it is what these motors were meant to work with. Make sure that if you buy it separate from the engine that you know for sure that you have an automatic wiring harness. The 4L60E has been around a lot longer than the LS motors , so try and find one that goes with your year motor. This will make it a thousand times easier. Here is a video worth watching if you are going to try and buy one that did not come with the engine. It really goes into identifying them properly. There are a lot of ins and outs. As the TH is to the TH, this transmission is the heavy duty equivalent here. Here is the catch, it has a larger case. Many older muscle cars will need to have transmission tunnel modifications done in order to accommodate the larger case. Keep that in mind. This is especially true when it comes to the CTS, which has a linkage system instead of the shifter directly on top. Most people reading this will understand that the Corvette T56 is attached to a transaxle and not really the

same transmission at all. I am mentioning this because they go pretty cheap in the salvage community because they can only really be used on the Corvette. Also, avoid the T56 that came behind the LT1 engine. It is basically incompatible. For everyone else just avoid it. It is also worth noting that this transmission is HUGE. It is a monster. It does bolt right up. In the classic car community this pretty much makes it as good as done. You will run into a couple of issues with this. The distance between the flywheel and throwout bearing is different. It seems to work. Check out this video and see if it is for you. These guys are great. There are few good reasons to consider this. The first would be clearance. The Muncie is significantly smaller than a T The difference is insane. The TKO is quite a bit smaller itself. The second would be cost. If you have a perfectly good Muncie sitting in the car maybe you have no desire to run an overdrive transmission. As far as gearing goes they are identical. The cases are a similar size as well. Now, if you have an electronic throttle body you are not stuck up the creek, but your way forward may involve a little fabrication. There is no moving mechanism outside of the electronic throttle body, so the only place you have to get that movement from is the actual gas pedal. Check out this forum entry. There are vacuum ports on the intake for the TH The LS engines have been around for almost 20 years now crazy right. You can now get a 10 year old truck engine from the salvage yard for for well under a thousand dollars. The Gen IV blocks have displacement on demand, which lets the motor run on only four cylinders when it is not under a heavy load. It makes almost horsepower at the rear wheels of a pickup truck. This power is low in the throttle curve and is extremely street-able. Common transmission choices for the LS swap For the purposes of this guide, we will stick with the concept of adapting GM transmissions with the LS Series of engines. This Adapter will allow you to use your current TV cable to run your LS1 Now, if you have an electronic throttle body you are not stuck up the creek, but your way forward may involve a little fabrication. Picking a motor The LS engines have been around for almost 20 years now crazy right. It is much easier to deal with the Gen III motor. It was rated at right around horsepower except for the first year. The blocks are made of iron. They look identical on the outside. Use the glove compartment tag to verify if the engine is still in the vehicle. These are the easiest motors to swap into an early muscle car. They are already drive by cable, and the accessories are kept close to the engines. This engine is made out of aluminum. These combos hold their value incredibly well. The Camaro pull out is the more desirable, because the Vette used a Transaxle. The wiring aspect of any LS swap is undoubtedly the most difficult. Most builders are familiar with fabrication techniques, trouble shooting, and parts swapping to make things work, but electronics rise to a much higher level of complexity. Wiring has carried an aura of mystery that can send a shiver down the spine of even the most seasoned builder, making them wish for a simple carburetor and distributor. This chapter has the answers you seek with easy-to-understand instructions for tackling the wiring of an LS swap. Retrofitting the stock harness requires knowledge of electrical circuits, soldering skills, and attention to detail. It is not a simple plug-and-play procedure, so make sure you are up to the task before hacking into the wiring harness. On many LS engines, even the throttle is computer controlled; the pedal is connected to a sensor box that tells the throttle how much to open. These systems can be overwhelming, but the key is to tackle one circuit at a time. Although the factory systems are certainly adequate, the aftermarket has fully embraced the LS platform and there is definitely more than one way to do it right. If you picked up an engine from a salvage yard or other used vehicle, you need all the electrical components to go with it. Let me repeat: it is imperative to get everything. This includes the computer, wiring harness, mass airflow sensor MAF , oxygen sensors, and if the engine is drive-by-wire, the gas pedal and throttle actuator control TAC module. Each engine requires the use of its own specific computer and harness, and keep in mind that there were changes made to each system year by year. In order to reuse as many of the factory components as possible, you need to get all of them with the engine. Keeping track of each wire can be a bit of a headache, though. Whether using a stock or an aftermarket harness, the cleaner the install, the better. This Painless Performance PowerBraid protects the wires from abrasions and heat while keeping a stock look. Friction tape at the ends secures the braid. Regular electrical tape works, but make sure it is good-quality stuff such as 3M Super The cheap stuff falls off. Each Painless Performance kit comes with all the basics: terminal pack, relays, and zip ties. You often need more terminals than what is included, so be sure to have plenty of assorted terminals on hand. Bulk terminals can be ordered directly from Painless. Here is the completed wire-diet LS1 harness install with the full loom. This takes some time to complete, but the results are worth it Retrofitting a stock wiring harnessis seemingly complex and perhaps overwhelming. In fact, it is really not that difficult. With the proper diagrams and instructions, it can be modified to greatly simplify the process of wiring the engine. The majority of the wires in the stock harness are not needed in a retrofit application. Seriously, what Camaro needs an evaporative canister purge

solenoid control? There are differing opinions on what to remove from the stock wiring harness, however. There are two main types of wiring projects: fixing an existing system or replacing it. With plus-year-old wires, often the best solution is total replacement, especially if the car is apart already. The crew at Red Dirt Rodz handled all of the wiring details for this Corvette roadster. Although the original harness was still there, most of the terminals were broken, the wires were cracked and corroded, and it simply was not worth trying to fix, especially considering the car was being fully rebuilt. Starting with a clean slate is always nice. One call to Painless Performance and the harness was on its way. They could have ordered a factory replacement harness, which is already terminated and bundled, just like the factory harness, and every-thing is where it should be for the stock components. This situation called for a new plan with new routing for this complicated wiring system. The tools for wiring are critical. The most important tool in a wiring job is the crimpers. Crimp connections often get a bad reputation because of poor installation. A properly made crimp is just as good as a solder joint. The key is correctly sized terminals and quality crimpers. Those cheap combo crimp-n-strip tools are no good; throw them away. They are only good for emergency repairs. You need a set of good crimpers designed for insulated terminals. Klein Tools and KD Tools make excellent crimpers. The first step is to break down the harness and split up the groups of wires. Plan the layout of the harness before getting to the car. A speed stripper really speeds up the process and is a worthwhile investment. The key to a good crimp is quality crimpers. This pair works great for insulated terminals, the kind used on this car. They also work for non-insulated terminals. Select the correct size of terminal for the wire and insert it into the corresponding set of jaws in the tool. Using the wrong jaws can result in over-crimping which breaks the terminal or under-crimping which results in a loose connection. A properly applied crimp should look like this. The insulation is slightly bulged, but not squished. Always tug on the wire and terminal to ensure it is not loose. Next, locate where the engine side of the harness goes through the firewall. On the Corvette, we used the stock location. Be careful, as sometimes the chosen hole has another function. The fuse box mounts to the firewall with two bolts. It can be a real pain to install the fuse box; having a helper alleviates a lot of frustration here. The metal backup plate was trimmed to match up with the firewall. Inside the car, the bundles of wire were split into groups and routed to their locations. This is the Painless Phantom Key push-to-start system, which includes keyless entry. This system replaces the ignition key with a push button and includes all the relays, which were mounted under the center console in the Corvette. The neutral safety switch and backup light wires were routed to the shifter and terminated with spade terminals. This makes removing the shifter a no-cut proposition. You may not need to remove it, but if you do, this makes it easier. All the main ignition wires are gauge wire. These feed the majority of the electrical system. The key to safe wiring is using the proper-gauge wire for the amperage. The longer the wire, the larger the gauge needs to be. There are two main power feed wires, which are terminated to the large feed wire that connects to the battery. Terminate this with a single large gauge wire terminal. The two wires on one side are smaller than the main feed wire. Most Painless kits do not come with any ground circuits. Usually this is not an issue, but with Corvettes, locating a good ground can be a bear. Use a ground harness for the rear taillights; use ring terminals and gauge primary wire to provide grounds for each light. The key to a good ground is a solid connection. The paint should be removed from the metal surface of the ground location. Next, bolt the ground feed to the frame using the fuel pump mounting point as the ground point. By using the same bolt, the number of holes in the chassis is limited and it keeps everything neat and clean. Then route the ground harness to each light. The taillights ground on the mounting stud. When using speed-nuts, you have to be careful not to over-tighten them or they strip. Under the hood, separate each wire group just as it was inside the car. There are a lot of small groupings of wire here, so it is important to take each one separately. As each wire group is positioned on the engine, the harness starts to come together. Keeping each circuit group together can be tricky, so be patient. The hardest part of wiring is the planning. Selecting the correct wire size for the terminal is critical. Most terminals are color coded for size. Red is the smallest, fitting to gauge wire; blue is for to gauge wire, and yellow is for to gauge wire. Anything bigger is sold by the size, not color. Primary wire is typically an gauge wire and is the most common wire found in wiring harnesses. The larger wires that feed heavy-draw circuits are typically to gauge. The wire in Painless Performance kits runs a little larger than the standard; the primary wires are gauge, with gauge for heavy-draw items such as the headlights. Opening the box and seeing several thousand feet of wire can be scary. Fear not. It is not that bad; just be patient. The first step is to take it all out of the box and lay it out on the bench or floor. Separate all the bundles. Painless kits come pre-bundled in all the major groups: engine, dash, and tail. From there, they are divided into sub-categories. These are small pins that require special tools to crimp. They are used in every connector on a

late-model engine. The components of MetriPack or Weather Pack terminals are a Molex or nylon housing, a silicone wire seal, and the terminals. The housings are shape-specific; you must make sure that you have the correct male and female components. The terminals can sometimes be specific to the housing as well. These are the crimpers used for the terminals. They are available in many configurations, and most have ratcheting locks for a completed crimp. The terminals must be crimped twice, once on the bare wire and once on the silicone insulation. Make sure you slide the wire through the silicone boot before crimping. Each terminal style has different pin types. All styles lock into the plug housing with spring locks built into the terminal itself. Unlocking these can be a pain; the trick is to use a small pick or unfolded paper clip to unlock it. Every terminal uses a different lock location. Make sure you grab the wiring harness from the donor car. These are good for the typical project, but there may be a few wires that need to be moved to a different section. Now is the time to reroute any wires. Once inside the car, this becomes much more difficult. Go over each wire and its location and check the car. All Painless wiring kits provide only the power side of the circuit. Except for a couple of situations, you must provide all ground connections. Although this is typically a simple thing, Corvettes require some additional forethought, as fiberglass does not make a good ground. Pain-less Performance thought ahead on this one, and they offer a ground kit that comes with wire and several terminal strips to provide multiple ground circuits where you need them. Wiring an entire car requires planning, time, and lots of patience. If you find yourself getting frustrated with a particular section, get up and walk away for a minute. A novice builder should be able to complete a basic wire harness replacement in three to four days. The more circuits and the more complications, such as EFI, audio systems, etc. But if you take your time and plan out the locations of all the wires before cutting anything, your wiring project will look and function great. All of the connector and relay data pages 87â€"91 represent what can be done with an LS1 wiring harness. The pin-outs for the later models are included on pages 81â€"82, but each computer and engine has different requirements to make it operational. Drive-by-wire and displacement-on-demand engines make this more complicated. This puts all of the responsibility in the hands of technicians who have tested each harness and guarantee it is correct. A simple crossed wire can fry the stock computer, rendering it useless. In addition, purchasing an aftermarket wiring harness also affords the luxury of having access to trouble-shooting tech assistance. If you get into trouble with an aftermarket harness, simply call the tech line to get it going and save valuable time and money and potentially a dead computer. Everything in modern drivetrains is electronic, so proper grounds to the transmission are important. A simple braided ground strap to the frame will do. This also helps reduce electrolysis in the cooling system. The body needs to be grounded as well. Scrape the paint away from the metal at the grounding point or use a star washer for solid contact. Some LS wiring harnesses include the underhood fuse box. Bolt this down in a convenient location. If you are using an aftermarket harness without a fuse box, make sure that the power wires are properly fused. Anytime wiring is run through the body, a grommet is required. This protects the wiring from chaffing on the body, causing grounds and the possibility of fires. These wires are the stock ignition connectors for most GM cars. The big purple wires connect the relay to the starter. The plug-and-play nature of an aftermarket harness combined with its relative affordability makes it the best option, plus it generally looks better than a hacked-up stock harness. Another thing to consider is that many factory harnesses are fairly old. With age, wiring becomes brittle and corroded. An aftermarket harness is all new, so the swap gets more life out of the wires. Most aftermarket harnesses are similar in their connections; it is the finer points of the finish and overall look that separates them. Many after-market harnesses are left in loose form, that is, without any loom or wrap on the wires. Certain wires are grouped together for their placement on the engine, such as the fuel injector harnesses, but that is as far as it goes. This leaves it up to you to cover the harness for the final finish. Some aftermarket harnesses group each set of wires together as they are on an engine, and complete the job with wire loom or tape, making it a clean, out-of-the-box installation. If any of the stock components have been changed or moved to another location, the harness may have to be altered, so that is some-thing to think about before ordering. To make sure you get the correct aftermarket harness, there are a few things to consider before placing an order. Old-style automatics, such as the TH, and manuals such as the Muncie M22, are not electronically controlled, but the 4L60E automatic is electronically controlled. That is important because it must be connected to the computer. The MAF sensor is either a three- or five-pin make sure to get this information from the donor vehicle. Determining if the throttle body is drive-by-cable or drive-by-wire is also essential. The type of fuel injector is the last piece of component information you need. There are three types: the old-style STD injector which has a large metal bale clip , the T-style injector which uses a Delphi 45 plug , and the Flex Fuel injector which is also known as the Z-style. LS

engines are plug-and-play, so installing the harness is quite simple. Once the engine is wired up there are still those pesky little accessories, such as gauges, that need to be connected. Since the original vehicles were so heavily dependent on the computer system, all the gauges were routed through the computer. Although this is fine for a Corvette, most older muscle cars require significant modification in order to retrofit late-model computer-controlled gauges. Each drive-by-wire engine requires its own specific pedal, throttle body, and possibly TAC module. The small box on the lower right is the transmission control module TCM. Most aftermarket harnesses are purely plug-and-play: just plug it in, make four wiring connections, and, theoretically, fire up the engine. Know the specifics of your engine and transmission before ordering, however, as there are a lot of options. An un-loomed harness allows rerouting of any wires to components that may have been moved. There are three types of fuel injectors. Flex-fuel engines have the Z-style, and the other two were used across years, makes, and models. Even throttle-by-cable throttle bodies have wires. The throttle position sensor and MAF sensor must be plugged in. The MAF sensor mounts directly in front of the throttle body. It can be moved with elbows and other induction piping components. They are not interchangeable without ECM changes. Throttle-by-cable is the most compatible with older transmissions because the brackets are already there for the kickdown or TV cables. A cable-driven speedometer does not do much good with a VSS wire attached to it; neither does a stock tachometer. Special considerations that must be made in order to get the information from the engine to the driver. Tachometers are simple gauges that measure the revolutions per minute of the engine. Although not absolutely necessary they are particularly useful, especially in manual transmission cars. Their failure rate is very low. You would be hard pressed to find a dealer that has seen any failed coils. Getting the tach signal to an old stock tach requires an adapter. The signal is modulated at a different rate from that of a typical V-8 tach. The LS signal must be converted to a standard signal with a module. These modules are available from Dakota Digital. Their SGI-8 module converts the tach signal to different settings, such as 4- or 6-cylinder. The tach signal coming from the LS1 is representative of a 4-cylinder signal. Therefore, a factory 6- or 8-cylinder tach must use this module to read the correct signal and display the proper reading. Programmable tachometers such as an AutoMeter or VDO do not need this module, as they can be set to read a 4-cylinder tach signal. With an electronically controlled transmission, an electronic speedometer can receive the signal from the VSS system via the computer, or an aftermarket speedometer can receive a direct signal from the VSS system. If the stock cable-driven speedometer is being used with a late-model transmission, the transmission must be adapted to drive the cable. Most aftermarket transmissions already have a cable-drive provision. Oil-Sending Unit. The oil-sending unit also requires adapting. The oil cooler bypass fitting on the oil pan just above the oil filter is an ideal place to install an oil-pressure fitting for the sending unit. Depending on the specific engine, select one of three bypass fitting options: a drilled and tapped fitting; a blank boss fitting, which can be drilled and tapped; or a dome top fitting. Although not strictly a part of the wiring, you need sensor adapters such as these if you plan to have any kind of engine monitoring that is not wired to the ECM. From left to right: adapters for coolant temperature, oil pressure at the block, and oil bypass. The up engines have a domed cap with no boss. Any of these can be used. If you need to drill and tap the fitting, simply drill it and tap it to the thread size that the oil-sender fitting requires. The drive-by-wire system is a potentially confusing portion of the wiring conversion. Each engine that uses the drive-by-wire system requires a specific pedal, throttle body, and, in some cases, a TAC module. In most cases, the drive-by-wire components are not interchangeable. The pedal, TAC module, and throttle body must remain with the engine in order for it to work properly. The only interchangeable components are the Vortec truck modules, but the programming in the computer must be changed as well. There are several different component packages, which vary by vehicle. The â€˜ Corvette uses a pedal and separate TAC module to operate the specific throttle body. In , General Motors went to a drive-by-wire pedal that incorporated the TAC sensor in the pedal, so only the pedal and throttle body are needed for a swap. The Trailblazer uses a pedal only and is different from the rest of the trucks. These trucks use a drive-by-wire pedal mounted on a moving platform that adjusts to the height of the driver. Of course, you could simply swap to a cable-driven throttle body or a carbureted setup for one of these engines. Drive-by-wire was first avail-able in the trucks in , and there have been many different pedals with and without TAC modules. This is why it is so important to get all of the components from the donor vehicle beforehand. Photos courtesy Doug Strickler. He spent many years as an avid Volvo enthusiast. When Dale passed away in , the rest of the Strickler family decided to give the Volvo Turbo Wagon to Doug. Having been around Volvos for years, Doug started playing with the wagon, modifying the stock turbo 4-cylinder. The reliability, ease of use, and the obviously larger aftermarket were all a part of his decision. The build was on,

and Doug certainly had his hands full. Mounting the LS1 in the Volvo chassis was the most difficult part of the entire swap. The trick to fabricating custom motor mounts is to suspend the engine over the frame where you want it to be. This can be done with the engine on a hoist and setting blocks under the engine to secure it. The hoist supports the bulk of the weight. Another option is to use a plastic engine block from Pay-R. These lightweight plastic engines are dimensionally accurate and are a great way to safely lay out motor mounts for custom installs. The engine needed to sit back as far as possible toward the firewall to allow room for the turbos to clear. As a turbo enthusiast, Doug figured if one is good, two is better, so he opted for a pair of trim Garret T4 turbos to straddle the LS1. Doug built everything on the Volvo, and Carolina Auto Masters tuned it. Currently, Doug drives the car daily and enjoys 30 mpg on the highway. The Volvo makes hp at the rear wheels and has no drivability issues. To support the turbos, an Aeromotive A fuel pump feeds the pound fuel injectors. To eliminate accessory drive issues, Doug built his own system. Part of the turbo brackets double as the accessory drive mounting. This swap is about as custom as they get; very few aftermarket pieces were used and everything was custom made. The T56 is coupled to a performance-built Ford 8. Doug says he likes the deep gears because the power output is big enough to move the car as fast as he wants to go, and it lets him shift a little less. The Volvette has traveled the quarter-mile to the second mark. If you liked this article you will LOVE the full book. Click the button below and we will send you an exclusive deal on this book. Welcome, Guest. Please login or register. Did you miss your activation email? This topic This board Entire forum. Pages: [1] 2. Read times. Non dummies will find better ways to do some of this stuff, but this works. This is a basic mod for the - LS1, that will get everything needed for a running car. It does not address the different emissions requirements of the various government agencies or things such as dual fuel pumps or cruise control. Here are links containing the info. It is convenient to pull the following wires out of the camobird connectors H- dk blue high fan J- dk green low fan A- purple starter solenoid "start" power in G- white tach signal out Blue 10 pin That wire will go to the ignition-on wire at the ignition switch. There are two orange wires on the F body external connector. Those wires will connect to battery constant. After you do these power wires, you can cut off the F body external connectors. There is one very long bundle that has a rubber grommet on it. Be careful when you cut that bundle off, because there is a loop of orange wire, that comes out of the fat harness shroud, at the top end of that bundle. There are no needed wires in that long snake. You may want to save the long wires, for use later. Solder a ohm resistor in the red wire coming from pin 15, red connector. Solder a 2. Fan control, low temperature-dark green wire coming from pin 42, blue connector. Dark green from pin 58 blue? White wire on pin 10, red connector. Fan control- High temperature. Dark blue wire, pin Starter-Use the purple wire already in the harness. Oil pressure. One end will go to the gauge. This wire will come out of the harness at the location of your sensor installation. Coolant temperature. A wire must be added. This wire will go from the sensor location the threaded hole at the rear of the passenger side cylinder head, to the gauge. Check engine light. Fuel pump relay. Back up lights. Not controlled by the PCM. Dark green-pin 18 When the shit hits the fan, you'll find out who your friends are. Why don't YOU just buy a vette?!?!?! RX7 S Antenna Adapters. Dan, thanks for posting all that up. Regarding the ohm resistor for the Alt. Thanks again, -Alex. Man, I wish I had this when i was doing my wiring. Would have made my life a whole lot easier. Great info here. Thank you! I know what I will be doing this weekend. PCM constant comes from the ignition switch, as does ignition-on harness wires. I have a Corvette harness I'm fai

2001 chrysler voyager fuse box location
2006 ford f250 fuse panel
300 chrysler price

rly certain anyway and there is a fuse block on that harness that has about 15 pink wires on it. I don't think I have the Camobird connectors as per these instructions. I'm assuming these are the power lines for all of the engine related items; coils, injectors, etc. So do I just put all of these pink wires to a 12v switched source? Do they need to be fused individually or can I group them together? To answer my own question, I pulled apart my harness and each fuel injector is own its own circuit. That is why I have so many pink wires. I think I will group them like the fbody harnesses by bank. Life was much easier once I decided to open up the harness and figure out what everything was. Quote from: svsgt1 on February 06, , AM. The ECU still controls each injector by grounding the wire of the injector it wants to fire. The power wires will be common, not the grounded control wires. It does have the k resistor in place, but Do i possibly need a higher one? Thats all I could find. SMF 2.