

Engine bay loom – Sep 2009 – Duratec, S80, DL1 and Dash wiring

Pin	Wire	Pin	Wire	Pin	Wire	Pin	Wire	Pin	Wire
1	InjA 12V	11	Cop 12V	21	Dash H2O Red	31	CAM Black	41	Oil PSI Gnd
2	InjA-1	12	Cop-1	22	Dash H2O Black	32	Oil Temp Gnd	42	Right Wheel Gnd
3	InjA-2	13	Cop-2	23	Dash H2O Gnd	33	Oil Temp Red	43	Right Wheel Red
4	InjA-3	14	Cop-3	24	Air Temp Red	34	Free	44	Right Wheel Black
5	InjA-4	15	Cop-4	25	Oil Temp Black	35	Free	45	Oil PSI Red
6	InjB 12V	16	Air Temp Gnd	26	TPS Gnd	36	Left Wheel Gnd	46	Crank Gnd
7	InjB-1	17	Air Temp Black	27	TPS Black	37	Left Wheel Black	47	Crank Red
8	InjB-2	18	ECU H2O Red	28	TPS Red	38	Left Wheel Red	48	Crank Black
9	InjB-3	19	ECU H2O Black	29	CAM Gnd	39	Oil Pressure s/w		
10	InjB-4	20	ECU H2O Gnd	30	CAM Red	40	Oil PSI Black		

Its only the crank and cam position sensors that really need their shield grounded. Everything else returns an analogue signal, so doesn't need the protection. Noise on a temperature signal is of no great consequence.

On the LH and RH Hall Effect wheel speed sensors, the shields are used as the GND because they require 3 connections, and the cable only has twisted pair of conductors. Same goes for the TPS (ie it uses the GND shield).

Magnetic sensors, like the Cam and Crank sensors, rely on just two wires, whereas Hall Effect needs 3 wires.

21st Sep 09 – Injectors and COPS are not wired in any particular order, so they'll need buzzing through to ensure correct wiring and firing orders.

