

# CONNECTING THE FORD 2.0li (PINTO) ENGINE WIRING HARNESS TO THE DAX RUSH LOOM

- The recommended location for the Ford Pinto ECU is inside the car, beneath the scuttle panel.
- The Ford 2.0li (Pinto) engine management harness terminates in two plugs, one brown 6-pin plug and one black 9-pin plug (see below). All the wires needed for connection to the DAX interior harness are contained within these two plugs and connection is readily achieved with the aid of two relays, one for ignition and one for fuel (bought separately). Wire by wire instructions are given below: -

## DIAGRAMATIC REPRESENTATION OF THE TERMINAL PLUGS OF THE FORD ENGINE MANAGEMENT LOOM

Pin 01 Red/Blue	Pin 02 Blue/Red	Pin 03 Black (thick)
Pin 04	Pin 05 Brown	Pin 06 Black (thin)

Brown 6-pin plug

Pin 07	Pin 08 Red/Blue	Pin 09 Brown/White
Pin 10 Brown/White	Pin 11 Blue	Pin 12 Black (thin)
Pin 13 Green	Pin 14 Brown/Green	Pin 15 Brown/Green

Black 9-pin plug

### PLUG CONNECTION DETAILS

Pin 01 - Not required (cross-link wire to Pin 08)

Pin 02 - Connect to terminal 85 of the new Fuel Relay

Pin 03 - Connect to terminal 87 of the new Ignition Relay

Pin 04 - Not used

Pin 05 - Connect to terminal 85 of the new Ignition Relay

Pin 06 - Connect to terminal 86 of the new Fuel Relay

Pin 07 - Not used

Pin 08 - Not required (cross-link wire to Pin 01)

Pin 09 - Applicable to automatic transmission only

Pin 10 - Water temperature gauge sender unit wire. Locate the Green/Blue wire, where the DAX interior harness connects to the DAX engine-bay harness, and join this wire directly to the Pin 10 wire. The Green/Blue wire in the DAX engine-bay harness will no longer be required

Pin 11 - Alternator sensing wire. Locate the Brown/Yellow wire, where the DAX interior harness connects to the DAX engine-bay harness, and join this wire directly to the Pin 11 wire. The Brown/Yellow wire in the DAX engine-bay harness will no longer be required

Pin 12 - Remove the White wire from the fuel pump feed terminal of the DAX fuse box (located opposite the White/Purple wire) and connect this wire, together with the Pin 12 wire, to terminal 86 of the new Ignition Relay

Note - For the engine to run, a further White wire must be connected to the +ve terminal of the ignition coil and this wire is provided within the DAX engine-bay harness

Pin 13 - Rev counter impulse wire. Locate the White/Black wire, where the DAX interior harness connects to the DAX engine-bay harness, and join this wire directly to the Pin 13 wire. The White/Black wire in the DAX engine-bay harness will no longer be required

Pin 14 - Not required (fuel computer wire)

Pin 15 - Oil pressure warning light wire. Locate the White/Brown wire, where the DAX interior harness connects to the DAX engine bay harness, and join this wire directly to the Pin 15 wire. The White/Brown wire in the DAX engine-bay harness will no longer be required

## RELAY CONNECTION DETAILS

### *Fuel Relay*

Terminal 30 - Connect to the Brown fly-lead at the DAX fuse box extending from the horn fuse

Terminal 85 - See the Pin 02 instructions above

Terminal 86 - See the Pin 06 instructions above

Terminal 87 - Connect to the terminal on the DAX fuse box vacated by the White wire, as instructed under the Pin 12 instructions above.

(Important - to provide a safety cut-out in the event of an accident, an inertia switch should be fitted into the black fuel pump negative lead)

### *Ignition Relay*

Terminal 30 - Also connect to the Brown fly-lead at the DAX fuse box extending from the horn fuse

Terminal 85 - See the Pin 05 instructions above

Terminal 86 - See the Pin 12 instructions above

Terminal 87 - See the Pin 03 instructions above

## TESTING WITH SAFETY

As is the norm for these types of circuit, some of the connections made are not fuse protected. It is therefore essential that when the system is tested for the first time, a protective in-line fuse is fitted between the +ve battery terminal and the brown main system feed wires.