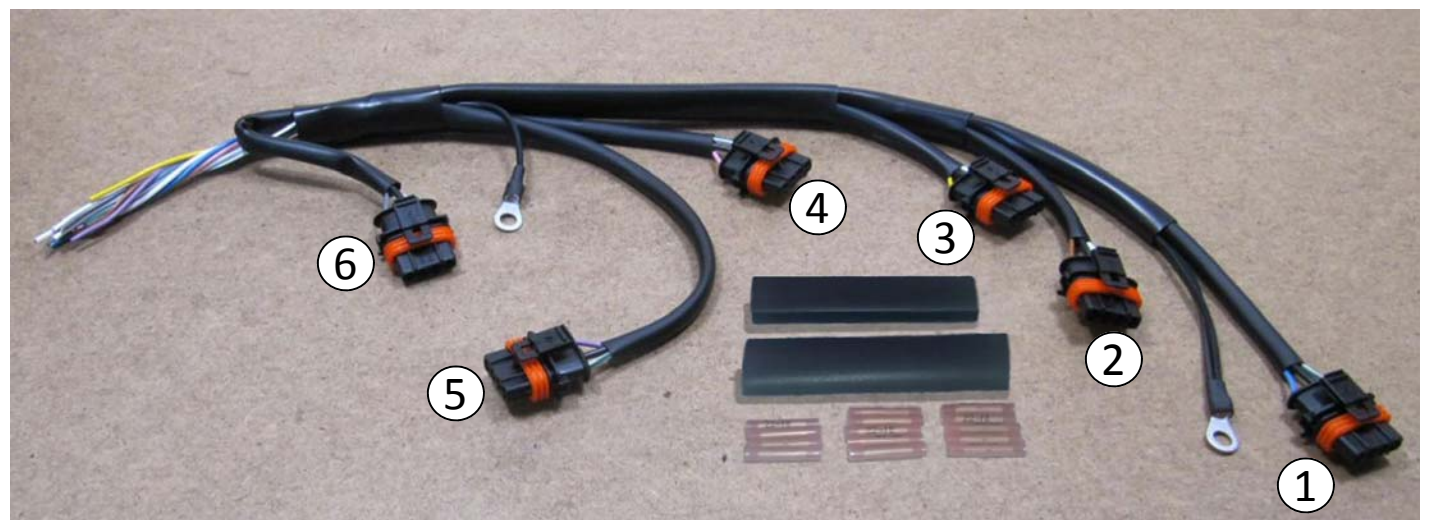


Installation Guide for 6 cylinder Coil Repair Harness

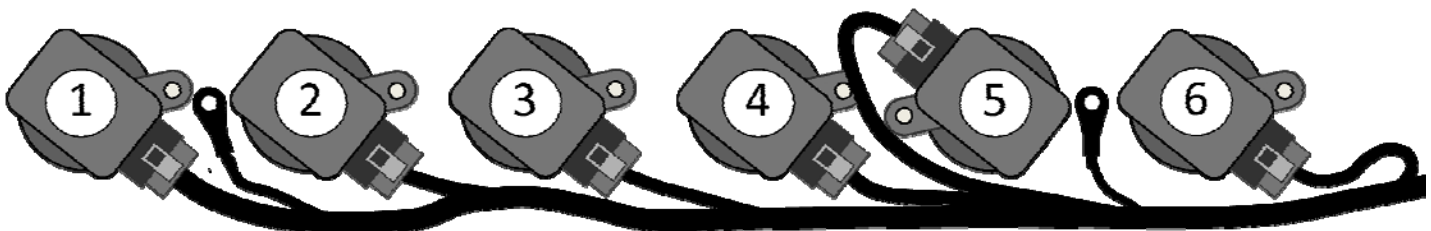
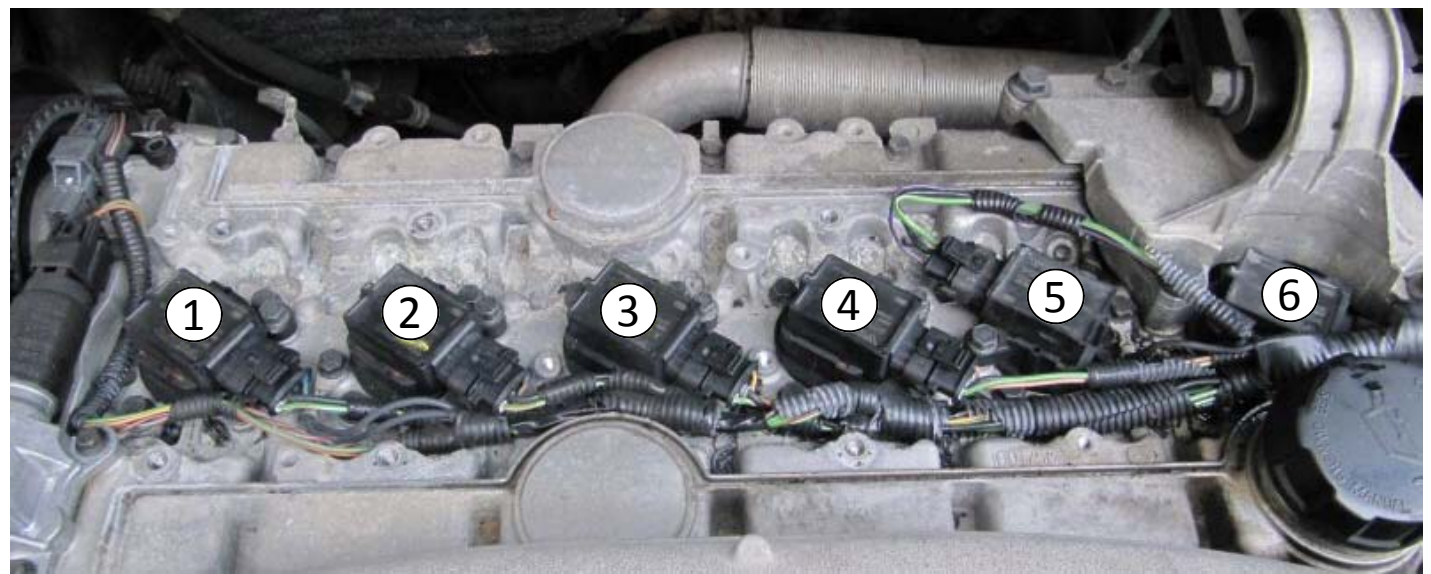
1999-2006 Volvo 6 cylinder models.

If you find any errors or omissions, or if you can offer improvements to this guide, please contact Dave Barton, dbarton@linkline.com

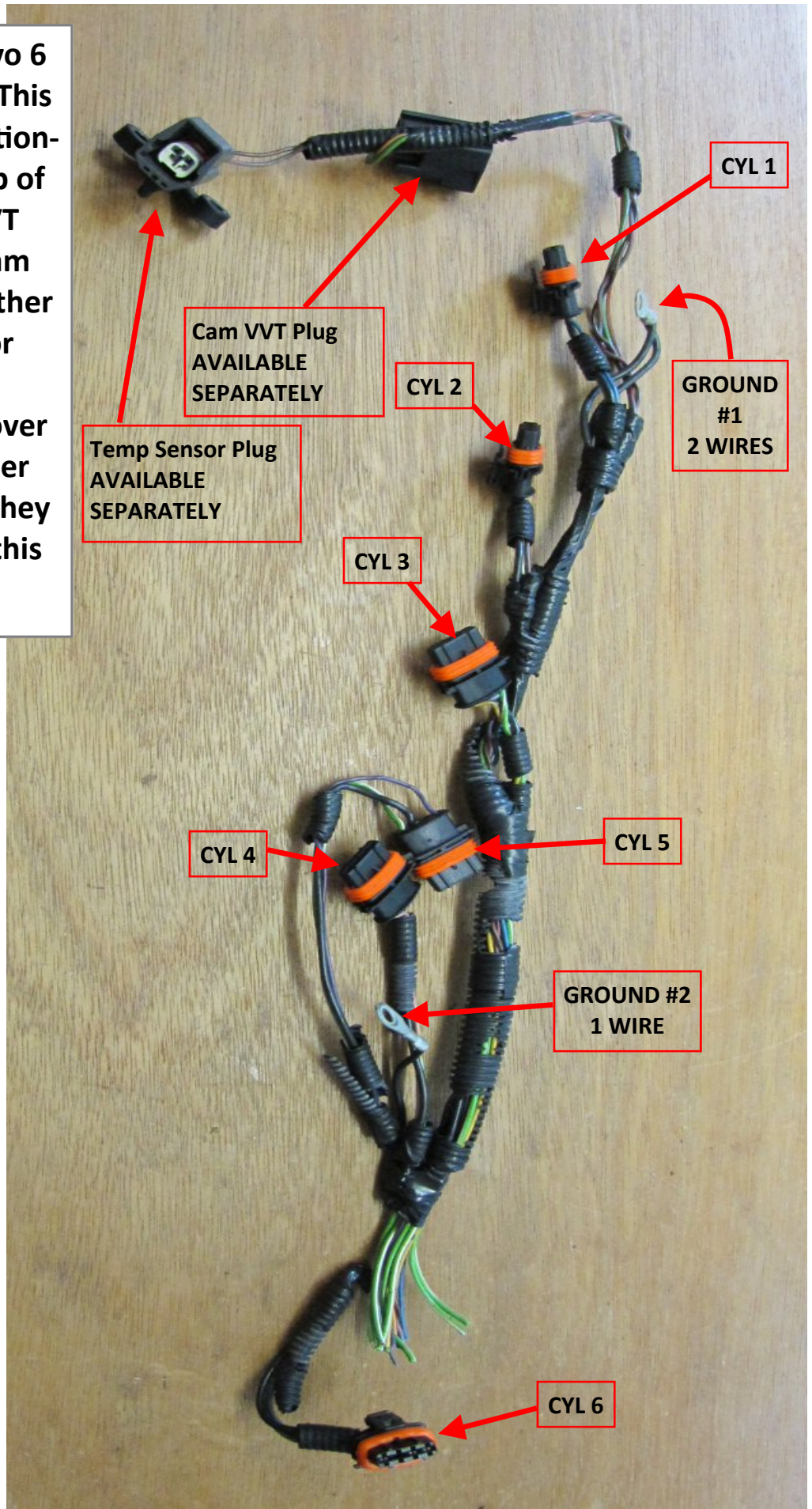


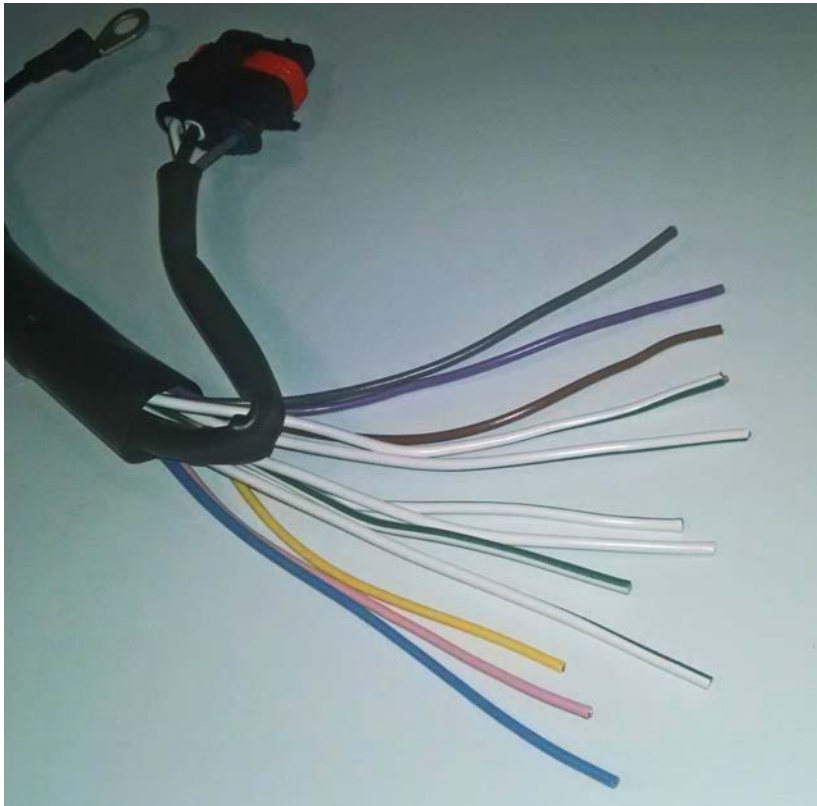
IMPORTANT: READ ALL DIRECTIONS BEFORE STARTING.

The below photo will offer a view of an original '99 to '06 Volvo 6 cylinder Volvo coil harness section. The cylinders are shown in numerical order with Cylinder 1 being nearest the timing belt. The routing of this harness to each coil is important to create a good fit. The new coil repair harness uses the same routing and is illustrated in detail by the bottom image.



Here is an original Volvo 6 Cylinder Coil Harness. This harness uses two additional plugs seen at the top of this photo. One is a VVT connector plug for a cam timing solenoid. The other is a temperature sensor plug. The existence of these plugs may vary over the 1999-2000 6 cylinder production years and they are not included with this repair harness.





When preparing to cut your original harness, you should first consider staggering the cuts about 2 inches. This repair harness has 12 wires. Putting 12 splices all in one location can be a bit much and probably will not all fit in the heat shrink tubing supplied. Cutting half of them 2 inches away from the other half will make this job much neater. As a suggestion, cut all 6 Green/White wires at one place and the other 6 about 2 inches away.

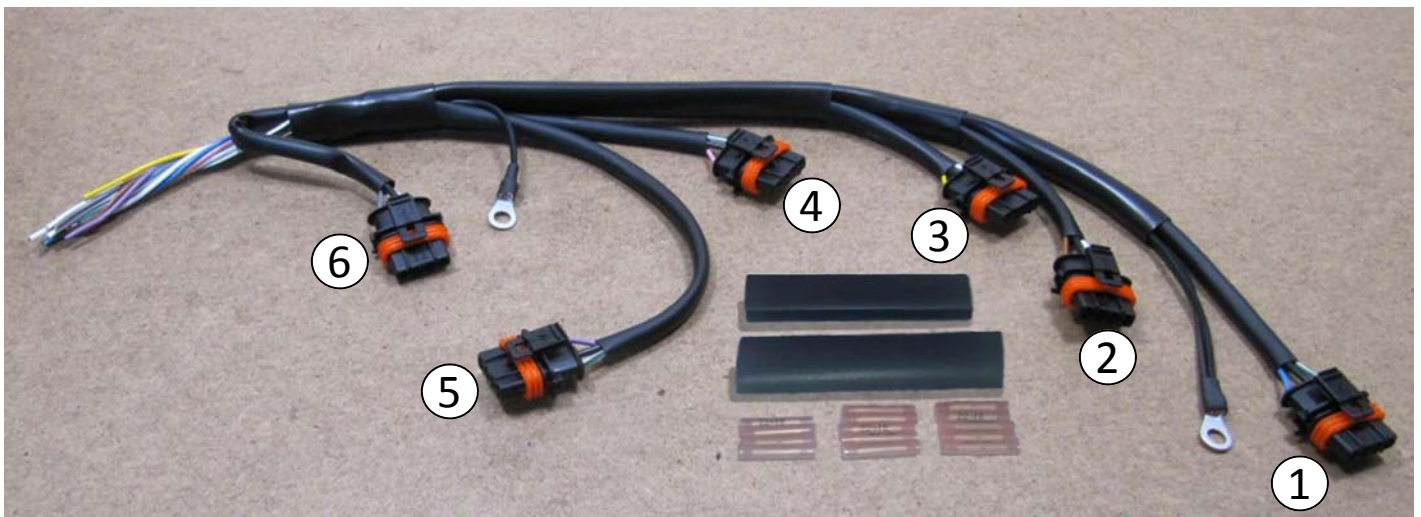
NOTE: It is not critical to organize the 6 Green/White wires according to cylinder number. These 6 wires all converge into ONE wire in another place inside the main engine harness.

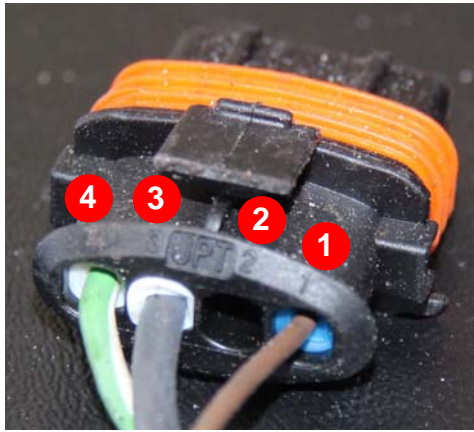
VVT: If your car is equipped with a plug for **Variable Valve Timing Solenoid**, there will be TWO additional wires for that VVT plug. This plug and wires are NOT included in this

coil harness repair kit. You may reuse your old VVT plug and wiring. A new VVT plug is available separately if needed. You may also find a **Temperature Sensor Plug** near the VVT Plug. That may be reused also. There is more info about these plugs on pages 6 and 7.

NOTE: There are BLACK ground wires in the harness that go from each coil plug to the ground rings terminals. These wires do not exit through the harness bundle, so you will NOT need to deal with them when splicing.

Before beginning the re-splice operation, first place the supplied heat-shrink tubing over the harness wires, so that it can later be slid over your splices and heated to shrink. Then you may begin to match up wires by color and splice them using the supplied crimp terminals. The next page will show the colors of each connector.



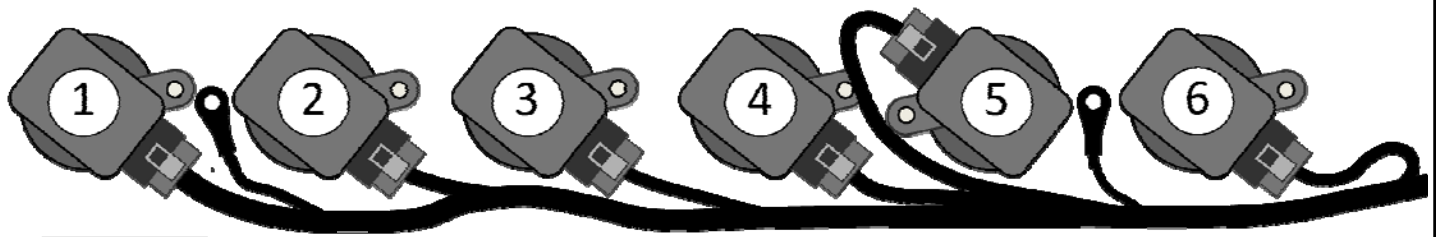


Each of the coil connector plugs has FOUR poles.

The wire color order is shown below for each coil plug.

Pole #2 is not used.

If you find any wire colors that are different from the below information, please contact Dave Barton, dbarton@linkline.com.

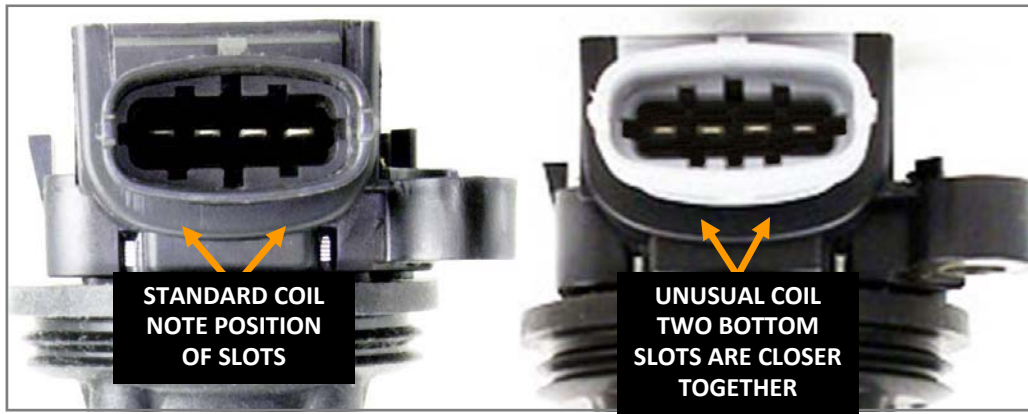


1999-2006

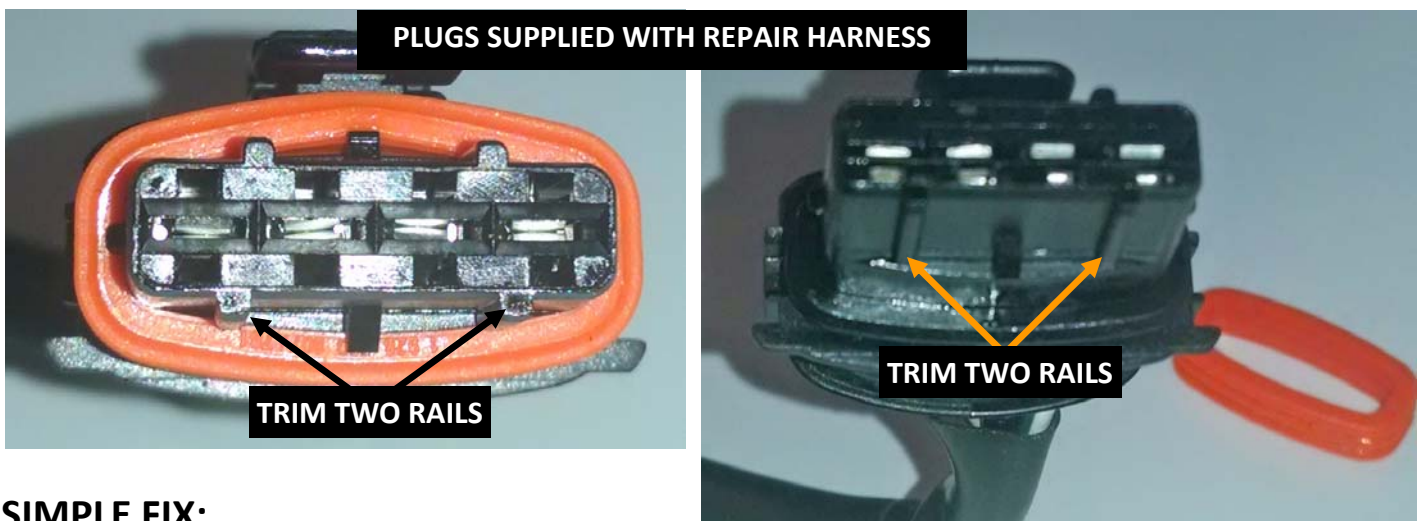
CYL 1	CYL 2	CYL 3	CYL 4	CYL 5	CYL 6
1. BLUE	1. BROWN	1. YELLOW	1. PINK	1. VIOLET	1. GRAY
2. empty	2. empty	2. empty	2. empty	2. empty	2. empty
3. BLACK	3. BLACK	3. BLACK	3. BLACK	3. BLACK	3. BLACK
4. GRN/WHT	4. GRN/WHT	4. GRN/WHT	4. GRN/WHT	4. GRN/WHT	4. GRN/WHT

Special Information for unusual coils.

This repair harness should fit all listed models, however there is a small possibility of finding slightly different coils on your car. If you find that these new plugs will not slide into your coil ports, the below info will help.



A small difference in the two coils is illustrated to the left. There are two slots on the bottom that are in a different position on some coils.

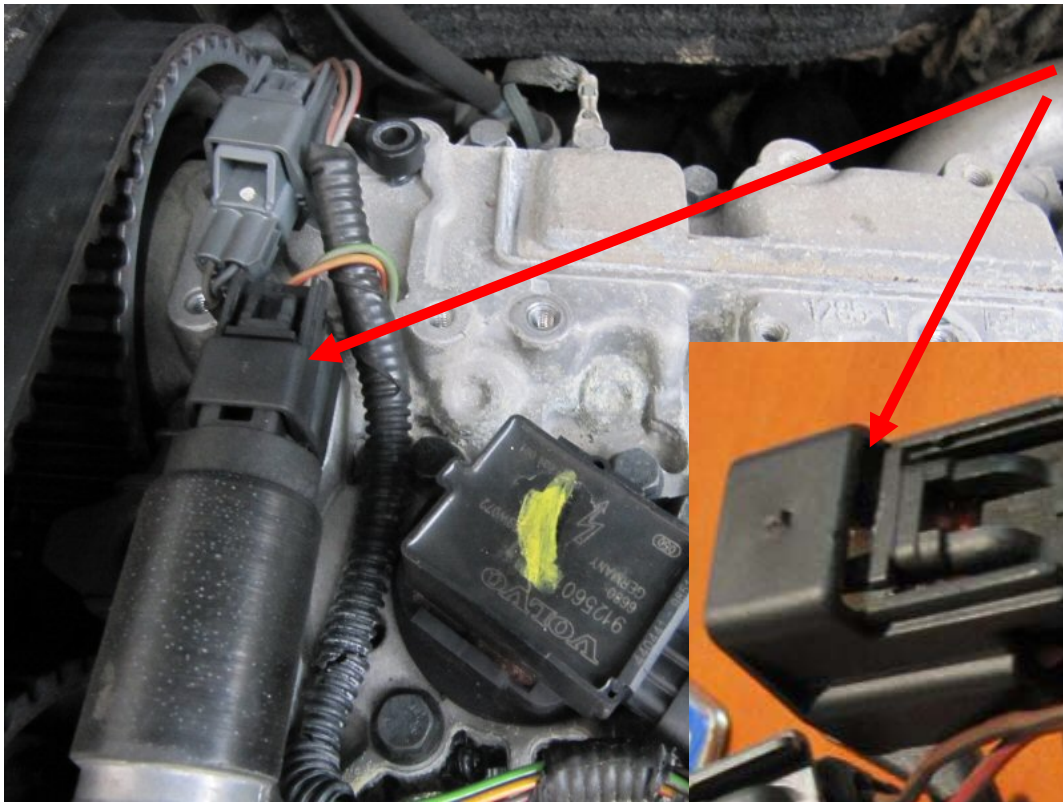


SIMPLE FIX:

First remove the orange seal so it does not get damaged. Using a sharp hobby knife or sharp box cutter, trim the two raised rails (bottom of plug) shown above until they are flat. Be careful to avoid cutting yourself. Then replace the seal. This is all that is needed to make these fit.

If you find a 6 cylinder Volvo using unusual coils such as shown above, please email me with your car YEAR/MODEL so I can make a note for future customers. Thank you.

This section will show the Camshaft VVT Solenoid connector related to the Variable Valve Timing system. This connector is not included in the Coil Repair Harness kit. You may reuse your original plug and wiring. This plug with wire pigtail is available separately if needed.



The VVT plug is located near the timing belt end of the engine.



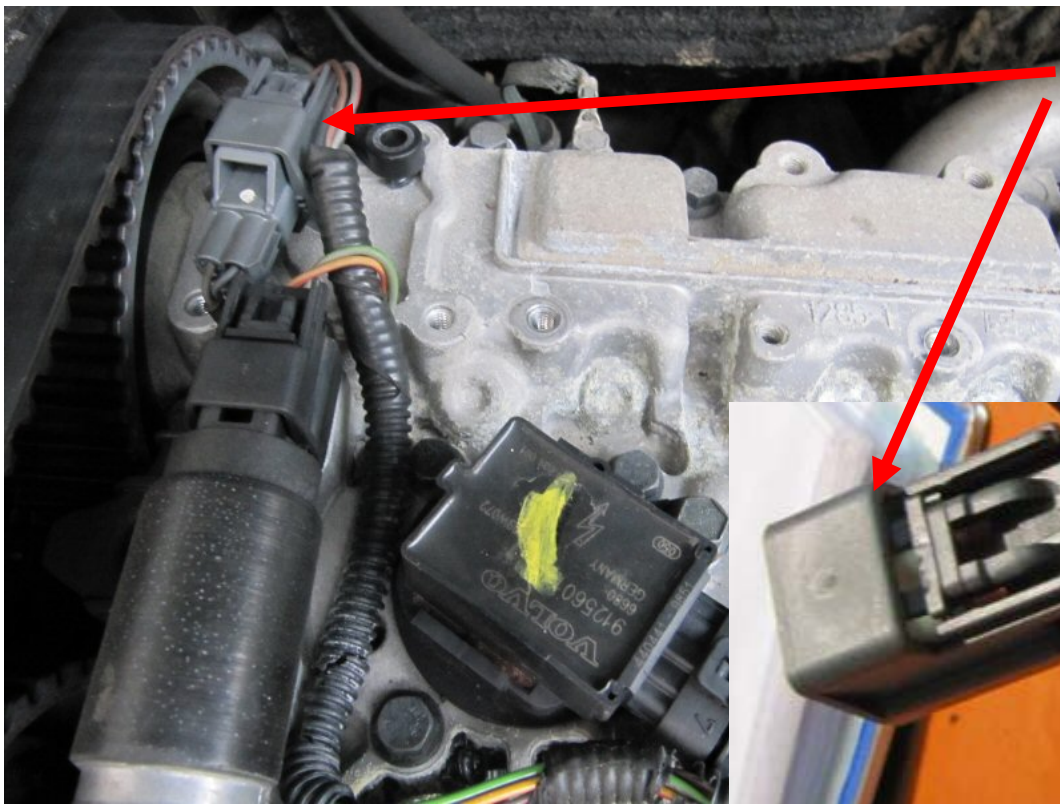
Here is the VVT plug in detail.



VVT PLUG

1. Green/Gray
2. Red/Yellow

This section will show a temperature sensor plug that may be found on your engine near the VVT plug. This connector is not included in the Coil Repair Harness kit. You should reuse your original plug and wiring.



This sensor plug is located near the timing belt end of the engine.

Reusing your old VVT plugs and wires.



You may reuse your old VVT plugs and wires. You will need to remove the wires from the old wire bundle. This kit includes 3 feet of vinyl harness tubing (1/4 inch diameter) that may be used to protect your old wires.