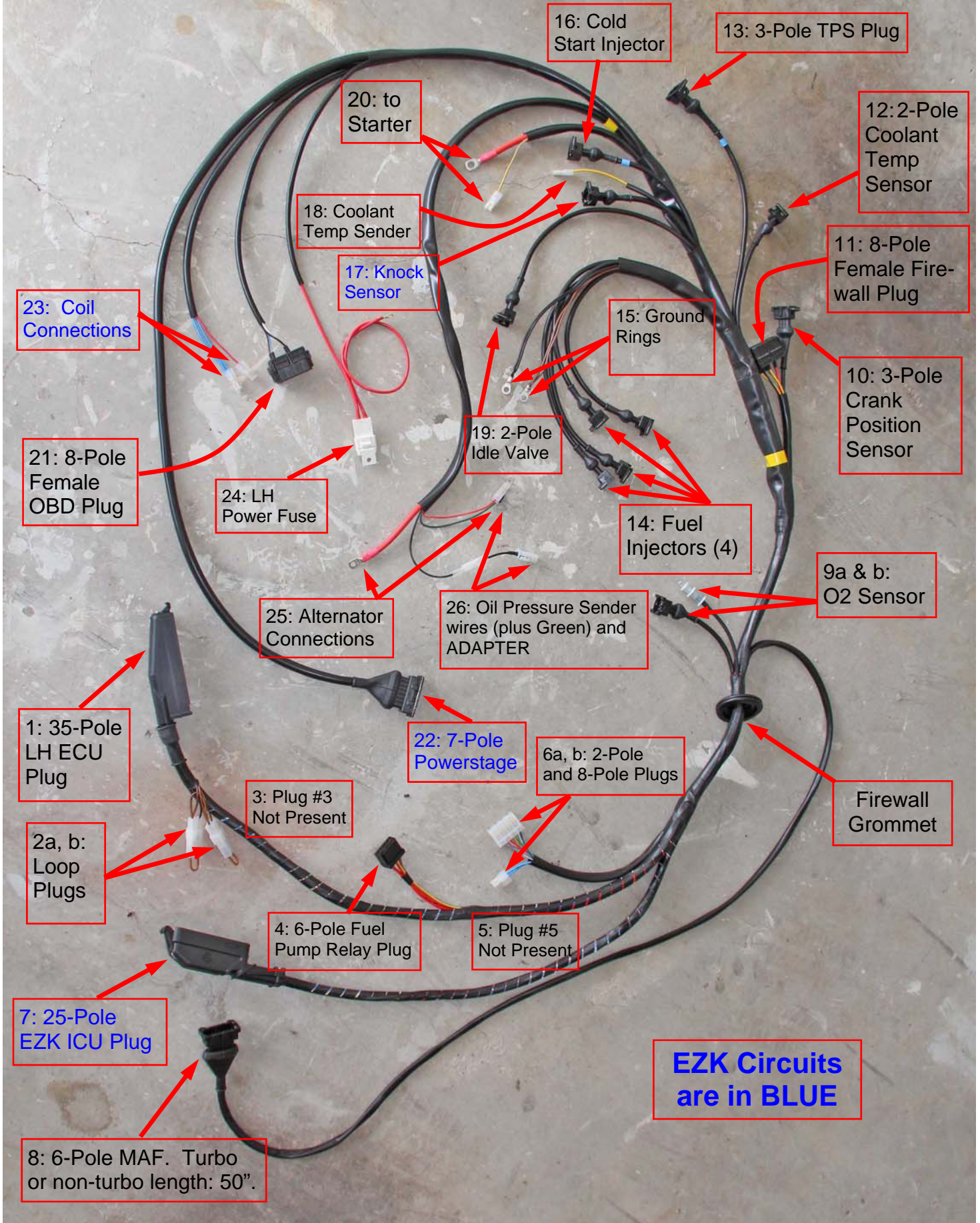


LH2.4 EZK CONV: Volvo 240 Turbo or Non-Turbo to LH 2.4, EZK 116

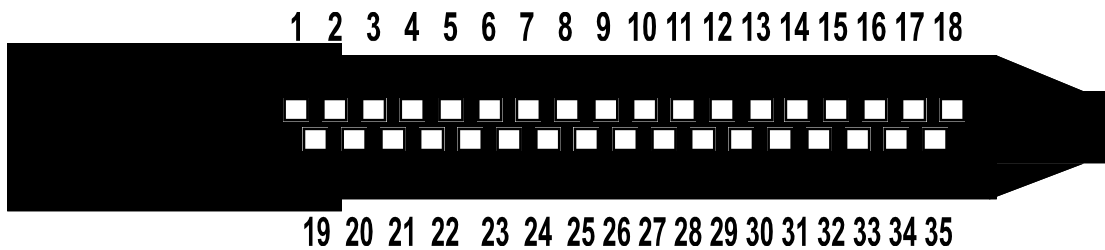


Volvo Conversion Harness 240 Turbo or Non-Turbo to LH 2.4, EZK 116.

Circuits related to the EZK system are in BLUE text.

1

35-Pole White Fuel Injection ECU Connector — Under Dash

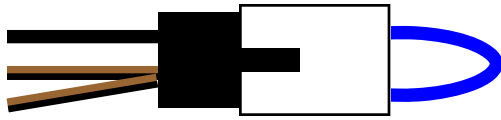
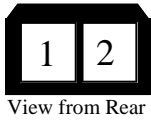


VIEW FROM FRONT FACE— USE POLE NUMBER MARKINGS ON PLUG

- | | |
|---------------------------|-----------------------|
| 1. Brown: | 19. Blk/Brn: |
| 2. Yell/White: | 20. Blue/Green: |
| 3. Blk/White: | 21. Blk/Yell: |
| 4. Red (2 wires): | 22. Pink/Wht: |
| 5. Blk/Brown: | 23. Empty |
| Black: | 24. Green (shielded): |
| 6. Grn/Yell: | 25. Brn/Yell: |
| 7. Red/Wht: | 26. Violet: |
| 8. White: | 27. Empty |
| 9. Blk/Red(fat)(2 wires): | 28. Brown/Wht: |
| 10. Empty | 29. Black: |
| 11. Empty | 30. Pink: |
| 12. Blk/Green: | 31. Empty |
| 13. Blue/Red: | 32. Black/Wht: |
| 14. Green: | 33. Green/Red: |
| 15. Red/Gray: | 34. Black/Blue: |
| 16. Empty | 35. Blue: |
| 17. Black (fat): | |
| 18. Green/Wht (fat): | |

2a

2-Pole Female 6.3 mm plug with Male Loop Connector.
Near ECU Under Right Side Dash

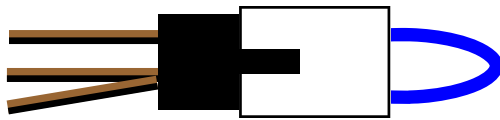
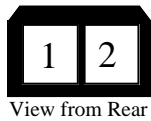


WIRE COLORS

- 1. Black:
- 2. Blk/Brn (2 wires):

2b

2-Pole Female 6.3 mm plug with Male Loop Connector.
Near ECU Under Right Side Dash



WIRE COLORS

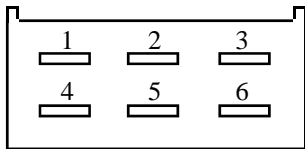
- 1. Blk/Brn:
- 2. Blk/Brn(2 wires):

3

Connector Not Present

4

6-Pole Female 6.3 mm Fuel Relay Connector.
Under Passenger Dash



- 1. Blk/Red(2 wires):
- 2. Blue/Grn:
- 3. Red, Red (fat):
- 4. Blk/Yell:
- 5. Red/Yell (fat)(2 wires):
- 6. Blk/Red(2 wires, 1 fat):

NOTE: Pin 3 is main voltage from battery via the LH fuse. Pin 5 is power to fuel pump via white 8-pole plug.

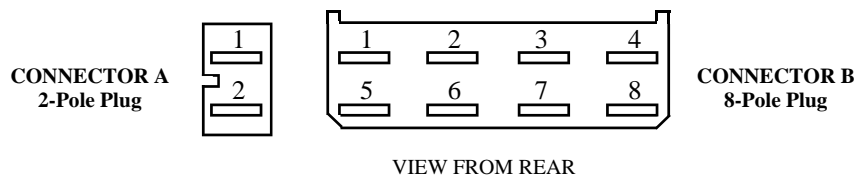
5

Connector Not Present

6

White 2-Pole Female and White 8-Pole Female Plugs with 6.3 mm Terminals. Under Dash.

A & B



HARNESS CONNECTIONS

A1. Blue:

A2. Blue (fat):

B1. Red/Gray:

B2. Red/Yell (fat):

B3. Green:

B4. Blk/Blue:

B5. Violet:

B6. Pink/Wht(2 wires):

B7. Pink:

B8 Red/White

CAR CONNECTIONS

Switched power from ignition switch Terminal 15 (12v with Ignition Switch in the "RUN" position). This source may be tapped from the back side of fuse 11, 12 or 13 (3, 4 or 5 for 1978 and older 240).

Switched power from ignition switch Terminal 15 (12v with Ignition Switch in the "RUN" position). This source may be tapped from the back side of fuse 11, 12 or 13 (3, 4 or 5 for 1978 and older 240). Above circuits may be combined.

AC relay output or control switch output.

To input at back of fuse panel for tank fuel pump. This fuse should be as follows: 1977-78: Fuse 6, 7 or 8. 1979-84: Fuse 5. 1985 and later: Fuse 4.

A/C compressor clutch trigger.

Pulse signal from speedometer, pin 31/6. This signal is produced by a later LH 2.4 compatible speedometer that is properly connected to the speed sensor in the differential. **See NEXT DIAGRAM.**

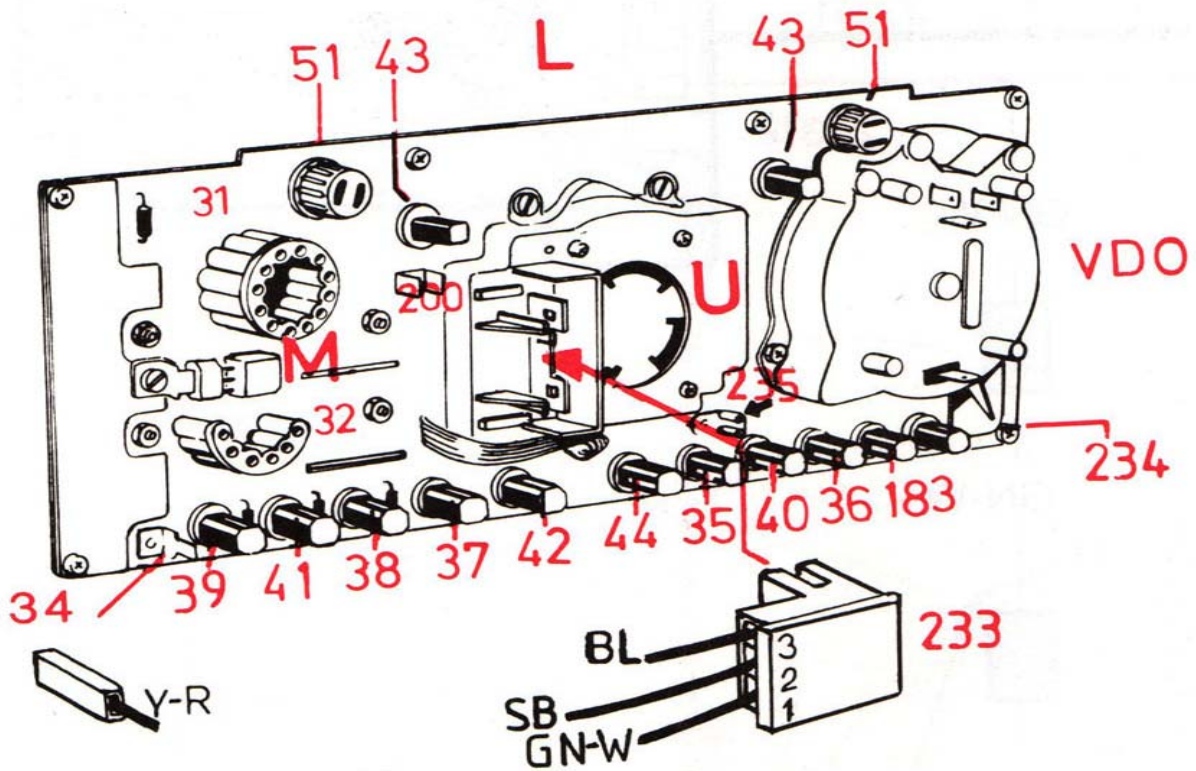
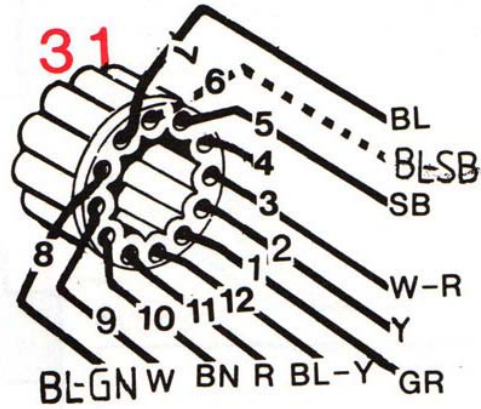
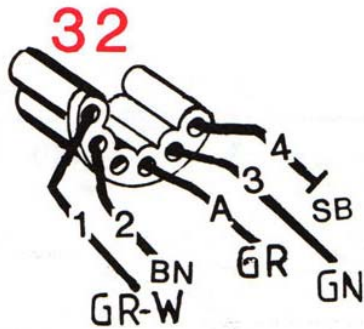
Shift light for manual transmission, pin 34 of LH 2.4 compatible instrument cluster. **See NEXT DIAGRAM.**

Check engine light, pin 235 of later LH 2.4 compatible instrument cluster. **See NEXT DIAGRAM.**

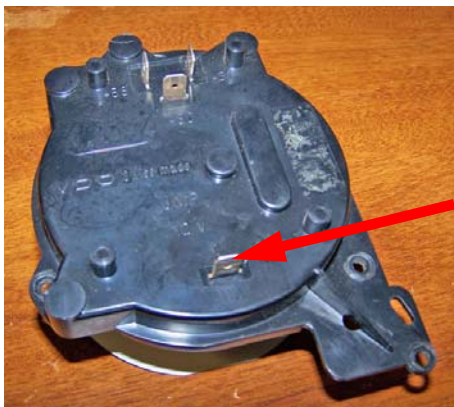
Supplies momentary power from starter to ECU when cranking. If used, connect this wire to starter solenoid circuit.

Output to tachometer lead if needed. If a tach signal is needed for your tach, connect this wire to the tach input spade shown in the next diagram. Do not goof and connect it anywhere else on the tach or instrument panel or damage may occur to your ignition box. If your tach has two spades at the bottom, either will do. **See NEXT DIAGRAM.**

Notes for pins B4, B5 and B6 from previous diagram. Locations of instrument cluster pins.



Note for pin B8 Red/White tach wire.

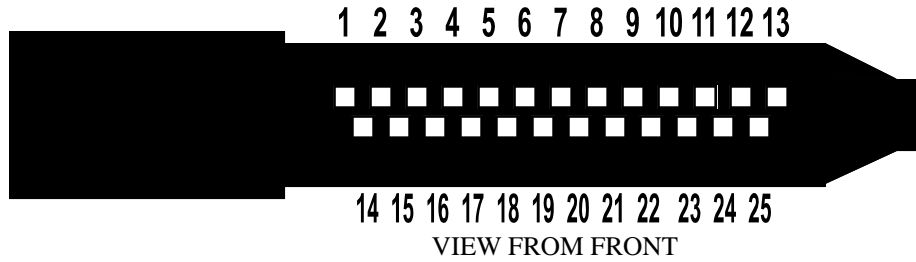


<<< Back of tachometer.

Red/White wire from pin-4 connects here. Don't screw up and connect it anywhere else or damage will occur. If your tach has two spades here, connect to either one.

7

25-Pole Ignition Control Unit (ICU) Connector



VIEW FROM FRONT FACE— USE POLE NUMBER MARKINGS ON PLUG

- | | |
|-------------------------------|----------------------------|
| 1. White: | 14. Empty (related to EGR) |
| 2. Blue/Red: | 15. Empty (related to EGR) |
| 3. Pink/Wht: | 16. Gray (shielded): |
| 4. Brown/Wht: | 17. Brown: |
| 5. Red: | 18. Empty |
| 6. Blue(2 wires): | 19. Empty |
| 7. Yell/White (2 wires): | 20. Blk/Brown: |
| 8. Brn/Yell: | 21. Empty |
| 9. Empty | 22. Empty (related to EGR) |
| 10. Blue (shielded): | 23. Red (shielded): |
| 11. Blk (shield for 10 & 23): | 24. Empty |
| 12. Blk (shield for 13): | 25. Empty |
| 13. Green (shielded): | |

NOTE for 7/10 and 7/23: Both are shielded pair with 7/11 Black acting as shield for both.

8

6-Pole JT Female Mass Air Flow (MAF) Sensor Connector.

50" from Junction for Turbo or non-turbo.
LH 2.2 Compatible MAF needed.



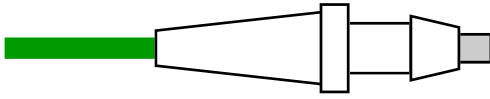
WIRE COLORS:

1. Blk/Brn:
2. Green/Yell:
3. Red/Wht:
4. White:
5. Blk/Red:
6. empty

**Number markings embossed on plug.
Peel back rubber boot to see.

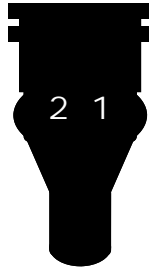
9a

1-Pole Male Oxygen Sensor Connector.



Green (shielded):

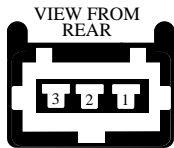
9b



- Wire Colors:
1. Red/Yellow (fat):
 2. Black:

2-Pole Female JT Connector. For Oxygen Sensor Heater Circuit

10



WIRE COLORS*

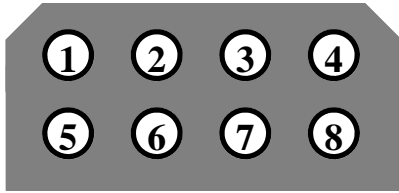
1. Blue:
2. Red:
3. Black:

Blue/Yell and Red/Yell are shielded pair with Black connected to the shield.

3-Pole Female JT Connector. Crank Position Sensor.

11

8-Pole Female Connector.
LEFT (driver side) Firewall



VIEW FROM REAR

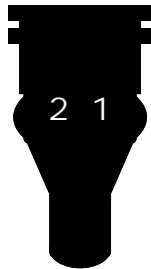
WIRE COLORS:

1. Black:
2. Yellow:
3. Red:
4. empty
5. Blue/Yellow:
6. Green:
7. empty
8. empty

NOTE: The GREEN wire in pin 6 is not normally found in an LH 2.4 harness. It is added to this harness for the convenience of a 240 Turbo owner or other 240 model that uses the green wire for a 2-pole oil pressure sender and separate oil pressure gauge. A later car may have a different color wire in pin 6 going through the firewall. If you are wiring a separate gauge, it will be important to make sure this wire goes to the oil pressure gauge pin "G" (a 240 Turbo will already be wired as such).

CAUTION: If you have a different 240 model and the pin 6 wire goes to a power source, such as the fuse panel and you have no plans to use it for a gauge, IT SHOULD BE DISCONNECTED.

12



2-Pole Female JT Connector.
Coolant Temperature Sensor

Wire Colors:

1. Blue/Red:
2. Blue/Red:

13

3-Pole Female JT Connector. Throttle Position Sensor (TPS)



WIRE COLORS

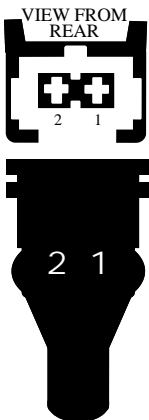
1. Yell/White:
2. Black:
3. Blk/White:

**Number markings on plug are under rubber boot.

NOTE: BLUE TAPE

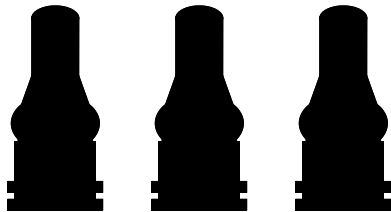
14

2-Pole Female JT Connectors. Fuel Injectors (x4)



WIRE COLORS

1. Blk/Red (fat):
2. Grn/White (fat):



All four injector connectors are wired the same. The leads are different lengths so they may be routed for best fit.

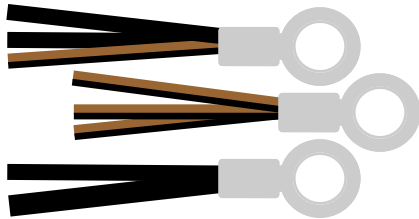
15

Two or Three Ground Rings. Bolted to Intake Manifold

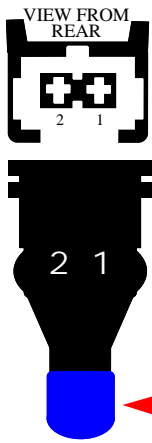
a, b, c

WIRE COLORS

- a. Blk/Brn, Black(2 wires):
- b. Blk/Brn(3 wires):
- c. Black (thin), Black (fat):



16



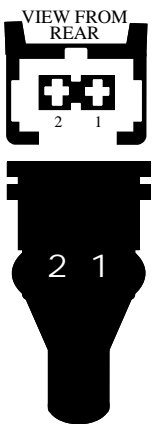
2-Pole Female JT Connector. Cold Start Injector. BLUE TAPE
This Injector is Optional. It came on 700 Turbo versions. It was not present on 240 models.

1. Blk/Red:
2. Blk/White:

NOTE: Blk/Red wire for Cold Start Injector should be joined to four Blk/Red Fuel Inj wires or Blk/Red MAF wire inside harness.

NOTE: BLUE TAPE here.

17



2-Pole Female JT Connector. Ignition Knock Sensor.
Knock sensor needs to be Bosch compatible.

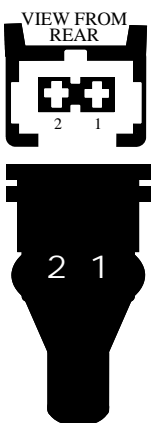
1. Green:
2. Black:

18

6.3 mm Female Terminal with Insulator.
Coolant Temperature Sender on Left Side of Head



19



2-Pole Female JT Connector.
Idle Valve. LH 2.4 compatible.

1. Blk/Red:
2. Green/Red:

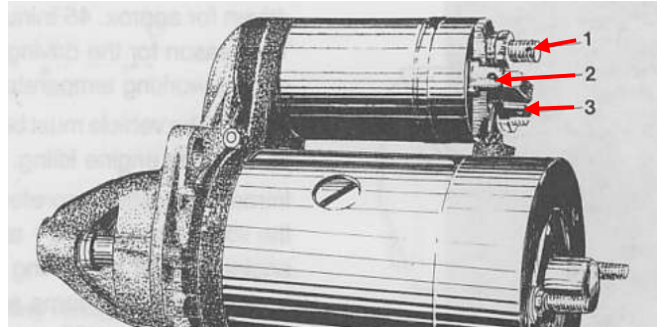
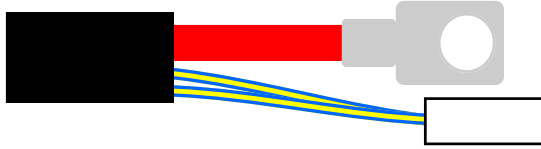
**Number markings on plug are under rubber boot.

20

STARTER MOTOR CONNECTIONS

1. Heavy Red cable with Large Eyelet (B+).
2. NOT USED
3. Yellow/Blue wire with Female Connector (see photo).
Terminal 3 will be the one closest to the fender.

a, b

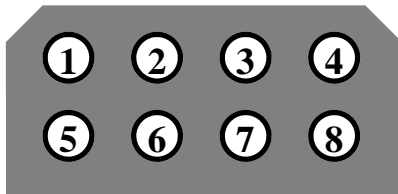


Wire Colors:

- a. Red cable:
- b. Blue/Yell:

21

8-Pole Female Connector. Diagnostic OBD Plug.



VIEW FROM REAR

WIRE COLORS:

1. Empty
2. Blk/Green:
3. Empty
4. Blue:
5. Empty
6. White:
7. Empty
8. Blk/Brown:

22



7-Pole Female JT Connector. Ignition Powerstage.

Left front fender. The lead for this connector has been made long enough to place the Powerstage in the stock 240 location at the front left. It is thought Volvo placed it there for best cooling.

1. Red/White (2 wires):
2. Black:
3. Gray:
4. Blue (fat):
5. Gray (shielded):
6. Empty
7. Empty

**Number markings embossed on plug are under rubber boot.

23

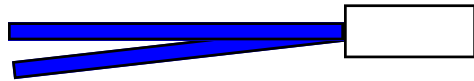
6.3 mm Female Terminals with Insulators. EZK Connections to Coil.

Red/White connects to Coil terminal 1 (Neg). Blue connects to Coil terminal 15 (Pos).

a, b



a. Red/White:

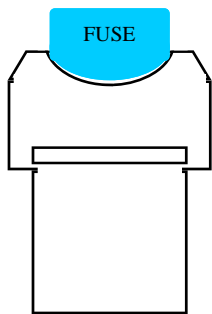


b. Blue (fat) (2 wires):

24

Red Cable to White Fuse Holder and Cable to Battery Ring Terminal.

Left Fender Near Ignition Coil



Red (fat):

Cable From Harness



Cable To Battery Ring Terminal

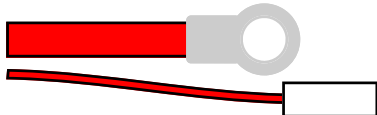
25

Alternator Connections.

Heavy Red cable (B+).

Red wire (D+) 6.3 mm terminal with insulator.

a, b



a. (B+) Red Cable:

b. (D+) Red:

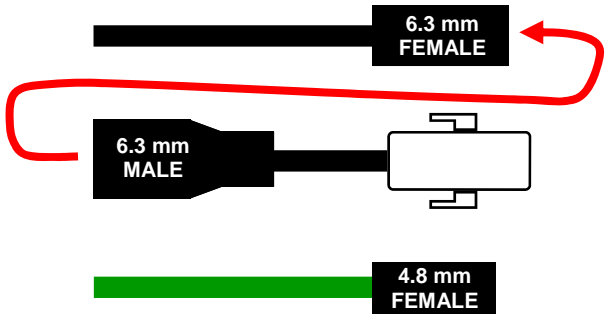
26

Oil Pressure Sender (OPS)

Female 6.3 mm with Insulator (BLACK).

Short adapter with 6.3 mm MALE with insulator and Female Bullet with Insulator.

Female 4.8 mm with Insulator (GREEN).



a. Black: Used only with older type 1-pole OPS or 2-pole OPS.

Short adapter with 6.3 mm MALE with insulator and Female Bullet with Insulator. Used for later type 1-pole OPS.

b. Green: Used only with 2-pole Oil Pressure Sensor, such as found on a 240 Turbo.

EXTRA NOTES