Volvo Engine Harness FIREWALL LOOM REPAIR
1981-85 240 Turbo B21FT
1981-82 240 non-turbo K-Jet B21F

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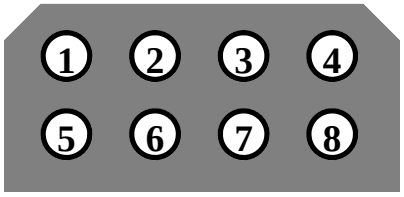
B21FT (turbo) GRAY RECTANGULAR CONNECTOR
Left Firewall, Behind Intake Manifold - FEMALE

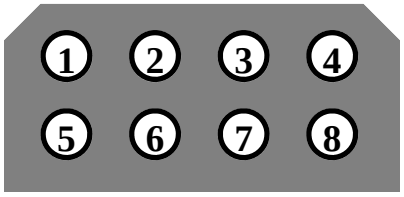


VIEW FROM REAR

WIRE COLORS:

1. Black (oil pressure sender)
2. Yellow (coolant temperature gauge)
3. Red (alternator, for battery warning lamp)
4. Gray (block temp sender)
5. Yellow/Blue (starter)
6. Green (oil pressure sender - gauge)
7. Blue (control pressure regulator)
8. Brown (starter)

B21F (non-turbo) GRAY RECTANGULAR CONNECTOR
Left Firewall, Behind Intake Manifold - FEMALE



VIEW FROM REAR

WIRE COLORS:

1. Black (oil pressure sender)
2. Yellow (coolant temperature sender)
3. Red (alternator, for battery warning lamp)
4. empty
5. Yellow/Blue (starter)
6. Gray (block temp sender)
7. Blue (control pressure regulator)
8. Brown (starter)

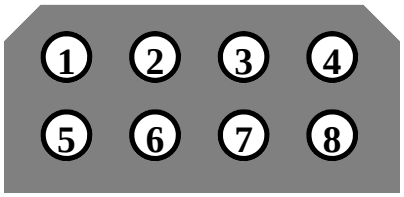
The above connector corresponds with connector #1 for 240 Turbos and non-turbos with K-Jetronic (mechanical) fuel injection. The original firewall connector and wires will typically suffer the same fate as the engine harness due to the engine heat exposure. A new firewall/dash harness will not be possible, since it is part of the entire under-dash harness and not available anyway. The solution is not difficult. Either new or used wire pigtails and a new or good used plastic connector housing. New pieces may still be available from Volvo. Used pieces are sourced from savaged Volvos. If you're hunting for these in salvage yards, DO NOT take 20 year old wires if at all possible. They will most likely not give you the service life you want. Wires from newer harnesses would be preferred.

For female plugs like these above, seven or eight wire pigtails with the proper silicone female ends are needed. The proper colors would be nice, but the important thing is having decent connectors. Any color will be fine. If you use different colors than original, you will just have to keep track of which wire goes to which color on the engine side of the connector.

Once you have all wires inserted in the connector, cut the old connector off and pull the wires through under the dash. The wires under the dash will still be in nice condition, because they haven't seen the engine heat. So your task will be to feed the new wires through the hole from the engine bay to the under-dash area. Trim any bad parts of the old wirers and use crimp connectors or solder to splice each wire to its proper mate from the engine side.

The below diagrams shows the exhaust side connector. If repair is needed, this ones uses MALE wire ends and a male connector housing.

B21FT (turbo) GRAY RECTANGULAR CONNECTOR
Right Side Firewall, Behind Exhaust Manifold - MALE



VIEW FROM REAR

WIRE COLORS:
1. Yellow (throttle micro-switch)
2. Blue (CIS coolant sensor)
3. Red (CIS coolant sensor)
4. Black (ground)
5. Brown (idle control valve)
6. Green (idle control valve)
7. White (idle control valve)
8. empty

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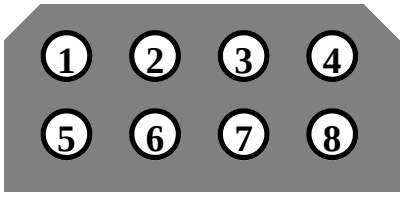
B21F (non-turbo) GRAY RECTANGULAR CONNECTOR
Right Side Firewall, Behind Exhaust Manifold - MALE



VIEW FROM REAR

WIRE COLORS:
1. Yellow (throttle micro switch)
2. Blue (CIS coolant sensor)
3. Red (CIS coolant sensor)
4. Black (ground)
5. Brown (idle control valve)
6. Green (idle control valve)
7. White (idle control valve)
8. empty