

NOTES for DASH PORTION of 1324592 Dash/Fender Harness 1984 242 B21FT.
Beginning at the FIREWALL GROMMET.

Left firewall / fender harness: 24 wires.

Right firewall / fender harness: 19 wires.

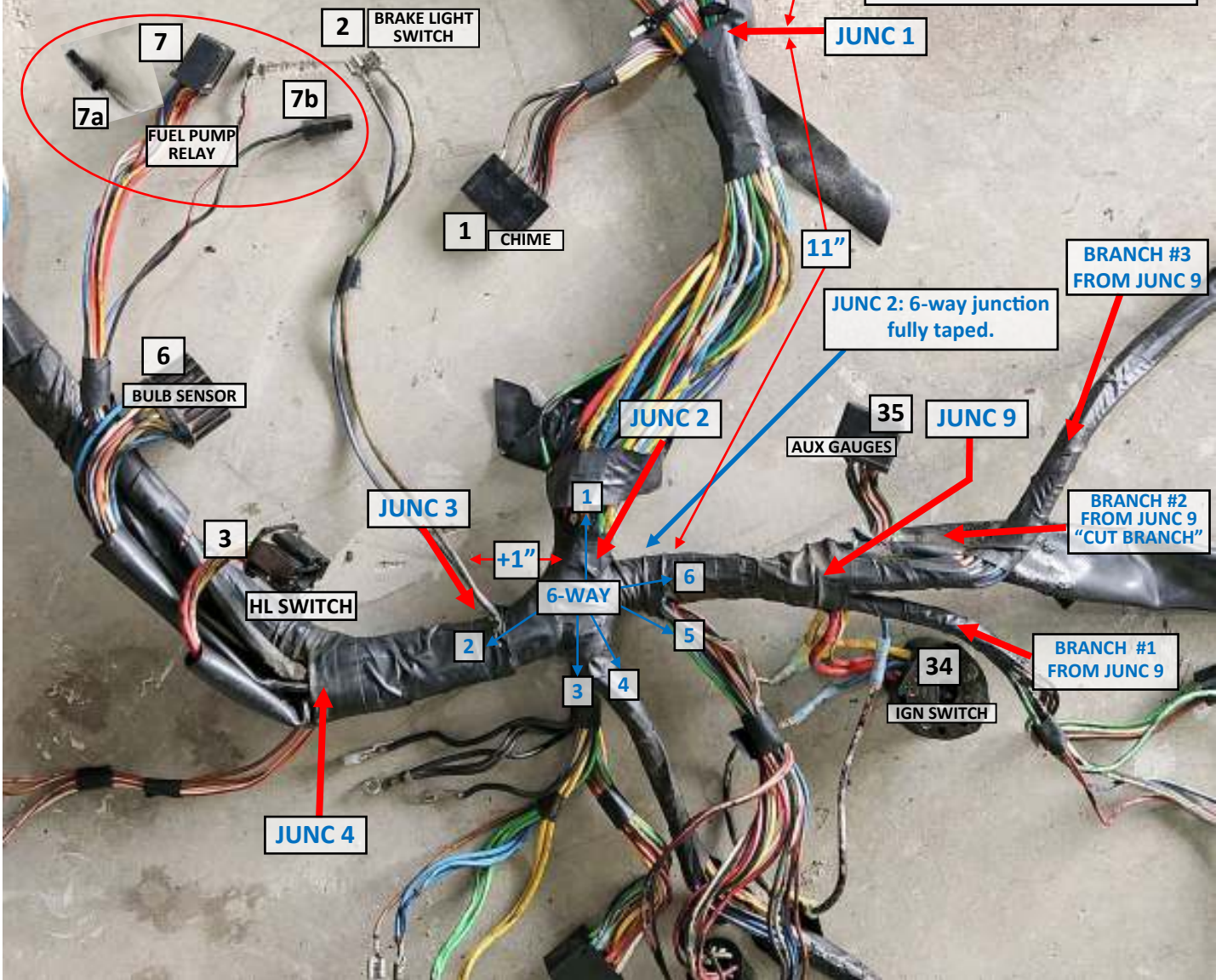
ADDITIONALLY there are 2 wires going from the left fender harness to the right fender harness, just inside the dash behind the grommet.
Fender Harness details are listed in fender harness info for 1324592.

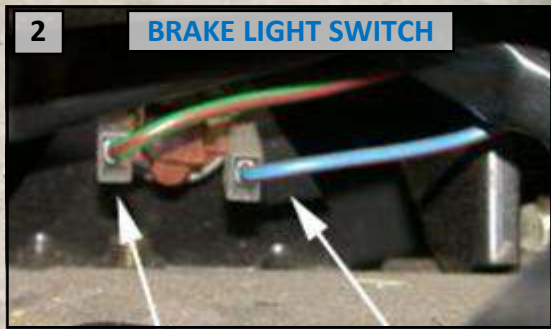
FIREWALL GROMMET POSITION

METRIC WIRE SIZES:
All wires in this document list METRIC sizes. Many smaller wires are sized as 0.75 mm² or 1.0 mm², which is comparable to approximately AWG 20 or AWG 17-18. Larger wires are often found to be 1.5 mm², 2.5 mm² or 4.0 mm², comparable to approximately AWG 16, 14 or 12.

WIRE COLORS

BK or SB - BLACK	W - WHITE	OR - ORANGE	VO - VIOLET
GN - GREEN	GR - GRAY	BL - BLUE	P - PINK
BN - BROWN	R - RED	Y - YELLOW	





2 BRAKE LIGHT SWITCH

FIREWALL GROMMET POSITION

- 2. 6.3 mm female terminals x2, no insulators. 12 inches from Junction 3. Both terminals connect to BRAKE LIGHT SWITCH.**
- 1. R-GN 1.0 to (Fuse Area) 5. Connects to Fuse 6 output.
 - 2. R-BL 1.0 to 6/9 Bulb Failure Sensor.



1362268 CHIME

1

2 +12"
BRAKE LIGHT SWITCH

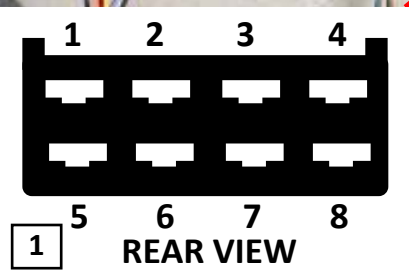
CHIME

1 +5"

JUNC 1

11"

BRANCH #3 FROM JUNC 9



REAR VIEW

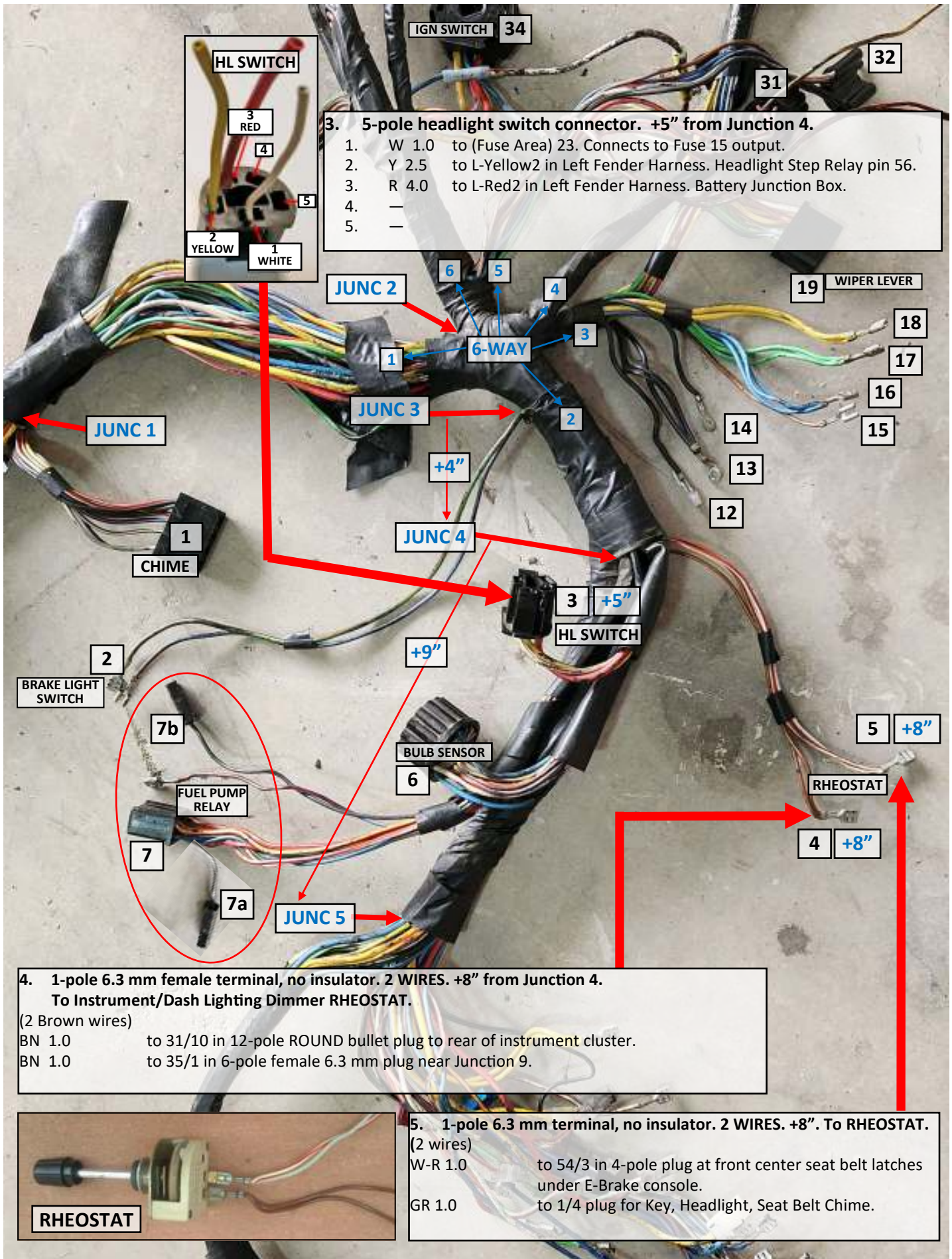
JUNC 3

JUNC 2

35
AUX GAUGES

JUNC 9

- 1. 8-pole 6.3 mm female connector. +5" from Junction 1. LIGHTS ON, KEY REMINDER, SEAT BELT CHIME.**
- 1. (2 wires) BK 1.5 to 6/8 Bulb Failure Sensor.
BK 1.5 to 52a Ground Ring. [+ continuity with Left Fender Harness L-Black2 (Press. Diff. Switch)].
 - 2. (2 wires) BL-R 1.5 to (Fuse Area) #6. Connects to Fuse 13 output.
BL-R 1.5 to R-BL wire in Cut Branch #2 for CIS ECU pin 1. [+ continuity with BL-R wire at Cut Branch #2 (to CIS ECU pin 1)].
 - 3. W-BK 1.0 to (Fuse Area) #1 terminal w/insulator. Connects to DRIVER DOOR PIN SWITCH.
 - 4. GR 1.0 to 5 6.3 mm female terminal.
 - 5. (2 wires) W-R 1.0 to (Fuse Area) #17. To FUSE 4 OUTPUT (12v).
W-R 1.0 to 21b Bulb for SEAT BELT LAMP in center dash.
 - 6. (2 wires) Y 1.5 to 21a Bulb for SEAT BELT LAMP in center dash.
Y 1.5 to 55/2 Bulb for REAR SEAT BELT LAMP in E-Brake console.
 - 7. —
 - 8. BL 1.0 to 54/1 4-pole plug at center seat belt latches under E-Brake console.



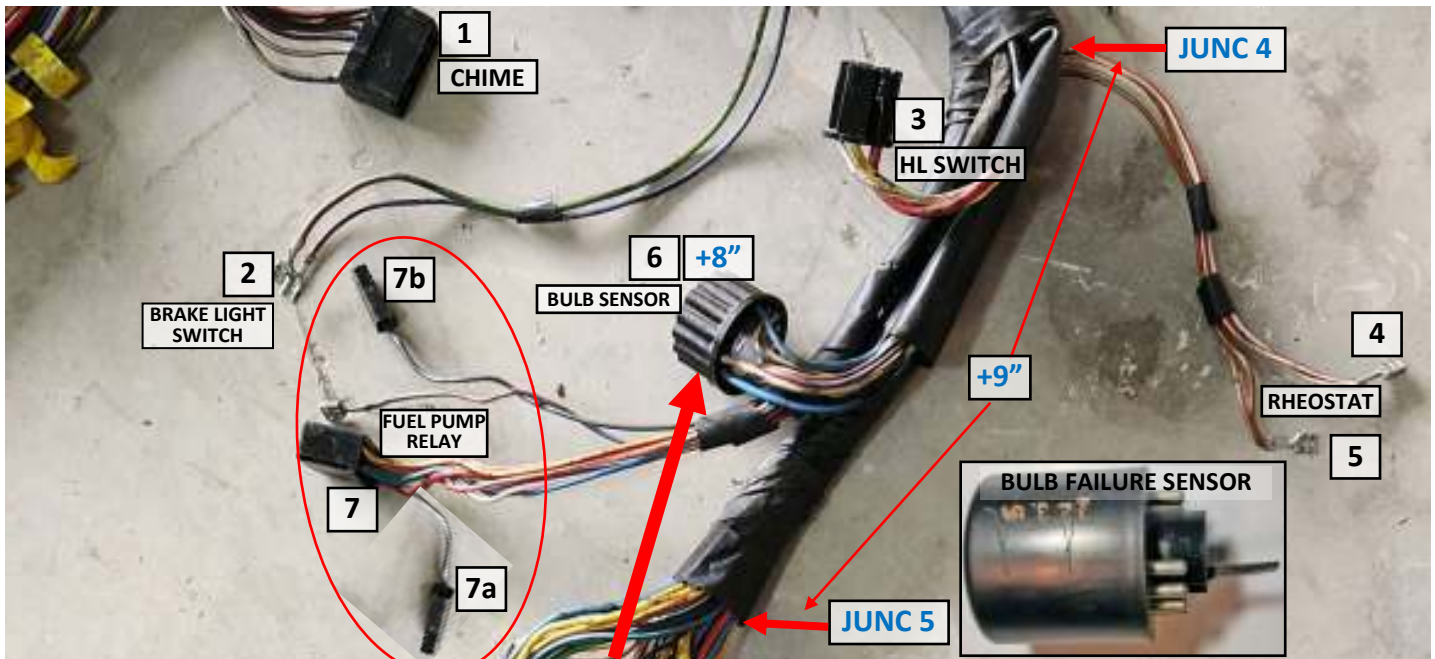
3. 5-pole headlight switch connector. +5" from Junction 4.

1.	W 1.0	to (Fuse Area) 23. Connects to Fuse 15 output.
2.	Y 2.5	to L-Yellow2 in Left Fender Harness. Headlight Step Relay pin 56.
3.	R 4.0	to L-Red2 in Left Fender Harness. Battery Junction Box.
4.	—	
5.	—	

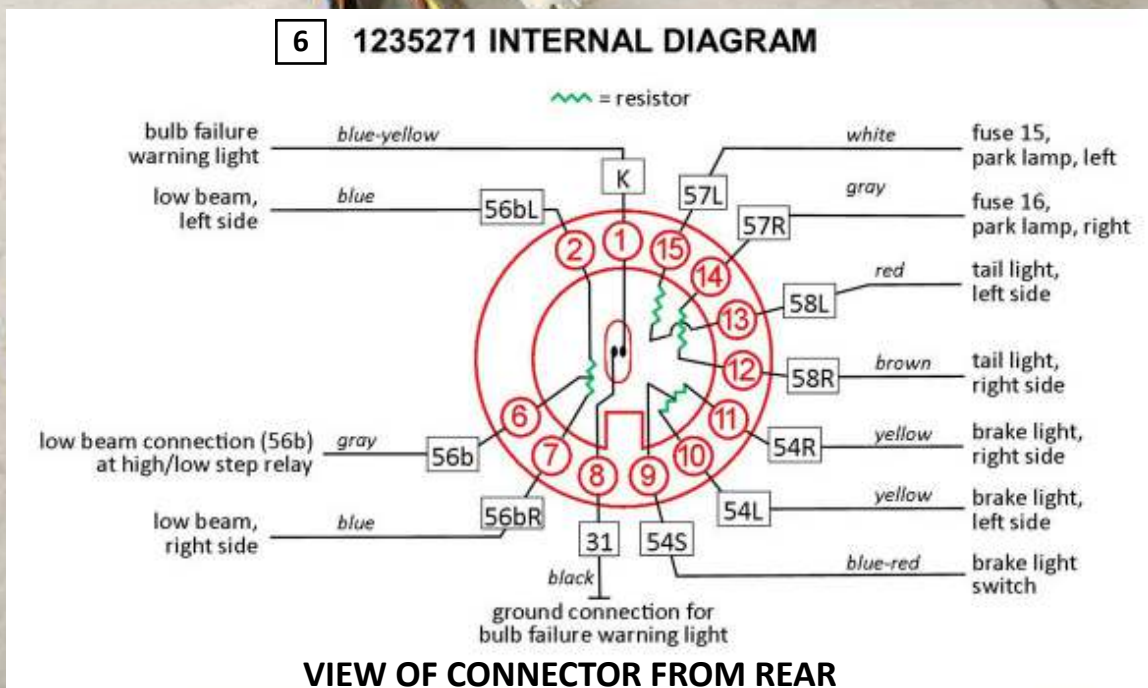
4. 1-pole 6.3 mm female terminal, no insulator. 2 WIRES. +8" from Junction 4.
To Instrument/Dash Lighting Dimmer RHEOSTAT.
 (2 Brown wires)
 BN 1.0 to 31/10 in 12-pole ROUND bullet plug to rear of instrument cluster.
 BN 1.0 to 35/1 in 6-pole female 6.3 mm plug near Junction 9.

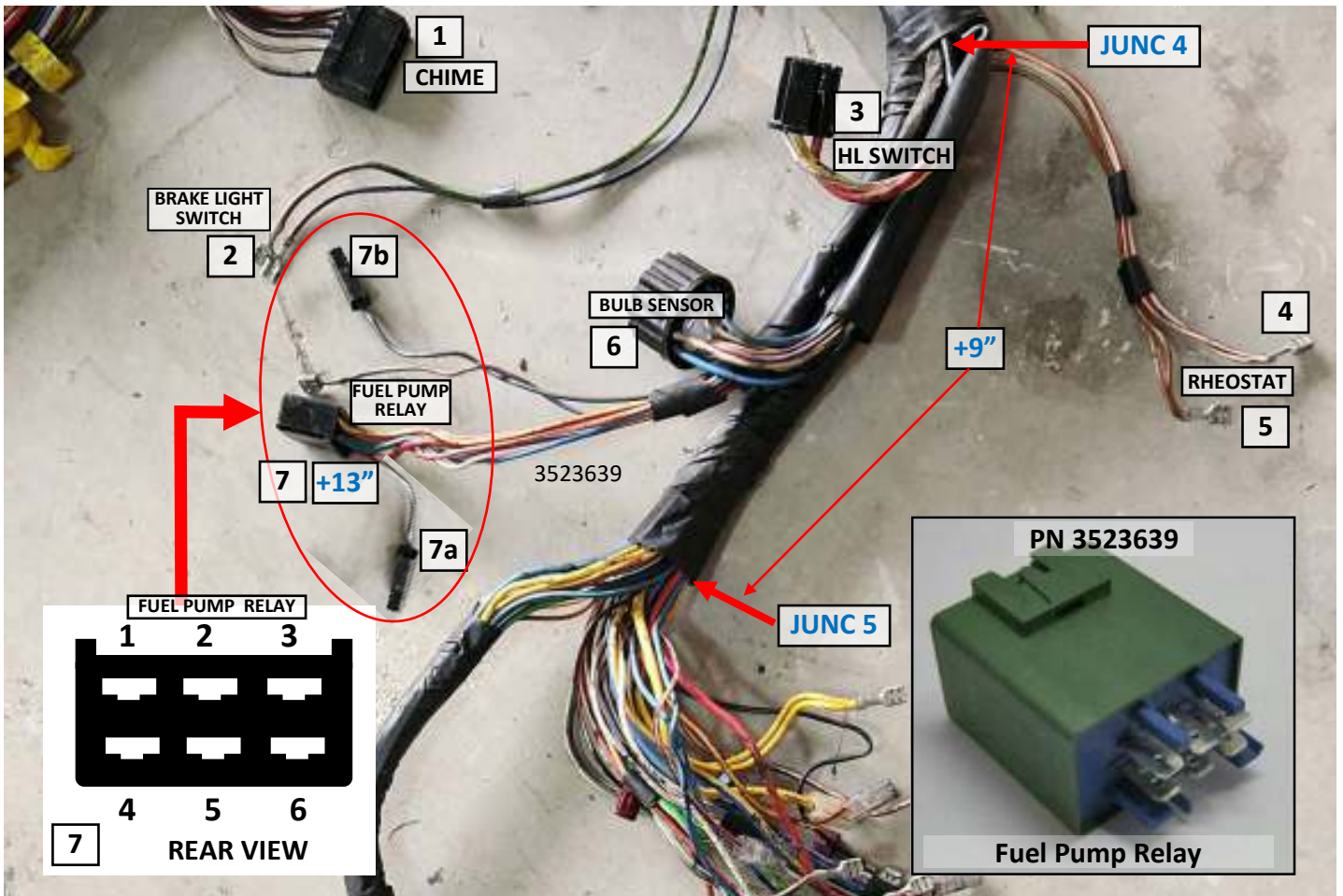


5. 1-pole 6.3 mm terminal, no insulator. 2 WIRES. +8". To RHEOSTAT.
 (2 wires)
 W-R 1.0 to 54/3 in 4-pole plug at front center seat belt latches under E-Brake console.
 GR 1.0 to 1/4 plug for Key, Headlight, Seat Belt Chime.



- 6. Bulb Failure Sensor plug. +8" from Junction 4.**
1. BL-Y 1.0 to 31/12 12-pole ROUND bullet plug to rear of instrument cluster.
 2. BL 2.5 to L-Blue2 in Left Fender Harness. Output to Left Low Beam.
 3. —
 4. —
 5. —
 6. GR 2.5 to L-Gray1 in Left Fender Harness. Input from Headlight Step Relay pin 56b.
 7. BL 2.5 to R-Blue3 in Right Fender Harness. Output to Right Low Beam.
 8. BK 1.5 to 52a Ground Ring near Junction 10.
 9. BL-R 1.0 to 2/2 input from Brake Light Switch.
 10. Y 1.0 to 8/7 9-pole male plug near Junction 6. Output to Left Brake Light.
 11. Y 1.0 to 8/6 9-pole male plug near Junction 6. Output to Right Brake Light.
 12. BN 1.0 to 9/3 3-pole male plug near Junction 6. Output to Right Tail Light.
 13. R 1.0 to 9/2 3-pole male plug near Junction 6. Output to Left Tail Light.
 14. GR 1.0 to (Fuse Area) #9 6.3 mm Female Terminal. Input from Fuse 16. Front Right Parking Lamp.
 15. W 1.0 to (Fuse Area) #8 6.3 mm Female Terminal. Input from Fuse 15. Front Left Parking Lamp.





7. 6-pole female 6.3 mm plug. For FUEL PUMP RELAY. +13" from Junction 4.

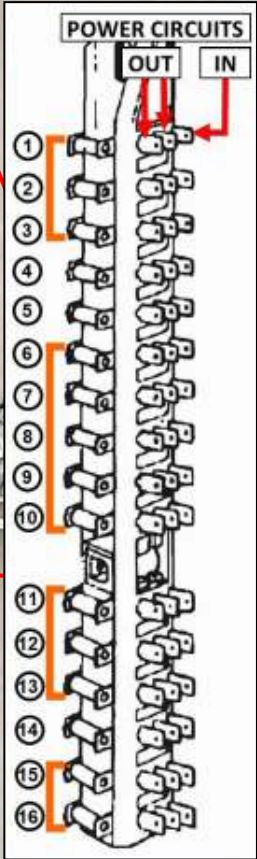
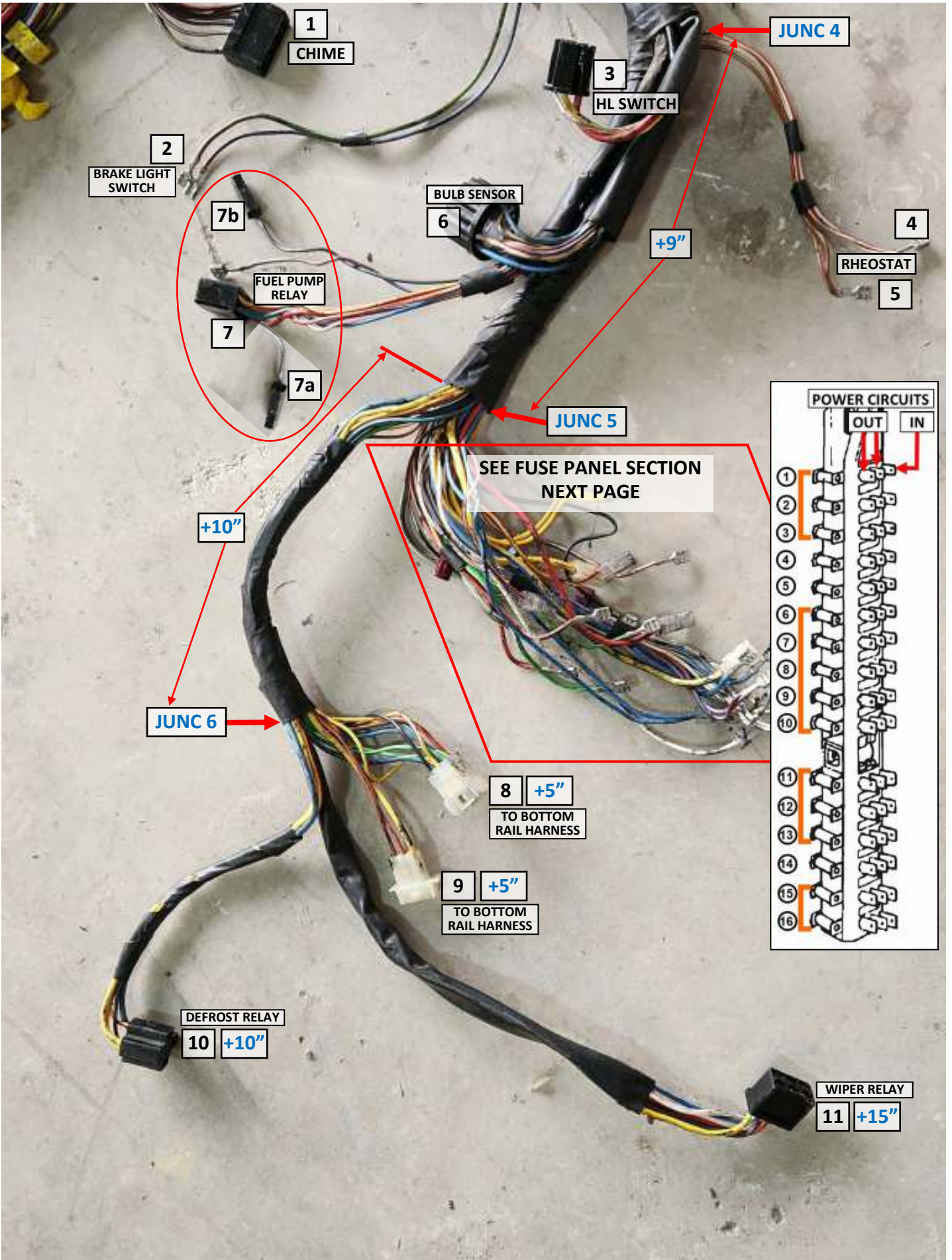
1. Y-R 1.5 to (Fuse Area) #18 6.3 mm terminal. Power output to Fuse 6 input (for in-tank fuel pump).
Y-R 1.5 to 8/2 9-pole male plug near Junction 6. Power output for Main Fuel Pump.
2. BK 1.5 to 7a 1-pole terminal w/insulator, which will connect to Charge Air Over-Boost Switch located near Fuel Pump Relay.
3. W-R 0.75 to wire L-Red-White1 in left fender harness. Tach signal from coil terminal #1 (neg).
W-R 0.75 to conn 33 tach signal to tachometer terminal #1 first. Then to CIS ECU pin 12.
4. BL 1.5 to 8-pole male bullet firewall connector (left), pin 7 Blue to CPR pin 1.
BL 1.5 to 5-pole Lambda relay plug, pin 86
5. BL-R 1.0 to (Fuse Area) #6. Connects to Fuse 13 output. [+ continuity with 1/2 Seat Belt Chime and BL-R wire in Cut Branch #2 for CIS ECU pin 1]
6. R 2.5 to fuse 7 output (??)

7a. 1-pole 6.3 mm female terminal w/insulator.

BK 1.5 10 to 7/2 in plug for Fuel Pump Relay. Terminal connects to one side of **Charge Air Over-Boost Switch** located in left dash near Fuel Pump Relay.

7b. 1-pole 6.3 mm female terminal w/insulator.

BK 1.5 11 to Ground Ring 13 near Junction 7. Terminal connects to other side of **Charge Air Over-Boost Switch**. Ground path to Fuel Pump Relay is normally closed, but opens when the Over-Boost Switch is activated.



FUSE AREA. ALL 6.3 mm FEMALE Terminals.

24 TERMINALS, 32 WIRES. No insulators unless stated.

All wires are near the fuse panel area. All except for #1 go to fuse panel.

1. BK-W 0.75 w/insulator. 6" long. **Connects to DRIVER DOOR PIN SWITCH.** →
- (2 through 5 are taped together) all 9" long.
2. GN-W 1.5 to 30/1 in 6-pole plug for Four Way Flasher Switch near Junction 8. **Connects to FUSE 9 output.**
3. GN 1.0 to 36/2 in 2-pole 6.3 mm plug near Junction 9. **Connects to FUSE 8 output.**
4. R 1.5 to 7/6 in 6-pole plug for Fuel Pump Relay. **Connects to FUSE 7 output.**
5. R-GN 1.5 to 2/1 6.3 mm female terminal for Brake Light Switch. **Connects to FUSE 6 output.**



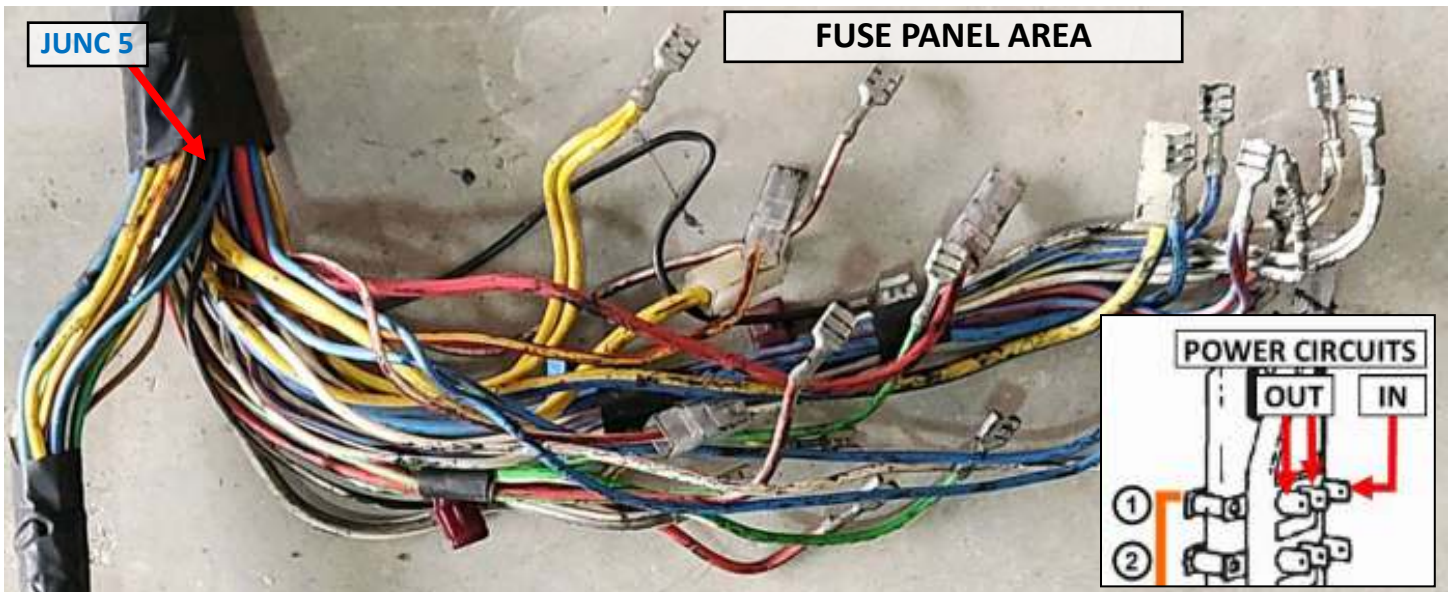
(6 through 12 are taped together) all 14" long.

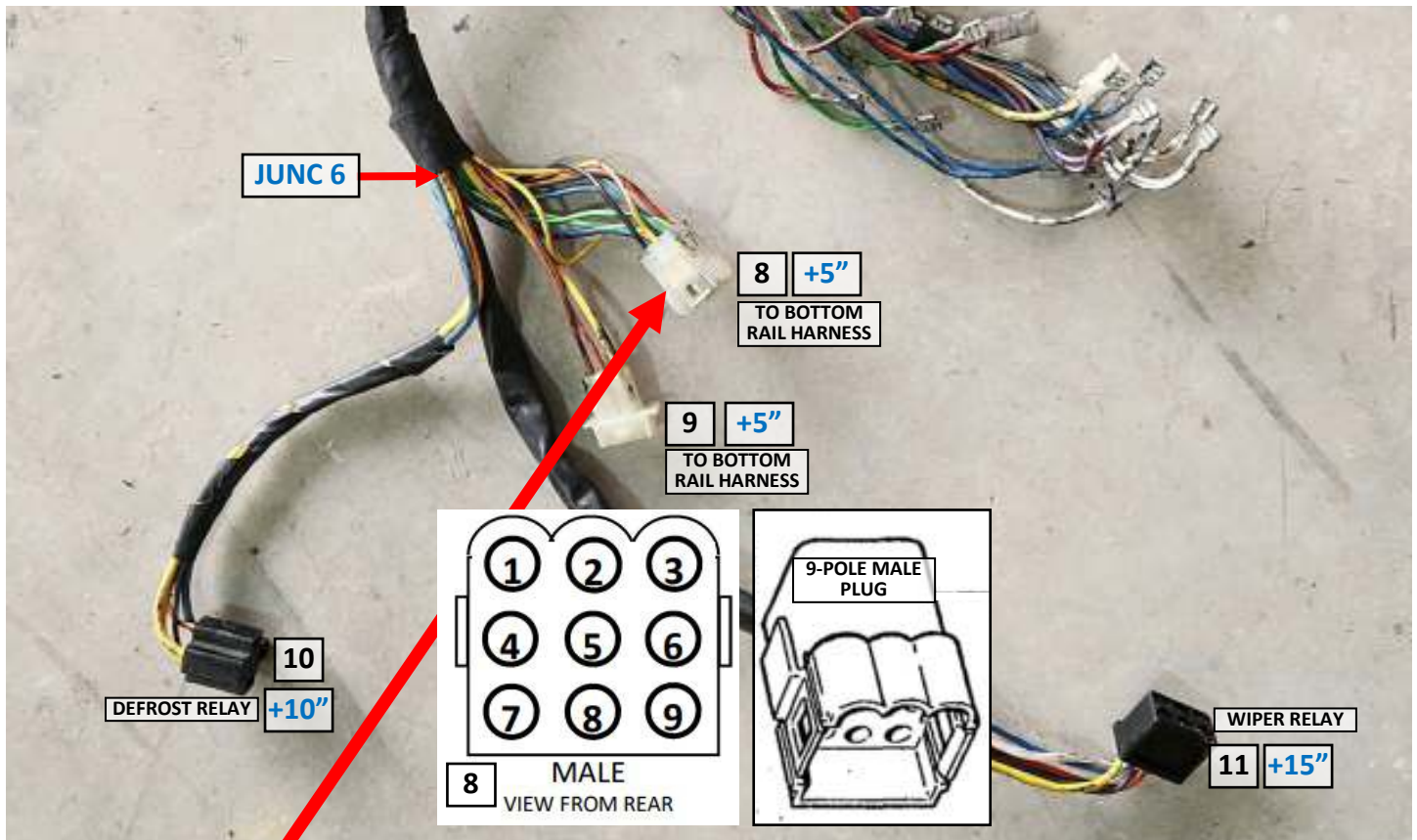
6. (2 wires) R-BL 1.0 (R-BL Pair #1) to 1/2 SEAT BELT CHIME. **Connects to FUSE 13 output.**
R-BL 1.0 to 7/5 FUEL PUMP RELAY.
7. BL 2.5 to 10/1 5-pole relay plug for Rear Glass Defrost. **Connects to Fuse 11 output.**
8. (2 wires) W 1.0 to 6/15 15-pole plug for Bulb Failure Sensor. **Connects to FUSE 15 output.**
W 1.0 to L-White2 in Left Fender Harness, which goes to Front Left Parking Lamp.
9. (2 wires) GR 1.0 (GR Pair #1) to 6/14 15-pole plug for Bulb Failure Sensor. **Connects to FUSE 16 output.**
GR 1.0 to R-Gray in Right Fender Harness, which goes to Front Right Parking Lamp.
10. (2 wires) R-BL 1.0 (R-BL Pair #2) to 32/A HALF ROUND Plug for instrument cluster. **Connects to FUSE 13 output.**
R-BL 1.0 to 30/6 6-pole plug for Hazard Light Switch.
11. (2 wires) GR 1.0 (GR Pair #2) to 1/4 8-pole plug for Lights, Seat Belt, Chime. **Connects to FUSE 16 output.**
GR 1.0 to 5/2 6.3 mm terminal to dash Rheostat.
12. (2 wires) BL-Y 1.0 to 29/2 2-pole plug for Rear Glass Defrost Switch. **Connects to FUSE 12 output.**
BL-Y 1.0 to 50/2 2-pole plug connecting to Transmission Reverse Light Switch Harness.

(Individual wires)

13. BK-W 4.0 7" long. to 38 (Cut Wire). For heater fan. **Connects to FUSE 3 output.**
14. Y 1.5 7" long. to L-Yellow1 in Left Fender Harness. Power for horns. **Connects to FUSE 2 output.**
15. (2 wires) Y 1.5 7" long. to R-Yellow2 in Right Fender Harness for Wiper. **Connects to FUSE 2 output.**
Y 1.5 to 19/3 6-pole female plug to Wiper Lever at steering column.
16. BK 1.0 9" long. to 20 4.7 mm terminal (Cigarette Lighter) near Junction 8. **Connects to FUSE 1 output.**
17. W-R 0.75 9" long. to 1/5 Seat Belt Chime. [Continuity w/ 21b Bulb & 55/1 Bulb] **Connects to FUSE 4 output.**
18. R-Y 1.5 w/insulator 8" long. to 7/1 plug for Fuel Pump Relay. **Connects to FUSE 4 INPUT** (power for Tank Pump).
19. W-R 0.75 w/insulator 8" long. to 34S Ignition Key Switch near Junction 9. **Connects to FUSE 4 INPUT.**
20. R 4.0 w/insulator 9" long. to L-Red3 in Left Fender Harness. Main power from Battery Junction Box to Fuse 6 through 10 INPUT. **Usually connects to FUSE 6 or 7 INPUT.**
21. (2 wires w/insulator) BL 1.0 11". to L-Blue3 in Left Fender Harness (provides 12v to Ignition). **Connects to FUSE 11 INPUT.**
BL 1.0 11". to R-Blue4 in Right Fender Harness (provides 12v to Ignition Ballast Resistor).
22. Y 4.0 w/insulator 7" long. to 34X Ignition Key Switch. **Connects to FUSE 2 INPUT.**
23. W 1.0 w/insulator 12" long. to 3/1 Headlight Switch. **Connects to FUSE 15 output.**
24. BL-Y 4.0 w/insulator 10" long. to 34-15 Ignition Key Switch. **Connects to FUSE 12 INPUT.**

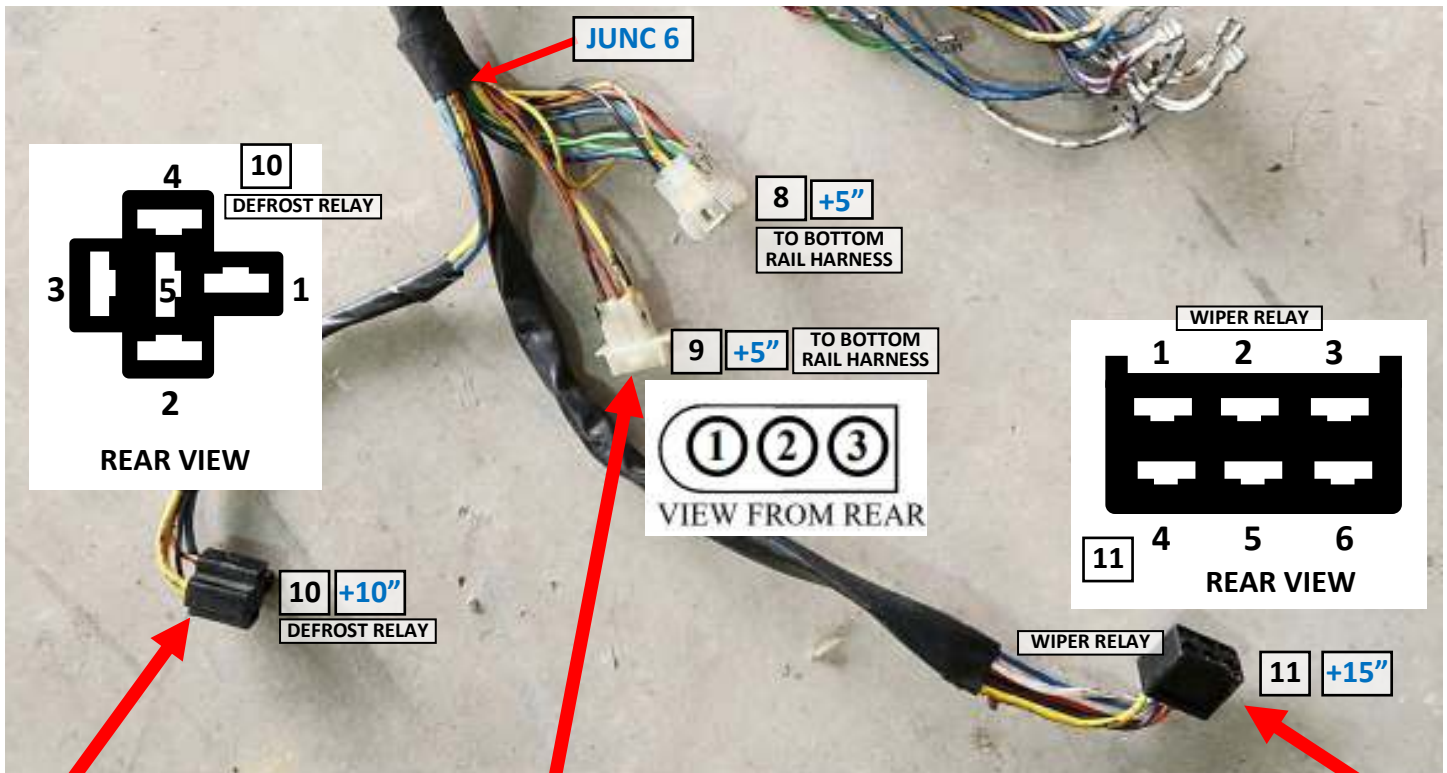
See fuse panel input/output detail at: <https://www.240turbo.com/fusepanel240.html#innerworkings>





8. 9-pole Male Bullet Plug. +5" from Junction 6. This plug connects to Bottom Rail Harness for wires to rear of car.

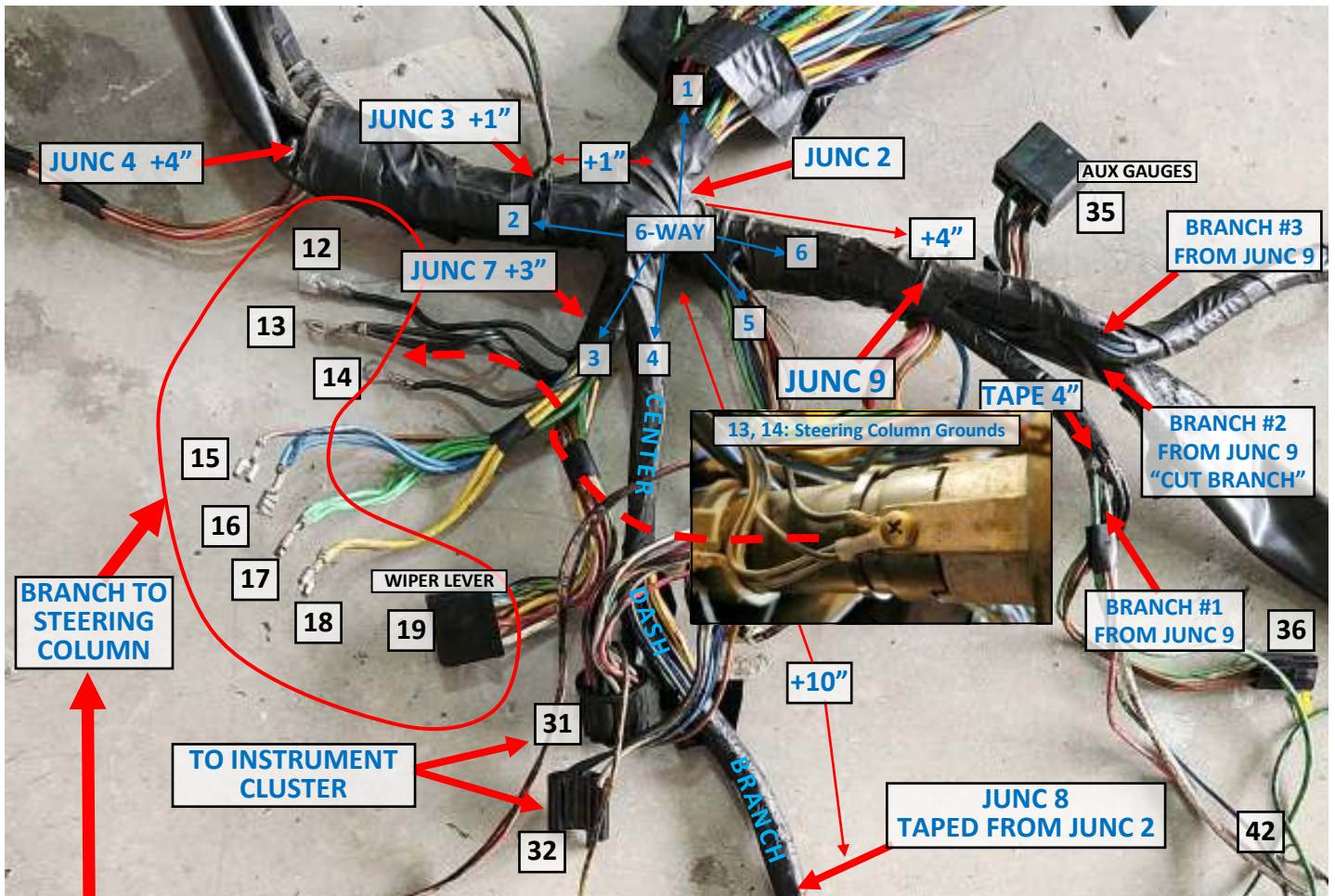
1. GR 1.0 to 32/1 6-pole HALF-ROUND bullet plug to rear of instrument cluster. Fuel Level Sensor circuit.
2. R-Y 1.5 to 7/1 6-pole plug for Fuel Pump Relay. Power for Main Fuel Pump.
3. (2 wires) GN 1.0 to 17 6.3 mm terminal (with 3 Green wires) near Junction 7 (for Turn Signal Lever LEFT Blinker).
GN 1.0 to 31/8 12-pole ROUND plug to rear of instrument cluster (for left blinker dash lamp).
4. (2 wires) BL 1.0 to 16 6.3 mm terminal (with 3 Blue wires) near Junction 7 (for Turn Signal Lever RIGHT blinker).
BL 1.0 to 31/7 12-pole ROUND plug to rear of instrument cluster (for right blinker dash lamp).
5. — (Some models: Y or W 1.0 wire here for Left Brake Light)
6. Y 1.0 to 6/11 Bulb Failure Sensor Right Brake Light output (Some models may indicate: Left Aux. Light)
7. Y 1.0 to 6/10 Bulb Failure Sensor Left Brake Light output. (Some models may indicate: Right Aux. Light or Tailgate Washer Pump: BL-R 2.5 wire)
8. BL-R 1.5 to L-BlueRed in Left Fender Harness for Washer Pump. (Some models may indicate: to Reverse Lights. Both Reverse Lights may be wired to this one pin).
9. BK 1.0 to 50/1 in 2-pole 6.3 mm plug near Junction 10 for connection to Transmission Reverse Light Harness. (This one pin may be wired for both Reverse lights).



- 9. 3-pole Male Bullet Plug. +5" from Junction 6. Plug connects to Bottom Rail Harness for wires to rear of car.**
1. Y 2.5 to 10/3 in 5-pole relay plug for Rear Glass Defrost Relay.
 2. R 1.0 to 6/13 in Bulb Failure Sensor. Output to Left Tail Light.
 3. BN 1.0 to 6/12 in Bulb Failure Relay. Output to Right Tail Light.

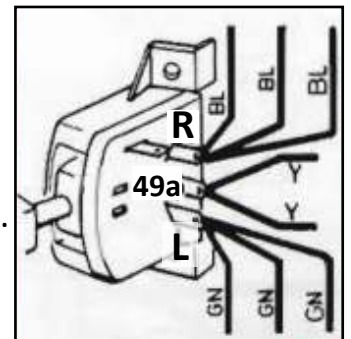
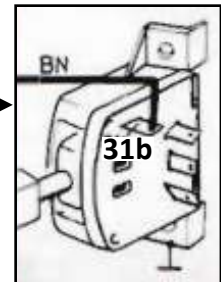
- 10. 5-pole Female 6.3 mm Relay Plug. +10" from Junction 6. Rear Glass DEFROST RELAY.**
1. BL 2.5 to (Fuse Area) #7, which connects to Fuse 11 output.
 2. R-Y 1.0 to 29/1 2-pole 6.3 mm plug near Junction 8. Plug for Dash Defrost Switch.
 3. (2 wires) Y 2.5 to 9/1 3-pole Male Bullet Plug.
Y 1.0 to 26 Mini-Bulb Socket for Defrost Switch illumination.
 4. BK 1.0 to 52c Ground Ring (with 2 Black wires) near Junction 10.
 5. —

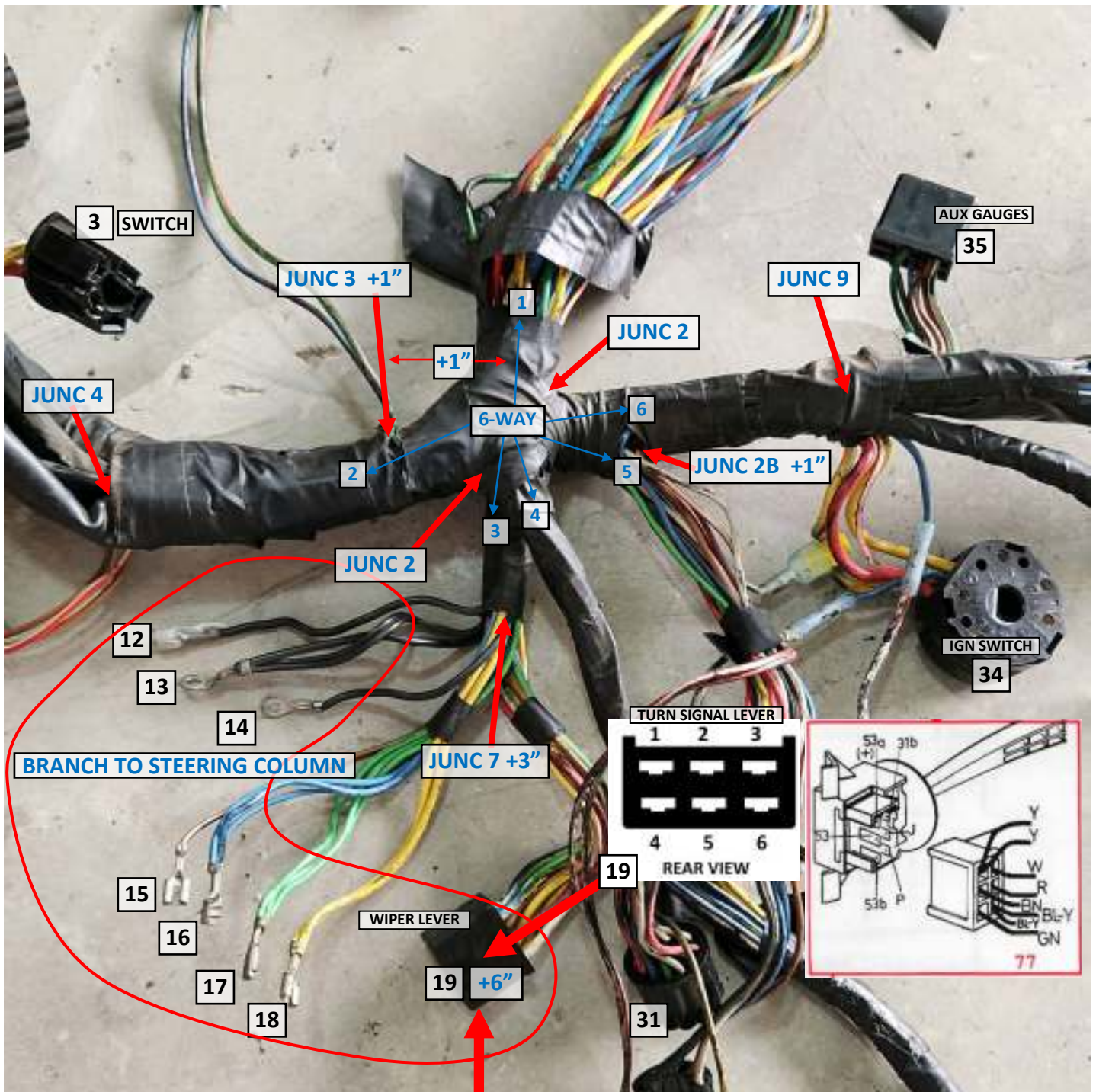
- 11. 6-pole Female 6.3 mm Plug. +15" from Junction 6. Front WIPER INTERVAL RELAY.**
1. BK 1.0 to 52b Ground Ring (with 3 Black wires) near Junction 10.
 2. R 1.5 to 19/5 in 6-pole female plug near Junction 2 for Wiper Lever.
 3. BL-Y 1.5 to 19/4 in 6-pole female plug near Junction 2 for Wiper Lever.
 4. Y 1.5 to 19/3 in 6-pole female plug near Junction 2 for Wiper Lever.
 5. BK-W 1.0 to R-BlackWhite in Right Fender Harness for Wiper Plug.
 6. W 1.5 to 19/6 in 6-pole female plug near Junction 2 for Wiper Lever.



12 through 18. Branch to Steering Column. From Junction 2 (and 7). First 3" is TAPED.

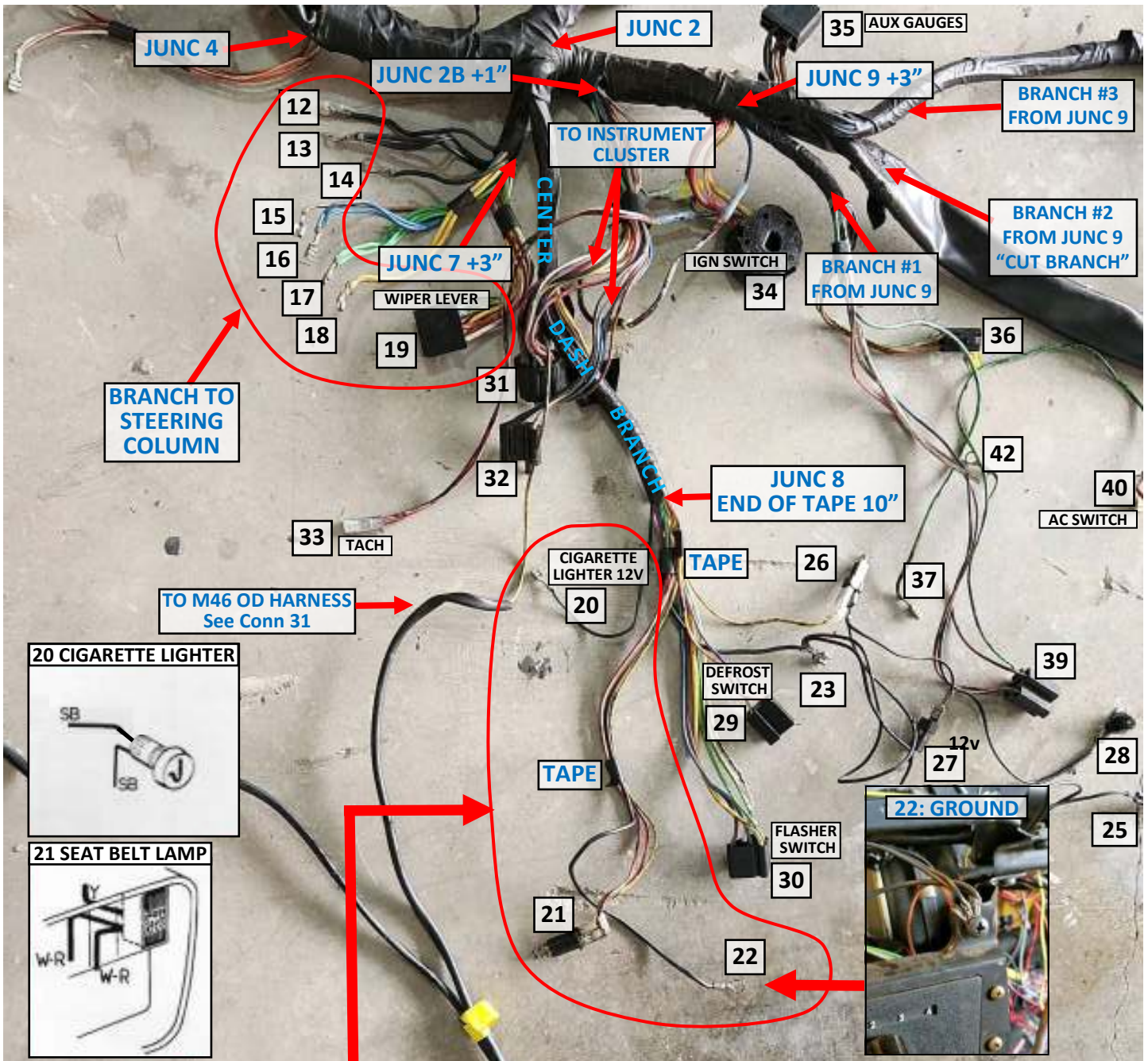
- 12. BK 1.5 6.3 mm w/insulator 5" from Junction 7. to L-Black1 in Left Fender Harness for Lead to HORN. **Connects to Horn Contact Ring inside Steering Column.**
- 13. (3 wires) all crimped to 8 mm ground ring. 4" from Junction 7. **Bolted to Steering Column Ground Point.**
 BK 1.5 to 7/2 Fuel Pump Relay near Junction 4.
 BK 1.0 to 48/2 5-pole plug for Blinker Relay near Junction 10.
 BK 1.0 to 52b Ground Ring near Junction 10.
- 14. BK 1.0 8 mm ground ring. 4" long. **Bolted to Steering Column Ground Point.**
 to 23-28 Ground Circuit for Center Dash Lights near Junction 8.
- 15. BN 1.0 6.3 mm female no insulator. 6" long. **Connects to High Beam Lever (31b).** →
 to L-Brown in Left Fender Harness (Step Relay).
- 16. (3 wires) 6.3 mm female no insulator. 6" long. **Connects to Turn Signal Lever (RIGHT).**
 BL 1.0 to 8/4 9-pole male plug near Junction 6.
 BL 1.0 to 30/5 6-pole Hazard Flasher Switch near Junction 8.
 BL 1.0 to 31/7 12-pole ROUND plug rear of instrument cluster.
 Also connected to R-Blue1 in Right Fender Harness (Right Turn Signal).
- 17. (3 wires) 6.3 mm female no insulator. 6" long. **Connects to Turn Signal Lever (LEFT).**
 GN 1.0 to 8/3 9-pole male plug near Junction 6.
 GN 1.0 to 30/2 6-pole Hazard Flasher Switch near Junction 8.
 GN 1.0 to 31/8 12-pole ROUND plug rear of instrument cluster.
 Also connected to L-Green1 in Left Fender Harness (Left Turn Signal).
- 18. (2 wires) 6.3 mm female no insulator. 6" long. **Connects to Turn Signal Lever (49a Center).**
 Y 2.5 to 30/3 6-pole Hazard Flasher Switch near Junction 8.
 Y 2.5 to 48/3 5-pole plug for Flasher Relay located near Junction 10.





19. 6-pole 6.3 mm female connector from Junction 7. 6" from Junction 7. Plug connects to Turn Signal Lever.

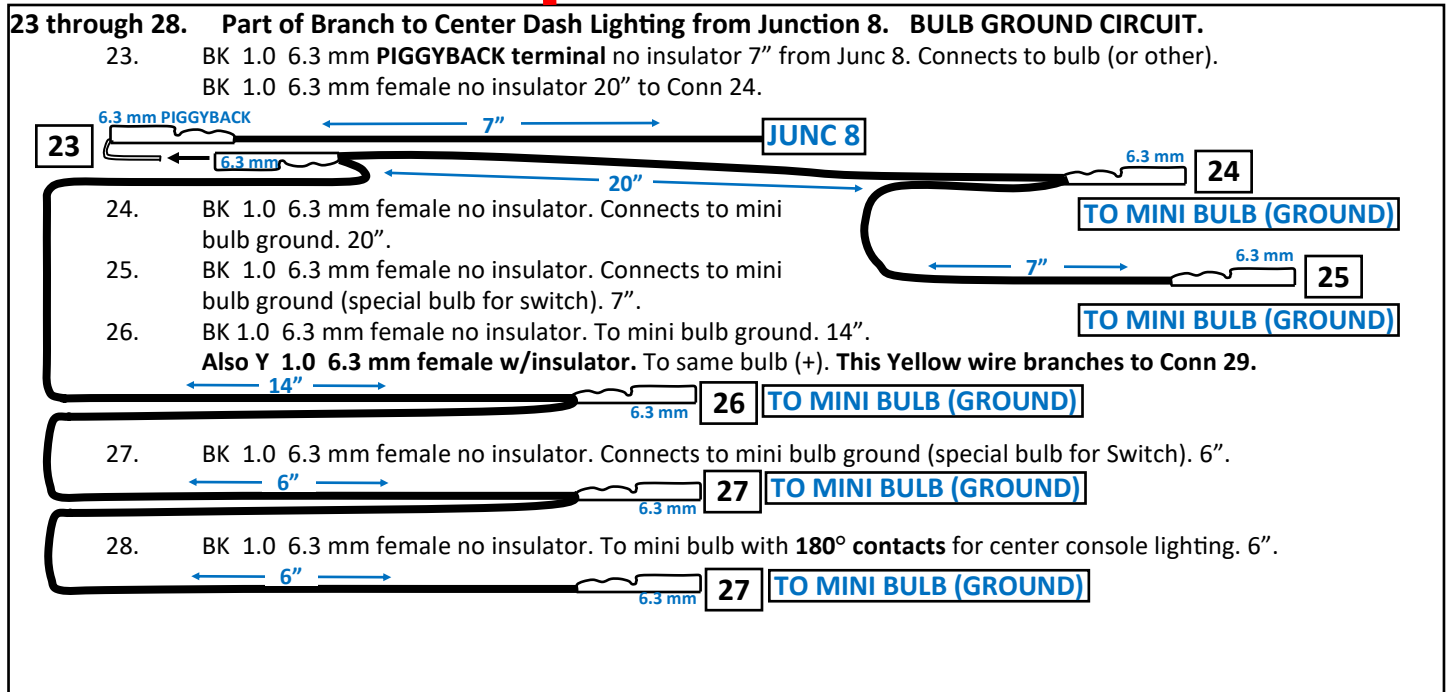
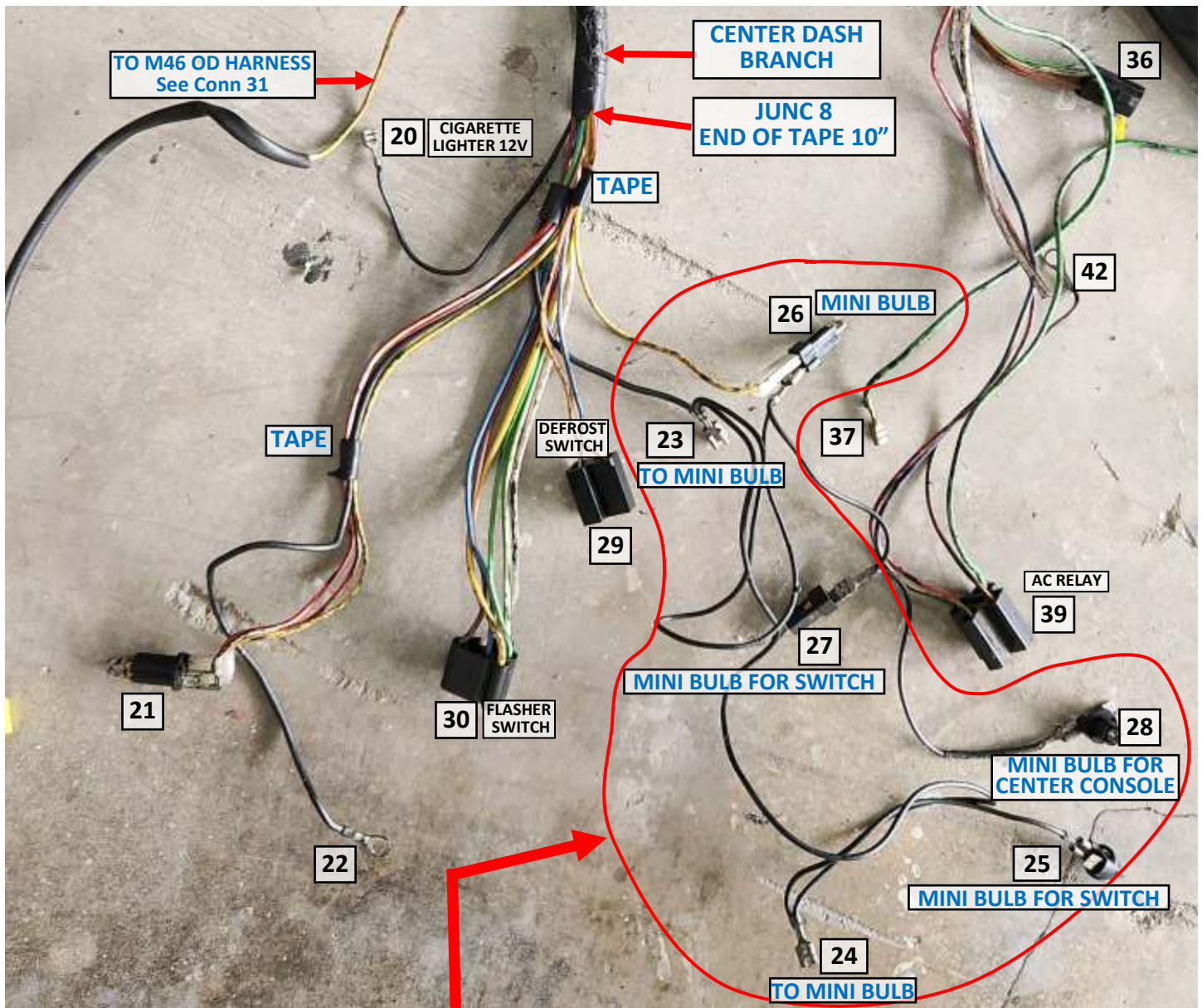
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|----|--------------------------------|--|
| 1. | GN 1.5 | to R-Green2 in Right Fender Harness (to Wiper Motor). |
| 2. | BN 1.5 | to R-Brown2 in Right Fender Harness (to Wiper Motor). |
| 3. | (2 wires) Y 1.5
Y 1.5 | to (Fuse Area) #15 (power from Fuse 2 output).
to 11/4 6-pole plug for Wiper Interval Relay near Junction 6. |
| 4. | (2 wires) BL-Y 1.5
BL-Y 1.5 | to 11/3 6-pole plug for Wiper Interval Relay near Junction 6.
to L-BlueYellow in Left Fender Harness (Washer Pump). |
| 5. | R 1.5 | to 11/2 6-pole plug for Wiper Interval Relay near Junction 6. |
| 6. | W 1.5 | to 11/6 6-pole plug for Wiper Interval Relay near Junction 6. |

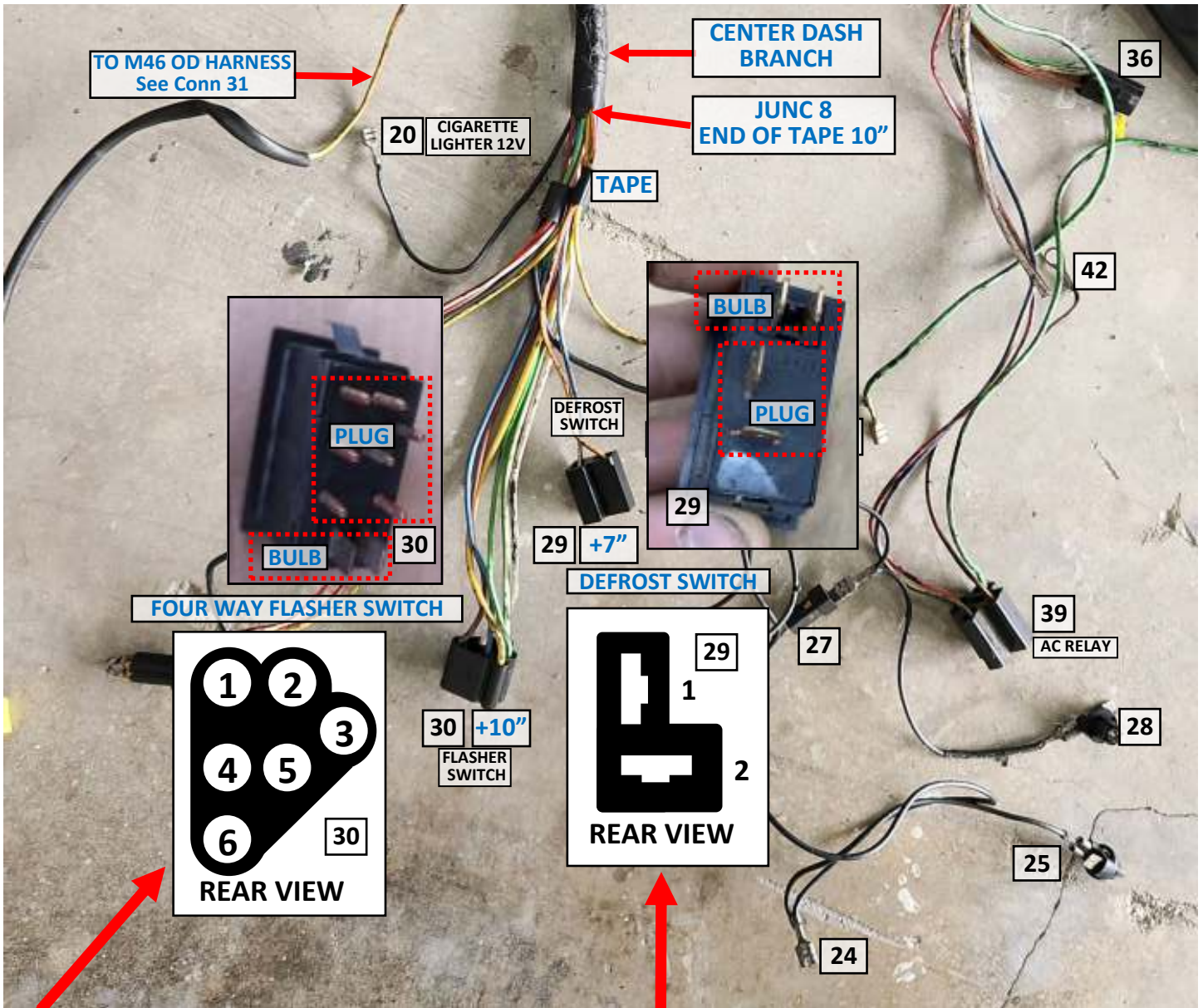


20 through 22. Center Dash Branch beginning from Junction 2. First 10" from Junction 2 to Junction 8 is taped.

- 20. BK 1.0 6.3 mm female no insulator 6" from Junction 8. This has switched power (Key ON) from Fuse 1 and connects to center spade on rear of **CIGARETTE LIGHTER**.
- 21. Bulb socket for **SEAT BELT LAMP** in center dash. Two FLAG terminals. 12" from Junc 8.
 - 21a. Y 1.0 6.3 mm female FLAG w/insulator. to 1/6 **SEAT BELT CHIME**.
 - 21b. (2 **W-R** wires with one 6.3 mm female FLAG w/insulator)
 - W-R 1.0 to 1/5 **SEAT BELT CHIME** (12v).
 - W-R 1.0 to 55/1 bulb for **REAR SEAT BELT LAMP** (12v).
- 22. BK 1.5 6 mm ground ring. 16" from Junc 8. to 52c Ground Ring (with 2 Black wires) near Junction 10.

(SEE NEXT PAGE FOR 23 through 28).



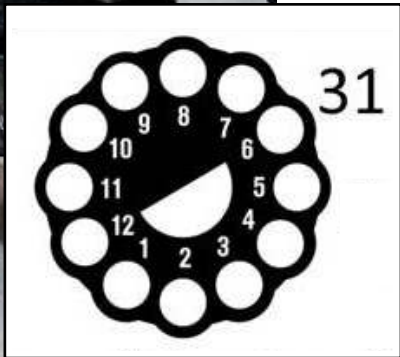
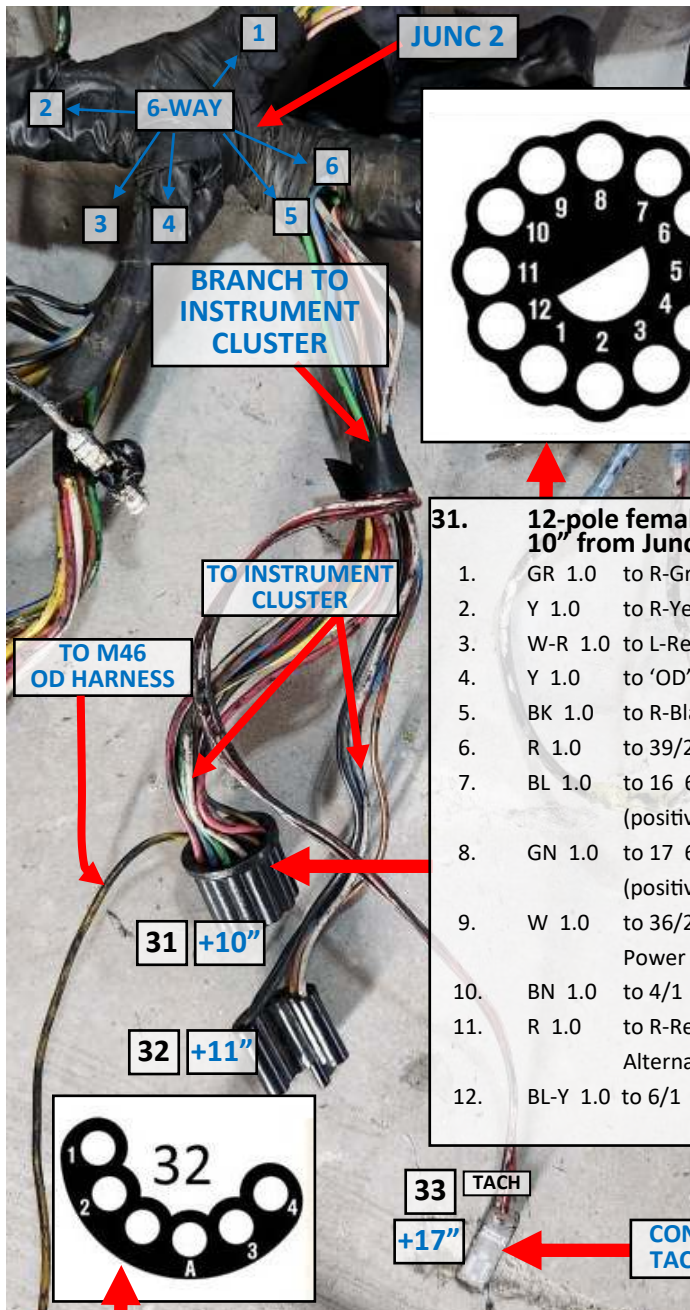


29. 2-pole female 6.3 mm connector for Rear Glass Defrost Switch. 7" from Junction 8.

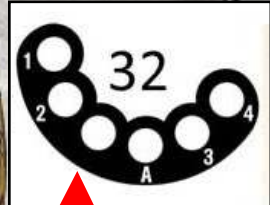
1.	R-Y 1.0	to 10/2 6-pole plug for Defrost Relay near Junction 6.
2.	BL-Y 1.0	to (Fuse Area) #12. Receives power from Fuse 12 output.

30. 6-pole female bullet connector for Four Way Flasher Switch. 10" from Junction 8.

1.	W-GN 1.5	to (Fuse Area) #2. Receives power from Fuse 9 output.
2.	GN 1.5	to 17 6.3 mm female terminal with 3 Green wires near Junction 7, Turn Signal Lever.
3.	Y 1.5	to 18 6.3 mm female terminal with 2 Yellow wires near Junction 7, Turn Signal Lever.
4.	W 2.5	to 48/4 5-pole relay plug for Flasher Relay near Junction 10.
5.	BL 1.0	to 16 6.3 mm female terminal with 3 Blue wires near Junction 7, Turn Signal Lever.
6.	BL-R 1.0	to (Fuse Area) #10. Receives power from Fuse 13 output.

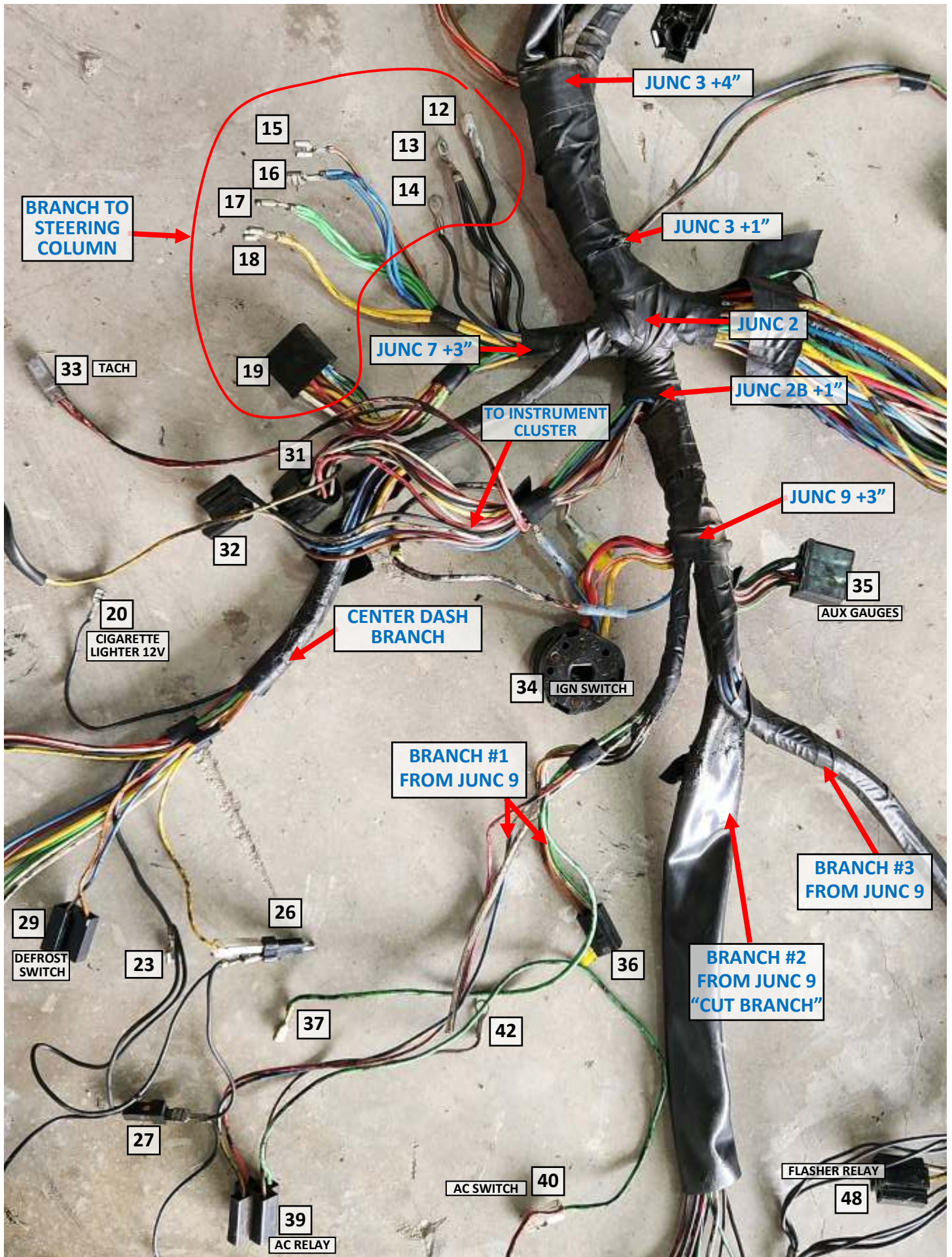


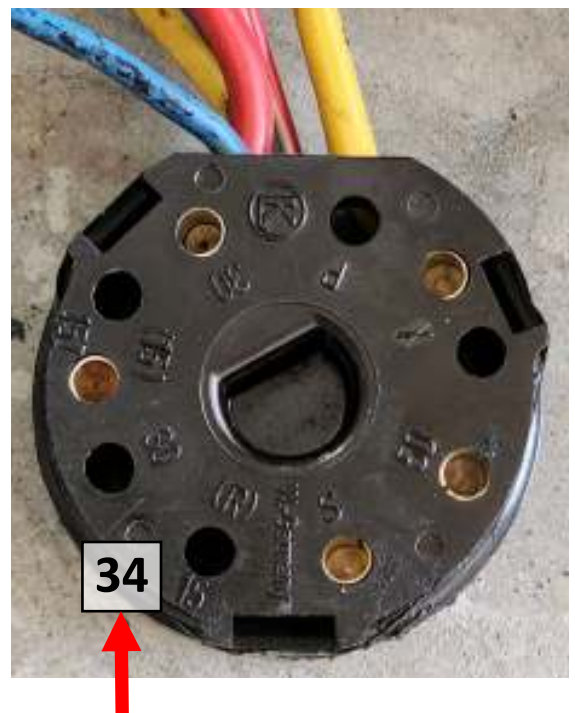
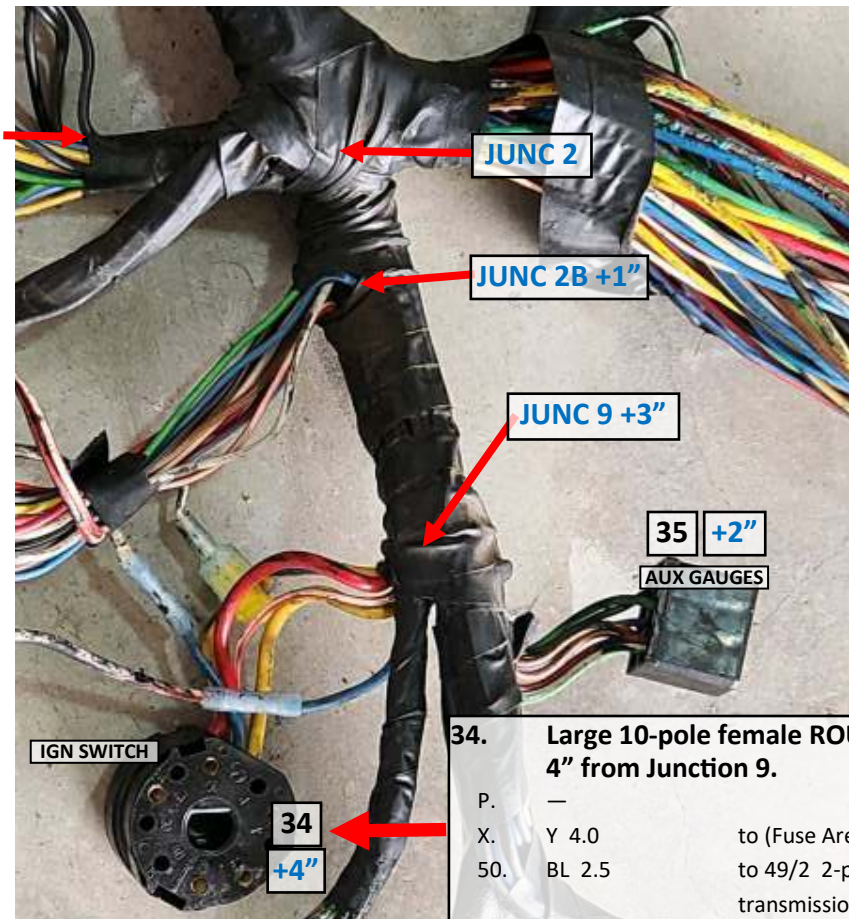
- 31. 12-pole female ROUND bullet connector to rear of instrument cluster. 10" from Junction 2.**
1. GR 1.0 to R-Gray in Right Fender Harness. Brake failure lamp (negative).
 2. Y 1.0 to R-Yellow in Right Fender Harness. Coolant temp sender (for dash gauge).
 3. W-R 1.0 to L-RedWhite2 in Left Fender Harness. High-beam dash lamp (positive).
 4. Y 1.0 to 'OD' lamp for use with M46. This pin empty with Auto Trans.
 5. BK 1.0 to R-Black3 in Right Fender Harness. Oil pressure dash warning lamp (negative).
 6. R 1.0 to 39/2 5-pole plug for AC relay, terminal D61.
 7. BL 1.0 to 16 6.3 mm terminal with 3 Blue wires at Turn Signal Lever. Blinker lamp RIGHT (positive).
 8. GN 1.0 to 17 6.3 mm terminal with 3 Green wires at Turn Signal Lever. Blinker lamp LEFT (positive).
 9. W 1.0 to 36/2 2-pole 6.3 mm female plug near Junction 9. Receives 12v from Fuse 8. Power for accessory gauge.
 10. BN 1.0 to 4/1 6.3 mm female terminal near junction 4. 12v bulb power from dash rheostat.
 11. R 1.0 to R-Red in Right Fender Harness. Battery/Charge warning dash lamp (negative). Alternator D+.
 12. BL-Y 1.0 to 6/1 Bulb Failure Sensor. Blub failure warning dash lamp (negative).



- 32. 6-pole female HALF-ROUND bullet connector to rear of instrument cluster. 11" from Junction 2.**
1. GR 1.0 to 8/1 9-pole male plug near Junction 6 for connection to Bottom Rail Harness. Fuel level signal from tank sender (negative).
 2. BN 1.0 to 53 6.3 mm female FLAG terminal near Junction 11. Connects to Parking Brake Lamp Switch to provide dash lamp. (negative).
 - —
 - A. BL-R 1.0 to (Fuse Area) #10. 12v power from Fuse 13 (switched power with key in 'ON' position).
 3. BK or BL 1.0 to 35/2 6-pole female 6.3 mm plug near Junction 9. Designated as boost overpressure dash lamp (negative).
 4. BK 1.0 to 13 Ground Ring near Junction 2. Grounded at Steering Column. Provides ground to instrument cluster for lights, voltage regulator and blinkers.

- 33. 6.3 mm female with insulator. Connects to tachometer terminal 1 (bottom terminal). Brings tach signal from Coil #1 negative. 17" from Junction 2.**
- (2 wires) R-W 0.75 to Cut Branch #2 near Junction 9. Cut wire to CIS ECU connector pin 12 under right dash.
 - R-W 0.75 to 7/3 Fuel Pump Relay near Junction 4.





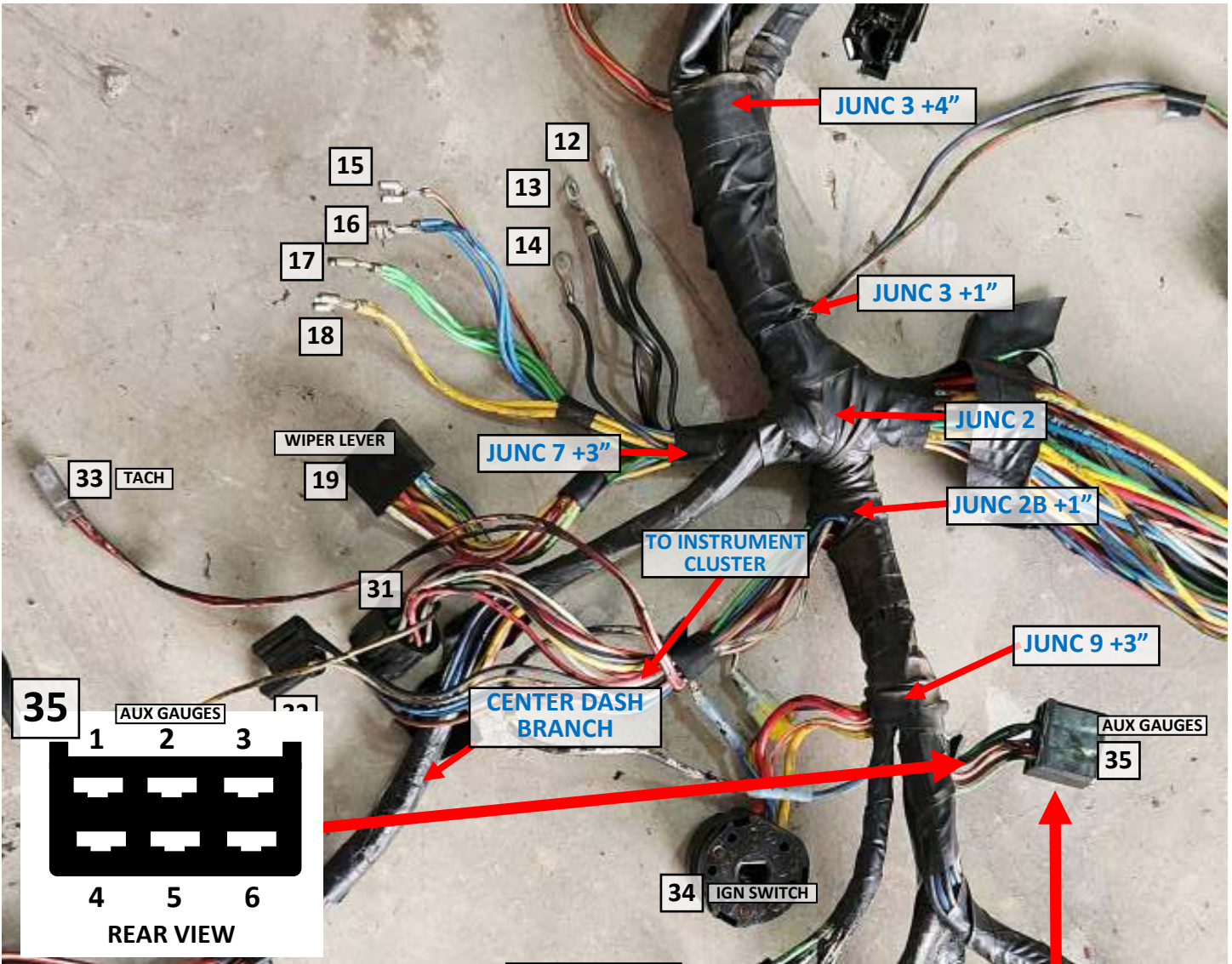
34. Large 10-pole female ROUND bullet connector for KEY "Ignition Switch." 4" from Junction 9.

P.	—	
X.	Y 4.0	to (Fuse Area) #22. Provides power from pin X to Fuse 2 INPUT.
50.	BL 2.5	to 49/2 2-pole (BLACK plug). Matching LOOP plug attached for manual transmission. Shifter harness attached for automatic.
S.	W-R 0.75	to (Fuse Area) #19. Provides power to Fuse 4 INPUT.
(R).	—	
30.	—	
(15).	Y-BL 4.0	to (Fuse Area) #24. Provides power to Fuse 12 INPUT.
30.	R 4.0	to L-Red1 in Right Fender Harness. Red (fat) wire provides battery power from junction box to ignition switch pin 30.

NOTES ON 9203247 KEY IGNITION SWITCH

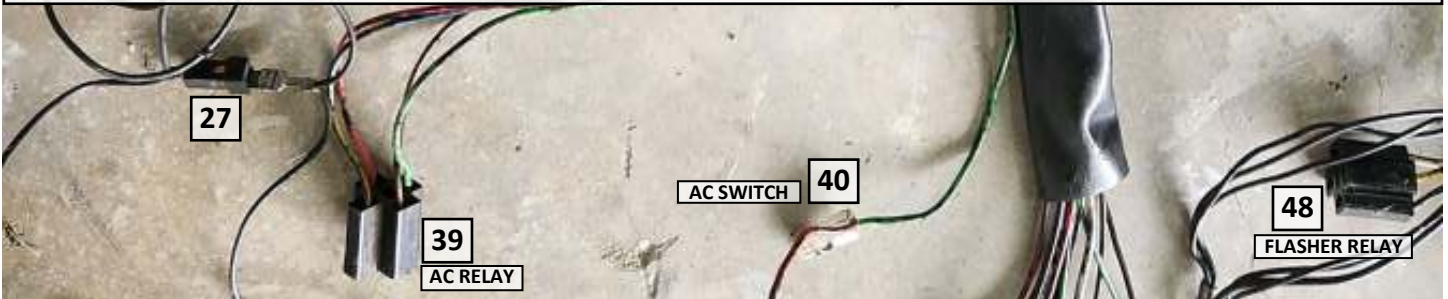
The below switch plugs into the above connector. It has more pins, but some are not used.

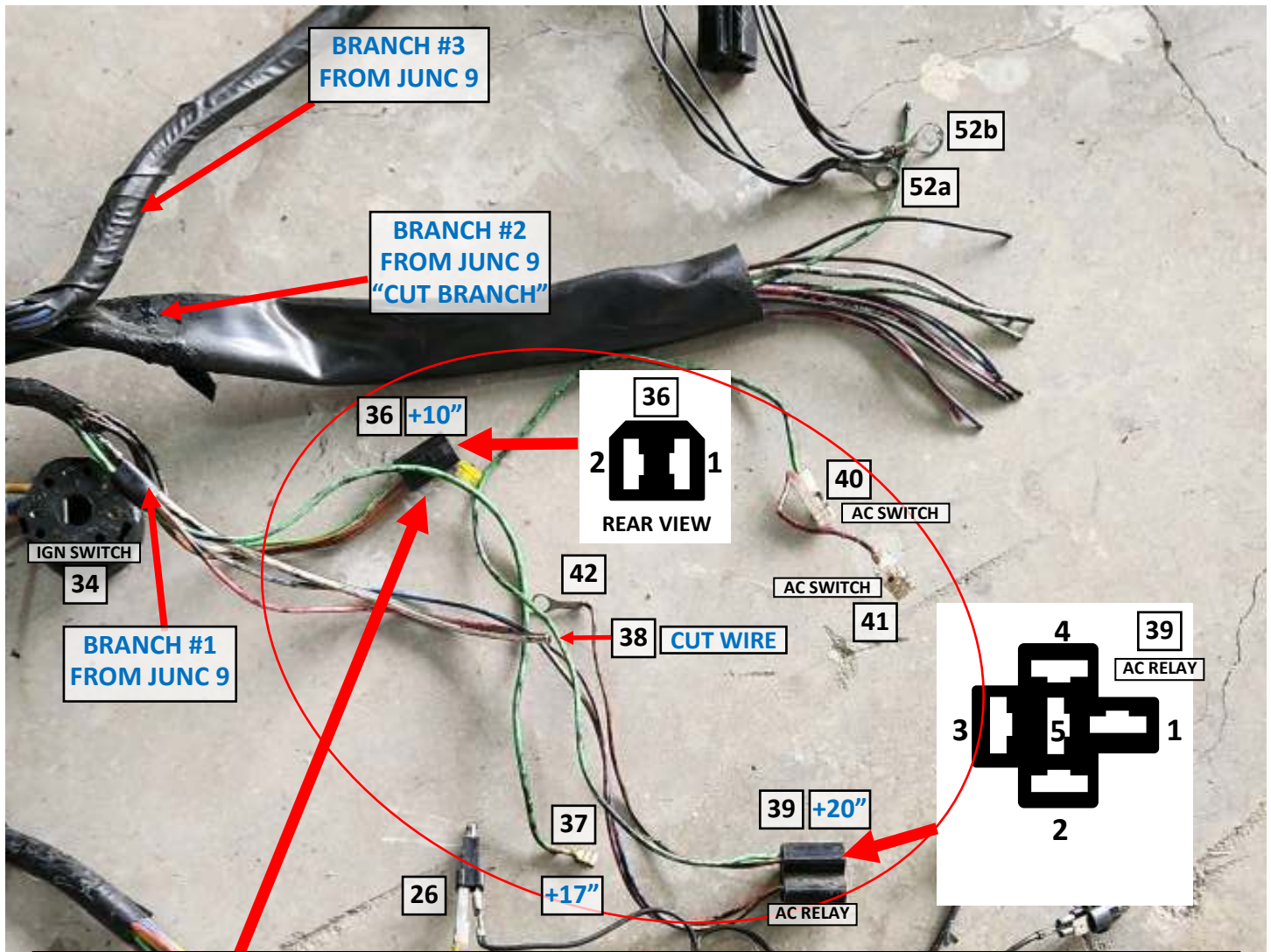




35. 6-pole female 6.3 mm connector. 2" from Junction 9. #1 Auxiliary Gauge Connector (for 240 Turbo 3-Gauge Pod).

1.	(2 wires) BN 1.0	to 36/1 2-pole 6.3 mm female plug (auxiliary gauge plug). Power from Rheostat. For lighting to 4/2 6.3 mm female terminal to Rheostat.
2.	BL 1.0	to 32/3 6-pole HALF ROUND connector to rear of instrument cluster (overboost lamp).
3.	BK 1.0	to 52a Ground Ring (with 3 Black wires) near junction 10.
4.	(2 wires) W-GN 1.0	to Cut Wire Branch.
	BL-R 1.0	to Cut Wire Branch. Since this wire was cut, the destination is uncertain. BL-R wire is used for 12v input on all auxiliary gauges, which is ultimately sourced from Fuel Pump Relay pin 1 (Terminal 15), which comes from Fuse 13 output. Based on this, I believe this wire connects to CIS ECU pin 1 (BL-R).
5.	GN 1.0	to R-Green3 in Right Fender Harness. This wire connects through the left firewall 8-pole plug for service to the Oil Pressure Sender (for dash oil pressure gauge).
6.	—	





BEGINNING OF BRANCH #1 COMING FROM JUNCTION 9. Connectors 36 to 39.

36. 2-pole female 6.3 mm connector. 10" from Junction 9. Auxiliary Gauge Plug.

<p>1. (2 wires) BN 1.0</p> <p>2. (2 wires) GN 1.0</p>	<p>to 35/1 6-pole Auxiliary Gauge Plug nearby. Power from Rheostat.</p> <p>to 47 1-pole 6.3 mm female w/insulator. Power from Rheostat.</p> <p>to (Fuse Area) #3 (Fuse 8 output).</p> <p>to 31/9 ROUND plug at rear of Instrument Cluster. Power for Accessory Gauge.</p>
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37. 1-pole female 6.3 mm no insulator. 17" from Junction 9.

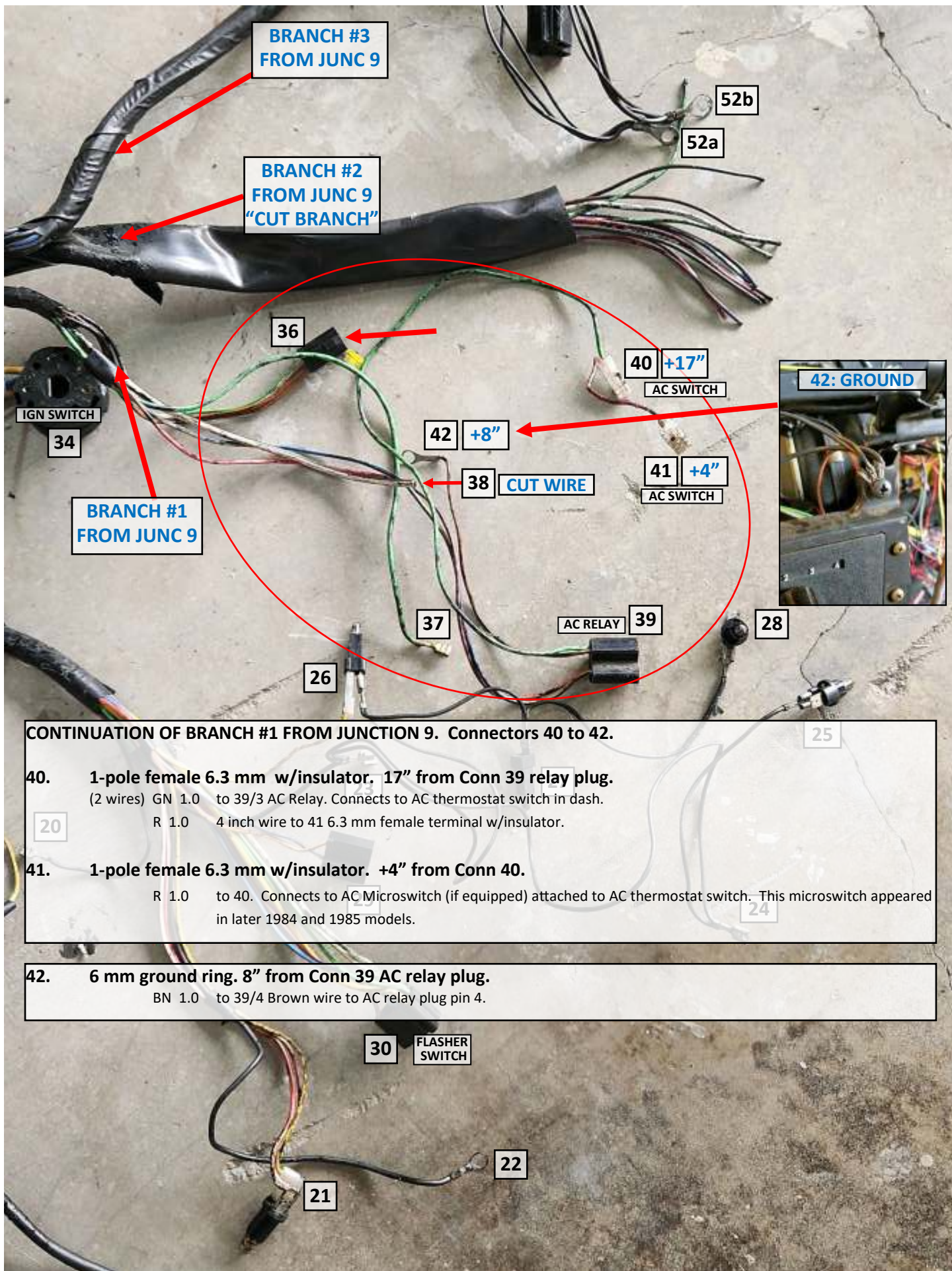
<p>GN 2.5</p>	<p>to L-Green2 in Left Fender Harness. Connects to Fuse 8 output for power to Under Hood Courtesy Lamp (if equipped).</p>
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38. Cut wire from Junc 9.

<p>W-BK 4.0</p>	<p>to (Fuse Area) #13 (Fuse 3). Receives power from Fuse 3 output for heater fan.</p>
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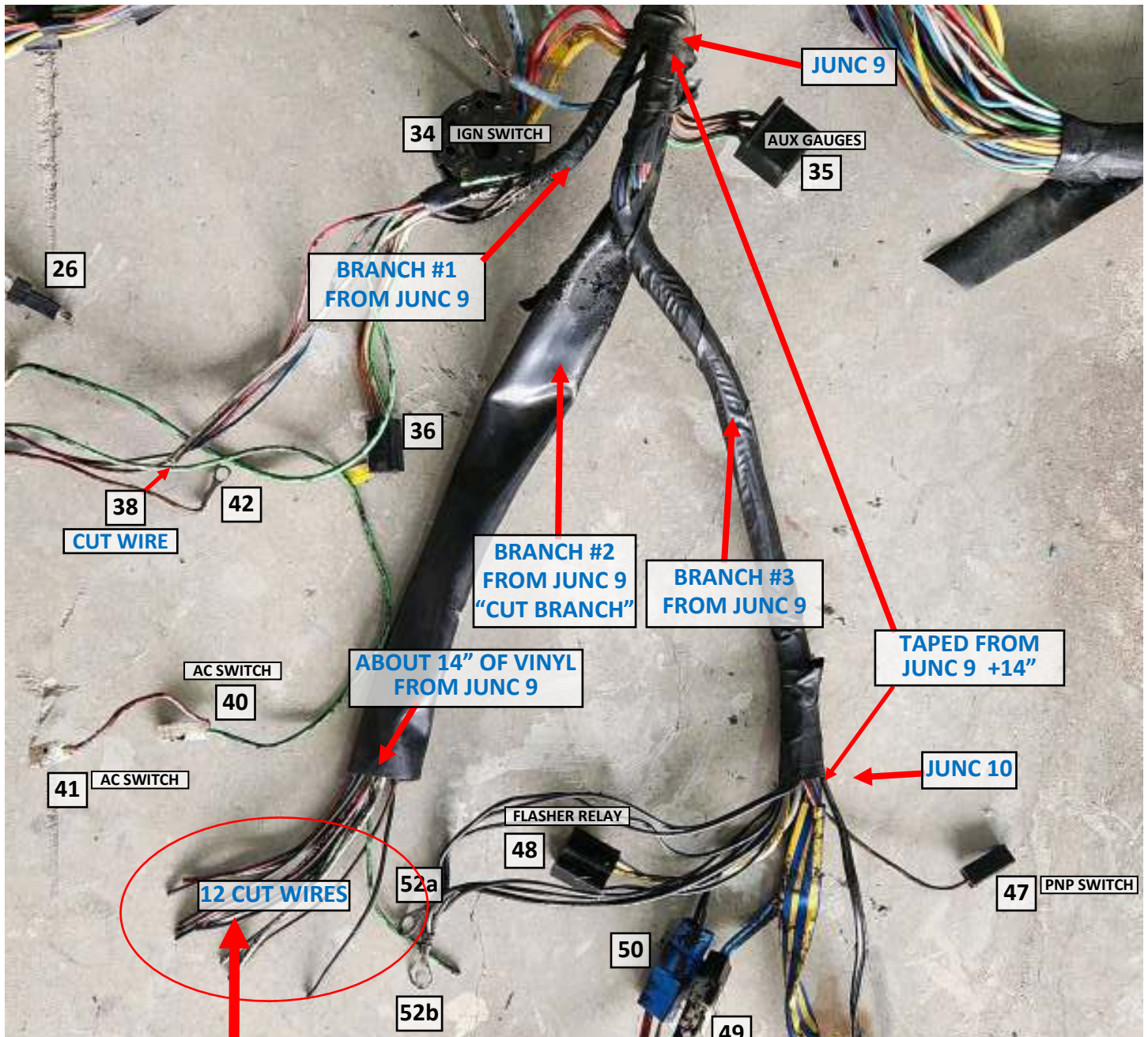
39. 5-pole female 6.3 mm relay connector. 20" from Junction 9. AC (delay) Relay.

<p>1. BL-Y 1.0</p> <p>2. R 1.0</p> <p>3. GN 1.0</p> <p>4. BN 1.0</p> <p>5. —</p>	<p>to 50/2 2-pole 6.3 mm female plug near junction 10 (power from Fuse 12).</p> <p>to 31/6 ROUND plug at rear of Instrument Cluster.</p> <p>to 40 6.3 mm female terminal w/insulator. Connects to AC Thermostat Switch in dash.</p> <p>to 42 Ground Ring near relay plug.</p>
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CONTINUATION OF BRANCH #1 FROM JUNCTION 9. Connectors 40 to 42.

- 40. 1-pole female 6.3 mm w/insulator. 17" from Conn 39 relay plug.**
 (2 wires) GN 1.0 to 39/3 AC Relay. Connects to AC thermostat switch in dash.
 R 1.0 4 inch wire to 41 6.3 mm female terminal w/insulator.
- 41. 1-pole female 6.3 mm w/insulator. +4" from Conn 40.**
 R 1.0 to 40. Connects to AC Microswitch (if equipped) attached to AC thermostat switch. This microswitch appeared in later 1984 and 1985 models.
- 42. 6 mm ground ring. 8" from Conn 39 AC relay plug.**
 BN 1.0 to 39/4 Brown wire to AC relay plug pin 4.

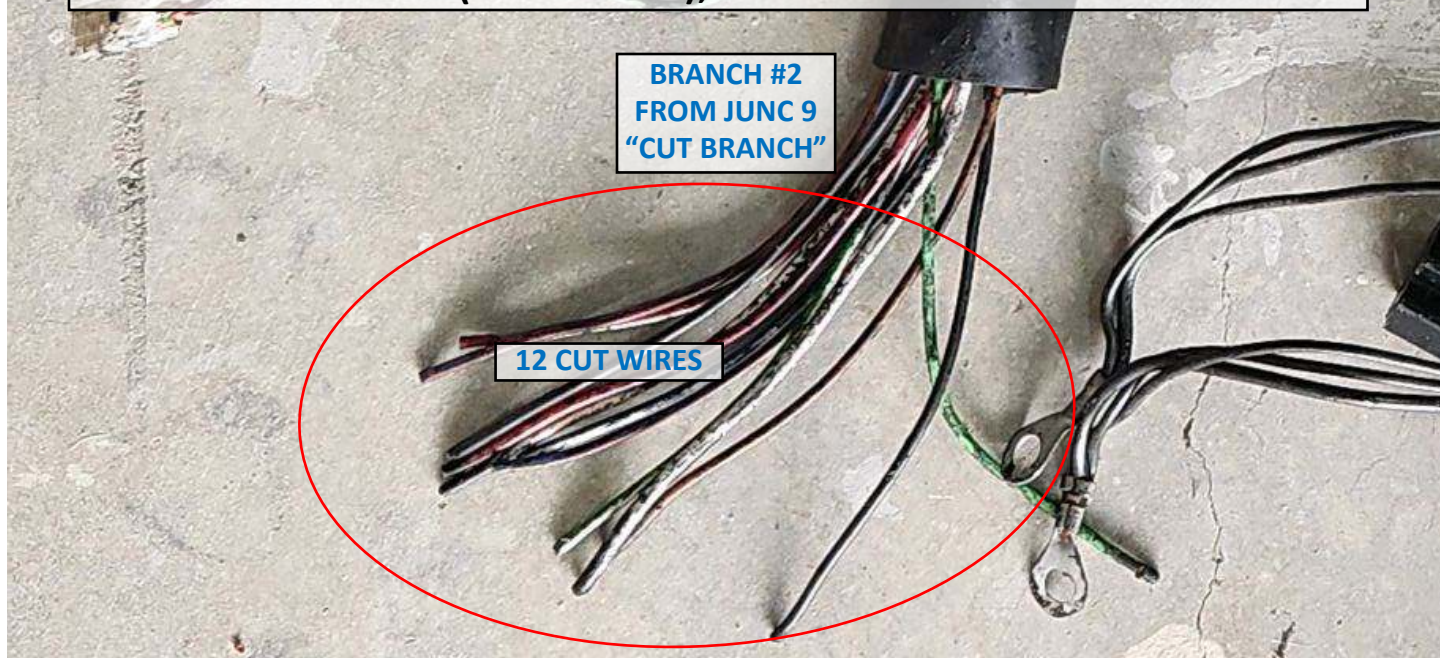


CUT WIRES. BRANCH #2 COMING FROM JUNCTION 9. Going toward right dash. 12 wires.

Wires presumably going to right side dash for B21Ft Lambda ECU and CIS ECU.

1. GR 1.5 to L-Gray3 in Left Fender Harness (to Lambda Relay pin 87). **Cut end is intended to connect to pin 8 of Lambda ECU (may also be shown in diagrams as a Green wire. Relay pin 87 has a Gray and a Green wire).**
2. W 0.75 to L-White1 in Left Fender Harness (to Pressure Differential Switch on firewall). **Cut end to pin 11 of Lambda ECU.**
3. W-BL 0.75 to L-WhiteBlue1 in Left Fender Harness (to CIS Test Plug). **Cut end to pin 10 of CIS ECU.**
4. W-GN 1.0 to 35/4 6-pole plug for Auxiliary Gauges. **Cut end destination UNCERTAIN (same as #7 below).**
5. GN 1.0 to R-Green1 in Right Fender Harness (to Charge Air Pressure Switch on firewall). **Cut end to pin 7 of Lambda ECU.**
6. BL-R 1.0 to 1/2 8-pole plug for Seat Belt Chime near Junction 1. Power from Fuse 13. **Cut end to pin 1 of CIS ECU.**
7. BL-R 1.0 (another) to 35/4 6-pole plug for Auxiliary Gauges (same circuit as #4 above). **Cut end destination UNCERTAIN. See CIS ECU info.**
8. R 0.75 to L-Red4 in Left Fender Harness (to Lambda Test Plug). **Cut end to pin 17 of Lambda ECU.**
9. BN 0.75 to R-Brown1 in Right Fender Harness (to Frequency Valve). **Cut end to pin 15 of Lambda ECU.**
10. W-R 0.75 to 33 (tachometer signal circuit). **Cut end to pin 12 of CIS ECU.**
11. BK 1.0 to R-Black1 in Right Fender Harness (to engine ground at intake manifold). **Cut end to pin 5 of Lambda ECU.**
12. BK 1.0 to R-Black2 in Right Fender Harness (to engine ground at intake manifold). **Cut end to pin 16 of Lambda ECU.**

DETAIL OF CIS ECU (Idle Module); RELATION TO CUT WIRE BRANCH.



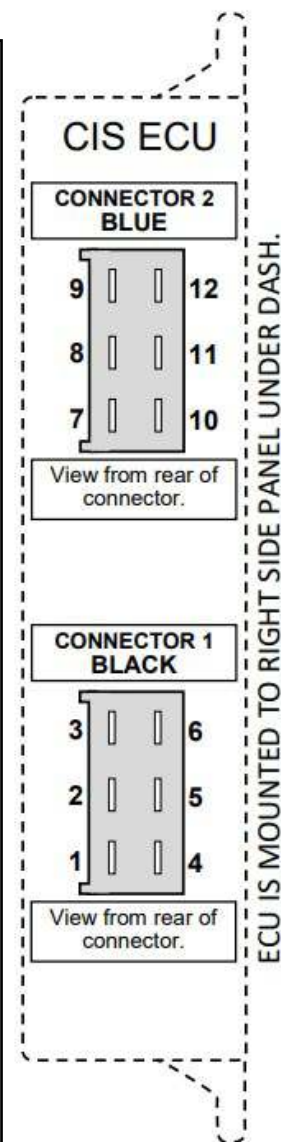
THE CIS ECU HAS TWO 6-POLE FEMALE CONNECTORS.

CONNECTOR 2 **BLUE CONNECTOR (TOP):**

7. — (not used for B21FT) (W-GN or R if used) Input signal (12v) from AC for elevated idle.
8. (Y) Input signal (ground) from throttle micro switch (switch open at idle, closed above idle). **Circuit is provided through Main Engine Harness.**
9. (R) Input signal from CIS coolant temp sensor (CLT). **Circuit is provided through Main Engine Harness.**
10. (W-BL) Lead to idle control service/test plug. **Same as Cut Branch #3 W-BL.**
11. (BL) Input signal from CIS coolant temp sensor (CLT). **Circuit is provided through Main Engine Harness.**
12. (W-R) Ignition pulse signal input from coil terminal 1 (Neg.). **Same as Cut Branch #10 W-R.**

CONNECTOR 1 **BLACK CONNECTOR (BOTTOM):**

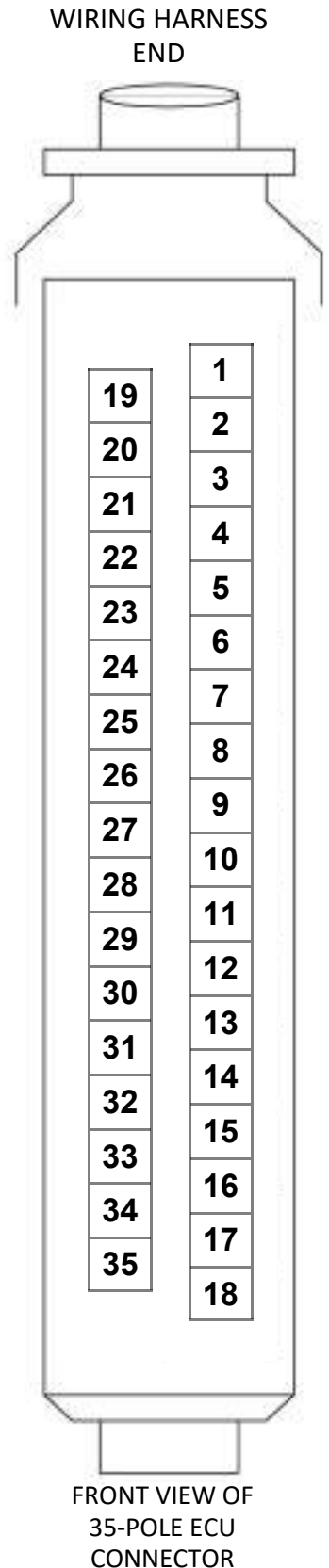
1. (2 wires) BL-R: 12v input from Fuse 13. **Same as Cut Branch #6 BL-R.**
 BL-R: (Unused. Japan model) **(Possibly used for 12v to aux. gauges in this harness)**
 A BL-R wire is used for 12v input on all auxiliary gauges (see Conn 35). This circuit is ultimately sourced from Fuel Pump Relay pin 1 (Terminal 15), which comes from Fuse 13 output. This is the same source as this CIS circuit. Based on this, I believe this second BL-R wire probably connects to CUT WIRE #7.
2. (BK) Ground. **Circuit is provided through Main Engine Harness.**
3. (W) Control signal output to idle air control valve pin 1. **Circuit is provided through Main Engine Harness.**
4. (BN) 12v output to idle air control Valve pin 2. **Circuit is provided through Main Engine Harness.**
5. (GN) Control signal output to idle air control valve pin 3. **Circuit is provided through Main Engine Harness.**
6. — (not used)

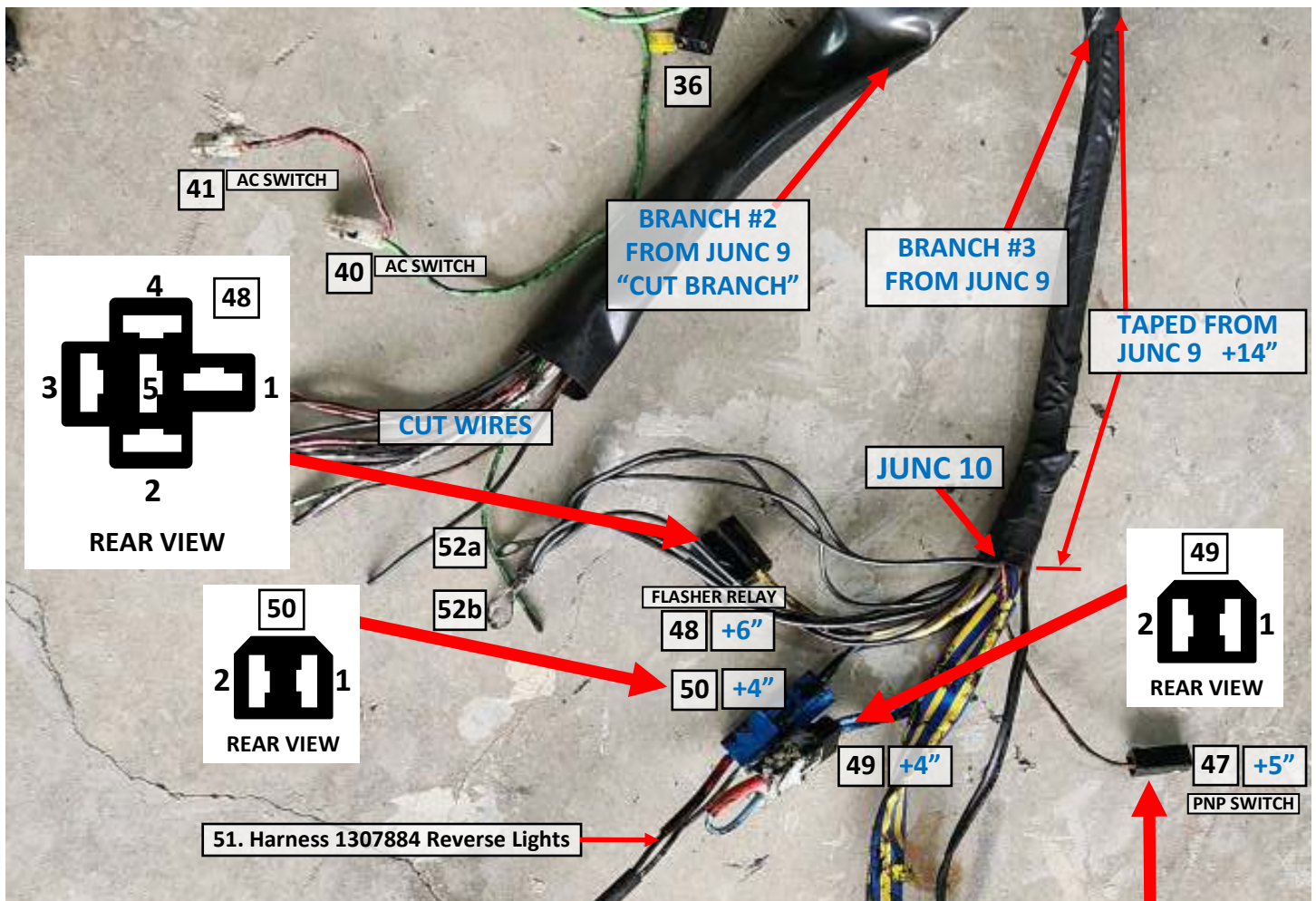


DETAIL OF LAMBDA ECU; RELATION TO CUT WIRE BRANCH.

1. —
2. (GN) Input signal from oxygen sensor (shielded). **This wire exits through the right side firewall (grommet).**
3. —
4. (BK) SHIELD (shield for oxygen sensor GN wire at Terminal 2). **This wire exits with the above Green wires.**
5. (BK) Ground (external signal ground for shield). **This wire comes from CUT WIRE #11 shown in previous page.**
6. —
7. (GN wire, all years): Firewall Charge Air Pressure Switch closes when pressure exceeds 2.9 PSI, providing ground to Terminal 7. Frequency Valve duty cycle is set to 64-70° dwell (71-77%) to provide boost acceleration enrichment. **This wire comes from CUT WIRE #5 shown in previous page.**
 (GR wire added, 1982-85): A Gray wire was added to the 1-pole terminal on the firewall for the Charge Air Pressure Switch. This wire connects to a Thermal Cutout Switch. Thermal cutout switch is threaded into the side of the engine block (intake side, rear). This switch grounds Terminal 7 when coolant is below 59° F (15° C) to provide cold fuel enrichment.
8. (GN) 12v input from Lambda relay pin 87 (which receives switched power via fuel pump relay pin 87). **This wire comes from CUT WIRE #1 shown in previous page.**
9. —
10. —
11. (W) (1984 or 1985 only) Input signal (ground) from the Pressure Differential Switch for cold acceleration enrichment. This switch is connected by a vacuum hose to a Thermostat Vacuum Valve (thermal vacuum sensor) in the head, which allows vacuum to pass to the pressure differential switch when the coolant temp is below 131° F (55° C). The Pressure Differential Switch is open when vacuum is present. When the accelerator is quickly pressed, vacuum drops and the switch closes for up to 1.5 seconds, grounding Terminal 11 for temporary cold fuel enrichment. Grounding Terminal 11 sets the frequency valve duty cycle to 82° dwell (91%). When the Thermostat Vacuum Valve in the cylinder head is warm, above 131° F (55° C), it disables this function by closing and blocking vacuum. **This wire comes from CUT WIRE #2 shown in previous page.**
12. —
13. —
14. —
15. (BN) Control signal output (ground) to Frequency Valve. **This wire comes from CUT WIRE #9 shown in previous page.**
16. (BK) Ground (external ground for control signal). **This wire comes from CUT WIRE #12 shown in previous page.**
17. (RD) Lead to Lambda Sond test plug. **This wire comes from CUT WIRE #8 shown in previous page.**
18. —

Pins 19 — 35 not used.





BRANCH #3 COMING FROM JUNCTION 9.

47. 1-pole 6.3 mm female w/insulator. +5" from Junction 10. Near transmission hump.
 BN 1.0 to 36/1 1-pole 6.3 mm female w/insulator near junction 9. Power from Rheostat for light bulb from PNP gear selector (auto trans).

48. 5-pole 6.3 mm female relay plug. +6" from Junction 10. FLASHER RELAY in left side of center dash console..

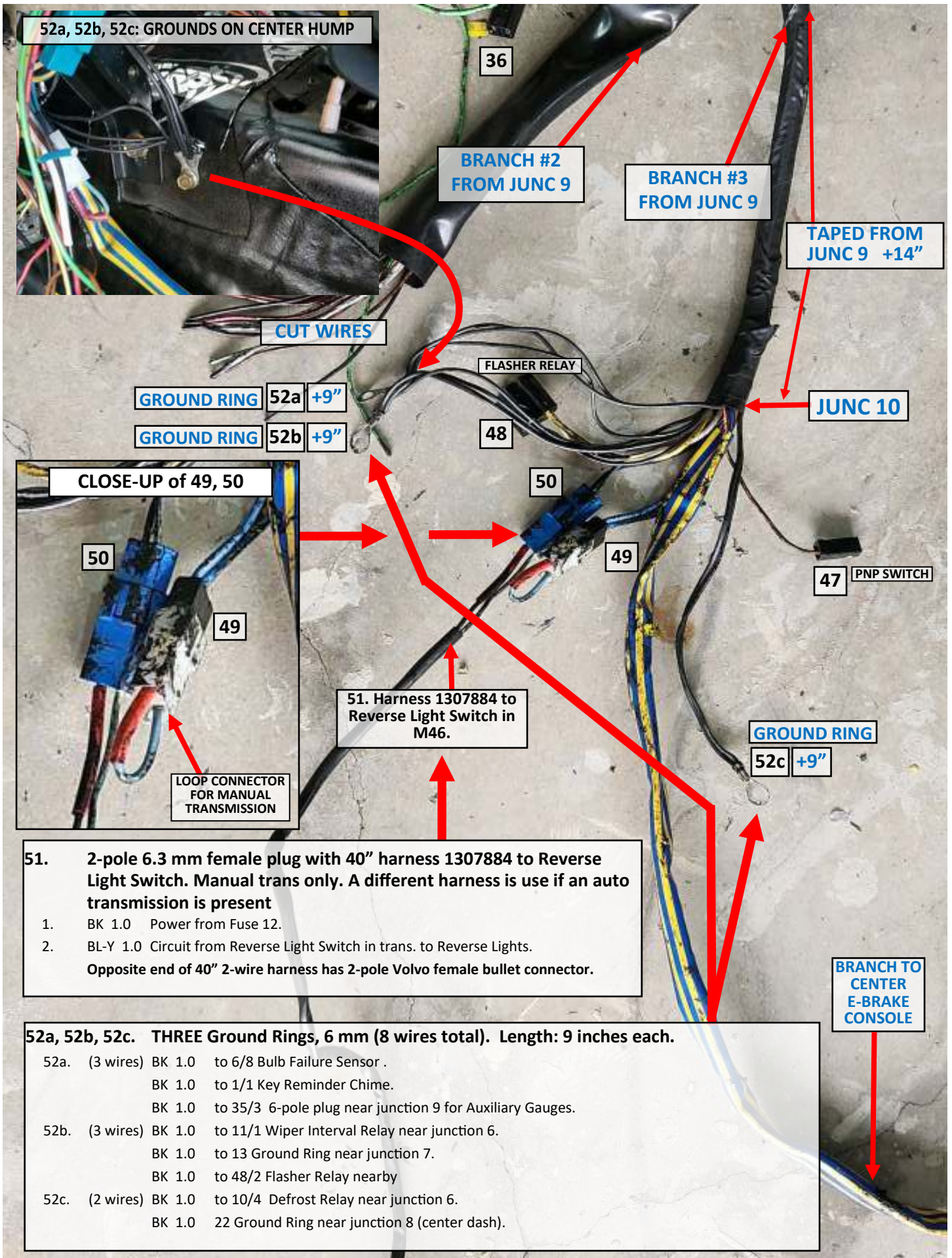
1.	—	
2.	BK 1.0	to 52b Ground Ring nearby. Also continuity with 13 Ground Ring near junction 7.
3.	Y 1.5	to 18 6.3 mm female terminal (with 2 Yellow wires) near junction 2.
4.	W 1.5	to 30/4 Four Way Flasher Switch near junction 8.
5.	—	

49. 2-pole 6.3 mm female plug BLACK. +4" from Junction 10. (See next page for close-up)
In THIS harness, plug is connected to a male plug with wire loop for manual transmission only. If an auto transmission is present, there will be a harness to the gear selector for PNP starter circuit.

1.	BL-Y 2.5	to R-BlueYellow in Right Fender Harness connected through left firewall 8-pole connector (Starter Circuit).
2.	(2 wires) BL 2.5	to 34/50 in Ignition Key Switch near junction 9.
	BL 2.5	to R-Blue2 in Right Fender Harness. To 1-pole 6.3 mm female terminal w/insulator. Remote Start Test Plug.

50. 2-pole 6.3 mm female plug, BLUE. +4" from Junction 10. (See next page for close-up)
Connected to male plug with separate 2-wire harness 1307884 (51), which is connected to Transmission Reverse Light Switch (manual trans only).

1.	BK 1.0	to 8/9 9-pole male plug near junction 6. Pin 9 sends power to reverse lights.
2.	(2 wires) BL-Y 1.0	to (Fuse Area) #12. Receives power from Fuse 12 output.
	BL-Y 1.0	to 39/1 5-pole plug for power to A/C Relay near junction 9.



51. 2-pole 6.3 mm female plug with 40" harness 1307884 to Reverse Light Switch. Manual trans only. A different harness is use if an auto transmission is present

1. BK 1.0 Power from Fuse 12.
2. BL-Y 1.0 Circuit from Reverse Light Switch in trans. to Reverse Lights.

Opposite end of 40" 2-wire harness has 2-pole Volvo female bullet connector.

52a, 52b, 52c. THREE Ground Rings, 6 mm (8 wires total). Length: 9 inches each.

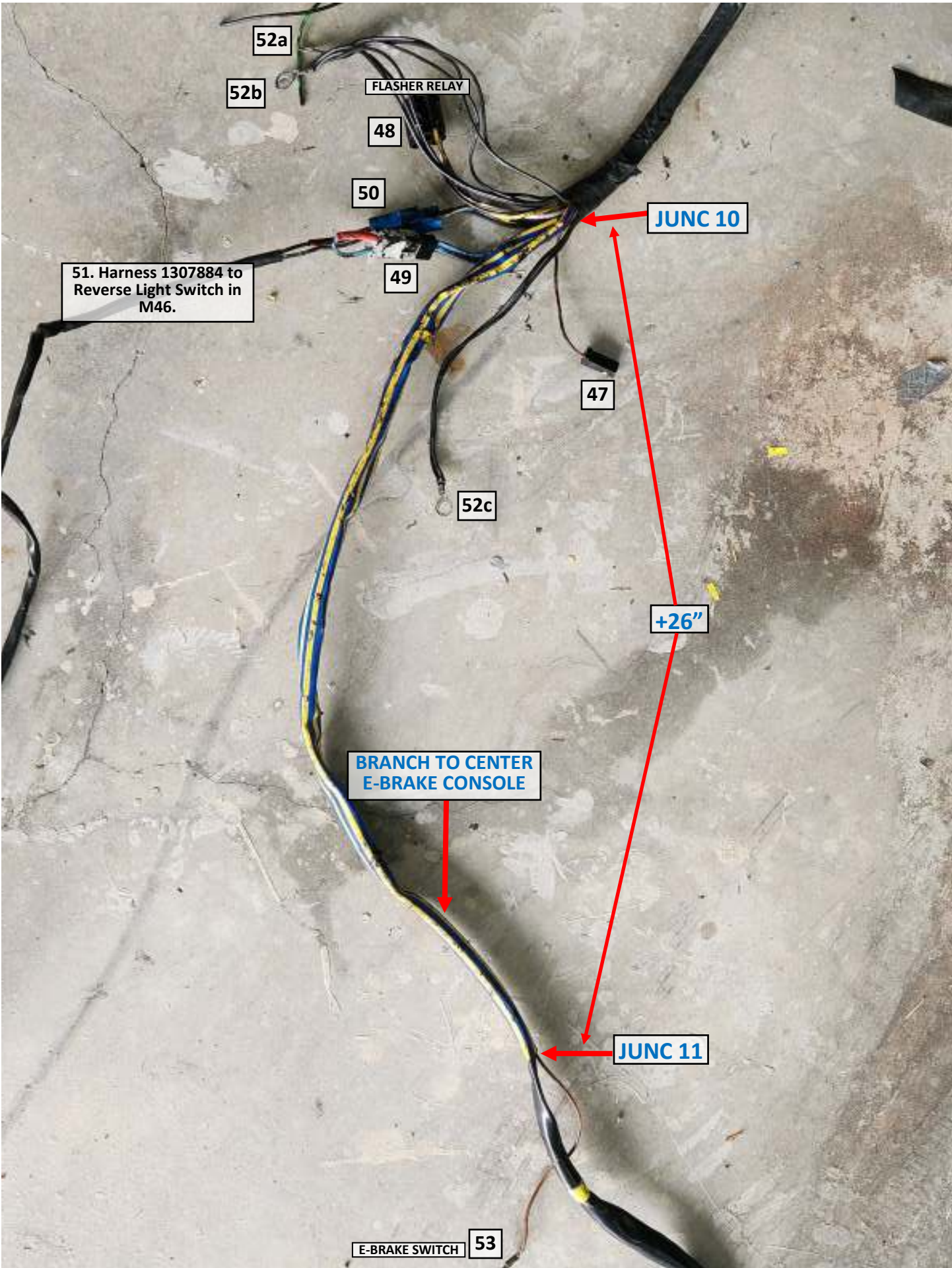
52a.	(3 wires)	BK 1.0	to 6/8 Bulb Failure Sensor .
		BK 1.0	to 1/1 Key Reminder Chime.
		BK 1.0	to 35/3 6-pole plug near junction 9 for Auxiliary Gauges.
52b.	(3 wires)	BK 1.0	to 11/1 Wiper Interval Relay near junction 6.
		BK 1.0	to 13 Ground Ring near junction 7.
		BK 1.0	to 48/2 Flasher Relay nearby
52c.	(2 wires)	BK 1.0	to 10/4 Defrost Relay near junction 6.
		BK 1.0	22 Ground Ring near junction 8 (center dash).

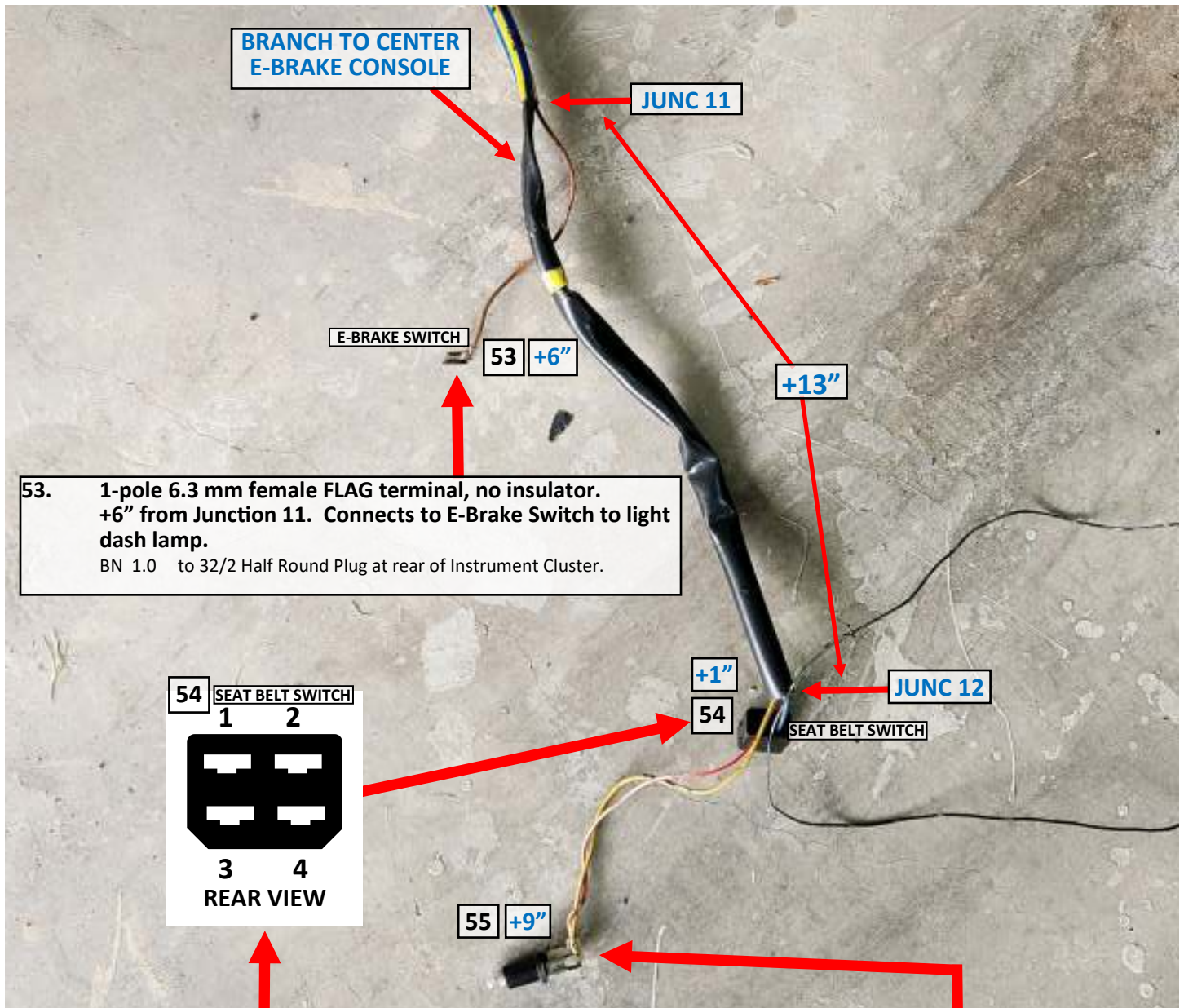


**BRANCH TO CENTER
E-BRAKE CONSOLE**

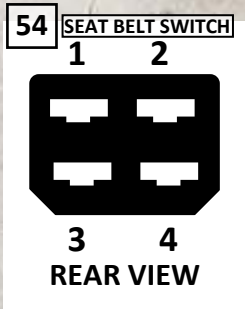
CONTINUATION OF 51 HARNESS 1307884.
THIS end of 40" harness has Volvo 2-pole Female BULLET Plug. Connects to Reverse Light Switch in Transmission (manual only).

**51. Harness 1307884 to
Reverse Light Switch in
M46.**





53. 1-pole 6.3 mm female FLAG terminal, no insulator. +6" from Junction 11. Connects to E-Brake Switch to light dash lamp.
 BN 1.0 to 32/2 Half Round Plug at rear of Instrument Cluster.



54. 4-pole 6.3 mm female plug. +1" from Junction 12. Connects to center SEAT BELT LATCHES under E-Brake console.

1.	BL 1.0	to 1/8 Seat Belt Chime.
2.	—	
3.	W-R 1.0	to 5/1 6.3 mm terminal near Junc. 4. Dimmer Rheostat.
4.	—	

55. Light Bulb Connector (REAR SEAT BELT LAMP in center E-Brake console). +9" from Junction 12.

1.	W-R 1.0	to 6.3 mm female FLAG w/insulator. Connects with 21b bulb, SEAT BELT LAMP in center dash (12v).
2.	Y 1.0	to 6.3 mm female FLAG no insulator. Connects to 1/6 Seat Belt Chime. Also continuity with 21a bulb, SEAT BELT LAMP in center dash.