

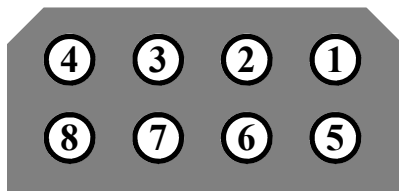
Volvo Wiring Harness FIREWALL LOOM REPAIR

1983-88 240 non-turbo B23F, B230F

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1983-84 240 non-turbo MALE FIREWALL CONNECTOR (wires from dash)

Found on left side firewall behind intake manifold.



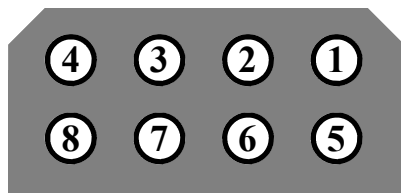
View from rear wires.

WIRE COLORS:

- | | |
|----------------|-------------------------------------|
| 1. Black | Oil pressure sender. |
| 2. Yellow | Temperature gauge sender. |
| 3. Red | Alternator D+, charge warning lamp. |
| 4. — | |
| 5. Blue/Yellow | Starter solenoid. |
| 6. — | |
| 7. — | |
| 8. Brown | Ignition coil positive. |

1985-88 240 non-turbo MALE RECTANGULAR CONNECTOR (wires from dash)

Found on left side firewall behind intake manifold.



View from rear wires.

WIRE COLORS:

- | | |
|----------------|-------------------------------------|
| 1. Black | Oil pressure sender. |
| 2. Yellow | Temperature gauge sender. |
| 3. Red | Alternator D+, charge warning lamp. |
| 4. — | |
| 5. Blue/Yellow | Starter solenoid. |
| 6. — | |
| 7. — | |
| 8. — | |

The above MALE connector corresponds with the driver side (for LHD cars) in a 240 (non-turbo) made from 1983-88. The original firewall connector and wires will typically suffer the same fate as the engine harness due to engine heat exposure. A new complete firewall/dash harness is not available. The repair solution is not difficult. Either new or used wire pigtails and a new or good used plastic connector housing is needed. If you're hunting for used wires in salvage yards, try to find wires that do not have softened or damaged insulation.

For male plugs like these above, FOUR or FIVE wire pigtails with the proper Volvo ends are needed. The proper colors would be nice, but the important thing is having decent connectors. So 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 in the proper order, cut the old connector off and pull the wires through the firewall and to the underside of the dash. The wires under the dash will usually still be in nice condition, because they haven't been exposed to engine heat. So your task will be to feed the new wires through the hole from the engine bay to the under-dash area and use crimp each wire to its proper mate from the engine side.