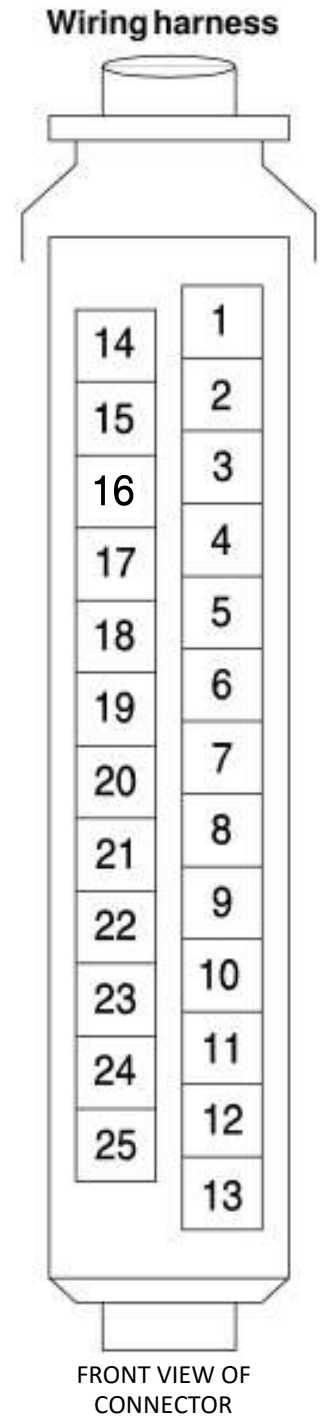
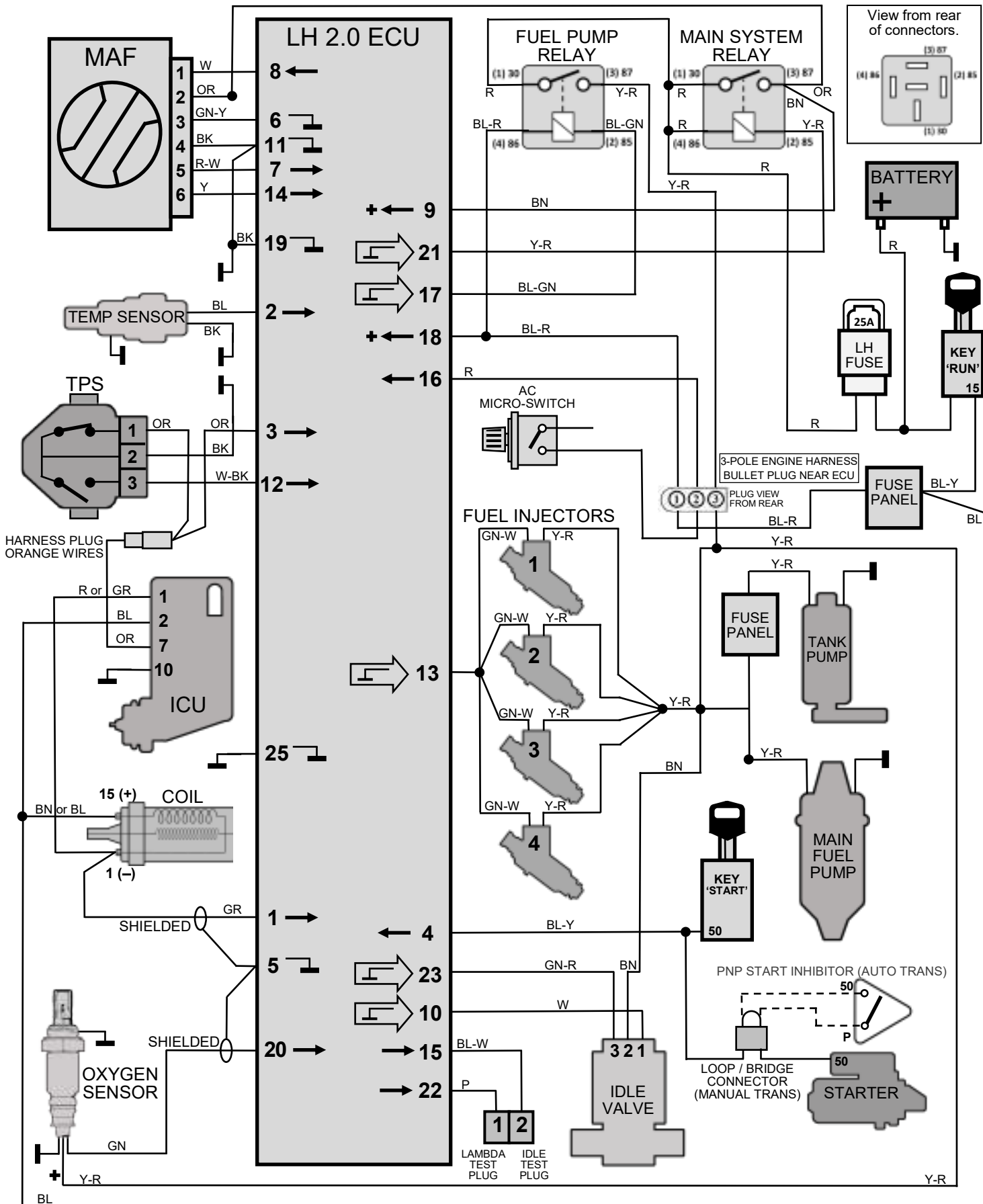


# LH 2.0 ECU Pin Functions, 240 with B23F.

1. Control signal input from ignition control unit and coil.
2. Input signal from coolant temp sensor (ECT).
3. Input signal from TPS, throttle closed (IDLE).
4. Input signal from starter terminal 50 (12v signal when starter is engaged).  
Park-Neutral Position (PNP) switch for auto trans when placed in D, 1, 2, 3 or R, breaking circuit to terminal 50, idle is elevated.
5. Ground (signal ground shield for oxygen sensor and ignition input cable).
6. Input signal from MAF sensor.
7. Input signal from MAF sensor.
8. Control signal output for MAF sensor burn off.
9. 12v switched power from main fuel system relay.
10. Control signal output to idle valve.
11. Ground for MAF ( to crimp ring at engine).
12. Input signal from TPS, full throttle (WOT).
13. Control signal output for fuel injectors.
14. Input signal from MAF sensor CO potentiometer.
15. Lead to Lambda test plug.
16. Input signal from AC micro-switch. When switch is closed, idle speed is elevated.
17. Control signal output (ground) to fuel pump relay coil
18. 12v input switched (from terminal 15).
19. Ground (to crimp ring at engine).
20. Input signal from oxygen sensor.
21. Control signal output (ground) to main fuel system relay coil.
22. Lead to idle speed test plug.
23. Control signal output to idle valve.
24. —
25. Ground (to crimp ring at engine).

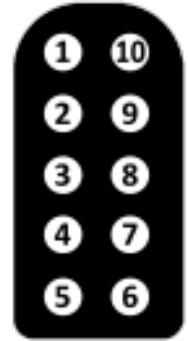


# LH 2.0 ECU Pin Functions, 240 with B23F.



# Computer Controlled Ignition (Chrysler) for B23F LH 2.0. Ignition Control Unit (ICU) Pin Functions.

1. Control signal output to coil terminal 1 (negative post).
2. 12v input switch (from terminal 15).
3. 12v output to Hall generator in distributor.
4. —
5. Engine speed input from distributor Hall generator.
6. Input signal from knock sensor.
7. Input signal from TPS, throttle closed (IDLE).
8. —
9. Signal ground for distributor power and Hall generator input.
10. Ground for control unit (to crimp ring at engine).



VIEW FROM REAR OF CONNECTOR

## Distributor Types, Pin Functions.

While the above ignition control unit was a Chrysler product, there were two different distributor types which were used with this ignition. The first type below with the SQUARE connector was made by Bosch and can be identified by the two spring steel hooks which secure the cap (the cap is usually RED).

The second type with the ROUND connector was made by Chrysler and can be identified by a cap that is secured with two screws (the cap is usually WHITE).

Distributor with SQUARE 3-pole Connector.

1. To ICU Pin 9. Signal ground for distributor power and Hall generator input.
2. To ICU Pin 5. Engine speed input from distributor Hall generator.
3. To ICU Pin 3. 12v output to Hall generator in distributor.

Distributor with ROUND 3-pole Connector.

1. To ICU Pin 5. Engine speed input from distributor Hall generator.
2. To ICU Pin 3. 12v output to Hall generator in distributor.
3. To ICU Pin 9. Signal ground for distributor power and Hall generator input.

