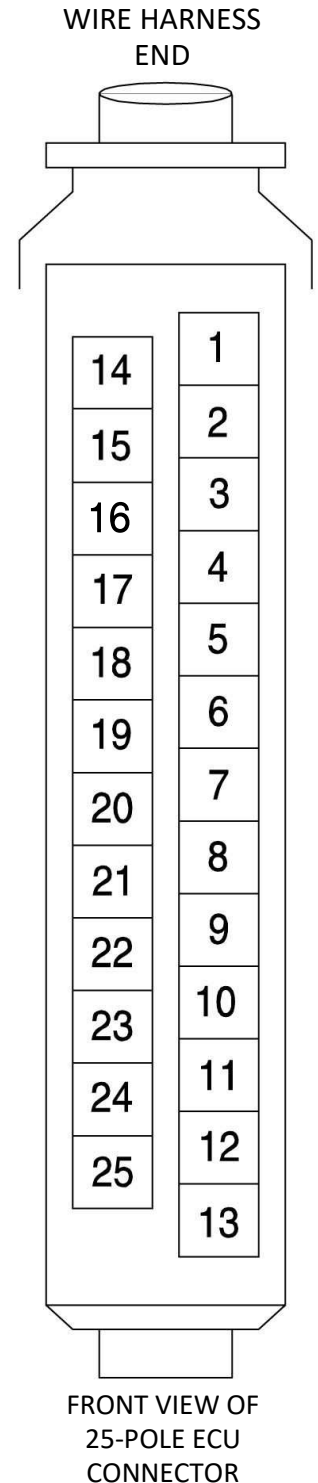


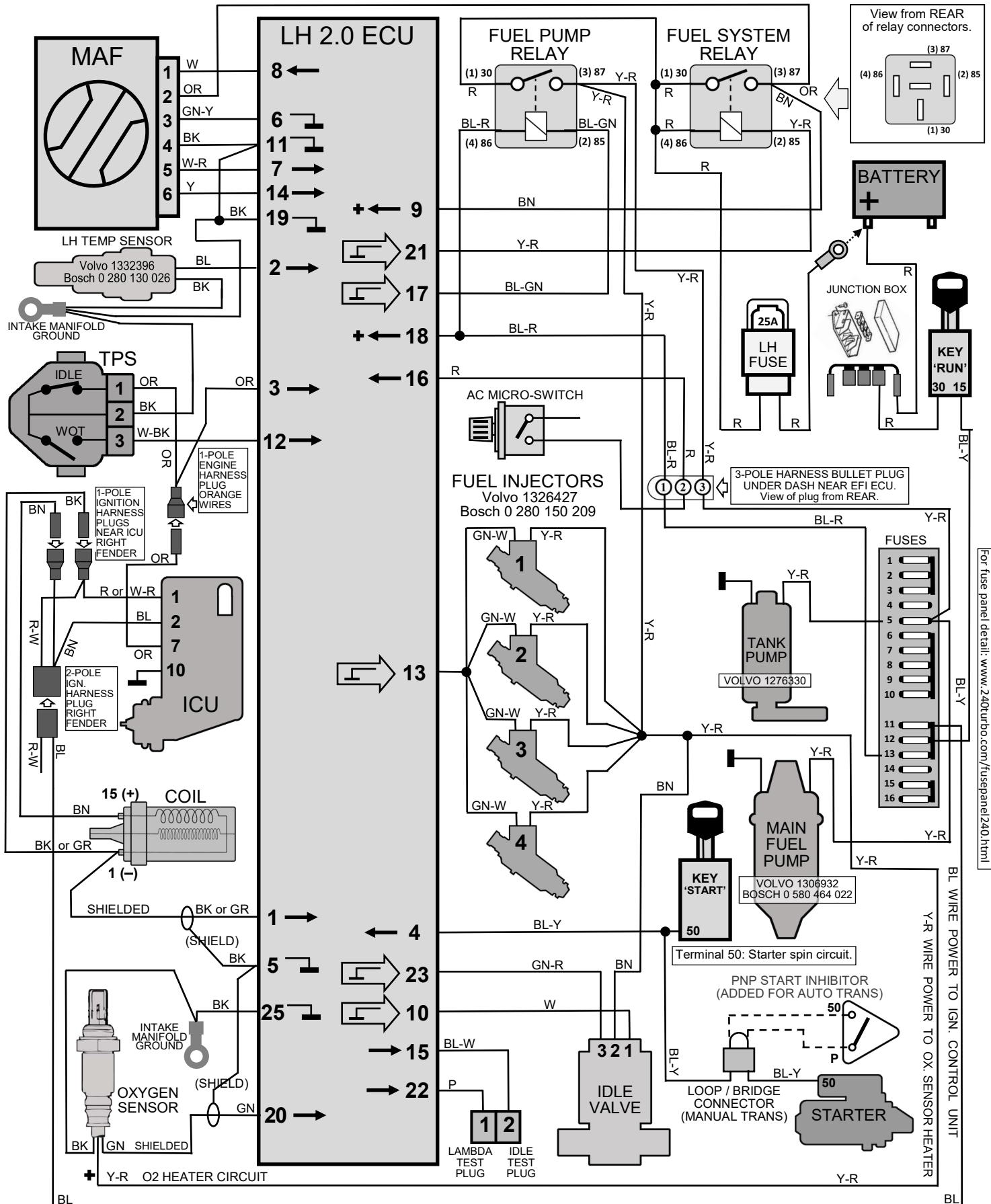
LH 2.0 EFI ECU Pin Functions, 1983-84 240 with B23F.

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

1. (BK or GR) Control signal input from ignition coil pin 1 and ignition control unit pin 1.
2. (BL) Input signal from LH coolant temp sensor (CLT).
3. (OR) Input signal from Throttle Position Sensor (TPS), throttle closed (at IDLE).
4. (BL-Y) 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, the idle is elevated.
5. (BK) Ground (signal ground shield for oxygen sensor and ignition input cable).
6. (GN-Y) Input signal from Mass Air Flow (MAF) sensor pin 3.
7. (W-R) Input signal from Mass Air Flow (MAF) sensor pin 5.
8. (W) Control signal output for Mass Air Flow (MAF) sensor pin 1 (burn off).
9. (BN) 12v switched power from fuel system relay pin 87.
10. (W) Control signal output to idle valve.
11. (BK) Ground for MAF Mass Air Flow (MAF) pin 4 and to crimp ring at engine ground point.
12. (W-BK) Input signal from Throttle Position Sensor (TPS), at full throttle (WOT).
13. (GN-W) Control signal output for fuel injectors.
14. (Y) Input signal from Mass Air Flow (MAF) sensor pin 6 (CO potentiometer).
15. (BL-W) Lead to Lambda test plug.
16. (R) Input signal from AC micro-switch. When switch is closed, AC is activated, idle speed is elevated.
17. (BL-GN) Control signal output (ground) to fuel pump relay coil pin 85 (coil).
18. (BL-R) 12v input switched (from terminal 15, key 'ON').
19. (BK) Ground (to crimp ring at engine ground point).
20. (GN) Input signal from oxygen sensor.
21. (Y-R) Control signal output (ground) to fuel system relay pin 85 (coil).
22. (P) Lead to idle speed test plug.
23. (GN-R) Control signal output to idle valve.
24. —
25. (BK) Ground (to crimp ring at engine ground point).



LH 2.0 EFI ECU Pin Functions, 1983-84 240 with B23F.

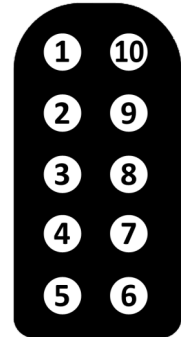


For fuse panel detail: www.240turbo.com/fusepanel240.html

Computer Controlled Ignition (Chrysler) for 1983-84 B23F LH 2.0. Ignition Control Unit (ICU) Pin Functions.

1. (R or GR) Control signal output to coil terminal 1 (coil negative post).
2. (BL) 12v input switched (from terminal 15).
3. (GN) 12v output to distributor Hall generator.
4. —
5. (Y) Engine speed input from distributor Hall generator.
6. (BN) Input signal from knock sensor.
7. (OR) Input signal from TPS, throttle closed (IDLE).
8. —
9. (BK) Signal GROUND for distributor power and Hall generator input.
10. Chassis GROUND for control unit (to crimp ring at engine ground point).

10-POLE CONNECTOR



VIEW FROM REAR OF
ICU 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. This cap is usually RED in color.

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

Distributor with SQUARE 3-pole Connector.

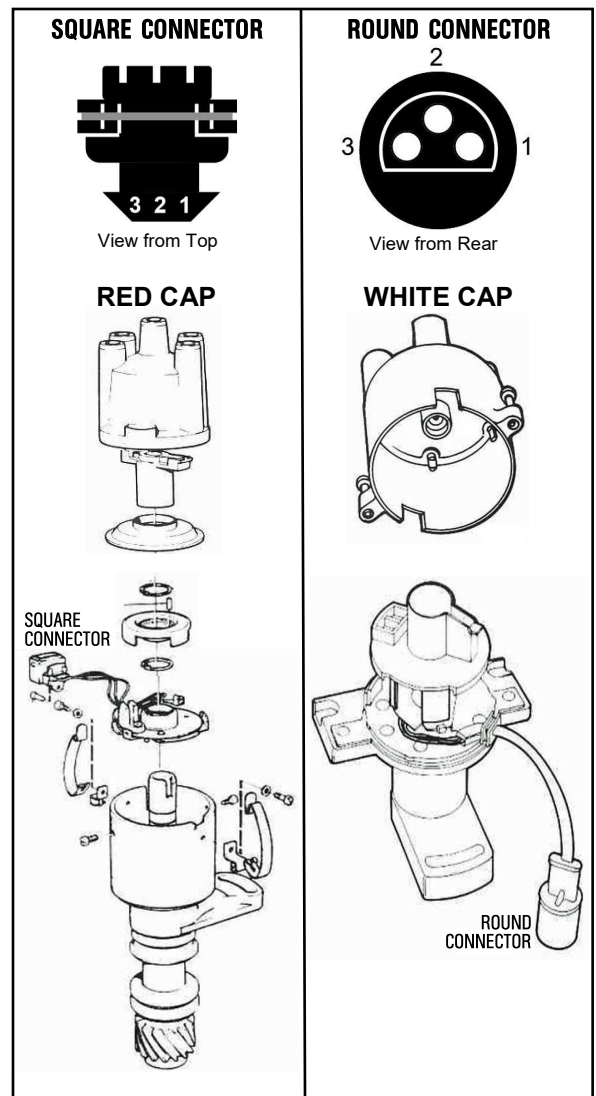
Pole #

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.

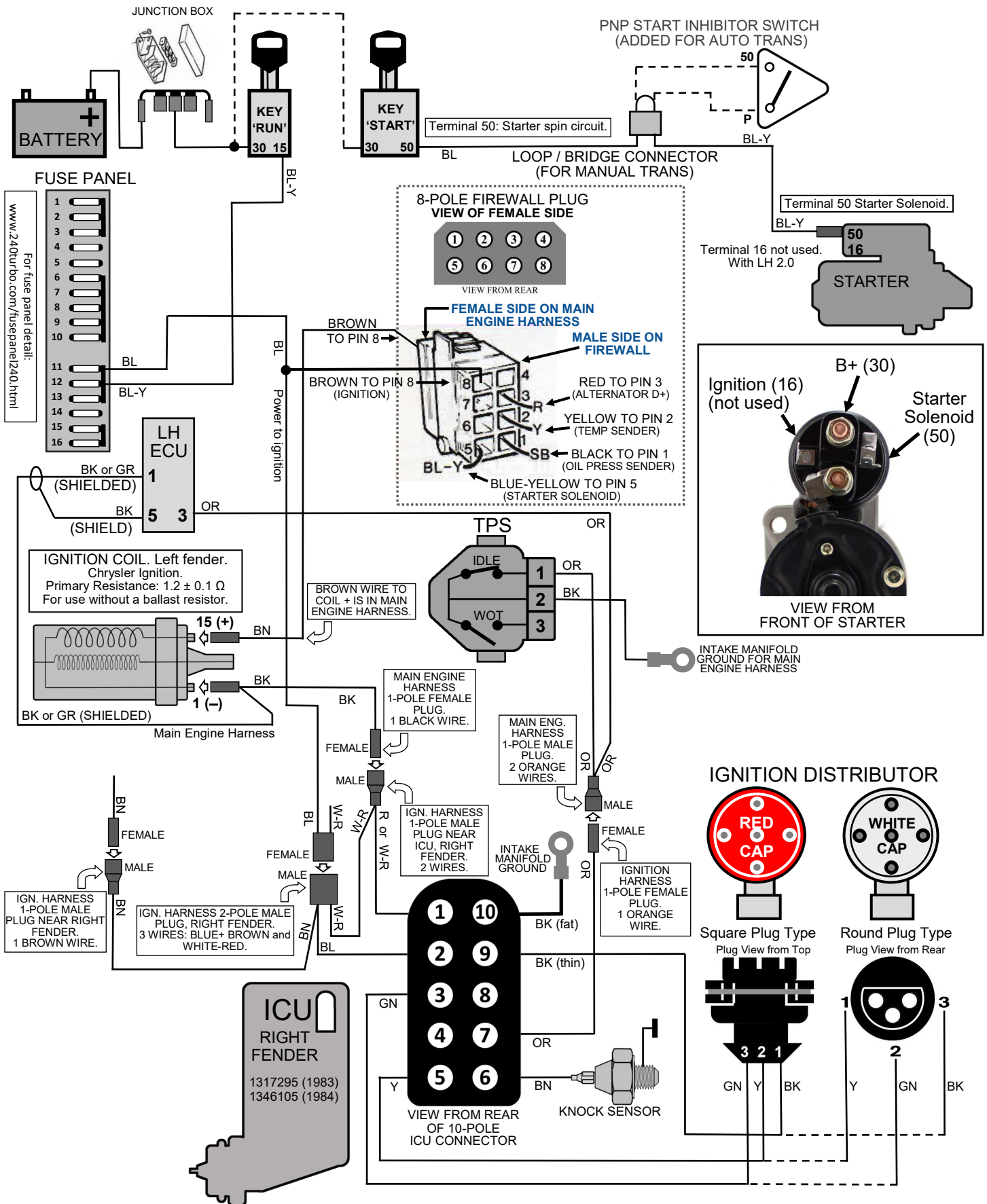
Distributor with ROUND 3-pole Connector.

Pole #

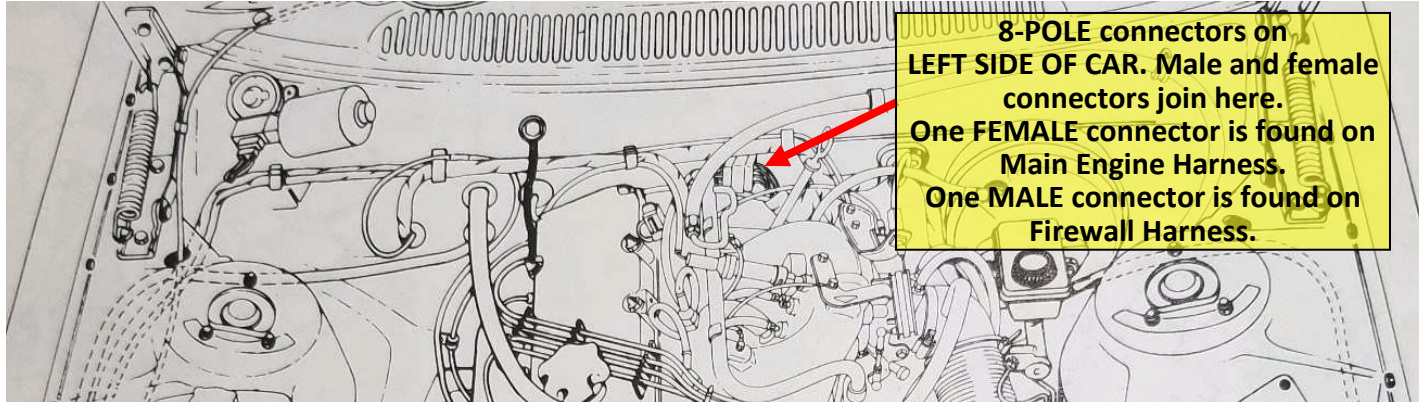
1. To ICU Pin 5. Engine speed input from distributor Hall generator.
2. To ICU Pin 3. 12v output to Hall generator in distributor.
3. To ICU Pin 9. Signal ground for distributor power and Hall generator input.



Computer Controlled Ignition (Chrysler) for 1983-84 B23F LH 2.0. Ignition Control Unit (ICU) Pin Functions.



Details of the 8-pole firewall connectors used in the engine bay for the 1983-84 240 B23F.



The 240 B23F has one set of 8-pole bullet connectors in the engine bay. These connectors serve wires coming from the dash, through the firewall, to the main engine harness.

NOTE: The wire order is different between male and female (one is a mirror image of the other.)

FEMALE 8-pole ENGINE HARNESS connector on LEFT SIDE (shown on right side in the above image).

The 8-pole connector on the FIREWALL here is MALE. The 8-pole connector on the ENGINE HARNESS here is FEMALE.

WIRE POSITIONS:

	ENGINE HARNESS	FIREWALL/DASH
1. Black:	Oil pressure sender.	For dash oil pressure warning light.
2. Yellow:	Coolant temp sender.	For dash coolant temp gauge.
3. Red:	Alternator D+ terminal.	For dash battery warning light.
4. ---		
5. Blue-Yellow:	Starter solenoid terminal 50 (starter spin).	Ignition key switch pin 50 (in START position).
6. ---		
7. ---		
8. Brown:	Coil+ (Terminal 15).	Direct power to coil via main engine harness.