

Volvo Wiring Harness FIREWALL LOOM REPAIR

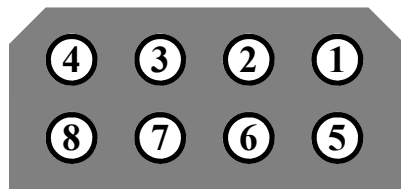
1981-85 240 Turbo B21FT

1981-82 240 non-turbo K-Jet B21F

Dave Barton, www.davebarton.com

240 Turbo B21FT Gray MALE FIREWALL CONNECTOR (wires from dash)

Found on left side firewall behind intake manifold.



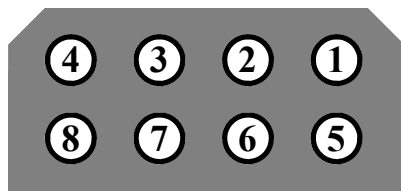
View from rear wires.

WIRE COLORS:

1. Black (oil pressure sender)
2. Yellow (coolant temperature gauge)
3. Red (alternator D+, battery charge warning lamp)
4. Gray (block temp sender)
5. Yellow/Blue (starter solenoid)
6. Green (oil pressure sender - 52 mm gauge)
7. Blue (control pressure regulator)
8. Brown (starter aux. ignition power)

240 B21F (non-turbo) Gray 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 (coolant temperature sender)
3. Red (alternator D+, battery charge warning lamp)
4. empty
5. Yellow/Blue (starter solenoid)
6. Gray (block temp sender)
7. Blue (control pressure regulator)
8. Brown (starter aux. ignition power)

The above MALE connector is found on the driver's side firewall (on LHD cars) for 240 Turbos and non-turbos. The original firewall connector and wires will typically suffer the same fate as the engine harness wires due to engine heat exposure. A new complete firewall/dash harness is not available. The repair solution is not difficult. Either new or good used wire pigtailed and a new or good used plastic 8-pole connector housing is needed. If you're hunting for used wires in salvage yards, DO NOT use 30 year old wires if at all possible or wires from 1980-87 cars. They will most likely not give you the service life you want.

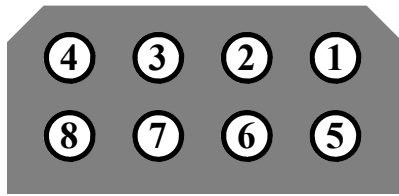
For male plugs like this one, seven or eight wire pigtailed with the proper Volvo ends are needed. The proper colors would be nice, but the important thing is having decent connectors with good wire. So any color will be fine. If you use different colors than original, you will just have to keep track of which wire goes to which color as it connects to those on the engine side of this connector.

Once you have all wires inserted into the connector, cut the old connector off on the engine side and pull the wires through the firewall to the underside of the dash. Trim off any wires that appear bad. 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 your new wires through the hole from the engine bay to the under-dash area and use a crimp connector (butt-splice) on each wire to connect them.

The below diagrams shows the exhaust side firewall connector (RIGHT side). If repair is needed, this connector uses FEMALE wire ends and a FEMALE connector housing.

240 Turbo B21FT Gray FEMALE FIREWALL CONNECTOR (wires from dash)

Found on right side firewall behind exhaust manifold.



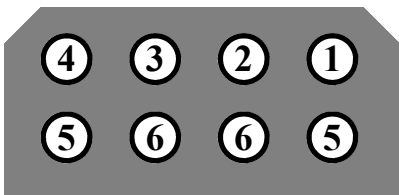
View from rear wires.

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

240 B21F (non-turbo) Gray FEMALE RECTANGULAR CONNECTOR (wires from dash)

Found on right side firewall behind exhaust manifold.



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

The repair of these wires under your dash will be the same procedure as the other side.