

Step one... Pic 1

Remove tape at harness from firewall towards front of car 18"

Note the separate black plastic harness in the pic with 5 wires.

2 Black (starter)

brown/green (oil pressure)

black/red (cranking power to coil)

Green/white (power to carbs)

Cut the plastic harness leaving 1' of lead from firewall.

Pic 2

Green/white gets removed from fuse box inside of car.

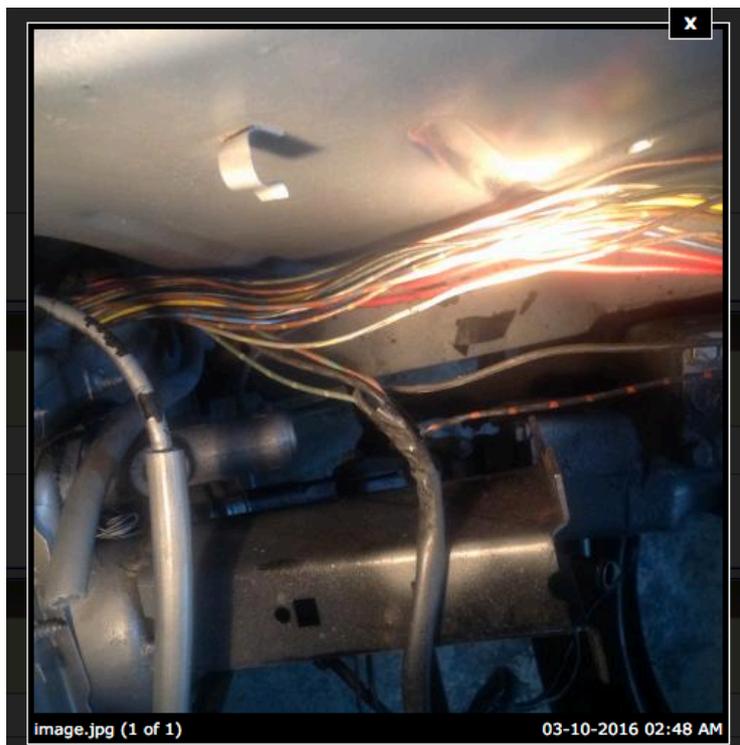
Black gets connected to your new FI harness (black/yellow starter)

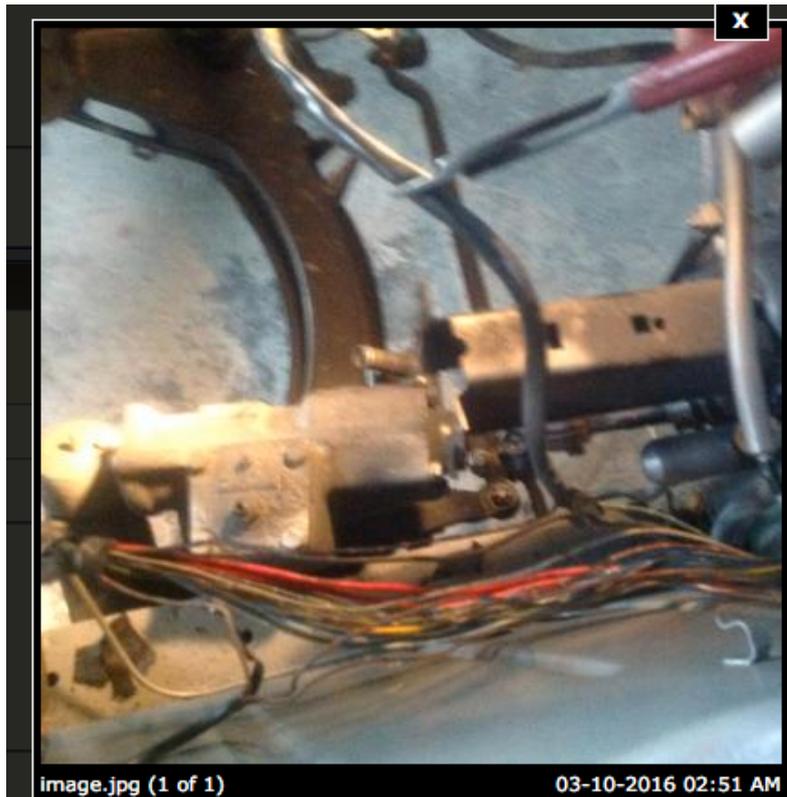
Brown/green gets connected to your new FI harness (oil pressure)

Black/red is removed from the car entirely

Black wire going to diagnostic plug is removed entirely.

From 5 wires we are down to 2

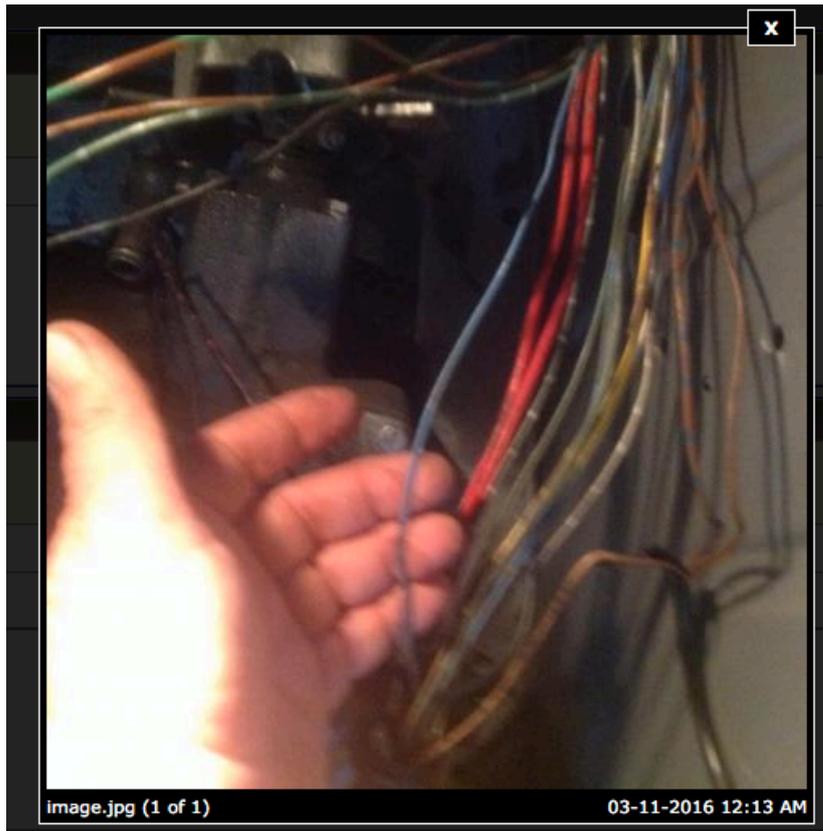




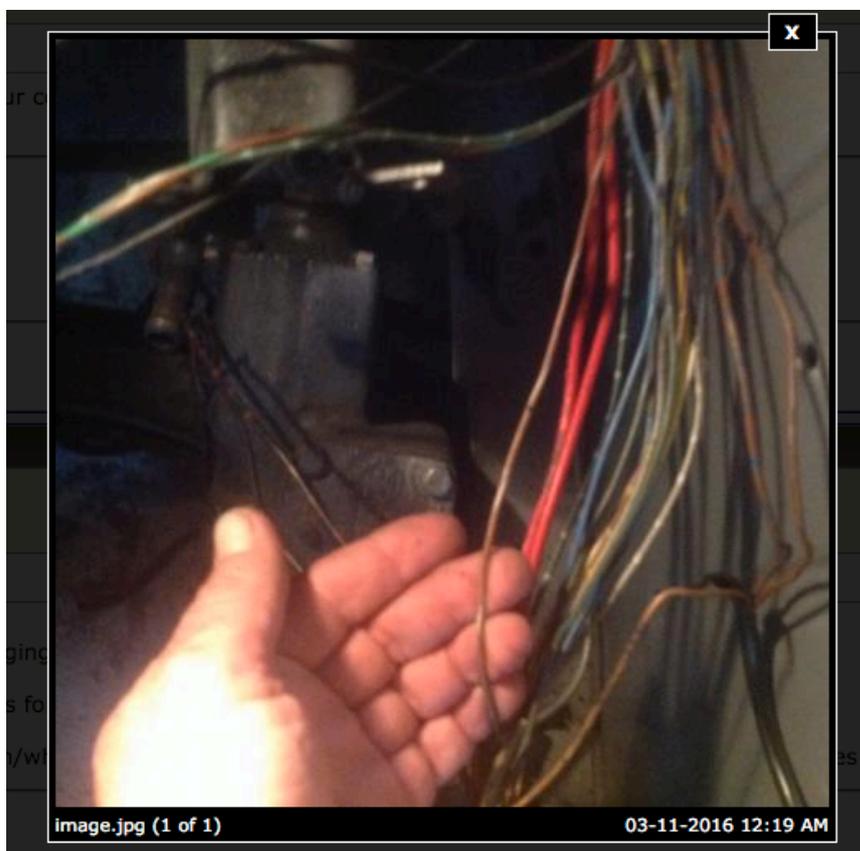
The other wires.....

Reach into the bunch of wires we fileted and find the blue wire
Cut it and you now have your alternator wire

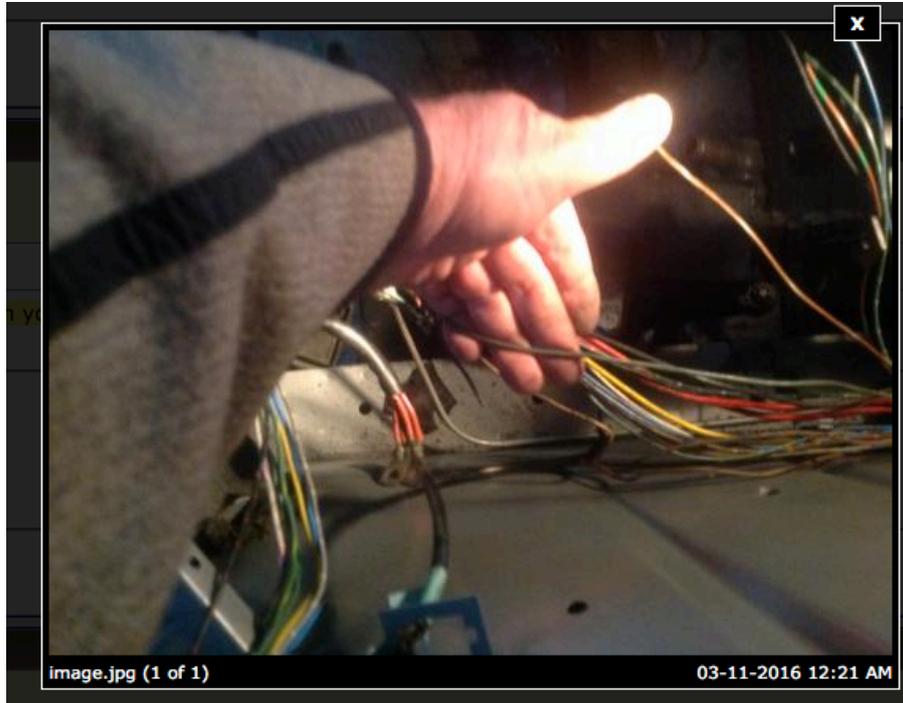
Alt wire below



Find the small gauge black wire and cut it. This is your tach wire
Make sure you delete the rest that goes around to the coil- no longer used.



Find the solid green wire this is power to your coil and turns on your computer.
Cut it



Now you have 7 wires....
Green/white gets extracted from back of fuse block. Hot wires hanging around in the engine bay Are no good.



The other six wires get connected to the new engine wiring harness for your fuel injected engine.

All those other loose ends, the black, green, blue, black/red, brown/white wires need to be chased down and removed. Don't leave bogus wires in your car!

The match ups for hooking up a FI engine harness

Coupe...motronic

Alternator
Blue to blue

Coil power
Green to green

Oil pressure
Brown/green to green/brown

Starter
Black to black/yellow
(Big gauge black)

Temp gauge
Brown/white to brown/yellow

Tach
Black to black
(Little gauge black)

You will need one more wire!

Fuel pump
Green/violet to green/violet