Modifying a 5.0 Mustang MAF EFI Harness for Standalone Operation in Another Vehicle

Starting Point: A used harness can be sourced from any 5.0 equipped Mustang with Mass Air Flow (MAF). MAF was first introduced in 1988 on 5.0 Mustangs originally sold in California. Starting in 1989, all 5.0 Mustangs were MAF. Fuel injected 5.0 Mustangs sold prior to these years were equipped with Speed Density EFI. These harnesses can be used, but will require modification for use with MAF. Speed Density harnesses will require the addition of the MAF sensor connector, a Vehicle Speed Sensor (for manual transmission EECs), and the removal and relocation of several pins in the 60 pin EEC connector. Harnesses from 1994-95 5.0 Mustangs may also be used, but are less popular and not covered by these directions. Wiring colors changed a little bit over the years, so your individual harness may vary slightly from the descriptions listed below. The function of the individual connectors is the same and the sensors are the same – the change in wiring colors doesn't matter at all. An easy way to tell if your harness if from a 1994-95 model is the absence of the 2 large black & white 10 pin connectors that connect the engine harness to the main harness. 1994-95 models used a single large connector.

A typical early '90s 5.0 Mustang EFI harness:

EEC Choices

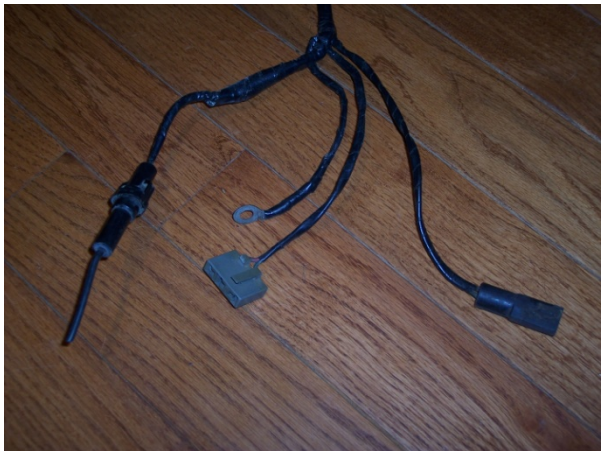
You can use virtually any EEC-IV EEC that was used in a 5.0 EFI Mustang. The EEC program can be found on a sticker on the EEC where the 60 pin connector plugs in. The most popular program codes used are A9L (for manual transmissions) and A9P (for automatic transmissions). There are differing opinions on whether or not you can use an A9L with an automatic and an A9P with a manual transmission, but I've heard that either one will work with either type of transmission. The EEC does not control the transmission and it really doesn't care what type of transmission is behind the engine. There is one very important point to consider – you need to know what type of transmission that the donor car originally had. If you get everything from the same car, you shouldn't have any issues. The problem arises if you get the harness from one car and get an EEC from another. You can destroy a manual transmission EEC (i.e. A9L) if you connect it to a harness that came from an automatic transmission equipped car. The difference is not in the main EFI harness – it's in the oxygen sensor harness that plugs in to the main EFI harness. The O2 sensor harness can be easily changed from one type to the other since it only involves moving a jumper wire between two pins, so you don't need to buy a completely new O2 sensor harness. If you do end up buying one, most vendors offer it in a manual & automatic version – the only difference is the jumper location in the harness connector. One VERY important point to remember here is that you do not buy the harness for the type of transmission that is actually installed in the car – <u>you buy it for the EEC program that you are using</u>. So if you decide to use an A9L (manual program) in a car with an automatic transmission, you need to buy a manual transmission O2 sensor harness. If you use an A9P (automatic program) in a car with a manual transmission, you need to buy an automatic transmission O2 sensor harness.

Examples of program code stickers:

5.0 Manual transmission MAF EEC program codes:
'89-'93: A9L, A3M, A3M1, S0Z, D3D, D3D1,
'88-'93 California: A9S, 8LD
'94-'95: T4M0, J4J1
'93 Cobra: X3Z (uses 24# injectors & MAF sensor)

5.0 Automatic transmission MAF EEC program codes:
'89-'93: A9M, A9P, C3W, C3W1, A9T
'88-'93 California: 8LF, 8LG
'94-'95: U4P0, W4H0

Connector Pictures and Descriptions



Left to right:

Fuseholder style connector	Ground
Ring terminal	Constant +12V power
Gray connector	Ignition coil
Black connector	A/C compressor harness to A/C compressor clutch

The connector that looks like a fuseholder has 3 wires, all black w/light green stripe, leading to it. These wires go to pins 40&60 of the 60 pin connector and to the fuel pump relay. For 1992-1993, this wire changed color to black w/white stripe. Connect this wire to a good ground.

The ring terminal should have a fusible link in line with it. This is for an "always on" +12V source. This is a black w/orange stripe wire. It goes to pin 1 of the 60 pin connector, EEC power relay, and to the fuel pump relay via the 8 pin green connector. For 1992-1993, the color changed to yellow. Connect this wire to constant +12V – the battery side of the starter solenoid is the best location to connect to.

The gray connector is for the ignition coil. No modifications are needed. The dark green w/yellow stripe is the negative lead and the red w/light green stripe is the positive side. For 1992-1993, the negative side color changed to tan w/yellow stripe. This wire also originally fed the tachometer via the gray round 8 pin connector. This wire runs to pin 4 of the 60 pin connector. Note that there is a 22kohm resistor in series between the negative coil terminal and pin 4 of the 60 pin connector (important when performing continuity checks!)

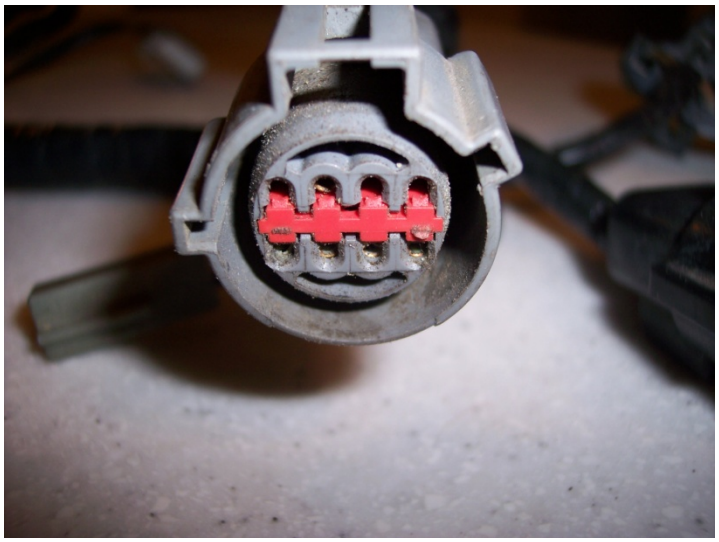
The remaining black connector goes to an additional harness that runs to the A/C compressor. There are two wires. The black w/yellow gets connected to the +12V source that powers the compressor's clutch. The black w/ light green wire is a ground. The Fox Mustang compressor required both wires since the compressor was not grounded through its case. If a compressor is used that only has a single wire for the clutch, ignore the ground wire in this connector. For 1992-1993, this wire changed color to pink w/ light blue stripe. This wire is a "feed forward" signal for the EEC. When the A/C clutch is energized, the EEC senses the +12V and opens the Idle Air Control valve slightly to anticipate the load from the A/C compressor. If you are not planning on running air conditioning, these wires may be eliminated or left unused. If you are running air conditioning, this wire needs to be connected to the

A/C compressor clutch. If not connected, the EEC won't be able to anticipate the load of the A/C compressor and the engine may stall at idle when the A/C compressor engages. Note that this wire does not provide the power to energize the clutch – that power is provided by the HVAC system. More information on the use of air conditioning can be found later in this document.

Left to right:

Round gray connector	Connection to vehicle harness
Round black connector	Connection to vehicle harness
Single wire gray connector	Goes with diagnostic link connector for initiating EEC tests
Large black connector	Diagnostic link connector

The single wire gray connector and large black connector should be left as is. They are how you initiate EEC tests & retrieve EEC trouble codes. There is also a pin you can ground that will make the fuel pump run (great for troubleshooting).

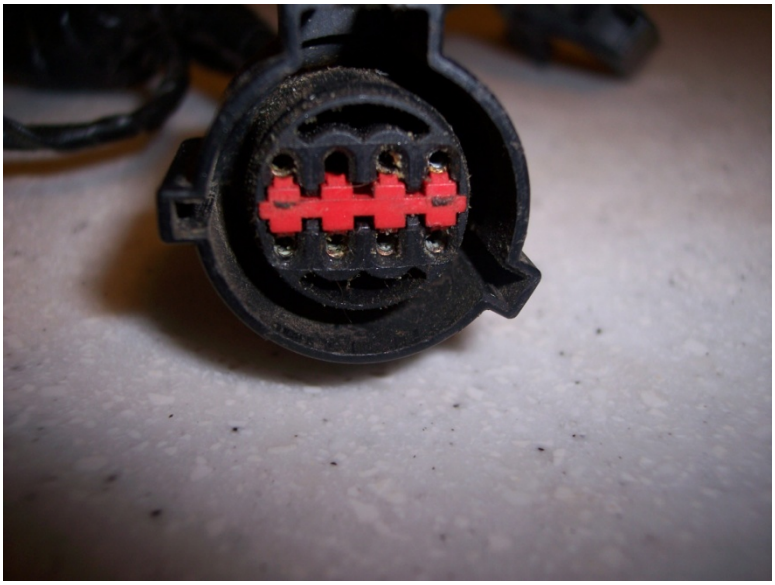


Top row left to right:
1 – Not used
2 – Dark green/yellow stripe
3 – Not used
4 – Not used

Bottom row left to right:
1 – Red w/ light green stripe
2 – Red w/ light blue stripe
3 – Light green w/ purple stripe
4 – White w/ pink stripe

The gray round 8 pin connector connects to the main vehicle harness. Only 5 pins of this connector are used. This connector is easily disassembled. Wires can be spliced as desired to provide the rewired functionality. The 5 wires are as follows:

1. Dark green w/yellow stripe: Feed to tachometer. This wire will work as the feed signal for any tachometer you choose to install. If not running a tachometer, this wire can be eliminated or ignored. This wire comes from the negative side of the coil and also goes to the EEC – do not remove the connection between the coil and the EEC.
2. Red w/ light green stripe: This wire carries switched +12V to the EEC power relay. This wire triggers the EEC power relay so that the EEC receives power when the ignition switch is in the "RUN" position. This wire should be connected to a source that provides +12V with the ignition switch in the "RUN" position.
3. Red w/ light blue stripe: This wire carries +12V to the TFI module when the ignition is in the "START" position. This wire runs to the neutral safety switch on automatic transmissions. For manual transmission, this wire had a jumper in the transmission harness that served as a bypass for the neutral safety switch since one was not used on manual transmissions. There are 2 options with this wire: For manual transmissions or if you wish to bypass the neutral safety switch on automatic transmissions, connect this wire to a source that provides +12V with the ignition switch in the "START" position. If you wish to use the neutral safety switch on an automatic transmission, one side of the switch should be fed with +12V from the "START" position of the ignition switch, and the other side of the switch connects to the red w/ light blue stripe wire. The neutral safety switch should only complete the circuit when the transmission is in "PARK" or "NEUTRAL".
4. Light green w/ purple stripe: This wire feed +12V from the HVAC controls to the A/C pressure switch. If you are not running air conditioning, this wire may be eliminated. See later discussion concerning air conditioning.
5. White w/ pink stripe: This wire runs between the O2 sensor harness and the 8 pin round gray connector. Originally it was used for the low oil level sender signal. This wire can be eliminated from both connectors.

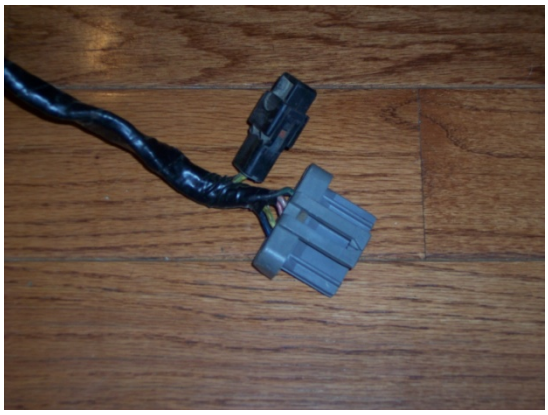


Top row left to right:
1 – Pink w/ black stripe
2 – Not used
3 – Light blue w/ yellow stripe
4 – Red w/ white stripe

Bottom row left to right:
1 – Orange w/ yellow stripe
2 – Dark green w/ white stripe
3 – White w/ purple stripe
4 – White w/ red stripe

The black round 8 pin connector connects to the main vehicle harness. Only 7 pins of this connector are used. This connector is easily disassembled. Wires can be spliced as desired to provide the rewired functionality. The 7 wires are as follows:

1. Red w/ white stripe: This wire connects to the engine temperature sending unit on the driver's side front of the intake manifold. This sending unit does not feed the EEC – it only feeds the dash gauge. If you have your own temperature gauge that uses its own special sending unit, you can eliminate this wire. If you are using a stock style temperature gauge in the instrument cluster, connect this wire to your gauge feed.
2. Light blue w/ yellow stripe: This wire runs between the O2 sensor harness connector and the black round 8 pin connector.
3. Pink w/ black stripe: This wire goes to pin 19 of the 60 pin connector. This is the fuel pump monitor connection that tells the EEC when the fuel pump is running. This wire should be connected to the +12V feed to the fuel pump.
4. White w/ red stripe: This wire is the oil pressure sending unit gauge feed. The wire runs from the oil pressure sending unit on the driver's side of the engine to the salt & pepper connectors, to the black round 8 pin connector, to the oil pressure gauge in the instrument cluster. If you are using a mechanical oil pressure gauge that uses a small tube to transmit oil pressure to the gauge, you can eliminate this wire. If you are using the original electric gauge, you can tie your gauge feed to this wire.
5. White w/ purple stripe: This wire runs between the O2 sensor harness connector and the black round 8 pin connector.
6. Dark green w/ white stripe: This wire is a VSS feed to pin 3 of the 60 pin connector. If you are using an automatic transmission, you can eliminate this wire. If you are using a manual transmission, this wire should be connected to the VSS.
7. Orange w/ yellow stripe: This is a VSS feed to pin 18 of the 60 pin connector. If you are using an automatic transmission, you can eliminate this wire. If you are using a manual transmission, this wire should be connected to the VSS.



Gray connector	Distributor TFI module
Black connector	SPOUT connector – remove the black jumper plug when setting base ignition timing – leave installed at all other times

Both of these connectors are needed. No modifications required.

Black connector	Barometric pressure sensor

Connect this to the barometric pressure sensor. No modifications required. Remember for MAF equipped cars that this sensor is vented to atmosphere – DO NOT connect it to intake manifold vacuum.

Passenger side engine harness:

4 identical black connectors on left side	Fuel injectors for cylinders 1,2,3,4
Single orange wire at top	O2 sensor ground

All of these connectors are needed. You won't be able to mix up the fuel injector connectors since the wiring lengths will only allow you to connect them to one injector on that side. It should be self-explanatory which connector goes to a fuel injector when you lay the harness on the intake manifold.

The orange wire is the ground for the O2 sensors and should be connected to any convenient grounding point.

Remaining connectors top to bottom:

Throttle position sensor
EGR valve position sensor
Idle air bypass valve
Fuel vapor canister purge solenoid harness
Engine coolant temperature sensor

1. The throttle position sensor is required and is located on the throttle body. No modifications are needed.
2. The EGR valve position sensor is not required, but this connector should be retained. If you are using EGR, connect this connector to the EGR valve. If you are not using EGR, do not remove this connector from the harness. If this connector is not connected or is removed, the EEC will set a trouble code for loss of EGR position. To prevent this from happening, you can install a special plug in this connector that fools the computer into thinking that the EGR valve is connected. This plug is available from RJM Injection Tech. I don't think there will be drivability problems if you don't install this plug, but if you hook up a check engine light in your dash, it will be on constantly without this plug.
   http://www.rjminjectiontech.com/products/egr-eliminator
3. The idle air bypass (or idle speed control valve) is required and is located on the throttle body. No modifications needed.

4. The fuel vapor canister purge solenoid harness can be completely eliminated if you are not running the evaporative emissions part of the emissions control system. The Fox Mustangs had a charcoal canister in the engine compartment. A tube ran from the top of the fuel tank to this canister so that any gasoline vapors would be captured by the charcoal canister. Once proper engine operating conditions were met, the EEC would trigger the canister purge solenoid and the fuel vapors in the canister would be drawn into the engine and burned. One wire runs to pin 31 of the 60 pin connector – the other wire (red) runs to a splice in the harness.
5. The engine coolant temperature sensor is required. This is not the same sensor as the one used for the dash gauge – they use separate wiring and separate sending units. This sensor is required and was originally located on the black pipes that ran to the heater core on the Fox Mustang. No modifications needed.

Driver side engine harness:

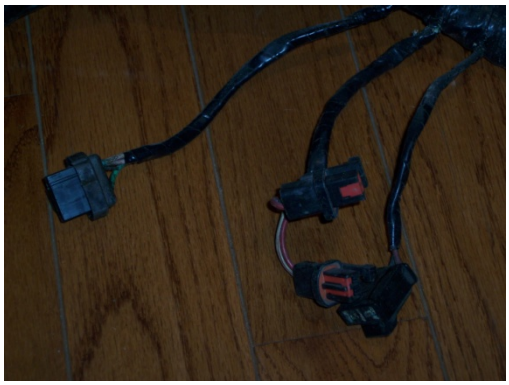
4 identical black connectors	Fuel injectors for cylinders 5,6,7,8
Large 2 pin round	Intake air temperature
Single red w/ white	Engine temperature gauge sending unit
Single white w/ red	Engine oil pressure gauge sending unit

You won't be able to mix up the fuel injector connectors since the wiring lengths will only allow you to connect them to one injector on that side. It should be self-explanatory which connector goes to a fuel injector when you lay the harness on the intake manifold.

The large 2 pin round connector goes to the intake air temperature sensor which is located in an intake manifold runner near the front of the engine on the driver's side.

The single red w/ white connector is the temperature sending unit feed to the dash gauge. You can eliminate this wire if you are using a gauge that has its own special sending unit, or you may retain the original style sending unit and use this wire to feed the dash gauge. This wire runs to the black round 8 pin connector.

The single white w/red connector is the oil pressure sending unit feed to the dash gauge. If you are using a mechanical oil pressure gauge with tubing that runs to the gauge, you can eliminate this wire. If you are using an electric gauge that requires a sending unit, you can use this wire for your gauge feed. The wire runs to the black round 8 pin connector.



Left to right:

A/C pressure switch
Emissions air bypass valve
Emissions air port valve
EGR control valve

If you are not using any of the emissions control equipment, you can completely eliminate the emissions are bypass valve, air port valve, and EGR control valve connectors. These 3 connectors each have a red wire that runs to a splice in the harness. The remaining wires go to pins 32, 33, and 38 of the 60 pin connector.

The A/C pressure switch connected to a pressure switch near the evaporator on the Fox Mustang. This switch controlled the cycling of the A/C compressor. If you are not running air conditioning, you can eliminate this connector. See my discussion on air conditioning.

Left to right:

A/C WOT relay
Mass Air Flow sensor
O2 sensor harness 8 pin connector

If you are not running A/C, you can eliminate the A/C WOT relay. The EEC controls this relay and normally has the relay energized to allow the A/C compressor to operate if the HVAC system calls for operation of the compressor. If the EEC senses a wide open throttle (WOT) condition from the throttle position sensor, it will deenergize the AC WOT relay so that the A/C compressor will not be

able to turn on as long as the throttle is wide open. This function is not necessarily required since it is only designed to free up some horsepower whenever the engine is at WOT. The WOT control comes from pin 54 of the 60 pin connector. See my discussion about air conditioning.

The Mass Air Flow sensor is required and no modifications are needed.

The O2 sensor harness 8 pin connector has 3 functions:
-Feeds for the 2 O2 sensors
-Low oil level sending unit
-Automatic/Manual transmission jumper

The feeds for the O2 sensors are required. The low oil level sending unit is not required and can be eliminated – it does not have any connection to the EEC. The automatic/manual transmission jumper is important and it is vital that it is set correctly for the type of EEC you are using. The type of transmission you are using doesn't really matter since an EEC for an automatic (i.e. A9P) can be used with a manual transmission, just as an EEC for a manual (i.e. A9L) can be used with an automatic transmission. When setting this jumper, the type of transmission does not matter – the type of EEC is what matters. See my discussion on this topic.

Left to right:

EEC Power Relay
EEC ground
Green 8 pin connector
60 pin EEC connector

The EEC power relay is required. No modifications needed.
The EEC ground should be connected to any convenient grounding point.
The 60 pin EEC connector is needed, but you may remove wires for components you are not using such as emissions equipment and air conditioning control.

The green 8 pin connector only uses 5 of the 8 pins. Functions of this connector include the fuel pump and check engine light. The 5 pins are as follows:

1. Red: This is switched power from the EEC relay that feeds the fuel pump relay through the 8 pin connector.
2. Tan w/ light green stripe: 2 wires join together at this pin. One wire goes to the diagnostic link connector and the other goes to pin 22 of the 60 pin connector. This wire is used to trigger the fuel pump relay. Note that this wire is ground side of the relay trigger. The EEC activates the fuel pump by putting a ground on this line. You can also trigger the fuel pump manually by grounding this wire at the diagnostic link connector.
3. Gray w/ yellow stripe: This wire feeds the heating elements in the 2 O2 sensors. Power for this wire is normally provided via the vehicle's ignition switch when the switch is in the "RUN" position. This wire should be connected to a source that provides +12V with the ignition switch in the "RUN" position.
4. Tan: This wire runs to the check engine light and the diagnostic link connector. If you wish to install a check engine light on the dash or at some other location of your choosing, obtain a lamp that operates on +12VDC (auto parts stores have these). Connect one side of the lamp to a +12V source that is on with the ignition switch in "RUN". Connect the tan wire to the other side of the lamp. When the EEC sets a trouble code, it puts a ground on this wire. If you don't want to install a check engine light, do not remove this connection. Just wrap it up in the harness since this connection is shared by the diagnostic link connector.
5. Black w/ white stripe: This wire runs to the transmission harness and is used along with the light blue w/ yellow stripe wire. Manual transmission cars used a clutch position switch that connected the light blue w/ yellow stripe wire to the black w/ white stripe wire whenever the clutch pedal was pushed to the floor. The black w/ white stripe wire is a shared return line used by multiple sensors, so do not remove this wire. It goes to pin 46 of the 60 pin connector.

Oxygen Sensor Harness Connector:

Top row left to right:
1 – Gray w/ yellow stripe
2 – Dark blue w/ light green stripe
3 – Black w/ light green stripe
4 – Light blue w/ yellow stripe

Bottom row left to right:
1 – White w/ pink stripe
2 – Dark green w/ purple stripe
3 – White w/ purple stripe
4 – Purple w/ yellow stripe

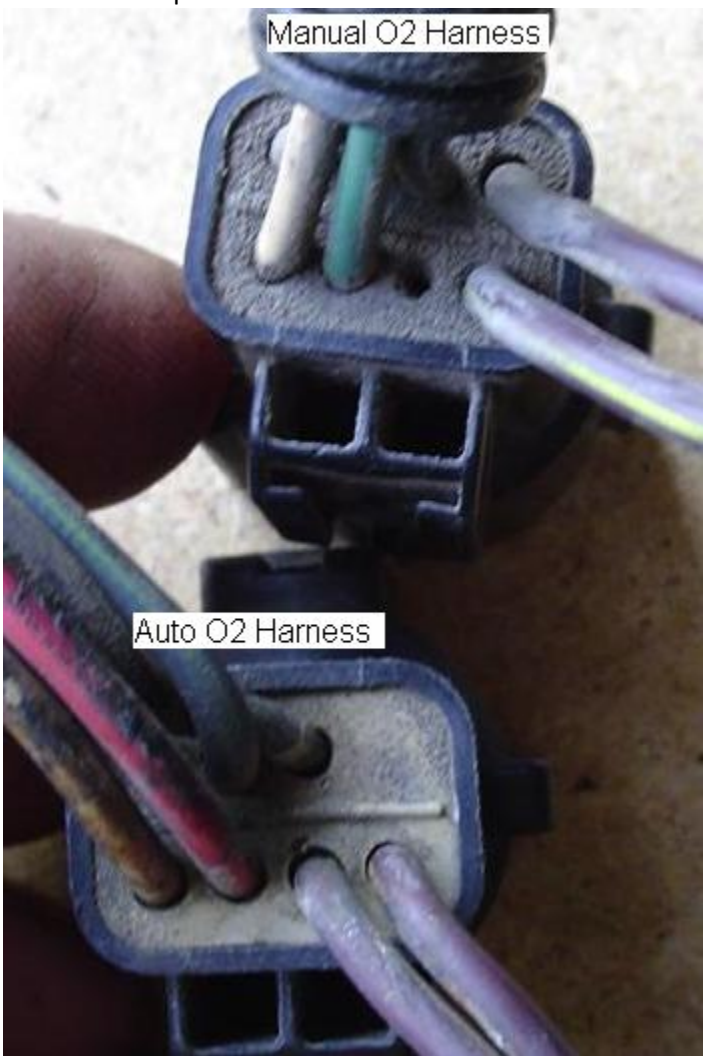
All wires in this connector are needed except for the White w/ pink stripe.
Gray w/ yellow is the power supply to the heating elements in both O2 sensors – power is received from a pin in the 8 pin green connector. Dark blue w/ light green is the signal from the left O2 sensor and it goes to pin 43 of the 60 pin connector. Black w/ light green stripe is the ground for the heating elements in both O2 sensors. Light blue w/ yellow stripe is part of the transmission type selection circuit. White w/ pink is for the low oil level sending unit (passenger side of oil pan) and fed a dash warning light via the gray round 8 pin connector – this wire can be eliminated. The dark green w/ purple stripe is the signal from the right O2 sensor and it goes to pin 29 of the 60 pin connector.

THE FOLLOWING SECTION IS THE SINGLE MOST CRITICAL PORTION OF THIS HARNESS, SO MAKE SURE THIS IS RIGHT – ESPECIALLY IF YOU ARE USING A MANUAL TRANSMISSION EEC!!!

There is a jumper in the oxygen sensor harness that changes positions based on what type of EEC you are using. It does not matter what type of transmission you are using – the type of EEC is what is important! If you are using an automatic transmission EEC (i.e. A9P), the O2 sensor harness jumper must connect the purple w/ yellow stripe wire to the white w/ purple stripe wire – these 2 pins are located next to each other in the same row.

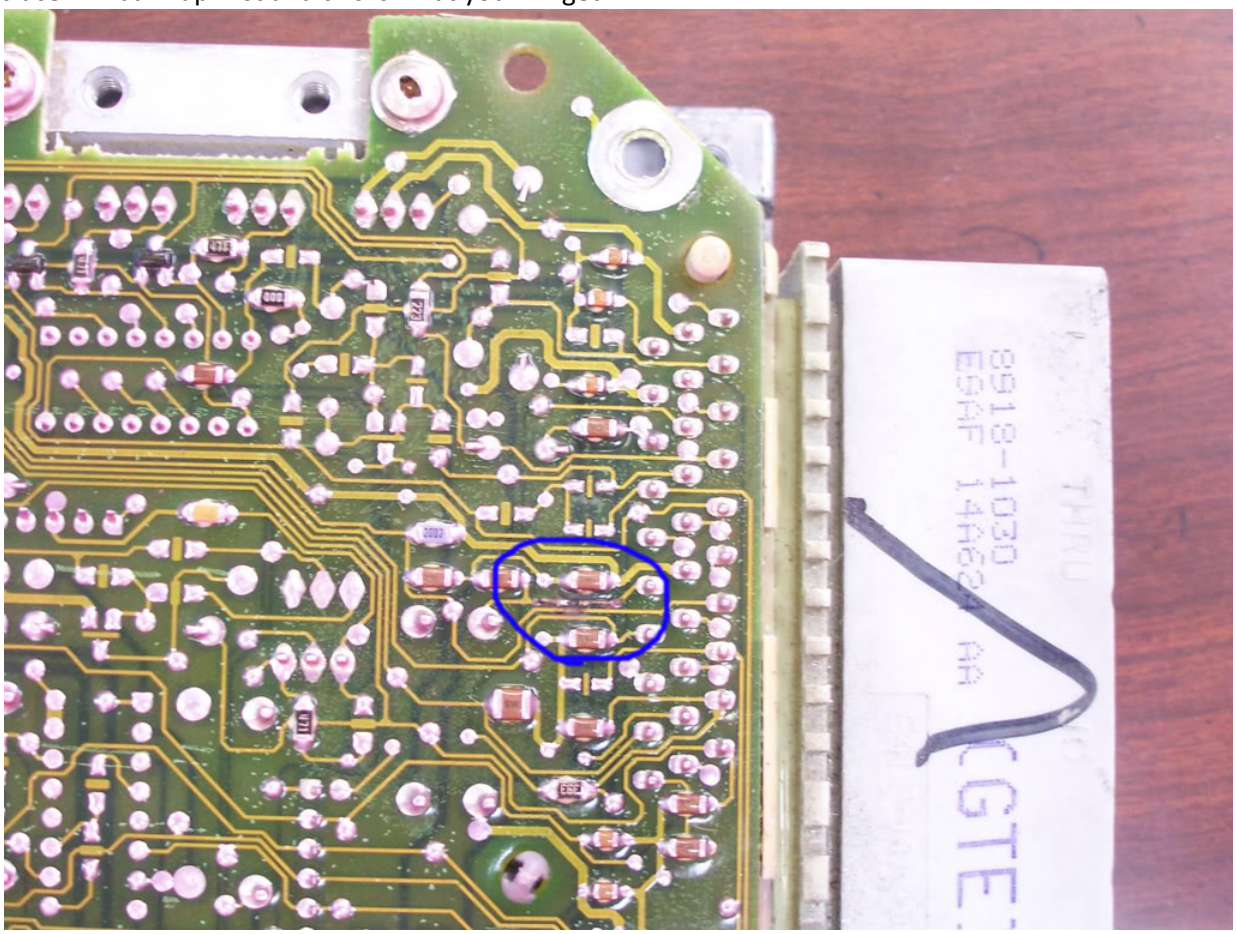
If you are using a manual transmission EEC (i.e. A9L), the jumper must connect the purple w/ yellow stripe wire to the light blue w/ yellow stripe wire. These 2 pins are not in the same row – one is above the other. The manual transmission harness may have been changed slightly over the years. There are some cars which have the light blue w/ yellow wire moved over one pin. If your harness is like that, it is fine as long as the jumper is connecting the correct 2 wires together.

Here are examples of both O2 harnesses:



If you have your O2 sensor harness configured for an automatic and you are running a manual transmission EEC, here is what will happen: When you start the car, +12V power will be applied through the O2 harness from the starting circuit. When that happens, you'll be putting +12V straight to pin 46 of the EEC – this pin is normally at ground potential since it is a sensor return. When the +12V is present,

you are creating a direct short to ground. When that happens, the circuitry rapidly heats up and something has got to give. Since the circuit board traces are smaller than the wiring, the circuit board trace will burn up first and this is what you will get:



When that happens, most of the engine sensors will lose their return path and the EEC will get bad readings from the sensors and your engine will run like crap – if it even runs at all. You'll also set multiple codes in the EEC which you won't be able to read due to the burned up trace. Bottom line: make sure your harness is pinned correctly!!

How to hook up a fuel pump relay without the wiring harness:

You will need the following:
-Fuel pump relay (BWD part # R647)
-Fuel pump relay pigtail (BWD part # PT5613)
-Inertia switch (Available at RJMInjectionTech.com)
-Inertia switch pigtail (Available at RJMInjectionTech.com)
-Wire of the appropriate size for each connection
-Solder & soldering iron
-Heat shrink tubing

All splices should be soldered and protected with heat shrink tubing. Do not just twist the wires together and cover them with electrical tape. Crimp connectors could be used as an alternative, but the most solid method is to solder and cover the joint with heat shrink. The marine style heat shrink with the adhesive lining is best since it will prevent any moisture from getting to the connection and causing corrosion.

The relay will have at least 4, possibly 5, terminals. Terminals 1&2 are the triggering coil for the relay. Terminal 5 will not be used. A connection is made between terminals 3&5 when the relay coil is deenergized, and a connection is made between terminals 3&4 when the relay coil is energized. The coil is energized by applying +12V across terminals 1&2. Terminals 1&2 are the small terminals. Terminals 3,4,&5 are the large terminals. When you look into the relay, you should see the terminals numbered. You will connect the wires listed below to the relay pigtail wire that goes to the specified terminal.

1. Remove the following wires from the green 8 pin connector: Red & the 2 wires that are tan w/ light green stripe.
2. Connect the large red wire to terminal #1 & #3. This wire will provide the +12V to trigger the relay coil and also the +12V to run the fuel pump.
3. Connect the two tan w/light green stripe wires to terminal #2.
4. Terminal #4 is the feed to your fuel pump. The inertia switch should be connected in series between terminal #4 and the fuel pump. This switch will automatically cut power to the fuel pump in the event of a collision.
5. If you accidentally switch terminals 1&2, it's no big deal. The relay will work either way.

6. If you accidentally switch terminals 3&4, it's no big deal. The fuel pump will still work.
7. Terminal 5 is not used. You can remove this wire from the pigtail. If you leave the wire in the pigtail, ensure that it is properly insulated so that it won't cause a short.
8. You can mount the inertia switch pretty much wherever you want. The only thing that matters is that the switch MUST be mounted vertically with the reset button on the top. If you mount the switch any other way, it may not function correctly. Mount the inertia switch in a place that is not too difficult to reach – you might have to reset it one day! You can test the inertia switch by giving it a knock with a knuckle or tapping it lightly with a hammer.

Air Conditioning and connections to the EFI computer:

The EEC computer receives one input and has one control function for the air conditioning compressor. The EEC receives an input of +12V from the compressor clutch power source at pin #10 of the EEC whenever the compressor clutch is energized. This signal is called a "feed forward" signal. At idle, a load on the engine may cause the engine to stall. Loads that are large enough to potentially cause a stall or a near-stall are the A/C compressor and the automatic transmission when it is shifted from Park or Neutral into gear. To prevent the A/C compressor from stalling the engine, the EEC will slightly open the Idle Air Control valve whenever the engine is at idle and the A/C compressor engages. If you are running air conditioning, you should use this input. All you need to do connect this wire to your A/C compressor clutch power wire.

Another function of the EEC is called WOT cutoff. This function turns off the A/C compressor via the A/C WOT relay whenever the EEC senses a Wide Open Throttle condition. The only purpose of this function is to free up the horsepower used by the A/C compressor so that full engine power is available to accelerate the car. There is no harm in not using this function. If you want the WOT cutoff, you'll need to connect this circuit. If you don't want it or don't have air conditioning, you can remove the wiring from the harness.

The +12V for the compressor clutch that is provided by the HVAC controls comes into the EFI harness via the light green w/ purple stripe wire in the round gray 8 pin connector. There is also a pressure safety switch which will have a light green w/ purple stripe wire going to one terminal and a pair of pink w/ light blue stripe wires coming from the other terminal. To hook your air conditioning to the EEC, you need to do the following:

1. Whatever wire is feeding power to your compressor clutch gets connected to the light green w/ purple stripe wire in the round gray 8 pin connector.
2. If your air conditioning system has a pressure safety switch, connect it into the circuit. Find the pressure switch connector in the harness with the light green w/ purple stripe wire and the pair of pink w/ light blue stripe wires – cut the connector from the harness & discard it. Connect the light green w/ purple wire to one terminal of the pressure safety switch – it does not matter which. Connect the pair of pink w/ light blue stripe wires to the other terminal.
3. Find the A/C compressor clutch connector in the EFI harness. Connect the black w/ yellow stripe wire to your A/C compressor clutch power wire. Your compressor will probably only have one wire – that's for the +12V feed. The clutch is probably grounded via the compressor case. If your clutch has 2 wires, one is for +12V feed and the other is for ground. The ground can be connected to the black wire in the A/C compressor connector in the EFI harness.