Best Products, Inc.
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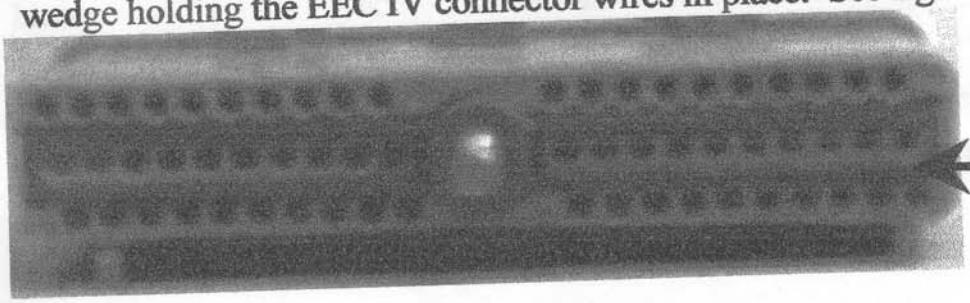
Next Generation Performance Improvement Harness

The purpose of this kit is to convert a 1994/95 vehicle to a 93 level computer. The 1993 level computer strategy enhances your present vehicle's performance and allows any power add-ons to perform as intended. Track testing has verified a .03-0.4 ¼mile reduction. This gain is due to the more forgiving adaptive limits of the 1993 computer vs. the 94/95 strategy. A Crane MSD high performance ignition is required to allow the ignition to function properly. Cobra cars **need** to have the mass air flow meter recalibrated for the proper injector size. This kit does not work on vehicles with automatic transmissions. (If you would like to purchase one for a vehicle with automatic transmissions, please contact Bauman Engineering at 864-646-8920.)

Kit Includes
3m Splice Clips
Fan Controller
Adapter Harness
BAP Sensor (optional)
1993 Computer (optional)

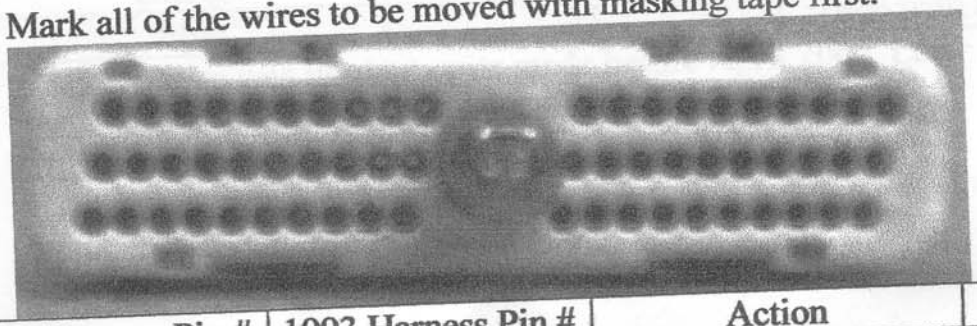
Harness Instructions

1. Begin by disconnecting your negative battery terminal.
2. Remove the screws holding the kick panel in place on the passenger side of the vehicle.
3. Disconnect the EEC IV harness connector, by loosening the 10 mm hex bolt connecting it to the EEC IV computer.
4. After disconnecting the harness, connector remove the red plastic "H' shaped wedge holding the EEC IV connector wires in place. See figure on next page.



5. Move the wires as noted below from the 1994 harness connector pinout to the 1993 harness level pinout. Take a thin blade screwdriver and slide the screwdriver blade tip in the face of the connector. This should dislodge the plastic finger inside enough to allow the wire/terminal assembly to be removed from the hard shell connector. Move and remove wires as indicated. Example, move the wire in pin #8 from the #8 position to the #19 position. When looking on the harness side of the connector, small numbers are located at the end of each row. These numbers indicate the wire/pin position of each wire in that row. See figure below.

Mark all of the wires to be moved with masking tape first.



1994 Harness Pin #	1993 Harness Pin #	Action	Comment
31	38	Move	Pin #38 tape not used
11	31	Move	
14	52	Move	Pin #52 tape not used
15	14	Move	
12	15	Move	
39	12	Move	Pin #42 tape not used
13	42	Move	
35	13	Move	
32	*	Remove wire	To be spliced later
34	32	Move	
44	29	Move	
55	*	Remove	To be spliced later
19	*	Remove wire	
8	19	Move	
None	45	Insert white 12"wire	Wire from BAP
49	49 from Fan Controller	Remove	Insert Black w/Pink wire F/C

6. After all wires have been moved/added reinsert the red plastic H wedge.

7. Finally, splice all remaining wires per the following chart using the 3M splices provided.

Wire Color	Pin # to be spliced to	Comments
Pink with Black Stripe	46	Signal Return
Red	26	V. Ref.
Black	60	Power Ground
White	7	Engine Coolant
Green	10	Air Conditioning Sensor
Orange	32	Tape with electrical tape
Blue	55	Tape with electrical tape

*** Pink Wire was used on units made before April 2002. Later units use pink with black stripe to eliminate confusion with red wire.

8. Replace the existing computer with the 1993 computer provided. Reconnect the harness to the replacement computer.
9. Connect the BAP sensor to the 3 way connector supplied.

This completes the PIH installation.

The fan controller and Barometric Pressure Sensor can be packaged under the dash.

See fan controller instructions for proper operation.

Fan Controller Hardware Description

Black Jack

This is the voltmeter ground or reference.

Yellow Jack

This is the positive probe location for measuring voltage when adjusting the low speed fan pot.

Green Jack

This is the positive probe location for measuring voltage when adjusting the high-speed fan pot.

Red Led

On earlier models indicated that both fans are off.

On newer models this is the power light and indicates that the unit is operational when lit.

Green Led
When lit, the high-speed fan is on.
Yellow Led
When lit, the low-speed fan is on.

Note: If both fans are off, turning on the A/C will turn on the LOW -SPEED fan. However, if necessary, the HIGH-SPEED fan will still activate at the required temperature.
Adjustment
Adjust the LOW SPEED pot (with the screw so marked) to the desired temperature setting for switching on the low speed fan…Repeat this process for High Speed fan control using the appropriate pot.

PIH Tech Tip

Symptoms: After long running time and warm engine, the engine will not start until you push the accelerator to the floor to unload the excess fuel.

Problem: Hot restart after a high speed run and short stop (cigarette stop or coffee break) the air charge temperature sensor on the 94-95 has a different strategy than the 88-93.
In 1989, the air charge temperature sensor was in the intake manifold measuring the temperature in runner number 5. This interacted with the strategy to lean out the fuel above 200 degrees in the intake manifold. This usually happens after a long high-speed run and a short engine turn off and restart.
The 94-95 system measures intake air temperature and changes the basic running strategy for outside temperature and ignores the actual running temperature of the engine.

Solution: The PIH amplifies this problem unless the Air Charge Temperature Sensor is moved from the input air hose just behind the air meter to the drivers side of the intake manifold in runner number 5. This necessitates lengthening the ACT sensor harness about 27 inches, but it will cure all of you hot restart problems.

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Standalone Fan Controller

The standalone fan controller was designed to allow the race enthusiast to have independent control of the electric drive fan.

Hardware Included:

7 3M clips

1 Fan control unit

Hardware Description

Black Jack

This is the voltmeter ground or reference.

Yellow Jack

This is the positive probe location for measuring voltage when adjusting the low speed fan pot.

Green Jack

This is the positive probe location for measuring voltage when adjusting the high-speed fan pot.

Red Led

On earlier models indicates that both fans are off.

On newer models this is the power light and indicates that the unit is operational when lit.

Yellow Led

When lit, the low speed fan is on.

Green Led

When lit, the high-speed fan is on.

Note: If both fans are off, turning on the A/C will turn on the LOW SPEED fan. However, if necessary, the HIGH-SPEED fan will still activate at the required temperature.

Installation:

In order to install this fan control unit first remove either pin numbers 45 and 46 for '96-'97 EEC-equipped vehicles or pin 55 and 32 for '94-'95 EEC-equipped vehicles. EEC-pin wires are removed by first taking out the red wedge in the EEC-IV harness connector.

Then, using a small-bladed screwdriver pry out the wedge. The pin numbers can be seen on the backside of the connector and can be used as reference to find the appropriate wire. Next, using the small-bladed screwdriver, pry back the plastic finger holding each EEC-pin in place, taking care not to pry the plastic fingers too much. The pins can then be removed. The red wedge must be replaced to prevent the pins from falling out. Then, using the 3M clips provided, splice all wires from the controller as shown in the table below:

Wire Color /Function	1996-97 EEC Pin #	1994-95 EEC Pin #
Red/V-ref	90	26
Blue/Low Fan	45	55
Orange/High Fan	46	32
Black/Power Ground	51	60
Green/ACC	41	10
Pink/Signal Return	91	46
White/ECT	38	7

Finally, tape the two exposed pins to prevent accidental shorting.

Adjustment

Adjust the LOW SPEED pot (with the screw so marked) to the desired temperature setting for switching on the LOW SPEED fan…Repeat this process for HIGH SPEED fan control using the appropriate pot.