



**powerCONTROL technologies**

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**941 ECU WIRING HARNESS**  
**General 4 Cylinder – Grouped Injection – Naturally Aspirated**

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<b><u>PIN NO.</u></b>	<b><u>DESIGNATION</u></b>	<b><u>NOTES</u></b>
1	NC	
2	Barometric Pressure	
3	NC	
4	Fuel Pressure	
5	Air Pump Output	
6	Shift Light Output	
7	Power Ground	
8	Crank Sensor Return	
9	Spare Input	
10	Ignition Trim	Mapping 07
11	NC	
12	Analogue Ground	Mapping 05
13	Crank Signal	
14	Fault Lamp / Switch	
15	NC	
16	Spare Digital Input	
17	Air Temperature Signal	
18	NC	
19	Ignition Drive 1	
20	Injector Drive	All Injectors
21	Lambda Signal	
22	Gear Position / Launch	
23	Oil Pressure	
24	NC	
25	Fuel Pump Relay Drive	
26	Power Ground	
27	NC	
28	Boost Trim Signal	Mapping 08
29	NC	
30	5V Analogue	Mapping 04
31	12V Supply Output	
32	NC	

33	Tachometer Signal	
34	Idle Valve	
35	TPS Signal	
36	Coolant Temperature Signal	
37	NC	
38	NC	
39	NC	
40	NC	
41	Radiator Fan Relay Drive	
42	NC	
43	Variable Intake Output	
44	Variable Camshaft Output	
45	Serial Receive	Mapping 03
46	Serial Transmit	Mapping 02
47	Fuel Trim	Mapping 06
48	5V Analogue	TPS, Baro
49	0V Analogue	TPS, Baro Air T, Water T
50	Power Ground	
51	Power Ground	
52	ECU 12V Supply	
53	NC	
54	NC	
55	Ignition Drive 2	

## **Wiring Harness Notes :**

### Crankshaft Sensor connections to be as follows:

#### Ford Sensor – 36-1 teeth

Pin 01 = Signal = ECU 13

Pin 02 = Return = ECU 08

#### Ford Sensor – 60-2 teeth

Pin 01 = Return = ECU 08

Pin 02 = Signal = ECU 13

#### Bosch Sensor – 36-1 teeth

Pin 01 = Signal = ECU 13

Pin 02 = Return = ECU 08

#### Bosch Sensor – 60-2 teeth

Pin 01 = Return = ECU 08

Pin 02 = Signal = ECU 13

### Throttle Potentiometer connections should be as follows:

These sensors vary too much to cover all option here

5V = ECU 48

0V = ECU 49

Signal = ECU 35

### Coolant Temperature Sensor connections should be as follows:

Pin 01 = Sig = ECU 36

Pin 02 = 0V = ECU 49

### Air Temperature Sensor Connections should be as follows:

Pin 01 = Sig = ECU 17

Pin 02 = 0V = ECU 49

### Barometric Pressure Sensor connections should be as follows:

#### Connector: 3 way Packard (green)

Pin A = 0V = ECU 49

Pin B = Sig = ECU 02

Pin C = 5V = ECU 48

All Injector Connections to be as follows:

Connector: 2 way Minitimer

Pin 01 = 12V = Interface 06  
Pin 02 = Signal = ECU 20

Ignition Coil connections to be as follows:

Connector:

Cyls. 1+4 = ECU 19  
Cyls. 2+3 = ECU 55  
12V Supply= 12V

Mapping Plug connections to be as follows:

Connector: 10 way male SureSeal

Pin 01 = 0V = ECU 07  
Pin 02 = TX = ECU 46  
Pin 03 = RX = ECU 45  
Pin 04 = 5V = ECU 30  
Pin 05 = 0V = ECU 12  
Pin 06 = FT = ECU 47  
Pin 07 = IT = ECU 10  
Pin 08 = BT = ECU 28