



powerCONTROL technologies

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941 ECU WIRING HARNESS
General 4 Cylinder – Sequential Injection – Naturally Aspirated

Issue Date: 7 June 2000

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

33	Tachometer Signal	
34	Idle Valve	
35	TPS Signal	
36	Coolant Temperature Signal	
37	NC	
38	Injector Drive B	
39	NC	
40	Injector Drive D	
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	Injector Drive C	
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

Pin 03 = Screen = Ground

Bosch Sensor – 60-2 teeth

Pin 01 = Return = ECU 08

Pin 02 = Signal = ECU 13

Pin 03 = Screen = Ground

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

Power Shift Input should be as follows:

Hall Effect Switch Output Sig= ECU 16
Hall Effect Switch Gnd = ECU 49
Hall Effect Switch Supply = 12V or 5V Supply

All Injector Connections to be as follows:

Connector: 2 way Minitimer

Pin 01 = 12V = Interface 06
Pin 02 = Signal = ECU 20, 38, 40, 53
Injectors fire 20 then 38 then 53 then 40 in order

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