

CAE Performance Products

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Schematic for new wiring harness connections.

LS-2 ENGINE WITH A/C, HARNESS FITTING INSTRUCTION

There are 8 wires which are all labelled that should be spliced into the vehicle. Only the 12V Switched, Power to Fuel Pump and cranking signal wires are essential to make the engine start and run.

Yellow/Black, Cranking signal - Feeds power to the starter relay when the key is turned to Start and Crank position.

Light Blue, Air Conditioner Request – Supply 12V to this wire to engage the A/C compressor. It is recommended to use a Low & High Pressure cut-off switch between the A/C switch in the dash and the wire.

Brown/White, Check Engine – Malfunction Indicator Lamp (Check Engine) this wire supplies a ground to a light telling when the computer senses a malfunction and sets a trouble code.

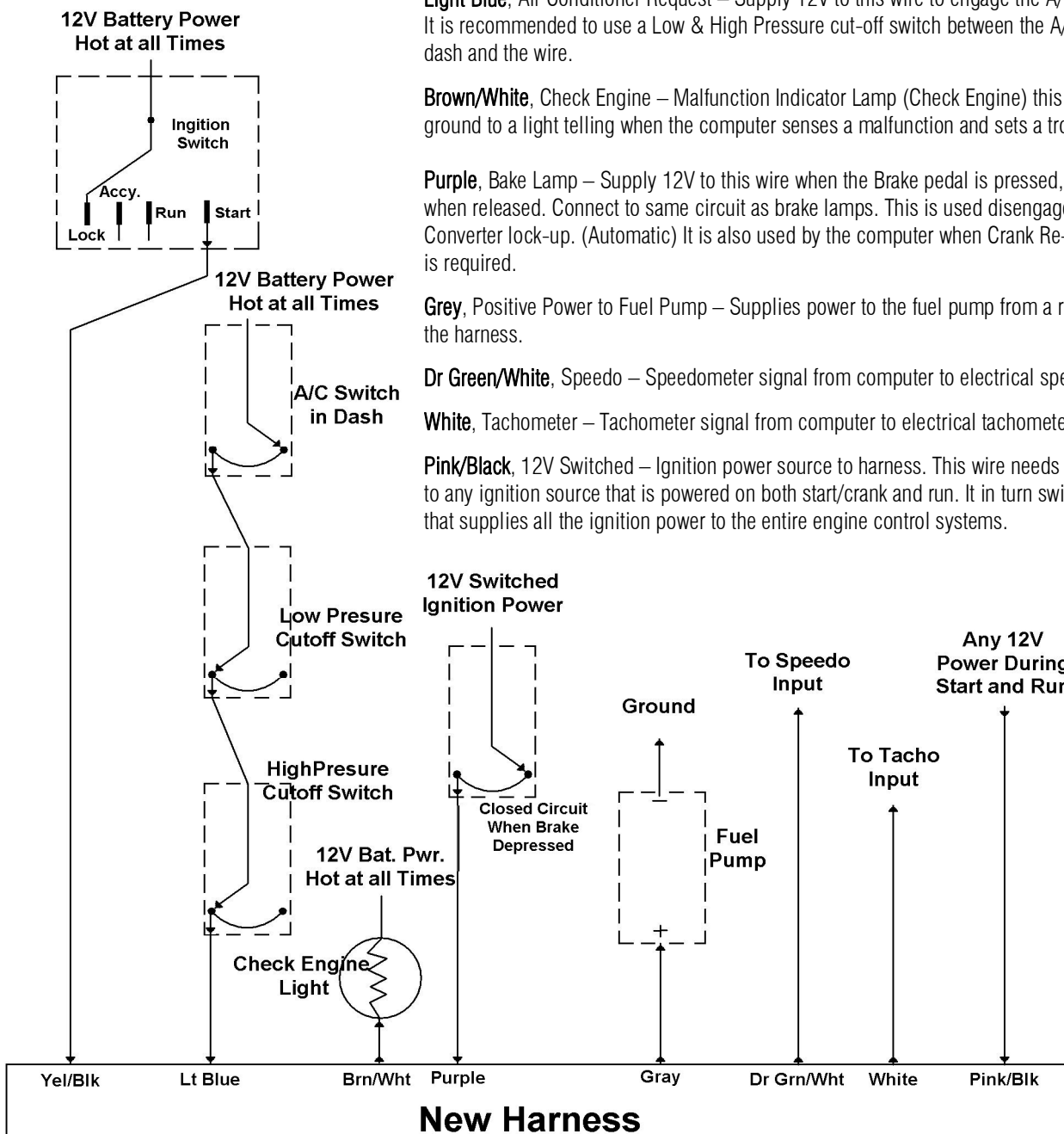
Purple, Brake Lamp – Supply 12V to this wire when the Brake pedal is pressed, and ground when released. Connect to same circuit as brake lamps. This is used to disengage the Torque Converter lock-up. (Automatic) It is also used by the computer when Crank Re-Learn process is required.

Grey, Positive Power to Fuel Pump – Supplies power to the fuel pump from a relay supplied in the harness.

Dr Green/White, Speedo – Speedometer signal from computer to electrical speedometer.

White, Tachometer – Tachometer signal from computer to electrical tachometer.

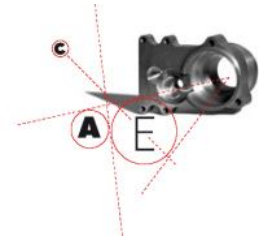
Pink/Black, 12V Switched – Ignition power source to harness. This wire needs to be spliced in to any ignition source that is powered on both start/crank and run. It in turn switches a relay that supplies all the ignition power to the entire engine control systems.



New Harness

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Typical Schematic for Positive Battery Cables.

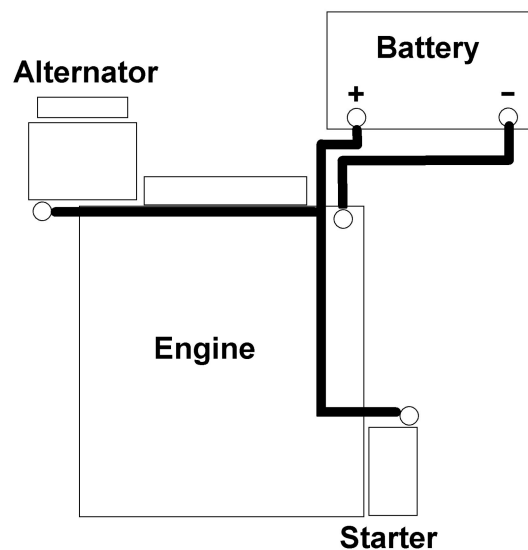
Most engine wiring harnesses supply the connections for the engine sensors and controls for devices such as A/C, Starter solenoid and electric fans.

The following wiring is NOT included in the engine control system:

- Generator/Alternator power cables to charge your battery
- A cable connecting your battery to the starter which has large current draw of any single device on the engine

Our Typical engine harness will have a fusible link wire connecting to either the Alternator stud or the starter stud. This wire is the positive battery feed for the fuse block installed on the harness, and it must be connected to battery power, or the fuse in the fuse block will not be able to supply power to various component.

Below is a diagram showing how the battery cables must be connected in order for the system to function properly.



CAE Performance Products recommends all work should be carried out by a qualified person.

Please make sure this information is understood before any further trouble shooting if you have any questions, please feel free to contact us on 03 5472 1442