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Mass Air Wiring Harness Conversion (1986-88 Mustang 5.0L)

DISCONNECT BATTERY BEFORE BEGINNING INSTALLATION!

* You will need a Mass Air EEC PCM (computer) from a 1989-1993 Mustang 5.0L. Should you require one, these are available from Dunne-Rite Performance.

TOOLS REQUIRED

7mm & 10mm Socket, Scribe, Needle Nose Pliers, Wire Stripper, Soldering Iron, Zip-Ties, Drill and 3/8" Drill Bit.

Remove the Original PCM:

Remove the kick panel on the passenger side to expose the PCM. Using a 7mm socket, remove the green screw in the white plastic retainer that holds the EEC to the outside wall, then pull EEC down from inside the bracket. Using a 10mm socket, remove the 60 pin connector from the PCM at the center of the PCM harness connector.

Preparing the Factory Harness:

You will need to remove the red plastic 'lock' from the center of the 60 pin connector. It can be removed by gently prying with a scribe and then pulling using needle nose pliers.

You will need to relocate two pins on the 60 pin EEC connector:

- Pin 11 must be moved to the empty cavity at position 32 in the 60 pin connector.
- Pin 51 must be moved to the empty cavity at position 38 in the 60 pin connector.

The removal of the pins can be performed by GENTLY using a scribe to pry back the plastic 'finger' which retains the pin within the 60 pin connector.

The above mentioned steps are NOT mandatory, but if not performed, the PCM will generate 'soft' error codes (DTC 81 & DTC 82) and the emissions system will not function properly. Performance will NOT be affected.

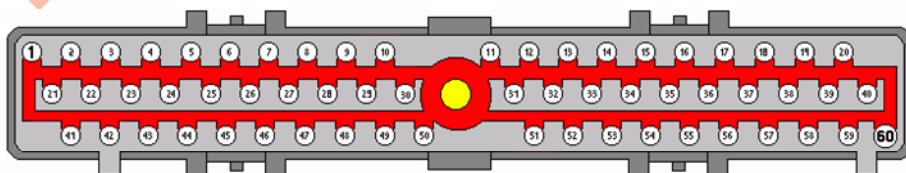
If installing into a 1986-87 Mustang, perform the following wire connection:

- Pin 19 at the 60 pin connector should be spliced into and attached to the Pink/Black wire located at the fuel pump relay located under the driver seat.

The above mentioned step is NOT mandatory, but if not performed, the PCM will generate a 'soft' error code (DTC 95) causing the computer to "think" that the fuel pump is not working. Performance will NOT be affected.

Installing the Mass Air Conversion 'Jumper' Harness:

- Locate the large grommet that the EEC harness passes through. Drill a hole so that the new jumper harness may pass through the grommet to the side of the existing harness.
- Beginning in the engine compartment, route the mass air jumper harness through the firewall on the passenger side following the existing wiring harness, and push the jumper harness through the hole in the grommet towards the factory 60 pin connector. Use tie wraps to secure it to your stock harness.
- The following pins in the jumper harness will need to be placed into the back side of the 60 pin connector:
 - Tan (or Green) Wire: Push into the empty cavity at position #9
 - Blue (or White) Wire: Push into the empty cavity at position #50
 - Red Wire: Splice this wire into the red wire located at pin #37. This should be soldered.
 - Black Wire: Splice this wire into the black wire located at either pin #40 or #60. This should be soldered.



- Replace the red plastic 'lock' by pushing it back into the 60 pin connector. This will lock the pins in place.
- Be sure to remove the vacuum line from the Manifold Absolute Pressure (MAP) sensor, which is located on the center of the firewall. Remove the vacuum hose from the lower intake manifold and cap it off. Be sure to leave the electrical connector plugged in.
- Attach the 4-pin MAF connector from the mass air wire harness to the mass air flow meter.
- Reconnect the battery cable.