

6) Route harness from Mass-Air unit through firewall to computer connector. You can carefully poke a small hole in the thin section of rubber adjacent to the wire bundle in the main EEC harness grommet where it passes through the firewall, and then carefully insert the 4 harness wires through. You will then have to fish out the wires from behind and above the heater assembly inside the car. It may be easier to drill a new hole through the firewall in a convenient place, and route the harness wires through it. If you drill a new hole, **be sure to obtain and install a rubber grommet of the correct size in that hole to prevent wire chaffing and shorting.**

7) Sufficient wire length is provided to route around most obstructions. Once you have located the 4 harness wires next to the computer connector, cut the wires to the correct length. Then attach the 2 supplied terminals (1 extra is provided) to the Brown and Blue wires. If you do not have access to the correct crimping tool for these connectors, simply bend terminal ears around stripped end of wire with a pair of needle nose pliers and then **SOLDER** wire to terminal.

8) For pre-1989 vehicles, it may be necessary to add 3 black wires to computer connector. Refer to page 1 for correct wire locations and connections.

9) Disconnect and plug vacuum line leading from upper intake manifold to MAP sensor. This vacuum line is no longer used. Leave MAP sensor port open to the atmosphere.

10) Be sure to check and verify your connector wiring against the attached wiring diagram. Variations in the pin-outs have occurred over the years and across different car lines.

11) Be sure harness is not routed over sharp edges or near hot exhaust parts. Re-install computer and re-connect battery.

Note 1: On Crown Victoria, Grand Marquis, Town Car, and Mark VII with integral Cruise Control in the engine computer, remove cruise control wires from locations 2, 35, 38, 39, 41, & 50 and tape (except #39) securely as they will not be used. Now take the LB/Y wire you just removed from location 39 and ground it so the horn will still work. The Trip Computer data line is on the same pin (pin 34) on the mass-air computer and does not require moving. If you still desire to have cruise control after converting to mass-air, remove the stand-alone servo, amplifier, and two wiring harnesses plugged into the amplifier from one of the following vehicles:

For Crown Victoria, Grand Marquis, Town Car: 1985 or earlier model
For Mark VII: 1987-1988 T-Bird or Cougar, 1985 Mark VII

You can then wire these parts into your steering wheel switches and restore the cruise control functionality. The particular cruise control system on your vehicle can be identified by looking at the connector on the servo unit: stand-alone cruise has 6 wires going into a 6 position connector, while integral cruise has 3 wires going into a 6 position connector.

Note 2: On wires marked "Splice into...", do not remove or cut existing wire from computer connector. Simply strip off about 1/2" of insulation and solder new wire to existing wire. Tape joint securely.

Note 3: If installing this harness on a NON-HO engine, swap pins 13 – 42 and 14 – 12 in the computer connector to maintain correct injector firing order.