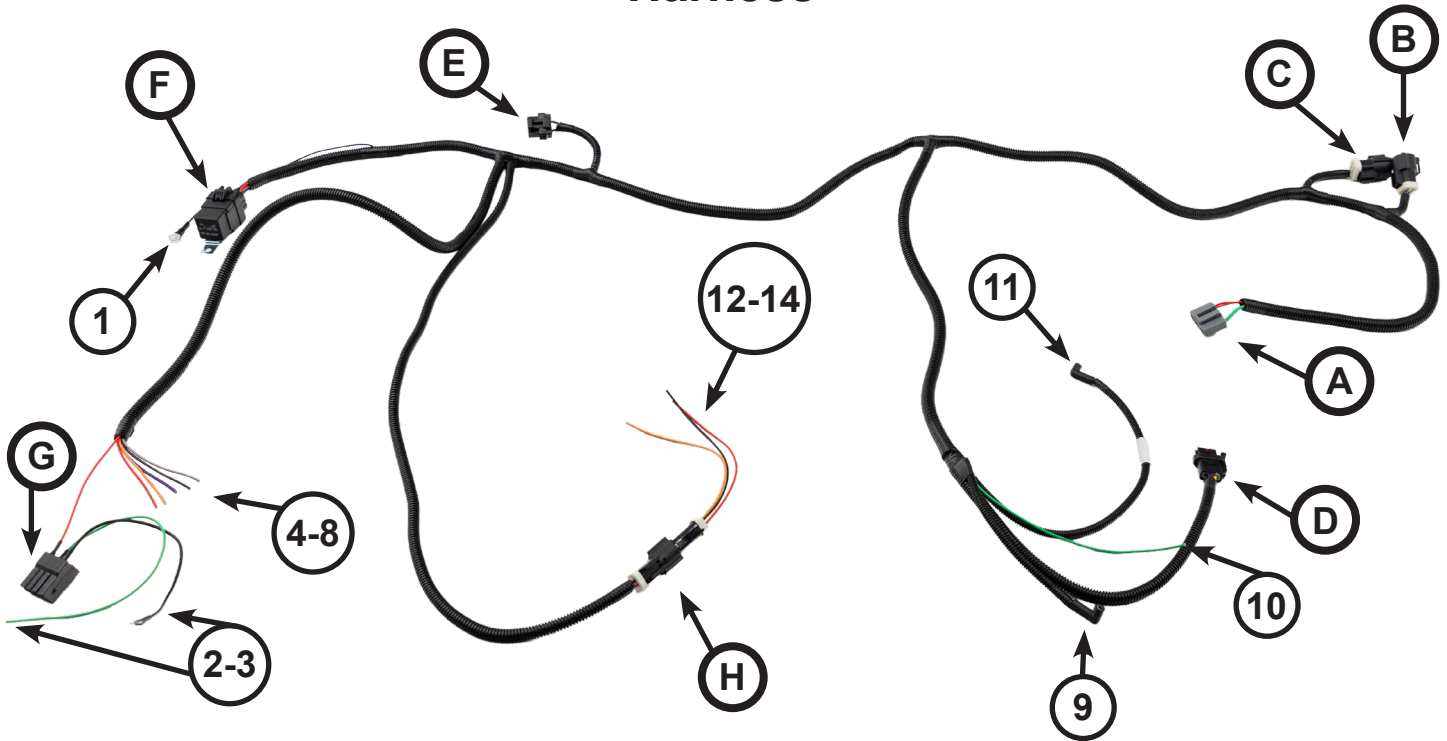


1990 Mustang Pushrod Engine Management System A/C Harness



Connector Identification -

A - Ignition Coil Connector - 2 Wire - (**Red:** Power) / (**Green:** Tach)

B - Round Connector - 3 Wire - (**Red:** key on + for Ignition Coil) / (**Light Purple:** A/C) / (**Green:** Tach)
- Plugs into Grey Connector Near Master Cylinder. **Note:** Grey connector will need a alignment tab shaved for proper connector engagement. (Figure 1)

C - Round Connector - 2 Wire - (**Brown:** Coolant Temp) / (**White:** Oil Pressure) - Plugs into black connector near master cylinder.

D - A/C Compressor Clutch - 2 Wire - (**Black:** Ground) / (**Yellow:** Power)

E - A/C Low Pressure Cycle Switch - 2 Wire - (**Black**) / (**Black**)

F - WOT Relay - Bolt to back of shock tower on passenger side.

G - Body Harness Connector - 3 Wire - (**Red:** Key on +) / (**Black:** Ground) / (**Green:** Fuel Pump) - Plugs in at RH Lower Kickpanel to the Green connector.

H - High & Low Fan or AUX - (Controlled by Stand Alone ECU)

Wire Identification -

Note: Wires 2&3 are optional to run factory fuel pump wiring.

1 - (Black: Ground)

2 & 3 - Fuel Pump "Optional" (Green: Fuel pump) / (Black: Ground) - Used for factory fuel pump wiring ONLY. Cut the pink w/ black stripe wire along the rear taillight harness. Then, cut and splice one lead from the inertia switch to each one end of the pink/black wire, repeat for other lead. This ensures the switch is wired in-line with the circuit. (Figure 2)

4 - (Red: Stand Alone ECU Key On +)

5 - (Orange: Aux/Fan) - Ground Activated

6 - (Purple: A/C Input To Stand Alone ECU For Idle Kickup)

7 - (Black: Aux/Fan) - Ground Activated

8 - (Grey: Ground Activation For WOT Relay)

9 - Coolant temp Sensor

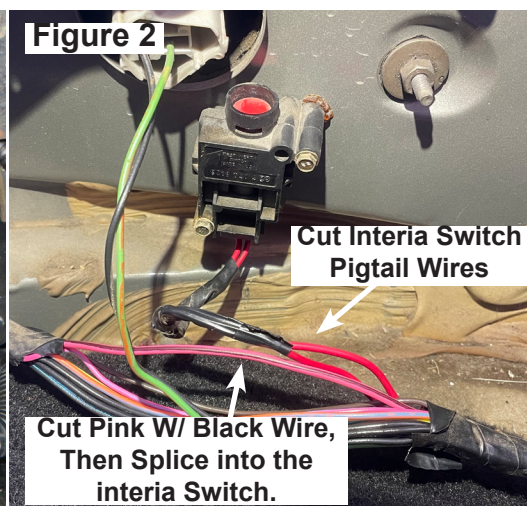
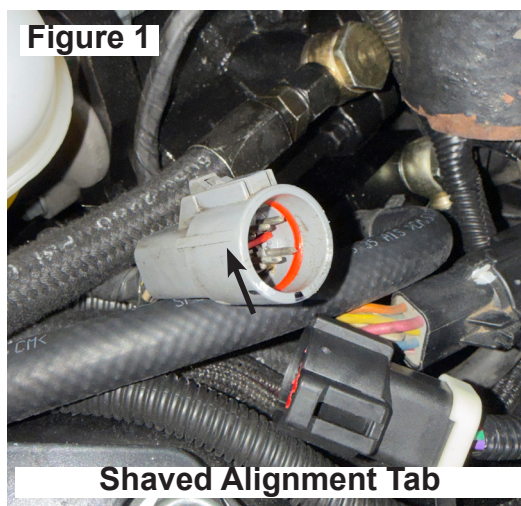
10 - (Green: Tach Trigger From TFI Module)

11 - Oil Pressure Sensor

12 - (Orange: Aux/Fan) - Ground Activated

13 - (Red: Aux/Fan) - Stand Alone ECU Key On +

14 - (Black: Aux/Fan) - Ground Activated



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