

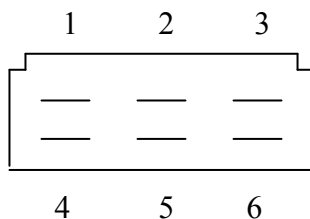
## CUSTOMER WIRING INSTRUCTIONS TO SUIT : UNIVERSAL E40 manual trans

Lay the C.A.E Engine loom in vehicle and plug in all the sensors. ( The sensor plugs can only be connected one way ). Mount the C.A.E Control Loom with the relays and circuit breakers to passenger side inner Kick panel Along with Ecu. Making sure that the earth lug at the Circuit Breakers, with 3 black wires is secured under the mounting bolt.

Using terminals and plugs supplied, adapt original harness to the new loom as per colour codes and numbers on the 6 & 6 pin female plugs that are listed below:

### A ) 6 Pin Female plug

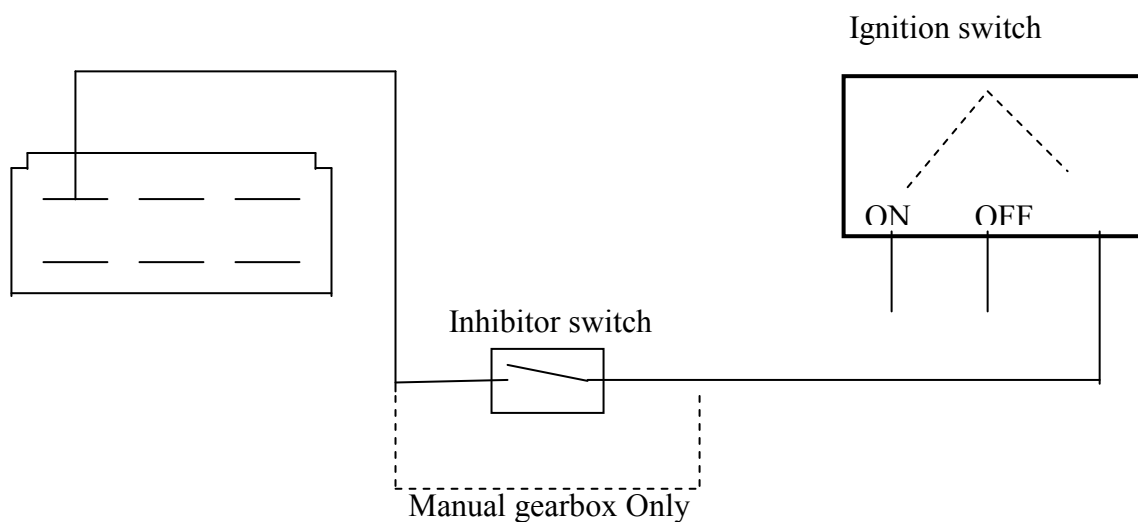
1. Violet - Starter motor signal
2. Pink - Ignition supply, with key in the on position.
3. Red 6mm - Main cab feed ( positive 50 amp Protection ).
4. Violet\White - Electric speedo signal wire
5. Blue - Oil light / gauge.
6. White\Brown - Engine Check Light



View all Plugs from the front  
 i.e. wires come In from the rear

## 1 ) Starter motor Signal – 2mm Violet

This is to be wired to the start position on the ignition switch. If using an Automatic gearbox, wire this up through the inhibitor switch first.

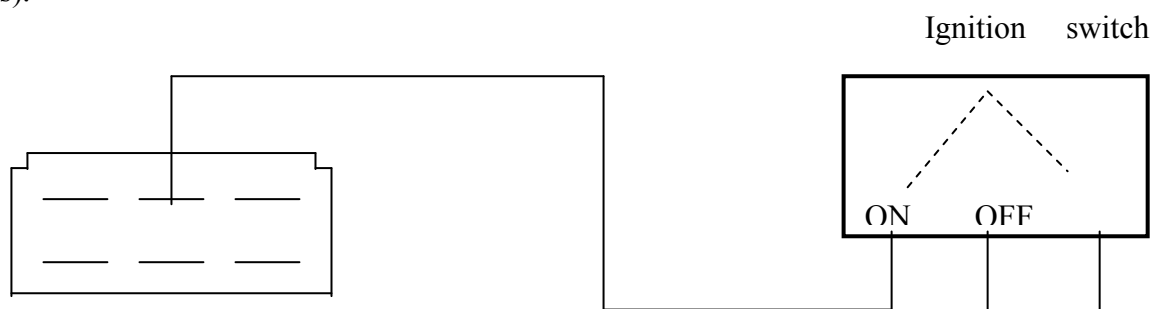


## 2 ) Ignition Supply - 3mm Pink

This is to be wired up to the Ignition switch. Making sure that there is 12 volts power when the key is in the ON position, and while the engine is being cranked.

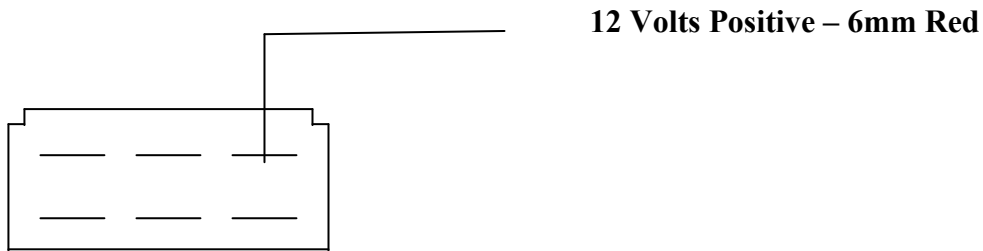
### IF VEHICLE WAS ORIGINALLY FITTED WITH POINTS:

You will have to find the ignition bypass wire and discard it. ( Refer to **NOTE 3** on the last page of these notes).



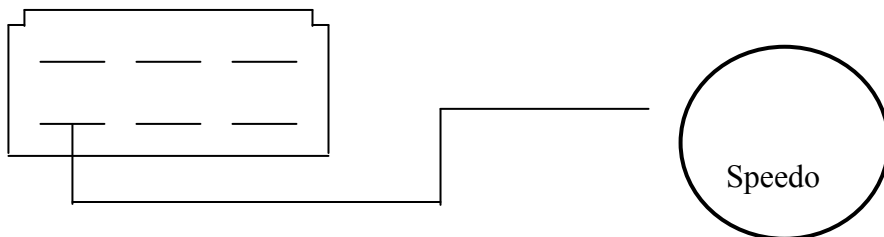
### 3 ) Battery Supply – 6mm Red

This is an auxiliary battery supply, ( rated at 50 amps ). It can be used for a number of things including power supply to the ignition switch.



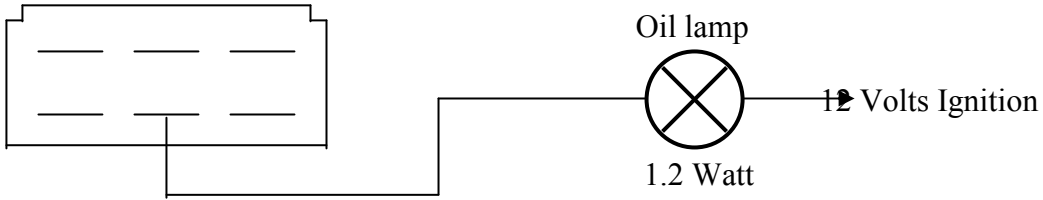
### 4 ) Speedo Signal output – 2mm Violet\White

This is to wired up to the Speedo output signal, on the back of the Speedo.  
( Only use if running an electronic speedo in the dash ).



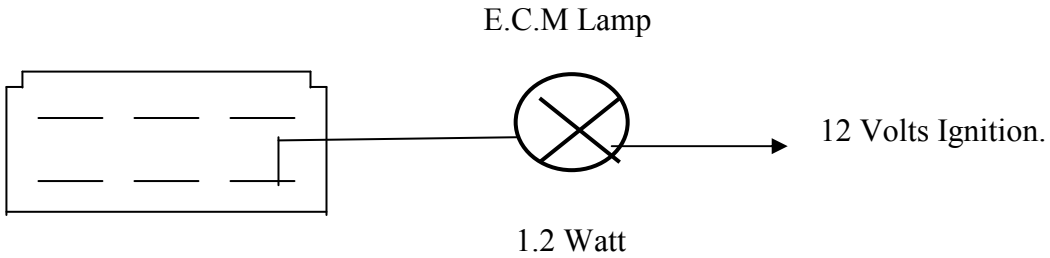
## 5) Oil Lamp / Gauge – 2mm Blue

This is to be wired to Oil warning light or oil gauge ( Not both ).



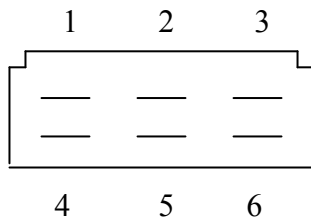
## 6) E.C.M Lamp

This is to wired up to the E.C.M warning lamp



## B. 6 Pin Female

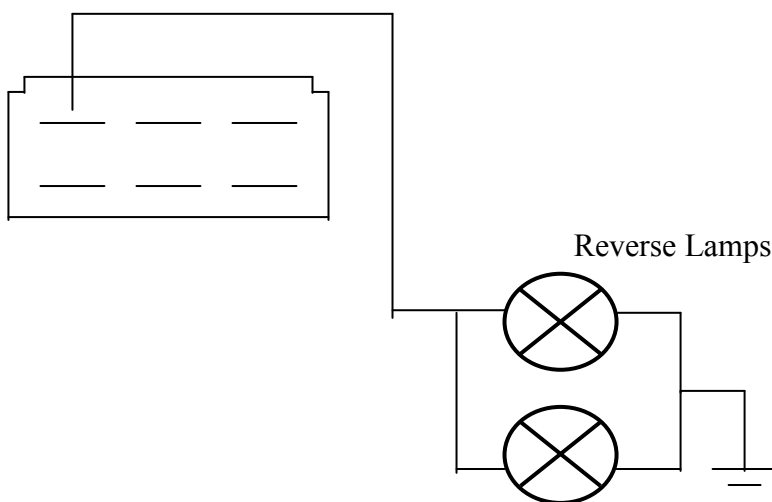
- |                      |                  |
|----------------------|------------------|
| <u>1.</u> Brown\Blue | . Reverse Lights |
| 2. Brown             | . Tacho Signal   |
| 3. Green             | . Temp Gauge     |
| 4.                   |                  |
| 5.                   |                  |
| 6.                   |                  |



View all Plugs from the front  
i.e. wires come In from the rear

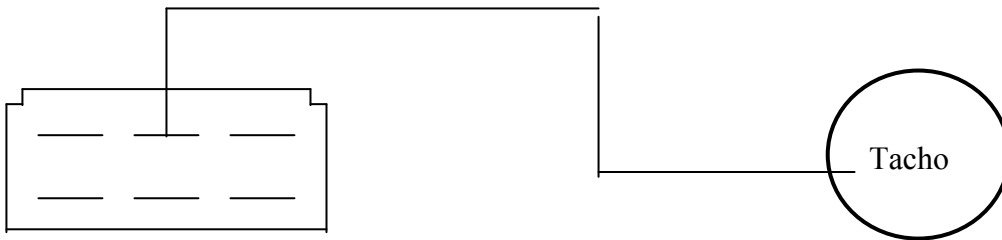
### 1) Reverse Lights – 3mm Brown\Blue

This is to wired up to the Reverse lamps,



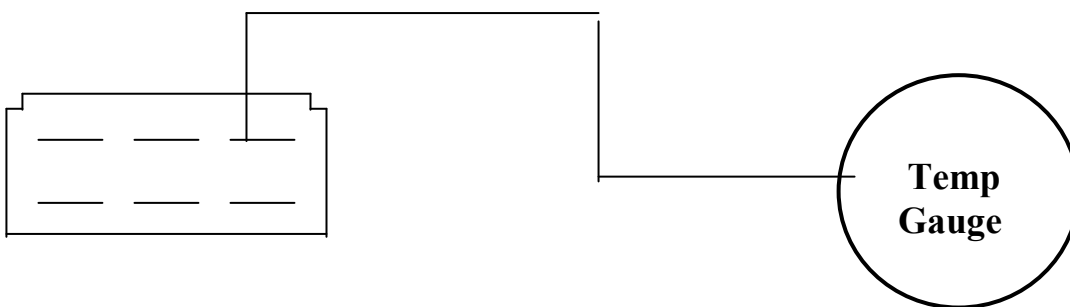
## 2) Tacho Signal – 2mm Brown

This is to wired up to the tacho signal, on the back of the tacho.



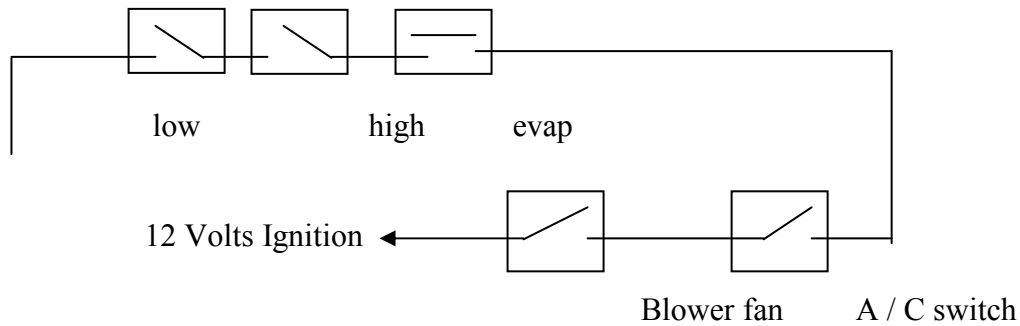
## 3) Temperature Gauge – 2mm Green

This is to wired up to the Temperature gauge, if you are using the original temp gauge on the vehicle, you will have to change the temp sender to match.



#### 4) A / C Switch – 2mm Yellow

This is to be wired up to the A / C switch, through the blower fan. High & low pressure switches, and the E.V.A.P temp switch.



5.

6)

**(D)** Run the fuel pump wiring down to the fuel pump and connect as follows :  
( Red is positive - Black is negative )

**(E)** Run the thermo fan wiring down to the front of the radiator and with the 2 pin plug, wire in the fans. Check the direction of the cooling fans. If the fan runs backwards, reverse the wires in the 2 pin plug (red & black)

**(F)** After final installation of the loom, check that all of the circuit breaker connection are tight.

**Note 1: Thermo Fan Circuit.**  
**Original Circuit for ;**

**Holden VT, VX, VU, VY Fans**

Yellow = High Speed Earth Switching  
Black = Low Speed Earth Switching  
Green = Positive Feed from Fusible Link

Red = Positive Feed from Fusible Link

**Ford Fans.**

(1) Blue = High  
(2) Blue = Low  
(1) Black = Earth  
  
(2) Black = Earth

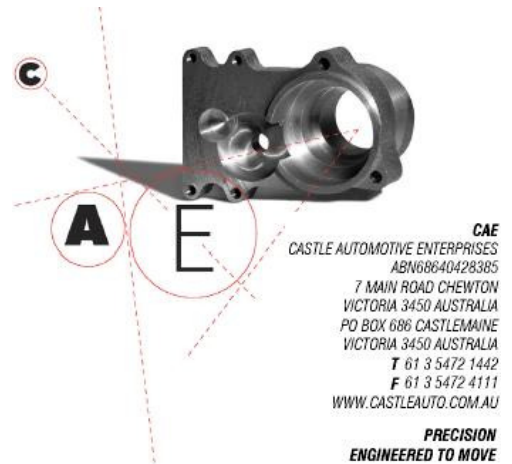
**Note 2: If Engine does not start.**

- a) Do you have fuel pressure?
- b) Do you have Hi Tension Spark?
- c) Do you have Injection Pulse?
- d) Check Pin 2 on Control loom Ignition feed with test light and with the Ignition switched on and with the Engine cranking over the test light should stay on at all times.  
If light fails to glow, go back to Note 1 and recheck ignition bypass.(see note 3 below)

**Note 3: Ignition wire – Yellow, and resistor wire – White,** these will have to be cut and joined together at the ignition switch terminals 1 & 2. To do this cut the white, and loop across into the pink wire, and crimp together. The White Resistor wire, can then be removed and discarded from loom.

**Due to shortage of wire colours at times, there may be some wire colours that don't match. If this is the case follow the plug configuration.**





## **C.A.E. PERFORMANCE PRODUCTS PTY LTD LOOM WARRANTY**

### **Manufacturer's Warranty:-**

All Looms manufactured or modified by C.A.E. Performance Products Pty Ltd will be guaranteed against faulty workmanship for a period of twelve months.

The warranty is subject to the following conditions:-

- All claims must be made within the warranty period.
- Any loom manufactured or modified that has been found to have faulty workmanship or related faults due to the workmanship of C.A.E. Performance Products will be replaced or repaired free of charge.
- C.A.E Performance Products recommend that this product be fitted by qualified personnel.
- The warranty will not apply to a loom that has been installed incorrectly or has been subject to neglect, intentional or accidental damage, unauthorized repairs or modifications or used for the wrong application.
- The warranty does not cover installation of removal of wiring loom or freight costs.
- The warranty will only apply to wiring looms used for normal road use.