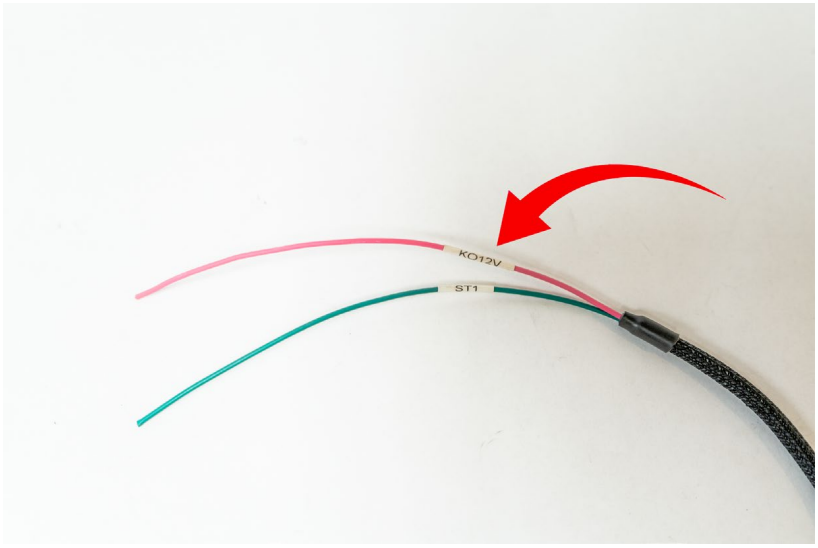
EcoBoost Swap Wiring Harness
CHASSIS

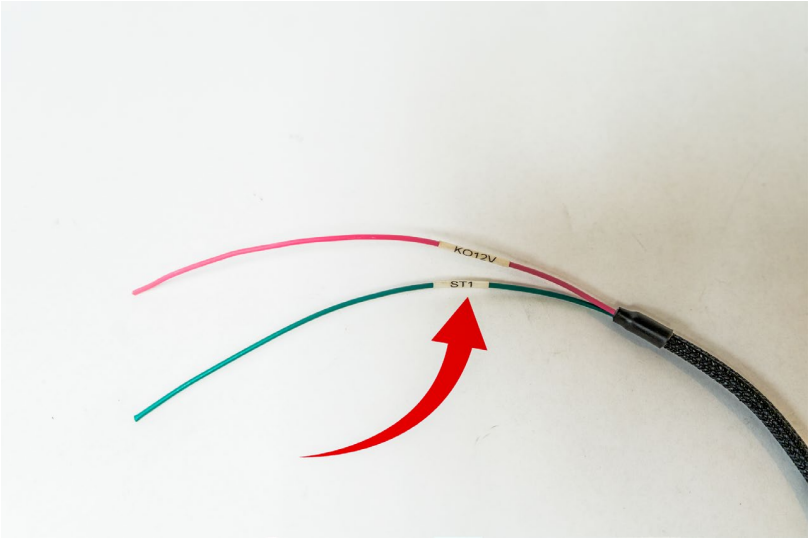
We developed our Ecoboost chassis harness to be as plug and play as possible. Of course, not every project is the same and so we allowed for some flexibility. The patch harness is wired and fused to be ready to run your swap when all of your devices and sensors are installed.

1. Wire labelled BATT is to be hooked directly to a battery terminal or post.

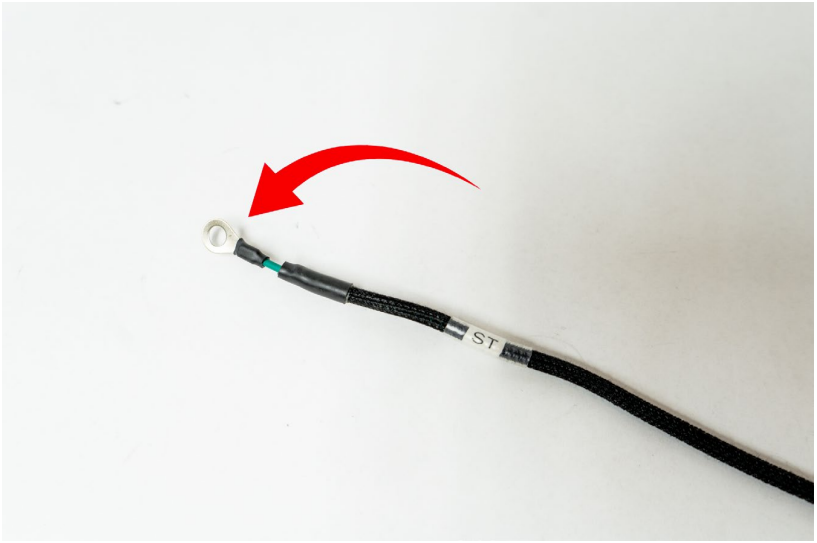
2. Wire labelled KO 12V is to be hooked to an ignition key on source that is not interrupted during cranking.



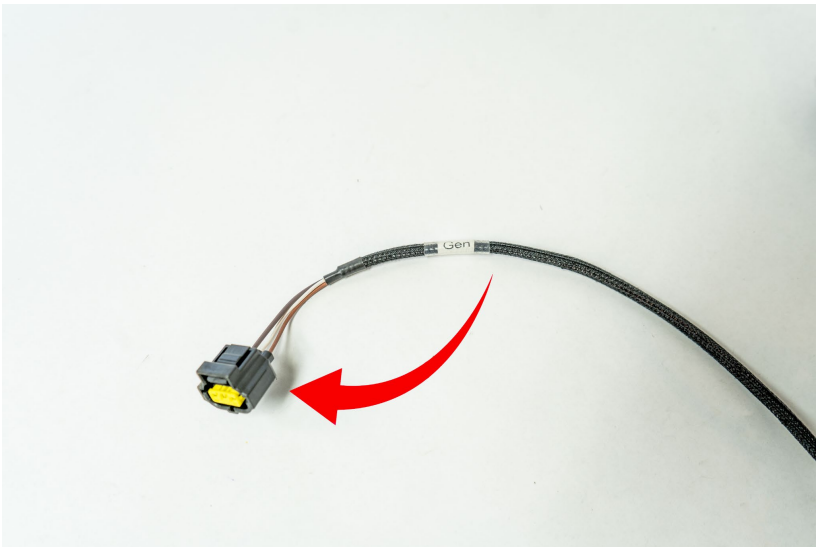
3. Wire labelled ST1 is to be connected to the ignition switch start command. This wire should receive a 12v source. This wire signals a relay to energize the starter solenoid.



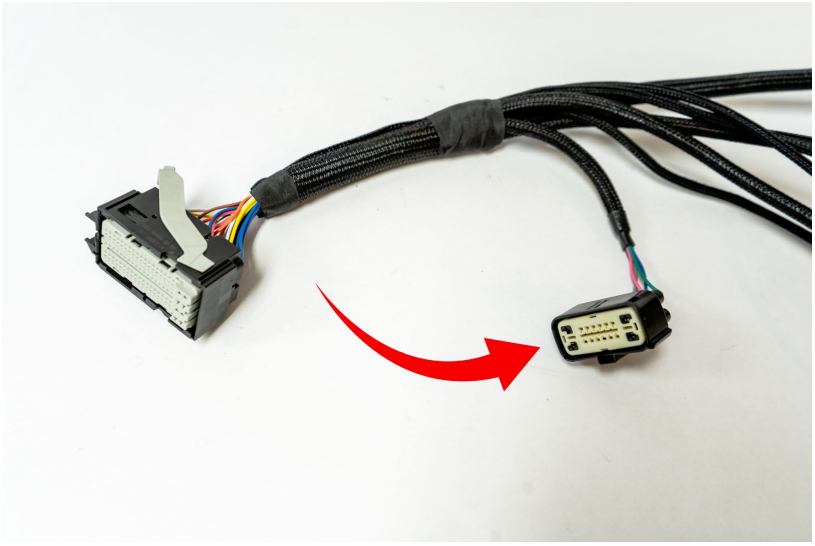
4. The wire with ring a terminal labelled ST bolts to the starter solenoid post.



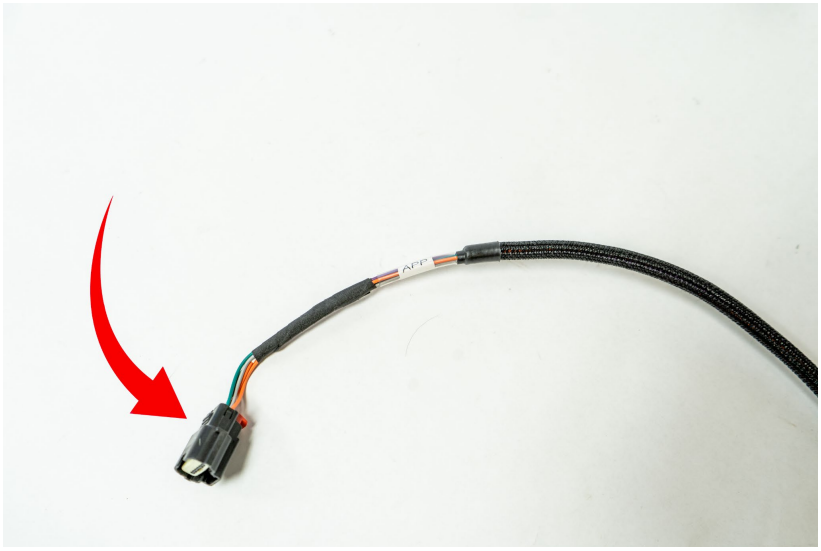
5. 3 position connector loomed with ST and Ground wire labelled GEN plugs directly into the alternator.



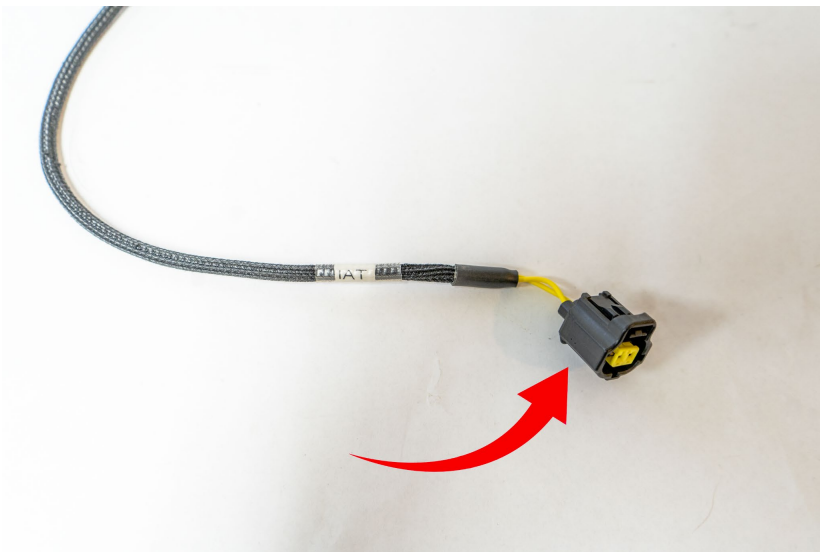
6. 16 pin populated connector near the ecu connectors plug directly into the Ecoboost mustang engine harness.



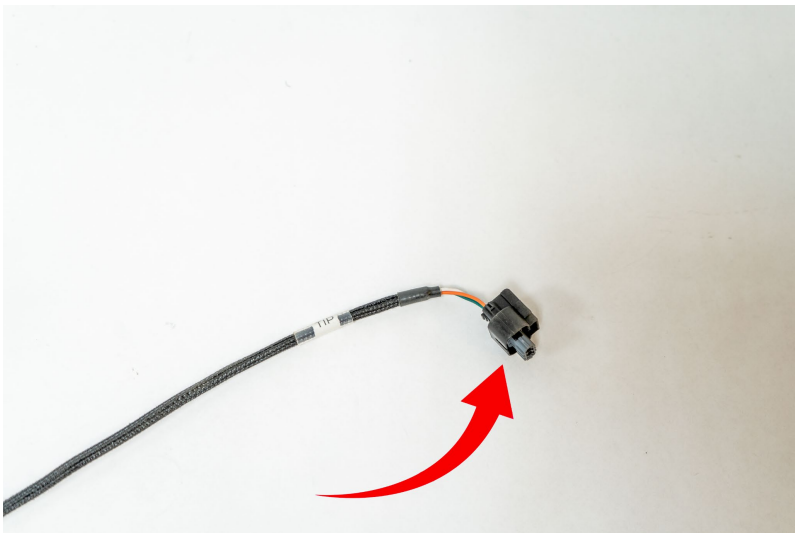
7. The extra long lead with connector labelled APP plugs into the throttle pedal.



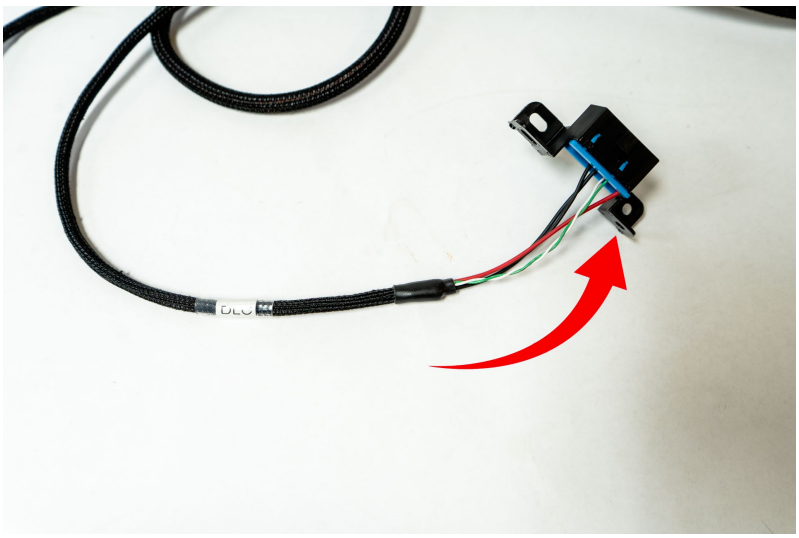
8. The short 2 position connector labelled IAT connects to a sensor that should be mounted in your turbo inlet piping.



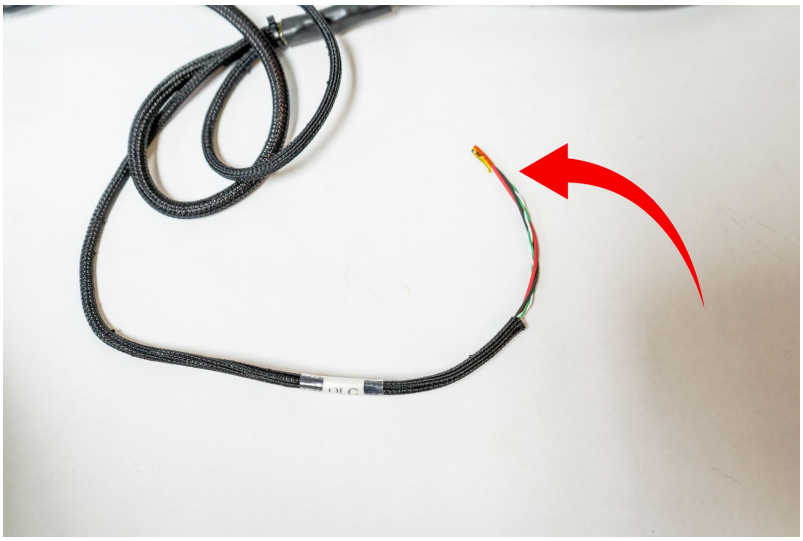
9. The long 3 position connector labelled TIP connects to a sensor mounted in the charge piping on the throttle body side of the intercooler or in the intercooler if using an OEM style design.



10. The lead labelled dlc and terminated with an OBD connector allows for the connection of a scan tool or tuning device.



11. The lead labelled DLC and not terminated is left open for the customer termination to a dash or some other device. The white wire is CanH, green is CanL, red is 12v power and black is ground. This is ignition powered and will only receive power when the car is on.



The wires exiting the fuse/relay box labelled fan, fuel pump, and starter are optional.

1. If you already have a radiator fan set up for temperature control or it is wired to a toggle, pulling the fan fuse and heat shrinking the wire end is acceptable to render this system unused.
2. The Fan wire is fused at 30a and is not capable of more than that due to relay size constraints. If you wish to use the ECU to command the radiator fans off/on but your fan/fans pull more that 30a, the fan output wire can be used to drive a heavier duty relay this wire outputs 12v.
3. The Fuel Pump power wire is also fused at MAX 30a due to relay capacity. This output wire is controlled only by Key On power, any time you roll the key to on or flip your ignition toggle to on, the fuel pump will run in this configuration.
4. IF your starter circuit is already wired and you don’t wish to use this option you can leave the solenoid wire disconnected but you will NEED to add heatshrink to the unused wire to prevent the possibility of arcing. The ST1 wire will still need to be connected to start signal from a key switch/toggle for the ecu to know that you are cranking the engine