Performance Is Looming

YB Cosworth Custom Engine Loom Instructions

YB Cosworth Engine Loom. Important notes, please read first.

The old engine loom must first be removed. Please disconnect the battery, ensure any disconnected wires are labelled for future reference, and please be aware these cars are very old and the chance is very high that someone may well have added, cut and spliced into the old engine loom, so you will need to work out exactly what has been done before removal.

Once the old loom is removed the new loom can be put in place. The only connections that need to be made to the existing car loom are very simple and you will have already disconnected these while removing the old loom. These carry the ignition switched live, rev counter, oil pressure, fuel pump and dash temp gauge wiring. We advise cutting and using the existing bulkhead grommet for an exact fit.

We advise only competent professionals with a good knowledge of the car and its components carry out this conversion.

If you have any problems or concerns, don't hesitate to call us. We are here to help.

The bare wires (car Loom) connect to the old car loom in the following order.

Green -Tacho- (Car loom Green)

Blue -Engine coolant temperature gauge (Colour can vary usually brown/white please pin out at dash) An extension has been supplied for 2WD cars.

Brown- Oil Pressure light (Colour can vary usually brown/green, please pin out at dash)

Red- switched Ignition feed-(Car Loom Black)

Black- fuel pump relay output pin, connect to the (car loom Black-Red) OR to the Fuel pump loom trigger.

On Wasted Spark equipped cars the two white wires at the car loom connector are used for a Diode pack if required, these are feeds from both sides of the coil.

The Green tacho feed is pin 21.

Please insulate and leave the un used connectors.

This loom is a replication of the OE loom and has no fuses on the power feed until they reach the fuse box. We advise a fusable link is used close to the battery if this is a concern