

CONNECTING THE FORD COSWORTH TURBO ENGINE WIRING HARNESS TO THE DAX RUSH LOOM - all Cosworth variants except 'Silver Top'

- The recommended location for the Ford Cosworth ECU and associated relays is inside the car, beneath the scuttle panel
- Over the years, Ford have equipped their Cosworth turbo variants with a number of versions of this wiring harness. However, all versions terminate in a plug containing most, or all, of the wires shown below: -

WIRE COLOUR/S IN TERMINAL PLUG OF FORD LOOM	CONNECTION INSTRUCTIONS AND THE LOCATION OF THE REQUIRED WIRE WITHIN THE DAX LOOM
Red/Blue (Permanent +ve)	At the fuse box, connect the Ford Red/Blue wire to the Brown fly lead running to the horn fuse
Black (Ignition +ve)	At the fuse box, disconnect the White wire running to the fuel pump fuse (located opposite the White/Purple wire) and join this wire directly to the Ford Black wire. (Important - Some Ford Cosworth harnesses include an integral coil +ve feed wire and some do not. If your Cosworth harness is one that does, the White wire included in the DAX engine-bay loom for this purpose will not be required and should be either well insulated or disconnected at the connecting plug to the interior harness)
Black/Red (Fuel Pump Feed)	At the fuse box, disconnect the White/Purple wire running to the other side of the fuel pump fuse and join this wire directly to the Ford Black/Red wire
Green (Rev Counter Trigger)	Locate the White/Black wire, where the DAX interior harness connects to the DAX engine-bay harness, and join this wire directly to the Ford Green wire. The White/Black wire in the DAX engine-bay harness will no longer be required
Brown/White	Locate the Green/Blue wire, where the DAX interior harness connects to the DAX engine-bay harness, and join this wire directly to

(Temperature Sender)	the Ford Brown/White wire. The Green/Blue wire in the DAX engine-bay harness will no longer be required
Brown/Green (Oil Pressure Sender)	Locate the White/Brown wire, where the DAX interior harness connects to the DAX engine bay harness, and join this wire directly to the Ford Brown/Green wire. The White/Brown wire in the DAX engine-bay harness will no longer be required
Brown/Red (Engine Management)	Not required (Where included, this wire is used by Ford to power an engine management warning light)

TESTING WITH SAFETY

As is the norm for these types of circuit, some of the connections made are not fuse protected. It is therefore essential that when the system is tested for the first time, a protective in-line fuse is fitted between the +ve battery terminal and the brown main system feed wires.