

Installation Update

1994-1996 C4 Corvette 24xLink Conversion Kit

Tachometer signal:

On some 1994 LT1 Corvettes you might find the tachometer is wired to a tach filter installed near the factory LT1 coil. The tach filter looks like a small black box about 1" x 1" in size and has two WHITE wires coming into it. When removing the factory single coil and moving to LS coil per plug the tach filter is no longer used and your tachometer will no longer work. The LS PCM has a tachometer output pin (Red Connector Pin #13) similar to most 1994+ LT1 PCM vehicles, and as such we must connect the clusters tachometer to this output pin.

If you do not have a tachometer signal after doing the conversion you likely have a tach filter currently and need to perform the following steps.

- Remove the tach filter by cutting white wires
- a) Identify the short white wire that goes from tach filter to factory coil connector and remove.
 - The white wire remaining is routed thru factory harness and is connected to the Tachometer. We will use this wire, extend it and connect to PCM.
- Re-route the tachometer white wire from the old ignition coil location to the LS PCM location (it may need to be extended).
- Connect this wire to Red PCM Connector Pin 13 (thirteen). Use small wire included in kit which has proper wire terminal already crimped.

3 Wire Engine Coolant Temperature Sensor:

The conversion kit comes with a new 3 wire ECT engine temperature sensor, connector and wiring. The ECT engine temperature sensor is located in the front of the water pump housing. Please follow instructions below to install the new ECT sensor and wiring. It is recommended to read all steps first prior to starting. This will give you overall picture of process before you begin.

Please note for connecting electrical wiring together we recommend soldered joints and shrink tubing. This ensure strong and long lasting connections.

- 1) Remove the factory LT1 2 wire ECT sensor from water pump and install the supplied ECT sensor in its place. Do not over tighten. Since during installation of the signal kit will already have the water pump removed it is a good idea to install new ECT sensor prior to refilling coolant system.
- 2) Remove the factory LT1 2 wire ECT sensor connector by cutting the black and yellow wires about 3" back from the connector. See Figure 1.
- 3) Strip the yellow and black wires to expose about 3/8" of copper. See Figure 2.
- 4) Shorten the new ECT sensor yellow/black and black wires as necessary to retain similar position of new ECT sensor connector relative to old ECT sensor connector.
- 5) Strip the yellow/black and black wires of the new ECT sensor wiring 3/8".
- 6) Connect the original ECT sensor YELLOW WIRE to the new ECT sensor YELLOW/BLACK wire. (solder and shrink wrap). See Figure 3.
- 7) Connect the original ECT sensor BLACK wire to the new ECT sensor BLACK wire. (solder and shrink wrap). See Figure 3
- 8) The long green wire from the new ECT sensor is to be routed, as you see fit, to the PCM connector location of engine bay. It will get connected to the Red PCM Connector.
- 9) Remove the Red PCM connector retainer. Do this by pushing in the small white tabs on either side of retainer with small screwdriver (See figure 4). Pull gently as pressing the white tabs on each side and the retainer will slide off. See Figure 5.
- 10) Open up the rear gray strain relief. Do this by releasing the three small plastic tabs which keep the gray clamshell together. This will expose the wire entry pin holes. See Figure 6.
- 11) Insert the small 6" green wire with pre-installed PCM terminal into the back of the Red Connector. Pin Location #8. See Figure 6. There are small embossed numbers beside each entry hole to locate #8. Slide the green wire, terminal first, in and thru until it clicks into place by the small white tabs which hold each PCM terminal. Pull the green wire back to ensure it is seated in proper position and retained. See Figure 7.
- 12) The long green wire, which was routed from the new ECT sensor connector to the PCM connector location, can now be trimmed to length and connected to the short green wire that was just inserted at Pin #8 of Red Connector. Solder and shrink wrap. See Figure 8.
- 13) Install the Red Retainer back onto the connector.
- 14) Close the gray clamshell.
- 15) The green wire can be loomed in product of your choice, or routed within factory harness loom as required. Ensure factory loom is back over the yellow and black wires at ECT sensor as well.

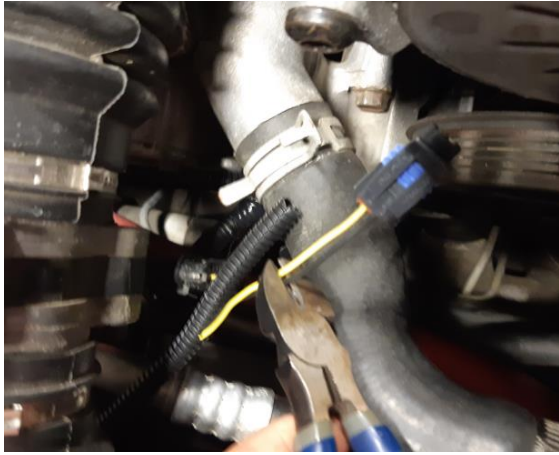


Figure 1



Figure 2

Soldered
and shrink
wrap

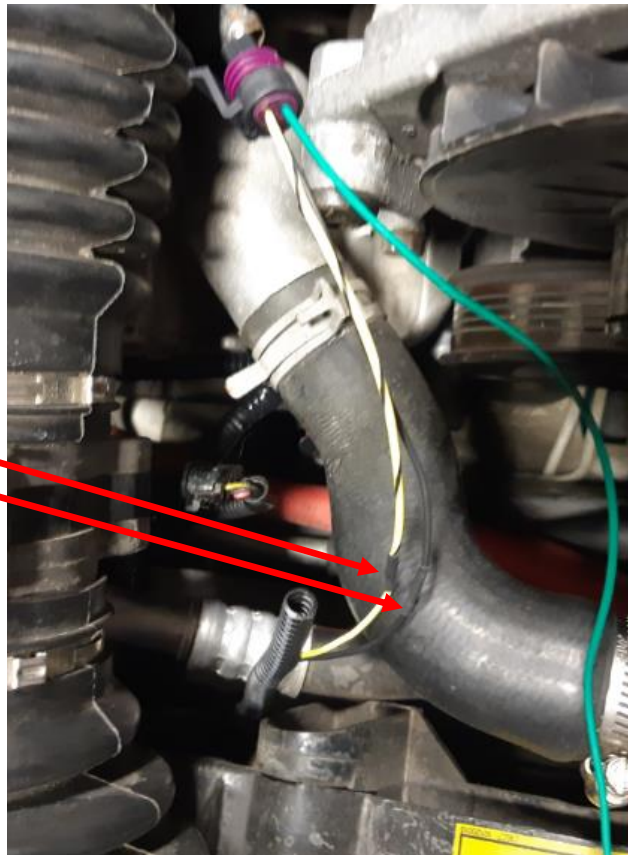


Figure 3

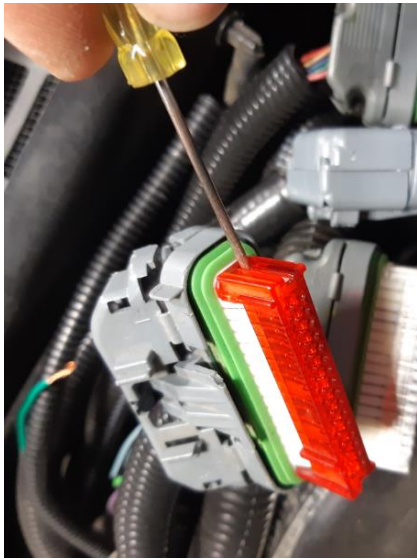


Figure 4



Figure 5

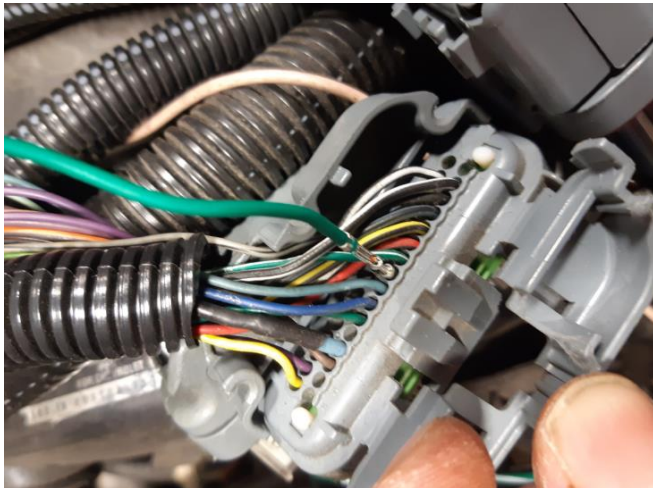


Figure 6

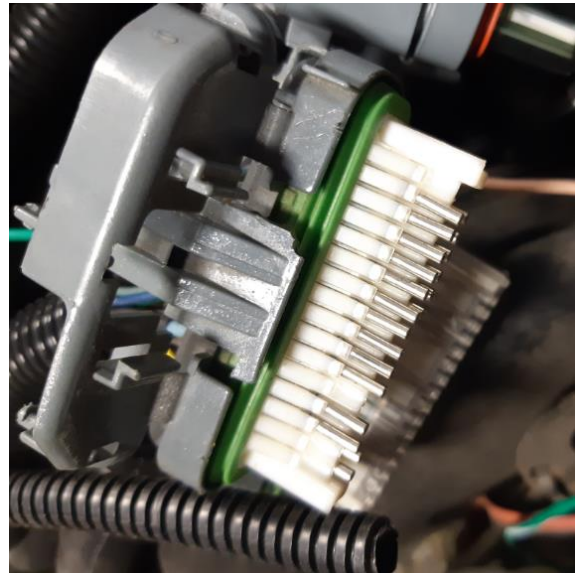


Figure 7

Soldered
and shrink
wrap

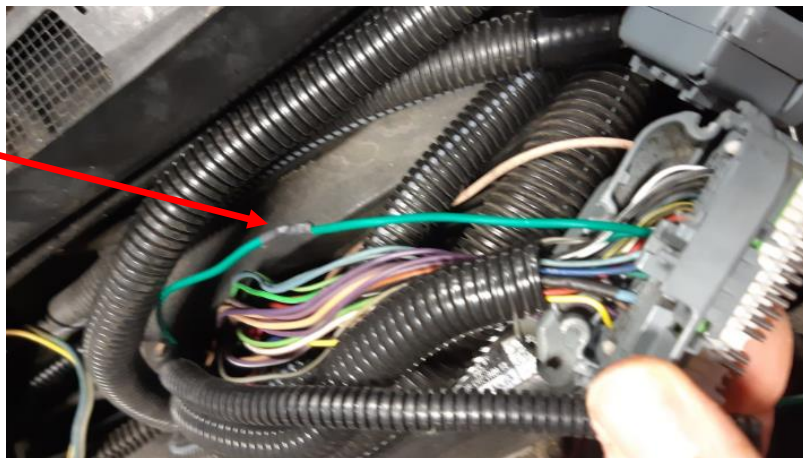


Figure 8