

PATRICK MOTORSPORTS

01/03/19

INSTALLATION INFO FOR 1995-1998 993 3.6L DME CONVERSION HARNESS

Starting under the driver's seat • Route the harness so that the side with the connectors holding the DME fuel pump relay remains under the driver's seat where the DME control unit is installed, then the DK. RED , LT. RED & BLACK wires will run to the front of the car at the fuse panel / battery. The remaining YELLOW leg will come from the DME brain under the driver's seat, and run to the TACH, It will replace the BLACK w/ PURPLE wire and now supply correct signal for an early TACH. * If you are using a late TACH, switch the male/female spade terminals to blue on blue The loose brown wires must be grounded to the chassis. Finally the loose green wire will operate a "Check Engine" light, this works as a ground. The other side of the light will need a switched 12v/#15 power source.

At the fuse panel • Connect the inline fuse holder w/ 30 amp. fuse (supplied) between the 12 GA. (LARGE) RED wire and the positive terminal on the battery. Disconnect the power supply lead to the fuel pump fuse terminal and replace it with the 16GA. (small red) wire, this will now run the fuel pump. Connect the 12GA. black wire to a switched 12 volt supply, at the top side (power inlet side) of the fuse panel. This will primarily be a black w/ red stripe wire, found in the middle of the fuse panel on 911's, a solid black wire on 914's

At the eng. control panel (ENGINE BAY) • Connect the jumper harness supplied between the engine control panel and the engine harness coming off the eng. next to cyl. #1.

* REMEMBER TO ALWAYS DISCONNECT THE BATTERY BEFORE STARTING ELECTRICAL WORK !

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