



Wiring Specialties | 458 Danbury Rd, Unit A9 | New Milford | CT | 06776 | sales@wiringspecialties.com

Z32 300zx (90-95) Engine Harness Installation instructions

Thank you for purchasing the Wiring Specialties pre-made wiring harness. Please read these instructions carefully before attempting the installation.

Chassis – USDM Z32 300zx OBD1 ONLY 1990 – 1995 including convertible models.
Engine Conversion – VG30DE and VG30DETT auto and manual

This version of the harness is designed to work with multiple engines and engine conversions (VG30DE, VG30DETT, Auto and 5-Speed). Hence, there are a number of duplicate connectors located on the harness to accommodate for different manufacturing years of the chassis/engine variations. In most cases, unused connectors and wiring should be removed prior to harness installation.

DO NOT CONNECT THE BATTERY CONNECTOR UNTIL ALL ENGINE CONNECTORS HAVE BEEN INSTALLED AND UNNECESSARY CONNECTORS REMOVED

We will begin by connecting all the engine components first then proceed to the interior of the car to connect the ECU and dash.

Step1 (Feeding the harness in)

Feed the harness through the firewall with the ECU and the interior interface plugs leading the way. This might be tricky with the engine in place.

Remove the dash connector (14 pin white interior plug quick disconnect) and reinstall once the harness is fully through the firewall.



Cam Angle Sensor (CAS)

The Wiring Specialties harness includes both the Early and the Late model CAS connectors. The unused connector can be taped up or completely removed from the harness. When cutting off the connector, please ensure that the wires are cut when NO POWER is supplied to the harness. Also, please make sure that the remaining wires DO NOT touch each other, by taping them individually and inside the insulated jacket of the harness.



A/C Compressor

The Wiring Specialties harness includes both the Early and the Late model A/C Compressor connectors. The unused connector can be taped up or completely removed from the harness. When cutting off the connector, please ensure that the wires are cut when NO POWER is supplied to the harness. Also, please make sure that the remaining wires DO NOT touch each other, by taping them individually and inside the insulated jacket of the harness.



Injectors

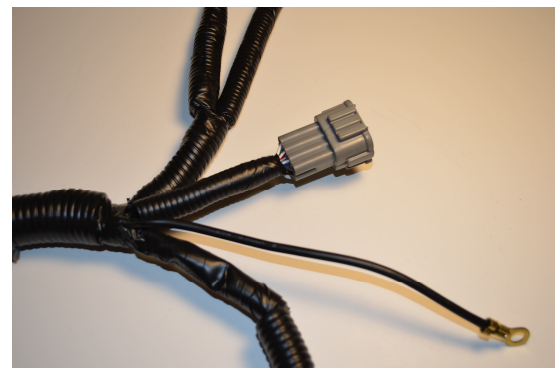
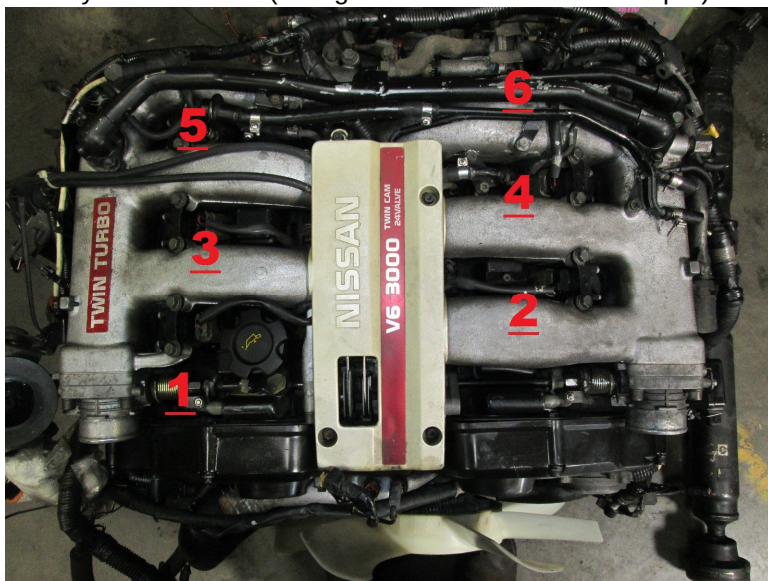
The Wiring Specialties harness includes a quick-disconnect injector sub-harness. Select the proper sub-harness and connect to the MAIN engine harness by an 8-pin GREY connector shown in the image.

Each injector has color coded signal wires for cylinder designation (OEM COLORS). There is also a common Black/Red switched power source wire.

Please follow the chart below.

Cylinder 1 – White
Cylinder 2 – White/Green
Cylinder 3 – White/Red
Cylinder 4 – White/Black
Cylinder 5 – BLUE
Cylinder 6 – White/Blue

Cylinder ID chart (facing the car from the front bumper)



Power Interface Wiring

PROCEED TO INSTALL THE BRANCH OF THE HARNESS THAT GOES TO THE FRONT OF THE CAR (US Driver's Side)

There are 3 connectors on each of the harnesses we make to accommodate the different chassis configurations. For all NON Automatic chassis, tape up the GREY connector seen in the image, as it will not be used. .



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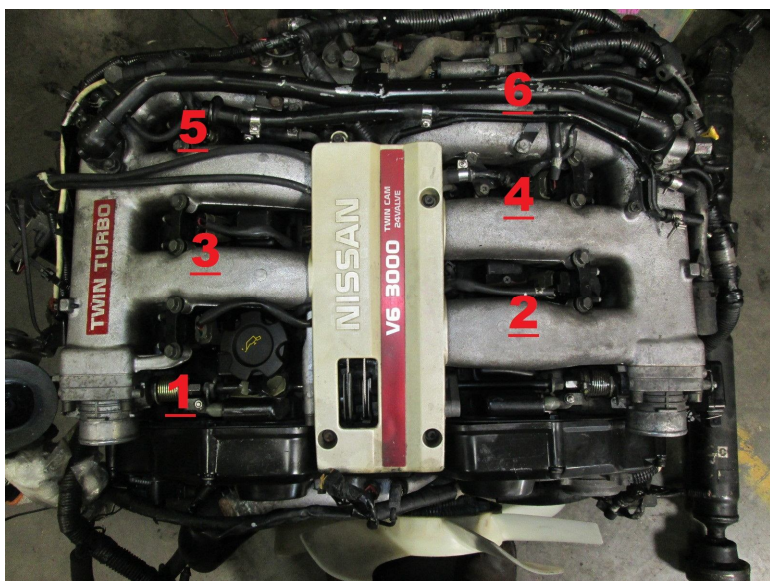
Coils and Coilpacks

The Wiring Specialties harness includes all 6 coilpack connectors. These will be routed a bit differently from the factory setup, due to the injector connectors now being on a separate sub-harness.

Each Coil Connector has color coded signal wires for cylinder designation (OEM COLORS). There is also a common GROUND and POWER wires on each connector with identical colors (both Black).

Please follow the chart below.

Cylinder 1 – BLACK
Cylinder 2 – Red/White
Cylinder 3 – RED
Cylinder 4 – Red/Green
Cylinder 5 – Red/Yellow
Cylinder 6 – Red/Blue



Cylinder ID chart (facing the car from the front bumper)



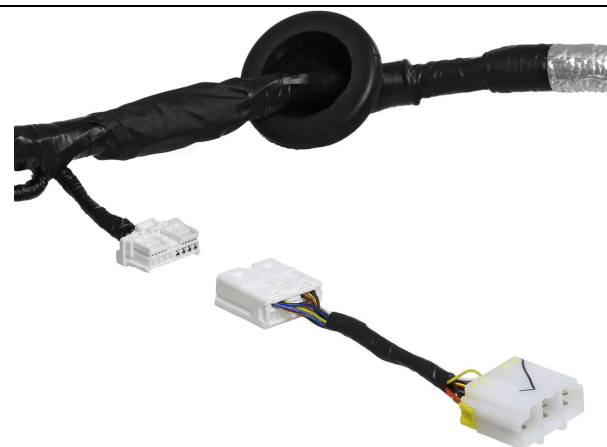
Back in the car

At this point, we should be done with all the wiring in the engine bay. Back in the passenger foot-well we find the Dash connector (14-pin White). NOTE! The new WS Z32 EFI harness is now supplied with a quick-disconnect dash connector, which should be installed from the inside of the car (avoid pushing the connector through the firewall opening).

**BEFORE CONNECTING THE ECU OR THE DASH PLUGS,
MAKE SURE ALL UNUSED CONNECTORS HAVE BEEN
REMOVED FROM THE HARNESS OR TAPED UP**

Connect the dash plug to the chassis, then connect the ECU to the harness and tighten the mounting bolt lightly.

WE ARE DONE!



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