

BMW E30 Instrument Cluster Back Cover Harness Plugs

Speedometer (C2 Connector):

- Should be a brown and red wire connected to pin 12
 - Should be a brown wire connected to pin 8.
- These wires run back to the differential sensor.

**C1 Connector
(Blue)**

**C2 Connector
(White)**

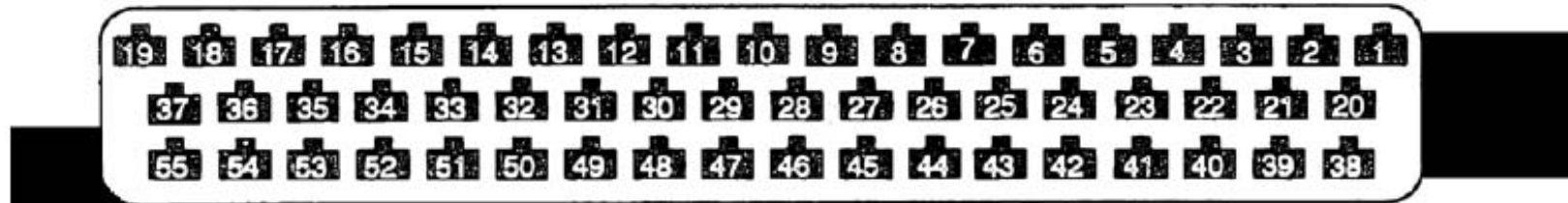


**C3 Connector
(Yellow)**

Green Plug Housing

The tachometer is fed by a signal from the ECU (black wire that connects to pin 6 at the ECU –see next page for ECU pinout). On your car, you need to connect this black wire to pin 7 of the blue plug (C1).

BMW E30 Motronic 1.3 DME Harness Diagram



Shown as viewed when looking into the harness. BK: Black BR: Brown RD: Red YL: Yellow GN: Green BU: Blue VI: Violet GY: Gray WT: White PK: Pink OR: Orange

1	(BK) Output to Ignition Coil	20	-	38	Input from ABS Computer or OBC Code Lock-out Feature (either one cuts off the ignition and injector functions)
2	(BR) Ignition Ground	21	-	39	(GN/BU) Diagnostic Connector Programming Voltage Input
3	(BR/GN) Output to Fuel Pump Relay	22	(WT/GN) Output to Close Idle Control Valve	40	(BK/GY) Input from A/C Refrigerant Low Pressure Cut-out Switch
4	(WT/YL) Output to Open Idle Control Valve	23	(BR/GN) Output to Oxygen Sensor Heater Relay	41	(VI/GY) Input from A/C Control Switch
5	(BR) Output to Evaporative Purge Valve	24	(BR) Ground	42	(RD/BU) Input from Park/Neutral Switch (Automatic Transmission)
6	(BK) Output Engine RPM to Instrument Cluster	25	-	43	-
7	(GY/YL) Input from Air Flow Meter Vane Position Sensor	26	(GY/BU) Air Flow Meter Ground	44	(GY/VI) Input from Intake Air Temperature Sensor
8	(BK) Input from Ignition Inductive Pickup (CID)	27	(GN) "Start" Input from the OBC Code Relay	45	(BR/RD) Input from Coolant Temperature Sensor
9	-	28	(BK) Input from Oxygen Sensor	46	-
10	(YL) Oxygen Sensor Ground	29	(BK/WT) Vehicle Speed Input from Instrument Cluster	47	(BK) Input from Crank Angle Sensor "Positive" Lead
11	Input from Knock Sensor (not used in the E30)	30	-	48	(YL) Input from Crank Angle Sensor "Negative" Lead
12	(GY/WT) Output Voltage to Air Flow Meter	31	(YL) Ignition Inductive Pickup (CID) "Ground"	49	-
13	(WT/YL) Diagnostic Connector I/O (Rx)	32	(WT/BK) Fuel Usage Rate Output to Instrument Cluster	50	Input from ABS to disable the "Deceleration Fuel Cut-Off Feature" (i.e. it keeps the injectors on while engine braking)
14	(BR) Fuel Injector Ground	33	-	51	Input from Automatic Transmission Kickdown Switch
15	(GY) Output to Inst. Cluster Check Engine Light	34	-	52	(BR/BU) Input from Throttle Switch Closed Contact
16	(BR/WT) Output to Fuel Injectors on Cylinders 1, 3 and 5	35	-	53	(BR/BK) Input from Throttle Switch Open Contact
17	(BR/YL) Output to Fuel Injectors on Cylinders 2, 4 and 6	36	(BR) Output to turn on the Main Relay	54	Input from Automatic Transmission Torque Converter Clutch Lockup Switch
18	(RD) Battery Positive Voltage Input (always on)	37	(RD/BU) Input from Main Relay (switched voltage)	55	(WT/VI) Diagnostic Connector I/O (Tx)
19	(BR/OR) Main DME Ground				