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## Wiring Colors for MerCruiser

**NOTE:** Color codes listed below DO NOT apply to EFI and MPI system harnesses.

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<th>BIA COLOR CODE AND ABBREVIATIONS</th>
<th>WHERE USED</th>
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<td>All Grounds</td>
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<td>LIGHT BLUE (LIT BLU)</td>
<td>Oil Pressure Sender to Gauge</td>
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<td>PINK (PNK)</td>
<td>Fuel Gauge Sender to Gauge</td>
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<td>BROWN/WHITE (BRN/WHT)</td>
<td>Trim Sender to Trim Gauge</td>
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<td>PURPLE/WHITE (PUR/WHT)</td>
<td>Trim - &quot;Trailer&quot; Switch</td>
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<td>RED (RED)</td>
<td>Unprotected Wires from Battery</td>
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<tr>
<td>RED/PURPLE (RED/PUR)</td>
<td>Protected (Fused) Wires from Battery</td>
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<tr>
<td>RED/PURPLE (RED/PUR)</td>
<td>Protected (+12V) to Trim Panel</td>
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<td>ORANGE (ORN)</td>
<td>Alternator Output</td>
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<td>PURPLE/YELLOW (PUR/YEL)</td>
<td>Ballast Bypass</td>
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<td>PURPLE (PUR)</td>
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Wiring Diagrams
MCM 3.0LX

NOTE : GRAY lead for use with service tachometer.

A - Ignition System
1 - Distributor
2 - Shift Cutout Switch
3 - Filter
4 - Ignition Coil

B - Starting System
1 - Alternator
2 - Electric Choke
3 - Ground Bolt
4 - Starter
5 - Circuit Breaker
6 - Starter Slave Solenoid

C - Audio Warning System
1 - Water Temperature
2 - Drive Unit Oil Level (If Equipped)
3 - Oil Pressure Switch

D - Instrumentation System
1 - Oil Pressure Sender
2 - Water Temperature Sender
3 - Trim Sender
A - Ignition System
1 - Distributor
2 - Shift Cutout Switch
3 - Ignition Coil

B - Starting System
1 - Alternator
2 - Electric Choke
3 - Ground Bolt
4 - Starter
5 - Circuit Breaker
6 - Starter Slave Solenoid
7 - Electric Fuel Pump
8 - Oil Pressure Cut-Off Switch

C - Audio Warning System
1 - Water Temperature
2 - Drive Unit Oil Level (If Equipped)
3 - Oil Pressure Switch

D - Instrumentation System
1 - Oil Pressure Sender
2 - Water Temperature Sender
3 - Trim Sender
NOTE: TAN/BLU wire is not used at distributor.

A - Ignition System
1 - Distributor
2 - Shift Cutout Switch
3 - Ignition Coil

B - Starting System
1 - Alternator
2 - Electric Choke
3 - Ground Bolt
4 - Starter
5 - Circuit Breaker
6 - Starter Slave Solenoid
7 - Electric Fuel Pump
8 - Oil Pressure Cut-Off Switch

C - Audio Warning System
1 - Water Temperature
2 - Drive Unit Oil Level (If Equipped)
3 - Oil Pressure Switch

D - Instrumentation System
1 - Oil Pressure Sender
2 - Water Temperature Sender
3 - Trim Sender
NOTE: TAN/BLU wire is not used at distributor.

A-Ignition System
1 - Distributor
2 - Ignition Coil

B-Starting System
1 - Alternator
2 - Electric Choke (2 BBL Only)
3 - Ground Bolt
4 - Starter
5 - Circuit Breaker
6 - Starter Slave Solenoid
7 - Fuel Pump
8 - Oil Pressure Cut-Off Switch

C-Audio Warning System
1 - Water Temperature
2 - Drive Unit Oil Level (If Equipped)
3 - Oil Pressure Switch

D-Instrumentation System
1 - Oil Pressure Sender
2 - Water Temperature Sender
3 - Trim Sender
NOTE: TAN/BLU wire is not used at distributor.

A - Ignition System
1 - Distributor
2 - Ignition Coil
3 - Shift Cut-Out Switch
4 - Knock Sensor

B - Starting System
1 - Alternator
2 - Electric Choke
3 - Ground Bolt
4 - Starter
5 - Circuit Breaker
6 - Starter Slave Solenoid

C - Audio Warning System
1 - Water Temperature
2 - Drive Unit Oil Level (If Equipped)
3 - Oil Pressure Switch

D - Instrumentation System
1 - Oil Pressure Sender
2 - Water Temperature Sender
3 - Trim Sender
NOTE: TAN/BLU wire is not used at distributor.

A - Ignition System
1 - Distributor
2 - Ignition Coil
3 - Shift Cut-Out Switch

B - Starting System
1 - Alternator
2 - Electric Choke
3 - Ground Bolt
4 - Starter
5 - Circuit Breaker
6 - Starter Slave Solenoid

C - Audio Warning System
1 - Water Temperature
2 - Drive Unit Oil Level (If Equipped)
3 - Oil Pressure Switch

D - Instrumentation System
1 - Oil Pressure Sender
2 - Water Temperature Sender
3 - Trim Sender
MCM V-8 Bravo Thunderbolt V With Knock Sensor

NOTE: TAN/BLU wire is not used at distributor.

A - Ignition System
1 - Distributor
2 - Ignition Coil
3 - Knock Sensor

B - Starting System
1 - Alternator
2 - Electric Choke
3 - Ground Bolt
4 - Starter
5 - Circuit Breaker
6 - Starter Slave Solenoid

C - Audio Warning System
1 - Water Temperature
2 - Drive Unit Oil Level (If Equipped)
3 - Oil Pressure Switch

D - Instrumentation System
1 - Oil Pressure Sender
2 - Water Temperature Sender
3 - Trim Sender
NOTE: TAN/BLU wire is not used at distributor.

A - Ignition System
1 - Distributor
2 - Ignition Coil

B - Starting System
1 - Alternator
2 - Electric Choke
3 - Ground Bolt
4 - Starter
5 - Circuit Breaker
6 - Starter Slave Solenoid

C - Audio Warning System
1 - Water Temperature
2 - Drive Unit Oil Level (If Equipped)
3 - Oil Pressure Switch

D - Instrumentation System
1 - Oil Pressure Sender
2 - Water Temperature Sender
3 - Trim Sender
NOTE 1: Taped back BROWN/WHITE wire may be used for an accessory. LOAD MUST NOT EXCEED 5 AMPS.

NOTE 2: Taped back TAN/BLUE wire not used.

NOTE 3: 5.7L Models will have WHITE/GREEN wire and 7.4L / 8.2L Models will have BLACK wire.

A - Ignition System
1 - Distributor
2 - Ignition Coil

B - Starting System
1 - Alternator
2 - Electric Choke
3 - Ground Bolt
4 - Starter
5 - Circuit Breaker
6 - Starter Slave Solenoid
7 - Neutral Safety Switch

C - Audio Warning System
1 - Water Temperature Switch
2 - Transmission Fluid Temperature Switch
3 - Oil Pressure Switch

D - Instrumentation System
1 - Oil Pressure Sender
2 - Water Temperature Sender
3 - Trim Sender
NOTE 1: Taped back BROWN/WHITE wire may be used for an accessory. LOAD MUST NOT EXCEED 5 AMPS.

NOTE 2: Taped back TAN/BLUE wire not used.

NOTE 3: 5.7L Models will have WHITE/GREEN wire and 7.4L / 8.2L Models will have BLACK wire.

A - Ignition System
1 - Distributor
2 - Ignition Coil
3 - Knock Sensor

B - Starting System
1 - Alternator
2 - Electric Choke
3 - Ground Bolt
4 - Starter
5 - Circuit Breaker
6 - Starter Slave Solenoid
7 - Neutral Safety Switch

C - Audio Warning System
1 - Water Temperature Switch
2 - Transmission Fluid Temperature Switch
3 - Oil Pressure Switch

D - Instrumentation System
1 - Oil Pressure Sender
2 - Water Temperature Sender
3 - Trim Sender
NOTE 1: Taped back BROWN/WHITE wire may be used for an accessory. LOAD MUST NOT EXCEED 5 AMPS.

NOTE 2: Taped back TAN/BLUE wire not used.

NOTE 3: 5.7L Models will have WHITE/GREEN wire and 7.4L / 8.2L Models will have BLACK wire.

A - Ignition System
1. Distributor
2. Ignition Coil

B - Starting System
1. Alternator
2. Electric Choke
3. Ground Bolt
4. Starter
5. Circuit Breaker
6. Starter Slave Solenoid
7. Neutral Safety Switch

C - Audio Warning System
1. Water Temperature Switch
2. Transmission Fluid Temperature Switch
3. Oil Pressure Switch

D - Instrumentation System
1. Oil Pressure Sender
2. Water Temperature Sender
3. Trim Sender
MCM V-8 Alpha and Bravo EFI and MPI (Including Gen +) Engines

A–Audio Warning System
1 - Drive Unit Oil Level
2 - Oil Pressure Switch

B–Instrumentation System
1 - Trim Sender
2 - Water Temperature Sender
3 - Oil Pressure Sender

C–Charging and Starting System
1 - Starter Slave Solenoid
2 - Circuit Breaker
3 - Starter
4 - Ground Stud
5 - Alternator

a - Harness Connector to EFI System Harness
b - Positive (+) Power Wire to EFI System Harness
c - Auxiliary Tachometer Lead
d - 90 Amp Fuse (DO NOT Remove)
**A-- Audio Warning System**
1 - Drive Unit Oil Level
2 - Oil Pressure Switch

**B-- Instrumentation System**
1 - Trim Sender
2 - Water Temperature Sender
3 - Oil Pressure Sender

**C-- Charging and Starting System**
1 - Starter Slave Solenoid
2 - Circuit Breaker
3 - Starter
4 - Ground Stud
5 - Alternator
6 - Oil Pressure Cut-Off Switch
7 - Fuel Pump

a - Harness Connector to EFI System Harness
b - Positive (+) Power Wire to EFI System Harness
c - Auxiliary Tachometer Lead
d - 90 Amp Fuse (DO NOT Remove)
All EFI and MPI Inboard and Ski Engines Except 350 Magnum MPI Gen + Tournament Ski "Black Scorpion"

NOTE 1: Taped back BROWN and BLACK wire may be used for an accessory. LOAD MUST NOT EXCEED 5 AMPS

A - Audio Warning System
1. Oil Pressure Switch
2. Transmission Fluid Temperature Switch

B - Instrumentation System
1. Oil Pressure Sender
2. Water Temperature Sender

C - Charging and Starting System
1. Alternator
2. Ground Stud
3. Starter
4. Circuit Breaker
5. Starter Slave Solenoid
6. Neutral Safety Switch

a. Positive Power Wire To EFI System Harness
b. Harness Connector To EFI System Harness
c. Auxiliary Tachometer Lead
d. 90 Amp. System Fuse
NOTE 1: Taped back BROWN and BLACK wire may be used for an accessory. LOAD MUST NOT EXCEED 5 AMPS

A - Audio Warning System
1 - Oil Pressure Switch
2 - Transmission Fluid Temperature Switch

B - Instrumentation System
1 - Oil Pressure Sender
2 - Water Temperature Sender

C - Charging and Starting System
1 - Alternator
2 - Ground Stud
3 - Starter
4 - Circuit Breaker
5 - Starter Slave Solenoid
6 - Neutral Safety Switch
7 - 90 Amp. System Fuse
8 - Knock Sensor

a - Positive Power Wire To EFI System Harness
b - Harness Connector To EFI System Harness
c - Auxiliary Tachometer Lead
MCM 262 Magnum EFI Gen + Alpha

NOTE 1: All BLACK wires with a ground symbol are interconnected within the EFI system harness.

NOTE 1: As a mid year (96-1/2) model change, the EFI (Throttle Body Injection) models have the lanyard stop connector removed from the wiring harness. The dual engine capability is relocated by routing the YEL wire to the Data Link Connector (DLC).

1 - Vapor Separator Tank (VST)
2 - Throttle Body
3 - Distributor
4 - Coil
5 - Knock Sensor (KS) Module
6 - Data Link Connector (DLC)
7 - Manifold Absolute Pressure (MAP) Sensor
8 - Knock Sensor
9 - Idle Air Control (IAC)
10 - Throttle Position (TP) Sensor
11 - Engine Coolant Temperature Sensor (ECT)
12 - Electronic Control Module (ECM)
13 - Fuel Pump Relay
14 - Ignition/System Relay
15 - Fuel Pump Fuse
16 - ECM/Ignition Feed/KS Module/Injectors Fuse
17 - ECM/DLC/Battery Fuse
18 - Harness Connector To Starting/Charging Harness
19 - Shift Cutout Switch
20 - Lanyard Stop Switch
21 - Positive Power Wire To Engine Circuit Breaker
NOTE: All BLACK wires with a ground symbol are interconnected within the EFI system harness.

NOTE 1: As a mid year (96-1/2) change, the EFI (Throttle Body Injection) models have the lanyard stop connector removed from the wiring harness. The dual engine capability is relocated by routing the YEL wire to the Data Link Connector (DLC).

1 - Vapor Separator Tank (VST)
2 - Throttle Body
3 - Distributor
4 - Coil
5 - Knock Sensor (KS) Module
6 - Data Link Connector (DLC)
7 - Manifold Absolute Pressure (MAP) Sensor
8 - Knock Sensor
9 - Idle Air Control (IAC)
10 - Throttle Position (TP) Sensor
11 - Engine Coolant Temperature Sensor (ECT)
12 - Electronic Control Module (ECM)
13 - Fuel Pump Relay
14 - Ignition/System Relay
15 - Fuel Pump Fuse
16 - ECM/Ignition Feed/KS Module/Injectors Fuse
17 - ECM/DLC/Battery Fuse
18 - Harness Connector To Starting/Charging Harness
19 - Positive (+) Power Lead To Engine Circuit Breaker
NOTE: All BLACK wires with a ground symbol are interconnected within the EFI system harness.

NOTE 1: As a mid year (96-1/2) change, the EFI (Throttle Body Injection) models have the lanyard stop connector removed from the wiring harness. The dual engine capability is relocated by routing the YEL wire to the Data Link Connector (DLC).

1 - Vapor Separator Tank (VST)
2 - Throttle Body
3 - Distributor
4 - Coil
5 - Knock Sensor (KS) Module
6 - Data Link Connector (DLC)
7 - Manifold Absolute Pressure (MAP) Sensor
8 - Knock Sensor
9 - Idle Air Control (IAC)
10- Throttle Position (TP) Sensor
11- Engine Coolant Temperature Sensor (ECT)

12- Electronic Control Module (ECM)
13- Fuel Pump Relay
14- Ignition/System Relay
15- Fuel Pump Fuse
16- ECM/Injection Feed/KS Module/Injectors Fuse
17- ECM/DLC/Battery Fuse
18- Harness Connector To Starting/Charging Harness
19- Harness Connector To Lanyard Stop Switch (Optional)
20- Harness Connector For Dual Engine Data Link Cable
21- Positive (+) Power Wire To Engine Circuit Breaker
NOTE: All BLACK wires with a ground symbol are interconnected within the EFI system harness.

NOTE 1: As a mid year (96-1/2) model change, the EFI (Throttle Body Injection) models have the lanyard stop connector removed from the wiring harness. The dual engine capability is relocated by routing the YEL wire to the Data Link Connector (DLC).

1 - Vapor Separator Tank (VST)
2 - Throttle Body
3 - Distributor
4 - Coil
5 - Knock Sensor (KS) Module
6 - Data Link Connector (DLC)
7 - Manifold Absolute Pressure (MAP) Sensor
8 - Knock Sensor
9 - Idle Air Control (IAC)
10 - Throttle Position (TP) Sensor
11 - Engine Coolant Temperature Sensor (ECT)
12 - Electronic Control Module (ECM)
13 - Fuel Pump Relay
14 - Ignition/System Relay
15 - Fuel Pump Fuse
16 - ECM/Ignition Feed/KS Module/Injectors Fuse
17 - ECM/DLC/Battery Fuse
18 - Harness Connector To Starting/Charging Harness
19 - Harness Connector To Lanyard Stop Switch (Optional)
20 - Harness Connector For Dual Engine Data Link Cable
21 - Positive (+) Power Wire To Engine Circuit Breaker
22 - Shift Cutout Switch
MCM 350 MPI Bravo (Including Gen + Engines)

Note: All BLACK Wires With A Ground Symbol Are Interconnected Within The EFI System Harness.

NOTE 1: As a mid year (96-1/2) model change, the MPI (Multi Port Injection) models have the lanyard stop connector and dual engine data link connector removed from the wiring harness. The dual engine capability is relocated by routing the YEL wire to the Data Link Connector (DLC).

1 - Vapor Separator Tank (VST)
2 - Throttle Body
3 - Distributor
4 - Coil
5 - Electronic Spark Control (KS) Module
6 - Data Link Connector (DLC)
7 - Manifold Absolute Pressure (MAP) Sensor
8 - Knock Sensor
9 - Idle Air Control (IAC)
10 - Throttle Position (TP) Sensor
11 - Engine Coolant Temperature (ECT) Sensor
12 - Electronic Control Module (ECM)
13 - Fuel Pump Relay
14 - Ignition/System Relay
15 - Fuse (15 Amp) Fuel Pump
16 - Fuse (15 Amp) ECM/DLC/Battery
17 - Fuse (10 Amp) ECM/Injector/Ignition/Knock Module
18 - Harness Connector To Starting/Charging Harness
19 - Harness Connector To Lanyard Stop Switch (Optional)
20 - Harness Connector For Dual Engine Data Link Cable
21 - Positive (+) Power Wire To Engine Circuit Breaker
Note: All BLACK Wires With A Ground Symbol Are Interconnected Within The EFI System Harness.

NOTE 1: As a mid year (96-1/2) model change, the MPI (Multi Port Injection) models have the lanyard stop connector removed from the wiring harness. The dual engine capability is relocated by routing the YEL wire to the Data Link Connector (DLC).

1 - Fuel Pump
2 - Distributor
3 - Coil
4 - Electronic Spark Control (KS) Module
5 - Data Link Connector (DLC)
6 - Manifold Absolute Pressure (MAP) Sensor
7 - Idle Air Control (IAC)
8 - Throttle Position (TP) Sensor
9 - Engine Coolant Temperature (ECT) Sensor
10 - Electronic Control Module (ECM)
11 - Fuel Pump Relay
12 - Ignition/System Relay
13 - Fuse (15 Amp) Fuel Pump
14 - Fuse (15 Amp) ECM/DLC/Battery
15 - Fuse (10 Amp) ECM/Injector/Ignition/Knock Module
16 - Harness Connector To Starting/Charging Harness
17 - Harness Connector To Lanyard Stop Switch (Optional)
18 - Positive (+) Power Wire To Engine Circuit Breaker
NOTE 1: As a mid year (96-1/2) model change, the MPI (Multi Port Injection) models have the lanyard stop connector removed from the wiring harness. The dual engine capability is relocated by routing the YEL wire to the Data Link Connector (DLC).

1 - Fuel Pump
2 - Throttle Body
3 - Distributor
4 - Coil
5 - Electronic Spark Control (KS) Module
6 - Data Link Connector (DLC)
7 - Manifold Absolute Pressure (MAP) Sensor
8 - Knock Sensor
9 - Idle Air Control (IAC)
10 - Throttle Position (TP) Sensor
11 - Engine Coolant Temperature (ECT) Sensor
12 - Electronic Control Module (ECM)
13 - Fuel Pump Relay
14 - Ignition/System Relay
15 - Fuse (15 Amp) Fuel Pump
16 - Fuse (15 Amp) ECM/DLC/Battery
17 - Fuse (10 Amp) ECM/Injector/Ignition/Knock Module
18 - Harness Connector To Starting/Charging Harness
19 - Positive (+) Power Wire To Engine Circuit Breaker

Note: All BLACK Wires With A Ground Symbol Are Interconnected Within The EFI System Harness.
NOTE: All BLACK wires with a ground symbol are interconnected within the EFI system harness.

NOTE 1: As a mid year (96-1/2) model change, the MPI (Multi Port Injection) models have the lanyard stop connector removed from the wiring harness. The dual engine capability is relocated by routing the YEL wire to the Data Link Connector (DLC).

1 - Vapor Separator Tank (VST)
2 - Throttle Body
3 - Distributor
4 - Coil
5 - Knock Sensor (KS) Module
6 - Data Link Connector (DLC)
7 - Manifold Absolute Pressure (MAP) Sensor
8 - Intake Air Temperature (IAT) Sensor
9 - Knock Sensor
10 - Idle Air Control (IAC)
11 - Throttle Position (TP) Sensor
12 - Engine Coolant Temperature (ECT) Sensor
13 - Electronic Control Module (ECM)
14 - Fuel Pump Relay
15 - Ignition Relay
16 - Fuel Pump Fuse (15 Amp)
17 - Injector Fuse (15 Amp) ECM, DLC, Battery
18 - ECM Fuse (10 Amp) ECM/Ignition/Injector/Knock Sensor Module
19 - Harness Connector to Starting/Charging Harness
20 - Harness Connector to Lanyard Stop Switch (Optional)
21 - Harness Connector for Dual Engine Data Link Cable
22 - Positive (+) Power Wire to Engine Circuit Breaker
NOTE 1: Connect wires together with screw and hex nut. Apply Quicksilver Liquid Neoprene to connection and slide rubber sleeve over connection.

NOTE 2: Power for a second fused accessory panel may be taken from this connection. Load MUST NOT exceed 35-40 amps. Panel ground wire MUST BE connected to instrument terminal that has an 8 gauge BLACK (ground) harness wire connected to it.

1 - Tachometer
2 - Audio Warning Buzzer (if Equipped)
3 - Oil Pressure
4 - Water Temperature
5 - Battery Meter
6 - Ignition Switch
7 - Trim Indicator
8 - To 12 Volt Source (PURPLE wire connection)
9 - 20 Ampere Fuse
NOTE 1: Connect wires together with screw and hex nut. Apply Quicksilver Liquid Neoprene to connection and slide rubber sleeve over connection.
NOTE 2: Power for a second fused accessory panel may be taken from this connection. Load MUST NOT exceed 35-40 amps. Panel ground wire MUST BE connected to instrument terminal that has an 8 gauge BLACK (ground) harness wire connected to it.

1 - Tachometer
2 - Audio Warning Buzzer (if Equipped)
3 - Oil Pressure
4 - Water Temperature
5 - Battery Meter
6 - Ignition Switch
7 - To 12 Volt Source (PURPLE wire connection)
8 - 20 Ampere Fuse
Dual Station Wiring (Using a Neutral Safety Switch in Only One Remote Control)

NOTE 1: BROWN/WHITE wire is taped back at instrument end. If installing on boat that is equipped with MerCruiser stern drive, BROWN/WHITE wire is connected to trim sender terminal block. If installing on MerCruiser Inboard, BROWN/WHITE wire is taped back at engine end, or it may be used for an accessory (limit 5 amperes)

NOTE 2: An accessory fuse panel may be connected at this location. The combined current draw of the primary station and secondary station MUST NOT exceed 35 amperes.

NOTE 3: Connect wires together with screw and hex nut. Apply Quicksilver Liquid Neoprene to connection and slide rubber sleeve over connection.

A - Secondary Station
1 - Stop -Start Panel
2 - Tachometer
3 - Oil Pressure
4 - Water Temperature
5 - Battery Meter

B - Primary Station
1 - Ignition Switch
2 - Tachometer
3 - Oil Pressure
4 - Water Temperature
5 - Battery Meter
6 - To Engine
7 - 20 Ampere Fuse
NOTE 1: BROWN/WHITE wire is taped back at instrument end. If installing on boat that is equipped with MerCruiser stern drive, BROWN/WHITE wire is connected to trim sender terminal block. If installing on MerCruiser Inboard, BROWN/WHITE wire is taped back at engine end, or it may be used for an accessory (limit 5 amperes).

NOTE 2: An accessory fuse panel may be connected at this location. The combined current draw of the primary station and secondary station **MUST NOT** exceed 35 amperes.

NOTE 3: Connect wires together with screw and hex nut. Apply Quicksilver Liquid Neoprene to connection and slide rubber sleeve over connection.

**A - Secondary Station**
1 - Stop -Start Panel
2 - Tachometer
3 - Oil Pressure
4 - Water Temperature
5 - Battery Meter

**B - Primary Station**
1 - Ignition Switch
2 - Tachometer
3 - Oil Pressure
4 - Water Temperature
5 - Battery Meter
6 - To Engine
7 - 20 Ampere Fuse
Dual Station Wiring (Using a Neutral Safety Switch in Engine Wiring Harness)

NOTE 1: BROWN/WHITE wire is taped back at instrument end. If installing on boat that is equipped with Mercruiser stern drive, BROWN/WHITE wire is connected to trim sender terminal block. If installing on Mercruiser Inboard, BROWN/WHITE wire is taped back at engine end, or it may be used for an accessory (limit 5 amperes).

NOTE 2: An accessory fuse panel may be connected at this location. The combined current draw of the primary station and secondary station MUST NOT exceed 35 amperes.

NOTE 3: Connect wires together with screw and hex nut. Apply Quicksilver Liquid Neoprene to connection and slide rubber sleeve over connection.

A - Secondary Station
1 - Stop -Start Panel
2 - Tachometer
3 - Oil Pressure
4 - Water Temperature
5 - Battery Meter

B - Primary Station
1 - Ignition Switch
2 - Tachometer
3 - Oil Pressure
4 - Water Temperature
5 - Battery Meter
6 - To Engine
7 - 20 Ampere Fuse
MPI Wiring Diagram (2 of 4)

INTAKE AIR TEMPERATURE (IAT) SIGNAL

THROTTLE POSITION SENSOR (TP) SIGNAL

MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR SIGNAL

ENGINE COOLANT TEMPERATURE (ECT) SIGNAL

INTAKE AIR TEMPERATURE (IAT) SENSOR SIGNAL (THIS SENSOR IS NOT ON 5.7L / 350 CID ENGINES)

THROTTLE POSITION SENSOR SIGNAL

+ 5 VOLTS REFERENCE

MAP SIGNAL

+ 5 VOLTS REFERENCE

SENSOR GROUND

SENSOR GROUND

ENGINE COOLANT TEMPERATURE (ECT) SENSOR SIGNAL

INDEX
ECM BAT FUSE/DLC 15A
TO IGN COIL TERM B
TO FUEL PUMP RELAY FUSE 15A
TO INJECTORS

SYSTEM/IGNITION RELAY
TO IGN 3 PNK
TO B 2 RED
2 RED ECM BAT FUSE/DLC 15A
TO DLC CONNECTOR 440 ORN

TO HARNESS CONNECTOR (BLACK SCORPION ONLY)
CONNECTOR NOT PRESENT ON SOME MPI MODELS

KNOCK SENSOR (KS) MODULE
A B C D E
485 BLK
486 BRN
496 DK BLU

KNOCK SENSOR

439 PNK/BLK
440 ORN
440 ORN
J1-11
J1-16
J1-32
IGNITION FEED
BATTERY FEED
BATTERY FEED

J1-1 LANYARD STOP SWITCH CIRCUIT (OPTIONAL)

MPI Wiring Diagram (4 of 4)
EFI Wiring Diagram (2 of 4)

- ENGINE COOLANT TEMPERATURE (ECT) SENSOR SIGNAL
- THROTTLE POSITION SENSOR (TP) SIGNAL
- MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR SIGNAL
THIS PAGE IS INTENTIONALLY BLANK TO ALLOW FOR CORRECTIONS OR ADDITIONS AT A LATER DATE