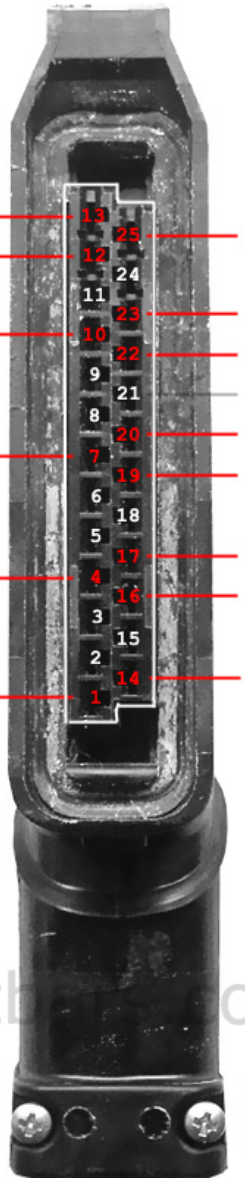
EZF



- 13 — Ignition Trigger | Left (1-7-6-4)
- 12 — (MPVIII) Engine Ground
- 11 — 24
- 10 — Air Temp Sensor Ground (Octane Loop Ground)
- 9 — 21
- 8 — 20 — CPS Shield Ground
- 7 — Crank Position Sensor
- 6 — 19 — CPS Ground
- 5 — 18
- 4 — Idle Switch¹
- 3 — 17 — WOT Switch¹²
- 2 — 15
- 1 — Ignition Trigger | Right (2-5-8-3)
- 25 — 12V From EZF Relay
- 24 — 11
- 23 — Coolant Temp EZF Sensor¹
- 22 — Air Temp Sensor (Octane Loop)
- 21 — *MAP Voltage³ (0-5V)*
- 20 — CPS Shield Ground
- 19 — CPS Ground
- 18 — 17
- 16 — RPM Signal To LH | Tach†
- 15 — 14
- 14 — Ignition Amp Shield Ground

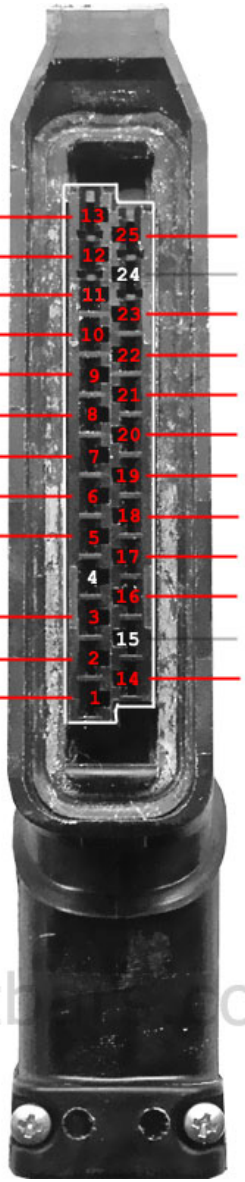
† Kickdown relay
¹ Grounds to block
² Test port terminal 'B'
³ EZF, no harness terminal/wire

PORSCHE 928S

liftb om

LH2²

32V



- 13 — (mpg|l/100km|shiftlight) Injectors
- 12 — Test Port 'B' | WOT Switch¹
- 11 — (MPVIII) Engine Ground†
- 10 — Close | IAC/ICV
- 9 — 12V From LH Relay
- 8 — MAF Burnoff
- 7 — MAF Sensor
- 6 — MAF Ground
- 5 — (MPVIII) Engine Ground‡
- 4 — 17 — Idle Switch¹
- 3 — 16 — Coolant Temp LH Sensor¹
- 2 — 14 — RPM Signal From EZF
- 1 — 15
- 25 — Engine Ground (MPVIII)
- 24 — *EZK Load Signal³ (0~200hz)*
- 23 — IAC/ICV | Open
- 22 — O2 Sensor Rich/Lean²
- 21 — LH Relay Trigger (delayed off)
- 20 — O2 Sensor (shield ground term 11)
- 19 — LH Octane Loop (to term 11)
- 18 — 12V From EZF Relay
- 17 — Fuel Pump Relay Trigger
- 16 — A/C Signal
- 15 — *Code Auto Trans³ (wire to ground=no injector cutoff)*
- 14 — MAF CO Pot (to term 6)

- C
- A
- B

Test Port

‡ Digital
† Transistor
¹ Grounds to block
² Test port terminal 'A'
³ LH, no harness terminal/wire

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liftb om

Green = sensor
Brown = ground
Black/**Red** = +12v
Purple = RPM signal