

**IMP WIRING NOTE**  
Ignition WL is same THIN Brown/Yellow wire as Imp, MIGHT need diode if engine over runs when ignition turned off.

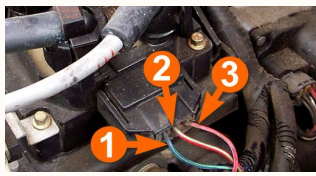
**IMP WIRING NOTE**  
Starter solenoid arrangement is same as on IMP where White/Red from IGN switch engages starter

**IMP WIRING NOTE**  
Ignition switch White wire is used to create a switched supply at back of car rather than using the ignition switch path which has too much voltage drop

**IMP WIRING NOTE (MODIFIED WIRING)**  
The white wire from the brake switch needs disconnected from the white wire heading to ignition switch (one thats looped to cold coil +) and rerouted as shown so it is NOT on same supply as ignition.

**WIRING NOTE (NEW WIRING)**  
These lines are +VE so take -VE of pump to chassis at pump end. This MUST be a good earth and use at least 2.5mm CSA cable

**WIRING NOTE (NEW WIRING)**  
These lines are +VE so take -VE of fan to chassis at fan end. This MUST be a good earth and use at least 2.5mm CSA cable



**INJECTOR WIRING NOTE**  
These are actually wired in parallel but in original loom has 4 tails to enter harness but joined and bound inside where it cant be seen.  
Yes really all injectors fire together

**SECURITY WIRING NOTE**  
As the wiring is now open, you can install a very simple switch to disconnect the switch relay ground to disable the injectors/coils to act as an immobiliser. Remove ground on Relay 4/5 and wire together to end of switch, other end of switch goes to GND. Switch off - immobilised

**COIL PACK WIRING NOTE**  
Ignition switch White wire is used to Wiring shows Ford coil pack, 2 cylinders are fired at any one time which is why only 2 wires drive it.  
Coil pack CANNOT be driven direct from ECU, it requires a driver module to sink the coil discharge. It also needs to be kept cool. On the bike frame/BMW packs the metal brackets have a support and cooling fins.  
It is important this is cooled and not jammed in a corner with no heat sink

**IMP WIRING NOTE**  
The White / Blue wire from the Imp binnacle can be wired direct to oil pressure switch on engine (bottom mounted one)

**IMP WIRING NOTE**  
The Green / Blue wire from the Imp binnacle can be wired direct to water temp sender mounted on the bottom of the engine.

EVERYTHING THIS SIDE GOES FROM ECU TO ENGINE

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