Volvo Wiring Harness FIREWALL LOOM REPAIR
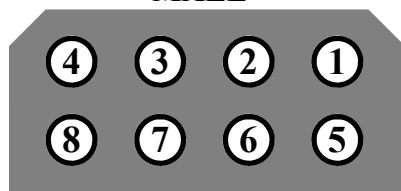# 1983-88 240 non-turbo B23F, B230F

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1983-84 240 non-turbo MALE FIREWALL CONNECTOR (wires from DASH)
Found on **left side** firewall behind intake manifold.

MALE

(4) (3) (2) (1)
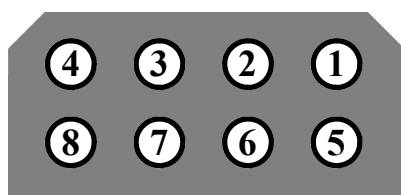
(8) (7) (6) (5)

View from rear wires.

1983-84 WIRE COLORS:
1. Black   Oil pressure sender.
2. Yellow   Temperature gauge sender.
3. Red   Alternator D+, charge warning lamp.
4. —
5. Blue/Yellow(fat)   Starter solenoid.
6. —
7. —
8. Brown   Ignition coil positive.

1985-88 240 non-turbo MALE RECTANGULAR CONNECTOR (wires from DASH)
Found on **left side** firewall behind intake manifold.

MALE

(4) (3) (2) (1)

(8) (7) (6) (5)

View from rear wires.

1985-88 WIRE COLORS:
1. Black   Oil pressure sender.
2. Yellow   Temperature gauge sender.
3. Red   Alternator D+, charge warning lamp.
4. —
5. Blue/Yellow(fat)   Starter solenoid.
6. —
7. —
8. —

The above MALE connector corresponds with the driver side (for LHD cars) in a 240 (non-turbo) made from 1983-88. The original firewall connector and wires will typically suffer the same fate as the engine harness due to engine heat exposure. A new complete firewall/dash harness is not available. The repair solution is not difficult.

The proper colors would be nice if all are available, but the important thing is having decent connectors with good wire. So substituting a color will be fine. If you use different colors than original, you will just have to keep track of which wires goes to which colors as they connects to those on the engine harness side of the connector.

Once you have all wires inserted into the connector, cut the old connector off on the engine side and pull the wires through the firewall to the underside of the dash. Trim off any wires that appear bad. The wires under the dash will usually still be in decent condition, because they haven't been exposed to engine heat. So your task will be to feed your new wires through the hole from the engine bay to the under-dash area and use a crimp butt-splice connector on each wire to connect them.