

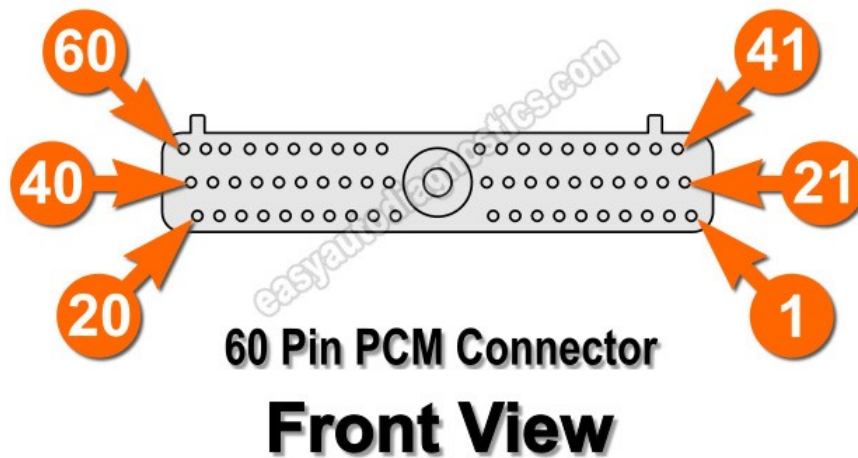
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1994 Ford 4.0L Explorer And Ranger PCM Pin Out Chart (/ford/4.0L/pcm-connector-pinout-1)

01 December 2016 Updated: 25 June 2019 Written by: Abraham Torres-Arredondo Article Id: 568



The 1994 4.0L V6 Ford Explorer/Ranger is equipped with the E.E.C IV system and so its computer has 60 pins.

Whether you're tracing down an electrical short or testing one of the input/output components of the PCM, pinout charts come in handy. Below you'll find the description of each pin.

1994 4.0L Ford Explorer/Ranger 60 Pin Connector

Pin	Wire Color	Description
1	YEL	Keep Alive Power (KAPWR) 30 amp !!
2	LT GRN	Brake On-Off (BOO) Switch
3	GRY/BLK	Vehicle Speed Sensor (VSS) (+)
4	TAN/YEL	Ignition Diagnostic Monitor (IDM) to edis mod pin 2
5	--	Not Used
6	PNK/ORG	Vehicle Speed Sensor (VSS) (-) grey/blk to overhead con
7	LT GRN/RED	Engine Coolant Temp (ECT) Sensor
8	DK GRN/YEL	Fuel Pump Monitor (FPM)
9	PNK/LT BLU	MAF Ground maf tan /lt blu
10	DK GRN/ORG	A/C Compressor
11	--	Not Used canister purge grey /yel
12	--	Not Used injector lt green / orange
13	--	Not Used
14	LT BLU/RED	MAF Signal not used ?
15	TAN/LT BLU	MAF Ground injector tan /black
16	ORG/RED	Ignition Module Ground
17	PNK/LT GRN	Check Engine Light (CEL) to data lmk
18	--	Not Used to data lmk
19	--	Not Used to data lmk
20	BLK/LT GRN	Case Ground ---E ground
21	WHT/LT BLU	Idle Air Control (IAC) Valve
22	LT BLU/ORG	Fuel Pump Relay Control
23	--	Not Used
24	--	Not Used cam pos sensor dk blu /orgng
25	GRY	Intake Air Temp (IAT) Sensor
26	BRN/WHT	VREF (5 Volt Reference - EGR Position Sensor, TPS, MAP Sensor)
27	--	Not Used dpfe
28	TAN/ORG	Data (+) ???
29	GRY/LT BLU	O2 Sensor 1 octane adjust drk green
30	LT BLU/YEL	Clutch Switch (MT only) Park Neutral Safety Switch (AT only).
31	GRY/YEL	Canister Purge (CANP) Solenoid
32	--	Not Used
33	--	Not Used
34	---	Not Used
35	--	Not Used injector brn/lt blu
36	PNK	SPOUT
37	RED	Ignition Battery Power
38	--	Not Used
39	RED/BLK	O2 Sensor 2
40	BLK/WHT	PWR Ground
41	--	Not Used
42	--	Not Used
43	--	Not Used o2 sensor #2 red / blk
44	DK GRN	Octane Adjust o2 sensor #1 grey / lt blu
45	--	Not Used
46	GRY/RED	Signal Return (Sensor Ground)
47	GRY/WHT	Throttle Position Sensor (TPS) Signal

1992-1994 4.0L Ford Explon
Ignition System Wiring Diaç
(/ford/4.0L/ignition-module-1
diagram-1)



48	WHT/PPL	Self Test Input (STI)	to data lmk
49	GRY/RED	Ground	
50	--	Not Used	MAF LT BLU / RED
51	--	Not Used	SHIFT SOL 3-4 Org / yellow
52	ORG/YEL	Shift Solenoid 3-4	
53	PPL/YEL	Torque Convertor Clutch Solenoid	
54	PNK/YEL	Air Conditioning	
55	--	Not Used	
56	GRY/ORG	Profile Ignition Pickup (PIP)	
57	RED	VPWR (From PCM Power Relay)	
58	TAN	Injector Bank 1	? + injector tan
59	WHT	Injector Bank 2	injector white
60	BLK/WHT	Power Ground	



Safety Precautions

Here are some very important safety precautions when testing the wires coming out of the 60 pin PCM connector.

1. If one or any of the wires on your Ford pickup DO NOT match the color stated in the pin out charts, then you should not use the pin out charts in this article. Why? Because this is the clearest indication that these ARE

NOT the connector pin out charts for your particular Ford 4.0L Explorer or 4.0L Ford Ranger.

2. Never probe the front of the connector.
 - You should use a wire piercing probe and probe the wire a few inches away from the connector.
 - To see what this tool looks like: [Wire Piercing Probe \(/misc-index/wire-piercing-probe-1\)](#).
 - You should use a back-probe.
3. You should never disconnect any of the PCM connectors without first disconnecting the battery negative terminal.





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I put "DOCTOR". What's my mother going to do?"

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