



Street & Performance

MOPAR 5.7 HEMI Wiring Harness

INSTRUCTIONS & SUPPLEMENTAL INFORMATION



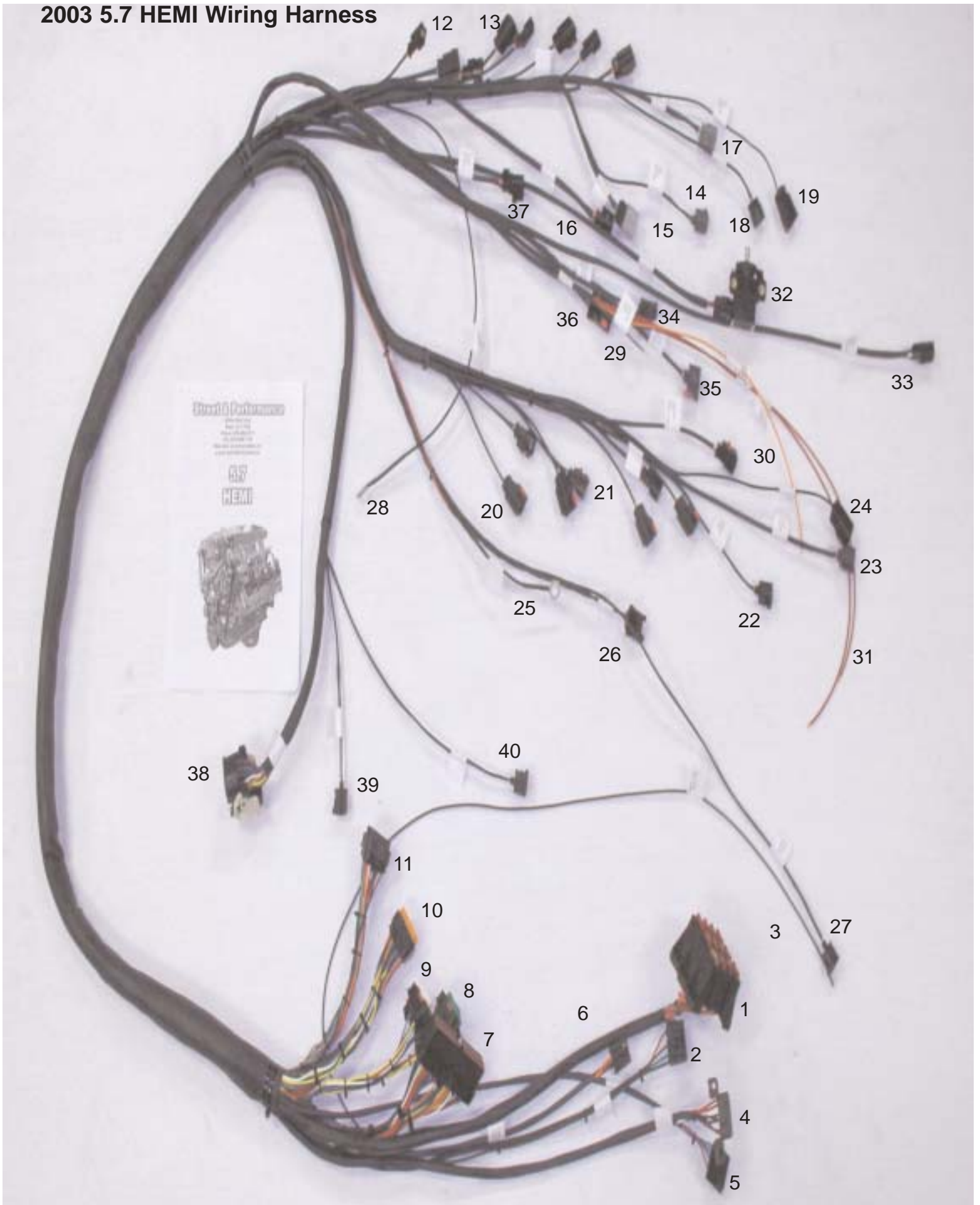
Street & Performance

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2003 5.7 HEMI Wiring Harness



2003 5.7 Harness connection description.

1. Fuse Block
2. Fuel Pump Relay (red, brown, green and brown hot feed fuel pump wires)
3. Hot Feed to Fuel Pump (single brown wire running from the fuel pump relay plug)
4. ALDL Connection (3 red, 2 black, purple, green and white wires)
5. A/C Compressor Relay (2 lite blue, red and green wires)
6. Trans Control Relay (2 red, black and orange wires)
7. Computer Plug
8. Green Computer Plug (Note color coding on computer)
9. White Computer Plug (Note color coding on computer)
10. Orange Computer Plug (Note color coding on computer)
11. Black Computer Plug (Note color coding on computer)
12. Passenger side Injector (X4)
13. Passenger side Coil Plugs (X4)
14. Air Temp Sensor (black/red, black/blue wires)
15. MAP Sensor (purple, black, green wires)
16. Throttle Control Module (3 orange, brown, blue, and white wires)
17. Cam Sensor (black, purple, and brown wires)
18. Generator (black and green wires)
19. Oil Pressure Sensor (one gray wire)
20. Drivers Side Coil Plugs (X4)
21. Drivers Side Injector (X4)
22. Engine Temp (brown and black)
23. A/C Pressure Transducer (black, blue, and orange wires)
24. A/C Compressor Clutch (black and blue wires)
25. Battery Starter Terminal (red wire attached to a fusible link)
26. Driver Side Knock Sensor (yellow and brown wires)
27. Power Steering (black and yellow)
28. Engine Ground (black wire)
29. Back Up Lamp Feed (single purple wire)
30. Overdrive Off Switch (single orange wire)
31. Ignition Switch Hot with key on and in start (2 single red wires)
32. Accelerator Pedal Position (blue, purple, orange, brown, white and red wires)
33. Oxygen Sensor Downstream (black, green, white, and purple wires)
34. Trans Line Pressure (purple, black, and gray wires)
35. Passenger Side Knock Sensor (blue and brown wires)
36. Oxygen Sensor Up Stream (red, black, brown and orange wires)
37. Crank (gray, black, and orange)
38. Transmission Solenoid
39. Input Speed Sensor (blue and red wires)
40. Output Speed Sensor (blue and green wires)

Black Orange White Green



Firing Order
1-8-4-3-6-5-7-2

2004 5.7 HEMI Wiring Harness



2004 5.7 Harness connection description.

1. Ignition Switch (red)
2. Fuse Block
3. Green Computer Plug (Note color coding on computer)
4. Orange Computer Plug (Note color coding on computer)
5. Black Computer Plug (Note color coding on computer)
6. White Computer Plug (Note color coding on computer)
7. Starter Relay (P/N 2642-8)
8. Transmission Control Relay (P/N 2642-8)
9. Auto Shut Down Relay (P/N 2642-8)
10. Fuel Pump Relay (P/N 2642-8)
11. Hot Feed to Fuel Pump (single brown wire running from the fuel pump relay plug)
12. Ignition RUN (red)
13. Ignition START (yellow)
14. Brake Lamp Switch Output (lt. blue)
- 14A. A/C Relay #87 ((lt. blue)
- 14B. Speedometer Signal (green)
15. ALDL Connector
16. Engine Ground (black)
17. Starter Soleniod (orange)
18. Driver Side Knock Sensor (twisted pair, yellow/black)
19. Driver Side Coil (4)
20. Driver Side Injectors (4)
21. Engine Temp Sensor
22. A/C Pressure Transducer (org/blu/lt.blu)
23. A/C Compressor (blue/lt. blue)
24. Brake Light Switch
25. Transmission Soleniod
26. Speed Sensor Input (red/lt. blue with yellow tracer)
27. Speed Sensor Output (green/lt. blue with yellow tracer)
28. Accelerator Pedal Postion (6 wires)
29. Transmission Line Pressure
30. Oxygen Sensor Down Stream
31. Oxygen Senaor Up Stream
32. Crank Sensor
33. Passenger Side Knock Sensor
34. Throttle Postion Sensor
35. Map Sensor
36. Air Temp Sensor
37. Generator
38. Oil Pressure Sensor
39. Cam Sensor
40. Passenger Side Coils (4)
41. Passenger Side Injectors (4)

Black Orange White Green



Firing Order
1-8-4-3-6-5-7-2

| Code | What it means |
|-------------|--|
| 30 | Sensor heater relay problem |
| 36 | Sensor heater relay problem |
| 106 | MAP sensor voltage out of range detected at startup |
| 107 | MAP sensor voltage too low |
| 108 | MAP sensor voltage too high |
| 112 | Intake air temperature sensor voltage low |
| 113 | Intake air (charge) temperature sensor voltage high |
| 116 | Coolant temperature sensor reading doesn't make sense |
| 117 | Engine coolant temperature sensor voltage low |
| 118 | Engine coolant temperature sensor voltage high |
| 121 | Throttle position sensor and MAP sensor disagree with each other |
| 122 | Throttle position sensor voltage low |
| 123 | Throttle position sensor voltage high |
| 125 | Taking too long to reach proper operating temperature and switch to energy-efficient mode |
| 130 | Sensor heater relay problem |
| 131 | Oxygen sensor seems to be shorted out or broken |
| 147 | Oxygen sensor heater element not working properly (this device helps to reduce emissions more quickly) |
| 151 | Oxygen sensor voltage problem - short circuit to ground? |
| 152 | Oxygen sensor voltage problem - short circuit to active 12V? |
| 153 | Oxygen sensor response too slow |
| 154 | Oxygen sensor does not show either a rich or lean condition - may need replacement |
| 155 | Oxygen sensor heater element not working properly (this device helps to reduce emissions more quickly) |
| 157 | Oxygen sensor voltage problem - short circuit to ground? |
| 158 | Oxygen sensor voltage problem - short circuit to active 12V? |
| 159 | Oxygen sensor response too slow |
| 160 | Oxygen sensor does not show either a rich or lean condition - may need replacement |
| 161 | Oxygen sensor heater element not working properly (this device helps to reduce emissions more quickly) |
| 171 | The oxygen sensor is saying that the system air/fuel mix is far too lean (too much fuel is being added as a correction). |
| 172 | The oxygen sensor is saying that the system air/fuel mix is far too rich (too much air is being added as a correction). |
| 174 | The oxygen sensor is saying that the system air/fuel mix is far too lean (too much fuel is being added as a correction). |
| 175 | The oxygen sensor is saying that the system air/fuel mix is far too rich (too much air is being added as a correction). |
| 176 | Flex fuel sensor can't be seen |
| 178 | Flex fuel sensor problem |
| 179 | Flex fuel sensor problem |
| 182 | Compressed natural gas temperature sensor problem |
| 183 | Compressed natural gas temperature sensor problem |
| 201 | Injector #1 control circuit problem (open or shorted) |
| 202 | Injector #2 control circuit problem (open or shorted) |

- 203 Injector #3 control circuit problem (open or shorted)
- 204 Injector #4 control circuit problem (open or shorted)
- 205 Injector #5 control circuit problem (open or shorted)
- 206 Injector #6 control circuit problem (open or shorted)
- 207 Injector #7 control circuit problem (open or shorted)
- 208 Injector #8 control circuit problem (open or shorted)
- 209 Injector #9 control circuit problem (open or shorted)
- 210 Injector #10 control circuit problem (open or shorted)
- 300 Misfire detected in multiple cylinders.
- 301 Misfire detected in cylinder #1.
- 302 Misfire detected in cylinder #2.
- 303 Misfire detected in cylinder #3.
- 304 Misfire detected in cylinder #4.
- 305 Misfire detected in cylinder #5.
- 306 Misfire detected in cylinder #6.
- 307 Misfire detected in cylinder #7
- 308 Misfire detected in cylinder #8.
- 309 Misfire detected in cylinder #9.
- 310 Misfire detected in cylinder #10.
- 320 Crankshaft position sensor reference signal cannot be found while the engine is cranking.
- 325 Knock sensor (#1) signal is wrong.
- 330 Knock sensor (#2) signal is wrong.
- 340 No camshaft signal being received by the computer
- 350 A coil is drawing too much current.
- 351 Coil #1 is not reaching peak current at the right time
- 352 Coil #2 is not reaching peak current at the right time
- 353 Coil #3 is not reaching peak current at the right time
- 354 Coil #4 is not reaching peak current at the right time
- 355 Coil #5 is not reaching peak current at the right time
- 356 Coil #6 is not reaching peak current at the right time
- 357 Coil #7 is not reaching peak current at the right time
- 358 Coil #8 is not reaching peak current at the right time
- 401 A required change in air/fuel mixture was not detected during diagnostic test.
- 403 An problem was detected in the EGR solenoid control circuit.
- 404 The EGR sensor's reported position makes no sense
- 405 EGR position sensor voltage wrong.
- 406 EGR position sensor voltage wrong.
- 412 The secondary air solenoid control circuit seems bad (this is used for the aspirator).
- 420 The catalyst seems inefficient (#1).
- 432 The catalyst seems inefficient (#2).
- 441 Evaporative purge flow system not working properly
- 442 A leak has been detected in the evaporative system!
- 443 Evaporative purge flow system solenoid not working properly
- 455 A large leak has been detected in the evaporative system!
- 456 A small leak has been detected in the evaporative system!
- 460 The fuel level sender is not reporting any change over a long distance. Something seems wrong.

- 461 The fuel level sender is not reporting any change over a long time. Something seems wrong.
- 462 Fuel level sender voltage wrong.
- 463 Fuel level sender voltage wrong.
- 500 Haven't heard from the speed sensor lately.
- 505 The idle speed air control motor doesn't seem to be working correctly.
- 522 Oil pressure sensor problems
- 523 Oil pressure sensor problems
- 551 The power steering switch may not be working. (Neons: high pressure is showing up at high speed)
- 600 Oh-oh! The coprocessors aren't talking to each other within the computer!
- 601 Internal computer error!
- 604 Internal computer error! (RAM check)
- 605 Internal computer error! (ROM)
- 615 Starter relay circuit problem
- 622 Generator field control problem
- 645 A/C clutch relay circuit problem.
- 700 The automatic transmission computer or Aisin computer has a problem - ask it what's going on. I don't know.
- 703 Brake switch circuit information seems wrong.
- 711 Based on the transmission temperature and its operations, it looks like the transmission temperature sensor's gone bad.
- 712 Transmission fluid temperature sensor voltage wrong.
- 713 Transmission fluid temperature sensor voltage wrong.
- 720 The Output Shaft Speed Sensor doesn't match the reported vehicle speed.
- 740 The engine's running faster than it should for these speeds, so I think the torque convertor clutch lock-up system is bad
- 743 Torque converter clutch (part throttle unlock) solenoid circuit problem - shift solenoid C electrical fault
- 748 Governor Pressure Solenoid circuit problem (Transmission relay circuit problem in Jeep RE transmissions)
- 751 Overdrive override switch has been pressed for over five minutes. Just thought you should know.
- 753 Overdrive solenoid control circuit problem (transmission relay circuit in Jeep RE transmissions.)
- 756 Shift solenoid B (2-3) fault
- 783 The overdrive solenoid can't go from 3rd gear to the overdrive gear.
- 801 Transmission reverse gear lockout solenoid circuit problem!
- 833 Problem with the clutch-released switch circuit?
- 1192 Inlet air temperature sensor voltage is wrong
- 1193 Inlet air temperature sensor voltage is wrong
- 1194 Oxygen sensor heater performance is faulty
- 1195 Oxygen sensor is slow
- 1196 The oxygen sensor switched too slowly (bank 2).
- 1197 The oxygen sensor switched too slowly (bank 1).
- 1198 Radiator coolant temperature sensor voltage is wrong.
- 1199 Radiator coolant temperature sensor voltage is wrong.
- 1281 The engine is staying cold too long - check your thermostat.
- 1282 The fuel pump relay circuit seems to be having a problem.

- 1288** The intake manifold short runner tuning valve circuit seems to be having a problem.
- 1289** There's a problem in the manifold tuning valve solenoid control circuit.
- 1290** Compressed natural gas system pressure is too high
- 1291** The heated air intake sensor does not seem to be working.
- 1292** Natural gas pressure sensor issue
- 1293** Natural gas pressure sensor issue
- 1294** Can't get to target engine speed, check for vacuum leaks and idle speed motor issues.
- 1295** The throttle position sensor doesn't seem to be getting enough electricity.
- 1296** The MAP sensor doesn't seem to be getting enough electricity.
- 1297** The MAP sensor doesn't change its reading when the engine is running!
- 1298** During wide-open throttle, the engine runs lean.
- 1299** MAP Sensor and Throttle Position Sensor signals don't match, check for a vacuum leak.
- 1388** Auto shutdown relay circuit problems?
- 1389** No Z1 or Z2 voltage seen by the computer when the auto shutdown relay is used.
- 1390** Cam and crank signals don't match - did the timing belt skip a tooth?
- 1391** Sometimes, I can't see the crank or cam sensor signal.
- 1398** I can see the Crank Sensor's signal when I prepare for Misfire Diagnostics. Try replacing it.
- 1399** Problem in the Wait to Start Lamp circuit - (diesels only?)
- 1403** EGR position sensor not getting (enough) voltage.
- 1476** Too little secondary air injection during aspirator test.
- 1477** Too much secondary air injection during aspirator test.
- 1478** Battery temperature sensor voltage wrong.
- 1479** Transmission fan relay circuit problems?
- 1480** PCV solenoid circuit problems?
- 1481** Transmission RPM pulse generator signal for misfire detection seems wrong.
- 1482** Catalyst temperature sensor circuit shorted low.
- 1483** Catalyst temperature sensor circuit shorted high.
- 1484** The catalyst seems to be overheating!
- 1485** Air injection solenoid circuit problems.
- 1486** Pinched or blocked hose in the evaporative hose system.
- 1487** Control circuit of the #2 high-speed radiator fan control relay is having problems.
- 1488** Auxiliary 5-volt sensor feed is too low.
- 1489** High speed radiator fan control circuit problem.
- 1490** Low speed radiator fan control circuit problem.
- 1491** Radiator fan control circuit problem (may be solid state relays as well as other circuits).
- 1492** Ambient or battery temperature sensor voltage wrong
- 1493** Ambient or battery temperature sensor voltage wrong
- 1494** Leak Detection Pump (LDP) pressure switch problem - electrical or the pump itself.
- 1495** Leak Detection Pump (LDP) pressure switch problem - the solenoid circuit.
- 1496** Sensor feed is below an acceptable limit. (under 4v for 4 seconds - should be 5v).
- 1498** High speed radiator fan control circuit problem. (#3 control relay)

- 1594** Voltage too high in charging system.
- 1595** Speed control vacuum or vent solenoid control circuits shorted or lost.
- 1596** Speed control switch always high
- 1597** Speed control switch always low
- 1598** A/C pressure sensor voltage high
- 1599** A/C pressure sensor voltage low
- 1681** No messages received from the cluster control module (dashboard computer).
- 1682** Charging system doesn't seem to be working well. Check alternator, etc.
- 1683** Speed control servo power control circuit problem.
- 1684** The battery has been disconnected within the last 50 starts.
- 1685** Invalid key received from the Smart Key Immobilizer Module.
- 1686** No messages received from the Smart Key Immobilizer Module.
- 1687** No messages received from the Mechanical Instrument Cluster module.
- 1693** The companion engine control module has shown a fault.
- 1694** No messages received from the powertrain control module-Aisin transmission.
- 1695** No messages received from the body control module.
- 1696** Unsuccessful attempt to write to an EEPROM location!
- 1697** Unsuccessful attempt to update Service Reminder Indicator (SRI or EMR) mileage!
- 1698** No messages received from the electronic transmission control module or the Aisin transmission controller.
- 1719** Transmission 2-3 gear lockout solenoid control circuit problem.
- 1740** Either the tcc solenoid or overdrive solenoid systems doesn't seem to be making much sense.
- 1756** Transmission control pressure not equal to target. (Mid pressure problem)
- 1757** Transmission control pressure not equal to target. (Zero pressure problem)
- 1762** The Governor Pressure Sensor input was too high or too low for 3 consecutive park/neutral calibrations.
- 1763** The Governor Pressure Sensor input is too high
- 1764** The Governor Pressure Sensor input is too low.
- 1765** Open or short in the Transmission Relay control circuit.
- 1899** The Park/Neutral switch seems to be stuck!



The drive by wire throttle activator box can be mounted almost anywhere under the dash or in the engine compartment.



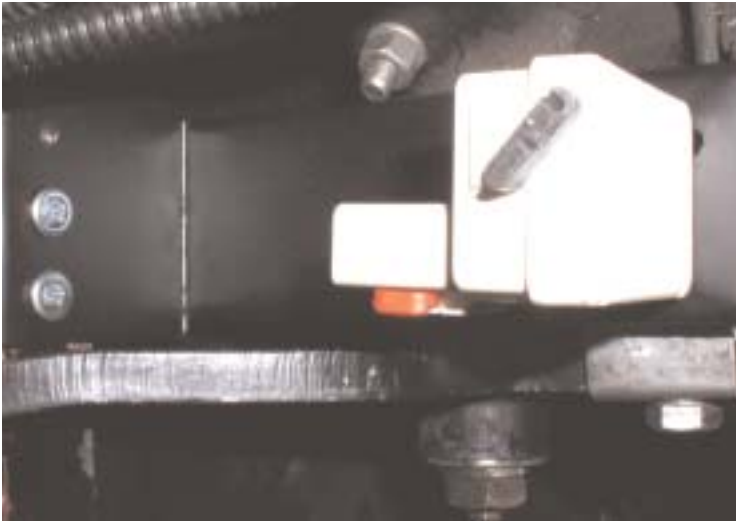
S&P provides a Lokar throttle cable to run from your pedal to the throttle activator box.



2004 design pedal with activator assembly. can be mounted to the firewall in some applications . This type pedal does not require a throttle cable because the wiring harness plugs into the pedal assembly.



S&P provides both automatic and manual starters.



The brake light and torque converter lock up switch (part# 1242F1) is mounted in front of the brake pedal so that when the pedal is pressed the torque converter will come out of lock up and will disengage the cruise control. This switch can only be set once so you will have to buy a new one. You can't use a salvaged switch. This switch is not used with manual transmissions.



LoKar provided the aluminum braided firewall mount transmission fill tube and engine oil dip stick.



Oxygen Sensor Part # 56041702AA. S&P headers have a bun in the collector for this O2 sensor. If you are not using S&P headers, you need to locate the O2 sensor as far forward in the exhaust as possible.



Street & Performance
motor mount plates to adapt to early 318/360 mounts.



S&P Chromex coated 5.7 HEMI Street Rod Headers complete with O2 bun.

All S&P headers come with stainless steel flanges, collectors, gaskets and bolts.



Keisler Automotive Engineering
 Engine, Manual 5 and 6 speed Transmission Adapters



5.7 HEMI Computers
 Five speed automatic transmission computer.
 Part # 56029053AD
 Engine Computer.
 Part # 56028800AD



Charlie's Oil Pans located in Norton, Ohio, who provided us with this mid sump aluminum oil pan. When you change the pan to a mid sump, you must also have the oil pick-up tube modified.



S&P S.S fuel filter kit which has the regulator built into the filter. This filter also has a single line to the engine and a return line to the tank. Kit come with AN6 adaptors and quick disconnect for AN6 adaptor. These parts can also be purchased serarately. **S&P also provides a Areo-Quip single-braided fuel line kit from the engine to the frame.**



S&P K&N air filter kit



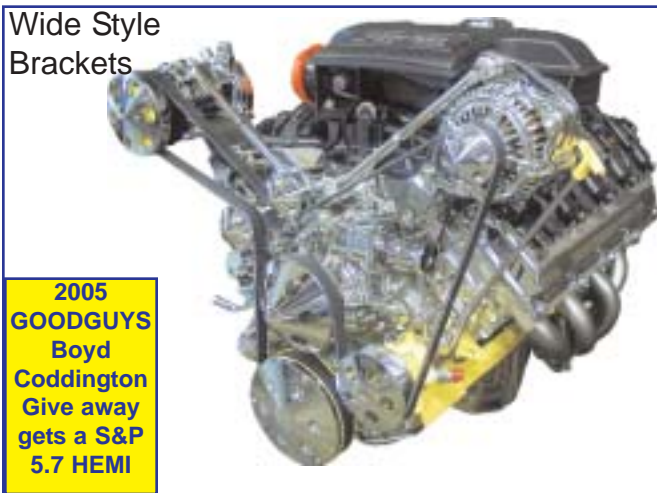
Taylor 8mm High Performance Spark Plug Wires.



Street & Perfomance 5.7 HEMI installation and projects DVD.



Street & Performance supplies the motor plates to bolt a Hemi to existing small block Chevy frame mounts. S&P also offers the perch mount biscuit kits shown to allow the mounting of the 5.7 Hemi. (Driver Side Right Photo, Passenger Side Left Photo)



Wide Style Brackets

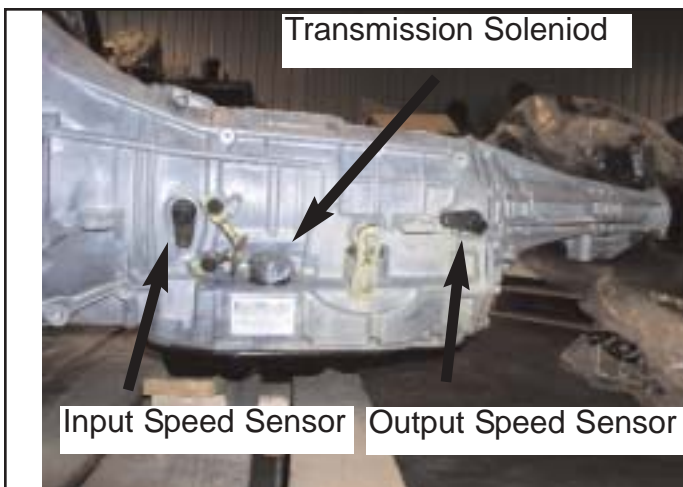
2005
GOODGUYS
Boyd
Coddington
Give away
gets a S&P
5.7 HEMI



S&P carries a type II power steering pump to replace the original 5.7 Hemi pump when using GM/Ford gear box or rack and pinion. (5.7 Hemi pump supplies too much pressure for the GM/Ford assemblies.)

S&P offers a complete line of polished and chrome bracket kits and accessories for your 5.7 HEMI engine. Polished or Chrome valve covers are available out right or on exchange basis.

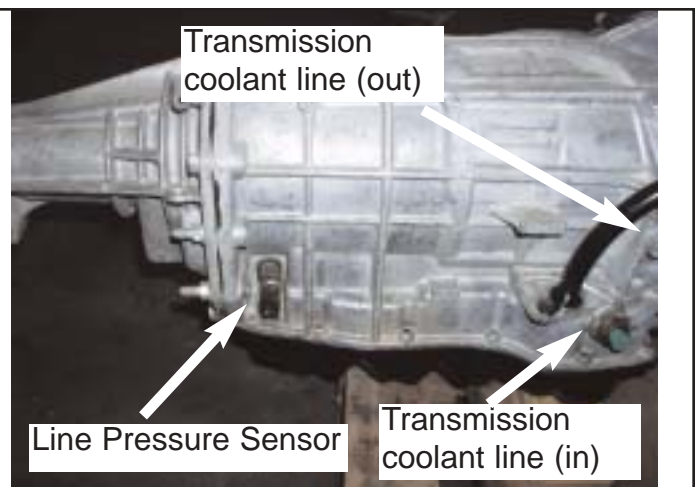
See our online catalog at www.hotrodlane.cc starting on page 96



Transmission Solenoid

Input Speed Sensor

Output Speed Sensor



Transmission coolant line (out)

Line Pressure Sensor

Transmission coolant line (in)

