

How to modify the Cobra harness to work in a GT. These color codes and pinouts are from the Ford mech. manual for a 2000 GT but they matched the 01 Harness also. My guess the is 99 and up will be the same. The main plug is connector C 104.

The Cobra Main plug is the same as the GT but it is missing 4 pins. Pin 1 AC clutch GND, pin 2 coolant lvl switch GND, pin 10 AC clutch hot and pin 17 coolant lvl signal. I was able to find these pins at a local Ford dealer already crimped with a 4" pigtail (crimped wire).

The Cobra harness has 2 extra 16 pin plugs one by the main plug (C 1007 which includes the coil paks 6 on pin 1, coil 5 on pin 2, coil 4 on pin 3, and coil 8 on pin 4 and rear O2 and tranny wires which are a separate harness on the GT). The other plug is a 16 pin in the back of the engine above the bellhousing mounts (C 106 it carries the tranny and O2 sensor wires). It can be removed from the Cobra harness and the coil wires can be removed from C 1007 (16 pin by main connector).

On the GT the rear O2 and tranny wiring is in a separate harness. The coils on the GT go to the connector on the right front of the engine (plug C 1007 on the GT, its located under the MAF). On the Cobra the 16 pin plug at the right front of the engine (C 1011 on the Cobra) contains the Knock sensor wires and AC clutch sol wires. This plug needs to be disassembled. AC clutch wires BK needs to be extended to pin 1 on main plug and AC clutch wire BK/YL needs to be extended to main plug pin 10. The other 4 wires are the knock sensors and can be cut and taped.

You now need to route the coil wires to where this plug was (right front of engine). You need to extend (solder joint is best) the coil wires OR/YL (coil pak 6) to pin 1, LG/YL (pak 5) to pin 2, DG/VL (pak 4) to pin 3, and WT/RD (pak 8) to pin 4 of the 16 pin plug. I used the left over wiring from the O2 plug (C 106) I removed from the back of the Cobra harness as the pins are there already for the plug.

The only thing left is the coolant lvl switch. You will need to cut the connector with as much wire from the con. as you can from the coolant lvl switch on the coolant tank and splice and extend to the main connector (C 104). The YL/RD (from lvl switch) needs to go to pin 2 on main con, and the LB wire needs to go to pin 17.

The plugs come apart real easy and the pins can be removed by inserting a x-acto knife into the plug and prying the retainer clip.

Good luck, if you have questions I will do my best to help. I wish I could find the connectors and pins on the market it would be easy to make an adapter harness.

Scott



Main Connector C-104
(42 Pin)

Connector C-1007 on
Cobra
(16 Pin)



Connector C-106
(16 Pin) Left Front O2 and
Rear O2 Sensors and
Transmission Wires on Cobra
Only.

Right Front O2 Sensor
KEEP This Connector,
You will Use It Later



1
Pins (from Ford), wire, vinyl wrap and 2 pin GM style plug I will use for coolant level switch.



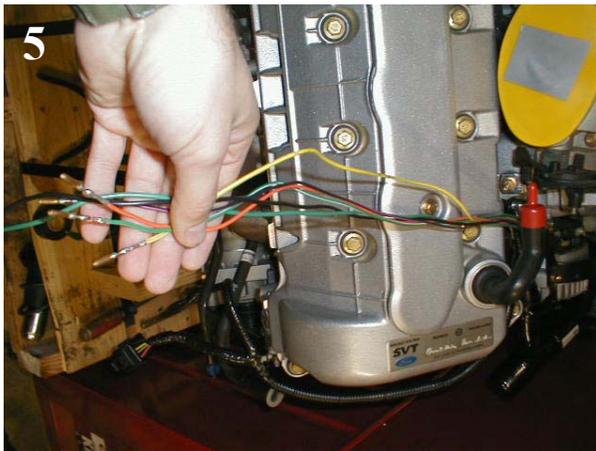
2
Pins from Ford



3
Removed harness and connectors C 1007, C 106



4
Rewired 16 pin (now C1007 for GT hookup)



5
Wires added from con on rt frt engine (now C 1007 for GT hookup) these were removed wires from harness in above photo with pins still attached worked pretty good. Routed through harness up over valve cover.



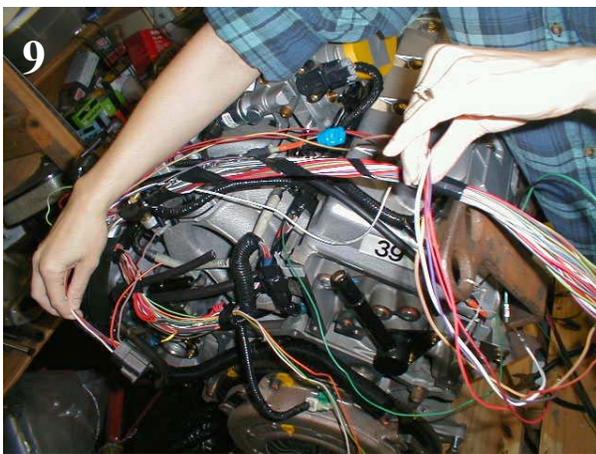
6
Wires added for coolant level switch will route separately around engine bay to coolant tank. These wires were soldered to Ford pins and heat shrunk and taped.



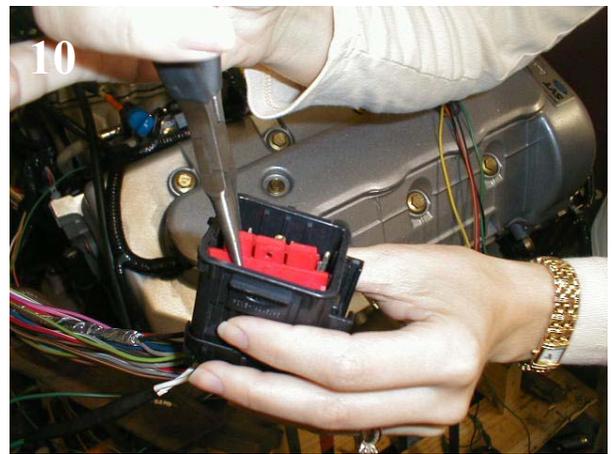
7
Pins to be added for AC clutch sol. Fat pin goes in pin 1.



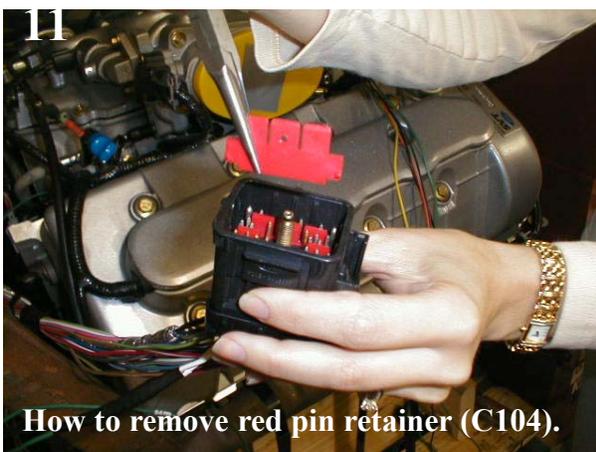
8
Wires cut from removed conn. C1007, C 106. RD/YL O2 PWR, GR/RD O2 Common. Insulated with heat shrink.



9
About how removed harness (C 1007, C106) ran throu main harness. 2 cut wires are the other ends from insulated cut wires in pic 8.



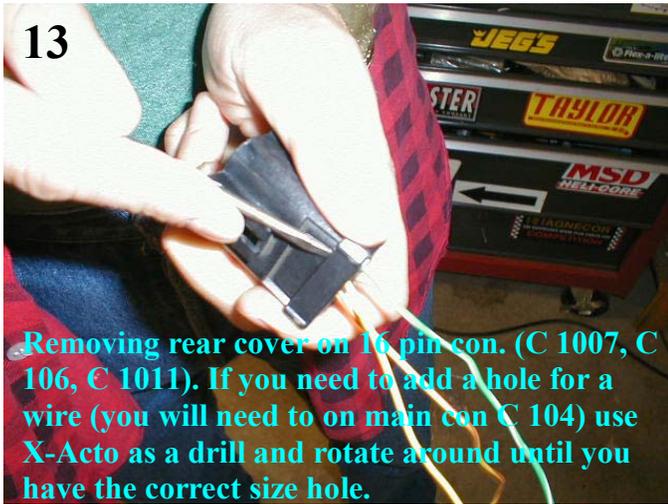
10
Main plug (C 104) with red pin retainer, it must be removed to insert pins.



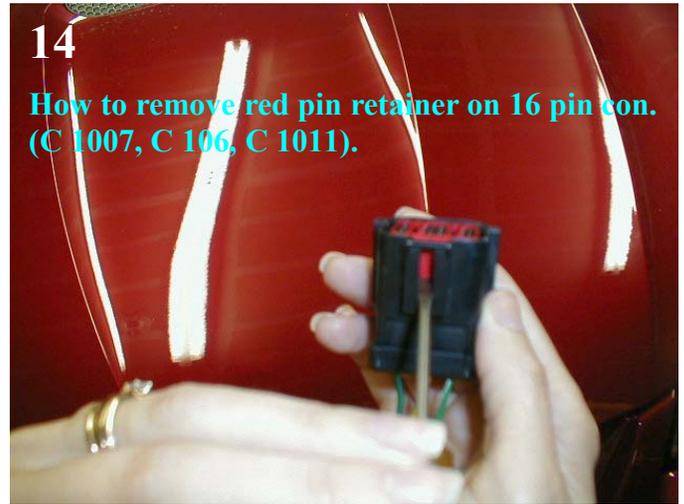
11
How to remove red pin retainer (C104).



12



13
Removing rear cover on 16 pin con. (C 1007, C 106, C 1011). If you need to add a hole for a wire (you will need to on main con C 104) use X-Acto as a drill and rotate around until you have the correct size hole.



14
How to remove red pin retainer on 16 pin con. (C 1007, C 106, C 1011).



15
Removing red pin retainer on 16 pin con. (C 1007, C 106, C 1011).



16
How to remove pins from 16 pin con. You will see small retention clip in the con. next to the pin to hold it in. Pry with the X-Acto knife and pull wire out, it doesn't take much pressure.

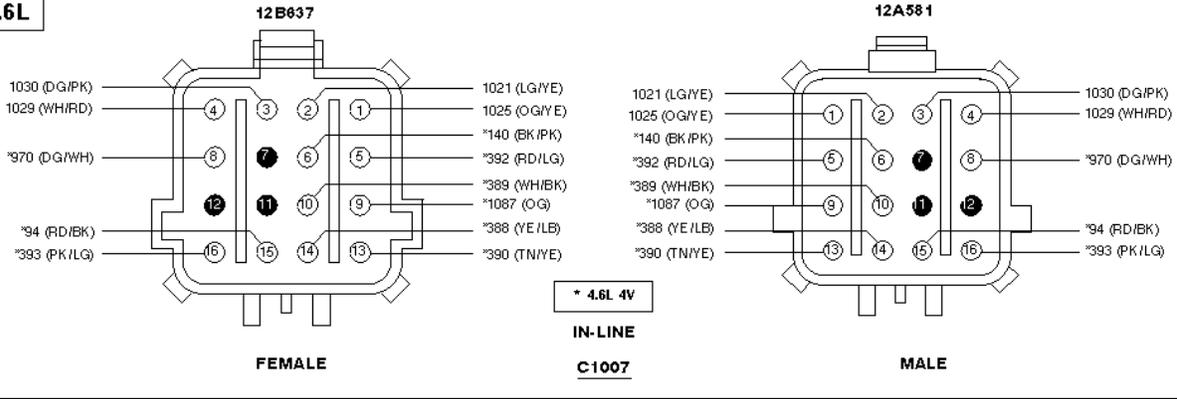


17
Removed pin (Female) from 16 pin con. (C 1007, C 106, C 1011).

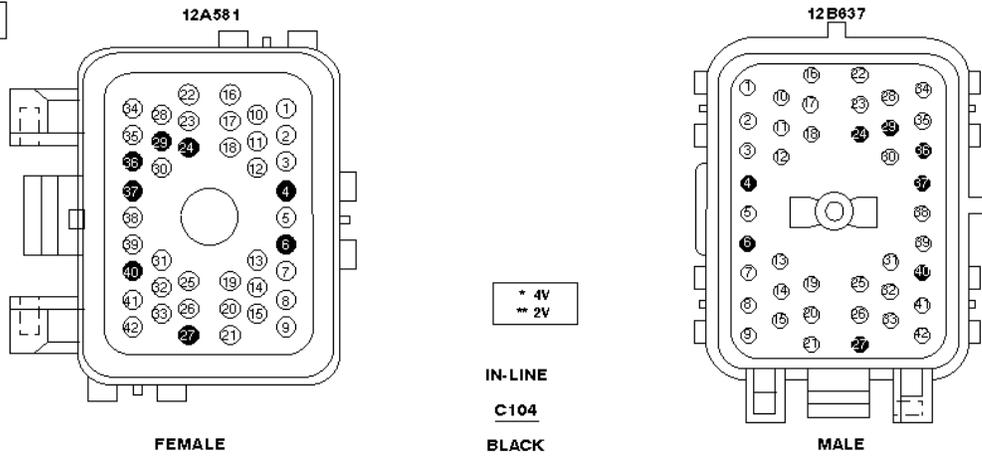


18
Inserting pin into 16 pin con. (C 1007, C 106, C 1011) You will need to do this for the coil wires into con. at right front of engine (now C 1007 for GT hookup)

4.6L



4.6L



PIN	CIRCUIT	PIN	CIRCUIT	PIN	CIRCUIT	PIN	CIRCUIT	PIN	CIRCUIT	PIN	CIRCUIT
1	1205 (BK)	15	559 (TN/BK)	29	-	1	**1205 (BK)	16	354 (LG/RD)	31	141 (RD/PK)
2	45 (YE/RD)	16	354 (LG/RD)	30	352 (BN/LG)	2	45 (YE/RD)	17	794 (LB)	32	1028 (WH/PK)
3	387 (RD/WH)	17	794 (LB)	31	141 (RD/PK)	3	387 (RD/WH)	18	359 (GY/RD)	33	1027 (PK/LB)
4	-	18	359 (GY/RD)	32	1028 (WH/PK)	4	-	19	560 (LG/OG)	34	**1118 (RD)
5	74 (GY/LB)	19	560 (LG/OG)	33	1027 (PK/LB)	5	74 (GY/LB)	20	561 (TN/RD)	35	**20 (WH/LB)
6	-	20	561 (TN/RD)	34	1118 (RD)	6	-	21	562 (LB)	36	1265 (BK)
7	555 (TN)	21	562 (LB)	35	1265 (BK)	7	555 (TN)	22	350 (GY)	37	-
8	556 (WH)	22	350 (GY)	36	-	8	556 (WH)	23	282 (DB/OG)	38	360 (BN/PK)
9	361 (RD)	23	282 (DB/OG)	37	-	9	361 (RD)	24	-	39	264 (WH/LB)
10	**347 (BK/YE)	24	-	38	360 (BN/PK)	10	**347 (BK/YE)	25	31 (WH/RD)	40	-
11	355 (GY/WH)	25	31 (WH/RD)	39	264 (WH/LB)	11	355 (GY/WH)	26	1024 (LG/WH)	41	1026 (PK/WH)
12	351 (BN/WH)	26	1024 (LG/WH)	40	-	12	351 (BN/WH)	27	-	42	391 (RD/YE)
13	557 (BN/YE)	27	-	41	1026 (PK/WH)	13	557 (BN/YE)	28	349 (DB)		
14	558 (BN/LB)	28	349 (DB)	42	391 (RD/YE)	14	558 (BN/LB)	29	-		
						15	559 (TN/BK)	30	352 (BN/LG)		