

To permit connection to the ECU, one can either strip back the insulation from the wire connection to pin 36 and solder to the wire, or employ an alternate method which does not require modification of the Evo's ECU harness.

The alternate method utilizes a thick segment of solid wire, about 0.5 inches in length, soldered to the end of the wire connection to the Xede. The thick solid wire is inserted into the back of the ECU connector pin 36 and is held in place principally by friction. Finally a wire tie is used to affix the connection to a convenient ECU wire, thus ensuring that the new connection will not inadvertently pull out of the ECU. (Note: This scheme has been successfully used for a temporary (e.g. six months) connection for the no lift shift clutch signal.)

4 Reference

Notable is that the ECU MIL indicator output, pin 36, is on the same connector as the clutch position input which is used by the Xede to permit no lift shift and launch control. Thus the MIL pin is across from the clutch signal and one over. Note that the MIL indicator wire color is white with a blue stripe.

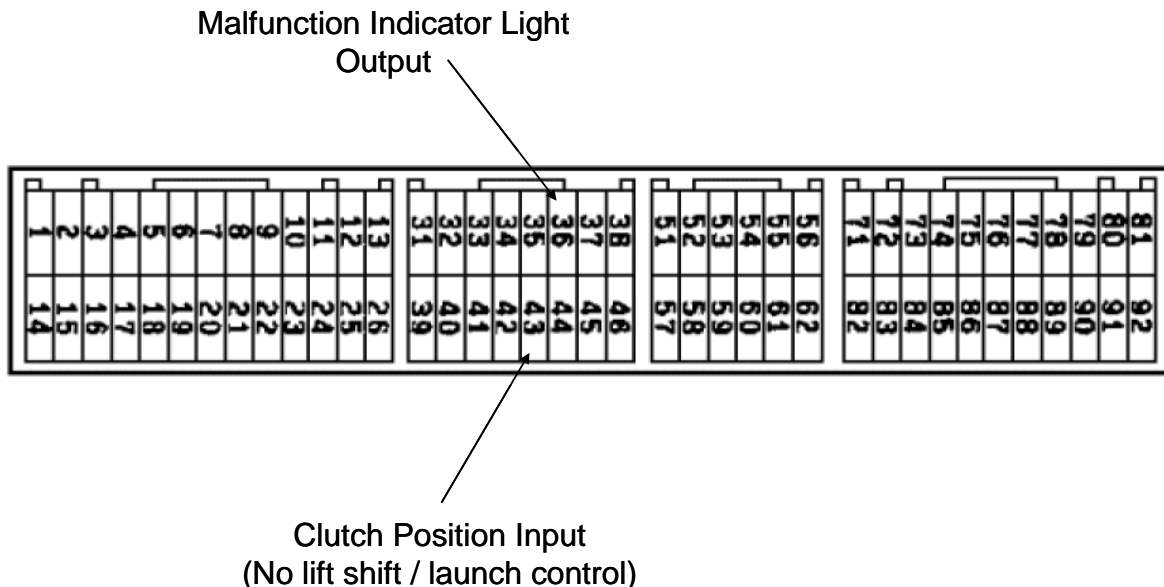


Figure 6: Evo ECU Connector

5 Testing

Electrical test of the connection between the Xede and ECU can be accomplished by altering the Xede's water spray configuration to permit the MIL indicator to be illuminated by a condition other than knock. Specifically one can change the control source to the load (i.e. Freq0 In), as shown in Figure 7. With this configuration the indicator will light for load values above 40% (e.g. at wide open throttle).