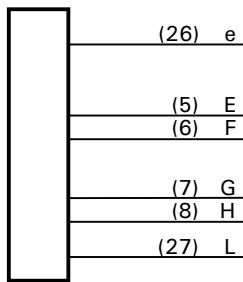


Sensors

Numbers in brackets refer to pin numbers on other drawings

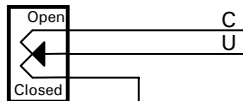
REF & SYNC

Refer to the Trigger Drawings for details



TP

(Throttle Position)



MAP

(Manifold Pressure)



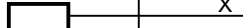
AUX V

(Auxiliary Voltage)
(Optional)



ET

(Engine Temp)



AT

(Air Temp)



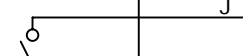
AUX T

(Auxiliary Temp)
(Optional)



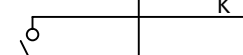
Digital 1

(Optional)



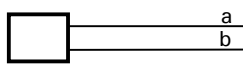
Digital 2

(Optional)



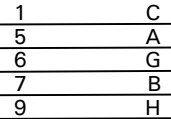
LA

(Lambda Sensor)
(Optional)

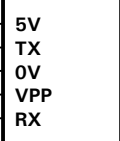


D9 Male

To Motec Computer Interface Cable or RS232 Adapter



10 Pin



Note 1

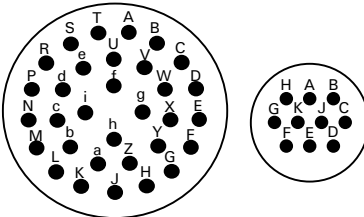
The Fuse is essential to ensure that the ECU is not damaged by reversed battery polarity

Note 2

To avoid the fuse blowing due to reverse battery polarity use a diode activated relay eg. Bosch 0 332 014 112

Note 3

The Ignition System Relay should be activated using the Fuel Pump control wire to ensure that the Ignition System is off when the engine is stopped. Or use the Fuel pump relay to power the Ignition System. This also provides reverse battery protection to the Ignition System.

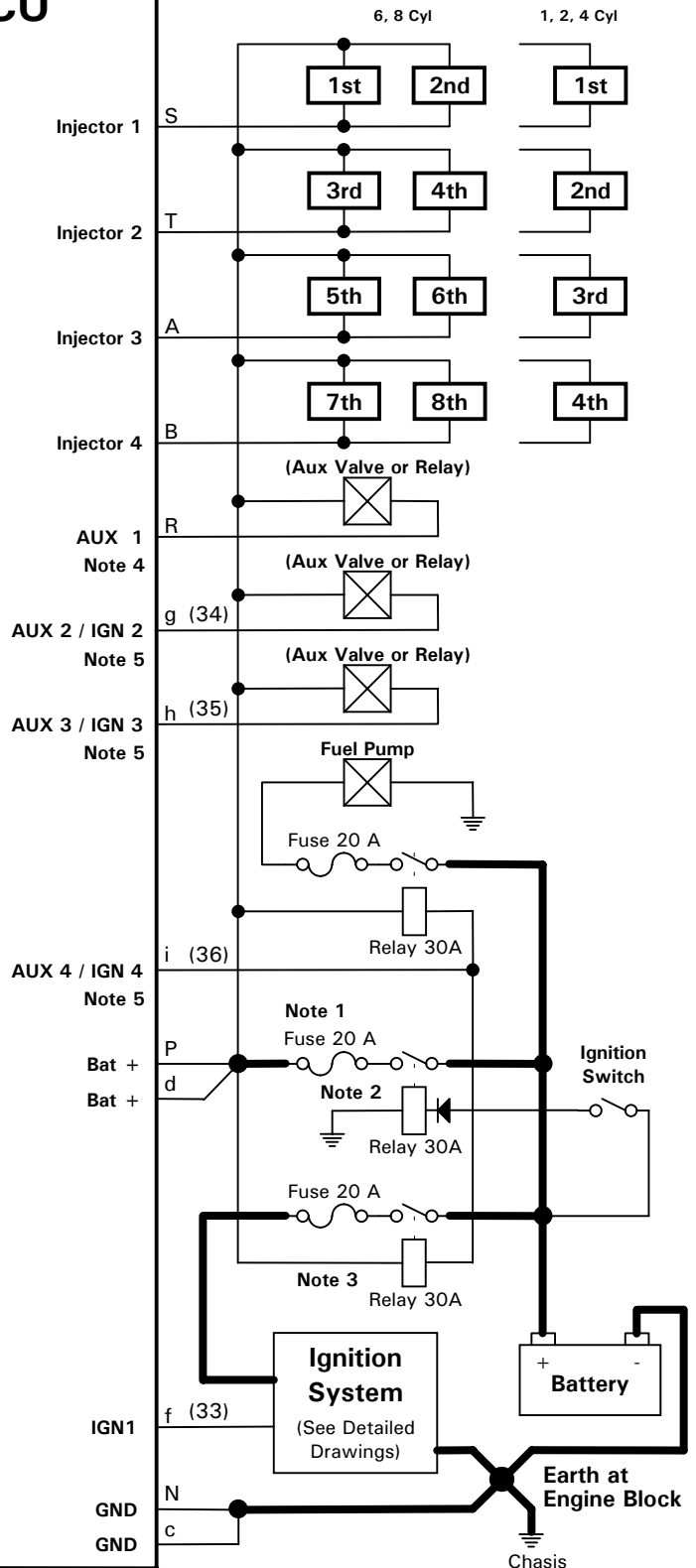


Mating Connectors
6026-18-32SN 6026-12-10SN

Injectors

Connect in Firing Sequence for Sequential Operation

ECU



Note 4

The AUX1 Output can sink a maximum current of 4 Amps.

Note 5

The AUX2, AUX3, AUX4 Outputs can sink a maximum current of 0.6 Amps.

MoTeC

Title

M4 MIL ECU Wiring

Sheet No

Drawing No

Date 7 / 12 / 1996

Drawn TW

App

Rev B

M4MIL

ECU