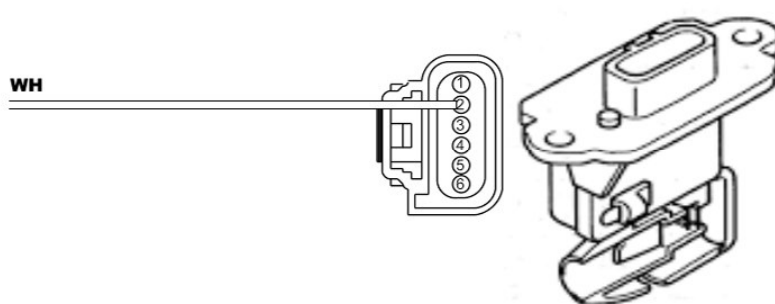


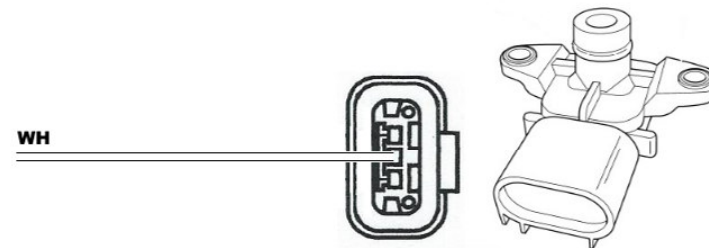
INPUT TO VOLTAGE BASED CONTROLLERS (ONLY)

MAF SENSORS



TYPICALLY PIN 2 BUT CHECK WITH A MULTIMETER FOR THE WIRE THAT HAS AROUND 1.0-1.5V ON IDLE AND RAMPES UP TO AROUND 3.0-3.5V IF THE VEHICLE IS REVVED UP

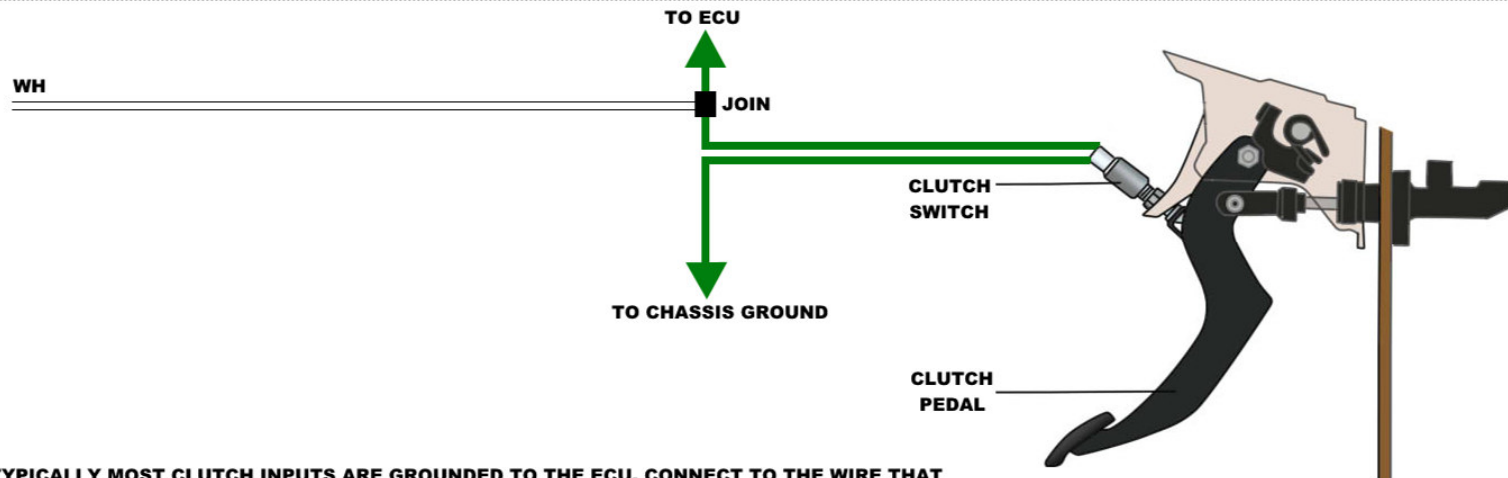
MAP/ TPS SENSORS



TYPICALLY THE CENTER PIN ON THREE WIRE SENSORS BUT CHECK WITH A MULTIMETER FOR THE WIRE THAT HAS AROUND 1.0-1.5V ON IDLE AND MOVES TO 2.5V OR HIGHER WHEN REVVED/ THROTTLE MOVED



SYSTEM DEACTIVATION / PAUSE BETWEEN GEARSHIFTS (FOR VEHICLES EQUIPPED WITH WOTBOX/ FLAT FOOT SHIFTING ONLY)



TYPICALLY MOST CLUTCH INPUTS ARE GROUNDED TO THE ECU. CONNECT TO THE WIRE THAT FLOATS AT AROUND 1-5V AND DROPS TO 0V WHEN PRESSURE IS APPLIED TO THE PEDAL

COLOUR ABBREVIATIONS

BK - BLACK	OG - ORANGE
RD - RED	BU - BLUE
BN - BROWN	WH - WHITE
YL - YELLOW	GN - GREEN
GY - GREY	

PLEASE NOTE

THE CLUTCH INPUT IS NOT A REQUIREMENT FOR NORMAL SYSTEM OPERATION AND CAN BE LEFT OUT
ON VOLTAGE BASED CONTROLLERS THE REFERENCE INPUT IS THE CLUTCH INPUT ON BOOST BASED CONTROLLERS AND THEREFORE IS NOT AVAILABLE FOR USE