

WIRING SCHEMATIC
FOR
P8PRO V29.0 FIRMWARE OR LATER
LAST UPDATED 01/10/2002
** SEE ATTACHED NOTES **

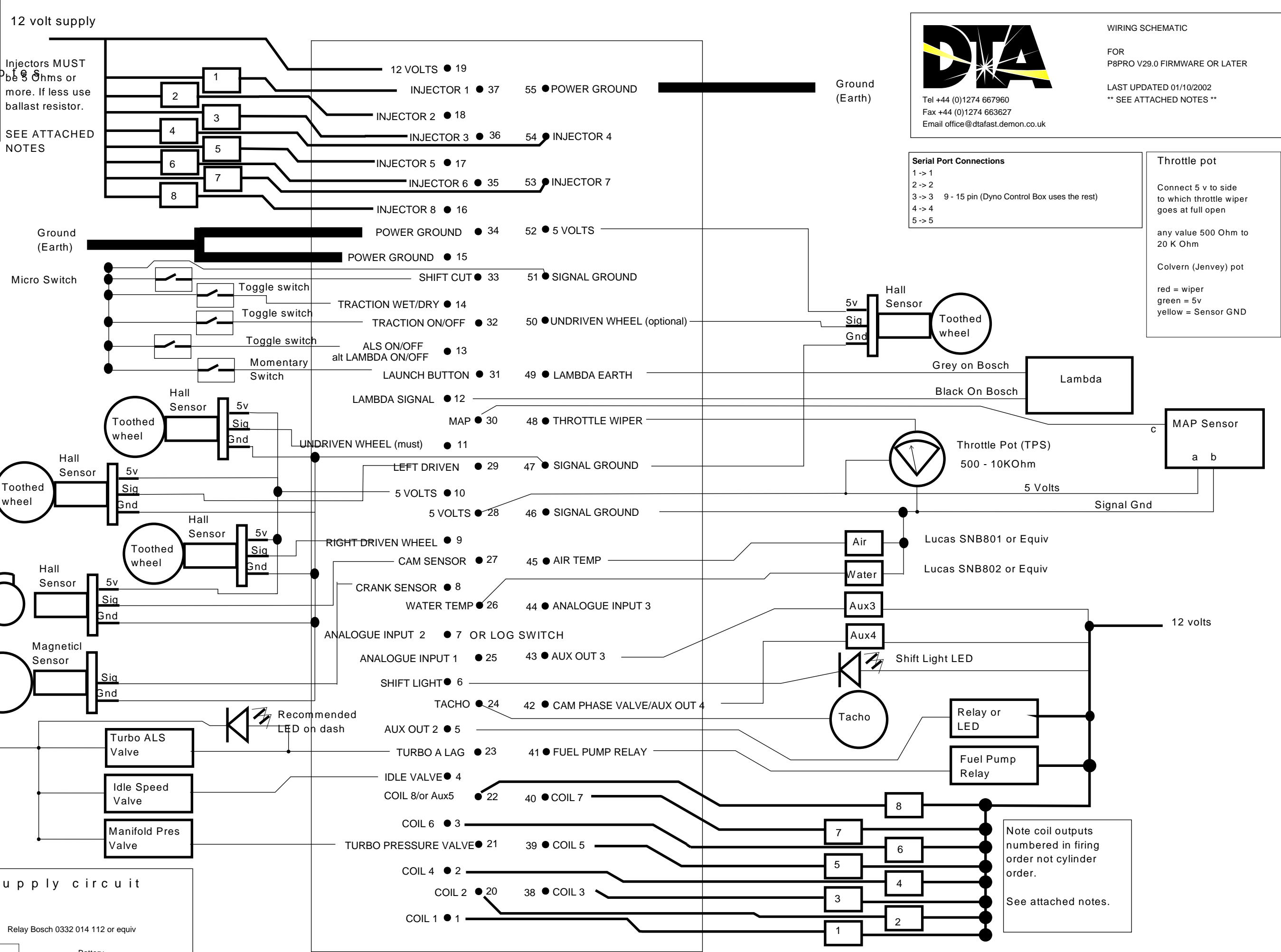
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Note Injector Numbers are in firing order not cylinder number
See attached notes

All 5 volt and Sensor Gnd connections are equivalent (except Lambda Gnd). Use the ones which are most suitable for the sensors connected. If not using twisted pair wire, twist together separate wires especially the sensor connections with a pitch of approx. 2.5 cm

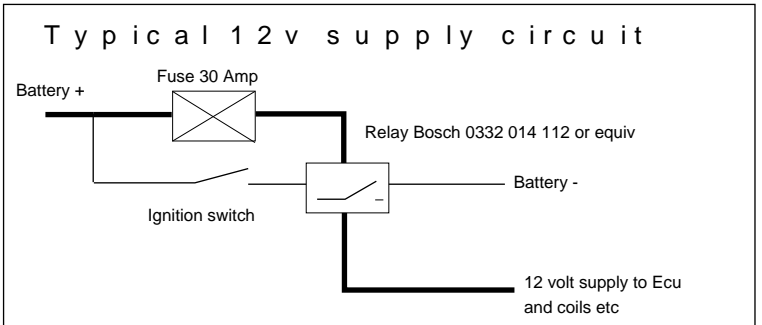
Crank sensor connections
Use twisted pair wire with overall screen for crank sensor
VR sensor pin outs (magnetic)
Ford
Pin 1 to pin 8
Pin 2 to pin 47
Shield to pin 47 at ECU
Vauxhall/Opel/BMW/V olvo/Saab/etc. (Bosch & Siemens)
Pin 1 to pin 8
Pin 2 to pin 47
Pin 3 to shield to pin 47 at ECU
Marelli
Pin 2 to pin 8
Pin 1 to pin 47
Shield to pin 47 at ECU

12 volt supply
Injectors MUST be 8 Ohms or more. If less use ballast resistor.
SEE ATTACHED NOTES



Serial Port Connections
1 -> 1
2 -> 2
3 -> 3 9 - 15 pin (Dyno Control Box uses the rest)
4 -> 4
5 -> 5

Throttle pot
Connect 5 v to side to which throttle wiper goes at full open
any value 500 Ohm to 20 K Ohm
Colvern (Jenvey) pot
red = wiper
green = 5v
yellow = Sensor GND



Note coil outputs numbered in firing order not cylinder order.
See attached notes.

Latch end

Injector Wiring

Note all injectors must be high impedance types or use a ballast resistor.

Sequential

Remember that the outputs are numbered in firing sequence, that is 1 is the first to fire, 2 the second etc. For a 4 cylinder with a firing sequence of 1/3/4/2 connect wires as below.

Cyl1342
O/P1234

And similarly for 6 or 8 cylinder engines. 8 cylinders is the maximum that can be handled with sequential injection. A cam sensor MUST be fitted for sequential injection.

Non Sequential

Use O/P's 1,2 and 5,6. Balance numbers of injectors on each

Non Sequential Twin Injector

Injectors 1:- Use O/P's 1,2 and 5,6. Balance numbers of injectors on each

Injectors 2:- Use O/P's 3,4 and 7,8. Balance numbers of injectors on each

Coil Wiring

Coil Per Plug

Remember that the outputs are numbered in firing sequence, that is 1 is the first to fire, 2 the second etc. For a 4 cylinder with a firing sequence of 1/3/4/2 connect wires as below. A cam sensor MUST be fitted for coil per plug operation.

Cyl1342
O/P1234

And similarly for 6 or 8 cylinder engines.

Wasted Spark

Use the lowest outputs. For a 6 cylinder engine with a firing order of 1/3/6/4/5/2 wire as below.

Cyl136
Cyl452
O/P123

Distributor

Use Coil output 1 or 2..

Twin Spark

Coil O/P's 1 to 4 work as normal. Coil O/P's 5 to 8 are the matching second plug. For a 4 cylinder, coil per plug, twin spark wire as below.

Cyl1342First Plug
O/P1234

Cyl1342Second Plug
O/P5678

Four cylinder coil per plug or 8 cylinder wasted spark is the maximum for twin spark operation.



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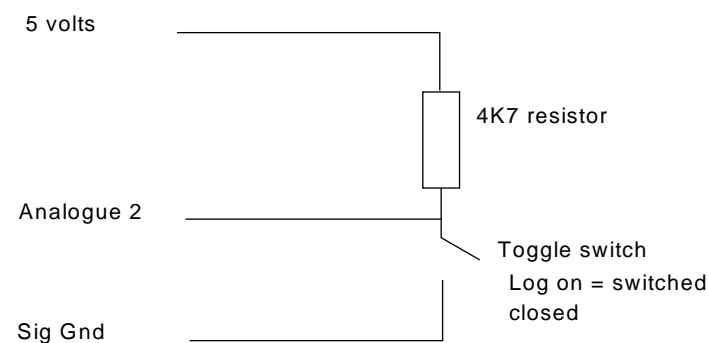
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ANALOGUE 2 WIRING FOR LOG SWITCH

If using the analogue 2 input for switching the log on and off use the following wiring.



Special Considerations for Audi 5 Cylinder

The engine must have 5 coils and a 60 - 2 crank wheel at 60 degrees. Set to 10 cylinders in general engine settings. Set unequal firing and 1 coil per plug OFF in unequal firing angles. Set sequential injection OFF in injector phasing. You do not need a cam sensor.

Wire coils as below

Cyl15234
O/P12345

Wire Injectors as below

Cyl15234
O/P12566