

# LinkPlus G3 – Subaru WRX/STi V5-6 AdaptaLink V1.0

This AdaptaLink is designed to reduce installation effort by allowing an almost direct plug-in of a Link LinkPlus<sup>G3</sup> ECU into the following vehicles:

- Subaru WRX/STi V5-6

The AdaptaLink must be configured for each application by fitting the jumpers in the correct locations. To do this, remove one end plate from the AdaptaLink enclosure then slide out the top cover. In some cases additional modifications are required.

## Disclaimer

All care has been taken to ensure the pin outs and interconnections of this ECU AdaptaLink board are correct. However due to variations between vehicle models it is the installers responsibility to check wiring connections BEFORE installing the AdaptaLink. Link ElectroSystems will not be held responsible for any damage caused by the incorrect installation of this product.

# Warning

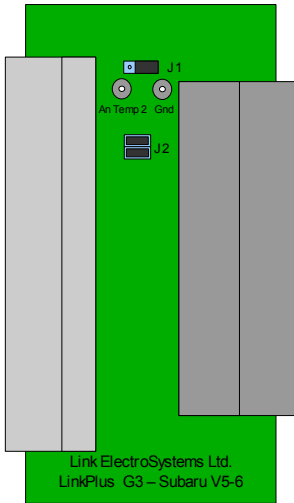
This AdaptaLink has been designed to be used with HIGH impedance (greater than 6 Ohms) injectors. Ballast resistors must be wired if low impedance injectors are to be used. Consult the ECU's Wiring and Installation manual for more information on injector wiring.

# Limitations

- This AdaptaLink has been designed for use with manual transmissions only. Use of this AdaptaLink with an automatic transmission may cause unexpected transmission operation.
- This AdaptaLink has been designed to be used with HIGH impedance (greater than 6 Ohms) injectors. Ballast resistors must be wired if low impedance injectors are to be used. Consult the ECU's Wiring and Installation manual for more information on injector wiring.

# AdaptaLink Options

## Immobiliser



Jumper J2 sets the Immobiliser option. For vehicles without an immobiliser system, set the jumpers as shown to the left ('No Immobiliser' position). If the vehicle has an immobiliser, fit the jumpers in the 'Immobiliser' position.

Note that Jumper J2 swaps the crank and cam angle sensors connection to the ECU's Trig 1 and Trig 2 signals. If the engine will not start and the ECU is recording Trigger Errors, then the position of J2 may be wrong.

## Intake Air Temperature (IAT)

The position of Jumper J1 determines what is connected to the ECU's An Temp 2 pin. It is highly recommended that an IAT sensor is connected to this pin. The following options exist for assisting the wiring of an IAT sensor:

1. External IAT Wiring – By placing Jumper J1 in the 'External IAT' position an IAT sensor can be wired to the AdaptaLink boards 'An Temp 2' and 'Gnd' breakout pads.
2. Use of Air Flow Meter (AFM) Wiring – Placing Jumper J1 in the 'IAT on AFM Sig.' position allows the factory AFM's wiring to be used to bring IAT into the ECU. This saves running

additional wiring through the firewall. Wire the IAT sensor to the AFM's signal and ground wires. Consult manufacturers wiring diagrams for information on the location of these wires in the AFM's connector. The AFM must remain unplugged when this option is used.

## Subaru WRX/STi V5-6

<b>LinkPlus<sup>G3</sup> Function</b>	<b>Sensor / Actuator</b>
Inj 1 - 4	Injectors 1 to 4
Inj 5	N/C
Inj 6	Main Relay
Inj 7	Fuel Pump Relay
Inj 8	N/C
Ign 1	Ignition 1/2
Ign 2	Ignition 3/4
Ign 3	CE Light
Ign 4	Pressure Exchange Solenoid
Ign 5	Purge Solenoid
Ign 6	Fan Relay 2
Ign 7	N/C
Ign 8	N/C
Aux 1	Wastegate Solenoid
Aux 2	Fan Relay 1
Aux 3	Tachometer
Aux 4	A/C Relay
Aux 5	ISC Stepper
Aux 6	ISC Stepper
Aux 7	ISC Stepper
Aux 8	ISC Stepper
DI 1	Ignition Switch
DI 2	Vehicle Speed
DI 3	A/C In
DI 4	N/C
DI 5	N/C
DI 6	Neutral Switch
DI 7	Start Switch

## **Subaru WRX/STi V5-6**

DI 8	Power Steer Switch
An Volt 1	Oxygen Sensor Signal
An Volt 2-6	N/C
An Temp 1	Coolant Temperature
An Temp 2	Intake Temperature
An Temp 3-6	N/C
Load 1	MAP Sensor
Load 2	MAF Voltage
Load 3	Throttle Position
Knock	Knock Signal