

LEM^{G3}

Nissan GTS-GTR

AdaptaLink

Board Revision V1.1

This AdaptaLink is designed to reduce installation effort by allowing an almost direct plug-in of a Link LEM^{G3} ECU to the following vehicles:

- Nissan R32 GTR
- Nissan R32 GTS-T
- Nissan R33 RB25DET
- Nissan R33 GTR
- Nissan R34 GTR

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

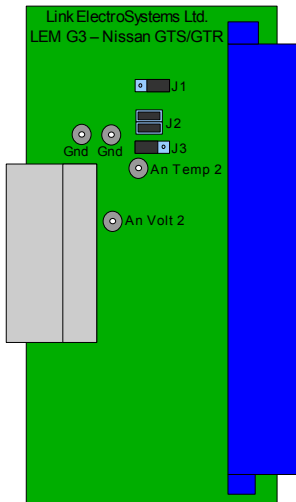
Disclaimer

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

Warning

GTR models are fitted with LOW impedance injectors. 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.

Adapter Options



Trigger Signal Selection

Jumper J2 sets the Trigger signal assignment. For R34 GTR models set J2 in the 'R34 GTR' position. For all other models, set J2 in the 'All Other Model' 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 J3 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 J3 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 J3 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 connectors.. The AFM must remain unplugged when this option is used.
3. Using Factory IAT – Where an IAT sensor was factory fitted (GTR only), this sensor can be used by placing J3 in the 'Factory IAT' position.

Digital Input Options

Jumper J1 selects what is connected to the ECU's DI1 (Aux4) pin. Set the jumper in the 'DI1 = A/C In' position if the air conditioning is to be retained. Otherwise, fit the jumper in the 'DI1 = Speed' position. This will allow the ECU to measure vehicle speed for functions such as launch control and idle speed control.

Nissan GTS/GTR		
LEM^{G3} Function	Sensor / Actuator	Note
Inj 1	Injectors 1, 2 and 3	
Inj 2	Injectors 4, 5 and 6	
Ign 1	Ignition Cylinder 1 and 6	
Ign 2	Ignition Cylinder 5 and 2	
Ign 3	Ignition Cylinder 3 and 4	
Ign 4	Check Engine Light	
Aux 1	FP Control Module 2 / VTC Cam	VTC Cam on R33 GTS Only
Aux 2	FP Control Module 1	
Aux 3	ISC Solenoid	(AAC Valve)
DI 1 / Aux 4	Speed or AC In	Select DI 1 input using J1
Aux 5	Tacho	
Aux 6	A/C Relay	
Aux 7	Waste gate Solenoid	
Aux 8	Fuel Pump Relay	
An Temp 1	Engine Coolant Temperature (ECT)	
An Temp 2	Intake Air Temp (IAT)	Set sensor location with J3
An Volt 1	Oxygen Sensor	
An Volt 2	N/C	Breakout pad on adapter board
An Load 3 (TPS)	Throttle Position	

