

LinkPlus^{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 LinkPlus^{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.

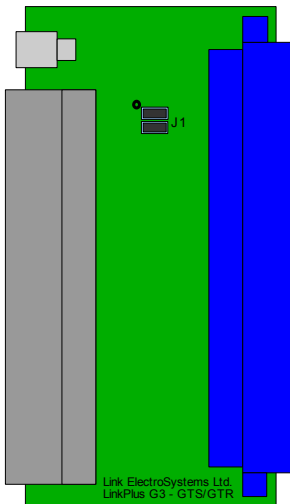
Disclaimer

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 run via factory fitted ballast resistors on the firewall. 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 Board Configuration



Jumper Setting

The adapter boards configuration jumpers have the following functions:

J1: These allow the trigger signals (Trig 1, Trig 2) to be swapped. Fit jumpers in the horizontal positions as shown in the diagram to the left for all models except R34 GTR. For R34 GTR fit jumpers in the vertical positions.

Air Flow Meter / MAP Sensor Options

The adapter board has been designed to allow the follow options for Air Flow Meter and MAP Sensor configurations. It is recommended that the first option is used for best results.

1. External MAP and IAT (Separate Loom) – This option uses the adapter boards white four pin connector to allow

connection of a Manifold Absolute Pressure (MAP) and Intake Air Temperature (IAT) sensor using a separate loom. When using this option, MAP is on An Load 1 and MAF is on An Load 2 (if the factory AFM is still fitted). **Ensure any factory IAT sensor and the rear AFM (GTR only) are unplugged.**

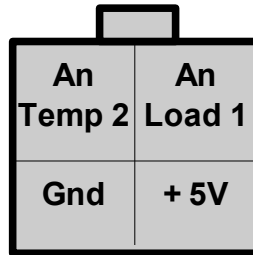
2. External MAP (Using AFM wiring) – This option allows the Mass Air Flow (MAF) meter wiring to be used for connection of an external MAP sensor. This saves the need to run another loom through to the adapter from the engine bay, but means the MAF meter **MUST** be disconnected and its wiring will need to be spliced into. On GTR models this option can use either of the MAF meters. The following wiring connections apply:

- Power a Link 12V MAP sensor using the MAF meters 12V supply wire.
- Connect the MAP signal to the MAF meters signal wire.
- Ground the MAP sensor to the MAF meters ground wire.

When using this option, MAP will be wired to An Load 1 (Rear MAF meter signal). An Load 2 is the front MAF meters signal on GTR models.

Expansion Connector Pin-out

The adapter boards white four pin connector provides a means of wiring MAP and IAT sensors without modifying the factory loom. A pre-built loom can be purchased from your Link dealer. The following pin out applies (looking into the adapter looms connector):



Note the following points when wiring to this connector:

- An Temp 2 is also wired to the factory IAT sensor on GTR models. Disconnect the factory sensor if you wish to use this terminal for a different sensor.
- An Load 1 is also wired to the rear MAF meters signal. Make sure the MAF meter is unplugged if wiring a MAPO sensor to this terminal.

IO Connections

The following tables describe how the LinkPlus^{G3} is connected to the engines sensors and actuators. Note that all unused I/O is available for wiring to other accessories (As all I/O is configurable using PCLink).

All Models		
LEM ^{G3} Function	Sensor / Actuator	Note
Inj 1 to 6	Injectors 1 to 6	Allows Sequential Injection
Inj 7	N/C	Can be wired for auxiliary output if required.
Inj 8	N/C	Can be wired for auxiliary output if required.
Ign 1 to 6	Igniter Channels 1 to 6	
Ign 7	ISC Solenoid	
Ign 8	N/C	Can be wired for auxiliary output if required.
Aux 1	N/C	
Aux 2	Fuel Pump Control Relay	
Aux 3	Tachometer	
Aux 4	Waste-gate	
Aux 5	Fuel Pump Control Module 1	
Aux 6	VTC Cam	R33 Only
Aux 7	Fuel Pump Control Module 2	GTR only
Aux 8	Oxygen Sensor Heater	
Aux 9	A/C Out	
Aux 10	Fan Relay	Some models only
Aux 11	Cat or CE Light	
DI 1	Vehicle Speed	
DI 2	N/C	
DI 3	Start Signal	
DI 4	Neutral Switch	
DI 5	N/C	

DI 6	A/C Request	
DI 7	Power Steer Switch	
DI 8	Idle Switch	
An Temp 1	Engine Coolant Temperature	
An Temp 2	Intake Air Temperature	If fitted
An Temp 3	N/C	
An Temp 4	N/C	
An Load 1	MAF Meter Signal (Rear)	Or MAP sensor if wired
An Load 2	MAF Meter Signal (Front)	Or MAP sensor if wired
An Load 3	Throttle Position	
An Volt 1	Oxygen Sensor Signal (Front)	
An Volt 2	Oxygen Sensor Signal (Rear)	Some Models Only
An Volt 3 to 6	N/C	
Knock 1	Front Knock Sensor	
Knock 2	Rear Knock Sensor	