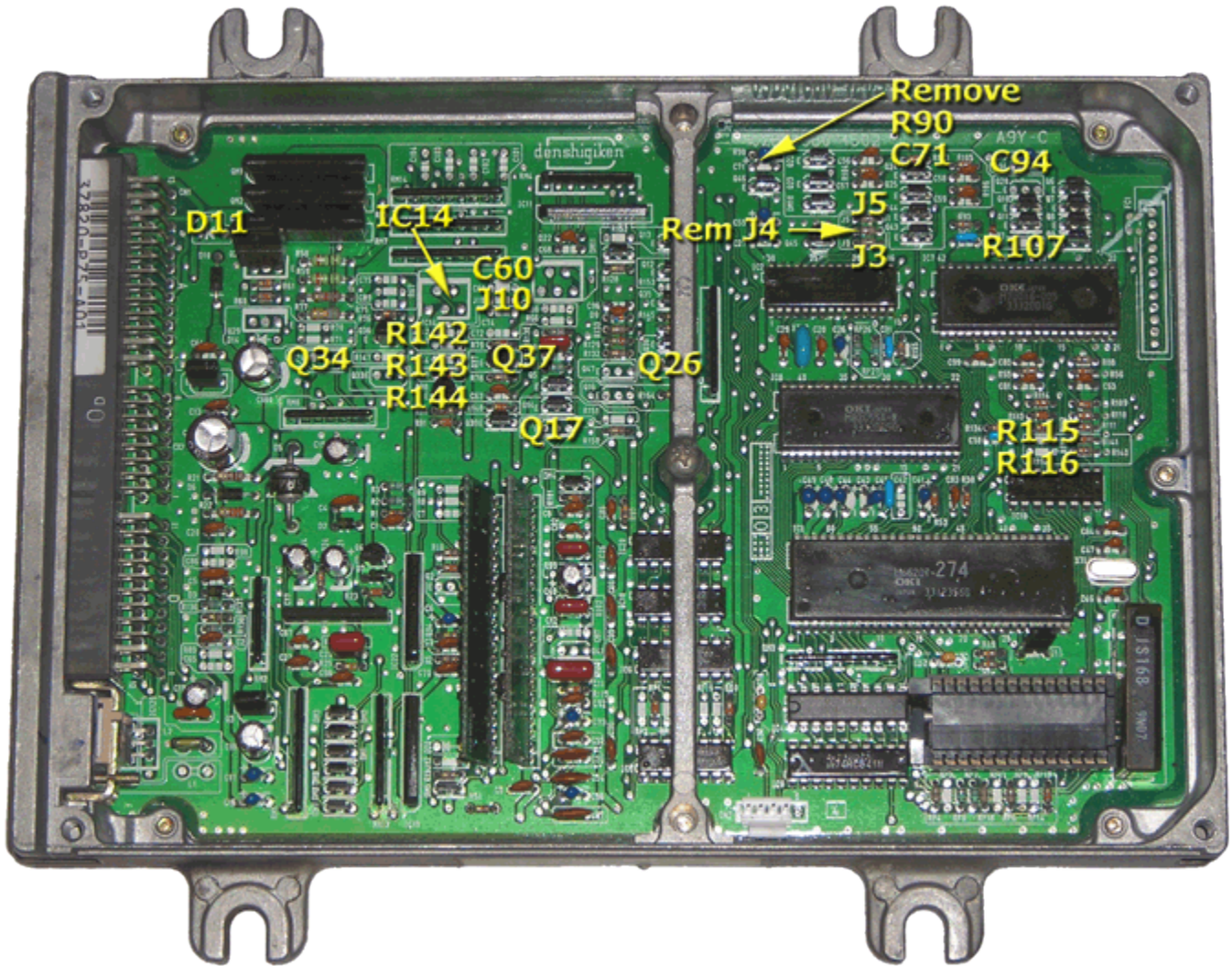


Dear Customer,

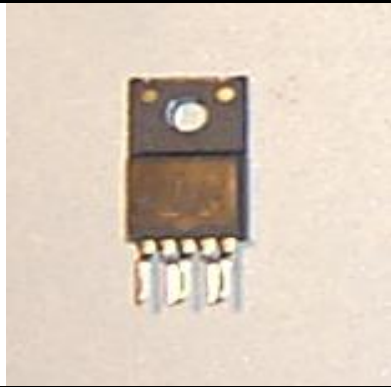
Thank you for purchasing my 1980 (P75) VTEC conversion kits.



First desolder all the spots on the ECU marked, Q26, Q37, Q17, IC14, Q34, C94, C60, D11, R143, R142, R144, R107, R115, R116, J10, J5 and J3. J10, J5 & J3 are jumper wires...use legs from any resistors to jump those holes. They may be hard to find, but they are there, see the above pic for help. If any components are installed in those places already, leave them there as some ECUs have those components installed already. Look for spots R90, C71 and J4 and desolder and remove those components.

IC14

In spot C60.



Note the + and – symbol, these are polarized. Install them correctly.

C94

D11



Note the + and – symbol, these are polarized. Install them correctly.



Pay attention to the direction of the diode. If you need help look at the other diodes on the board

All other resistors and transistors are marked accordingly...match them up directionally to other components on the ECU board to install them in the correct fashion.

Please check out the original instructions on PGMFI for further help if needed.

<http://forum.pgmfi.org/viewtopic.php?t=5664>

<http://www.pgmfi.org/twiki/bin/view/Library/02D01980-1500>

Also, after you get your car up and running, please post your tuned BIN file and share with the community in my BIN file depository. You may also find a good map to start your tuning with posted there. You can log on at:

<http://www.xenocron.com/bins>

Lastly, I hope that you feel this was an outstanding transaction and would feel comfortable referring others to purchase my products on the various auto forums you post on. The only way to get more people doing what we do is to spread the word! If for any reason you were disappointed with this transaction, please contact me right away so I can make it right!

Thank you for your patronage,

Chris Harris

[customerservice@xenocron.com](mailto:customerservice@xenocron.com)

