

# WARNING!!!!!!!

**Read the following (front and back) or your warranty will be voided.**

(Note: The following instructions supersede/replace any other information found elsewhere and should be followed as the final rule)

## ECU Main Power/Ground Cable Installation

You **MUST** hook up the main power cable to the ECU properly or damage to the ECU **will** result! **If you wire the ECU improperly your warranty will be voided!**

The ECU main power cable **MUST** be hooked up directly to the battery posts/terminals. Do not connect the power to the starter or some other point other than the battery. The ground needs to go directly to the battery post/terminal. Distribution blocks or remote mounted posts with multiple connections are not acceptable.

Make sure your vehicle has GOOD/CLEAN grounds from the battery to the engine block/cylinder heads (1 gauge minimum) and also from the engine block to the frame and body (4 gauge minimum)! Do NOT use engine mounts, etc, for "grounds".

Proper grounding is **IMPERATIVE** to proper EFI operation and to avoid damage to the ECU and other components.

If you cannot easily connect directly to the battery, obtain new battery terminals from an auto parts store. Side post Battery bolts are available that are designed specifically to add Power / Ground connections directly to the battery.

If you have a "dual terminal battery", connect the main vehicle power and ground to one set of posts, and the EFI ECU main power and ground to the other set.

If you have the battery installed in the trunk, you must still run the ECU power and ground directly to the battery posts! If you need to extend the wires use 10 gauge or larger. Solder and shrink wrap any connections.

If you have a battery shutoff, run the switched power to the ECU on the shut-off side of the shutoff switch only. The main power and ground must be connected directly to the battery posts.

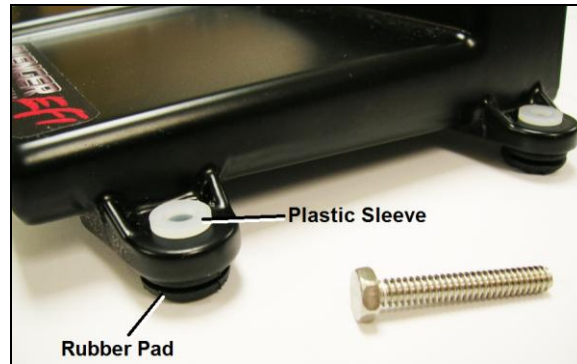


# ECU Mounting

**You MUST mount the ECU as follows or your warranty will be voided!**

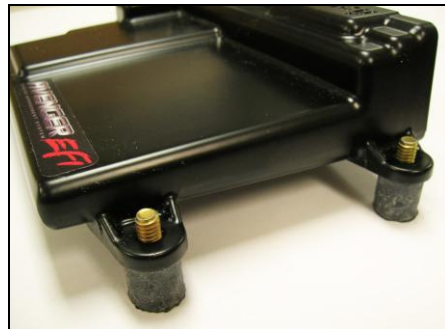
The ECU is intended such that the case should NOT be grounded to anything (case should not touch any metal). It should be electrically isolated from any metal.

The ECU has supplied mounting hardware pre-installed as shown in the picture below which consists of a plastic sleeve and a rubber pad installed on the sleeve. Do NOT remove this. The supplied 10-24 x 1.25" screws should be installed through the sleeves and used to mount the ECU. Nylock nuts are included.



**Supplied Mounting Hardware**

An alternate acceptable method is to remove the existing hardware and use available ¼-20 rubber isolation dampers (shown in picture below). These are not included.



**Rubber Isolation Dampers**

## Important Battery Charger Use!!

Many battery chargers do not provide “clean” power to the vehicle and can cause voltage spikes that can damage the ECU. This is especially true of some 16v chargers. Adhere to the following guidelines!

- Never use the “cranking” setting on a charger to start a car. Do not set a charger to a charge current over 10 Amps. Charge the battery sufficiently, before trying to start a car.
- If using a 16v battery charger, do not have the ECU switched power turned on, nor start the vehicle with the charger on. Make sure that the charger is not charging over 18.5 volts.
- If the battery has set for a long time, or is known to be discharged, it is best to charge the battery with everything DISCONNECTED from the battery, while the battery is being charged.

**199R10675**

**Date: 8-13-13**