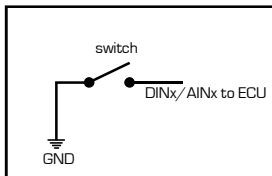


# MaxxECU

## Notes:

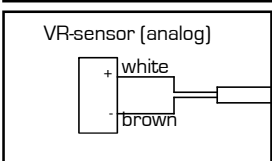
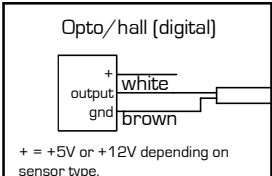
Cable shields should only be grounded through the ECU.  
Text in blue is the cable markings.

### Digital input wiring

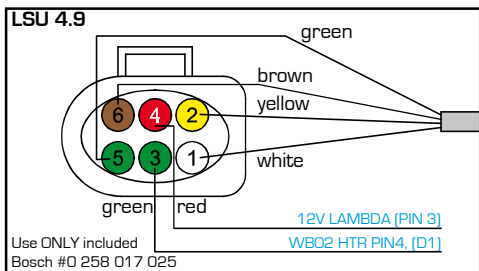
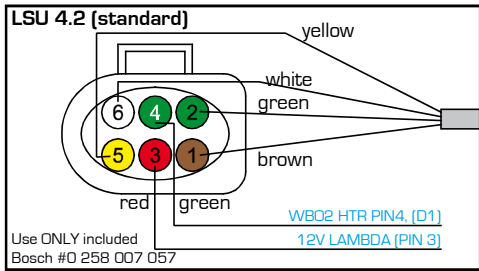


Sensor GND must **NEVER** be connected to chassis ground!

### Wiring alternative for crank / home signal



### WBO2 1

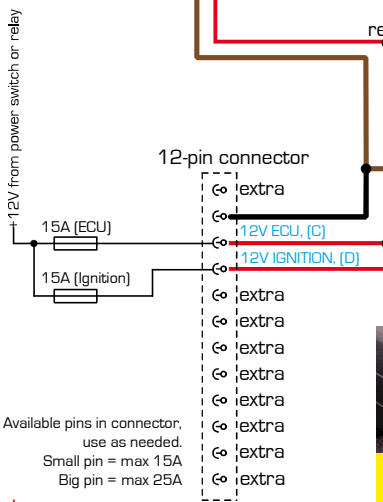


- Throttle sensor (TPS)
- Intake air temperature sensor (IAT)
- Coolant temperature sensor (CLT)
- Extra temperature sensor
- Extra temperature sensor
- Extra 0-5v sensor input
- Extra 0-5v sensor input
- Digital/VR input 1
- Digital/VR input 2
- Sensor GND

### Wideband lambda sensor 1

- WBO2 (grey)
- 12V LAMBDA (PING)
- WBO2 HTR PIN 4, (D1)
- WBO2 VS/O2 IN
- WBO2 IP
- WBO2 RCAL
- WBO2 HTR PIN 4, (D1)
- TRIGGER (grey)
- HOME/CAM (grey)
- GND (engine cylinder)

- TRIGGER (grey)
- HOME/CAM (grey)
- VR GND, (H2)



Available pins in connector, use as needed.  
Small pin = max 15A  
Big pin = max 25A

- 5V SENSOR SUPPLY, (G1)
- THROTTLE SENSOR, (G2)
- AIR TEMP SENSOR, (F2)
- COOLANT SENSOR, (F1)
- ANALOG IN 1, TEMP, (J1)
- ANALOG IN 2, TEMP, (J2)
- ANALOG IN 3, 0-5V, (J3)
- ANALOG IN 4, 0-5V, (J4)
- DIGITAL IN 1, (K3)
- DIGITAL IN 2, (K4)
- SENSOR GND
- SHIELD GND
- WBO2 COM
- WBO2 VS/O2 IN
- WBO2 IP
- WBO2 RCAL
- WBO2 HTR PIN 4, (D1)
- TRIGGER, (H3)
- HOME/CAM, (H4)
- VR GND, (H2)
- 12V ECU, (M4)
- ENGINE GROUND, (L4)

- CAN L
- CAN H
- IGNITION CYL 1, (A2)
- IGNITION CYL 2, (A3)
- IGNITION CYL 3, (B2)
- IGNITION CYL 4, (B3)
- IGNITION CYL 5, (C2)
- IGNITION CYL 6, (C3)
- IGNITION CYL 7, (D2)
- IGNITION CYL 8, (D3)

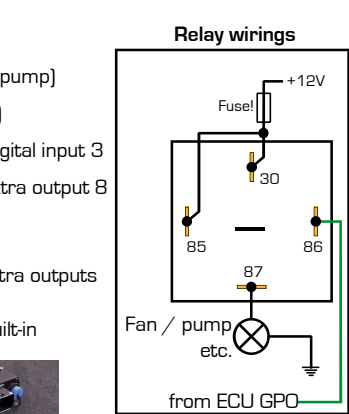
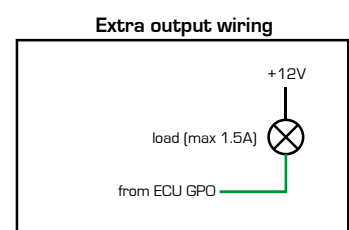
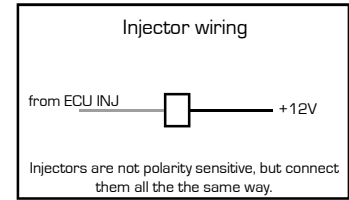
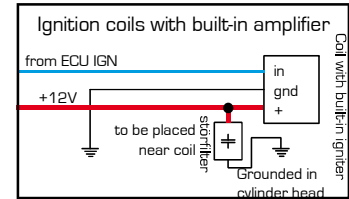
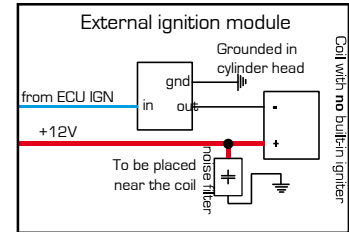
- INJECTOR CYL 1, (K1)
- INJECTOR CYL 2, (K2)
- INJECTOR CYL 3, (M1)
- INJECTOR CYL 4, (M2)
- INJECTOR CYL 5, (M3)
- INJECTOR CYL 6, (L3)
- INJECTOR CYL 7, (L2)
- INJECTOR CYL 8, (L1)

- GP OUT 1, (B4)
- GP OUT 2, (C4)
- GP OUT 3, (D4)
- GP OUT 4, (E4)
- GP OUT 5, (A1)
- GP OUT 6, (B1)
- GP OUT 7, (C1)
- TACH/GP OUT 8, (A4)

All GPO/INJ has 30V flyback as standard built-in

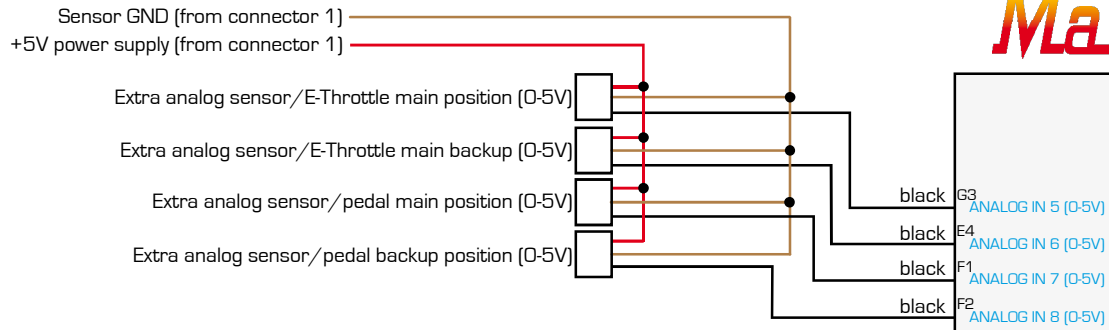


## Options for connecting ignition coils



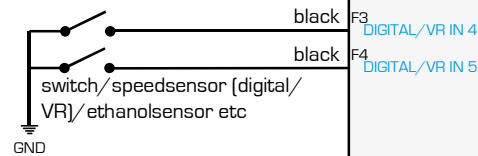
# MaxxECU

**Notes:**  
Cable shields should only be grounded through the ECU.  
Text in blue is the cable labeling.



## E-Throttle wiring

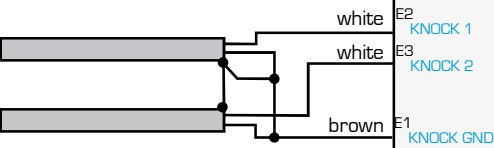
- Most E-Throttle bodies have 2 position sensors (main + backup), wire to available ANALOG INPUTS.
- Most pedals have 2 position sensors (main + backup), wire to available ANALOG INPUTS.
- Some pedals have one analog output and a digital PWM pulse, connect the digital signal to an available DIGITAL/VR IN on MaxxECU connector.



Knock sensor #1



Knock sensor #2

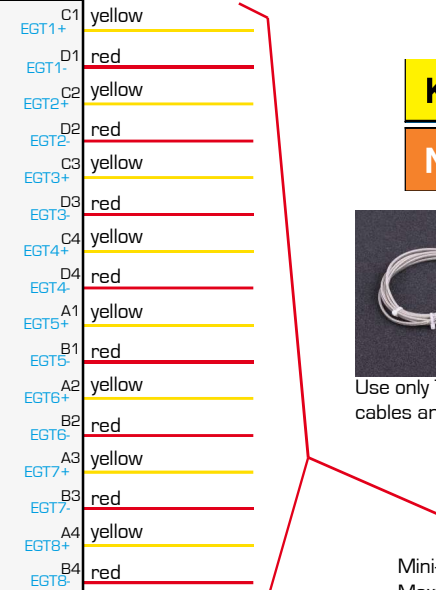


GND (engine cylinder)

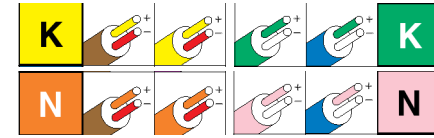
Must be connected at the same spot as the engine ground on connector 1

Knock sensors  
(Bosch 0261 231 046)

Knock sensor(s) are not polarity sensitive



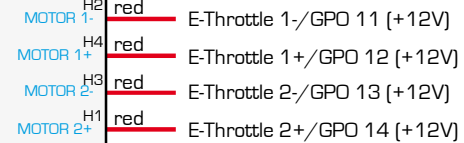
MaxxECU supported type



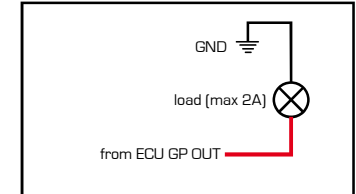
Use only Type K/N cables and connectors. The tip of the sensor must be isolated from ground.



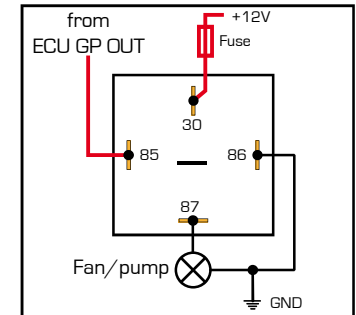
Mini-K connectors pre-mounted on MaxxECU harness



Extra output (GPO +12V) wiring



Relay wirings



MaxxECU RACE  
Connector 2