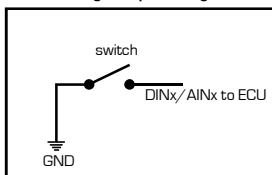


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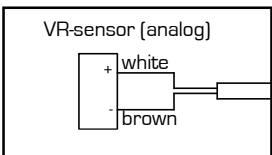
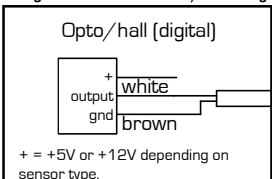
Cable shields should only be grounded **through the ECU** (which is prewired)
Text in blue is the cable markings.

Digital input wiring

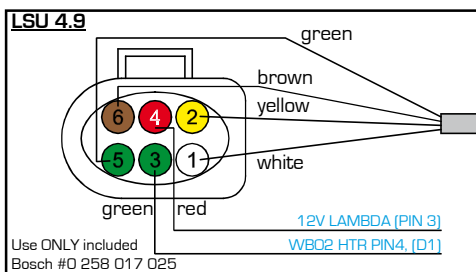
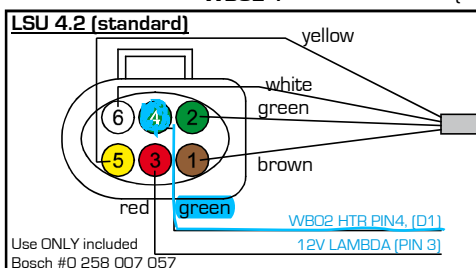


Sensor GND must **NEVER** be connected to chassis ground!

Wiring alternative for crank / home signal



WB02 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

Crank sensor

Home sensor

GND (engine cylinder)

+12V from power switch or relay

12-pin connector

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

MaxxECU

G1 5V SENSOR SUPPLY, (G1)

G2 CAN L

F2 THROTTLE SENSOR, (G2)

F1 AIR TEMP SENSOR, (F2)

F1 COOLANT SENSOR, (F1)

J1 ANALOG IN 1, TEMP, (J1)

J2 ANALOG IN 2, TEMP, (J2)

J3 ANALOG IN 3, 0-5V, (J3)

J4 ANALOG IN 4, 0-5V, (J4)

K3 DIGITAL IN 1, (K3)

K4 DIGITAL IN 2, (K4)

H1 SENSOR GND

E3 SHIELD GND

F3 WB02 COM

F4 WB02 VS/O2 IN

G3 WB02 IP

G4 WB02 RCAL

D1 WB02 HTR PIN 4 / GP OUT 9, (D1)

H3 TRIGGER, (H3)

H4 HOME/CAM, (H4)

H2 VR GND, (H2)

M4 12V ECU, (M4)

L4 ENGINE GROUND, (L4)

12V LAMBDA (PIN 3)

12V LAMBDA (PIN 3)

12V LAMBDA (PIN 3)

12V LAMBDA (PIN 3)

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12V LAMBDA (PIN 3)

12V LAMBDA (PIN 3)

E2 CAN L

E1 CAN H

A2 Ignition coil 1

A3 Ignition coil 2

B2 Ignition coil 3

B3 Ignition coil 4

C2 Ignition coil 5

C3 Ignition coil 6

D2 Ignition coil 7

D3 Ignition coil 8

K1 Injector 1

K2 Injector 2

M1 Injector 3

M2 Injector 4

M3 Injector 5

L3 Injector 6

L2 Injector 7

L1 Injector 8

B4 Extra output 1

C4 Extra output 2

D4 Extra output 3

E4 Extra output 4

A1 Extra output 5 (fuel pump)

B1 Extra output 6 (fan)

C1 Extra output 7 / Digital input 3

A4 Tachometer / Extra output 8

12V INJECTORS

12V INJECTORS

12V INJECTORS

12V INJECTORS

12V INJECTORS

12V INJECTORS

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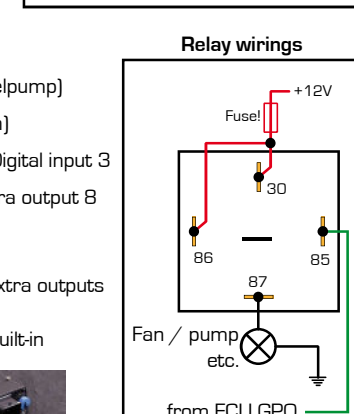
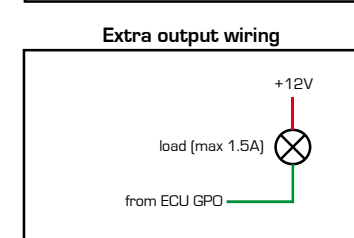
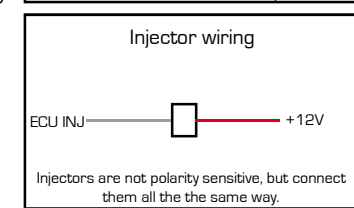
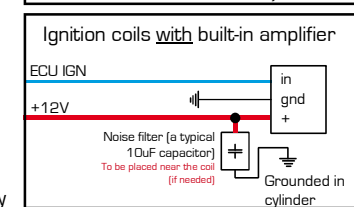
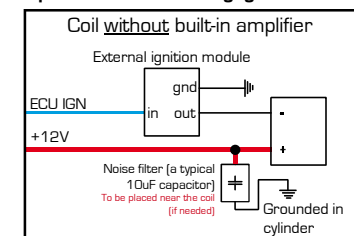
12V INJECTORS

12V INJECTORS

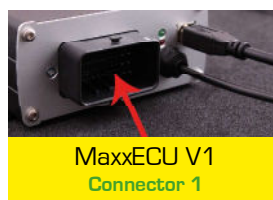
12V INJECTORS

12V INJECTORS

Options for connecting ignition coils



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



MaxxECU REV9+

2021-03-03

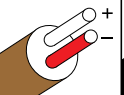
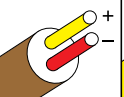
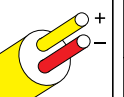
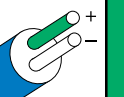
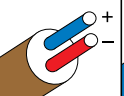
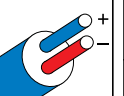
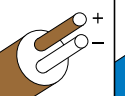
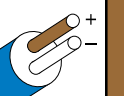
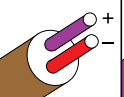
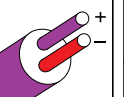
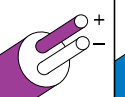
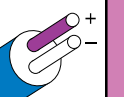
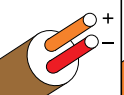
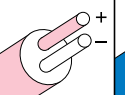
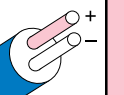
maxxecu.com/support

Warning: Correct sensor must be selected in MTune before usage!

CMC	Label	Color
A1	EGT1+	Yellow
A2	EGT2+	Yellow
A3	EGT3+	Yellow
A4	EGT4+	Yellow
B1	EGT1-	Red
B2	EGT2-	Red
B3	EGT3-	Red
B4	EGT4-	Red
C1	EGT5+	Yellow
C2	EGT6+	Yellow
C3	EGT7+	Yellow
C4	EGT8+	Yellow
D1	EGT5-	Red
D2	EGT6-	Red
D3	EGT7-	Red
D4	EGT8-	Red
E1	EGT9+	Yellow
E2	EGT10+	Yellow
E3	EGT11+	Yellow
E4	EGT12+	Yellow
F1	EGT9-	Red
F2	EGT10-	Red
F3	EGT11-	Red
F4	EGT12-	Red
G1	-	-
G2	-	-
G3	-	-
G4	-	-
H1	ENGINE GROUND 2	Brown
H2	ENGINE GROUND 2	Brown
H3	ENGINE GROUND 2	Brown
H4	-	-

MaxxECU supported type

MaxxECU supported type

Connectors			Connectors		
ANSI Code	ANSI/ASTM E-230 Color Coding		IEC 584-3 Color Coding		IEC Code
	Thermocouple Grade	Extension Grade	Thermocouple Grade	Intrinsically Safe	
J					J
K					K
T					T
E					E
N					N



Use only Type K cables and connectors.



The tip of the sensor must be isolated from ground.

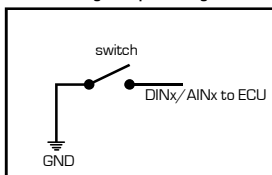


MaxxECU PRO
Connector 2

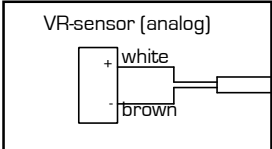
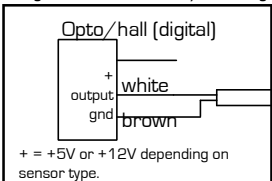
Notes:

Cable shields should only be grounded **through the ECU** (which is prewired).
Text in blue is the cable markings.

Digital input wiring

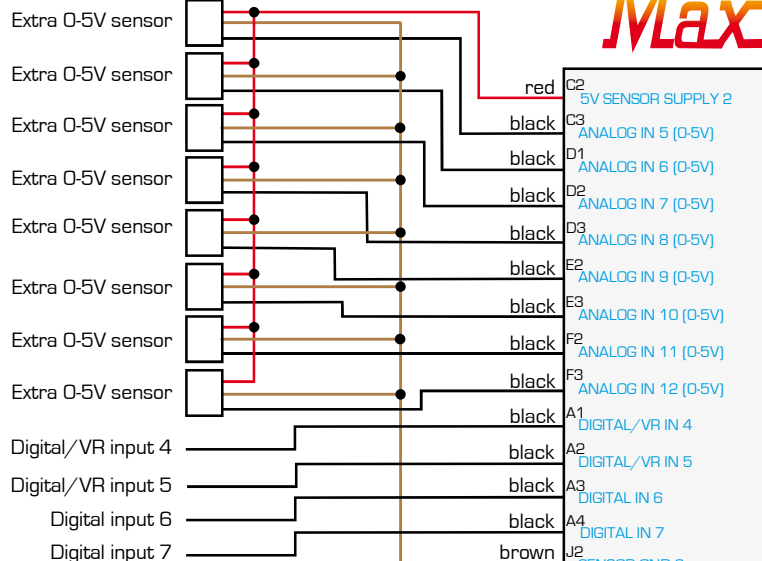
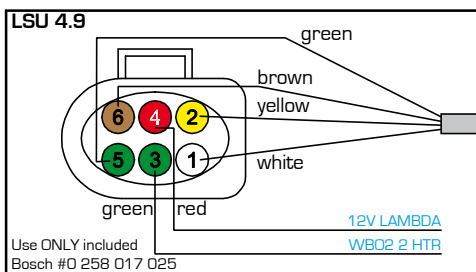
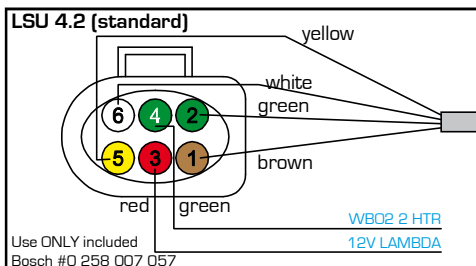


Wiring alternative for crank / home signal

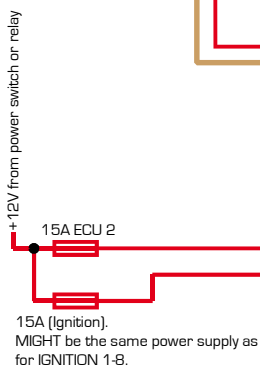
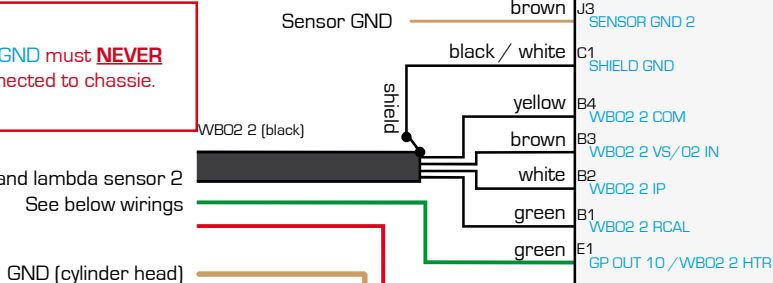


LSU connector seen from the cable side

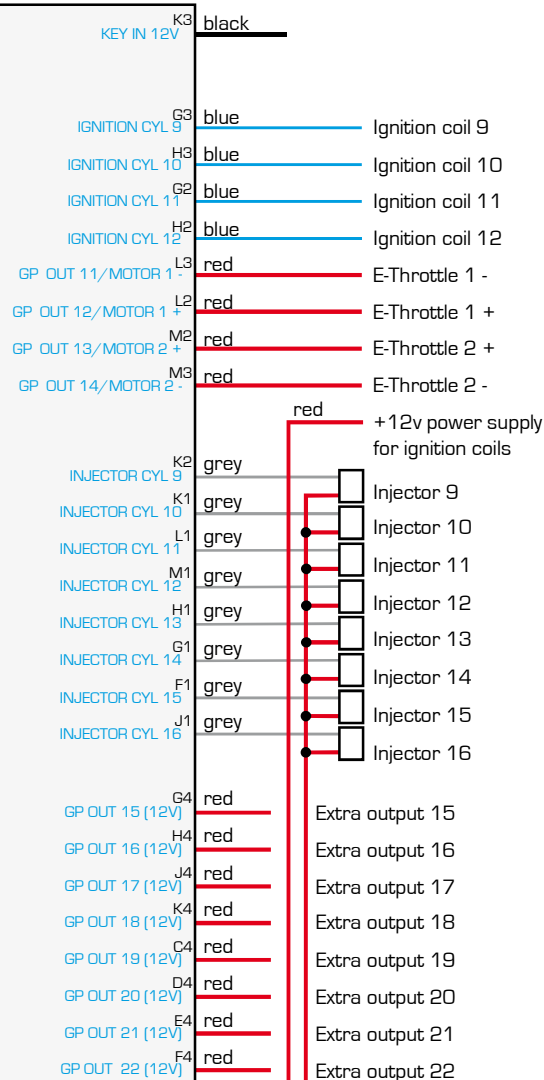
WB02 2



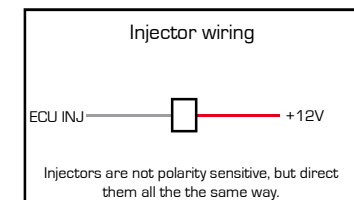
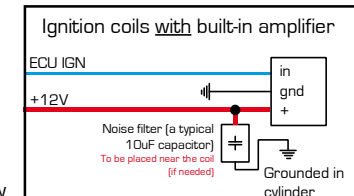
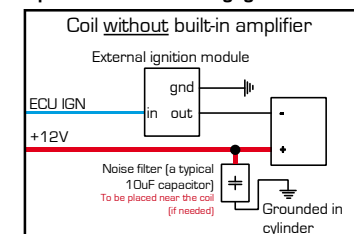
Sensor GND must **NEVER** be connected to chassie.



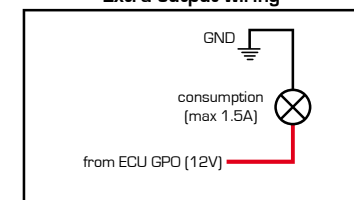
MaxxECU



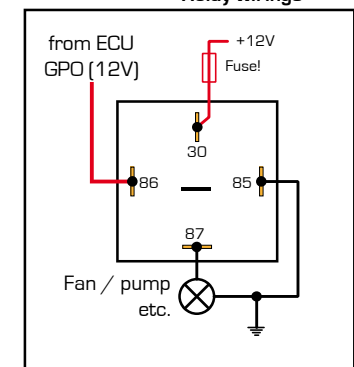
Options for connecting ignition coils



Extra output wiring



Relay wirings

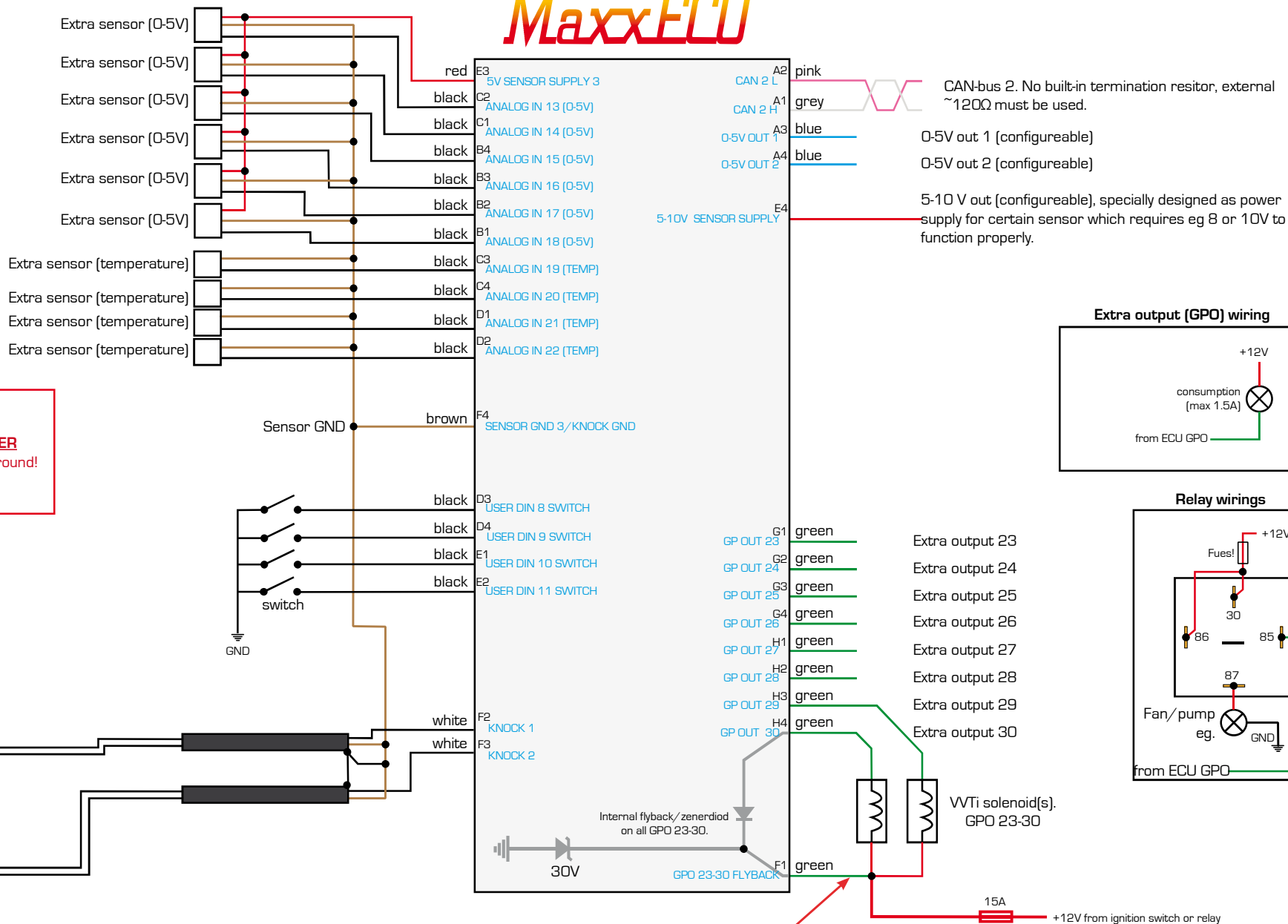


MaxxECU PRO
Connector 3

Notes:

Cable shields should only be grounded **through the ECU**.

Text in blue is the cable markings.



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

Knock sensor #1



Knock sensor #2



Knocksensors
(Bosch 0261 231 046)

Knock sensor(s) are not polarity sensitive

If the "GPO 23-30 FLYBACK" is NOT connected, the standard 30V internal flyback is used, which gives a faster response of the solenoids. To get 12V flyback on GPO 23-30, connect the F1 wire to the solenoid 12V power supply. This will result in slower movement of solenoids, suitable for some "floating" VVT solenoids.



MaxxECU PRO
Connector 4