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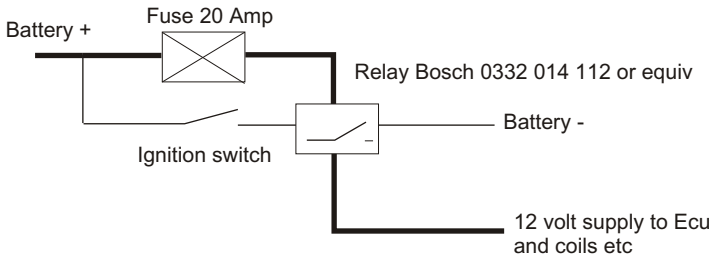
WIRING SCHEMATIC

FOR
E48EXP
E48EXP IGNITION ONLY

LAST UPDATED 30/03/2001

Typical 12v supply circuit



12 volt supply

ECU supply

Usually cyl 1,4

Use either output, not both, for distributor

Coil 1

Usually cyl 2,3

Coil 2

Use 5 ohm or greater injectors

Injectors 1

Injectors 2 or Idle Valve

Battery Negative (both must be connected)

Gear change light

Fuel pump

Fuel pump relay

Tacho

Aux 2 out

Solenoid valve or relay

All aux outputs 500 ma maximum !

12 volt supply

Sensor gnd

Sensor Gnd

Wheel hall + - o/p

Crank VR

5 volt

Pressure + - o/p

Air temp

Water temp

Launch control switch

Gear shift cut switch

Lambda gnd

Lambda sig

(Grey on Bosch)
Lambda sensor
(Black on Bosch)

Sensor Gnd

Throttle pot

5 volt

Wiper

Crank sensor connections

Use twisted pair wire with overall screen for crank sensor

VR sensor pin outs (magnetic)

Ford
Pin 1 to pin 18
Pin 2 to pin 20
Shield to pin 20 at ECU

Vauxhall/Opel/BMW/Volvo/Saab/etc. (Bosch & Siemens)
Pin 1 to pin 18
Pin 2 to pin 20
Pin 3 to shield to pin 20 at ECU

Marelli
Pin 2 to pin 18
Pin 1 to pin 20
Shield to pin 20 at ECU

Throttle pot

Connect 5 v to side to which throttle wiper goes at full open

any value 500 Ohm to 20 K Ohm

Colvern (Jenvey) pot

red = wiper
green = 5v
yellow = Sensor GND

All 5 volt and Sensor Gnd connections are equivalent (except Lambda Gnd). Use the ones which are most suitable for the sensors connected. If not using twisted pair wire, twist together separate wires especially the sensor connections with a pitch of approx. 2.5 cm

Serial Port Connections
1 -> 1
2 -> 2
3 -> 3 9 - 15 pin (Dyno Control Box uses the rest)
4 -> 4
5 -> 5