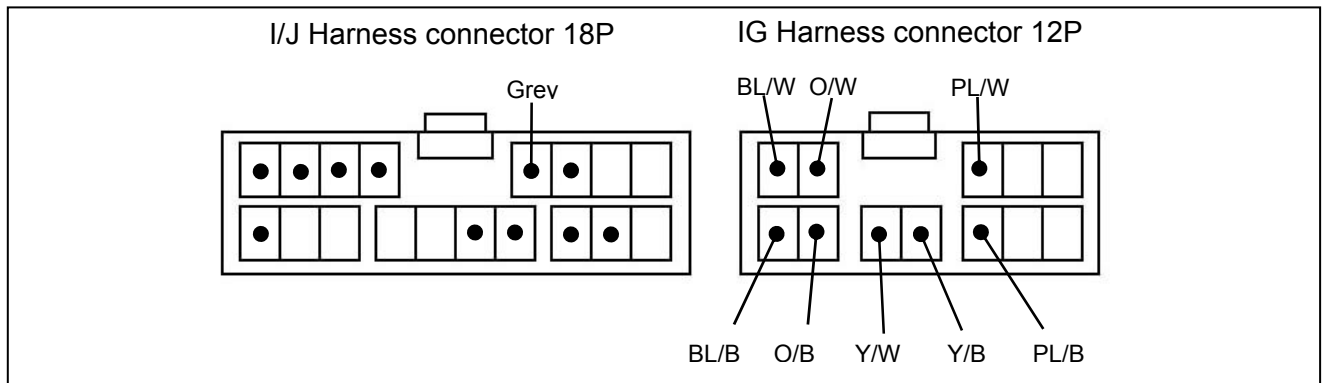


### 3-14 e-Manage Installation

- (1) Remove the cover under the glove box to access the ECU and ECU harness.
- (2) Install the Grey wire to the e-Manage I/J Harness (18Pin) connector as shown below.
- (3) Install the ignition harness wires in the e-Manage I/G Harness (12Pin) connector as shown below.
  - \* When inserting the wires in to the connectors, make sure that the direction of the pins are correct and push them in all the way until they click in.

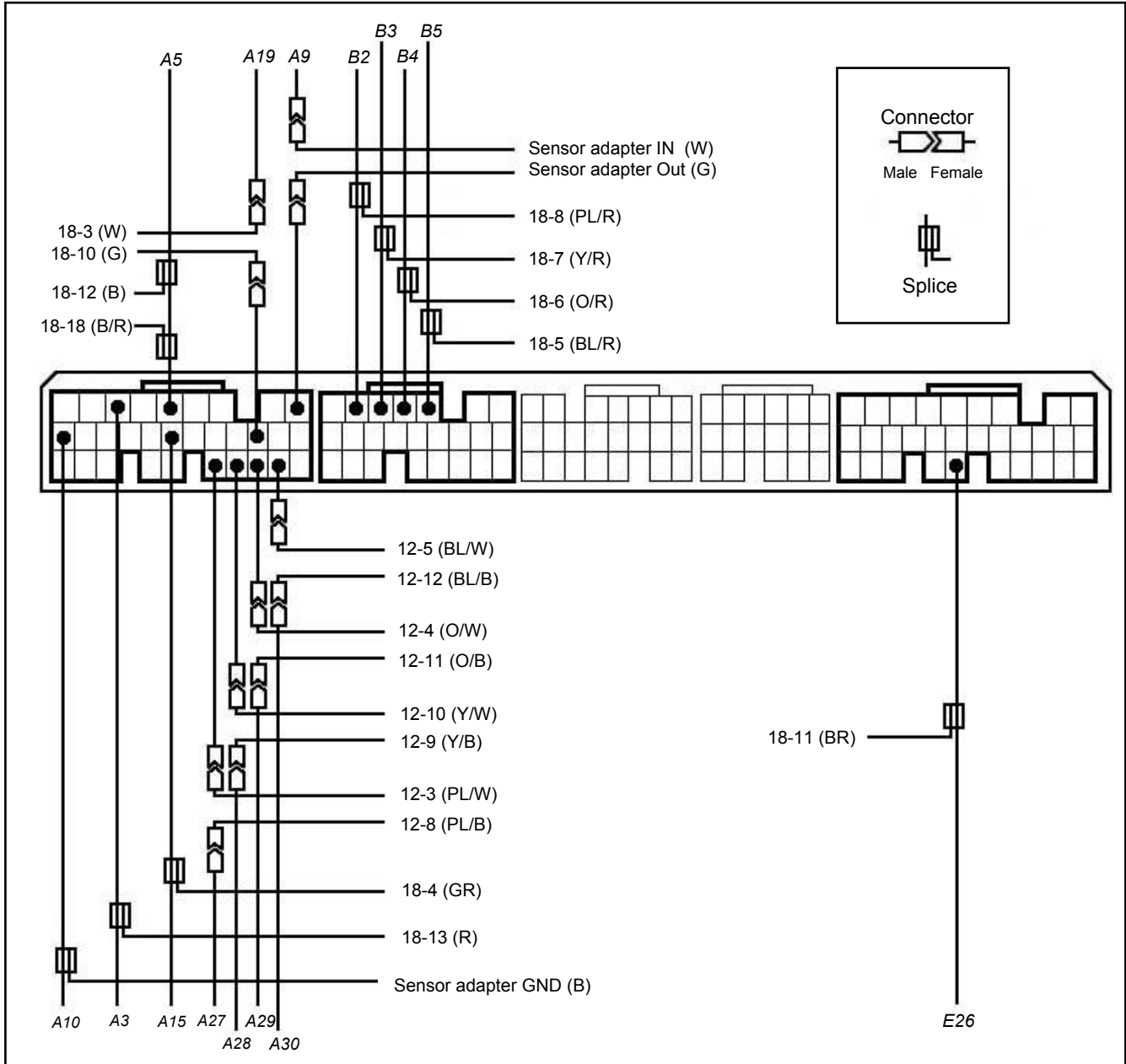
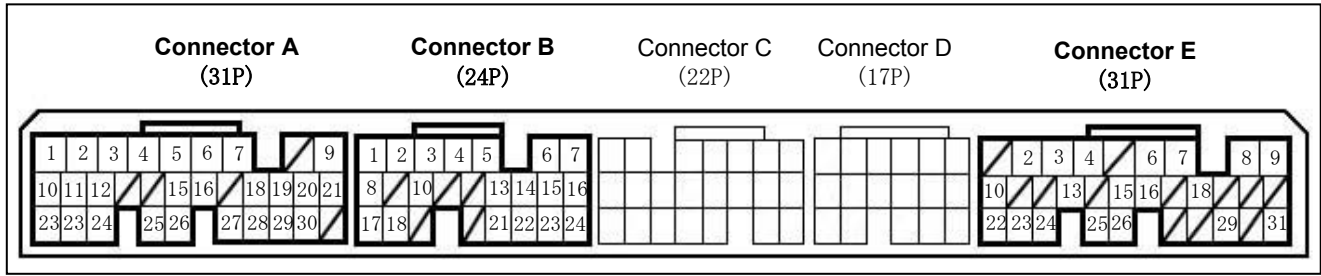


- (4) Connect the I/J and I/G Harness to the factory ECU harness as shown in the diagram on next page.

(Parts used #15, 16, 17)

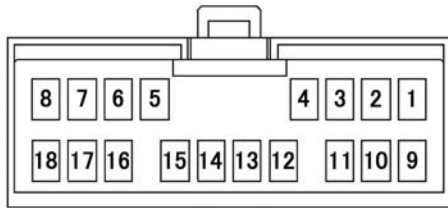
#### Important

- This installation should only be performed by a trained specialist who is very familiar with the automobile's electrical and fuel management system.
- GReddy Performance Products Inc. is not responsible for any damage to the vehicle's electrical system caused by improper installation.
- It is recommended to solder all wires and use electrical tape or shrink wrap to insulate the wire connections.



Color Code: **W** - White, **G** - Green, **B** - Black, **BL** - Blue, **BR** - Brown, **R** - Red, **GR** - Grey, **PL** - Purple, **Y** - Yellow, **O** - Orange

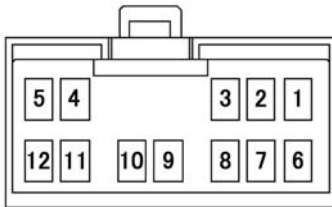
### I/J Harness (18Pin)



\* Looking at harness side.

e-manage			Factory ECU		
Pin #	Wire Color	Description	ECU Pin #	Color	Code
3	White	MAP IN	A19(harness)	Green/Red	MAP
4	Grey	Throttle	A15	Red/Black	TPS
5	Blue/Red	INJ 1	B5	Brown	INJ 1
6	Orange/Red	INJ 2	B4	Red	INJ 2
7	Yellow/Red	INJ 3	B3	Blue	INJ 3
8	Purple/Red	INJ 4	B2	Yellow	INJ 4
10	Green	MAP OUT	A19 (ECU side)	Green/Red	MAP
11	Brown	RPM	E26	Blue	NEP
12	Black	GND	A5	Black	PG1
13	Red	+B	A3	Yellow/Black	IGP1
18	Black/Red	INJ GND	A5	Black	PG1

### IG Harness (12Pin)



\* Looking at harness side.

e-manage			Factory ECU		
Pin #	Wire Color	Description	ECU Pin #	Color	Code
3	Purple/White	IGT4 IN	A27(ECU side)	Brown	IGPLS4
4	Orange/White	IGT2 IN	A29(ECU side)	Blue/Red	IGPLS2
5	Blue/White	IGT1 IN	A30(ECU side)	Yellow/Green	IGPLS1
8	Purple/Black	IGT4 OUT	A27(Harness)	Brown	IGPLS4
9	Yellow/Black	IGT3 OUT	A28(Harness)	White/Blue	IGPLS3
10	Yellow/White	IGT3 IN	A28(ECU side)	White/Blue	IGPLS3
11	Orange/Black	IGT2 OUT	A29(Harness)	Blue/Red	IGPLS2
12	Blue/Black	IGT1 OUT	A30(Harness)	Yellow/Green	IGPLS1

Sensor Adapter		Factory ECU		
Wire Color	Description	ECU Pin #	Color	Code
White (male)	KNK IN	A9(Harness)	Red/Blue	KS
Green (female)	KNK OUT	A9(ECU side)	Red/Blue	KS
Black	KNK GND	A10	Green/Yellow	SG2

### Important !

Make sure the all the wire connections are correct. If they are connected incorrectly, it can damage the e-Manage, ignition coils, and/or ECU.

- (5) Reinstall the ECU back in its place, and secure the e-Manage next to the ECU.
  - \* Avoid mounting the e-Manage unit in the area that would be exposed to direct sun light, moisture, or near heater outlet

### 3-16 Starting the Engine

- (1) Refill the engine oil to factory spec.
- (2) Check all the hoses and wires connection, then reconnect the negative side of the battery.
- (3) Turn the ignition to "ON" position 2-3 times to get fuel pressure. Then, check the injectors and the fuel rail for any fuel leaks.  
**\* Repair any fuel leaks before starting the engine. Starting the engine with a fuel leak can cause fire in the engine compartment and can be very dangerous.**
- (4) Remove the ECM fuse and crank the engine to get oil pressure to the turbo. (Until the oil light on the dash turns off) Check for any oil leaks, then reinstall the fuse and start the engine.
- (5) While idling, check for any oil, coolant, or air leaks.
- (6) After inspection, reinstall the under cover and other stock parts that was removed.
- (7) On the initial run, be sure to have a boost gauge to check the turbo-actuator setting. This turbo kit is preset to boost between 0.6kg/cm<sup>2</sup> to 0.6kg/cm<sup>2</sup> . It is very important that you monitor the boost pressure, and make sure not to over boost. Over boosting can cause engine damage.

This completes the Turbo Kit installation.

#### **Important!**

- **It is very important that you monitor the boost pressure, and make sure not to over boost. Over boosting can cause engine damage.**
- **GReddy Performance Products, Inc. is not responsible for any engine damage caused by over boosting (increased boost), modification to the kit, and/or misuse of the product. NO WARRANTY is offered.**
- **Due to lack of control over proper installation and use of this product, NO WARRANTY is offered for this kit.**

## e-manage Information

### Important!

- The e-manage included in this kit is preprogrammed for the this turbo kit.
- Do not attempt to adjust any of the setting in the e-manage.
- Any adjustments made can cause damage to the e-manage, engine and the factory ECU.



### Important!

As of 5/25/03 this kit is not a street legal kit. Please ignore the label on the e-manage.

#### ① ACTIVE L.E.D.

- When the ignition is turned on, it will illuminate and flash GREEN.
- When it reaches to the A.A.V. setting RPM range, it will illuminate and flash ORANGE.
- When an error is detected it will flash RED.

#### ② INTERACTION L.E.D.

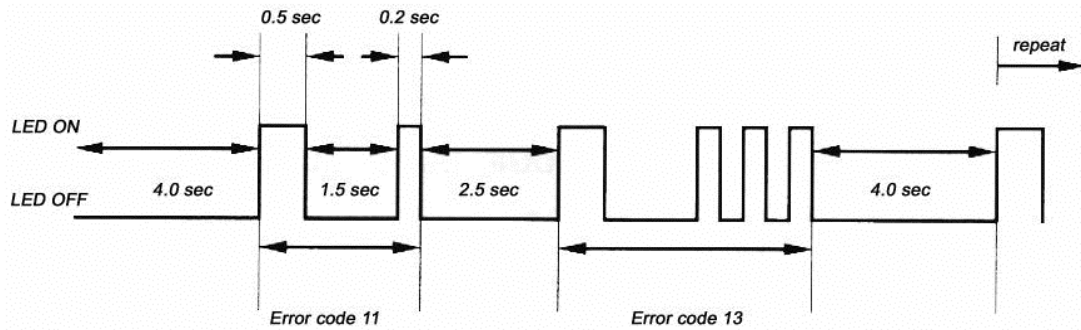
- This will illuminate when there is a connection with PC.

## Checking Error Codes

When the unit is powered up and if there are any errors, the ACTIVE L.E.D will turn "RED" from "GREEN", and begin to flash.

If this happens shut the engine off and turn the ignition switch to "ON" position to go to Self Troubleshooting Mode. While in the Self Troubleshooting Mode, the L.E.D. will show the error code. Turn off the ignition. Check the error code in the chart below and fix the problem. The error code will show until the error is corrected.

## Checking Error Code Chart



CODE	Error	Error description
11	Airflow Signal 1 input error	Incorrect wiring or disconnected Airflow Signal 1
15	Airflow voltage output error	Incorrect Airflow signal output wiring.
20	No Injector pulse from all	Not receiving an injector signal for Additional Injection Map
21	No Injector 1 pulse	Not receiving injector signal I/J CH-1 for Additional Injection Map
22	No Injector 2 pulse	Not receiving injector signal I/J CH-2 for Additional Injection Map
23	No Injector 3 pulse	Not receiving injector signal I/J CH-3 for Additional Injection Map
24	No Injector 4 pulse	Not receiving injector signal I/J CH-4 for Additional Injection Map
31	Incorrect Injector 1 pulse	Incorrect I/J CH-1 wire to e-Manage unit
32	Incorrect Injector 2 pulse	Incorrect I/J CH-2 wire to e-Manage unit
33	Incorrect Injector 3 pulse	Incorrect I/J CH-3 wire to e-Manage unit
34	Incorrect Injector 4 pulse	Incorrect I/J CH-4 wire to e-Manage unit
40	Improper order of Ignition input signal	Incorrect wiring order of the ignition signal wires.
41	No Ignition Signal 1 pulse	Not receiving the ignition signal to IG CH-1
42	No Ignition Signal 2 pulse	Not receiving the ignition signal to IG CH-2
43	No Ignition Signal 3 pulse	Not receiving the ignition signal to IG CH-3
44	No Ignition Signal 4 pulse	Not receiving the ignition signal to IG CH-4
49	No Ignition pulse	Not receiving the ignition signal to any of the channels
51	Incorrect Ignition 1 pulse	Incorrect IG CH-1 wire to e-Manage unit
52	Incorrect Ignition 2 pulse	Incorrect IG CH-2 wire to e-Manage unit
53	Incorrect Ignition 3 pulse	Incorrect IG CH-3 wire to e-Manage unit
54	Incorrect Ignition 4 pulse	Incorrect IG CH-4 wire to e-Manage unit
57	JP2 + 12V error	Incorrect Jumper setting (JP2)