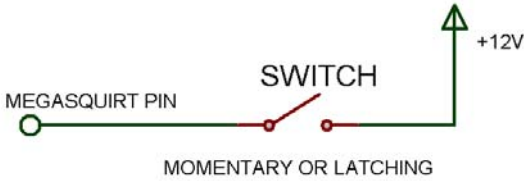
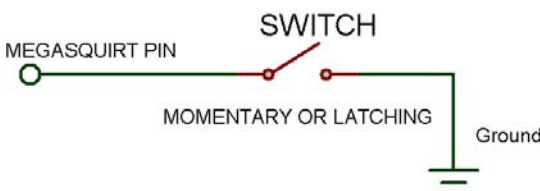
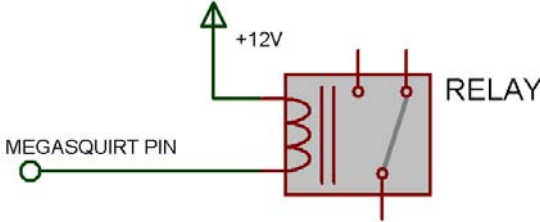
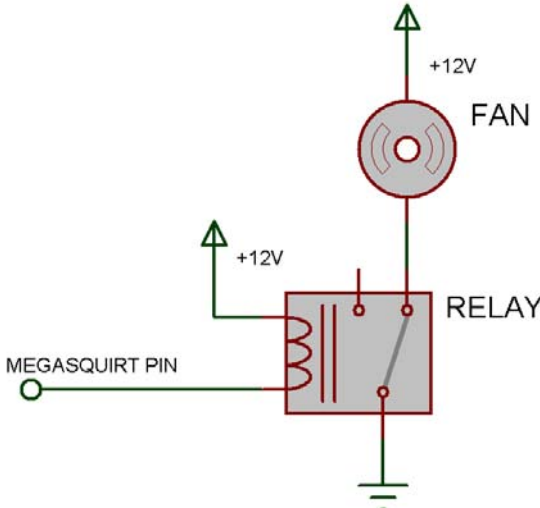

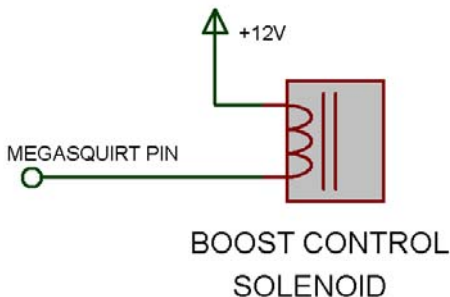
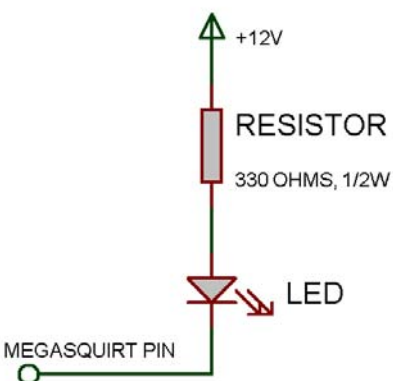
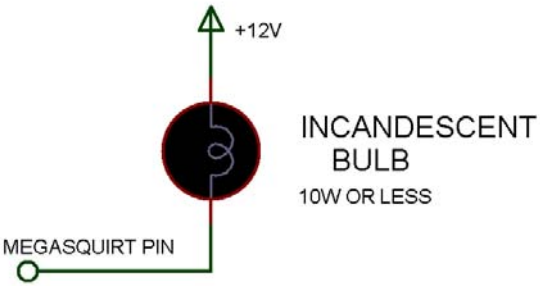
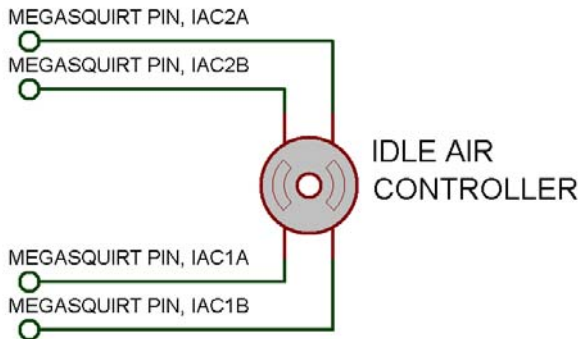


SymTech Laboratories: Megasquirt

Option Service Connection Diagrams

	<p>GPI Active High Connect the corresponding wire from your Megasquirt ECU to a momentary pushbutton, toggle, rocker or other switch. Connect the other side of this switch to +12V.</p>
	<p>GPI Active Low Connect the corresponding wire from your Megasquirt ECU to a momentary pushbutton, toggle, rocker or other switch. Connect the other side of this switch to ground.</p>
	<p>High Current GPO Connect the corresponding wire from your Megasquirt ECU to one end of a relay's coil (pin 86 on a standard automotive relay). Connect the other end of the coil (pin 85) to +12V. See the fan control example below for tips on configuring the remaining pins.</p>
	<p>High Current GPO Example: Fan Control Connect relay's common pin (pin 30 on a standard automotive relay) to ground. For normally open operation (recommended), connect your load to the relay pin marked NO (pin 87) and +12V. Conversely, for normally closed operation, connect your load to the relay pin marked NC (pin 87A) and +12V. We recommend normally open operation for safety purposes in the event of a loss of power.</p>
	<p>Tachometer Output Simply connect the corresponding wire from your Megasquirt ECU to your tachometer's input port/signal wire.</p>

	<p>Map Table Switching (See <i>GPI Active Low</i>)</p>
 <p>MEGASQUIRT PIN</p> <p>+12V</p> <p>BOOST CONTROL SOLENOID</p>	<p>Boost Control</p> <p>Similar to the high current GPO, connect the corresponding wire from your Megasquirt ECU to one side of your boost control solenoid's coil. Connect the other side to +12V. If your boost control solenoid indicates you must observe polarity, connect the side of the coil labeled "-", "ground," or "negative" to your Megasquirt ECU. Connect the side labeled "+," "power," or "positive" to +12V.</p>
 <p>+12V</p> <p>RESISTOR 330 OHMS, 1/2W</p> <p>MEGASQUIRT PIN</p> <p>LED</p>	<p>Shift Light: LED</p> <p>Connect the corresponding wire from your Megasquirt ECU to the cathode (the shorter of the two leads) of a generic T5 LED. Connect the anode (the longer of the two leads) to +12V through a 330ohm resistor rated at 1/2W or more. This resistor is critical, otherwise your LED will burn out in a matter of minutes.</p>
 <p>+12V</p> <p>INCANDESCENT BULB 10W OR LESS</p> <p>MEGASQUIRT PIN</p>	<p>Shift Light: Incandescent Bulb</p> <p>Connect the corresponding wire from your Megasquirt ECU to one side of small incandescent bulb. Connect the other side of the bulb to +12V. Incandescent light bulbs are not polarized, and thus may be connected in any orientation. Only use a bulb rated at 10W or less, otherwise internal damage to the driver circuitry may occur.</p>
 <p>MEGASQUIRT PIN, IAC2A</p> <p>MEGASQUIRT PIN, IAC2B</p> <p>MEGASQUIRT PIN, IAC1A</p> <p>MEGASQUIRT PIN, IAC1B</p> <p>IDLE AIR CONTROLLER</p>	<p>Stepper Idle Air Controller Circuit</p> <p>Connect the corresponding wires from your Megasquirt ECU to the various wires on your stepper motor based idle air controller (IAC). Wires labeled "IAC2A" and "IAC2B" control one coil within the IAC, whereas wires labeled "IAC1A" and "IAC1B" control the other. Due to the variability between different IAC's, some experimentation may be necessary to find the correct configuration.</p>