ATOM

Quick Start Guide

This is only a quick start guide.
A full wiring and installation manual is included in **PCLink**.

LINK
ENGINE MANAGEMENT

linkecu.com

Installer I/O Table

Wire Description	Installer Connection	Typical Application
Trigger 1	Crank Angle Sensor	Reluctor, Proximity, Optical or Hall
Trigger 2		
Analogue Temp Input 1		NTC Termistor sensors only Internal 1k pullups
Analogue Temp Input 2		
Analogue Volt 1		0–5V Input from sensor or external controller
Analogue Volt 2		
Analogue Volt 3		
+5V Out	TPS and MAP sensor power	+5V Power OUT
Ignition 1		Use spare Ignition channels for switching type Auxillary Outputs
Ignition 2		
Ignition 3		
Ignition 4		
Injection 1		Wire Inj 1 to cyl 1, 2 to 2, 3 to 3, etc...
Injection 2		
Injection 3		
Injection 4		
Auxillary Output 1		High Frequency PWM or on/off type output Three Wire ISC Solenoid must be wired to Aux1 and Aux2 Flywheeled, Low side only
Auxillary Output 2		
Auxillary Output 3		
Auxillary Output 4		
Digital Input 1		Frequency/speed or switch input
Digital Input 2		
CAN H		CAN Bus
CAN L		

Wiring Information

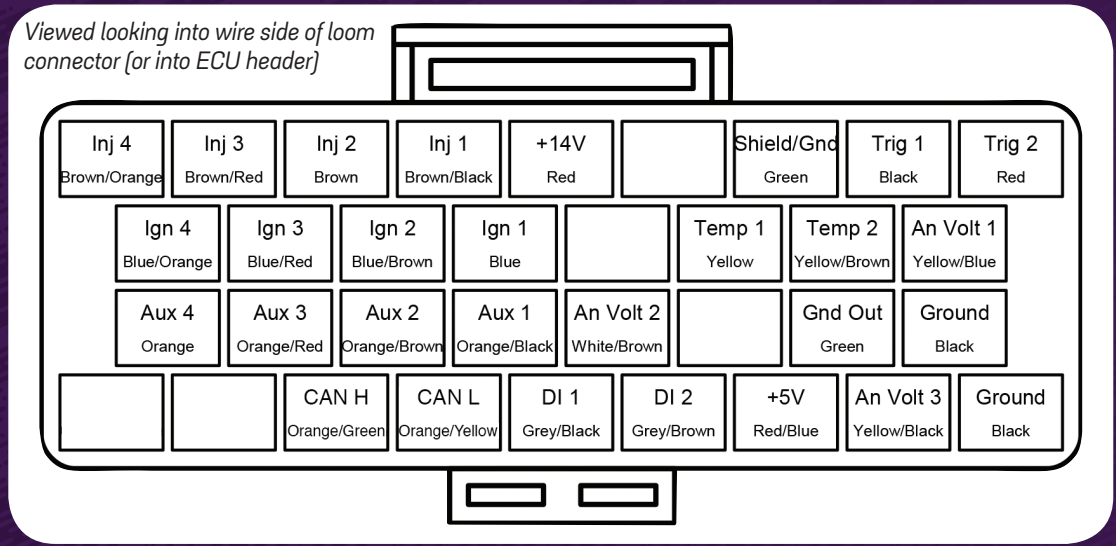
It is recommended that your Link G4+ Atom ECU is installed by a trained professional. Incorrect installation can result in damage to the ECU or the vehicle — extreme care must be taken.

The following pin diagram shows the inputs and outputs available with the G4+ Atom ECU. Application wiring examples are provided in the full Wiring and Installation Manual available in PCLink G4+.

It is recommended that the installer fills out the 'Installer I/O Table' as a reference to keep with the ECU. This table is provided on the previous page.

A LOOM

Viewed looking into wire side of loom connector (or into ECU header)



G4+ ECUS ARE SHIPPED LOCKED

G4+ ECUs are shipped as locked and must be enabled before they are used. The ECU can be installed and configured using PCLink, but will not read engine RPM or run the engine until unlocked. Contact your ECU supplier to obtain an unlock code.

SUPPORT OPTIONS

- PCLink G4+ help — press F1 while running PCLink G4+. Includes help on wiring, PCLink G4+ and ECU functions
- Contact your nearest Link dealer. A Link dealer list is available on linkecu.com
- Link website: linkecu.com
- Technical Support email: tech@linkecu.com
- Online Discussion Forum: linkecu.com/forums

Most questions received by the technical support team are answered in the PCLink G4+ Help section. Please consult the manuals to make sure that your question has not already been answered.

PCLINK G4+

All Link G4+ ECUs are tuned and configured by our PCLink G4+ software package. Connection to the ECU is established through on–board USB.

The latest version of PCLink G4+ can be downloaded from linkecu.com. Included with PCLink G4+ are the USB drivers for connecting to the ECU.

IMPORTANT

Before connecting the ECU to your PC, the correct USB drivers must be installed. Failure to install the drivers on your PC first may result in Windows assigning incorrect drivers. These drivers will not work with the ECU and are difficult to uninstall.

After installation, consult PCLink G4+ Help (press F1) for instructions on connecting to the ECU.

Once you have the ECU connected to PCLink, check the ECU firmware and upgrade to the latest version if it is not already.

GENERAL ECU MOUNTING GUIDELINES

The following requirements should be taken into account during the installation of the ECU:

- The ECU should be fitted inside the vehicle cabin in a location that avoids exposure to excessive temperatures and the risk of water ingress. The location of the ECU should also be physically separated from the ignition components or any other components that may cause interference.
- Allow enough room at both ends of the ECU for the main wiring harness and tuning cables to be connected.
- The mounting bracket provided should be installed on a flat surface, with the ECU firmly fitted to the bracket. Alternative brackets should not be used and under no circumstances should holes be drilled in the ECU case. Any modifications to the case will render the warranty invalid and may cause internal damage.
- It is recommended that the ECU is rubber mounted in order to isolate the ECU from vibration.
- For motorsport applications, the ECU should be located in a position that minimises the risk of physical damage in the event of the vehicle being involved in a crash. ECUs used for speedway applications should be mounted securely within the cockpit area, protected from the elements, isolated from vibration and utilise an additional retention strap for protection from high impacts.

Please refer to the Wiring Information section in PCLink G4+ help for additional information.