G5 VOODOO PRO

Quick Start Guide

IMPORTANT INFORMATION

Link ECUs are shipped locked

All Link ECUs are shipped locked and must be unlocked before they can be used. The ECU can be installed and configured using PCLink, but will not read engine RPM or run the engine until it is unlocked. Please contact your official Link ECU supplier to obtain an unlock code.

PCLink software

All Link ECUs are tuned and configured using our PCLink software. Connection to the ECU is established through on-board USB or Wi-Fi.

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

After installation, consult PCLink 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.

Support options

There are a range of ways to find information and support for installing and using your ECU:

- PCLink help — ***press F1*** while running PCLink. Includes help on wiring, PCLink and ECU functions
- Contact your nearest Link dealer – a dealer list is available on ***linkecu.com***
- Online Discussion Forum: ***linkecu.com/forums***
- Link website: ***linkecu.com***
- Technical Support email: ***tech@linkecu.com***
- ***Please note:*** most questions received by Link's Technical Support Team are also covered in the PCLink Software Help section. Please consult this section to make sure your question has not already been answered.

Product and software manuals are available at:
linkecu.com/software-support/

ECU mounting guidelines

The following requirements should be taken into account during installation:

- 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.
- 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 and isolated from vibration.
- Please refer to the Wiring Information section in PCLink Help for additional information.

Limited Lifetime Warranty

We stand behind what we sell, and our Limited Lifetime Warranty means no tricks, no catches. If an ECU breaks in the normal course of it's designed use then we will repair or replace, no questions asked.

For full details, please visit:

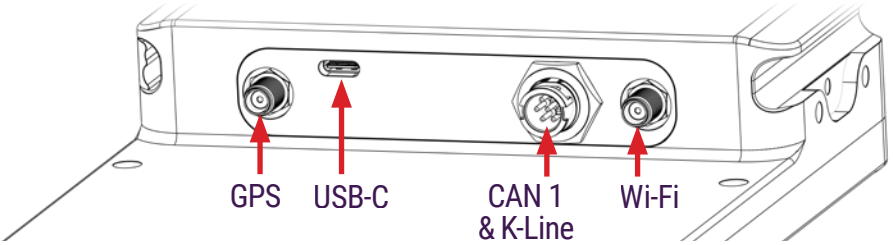
linkecu.com/about/legal/lifetime-warranty/

The legal use of our products

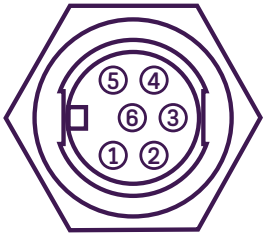
Link Engine Management products should not be used where installation and tuning of such products contravenes your countries laws, interferes with the vehicle's safety or pollution protection features, or bypasses, defeats, or renders inoperative any emissions control system.

EXHILARATION STARTS HERE

COMMUNICATION PORTS



CAN 1 and K–Line



1. GND (Brown)
2. Not Connected (Blue)
3. CAN1H (White)
4. CAN1L (Green)
5. K-Line (Yellow)
6. Not Connected (Grey)

WIRING INFORMATION

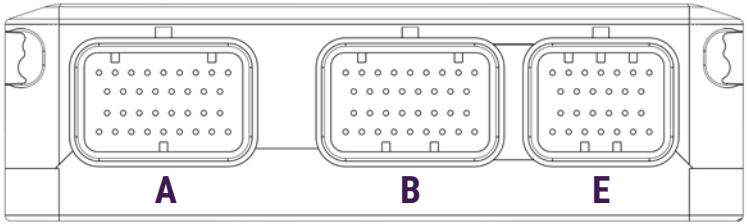
It is recommended that your Link ECU is installed by a trained professional. Extreme care must be taken, as incorrect installation can damage the ECU or the vehicle.

The following pin diagrams show the inputs and outputs available with the G5 Voodoo Pro ECU.

Application wiring examples are provided in the full Wiring and Installation Manual available in PCLink.

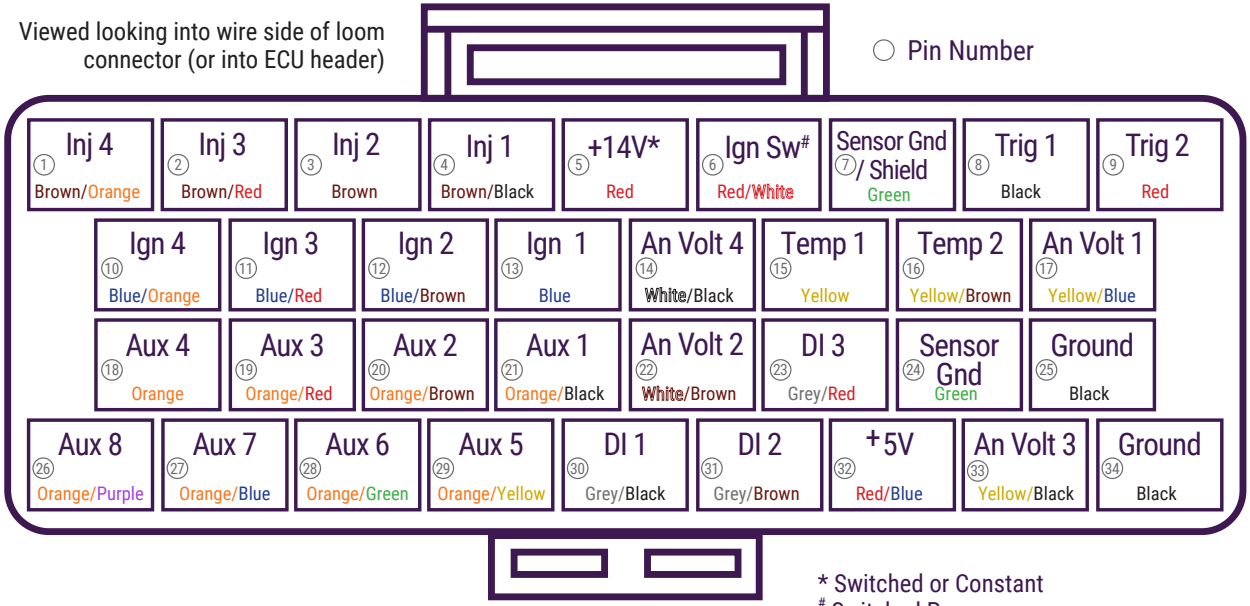
It is recommended that the installer fills out the Installer I/O Table included separately, as a reference to keep with the ECU.

A, B and E Headers

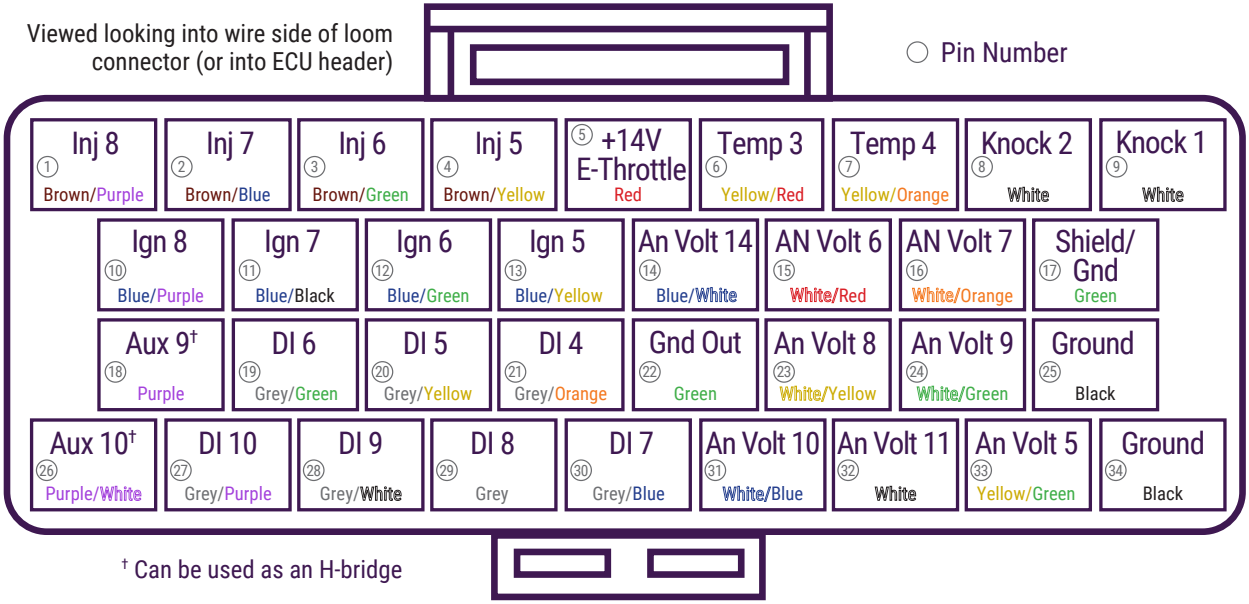


Looking into ECU header

Header A


Viewed looking into wire side of loom connector (or into ECU header)
Pin Number
1 Inj 4 Brown/Orange
2 Inj 3 Brown/Red
3 Inj 2 Brown
4 Inj 1 Brown/Black
5 +14V* Red
6 Ign Sw# Red/White
7 Sensor Gnd / Shield Green
8 Trig 1 Black
9 Trig 2 Red
10 Ign 4 Blue/Orange
11 Ign 3 Blue/Red
12 Ign 2 Blue/Brown
13 Ign 1 Blue
14 An Volt 4 White/Black
15 Temp 1 Yellow
16 Temp 2 Yellow/Brown
17 An Volt 1 Yellow/Blue
18 Aux 4 Orange
19 Aux 3 Orange/Red
20 Aux 2 Orange/Brown
21 Aux 1 Orange/Black
22 An Volt 2 White/Brown
23 DI 3 Grey/Red
24 Sensor Gnd Green
25 Ground Black
26 Aux 8 Orange/Purple
27 Aux 7 Orange/Blue
28 Aux 6 Orange/Green
29 Aux 5 Orange/Yellow
30 DI 1 Grey/Black
31 DI 2 Grey/Brown
32 +5V Red/Blue
33 An Volt 3 Yellow/Black
34 Ground Black
* Switched or Constant
# Switched Power

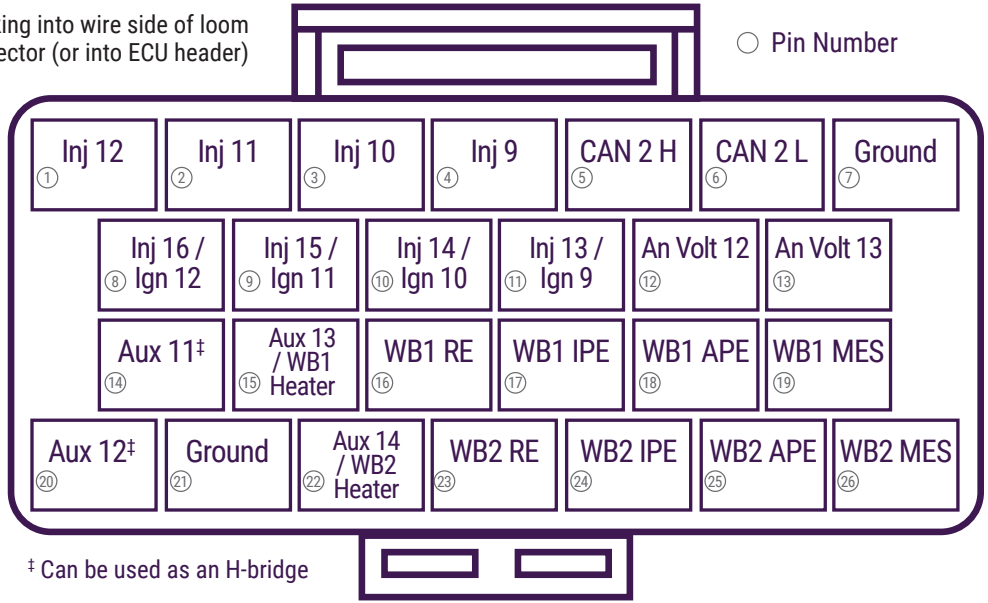
Header B


Viewed looking into wire side of loom connector (or into ECU header)
Pin Number
Inj 8 ① Brown/Purple
Inj 7 ② Brown/Blue
Inj 6 ③ Brown/Green
Inj 5 ④ Brown/Yellow
⑤ +14V E-Throttle Red
Temp 3 ⑥ Yellow/Red
Temp 4 ⑦ Yellow/Orange
Knock 2 ⑧ White
Knock 1 ⑨ White
Ign 8 ⑩ Blue/Purple
Ign 7 ⑪ Blue/Black
Ign 6 ⑫ Blue/Green
Ign 5 ⑬ Blue/Yellow
An Volt 14 ⑭ Blue/White
AN Volt 6 ⑮ White/Red
AN Volt 7 ⑯ White/Orange
Shield/ Gnd ⑰ Green
Aux 9† ⑱ Purple
DI 6 ⑲ Grey/Green
DI 5 ⑳ Grey/Yellow
DI 4 ㉑ Grey/Orange
Gnd Out ㉒ Green
An Volt 8 ㉓ White/Yellow
An Volt 9 ㉔ White/Green
Ground ㉕ Black
Aux 10† ㉖ Purple/White
DI 10 ㉗ Grey/Purple
DI 9 ㉘ Grey/White
DI 8 ㉙ Grey
DI 7 ㉚ Grey/Blue
An Volt 10 ㉛ White/Blue
An Volt 11 ㉜ White
An Volt 5 ㉝ Yellow/Green
Ground ㉞ Black
† Can be used as an H-bridge

Header E

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

○ Pin Number



‡ Can be used as an H-bridge