



**WRXLink (04) - Subaru WRX & STI
V10 04-06 and WRXLink (07) -
Subaru WRX & STI V10 06-07**

linkecu.com

G4X

Product Warranty Statement

LINK ENGINE MANAGEMENT LTD – LIMITED LIFETIME WARRANTY

All Engine Control Units (ECUs) manufactured or distributed by Link Engine Management Ltd are subject to the following LIMITED LIFETIME WARRANTIES, and no others.

Link Engine Management Ltd warrants only to the original purchaser of the ECU, for the lifetime of the ECU, (subject to the limitations set out below), that the ECU shall be free from defects of materials and workmanship in the manufacturing process. This warranty ceases to apply and does not apply to ECUs that have not been manufactured or distributed by Link Engine Management Ltd for a period of greater than one year.

An ECU claimed to be defective must be returned to the place of purchase. Link Engine Management Ltd, at its sole option, may replace the defective ECU with a comparable new ECU or repair the defective ECU.

This limited lifetime warranty is not transferable and does not apply to any ECU not properly installed or properly used by the purchaser or end user, or to any ECU damaged or impaired by external forces. The above warranties are the full extent of the warranties available on the ECU. Link Engine Management Ltd has no liability to the original purchaser or any other person for any loss, injury or damage to persons or property resulting from the use of the ECU or any failure of or defect in the ECU whether by general, special, direct, indirect, incidental, consequential, exemplary, punitive, or any other damages of any kind or nature whatsoever. Link Engine Management Ltd specifically disclaims and disavows all other warranties, express or implied, including, without limitation, all warranties of fitness for a particular purpose, warranties of description, warranties of merchantability, trade usage or warranties of trade usage.

For off-road use only, not intended for highway vehicles. This ECU contains a user-configurable software programme, which is updated by Link Engine Management Ltd from time to time. The user must ensure the current correct version of this programme is downloaded from the website of Link Engine Management Ltd and installed in the ECU prior to use. This limited lifetime warranty does not apply where the ECU has been installed with the incorrect version of the software programme. The user is solely responsible for the setup and testing of all user-configurable features.

Link Engine Management Ltd License Agreement

The software programme in this ECU is licensed not sold. Link Engine Management Ltd grants the user a license for the programme only in the country where the programme was acquired. No other rights are granted under this license and the programme may only be used on one machine at a time. If the programme is transferred a copy of this license and all other documentation must be transferred at the same time. The license may be terminated by the user at any time. Link Engine Management Ltd may terminate the licence if the user fails to comply with the terms and conditions of this license. In either event the copy of the programme must be destroyed.

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1 G4X Plug-In ECU Installation Manual

1.1 Introduction

Thank you for purchasing your Link Plug-In Engine Control Unit (ECU), an advanced, fully programmable microprocessor controlled Engine Management System.

G4X software employs high resolution fuel and ignition tables with configurable load and RPM centres. When coupled with up to six dimensional fuel and ignition mapping, barometric pressure compensation and intake air temperature correction this gives an unprecedented level of tuning accuracy. All Link G4X ECUs are in-field upgradeable, there is no need to return the unit for software updates.

All Link G4X Plug-In Engine Management Systems are designed with flexibility and ease of installation in mind. Link Plug-In systems are designed to replace the circuit board inside the factory ECU enclosure. This provides an invisible install that requires minimal modification to vehicle wiring and ECU mounting.

Installing and tuning any after market engine management system is not to be taken lightly. G4X ECUs give the tuner the control & flexibility that only top after-market engine management systems in the world can provide. While every effort has been made to keep G4X ECUs as user friendly as possible, it should be recognised that added features bring added complexity.

The complete setup of your ECU can be divided into two important tasks:

1. This manual covers the installation of your G4X ECU. While it is not strictly essential that this work is performed by an automotive electrician, the knowledge and tools available to these professionals makes it highly recommended. Regardless of who does the installation, it is of utmost importance that instructions provided in this manual are followed exactly throughout the installation.
2. Once the G4X ECU has been installed it will need to be tuned using a laptop computer with PCLink software. Information on the configuration and tuning of the G4X ECU is detailed in the help section of PCLink. G4X ECUs are shipped pre-loaded with a base configuration that should be close enough to get most engines running after a few application specific adjustments have been made. While hearing the engine running on the new ECU for the first time is always a satisfying feeling, it is important to realise that the job is not complete. The amount of tuning performed and the experience of the tuner are the two most important factors in determining how happy you will be with your engine management system.

1.1.1 Safety Notice

Your Link Plug-In ECU is designed to enhance the performance of your vehicle. However in all cases, your vehicle must be operated in a safe manner. Do not tune your vehicle while operating it on public roads.

WARNING!

Failure to follow all installation and operating instructions may result in damage to the Link ECU, personal injury, or harm to property.

1.1.2 Disclaimer

All care has been taken to ensure the pin outs and interconnections of the ECU to the vehicles wiring harness are correct. However due to variations between vehicle models it is the installers responsibility to check wiring connections BEFORE installing the ECU. Link will not be held responsible for any damage caused by the incorrect installation of this product.

1.1.3 Support Options

Should any issues arise during installation, the following options exist for technical support:

1. PCLink help, press F1 while running PCLink
2. Contact your nearest Link dealer. A Link dealer list is available on our website.
3. Link website: www.linkecu.com with Online Discussion Forum.
4. Technical Support Email: tech@linkecu.com

The majority of questions received by the technical support team are clearly answered in the manuals. Please consult the manuals to make sure that your question has not already been answered.

1.2 Pre-Installation

Before installing the Link G4X ECU into the vehicle some pre-installation checks must be performed.

1.2.1 Compatibility Check

It is essential that a compatibility check is performed before installing the ECU into the vehicle. Failure to do so may void the warranty. There are some cases where the same ECU connector is used on very similar vehicle models but with a completely different pinout.

1.2.1.1 WRXLink (10)

There are two different Subaru Impreza WRX V10 ECUs available. These are categorised as 2004-2006 2500cc and 2007 2500cc. This may be slightly misleading as some 2006 vehicles require a 2007 ECU.

It is critical that the correct ECU for the vehicle is installed, failure to install the correct ECU can result in engine component, engine wiring or ECU damage.

The correct ECU can be verified by studying the wiring loom.

If pins A1, A2 and A3 (see pinout section) contain no wires, then the correct ECU required is the 2007 2500cc version. If these pins contain wires, then the correct ECU is the 2004-2006 2500cc version.

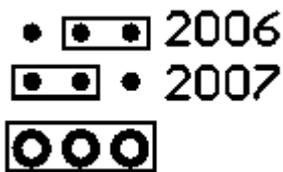
1.2.2 Board Switch Settings

Some Link G4X ECUs require switches on the board to be set before installation.

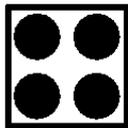
1.2.2.1 WRXLink (10)

There are jumpers located on the circuit board inside the case. These jumpers configure changes Subaru made between years.

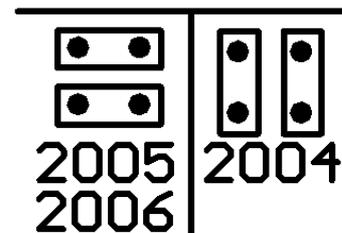
The jumpers **MUST** be set before installing the adapter in the vehicle.



When the jumper consists of three pins in a row, correct selection is made by moving the jumper to the appropriate end of the three pins.



When the jumper consists of four pins in a square, correct selection is made by positioning the two jumpers in either vertical or horizontal orientation.



Information regarding the correct jumper position for the vehicle is printed on the PCB.

To access the jumpers, one end plate must be removed from the case and the PCB will slide out. Ensure the adapter is fully unplugged before removing the end plate.

1.2.3 Injector Impedance

Injector impedance is important and needs consideration before installing the ECU.

1.2.3.1 Subaru Impreza WRX V1-11 ECU

The G4X Subaru V1-11 Plug-In ECUs are NOT designed to be used directly with low impedance injectors. All models this ECU is designed for are fitted with high impedance injectors from factory. This ECU has been designed to be used with HIGH impedance (greater than 6 Ohms) injectors. Ballast resistors must be wired if low impedance injectors are to be used. This means that the ECU is plug-in compatible with factory fitted injector combinations on all models, however if fitting low impedance injectors then ballast resistors must be wired. Contact your nearest Link dealer to purchase a ballast resistor pack if required.

1.3 Installation

This guide provides information on correctly and safely installing your new Link G4X Plug-In ECU.

1.3.1 ECU Handling Procedures

WARNING!!!

The following installation process will require handling of both the Link ECU and factory ECU. Both of these are highly sensitive to electrostatic discharge and are easily damaged. Follow the anti-static precautions given in this manual carefully to avoid damaging electronic components. Warranty claims for ECUs damaged by electrostatic discharge will NOT be accepted.

ANTI-STATIC HANDLING GUIDELINES



Your body builds up an electrical charge as you move around. This charge can reach very high voltages. Whenever given the opportunity this energy will attempt to discharge (usually through your finger tips!). This can be fatal to most electronic components. Most people have experienced an electrostatic discharge when they step out of their car or touch a metal bench top.

The following guidelines describe precautions that can be taken to reduce the possibility of damaging your ECU:

1. Work only on a conductive surface. A clean steel bench is suitable.
2. Always wear a wrist strap that is electrically connected to the conductive working surface. An Anti-static wrist strap is included for use during install
3. Touch the working surface regularly.
4. Do NOT touch components on the circuit board.
5. Where possible, only handle the ECU by its plastic header.
6. Do NOT carry the ECU around without anti-static packaging.
7. Do NOT touch the bare terminals in the ECU header.

Observing the above procedures will minimise the chance of damaging the ECU. Note that failure due to static damage often does not appear until well after it was caused.

1.3.2 Fitting the ECU

Information is provided to assist in fitting the ECU into the vehicle.

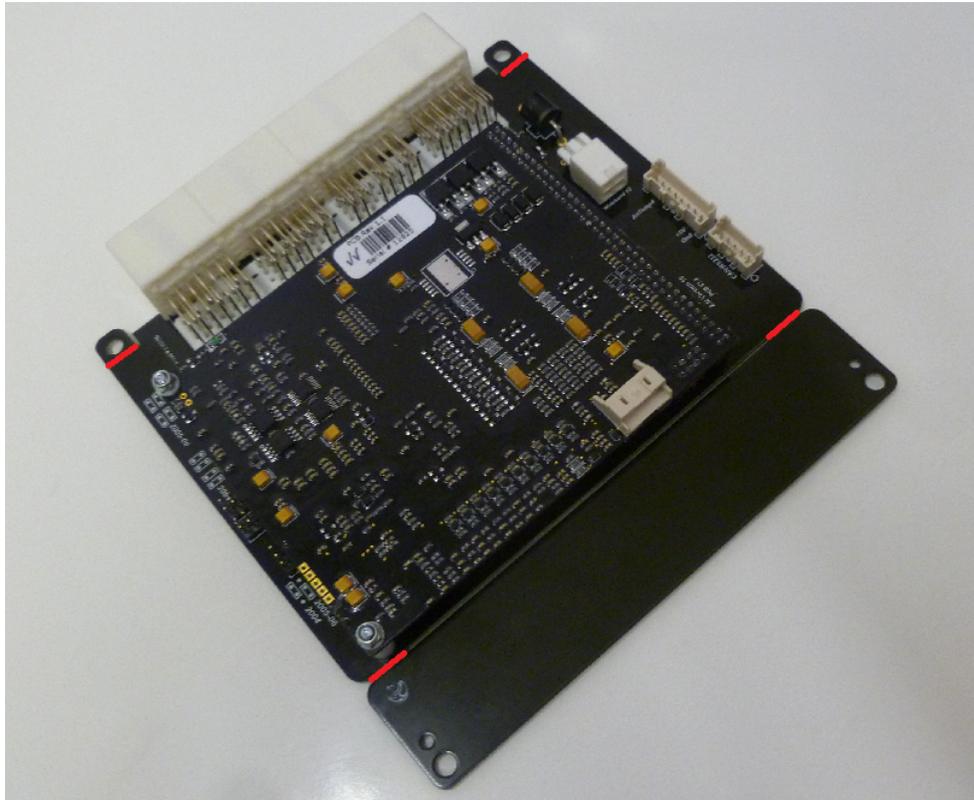
1.3.2.1 WRXLink (04) and WRXLink (07)

The following steps outline the installation procedure for Subaru Plug-In ECUs:

1. Remove the factory ECU from the vehicle: Ensure the key is in the OFF position. The factory ECU is located under a steel cover on the passengers side floor (below the passengers feet). Lift the carpet, remove the cover panel. Unplug the wiring harness from the factory ECU. Remove the 6mm bolts (10mm socket) that retain the ECU and remove the ECU from the vehicle. DO NOT touch the exposed pins in the factory ECU connector.
2. Remove the factory ECUs circuit board from its enclosure: Ensure you are following the given anti-static guidelines and ARE WEARING A CONDUCTIVE WRIST STRAP connected to a conductive working surface. Remove the top and cover from the ECU enclosure by removing the side retaining screws. Remove the circuit board by removing the retaining screws. Hold it only by the plastic header and place it aside.

3. Fit the Link Plug-In ECU: Remove the ECU from its packaging and place it immediately in the factory enclosure. Place the factory ECU in the packaging your Link ECU came in for its protection.

Note: The G4X WRXLink (04) Plug-in ECU can fit two case sizes. If the ECU PCB is too large for the case, carefully snap the PCB extensions off at the lines shown in the image below.



4. If the ECUs USB tuning cable is to be left permanently connected, a slot will need to be cut in the top cover. The best place to do this is usually beside the factory header.
5. Reassemble the enclosure and fit the ECU back to the vehicle.
6. Connect the ECU to the factory wiring loom.
7. Do NOT attempt to start the vehicle. Proceed to read through the remaining sections of this manual first.

1.4 Additional Sensors/Functions

G4X Plug-In ECUs offer various options for the installation of additional sensors and devices. As a minimum it is recommended that all ECUs are installed with a Manifold Absolute Pressure (MAP) sensor and Intake Air Temperature (IAT) sensor. These parts can be purchased if required from your nearest Link dealer.

1.4.1 MAP Sensor

It is important that the pressure source for a MAP sensor be taken from a stable pressure source after the throttle body. It is common to 'T' into the fuel pressure regulators pressure signal. Do NOT share this signal with other devices such as boost gauges or blow off valves.

Note: Internal MAP Sensors on new plug-in ECUs have changed from 4Bar to 7Bar. The 7Bar versions should be identifiable by a sticker on the bottom board and can also be confirmed by comparing MAP and BAP when the MAP vacuum line isn't connected to see if they match with the calibration being used.

1.4.1.1 WRXLink (04), WRXLink (07) & WRXLink (11)

The Link G4X WRXLink (04), WRXLink (07) & WRXLink (11) plugins support several options for fitting of a MAP sensor, any one of the following options can be used:

1. Factory MAP Sensor – From factory, all models supported by this ECU are fitted with a factory MAP sensor. The factory MAP sensor is wired to An Volt 1. The factory sensor is good for 160kPa (23psi) of boost.
2. Factory MAP Sensor Upgrade – The factory MAP sensor can be upgraded by simply replacing the factory MAP sensor. Contact your nearest Link dealer for upgrade options.

Make sure that the correct MAP sensor input has been selected in PCLink and a MAP calibration has been performed before attempting to start the vehicle.

Note: We have found two different MAP sensor calibrations used in the WRXLink (11). Most STI's use the "Subaru V9" calibration and the more basic WRX's use the "Subaru V7-8" calibration. The correct selection can be confirmed by checking that the BAP runtime matches the MAP runtime. See section 1.6.3

1.4.2 IAT Sensor

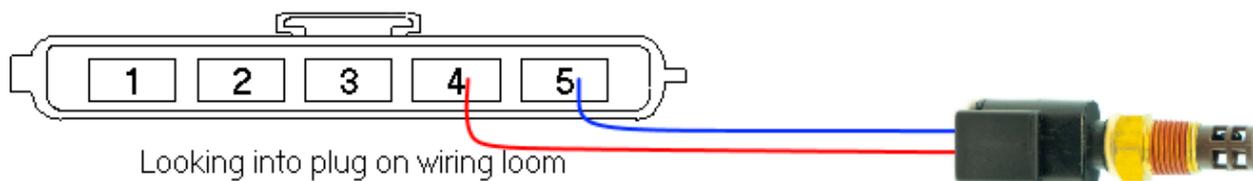
It is highly recommended that an IAT sensor be fitted in all applications to provide an input for correction of fuel and ignition based on the engines air charge temperature.

An IAT sensor should be fitted in the intake system in a location that accurately represents intake temperature. The most common location is just prior to the throttle body. Installing in the manifold is not recommended due to heat soak issues. A fast response sensor must be used in all forced induction applications.

1.4.2.1 WRXLink (04), WRXLink (07) & WRXLink (11)

Some STI's have a factory fitted IAT sensor near the throttle body, if your car has this it is suitable for use as is. This STI sensor is connected to AN Temp 3.

The AFM has a factory fitted IAT sensor. Due to its location this sensor is not suitable for tuning. A suitable IAT sensor can however be wired to the AFM wiring. The AFM's IAT signal is wired to An Temp 2. Factory AFM wiring information follows:



- 1 +14V
- 2 Ground
- 3 Mass Air Flow Meter (Typically An Volt8)
- 4 Intake Air Temperature (An Temp 2)
- 5 Ground

Note: It is important that the factory IAT sensor is completely disconnected as not to affect the after market IAT sensor signal.

An IAT sensor can also be wired in using any spare An Temp or An Volt pin (several are available on the expansion connectors). Note spare An Volt channels require a pullup resistor (to +5V) to be added for temperature input use.

1.4.3 E-Throttle Output

1.4.3.1 WRXLink (04), WRXLink (07) and WRXLink (11)

This vehicle has E-Throttle from factory.

The E-Throttle Output pins are Aux 9 & 10 and the EThrottle Relay is Aux Ignition 8. If the EThrottle is found to be operating in the wrong direction this can be rectified by changing the Aux 9 Active State (Electronic Throttle -> E-Throttle 1 -> E-Throttle Setup or by swapping the +ve and -ve pins at the throttle plug.

1.4.4 Expansion Connector

Expansion connectors are provided to allow easy connection of additional ECU inputs. An "expansion cable" can be purchased from your Link dealer.

Important points when wiring to the expansion connector:

- Do not overload the +5V Out pin. Although this is protected against ECU damage the +5V out signal also provides power for other sensors.
- Do not connect the ground pin to chassis ground. This could cause ground loops and introduce unnecessary interference. Use this pin only to ground external sensors that are isolated from chassis ground.

The Expansion connectors available for each ECU can be found under the Pinouts Section.

1.5 PC Tuning

G4X ECUs require PC/laptop tuning using the PCLink Tuning Software application running on a Windows based computer. PCLink may be downloaded from www.linkecu.com. Note that when new versions of PCLink are released they are posted on the website and may be downloaded at no cost. Also note that G4X ECUs must be used with the correct version of PCLink.

IMPORTANT!

The G4X ECU has on board USB.

BEFORE connecting the ECU to your laptop, the USB drivers must be installed. Failure to install the drivers on your laptop first may result in windows assigning incorrect drivers. These drivers will not work with the G4X ECU and are difficult to uninstall. The correct USB drivers are installed as part of PCLink installation, as described in the following section. Should internet download not be practical, a copy of the drivers on CD can be obtained from your nearest Link dealer.

1.5.1 Installing USB Drivers

Before connecting the ECU to your laptop or PC, the ECU USB drivers must be installed. These drivers are installed as part of PCLink installation as described in the following section.

1.5.2 Installing PCLink Tuning Software

Due to the frequent updates PCLink is no longer shipped with each ECU. You will be required to download the latest version of PCLink from: linkecu.com

Should access to an Internet connection be impractical, download the latest version of PCLink elsewhere to a USB drive, and then install on your laptop.

Installing from the web

1. Go to the above website and navigate to the downloads and software updates section.
2. Download the latest version of PCLink. When prompted to run or save the file, select save. It is recommended to save this file on the desktop.
3. Double click the saved file and follow on screen instructions.
4. When prompted to install USB drivers, select yes. This may take some time.
5. When installed, open PCLink by double clicking on the icon that has been placed on the desktop.

1.5.3 Communicating With Your ECU

After PCLink installation, you will be able to connect the G4X ECU to the laptop to perform set-up and tuning work.

1. Connect the ECU to your laptop using a Link G4X ECU USB Cable. If not supplied with the ECU, these can be purchased from a Link dealer. No other adapter or cabling is required. Connect the cable to the connector labelled USB.
2. If this is the first time you have connected a G4X USB ECU to your laptop follow the driver installation instructions that appear. When prompted if you want to install drivers select 'Continue Anyway'.
3. Start PCLink by double clicking on the PCLink icon on the windows desktop.
4. Switch the key to the ON position. This will provide power to the ECU.
5. In PCLink, under the 'Options' menu, select 'Connection'. The connection options dialogue will open. Select the correct COM Port number from the drop down list or select auto for automatic com port detection.
6. PCLink offers both mouse and keyboard control. To establish a connection between the PC and ECU press the F3 key. The same process can be used to disconnect. If a successful connection is

established, PCLink will download settings from the ECU, otherwise you will be warned that an error has occurred.

7. Make sure the connection shows "ONLINE" in the top right corner of PCLink.
8. To permanently STORE any changes made to the ECU press F4. If this is not done before turning the ECUs power off all changes made will be lost.

1.6 Pre-Start Configuration

Before starting the vehicle, important pre-start configurations need to be made.

1.6.1 Firmware Version

It is recommended to ensure that the Link G4X ECU is running the most up to date firmware. Firmware version information can be obtained by connecting to the ECU with PCLink and selecting 'ECU Information' under the Help menu.

The latest firmware can be downloaded from our website with PCLink.

It is recommended that this is performed by an experienced Link dealer as new features may need to be properly configured.

The firmware can be updated by selecting 'Update Firmware' under the 'ECU Controls' menu in PCLink, follow the on screen instructions to complete the firmware update process.

1.6.2 Base Configuration

All G4X Plug-In ECUs are shipped with base configuration settings. Note that these are provided to reduce initial setup and tuning times. They are NOT recommended tuning values. PCLink includes base configurations for various models. Download the appropriate base configuration into your ECU with PCLink by connecting to the ECU (described in the Connecting To PCLink section of this manual), then selecting 'Open' under the 'File' menu. Select the appropriate .pclx file and then select 'Open'. Downloading large configuration files can take up to a few minutes. Be patient and acknowledge any messages PCLink shows.

1.6.3 MAP Sensor Calibration

At key on and engine not running the Manifold Absolute Pressure (MAP) Sensor should always match the Barometric Absolute Pressure (BAP) Sensor. As well as providing altitude correction, the BAP sensor also allows the MAP sensor to be calibrated prior to tuning.

Link G4X ECUs use an on-board barometric sensor that is calibrated prior to dispatch. This ensures that all PCLink Tuning Software programs (pclx Files) give a consistent state of tune throughout the ECU range. This allows a pclx file to be transferred between G4X based ECUs giving an equivalent state of tune providing all factors affecting volumetric efficiency are equal.

Without the ability to calibrate all the available types of MAP Sensors to the BAP Sensor there would be significant affects on the accuracy of the resulting tune, especially when tuning with Manifold Gauge Pressure (MGP) as a load index.

To calibrate the MAP sensor:

1. Connect a laptop/notebook PC to the ECU and connect to the ECU using PCLink.
2. Under the Analog Channels menu, select the An Volt channel that has been wired to the MAP sensor. Select the correct MAP Sensor Type.
3. Under the 'Options' menu, select 'MAP sensor calibration'.
4. Follow the on screen instructions.
5. Select the 'Analog Inputs' tab in the runtime values section of PCLink (lower part of the screen).
6. Compare the MAP and BAP values and ensure they have a similar reading (within 1 kPa).
7. Perform a 'Store' by pressing F4.

A more in depth explanation is provided in the PCLink help Manual under PCLink G4X Users Manual -> Tuning Operating Procedures -> ECU Controls -> MAP Sensor Calibration.

1.6.4 TPS Calibration

E-Throttle Vehicles:

The Throttle Position Sensors (TPS Main and Sub) and Accelerator Position Sensors (APS Man and Sub) are used by the ECU to control the throttle blade position and to calculate various engine management

parameters used by functions such as idle speed control, acceleration enrichment and motor sport features. It is very important that these inputs are setup correctly and the E-Throttle operation is tuned properly before starting or driving the vehicle, failure to do so can result in damage to the Throttle body, engine, vehicle and even the operator and bystanders. The following procedure shows how to calibrate the APS and TPS sensors:

1. Connect a laptop/notebook PC to the ECU and connect to the ECU using PCLink.
2. Open Electronic Throttle -> Accelerator Position Sensor and ensure that the APS (Main) Source and APS (Sub) Source settings are set to the correct inputs. Refer to the Pinouts section of this manual for details.
3. In the same window double-click on 'APS Calibration' and follow the instructions on the screen.
4. Open Electronic Throttle -> E-Throttle 1 -> Throttle Position Sensor and ensure that the TPS (Main) Source and TPS (Sub) Source settings are set to the correct inputs. Refer to the Pinouts section of this manual for details.
5. In the same window double-click on 'TPS Calibration' and follow the instructions on the screen.
6. If your vehicle has two E-Throttles then repeat the above two steps for TPS 2(Main) and TPS 2 (Sub) in E-Throttle 2.
7. Select the 'General' tab in the runtime values section of PCLink (lower part of the screen).
8. Ensure the APS (Main) and APS (Sub) values read 0% when the pedal is released and 100% when fully depressed.
9. Perform a 'Store' by pressing F4.

1.6.5 IAT Sensor Selection

This section only applies when an Intake Air Temperature (IAT) sensor has been wired and fitted to the intake system. It is important that the ECU is calibrated to match the sensor installed in the engine. This procedure is as simple as selecting the correct sensor type as follows:

1. Connect a laptop/notebook PC to the ECU and connect to the ECU using PCLink.
2. Click on 'Analog Channel' in the configuration tree.
3. Select the An Temp channel the sensor has been wired to.
4. Ensure that channel (and only that channel) is set to 'Inlet Air Temperature'.
5. Select the correct 'Temp Sensor Type'.
6. Select the 'Analog Inputs' tab in the runtime values section of PCLink (lower part of the screen).
7. Ensure that IAT reads the correct temperature.
8. Perform a 'Store' by pressing F4.

1.6.6 Input and Output Setup

As the Link G4X Plug-In ECUs are designed to run several models there are a few items that must be set-up to make the ECU specific to your model.

The Pinouts section of this manual gives a list of the functions of each channel based on the target vehicle. It is the tuners responsibility to make sure that the following channels are set-up correctly for the vehicle model the ECU is fitted to:

All Auxiliary Output Channels

Use the 'Test On' or 'Test PWM' (at 10 Hz) functions to test the wiring of channels.

All Digital Inputs

Look at the Digital Inputs runtime values (lower section of the PCLink screen) to confirm each channels operation.

All Analog Volt and Temperature Inputs

Look at the Analog Inputs runtime values (lower section of the PCLink screen) to confirm each channels operation.

1.6.7 Trigger Calibration

The following instructions assume that all pre-start set-up instructions given in previous sections have been completed. Only after all pre-start checks have been made should an attempt be made to crank the engine. The following steps must be performed before an attempt is made to start the engine to ensure the G4X ECU is calibrated to precisely measure engine position.

1. Connect the ECU to PCLink.
2. Select 'Fuel', then 'Fuel Set-up':
 - a. Set 'Injection Mode' to OFF. This will prevent the engine from trying to start while the triggers are calibrated.

- b. Perform a Store (press F4) to make sure fuelling is not re-enabled if power to the ECU is lost.
3. Click on 'Triggers' then 'Calibrate Triggers'.
4. Perform the correct trigger calibration procedure specific to your vehicle as described in the PCLink help (Press F1).

Note that trigger calibration must be performed again once the engine is running. Due to the acceleration and deceleration of the crankshaft at low speeds, an inaccurate measurement of engine timing is usually made. Also it is often harder to see timing marks with a timing light at slow engine speeds. Trigger calibration should be checked again at between 2000-4000 RPM where engine speed is stable and a more consistent timing reading can be obtained.

A more in depth explanation is provided in the PCLink help Manual under G4X ECU Tuning Functions -> Triggers -> Calibration.

1.7 First Time Startup

For further help on any of the settings discussed below, consult the Help in PCLink Tuning Software. Help can be invoked by pressing F1, or right clicking any item and selecting 'What's this?'.

Pre-set-up Checks

Before attempting to configure the ECU, ensure the following tasks have been completed:

1. Ensure the ECU and all associated components are connected and correctly wired/installed.
2. Fully charge the vehicle's battery, as the engine will be required to be cranked during the set-up procedure.
3. Check all oil and water levels are correct.

Connecting to PCLink Tuning Software

Use the following procedure to establish a connection between your Link ECU and PCLink Tuning Software tuning software.

1. Make sure your laptop battery is fully charged or plugged in to mains power.
2. Connect the ECU to your laptop and connect to PCLink as described in the 'Communicating with your ECU' section of this manual.

First Time Startup

After performing all set-up instructions given in previous sections, including trigger calibration, the engine is now ready to be started. The following procedure should be used for first time start-up.

1. Turn the ignition key OFF then ON. The fuel pump should prime momentarily upon power up.
2. Connect the ECU to PCLink.
3. Access the runtimes values by pressing the F12 Key, click the 'Analog' tab:
 - a. TPS – spans from 0 to 100% when throttle is pressed. If not, perform a TPS Calibration. If the vehicle has an E-Throttle confirm that APS (Sub), APS (Main), TPS (Sub), TPS (Main) all operate correctly and that the throttle blade tracks the target correctly.
 - b. MAP – should read approx 101 kPa (at sea level) with the engine not running. If not, check the MAP Sensor Type setting and perform a MAP Calibration.
 - c. ECT – should read current engine temperature.
 - d. IAT – should read current intake air temperature.
 - e. Digital Inputs (click the 'Digital' tab) – Operate switches connected to any digital inputs while watching the runtime value to ensure they operate as expected.
4. Rectify any faults found in Step 3.
5. Ensure the basic Fuelling setup is correct.
 - a. If using Traditional Fuel Equation Mode then locate the 'Master Fuel' setting in the ECU Settings Menu under: *Fuel > Fuel Setup > Fuel Main*. This will need to be adjusted during or just after start-up.
 - b. If using one of the Modelled Fuel Equation Modes then navigate to *Fuel > Fuel Setup > Fuel main* and enter the correct engine capacity, correct base fuel pressure, and correct fuel properties. Navigate to *>Fuel>Fuel Setup>Injector Setup*, enter correct injector flow rate and rated pressure.
6. Crank the engine until it starts. Some throttle may be required for first time start-up due to imperfect tuning.
 - a. If using Traditional Fuel Equation Mode the Master Fuel setting can be used to enrich/lean the engine (increase to enrich).

- b. If using one of the Modelled Fuel Equation Modes the Injector Flow Rate can be decreased to add more fuel, this will need to be changed back to the correct value later but works well for first start purposes.
7. If the engine fails to start after several attempts, do not crank it endlessly. Stop and determine the problem before continuing.
8. Check the Trigger Error Counter (found under the Triggers runtime values tab). If this value increases during cranking/running then there is a trigger setup fault. It is not unusual for this number to count one or two on the first engine revolution.
9. Once the engine starts:
 - a. If using Traditional Fuel Equation Mode adjust the Master Fuel setting to achieve best possible running
 - b. If using one of the Modelled Fuel Equation Modes adjust the Injector Flow Rate setting to achieve best possible running, this will need to be changed back to the correct value later but works well for first start purposes.
10. The engine should now be allowed to fully warm up. It may be necessary to readjust 'Master' several times to maintain smooth running. Don't forget to keep an eye on engine temperature.
11. Once the engine is warmed up and running well, perform another trigger calibration (known "as setting the base timing").
12. Perform a Store by pressing F4.

Essential Tuning Adjustments

It is assumed that at this stage all set-up procedures described in previous sections have been completed and the engine is running. The following steps detail correct set-up procedures for some of the more critical ECU parameters (note that MAP Sensor Calibration should have already been completed by now):

Injector Voltage (Dead-time) Correction

There is always a delay between the injector being energised and the injector actually opening. Likewise, there is a small delay between the injector being de-energised and the injector closing. The opening time is considerably longer than the closing time, however the overall result is that less fuel will flow for a given pulse width than would be expected with an 'ideal injector'. To compensate for this the injector pulse widths are increased to compensate for this 'dead-time'. The dead-time for a given injector is a function of the battery voltage, differential fuel pressure and the type of injector driver (saturated or peak and hold). A typical dead-time at 3 Bar differential fuel pressure and 14 volts is just under 1ms (ms = millisecond = 1 thousandth of a second).

In applications with a linear 1:1 fuel pressure regulator (i.e. not a rising rate regulator), the differential fuel pressure (difference between manifold pressure and fuel pressure) will be constant. Therefore the only variable that is changing will be the battery voltage (this changes with electrical load and sometimes engine speed). Without correction, the changes in dead-time will cause the engine to run lean when the voltage drops. If the Injector Voltage Correction is properly set-up then changes in the battery voltage will not affect the air/fuel ratio.

The injector dead-time table allows the dead-time for different battery voltages to be entered. The values represent the dead-time in milliseconds. These should increase with falling system voltage.

Injector dead-time for a particular set of injectors can be determined using a flow bench or on a running engine.

To determine the injector dead-time using a flow bench, the injectors need to be operated at the intended operating pressure (normally three bar) and at a constant duty cycle as well as a set voltage. Vary the supply voltage to the injector and measure minimum pulse width at which the injectors will flow for a particular voltage. This is the required dead-time for that injector at that tested voltage.

To determine injector dead-time on a running engine, with the engine fully warmed and operating at stable air/fuel ratios (a very precise AFR meter is required – a narrow band O2 sensor will not suffice), electrical drain needs to be applied to the system; the preferred method is disconnecting the alternator main fuse. Battery load testers are also useful here too.

Watching the air fuel ratios change while the battery voltage drops, the dead-time table can be trimmed to maintain the same stable air/fuel ratio. Injector dead-time can be viewed as a row graph. A smooth curve needs to be maintained at all times.

NOTE: any change to the fuel pressure or injectors will require a recalibration of the injector dead-times.

Traditional Fuel Equation Mode Master Fuel Setting

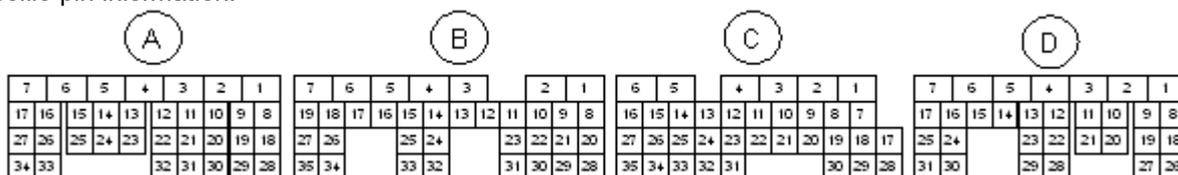
If using Traditional Fuel Equation mode the Master Fuel setting should be set so that the numbers in the middle of the fuel table end up around a value of 50. This is to allow sufficient span of the numbers in the main fuel table.

1.8 Pinouts

Pin information is provided to assist when troubleshooting. All pinouts are looking into the ECU (wire side).

1.8.1 WRXLink (04) and WRXLink (07)

The following pin diagram is provided as a support reference. Please contact your nearest Link dealer for specific pin information.



2004 - 2006 ECU Function					
Pin	ECU Pin	Function	Pin	ECU Pin	Function
A1	DI 4	Clutch Switch	C3	Injector 4	Injection
A2	nc		C4	Injector 3	Injection
A3	nc		C5	Injector 2	Injection
A4	nc		C6	Injector 1	Injection
A5	nc		C7	DI10	Cruise Main
A6	Ground		C8	nc (Brake NO)	
A7	nc		C9	DI 5	Brake Switch (NC)
A8	Aux 8	Tumble Valves Close	C10	DI 6	Cruise Cancel OR Resume
A9	Linked to A10	TGV wired in series	C11	DI 7	Cruise Set OR Cancel
A10	Linked to A9		C12	An Temp 3	Fuel Temperature
A11	Aux 7	Tumble Valves Open	C13	An Temp 2	IAT from MAF
A12	nc		C14	An Temp 1	ECT
A13	nc		C15	+5V Out	
A14	Injector 5 (Aux)	Purge Solenoid	C16	+5V Out	
A15	Injector 6 (Aux)	Cruise Light	C17	An Volt 10	APS (Main)
A16	nc (Cruise Set Light)		C18	An Volt 2	TPS (Main)
A17	Injector 8 (Aux)	CE Light	C19	nc	
A18	+14V Out	AVCS Solenoid	C20	nc	
A19	+14V Out	AVCS Solenoid	C21	nc	
A20	nc		C22	An Volt 1	MAP
A21	nc		C23	An Volt 8	MAF Signal
A22	nc		C24	nc	
A23	Aux 3	Tacho	C25	Knock 1	Knock
A24	nc		C26	An Volt 4	Left TGV Position
A25	Ground		C27	An Volt 5	Right TGV Position
A26	nc		C28	An Volt 9	APS (Sub)
A27	nc		C29	An Volt 3	TPS (Sub)
A28	Aux 2	Bank 1 (RH) AVCS Solenoid	C30	nc	
A29	Aux 1	Bank 2 (LH) AVCS Solenoid	C31	Ground (AFM)	

A30	nc		C32	Ground (AFM Shield)	
A31	nc		C33	Ground (Knock Shield)	
A32	Aux 5	Wastegate Solenoid	C34	Ground (APS)	
A33	nc		C35	Ground (Signal)	
A34	Ground (Signal)				
			D1	Ground (Signal)	
B1	Ground		D2	Ground (Signal)	
B2	Injector 7 (Aux)	Rear Oxy Heater	D3	Ground	
B3	nc		D4	Aux 9	EThrottle Motor +
B4	Ground		D5	Aux 10	EThrottle Motor -
B5	+14V Main Relay	ECU Power	D6	+14V EThrottle	From EThrottle Relay
B6	+14V Main Relay	ECU Power	D7	Ground	
B7	nc		D8	DI 8	Start Signal
B8	Trig 2	Bank 2 (LH) Cam Position	D9	DI 9	Neutral Signal
B9	DI 2	Bank 1 (RH) Cam Position	D10	An Volt 6	Power Steer Switch
B10	Trig 1	Trig 1 (Crank)	D11	nc	
B11	nc		D12	nc	
B12	Ground		D13	nc	
B13	nc		D14	Ignition Switch (05-06)	Controls Main Relay (05-06)
B14	nc		D15	Ignition Switch (04)	Controls Main Relay (04)
B15	Ignition 4	Ignition	D16	DI3 (04) / Main Relay (05-06)	AC Request (04) / Ground when on (05-06)
B16	Ignition 3	Ignition	D17	Main Relay (04) / DI3 (05-06)	Ground when on (04) / AC Request (05-06)
B17	Ignition 2	Ignition	D18	nc	
B18	Ignition 1	Ignition	D19	nc	
B19	nc		D20	nc	
B20	nc		D21	nc	
B21	nc		D22	nc	
B22	Ground (Cams)		D23	nc	
B23	nc		D24	nc	
B24	Ignition 5 (Aux)	AC Fan	D25	An Volt 7	Rear Oxy Signal
B25	Ignition 7 (Aux)	Engine Fan	D26	nc	
B26	Aux 6 (04) / DI 1 (05-06)	FP Speed (04) / Vehicle Speed (05-06)	D27	nc	
B27	DI 1 (04) / Aux 6 (05-06)	Vehicle Speed (04) / FP Speed (05-06)	D28	nc	
B28	nc		D29	nc	
B29	nc		D30	nc	
B30	nc		D31	Ground (Shield)	
B31	Ground (Crank Shield)		Expansion 1	Ground (Signal)	
B32	nc		Expansion 2	+5V Out	
B33	Ignition 6 (Aux)	AC Relay	Expansion 3	nc	

B34	nc		Expansion 4	nc	
B35	Ignition 8 (Aux)	E-Throttle Relay	Expansion 5	An Volt 12	
			Expansion 6	nc	
C1	nc		Expansion 7	An Temp 4	
C2	nc		Expansion 8	An Volt 11	

2006-2007 ECU Function					
Pin	ECU Pin	Function	Pin	ECU Pin	Function
A1	nc		C3	nc (Front O2 Heater)	
A2	nc		C4	Injector 7 (Aux)	Rear Oxy Heater
A3	nc		C5	nc	
A4	nc		C6	Ground (Shield)	
A5	Ground		C7	nc	
A6	An Volt 1	MAP (Factory)	C8	nc	
A7	+14V Main Relay	ECU Power	C9	Ignition 6 (Aux)	AC Relay
A8	nc		C10	nc	
A9	nc		C11	Injector 8 (Aux)	CE Light
A10	nc		C12	nc (06) / Aux 6 (07)	FP Speed (07)
A11	DI 2	Bank 1 (RH) Cam Position	C13	DI 1	Vehicle Speed
A12	nc		C14	nc	
A13	Trig 1	Trig 1 (Crank)	C15	Ground (Signal)	
A14	Ground (Crank)		C16	nc	
A15	Knock 1	Knock	C17	nc	
A16	An Volt 4	Left TGV Position	C18	Ignition 7 (Aux)	Engine Fan
A17	nc		C19	nc	
A18	An Volt 2	TPS (Main)	C20	nc	
A19	+5V Out		C21	Ignition 8 (Aux)	E-Throttle Relay
A20	nc		C22	Aux 3	Tacho
A21	Trig 2	Bank 2 (LH) Cam Position	C23	DI 3 (06) / Main Relay (07)	A/C Request (06) / Ground when on (07)
A22	Ground (Cams)		C24	Main Relay (06) / DI 3 (07)	Ground when on (06) / A/C Request (07)
A23	nc		C25	DI 4	Clutch Switch
A24	Ground (Crank Shield)		C26	nc	
A25	Ground (Knock Shield)		C27	CAN 2 High	
A26	An Volt 5	Right TGV Position	C28	nc	
A27	nc		C29	Ignition 5 (Aux)	AC Fan
A28	An Volt 3	TPS (Sub)	C30	nc	
A29	Ground (Signal)		C31	DI 9	Neutral Signal
A30	nc		C32	DI 8	Start Signal
A31	nc		C33	nc	
A32	nc		C34	nc	

A33	An Volt 6	Power Steer Switch	C35	CAN 2 Low	
A34	An Temp 1	ECT			
			D1	Ground	
B1	Ground (O2 Shield)		D2	Ground	
B2	+14V Main Relay	ECU Power	D3	Ground	
B3	nc (Cruise Set Light)		D4	Aux 9	EThrottle Motor +
B4	An Volt 7	Rear Oxy Signal	D5	Aux 10	EThrottle Motor -
B5	nc (+12V constant)		D6	nc	
B6	Injector 6 (Aux)	Cruise Light	D7	Ground	
B7	nc		D8	Injector 1	Injection
B8	nc (Front O2 Signal -)		D9	Injector 2	Injection
B9	nc (Front O2 Signal +)		D10	Injector 3	Injection
B10	nc (Fuel Level Sensor)		D11	Injector 4	Injection
B11	nc		D12	Linked to D23	TGV wired in series
B12	DI 10	Cruise Main	D13	Aux 8	Tumble Valves Close
B13	DI 6	Cruise Cancel OR Resume	D14	Aux 1	Bank 2 (LH) AVCS Solenoid
B14	nc		D15	+14V Out	AVCS Solenoid
B15	nc		D16	Aux 2	Bank 1 (RH) AVCS Solenoid
B16	nc		D17	+14V Out	AVCS Solenoid
B17	An Temp 3	Fuel Temperature	D18	Ignition 1	Ignition
B18	An Temp 2	IAT from MAF	D19	Ignition 2	Ignition
B19	Ignition Switch	Controls Main relay	D20	Ignition 3	Ignition
B20	DI 5	Brake (NC)	D21	Ignition 4	Ignition
B21	+5V Out (APS Main)		D22	Aux 7	Tumble Valves Open
B22	+5V Out (APS Sub)		D23	Linked to D12	TGV wired in series
B23	An Volt 10	APS (Main)	D24	nc	
B24	DI 7	Cruise Set OR Cancel	D25	nc	
B25	nc		D26	Ground	
B26	An Volt 8	MAF Signal	D27	Aux 5	Wastegate Solenoid
B27	nc		D28	nc	
B28	nc (brake NO)		D29	Injector 5 (aux)	Purge Solenoid
B29	Ground (APS Main)		D30	nc	
B30	Ground (Signal)		D31	nc	
B31	An Volt 9	APS (Sub)	Expansion 1	Ground (Signal)	
B32	nc (Fuel Tank Pressure)		Expansion 2	+5V Out	
B33	Aux 6 (06) / nc (07)	FP Speed (06)	Expansion 3	DI 11	
B34	Ground (AFM)		Expansion 4	Aux13	
B35	Ground (AFM Shield)		Expansion 5	An Volt 11	

			Expansion 6	Aux 12	
C1	+14V EThrottle	From EThrottle Relay	Expansion 7	An Temp 4	
C2	nc (Front O2 Heater)		Expansion 8	Aux 11	

1.9 CAN Information

The following CAN (Controller Area Network) information is provided:

1.9.1 WRXLink (04) and WRXLink (07)

The G4X WRXLink (04) and WRXLink (07) Plug-in ECU has two CAN buses. These CAN buses exist to support aftermarket CAN devices.

CAN bus 1 uses a 5 pin connector and is labeled on the ECU as 'CAN 1/RS232'.

If using this connector for CAN ensure the cable being used doesn't have Serial wires connected as this can act as an aerial and prevent USB communications from working.

CAN 1/RS232 Connector		
Pin	Function	Colour
1	Comms GND	Brown
2	CAN1 L	Green
3	CAN1 H	White
4	RS232-RX	Grey
5	RS232-TX	Yellow

CAN bus 2 uses a 5 pin connector and is labeled on the ECU as 'CAN 2/OBD'.

CAN 2/OBD Connector		
Pin	Function	Colour
1	GND	Brown
2	CAN2 L	Green
3	CAN2 H	White
4	NC	Grey
5	+14V	Yellow

To learn more about CAN see PCLink help.

1.10 Known Issues

All plug-in ECUs are fully tested on a range of relevant vehicles, although there are often variations that have not been tested. For this reason issues can arise.

WARNING: Always download the latest Installation Manual from linkecu.com and check the latest status of known issues before installing the ECU.

Please contact your nearest Link dealer when suspecting a compatibility issue.

1.10.1 WRXLink (04) and WRXLink (07)

Some vehicles don't have fuel temp sensors, if this is the case for your vehicle then turn off the fuel sensor input or it's incorrect temperature reading will affect your fuelling.