



## WRX11X PLUG-IN ECUS MODELS SUPPORTED



There are two different ECU pinouts found in these cars for the EJ series engine. World markets, and JDM used “WRX11X” throughout, but USDM changed pinouts to “WRX11X USDM” for model year 2011 onwards. (Same connectors, but different wiring and pinout). Some 2010 USDM cars will have the WRX11X pinout, and some will be WRX11X USDM.

**Using the wrong WRX11X ECU may cause electrical damage to the ECU and vehicle. Please check pinout matches prior to purchasing.**

If vehicle origin or year is in doubt then the easiest way to tell if you need a WRX11X or WRX11X USDM ECU is to check the main ecu header for presence of wires in plug B134, positions 1, 2 & 3. If there are wires in these 3 cavities you need the WRX11X USDM ecu, if no wires are present then the WRX11X is needed. Note some factory documentation uses different pin numbering conventions so reference below image or view WRX11X plug-in manual for full image.

To **B134**

7	6	5	4	3	2	1			
17	16	15	14	13	12	11	10	9	8
27	26	25	24	23	22	21	20	19	18
34	33				32	31	30	29	28

### Important Notes:

- These ECUs work for manual transmissions only
- The immobiliser lamp may remain illuminated on some key start models which have the factory immobiliser option. The only way to solve this is to disconnect the wire
- An Air Temp Sensor is highly recommended for models that don't have a factory one
- Check the features tab on [WRX11X or WRX11X USDM Product Page](#) for I/O expansion options.
- 2010 is a crossover year, early 2010 will use WRX11X, late 2010 vehicles may use WRX11X USDM
- A complete pinout and pin number Map is available in the PC Link help file, the manual linked at the bottom of the features tab of the [WRX11X or WRX11X USDM Product Page](#) or [the manual here](#)

### Supported Features:

- Driver's Control Centre Differential (DCCD)
- SI-DRIVE (can be setup to adjust anything you like in ecu)
- MFD display, trip computer and gear display
- ABS, stability control and all factory safety functionality



- Hill Start Assist
- Brake pressure, all 4 wheel speeds, handbrake, Trac mode, diff mode, steering wheel position and other CAN data able to be used for logging or other strategies
- 8 Injector drives available to allow sequential staged injection for big power engines
- All other dash gauges and warning lamps working per factory. Check Engine Light can be used for other functions such as shift light or knock warning

### Unsupported Features:

- The Security/Key lamp will remain illuminated in some models
- Secondary Air pump (emissions)
- AC Request and CEL (CAN bus controlled) have been reported as not working on some 2013–2014 models. This should be a simple firmware update to fix but we haven't yet been able to find a car with this specific problem to test. Please contact tech support if you suffer this problem and are technically capable of helping investigate



### Supported Models:

- 2007–2014 WRX and STI with GR/GV/GH/GE chassis codes, for JDM/AUDM/SADM/EURO markets, with turbocharged EJ20 or EJ25 engines
- 2008–2010 USDM models which have the common international Denso ECU pinout
- 2015–2021 STI with VAB/VAF chassis codes, for JDM/AUDM/SADM/EURO markets, with turbocharged EJ20 or EJ25 engines

### Unsupported Models:

- 2011 onwards USDM WRX or STI. These models have a significantly different pinout that is not compatible with the Link WRX11X plug-in ECU. For the compatible ECU, please see WRX11X USDM below
- 2015 onwards WRX VAG which have the FA direct injection engine



### Supported Models:

- 2011–2014 WRX and STI hatch or sedan, GR/GV chassis code
- 2015–2021 STI VAF chassis code, must have EJ257 series engine

### Unsupported Models:

- 2008–2010 USDM models which have the international Denso ECU pinout. For compatible ECU, please see WRX11X above
- 2015 onwards WRX VAG models which have the FA direct injection engine