

# CAN CONNECTION CABLES USER MANUAL

## WIRING

The CAN Connection Cables simply click together, with very little to no soldering or crimping required. For the CANJST, CANSS and CANLTW cables the user will need to connect the red and black wires of the CAN Connection Cables to their own 12V power source. This source should be ignition switched and should be fused at 5A.

The CANJST4, CANTEE and CANEXT will not require any wiring. The CANJST4 supplies 12V from the ECU to power the CAN devices.

## TERMINATION RESISTORS

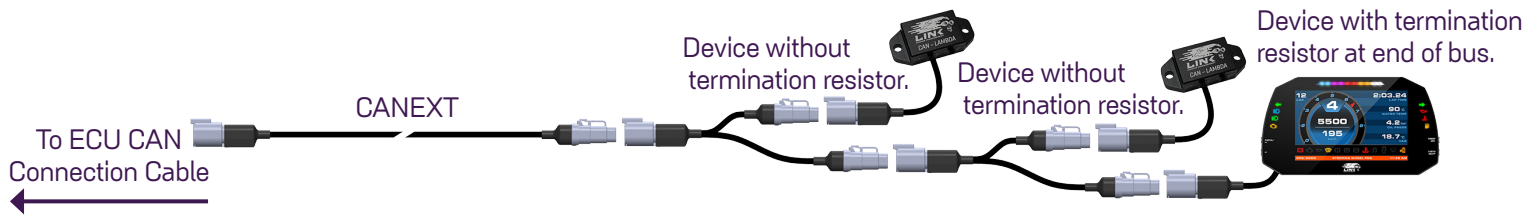
The general rule for CAN bus is there should be a termination resistor at each end of the bus. All Link ECUs have a termination resistor built in, so that end is taken care of. The far end of the bus should have a device fitted that has a termination resistor built in, or if using a third party device that doesn't have a termination resistor built-in, a resistor will need to be added into the wiring of the third party device.

The Link/AiM dashes and the Link CAN gauge have a terminator resistor built in that can be enabled so these may be used to terminate the bus. The exception to the termination rule is the Link CAN Lambda, provided it is the only device on the bus it has been tested to work reliably without a termination resistor.

## **SINGLE DEVICE WITH TERMINATION RESISTOR BUILT IN:**



## **MULTIPLE DEVICES WITH TERMINATION RESISTOR BUILT IN:**



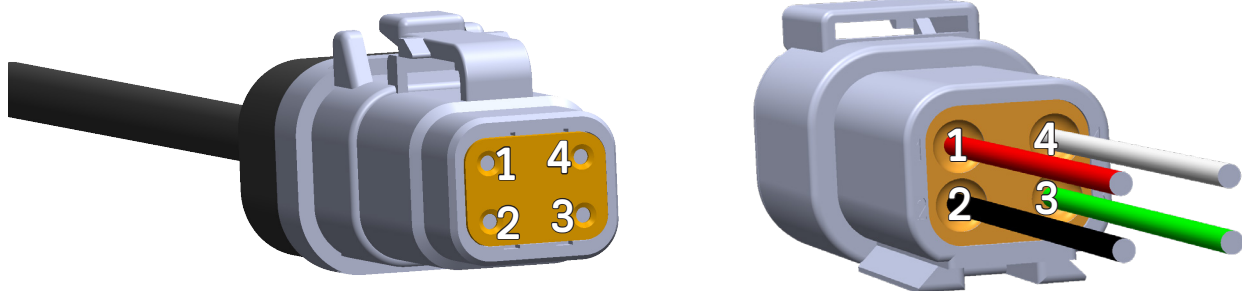
## **SPECIAL CASE - LINK CAN LAMBDA ONLY:**

Note this layout doesn't follow the normal CAN rules as there is no termination resistor at the far end of the bus, however the Link CAN lambda has been proven to work reliably like this.



## **DTM4 PINOUT INSTRUCTIONS**

Additional to the CAN Connection Cables, Link Engine Management offer Male and Female Deutsch DTM4 Connector Kits, see below for the pinout instructions.



Male

Female

Pin Number	Colour	Typical Application
Pin 1	Red	Ignition switched +12v (5 amp fused)
Pin 2	Black	Chassis Ground
Pin 3	Green	CAN Low
Pin 4	White	CAN High