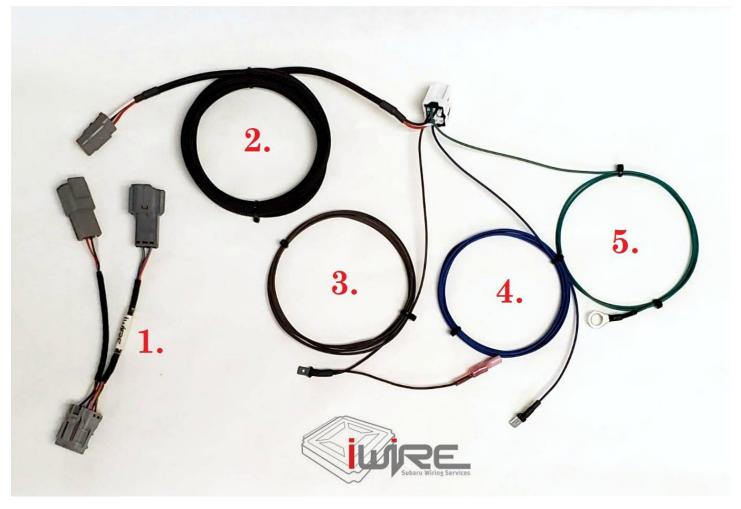# iWire DCCDPro Spiider Plug and Play Kit Install Guide

This guide gives instructions on how to install the iWire Plug and Play Kit for a DCCDPro Spiider. A customer did an amazing write-up of their own and you can find the forum thread here - https://forums.nasioc.com/forums/showthread.php?t=2858046. It's a great overview but some specifics may change.
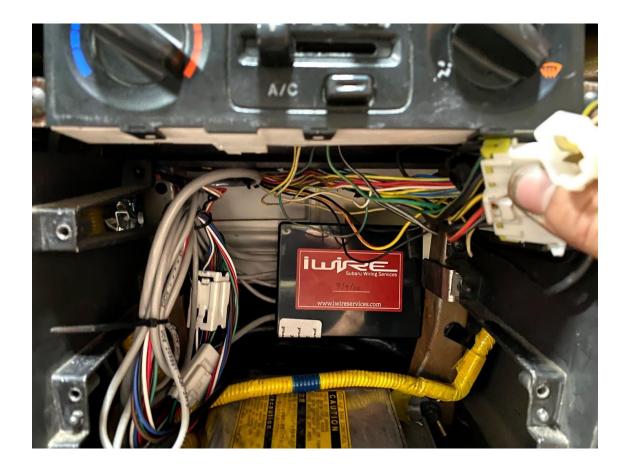
WE RECOMMEND READING THE ENTIRE GUIDE BEFORE STARTING INSTALL.

DCCDPro Spiider Harness Kit

1. Transmission Adapter
2. DCCD Wiring Extension Harness
3. Ebake Harness
4. Throttle Position Sensor Harness
5. Ring Terminal for Ground

iWire DCCDPro Spiider Plug and Play Kit Install Guide

The first step is to **mount the DCCD control box** into the car. We recommend behind the stereo near the firewall or the transmission tunnel on the passenger's side. Any location that seems suitable will also be fine. Orientation of the box does not matter so you can mount it horizontally or vertically. You can use zip ties or strong tape to hold the unit in place.

iWire DCCDPro Spiider Plug and Play Kit Install Guide

Next make a couple of simple connections:

1. **Connect the iWire transmission adapter** (item 1 in kit) to both the new transmission and the stock harness. These plugs are located in the engine bay near the transmission.

DCCD transmission side (6 pin plug) will plug into the new DCCD equipped transmission. (picture below)
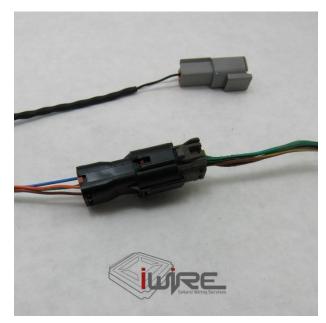

The bulkhead side of the transmission adapter connector plugged in. This will plug into the old transmission wiring from the car's wiring harness. It should be either a single 4 pin plug or two 2 pin plugs. Leave the 3 pin Deutsch connector open for now.

Another view of the connector from the transmission adapter to the original transmission harness in the car.

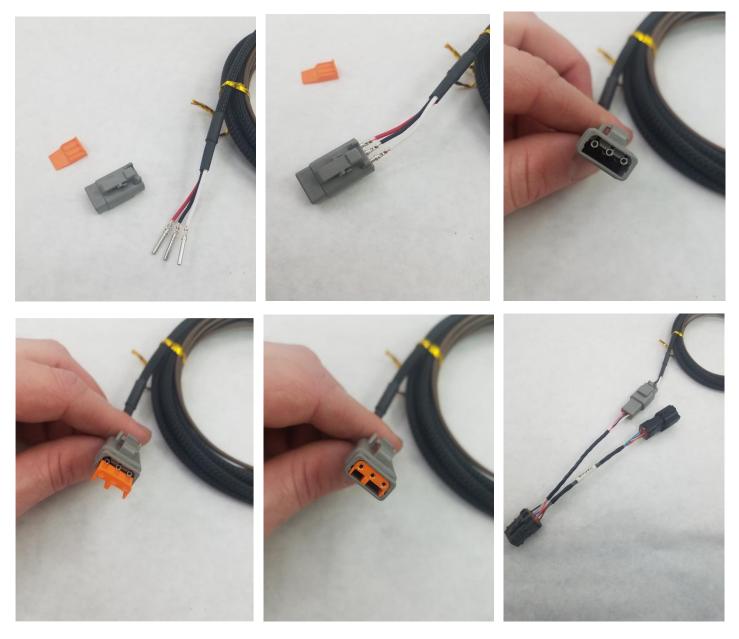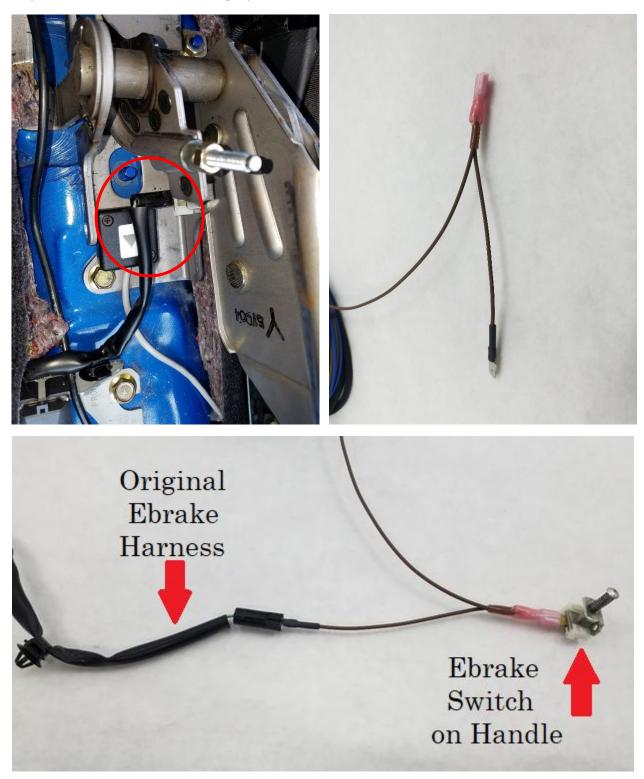# iWire DCCDPro Spiider Plug and Play Kit Install Guide

2. Take the **DCCD Wiring Extension Harness** (black sleeved wires – item 2 in kit) and route those wires from inside the cabin to the engine bay. We suggest using the passenger side firewall grommet. Make a small hole in the grommet with a razor blade just big enough to allow wires through the grommet (this is why we depin the connector). Put the side with the three terminals through the grommet from the inside of the car and into the engine bay.

Once through the firewall, run the Black, White, and Red wires to the transmission and insert them into the 3-pin connector provided in the kit matching White to White, Black to Black, and Red to Red. There is a small number on each side of the plug which will help distinguish the pin order. Pin 1 is White, Pin 2 is Black, and Pin 3 is Red. Pull gently on the wires to make sure they are locked. Insert Orange lock. Connect this plug to the matching Grey 3 pin connector on the transmission adapter harness already installed in the engine bay.

Connect the White 6 pin plug on the other end of this extension harness into the matching 6 pin receptacle on the DCCDPro unit.

3. **Install the Ebrake jumper harness** (brown wire – item 3 in kit). We suggest routing this wire through the center tunnel below the shifter trim to the Ebrake location. Take out the upper trim pieces of the center console and route it along the carpet. Make sure the wires do not get pinched or sandwiched here.
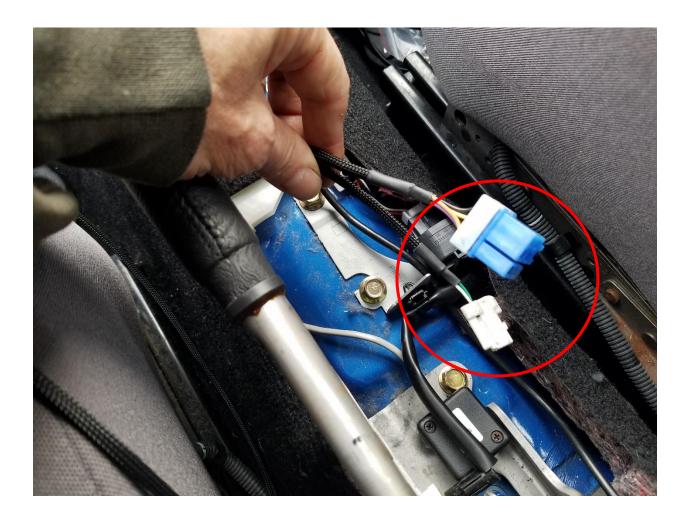
4. **Connect the DCCD control switch** wire(s). Route these wires the same way as the Ebrake wire. Depending on your control type choice you will have one of the following options.

A. For DCCDPro Standard Controls run the wires to wherever you plan to mount the roller switch and thumb wheel. Plug in the matching plugs to the standard controls.
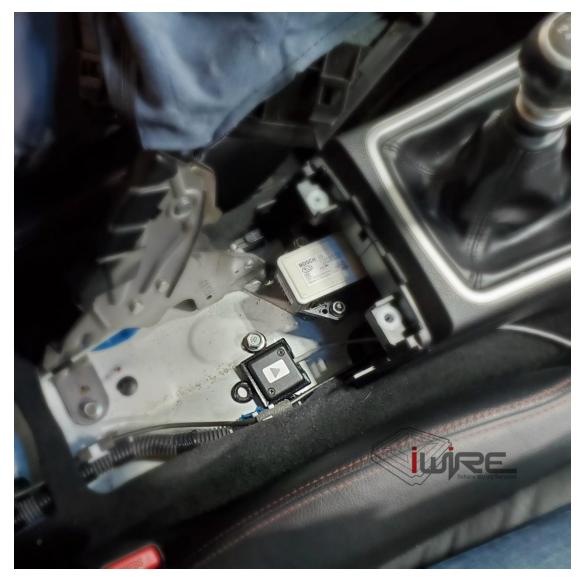
B. For OEM Controls run the wires to the Ebrake location. Then use the factory coin slots in the center console to mount the OEM Roller Switch and OEM Auto/Manual Button. Just put the switch through the coin slot and then plug in the matching plug underneath the trim. Make sure when the trim pieces are reinstalled that the wires are not pinched or sandwiched. The Auto/Manual Button will be a 6 pin Blue Plug and the Roller Switch will be a 3 pin White Plug.

C. SI Drive Controls run the wires to the Ebrake location. Then plug into the SI Drive Control Unit. The SI Drive controls should already be mounted in the car if you are using an 08+ STi SI Drive Center Console.

5. **Mount the G Sensor Unit**. Route these wires the same way as the Ebrake and switch wires. Mount the G Sensor Unit in the center of the car, equal distance from the front and rear. Press the G Sensor into the G Sensor Mount provided in your kit. (Available for purchase separately if unit purchased direct from DCCDPro). Location of this G Sensor Mount in the center of the car is critical for the controller to function properly.

To attach it inside the center console, use a preexisting bolt hole and a 12mm bolt. Screw bolt through one of the bolt holes on the G Sensor Mount and into center console. Remember this is a plastic piece so **DO NOT OVER TIGHTEN BOLT** or you will crack the mount. We have provided multiple locations to bolt into, so pick the one that is the best for the fitment of your center console. You can snap off the extra bolt holes if they get in the way of center console fitment. **Make sure to mount it so the arrow sticker is facing the front of the car.**

6. **Ground the ring terminal** from the Green wire (item 5 in kit). This ground ring terminal can go to any bolt in the car. We suggest routing it to either the bolt that holds the G Sensor below the Ebrake or a bolt on the dash bar. Please note – if there is paint on this bolt you're using for your ground you will need to sand it for better contact. You want metal to metal contact here for the best ground possible.
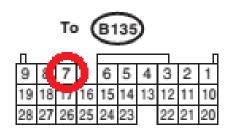
6. **Tap the Throttle Position Sensor Wire** (Blue wire – item 4 in kit). This step is for DCCDPro Spiider controllers only. If you have a Manual controller you will not complete this step.

First pull back the carpet in the passenger side footwell. Then unbolt the metal kickplate. This will reveal the ECU. **For which wire to tap, see below for the information that matches your car and then continue to scroll through the directions to see how to tap the wire.**

For 2002-2005 WRX, 2001 – 2005 JDM WRX, or 2001- 2005 JDM STi - Tap into the Light Green wire on the top row of this B plug in the ECU. Make sure not to cut or damage the TPS wire during this process.
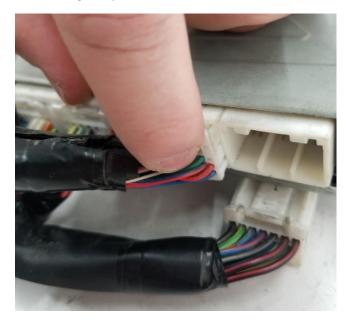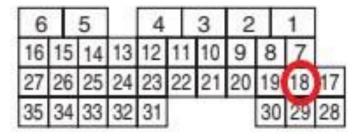
For 2004-2005 FXT, 2004-2006 STi, 2004-2006 Baja Turbo, 2005-2006 Outback XT or 2005-2006 Legacy Gt - Tap into the wire in this plug, C18 for TPS input. Make sure not to cut or damage the TPS wire during this process.

Color changes depending on model and year:

2004 – 2005 FXT – Light Green

2004 – 2006 STi – Red with Blue stripe

2004 – 2006 Baja Turbo – White

2005 – 2006 Outback XT – Yellow with Red Stripe

2005-2006 Legacy GT – Yellow with Red Stripe

For 2006-2014 WRX, 2007+ STi, 2006+ FXT, 2007+ Outback XT or 2007+ Legacy GT

– Tap into A 18 for throttle position input at the ECU.

Color changes depending on model and year:

2006 WRX – Red with Blue Stripe

2007 - 2014 WRX – White

2006 FXT – Light Green
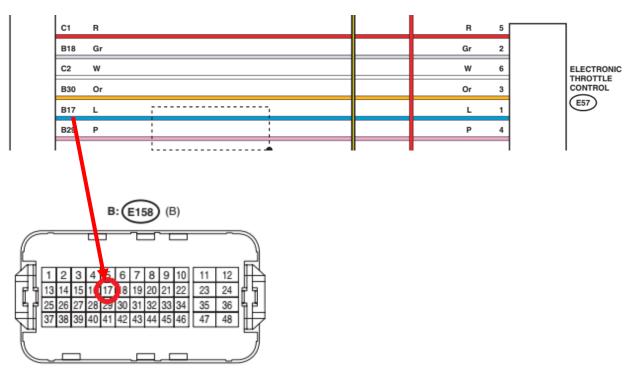
2007+ FXT – White

2007+ STi – White

2007 – 2009 Outback XT – Yellow with Red Stripe

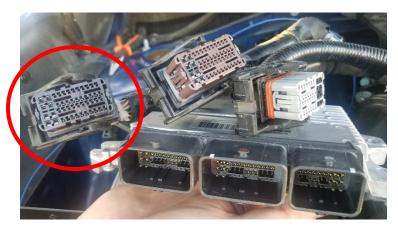2007 - 2009 Legacy GT – Yellow with Red Stripe

2010+ Outback XT – White

2010+ Legacy GT - White

For 2015+ WRX – Tap into the Blue wire on the ECU plug with lock, B17 for throttle position input at the ECU. This ECU plug will have a Black housing.
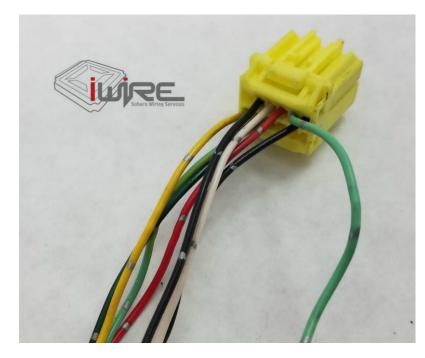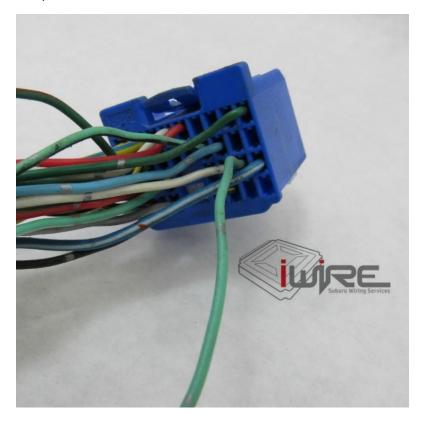

Keep in mind the ECU is in the engine and it's a bit tough to get to. There are 2 Blue wires so be sure to grab the right one.
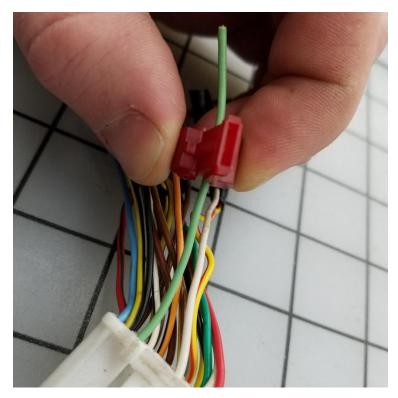
For V3 to V4 – Tap the Light Green wire on Pin 20 in the yellow plug for throttle position at the engine computer.
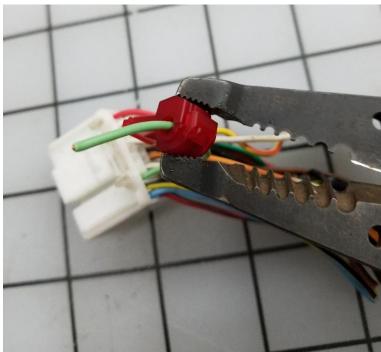

For V5 to V6 RHD – Tap into the Light Green wire on pin 20 in the Blue plug for throttle position at the engine computer.
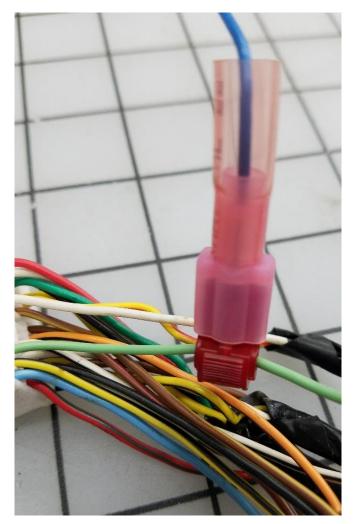
Once you have figured out which wire to tap, place the Red T tap provided in the kit onto the wire and squeeze initially with your fingers, then clamp closed with a pair of pliers. (the pictures below are from a 2002-2005 WRX and the color of the plug and wire may change.)

Make sure T tap clamp is locked and secure, then insert Blue spade terminal into T tap.

Once TPS wire and Blue wire are clamped together, Route the Blue wire under the kick plate before reinstalling it. We suggest zip tying the excess length for a cleaner install. Reinstall the kick plate and passenger side carpeting. We suggest testing the unit before reinstalling all of the interior pieces if possible.

Test the DCCD Controller is working. Please check out this guide from the iWire Blog on basic functions of the controller and how to use it - https://www.iwireservices.com/post/subaru-dccdpro-controller

<u>There are a few tests to run to ensure the install is complete.</u>

A. If you have a DCCDPro Spiider, it will always default to auto mode when the car turns off and back on. So to test this, turn the car off and back on. If you have a Spiider with Cluster Output, you should see the light scroll either on the dash or on the LED light strip. If you have a Spiider without Cluster Output, you should see the light on the auto/manual button get brighter and dimmer. (please note: if using an old auto/manual button, the light can burn out).

B. For all DCCDPro Controllers - make sure the Ebrake is down (the unit will not work if the Ebrake is up) and put the DCCDPro into manual mode. Scroll with the switches and see if that is working.

C. If the above looks good then it's time to do a quick road test. Take the car to a parking lot. Make a super slow, tight turn with the DCCDPro in manual mode and open mode. Slowly scroll it from open toward lock, as you do that you will feel the center diff start to engage and the car wil hop as you make the turn because the DCCDPro is not allowing the wheels to slip. Then roll it back to open and see if it opens back up. (Video of this in the guide link mentioned above).

Congratulations! Your iWire Plug and Play Kit for DCCD Controller is installed!

If you have any questions during your install please call/email us with any questions.