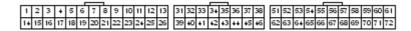
Master should be set so that the numbers in the middle of the fuel table end up around a value of 50. This is to allow sufficient span of the numbers in the main fuel table.

1.8 Pinouts

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

1.8.1 MR2Link V1



| Pin | ECU Pin | Function | Pin | ECU Pin | Function |
|----------|------------------|------------------------|-------------|--------------------|-----------------|
| 1 (B13) | Ground | | 44 (C11) | An Volt 2 | TPS Signal |
| 2 (B12) | Injector 1 | Injection | 45 (C10) | An Temp 3 | Spare |
| 3 (B11) | Injector 2 | Injection | 46 (C9) | Ground (Signal) | |
| 4 (B10) | nc | | | | |
| 5 (B9) | Aux 1 | ISC Open | 51 (A11) | DI 1 | Start Signal |
| 6 (B8) | Injector 6 (Aux) | Oxy Heater | 52 (A10) | DI 2 | A/C Request |
| 7 (B7) | nc | | 53 (A9) | DI 3 | Vehicle Speed |
| 8 (B6) | Aux 3 | Wastegate Solenoid | 54 (A8) | nc | |
| 9 (B5) | nc | | 55 (A7) | nc | |
| 10 (B4) | nc | | 56 (A6) | Aux 4 | Fuel Pump Speed |
| 11 (B3) | nc | | 57 (A5) | Aux 8 | CE Light |
| 12 (B2) | nc | | 58 (A4) | nc | |
| 13 (B1) | Trig 1 | Trig 1 (NE) | 59 (A3) | nc | |
| 14 (B26) | Ground | | 60 (A2) | nc | |
| 15 (B25) | Injector 3 | Injection | 61 (A1) | nc (+12V constant) | |
| 16 (B24) | Injector 4 | Injection | 62 (A22) | nc | |
| 17 (B23) | Injector 5 (Aux) | EGR | 63 (A21) | Aux 6 | |
| 18 (B22) | Aux 2 | ISC Close | 64 (A20) | nc | |
| 19 (B21) | nc | | 65 (A19) | nc | |
| 20 (B20) | Ignition 1 | Ignition | 66 (A18) | nc | |
| 21 (B19) | nc | | 67 (A17) | nc | |
| 22 (B18) | Aux 5 | TVIS | 68 (A16) | nc | |
| 23 (B17) | Aux 7 | Fuel Pump Relay | 69 (A15) | nc | |
| 24 (B16) | nc | | 70 (A14) | nc | |
| 25 (B15) | Trig 2 | Trig 2 (G1) | 71 (A13) | +14V | ECU Power |
| 26 (B14) | Ground(Signal) | | 72 (A12) | +14V | ECU Power |
| | | | | | |
| 31 (C8) | nc | | Expansion 1 | Ground (Signal) | |
| 32 (C7) | nc | | Expansion 2 | +5V Out | |
| 33 (C6) | An Volt 1 | Oxy Signal | Expansion 3 | DI 5 | |
| 34 (C5) | Knock 1 | Knock | Expansion 4 | DI 6 | |
| 35 (C4) | An Temp 1 | ECT | Expansion 5 | DI 4 | |
| 36 (C3) | An Temp 2 | AFM IAT (ambient temp) | Expansion 6 | An Volt 4 | |
| 37 (C2) | An Volt 4 | AFM | Expansion 7 | An Volt 5 | |
| 38 (C1) | +5V Out | | Expansion 8 | An Volt 6 | |
| 39 (C16) | Ground (G-) | | | | |
| 40 (C15) | nc | | | Ignition 2 | Spare |
| 41 (C14) | nc | | Ignition | Ignition 1 | Ignition |
| 42 (C13) | An Volt 3 | MAP (Factory Sensor) | Expansion | Ignition 3 | Spare |
| 43 (C12) | nc | | | Ignition 4 | Spare |

Note: On the mr2 AC request is actually just from, the AC clutch, not the push button.

Note: Injector Drives 7 and 8 aren't exposed and don't have the hardware required to drive Injectors.

1.9 CAN Information

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

1.9.1 MR2Link V1

The G4X MR2Link V1 Plug-in ECU has one CAN bus. This CAN bus exists 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 | CAN1L | Green | | | |
| 3 | CAN1 H | White | | | |
| 4 | RS232-RX | Grey | | | |
| 5 | RS232-TX | 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 MR2Link V1

There are currently no known issues.