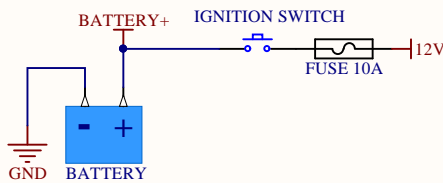
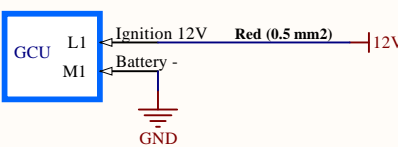


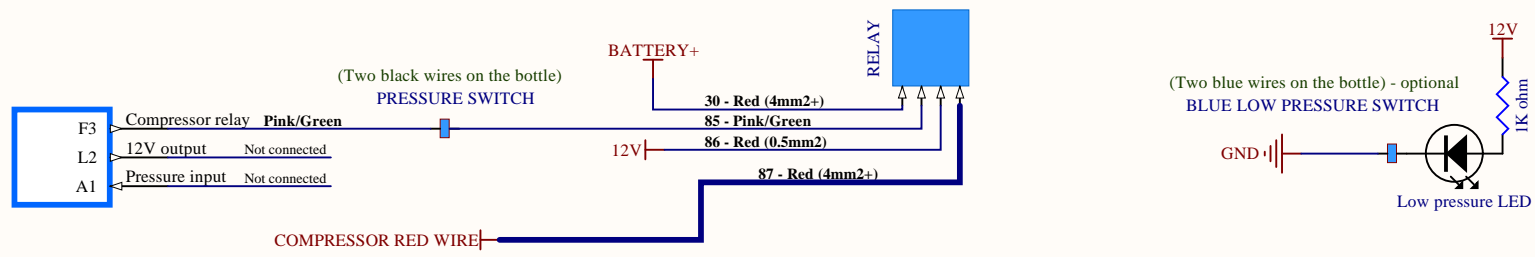
Battery & Ignition switch



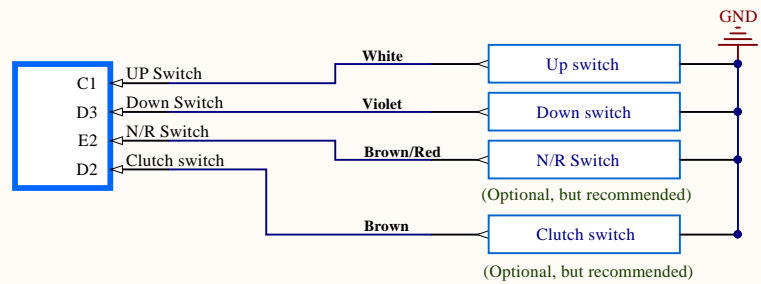
GCU Power



Air Compressor / Bottle

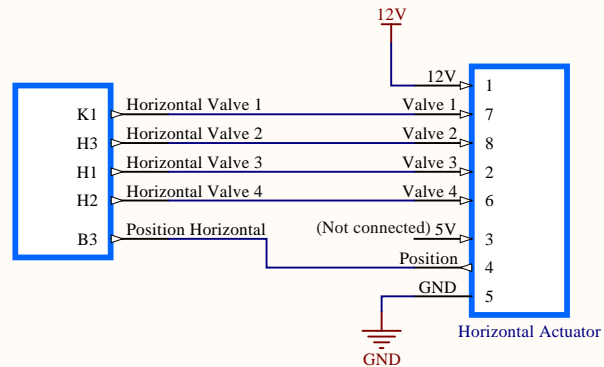
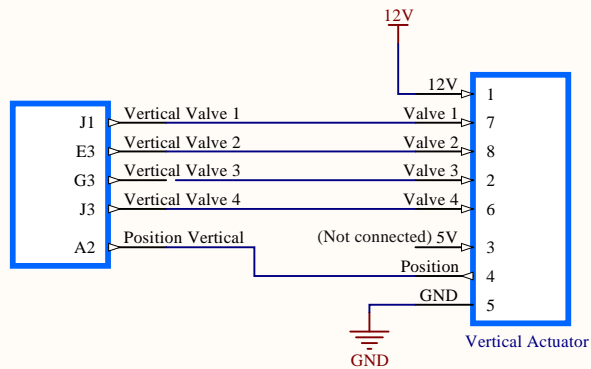


Paddles / Input Buttons & Clutch Switch

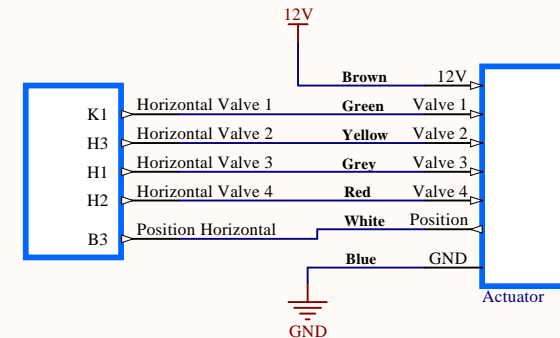
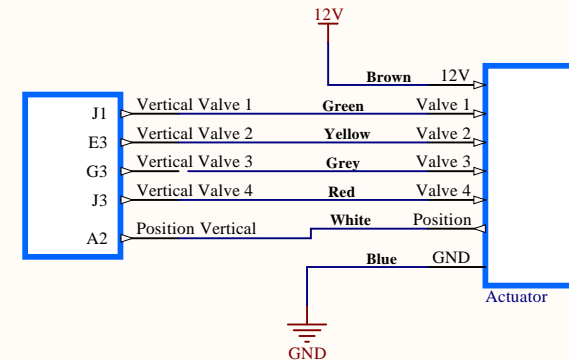


Actuators - Connection using ATM (square) connectors

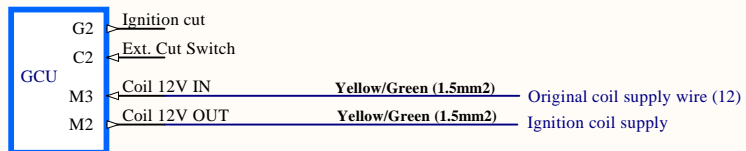
Connectors at the actuators: Male ATM04-08PA
 Mates with female Amphenol ATM06-08SA
 Mating female pins: AT62-20-0122-S



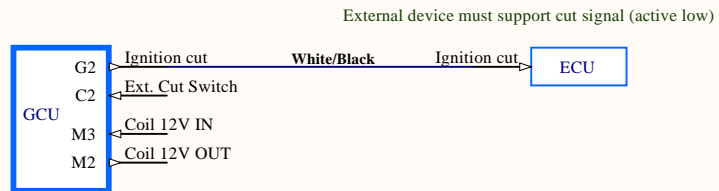
Actuators - Connection using round M12 connectors



Ignition cut using intergated coil relay

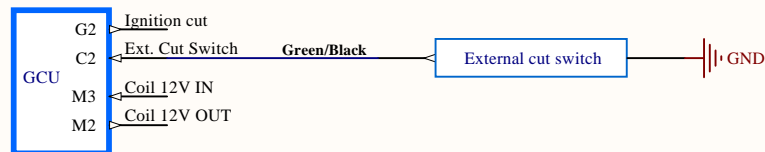


Ignition cut external cutting device (recommended)

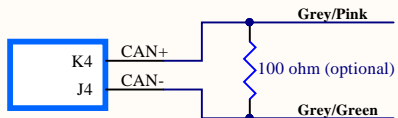


Triggering the cut externally

Used if you have external switch that gets triggered when you manually shift and you want the GCU to control the cut

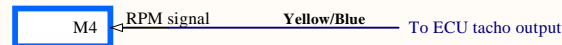


CAN Bus

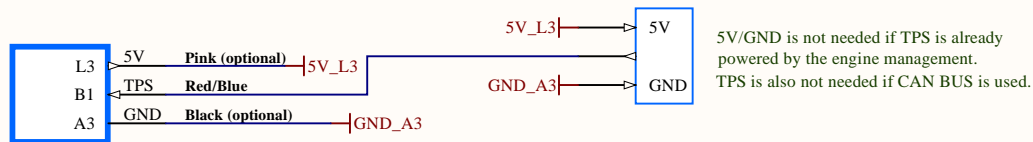


RPM

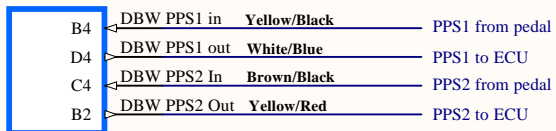
Note: Only square 5-12V signal supported



Tps Sensor (Non DBW and Non CAN BUS)

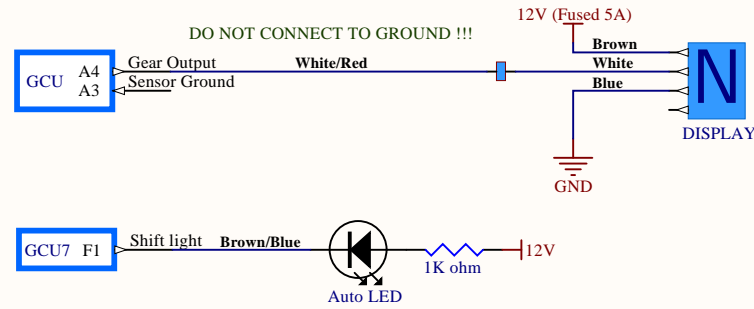


Tps Sensor (Integrated DBW)



All drive-by-wire throttle pedals have two potentiometers to read throttle position (PPS1 and PPS2).
 Cut the signal wire that goes from Pedal to the ECU, then connect:
 - Wire that is connected to the pedal, to PPS IN
 - Wire that is connected to the ECU to PPS OUT
 Do this for PPS1 and PPS2 separately.

Gear display / Shift light

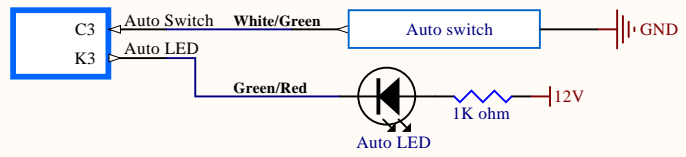


H-Paddle shifting - Display

Revision date: 2019-10-08

Author: M.M.

Auto shifting (2 stage or rally)



Auto shifting (3 stage)

