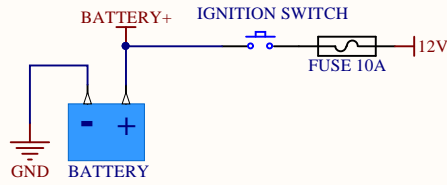
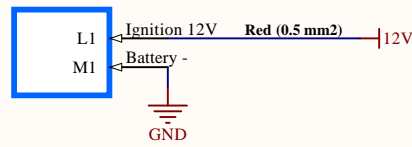


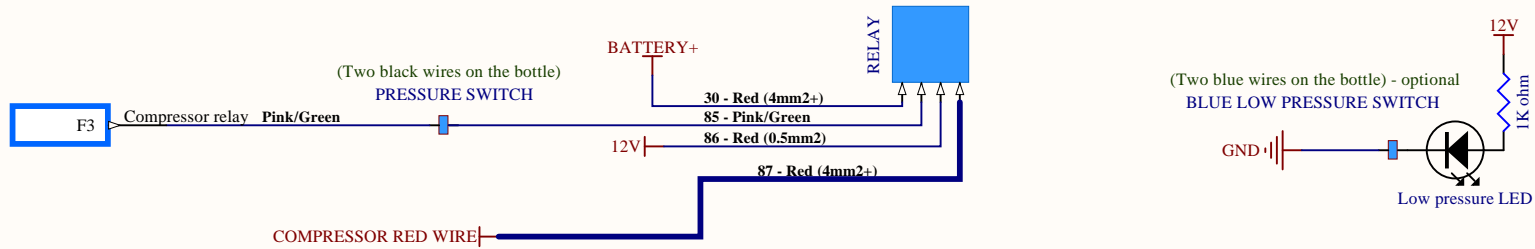
Battery & Ignition switch



GCU Power

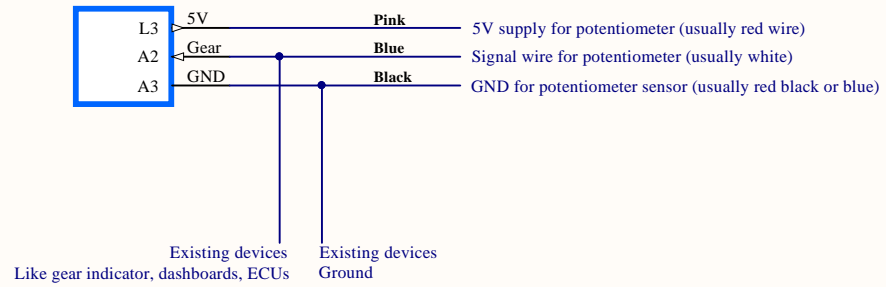


Air Compressor / Bottle



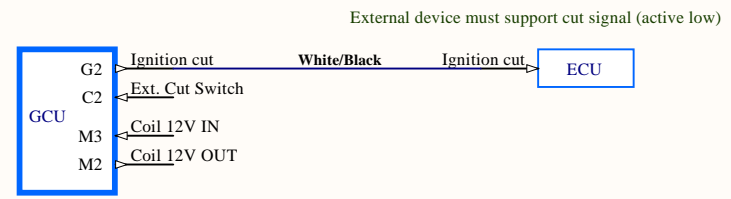
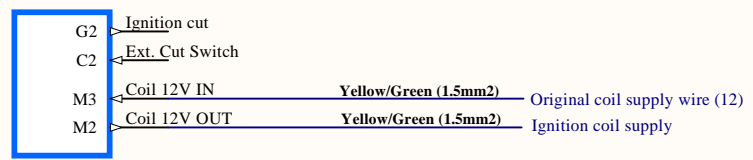
Gear position sensor (recommended wiring)

Gear position sensor is the most important signal of the paddle shift. Make sure it's properly wired, grounded and noise-free



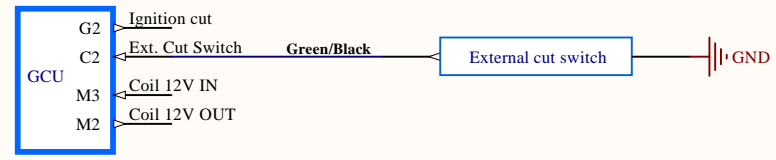
Ignition cut using intergated coil relay

Ignition cut external cutting device (recommended)

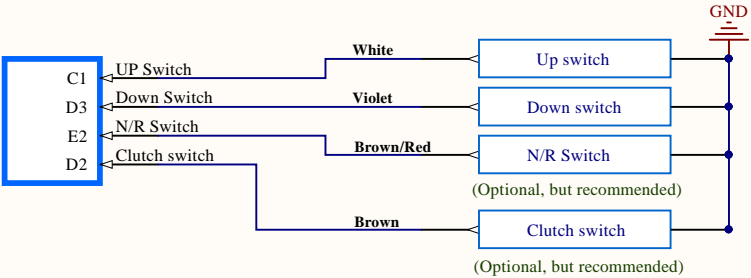


Triggering the cut externally

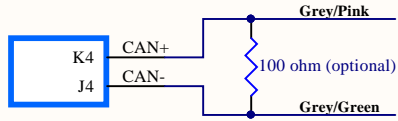
Used if you have external switch that gets triggered when you manually shift and you want the GCU to control the duration of cut (closed loop)



Paddles / Input Buttons & Clutch Switch

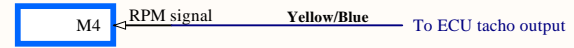


CAN Bus

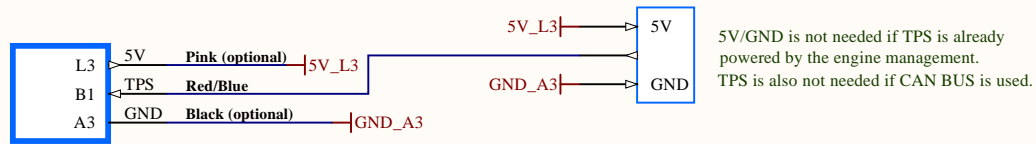


RPM

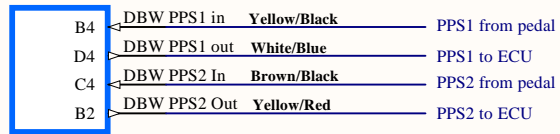
Note: Only square 5-12V signal supported



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.

1

2

3

4

A

A

B

B

C

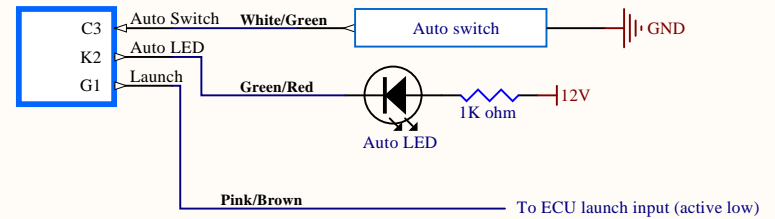
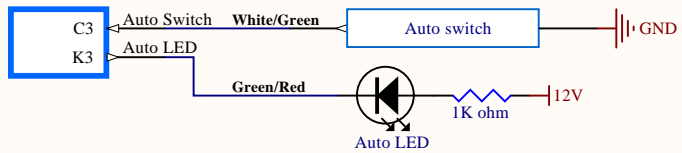
C

D

D

Auto shifting (2 stage or rally)

Auto shifting (3 stage)



Sequential Shifting - Autoshift

Revision date: 2020-02-26

Author: M.M.

1

2

3

4