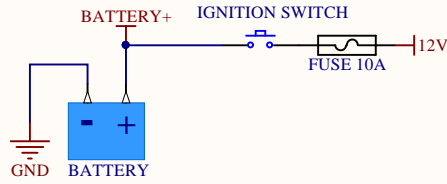
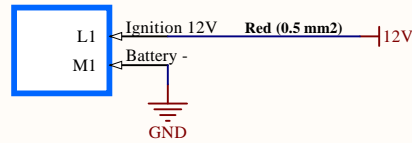


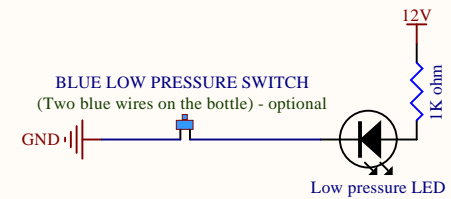
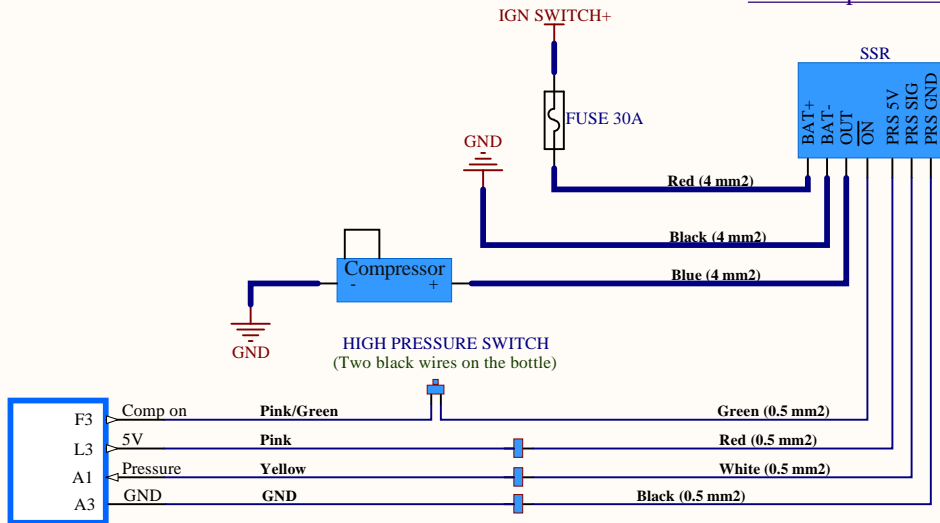
### Battery & Ignition switch



### GCU Power



### Air Compressor / Bottle



**PRESSURE SENSOR HAS NO REVERSE POLARITY OR OVER VOLTAGE PROTECTION  
PUTTING ANYTHING ABOVE 5V ON RED OR WHITE WIRE  
OR PUTTING ANYTHING THAN GND ON BLACK AND 5V ON RED, WILL DESTROY THE SENSOR!**

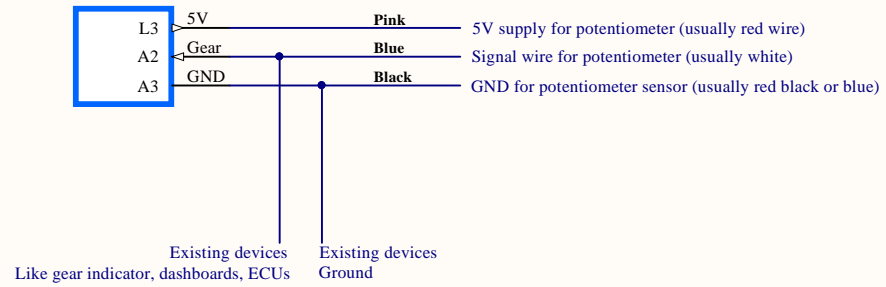
### Sequential Shifting - Compressor & Supply

Revision date: 2022-06-27

Author: M.M.

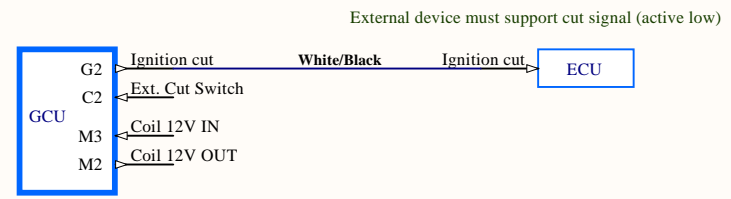
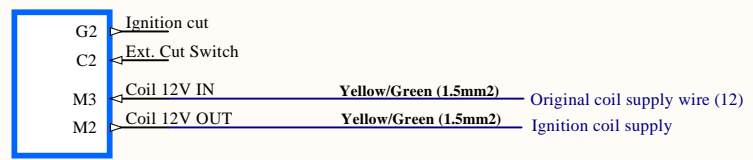
### Gear position sensor (recommended wiring)

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



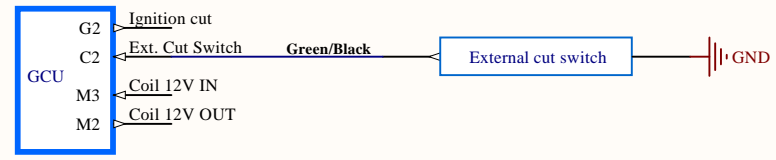
### Ignition cut using intergated coil relay

### Ignition cut external cutting device (recommended)

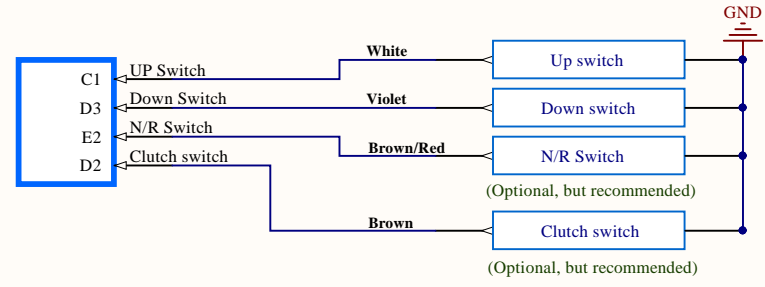


### Triggering the cut externally

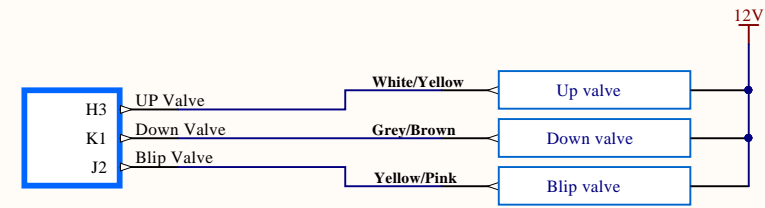
Used if you have external switch that gets triggered when you manually shift and you want the GCU to control the duration of cut (closed loop)



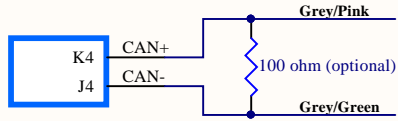
### Paddles / Input Buttons & Clutch Switch



### Actuators (active low)

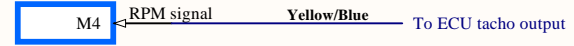


### CAN Bus

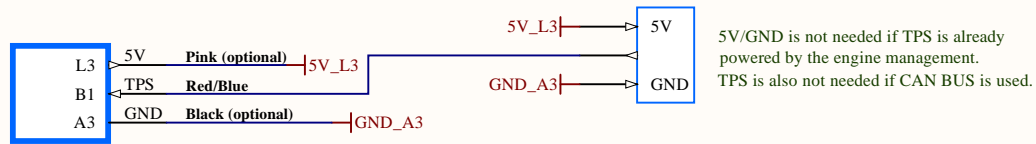


### RPM

Note: Only square 5-12V signal supported

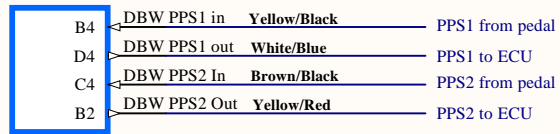


### Tps Sensor (Non DBW and Non CAN BUS)



5V/GND is not needed if TPS is already powered by the engine management. TPS is also not needed if CAN BUS is used.

### Tps Sensor (Integrated DBW)



All drive-by-wire throttle pedals have two potentiometers to read pedal 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

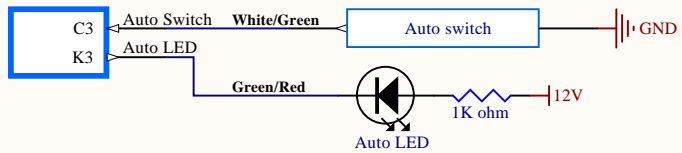
C

C

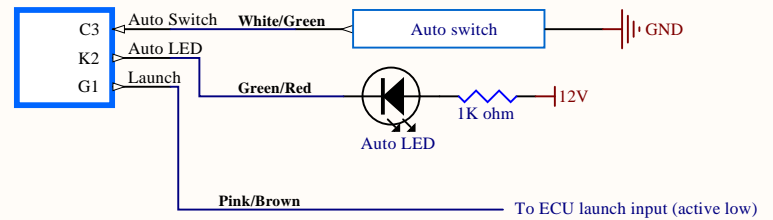
D

D

### Auto shifting (2 stage or rally)



### Auto shifting (3 stage)



### Sequential Shifting - Autoshift

Revision date: 2021-08-02

Author: M.M.

1

2

3

4