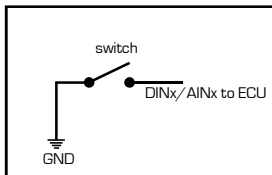


# MaxxECU

## Notes:

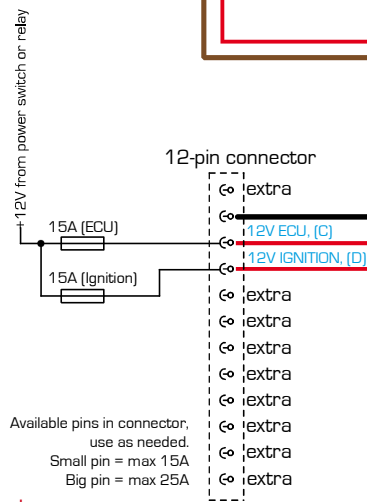
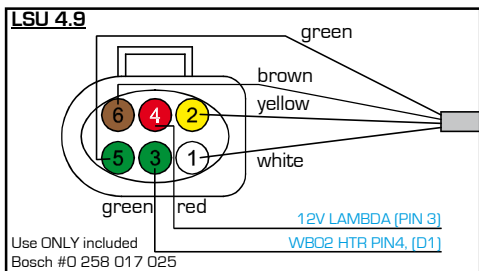
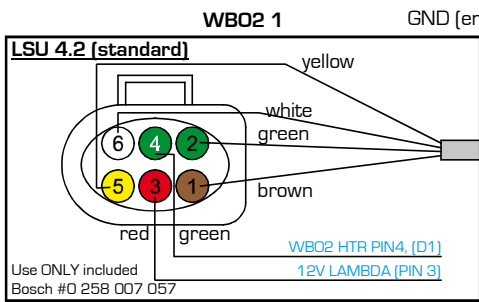
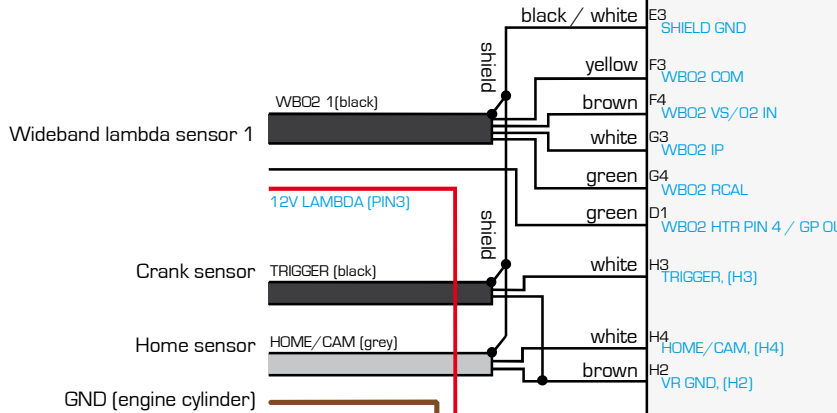
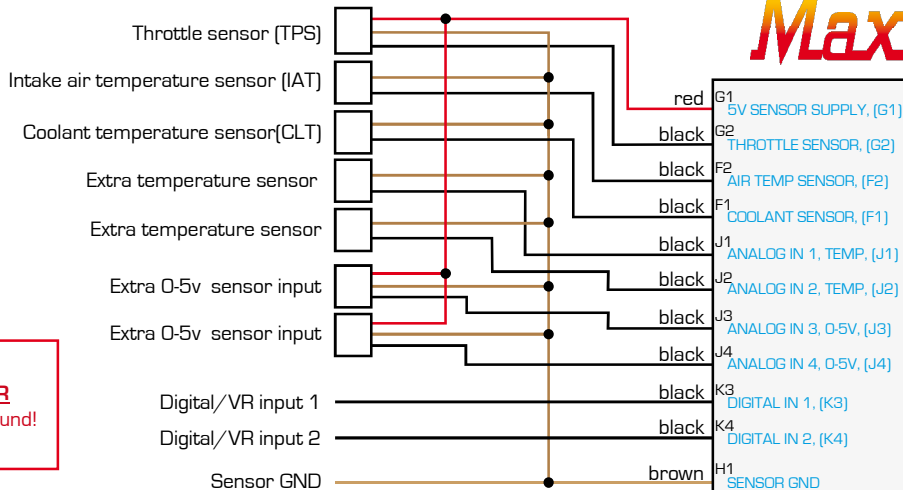
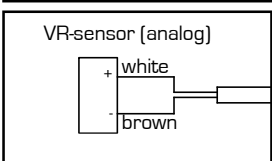
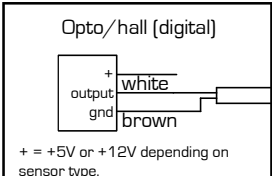
Cable shields should only be grounded **through the ECU** (which is prewired)  
Text in blue is the cable markings.

### Digital input wiring

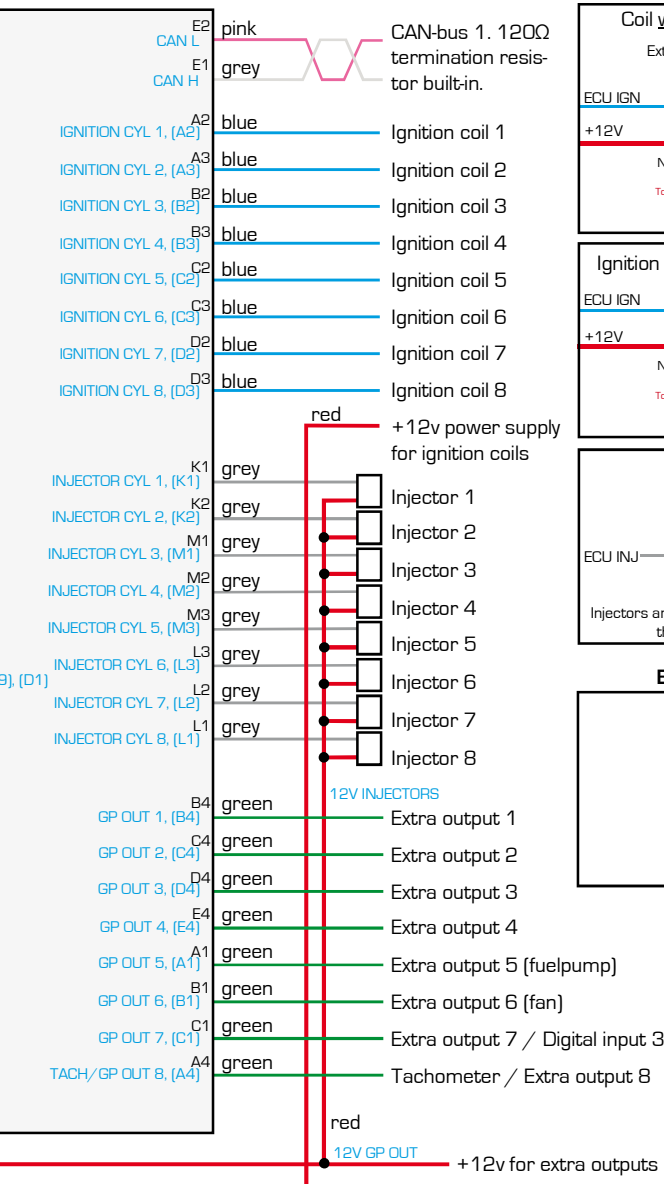


Sensor GND must **NEVER** be connected to chassis ground!

### Wiring alternative for crank / home signal

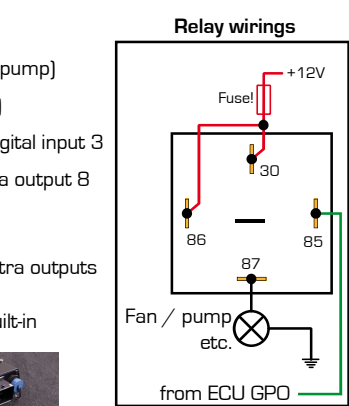
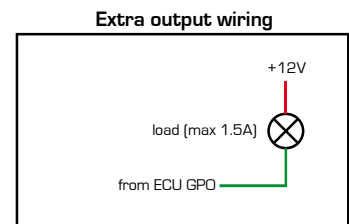
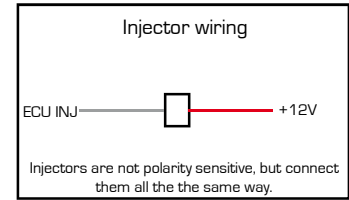
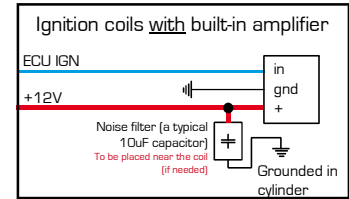
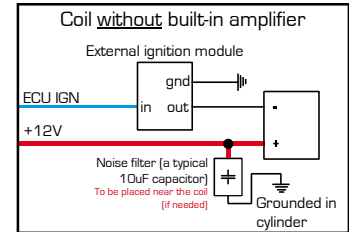


Available pins in connector, use as needed.  
Small pin = max 15A  
Big pin = max 25A



All GPO/INJ has 30V flyback as standard built-in

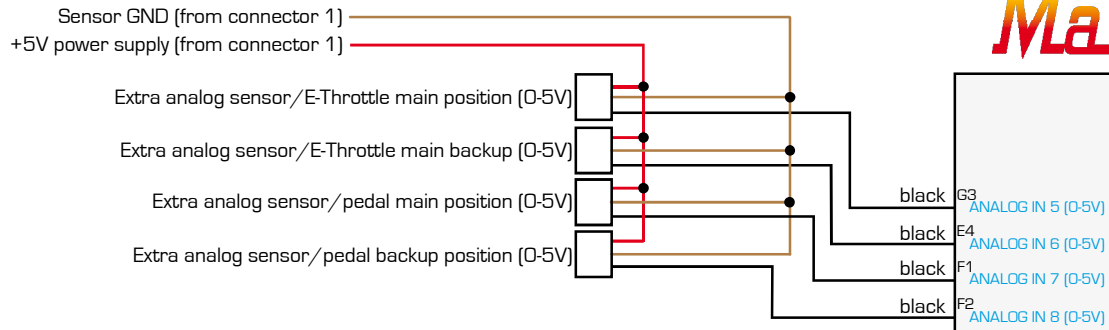
## Options for connecting ignition coils



Warning: Correct sensor must be selected in MTune before usage!

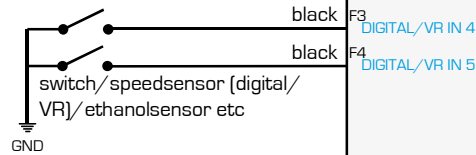
# MaxxECU

**Notes:**  
Cable shields should only be grounded through the ECU.  
Text in blue is the cable labeling.



**E-Throttle wiring**

- Most E-Throttle bodies have 2 position sensors (main + backup), wire to available ANALOG INPUTS.
- Most pedals have 2 position sensors (main + backup), wire to available ANALOG INPUTS.
- Some pedals have one analog output and a digital PWM pulse, connect the digital signal to an available DIGITAL/VR IN on MaxxECU connector.



Knock sensor #1



Knock sensor #2

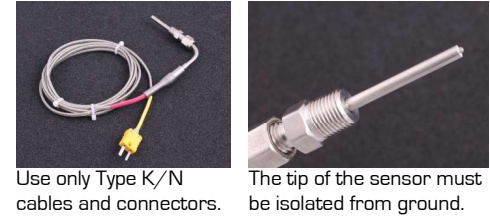
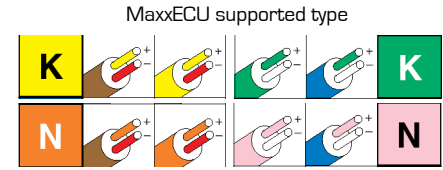
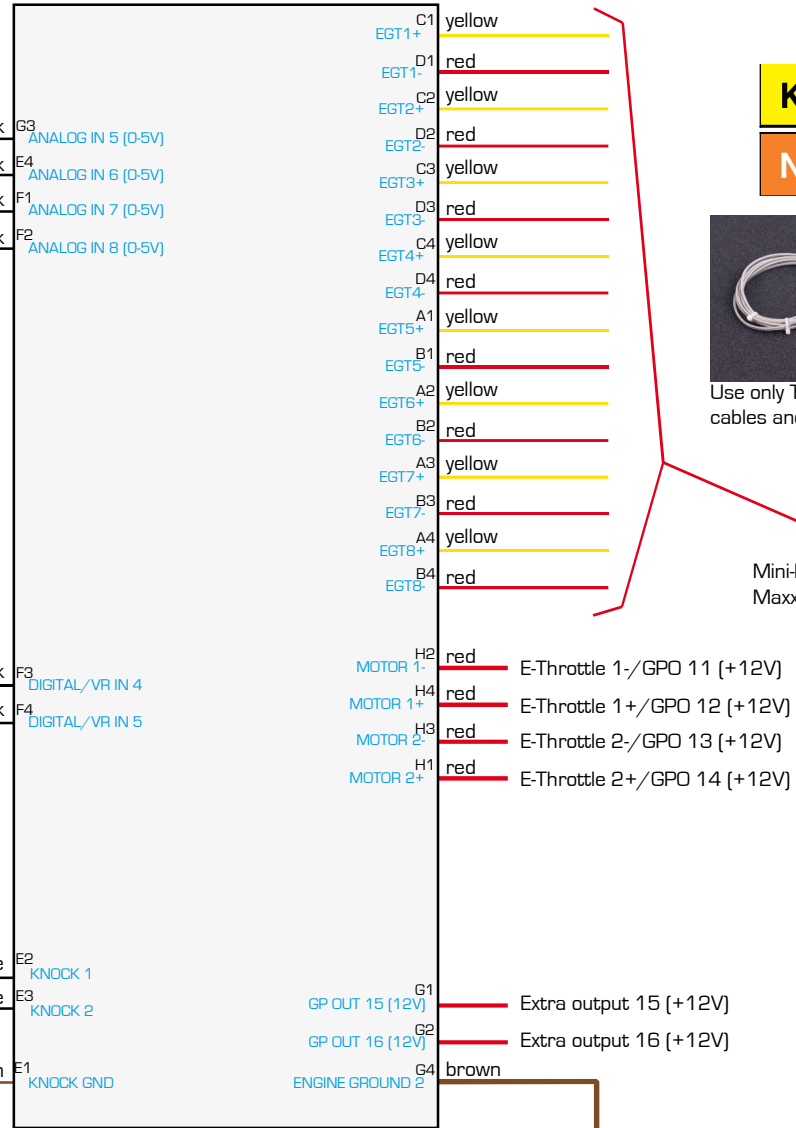


Knock sensors  
(Bosch 0261 231 046)

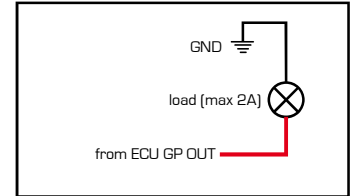
Knock sensor(s) are not polarity sensitive

Must be connected at the same spot as the engine ground on connector 1

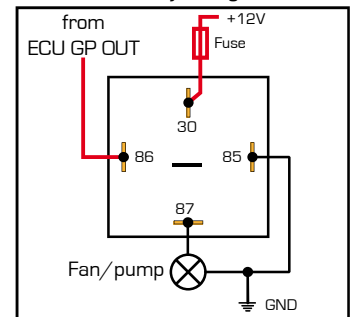
GND (engine cylinder)



**Extra output (GPO +12V) wiring**



**Relay wirings**



MaxxECU RACE  
Connector 2