



# MS3 Gold Box V1.2 Hardware Manual

## Megasquirt-3 Product Range

MS3 1.4.x

*Dated: 2016-05-18*



Hardware manual covering specific wiring and configuration of your Megasquirt MS3 Gold Box.

This version of the documentation applies to:

- EFI Source MS3 Gold Box V1.2 as shown above running firmware MS3 1.4.x  
See the Setting Up manual for more detail on version numbers.

Does not apply to other Megasquirt products or other firmware versions.

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# 1: Introduction

The MS3 Gold Box is an ECU based on Megasquirt-3 technology. This manual covers MS3 Gold Box specific installation details and should be used in conjunction with the general Megasquirt-3 Setting up and Megasquirt-3 TunerStudio reference manuals.

## 1.1 Emissions and disclaimer

All parts are sold for OFF ROAD RACE-ONLY ground-vehicle use only, or vehicles that pre-date any federal and state emissions control requirements. Aftermarket EFI/EMS systems are not for sale or use on pollution controlled vehicles. Alteration of emission related components constitutes tampering under the US EPA guidelines and can lead to substantial fines and penalties. Your country/state/district may also have specific rules restricting your tampering with your vehicle's emissions system.

Race parts are inherently dangerous and may cause injury or damage if improperly modified or altered before use. The publishers of this manual will not be held liable for and will not pay you for any injuries or damage caused by misuse, modification, redesign, or alteration of any of our products. The publishers of this manual will not be held in any way responsible for any incidental or consequential damages including direct or indirect labor, towing, lodging, garage, repair, medical, or legal expense in any way attributable to the use of any item in our catalog or to the delay or inconvenience caused by the necessity of replacing or repairing any such item.

## 1.2 Required tools

Tuning laptop  
Stroboscopic timing light  
Multi-meter (volts, ohms)  
Screwdrivers  
Wire cutters  
Terminal crimpers  
Soldering iron and solder  
Heat-shrink tubing  
Fire extinguisher

*Although not essential, the following are highly recommended:*

Oscilloscope or scope-meter or soundcard scope  
Test light  
Power probe

## 1.3 How to use this manual

Customers new to EFI are advised to read all of sections 1-5 as these cover some fundamental concepts and give an overview of how to connect up the various EFI components.

More experienced customers can likely skim through sections 1-5.

Section 3.3 is the external wiring diagram, you should print that out.

Section 6 covers the many different tach trigger input schemes (wheel decoders) that exist to support numerous OEM trigger wheel patterns. Find the section that is appropriate for your engine and read that one.

This guide includes a number of notes which are indicated as follows:



This symbol indicates an “Information” note.



This symbol indicates a “Caution” note.



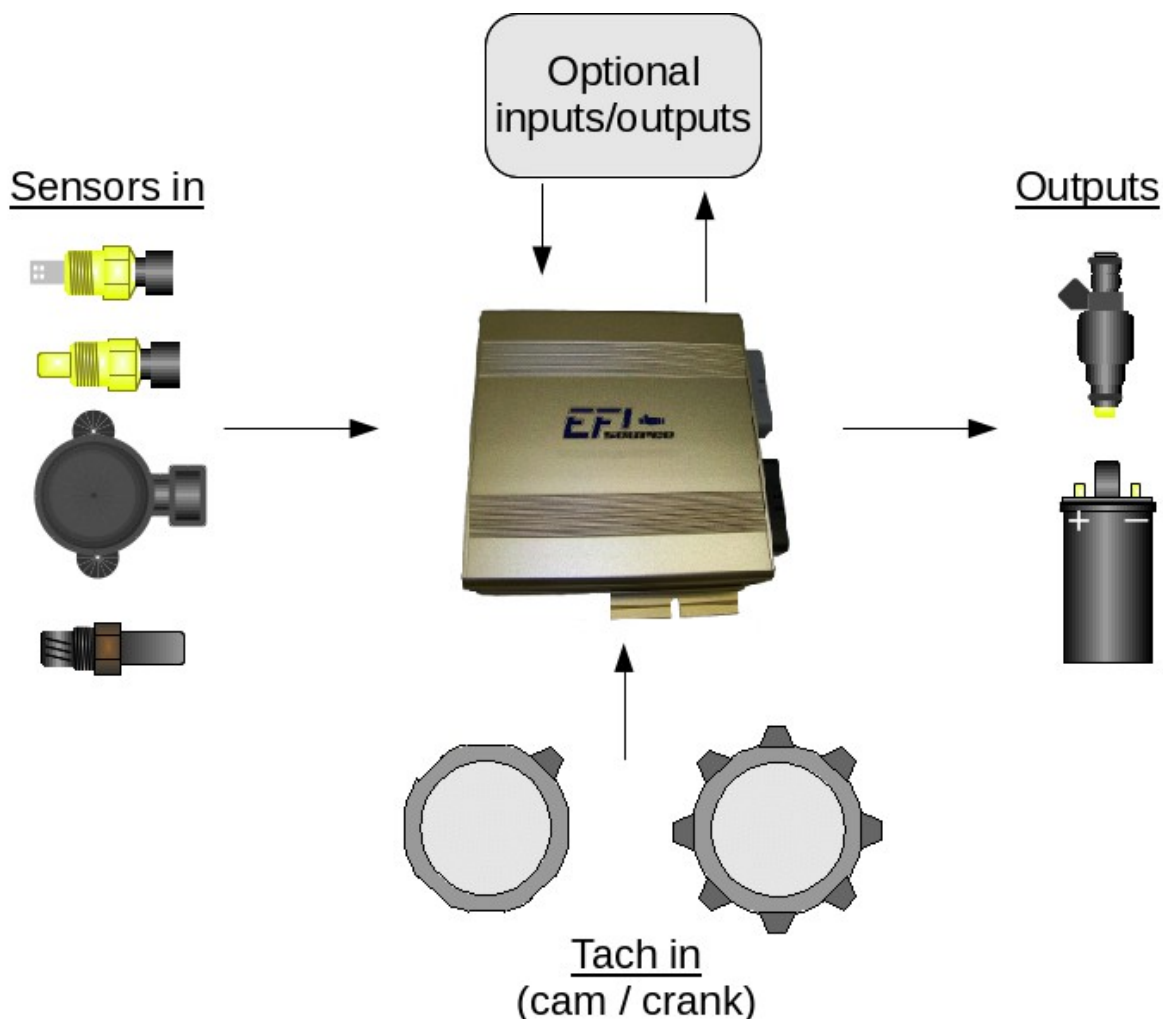
This symbol indicates a “Warning” note.

Installing or tuning your MS3 Gold Box incorrectly can potentially cause damage to your engine, the MS3 Gold Box or external hardware. Warning notes indicate specific areas where you need to exercise extreme care.

Do not rely on these warnings as your only criteria for taking care!

For additional help and support, visit the website [www.msextra.com](http://www.msextra.com)

## 2: MS3 Gold Box System Hardware



### 2.1 Overview

The MS3 Gold Box engine control unit (ECU) receives signals from the various input sensors and then controls the fuel and spark outputs to run the engine.

For engines that already have fuel injection installed, you will likely be able to re-use many of the existing sensors and output hardware.

For engines that do not have existing fuel injection, review the available options in this manual and select the most suitable components to complete your install.

### 2.2 MS3 Gold Box Installation

The MS3 Gold Box is not designed to be installed in the engine compartment. Typically it will be installed under the dash in a car or under the seat on a bike - but away from direct engine temperatures. The temperature must not exceed 185°F (85°C.) It should be protected from water.

### 2.3 Wiring Harness

The MS3 Gold Box can be supplied with a "pigtail" wiring harness to form the basis of your own wiring. Plug and

play harnesses for GM LS and Hemi motors are available.

## ***2.4 Crank / Cam Inputs***

The Crank and Cam sensors provide the MS3 Gold Box with engine position information which is critical for ignition timing. Fuel-only installs will often take a signal from an existing inductive ignition coil.

## ***2.5 Sensor Inputs***

The sensor inputs provide the ECU with information about current engine operating conditions and are used to calculate the fuel and spark outputs.

The primary inputs are MAP sensor, MAT sensor, CLT sensor, TPS and O2 input.

## ***2.6 Outputs***

Based on the crank/cam and sensor inputs the MS3 Gold Box calculates the required fuel and spark outputs.

## ***2.7 Tuning interface***

The MS3 Gold Box uses either:

a) an RS232 interface for tuning. This is provided as a standard DB9 serial connector. Your computer will likely require a USB-serial adapter also - adapter cables based on the FTDI chipset are recommended. Some customers have reported unreliability with Prolific based cables.

b) a built in USB-serial interface for tuning. This is based on the FT232 chipset from FTDI.

Do not connect both interfaces at the same time.

MS3 Gold Box also has CAN communications for connection to add-on modules or dashes.

## 3: Wiring

A main step in your MS3 Gold Box installation is connecting up the wiring. Be sure to follow the guidance here to avoid common mistakes that will often lead to problems.

### 3.1 Best Practices

#### 3.1.1 Wire and connector choice

For many first-time users, it may be tempting to re-use old connectors and wiring. While this may sometimes be cost-effective, beware of false economy. Using fresh connectors and suitable automotive grade wiring can save many a headache. Be particularly aware of using wire or components that are not temperature rated high enough, engines get HOT and the insulation on sub-standard wires can melt or degrade leading to erratic connections or short circuits. All components must be rated for 105°C / 220°F as a minimum.

There are many suppliers dedicated to supplying the required items to construct wiring harnesses.

#### 3.1.2 Soldering or crimping

This is mainly down to personal choice, the key task is to make a reliable connection.

In your wiring harness you will need to ensure that all joints are effective both electrically and mechanically. Always test by tugging on the wires to ensure that they are not loose. Use heat-shrink tubing over connections to insulate them and prevent shorts.

Don't even think about using scotch blocks - they are bad enough for installing a radio or trailer plug!

#### 3.1.3 Re-pinning the ECU plugs

The ECU plugs have a reduced set of wires installed as standard to give you a lighter weight harness. The additional wires are provided and can be added as required.

#### 3.1.4 Fusing

It is required that the system be fused - as shown in the general wiring diagram. Remember that an automotive battery is capable of supplying hundreds of amps into a short circuit which can easily melt wires or start a fire. Appropriate fuses can help reduce this risk and save component damage.

If there is a risk of the connections becoming damp then it can be worth applying petroleum jelly (e.g. Vaseline) to the connections to slow the corrosion.

#### 3.1.5 4-pin relay pin-out note

Be aware that there are two incompatible "standards" for four-pin automotive relays. Mixing them up will usually cause a short-circuit in your wiring harness. The type where pin 85 is opposite 86 is preferred as this is the same as 5-pin relays.

#### 3.1.6 Relay and accessory power routing

Any relays, solenoids or lamps operated by the MS3 Gold Box must only be powered when the MS3 Gold Box is on. Typically it is easiest to take their power from the "fuel pump relay" so they are only powered when the engine is running. Miswiring accessories can cause power to backfeed into the MS3 Gold Box causing unexpected behavior such as running-on.

## 3.2 Grounding (Earthing) Schemes



Implementing a correct grounding scheme is critical to a successful MS3 Gold Box install.



Connecting sensors to the wrong ground, using corroded ground points or dubious original wiring are sure-fire ways to give you a headache.

There are two key rules:

1. All sensors must ground at the MS3 Gold Box
2. Ground the MS3 Gold Box at the engine block/head using all available ground wires.

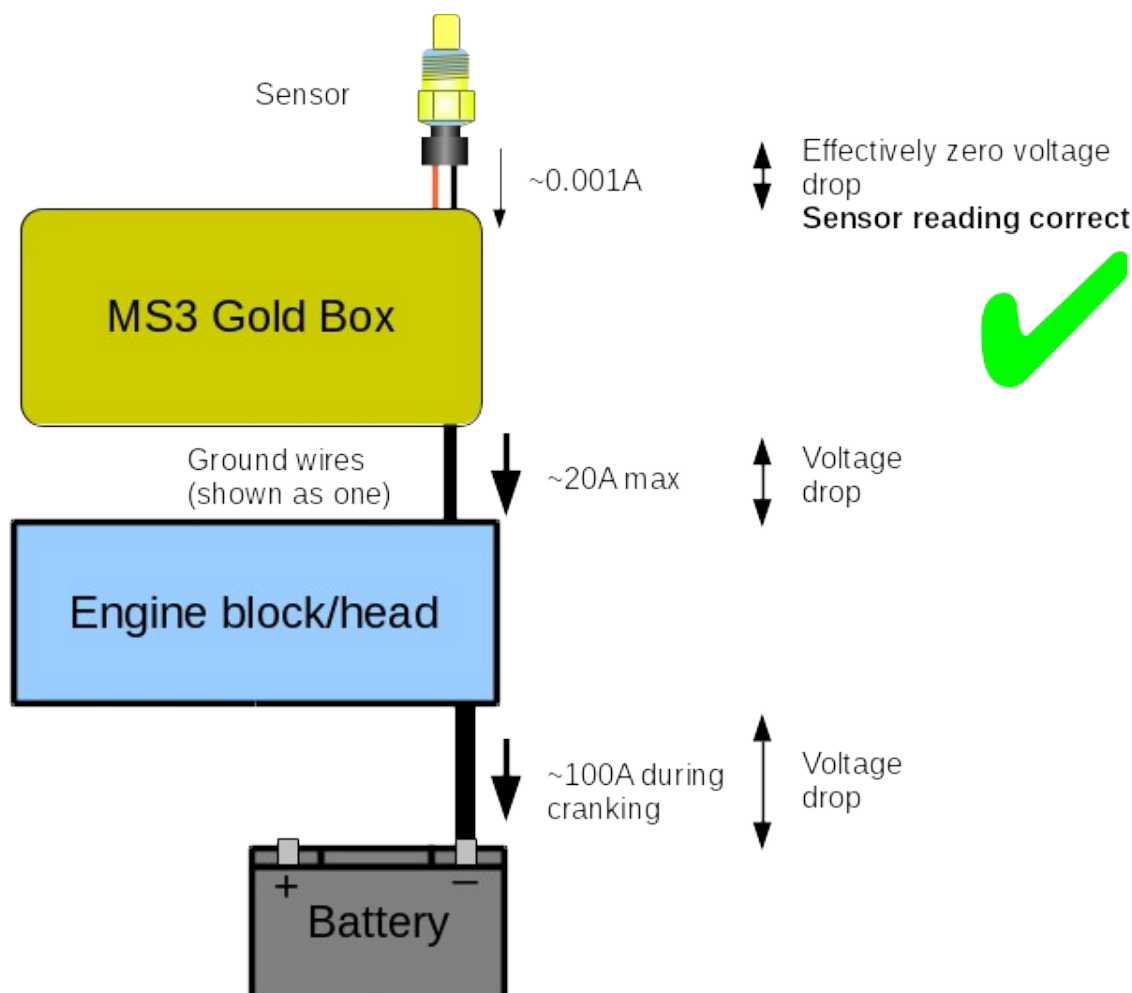
Reasoning:

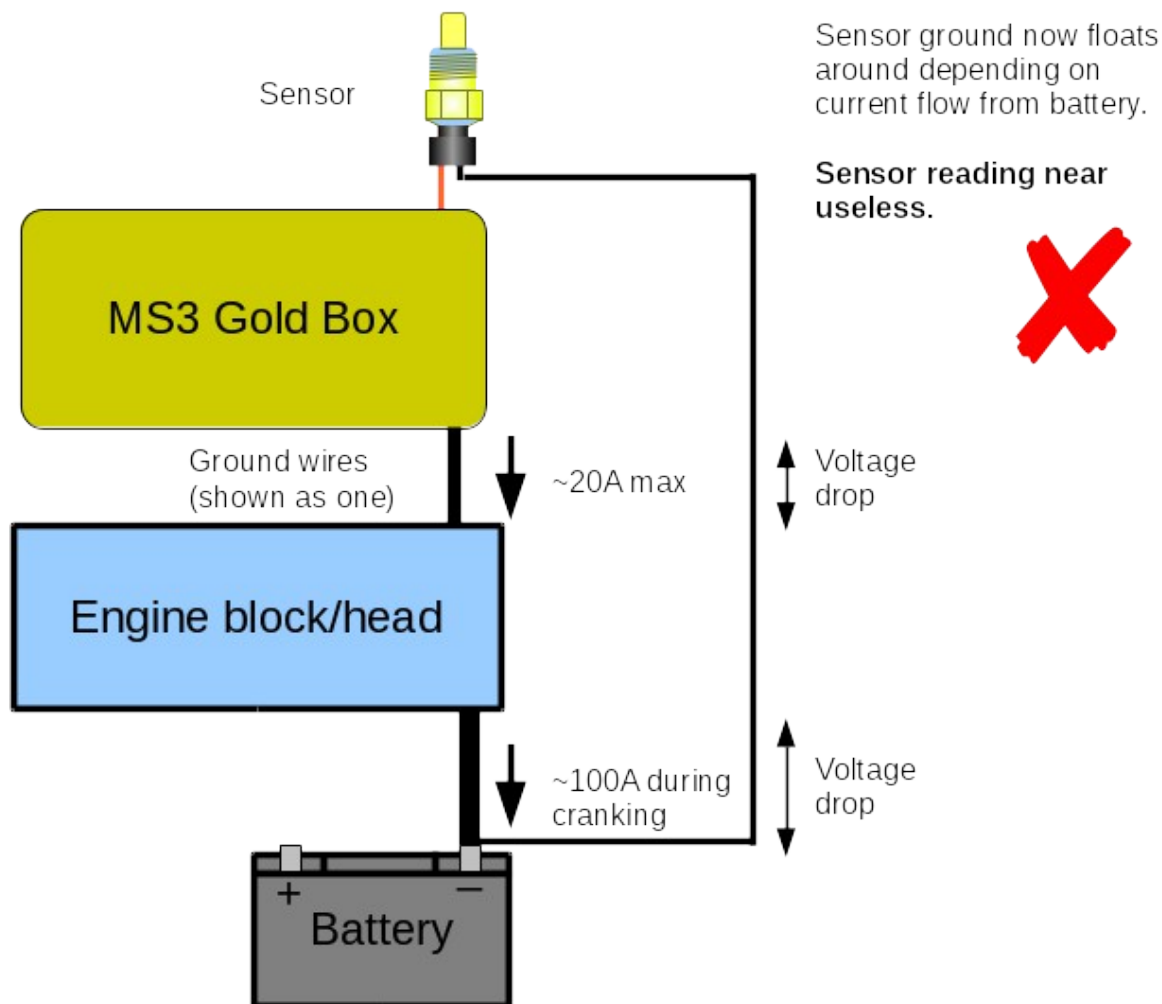
When a current flows through a wire there is always a voltage drop, the bigger the current, the bigger the drop (this is ohm's law.) During cranking there is a very large current flowing through the ground strap from battery to engine and perhaps a few volts may be dropped across it. Even during running, a number of amps will flow through the MS3 Gold Box grounds to the engine.

The sensors (coolant, air temp, throttle position, wideband, tach input) all use low current, low voltage signals. The MS3 Gold Box measures the voltage from the sensor and converts it into a temperature, position etc. reading. If that sensor is grounded to anything other than the MS3 Gold Box itself, then that input voltage will be altered by any external voltage drops. For a sensitive measurement such as AFR (lambda) this can be a real problem. All good wideband controllers offer a high-current ground (connects to engine) and a sensor/signal ground (connects to MS3 Gold Box.)

Tach input (e.g. crank, cam sensors) will be even worse - they can show false or missed teeth and cause sync-loss due to the ground voltage difference.

The following two diagrams illustrate good and bad wiring schemes showing where the troublesome voltage drops are created and how that would cause sensor readings to be garbage.





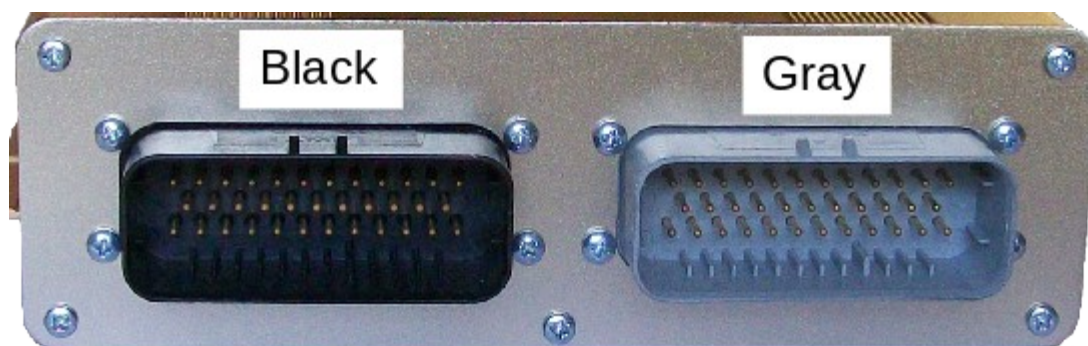
If re-using or splicing into OEM wiring, do not assume that their wiring is OK. Always follow the above principles.

As a check, with the MS3 Gold Box connector unplugged, ensure that the sensor grounds have no continuity to engine/body ground. Your sensor readings will be junk if they do have continuity - the sensors must ground at the MS3 Gold Box **only**.

### 3.3 Core Wiring Diagram

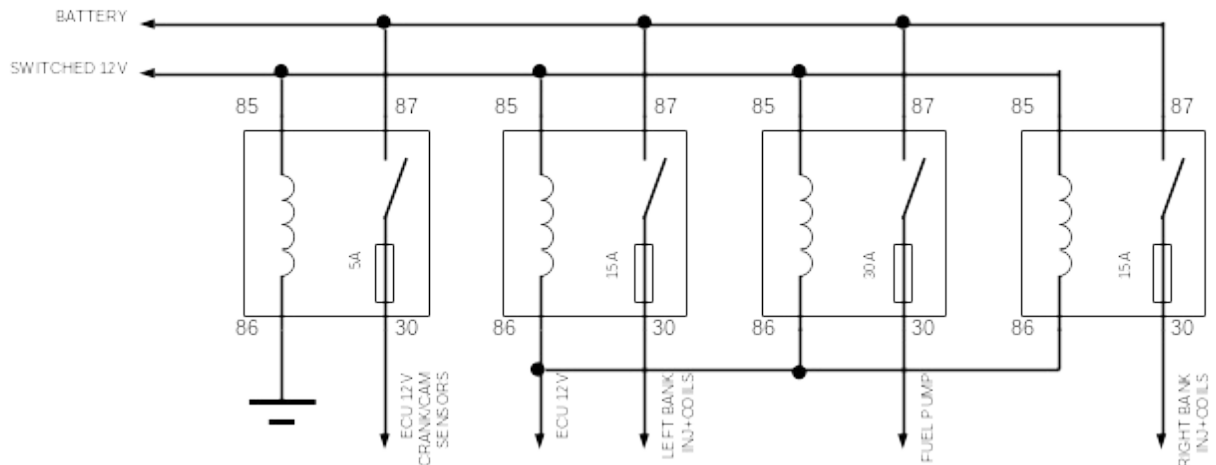
Refer to the diagrams on the following pages.

#### 3.3.1 Connectors





Extra high current fuel pumps may benefit from their own relay for minimal voltage drop.

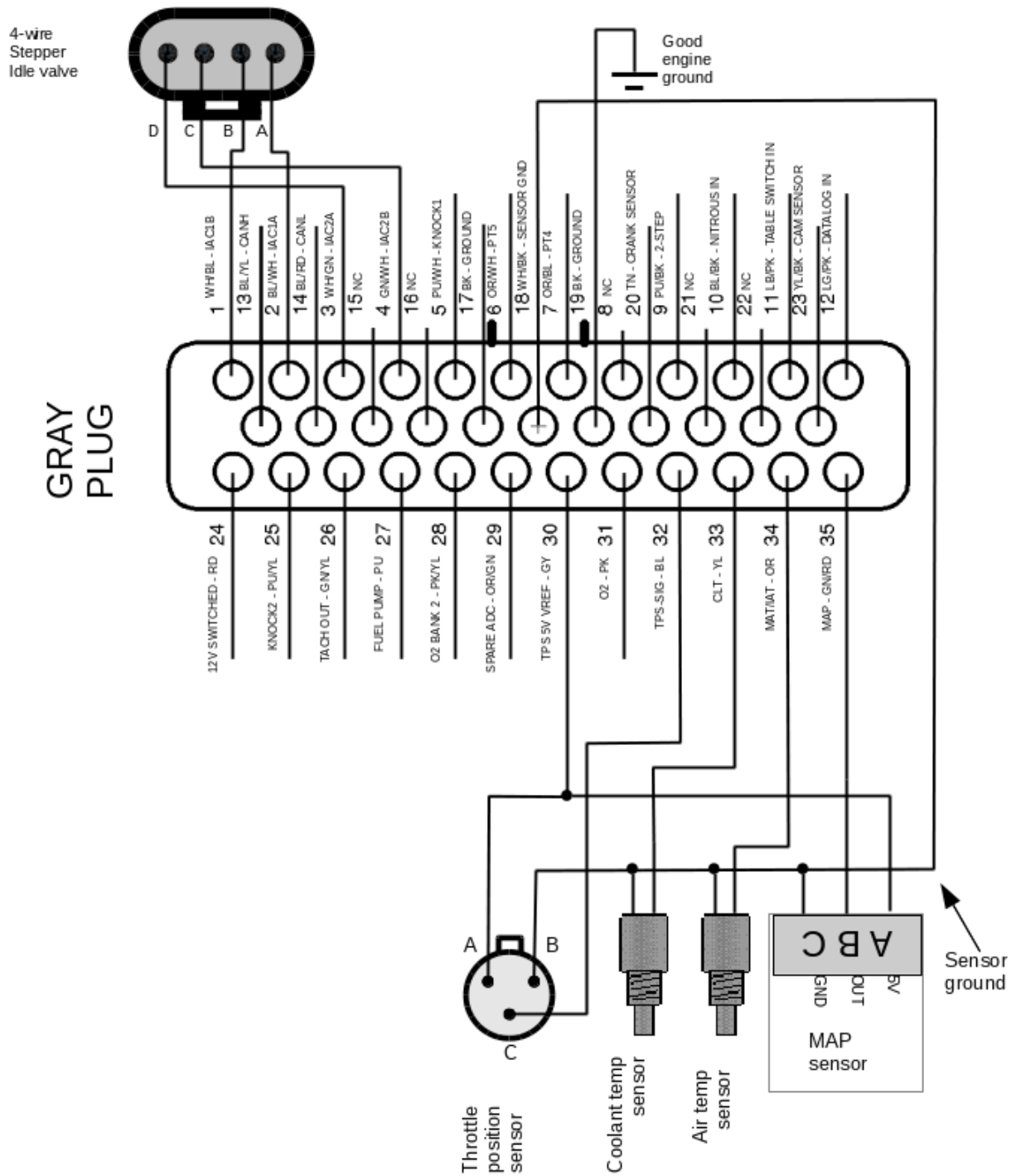


Note: All plugs viewed from the wiring side.

#### WIRE COLOR LEGEND

FIRST LETTERS = MAIN COLOR. SECOND = STRIPE. THIRD = SECOND STRIPE

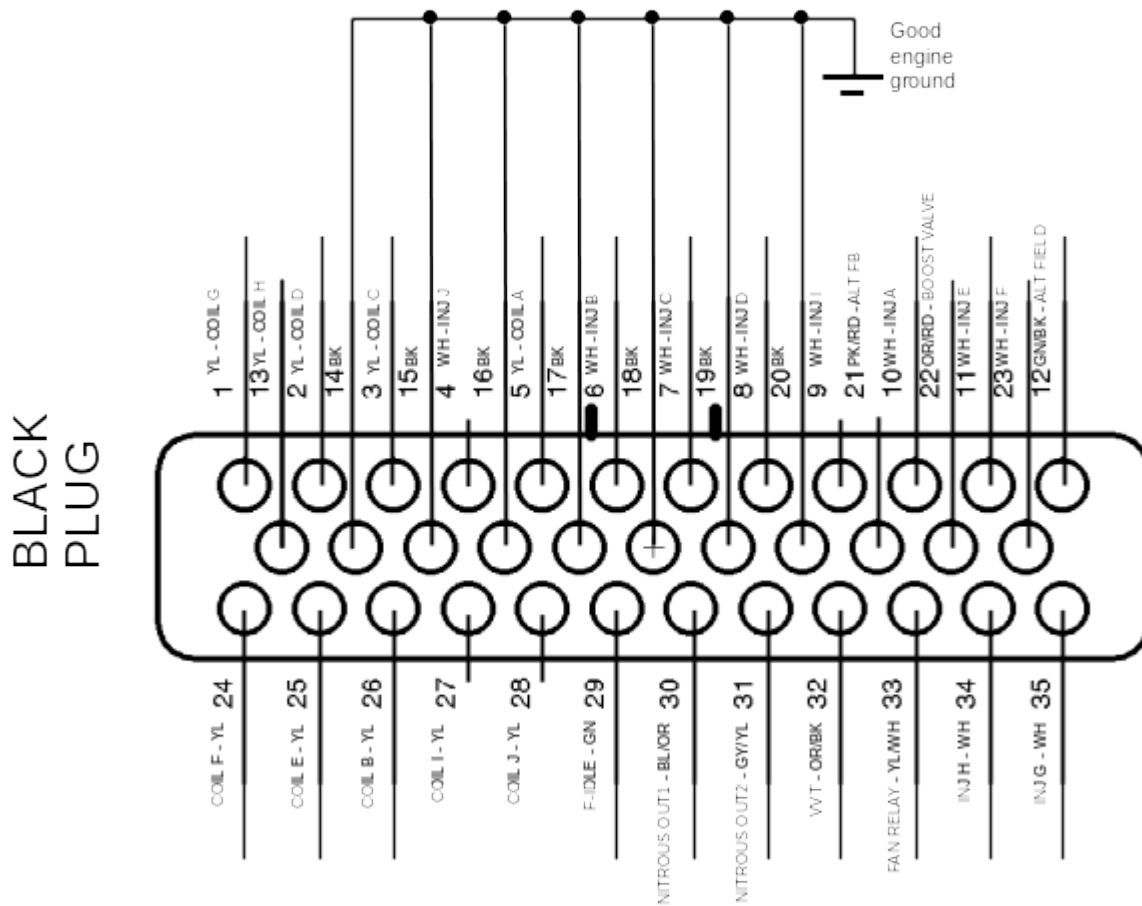
BK = BLACK	LB = LIGHT BLUE	PU = PURPLE
BL = BLUE	LG = LIGHT GREEN	RD = RED
DB = DARK BLUE	NC = NO CONNECTION	TN = TAN
DG = DARK GREEN	OR = ORANGE	WH = WHITE
GN = GREEN	PK = PINK	YL = YELLOW
GY = GRAY		



Note: All plugs viewed from the wiring side.

### 3.3.2 Gray plug

Pin #	Name	Color	Stripes	In/Out	Notes	Name in software
1	IAC2B	Green	White	Out		IAC2
2	IAC2A	White	Green	Out		IAC2
3	IAC1A	Blue	White	Out		IAC1
4	IAC1B	White	Blue	Out		IAC1
5	Knock 1	Purple	White	In		-
6	PT5+ Optional input	Orange	White	In	not installed	JS10
7	PT4+ Optional input	Orange	Blue	In	not installed	PT4
8	Flex	Purple	White	In	not installed	PE2 Flex / Flex input
9	Launch in	Purple	Black	In	not installed	Launch in
10	Nitrous in	Blue	Black	In	not installed	Nitrous in
11	Table Switch in	Light Blue	Pink	In	not installed	Tableswitch
12	Data Log in	Light Green	Pink	In	not installed	Datalog in
13	CAN H	Blue	Yellow	Comm	not installed	-
14	CAN L	Blue	Red	Comm	not installed	-
15	PT5- Optional input	White	Black	In	not installed	-
16	PT4- Optional input	White	Black	In	not installed	-
17	Ground	Black	-	Gnd		-
18	Sensor Ground	White	Black	Gnd		-
19	Ground	Black	-	Gnd		-
20	Crank Sensor +	Red	-	In		-
21	Crank Sensor -	Black	-	In		-
22	Cam Sensor -	Black	-	In		PT2 Cam in / MS3X Cam
23	Cam Sensor +	Red	-	In		-
24	12V Switched in	Red	-	Pwr		-
25	Knock 2	Purple	Yellow	In		-
26	Tach Out	Green	Yellow	Out		Tacho
27	Fuel Pump	Purple	-	Out		Fuel Pump
28	O2 Bank 2	Pink	Yellow	In		EGO2 (ADC12)
29	Spare ADC	Orange	Green	In	not installed	Spare ADC (ADC13)
30	TPS 5 Volt Vref	Gray	-	Pwr		-
31	O2	Pink	-	In		Normal EGO
32	TPS-SIG	Blue	-	In		TPS
33	CLT	Yellow	-	In		CLT
34	IAT	Orange	-	In		MAT
35	MAP	Green	Red	In		Mainboard [MAP]



The ECU always fires the injectors and coils in alphabetical sequence. The wires for each cylinder need to be arranged in the firing-order sequence.

e.g. for an engine with firing order 1-3-7-2-6-5-4-8

Cylinder	Injector	Pin #		Coil	Pin#
1	Inj A	10		Coil A	5
3	Inj B	6		Coil B	26
7	Inj C	7		Coil C	3
2	Inj D	8		Coil D	1
6	Inj E	11		Coil E	25
5	Inj F	23		Coil F	24
4	Inj G	25		Coil G	1
8	Inj H	34		Coil H	13

### 3.3.3 Black plug

Pin #	Name	Color	Stripe	In/Out	Notes	Name in software
1	Spark Output G	Yellow	See Below	Out	Customer selected marking.	Spk G
2	Spark Output D	Yellow	See Below	Out	Customer selected marking.	Spk D
3	Spark Output C	Yellow	See Below	Out	Customer selected marking.	Spk C
4	Inj Output J	White	See Below	Out	Customer selected marking.	Inj 2
5	Spark Output A	Yellow	See Below	Out	Customer selected marking.	Spk A
6	Inj Output B	White	See Below	Out	Customer selected marking.	Inj B
7	Inj Output C	White	See Below	Out	Customer selected marking.	Inj C
8	Inj Output D	White	See Below	Out	Customer selected marking.	Inj D
9	Inj Output I	White	See Below	Out	Customer selected marking.	Inj 1
10	Inj Output A	White	See Below	Out	Customer selected marking.	Inj A
11	Inj Output E	White	See Below	Out	Customer selected marking.	Inj E
12	Alt Field	Green	Black	Out		JS11
13	Spark Output H	Yellow	See Below	Out	Customer selected marking.	Spk H
14	Ground	Black	-	Gnd		-
15	Ground	Black	-	Gnd		-
16	Ground	Black	-	Gnd		-
17	Ground	Black	-	Gnd		-
18	Ground	Black	-	Gnd		-
19	Ground	Black	-	Gnd		-
20	Ground	Black	-	Gnd		-
21	Alt FB	Pink	Red		not installed	-
22	Boost Valve	Orange	Red	Out	not installed	Boost
23	Inj Output F	White	See Below	Out	Customer selected marking.	Inj F
24	Spark Output F	Yellow	See Below	Out	Customer selected marking.	Spk F
25	Spark Output E	Yellow	See Below	Out	Customer selected marking.	Spk E
26	Spark Output B	Yellow	See Below	Out	Customer selected marking.	Spk B
27	Spark Output I	Yellow	See Below	Out	Customer selected marking.	-
28	Spark Output J	Yellow	See Below	Out	Customer selected marking.	-
29	F-Idle	Green	-	Out	Use with 2-wire PWM idle.	FIDLE
30	Nitrous Out	Blue	Orange	Out	not installed	Nitrous
31	Nitrous Out 2	Gray	Yellow	Out	not installed	Nitrous 2
32	VVT	Orange	Black	Out	not installed	VVT
33	Fan	Yellow	White	Out		Idle
34	Inj Output H	White	See Below	Out	Customer selected marking.	Inj H
35	Inj Output G	White	See Below	Out	Customer selected marking.	Inj G

### 3.3.4 Injector / Coil Wire markings

Wire Label	Color	Stripes
Coil 1	Yellow	Blk/Blk
Coil 2	Yellow	Org/Org
Coil 3	Yellow	Grn/Grn
Coil 4	Yellow	Pk/Pk
Coil 5	Yellow	Red/Red
Coil 6	Yellow	Lt Grn/Lt Grn
Coil 7	Yellow	Blu/Blu
Coil 8	Yellow	Pur/Pur
Coil 9	Yellow	Gray/Gray
Coil 10	Yellow	Brn/Brn
Inj 1	White	Blk/Blk
Inj 2	White	Org/Org
Inj 3	White	Grn/Grn
Inj 4	White	Pk/Pk
Inj 5	White	Red/Red
Inj 6	White	Lt Grn/Lt Grn
Inj 7	White	Blu/Blu
Inj 8	White	Pur/Pur
Inj 9	White	Gray/Gray
Inj 10	White	Brn/Brn

### 3.3.5 Spare connections

A number of wires in the connectors are marked "not installed". These optional wires are not installed from the factory to give the customer the option of a lightweight harness. The wires are provided and can be added if required by dismantling the "AMPSEAL" plugs and installing the additional wires.

The following is the connector manufacturers instruction sheet. TE Connectivity 408-3229 Rev F.



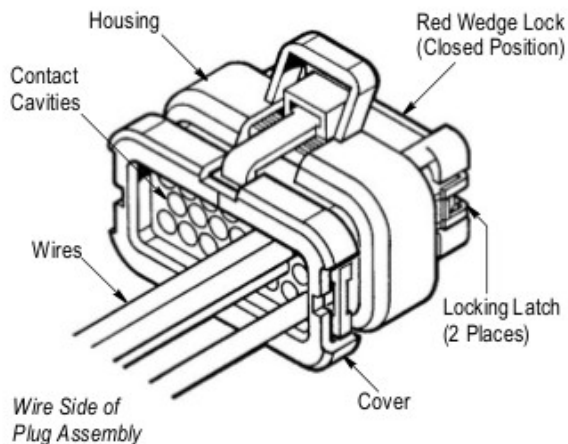


Figure 1

## 1. INTRODUCTION

This instruction sheet covers contact insertion and extraction procedures for AMPSEAL Automotive Plug Assemblies 776268-[ ], 776273-[ ], 770680-[ ], and 776164-[ ].

**NOTE** Dimensions in this instruction sheet are in metric units [with U.S. customary units in brackets]. Figures are not drawn to scale.

For information on contact crimping and mating header assemblies, refer to the instruction sheet packaged with the product.

**NOTE** Instruction sheet packaged with product is:  
408-3284 — AMPSEAL Automotive Contacts 770520-[ ]  
408-3285 — AMPSEAL Automotive Header Assemblies 770669-[ ]

Reasons for reissue of this instruction sheet are provided in Section 5, REVISION SUMMARY.

## 2. DESCRIPTION

The plug assembly consists of a housing with contact cavities, cover, red wedge lock, wire seals, and mating seal. See Figure 1.

Each contact cavity contains a wire seal that protects the contact cavity from contaminants. During contact insertion, the wire seal is pierced as the contact passes through the contact cavity. Empty contact cavities will remain sealed. The mating seal provides a tight closure for mated connectors. The red wedge lock is used to lock fully seated contacts in the housing.

## 3. ASSEMBLY PROCEDURE

**CAUTION** NEVER remove the red wedge lock from the housing.

### 3.1. Contact Insertion

1. Ensure that the contacts are properly crimped.
2. Check that the red wedge lock of the plug assembly is in the open position. If it is not in the open position, refer to Step 1 of Paragraph 3.2.

**NOTE** The plug assembly is supplied with the red wedge lock in the open position. DO NOT attempt to insert any contacts with the red wedge lock in the closed position.

3. From the wire size of the plug assembly, align the contact with the applicable contact cavity, then insert the contact until there is an audible or tactile click. Refer to Figure 2. DO NOT force the contact. If the contact is difficult to insert, check that the red wedge lock is fully open.

**NOTE** If an empty contact cavity is inadvertently pierced, insert Seal Plug 770678-1, large end first, into the contact cavity as far as it will go to re-seal it.

4. Pull wire slightly (force between 4 and 9 N [1 and 2 in.-lbs]) to ensure that the contact has engaged the retention fingers of the contact cavity. See Figure 2.

### Inserting Contact

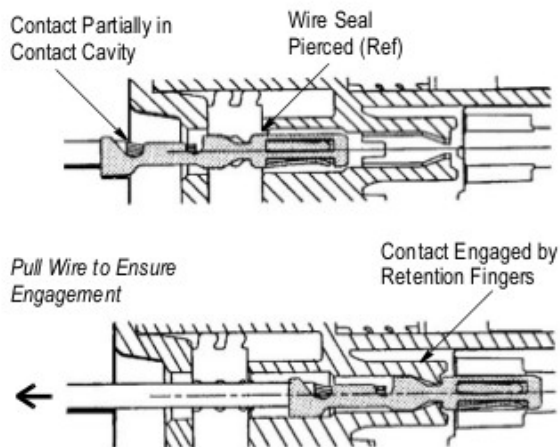


Figure 2

5. After all contacts have been inserted, close the red wedge lock by simultaneously squeezing the locking latches inward, and pushing the red wedge lock into the housing until it is flush with the edge of the housing. See Figure 3.

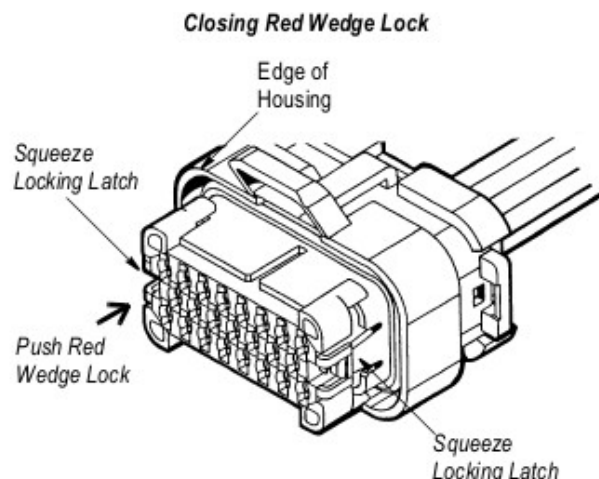


Figure 3

### 3.2. Contact Removal

1. Move the red wedge lock to the open position as follows:

a. Insert the tip of a screwdriver having a blade between 2 and 5 mm [.078 and .196 in.] wide between the edge of the plug assembly housing and one corner of the red wedge lock. See Figure 4.

b. Gently pry the edge of the red wedge lock until it is released from (but not completely out of) the housing.



*Be careful not to break any part of the assembly when releasing the red wedge lock.*

c. Repeat these steps for the opposite corner of the red wedge lock. The red wedge lock is now in the open position.

2. Gently pull the wire of the contact to be removed while rotating the wire (a quarter turn each direction) back and forth until the contact is removed from the housing. See Figure 5.

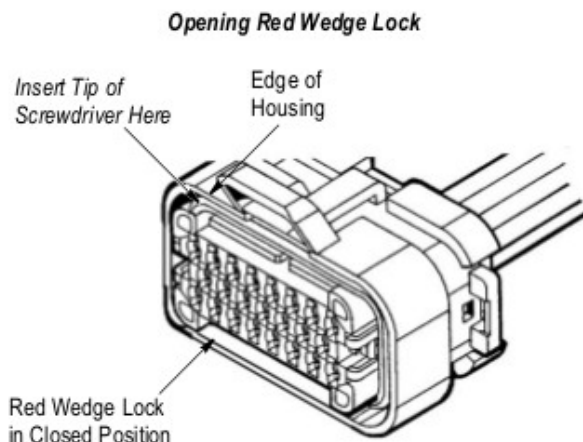


Figure 4

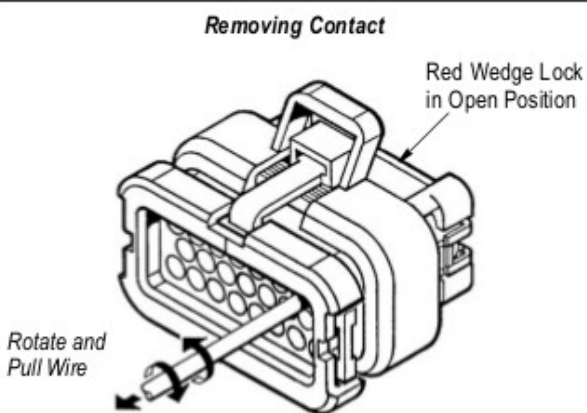


Figure 5

### 4. REPLACEMENT AND REPAIR

The contacts and plug assemblies are not repairable. Discard and replace any defective or damaged contacts or plug assemblies. DO NOT re-use a terminated contact by removing the wire.

### 5. REVISION SUMMARY

Revisions to this instruction sheet include:

- Changed company logo

### 3.4 Inputs

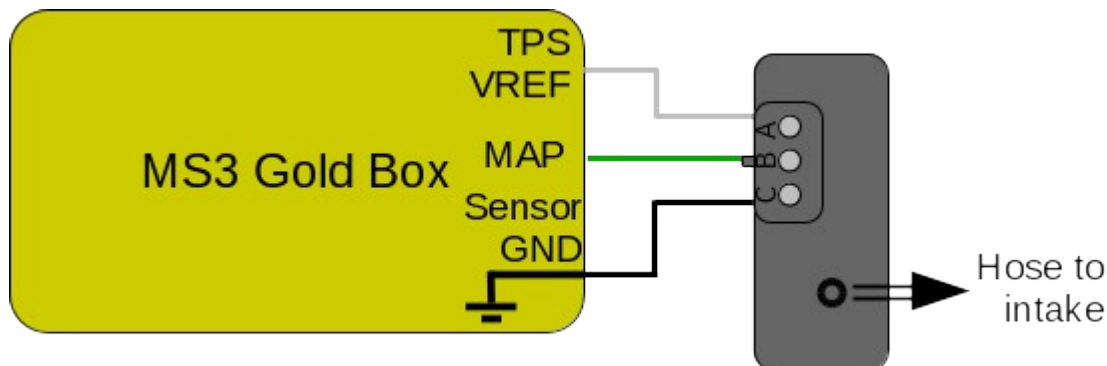
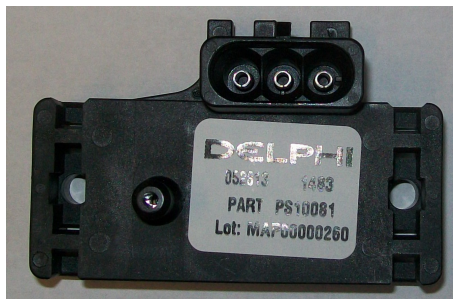
#### 3.4.1 Crank and Cam Tach inputs



These sensors provide the MS3 Gold Box with engine position information and are used to schedule fuel and spark. See chapter 5 for more information.

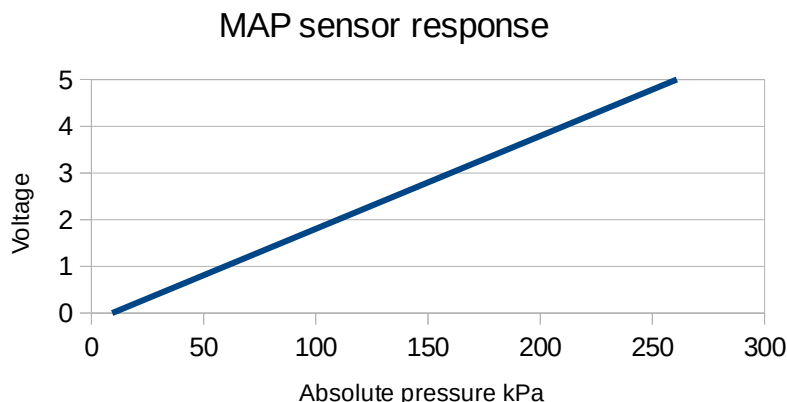
#### 3.4.2 MAP (Manifold Absolute Pressure) sensor

The MS3 Gold Box uses an external MAP sensor.



This sensor measures air pressure on an absolute scale where zero is a complete vacuum and sea-level ambient pressure is around 101kPa. This sensor is the primary input for the "Speed-Density" fuel algorithm. Alpha-N users do not require a MAP sensor.

The pressure barb is connected to a full-vacuum source at the intake manifold. When tapping into any existing vacuum ports on a throttle body be sure to select one that gives full vacuum when the throttle is closed. (i.e. not a "ported vacuum" source that would connect to a distributor.)



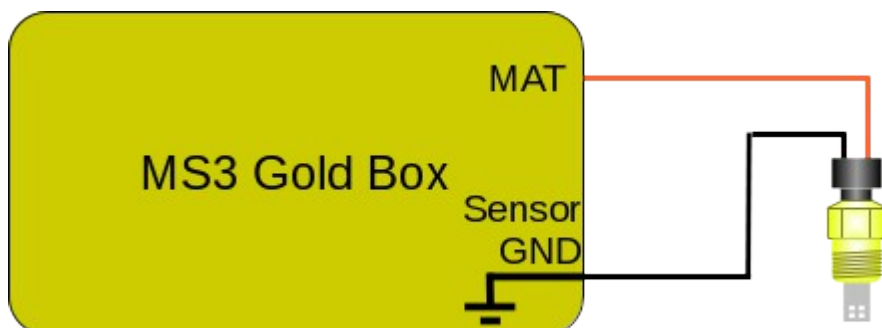
Optionally a second sensor may be installed to measure barometric pressure. This works in the same way but typically a 1-bar sensor is used. The pressure feed port is left open to the atmosphere and will help the engine respond to changes in ambient pressure or elevation.

### 3.4.3 IAT/MAT (Intake/Manifold Air Temperature) sensor



This external sensor measures the temperature of the air entering the engine. This is used to calculate air density and is a key factor in the Speed-Density fuel calculation.

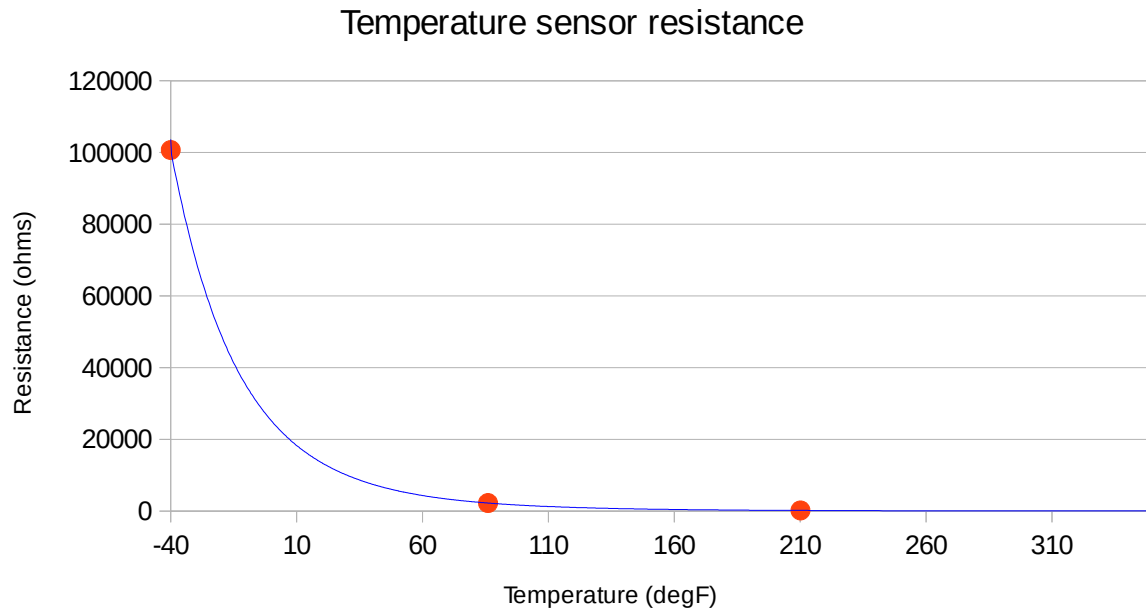
The temperature sensor is a variable resistor (a thermistor). Higher temperatures give a lower resistance, the response is non-linear.



Any install not using a MAT should connect the MAT input to sensor ground to prevent the reading "floating".

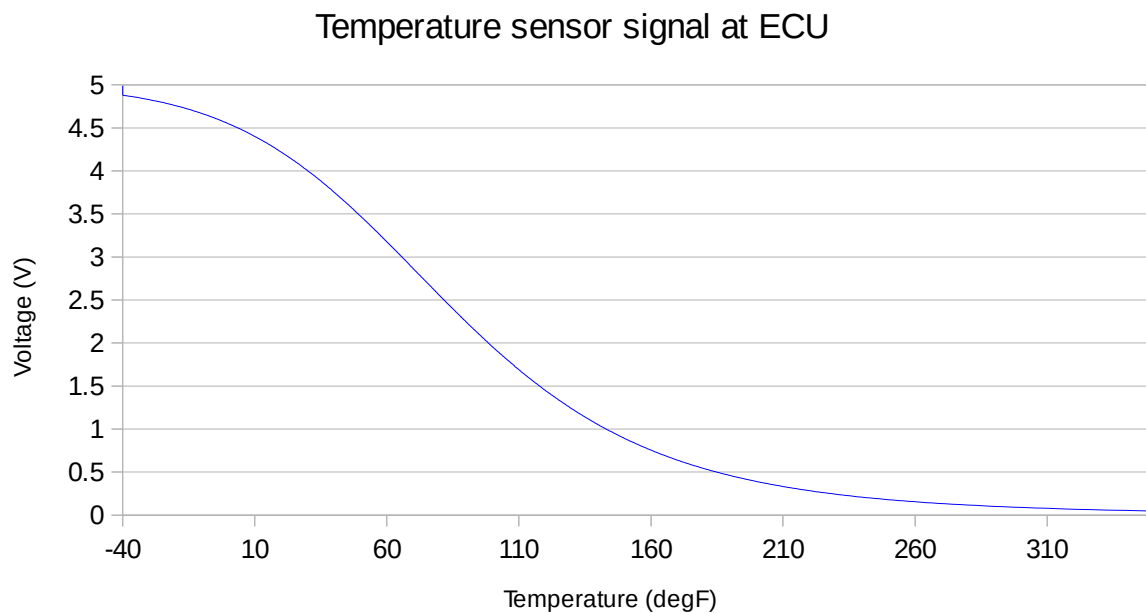
A good sensor will have two wires, one wire connects to sensor ground, the other to the MAT input on the ECU. One-wire sensors are not recommended.

The sensor may either be an "open-element" or "closed-element" type sensor. "Open-element" sensors have a thermistor directly exposed to the air-stream - this type of sensor is required for turbo-charged applications where the air temperature can change quickly. The "closed-element" type sensor is identical to a coolant temperature sensor and has an encapsulated thermistor - these respond too slowly for turbo-charged applications.



The red dots are the three standard calibration points for GM sensors.

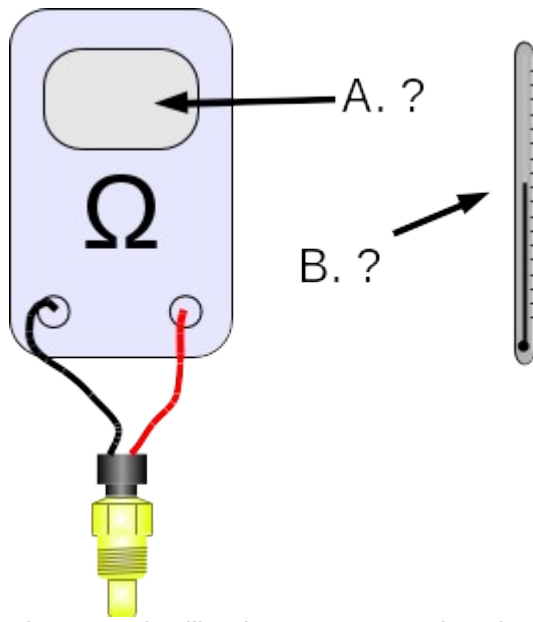
The ECU uses a circuit to convert the resistance into a voltage that it measures.



#### 3.4.3.1 Sensor calibration

TunerStudio includes many predefined calibration curves to select from, but for other "unknown" sensors the three calibration points can be determined.





The manual calibration process requires the use of a multimeter set to measure resistance and ideally a thermometer. Without a thermometer your calibration will be fairly close but not perfect.

1. Set the meter to ohms and connect the meter to the two terminals on the MAT or CLT sensor.
2. Allow the sensor to reach room temperature.
3. Take the resistance reading.
4. Measure room temperature using a thermometer (typically 20°C / 68°F)
5. Place the end of the sensor in a mixture of ice melting in water and allow it to stabilize.
6. Take the resistance reading.
7. Measure the ice/water temperature using a thermometer (typically 0°C / 32°F)
8. Place the end of the sensor in a pan of boiling water and allow it to stabilize.
9. Take the resistance reading.
10. Measure the boiling water temperature using a thermometer (typically 100°C / 212°F)

You now have the three calibration points for TunerStudio.

For a GM sensor these should be close to:

Where	°C	°F	Ohms
Ice/water	0	32	9441
Room temp.	20	68	3518
Boiling water	100	212	172

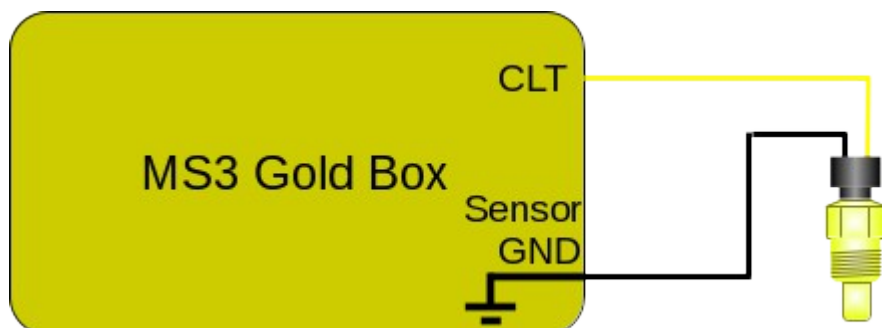
Note that the default calibration data in TunerStudio goes down to -40° but that's rather difficult to measure in the normal workshop.

### 3.4.4 CLT (Coolant Temperature) sensor



This external sensor measures the temperature of the engine coolant (or cylinder head for air-cooled engines.) It is primarily used to provide additional fuel during engine warm-up.

The coolant temperature is a thermistor and works in the same way as the air temperature sensor.

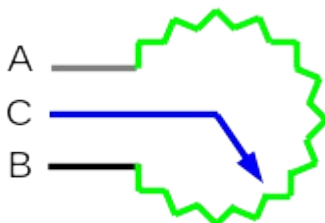
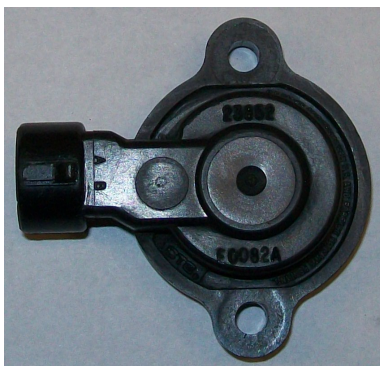


Any install not using a CLT should connect the CLT input to sensor ground to prevent the reading "floating".

A good sensor will have two wires: one wire connects to sensor ground, the other to the CLT input on the ECU.

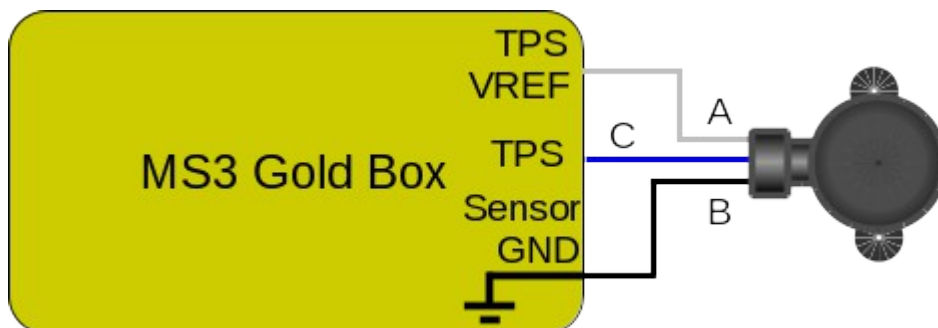
One-wire sensors are not recommended.

### 3.4.5 TPS (Throttle Position Sensor)



This external sensor measures the position of the throttle plate. It is a variable resistor (potentiometer) and sends a 0-5V signal back to the MS3 Gold Box. The sensor has three wires: 5V supply (TPSVREF), Ground (sensor ground return) and signal. The MS3 Gold Box converts the signal to a 0-100% scale using your calibration numbers. 0% corresponds to fully closed, 100% to fully open.

Switch-type throttle position sensors are not recommended.

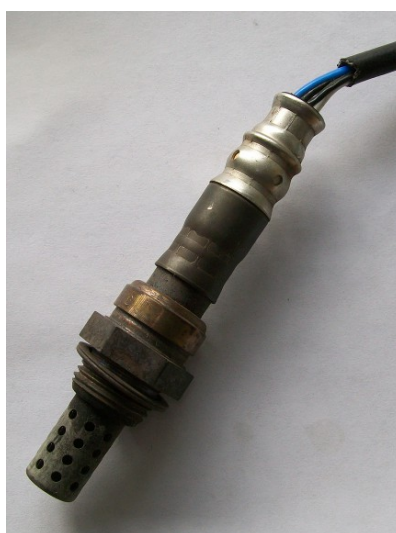


Any install not using a TPS should connect the TPS input to sensor ground to prevent the reading "floating".

### 3.4.6 O2 (Oxygen) Sensor / Lambda Sensor



1-wire narrowband



4-wire Narrowband



Wideband

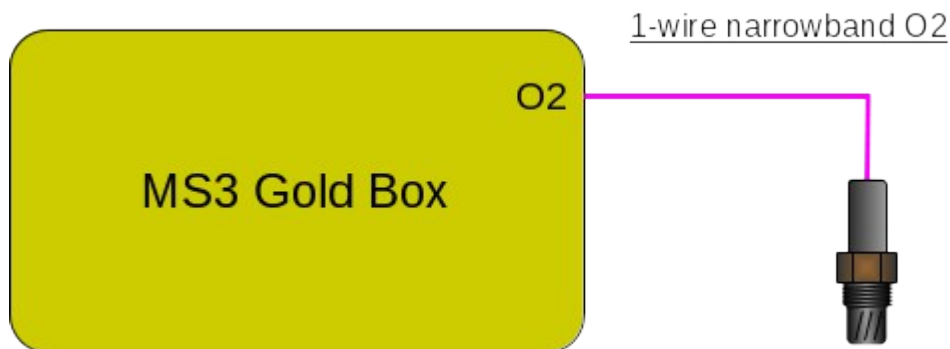
The O2 / oxygen sensor / lambda sensor input gives feedback on the air:fuel ratio (mixture) of the engine and is screwed into a threaded bung which is welded into the exhaust system. Ensure that there are no air leaks or the readings will be inaccurate.

Narrowband sensors are cheap and very accurate for reading "stoichiometric" mixtures (e.g. 14.7 AFR or 1.000 lambda.) They are widely used by OEMs where the 3-way catalysts require these mixtures for correct operation. They do not give accurate readings under rich or lean conditions.

#### 3.4.6.1 1-wire narrowband

These sensors rely on exhaust heat to bring them up to operating temperature and are typically mounted close to the exhaust ports or the "collector" of a cast exhaust manifold.





### 3.4.6.2 4-wire narrowband

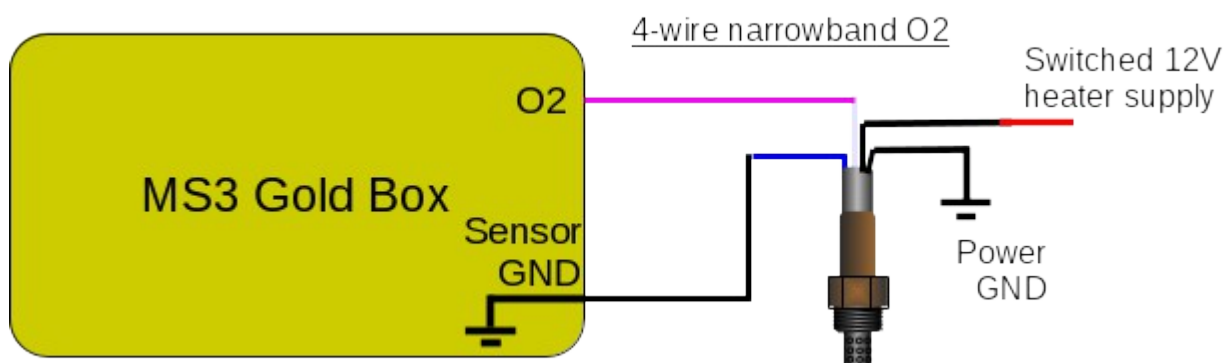
These sensors include a heater and a signal ground. These can be mounted further away from the exhaust port as they are self heating. Preferable to a 1-wire.

#### Typical wiring

Blacks = heater power and ground

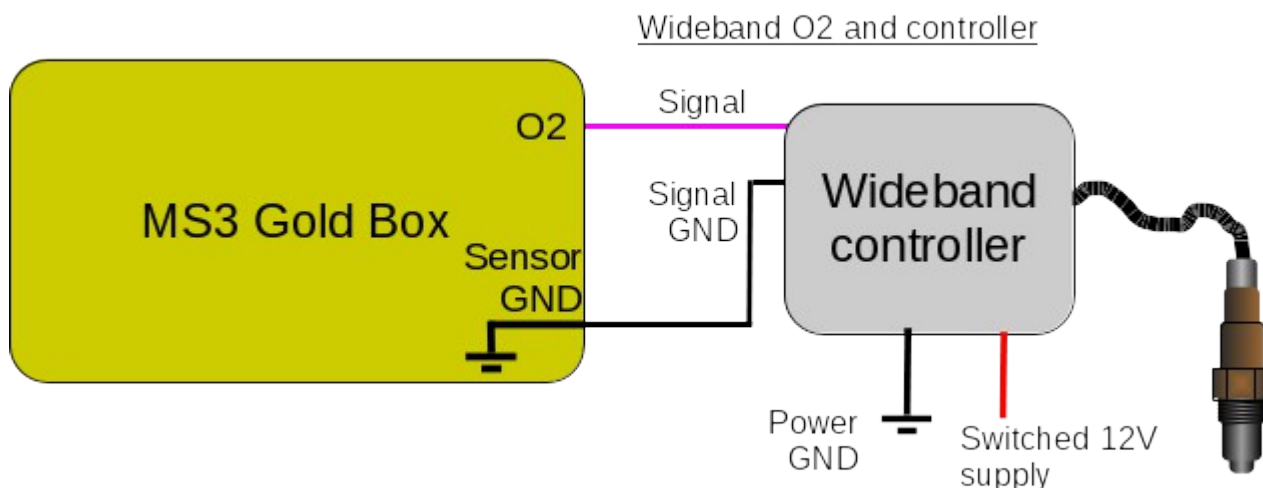
Blue = signal ground

White = O2 signal



### 3.4.6.3 Wideband sensors

These require an external controller for use with the MS3 Gold Box. Widebands are more expensive than narrowband sensors but give readings over a far wider range of exhaust mixtures. When used with a MS3 Gold Box they give you the ability to tune your engine in the rich (power) and lean (cruise) regions. Strongly recommended.



The better controllers offer a signal ground which should be connected to the MS3 Gold Box sensor ground. Other models require grounding to the engine block only. Consult the directions that came with your wideband controller.

### 3.4.7 MAF (Mass Air Flow) Sensor



Ford Lightning 6 pin MAF



Nissan Infiniti Q45 MAF

The MAF Sensor measures the actual mass air-flow into the engine. This can be used for a more accurate fueling calculation- other fueling algorithms estimate the mass air flow based on MAP, TPS, RPM, MAT.

MS3 supports voltage MAFs (most common) and frequency MAFs (such as LS1).

#### 3.4.7.1 Voltage MAF

The sensors have at least three wires: 12V supply, Ground (sensor ground return) and signal to the MS3 Gold Box.

To connect a voltage MAF to MS3 Gold Box there is a choice of two analog pins (SpareADC or MAP) on the Gray connector so long as the input port setting in TunerStudio is set to match.

##### Ford 4 pin MAF

This earlier style MAF has an oval connector.

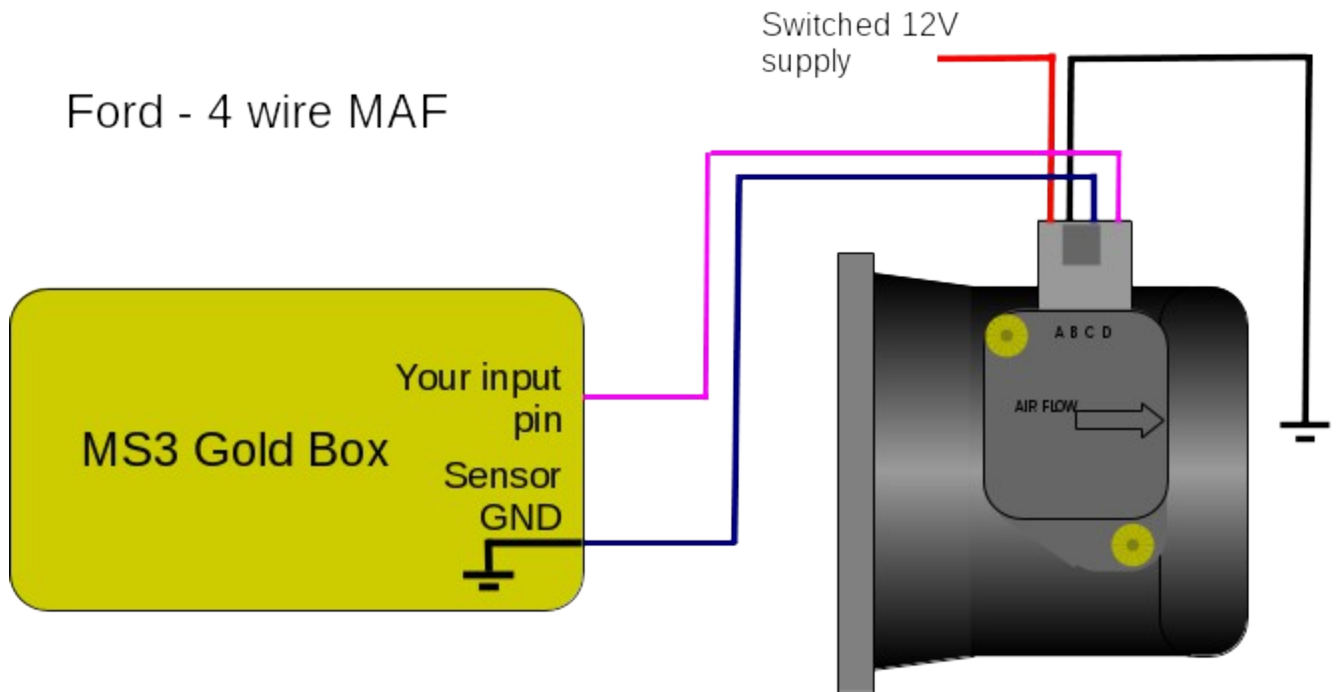
A = Switched 12 Volts Supply

B = Power Ground

C = MAF Sensor Ground

D = MAF Sensor Signal

## Ford - 4 wire MAF



## Ford 6 pin MAF

This MAF also includes an intake air temperature sensor, so an additional MAT is not required.

E = IAT Sensor Ground

A = Switched 12 volts supply

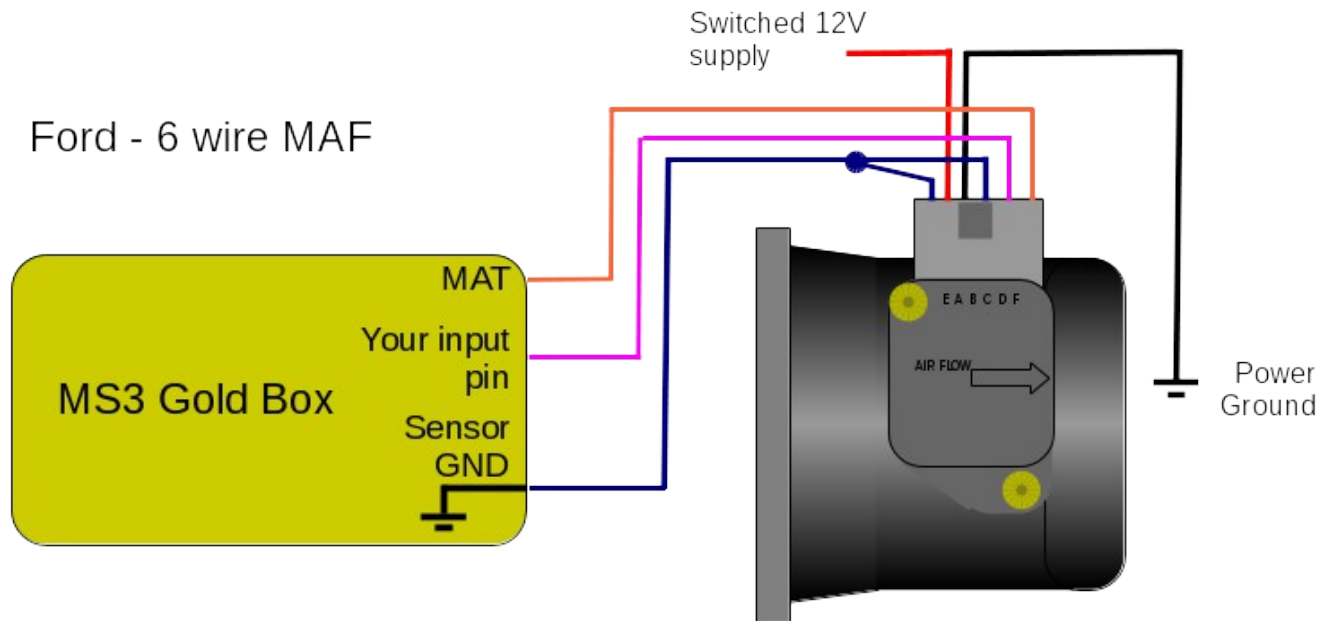
B = Power Ground

C = MAF Sensor Ground

D = MAF Sensor Signal

F = IAT Sensor Signal

### Ford - 6 wire MAF



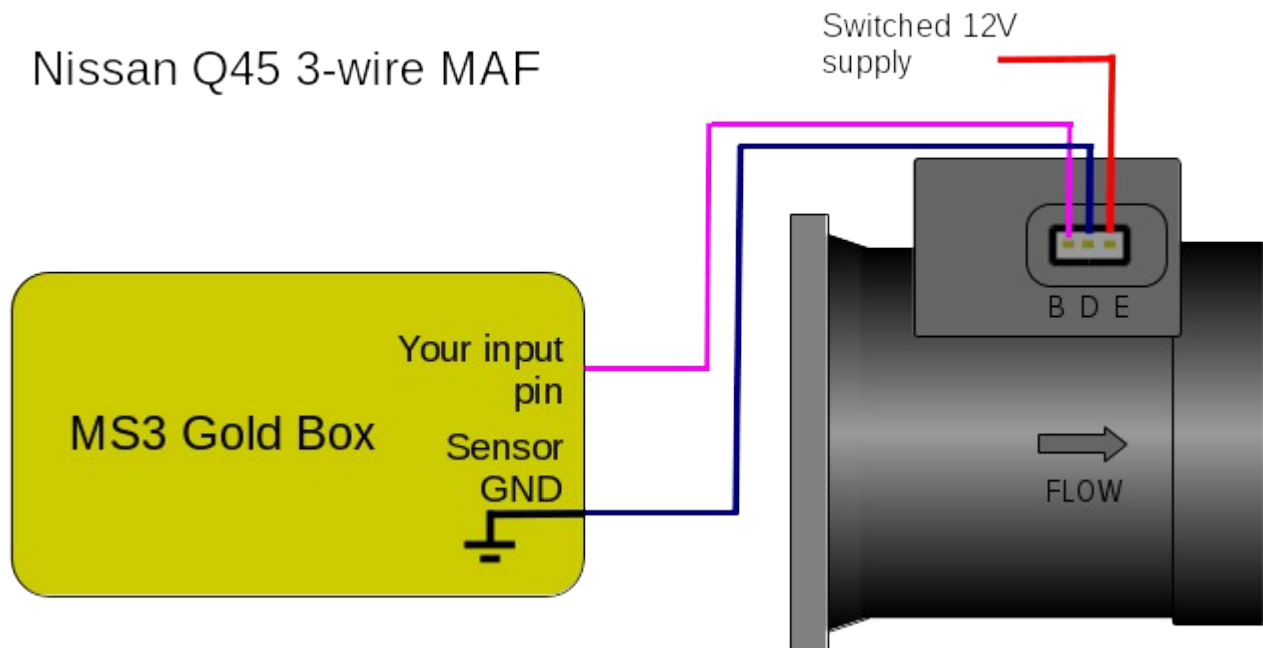
### Nissan Infiniti Q45 90mm MAF

B = MAF Sensor Signal (White)

D = Ground (Black)

E = Switched 12 volts supply (Black/white)

### Nissan Q45 3-wire MAF



#### 3.4.7.2 Frequency MAF

Many GM (USA) vehicles from 1994 onwards use an AC Delco frequency MAF. (Earlier Bosch units are voltage type.)

The frequency signal has the potential advantage of not being susceptible to any ground differences. Due to the way that the frequency is measured, the reading becomes more coarse at higher frequencies. At

10kHz the measurement has 1% accuracy, 15kHz is 1.5%. For better repeatability, it is suggested to get a larger MAF and recalibrate in preference to running above 10kHz.

The sensors have at least three wires: 12V supply, Ground (sensor ground return) and signal to the MS3 Gold Box.

To connect a frequency MAF, typically "PT4 Optional Input" on the Gray connector should be used. Set the input port setting in TunerStudio to match.

(Pin "PT5 Optional Input" is also usable.)

Sensor type	Frequency
Voltage input port	Off
Frequency input port	PT4
Low frequency(Hz)	30.0
High frequency(Hz)	5000.0

Be sure to set the minimum and maximum frequencies before altering the flow curve.

Pre-defined calibration curves are available for GM LT1, LS1, LSx MAFs.

When using the 650g/s file (~800hp) set the min/max frequencies to 1000Hz and 11500Hz

When using the 1300g/s file (~1600hp) set the min/max frequencies to 1000Hz and 14125Hz

For larger flowing MAFs a custom calibration will be required.

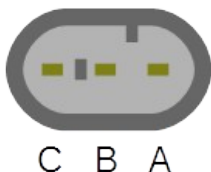
#### GM 3 wire MAF (1994-2000)

GM 3 wire MAF

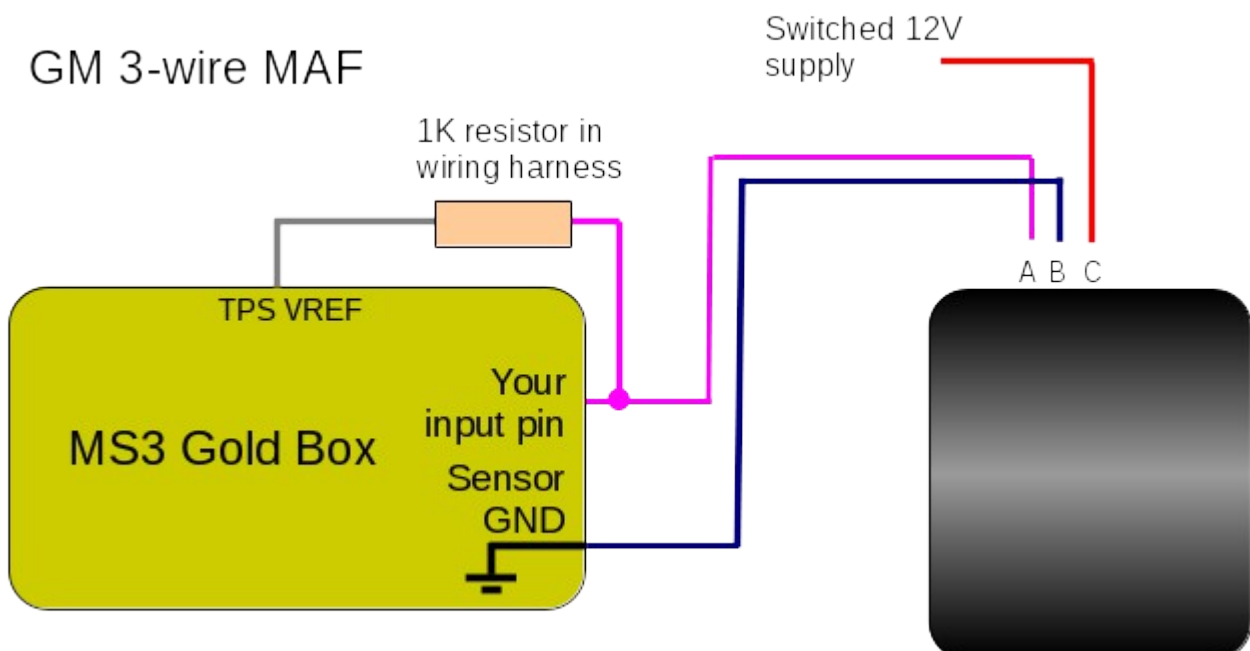
A = MAF Sensor Signal (Yellow)

B = Power Ground (Black/white)

C = Switched 12 volts supply (Pink)



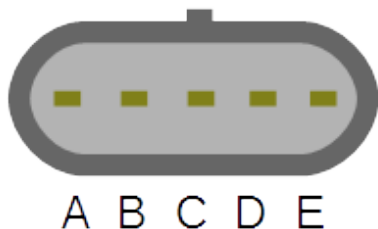
GM MAF sensors require a 1k pullup resistor to be installed between the signal output and 5V.



GM LS1 5 wire MAF (2001-2006)

This MAF also includes an intake air temperature sensor, so an additional MAT is not required.

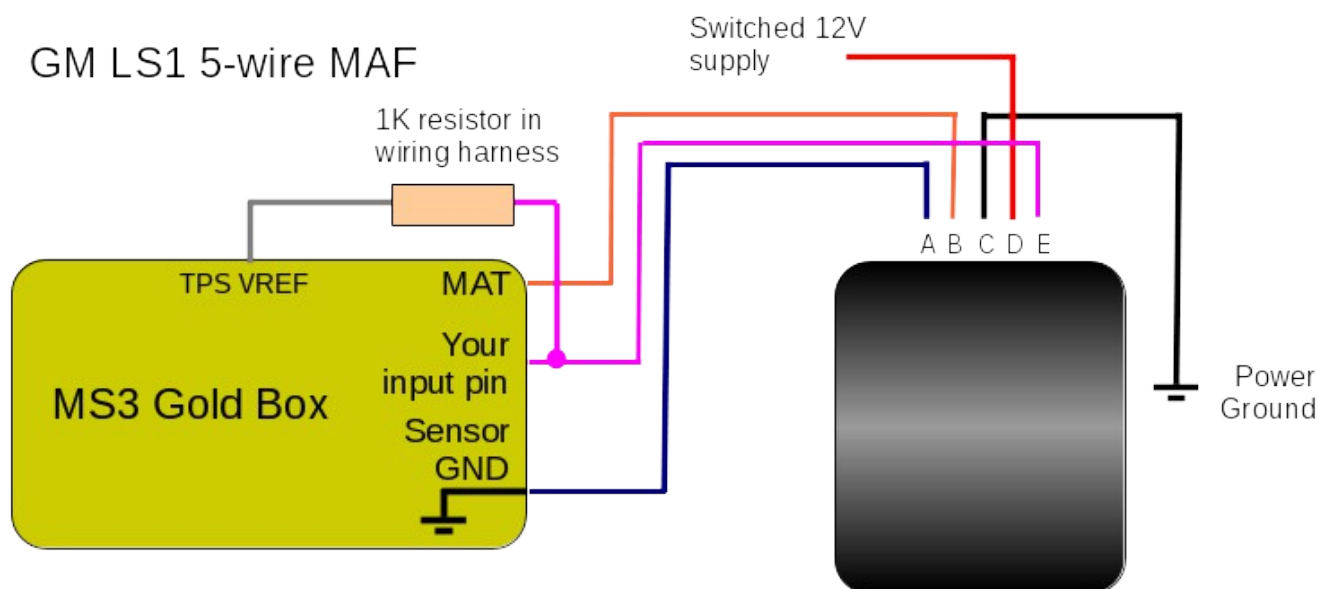
## GM LS1 5 wire MAF



Pinout is provided for reference only – double check your application.  
LS3/LS7 believed to be different.

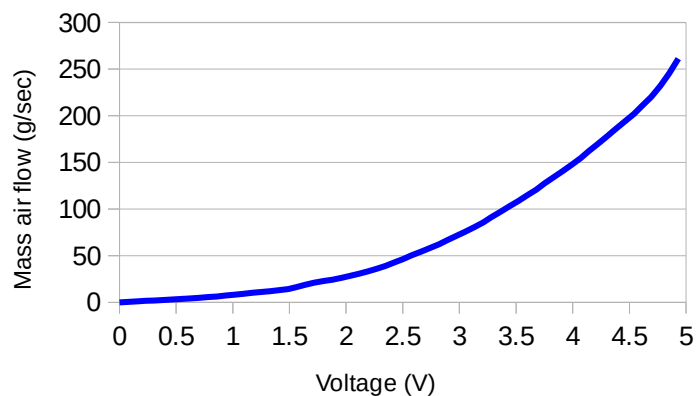
- A = IAT Sensor Ground
- B = IAT Output Signal
- C = Power Ground
- D = Switched 12 volts supply
- E = MAF Sensor Signal

## GM LS1 5-wire MAF

**3.4.7.3 MAF flow curve**

The flow response of MAF sensors is non-linear and uses a calibration tuning curve in the MS3 Gold Box to convert the input signal into a grammes/second flow rate number.

## MAF sensor response (Ford V8)

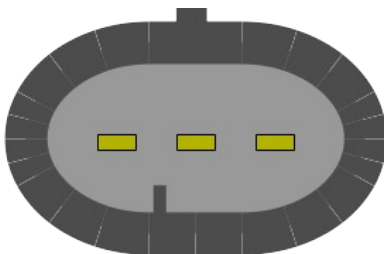


### 3.4.8 Flex / Switch input



The Flex fuel (or fuel composition) sensor detects the percentage of ethanol within the fuel passing through it. This can be used by the MS3 Gold Box to automatically adjust fuel and spark to allow for the change in fuel. Higher ethanol blends require more pulsewidth and additional spark advance.

The GM sensor (shown) uses barbed pipes, the Ford sensor uses screw in fittings.



GND 12V Signal

Looking into sensor connector from left.

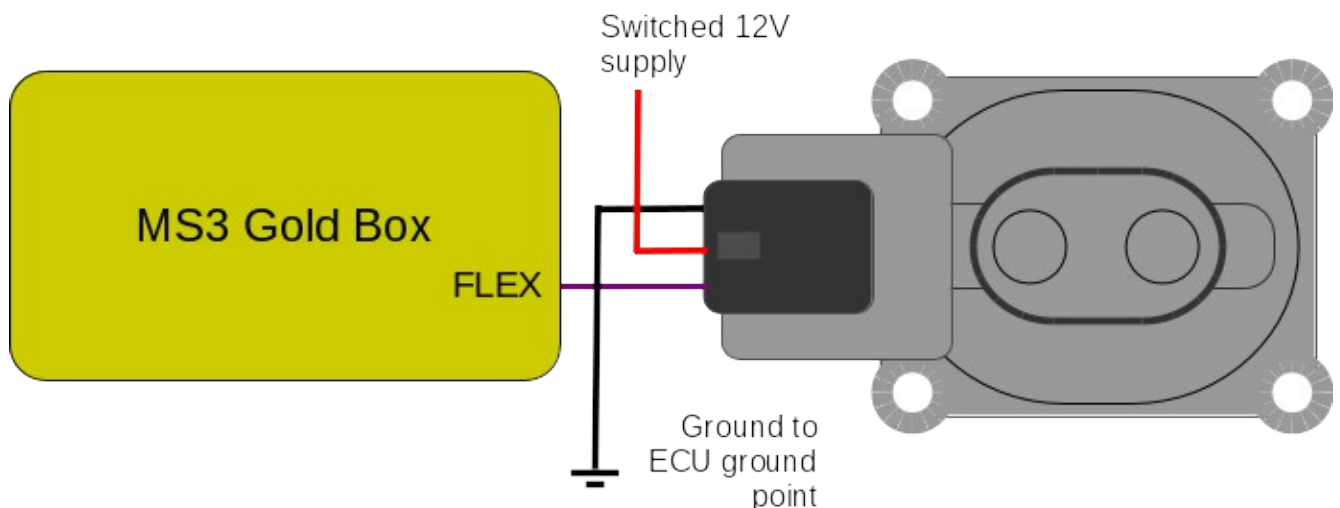
Ground (GM = white, Ford = Black)

+12 Volt supply (GM/Ford = pink)

Output signal, (GM = purple, Ford = white)

GM and Ford appear to use the same sensor but the letters on the connector may be different.

To connect a Flex Fuel sensor, typically the 'FLEX' pin will be used so long as the input port setting in TunerStudio is set to match.

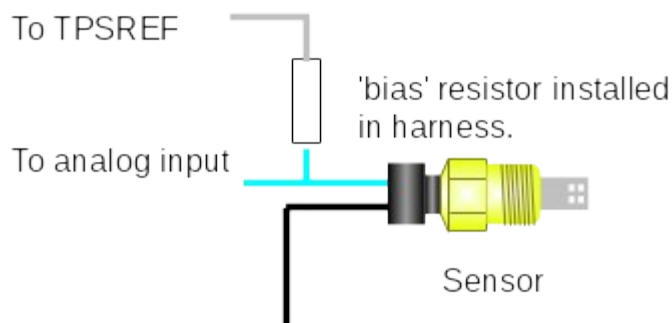


### 3.4.9 Spare Analog (ADC) inputs

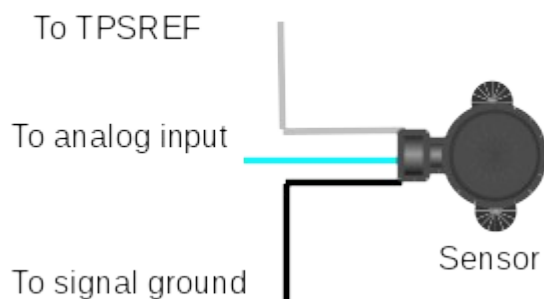
The gray connector has two 'spare' 0-5V analogue inputs: "SpareADC" and "O2 Bank 2". The Generic Sensors system should be used to translate the raw ADC value into useful temperature or pressure numbers.

Analogue options: MAF, 2nd O2 sensor, Baro sensor, temperature sensor, pressure sensor, potentiometer.

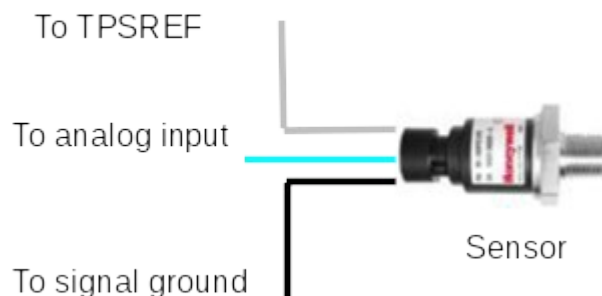
#### Temperature sensor input



#### Potentiometer type sensor



#### 5V pressure sensor input

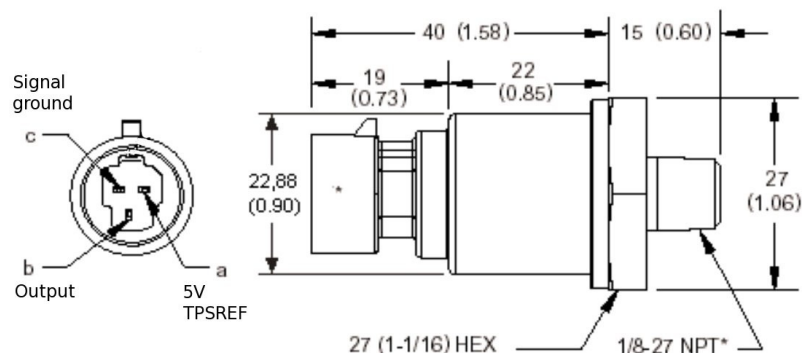


#### Typical pressure sensor



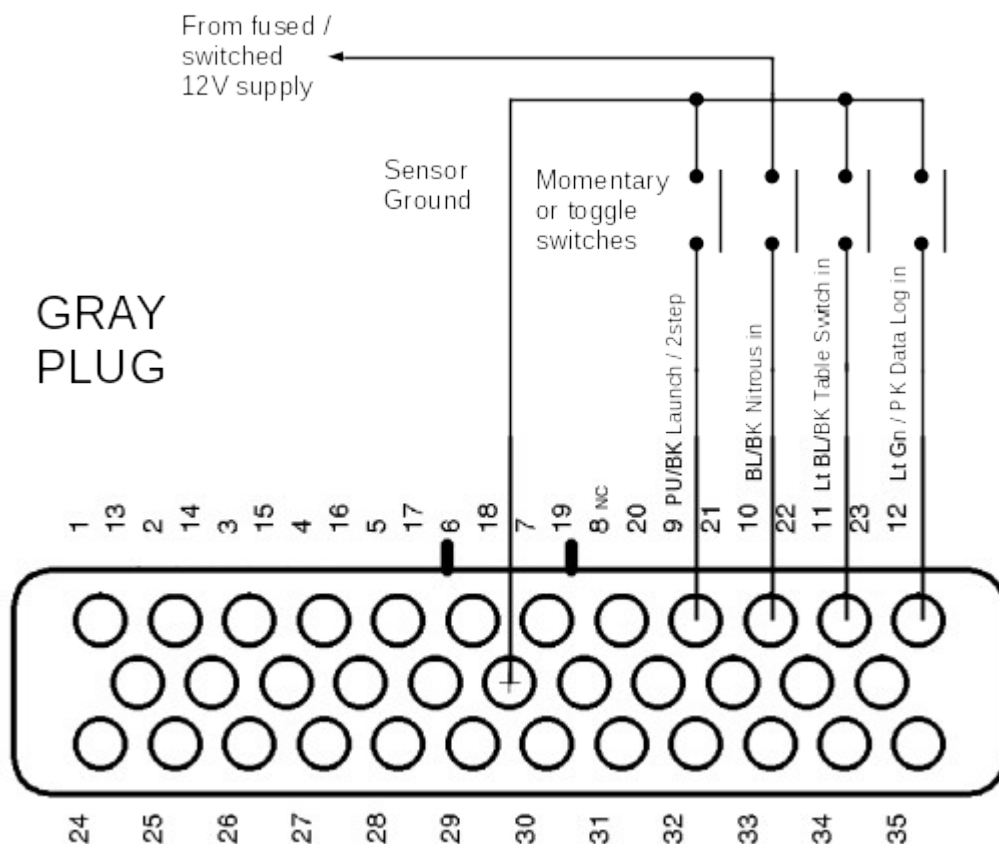


This is a pressure sensor from Honeywell with a 1/8"NPT thread and a plug the same as GM TPS plugs. The sensor takes a 5V supply (from TPS REF), signal ground at the MS3 Gold Box and gives a 0-5V output (actually 0.5 to 4.5V).



### 3.4.10 Switch inputs

The gray connector has three 'spare' ground switch inputs: Tableswitch in, Datalog in, Launch in (2 step) and one +12V switch input: Nitrous in.



These inputs are used to activate various features. See the specific feature for information on how to configure the inputs.

### 3.4.11 'BOOT' jumper

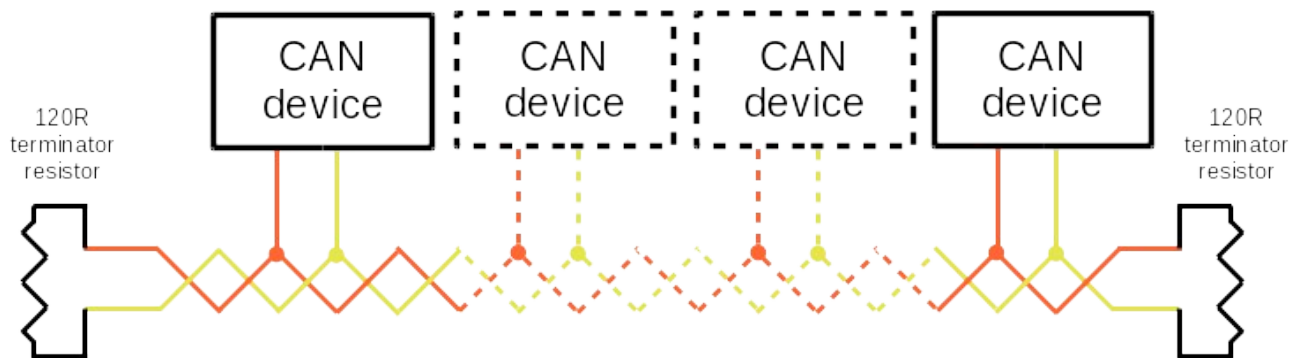
The BOOT jumper on the internal circuit board is shorted (with a shunt) to force the MS3 Gold Box into "bootloader" monitor mode. This is only typically needed in the unusual case where the firmware has become corrupted (e.g. an ignition spike got into the wiring harness) and the normal firmware loading will not function.

### 3.4.12 CAN comms

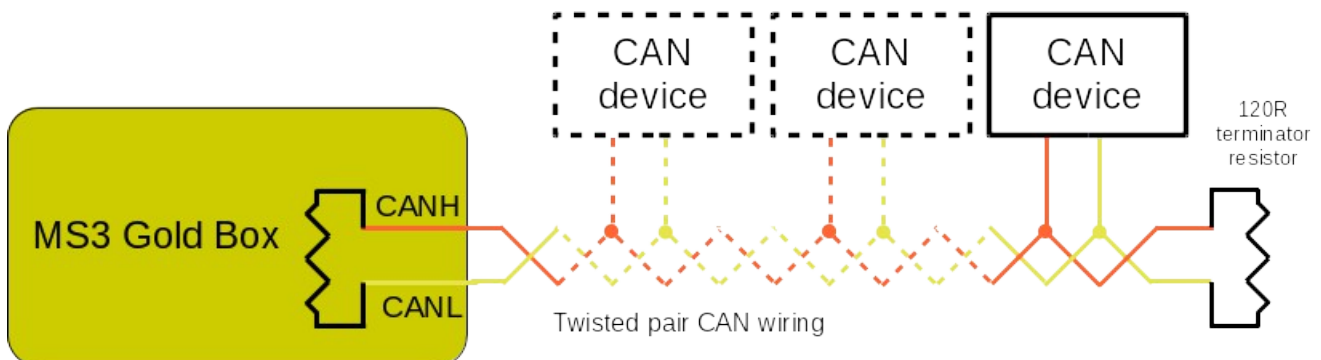
The CANH/L wires are used to connect to add-on units such as transmission control, CANEGT interfaces, data capture or compatible dashboards.

The MS3 Gold Box includes a terminating resistor.

In general, CAN forms a bus network with a 120R terminator at each end and devices wired as short 'drops' off the network.



The MS3 Gold Box includes a terminating resistor internally, so no additional resistor is required at that end.



### 3.4.13 Knock sensor

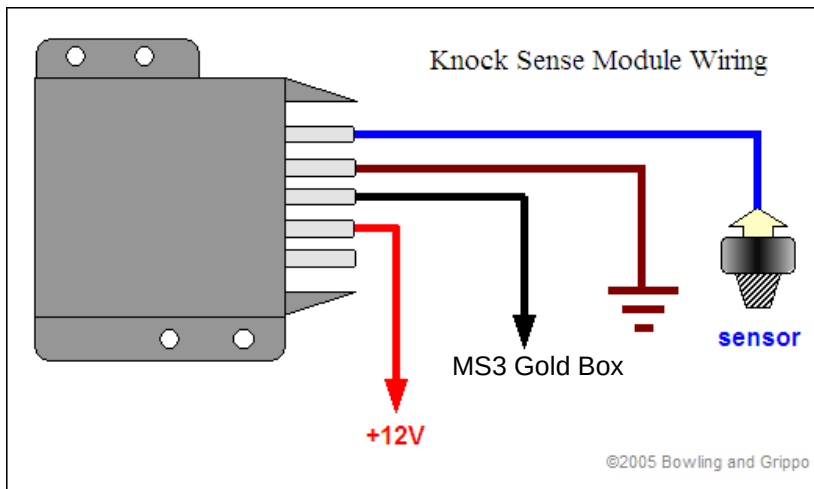
MS3 Gold Box supports knock sensing with an internal or external interface to the knock sensor. The "Internal" mode is recommended.



Knock sensors

Three configurations are available - on/off, analogue or internal

The **on/off mode** can be used with a GM ESC module (16022621, 16052401)



The connection to the MS3 Gold Box is to one of the "Switch" inputs such as "Table Switch In", "Data Log In", "Launch In". Ensure that the input port setting in TunerStudio is set to match.

In the **analogue mode**, 0-5V signal is fed into a spare analog input such as SPAREADC.

In the **internal mode**, the internal configurable knock sensing circuit is used. This gives superior knock-sensing control with software control. It allows per-cylinder detection and tuning to specific engine bores size.

Knock sensors are wired to "Knock 1" and "Knock 2" on the gray connector. For two wire sensors such as the Bosch sensor, connect the second wire of each sensor to Sensor Ground.

### 3.4.14 PT4, PT5 inputs / outputs

PT4 and PT5 can be used as a low current 0-5V logic outputs, 0-5V logic inputs or for differential AC VR sensor inputs (new with version 1.2.)

The configuration of the PT4/5 inputs is factory set during manufacture. If required, any pullup resistors etc. will need to be installed in the wiring harness.

In settings, PT5 is referred to as "JS10"

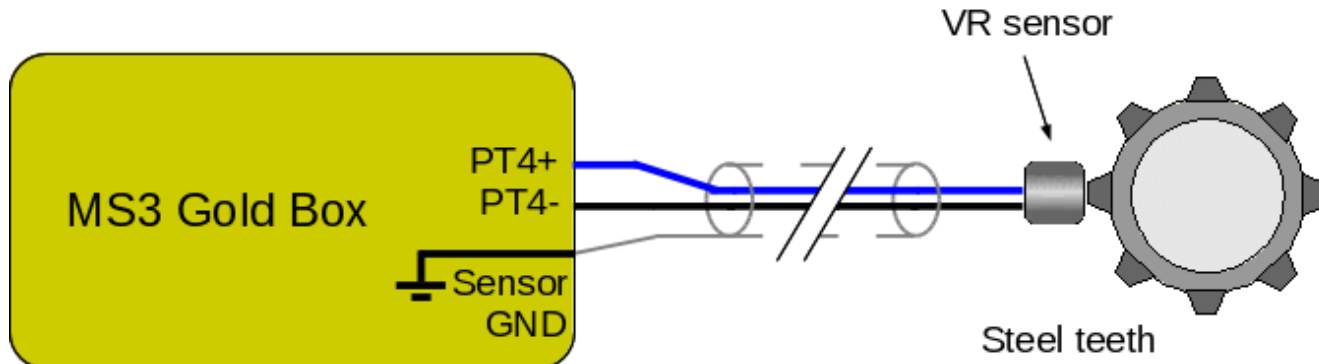
### 3.4.15 Speed sensor inputs

The speed sensors system expects to receive a 0-5V pulsed signal internally at the processor.

The switch inputs 'Datalog in', 'Tables switch in', 'Launch in' can be used for low frequency signals from a hall/gear-tooth sensor e.g. picking up from the rear or wheel studs.

High tooth count sensors such as ABS rings will create too high a frequency for these inputs. The PT4 or PT5 inputs can accommodate a high frequency input signal. (Subject to ordering option.)

When configured for a differential VR input, the PT4+ and PT4- inputs can be wired to a VR sensor such as a wheel-speed sensor as follows:



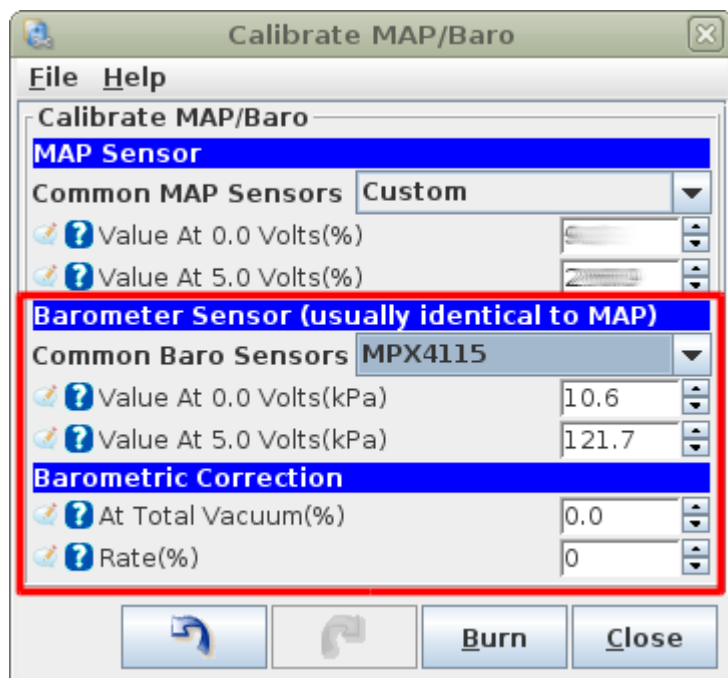
The same applies to PT5+, PT5- for a second VR sensor input. PT5 is referred to as JS10 in software.

### 3.4.16 Barometer sensor

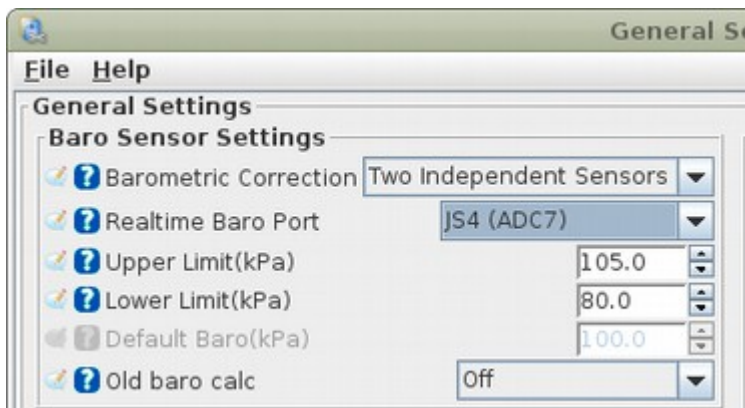
The ECU includes an internal barometer sensor for use with barometric correction (tune adjustment for altitude.)

Ensure the following settings are made.

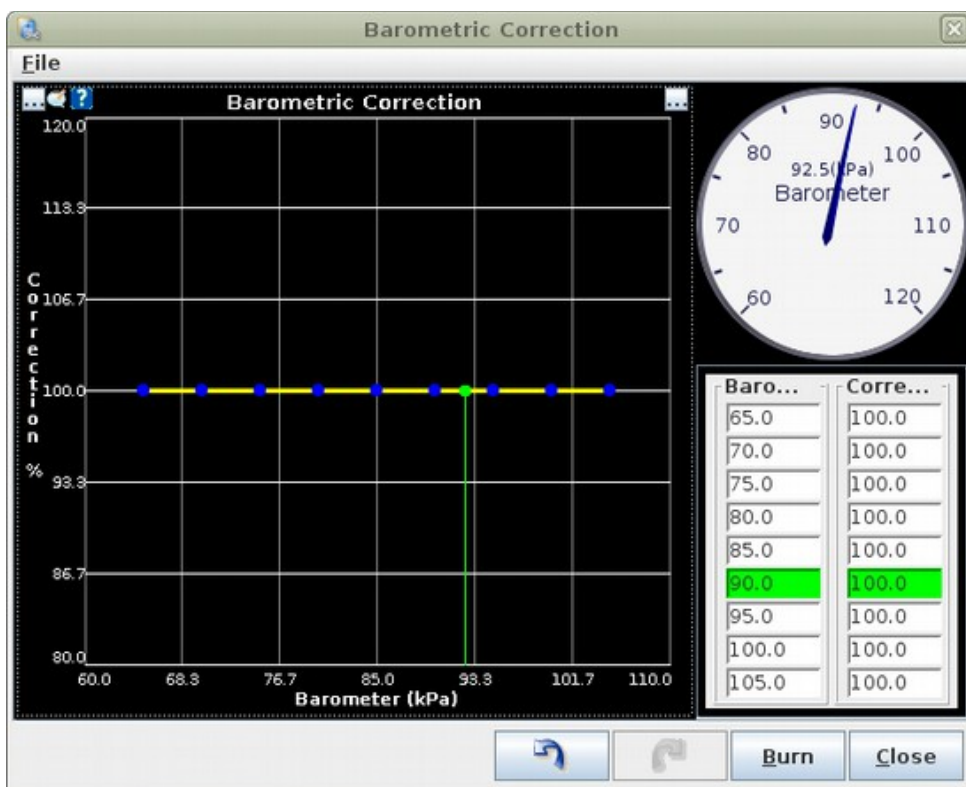
On **Tools -> Calibrate MAP/Baro**



On **Basic/Load Settings -> General Settings**



The barometric correction can now be tuned using the **Basic/Load Settings -> Barometric Correction** curve.



## 3.5 Outputs

### 3.5.1 Fuel Injector outputs



The MS3 Gold Box has up to ten injector outputs. These can supply up to 5A maximum each. Typically one hi-z

injector is used per channel. Injector resistors or an external peak&hold box are required for low-z injectors. Fuel injectors are covered in more detail in section 4.

### 3.5.2 Ignition outputs

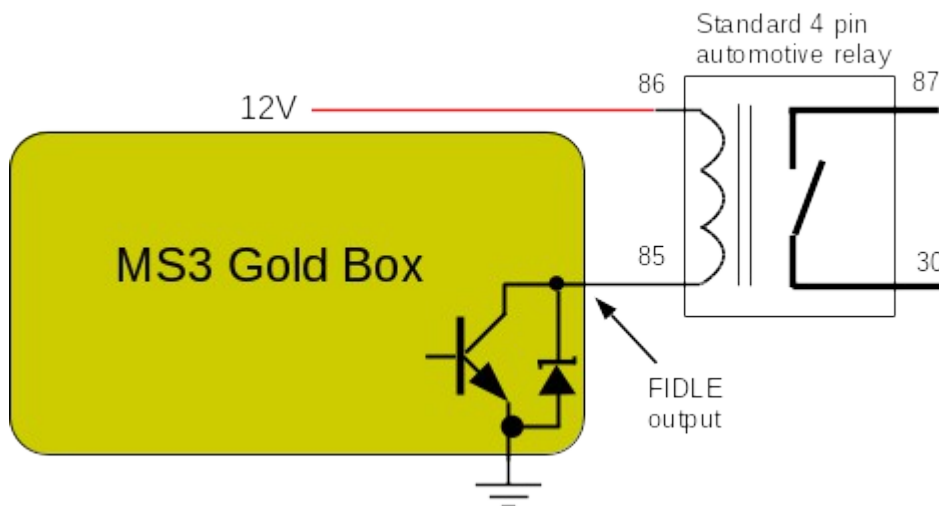


The MS3 Gold Box has up to ten 0-5V logic ignition outputs.

Ignition outputs and the ignition system are covered in more detail in section 5.

### 3.5.3 Fuel pump output

The Fuel Pump output is low current low-side output used to drive a relay that switches the high current fuel pump. The coils and injectors should also take power from this relay so that when the engine is shutdown or stalls these are positively disconnected from power.



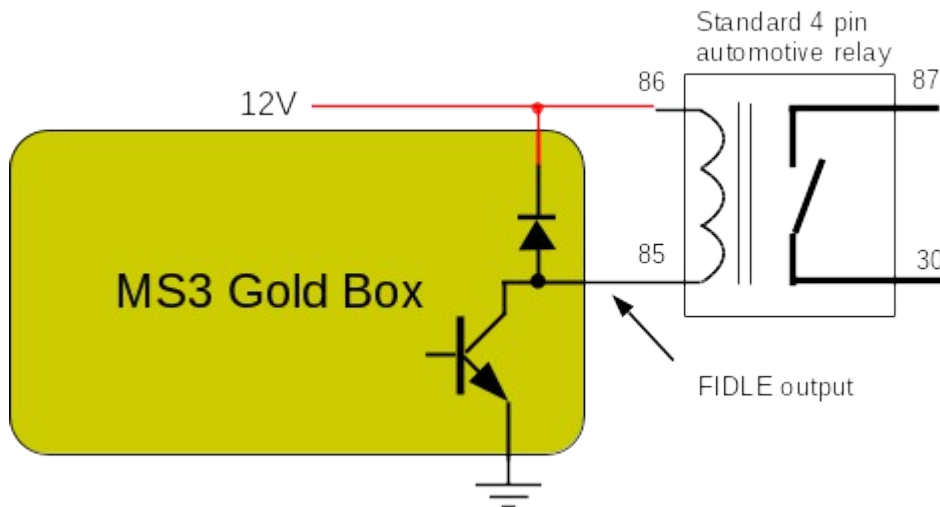
### 3.5.4 Idle valve

An idle valve is used to allow additional air into the engine, bypassing the throttle plate. This works similarly to the part of the choke mechanism on a carburettor and raises idle speed during warmup. Additionally it can be used for "closed-loop idle" to maintain a steady idle RPM under varying engine loads (lights on vs. off etc.)

As standard, the MS3 Gold Box supports on/off type valves and stepper idle motors. Servo type idle valves are not currently supported.

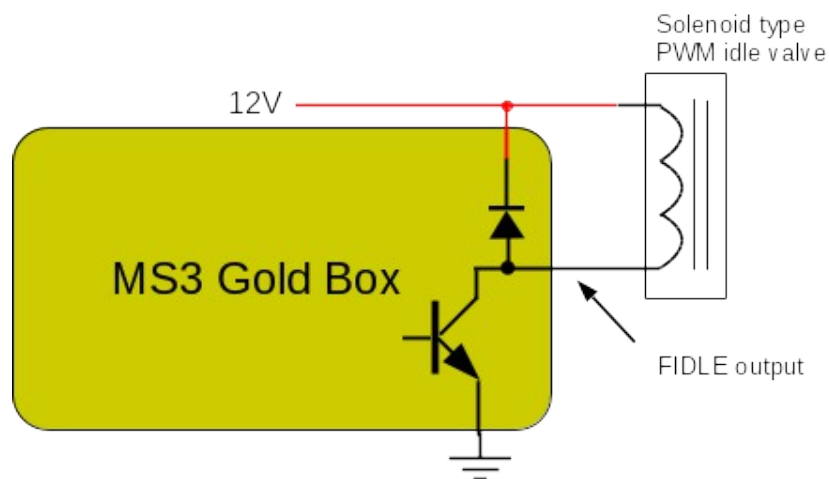
#### 3.5.4.1 On/Off Idle Valve

Some early EFI vehicles used a simple on/off idle valve. These can be driven with a relay.



### 3.5.4.2 2-wire PWM idle valve

2-wire PWM idle valves are used by Ford, VW, Volvo and many others.



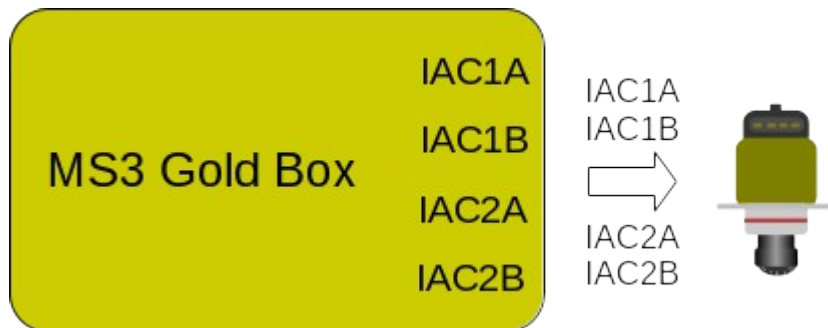
The 12V supply for the idle valve must be a fused switched supply - ideally from the fuel pump relay. It must never be supplied power when the MS3 Gold Box is off.

### 3.5.4.3 4-wire or 6-wire stepper idle valve



4-wire stepper idle valves are common on many GM vehicles.

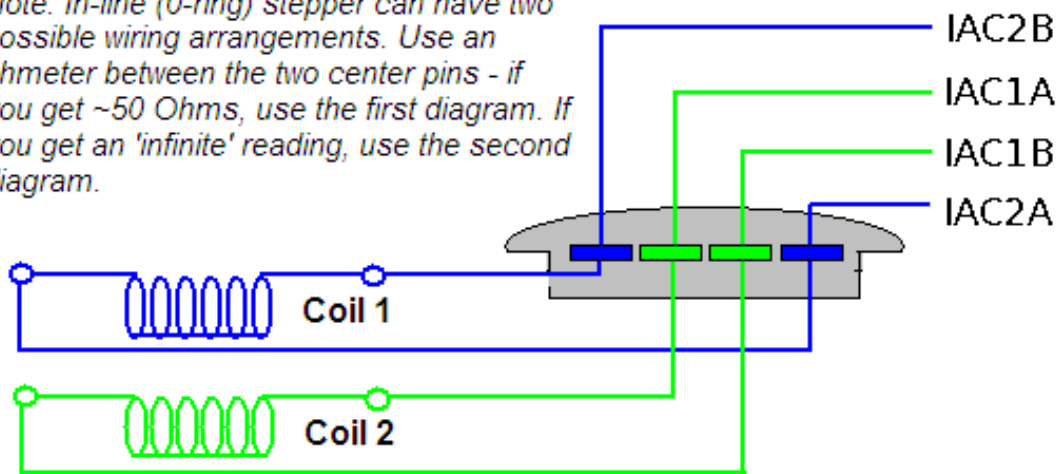




The 4-wire stepper motors commonly used by GM are "bi-polar" type.

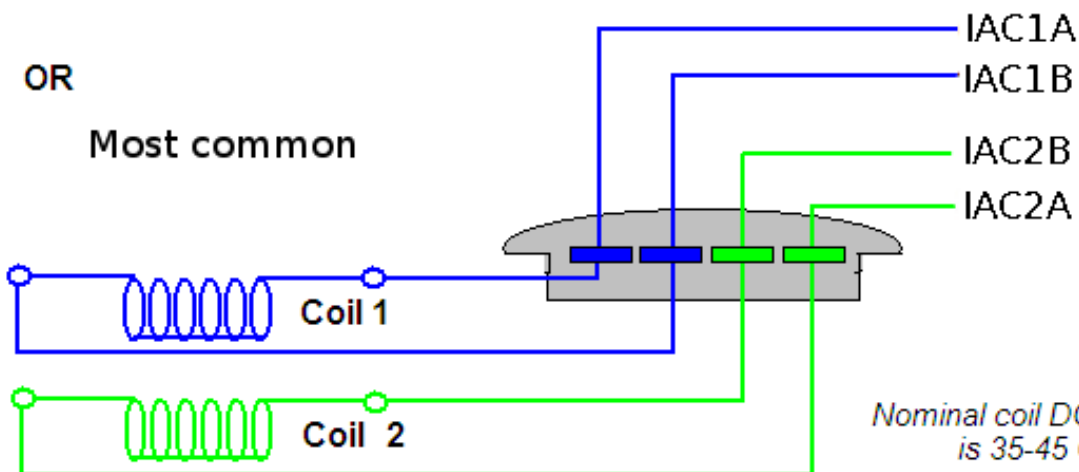
### IAC Wiring Diagrams

*Note: In-line (0-ring) stepper can have two possible wiring arrangements. Use an ohmmeter between the two center pins - if you get ~50 Ohms, use the first diagram. If you get an 'infinite' reading, use the second diagram.*



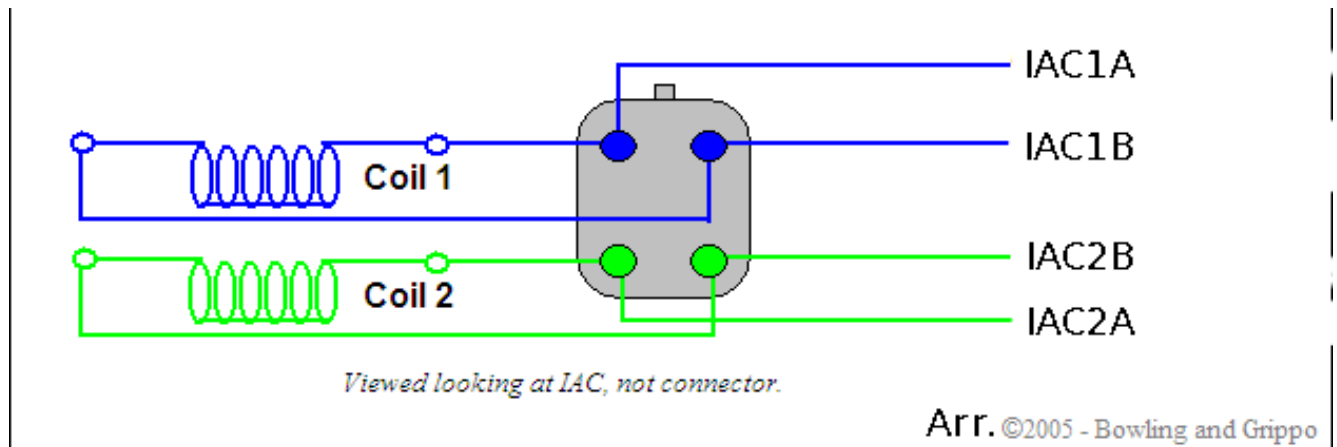
OR

Most common



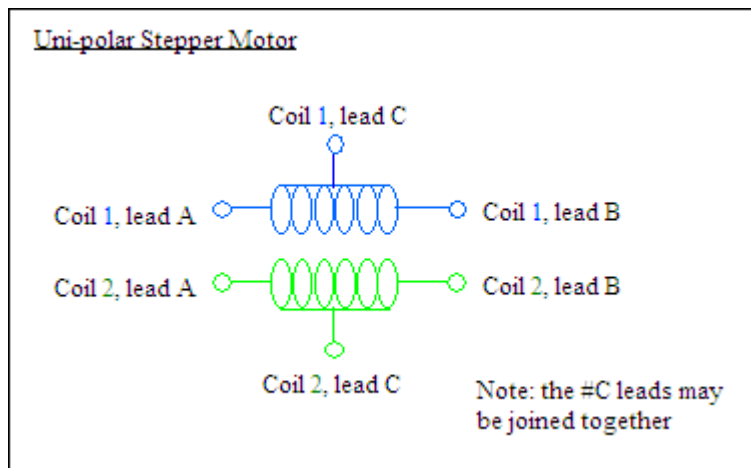
*Nominal coil DC resistance is 35-45 Ohms*





Other manufacturers use 5- or 6-wire steppers which are uni-polar.

These are usually wired as shown in the schematic below, with a center tap on each of two windings. In use, the center taps of the windings are typically wired to the 12V supply, and the two ends of each winding are alternately grounded to reverse the direction of the field provided by that winding.



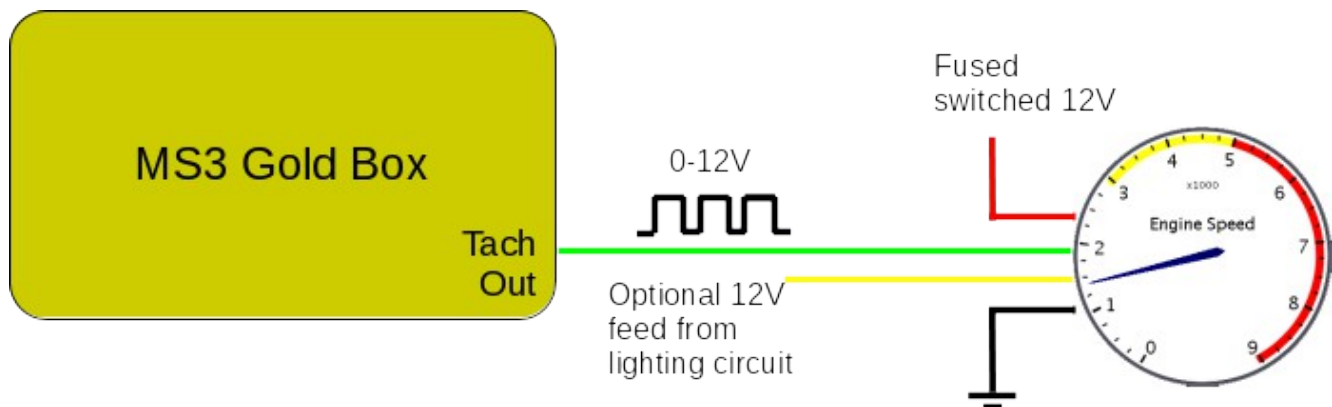
#### 3.5.4.4 3-wire PWM idle valve

3-wire PWM idle valves are fairly common from Bosch. The first coil on the idle valve is connected to FIdle' and the other coil is connected to one of the other mid-current outputs. e.g. Boost, Nitrous etc.

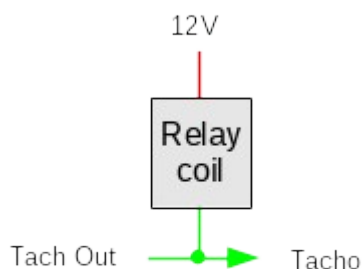
### 3.5.5 Tacho output

The "Tach Out" wire on the gray connector provides a 0-12V signal that is suitable for most aftermarket tachometers.

Some older tachometers expect the high-current "spike" from the ignition coil and may not work directly with a 0-12V signal.



High-voltage tachometers may require the addition of a relay coil to generate the voltage "spike" they require. It is suggested that the mechanism inside the relay is removed or it will buzz loudly!

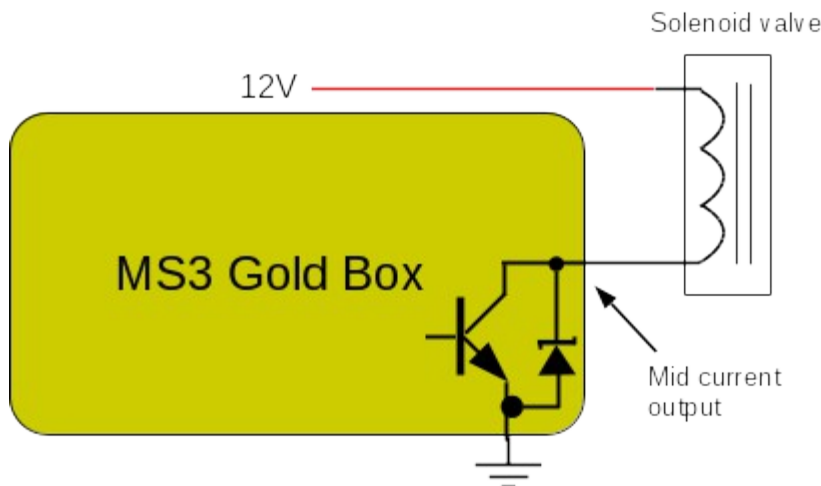


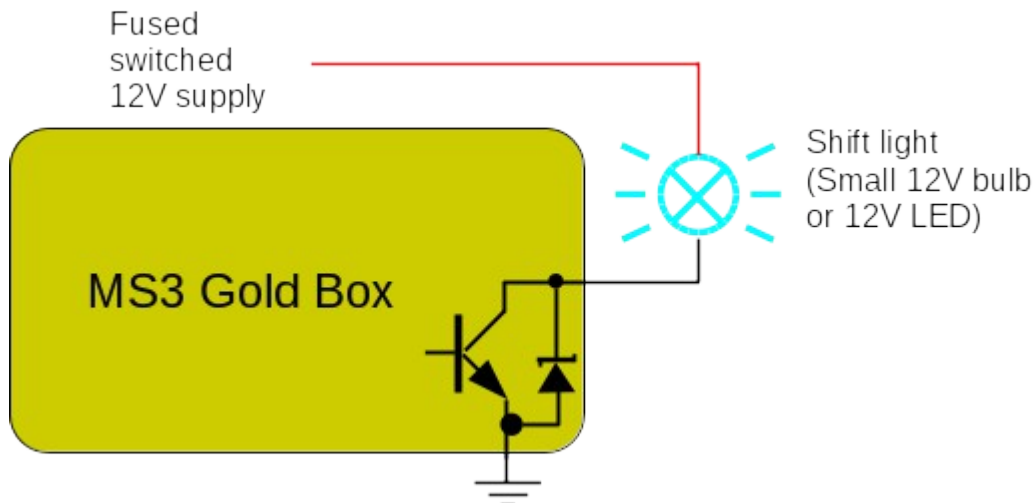
Circuit for high voltage tacho.

### 3.5.6 Mid current PWM / relay or lamp output

The black connector has six mid-current outputs that can be used for boost solenoids, relays or small lamps. The 12V feed for the relays, solenoids etc. must turn off when the MS3 Gold Box is turned off, so take it from the Main Relay or Fuel Pump Relay - otherwise you may backfeed the MS3 Gold Box.

All outputs are low-side ground-switching.





The outputs are called:

- Boost (Boost Valve)
- FIDLE (F-Idle)
- Nitrous (Nitrous Out)
- Nitrous 2 (Nitrous Out 2)
- VVT
- Tacho (Tach Out)
- Idle (Fan)

### 3.5.7 Alternator control wiring

The software settings for alternator control are covered in the TunerStudio reference manual.

Traditional alternators had their voltage maintained by the regulator which was either internal or external. In recent years there has been a move to use computer controlled alternators where the engine ECU controls the operation to optimise battery life and gain a little fuel economy.

Different OEMs use different control methods for their alternators. Some OEMs send a signal to the alternator demanding a particular voltage, others have the control function within the ECU itself.

The "Warning Lamp Output" is optional - use a spare mid-current output to drive a dash bulb. Typical wiring is shown in section 3.5.6.

You GoldBox ECU will be supplied internally configured for one alternator type - check your invoice or build-sheet.

#### 3.5.7.1 Miata alternators

1999 and up alternators use a form of ECU control. The ECU monitors system voltage and regulates the field at 20kHz.



P = 0-5V switching input to control the field

D = fault feedback (untested)

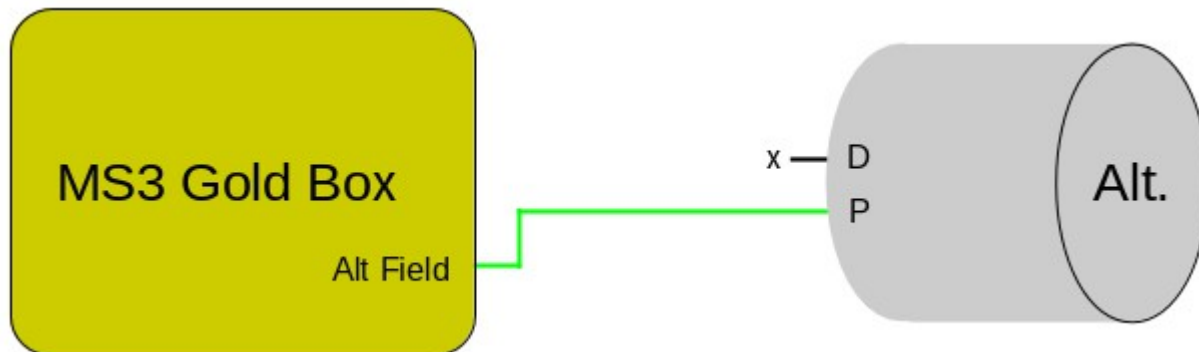
### Settings

Control Mode: High speed feedback field control

Control Output: JS11

Output Polarity: Inverted

A warning lamp may be configured.

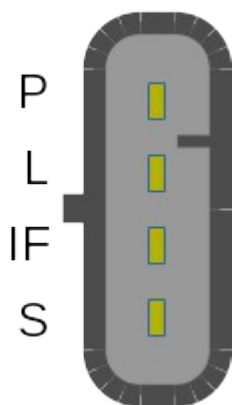


As a recap:

- when mid-current (relay) outputs are used, the "inverted" output setting is required.
- when digital 0-5V outputs are used, the "normal" output setting is required.

### 3.5.7.2 Chevrolet 4-wire alternators

**CS series alternators** (four pin) were used from the late 1990s to mid 2000s on V8 applications.



P = Phase.

Used as an engine speed output on some diesel engines.

L = Lamp.

Used as an input to enable the alternator and also as an output to indicate fault conditions.

I/F = Ignition or Field.

Ignition is a 12V feed to the alternator to enable it. (Untested.)

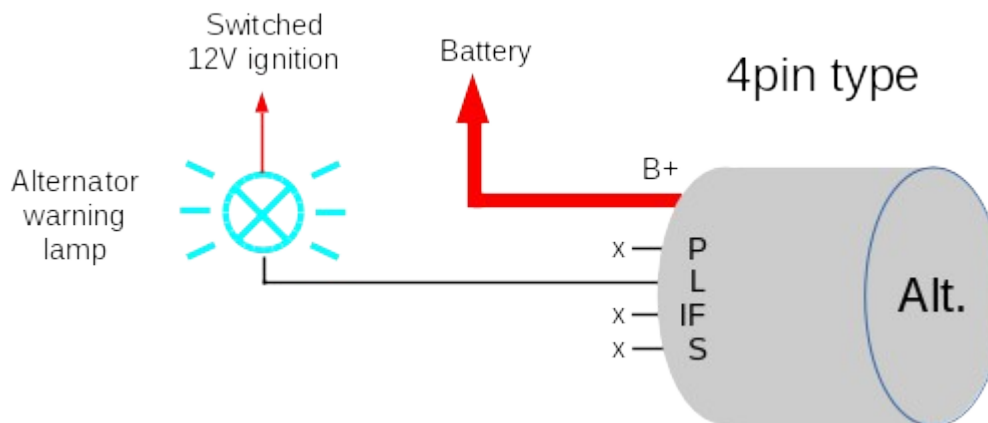
Field is a variable duty output to indicate the load on the alternator.

S = Sense.

Optionally used to monitor system voltage at a point away from the alternator, such as the fuse box.

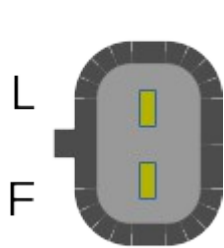
#### Simple installation

The simplest installation is to use a traditional alternator lamp on the dash. Connect one side to the "L" terminal and the other side to switched ignition 12V. A 470R resistor can be used instead of the lamp.



### 3.5.7.3 Chevrolet 2-wire alternators

**RVC (remote voltage control) series alternators** (two pin) have been used since the mid 2000s on many applications including Chevrolet/Daewoo vehicles.



L = Lamp.

Used as an input to control the alternator voltage and also as an output to indicate fault conditions.

F = Field.

Field is a variable duty output to indicate the load on the alternator.

These alternators have true ECU control with a 128Hz 0-5V PWM signal to the "L" terminal. When the alternator is off or in fault conditions, the alternator pulls "L" to ground through a ~390R resistor.

The "F" terminal can be used to monitor alternator load.

#### ECU voltage control

This requires that the required 0-5V PWM signal be generated and sent to the alternator "L" terminal. The diagram shows the ALT\_FIELD output with a pullup resistor to 5V.

#### **Settings**

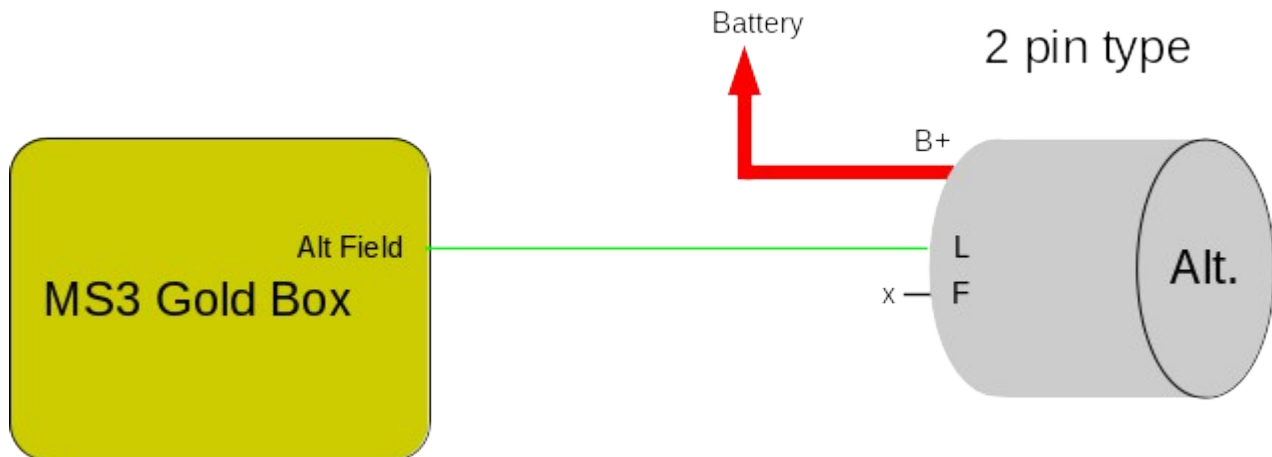
Control Mode: Open-loop duty

Control Output: high or mid current output of your choice to match your wiring

Output Polarity: Inverted

Frequency: 125Hz

A warning lamp may be configured.



### **ECU voltage control with load monitoring**

This requires that the required 0-5V PWM signal be generated and sent to the alternator "L" terminal. The diagram shows the ALT\_FIELD output with a pullup resistor to 5V.

The monitor input allows the load on the alternator to be observed. A frequency input is required e.g. PT5 (JS10) or PT4.

### **Settings**

Control Mode: Open-loop duty

Control Output: high or mid current output of your choice to match your wiring

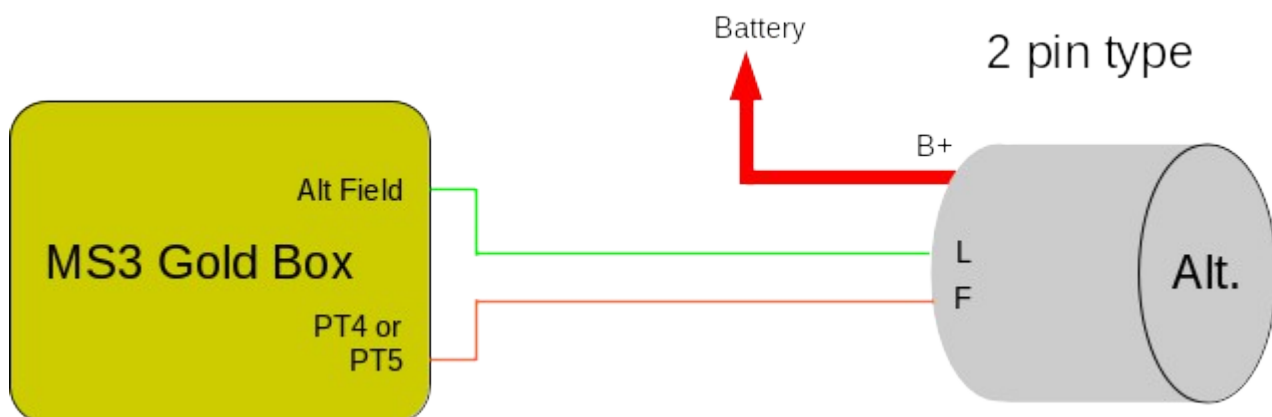
Output Polarity: Inverted

Frequency: 128Hz

A warning lamp may be configured.

Load Monitor Input: JS10 (PT5) or PT4

Capture Polarity: Inverted



As a recap:

- when mid-current / alt\_field outputs are used, the "inverted" output setting is required.
- when digital 0-5V outputs are used, the "normal" output setting is required.

### 3.5.7.4 Other computer controlled alternators

Other vehicle manufacturers may use their own specific control system, consult your vehicle workshop manual or supplier for information.

### 3.5.7.5 Other alternators

Most alternators are not computer controlled and should be connected as per the original wiring scheme.

Possible pin names:

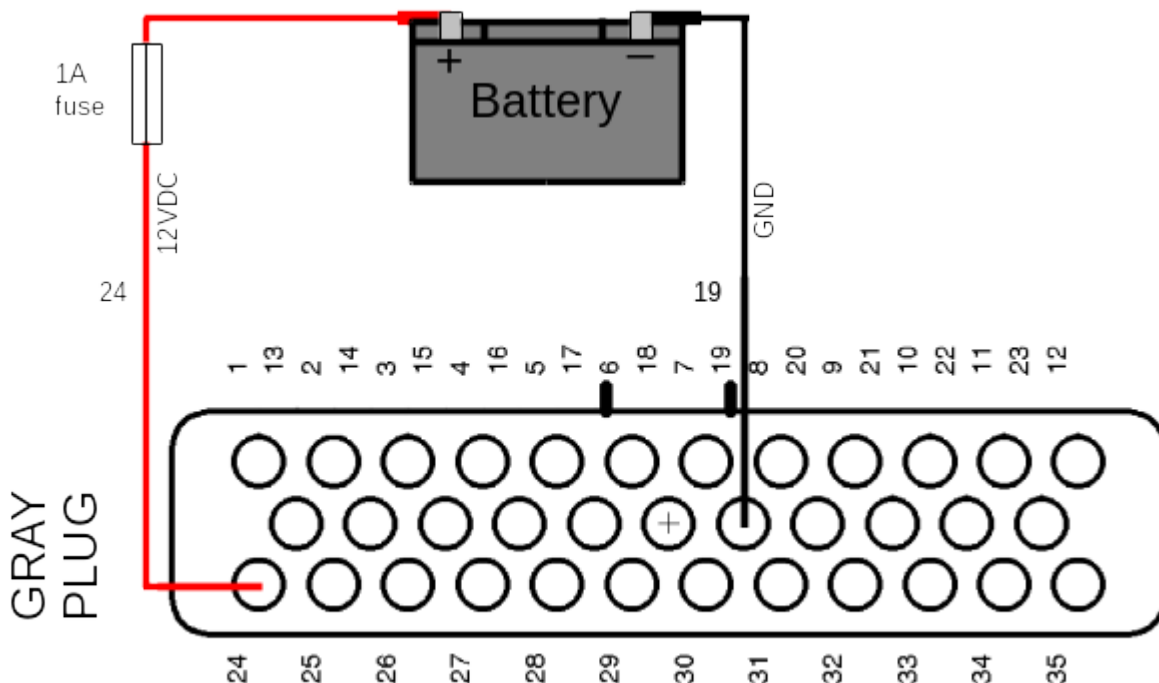
- B+ = main battery connection.
- IG = ignition feed to alternator, usually permanent.
- L = dash indicator lamp connection.

## 3.6 Bench test wiring

Before installing on your engine, it can be useful to install the MS3 Gold Box on the bench to become familiar with the tuning software.

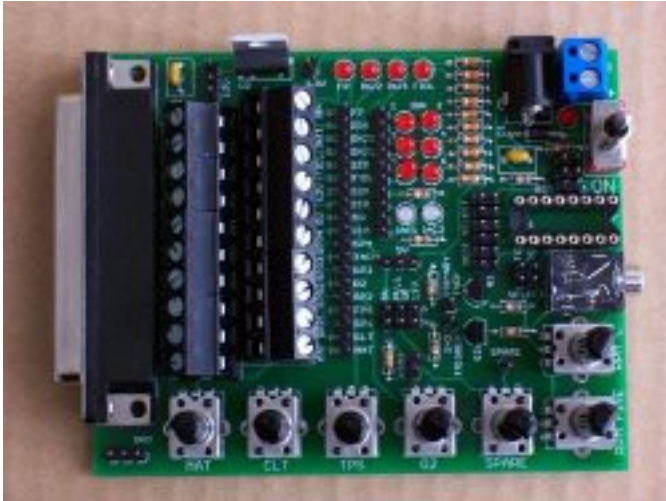
### 3.6.1 Minimal connection

The bare minimum for testing is a fused 12V supply, ground and the serial connection to your tuning computer.



### 3.6.2 JimStim connection

For more extensive testing, the JimStim can be used to simulate many of the engine sensors. This has a set of screw terminals that can be wired to the loose ends of your harness connector. Make sure that the JimStim does not touch anything conductive as it is uninsulated.





## 4: Fuel System



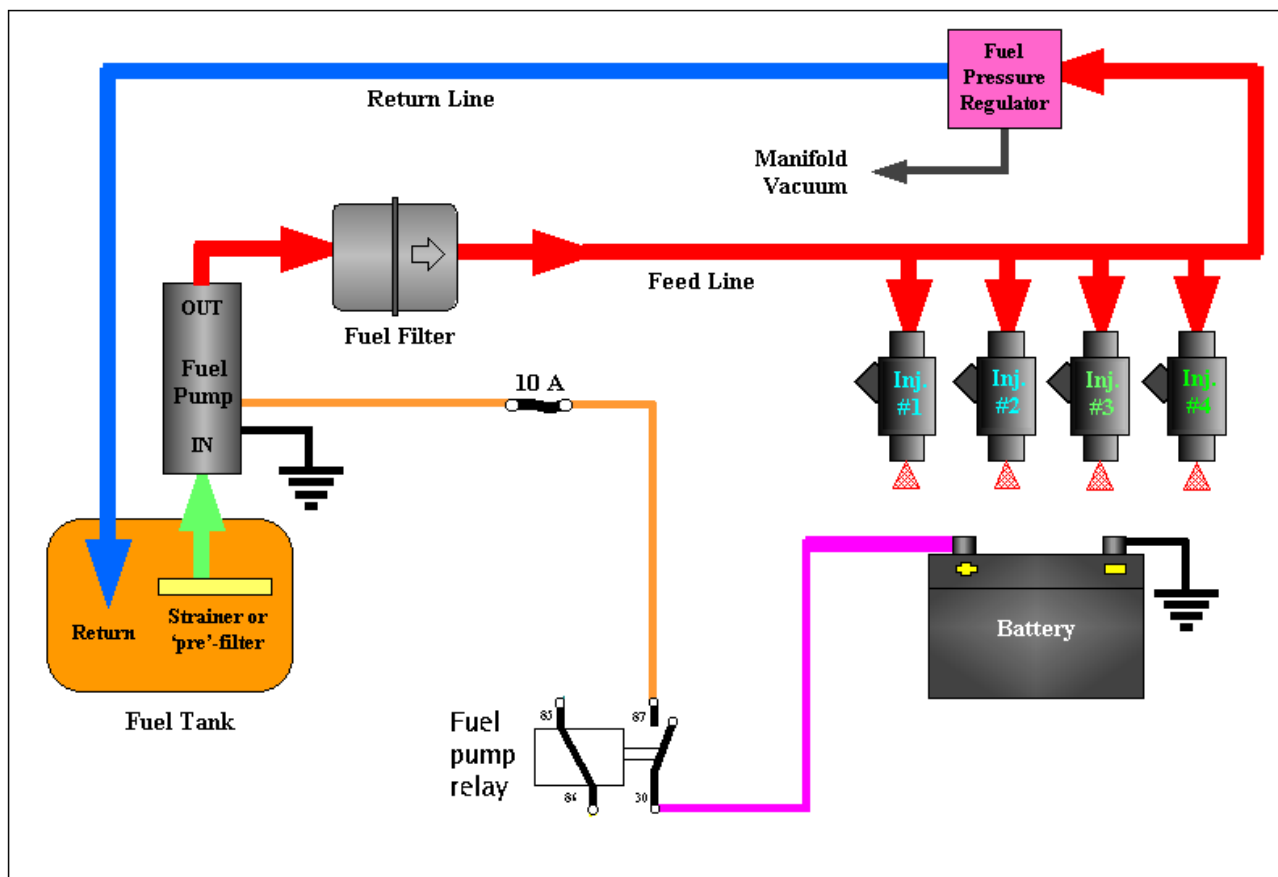
Fuel is extremely flammable and fuel systems run at high pressures. Be sure to have a fire extinguisher to hand in case of mishap and take appropriate caution when working on fuel systems.

### 4.1 Introduction

The fuel system install comprises electrical and plumbing work.

The MS3 Gold Box has up to ten injector outputs. These can supply up to 5A maximum each. Typically one hi-z injector is used per channel. Injector resistors or an external peak&hold box are required for low-z injectors.

The following shows a typical EFI fuel system.



A high pressure pump is connected to the fuel tank and feeds fuel to the fuel rail(s) - these provide fuel directly to the top of the injectors. The fuel rail(s) are connected to an intake manifold pressure referenced pressure regulator. The regulator maintains the rail pressure a set pressure above the intake under all conditions. Excess fuel is returned to the fuel tank through the return line.

Key elements

- Fuel pump
- Fuel hose/pipe and fittings
- Injectors
- Injector mounting
- Fuel rails

- Pressure regulator

#### **4.1.1 Existing EFI Vehicle**

Most vehicles with EFI already fitted are readily adaptable to use MS3 Gold Box for control. Typically all of the fuel system components will be readily suitable.

However, if like many users you are increasing the power of your engine, you will need to consider whether your injectors are large enough and whether your fuel pump has adequate flow. In particular note that all fuel pumps flow less fuel as the pressure increases - so if you are boosting your engine you will be needing more fuel under the conditions when your pump can supply less!

Some recent engines use ECU controlled fuel pumps or dead-head systems with no regulator. The current MS3 code supports PWM fuel pump control for these systems. This will require using a solid state relay to drive the fuel pump and a fuel pressure sensor. Alternatively, you could convert to a conventional system with a vacuum referenced bypass regulator and return line.

#### **4.1.2 Retro-fit EFI Vehicle**

When installing EFI on a previously carburetted vehicle or a new build you have to source all the required fuel system components. There are many choices open to the retro-fit market. Be aware that a high horsepower install may spend more on the fuel system than the ECU.

### **4.2 Single Fuel pump**

You will need a high pressure pump with enough volume at your operating pressure to feed your engine under maximum load. Typical pressures needed in the neighborhood of ~45 psi for port fuel injection, ~10-20 psi for TBI injection. A port injection pump will work with TBI, but not vice-versa.

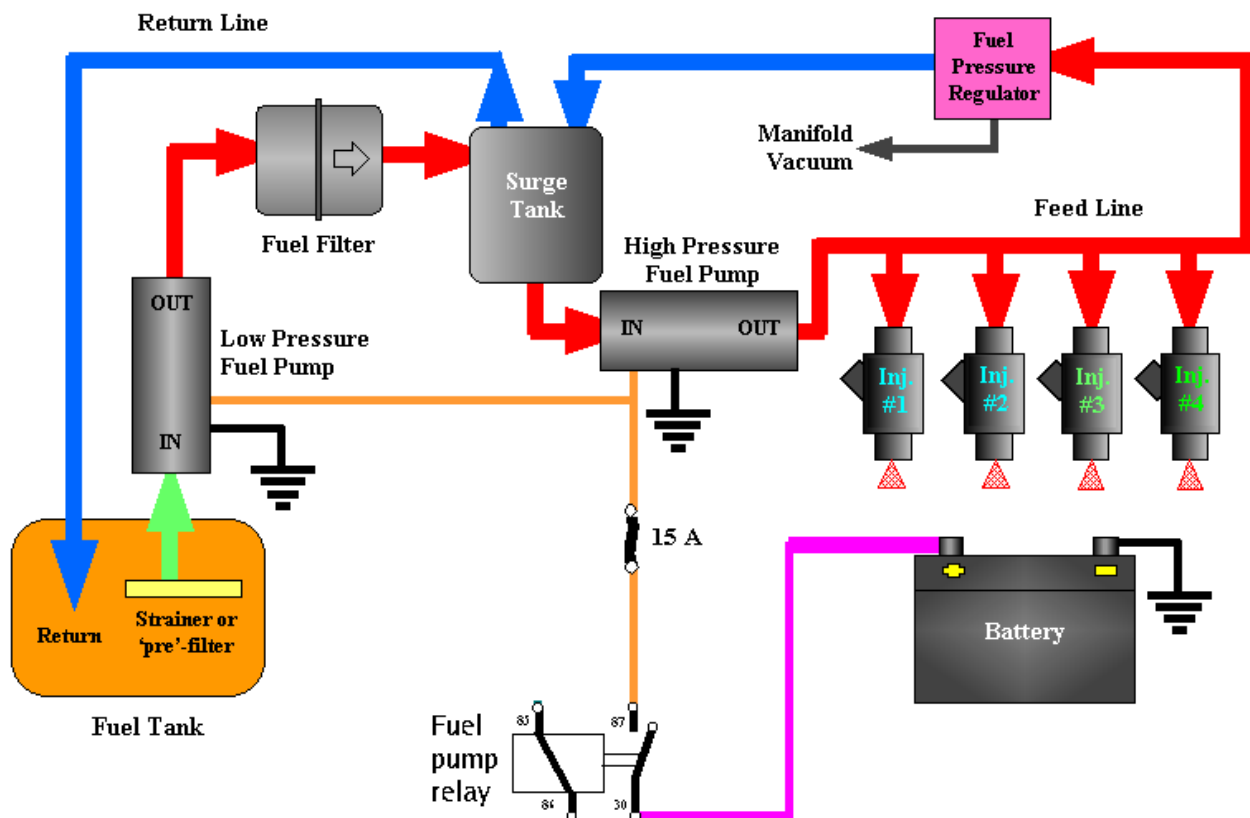
A standard EFI install uses a single high pressure pump connected as per the diagram in 4.1 above. Depending on your target power output, many OEM style pumps may be suitable. Surprisingly, some of the Bosch inline EFI pumps installed on 100hp cars are actually rated to 450hp fuel capacity. OEM style pumps are a usually a good choice as they are designed for trouble free operation for tens of thousands of miles.

OEMs sometimes place the pump inside the fuel tank. In an EFI retrofit it is generally easier to use an external fuel pump.

If an OEM style pump does not offer sufficient output, there are plenty of aftermarket high volume EFI pumps on the market.

### **4.3 Low pressure / high pressure - twin pump**

For a basic retrofit, you may find that a low pressure/high pressure system is a simpler way to avoid tank modifications for the fuel pickup, although a fuel return to the tank is still required.



The low pressure side can be your existing electric fuel pump. You need to add the surge/swirl tank and high pressure side. For the tank return you may already have a return or evap canister connection or could connect into the filler neck, ensuring that fuel returns to the tank and cannot leak out of the vehicle. Surge/swirl tank can be purchased or you can make your own. Use thick wall TIGed aluminium or brazed steel. Ensure it is totally leak free.

#### 4.4 Wiring the Fuel Pump

To activate the fuel pump, the MS3 Gold Box provides a ground for the fuel pump relay circuit -see the main wiring diagram.

Ordinarily, at power on, the MS3 Gold Box will run the fuel pump for 2 seconds, then when you start cranking the fuel pump is enabled again. If you stop cranking before the engine starts or you stall, the pump is turned off.

An inertial safety shut off switch is a good safety feature – it is used to kill power to the pump if there is significant impact to vehicle.

#### 4.5 Fuel Line

Steel tubing or Cunifer (Bundy tubing) is recommended, but you **MUST** have short sections of flexible line in the feed and return lines between the engine and frame to allow for engine movement. The return line should have minimal restriction. For reference, GM systems typically have 3/8" feed lines and 5/16" return lines.

You may be able to use your original fuel line as a return line, plumbing a new 3/8" (10mm) line for fuel supply. You can run the return line into the tank, or reroute it to a fitting or nipple you install in the fuel tank filler neck/tube assembly (in which case you may be able to use the original pick-up for your supply line). If you run a new pick-up into the tank, it will need a filter.

You may have to fabricate fuel lines for your system. Tubing is available in steel, cunifer (bundy), stainless steel,

and aluminum for this purpose. Do not use plain copper as it can fatigue fail with dangerous leaks resulting. The size is generally given as the outside diameter of the tubing. Unless you have a very unusual combination (or very high horsepower, well over 500+), you should be able to use 3/8" tubing for both the supply and return lines.

Buy a good tubing bender (there are numerous styles in various price ranges) so that you don't kink or collapse the tubing while bending it.

Most fittings and adapters in the USA automotive aftermarket are based on a 37° sealing angle (SAE J514 37° -formerly known as JIC). These are also often referred to simply as AN fittings. Male and female 37° fittings will mate together for a leak-proof connection. Be aware that 45° fittings (commonly available in the USA) are not interchangeable with 37° fittings.

Abrasion (the rubbing of the hose against some other component) is the number one cause of hose failure. A leaking fuel hose can start a very dangerous fire in your car, so make sure hose assemblies are routed properly to reduce the chance of any abrasion damage. Use a support every 12 to 18 inches (30 to 45 cm) to secure the hose. For chafe protection, be sure to install a grommet at any point a hose passes through a panel or bulkhead.

Besides steel or aluminum tubing fuel line, you can also use one of the steel or nylon braided hoses from various suppliers. Generally these use the same AN 'dash' sizing system, and can use appropriate fittings to connect to 37° flare, NPT thread, or other systems.

Note that if you are using a factory fuel rail, you may be able to find an aftermarket adapter to mate your OEM fuel fitting to an AN hose.

**IMPORTANT:** Keep the fuel lines out of the passenger compartment and routed safely away from moving or hot parts to avoid damage/excessive heat. For flexible rubber hose use the SAE 30R9 EFI hose which is rated at 250 psi. EFI hose clamps are also recommended rather than gear clamps. Check with someone who knows if you are not sure about your installation. Nobody needs a 50 psi gasoline fed fire to ruin their day!

## **4.6 Fuel filter**

Use a fuel injection fuel filter rated for the pressure at which your system operates. **DO NOT** use a universal carburettor filter - the higher pressure of fuel injection systems may cause it to burst! Position the filter downstream of the pump so that a clogged fuel filter will not over heat the fuel-cooled pump. However, if you fuel pickup does not include a strainer, it is wise to install a coarser filter ahead of the pump. When using original old steel fuel tanks, pieces of rust can dislodge and jam the fuel pump.

## **4.7 Fuel Pressure Regulator**

The vacuum referenced fuel pressure regulator is essential. It provides constant pressure differential between fuel at injector nozzle and manifold air pressure [port EFI] or atmospheric pressure [TBI]. This makes the injected fuel quantity solely a function of the injector open time. Without the vacuum/boost reference connection you would need an excessively small pulsewidth under cruise/idle and an enlarged pulsewidth under wide open throttle or boost. Make sure the regulator is connected to a full vacuum source, not ported-vacuum. Check it has vacuum with the engine idling and the throttle shut.

If you have an adjustable fuel pressure regulator (FPR), set the pressure with the fuel pump running, but the engine not running - that's your base fuel pressure (it is referenced to atmospheric pressure).

The regulator is typically at the far end of the fuel rail (after the injectors) which recirculates all of the fuel, keeping it cool and free from air pockets. However, it can be installed anywhere after the fuel pump, but you may experience fuel heating and air pockets.

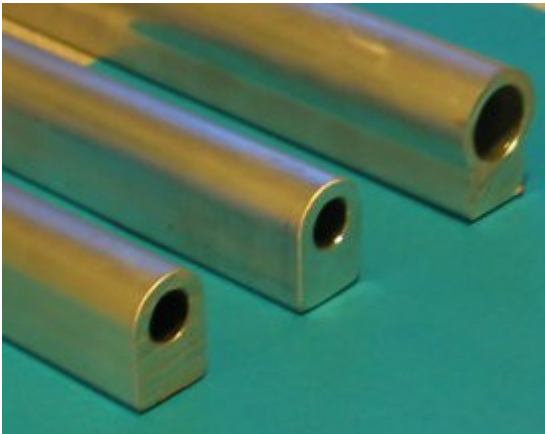
If you are using an aftermarket fuel pressure regulator, it is a good idea to also install a pressure gauge, since most of these are adjustable. For TBI, use a 0-30 psi gauge. For port injection use a 0-60 psi or 0-100 psi gauge. Most of these gauges will mount directly on a fuel fitting using a 1/8" NPT thread.

## **4.8 Injector installation**

Many "high performance" vendors offer ready made EFI intake manifolds for engines that did not originally come fitted with EFI. Or you can choose to modify your existing intake by welding, glueing or screwing in injector bungs. Many aftermarket vendors offer suitable injector bungs.

## **4.9 Fuel Rails**

Most injector systems will use one or more fuel rails. These serve two functions: they supply fuel to a multiple number of injectors (4 on a 4 cylinder, for example), and they physically locate the tops of the injectors. Most OEM rails can be made to work with standard engine configurations, but if you are doing a custom conversion you may have to fabricate fuel rails. Many places supply blank aluminum fuel rail extrusions in whatever length you need.



## **4.10 Fuel Injectors**



### **4.10.1 Injector Size**

It is important that your injectors are correctly sized for your engine size and power requirements. Too small and you will run out of fuel at high power and rpms, with likely engine damage from going lean. Too large and you will encounter tuning difficulties for idle and cruise conditions.

You can use the following chart to select injectors based on the total horsepower of your engine and the total number of injectors:

Injectors Rating Required in cc/min (lbs/hr)						
Horsepower	Number of Injectors					
	1	2	4	5	6	8
100	620 (59)	305 (29)	158 (15)	126 (12)	105 (10)	-
150	924 (88)	462 (44)	231 (22)	189 (18)	158 (15)	116 (11)
200	-	620 (59)	305 (29)	252 (24)	210 (20)	158 (15)
250	-	777 (74)	389 (37)	305 (29)	263 (25)	189 (18)
300	-	924 (88)	462 (44)	368 (35)	305 (29)	231 (22)
350	-	-	524 (51)	431 (41)	357 (34)	273 (26)
400	-	-	620 (59)	494 (47)	410 (39)	305 (29)
500	-	-	777 (74)	620 (59)	515 (49)	389 (37)
600	-	-	924 (88)	746 (71)	620 (59)	462 (44)
800	-	-	1239 (118)	987 (94)	819 (78)	620 (59)
1000	-	-	1544 (147)	1240 (118)	1030 (98)	777 (74)
1500	-	-	-	-	1575 (150)	1187 (113)
2000	-	-	-	-	-	1554 (148)

Based on 0.50 BSFC and 85% duty cycle

Turbo/supercharged engines should add 10% to listed minimum injector size

Injectors are usually rated in either lbs/hour or cc/min. The accepted conversion factor between these depends somewhat on fuel density, which changes with formulation (i.e., by season), but the generally used conversion for gasoline is:

#### **1 lb/hr ~ 10.5 cc/min**

Another way to select injectors is to take them from an engine that makes nearly the same power as your engine will (assuming the same number of injectors.)

If your regulator is adjustable (many aftermarket ones are), you can also adjust the fuel pressure to achieve different flow rates. Changing the fuel pressure doesn't affect the flow rate as much as you might assume, since it is based on the square root of the pressure ratio. The formula is:

$$\text{new flow rate} = \text{old flow rate} \times \sqrt{(\text{new pressure} \div \text{old pressure})}$$

So for example, if you had 30 lb/hr injectors rated at 43.5 psi, and you went to 50 psi, you would get:

$$\text{flow rate} = 30 * \sqrt{(50/43.5)} = 32 \text{ lb/hr}$$

Do not run more than 70 psi fuel pressure, or the injectors may not open/close properly.

However, do not install injectors with a much larger flow capacity than you need. Very large injectors will create idle pulse width issues that will make tuning very difficult.

### 4.10.2 Injector Impedance and wiring

Injectors can typically be categorised as either high impedance (hi-z, high-ohm, saturated) or low impedance (low-z, low-ohm, peak and hold.) It is important to know which type your injectors are. Both types can be used with MS3 Gold Box although high impedance tend to be easier to use.

New injectors will specify which type they are or list the ohms. If you are unsure, measure them with your meter on the ohms setting.

- High impedance injectors are typically 12-16 Ohms.
- Low impedance injectors are often 2.5 Ohms or less.

Do not simply connect and hope.

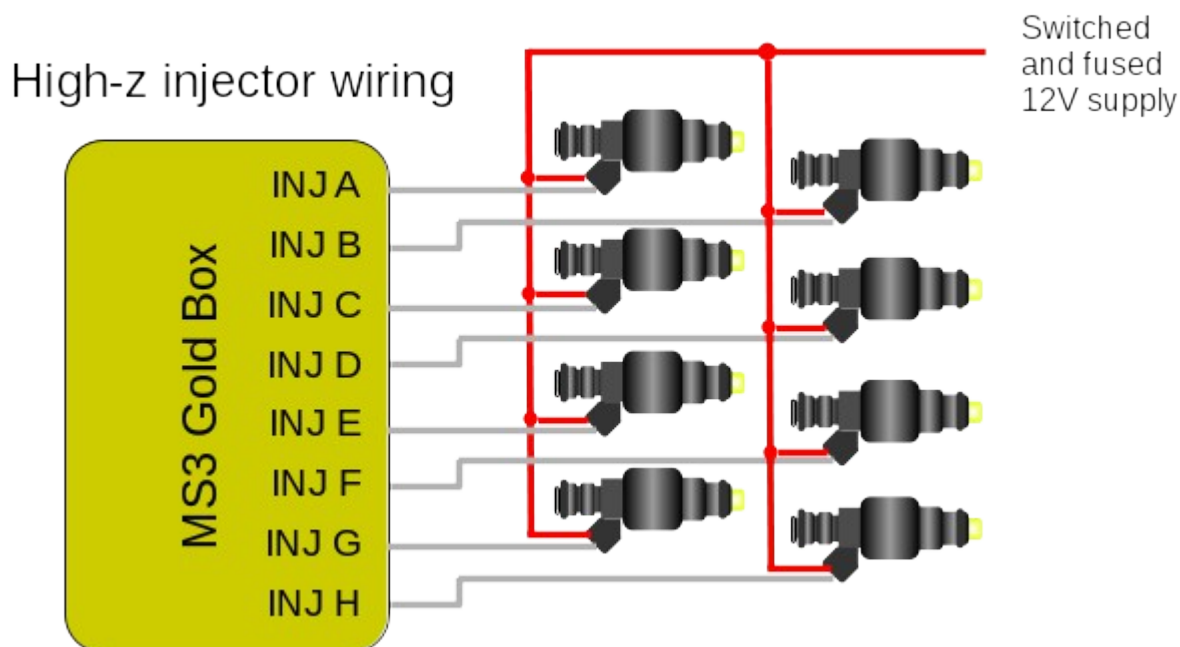
The MS3 Gold Box has up to ten injector outputs which support high-impedance injectors directly.

The next sections will first address injector wiring to the batch fire outputs and then to the sequential outputs.

#### 4.10.2.1 Sequential - high impedance injectors (12-16 Ohms)

These injectors can be directly connected to the MS3 Gold Box. No need for injector resistors or external drivers.

Up to 2 injectors per channel may be connected.



Injectors are wired in firing order. Inj A is always #1, Inj B is second cylinder in firing order etc.

#### 4.10.2.2 Sequential - low impedance injectors (less than 3 Ohms)

These injectors can be used, with a few connection options.

- Injector resistors
- External peak-and-hold adapter

#### 4.10.2.3 Sequential - low impedance injectors - Injector Resistors

This method has been used by many OEMs as a simple approach to driving low-z injectors. The installer has the option of installing a power resistor (typically with a 20 to 40 watt rating) in series with each injector (in effect

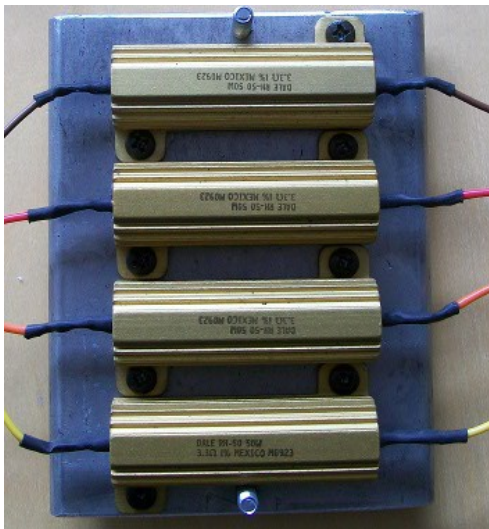
converting them to high impedance.)

The series resistors will slow down the opening of the injector slightly, so it is suggested that the resistance of the resistors be kept to a minimum but staying within the 5A limit of each injector channel. One resistor must be used for each injector - do not try to share resistors.

For typical 2.5ohm low impedance injectors, the following resistances can be used

Number of injectors per channel	Resistor value
1	3.3 ohm
2	4.7 ohm

The resistors should be mounted to a suitable heatsink (e.g. a thick piece of aluminium plate) as they will get hot in operation.



Low-z injector wiring  
with resistors

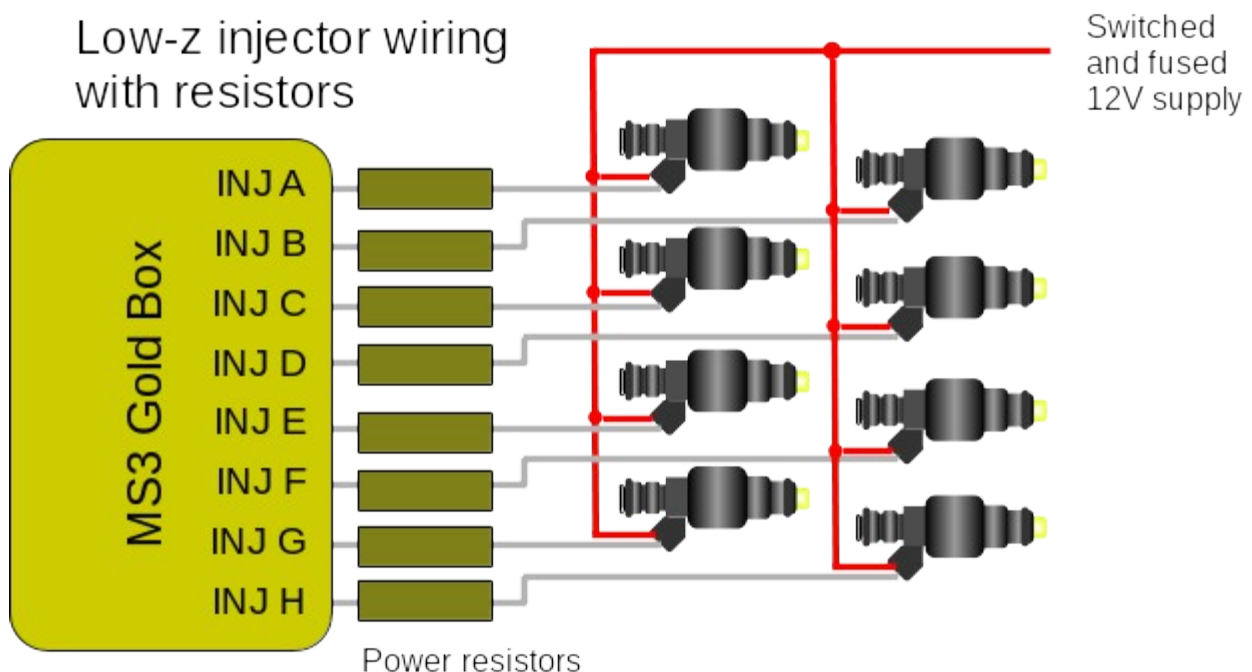


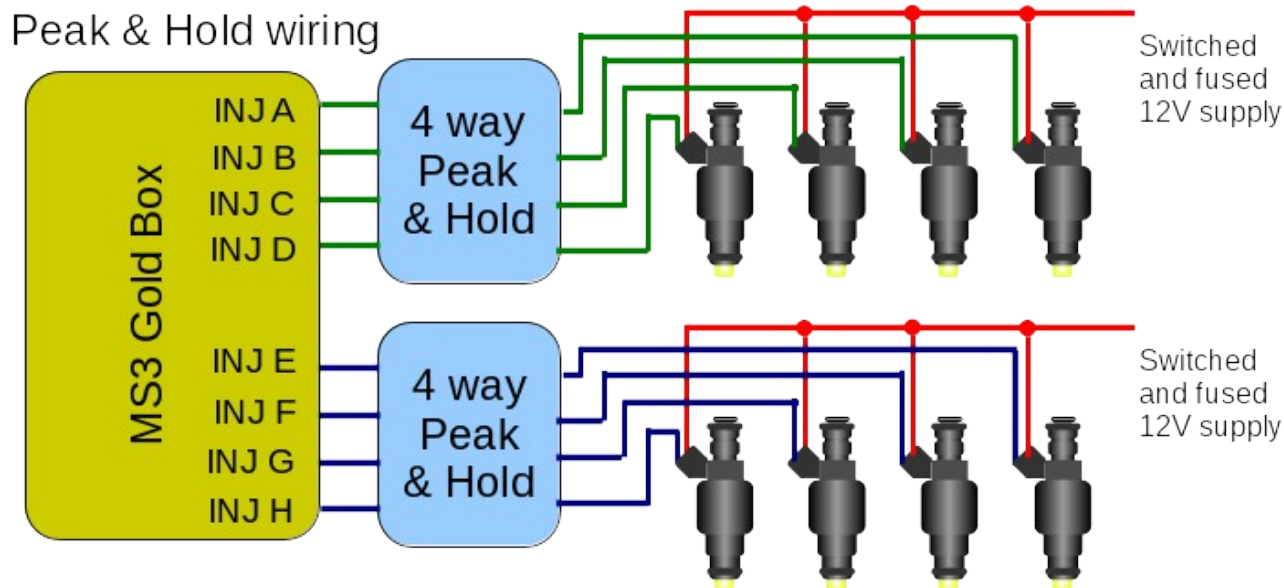
Diagram showing one 3.3 ohm series resistor per injector channel.



#### 4.10.2.4 Sequential - low impedance injectors - Peak and hold

Aftermarket peak and hold controllers are available, these take the low-side injector output from the MS3 Gold Box and provide the required peak and hold drive for the injectors. Typically this is a peak to 4A and then a hold at 1A.

Refer to supplier's documentation for exact wiring - the following diagram is representative only.



#### 4.10.3 Staged injection

Staged injection is a method that allows for two sets of injectors to give a better dynamic range of fueling - more precise control at idle, but still flowing enough fuel at full load. Typically, at low load, idle or cruise only the smaller primary injectors are in operation. At higher fuel demands, the secondary injectors are enabled.

When using "Staged Injection" there are a number of wiring combinations possible.

- Primaries on sequential outputs, secondaries on sequential outputs (up to 4cyl only)
- Primaries on sequential outputs, secondaries as batch fire (Inj I, Inj J)

See the TunerStudio reference manual for configuration details.

#### 4.10.4 More wiring examples

See section 9.1 for example wiring diagrams for sequential fuel and spark.

## 5: Ignition System - fundamentals

The ignition system comprises both the crank and cam tach inputs and the ignition outputs to drive coils. There are many different combinations possible, this chapter will describe some of the possibilities.

Note: A tach input is required on ALL installs including fuel-only.

### 5.1 Safety Notes



Ignition systems produce dangerous voltages in excess of 30,000V. Take care to avoid shock.

### 5.2 Crank and Cam tach inputs

The tach input is one of the most important signals going into the MS3 Gold Box and correct system operation is not possible until the tach input is correctly installed and configured.

***Until the MS3 Gold Box reads the correct RPM, nothing else will work.***

Even if you are starting with fuel injection only (not controlling ignition) you must still provide the MS3 Gold Box with a tach input - see coil negative triggering in section 5.2.1

The MS3 Gold Box has two tach inputs on the gray connector with two wires each.

Crank+/- are the inputs from the crank sensor (VR, Hall, Opto, etc.)

Cam+/- are the inputs from the cam sensor (VR, Hall, Opto, etc.)

There are many different options for tach input and this is probably one of the largest areas of difficulty with any after-market EFI install. The firmware contains software decoders to suit many stock installs using original sensors. If your engine is supported, then this is the recommended approach.

Two key pieces of information you need to know are:

- Sensor type(s)
- Toothed wheel pattern

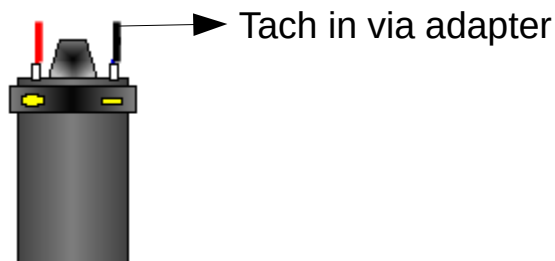
The sensor types fall into a few basic families of sensors and the right way to use the sensor depends more on the type rather than the particular vehicle or manufacturer. There are also a few "special" systems in use from the eighties that combine a sensor input with an ignition driver output in one module. These will be discussed later - Ford TFI, Ford EDIS, GM HEI, GM DIS.

If you are considering an after-market, non-OEM sensor you must ENSURE that it has a suitable temperature rating. Typically engines run at around 100°C/212°F so a minimum of 105°C rating is required, 125°C desired. Do not consider using 85°C rated parts around the engine as they will degrade and cause you trouble. Be aware of heat radiated from exhaust components - these can overheat sensors and cause failure.

#### 5.2.1 Coil Negative Input

For fuel-only installs it is possible to obtain a tach in trigger from the negative terminal of a single coil.

## Coil negative (not CDI)



The MS3 Gold Box is designed to receive low voltage tach signals, not coil negative triggering. You will need to use an adapter to convert the high voltage coil-negative signal into something suitable (e.g. 0-12V) for the MS3 Gold Box. Connect the 0-12V signal to Crank + and leave Crank - taped up and unconnected.

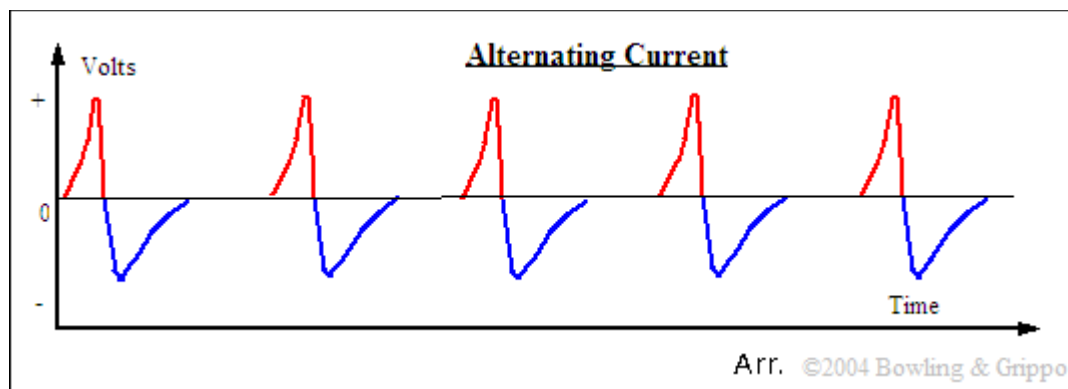
See also section 6.1 for fuel only setup.

### **5.2.2 VR (magnetic) sensor input**

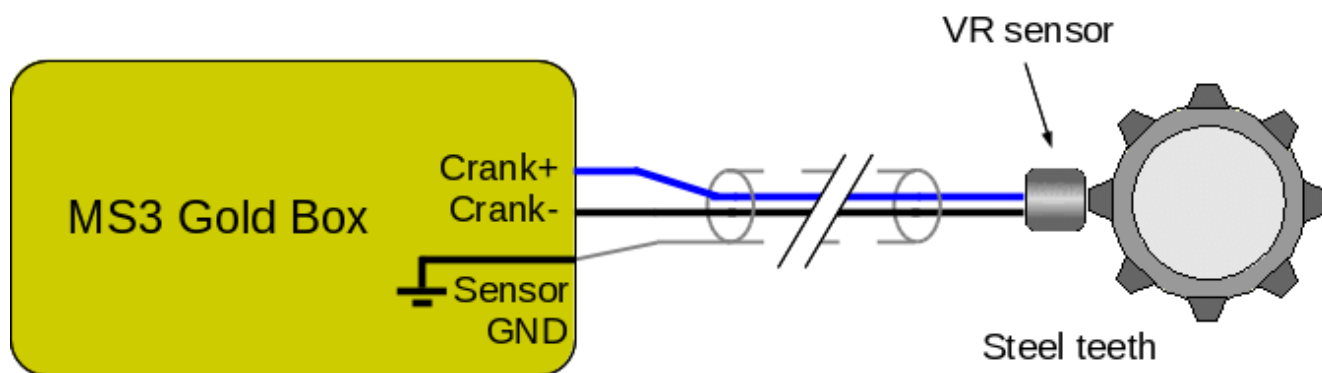


The VR sensor is a very commonly used sensor. Usually it is seen as a two wire sensor although some manufacturers install a screen on the cable, so yours may have three wires. In CAS (crank angle sensor) units a multiplug may be used to combine multiple sensors. The sensor itself generates an AC voltage when a piece of steel (the trigger) moves past it. Non-ferrous trigger wheels will not work. The voltage varies from less than a volt during cranking to tens of volts at higher revs.

Typically it is suggested that the magnetic tip of the sensor is around the same size as the teeth on the wheel.



In order to use a VR sensor a "conditioner" circuit is required to convert the AC voltage into a DC square wave signal while retaining the timing information. The MS3 Gold Box has this conditioner built in. The two signal wires from the VR sensor are connected to Crank+ and Crank- at the MS3 Gold Box. Ideally use a screened twisted pair cable and connect the screen to sensor ground at the MS3 Gold Box end only.



Some installs may need DIPswitch S1-4 set to ON to reduce the signal voltage at higher RPMs. e.g. 60-2 from BMW.

The cam input is unlikely to need a shunt as the camshaft rotates at half speed. However, if it is found necessary, apply an additional shunt resistor in the wiring harness between Cam+ and Cam-.

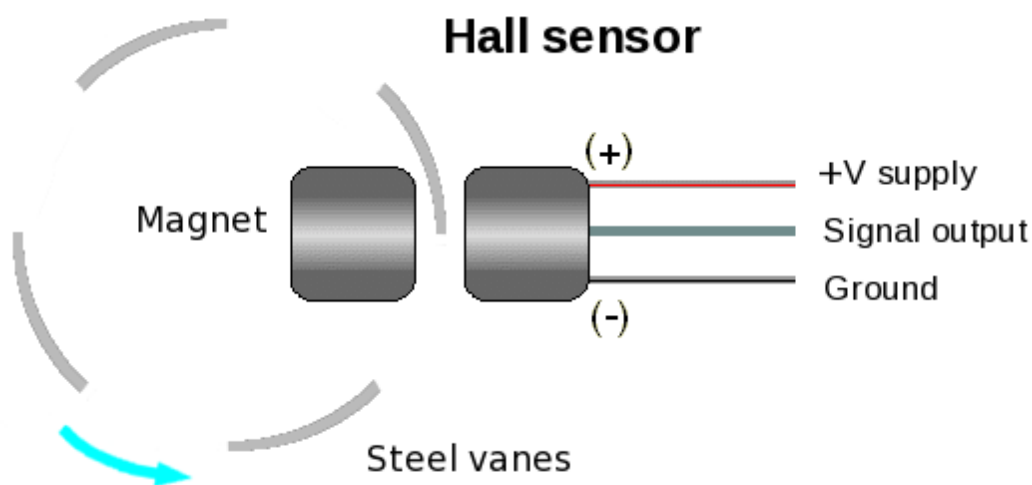
### 5.2.3 Hall sensor input

The Hall sensor is another commonly used category of sensor. These are almost exclusively a three wire sensor. In CAS (crank angle sensor) units a multi-plug may be used to combine multiple sensors. The sensor itself acts like a switch to ground in the presence of a magnetic field. Hall sensors are commonly seen in distributors where vanes or shutters mask off the magnetic field causing the sensor to rapidly switch on or off at the edge of the vane. Another way that a hall sensor can be used is with a "flying magnet" installed on a rotating part of the engine (crank, cam sprocket etc.). As the magnet passes the hall sensor, the output switches to ground.

The most common OEM arrangement for a hall sensor is within a distributor. The vanes in the distributor rotate and block or unblock a magnet.

With no vane between the magnet and sensor - the output is grounded.

With a vane between the magnet and sensor - the output is inactive.



Above: diagrammatic representation.

Below: OEM dizzy modified to make single-tooth cam trigger.



There are two main categories of hall sensor

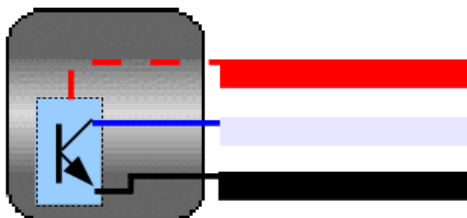
- open-collector (needs a pull-up resistor)
- built-in pull-up resistor (covered in section 5.2.4)

#### How to tell the difference?

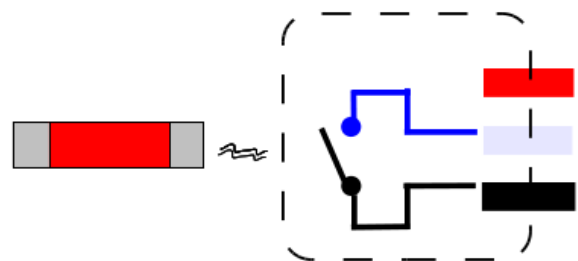
Wire up the power and ground connections to the hall sensor and connect a volt meter between the signal wire and ground. Now rotate the vane assembly (turn the engine) or position the sensor by some steel and away from steel and see what voltages you get. If you get 0V in one state and close to 5V (or 12V) in the other state, then your sensor almost certainly has a built in pull-up resistor. If you get 0V in one state and a fraction of a volt in the other state, then your sensor almost certainly does not have a built in pull-up resistor and will need one installing.

The following diagrams show some of the principles involved.

#### Hall sensor (open collector)

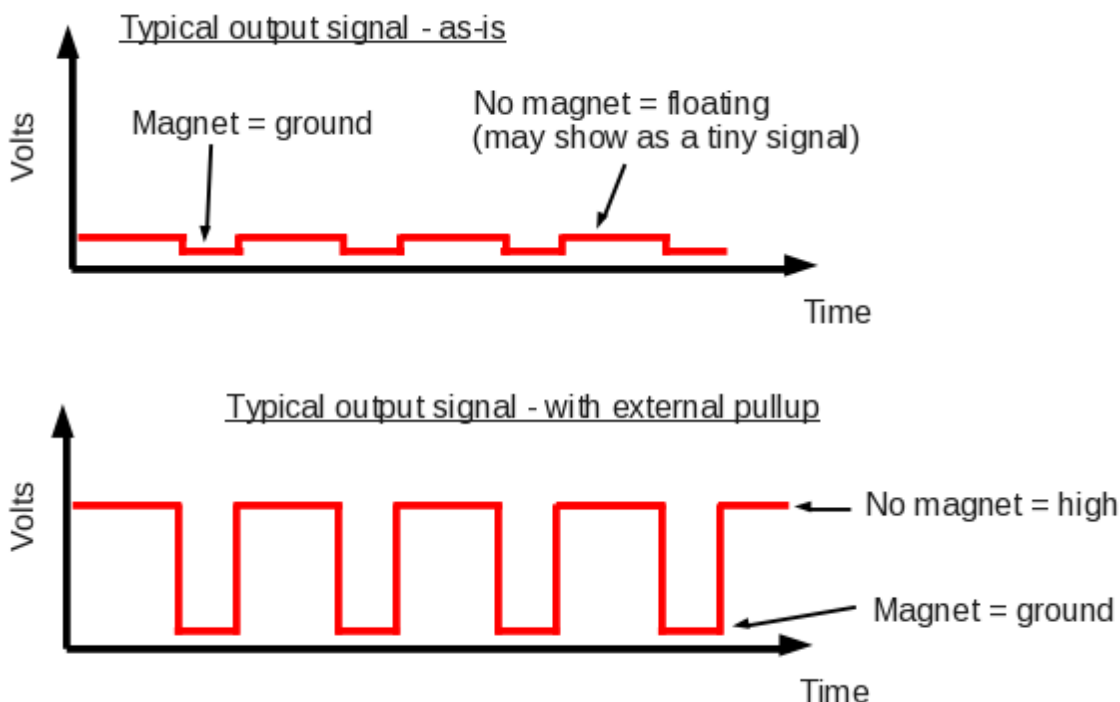


#### Equivalent circuit



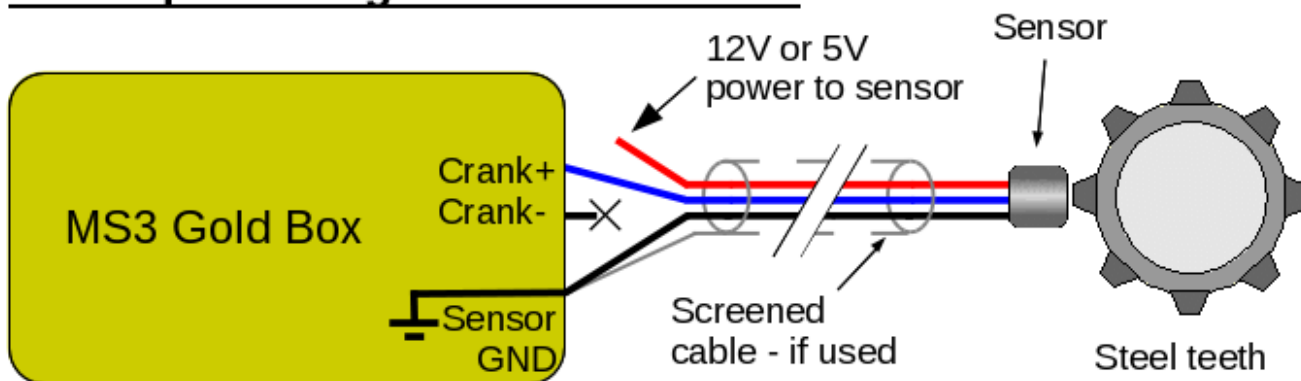
Sensor gives a ground in presence of a magnet.  
Gives floating (no output) with no magnet.

Pullup resistor REQUIRED.  
(Either in loom or inside ECU.)



The hall sensor requires a supply voltage which is usually 12V from a fused 12V supply or 5V from the TPSREF output of the MS3 Gold Box. The sensor is then grounded at the MS3 Gold Box sensor ground and the signal wire connects to the Tach input. A pull-up resistor is required to be selected inside the MS3 Gold Box.

## Hall / optical / logic sensor / module



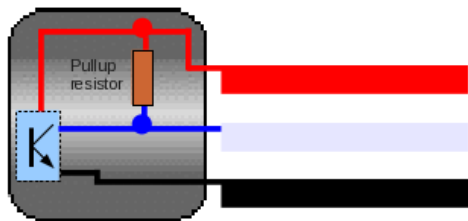
**Input with pullup selected internally for hall sensors, LS2/58X, optical sensors or points**

If a pullup to 5V or 12V is needed, use the appropriate DIPswitch setting.

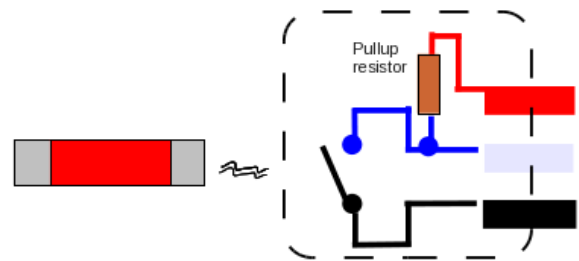
### **5.2.4 Hall sensor input (built-in pull-up)**

These sensors operate similarly to the hall sensors in section 5.2.3 but include the pull-up resistor internally so they give a 0V or 5V signal.

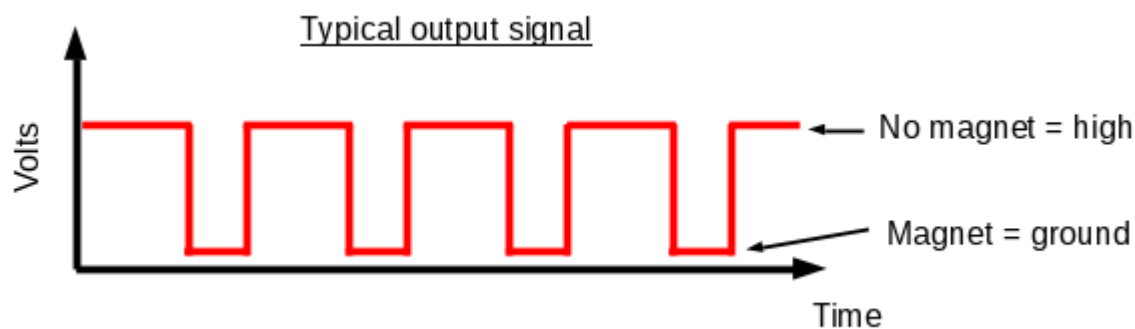
### Hall sensor (built-in pullup)



### Equivalent circuit

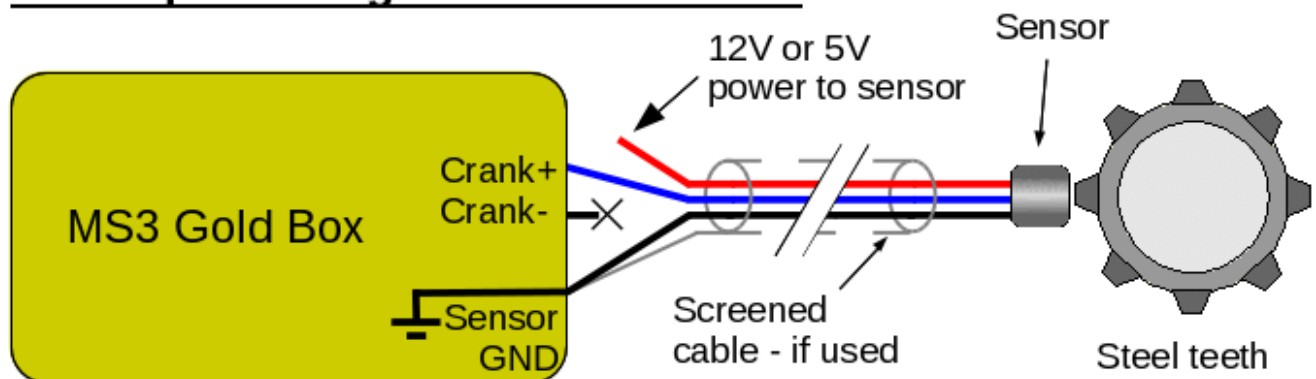


Sensor gives a ground in presence of a magnet.  
Gives positive voltage with no magnet.



The hall sensor requires a supply voltage which is usually 12V from a fused 12V supply or 5V from the TPSREF output of the MS3 Gold Box. The sensor is then grounded at the MS3 Gold Box sensor ground and the signal wire connects to the Tach input.

### Hall / optical / logic sensor / module



**Input for logic input** e.g. TFI, EDIS, GMDIS, LS1/24X, modules, hall sensor with logic output.

### 5.2.5 Gear-tooth sensor input



The gear-tooth sensor is a variant of the hall sensor - the key difference is that it has a magnet built into it and switches when close to steel, no external magnets are required. This makes them very easy to use. These are almost exclusively a three wire sensor. In CAS (crank angle sensor) units a multi-plug may be used to combine multiple sensors. The sensor itself acts like a switch to ground when close to steel.

Just like hall sensors, the gear-tooth sensor may be open-collector or have a logic output. Refer to sections 5.2.3 and 5.2.4 for more detail.

The image above shows the Honeywell 1GT101DC gear-tooth sensor, this works well for single tooth or half-moon cam wheels, but is not suitable for missing-tooth wheel installs.

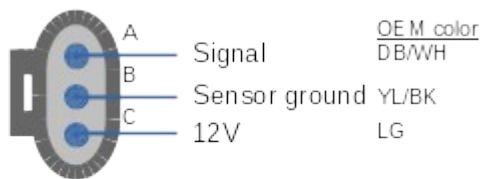
### 5.2.6 GM LS 24X crank/cam sensors

The sensors used on the LS family of GM engines are designed to read the crank and cam triggers specific to those engines. The 24X crank pattern uses a pair of adjacent toothed wheels and requires the specific GM sensor.

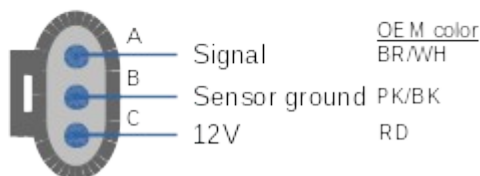
The 24X style black sensors use a 12V supply and operate like a hall sensor with a built-in pull-up - putting out a 0-5V logic signal as the teeth pass.

See section 5.2.4 for generic wiring.

24X (black) crank sensor



24X (black) cam sensor



### 5.2.7 GM LS 58X crank/cam sensors

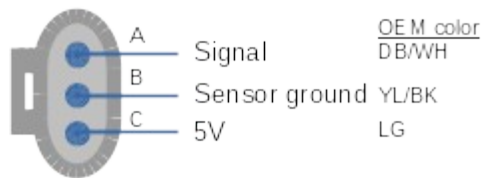
The sensors used on the LS family of GM engines are designed to read the crank and cam triggers specific to those engines. The 58X crank pattern uses a conventional single crank wheel.

The 58X style gray sensors use a 5V supply from TPSVREF and operate like an open-collector hall sensor as they require a pull-up resistor.

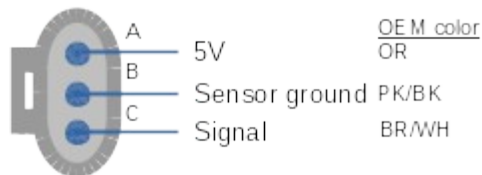


See section 5.2.3 for generic wiring.

#### 58X (gray) crank sensor

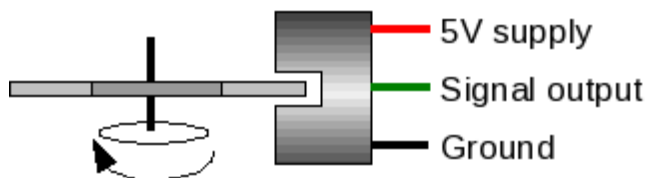


#### 58X (gray) cam sensor



### 5.2.8 Optical sensor

#### Optical sensor



The optical sensor is another commonly used category of sensor. These are almost exclusively a three wire sensor. In CAS (crank angle sensor) units a multi-plug may be used to combine multiple sensors. The sensor itself acts like a switch to ground when light shines through the trigger disc. Optical sensors are commonly seen in distributors where vanes or shutters block the light causing the sensor to rapidly switch off and back on when light is present again. A pull-up resistor is almost certainly required.

See section 5.2.3 for wiring.

### 5.2.9 Distributor points input

NOTE: re-phasing a distributor can be quite awkward - installing a toothed-wheel for tach input is strongly recommended instead.

It is possible to convert a points distributor to give a tach input to MS3 Gold Box and have control of your timing. In this case the points now only provide a tach signal and the MS3 Gold Box is used to control the coil. Most conventional points distributors have a mechanical advance (weights) and a vacuum canister. In the original system these change the timing depending on engine RPM and load. Now that MS3 Gold Box will be controlling the timing you will need to lock out these mechanisms in your distributor and likely change the phasing.

Set the engine to approx 10BTDC. Rotate the distributor so that the points are just opening when the engine rotates forwards.

Now set the engine to approx 25BTDC - the rotor arm needs to be pointing directly to a tower on the distributor cap.

You will likely need to make mechanical changes (cutting, bolting, welding) inside the distributor to achieve this.

With incorrect rotor arm phasing you will very likely end up with cross-firing to the wrong cylinder.

The low-tension side of the coil must be disconnected from the distributor and is now controlled by the MS3 Gold Box (see ignition outputs section.)

The points are grounded within the distributor and the points terminal is connected to the MS3 Gold Box tach input.

A pull-up resistor is required to be selected inside the MS3 Gold Box.

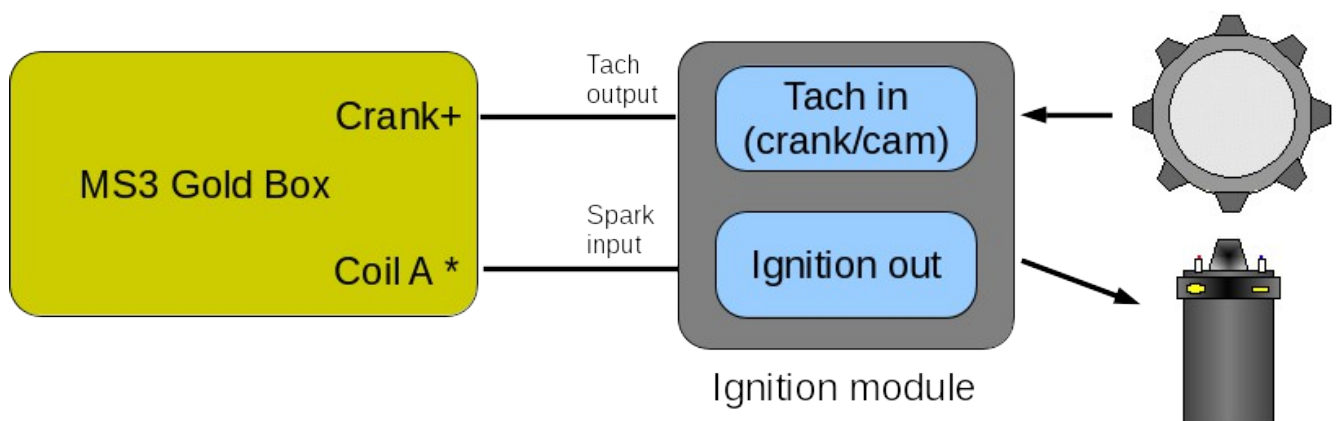
See section 5.2.3 for generic wiring.

## Points



### **5.2.10 Combined Ignition module (TFI, EDIS, HEI, GMDIS)**

Some ignition modules, particularly from the 1980s, combine the tach input and coil driving ignition output within one module. All of them supply a simple square wave digital signal to the MS3 Gold Box and should be connected to the Tach input.

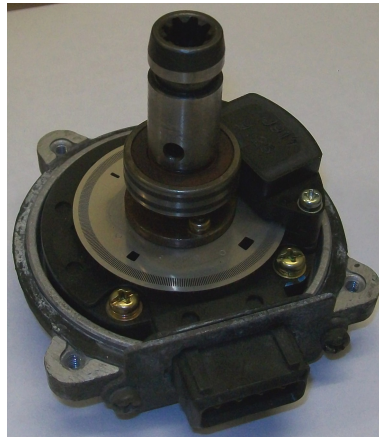


It is important to be aware that while Ford EDIS and GM DIS both have special toothed wheels, the module handles all the decoding and presents a signal to the MS3 Gold Box that looks like a distributor input. With these two modules, the MS3 Gold Box does not know or care how many teeth are actually on the wheel, so do not use the "Toothed Wheel" setting.

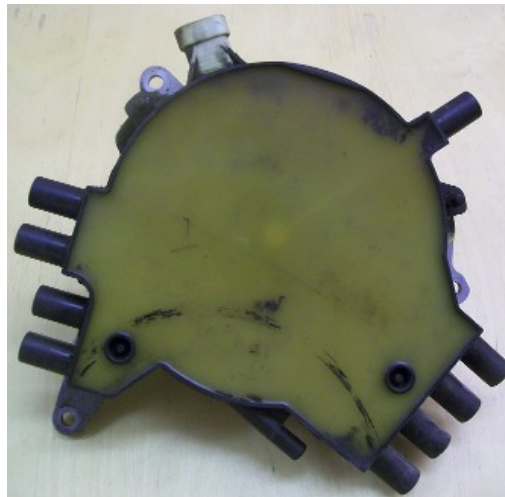
Full configuration details for these specific installs are covered in the section 6.

### **5.2.11 Nissan CAS**

The Mitsubishi CASEs used on many Nissans and GM LT1 Optispark use a dual optical pickup and a trigger disc with a high-resolution series of 360 outer slits and a low-resolution series of inner slots - one per cylinder.



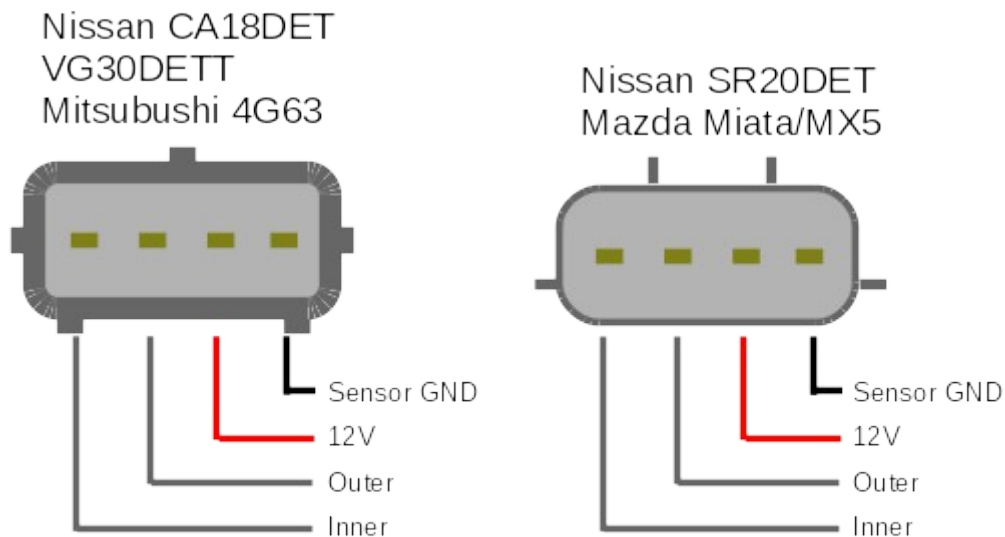
Nissan CAS



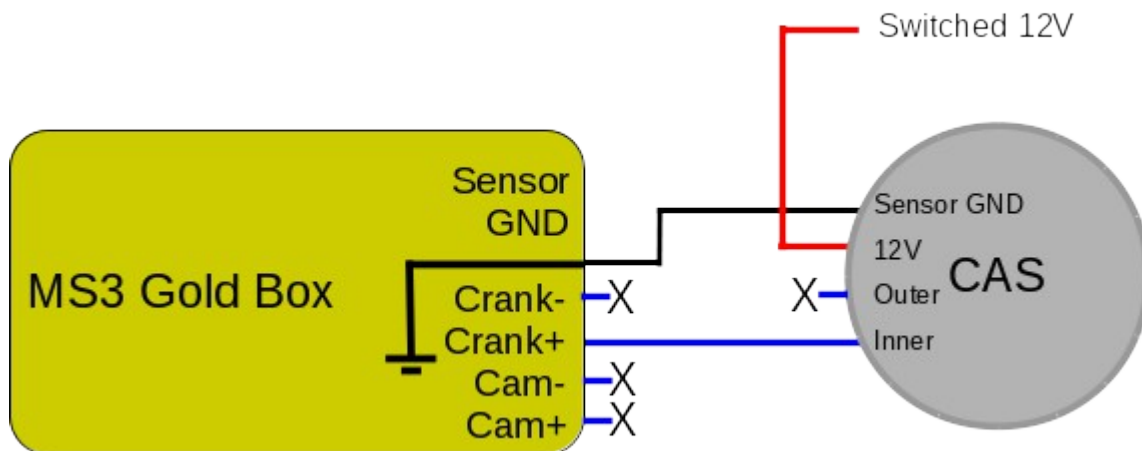
GM Optispark

The MS3 Gold Box supports the high-resolution outer signal. Both hi-res and low-res must be connected. Specific details are in the GM Optispark, Nissan RB25 and Nissan SR20 ignition sections. The hi-res tach input needs to be connected to PT4 through the gray connector.

Optionally, the low-resolution inner signal alone can be used with a single coil and distributor in "Basic Trigger" mode.



When using the stock trigger disc and "Basic Trigger", the high-resolution outer track is not used. The low-resolution inner track is connected to the Tach input.



The MS3 Gold Box has a 'pullup resistor' internally, so there's no need for one in the harness.

#### Typical settings:

Spark mode = Basic Trigger

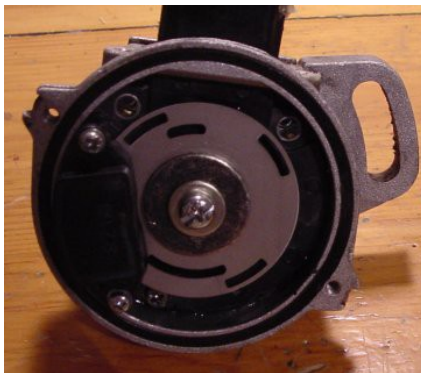
Trigger angle/offset = Start at 10 deg - adjust while strobing timing.

Ignition input capture = ????

Number of coils = Single coil

#### 5.2.12 4G63 / 6G72

Some other hall or optical CASes such as 4G63 (Miata) and 6G72 can be supported by special decoders for the trigger pattern.



See sections 6.15 for 6G72 and 6.18 for 4G63

#### 5.2.13 Mitsubishi CAS with aftermarket disc

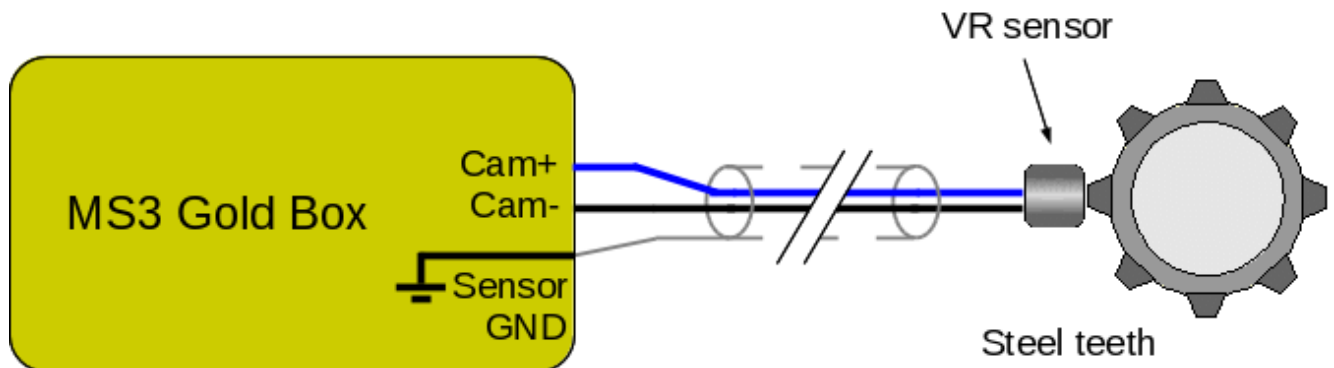
As an alternative to the 360 slot CAS or low resolution 4G63, 6G72 patterns, many companies offer replacement trigger discs with standard patterns. When this kind of replacement trigger disc is installed the "Toothed Wheel" mode needs to be used - see section 6.9

#### 5.2.14 Cam sensor input

Many ignition configurations are supported using a single 'crank' tach input e.g. distributor, EDIS, wasted spark from a crank wheel etc. However, certain ignition combinations require two tach inputs 'crank' and 'cam'. e.g. coil-on-plug ignition, 4G63, 6G72 or some of the other OEM specific ignitions.

#### 5.2.14.1 Cam sensor input - VR/magnetic sensor

Sensor wiring:

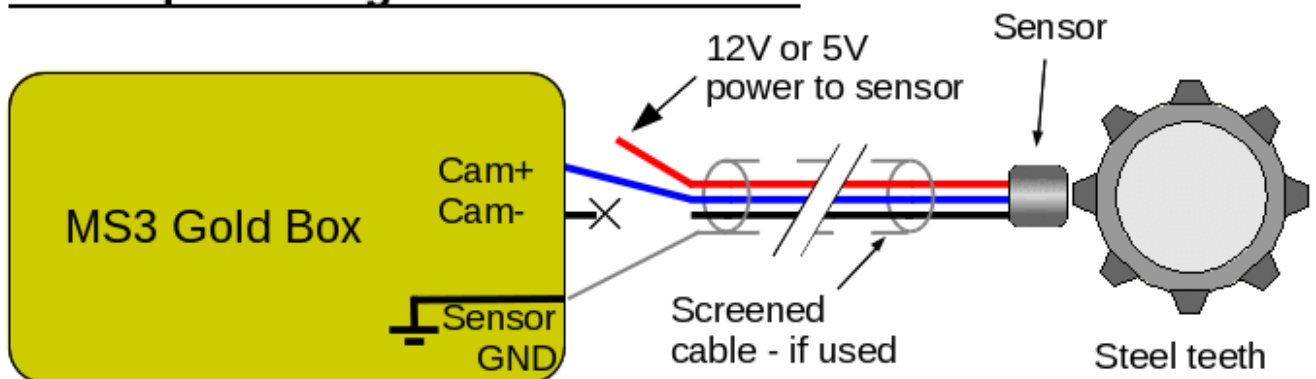


Some installs may need DIPswitch S1-8 set to ON for voltage limiting.

#### 5.2.14.2 Cam sensor input - open-collector hall sensor / optical sensor

Sensor wiring:

##### Hall / optical / logic sensor / module

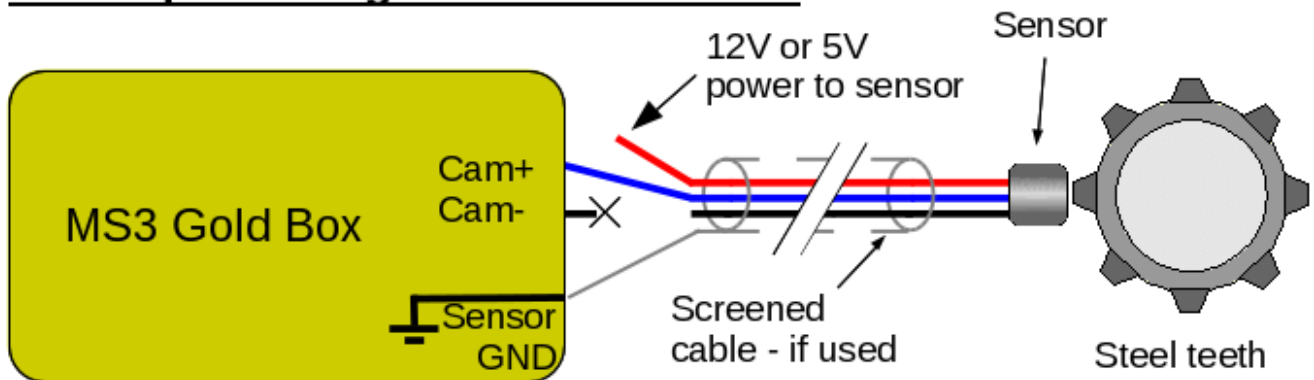


The MS3 Gold Box has a 'pullup resistor' internally, so there's no need for one in the harness.

### 5.2.14.3 Cam sensor input - hall or logic sensor

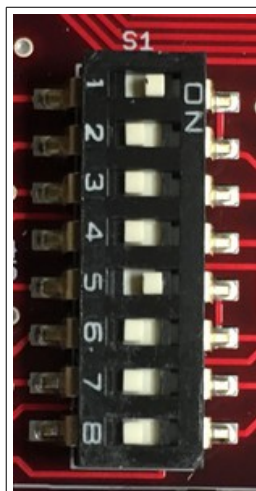
Sensor wiring:

#### Hall / optical / logic sensor / module



### 5.2.15 Crank and cam selection DIP switch

The selector switch configures the tach inputs and will have been factory set as a 5V pullup on Crank+ (1 + 5 in the on position.)



- 1 = Enables 5V pullup on Crank+
- 2 = Enables 12V pullup on Crank+
- 3 = Grounds Crank-
- 4 = Enables voltage limiting shunt on Crank +/-
- 5 = Enables 5V pullup on Cam+
- 6 = Enables 12V pullup on Cam+
- 7 = Grounds Cam-
- 8 = Enables voltage limiting shunt on Cam +/-

## 5.3 Ignition outputs

The MS3 Gold Box has provision for up to ten sequential logic spark outputs.

The ignition outputs must be connected in firing order sequence.

e.g. a 4-cyl engine with coil-on-plug and a 1-3-4-2 firing order would connect A=1, B=3, C=4, D=2

*Rotary engines are wired differently - refer to the specific section.*



Double check your Spark Output setting - this is a critical!

Setting it incorrectly could result in melted coils.



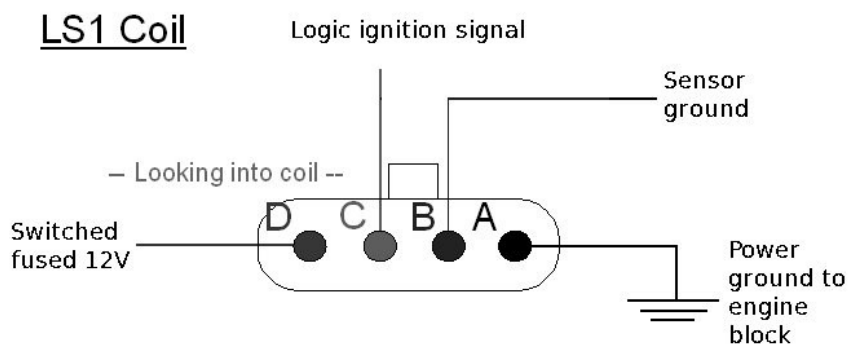
It is strongly advised that ignition coils are powered from the fuel-pump relay. This ensures that the coils can only be powered when the engine is running.

### 5.3.1 Logic coils

These coils can directly accept the 0-5V logic level signal from the MS3 Gold Box. They contain an ignition driver and a coil within the package.



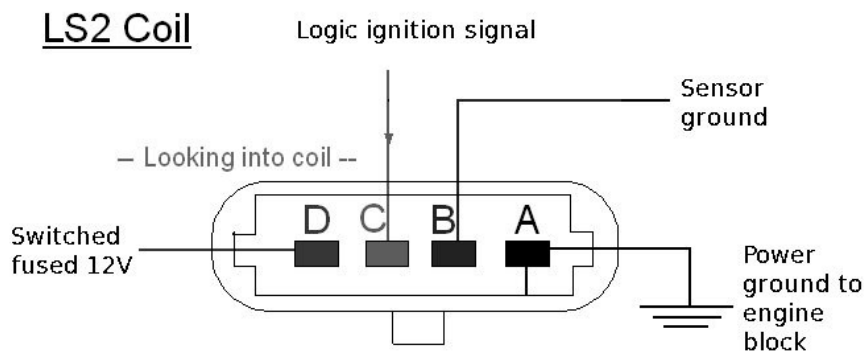
LS1 (left), LS2 middle), Truck (right) coils



A dwell figure of 3.5ms is advised for LS1 coils (was 4.5).

Note that some coils have a built-in over-dwell protection feature. If given too much dwell the coil will automatically spark. This can give a dangerous advanced spark. Be sure to strobe your timing at high revs to ensure this is not happening.

Set the Spark Output to Going High.



A dwell figure of 3.5ms is advised for LS2 coils. (was 4.5)

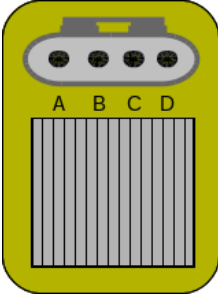
Note that some coils have a built-in over-dwell protection feature. If given too much dwell the coil will



automatically spark. This can give a dangerous advanced spark. Be sure to strobe your timing at high revs to ensure this is not happening.

Set the Spark Output to Going High.

### **D585 truck coil**





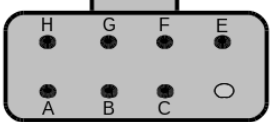
	<p><b>Pin-out</b></p> <p>A = Power ground to engine block          B = Signal ground (connect to sensor ground)          C = Spark input signal          D = 12V supply</p> <p>Common colors:          A = black          B = brown          C = varies per coil          D = pink</p>
---	--

A dwell figure of 3.5ms is advised for truck coils.

Note that some coils have a built-in over-dwell protection feature. If given too much dwell the coil will automatically spark. This can give a dangerous advanced spark. Be sure to strobe your timing at high revs to ensure this is not happening.

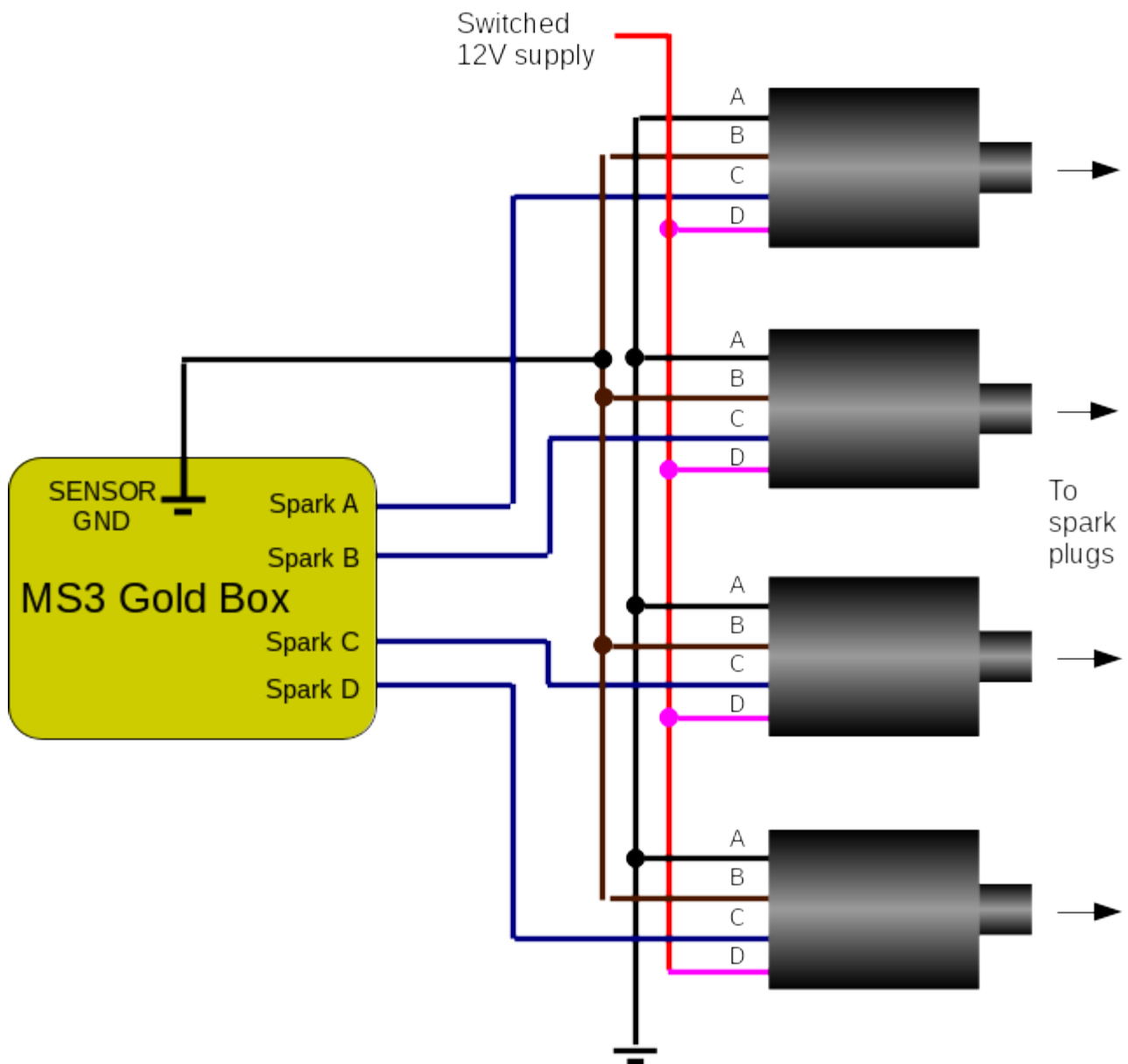
Set the Spark Output to Going High.

### **LS coilpack multi-plug**

				<p><b><u>Pin-out and typical colors</u></b></p> <p>A = black = power ground          B = red = signal coil W          C = green = signal coil X          E = brown = signal ground          F = light blue = signal coil Y          G = purple = signal coil Z          H = pink = 12V supply</p>
W	X	Y	Z	
				



**General layout for 4-cyl coil-on-plug using LS coils**



Set the Spark Output to Going High.

### **IGN1A logic coil**



- A - Ignition signal from MS3 Gold Box
  - B - Logic ground, connect to MS3 Gold Box sensor ground
  - C - Spark wire ground, connect to cylinder head
  - D - Power ground, connect to battery negative
  - E - 12 volt power (switched and fused)
- Set the Spark Output to Going High.

This is a high energy aftermarket logic coil available from DIYAutoTune.com.

### **0 004- 402 001 - single logic coil**

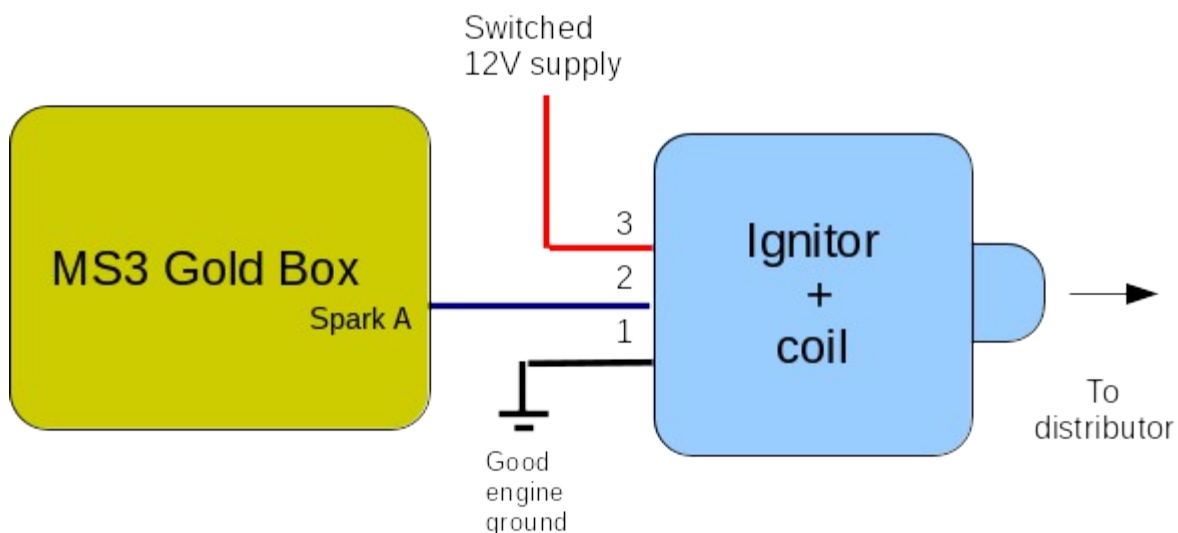


#### Pin-out

- 1 = Power Ground (Brown)
  - 2 = Spark input signal 1 (Black/Red)
  - 3 = 12V supply (Black)
- Set the Spark Output to Going High.

Fitted to many VAG vehicles including 2.0 litre mk3 Golfs 1993-1999. Designed to be used as a single coil with a distributor.

Intermotor 12916



**032 905 106B - 4 tower wasted spark logic coil**



Pin-out

1 = Spark input signal 1

2 = 12V supply

3 = Spark input signal 2

4 = Power Ground

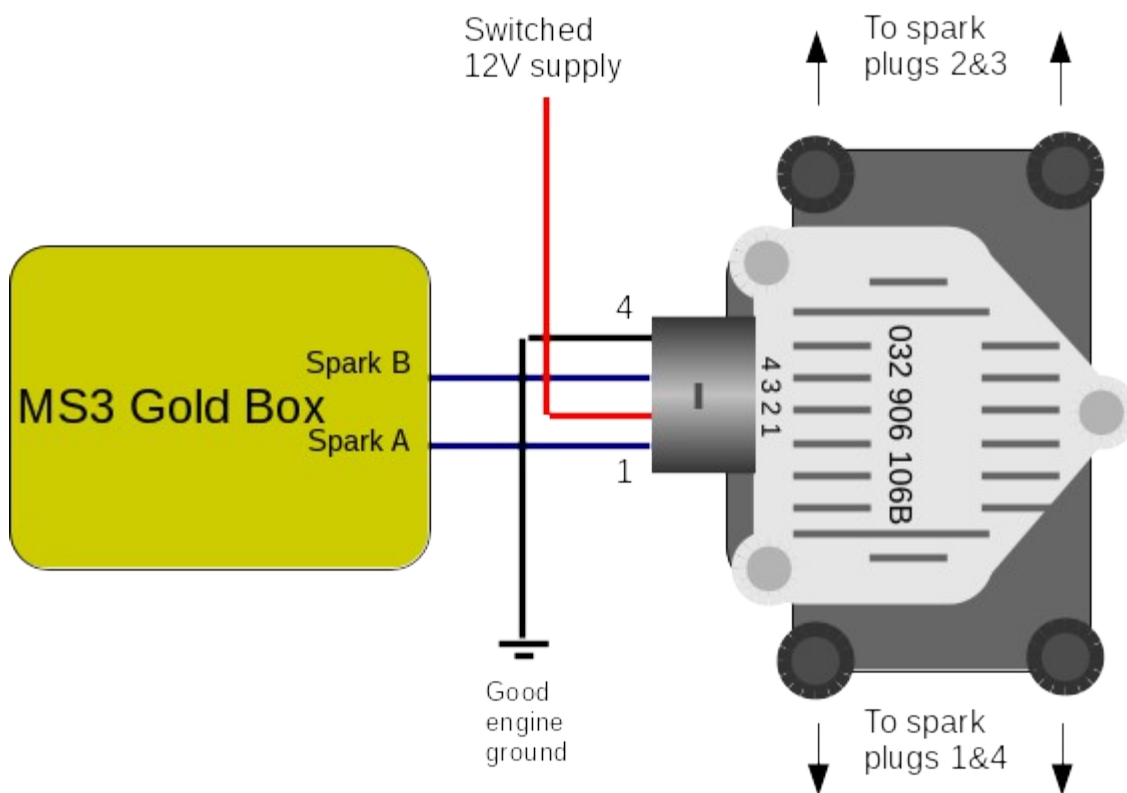
Set the Spark Output to Going High.

The connector is 1J0 973 724

This cost effective OEM logic wasted coil has a built-in ignitor.

Fitted to many VAG vehicles including 1.6 litre mk4 Golfs.

Intermotor 12919



**06A905097 - 4 way logic coil**

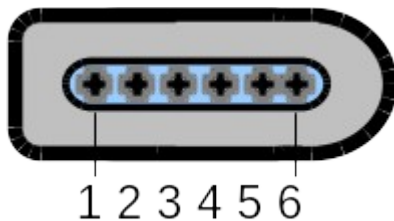


4 way logic coil from VW Golf / Jetta, Skoda Octavia

Uses part numbers 0040102029, 06A905097, 06A905104, ZSE029

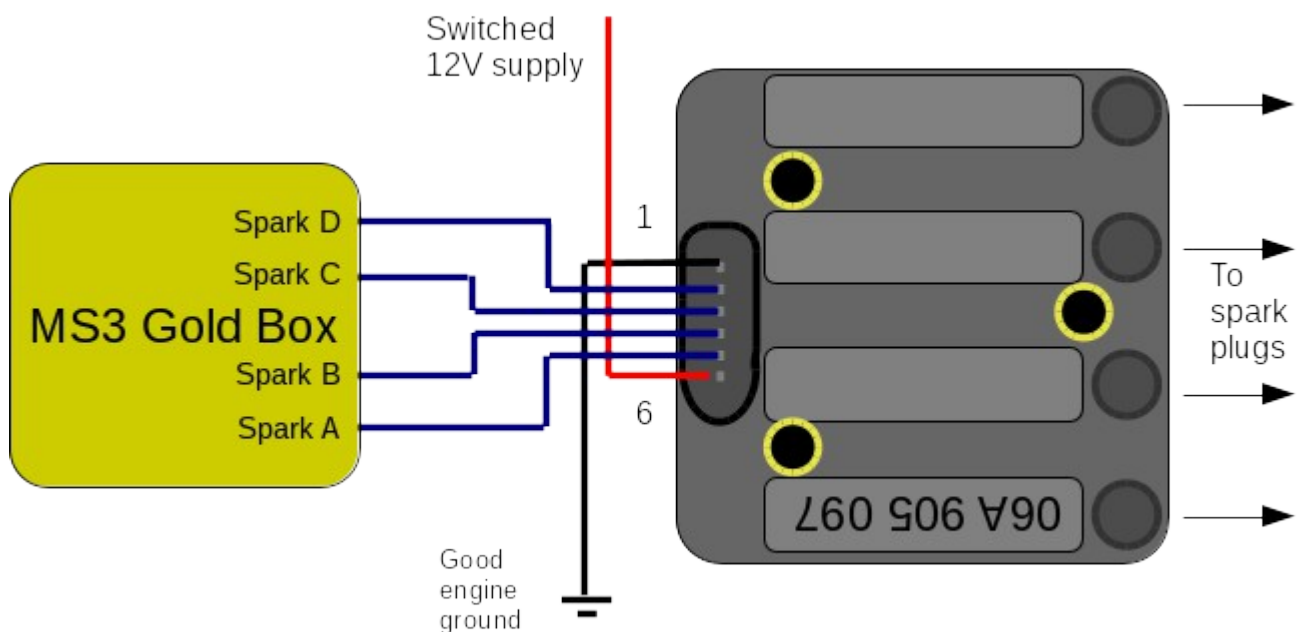
The connector is a polarised Bosch Kompact 6 way. 1J0973726 - 6 Way Sealed Female Connector. The contacts are 2.8 mm

Set the Spark Output to Going High.



Pin-out

- 1 = Power Ground
- 2 = Spark input signal 1
- 3 = Spark input signal 2
- 4 = Spark input signal 3
- 5 = Spark input signal 4
- 6 = 12V supply



## 06B 905 115 - 4 wire logic COP



VAG P/N 06B 905 115 COPs: Used on VW 1.8t and may other VAG cars.

Pin 1: Connects to Pin 1 on all other coils and then to +12v ignition feed (or fuel pump relay)

Pin 2: Signal ground (connect to engine block)

Pin 3: Spark Signal from MS3 Gold Box

Pin 4: Power ground (connect to engine block)

Earlier than 2001 coils, PN - 06B 905 115, 06B 905 115 rev B and E.

These have an input resistance of ~1k and should work OK with the MS3 Gold Box outputs.

Cranking dwell = 4.0ms Running dwell= 3.0ms

Set the Spark Output to Going High.

Later than 2001 coils, PN 06B 905 115 rev L and R have a low input resistance. The MS3 Gold Box outputs cannot drive these coils directly.

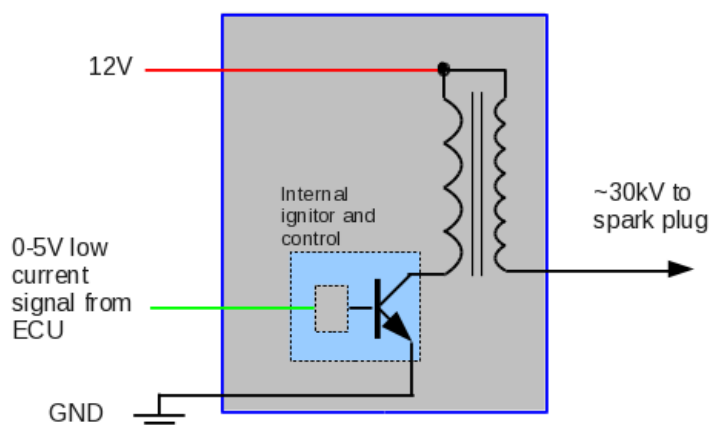
Aside from these specific examples, there are many generic 3, 4, 5 wire COPs that can be used with the MS3 Gold Box.

Before using an "unknown" coil it is necessary to check the resistance to ground on the input.

Using a multimeter set to resistance, check between the Spark Signal Input and Signal Ground.

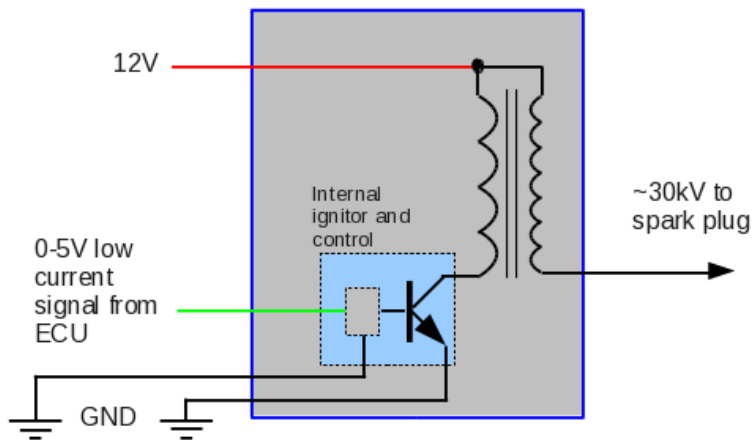
If you have a reading of say ~1k then the MS3 Gold Box outputs can be used directly.

### Logic level 3 wire



3-wire COPs are ambiguous, many are high-current (needing an ignitor), some may be logic level with a built in driver. Perform a resistance check on the signal input to confirm. High current will have an input resistance to 12V of a few ohms only.

### Logic level 4 wire



COPs with 4 or 5 wires have a built in amplifier (ignitor) and can typically be directly connected to the spark outputs.

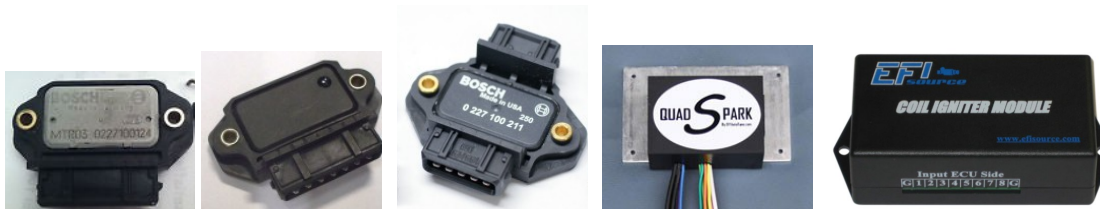
Set the Spark Output to Going High.

### **5.3.2 Amplifiers (ignitor, power transistor, ignition module)**

An ignition amplifier module takes a 5V logic signal from the MS3 Gold Box and drives a high-current ignition coil.

This can be advantageous to keep ignition noise outside of the MS3 Gold Box, or your engine may already have one.

There are many different modules available on the market with 1, 2, 4 ignition channels.



Bosch style 1, 2, 4 channel ignitors, Quadspark, EFI Source 8 channel ignitor.

#### **Bosch 0 227 100 124**

Cross references Intermotor 15015.

This single channel module can be used to drive a single high-current coil. Dwell is controlled by the MS3 Gold Box.

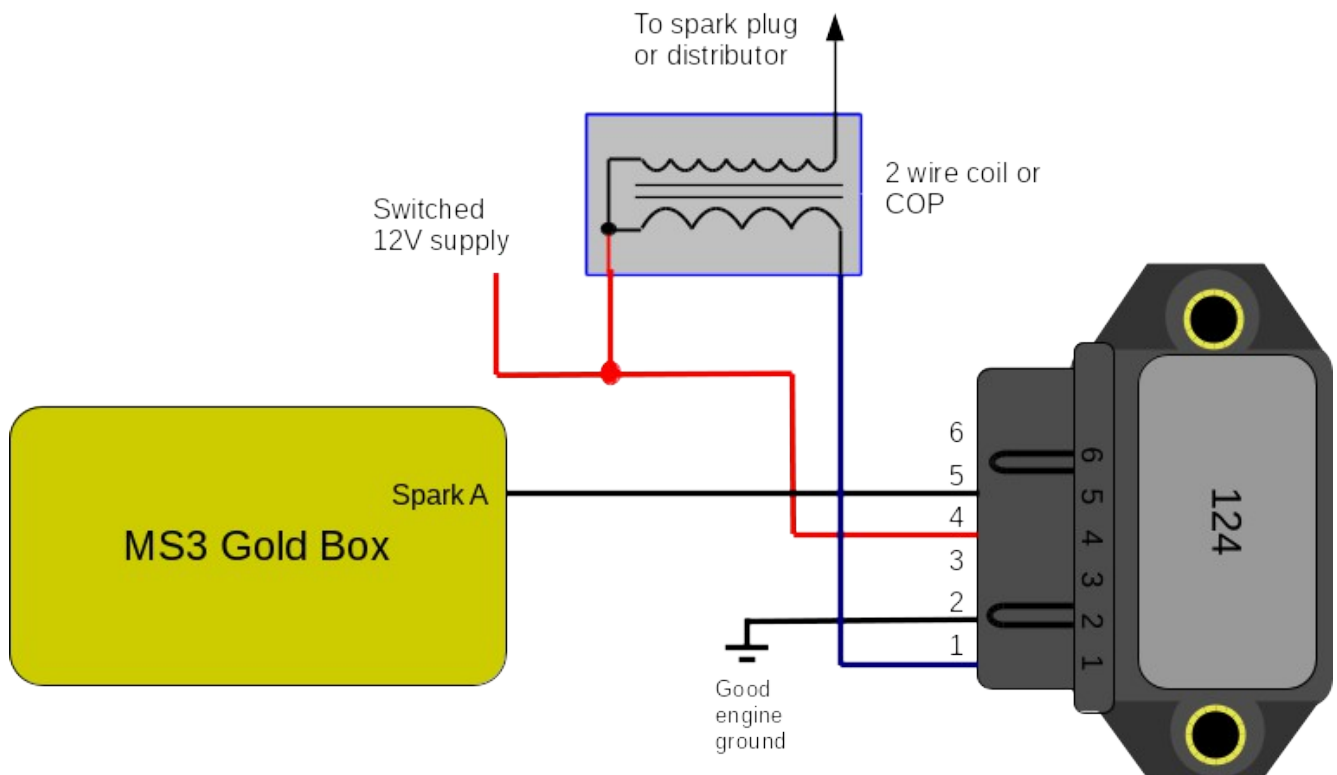
Set the Spark Output to Going High.

#### Pin-out

1 = Coil negative output

2 = Power Ground

- 3 = Input screen (if used)
- 4 = 12V supply
- 5 = Spark input signal
- 6 = NC
- (7 = NC)



#### **Bosch 0 222 710 137**

This is very similar to the 124 but the spark input signal is on pin 6.

#### **Bosch 0 227 100 200**

Cross references Intermotor 15867.

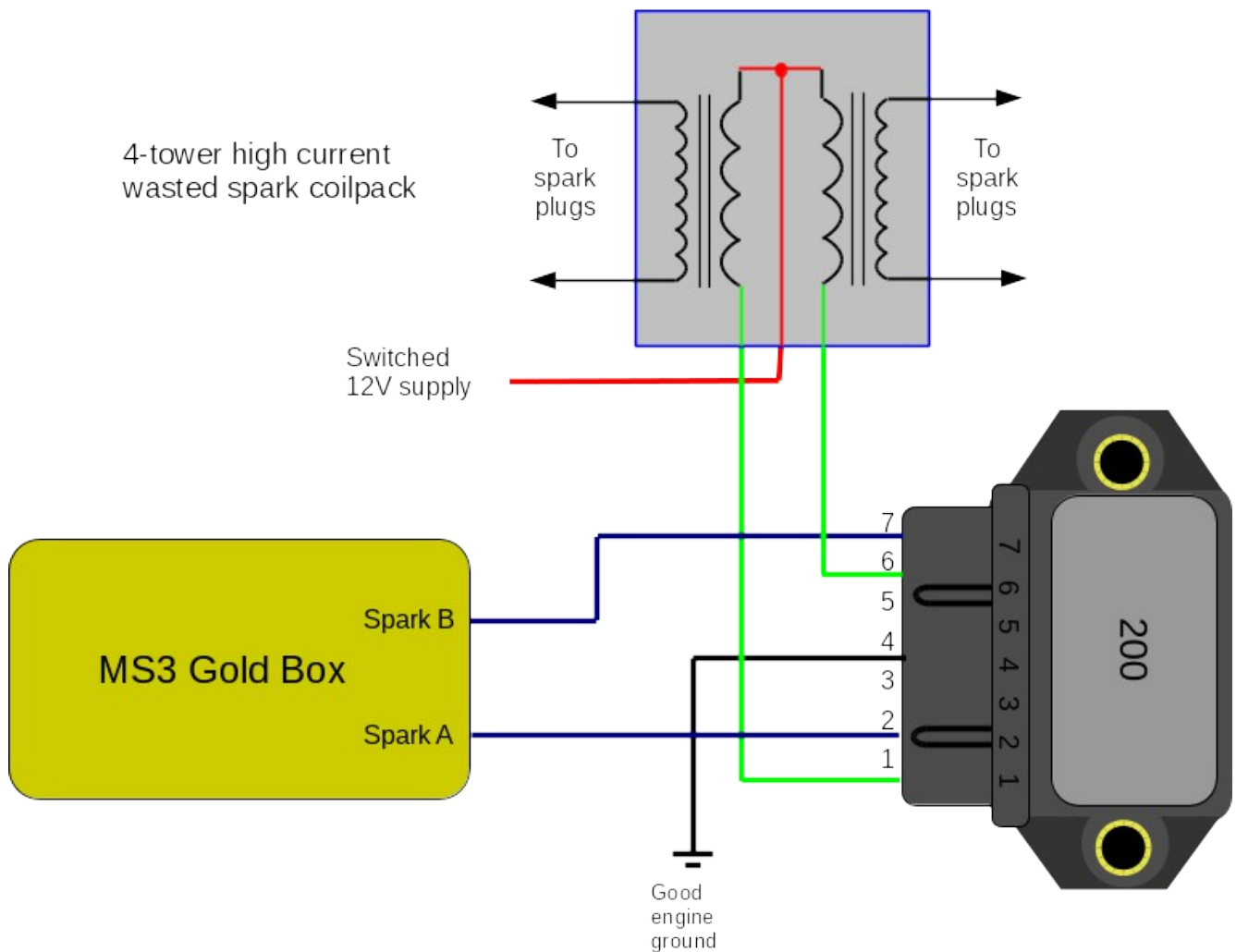
This dual channel module can be used to drive a high-current wasted spark coil-pack for full spark control on a four-cylinder engine, or a pair of COPs on a two-cylinder engine. Dwell is controlled by the MS3 Gold Box.

Set the Spark Output to Going High.

#### **Pin-out**

- 1 = Coil negative output 1
- 2 = Spark input signal 1
- 3 = NC
- 4 = Power Ground
- 5 = NC
- 6 = Coil negative output 2

7 = Spark input signal 2



### **Bosch 0 227 100 211**

Cross references Intermotor 15857. Typically used on VW Golf 1.8t yr 2000.

This four channel module is typically used to drive four COPs on a four-cylinder engine, it could also be used to drive a pair of high-current wasted spark coil-packs for full spark control on an eight cylinder engine. Dwell is controlled by the MS3 Gold Box.

Set the Spark Output to Going High.

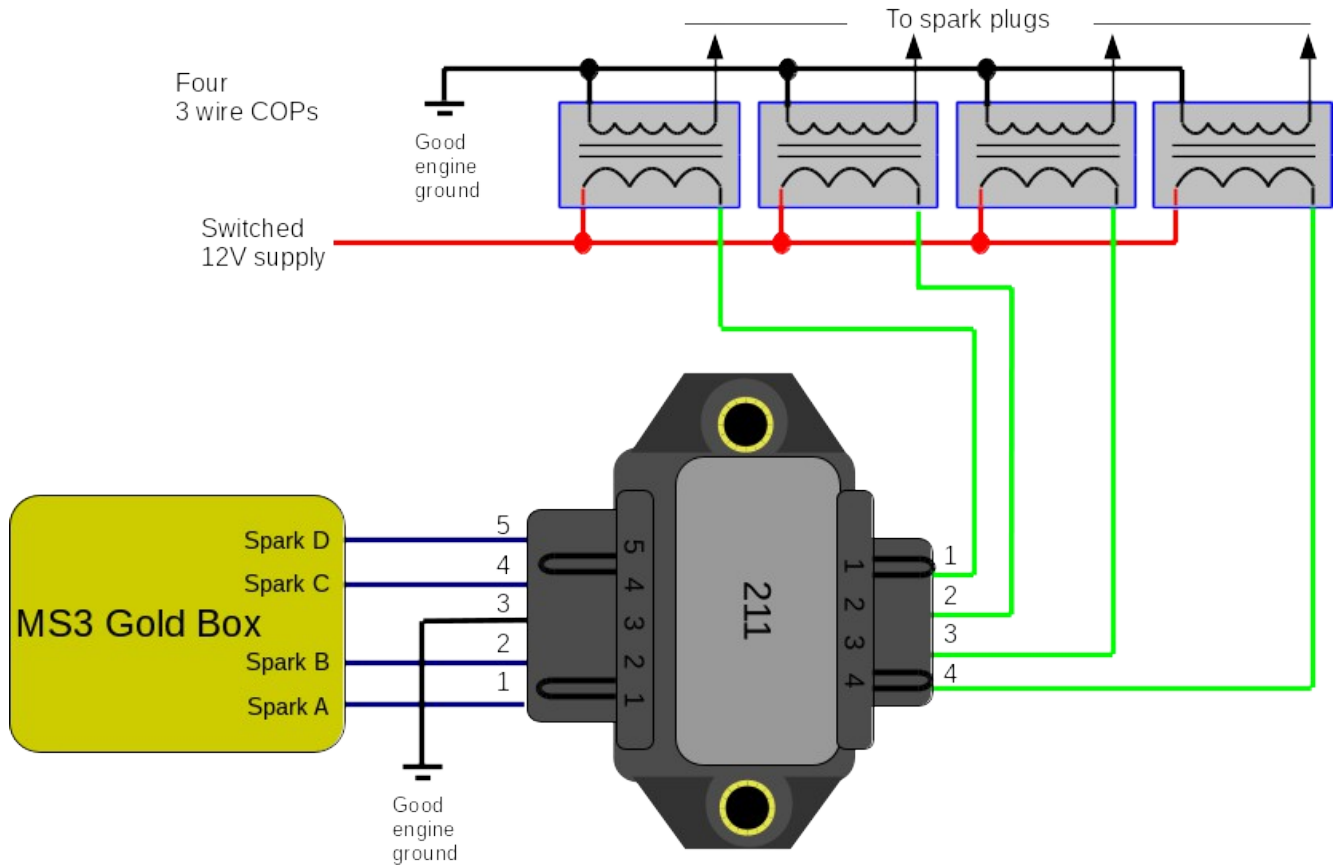
#### Pin-out (5 pin)

- 1 = Spark input signal 1
- 2 = Spark input signal 2
- 3 = Power Ground
- 4 = Spark input signal 3
- 5 = Spark input signal 4

#### Pin-out (4 pin)



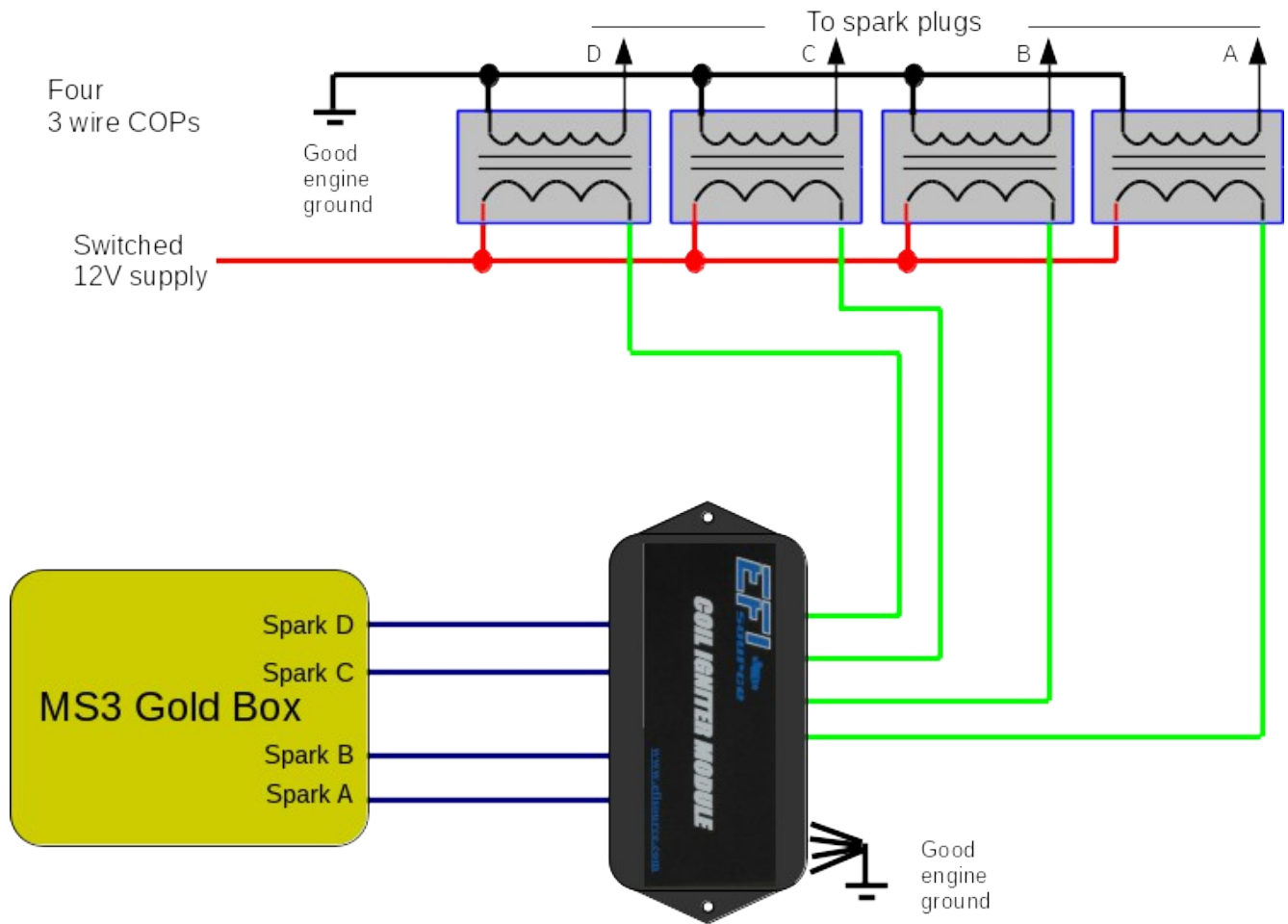
- 1 = Coil negative output 4
- 2 = Coil negative output 3
- 3 = Coil negative output 2
- 4 = Coil negative output 1



### EFI Source Ignitors



EFI Source offers 4, 6, 8 cylinder ignitor modules that are ideal to drive high-current coils from the logic spark outputs on the MS3 Gold Box.



Set the Spark Output to Going High.

The diagram shows connection to COPs, but the module can also be used to drive high current coilpacks (Ford, Chrysler etc.)

#### Quadspark

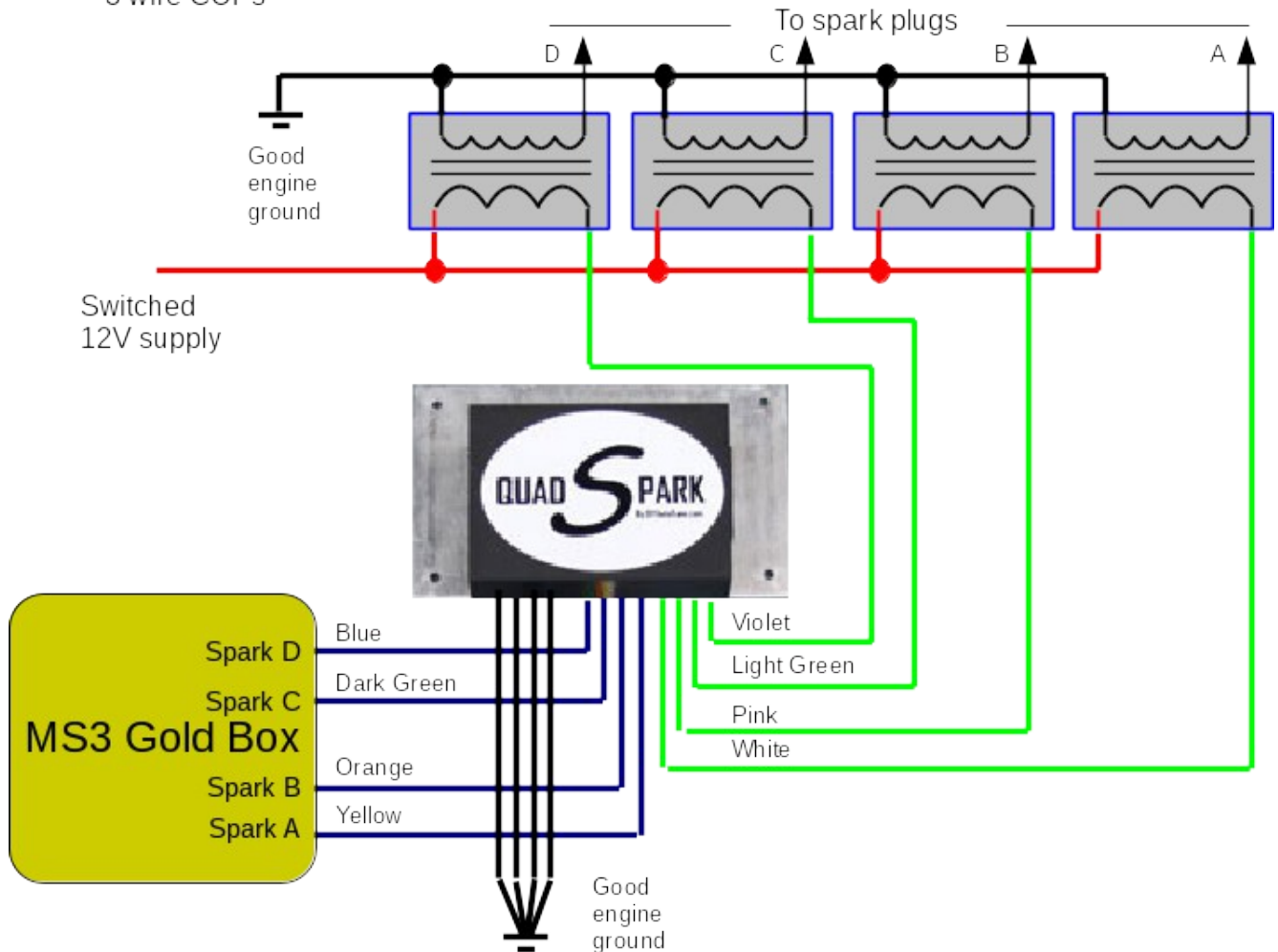


This aftermarket four channel module operates similarly to the Bosch 211, but is typically more cost effective.

Pin-out	Thickness	Function
Yellow	20 gauge	Spark Input A (from MS3 Gold Box)
White	16 gauge	Spark Output A (to coil negative)
Orange	20 gauge	Spark Input B (from MS3 Gold Box)
Pink	16 gauge	Spark Output B (to coil negative)
Dark green	20 gauge	Spark Input C (from MS3 Gold Box)
Light Green	16 gauge	Spark Output C (to coil negative)

Blue	20 gauge	Spark Input D (from MS3 Gold Box)
Violet	16 gauge	Spark Output D (to coil negative)
Black	4 x 14 gauge	Ground (to engine block or cylinder head)

3 wire COPs



Set the Spark Output to Going High.

The diagram shows connection to COPs, but the module can also be used to drive high current coilpacks (Ford, Chrysler etc.)

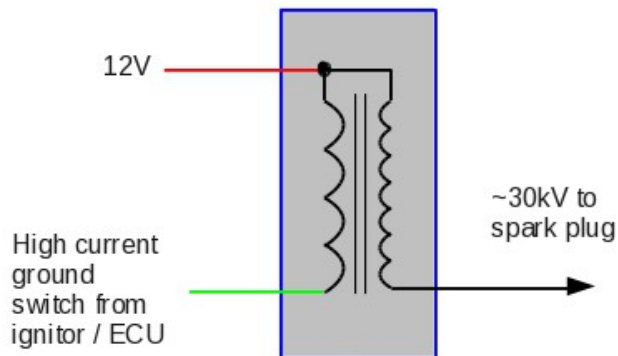
### 5.3.3 High current coils

This type of coil requires an amplifier as per section 5.3.2



Shown are conventional single coil, GM wasted spark coil, Ford wasted spark coil-pack, Renault 2-wire COP. All of these coils are high current coils and require an ignition amplifier module (ignitor) to connect to the MS3 Gold Box.

#### High current 2 wire



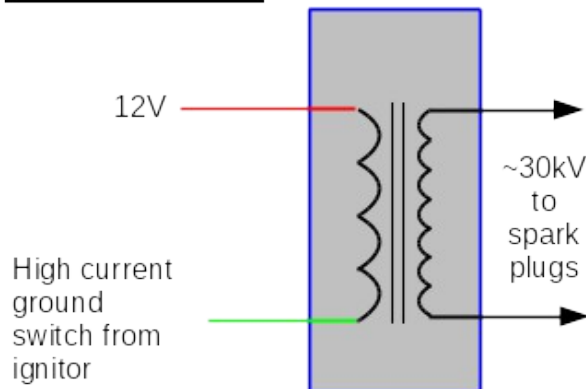
**Conventional coils** and "dumb" 2-wire COPs.

The connections are :

- switched/fused 12V supply
- output from ignitor.  
The resistance measured between the inputs will be a few ohms only.

Requires an ignitor.

## High current 2 wire wasted spark



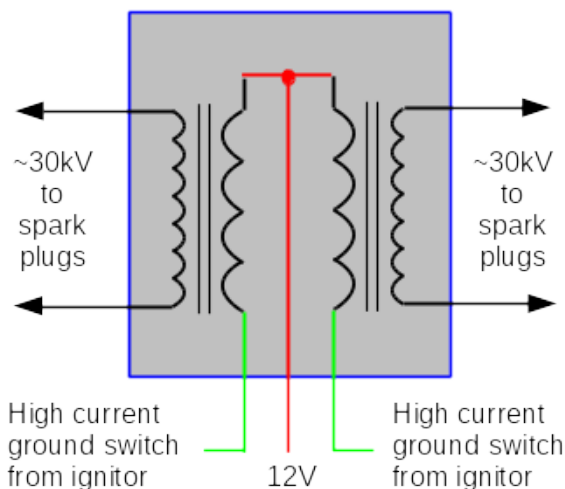
**2 wire wasted spark coils** - like the GM coil.

The connections are :

- switched/fused 12V supply
- output from ignitor.  
The resistance measured between the inputs will be a few ohms only.

Requires an ignitor.

## 4-tower high current wasted spark coilpack



**4-tower wasted spark coil-pack** such as Ford (EDIS style) Neon, VW and others.

The connections are :

- switched/fused 12V supply
- output from ignitor (left and right)  
The resistance measured between 12V and the primary wires will be a few ohms only.

Requires an ignitor.

### **5.3.4 CDI modules (e.g. MSD, Crane etc.)**

Typical CDI units provide a "white wire" trigger input that can be connected to the MS3 Gold Box for ignition control. Follow the manufacturers' installation instructions for the other wiring. Ensure that no other trigger inputs are connected (e.g. green, violet.)

The following Ignition settings are required:

Set the Spark Output to "Going High"

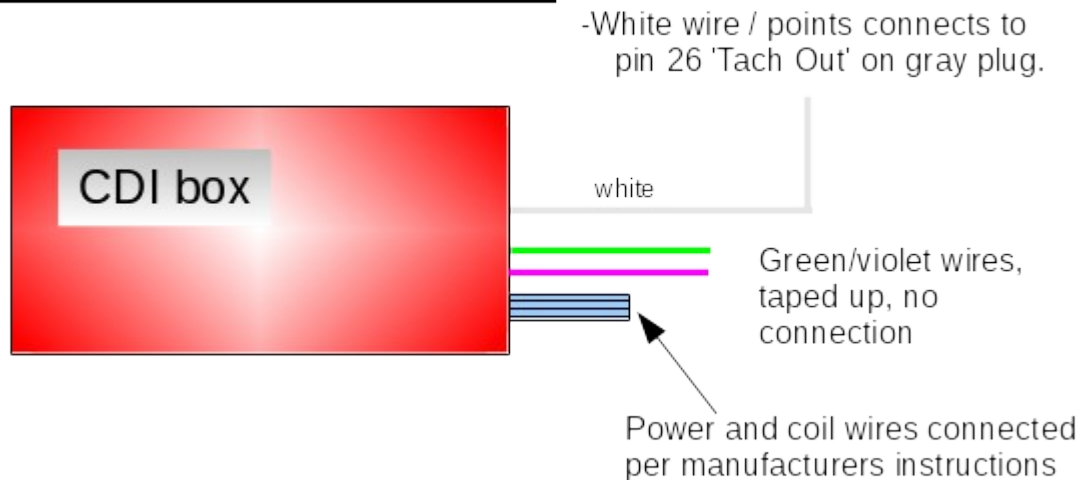
Number of coils to "Single Coil"

Dwell to "Standard Dwell"

Spark A Output pin as "Tacho"

MSD is a well known brand and we will cover their wiring scheme here. Other manufacturers use similar wiring colors, but check the supplied diagrams.

## Wiring for MSD and similar



- tach signal is a yellow wire - do not connect this to MS3 Gold Box.
- spark control signal is a white wire - **connect this to the MS3 Gold Box 'Tacho' output.**
- ground is a heavy black wire
- permanent 12V power is a heavy red wire
- switched 12 volts is a thin red wire
- the coil positive (+) wire is orange
- the coil negative (-) wire is thin black
- the unused VR signal wires are green and violet.

With the MSD ignition box, connect the white 'points' input wire to the MS3 Gold Box 'Tacho' output wire. Do not connect anything to the green and violet wires. The MSD box is only being used to fire the coil. The MS3 Gold Box must receive its tach input from a crank or distributor pick-up.

Spark Output	Going High	▼
Number Of Coils	Single coil	▼
Spark Hardware In Use	Tacho	▼

### **5.3.5 Mazda Rotary ignition wiring**

Early Mazda rotary engines used a distributor and conventional coils, these are not covered here.

Later engines used EFI and distributorless ignition with a number of specific multiple coil setups. In the tuning software, ensure that the engine stroke is set to "Rotary."

There are three main modes of the MS3 Gold Box rotary ignition support

- FC mode - uses a wasted spark coilpack for leading plugs and individual trailing coils.  
External ignitors are used. One for the leading coil and a combination ignitor for the trailing coils.
- FD mode - uses a wasted spark coilpack for leading plugs and individual trailing coils  
External ignitors are used. One for the leading coil and one each for the trailing coils.

- RX8 mode - uses one logic coil per plug (four in total)

Mode ->	FC	FD	RX8
Number of coils	Wasted Spark	Wasted Spark	Coil on Plug
Output mode	FC	FD	FD
Spark A	Leading (IGt-L)	Leading	Front Leading
Spark B	Trailing Select (IGs-T)	Front Trailing	Front Trailing
Spark C	Trailing Trigger (IGt-T)	Rear Trailing	Rear Trailing
Spark D	(not used)	(not used)	Rear Leading

Set the Spark Output to Going High.

The leading coil feeds the upper spark plugs, and trailing the lower plugs. The front (crank pulley end) rotor is considered rotor 1.

Be aware that the output naming in "Output Test Mode Inj/Spk" is slightly different - coil A,B are the leading coils, coil C,D are the trailing coils. Note that this only applies to test mode, physical coil wiring must follow the above table.

Be sure to use the output test mode to confirm coil wiring before attempting a first start.

#### RX8 logic coils

Pin A = logic signal in

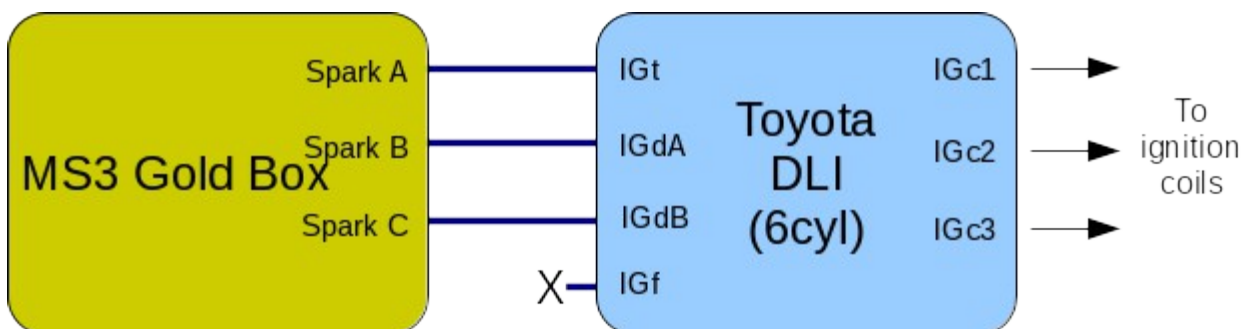
Pin B = power ground

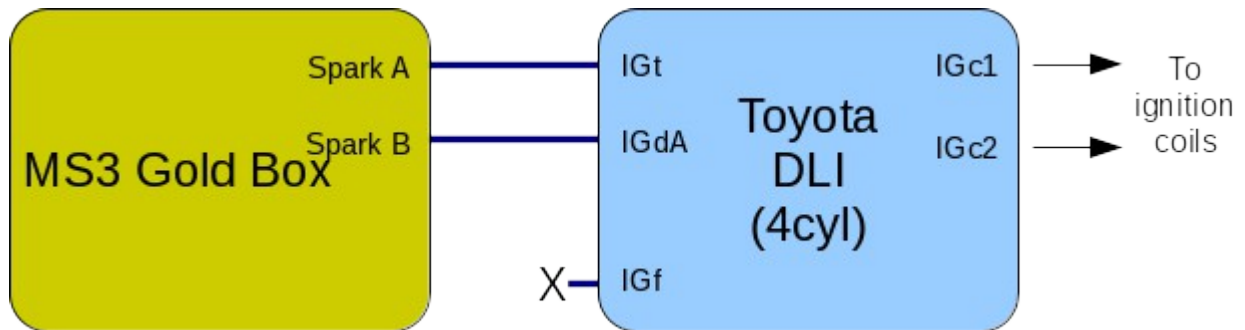
Pin C = 12V supply

### 5.3.6 Toyota DLI ignition wiring

Some Toyotas use a system named "DLI" that connects between the ECU and the wasted spark coils. This uses a multiplexed signaling system. In the software settings ensure that "Toyota DLI" is selected.

Set the Spark Output to Going High.







## 6: Ignition system - specific operating modes

The MS3 Gold Box range supports many different tach input and output schemes including many OEM specific configurations.

For installations on engines without a supported tach input, a 36-1 trigger wheel on the crankshaft is the suggested setup.

Here are all of the 'spark modes' supported by the MS3 Gold Box and whether they support wasted spark (W/S) and COP/seq (coil-on-plug or sequential fuel) or not on a 4-stroke engine. 2-stroke engines only need a missing tooth wheel on the crankshaft for sequential fuel and spark.

Spark Mode	Cam input needed ?	W/S ?	COP /seq ?	Applications
Fuel only	N	N	N	Various for fuel only (no spark control)
EDIS	N	Y	N	Early to mid 1990s Fords 4,6,8cyl
Basic trigger (distributor)	N	N	N	Widespread - HEI7, GMDIS, TFI, distributor
Trigger Return	N	N	N	Typically 1980s VW hall distributors
Toothed wheel "Missing tooth wheel" on crank "Missing tooth wheel" on cam "Missing tooth wheel" on crank + single tooth on cam "Dual wheel" non missing on crank + single tooth on cam (36-1, 60-2, 4-1, 24/1, 24/2, 6-1 etc.)	Varies	Varies	Varies	Ford, Bosch ECUs, very widespread. e.g. Ford, BMW, Vauxhall/Opel, many Japanese vehicles using Nippondenso CAS, GM LS2 <b>This is the most common selection covering thousands of installs.</b> See detail pages for all variations
420A/Neon	N	Y	If cam used	420A Neons
36-2+2	N	Y	If cam used	"Next Generation" Crank Chryslers including Jeep.
36-2-2-2	N	Y	If cam used	Some Subaru and Mazda RX8 with stock trigger wheel phasing.
Subaru 6/7	Y	Y	Y	Subarus flat fours
Miata 99-05	Y	Y	Y	1999-2005 Miata with 4 tooth crank trigger and 1,2 cam trigger.
6G72	Y	Y	Y	Mitsubishi 3000GT/Galant
IAW Weber*	Y	Y	Y	Fiat / Cosworth engines with 4 tooth crank trigger and uneven distributor trigger.
CAS 4/1*	Y	Y	Y	Mitsubishi 4G91
4G63	Y	Y	Y	Mitsubishi, Mazda Miata (MX5)
Twin trigger*	(Y)	Y	N	Bike engine with one reluctor and two trigger coils. Typically 4 cylinder wasted-spark.
Chrysler 2.2/2.5*	N	Y	Y	Distributor pickup. YMMV

Spark Mode	Cam input needed ?	W/S ?	COP /seq ?	Applications
Renix 44-2-2	N	N	If cam used	Renault 4cyl, also V6 with 66-2-2-2
Suzuki Swift*	N	N	N	Distributor trigger wheel
Suzuki Vitara 2.0*	N	Y	N	Suzuki Vitara 2.0
Daihatsu 3cyl*	N	N	N	3+1 cam trigger
Daihatsu 4cyl*	N	N	N	4+1 cam trigger
VTR1000*	N	Y	N	12-3 on crank
Rover#1*	N	?	If cam used	Rover K Series 36-1-1
Rover#2*	N	?	If cam used	Rover K Series 36-1-1-1-1
Rover#3*	N	?	If cam used	Rover K Series 36-2-2
GM7X*	N	Y	If cam used	Direct from sensor bypassing GMDIS modules.
QR25DE*	Y	Y	Y	Nissan
Honda RC51*	Y	Y	Y	Also other variants
Fiat 1.8 16V*	Y	Y	Y	
Optispark	Y	Y	Y	GM LT1 V8 engines
Nissan SR20	Y	Y	Y	Stock high-res trigger disc
Nissan RB25	Y	Y	Y	Stock high-res trigger disc
LS1	N	Y	If cam used	GM LS1, LM7 etc. with 24X crank
YZF1000*	N	Y	N	
Honda Acura	N	Y	If cam used	
VQ35DE*	Y	Y	Y	
Jeep 2000*	Y	Y	Y	
Jeep 2002*	Y	Y	Y	
Zetec VCT	Y	Y	Y	Ford Zetec with 4+1 cam pattern
Flywheel tri-tach*	Y	Y	Y	Audi engines with flywheel tooth sensor
2JZ VVTi*	Y	Y	Y	
Honda TSX/D17	Y	Y	Y	
Mazda6 2.3 VVT*	Y	Y	Y	

Spark Mode	Cam input needed ?	W/S ?	COP /seq ?	Applications
Viper V10	Y	Y	Y	2nd Gen Viper V10
Viper V10 Gen1	Y	Y	Y	1st Gen Viper V10
Honda K24A2	Y	Y	Y	
HD 32-2*	N	N	Y	Harley 45deg V-twin. Can use MAP sensor for phase detection or use a cam sensor.
Miata 36-2*	N	Y	If cam used	Flyin' Miata custom 36-2 wheel fitted to 99-05 engine.
Daihatsu 12+1	(N)	Y	Y	Daihatsu EF-SE engine 3 cyl

\* indicates a configuration that has received less usage in the field and may be less well proven. Proceed with caution or discuss with your supplier before using.



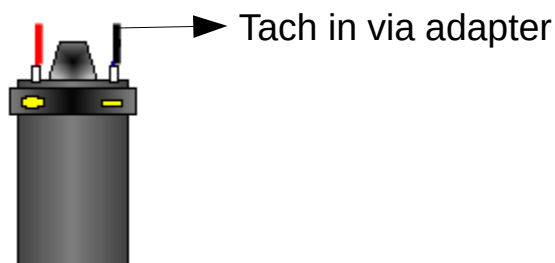
Running excessive timing under load will almost always cause severe engine damage such as broken pistons.

**It is essential that timing is confirmed with a timing-light on EVERY install.**

NOTE! The tach input polarities provided in section 6 are for reference only and subject to review.

## 6.1 Coil negative for fuel only

### Coil negative (not CDI)



The MS3 Gold Box is designed to receive low voltage tach signals, not coil negative triggering. You will need to use an adapter to convert the high voltage coil-negative signal into something suitable (e.g. 0-12V) for the MS3 Gold Box. Connect the 0-12V signal to Crank + and leave Crank - taped up and unconnected.

Coil negative input CANNOT be used for installs using the MS3 Gold Box to control ignition.

### Typical Settings

Spark mode = "Fuel only"

## 6.2 Distributor pickup

The distributor is the traditional method of timing spark and distributing the high-tension spark voltage to individual spark plugs. Typically this used a set of breaker points, a condenser and a single ignition coil. Most distributors feature mechanical and vacuum advance systems to match spark timing somewhere close to optimal for different operating conditions. Later systems were "breakerless" and replaced the high-maintenance points with VR, hall or optical sensors. When combined with OEM fuel injection systems, the distributor may be "locked" in that there is no advance mechanism - the timing is controlled by the computer. Some OEM systems retain a distributor only for the high-tension spark distribution and use a trigger-wheel arrangement for tach input.

The first step in an install is to identify what kind of system is already fitted to your engine. Usually this is relatively straightforward to establish.

Note that Ford TFI, GMHEI7, GMHEI8 are special cases using a locked distributor and are covered in their own subsections.

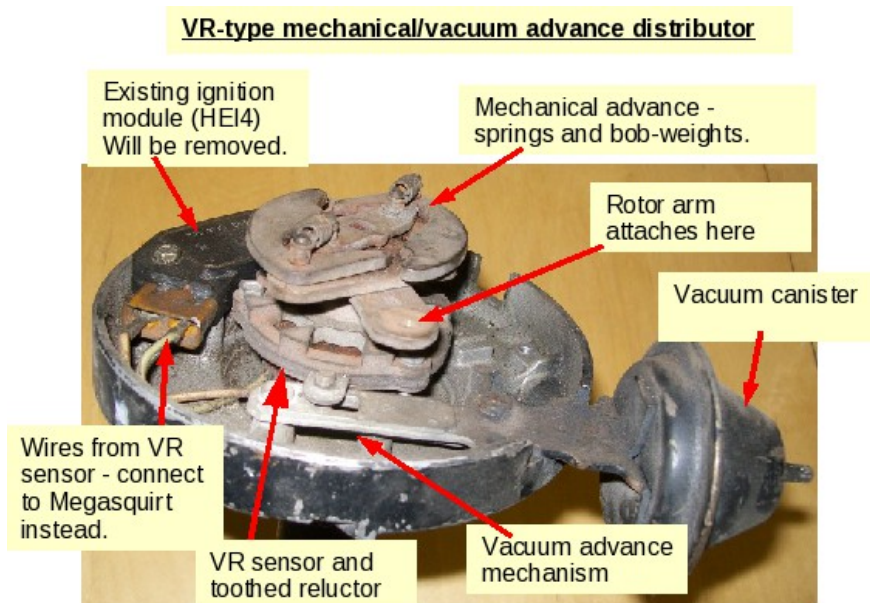
### 6.2.1 Traditional vac/mech distributor

For distributor triggering you need one pulse per spark event. e.g. a normal distributor on a typical 4 stroke, 4 cylinder engine will have four lobes/teeth/vanes/slots in the distributor.

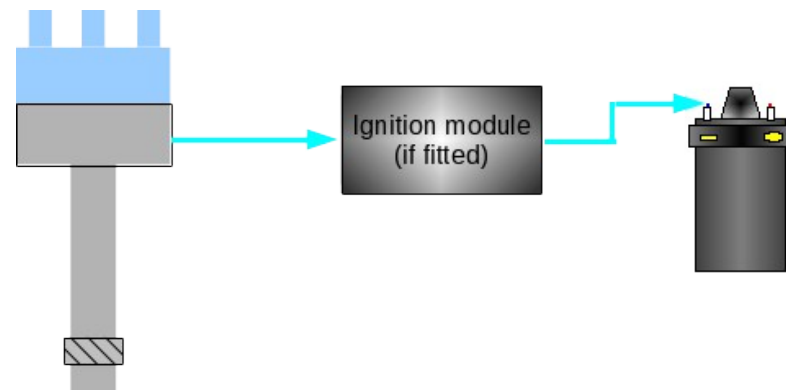
This applies to points, optical, VR, hall.



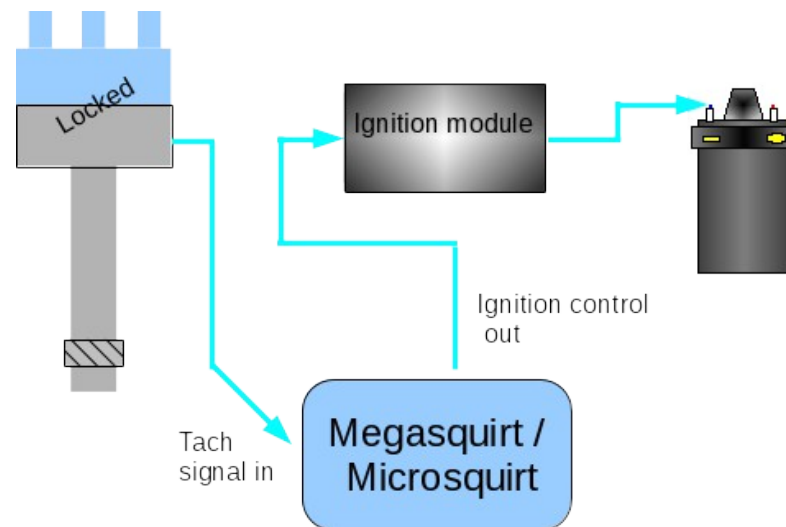
See section 5.2 for wiring details on the tach input.



Shown above is a "large cap" General Motors HEI4 distributor, typical on mid 1970s V8s.



Typical original arrangement



Typical arrangement with ECU ignition timing control and locked distributor

### 6.2.1.1 Input phasing

A typical distributor includes advance mechanisms which were originally used to control the timing. These are not used when using computer control and must be locked out to give a "locked" distributor.



Correctly modifying an old distributor to give a reliable tach input may well be more difficult than adding a crank trigger wheel and will never be as accurate. You are advised to consider installing a crank trigger wheel (e.g. 36-1) and sensor instead.

Early distributors such as points, HEI4, Duraspark etc, all have advance mechanisms built in. The HEI4 distributor shown above illustrates these mechanisms and is typical of pre-computer distributors. Similar distributors can be converted to computer control-

Remove ignition module (if present)

Connect pickup sensor (VR, hall, opto, points) to ECU.

Remove and weld up mechanical advance mechanism.

Remove vacuum canister.

Use remnants of vacuum advance mechanism to achieve correct input:output phasing.

You may be able to set the rotor output phasing FIRST and then rotate the baseplate to achieve the correct

input phasing.

Later engines may feature a distributor in conjunction with computer controlled timing - usually these distributor are "locked" from the factory and should already have good input and output phasing. (e.g. Ford TFI, GM HEI7/8, Bosch hall effect.) Align as per the factory manuals and determine how it is phased before you modify anything!

The crank angle at which the tach input triggers is of importance and needs to be configured in the MS3 Gold Box. For best spark control there are some optimal and some disallowed crank angles.

A typical engine will have an operating advance range of say 10-50 BTDC timing (depending on engine type.) The trigger must not happen during this range of angles.

It can be really helpful to install timing tape on your crank pulley or temporarily mark on a range of angles.

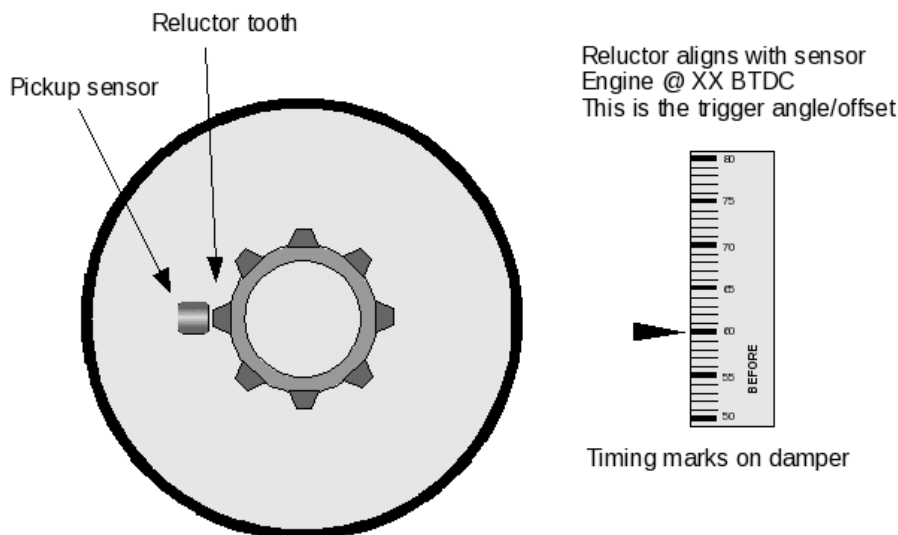
For best accuracy at high revs or during transients, aim for the trigger to align at 60-90 BTDC. This also allows a full range of timing (including ATDC timing should you need it for boosted conditions.) This range of trigger angle is preferred for new installs.

For slightly better starting, but not quite such good running accuracy, aim for a trigger ~10BTDC or your desired cranking advance. This is the typical trigger angle for TFI and HEI7/8. You cannot retard timing later than the trigger angle. e.g. 9BTDC and lower are not possible with a 10 BTDC trigger angle.

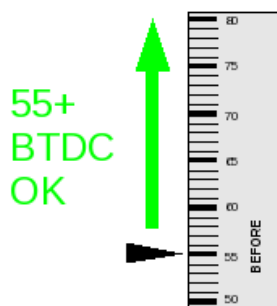
The VR sensor input presents a simple pulse as the reluctor passes the sensor, this gives a timing position easily identified by eye. Use "Basic Trigger"

Rotate the engine to 60 BTDC (or 10 BTDC if chosen) and then align the distributor so the reluctor aligns with the center of the sensor.

### VR type distributor pickup



Be aware of the allowable values for "trigger angle". Do not use angles in the disallowed range or you will have unreliable or unexpected operation.



Timing marks on damper

Allowed high angles

Timing allowed in normal range (up to 5 degrees less than trigger angle.) Retarded ATDC timing possible.



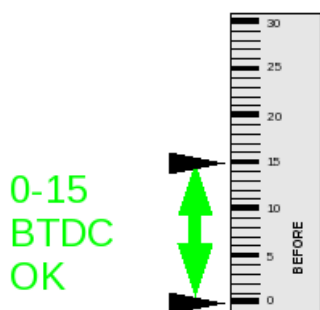
Timing marks on damper

Disallowed angles.

Do not use a trigger angle between 16 and 54 degrees.

**Timing will not work correctly.**

Distributor must be moved or re-phased.



Timing marks on damper

Allowed low angles

Timing allowed in normal range (greater than trigger angle.) Retarded ATDC timing not possible.

Once the tach input is setup it is important to confirm the output phasing is correct.

### 6.2.2 Rotor / Output phasing - all distributor installs



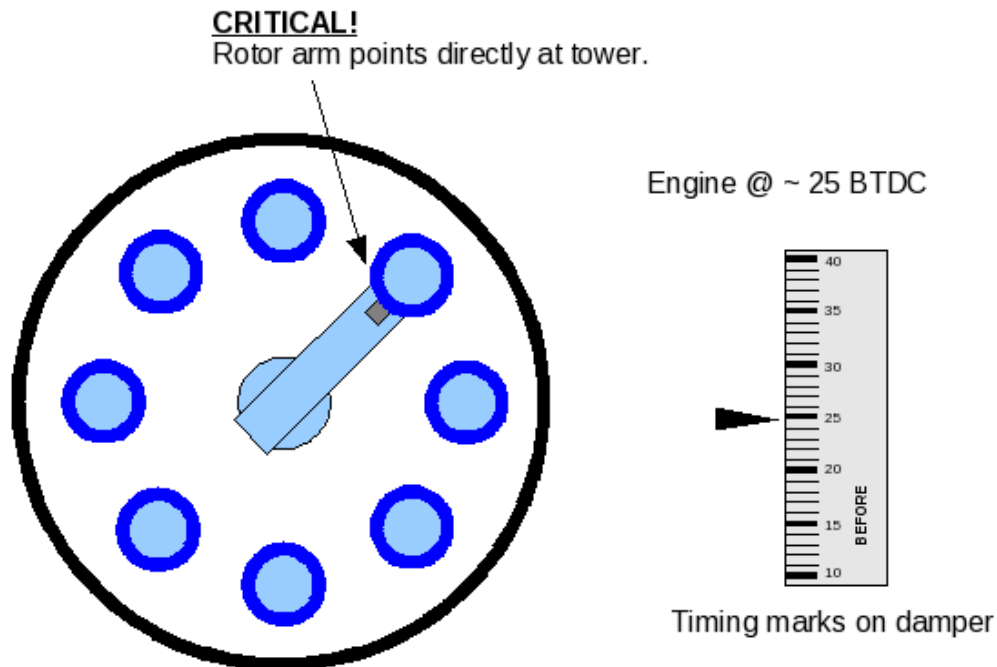
Rotor phasing is CRITICAL.

Without it you will get cross firing and the engine will run extremely badly.

Rotate your engine to ~25 BTDC.

The rotor arm **MUST** point towards a tower on the distributor.

## Distributor rotor phasing



When using the distributor for the tach input as well, beware of just rotating the distributor - that would change the input phasing that you already set - you may need to make a physical modification to rotate the rotor arm. (e.g. weld up the locating slot and cut a new one.) If you moved the distributor, go back and re-set the input phasing.

This potential conflict between input and output phasing is why a crank trigger is strongly recommended.

If you are crank triggering and the distributor is only used for the spark distribution then you can simply rotate the dizzy to achieve the required rotor phasing. In this case it is not necessary to 'lock' the distributor, you can unhook the vacuum canister and leave the mechanical advance operational.

### 6.2.3 Distributor with hall/optical 'trigger return'

The purpose of the "Trigger Return" mode is to have accurate cranking timing as well as accurate running timing. It achieves this by using the signal from both edges of a vane/slot. One edge is used for the timing calculations during running and will typically pass the sensor at 55BTDC or more. The other edge is used for cranking timing and must pass the sensor at the desired cranking advance angle e.g. 10BTDC

This scheme was commonly used by VW during the 1980s with a locked hall-effect distributor.



'Trigger return' may only be used if the slots/shutters/vanes in the distributor are evenly spaced and equal sized.

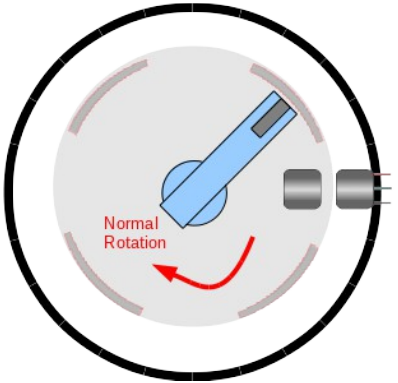
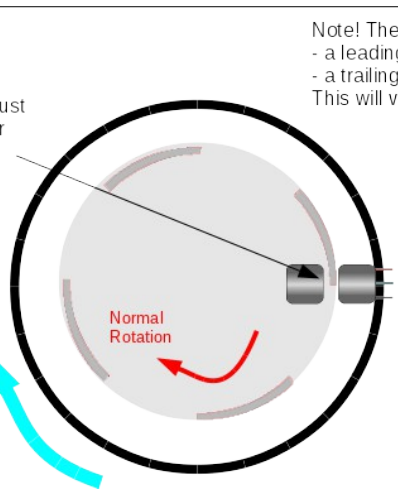
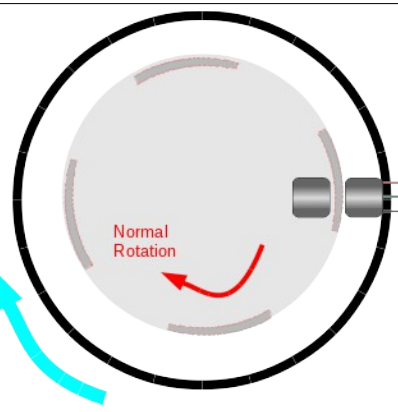
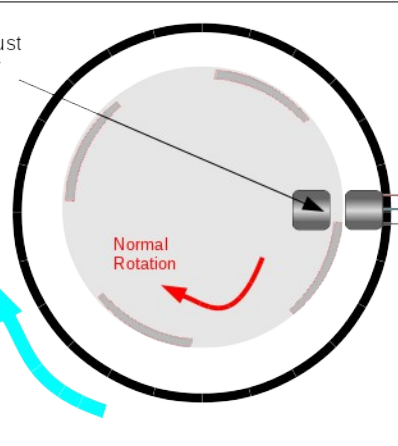
Do not try to use 'trigger return' with many Nissan optical pickups or with signature-PIP TFI as these have uneven slots/vanes.



See section 5.2 for wiring details on the tach input.

Configuring trigger return requires knowing the crank angle that each vane edge passes the sensor. You can check this visually or by wiring up the system and using a multimeter to measure the output from the sensor.



<p>A. Hall/opto distributor showing inactive trigger.</p>	 <p>Engine @ ~ 145 BTDC</p> <p>Timing marks on damper</p>
<p>B. Engine rotated forwards until edge at sensor. The crank angle here is the "Trigger Angle"</p>	 <p>Leading edge just blocking sensor</p> <p>Normal Rotation</p> <p>Turn engine forwards</p> <p>Note! These examples are drawn with - a leading edge of 100 BTDC - a trailing edge of 10 BTDC. This will vary significantly with engine.</p> <p>Timing marks on damper</p>
<p>C. Engine turned forwards some more.</p>	 <p>Normal Rotation</p> <p>Turn engine forwards</p> <p>Engine @ ~40 BTDC</p> <p>Timing marks on damper</p>
<p>D. Engine turned forwards some more.</p> <p>This is the Return angle and needs to match your setting for cranking advance. This needs to be ~10BTDC.</p> <p>Rotate your distributor if needed, then repeat steps B,C,D.</p>	 <p>Trailing edge just clear of sensor</p> <p>Normal Rotation</p> <p>Turn engine forwards</p> <p>Engine @ 10 BTDC</p> <p>Timing marks on damper</p>

The output phasing on an OEM trigger-return type distributor installed in the normal position should not require adjustment.

Trigger-return can also be used with a latching hall sensor and pairs of magnets on a crank trigger. One pole (e.g. N) triggers and latches the sensor and the other pole (e.g. S) un-latches the sensor. This could be of particular use on single cylinder engines to gain accurate cranking and running timing. In this case no distributor is used and a single coil is connected directly to the spark plug.

### **6.2.4 Distributor with basic crank trigger**

Installing a "flying magnet" crank trigger gives more accurate ignition control than using a distributor based pickup as it eliminates timing chain and cam-gear slop. It also eliminates the hassle of re-phasing the distributor.

For best timing accuracy, it is recommended that the flying magnet passes the pickup sensor when the engine is around 60BTDC.



See section 5.2 for wiring details on the tach input.

#### **Typical Settings**

Spark mode = "Basic Trigger"

Trigger angle/offset = 60 BTDC (adjust as required)

Ignition capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = depends

Spark A output pin = depends

Dwell type = depends

Dwell duty = depends

### **6.2.5 Distributor with crank trigger wheel**



**This is the preferred method to use with a distributor.**

Using a trigger wheel (e.g. 36-1) on the crank is the most best way to obtain accurate ignition control. The ECU uses every tooth on the wheel to determine engine position. It eliminates timing chain and cam-gear slop. It also eliminates the hassle of re-phasing the distributor.

The distributor and single coil can be retained, but you have the option of a future upgrade path to wasted-spark or perhaps coil-on-plug ignition.

The setup and configuration of the crank trigger wheel is covered in the Toothed wheel section 6.9.

## **6.3 Ford TFI**

Ford's TFI module was used throughout the 1980s and into the 1990s on many millions of vehicles in two main mounting positions - 'distributor mount' and 'remote mount'. There are also two electrical versions: "Push Start" and "Computer Controlled Dwell". Checking the wiring on pin4 is likely best. The wiring of the modules is largely the same, just the distributor mount connects directly to a 3 wire hall sensor in the distributor. In most installations you do not need to concern yourself with that as only the 'PIP' and 'SPOUT' connections are of interest. The other connections should be left stock.

#### **Push-Start (PS) vs. Computer Controlled Dwell (CCD)**

The module described mainly here is the 'PS' type that uses a 12V start signal, it is claimed to be gray in color. 50% dwell duty should be used.

The 'CCD' type is claimed to be black in color. and pin 4 runs as a diagnostic signal to the original ECU. These modules need standard dwell control e.g. 3ms instead of a fixed duty. Other wiring should be the same.

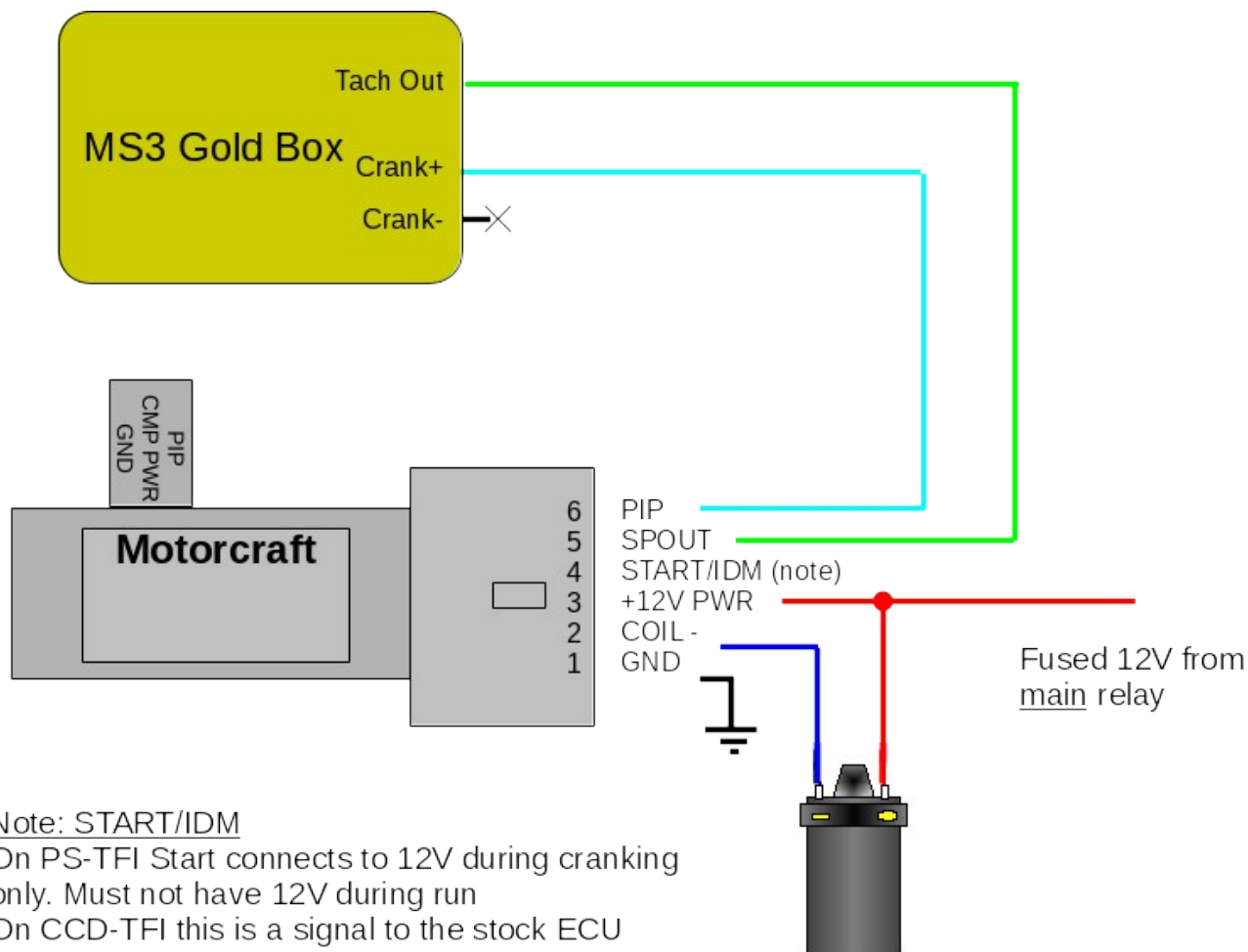
### Base Timing and phasing

"Base Timing" on the distributor (with computer control 'SPOUT' disconnected) is around 10BTDC. This is the number you should use as your initial Trigger Offset. As these distributors were designed for ECU control, the rotor arm phasing should already be correct.

### Signature PIP

Note that there is a TFI variant with "Signature PIP" that in the original install allows for cylinder identification and sequential fuel.

These distributors should be configured as "Basic Trigger".



### Typical Settings

Spark mode = "Basic Trigger"

Trigger angle/offset = 10 BTDC as a starting point, fine tune with a timing light.

Ignition capture = "Falling edge"

Spark output = "Going High"

Spark A output pin = "Tacho"

Dwell type = "Fixed duty"

Dwell duty = "50%"

## 6.4 GM HEI7

The original "High Energy Ignition" (HEI) distributors used the 4 pin module from the early 1970s. That is fine in the breakerless distributor as designed, but is not suitable for computer timing control. The later 7 and 8 pin modules and corresponding distributors are designed for computer control and should be an easy swap onto earlier engines - not only are those modules intended for computer control, but their distributors are already locked-out so no modifications are required. HEI7/8 uses three control wires to/from the MS3 Gold Box.

The 'Ref' signal from the module to the MS3 Gold Box gives rpm and engine position information.

The 'Est' signal from MS3 Gold Box to the module controls the advance when running.

The 'Bypass' signal from MS3 Gold Box to the module allows the module to beneficially control its own advance during cranking. Once the engine has been running for more than 5 seconds, the MS3 Gold Box takes control of timing.

P = Positive from VR sensor

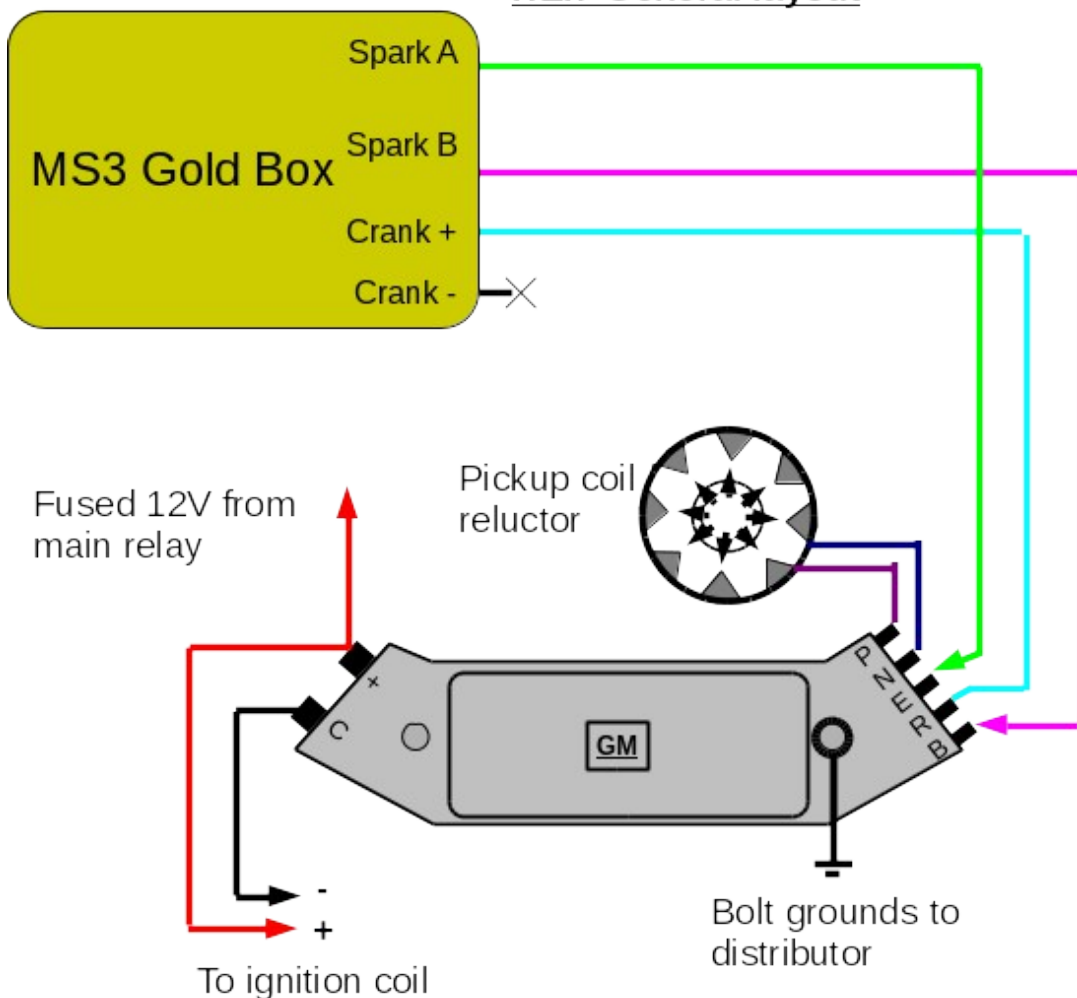
N = Negative from VR sensor

E = Electronic spark timing (EST) from MS3 Gold Box IGN

R = Reference (REF) to MS3 Gold Box Tach in

B = Bypass from MS3 Gold Box bypass output (SPR3 shown)

### HEI7 General layout



### Typical Settings

Spark mode = "Basic Trigger"

Ignition capture = "Rising Edge"

Spark output = "Going High"

Spark A output pin = "MS3X spark"

Dwell type = "Standard Dwell"

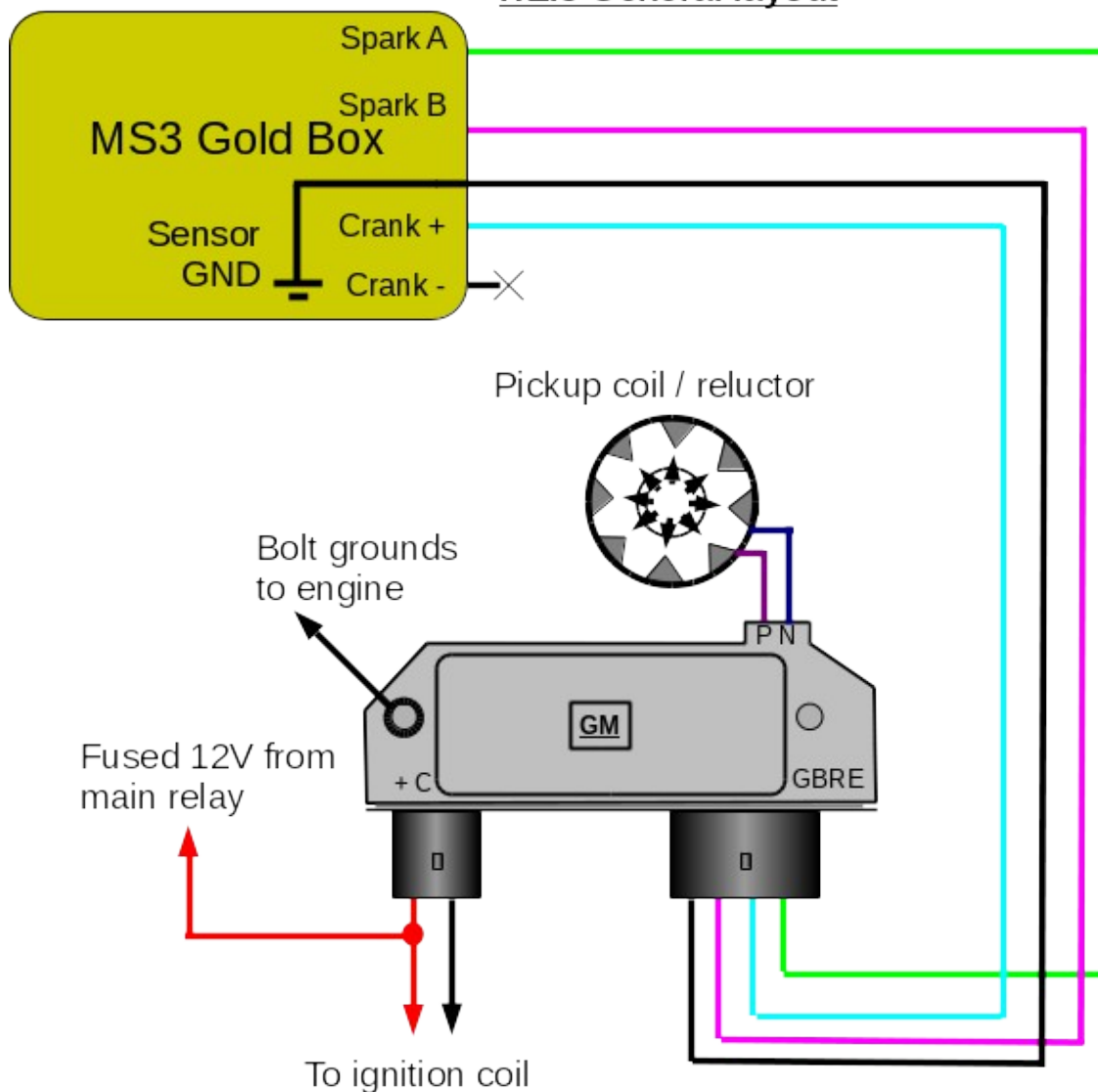
Nominal Dwell = "3.0"

GM/HEI options = "GM bypass"

## 6.5 GM HEI8

This works the same as HEI7, but the module is packaged differently.

### HEI8 General layout



P = Positive from VR sensor

N = Negative from VR sensor

G = Ground to MS3 Gold Box Sensor ground

B = Bypass from MS3 Gold Box bypass output (SPR3 shown)

R = Reference (REF) to MS3 Gold Box Tach in

E = Electronic spark timing (EST) from MS3 Gold Box IGN

### Typical Settings

Spark mode = "Basic Trigger"

Ignition capture = "Rising Edge"

Spark output = "Going High"

Spark A output pin = "MS3X spark"

Dwell type = "Standard Dwell"

Nominal Dwell = "3.0"

GM/HEI options = "GM bypass"

## 6.6 Dual Sync Distributor

A dual-sync distributor is an aftermarket locked distributor that provides a clean trigger signal for an ECU. The signal can be used for sequential fuel and spark.

Setting the rotor arm phasing is important as shown in section 6.2.2.

It is possible to use both signals from the dual-sync distributor and control a distributorless ignition system (wasted spark or wasted-COP.) Use the "Dual wheel" option in the Trigger Wheel system. Set the rotor arm phasing, then determine the tooth #1 angle from the Trigger Wheel page.

Alternative: It is possible to ignore the "reference" signal from the distributor and configure as a regular distributor using "Basic Trigger." This will allow batch fire fuel only.

## 6.7 Ford EDIS



Ford's Electronic Distributorless Ignition System (EDIS) is an ignition system that does not require a cam position signal. It requires a variable reluctor (VR) sensor and a 36-1 tooth crank wheel (36-1 means '36 teeth minus one', and refers to 36 evenly spaced teeth, one of which has been removed), it will not work with other pattern wheels or hall sensors.

EDIS is a particularly easy way to install programmable ignition control on an older engine with a distributor. The EDIS modules are very reliable and the system works well. The EDIS module itself handles all the decoding of the toothed wheel and sends one pulse per cylinder to the ECU.

It is strongly advised to use Ford VR sensors and Ford coilpacks with the EDIS modules. They were designed to work together and do.

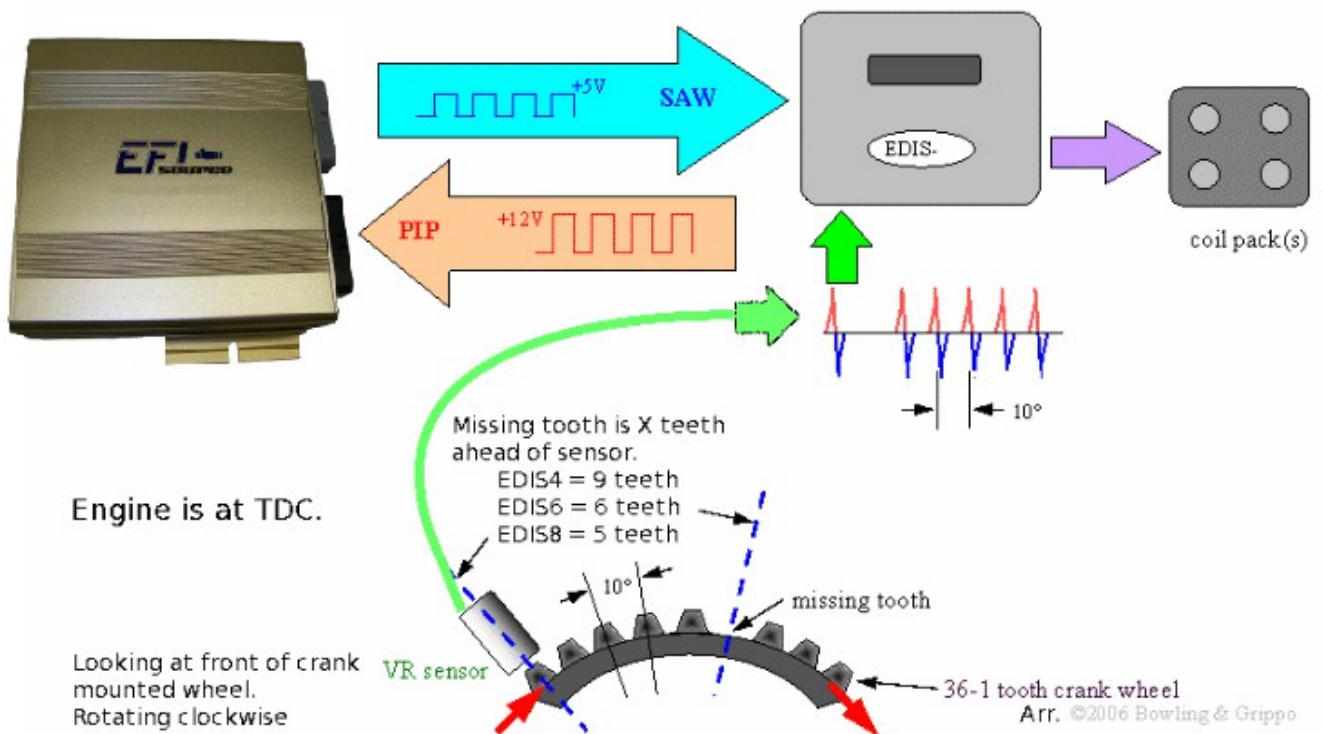
Note! If your engine already has a different supported trigger wheel setup, consider utilizing that before retro-

fitting EDIS.

### 6.7.1 System components

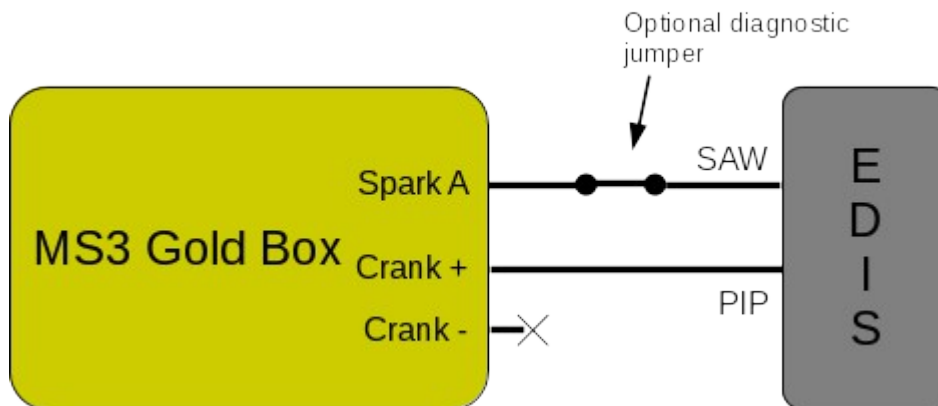
The EDIS system is made up of:

- EDIS module,
- crank wheel,
- crank variable reluctor (VR) sensor and
- one or more coil pack(s).



See appendix A for a junk-yard hunters guide to finding EDIS.

### 6.7.2 ECU wiring



Sequential fuel installs also need to use a cam sensor - see section 6.7.6

#### Typical Settings

Spark mode = "EDIS"

Ignition capture = "Rising Edge"

Spark output = "Going High"

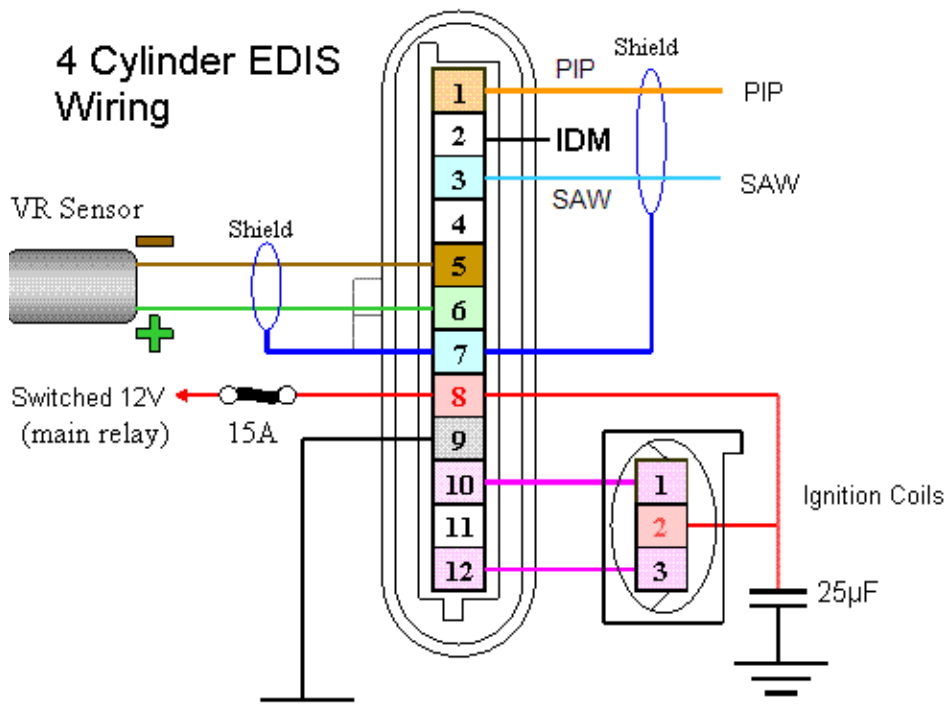
Spark A output pin = "MS3X spark"

### 6.7.3 Module wiring

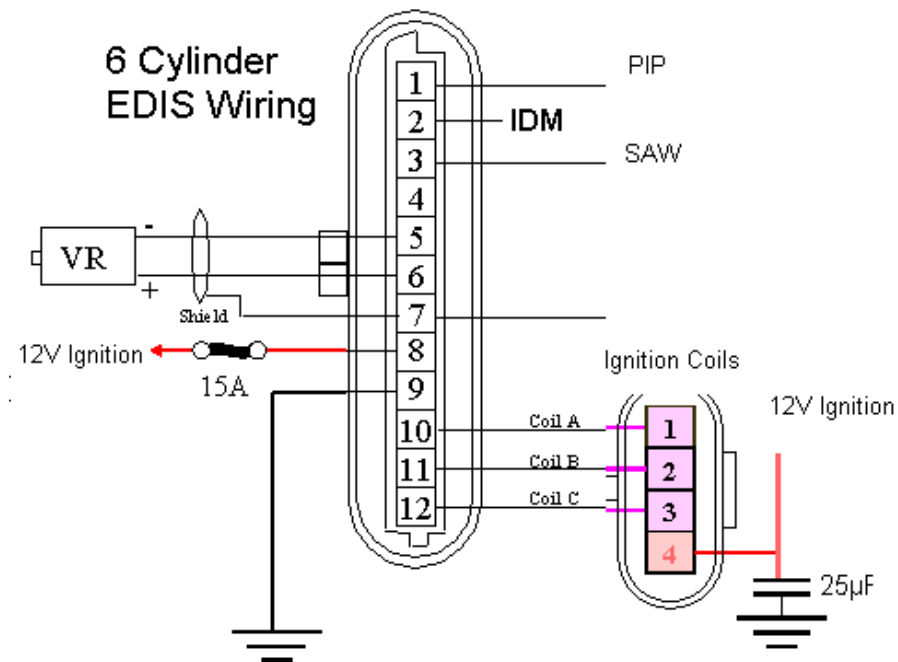
The EDIS system comes in three varieties : EDIS4, EDIS6, EDIS8 which are suited to even-fire 4, 6, 8 cylinder engines. The specific wiring of the module varies slightly between the variants.

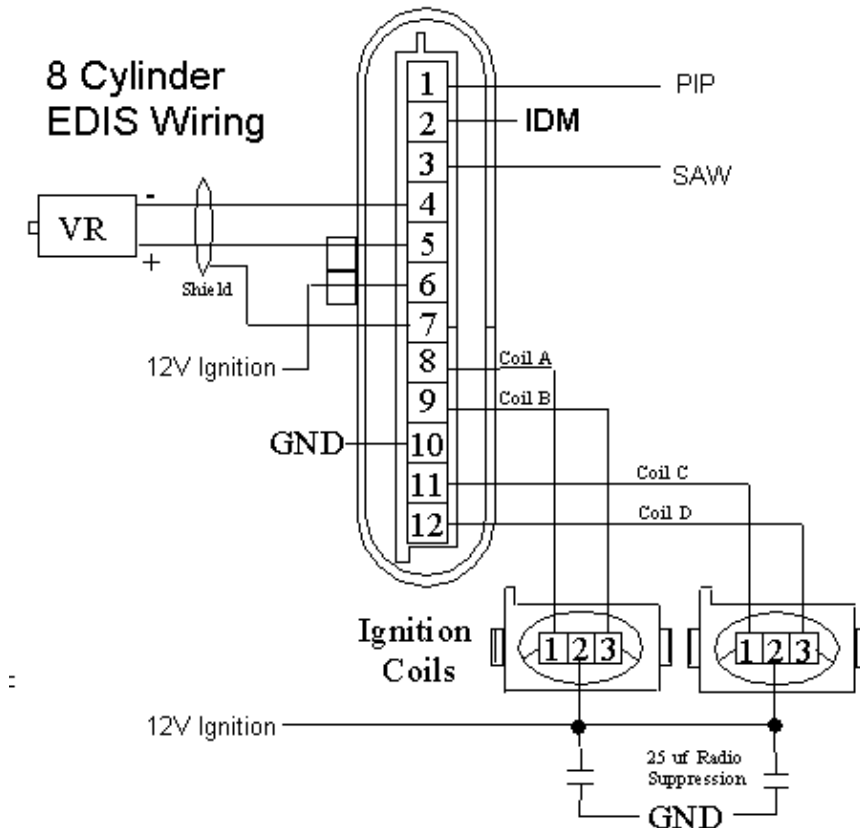


### 4 Cylinder EDIS Wiring



### 6 Cylinder EDIS Wiring





#### 6.7.4 36-1 trigger wheel and VR sensor

The relationship of the VR sensor and the missing tooth is critical. The EDIS module expects and requires a specific phasing.

On engines originally equipped with EDIS this will already be set. Later Ford engines also maintain the same phasing even though the EDIS function is now built into the ECU.

Note that while the relationship of the VR sensor and the missing tooth is critical, the actual placement of the VR sensor on your engine is not. i.e. the VR sensor could be at 12 o'clock, 3 o'clock, 6 o'clock, 9 o'clock - it really does not matter - so long as the wheel is phased to match.

See the diagrams below EDIS4, EDIS6, EDIS8. The main diagrams show clockwise engine rotation as that is the most common, there is an anti-clockwise example afterwards.

For each module type there are two phasing diagrams shown.

**Both methods achieve the same result.**

- method a - engine is set to TDC and teeth counted
- method b - engine is set to angle X BTDC and missing tooth aligned with sensor

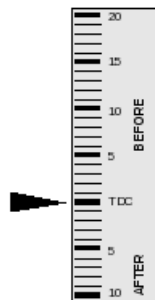
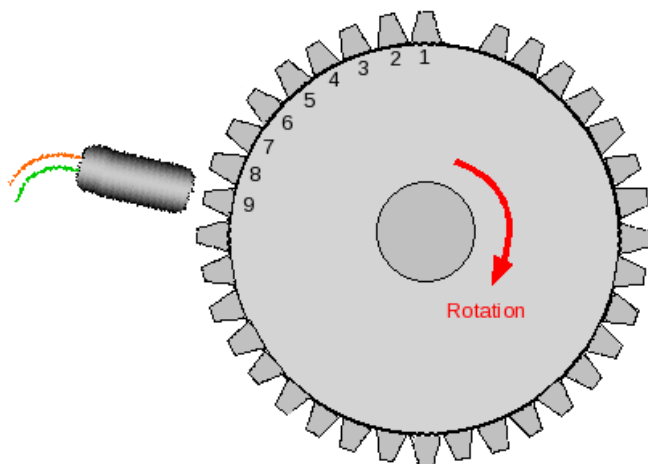
Use method 'a' if you can. Alternatively, some installers may find method b easier to understand.

#### 6.7.4.1 EDIS4 - Clockwise rotation (normal) - method a

Set your engine at TDC, then put the missing tooth 9 teeth earlier (more clockwise) than the sensor. This will put the center of a tooth central to the sensor.

**EDIS4 - 9 teeth offset**

With engine at TDC, the VR sensor aligns with the 9th tooth



Timing marks on damper

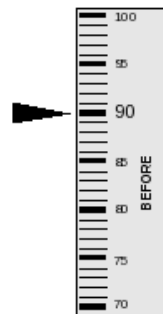
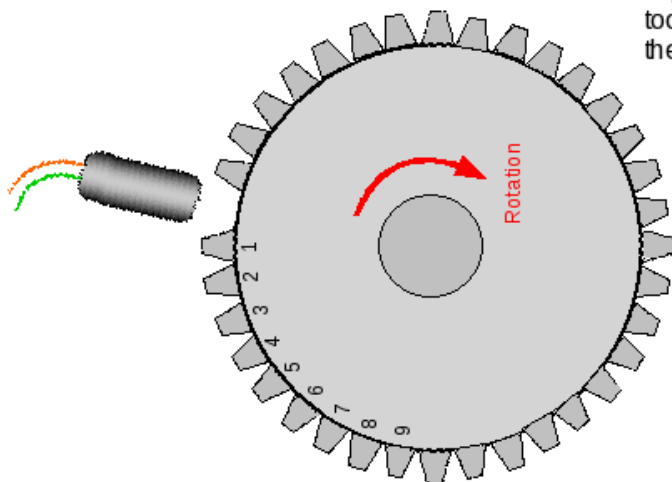
Clockwise rotation

**6.7.4.2 EDIS4 - Clockwise rotation (normal) - method b**

Turn your engine to 90 BTDC. Mount the VR sensor wherever is convenient and mount trigger disc so that the center of the sensor aligns with the center of the missing tooth.

**EDIS4**

This shows another view of the same sensor to missing-tooth alignment. When the missing tooth is lined up with the sensor the engine is at 90 BTDC



Timing marks on damper

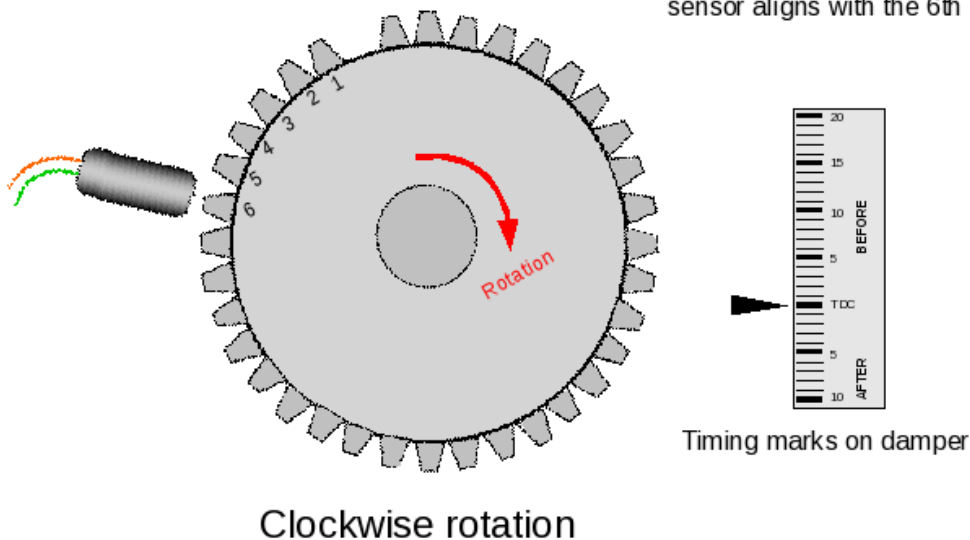
Clockwise rotation

**6.7.4.3 EDIS6 - Clockwise rotation (normal) - method a**

Set your engine at TDC, then put the missing tooth 6 teeth earlier (more clockwise) than the sensor. This will put the center of a tooth central to the sensor.

### EDIS6 - 6 teeth offset

With engine at TDC, the VR sensor aligns with the 6th tooth



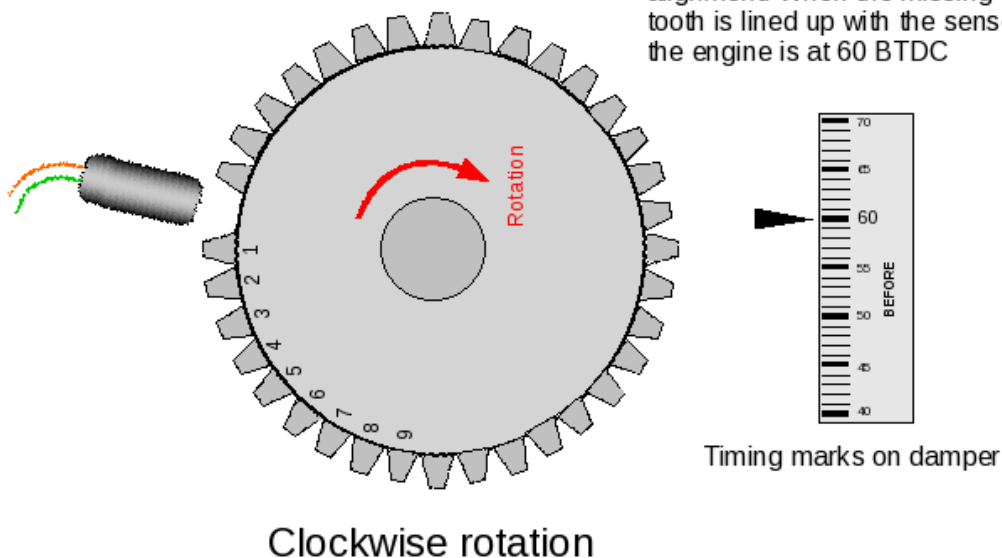
#### 6.7.4.4 EDIS6 - Clockwise rotation (normal) - method b

A different way of looking at the SAME phasing.

Turn your engine to 60 BTDC. Mount the VR sensor wherever is convenient and mount trigger disc so that the center of the sensor aligns with the center of the missing tooth.

### EDIS6

This shows another view of the **same** sensor to missing-tooth alignment. When the missing tooth is lined up with the sensor the engine is at 60 BTDC

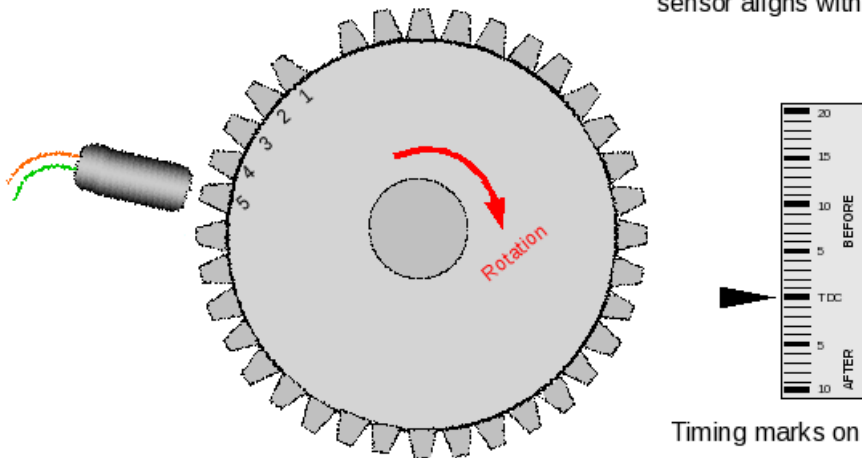


#### 6.7.4.5 EDIS8 - Clockwise rotation (normal) - method a

Set your engine at TDC, then put the missing tooth 5 teeth earlier (more clockwise) than the sensor. This will put the center of a tooth central to the sensor.

### EDIS8 - 5 teeth offset

With engine at TDC, the VR sensor aligns with the 5th tooth



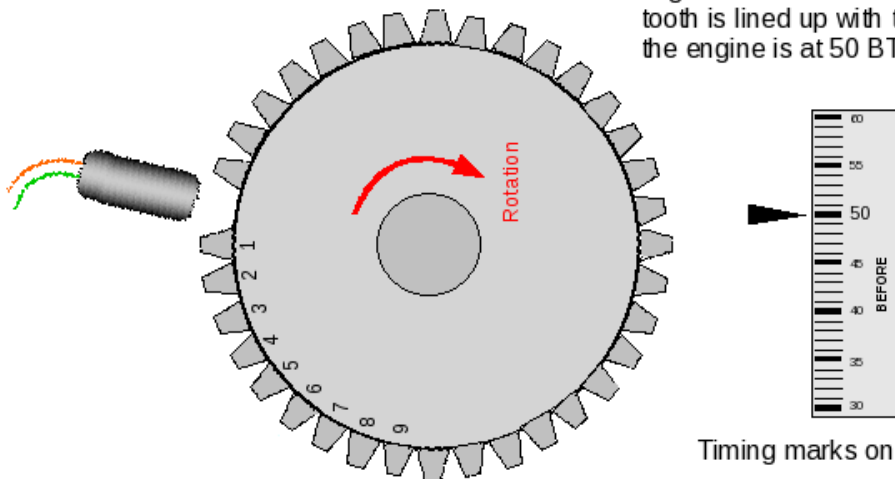
Clockwise rotation

#### 6.7.4.6 EDIS8 - Clockwise rotation (normal) - method b

Turn your engine to 50 BTDC. Mount the VR sensor wherever is convenient and mount trigger disc so that the center of the sensor aligns with the center of the missing tooth.

### EDIS8

This shows another view of the **same** sensor to missing-tooth alignment. When the missing tooth is lined up with the sensor the engine is at 50 BTDC

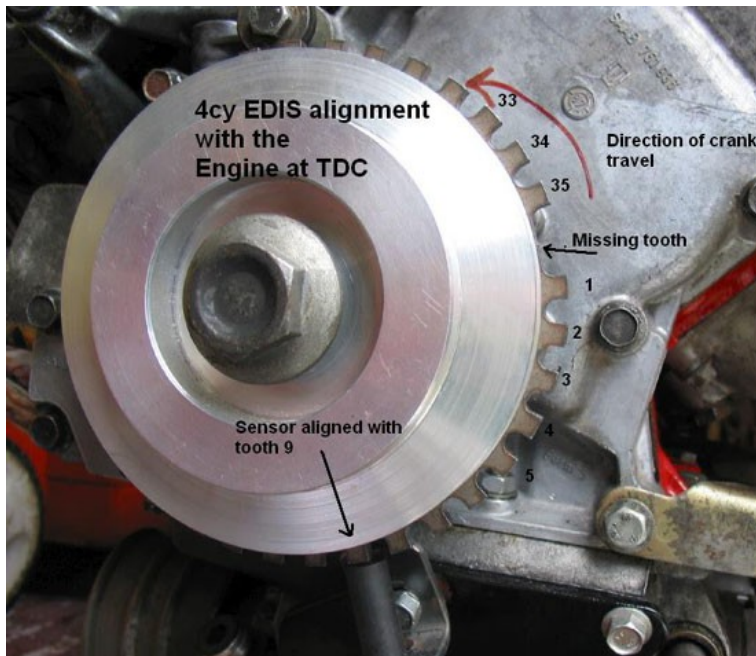


Clockwise rotation

#### 6.7.4.7 EDIS4 anti-clockwise

Anti-clockwise rotation.

The same applies, but directions are reversed.



#### 6.7.5 Checking the timing

As with all installs, it is important to confirm the timing is correct. To test this it is best to first run the EDIS in limp home mode. This can be achieved by disconnecting the SAW plug/socket or switching off/unplugging the ECU. Fit your strobe onto no.1 plug lead as normal (you may need to try the other tower of the pair).

A dumb strobe is advised, or use a strobe that is compatible with wasted-spark or 2-stroke.

Ensure EDIS still has power and crank your engine, check that the timing is exactly 10deg. If not, adjust your sensor until it is. It is safe to idle the engine with the SAW lead disconnected, timing should be rock solid at 10BTDC. Don't forget to reconnect the plug when done!

Now that you have confirmed that the EDIS is correctly running at 10BTDC base timing, you need to check that ECU is correctly commanding timing on the EDIS.

Start the engine and then on the Ignition settings menu on your tuning computer, select "Fixed Timing" and enter 15 BTDC, check that you strobe 15 BTDC on the crank.

When done, return the setting to "Use table" and Burn.

#### 6.7.6 Optional cam sensor

MS3 Gold Box supports a cam sensor with EDIS for sequential fuel. A single tooth at cam speed is required, this should pass the sensor before the engine reaches TDC #1 compression.

The cam sensor should be wired following the standard cam sensor instructions in section 5.2.14.

#### 6.8 GM DIS (for reference only)

As far as the ECU is concerned, GMDIS works similarly to HEI7. Even though the module is controlling wasted spark ignition, the ECU does not receive any cylinder identification or phase information.

This wiring needs confirming.

P = Positive from VR sensor

N = Negative from VR sensor

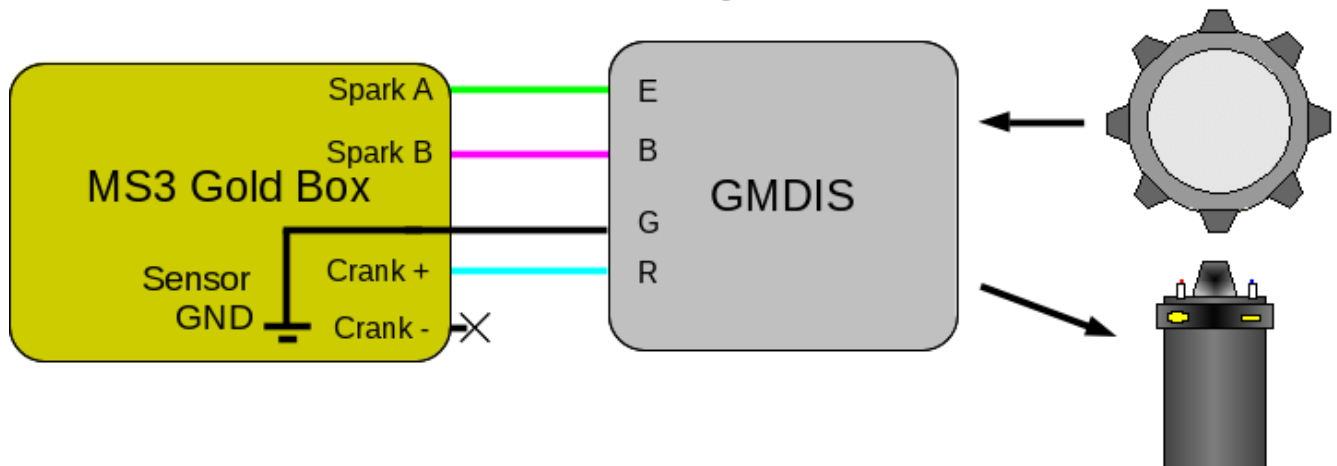
G = Ground to MS3 Gold Box Sensor ground

B = Bypass from MS3 Gold Box SPR3

R = Reference (REF) to MS3 Gold Box Tach in.

E = Electronic spark timing (EST) from MS3 Gold Box IGN (36)

### GMDIS General layout



These settings need confirming.

Ignition capture = "Falling" (check!)

Spark output = "Going High" (check!)

Spark A output pin = "MS3X spark"

Dwell type = "Standard Dwell"

Nominal Dwell = "3.0"

GM/HEI options = "GM bypass"

## **6.9 Toothed Wheel**

The Toothed Wheel mode is designed to support most combinations of regular missing tooth wheels with or without a cam signal. It is the most commonly used "spark mode" for tach input.

Various spark outputs (single coil, wasted spark, coil-on-plug) are supported by Toothed Wheel, the table in section 6.9.1 shows possible options. See section 5.3 for ignitor, coil and wiring examples.

Other irregular OEM specific wheel patterns (e.g. 420A, 4G63, LS1) have their own spark modes which are covered in later sections.

### **6.9.1 Wheel combinations**

The table below lists all of the valid combinations for trigger wheel. However some of the modes will rarely be used. The most common are:

36-1 on crank - many Fords

36-1 on crank plus single tooth cam sensor - same

60-2 on crank - many vehicles with Bosch ECU, BMW, VW, Audi, Volvo, Vauxhall, Opel, Peugeot etc.

60-2 on crank plus single tooth cam sensor - same

24 tooth on cam - many Japanese originated vehicles use the Nippondenso 24 tooth CAS with differing numbers of 2nd trigger teeth and sensors.

Note - this table is for four-stroke piston engines. Two stroke or rotaries only need 360 degrees of information for full sequential and COP.

Commonly used modes have detailed sections on how to set them up. Unusual modes are not documented in detail at this time.

Physical wheels		Supports							Settings		
Main wheel	Secondary wheel	Single coil	Wasted spark	Wasted-COP	COP	Batch/bank fire	Semi-seq	Seq.	Trigger wheel arrangement	Main wheel speed	2nd trig every rotation of
Missing tooth on crank	None	Y	Y	Y	N	Y	Y	N	Single wheel with missing tooth	Crank	n/a
Missing tooth on cam	None	Y	Y	Y	Y	Y	Y	Y	Single wheel with missing tooth	Cam	n/a
Missing tooth on crank	Single tooth on cam	Y	Y	Y	Y	Y	Y	Y	Dual wheel with missing tooth	Crank	n/a
Missing tooth on crank	LS2 4X, VW 2 wide/narrow or half-moon on cam	Y	Y	Y	Y	Y	Y	Y	Dual wheel with missing tooth	Crank	n/a
Non-missing tooth on crank	Single tooth on crank	Y	Y	Y	N	Y	Y	N	Dual wheel	Crank	Crank
Non-missing tooth on crank	Single tooth on cam	Y	Y	Y	Y	Y	Y	Y	Dual wheel	Crank	Cam
Non-missing tooth on crank	Cam wheel with tooth per cylinder	Y	N	N	N	Y	N	N	Dual wheel	Crank	Every Cylinder
Non-missing tooth on cam	Single tooth on cam	Y	Y	Y	Y	Y	Y	Y	Dual wheel	Cam	Cam
Non-missing tooth on cam	Single tooth on crank or two opposite teeth on cam	Y	Y	Y	N	Y	Y	N	Dual wheel	Cam	Crank
Non-missing tooth on cam	Cam wheel with tooth per cylinder	Y	N	N	N	Y	N	N	Dual wheel	Cam	Every Cylinder

For initial setup and determining tooth #1 angle on uncommon setups having timing marks or tape on your crank pulley/damper covering the full 360 degrees will be greatly helpful. Speed shops sell timing tape for a variety of damper diameters. If your engine has no timing marks you do need to add them. Just guessing at timing is a great way to damage an engine.





**It is essential that ignition timing is confirmed with a timing-light on EVERY install.**

Running excessive timing under load will almost always cause severe engine damage.  
Ignore this warning at your peril!

### 6.9.2 Terminology notes

**Missing tooth** - This is a regular wheel with a group of "missing" teeth e.g. 12-1, 36-1, 36-2, 60-2

**on crank** - the wheel is rotating at crank speed, normally directly attached to the crank pulley or flywheel

**on cam** - the wheel is rotating at camshaft or distributor speed

**Single coil** - a single coil and distributor

**Wasted spark** - double ended coils (or a pair of coils) that fire twice per cycle

**Wasted-COP** - a single coil per cylinder, but firing twice per cycle

**COP** - a single coil per cylinder that fires once per cycle

**Batch/bank fire** - groups of injector fired at once, not timed to a specific cylinder event

**Semi-sequential** - injectors fired twice per cycle timed to cylinder events

**Sequential** - each injector fires once per engine cycle timed to a specific cylinder event

### 6.9.3 Wheel naming

There does not appear to be universal agreement on the way to name wheels, however in the Megasquirt world, they will be named like the following examples.

**36-1.** This means a single wheel with place for 36 teeth and a single tooth omitted. i.e. 35 teeth at 10 (360/36) degree spacing.

**36-2.** This means a single wheel with place for 36 teeth and a two adjacent tooth omitted. i.e. 34 teeth at 10 (360/36) degree spacing.

**36-1-1.** This means a single wheel with place for 36 teeth and a two non-adjacent single tooth omitted. This type of wheel is not supported by "toothed wheel" - it is supported as Rover#1

**36-2-2-2.** This means a single wheel with place for 36 teeth and a three sets of double missing teeth. This type of wheel is not supported by "toothed wheel" - it is supported as 36-2-2-2 with the specific OEM pattern built into the decoder.

**24/1.** This means 24 teeth (non-missing) on one wheel and a single tooth on a second wheel.

**36-1/1.** This means a one 36-1 wheel and a single tooth on a second wheel.

**3+1.** This means one wheel with 3 equally spaced teeth and an additional tooth to indicate sync. (Supported somewhat as Daihatsu 3cyl)

Spark Mode - set to "Toothed Wheel"

Trigger Angle/Offset - always zero

Angle between main and return - n/a

Oddfire small angle - for oddfire engines this specifies the smallest of the crank angles between ignition events

GM HEI/DIS options - n/a

420A/NGC alternate cam - n/a

Use cam signal if available - n/a

Oddfire phasing - usually "Alternate" but for Vmax use "Paired"

Skip pulses - number of input pulses at startup that are ignored before decoding begins. Safe to leave at 3.

Ignition Input Capture - see ignition page

Spark output - see ignition page

Number of coils - see ignition page

Spark hardware in use - see ignition page

Cam input - see ignition page

Trigger wheel arrangement - see table above for correct settings

Trigger wheel teeth - the number of effective teeth, counting the missing teeth as if they existed. i.e. a 36-1 wheel has 35 physical teeth, but enter 36.

Missing Teeth - the number of missing teeth. Common are 1 for 36-1, or 2 for 60-2 or 36-2

Tooth #1 angle - definition depends on whether main wheel is missing or non-missing type. See sections below.

Main wheel speed - Does the main wheel rotate at crankshaft speed or camshaft (distributor) speed.

Second trigger active on - Like ignition input capture above, specifies which voltage level is considered "active"

Level for phase 1 - only applies in "Poll level" mode. See Dual+Missing section.

and every rotation of - how often are second trigger input pulses received. See Dual Wheel section

All of the settings on the right hand side of the page are general and will be covered in the Ignition manual.

There are two main categories of install - Retrofit and Existing.

### **6.9.4 Retrofit install**

If you have an engine that did not originally come equipped with a trigger wheel (e.g. a distributor based, pre-EFI engine) then you have to mount a wheel and sensor and set the phasing correctly.



Suggestion for a typical car engine

Install a 36-1 wheel on the crank for accurate wasted spark ignition and batch-fire fuel.

For installs requiring COP or sequential fuel, install a 36-1 wheel on the crank and a 50/50 cam tooth with gear-tooth hall sensor.

60-2 works great on most engines too.

For very high revving engines (such as motorcycle engines) due to the number of teeth per second, 36-1, 24-1 or 12-1 are preferred.

The code can cope with any tooth #1 angle. However, during cranking the engine speed varies up and down greatly as the engine rotates. It is desirable to place the missing tooth such that it passes the sensor when the engine speed is somewhat stable or it may be impossible for the ECU to "see" the missing tooth. The OEMs have found that certain tooth #1 angles work well and it is worth following their lead.

It is **suggested** to align your wheel and sensor to arrive at the following tooth #1 angles.

4 cylinders ~90-120 deg

6 cylinders ~50 deg

8 cylinders ~40 deg

Take a look at Appendix A for places to source used trigger wheels, sensors and coilpacks. Note that you do NOT need the EDIS module, so later ('internal-EDIS') cars are useful donors too.

Mounting the wheel is quite critical in that it MUST be mounted so it rotates without moving up, down, left or right as the sensor needs to see all of the teeth with a gap of 0.75 - 1.0mm.

The tooth size needs to be matched to the sensor. Make sure that the sensor is designed to operate with the tooth size on your wheel. If using an OEM part, then stick to the sizes that they used.

Very long single teeth, as used on some bike flywheels are not readily supported - consider retrofitting a toothed wheel instead.

Having mounted the wheel and sensor, you can proceed for an existing install.

### **6.9.5 Existing install**

In this case where you are fitting MS3 Gold Box to an engine already fitted with a trigger wheel, your main task is to wire up the sensor(s), determine the tooth #1 angle and wire up your coil(s). It should not normally be necessary to modify the trigger wheels.

### **6.9.6 Missing tooth crank wheel**

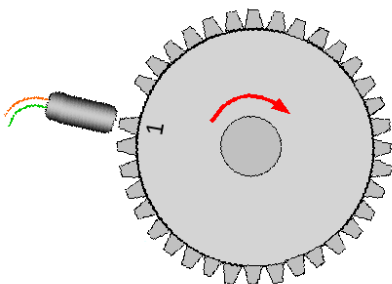
This is a very common configuration for wasted spark with the most typical wheels being 36-1 (Ford) and 60-2 (Bosch.) Note that the missing teeth are in a single group - if your wheel has multiple groups then you need a special wheel decoder. Many custom decoders already exist e.g. 36-2-2-2 and the one matching your wheel must be used instead of this generic "toothed wheel" mode.

The software benefits from a reasonable number of teeth (hence 36 or 60) for best ignition timing accuracy. Low tooth count wheels such as 4-1 are not advised.

#### **6.9.6.1 What is Tooth #1**

With the engine rotating in the normal direction...

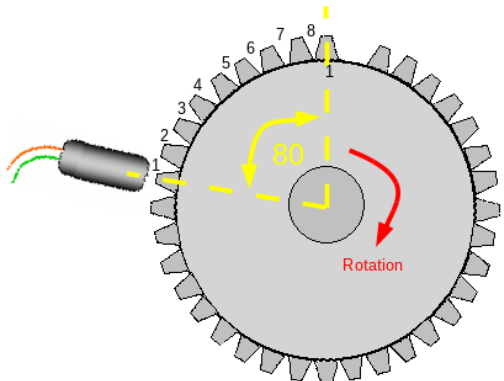
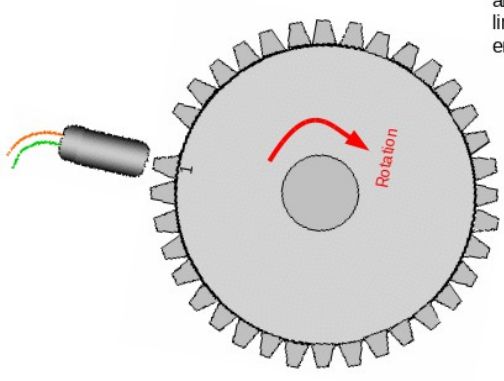
**Tooth #1 is the first tooth to pass the sensor after the missing tooth gap.**



We use the term "tooth #1" as it is consistent across wheels with one, two, three or four missing teeth in the group.

Once the software knows the tooth #1 angle it automatically calculates other needed information internally.

The following table shows examples, in this case the tooth #1 angle happens to be 80 degrees.

<p><b>Clockwise rotation (normal) - method a</b></p> <p>Set your engine at TDC, then count the number of GAPS to tooth #1 in the direction of rotation (clockwise here) and multiply by the angular size of the tooth. e.g. 8 teeth * 10 deg/tooth = 80 deg</p> <p>36-1 wheels are 10 deg per tooth 60-2 wheels are 6 deg per tooth 24-2 wheels are 15 deg per tooth</p>	<p>Tooth #1 = 80</p>  <p>With engine at TDC, the VR sensor aligns with the tooth that is 80 degrees earlier than Tooth#1. Count the gaps.</p> <p>Timing marks on damper</p> <p>Clockwise rotation</p>
<p><b>Clockwise rotation (normal) - method b</b></p> <p>A different way of looking at the SAME phasing.</p> <p>Turn your engine so that tooth #1 aligns with the sensor.</p> <p>Read off the tooth #1 angle from timing marks/tape on the crank pulley.</p>	<p>Tooth #1 = 80</p>  <p>This shows another view of the <u>same</u> sensor to missing-tooth alignment. When tooth #1 is lined up with the sensor the engine is at 80 BTDC.</p> <p>Timing marks on damper</p> <p>Clockwise rotation</p>

### Typical settings:

Spark mode = Toothed wheel

Trigger angle/offset = 0 (not used in toothed wheel mode)

Trigger wheel arrangement = Single wheel with missing tooth

Trigger wheel teeth = number of teeth including missing teeth (e.g. 36, 60 etc.)

Missing teeth = number of missing teeth (e.g. 1, 2)

tooth #1 angle = tooth #1 angle as determined above

Main wheel speed = Crank wheel

### Common combinations:

Ford 4 cyl = 36-1, 80deg tooth #1

Ford 6 cyl = 36-1, 50deg tooth #1

Ford 8 cyl = 36-1, 40deg tooth #1

Bosch 4 cyl (Peugeot, Vauxhall) = 60-2, 114 deg tooth #1

### **6.9.7 Missing tooth cam wheel**

This arrangement is not commonly used by OEMs but does support full sequential with a single wheel and sensor. Cam triggering is less accurate than crank triggering due to timing belt or chain stretch.

The software benefits from a reasonable number of teeth (hence 36 or 60) for best ignition timing accuracy. Low tooth count wheels such as 8-1 are not advised.

The previous section on missing tooth crank wheel generally applies when the wheel is mounted to the cam, but remember that one rotation of the cam is 720 crank degrees. The settings are in crank degrees. So a tooth #1 that is 8 gaps earlier than the sensor on a 36-1 wheel would give a 160deg tooth #1 angle ( $8 * 10 * 2$  [for cam] )

#### **Typical settings:**

Spark mode = Toothed wheel

Trigger angle/offset = 0 (not used in toothed wheel mode)

Trigger wheel arrangement = Single wheel with missing tooth

Trigger wheel teeth = number of teeth including missing teeth (e.g. 36, 60 etc.)

Missing teeth = number of missing teeth (e.g. 1, 2)

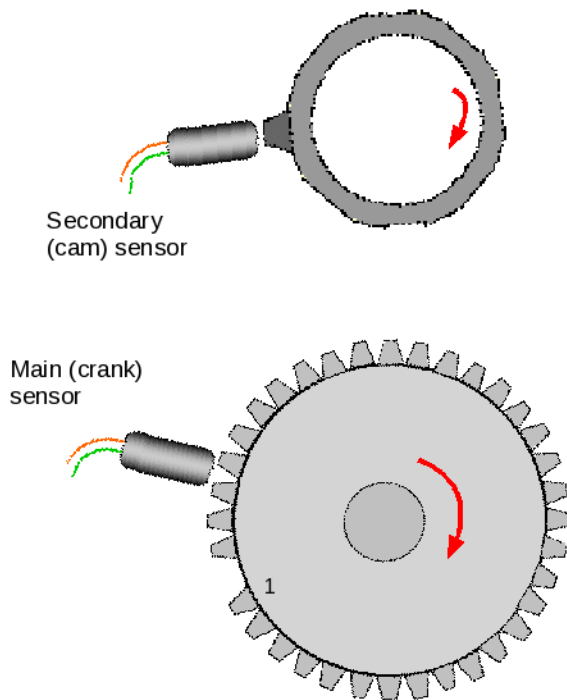
Tooth #1 angle = tooth #1 angle as determined above

Main wheel speed = Cam wheel

### **6.9.8 Missing tooth crank wheel and single tooth cam wheel**

This is a very common arrangement that supports full sequential and coil on plug.

(For 50/50 half-moon or 4-window wide/narrow or other polled cam wheels see section 6.9.9)

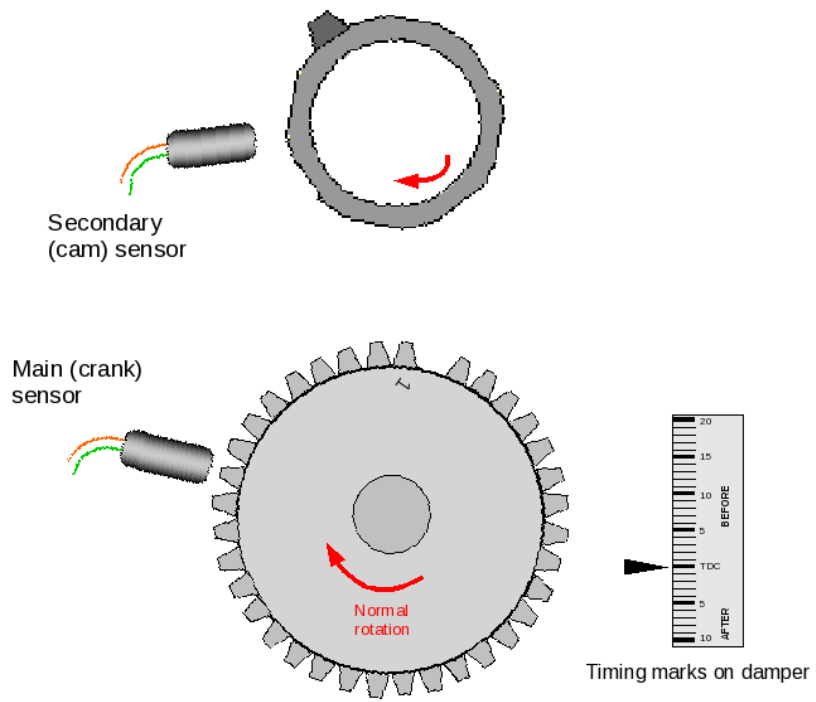


The definition of tooth #1 is the same as the basic missing tooth crank wheel and should be phased in the same way. Ensure you also read the section above. The cam input tells the code which engine cycle/phase it is on. From the crank wheel alone the code knows when cylinder one is at TDC, but it cannot distinguish TDC compression or TDC exhaust. The cam sensor adds this information which is why it needs to be one pulse only per engine cycle.

The cam signal is a single pulse usually generated by a narrow tooth, vane or window. During setup, you will need to use the composite logger in TunerStudio to verify the phasing between the crank and cam signals is acceptable.

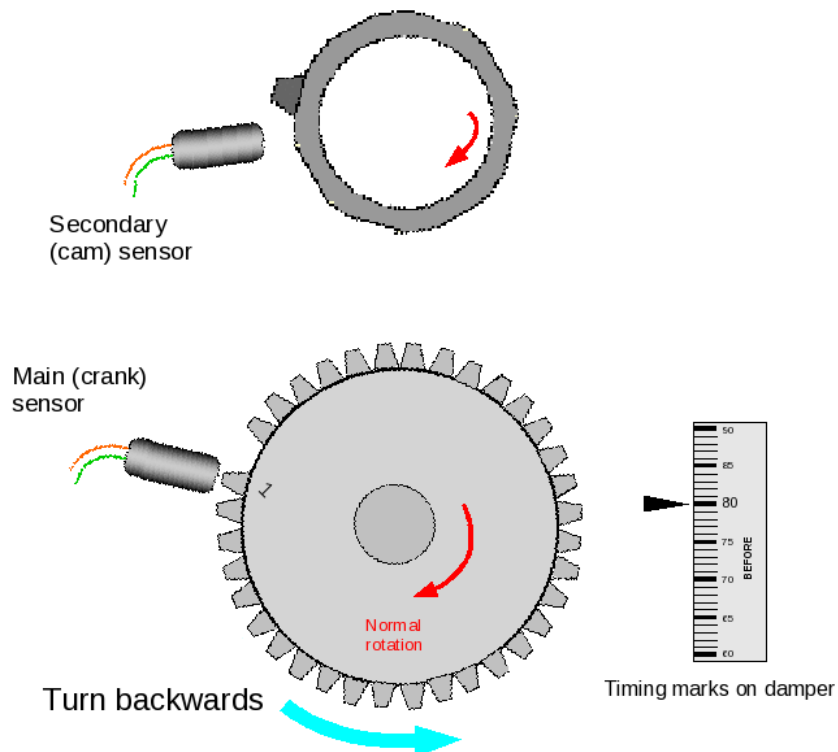
To confirm correct cam sensor phasing proceed as follows. (Note that some engines should not be rotated backwards, use tape or pen marks on the pulleys or sprockets to remember positions and rotate forwards only.)

First, set your engine at  
TDC compression #1

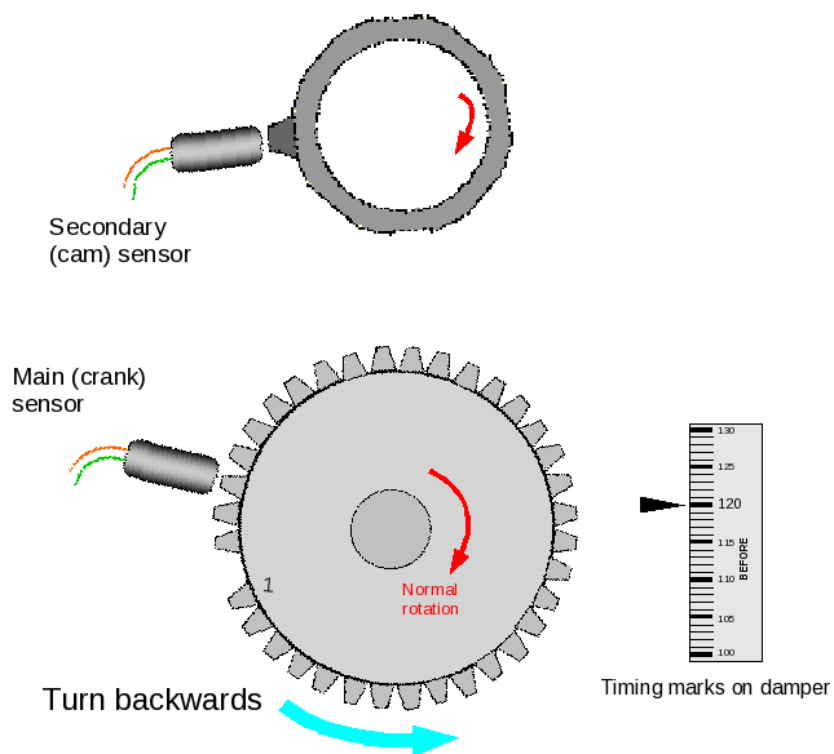


Now rotate the engine backwards to tooth #1

The angle read off the damper is the tooth #1 angle



Now rotate the engine backwards some more - this is the best place for the cam tooth to pass the sensor.



#### Typical settings:

Spark mode = Toothed wheel



Trigger angle/offset = 0 (not used in toothed wheel mode)

Trigger wheel arrangement = Dual wheel with missing tooth

Trigger wheel teeth = number of teeth including missing teeth (e.g. 36, 60 etc.)

Missing teeth = number of missing teeth (e.g. 1, 2)

Tooth #1 angle = tooth #1 angle as determined above

Main wheel speed = Crank wheel

Second trigger active on = Rising edge (confirm with composite logger)


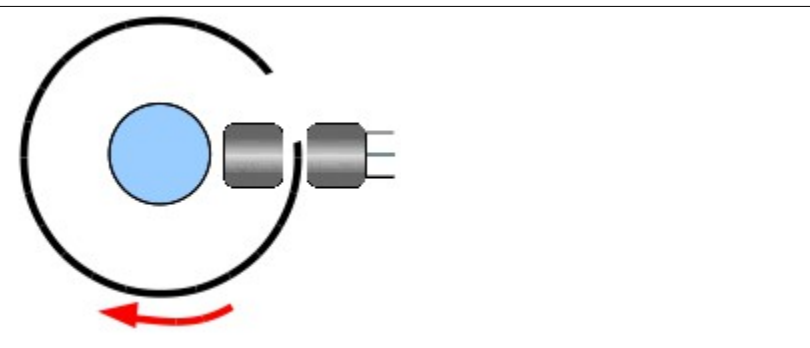
### 6.9.9 Missing tooth crank wheel and polled cam wheel

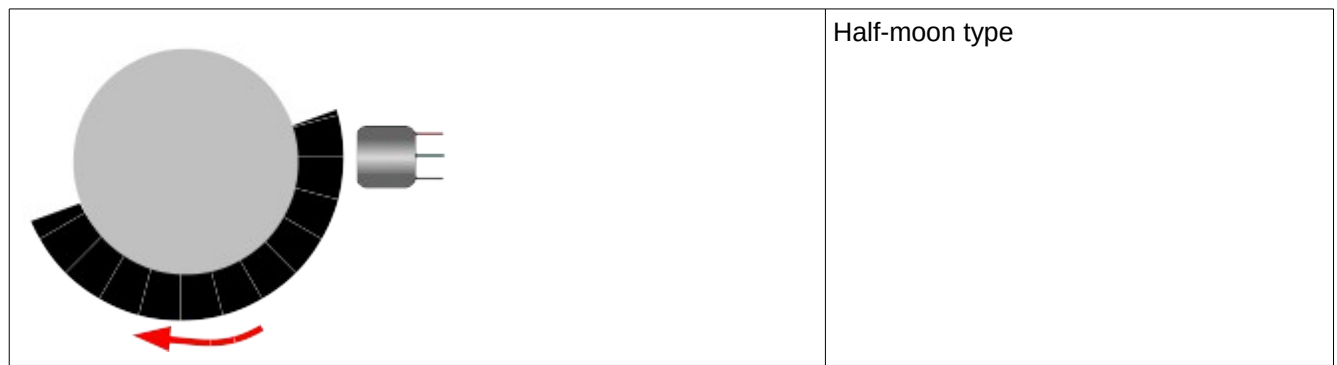
This is a fairly common arrangement that supports full sequential and coil on plug. Here a missing tooth wheel is used on the crank in the common way and a hall-effect or gear-tooth sensor is used on the cam with a long tooth or window or vane. This gives you the ability to have full sequential, but the engine syncs up as fast as a regular missing tooth crank wheel.

Different OEM implementations exist - some engines use a 50/50 cam pattern, Vauxhall red-top engines use a window in the distributor rotor that spans the missing tooth region. Many newer engines with Bosch ECUs utilize a 4 tooth wide/narrow cam trigger, this is used on some VW, GM LS2, LS4 and some Mercedes. As far as the code is concerned these are equivalent because it only 'looks at' (polls) the cam just after the missing tooth to determine engine phase.

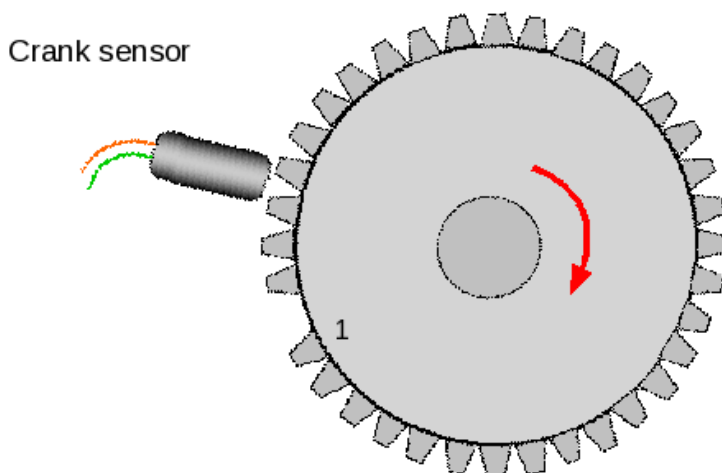
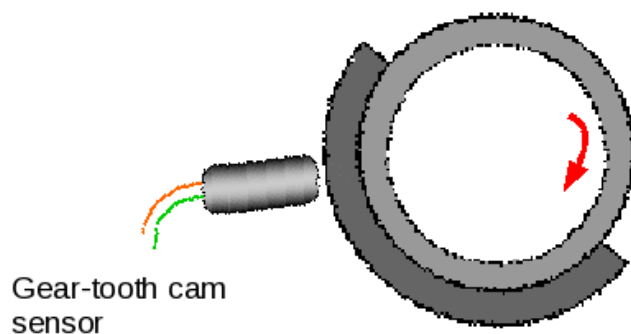
The wide/narrow type is used for VVT control on some engines and is supported by MS3 Gold Box.

Typical polled cam triggers:

	<p>4 tooth wide/narrow type</p> <p>e.g. GM LS2 4X / VW / Mercedes</p>
	<p>Vane cup with single window</p> <p>e.g. 1 window Bosch dizzy in Vauxhall red-top.</p>



### General arrangement



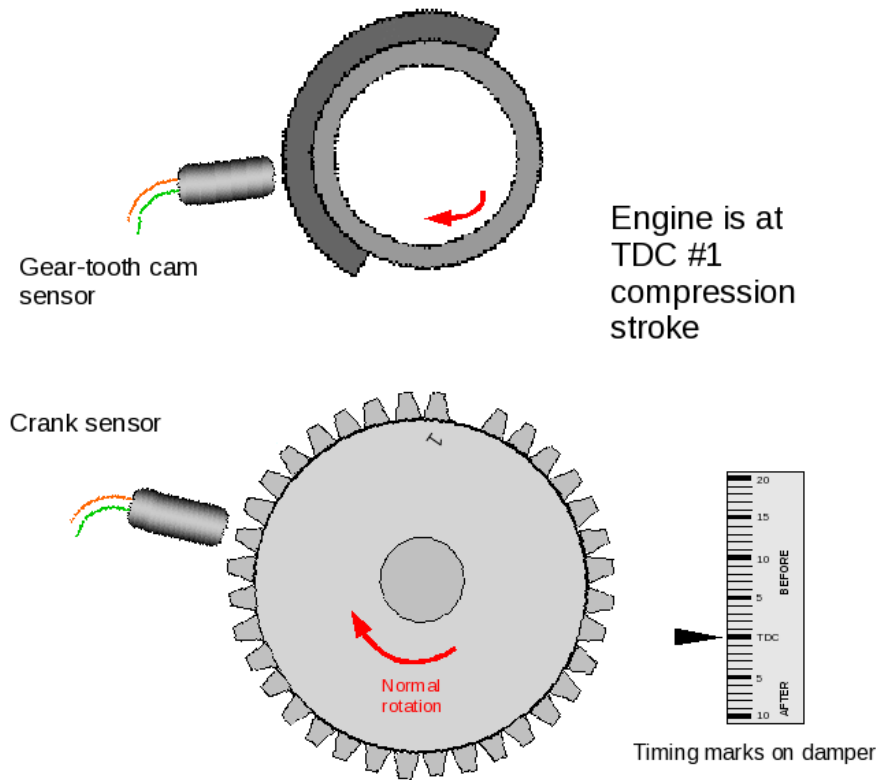
The definition of tooth #1 is the same as the basic missing tooth crank wheel and should be phased in the same way. The cam input tells the code which engine cycle/phase it is on. From the crank wheel alone the code knows when cylinder one is at TDC, but it cannot distinguish TDC compression or TDC exhaust. The cam sensor adds this information.

At close to tooth #1 the code examines the voltage level on the input to determine which phase it is on - the 'tooth' should be normally start at least 20 crank degrees before tooth #1 and continue for another 20 crank degrees afterwards. (The level is actually polled at tooth#2.)

The additional teeth on the long/short cam wheel do not matter.

To confirm correct cam sensor phasing proceed as follows.

First, set your engine at TDC  
compression #1

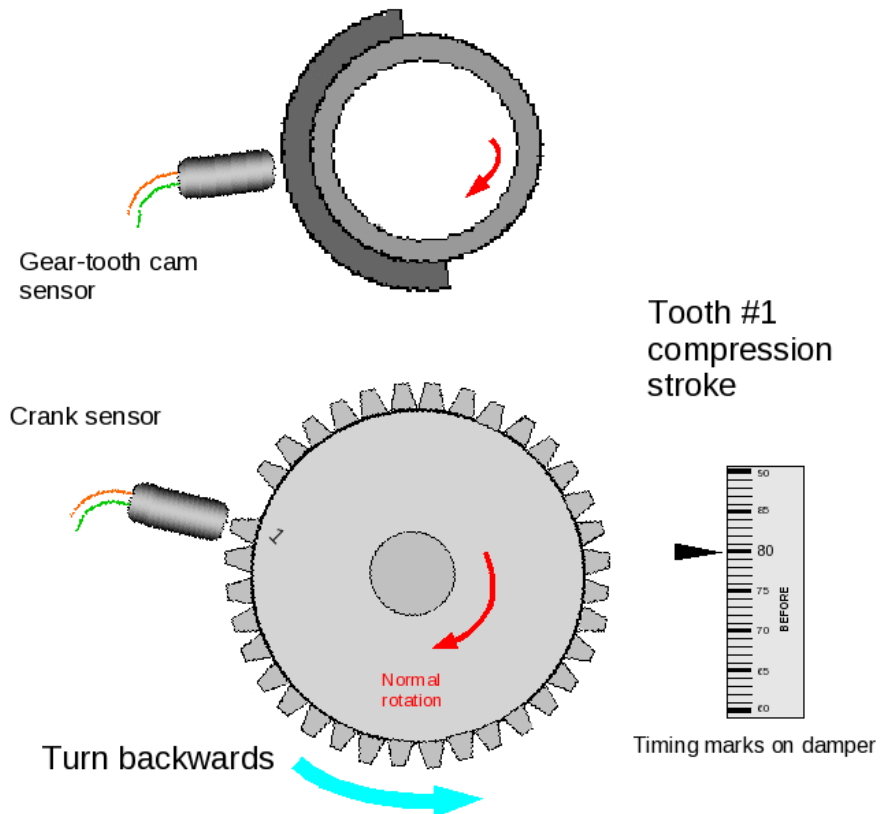


Now rotate the engine backwards to tooth #1

The cam sensor should be roughly in the middle of window/tooth/vane

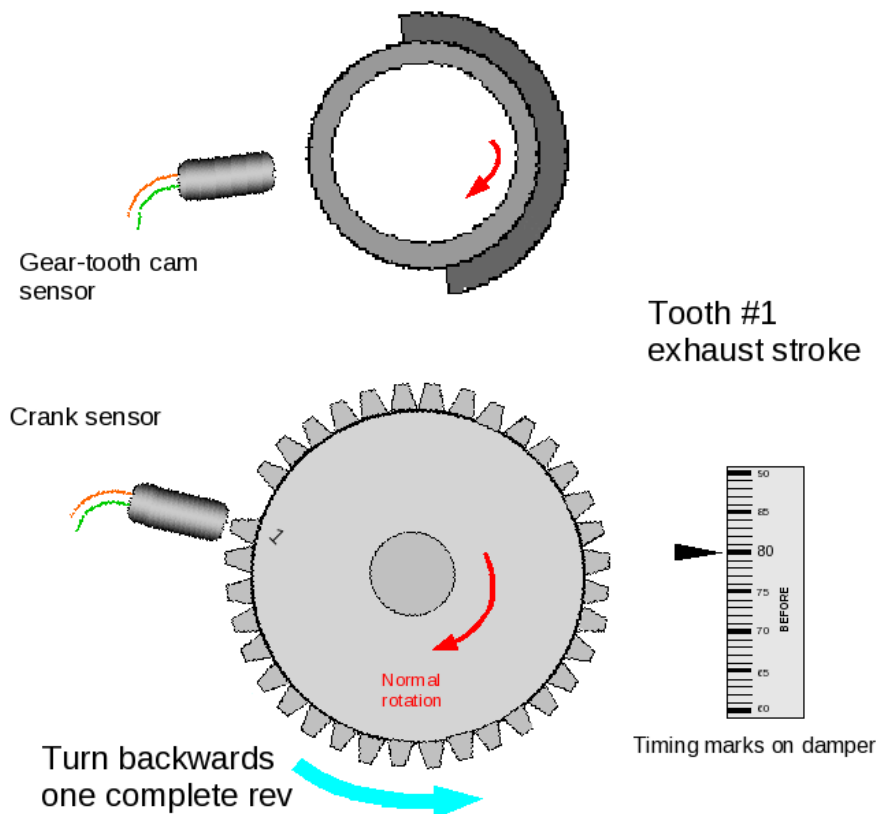
With the cam sensor powered and connected to the MS3 Gold Box measure the output voltage.

A voltage of ~0V here requires the HIGH setting and a voltage of ~5V here requires the LOW setting.   
???? Check ????



Now rotate the engine backwards a full revolution.

The cam sensor will be opposite that previous window/tooth/vane. (If there was a window before it must be a vane now and vice-versa.)



**Typical settings:**

Spark mode = Toothed wheel

Trigger angle/offset = 0 (not used in toothed wheel mode)

Trigger wheel arrangement = Dual wheel with missing tooth

Trigger wheel teeth = number of teeth including missing teeth (e.g. 36, 60 etc.)

Missing teeth = number of missing teeth (e.g. 1, 2)

Tooth #1 angle = tooth #1 angle as determined above

Main wheel speed = Crank wheel

Second trigger active on = Poll level

Level for phase one = as determined above

**6.9.10 Nippondenso CAS**

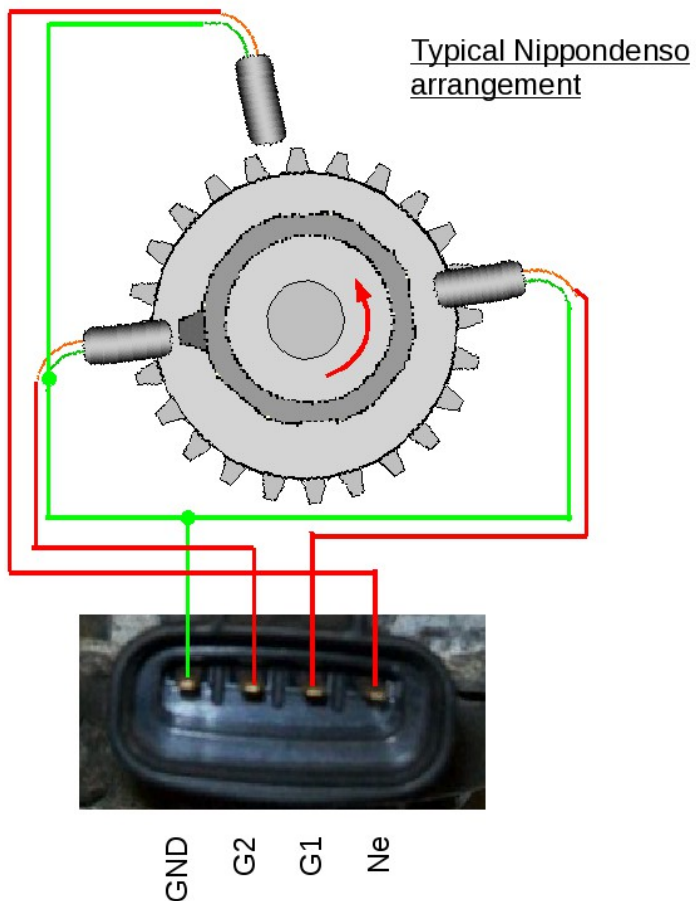
The Nippondenso CAS (crank angle sensor) comes in a number of versions which all use a 24 tooth main wheel and a second wheel with one, two, three or four teeth. There is a single sensor (called Ne) pointing at the 24 tooth wheel and one (G1) or two (G1 and G2) sensors pointing at the second wheel.

This style of CAS is very common on Toyota and Mazda engine from the 1980s and 1990s.

The number of teeth on the second wheel determines whether it can be used (without modification) for single coil distributor, wasted spark or coil-on-plug (COP) and sequential.

The version with a single tooth and two pickup sensors is intended for sequential. The two sensors are used by the OEM to allow the engine to synchronize within one engine revolution. Presently we only support using one of the 'G' sensors.

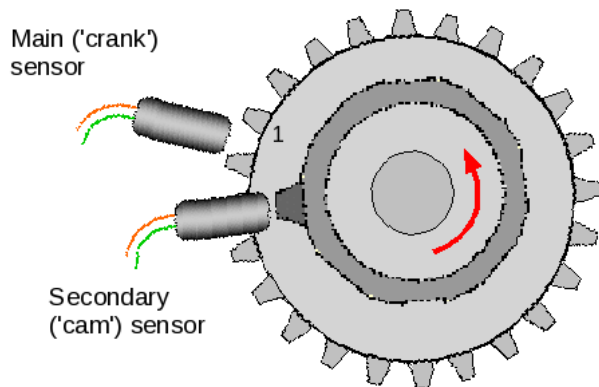




CAS connection	MS3 Gold Box connection
NE- / GND	Pin 2 / GND
Ne	Tach in
G1 or G2	Cam input
Other G	not used

#### 6.9.10.1 NipponDenso CAS with single G tooth

With the single tooth every 720 degrees this setup gives enough engine information for full sequential fuel and spark.



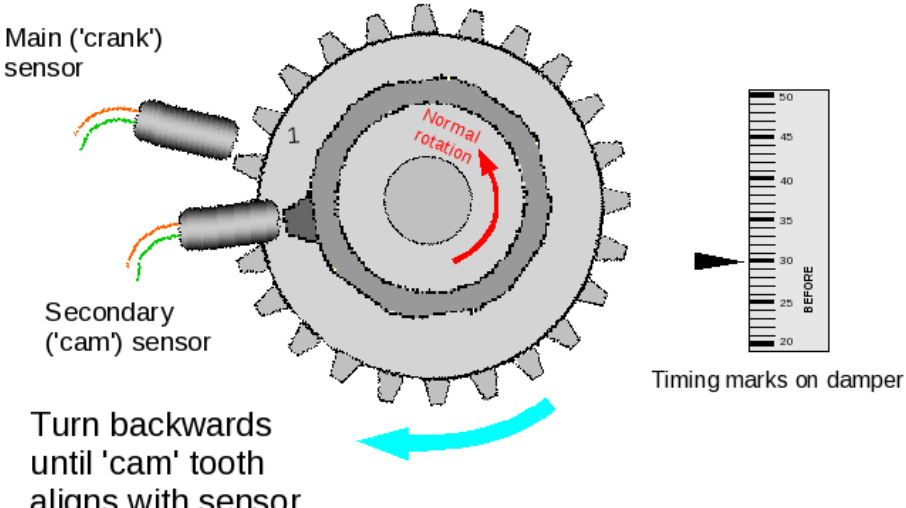
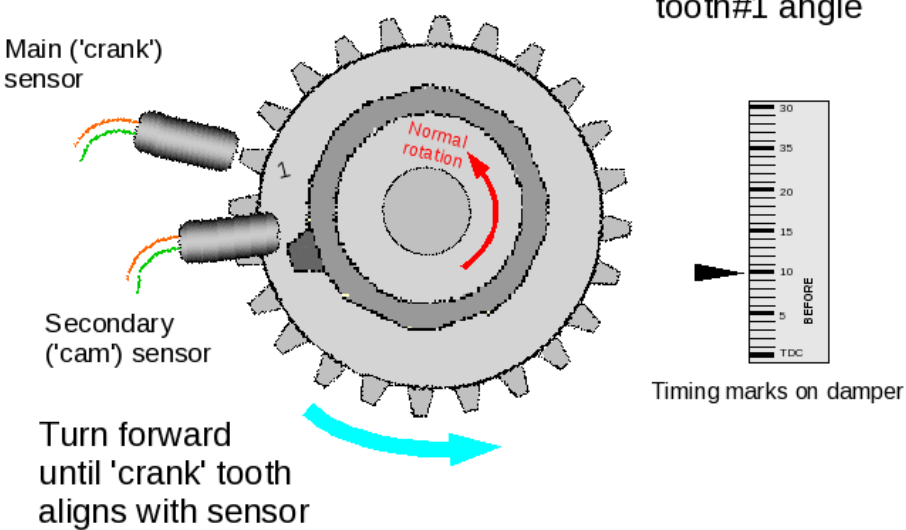
### **What is Tooth #1**

With the engine rotating in the normal direction...

**Tooth #1 is the first tooth to pass the main sensor after the single tooth has passed the second sensor.**

Make sure these do not happen at the same time - in the diagram you can see that the main sensor is over a gap when the secondary sensor is aligned with its tooth.

<p>First, set your engine at TDC compression #1</p>	<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;"> <p>Main ("crank") sensor</p> <p>Secondary ("cam") sensor</p> </div> <div style="text-align: right;"> <p>Engine is at TDC #1 compression stroke</p> <p>Timing marks on damper</p> </div> </div>
---	--

<p>Now rotate the engine backwards until the 'cam' sensor and tooth line up. If you rotated more than one turn, then add 360 to your tooth #1 angle.</p>	 <p>Main ('crank') sensor</p> <p>Secondary ('cam') sensor</p> <p>Turn backwards until 'cam' tooth aligns with sensor</p> <p>Timing marks on damper</p>
<p>Now rotate the engine forwards until the next 'crank' tooth aligns with its sensor. The crank angle now is the tooth #1 angle. (Note that angles shown in diagram are examples only)</p>	 <p>Main ('crank') sensor</p> <p>Secondary ('cam') sensor</p> <p>Turn forward until 'crank' tooth aligns with sensor</p> <p>Crank angle is tooth #1 angle</p> <p>Timing marks on damper</p>

**Typical settings:**

Spark mode = Toothed wheel

Trigger angle/offset = 0 (not used in toothed wheel mode)

Trigger wheel arrangement = Dual wheel

Trigger wheel teeth = number of teeth

Tooth #1 angle = tooth #1 angle as determined above

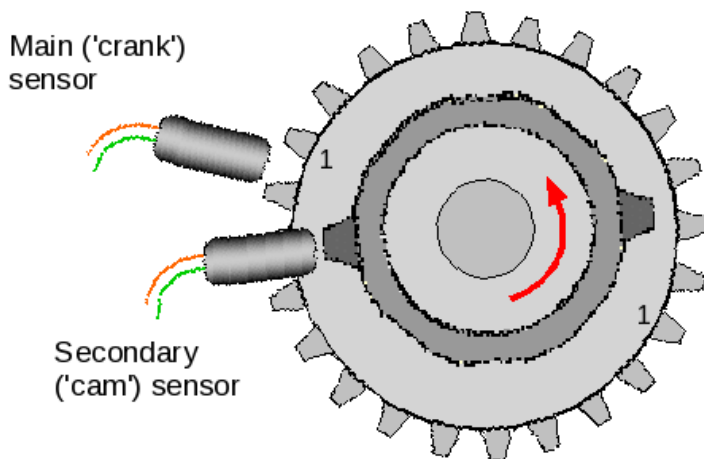
Main wheel speed = Cam wheel

Second trigger active on = Rising (verify with composite logger)

and every rotation of = Cam



### 6.9.10.2 NipponDenso CAS with two G teeth



With the cam tooth every 360 degrees this setup gives enough engine information for semi-sequential fuel and wasted spark. (On a rotary such as the RX7, or a two-stroke engine, full sequential fuel and spark is possible as the engine cycle spans 360 degrees.)

#### What is Tooth #1

With the engine rotating in the normal direction...

**Tooth #1 is the first tooth to pass the main sensor after either cam tooth has passed the second sensor.**

Make sure these do not happen at the same time - in the diagram you can see that the main sensor is over a gap when the secondary sensor is aligned with its tooth.

Use the instructions in the previous single cam tooth section to determine your tooth #1 angle. It will always be between 0 and 360 degrees.

#### **Typical settings:**

Spark mode = Toothed wheel

Trigger angle/offset = 0 (not used in toothed wheel mode)

Trigger wheel arrangement = Dual wheel

Trigger wheel teeth = number of teeth

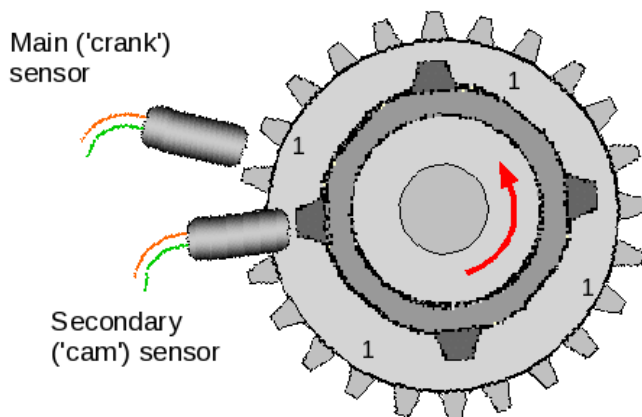
Tooth #1 angle = tooth #1 angle as determined above

Main wheel speed = Cam wheel

Second trigger active on = Rising (verify with composite logger)

and every rotation of = Crank

### 6.9.10.3 NipponDenso CAS with three or four G teeth



This version is used on three and four cylinder engines with one G tooth per cylinder.

There is only enough position information to run a distributor and untimed injection.

It is not strictly necessary to use both Ne and G wheels. Using both will give you the improved timing accuracy from the 'every-tooth' wheel decoder system, but for simpler installs it is possible to use the 'G' input only and configure as "Basic Trigger" instead. Timing will not be as accurate though.

#### **What is Tooth #1**

With the engine rotating in the normal direction...

**Tooth #1 is the first tooth to pass the main sensor after either cam tooth has passed the second sensor.**

Make sure these do not happen at the same time - in the diagram you can see that the main sensor is over a gap when the secondary sensor is aligned with its tooth.

Use the instructions in the previous single cam tooth section to determine your tooth #1 angle. It will always be between 0 and 360 degrees.

#### **Typical settings:**

Spark mode = Toothed wheel

Trigger angle/offset = 0 (not used in toothed wheel mode)

Trigger wheel arrangement = Dual wheel

Trigger wheel teeth = number of teeth

Tooth #1 angle = tooth #1 angle as determined above

Main wheel speed = Cam wheel

Second trigger active on = Rising (verify with composite logger)

and every rotation of = Every cylinder

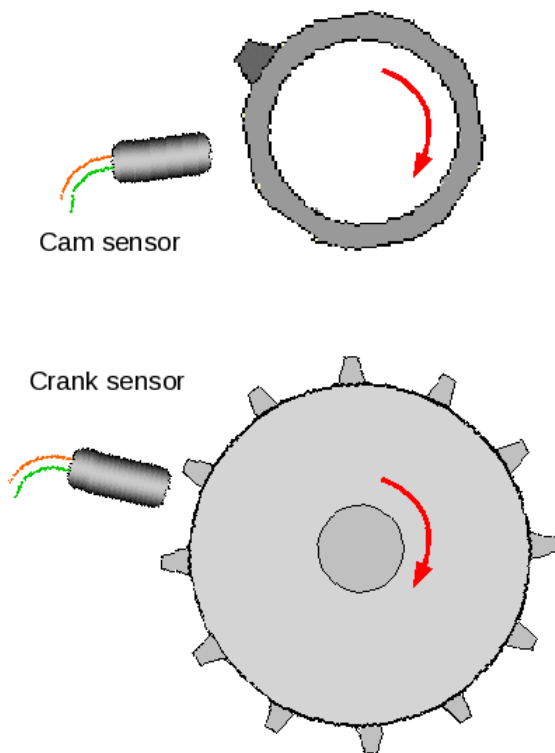
### **6.9.11 Non-missing tooth crank wheel with one cam tooth**

This arrangement is not commonly used by OEMs but could be used to extend a simple 'distributor' crank trigger

to support sequential. It can also be useful on bike engines with very uneven cranking RPMs that struggle to detect the gap in a missing tooth wheel.

Generally the MS3 Gold Box benefits from many crank teeth to improve ignition timing accuracy. However, with this wheel arrangement, you need to beware of trying to use too many teeth on the crank as there is a risk of the trigger inputs overlapping as the cam belt or chain stretches. If this overlap occurs, it will cause sync-loss as the cam tooth moves from being seen "before" to "after" a crank tooth or vice-versa.

12 crank teeth is the suggested maximum.



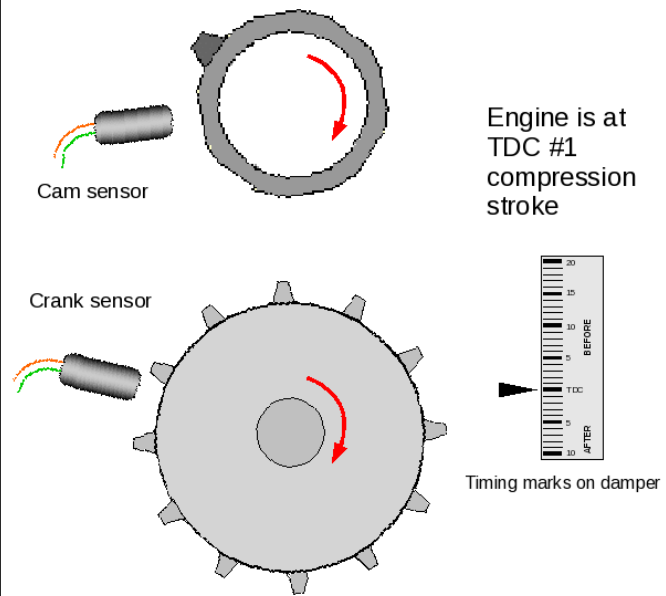
### **What is Tooth #1**

With the engine rotating in the normal direction...

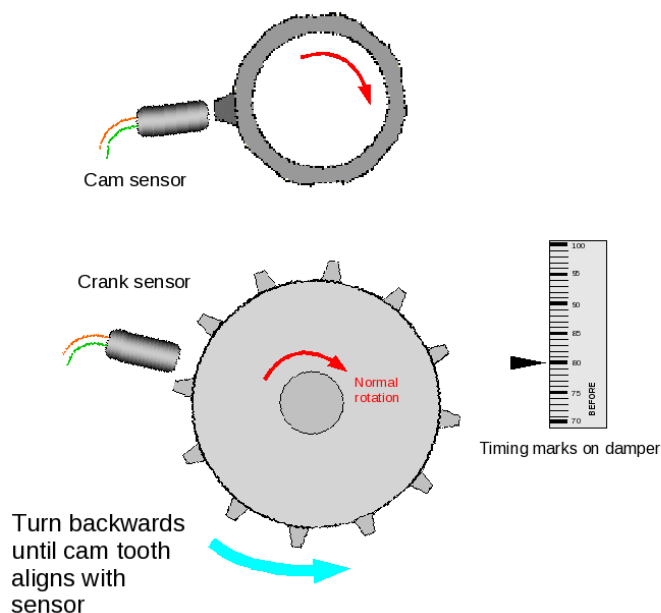
Tooth #1 is the first tooth to pass the main sensor after the cam tooth has passed the second sensor.

Make sure these do not happen at the same time - in the diagrams below you can see that the main sensor is over a gap when the secondary sensor is aligned with its tooth.

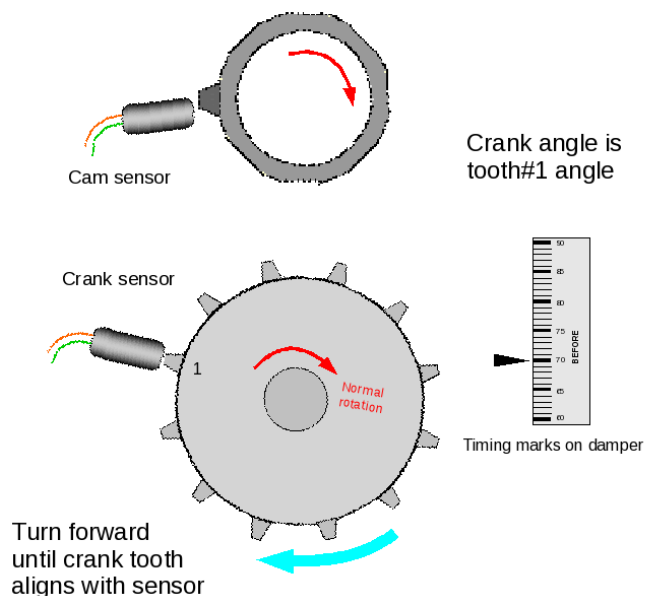
First, set your engine at TDC compression  
#1



Now rotate the engine backwards until the cam sensor and tooth line up.  
If you rotated more than one turn, then add 360 to your tooth #1 angle.



Now rotate the engine forwards until the next crank tooth aligns with its sensor.  
The crank angle now is the tooth #1 angle.  
(Note that angles shown in diagram are examples only)



#### Typical settings:

Spark mode = Toothed wheel

Trigger angle/offset = 0 (not used in toothed wheel mode)

Trigger wheel arrangement = Dual wheel

Trigger wheel teeth = number of teeth

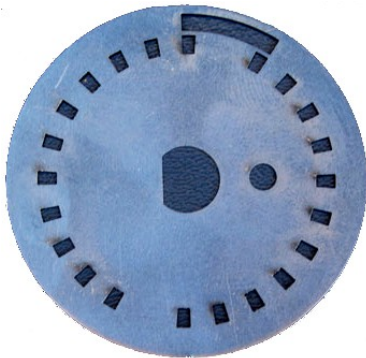
Tooth #1 angle = tooth #1 angle as determined above

Main wheel speed = Crank wheel

Second trigger active on = Rising (verify with composite logger)

and every rotation of = Cam

### 6.9.12 Mitsubishi CAS with aftermarket disc - single coil / wasted spark



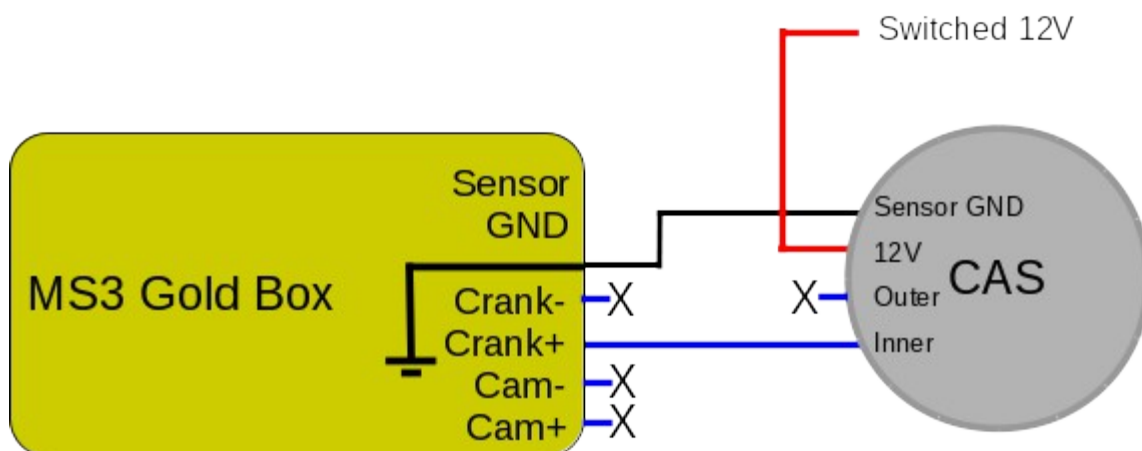
This replacement trigger disc is equivalent to a 12-1 wheel at crank speed with a single pulse on the cam.

The inner signal alone is good enough to run a single coil or distributor.

The addition of the outer single slot signal allows for coil-on-plug or sequential fuel.

Other variants exist.

For single-coil or wasted spark, only the inner track is required.



The MS3 Gold Box has a 'pullup resistor' internally, so there's no need for one in the harness.

#### Typical settings:

Spark mode = Toothed Wheel

Trigger Angle/Offset = 0 (not used)

Ignition input capture = ????

Spark Output = Depends on coils / ignitors

Number of coils = Wasted Spark

Trigger wheel arrangement = Single wheel with missing tooth

Trigger wheel teeth = 12

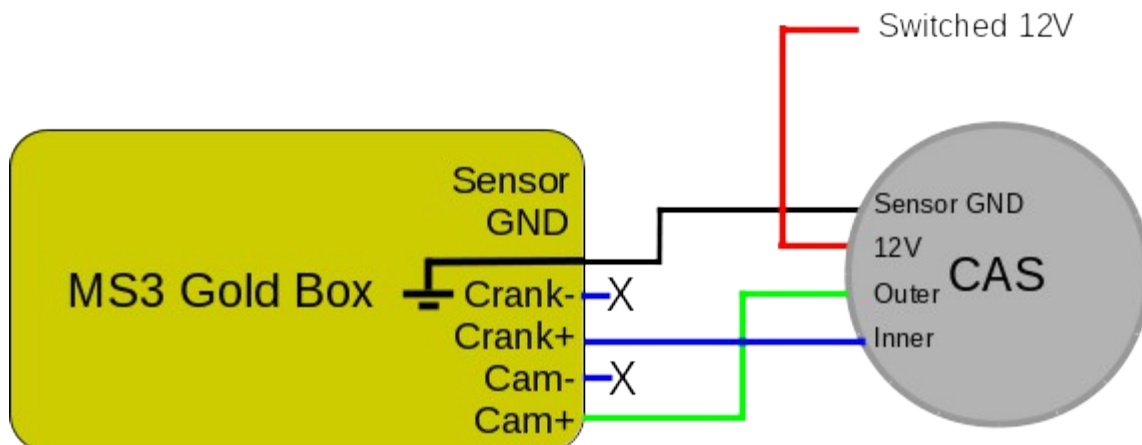
Missing teeth = 1

Tooth #1 angle = 345 (confirm with strobe)

Wheel speed = Crank wheel

### 6.9.13 Mitsubishi CAS with aftermarket disc - coil-on-plug

With the same replacement as shown in 6.9.12, both sensor outputs can be wired to allow coil-on-plug.



The MS3 Gold Box has a 'pullup resistors' internally, so there's no need for any in the harness.

#### Typical settings:

Spark mode = Toothed Wheel

Trigger Angle/Offset = 0 (not used)

Ignition input capture = ????

Spark Output = Depends on coils / ignitors

Number of coils = Coil on plug

Trigger wheel arrangement = Dual wheel with missing tooth

Trigger wheel teeth = 12

Missing teeth = 1

Tooth #1 angle = 345 (confirm with strobe)

Wheel speed = Crank wheel

Second trigger active on = poll level

Level for phase 1 = ???

### 6.9.14 Other wheel arrangements

The examples shown here are not an exhaustive list of all the combinations that are possible, for other arrangements of crank and cam wheels you will need to apply the general principles to your install.

### 6.9.15 Example: Ford Zetec

The Ford Zetec is a popular four-cylinder four-stroke used on many Fords from the mid nineties onwards. As standard these engines use a 36-1 crank wheel and a VR sensor. Wire the sensor as per section 5.2.2.

A high-current coilpack is used and requires an external 2 channel ignitor.

MS3 Gold Box only needs the crank signal to run wasted-spark and batch fire fuel, this is the simplest configuration.

(Connecting and configuring the cam signal would allow sequential fuel and coil-on-plug ignition with suitable coils.)

Alternative #1: Use a logic wasted spark coil pack such as the VW item (032 905 106B) shown in section: 5.3.1 instead of the stock coilpack.

**Typical settings:**

Spark mode = Toothed Wheel  
Trigger Angle/Offset = 0 (not used)  
Ignition input capture = Rising (confirm with tooth logger)  
Spark Output = Going High  
Number of coils = Wasted Spark  
Trigger wheel arrangement = Single wheel with missing tooth  
Trigger wheel teeth = 36  
Missing teeth = 1  
Tooth #1 angle = 90 (tweak with strobe)  
Wheel speed = Crank wheel

## **6.10 Neon/420A**

The "Neon/420A" mode supports the following vehicles when equipped with a 2.0 or 2.4 4-cylinder Chrysler engine. Also known as "1st gen Neon".

"NS" body models:

1996-2000 Chrysler Town and Country  
1996-2000 Dodge Caravan/Grand Caravan  
1996-2000 Plymouth Voyager/Grand Voyager

"JA" body models:

1995-02 Chrysler Cirrus  
1995-02 Dodge Stratus  
1996-2000 Plymouth Breeze

"JX" body models:

1996-02 Chrysler Sebring Convertible

"PL" body models:

1995-02 Dodge Neon  
1995-2001 Plymouth Neon

"PT" body models:

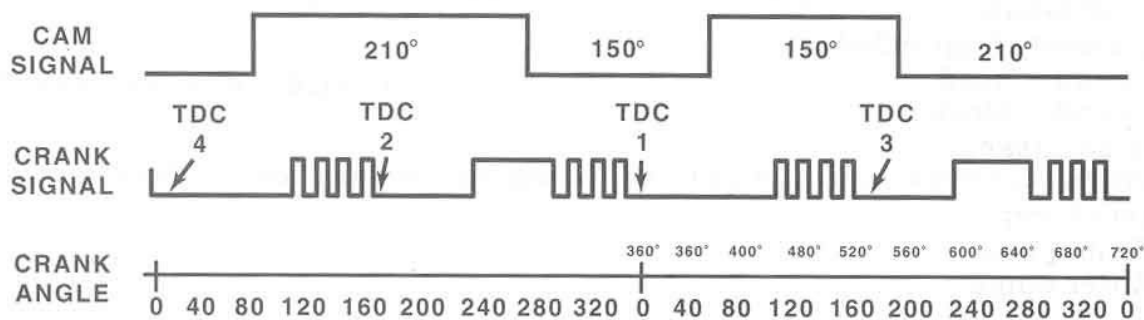
01-02 Chrysler PT Cruiser

"FJ" body models:

1995-02 Chrysler Sebring Coupe  
1995-2000 Dodge Avenger

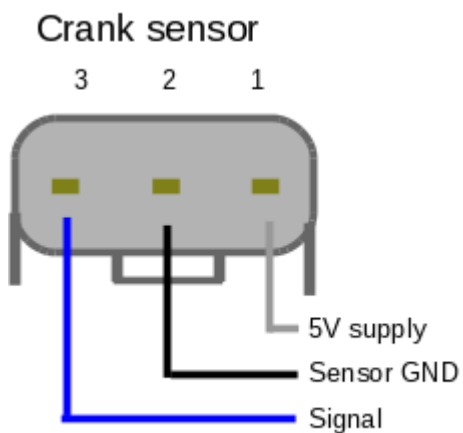


The crank and cam signal pattern looks as follows:



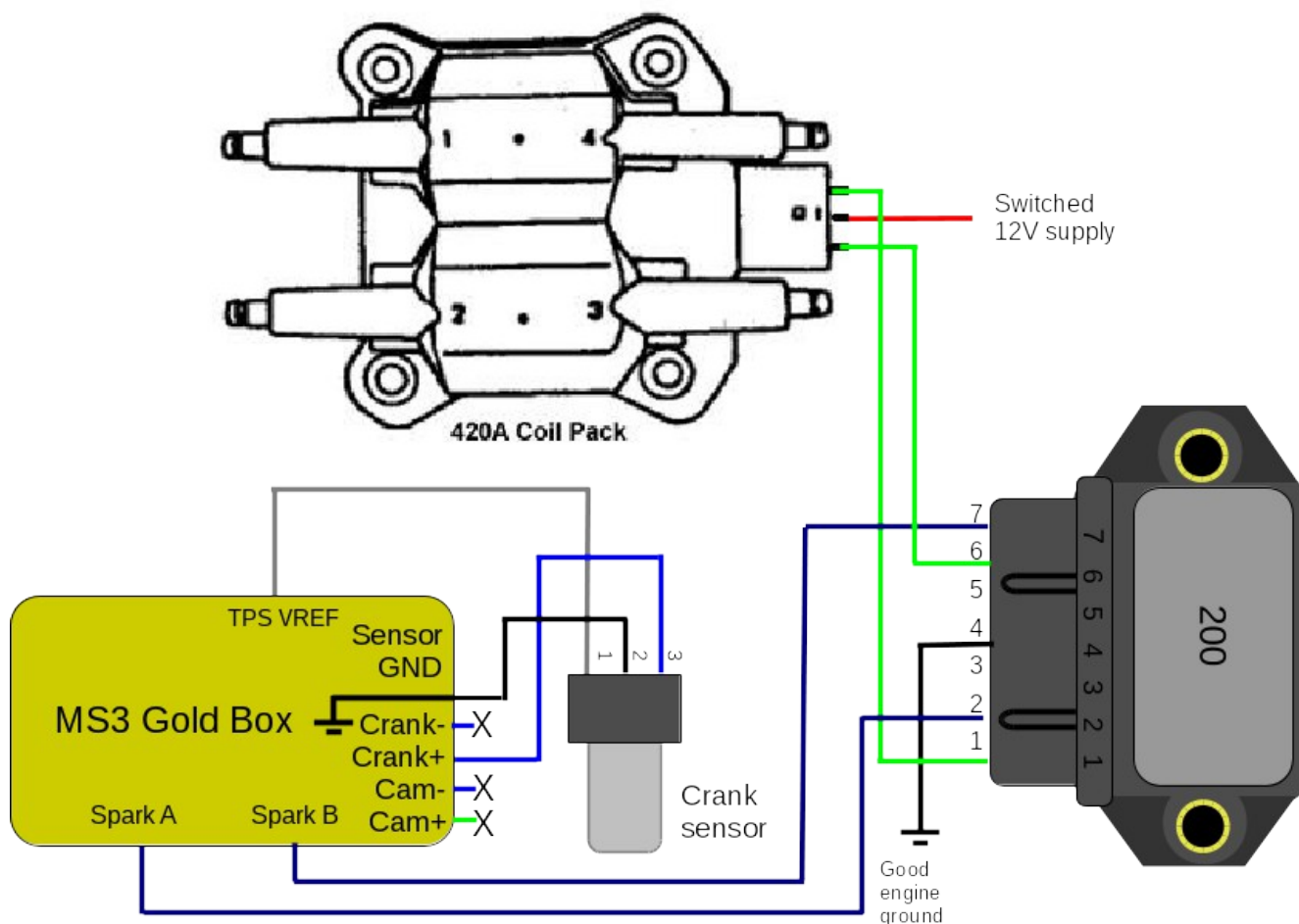
MS3 Gold Box only needs the crank signal to run wasted-spark and batch fire fuel, this is the simplest configuration.

(Connecting and configuring the cam signal would allow sequential fuel and coil-on-plug ignition with suitable coils.)



The following diagram shows the recommended wiring using an external ignitor to drive the standard 420A high-current coilpack.

420A - stock crank trigger



Alternative #1: Use an a different ignitor.

Alternative #2: Use a logic wasted spark coil pack such as the VW item (032 905 106B) shown in section: 5.3.1 instead of the stock coilpack.

#### Typical settings:

Spark mode = 420A

Trigger Angle/Offset = 0 (tweak if required)

Ignition input capture = Rising edge

Spark Output = Going High

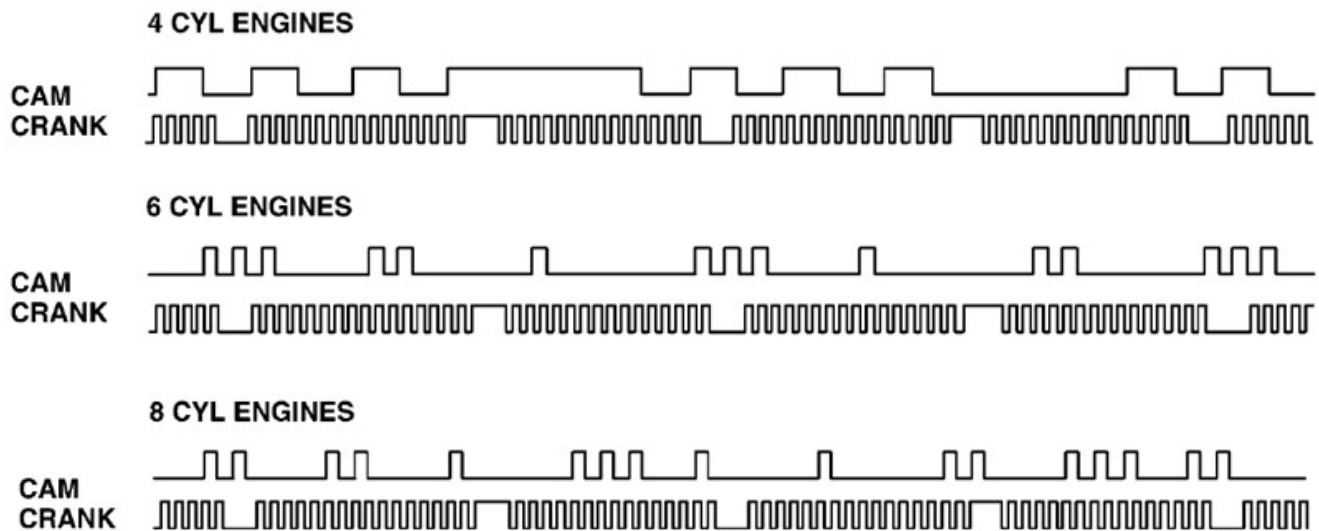
Number of coils = Wasted Spark

Injectors are wired up using the general diagrams in section 4.10.2

### 6.11 36-2+2 (NGC)

This ignition mode supports Chrysler's "next gen crank" pattern which was an attempt to consolidate the multitude of crank and cam patterns in use across Chrysler engines. It consists of 36 evenly spaced slots in a

crank wheel, with a -1 (or -2) and +1 (or +2) pattern. The cam patterns vary across 4, 6, 8 cylinder variants. NGC patterns came into use around 2002.



MS3 Gold Box only needs the crank signal to run wasted-spark and batch fire fuel, this is the simplest configuration. Wire the crank sensor as per section 5.2.3.

Four cylinder example, wired up the same as 420A in section 6.10

#### Typical settings:

Spark mode = 36-2+2

Trigger Angle/Offset = 0 (tweak if required)

Ignition input capture = Rising Edge

Spark Output = Going High

Number of coils = Wasted Spark

Six and eight cylinder variants are wired up similarly, following the general ignitor and coil wiring diagrams in section 5.3.

## 6.12 36-2-2-2

The 36-2-2-2 mode is designed for use with 4-cyl Subaru and Mazda RX8 engines with stock trigger wheels and sensor positions. (Firmware 1.4.x supports 6-cyl Subaru also.)

As standard, these engines use VR type crank sensors.

See the generic instructions in section 5.2.

### Mazda RX8 engines

RX8 engines use rotary specific coils - see section 5.3.5 for wiring.

#### Typical settings:

Spark mode = 36-2-2-2

Trigger Angle/Offset = 0 (tweak if required)

Ignition input capture = Falling Edge (typically)

Spark Output = Going High

Number of coils = Coil on Plug

### **Subaru 4cyl engines**

Typically, the cam sensor is not used and "wasted spark" or "wasted COP" should be used. An external ignitor will be required to drive the high current coil.

#### **Typical settings:**

Spark mode = 36-2-2-2

Trigger Angle/Offset = 0 (tweak if required)

Ignition input capture = Falling Edge (typically)

Spark Output = Going High

Number of coils = Wasted Spark

## **6.13 Miata 99-05**

The 99-05 Miata uses a low resolution crank trigger for primary timing and teeth on camshaft to detect phase. Both crank and cam inputs need to be connected.

See the generic instructions in section 5.2.

Most engines of this era run coil-on-plug ignition using logic coils.

See the generic instructions in section 5.3.1 for wiring four logic coils.

Improved timing accuracy can be obtained by upgrading to a regular toothed wheel on the crank shaft, such as the Flyin-Miata 36-2 wheel. (See also section 6.37)

#### **Typical settings:**

Spark mode = Miata 99-05

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Rising Edge (Set according to whichever edge gives the most stable signal. If timing advances with RPM, try flipping it.)

Spark output = Going High

Number of coils = Wasted Spark

## **6.14 Subaru 6/7**

This mode is designed for the EJ series engines with the unique "6/7" trigger - there are six unevenly spaced teeth on the crank wheel and seven teeth in total on the cam sprocket for cylinder identification. Both crank and cam inputs need to be connected.

VR sensors are used which can be directly connected, although some experimentation may be required with resistor "shunts" as the signals have been troublesome for some.

See the generic instructions in section 5.2.

Some/most engines use a wasted spark coil pack. These are believed to be high current and will require an external ignitor.

### Typical settings:

Spark mode = Subaru 6/7

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going High

Number of coils = Wasted Spark

## 6.15 6G72

Known applications include:

- Mitsubishi 3000GT
- Mitsubishi Galant V6
- Some other Mitsubishi and Chrysler V6 models

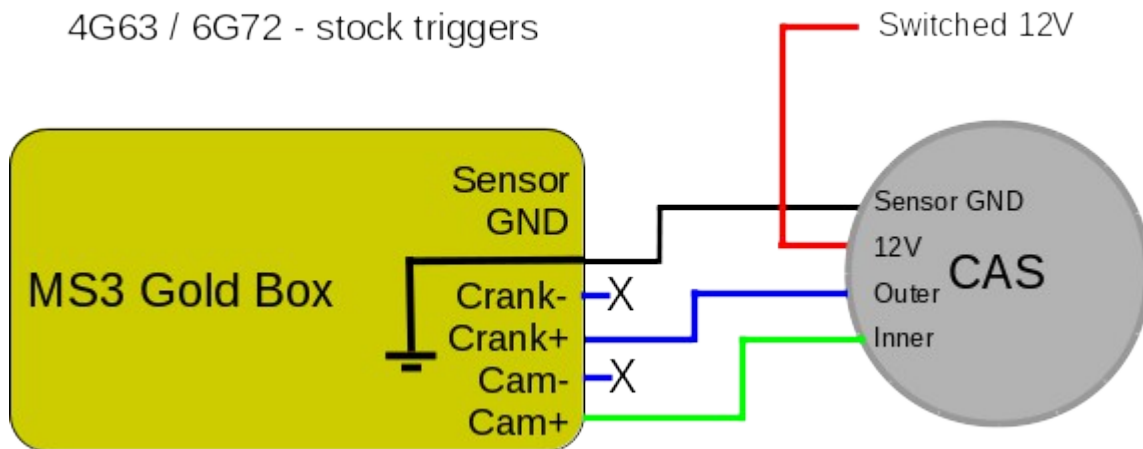


1991-1992 6G72 use an optical CAS.

Electrically, the two signals on these CAS are connected the same as two hall sensors.

The outer track is considered to be the 'crank' signal and the inner track is the 'cam'.

### 4G63 / 6G72 - stock triggers



The MS3 Gold Box has a 'pullup resistors' internally, so there's no need for any in the harness.

Later 6G72 use two independent sensors on crank and cam, but the signal pattern to the ECU is the same.

Connect crank sensor to Tach in

Connect cam sensor to Cam in

**Typical settings:**

Spark mode = 6G72

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Rising edge

Spark output = Going High

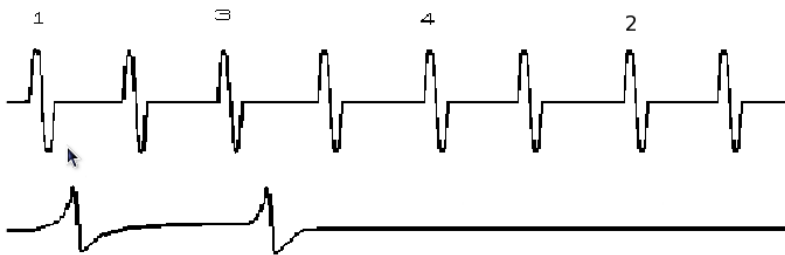
Number of coils = Wasted Spark

## **6.16 IAW Weber**

Known applications include:

- Ford Sierra Cosworth
- Some Fiat and Lancia applications

This application uses a four tooth crank trigger with a VR sensor and a two tooth cam trigger with a Hall effect or VR sensor, depending on the year.



All models, see section 5.2.2 onwards for wiring the crank and cam inputs.

**Typical settings:**

Spark mode = IAW Weber

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Falling edge

Spark output = Going High

Number of coils = Depends on application

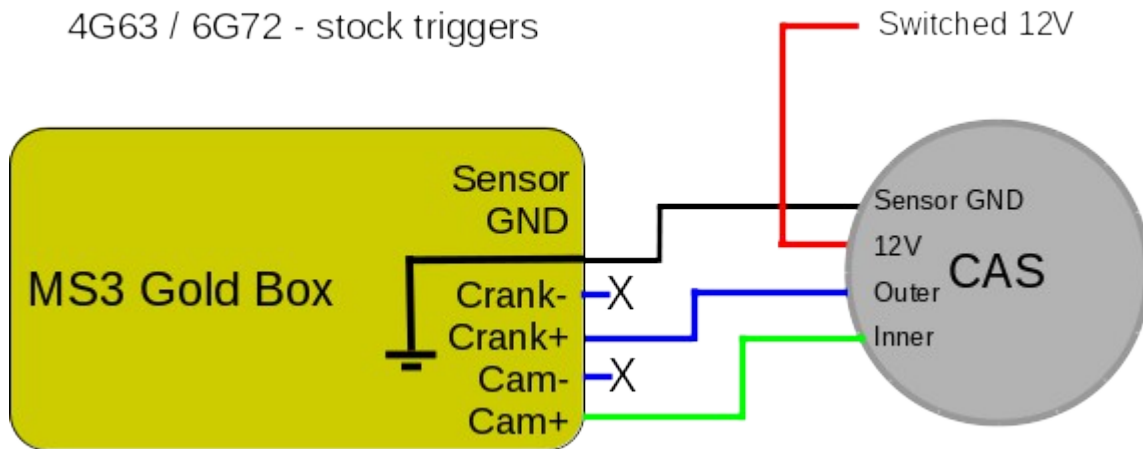
Some applications use a single high current coil, others use coil-on-plug. External ignitors are likely required.

## **6.17 Mitsubishi CAS 4/1**

Known applications include:

- Mitsubishi 4G91
- Mazda Protege and 323 with optical distributor

4G63 / 6G72 - stock triggers



The MS3 Gold Box has a 'pullup resistors' internally, so there's no need for any in the harness.

#### Typical settings:

Spark mode = CAS 4/1

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Falling edge

Spark output = Going High

Number of coils = Depends on application

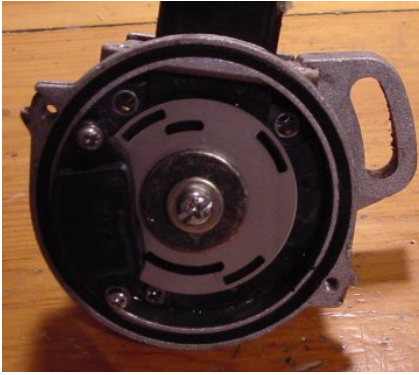
You will need to set the "Angle between main and return" parameter to the distance between edges of the optical sensor.

Note that if you are not able to get a stable signal off both edges, you should instead use "Toothed Wheel" mode with "Dual wheel" and 4 teeth at cam speed set.

### 6.18 Mitsubishi 4G63 (and Miata)

Known applications include:

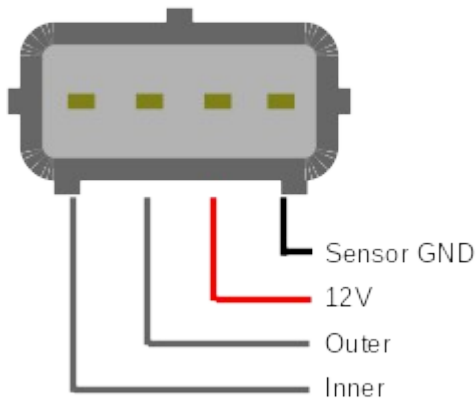
- Mitsubishi 4G63 with distributorless ignition, as used in Eclipse, Galant VR4, and Lancer Evolution
- 1990-1997 Mazda MX5 Miata
- 2G 4G63
- pre-1999 Miata (MX5) use a Mitsubishi optical CAS.
- Mitsubishi EVO



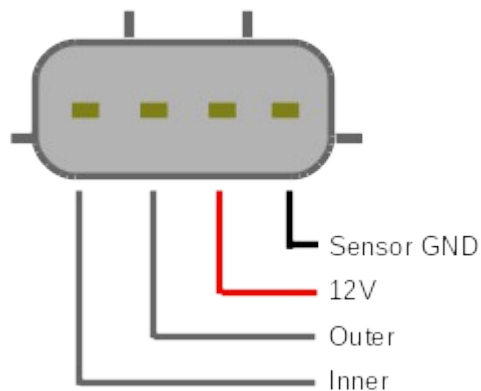
4G63 2G CAS

Electrically, the two signals on these CAS are connected the same as a hall sensor and require a pair of pull-up resistors in the wiring harness.

Nissan CA18DET  
VG30DETT  
Mitsubishi 4G63

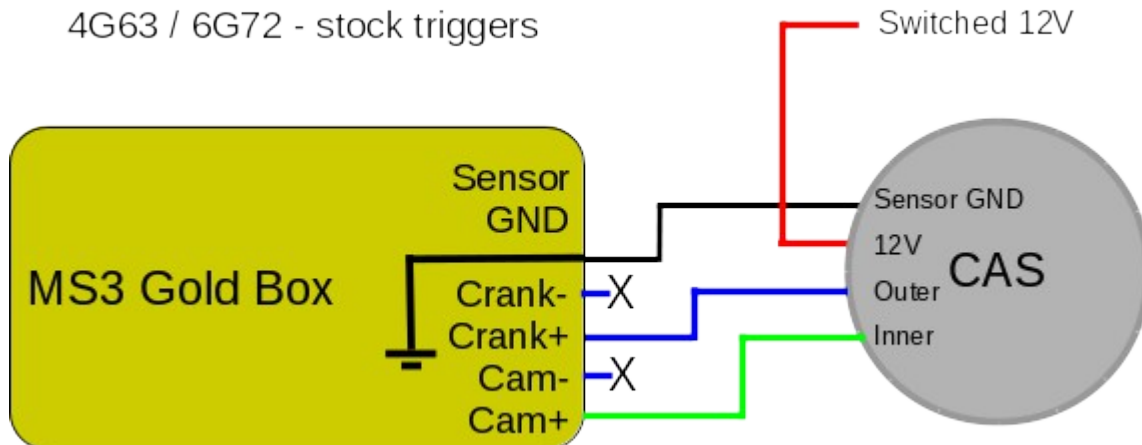


Nissan SR20DET  
Mazda Miata/MX5



The outer track is considered to be the 'crank' signal and the inner track is the 'cam'.

4G63 / 6G72 - stock triggers



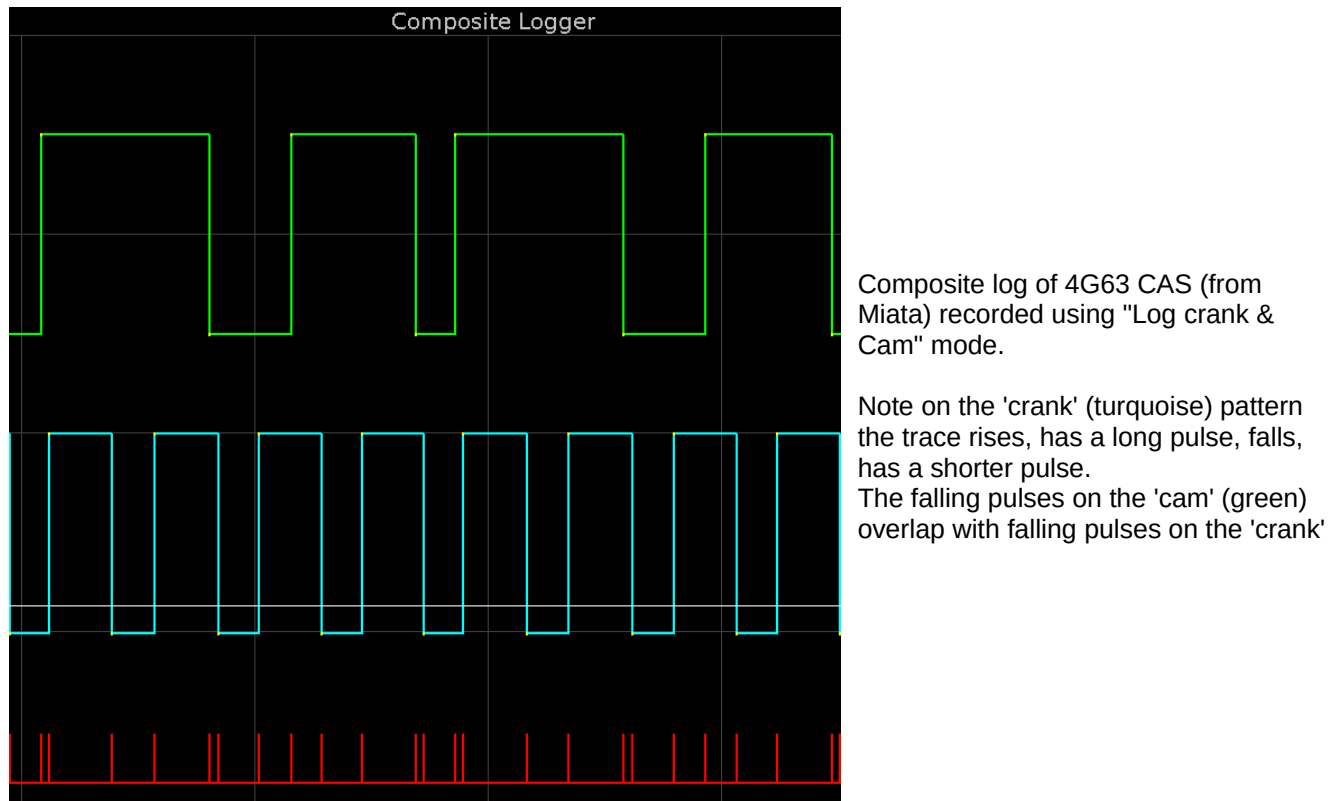
The MS3 Gold Box has a 'pullup resistors' internally, so there's no need for any in the harness.

Later 4G63 use two independent hall sensors with a two tooth crank trigger and a two tooth cam trigger, but the



signal pattern to the ECU is the same.

Some 4G63 applications may use slightly different CASEs. Use the composite logger in "log crank & cam" to compare the pattern.



#### Typical settings:

Spark mode = 4G63

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Rising edge

Spark output = Going High

Number of coils = Wasted Spark

Most Miata/MX5 of this era use a logic wasted spark coilpack which can be directly connected to the MS3 Gold Box.

## 6.19 Twin trigger



The twin-trigger mode is designed primarily for 4-cylinder bike engines using a pickup similar to the photo. There is a single tooth and two pickup coils. This allows for wasted-spark ignition.

Supported combinations include:

- Crank wheel. 4 cylinder, 4 stroke engines with wasted spark ignition, non sequential fuel.
- Crank wheel. 2 cylinder, 4 stroke engines with in wasted spark ignition, non sequential fuel.
- Cam wheel. 2 cylinder, 4 stroke engines with in coil-on-plug ignition, non sequential fuel.

This mode can be used on both even fire and odd fire engines.

If possible this setup should be replaced with a regular toothed wheel (e.g. 12-1) for more accurate timing control.

### Typical settings:

Spark mode = Twin trigger

Trigger angle/offset = typically around 10deg (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Number of coils = Wasted Spark or Coil-on-plug

## 6.20 Chrysler 2.2/2.5

This setup is unique to Chrysler 2.2 and 2.5 engines from the 1980s and early 1990s, equipped with multiport injection. (The TBI versions of this engine used Basic Trigger mode instead.) It uses a four tooth cam trigger with a “window” in the middle of one tooth and two hall sensors.

Only one hall sensor is used by MS3 Gold Box, connect to Tach in.

### Typical settings:

Spark mode = Chrysler 2.2/2.5

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Number of coils = Single coil

## **6.21 Renix 44-2-2 (66-2-2-2)**

Known applications include:

- 1987-1990 Jeep Cherokee 4.0
- Many 1980s era Renault products

This trigger mode came in a four cylinder variation which used 44 base teeth with two gaps 180 degrees apart, and a six cylinder version with 66 base teeth and three gaps 120 degrees apart.

Typically Renault installs utilize a crank sensor only and output to a single coil and distributor.

Wasted spark or coil-on-plug require a single tooth on the cam and a cam sensor. The cam pulse needs to occur before the missing tooth region that precedes TDC#1 firing.

### **Typical settings:**

Spark mode = Renix 44-2-2

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Number of coils = Single coil

## **6.22 Suzuki Swift**

Known applications include:

- Suzuki Swift engines with a distributor with a VR sensor and 12 irregularly spaced teeth.

A high-current ignition driver will be required.

### **Typical settings:**

Spark mode = Suzuki swift

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Number of coils = Single coil

## **6.23 Suzuki Vitara 2.0**

Known applications include:

- Vitara 2.0

This variant uses an uneven crank wheel with eleven teeth.

## **6.24 Daihatsu 3cyl**

Known applications include:

- Some 3 cylinder Daihatsu

This mode is considered experimental. The Daihatsu three cylinder version has 3 equally spaced teeth in a distributor with a fourth tooth adjacent to one of the teeth (3+1) and a VR sensor.

A high-current ignition driver will be required.

**Typical settings:**

Spark mode = Daihatsu 3cyl

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Number of coils = Single coil

## **6.25 Daihatsu 4cyl**

Known applications include:

- Some 4 cylinder Daihatsu

This mode is considered experimental. The Daihatsu four cylinder version has 4 equally spaced teeth in a distributor with a fourth tooth adjacent to one of the teeth (4+1) and a VR sensor.

A high-current ignition driver will be required.

**Typical settings:**

Spark mode = Daihatsu 4cyl

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Number of coils = Single coil

## **6.26 VTR1000**

Known applications include:

- Some Honda V-twin motorcycles

It uses a 12-3 crank trigger with a VR sensor and no cam sensor.

**Typical settings:**

Spark mode = VTR1000

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Number of coils = Wasted spark

Must also set 2 cylinders and Odd-fire.

## **6.27 Rover#1**

Known applications include:

- Rover K-series engines

The crank trigger wheel has 36 base teeth and two one tooth gaps, 180 degrees apart. This only allows a single coil and batch fire injection. Cam input is not supported.

**Typical settings:**

Spark mode = Rover#1

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Number of coils = Single coil

## **6.28 Rover#2**

Known applications include:

- Rover K-series engines

The crank trigger wheel with 36 base teeth and four one tooth gaps. This only allows a single coil or wasted spark ignition and batch fire or semi-sequential injection. Cam input is not supported.

**Typical settings:**

Spark mode = Rover#2

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Number of coils = Single coil or Wasted Spark

## **6.29 Rover#3**

Known applications include:

- Rover K-series engines

Similar to Rover #2, but the gaps are two teeth wide and positioned differently. As with Rover #2, supports wasted spark and semi-sequential injection, but does not support cam input.

**Typical settings:**

Spark mode = Rover#3

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Number of coils = Single coil or Wasted Spark

## **6.30 GM7X**

Known applications include:

- Some GM four and six cylinder engines with distributorless ignitions.

GM refers to the crank wheel in their internal documentation as a 7X trigger wheel. It has six equally spaced teeth and a seventh tooth for cylinder identification.

The cam input is supported for sequential fuel and spark and VVT (may require 1.4.x firmware.)

**Typical settings:**

Spark mode = GM7X

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Number of coils = Wasted Spark

### 6.31 QR25DE

Known applications include:

- Nissan QR25DE and some other Nissan four cylinders.

Requires crank and cam sensors to be connected.

### 6.32 Honda RC51

Known applications include:

- Honda RC51, RC46, FSC600 and many CBR variants
- AP1 Honda S2000

This one uses a 12 tooth crank trigger and 3 tooth cam trigger, with VR sensors on both.

RC51 is 2 cyl odd-fire.

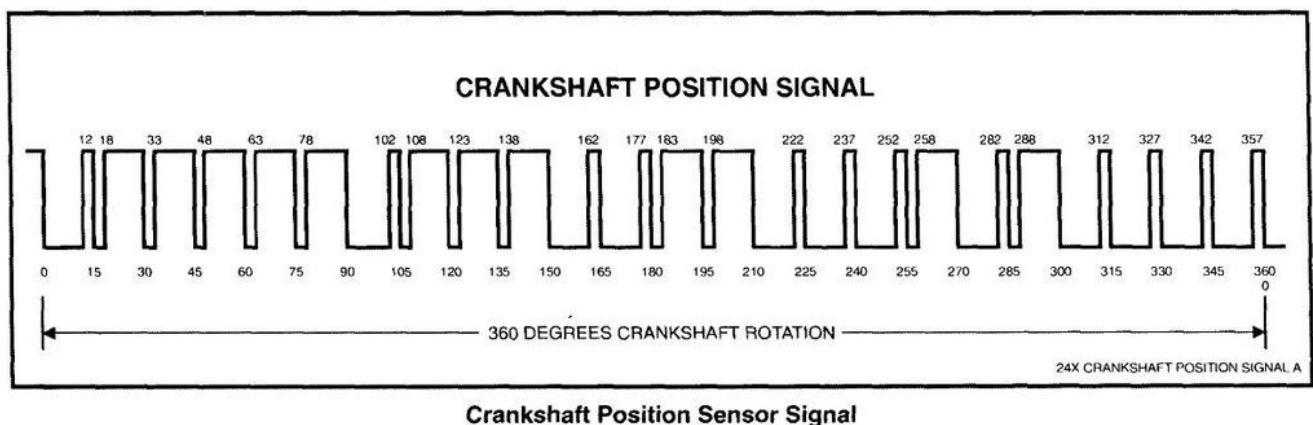
FSC600 is 2 cyl even-fire.

RC46 is 4 cyl odd-fire.

### 6.33 GM LS1 (24X)

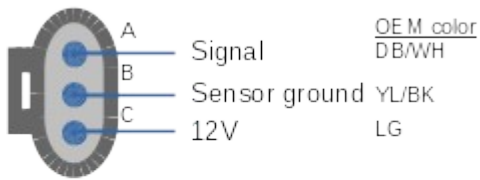
Known applications include:

- Chevrolet V8s of LS1 family using a 24X crank pattern. (Typically Gen 3.)

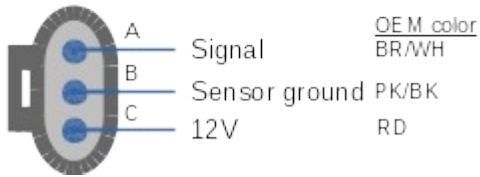


Both crank and cam sensors should be connected for sequential fuel and spark.

24X (black) crank sensor



24X (black) cam sensor



The coils are wired individually

SpkA = 1, SpkB = 8, SpkC = 7, SpkD = 2, SpkE = 6, SpkF = 5, SpkG = 4, SpkH = 3

**Typical settings:**

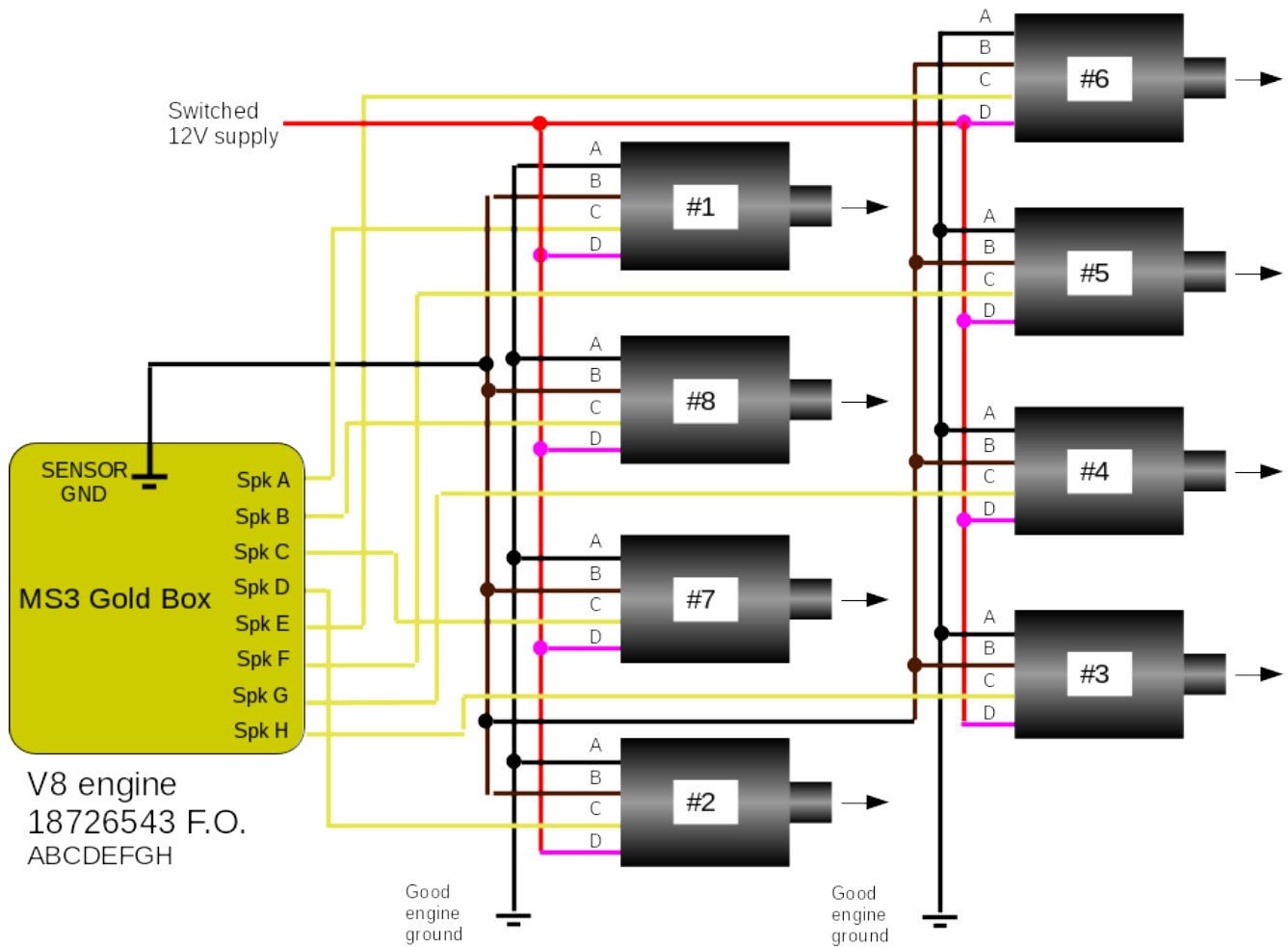
Spark mode = LS1

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Rising edge

Spark output = Going high

Number of coils = Coil on plug



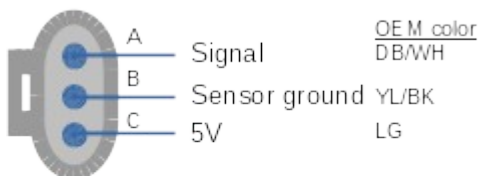
### 6.34 GM LS2 (58X)

Known applications include:

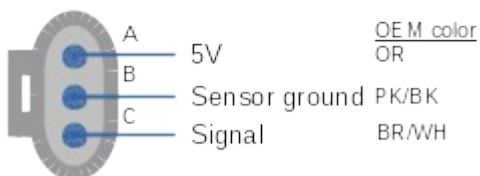
- Chevrolet V8s of LS2 family using a 58X crank pattern and 4X cam pattern. (Typically Gen 4.)

Both crank and cam sensors should be connected for sequential fuel and spark.

#### 58X (gray) crank sensor



#### 58X (gray) cam sensor





The coils are wired as shown in section 6.33

**Typical settings:**

Spark mode = Toothed wheel

Ignition input capture = Rising edge

Spark output = Going High

Number of coils = Coil on plug

Trigger wheel arrangement = Dual wheel with missing tooth

Trigger wheel teeth = 60

Missing teeth = 2

Tooth #1 angle = 84 (adjust with strobe)

Main wheel speed = Crank wheel

Second Trigger Active on = Poll level

Level for Phase 1 = High

Check at Tooth # = 20

## **6.35 YZF1000**

Known applications include:

- Yamaha YZF1000 / Thunderace
- Yamaha FZR1000
- Yamaha FZR750
- Yamaha FZ700

**Typical settings:**

Spark mode = YZF1000

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Falling edge

Spark output = Going high

## **6.36 HD 32-2**

Known applications include:

- Harley Davidson with 32-2 crank trigger

A VR sensor is used on the crank trigger. As standard there is no cam sensor. Phase detection is possible using the MAP sensor.

**Typical settings:**

Spark mode = HD 32-2

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Cam sensor = MAP

The front cylinder is considered cyl#1 and therefore connects to SpkA. Sequential fuel is allowed.

### **6.37 Miata 36-2**

Known applications include:

- Mazda Miata (MX5) 99-05 fitted with aftermarket 36-2 crank trigger

#### **Typical settings:**

Spark mode = Miata 36-2

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Both crank and cam sensors are VR type and need to be connected.

### **6.38 Fiat 1.8 16V**

Known applications include:

- Fiat with 1.8 16V engine

#### **Typical settings:**

Spark mode = Fiat 1.8 16V

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

Uses an irregular six tooth crank trigger and a three tooth cam trigger, with a VR crank trigger and Hall effect cam signal. Both sensors need to be connected.

### **6.39 Optispark**

Known applications include:

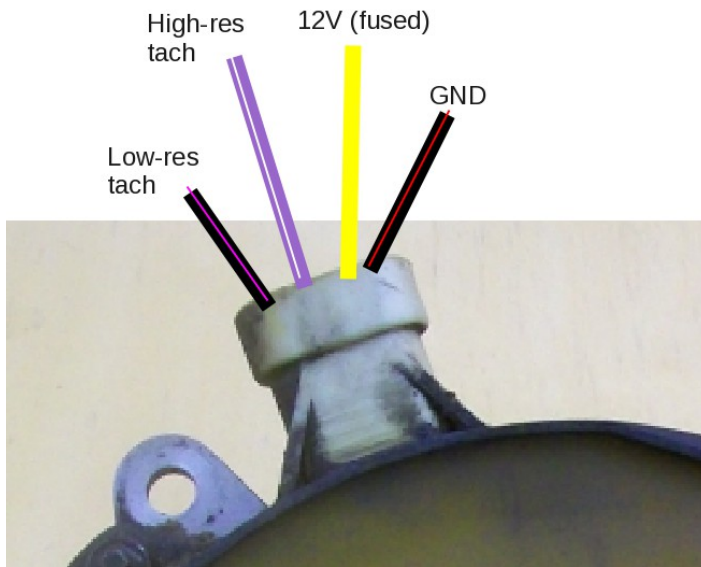
- Chevrolet LT1 variants
- Nissan VH45 V8

The Optispark system was used on GM vehicles from 1993 to 1997 on LT1, LT4 and L99 applications. Internally it uses a Mitsubishi / Nissan derived optical trigger arrangement. There is a "hi-res" track of 360 slits and a "low-res" track of 8 slots of varying length. The pickup design is sound, but the high-tension side can be problematic with the "correct-a-cap" design - especially if a high energy aftermarket ignition system is used.

The MS3 Gold Box Optispark decoder uses both low and high resolution tracks for improved ignition accuracy. (Most other aftermarket implementation only use the low resolution track.) The system allows for sequential fuel and the single coil as per the original install. However, as an enhancement the single coil can be replaced by a wasted-spark or coil-on-plug setup which would eliminate the troublesome high-tension cap.

The Optispark requires a fused 12V supply. This can be tapped into the same 12V supply as the MS3 Gold Box.

The Ground connection should be run to the sensor ground at the MS3 Gold Box.



The high resolution tach signal requires a "pull up" resistor to operate correctly. The MS3 Gold Box already includes a 'pullup resistor' on the crank input, so only the PT4 input needs a pullup.

### MS3 Gold Box connections

### Optispark/CAS connections



#### **Typical settings:**

Spark mode = Optispark

Trigger angle/offset = Start at 0 deg - adjust while strobing timing.

Ignition input capture = Falling edge

Number of coils = Single coil

Flip polarity on hi-res should be set to "Inverted"

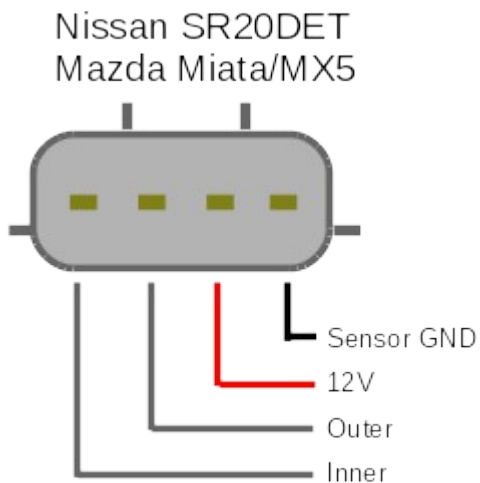
## 6.40 Nissan SR20

Known applications include:

- RWD version of the SR20DET with coil on plug ignition.
- CA18

These engines use an optical CAS with four unequally sized slots and a row of 360 slots.

The CAS requires a fused 12V supply. This can be tapped into the same 12V supply as the MS3 Gold Box. The Ground connection should be run to the sensor ground at the MS3 Gold Box.



The high resolution tach signal requires a "pull up" resistor to operate correctly. The MS3 Gold Box already includes a 'pullup resistor' on the crank input, so only the PT4 input needs a pullup.

## MS3 Gold Box connections

## Optispark/CAS connections



### **Typical settings:**

Spark mode = Nissan SR20

Trigger angle/offset = Start at 0 deg - adjust while strobing timing.

Ignition input capture = Falling edge

Number of coils = Coil on plug

Flip polarity on hi-res should be set to "Inverted"

### **6.41 Nissan RB25**

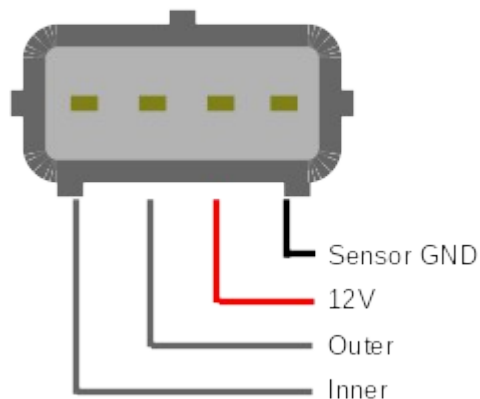
Known applications include:

- RB25
- RB26

These engines use an optical CAS with six unequally sized slots and a row of 360 slots.

The CAS requires a fused 12V supply. This can be tapped into the same 12V supply as the MS3 Gold Box. The Ground connection should be run to the sensor ground at the MS3 Gold Box.

Nissan CA18DET  
VG30DETT  
Mitsubishi 4G63



The high resolution tach signal requires a "pull up" resistor to operate correctly. The MS3 Gold Box already includes a 'pullup resistor' on the crank input, so only the PT4 input needs a pullup.

### MS3 Gold Box connections

### Optispark/CAS connections



#### **Typical settings:**

Spark mode = Nissan RB25

Trigger angle/offset = Start at 0 deg - adjust while strobing timing.

Ignition input capture = Falling edge

Number of coils = Coil on plug

Flip polarity on hi-res should be set to "Inverted"

## **6.42 Honda Acura V6**

Known applications include:

- Honda and Acura J series V6 motors.

This mode uses a crank trigger with 24 base teeth and two separate missing teeth, along with a cam sensor.

### **Typical settings:**

Spark mode = Honda Acura

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

## **6.43 VQ35DE**

Known applications include:

- Nissan 350Z and other VQ35DE applications

Requires crank and cam sensors to be connected.

### **Typical settings:**

Spark mode = VQ35DE

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

## **6.44 Jeep 2000**

Known applications include:

- 1991-2000 Jeep 4.0 inline six
- Dodge Avenger 2.5 V6
- Some Chrysler V6 minivans

This mode has three sets of four notches on the crank trigger and a one tooth distributor trigger.

Requires crank and cam sensors to be connected.

### **Typical settings:**

Spark mode = Jeep 2000

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

## **6.45 Jeep 2002**

Known applications include:

- 3.7 V6

This mode appears on the last run of the Jeep 4.0 inline six, with coil packs instead of the distributor. Uses the same crank trigger as the Jeep 2000 mode, but with a more complex cam pattern.

Requires crank and cam sensors to be connected.

### **Typical settings:**

Spark mode = Jeep 2002

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

## **6.46 Zetec VCT**

Known applications include:

- 3.7 V6

Used on Ford Zetec and other four cylinder engines with variable valve timing. Features a 36-1 crank trigger like many other Fords, but a five tooth cam wheel instead of a one tooth. Uses VR sensors on both, and supports full sequential operation and variable valve timing.

Requires crank and cam sensors to be connected.

### **Typical settings:**

Spark mode = Zetec VCT

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

## **6.47 Flywheel tri-tach**

Known applications include:

- Early 1980s Porsche 911
- Porsche 944 Turbo (951)
- 1986 and earlier BMW 325e
- E30 chassis BMW M3 with S14 motor
- Many 1980s and early 1990s Audis

This application uses a VR sensor that counts flywheel teeth, with a second flywheel sensor that reads a single post and, in most implementations, a cam sensor. Note that the number of teeth is hard coded for a specific number of cylinders. With a cam sensor, this will support full sequential.

Most installs require three tach inputs

- flywheel tooth sensor (VR)
- flywheel reset pin sensor (VR)



- distributor sensor (hall)

This mode is considered experimental.

Number of teeth	Number of cylinders
135	5
135	6
136	8
132	4
130	4

**Typical settings:**

Spark mode = Flywheel tri-tach

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

## 6.48 2JZ VVTi

Known applications include:

- Lexus IS300
- many 2000 and later Toyota six cylinder engines with VVTi.

This uses a 36-2 crank trigger and a three tooth cam trigger, with VR sensors. Supports sequential injection and variable valve timing.

Both sensors need to be connected for VVT.

**Typical settings:**

Spark mode = 2JZVVTi

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

## 6.49 Honda TSX/D17

Known applications include:

- D17 engine

Uses a 12 tooth crank sensor with one tooth added for a total of 13 real teeth, combined with a cam sensor. This allowed Honda to add continuously variable valve timing. Uses VR sensors.

Both sensors need to be connected for VVT.

**Typical settings:**

Spark mode = Honda TSX/D17

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

### **6.50 Mazda6 2.3 VVT**

Known applications include:

- Mazda 6 with VVT

This one has a 36-1 crank trigger and an uneven cam pattern.

#### **Typical settings:**

Spark mode = Mazda6 VVT

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

### **6.51 Viper V10 (gen 2)**

Known applications include:

- 1996 and later Vipers and V10 Rams with JTEC ECU

This one has a crank trigger with five groups of two teeth. A cam sensor is also required, with a one tooth trigger wheel.

Factory Chrysler coils are high-current type and require internal or external ignitors.

#### **Typical settings:**

Spark mode = Viper V10

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

### **6.52 Viper V10 (gen 1)**

Known applications include:

- 1995 and earlier Vipers and V10 Rams.

This one has a crank trigger with five groups of two teeth. A cam sensor is also required, with a one, two tooth trigger wheel.

Factory Chrysler coils are high-current type and require internal or external ignitors.

#### **Typical settings:**

Spark mode = Viper V10 Gen1

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

### **6.53 Honda K24A2**

Known applications include:

- Honda K24A2

This works very similarly to the TSX/D17 mode, but the crank phasing is different.

**Typical settings:**

Spark mode = K24A2

Trigger angle/offset = 0 (adjust with strobe)

Ignition input capture = Set according to whichever edge gives the most stable signal. (If timing advances with RPM, try flipping it.)

Spark output = Going high

## 7: Throttles

The major influence on engine speed on a spark-ignition (gasoline) engine is air-flow. (Contrast a compression-ignition (diesel) engine where there is no throttling and fuel flow governs engine speed.)

For normal running the main throttle plates control the air-flow. At idle an idle valve can be used to provide controlled flow, or a throttle stop screw can be used on the main throttles to allow a low flow during "closed" throttle conditions.

Throttles need to be appropriately sized for the engine displacement and RPM range. Too small and the engine will "run out of steam" at higher RPMs. Too large and tiny throttle movement will allow a large airflow giving jerky low-load operation.

There are a wide range of throttles available. Most factory EFI installs use a single throttle plate. Many aftermarket companies offer USA style 4 barrel carburettor replacement throttle-bodies. Another option that is particularly common on 4-cylinder engines is to fit bike throttle bodies.

Independent throttle body installs free up the most power from the engine, but will need to be balanced (equal airflow for each throttle) and the MAP signal will be weak - consider using "ITB mode" or "Alpha-N."

All throttles will need to be fitted with a TPS if not already included.

## 8: Optional Hardware

### 8.1 *Expansion boards*

The MS3 Gold Box was designed with enough inputs and outputs to control a simple engine. If additional inputs and outputs are desired, an add-on expansion board may be used.

The MS3 Gold Box has CAN communications that allow the simple 2-wire connection.

Example expansion boards are:

- CANEGT - allows K-type thermocouples for per-cylinder exhaust gas temperature monitoring
- Microsquirt transmission - easily controls 4L60E, 4L80E and many more transmissions.
- GPIO/ trans - allows control of electronically shifted automatic transmissions
- IO-Expander - DIY assembled product for additional analogue input, relay outputs, GPS, accelerometer, thermocouple.
- Dashes / loggers - many vendors dashboards are compatible with the MS3 Gold Box data stream.

For specific product features and configuration details, please refer to your supplier's documentation.

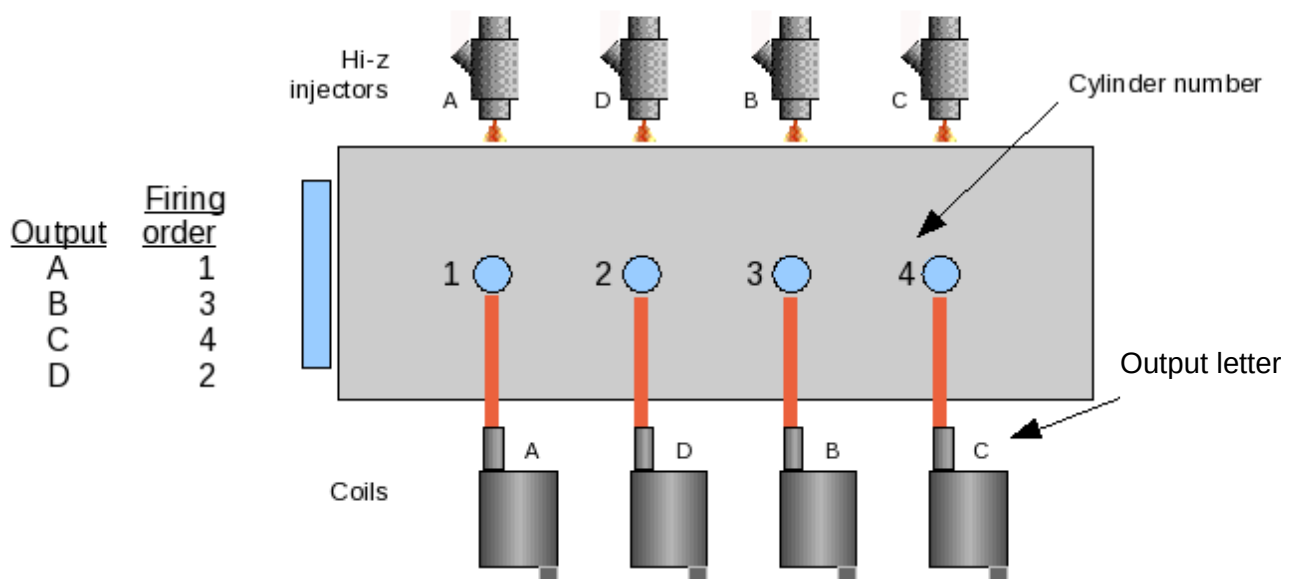
## 9: Example wiring

### 9.1 Sequential fuel and spark

Note that injector and coil outputs are always wired in firing order.

#### 9.1.1 Inline 4 : 1-3-4-2

#### 4cyl, even-fire, 1-3-4-2, Sequential fuel, Coil-on-plug logic coils

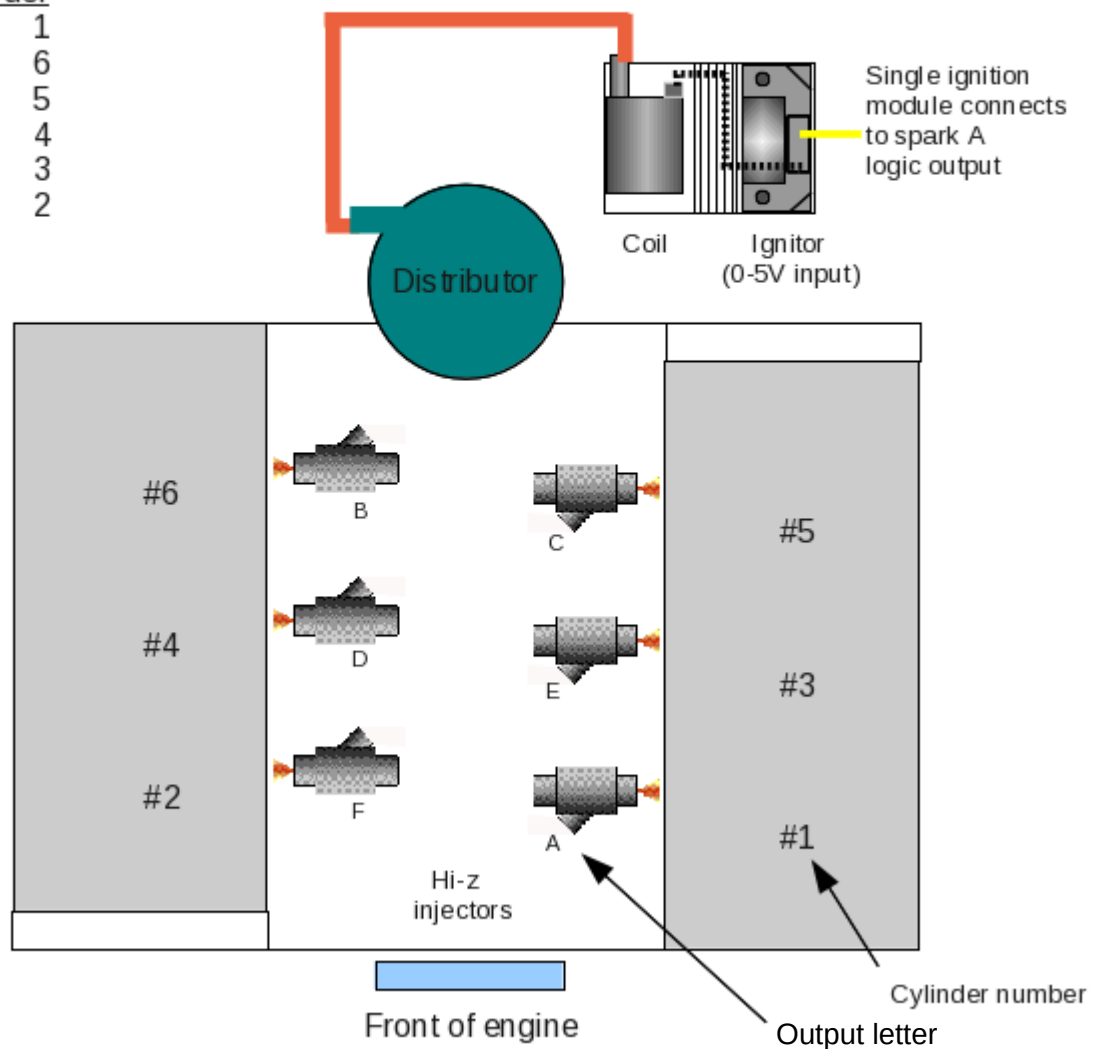


**9.1.2 V6 : 1-6-5-4-3-2**

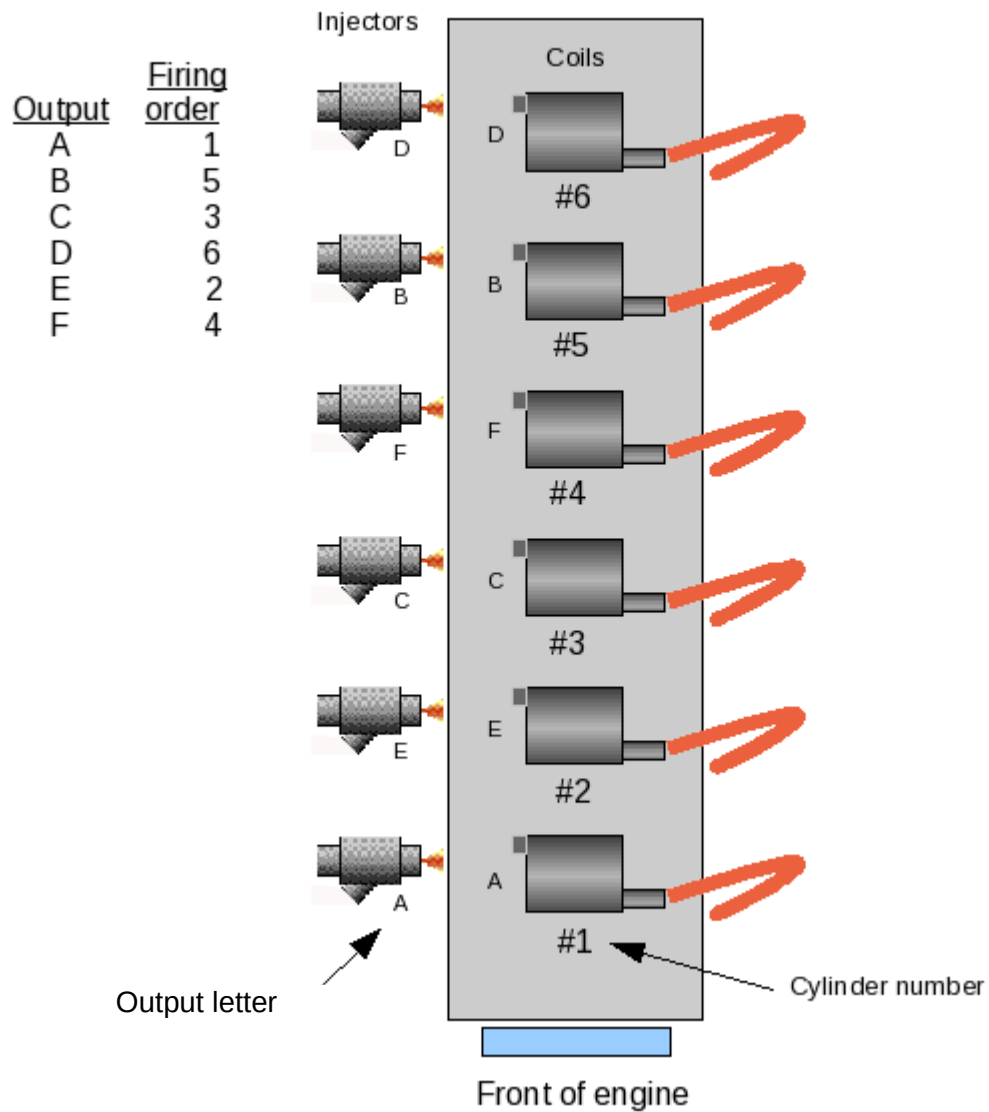
**V6, 90deg even-fire, 1-6-5-4-3-2**  
**Sequential fuel, Single coil + distributor**

Applies to: 4.3L Chevy V6

<u>Inj</u> <u>Output</u>	<u>Firing</u> <u>order</u>
A	1
B	6
C	5
D	4
E	3
F	2



*(Injectors shown as normal injectors, actual engine has a strange spider-like 'metering body')*

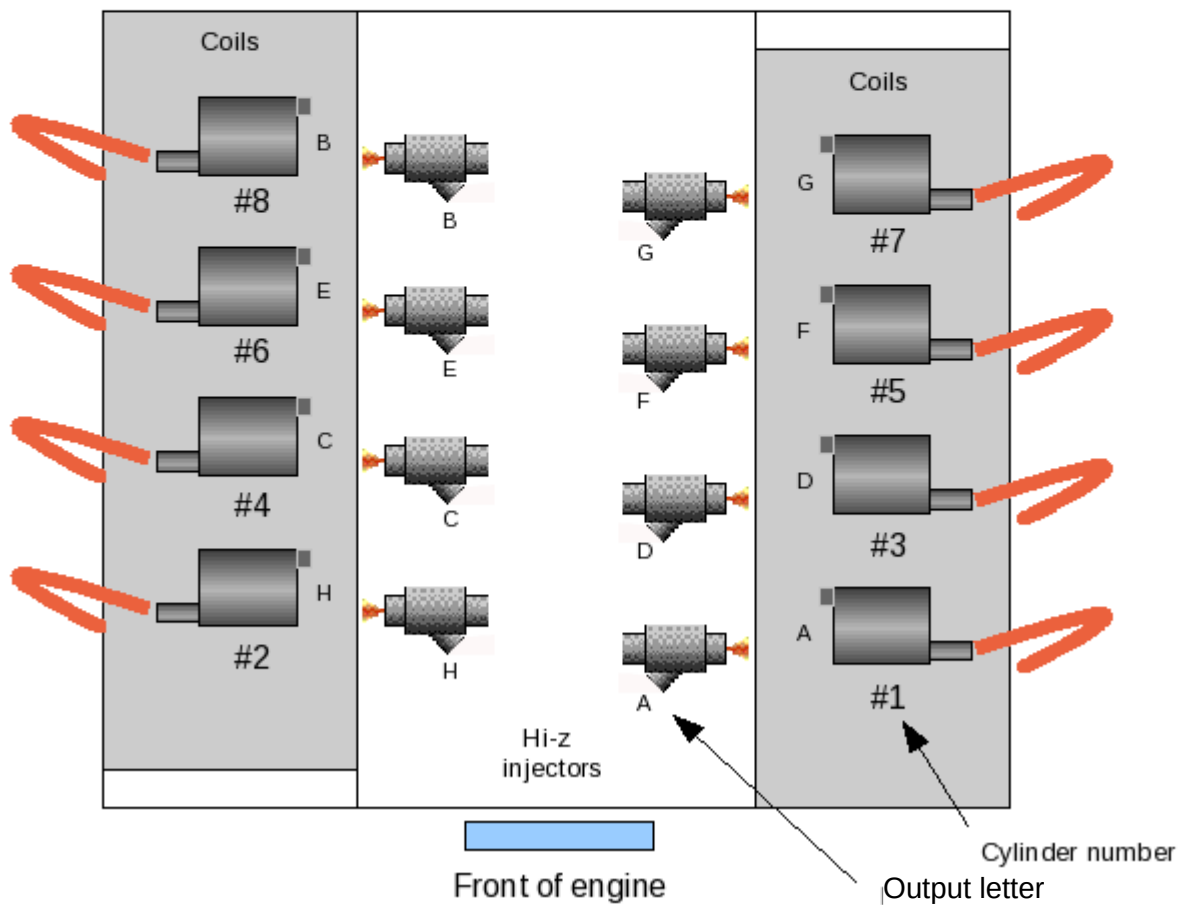
**9.1.3 Inline 6 : 1-5-3-6-2-4****6cyl, even-fire, 1-5-3-6-2-4, Sequential fuel, Coil-on-plug logic coils**



**9.1.4 V8 : 1-8-4-3-6-5-7-2****V8, even-fire, 1-8-4-3-6-5-7-2****Sequential fuel, Coil-near-plug logic coils**

Applies to:  
SBC gen-1,2  
Rover V8  
some SBM

Output	Firing order
A	1
B	8
C	4
D	3
E	6
F	5
G	7
H	2



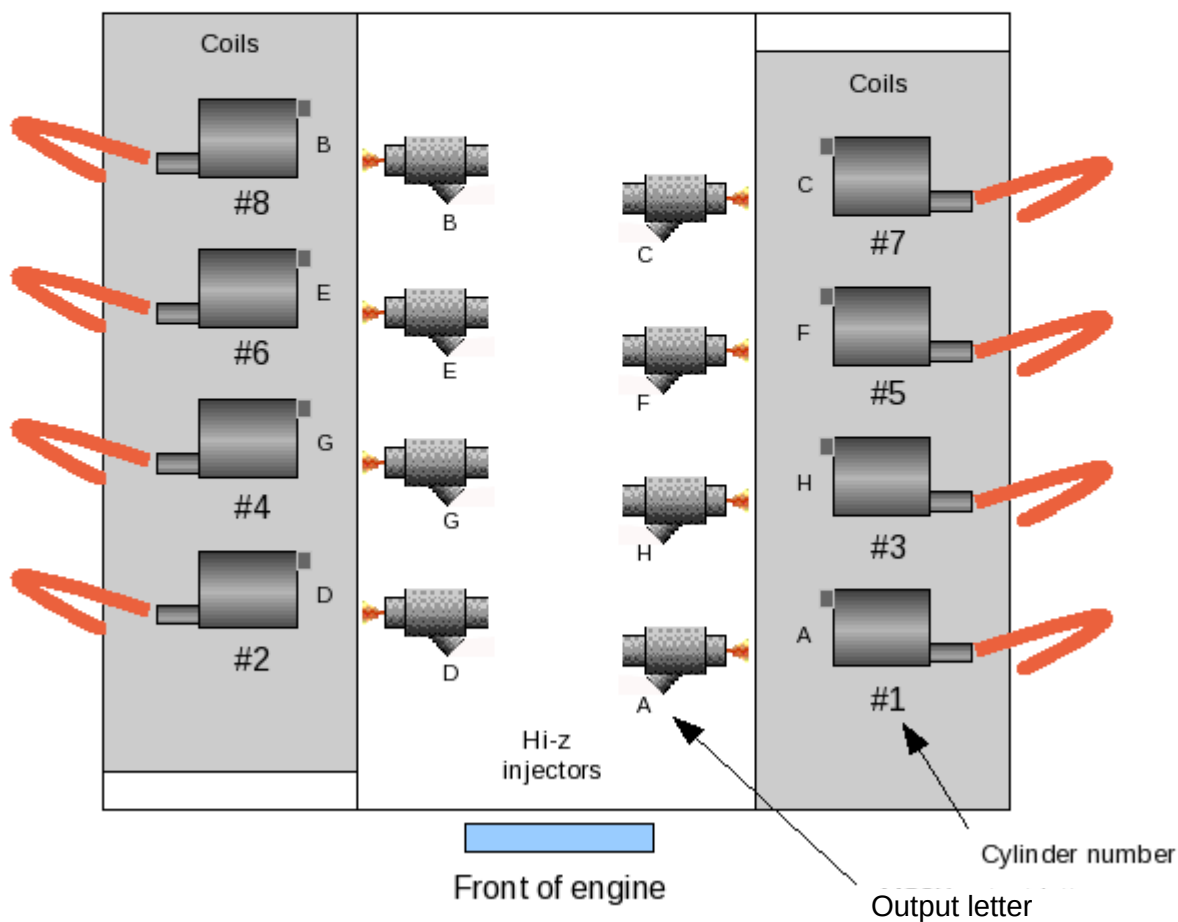
### 9.1.5 V8 : 1-8-7-2-6-5-4-3

#### V8, even-fire, 1-8-7-2-6-5-4-3

#### Sequential fuel, Coil-near-plug logic coils

This is LS1  
gen-3 Chevy  
firing order

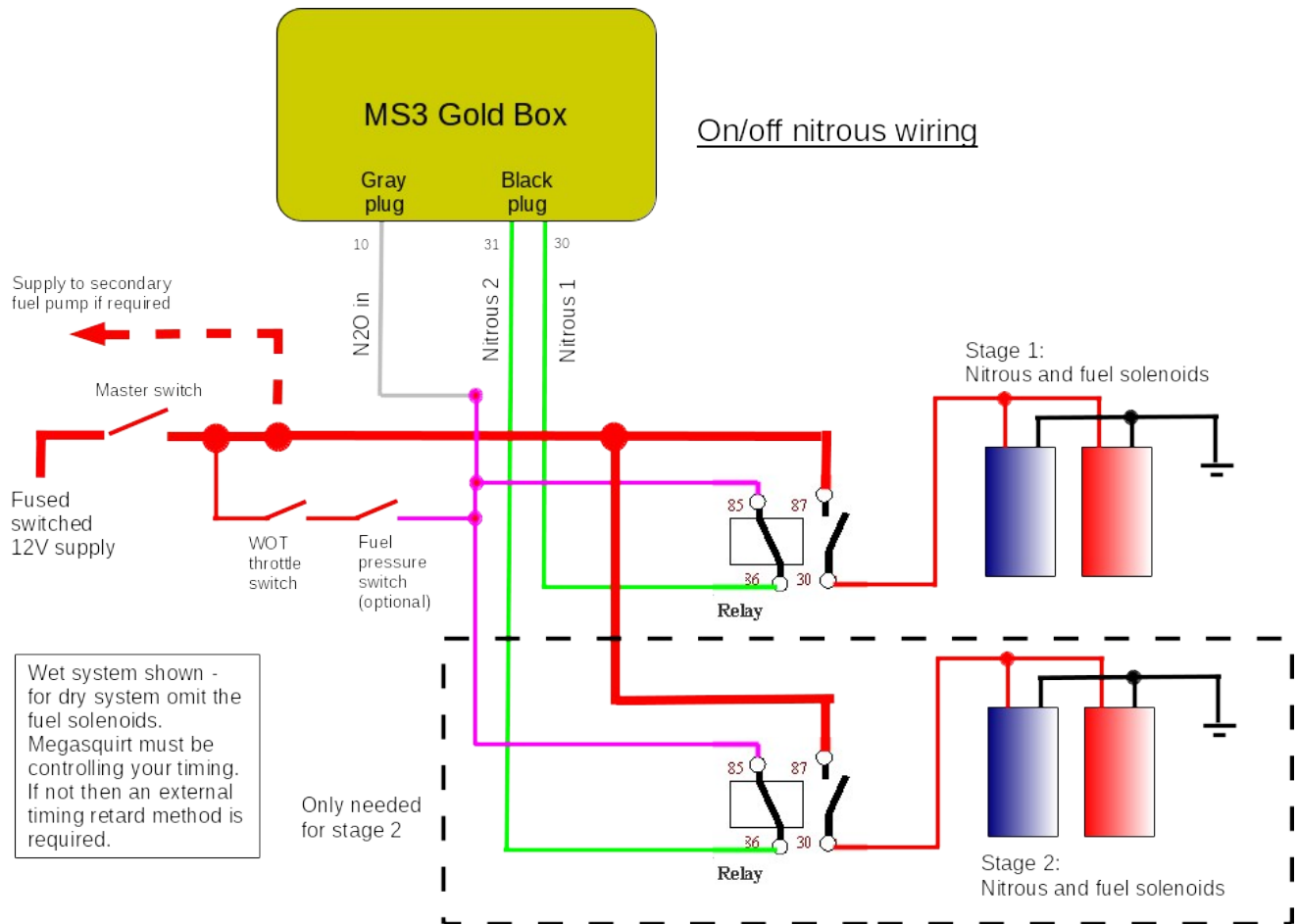
Output	Firing order
A	1
B	8
C	7
D	2
E	6
F	5
G	4
H	3



## 9.2 Nitrous

The following layout shows typical wiring for a wet nitrous system. It is drawn using "PE0" as the ground-switched input and IAC1/2 as the stage 1 and 2 outputs.

With the appropriate software settings other pins may be used for inputs and/or outputs.



## 10: Further information

For additional information or to join the community forums for Megasquirt, please visit:

[www.msextra.com](http://www.msextra.com)

## 11: Appendix A: junkyard guide to finding EDIS

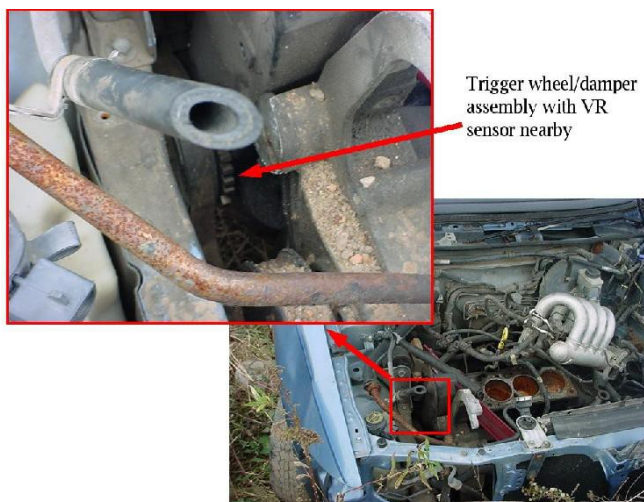
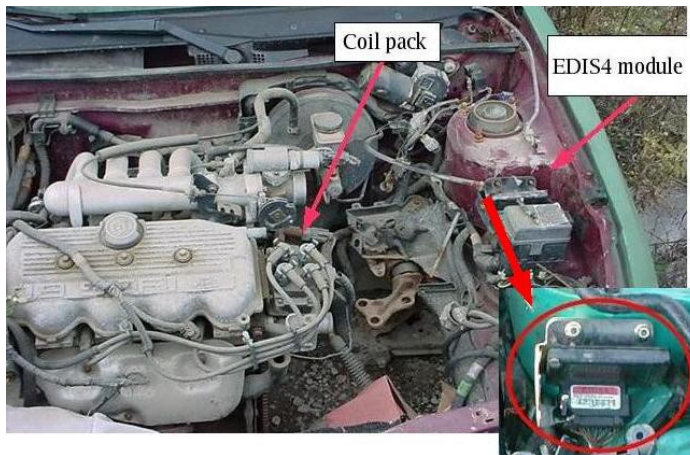
### 11.1 North America - EDIS4

Early to mid 1990s Ford Escort/ Mercury Tracer with base 1.9L SOHC engine were fitted with the EDIS4 system. You can tell the engine because it has a tubular aluminium (NOT cast) inlet manifold.

The EDIS4 module is mounted just behind the fuse box on the drivers side of the engine bay, it has a label on the plug that says EDIS4. The bolts are 10mm AF. You are advised to remove the fuse box first for easier access. Cut off as much as the harness as you can.

Looking toward the passenger side end of the engine, the VR sensor is above and to the left of the end of the crankshaft. The easiest way to access the sensor is to remove the front wheel (if it's not already removed), lie on your back, and reach up from the bottom to access the sensor mounting bolts. The bolts are either small metric or star bit. Once it's off, the cable is most easily cut from the top.

The crank pulley bolt is 19mm. You will need to stop engine from turning, various methods have been suggested. 1) remove the head, put some rocks into the bore and refit the head. 2) remove a spark plug and put a long bar down the hole 3) remove a plug from cylinder with piston at BTDC and coil in some rope, remove rope when finished.



## 11.2 Europe - EDIS4

1989-1993 Fiesta XR2i 1.6

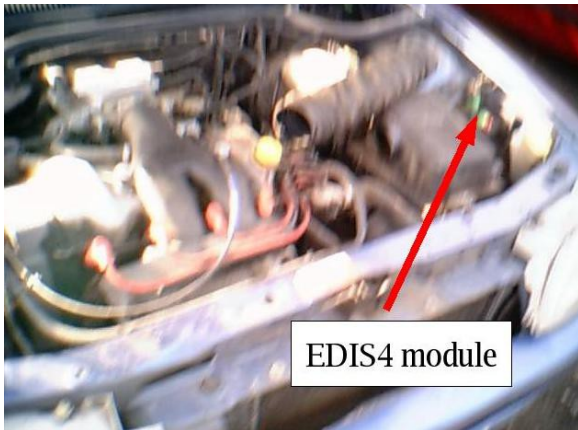
1990-1992 Fiesta RS turbo

1989-1994 Escort 1.6i

1990-1994 Orion 1.6i

Modules are all in the engine bay and typically located in the middle of the bulkhead or the right hand side as you face the car.

Known part numbers are: 89FB-12K072-AC, 91AB-12K072-AA

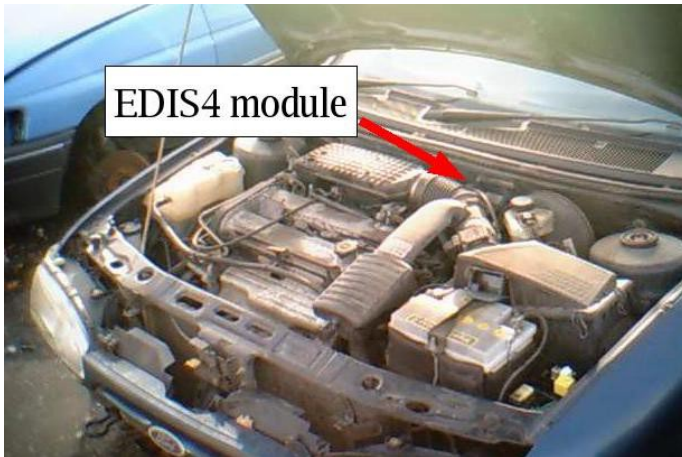


Orion CVH MPI



Fiesta / crossflow Escort





Mondeo with 1800/2000 engine.

Location of the VR sensor varies. On the small CVH engines it pokes through the rear flange of the engine towards the flywheel. 1.8CVH Sierra has one on the front. 2.0DOHC Sierra/ Granada is in the block at the left side way below the inlet manifold. Duratec V6 (Mondeo) is mounted near the front, it also has a cam sensor that works too.

The mounting bolts are either small metric or star bit.



Escort / Fiesta location on engine flange above starter.

Do not confuse with the ESC II hybrid module which has a vacuum tube and comes on the carb model cars.

There is also an aluminium one to avoid as well.



### **11.3 Europe - EDIS6**

up to 1995ish Mondeo V6 automatic

Ford/Cosworth Granada Scorpio 24v V6

Module located rear left of engine bay as you face the car.

Known part numbers are: 90GB-12K072-AB

### **11.4 Europe - EDIS8**

Chances of finding one of these in a scrapyard are very low! Not known to have been installed on any European built vehicles. Your best bet is either to import a module from the USA or buy new. I would suggest buying the other bits locally.

For connectors try one off another car if all the wires are in use or one off an ESC module. The number of wires used in the connector varies so check they are all there!

There is a possibility of using 2 EDIS4 modules to drive a V8. But now that the MS ECU can directly drive 4 coils (V8 in wasted spark) this is no longer necessary.

### **11.5 Europe - 36-1 trigger disc**

The 1.8CVH Sierra has a useful disc pressed onto the back of the crank pulley

All of the other CVH installs have the trigger teeth cut into the flywheel and so are useless.

For a scrap yard trigger disc, remove from 1.8CVH Sierra. You will need to stop engine from turning, various methods have been suggested.

- 1) remove the head, put some old bolts or other junk into the bore and refit the head.
- 2) remove a spark plug and put a long bar down the hole
- 3) remove a plug from cylinder with piston at BTDC and coil in some rope, remove rope when finished
- 4) Jam something into the flywheel teeth



If you are after a pressed steel disc, try part no. 1078767 from Ford, this came on the 16v DOHC Granada engines. Alternatively many retailers sell universal 36-1 trigger wheels.

## ***11.6 Europe - VR sensor***



Usually it is easiest to get from the same vehicle as the EDIS module so the wiring harness wiring colors match. Or any vehicle with a trigger disc will yield one, so CVH Fiesta/Escort/Orion or Fiesta with Valencia (crossflow) engine with ESCII hybrid, DOHC Sierra/Granada, Mondeo.

## ***11.7 World - Coilpack(s)***

Fords from the EDIS era and beyond use suitable coilpacks.





