

INSTALLATION INSTRUCTIONS

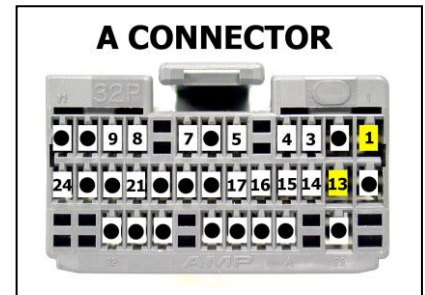
105152 CCCI Dead-End Connector for turbo Buick Application

This dead-end connector is used for performance applications where the GEN I CCCI ignition system is being replaced by a mag-pickup (2 wire) style distributor. Using the XFI ECU to accept a distributor signal involves swapping two wires on the adapter and adding a pigtail to the new distributor wiring. Typically, the magnetic pickup of the distributor has two wires; a signal wire and a ground wire. The signal wire is GREEN, and the signal return (ground) wire is orange.

The XFI-GN Adapter, Caspers part number 108112, is set up for CCCI usage with the CAM SENSOR signal entering the XFI ECU at connector "A" cavity 7. When using a 2-wire MAG input distributor in place of the CCCI system, you will need to install this Dead-End Connector and then install the supplied pigtail onto the CAM sensor wiring and the newly installed distributor. At the same time, the ECU needs to use a different input from the A connector; the Hall Effect (stock GM) input uses A7, but the MAG input (from your new distributor) must use A3. Crossing A3 with A7 properly routes the signal to the ECU. A3 is then routed to your new distributor via CAM connector and A7 gets grounded. **NOTE for FAST ECU users: Disregard the wire swap outlined below.**

To send the distributor pickup signal to the XFI ECU, you will need to do the following:

1. Locate wire A3 on the "A" connector – 32P. A3 wire is found in this Illustration (rear view of XFI "A" connector, numbered "3"):
2. Cut the wire midpoint (about 3 in. away from the connector) and strip both ends of the cut wire.
3. Repeat this procedure with the A7 wire.
4. Cross these two wires; you will criss-cross A3 with A7. Solder and tape the connections.
5. Using the supplied connector adapter, plug the distributor directly into white connector. Orange should line up with orange, green with green.



This Dead-End Connector externally bypasses the following wiring of the CCCI ignition system connector to permit use of a distributor:

- H>M 12 volt feed to CRANK sensor
- F>C CRANK signal feed-thru (2.2K internal pull-up)
- G>D ground to CRANK sensor
- K>D internal ground of CAM signal
- N>M 12 volt feed CAM sensor
- L>D ground for CAM signal
- K>J CAM signal feed-thru to ECU

Use of this connector effectively feeds the CRANK sensor with voltage and assures that the unused Hall-Effect input on the XFI system (A-7) is grounded.

