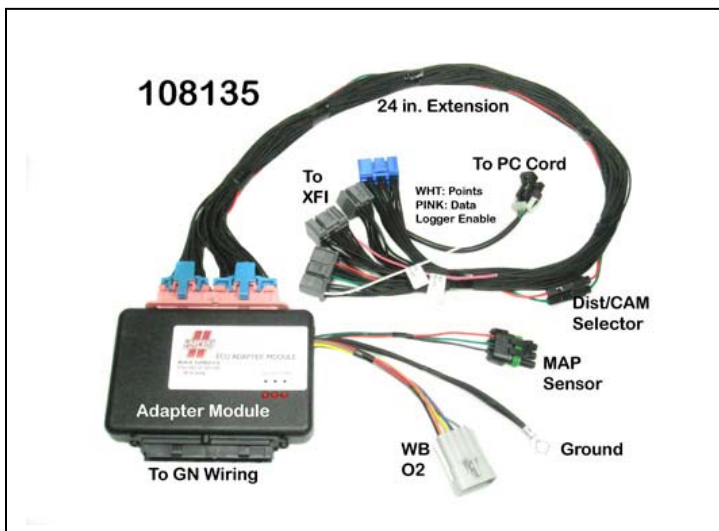


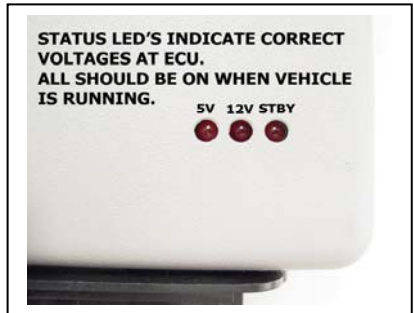
# INSTALLATION INSTRUCTIONS

## 108135 ECU ADAPTER MODULE GN to XFI with 36 in. Extension

This "Plug-And-Play" adapter module is designed to permit the **XFI Fuel Management Computer** to directly interface with the electrical system of the 1986-1989 Buick powered turbo engine harness. Installation is easy and reliable. The adapter is supplied with a laptop connector which connects to the interface cable supplied by FAST. There is also a wideband sensor connector which connects to the WBO2 interface cable also supplied by FAST. This adapter will work with both "bank to bank" and "sequential" systems. **Extra long extension permits installation under passenger seat.** This adapter module is fitted with a connector that plugs into a 3-bar MAP sensor which can be located away from engine heat, under the dash of the vehicle. All that is needed is a plastic hose to run between the engine vacuum source and the MAP sensor. The only additional connection required is a ground terminal that must be firmly attached to the vehicle chassis. There are three LED status indicators on the module which confirm the presence of 12 volts, 5 volts, and standby "MEMORY" voltage. All three LED's must be illuminated when the vehicle is running. **STBY LED is on all the time.**



**NOTE:** MAP Sensor must be plugged into the MAP connector found on this adapter. Optionally, you can use an adapter, Caspers PN 108119 shown below which plugs into the GN's C437 connector under the dash and allows use of a 3-bar MAP sensor to be used in place of the OEM 2-bar sensor, in the stock factory location.



**Pink wire is DataLogger Enable connection.  
White wire is Points signal for MSD add-on.**

This adapter also has the ability to send FUEL PRESSURE and OIL PRESSURE information, via a pair of unused EGR wires, to the ECU for pressure logging. To do this, you will need to add a pair of pressure transducers and an adapter harness available from Casper's. The transducers should be 0-5 volt absolute pressure units compatible with engine oil and fuel. The adapter harness uses the EGR connection on the engine harness and provides connectors for the two transducers. The signals are then routed to AAUX1 and AAUX2 of the XFI ECU. To facilitate this, you must remove four screws on the module to access the on-board jumpers:



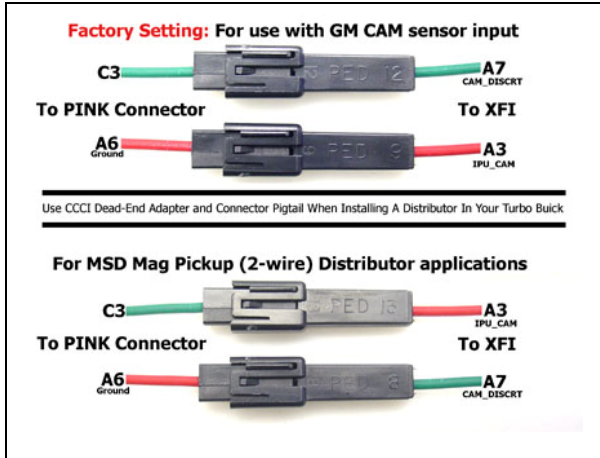
**PLACE JUMPERS HERE TO CONTROL EGR (F.A.S.T. ECU'S ONLY)**

**PLACE JUMPERS HERE TO LOG FUEL PRESSURE AND OIL PRESSURE THRU AAUX1 AND AAUX2 (XFI ONLY - ADAPTER HARNESS UNDER HOOD MUST BE USED)**

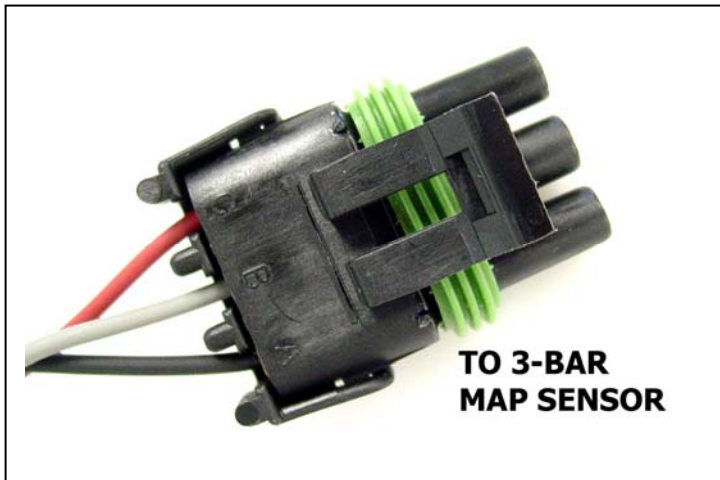


The jumpers are installed at the factory in their "NORMAL EGR" position as shown in the image on the left. To use the pressure logging function, you will need to remove the jumpers and relocate them as shown in the image on the right. Additionally, there is an internal relay on the PC board that interfaces with the external fuel pump relay. This relay provides the correct interface between the ECU and your factory fuel pump relay.

Supplied with this adapter is a plug-in wiring gender change connector assembly as shown here. All wiring is terminated using OEM crimped connections, for highest reliability:



When using a distributor, you must swap the red and green connections as shown here. You will also need the **109072 CCCI Dead-End Module** which re-routes the ignition wiring and supplies a two-wire pigtail to connect to the distributor. Note the white wire labeled "Points" provides a tach signal and the pink wire in B19 labeled "Datalogger" is for triggering the data log function



Optional "FLASH" thumbwheel kit, part number 108122, is available for the XFI system. This kit permits quick and easy selection of multiple FLASH programs, up to four, at the flip of the selector switch.

