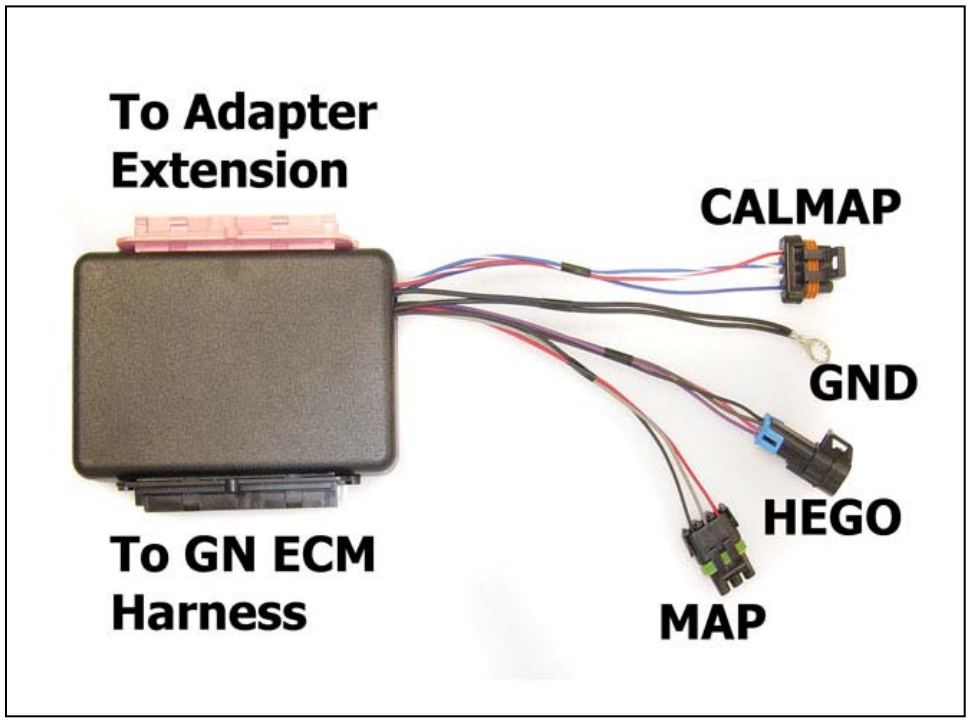
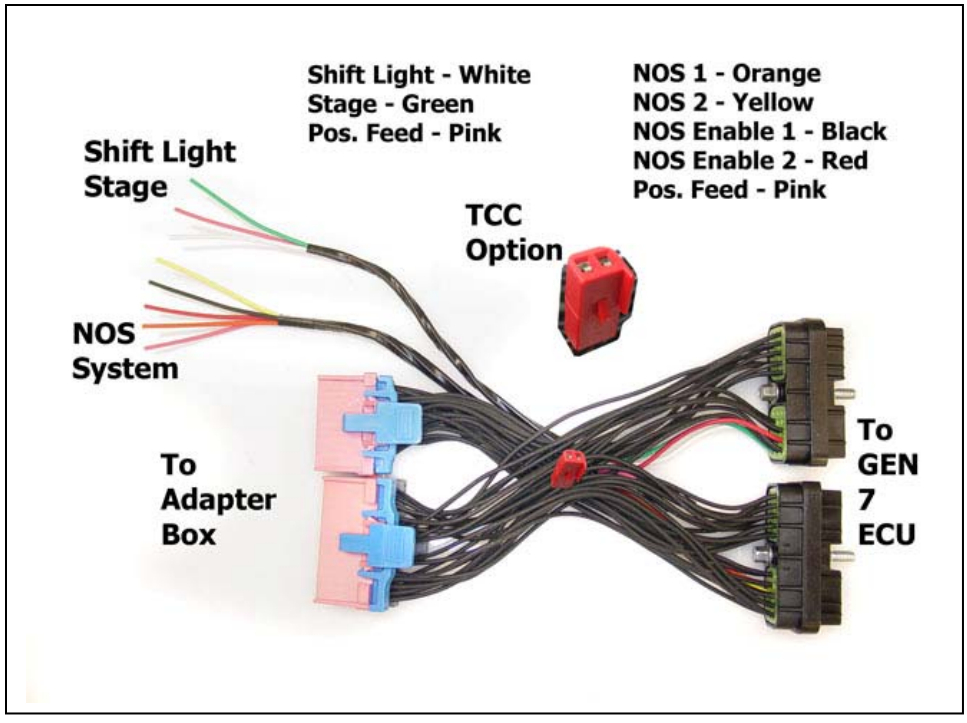
I N S T A L L A T I O N I N S T R U C T I O N S

108134 ADAPTER – DFI GEN 7 TO GN

This adapter is designed to provide a direct "Plug-And-Play" connection between the 1986-1987 turbo Buick wiring to the GEN 7 DFI ECU. The adapter box includes three connectors; CalMap, HEGO (for the wideband conversion), and a MAP connector. You must run the feeder line from the vacuum pod thru the firewall to the MAP sensor which will be located in the interior of the car. Additionally, the adapter box incorporates an external ground which must be affixed to a suitable chassis ground.

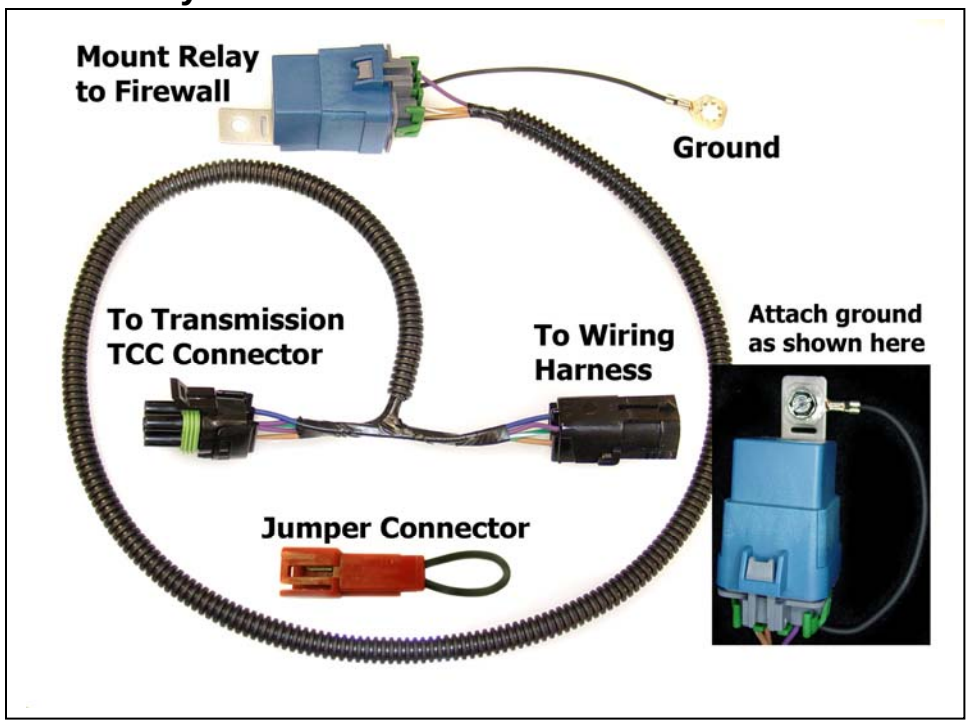


To connect the adapter box to the GEN 7 DFI system, an 8 inch extension is used:

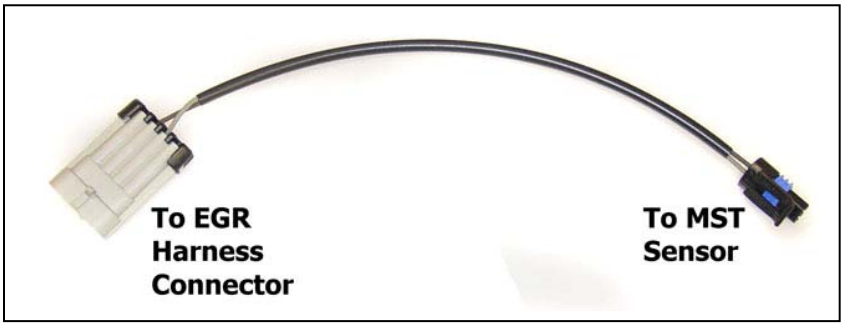


Note that there are two pigtails and a free-hanging red connector on the extension. The pigtails are for optional NOS control, and optional Staging and Shift Light functions. Connect to these pigtails as needed, outlined in the DFI installation instructions. The red JUMPER connector will be used when the TCC Lockup option is installed.

The DFI Gen 7 unit cannot drive the torque converter clutch directly without the use of the TCC Lockup Relay option. Purchase this kit if you require torque converter lockup control from the Gen 7 system.



Install the relay in this kit on the firewall, just behind the coil module. Use the supplied self-tapping screw to affix the relay and ground ring (as shown) to provide a suitable ground to the relay wire. Be sure to scrape the sheet metal clean prior to installation, and drill a 1/8 in. hole to locate the self-tapping screw. Route the connectors to the transmission connector and plug the connectors in-between the factory hookup.
NOTE: 4th gear switch in the transmission must be changed to a Normally Open pressure switch (included in DFI conversion kit) so the lockup function can operate normally with the DFI Calmap software.



Use the MST harness, included in kit, to connect MST sensor to ECU via the unused EGR connection. Note there are two wires on the EGR connection which have been re-routed to the DFI ECU, to serve as the manifold temperature input. Using this harness properly connects the sensor to the ECU.