LEM G3 – Holden VL Commodore AdaptaLink

This AdaptaLink is designed to reduce installation effort by allowing an almost direct plug-in of a Link LEM^{G3} ECU to the following vehicles:

- Holden Commodore VL

The AdaptaLink must be configured for each application by fitting the jumpers in the correct locations. To do this, remove one end plate from the AdaptaLink enclosure then slide out the top cover. In some cases additional modifications are required.

Disclaimer

All care has been taken to ensure the pin outs and interconnections of this ECU AdaptaLink board are correct. However due to variations between vehicle models it is the installers responsibility to check wiring connections BEFORE installing the AdaptaLink. Link ElectroSystems will not be held responsible for any damage caused by the incorrect installation of this product.

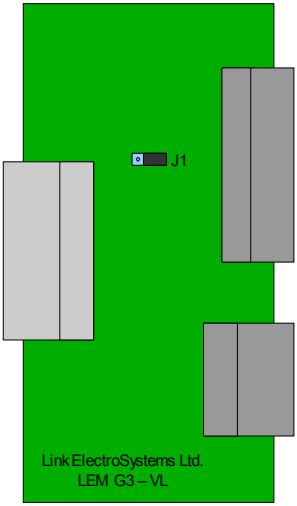
Injector Impedance

This AdaptaLink is fitted with internal Peak and Hold Injection circuitry. It has been designed to be used directly with LOW impedance (less than 6 Ohms) injectors. Ballast resistors are not required if low impedance injectors are to be used. Consult the ECU's Wiring and Installation manual for more information on injector wiring.

Limitations

- This AdaptaLink has been designed for use with manual transmissions only. Use of this AdaptaLink with an automatic transmission may cause unexpected transmission operation.
- As the LEM^{G3} has a limited number of inputs and outputs, not all of the sensors and actuators used by the factory ECU can be used. If a sensor/actuator is required that is not used wiring modification may be required.

AdaptaLink Options



Digital Input 1

Jumper J1 selects what is connected to the ECU's DI1 (Aux4) pin. Set the jumper in the "DI1 = A/C In" position if the air conditioning is to be retained. Otherwise, fit the jumper in the "DI1 = Speed" position. This will allow the ECU to measure vehicle speed for functions such as launch control and idle speed control.

Additional Modifications

Throttle Position Sensor (TPS) – A linear TPS (one whose resistance varies with throttle position) must be installed. This sensor can be wired to the factory throttle position switches wires.

Intake Temperature Sensor (IAT) – It is recommended that an IAT sensor is installed in the intake and wired to the ECU's An Temp 2 channel. This will allow functions such as IAT fuel and ignition trim to be used.

Holden Commodore VL		
LEM^{G3} Function	**Sensor / Actuator**	**Note**
Inj 1	Injectors 1, 3 and 5	
Inj 2	Injectors 2, 4 and 6	
Ign 1	Ignition Signal	
Ign 2	N/C	
Ign 3	N/C	
Ign 4	N/C	
Aux 1	CE Lamp (Green)	
Aux 2	AAC Idle Valve	
Aux 3	CE Lamp (Red)	
DI 1 / Aux 4	Speed or AC In	Select DI 1 input using J1
Aux 5	Fuel Pump Relay	
Aux 6	N/C	
Aux 7	N/C	
Aux 8	N/C	
An Temp 1	Engine Coolant Temperature (ECT)	
An Temp 2	N/C	Wire to IAT Sensor
An Volt 1	Oxygen Sensor	
An Volt 2	N/C	
An Load 3 (TPS)	Throttle Position	Install Linear TPS