WELCOME TO LINK, OR AS WE LIKE TO SAY...
THE LABORATORY OF SPEED.

This is the place where exhilaration is made – the exhilaration of unleashing engines, of pushing new boundaries and of having power at your command.

We began almost 30 years ago, when a group of passionate engineers set out to develop the world's best race technology. Our vision was to put power, performance and reliability in the hands of drivers and teams, and to push ourselves and our technology as far as possible.

Since then, we’ve become a world leader in Engine Management Technology and our products are sold in 70 countries, by over 1,300 dealers and tuners. Drivers the world over rely on our ECUs from circuit races to drag racers, from rally drivers to the biggest drift kings on the planet; speed freaks all over the world are turning to the race proven Link ECU.

We have a range of products to meet the demands of any driver. From the entry level AtomX to the high end Thunder, there is a Link ECU designed for your needs.

SO COME JOIN THE TEAM... YOUR EXHILARATION STARTS HERE.
Expanded frequency range of Inputs and Outputs

250 Channels of Logging, up to 1kHz per channel, up to 100kSamples/s in total

Plus: reduced Jitter on Ignition Timing, more accurate Fuel Tables, improved Control Loops and more...

All of Link’s world leading ECUs, from the entry level AtomX to the high end Thunder, come packed with the below features as standard. A list of the advanced features loaded into our premium ECUs can be found on the following pages.

- Flex fuel capable.
- Flexible engine protection limiters – for instance protect against low oil pressure or low fuel pressure.
- Up to 512 Megabytes of internal data logging memory (see individual ECUs for exact amount).
- Resettable engine and ECU statistics recording into onboard memory.
- OBDII output stream – send engine data to your tablet or phone using an OBDII to wifi/bluetooth adaptor (not included).
- CAN bus input and output completely user definable. Many preconfigured templates for common third party devices.
- Continuous barometric correction (onboard).
- 30 general purpose tables (20 GP tables on the AtomX, MonsoonX and StormX)
- Memo text file for the tuners notes stored within the ECU.
- VE (modelled mode) or Pulsewidth (traditional mode) fuel control strategies.
- QuickTune and Mixture map features – automated fuel map tuning.
- Individual cylinder correction.
- Up to 6D fuel and ignition mapping.
- Real time selectable dual fuel, ignition and boost maps.
- Digital triggering, most OEM patterns supported.
- Boost control referenced to gear, speed or throttle position (or all most any other parameter).
- Runs odd–fire engines, two strokes and rotaries. Definable TDC angles, firing order and ignition timing splits for rotaries and siamese port engines.
- Spare ignition channels can be used as auxiliary outputs.
- Sync and crank sensors can be a combination of Hall effect, variable reluctance or optical.
- Compatible with all leading after-market dashes via CAN or serial stream.

To compare the main features of all LinkECU models please see the back cover of this catalogue.
The Atom has been unleashed!

The Atom, already a world leader in its class, has been upgraded to the G4X range making it faster, more powerful, more responsive and more precise, allowing for greater accuracy in everything the ECU controls including smoother fueling and more precise spark timing. The internal data logging capabilities have also been increased to 512MB. The AtomX comes loaded with all of LinkECU’s standard features.

The AtomX can control up to 2 rotors or 4 cylinders with sequential injection and direct spark. This makes it ideal for naturally aspirated engines that just need a retune and don’t need all the extra sensors and features that come with our higher level ECUs.

If it is Gearshift Control, Launch Control, Anti-lag, VVT Control or Closed Loop Boost Control plus a 4Bar MAP sensor you are after, consider the freshly upgraded MonsoonX.

Communications
- 1 x Thirty four pin, waterproof connector
- 1 x CAN bus
- 1 x USB tuning connection

Features
- Open loop boost control with up to three switchable tables
- Limited gear shift control
- Dr/Ot/Off type cam control (VTEC style)
- Plus all of LinkECU’s standard features

Physical
- Dimensions: 90mm(L) x 130mm(W) x 45mm(H) (without loom)
- Weight: 180 grams

SPEC OVERVIEW:

The MonsoonX: The Value of the AtomX but with more features!

The MonsoonX has all the features and G4X upgrades of the AtomX, but you can also choose to run some of the following features: Gearshift Control, Launch Control, Anti-lag, VVT Control and Closed Loop Boost Control. It also comes with a built in 4Bar MAP sensor further reducing installation cost.

Note: The MonsoonX will run any of the above features, but it cannot run them all at once. The amount of features you can run is dependent on how many of the limited Inputs and Outputs each feature needs.

The MonsoonX can control up to 2 rotors or 4 cylinders with sequential injection and direct spark. This makes it ideal for naturally aspirated or turbocharged engines that just need a retune and one or two extra features, so you don’t need to jump up to one of our higher level ECUs.

Inputs
- 4 x Digital inputs
- 2 x Temperature inputs
- 3 x Analogue inputs
- 2 x Trigger inputs

Outputs
- 4 x Injector drives
- 4 x Ignition drives
- 6* x Auxiliary outputs
- +5V Sensor power supply

* unused ignition drives can also be used as auxiliary outputs

Communications
- 1 x Thirty four pin, waterproof connector
- 1 x CAN bus
- 1 x USB tuning connection

Advanced features not found on the Atom
- Full gear shift control, antilag, rolling antilag and launch control
- Up to 2 fully variable closed loop VVT cams

Physical
- Dimensions: 95mm(L) x 130mm(W) x 45mm(H) (without loom)
- Weight: 220 grams

SPEC OVERVIEW:

The MonsoonX comes supplied with stickers, a quickstart guide, a mounting bracket and a USB tuning cable.

Requires an ‘A Loom’ or ‘A Pin Kit’, not supplied.
The Kurofune is Link’s first G4+ ECU built to run off adapter looms!

**Connectors**
- 1 x Sixty four pin connector
- 1 x CAN bus
- 1 x USB mini tuning connection

**Advanced features not found on the Storm**
- 30 general purpose tables (up from 20)
- All Motorsport features including full gear shift control, antilag, traction and launch control

**SPEC OVERVIEW:**

The Kurofune is a direct replacement for a common aftermarket Japanese ECU, but with significantly more functionality and user configurability than the ECU it replaces. Sharing the same connector footprint and pinout to this ECU means there are already a host of aftermarket adapter looms that will allow the Kurofune to plug straight in.

Special hardware features included in the Kurofune, such as differential trigger inputs and analogue outputs which can be used to emulate a MAF or oxygen sensor, make it Link’s most suitable ECU for “piggy back” type installs.

**Physical**
- Dimensions: 185mm(L) x 130mm(W) x 40mm(H) (without looms)
- Weight: 660 grams

**Inputs**
- 8 x Digital inputs
- 3 x Temperature inputs
- 8 x Analogue inputs
- 2 x Trigger inputs
- 2 x Knock inputs

**Outputs**
- 8 x Injection drives
- 8 x Ignition drives
- 8’ x Auxiliary outputs
- +5V Sensor power supply
- +8V Sensor power supply

Unused fuel and ignition drives can be used as additional Aux outputs

**Communications**
- 2 x Thirty four pin, waterproof connectors
- 1 x CAN bus
- 1 x USB tuning connection

**Advanced features not found on the AtomX or MonsoonX**
- Built-in trigger oscilloscope
- Onboard Knock Control – support for two knock sensors wired directly to the ECU. No external amplifier required
- Boost control can be open or closed loop with up to three switchable tables
- Idle valve solenoid or stepper motor control
- Rotary oil metering pump control
- Most Motorsport features including full gear shift control, antilag and launch control
- Boost control can be open or closed loop with up to three switchable tables
- Idle valve solenoid or stepper motor control
- Rotary oil metering pump control
- Most Motorsport features including full gear shift control, antilag and launch control

**Outputs**
- 8 x Injection drives
- 8 x Ignition drives
- 8’ x Auxiliary outputs
- 4 x Analogue outputs
- +5V Sensor power supply

*unused fuel and ignition drives can be used as additional Aux outputs

**Communications**
- 2 x Thirty four pin, waterproof connectors
- 1 x CAN bus
- 1 x USB tuning connection

**Advanced features not found on the Storm**
- 30 general purpose tables (up from 20)
- All Motorsport features including full gear shift control, antilag, traction and launch control

**SPEC OVERVIEW:**

The StormX comes supplied with stickers, a quickstart guide, a mounting bracket and a USB tuning cable. Requires an A & B Looms or A & B Pin Kits, not supplied.

**Inputs**
- 10 x Digital inputs
- 3 x Temperature inputs
- 9 x Analogue inputs
- 2 x Differential trigger inputs
- 2 x Knock inputs

**Outputs**
- 8 x Injection drives
- 8 x Ignition drives
- 10’ x Auxiliary outputs
- 4 x Analogue outputs
- +5V Sensor power supply

*unused fuel and ignition drives can be used as additional Aux outputs

**Communications**
- 10 x Digital inputs
- 3 x Temperature inputs
- 6 x Analogue inputs
- 2 x Differential trigger inputs
- 2 x Knock inputs

**Outputs**
- 8 x Injection drives
- 8 x Ignition drives
- 10’ x Auxiliary outputs
- 4 x Analogue outputs
- +5V Sensor power supply

*unused fuel and ignition drives can be used as additional Aux outputs

**Physical**
- Dimensions: 150mm(L) x 160mm(W) x 33mm(H) (without looms)
- Weight: 300 grams

**Communications**
- 10 x Digital inputs
- 3 x Temperature inputs
- 6 x Analogue inputs
- 2 x Differential trigger inputs
- 2 x Knock inputs

**Outputs**
- 8 x Injection drives
- 8 x Ignition drives
- 10’ x Auxiliary outputs
- 4 x Analogue outputs
- +5V Sensor power supply

*unused fuel and ignition drives can be used as additional Aux outputs

**Physical**
- Dimensions: 150mm(L) x 160mm(W) x 33mm(H) (without looms)
- Weight: 300 grams

**Inputs**
- 8 x Digital inputs
- 3 x Temperature inputs
- 6 x Analogue inputs
- 2 x Differential trigger inputs
- 2 x Knock inputs

**Outputs**
- 8 x Injection drives
- 8 x Ignition drives
- 10’ x Auxiliary outputs
- 4 x Analogue outputs
- +5V Sensor power supply

The StormX comes supplied with stickers, a quickstart guide and a USB tuning cable.

**Communications**
- 10 x Digital inputs
- 3 x Temperature inputs
- 6 x Analogue inputs
- 2 x Differential trigger inputs
- 2 x Knock inputs

**Outputs**
- 8 x Injection drives
- 8 x Ignition drives
- 10’ x Auxiliary outputs
- 4 x Analogue outputs
- +5V Sensor power supply

*unused fuel and ignition drives can be used as additional Aux outputs

**Physical**
- Dimensions: 150mm(L) x 160mm(W) x 33mm(H) (without looms)
- Weight: 300 grams

**Inputs**
- 10 x Digital inputs
- 3 x Temperature inputs
- 6 x Analogue inputs
- 2 x Differential trigger inputs
- 2 x Knock inputs

**Outputs**
- 8 x Injection drives
- 8 x Ignition drives
- 10’ x Auxiliary outputs
- 4 x Analogue outputs
- +5V Sensor power supply

*unused fuel and ignition drives can be used as additional Aux outputs

**Physical**
- Dimensions: 150mm(L) x 160mm(W) x 33mm(H) (without looms)
- Weight: 300 grams

The StormX comes supplied with stickers, a quickstart guide and a USB tuning cable.
The XtremeX: A Premium ECU with More Inputs, Outputs and Features!

The XtremeX is one of Link’s premium ECUs with loads of inputs and outputs, built in E-throttle and all the motorsport features including Anti-lag, Cruise Control and Traction Control.

With 8 injector drives and 8 ignition drives the XtremeX can control up to 4 rotors or 8 cylinders with sequential injection and direct spark.

If it is Onboard Digital Wideband Lambda Control you are after, consider the FuryX.

The FuryX: A Premium ECU with Onboard Digital Wideband!

Like the XtremeX, the FuryX offers all the features you have come to expect from one of Link’s world leading premium ECUs, but with Onboard Digital Wideband.

With 8 injector drives and 6 ignition drives the FuryX can control up to 3 rotors or 6 cylinders with sequential injection and direct spark, making it a great choice for professional level motorsport or more demanding road car applications.

If it is even more inputs, outputs and features you are after, consider the Thunder.

Spec overview:

**Inputs**
- 8/10 x Digital Inputs
- 4 x Temperature Inputs
- 11 x Analogue Inputs
- 2 x Trigger Inputs
- 2 x Knock Inputs
- 2 inputs required when using 2nd CAN Bus

**Outputs**
- 8 x Injection drives
- 8 x Ignition drives
- 10 x Auxiliary outputs
- 4V Sensor power supply
- 4V Sensor power supply
- *Unused fuel and ignition drive can be used as additional Aux outputs

**Communications**
- 2 x Thirty four pin, waterproof connectors
- 2 x CAN bus
- 1 x Serial (RS232) connection
- 1 x USB tuning connection

**Advanced features not found on the StormX**
- Fully programmable E-throttle control complete with capability of gear shift throttle blip and antilag
- Cruise control
- Two independent CAN modules
- 30 general purpose tables (up from 20)
- All Motorsport features including full gear shift control, cruise control, traction control, antilag and launch control
- Advanced closed loop lambda strategy and dual bank lambda control

**Physical**
- Dimensions: 185mm(L) x 130mm(W) x 40mm(H) (without looms)
- Weight: 680 grams

The XtremeX comes supplied with stickers, a quickstart guide, a mounting bracket and a USB tuning cable. Requires K & B Looms or K & B Pin Kits, not supplied.

The FuryX comes supplied with stickers, a quickstart guide, a mounting bracket and a USB tuning cable. Requires K & B Looms or K & B Pin Kits, not supplied.
**THE THUNDER IS DESIGNED FOR HIGH END APPLICATIONS!**

The Thunder has more inputs and more outputs than any other Link ECU, plus it comes with an onboard 3 Axis Accelerometer, two EGT Thermocouple Inputs, two Onboard Lambda Controllers and two E-throttle Controllers.

If it is Direct Injection you are after, consider the Force GDI.

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**SPEC OVERVIEW:**

**Inputs**
- 16* Digital Inputs
- 4* Temperature Inputs
- 16* Analogue Inputs
- 2* Trigger Inputs
- 2* Knock Inputs
- 2* LSU 4.9 Wideband lambda sensor Inputs
- 2* K Type Thermocouple Inputs

**Communications**
- 2* Thirty four pin, waterproof connectors
- 2* Twenty eight pin, waterproof connectors
- 2* CAN bus
- 2* Serial (RS232) connection
- 1* USB tuning connection

**Outputs**
- 8* Peak and Hold Injection drives
- 8* Ignition drives
- 20* Auxiliary outputs
- +5V Sensor power supply
- +8V Sensor power supply

The Thunder comes supplied with stickers, a quickstart guide, a mounting bracket and a USB tuning cable. Requires A & B Looms or A & B Pin Kits and possibly C & D Pin Kits, not supplied.

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**The Force GDI is our first ECU built specifically to control Gasoline Direct Injection engines.**

As well as full GDI control, the Force GDI offers onboard digital wideband, E-throttle control, high-voltage injector and high pressure fuel pump management, plus all the other features you have come to expect from one of Link’s world leading G4+ ECUs.

The Force GDI can control up to 4 cylinders with direct injection and direct spark.

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**SPEC OVERVIEW:**

**Inputs**
- 16* Digital Inputs
- 4* Temperature Inputs
- 16* Analogue Inputs
- 2* Trigger Inputs
- 2* Knock Inputs
- 2* LSU 4.9 Wideband lambda sensor Inputs
- 2* K Type Thermocouple Inputs

**Outputs**
- 8* Peak and Hold Injection drives
- 8* Ignition drives
- 20* Auxiliary outputs
- +5V Sensor power supply
- +8V Sensor power supply

The Force GDI comes supplied with stickers, a quickstart guide, a mounting bracket and a USB tuning cable. Requires A & B Looms or A & B Pin Kits, not supplied.
ECUs are a standalone plug in replacement for your factory ECU, with no wiring needed and are shipped with start-up maps for a tuner head start. All Link PlugIn: ECUs run the same powerful microcontroller and firmware as the Xtreme.

**Check PlugIn Models**

- Available in both Street and Race versions.
- Preconfigured to connect with all G4+ and G4X Link ECUs.
- High contrast 5” (MXS) or 7” (MXG) Colour TFT LCD screen with an ambient light sensor that auto-adjusts the brightness of the display.
- Displays a range of data such as RPM scale, speed, water temperature, oil pressure, lap times and much more.
- 10 multicoloured customisable RGB shift lights and 6 (MXS) or 8 (MXG) configurable RGB alarm LEDs (Race version only) with an accompanying text message alarm.
- 8 fully configurable analogue inputs, 1 speed input, 1 RPM input, 1 analogue camera input and 1 digital output, plus two CAN connections.
- High quality Anodised Aluminum body with Metallic pushbuttons.
- The Street version is Road Legal with indicators, headlights and all mandatory warning lights including oil, water temp and check engine.
- IP65 rated making it Dust and Waterproof.

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<tr>
<th>MODEL</th>
<th>DESCRIPTION</th>
<th>PART #</th>
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<td><strong>Audi</strong></td>
<td>TT VWA1.8l Turbo e-throttle (A3 1.8T, A4 1.8T)</td>
<td>208-3000</td>
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<tr>
<td>BMW</td>
<td>E36 328i</td>
<td>207-3000</td>
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<tr>
<td><strong>Holden</strong></td>
<td>Holden VL SS308</td>
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<tr>
<td><strong>Honda</strong></td>
<td>Civic Gen 5 (1992 - 1995)</td>
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<td>Civic Gen 6 (1996 - 1999)</td>
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<td>207-3000</td>
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<td><strong>Mazda</strong></td>
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<td><strong>Mini</strong></td>
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<td><strong>Mitsubishi</strong></td>
<td>EVO3</td>
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<td>VR4</td>
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<td><strong>Nissan</strong></td>
<td>300ZX Z32</td>
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<td>350Z VQ35DE (2002-2006)</td>
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<td>GTR R32-34 &amp; GTS R32-R33</td>
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<td>GTT R34 RB25DET “NEO”</td>
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<td>S13-14, 76 pin</td>
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<td>S13-15, 64 pin</td>
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<td><strong>Subaru</strong></td>
<td>WRX2</td>
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<td>WRX4</td>
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<td>WRX10</td>
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<td>MR2 SW20 Rev 1 &amp; Celica ST185 3SGTE</td>
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<td>Supra 2JZ, non VVT</td>
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<td><strong>Volkswagen (AG)</strong></td>
<td>TT VWA1.8l Turbo e-throttle (New Beetle 1.8T, Golf 1.8T, Passat 1.8T)</td>
<td>223-3000</td>
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</tbody>
</table>

If you are unsure if the above PlugIn will fit your vehicle, get your LinkECU dealer to check the pinout information in PC Link. Some PlugIns above are known to fit other vehicles. To confirm yours, get your LinkECU dealer to contact the Link Tech team.
TUNING IS DONE VIA LINK’S FREE PC LINK SOFTWARE.

Link Engine Management’s software package, PC Link, allows real-time configuration of all functions and advanced features packed into every Link ECU. With features such as automated tuning, data log analysis and ECU firmware updates, PC Link is one of the most comprehensive tuning packages available on the market.

PC Link gives the tuner the ability to modify the ECU tuning software layout to suit their needs. A tabbed page system allows multiple pages of information to be arranged and quickly viewed.

Please ensure you download the version of PC Link that corresponds to your ECU (A G4X ECU will require a G4X version of PC Link).

ACCESSORIES

LINK ENGINE MANAGEMENT HAVE A RANGE OF ACCESSORIES TO HELP YOU TRULY UNLEASH THE POTENTIAL OF YOUR ENGINE!

- Looms from 400mm to 5m
- Driver Displays
- CAN Cables
- Inlet Air Temperature Sensors
- Exhaust Oxygen Sensors
- Exhaust Temperature Probes
- Three Channel Igniters
- Trigger Wheels
- Plug Kits
- MAP Sensors 1.5, 2.5, 3, 4, 5 and 6.5 bar
- Ethanol Content Sensors
- Fluid Temperature Sensors
- Fluid Pressure Sensors
- Boost Control Solenoids
- Knock Sensors
- Tuning Tools

AND MORE!!!

For full details, please visit: www.linkecu.com/products/accessories
The G4 KnockLink Digital Warning is designed for both street and race use and is the only self calibrating knock warning instrument on the market.

Link’s new CAN-Lambda is an easy to use CAN-module that provides digital wideband sensor control via CAN bus and is compatible with all leading aftermarket ECUs.

The CAN-Lambda’s ability to measure the proportion of oxygen in exhaust gases makes it an essential tool for accurately tuning fuel mixtures and allowing your ECU to make tuning adjustments on the fly.

Being fully digital the CAN-Lambda’s powerful LSU 4.9 sensor will eliminate any loss of signal, risk, delays and errors that analogue alternatives cause. The CAN-Lambda never requires free air calibration.

Link’s new G4+ external Drive by Wire module works with the Storm, Kurofune and PlugN ECUs to give you full control of your throttle set-up, allowing a faster more external drive by wire.
Analogue Inputs can be wired to any type of analogue input such as a MAP sensor or Throttle Position Sensor. Analogue sensors will output a signal in the range of 0v to 5v.

Antilag is a feature used on turbocharged engines to minimise turbo lag. It works by igniting fuel and air in the exhaust before the turbo to keep the turbo spinning when the engine is not delivering enough exhaust gas. When anti-lag is on, gunshot sounds and flames can come from the exhaust.

Auxiliary Outputs are general-purpose outputs that may be used to control various functions including a Relay, a Shift Light or a Boost Control Solenoid. Unused ignition and injection drives can also be used as auxiliary outputs.

Base-map is the data inside the ECU that contains information and settings used to run the engine, also known as a tune file. To get the most out of your engine a custom map should be created.

CAN (Controller Area Network) is a central networking system that allows the ECU to communicate with other controllers in the vehicle.

Cruise Control is a feature that automatically controls the speed of a motor vehicle. The ECU takes over the throttle of the car to maintain a steady speed as set by the driver.

Digital Inputs may be connected to switches, controllers or sensors to provide information and control various functions including launch control, anti-lag, high/low boost, water spray, dual fuel/ignition maps, nitrous oxide and variable valve timing.

Digital Wideband uses a CAN bus to monitor a lambda sensor which measures the proportion of oxygen in exhaust gases allowing you to accurately tune fuel mixtures. Being fully digital eliminates any delays and errors that analogue alternatives cause. The wideband O2 sensor used by the Link CAN-Lambda never requires free air calibration.

E-throttle (aka Drive by Wire) electronically connects the accelerator pedal to the throttle valve using an electronic system that replace a mechanical linkage.

Fuel Equations are methods of calculating the fuel requirements of the engine.

Gear Shift Control is a feature that allows the driver to change gear without taking their foot off the accelerator. The ECU cuts ignition or fuel during gear shifts and blips the throttle during downshifts.

GDI (Gasoline Direct Injection) is a type of fuel injection where the fuel is highly pressurised, and injected directly into the combustion chamber of each cylinder leading to more power while using less fuel.

Knock (aka detonation) occurs due to excessive pressure and temperature in the combustion chamber. Knock is one of the greatest causes of damage to an engine.

Ignition Drives are used to drive a wide range of ignition systems from a basic distributor set-up through to more complex multi–coil arrangements. Each ignition coil will need an inbuilt igniter or an external igniter.

Injection Drives are used to control injectors in sequential, group and group staged fuel injection systems.

Launch Control is a feature that controls engine speed to reduce wheel spin allowing a vehicle to accelerate as fast as possible. Often used in drag racing.

Motorsport Features are special features designed for motor sport use and include Antilag, Gearshift Control, Launch Control and Traction Control.

OBDII (On Board Diagnostics) allows you to send engine data from your ECU over a CAN bus to the vehicle’s OBDII port. You can see and use this data on your tablet or phone using an OBDII to a wifi/bluetooth adapter.
PCLink is an advanced tuning package designed to be simple to use yet deliver the flexibility and advanced features required by professional tuners. PCLink incorporates data log analysis features to further reduce tuning time and provide after event feedback.

Peak hold injection is a two stage system for driving low impedance fuel injectors. The Peak signal is used to quickly open the injector then it switches to a low power consumption Hold signal to keep the injectors open.

PlugIn ECUs are direct plug-in replacements for the factory ECU. They use the vehicle’s factory sensors, but can benefit from additional sensors.

Quick Tune is an interactive tuning tool in PCLink that assists in time efficient fuel tuning.

Temperature Inputs are designed to receive information from PTC or NTC thermistor sensors such as Engine Coolant Temperature or Inlet Air Temperature.

Traction Control is a feature that reduces wheelspin during acceleration. The ECU reduces power when your tires begin to spin.

Trigger inputs are connected to crankshaft or camshaft position sensors to calculate engine speed as well as engine position.

Trigger scope is a tool built into most G4+ ECUs, it is used to visually display the voltages the ECUs trigger inputs are measuring, similar to an oscilloscope.

VVT Control (Variable Valve Timing) is the process of altering the timing of the intake and exhaust cams to improve performance, fuel economy or emissions. An ECU can control this by continuously advancing or retarding the camshaft timing.

+5V Sensor Power Supply supplies a regulated and over current protected +5V to be used by sensors that operate from a 5V supply.

+8V Sensor Power Supply supplies a regulated and over current protected +8V to be used by sensors that operate from a 8V supply.

We stand behind what we sell!

LINK ENGINE MANAGEMENT LTD – LIMITED LIFETIME WARRANTY

All Engine Control Units (ECUs) manufactured by Link Engine Management Ltd are subject to the following LIMITED LIFETIME WARRANTIES, and no others.

Link Engine Management Ltd warrants only to the original purchaser of the ECU, for the lifetime of the ECU, (subject to the limitations set out below) that the ECU shall be free from defects of materials and workmanship in the manufacturing process. This warranty ceases to apply and does not apply to ECUs that have not been manufactured by Link Engine Management Ltd for a period of greater than one year.

An ECU claimed to be defective must be returned to the place of purchase. Link Engine Management Ltd, at its sole option, may replace the defective ECU with a comparable new ECU or repair the defective ECU.

This limited lifetime warranty is not transferable and does not apply to any ECU not properly installed or properly used by the purchaser or end user, or to any ECU damaged or impaired by external forces.

The above warranties are the full extent of the warranties available on the ECU. Link Engine Management Ltd has no liability to the original purchaser or any other person for any loss, injury or damage to persons or property resulting from the use of the ECU or any failure of or defect in the ECU whether by general, special, direct, indirect, incidental, consequential, exemplary, punitive, or any other damages of any kind or nature whatsoever. Link Engine Management Ltd specifically disclaims and disavows all other warranties, express or implied, including, without limitation, all warranties of fitness for a particular purpose, warranties of description, warranties of merchantability, trade usage or warranties of title usage.

For off-road use only, not intended for highway vehicles. This ECU contains a user-configurable software programme, which is updated by Link Engine Management Ltd from time to time. The user must ensure the current correct version of this programme is downloaded from the website of Link Engine Management Ltd and installed in the ECU prior to use. This limited lifetime warranty does not apply where the ECU has been installed with the incorrect version of the software programme. The user is solely responsible for the setup and testing of all user-configurable features.

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*2 inputs required when using 2nd CAN Bus

Link ECU products are not recommended where it interferes with the vehicle’s safety or emission control features.