


Rb20 neo ecu pinout

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If it's not a problem or the offer probably goes here. Moderator: Matt Legionnaire Messages: 125 Joined: Fri October 03, 2008 5:45 am Location: Moscow, CFD, Russia Post on Legionnaires Sat October 25, 2008 2:45 am I just read in the near stream about some great results of using RB25 non-Neo/RB20 ECU combo. As far as I know, such a hybrid is only possible on the S1 RB25, which ecu has a blue two-pull connector. I have two questions in this regard: 1) Can I change the S1 loom to the SII RB25 to use this mod? Any side effects? Lost features? 1.1) Is there another mappable (with NIStune) Nissan ECU for use on the SII RB25's? 2) What exactly does it take to use the RB20 ECU on RB25? which wires/contacts need to be changed? 3) Does it matter what ECU, AT or MT, use? 4) Is there a way to make VTC work? 5) Any other options for DRIVING rb25's? 300zx ECU? Let's put all the information on this topic here Matt site Administrator Messages: 8576 Joined: Sun January 29, 2006 1:45am Location: Adelaide, Australia Contact: Contact Matt Post Matt Sat October 25, 2008 9:35am I'm going to insert some stuff from other streams here R32 ECU When using R32 ECU to launch R33, should you switch 4 and 6 ECU pins? I just checked the contact from the information that I have for both ecus and yes, it looks just like that. If you want to use the RB25 ecu you have to switch the injector 4 and 6 If you want to use the RB20 Ecu with RB20 wiring you will leave it alone If you want to run the RB20 ecu in the car with RB25 wiring, You swap the wires while im thinking that it will still work using the customized rb20det ecu in the Series 2 engine/weaving machine without wiring mods other than VVTi... - VVTi upwork works using R32 ECU, but most people either have a hard wire this or use a relay RPM controlled mechanism for VVT drive. Most reports have indicated that it doesn't really make that big difference to be concerned about the No 32 ECU - z32 ecu can be used and it will control the nvics system. - Wiring changes will include inj and ign driver mods in accordance with the firing order and reverse the polarity of the steering rack switch. - Not sure about the wiring sensor knock as z32 only one. List of changes on our website: R33 contact 19 to No32 contact 34 R33 contact 105 to 32 contact 110 R33 contact 110 to 32 pin 105 R33 contact 112 to No. 3 2 pin 114 R33 pin 114 to No 32 contact 112 R33 contact 57: cut 32 pins 29 '52': join I had an email about one of the above is the wrong contact, but can not find it right now. Double check each pin to make sure he doesn't go somewhere he shouldn't ECU pinout chart answering questions 1. No need to really change the loom over 1.1 Use either R32 or No 32. No 32 will give you VVT control options and apparently works better with TPS. Use a type 2 board with them. Copy maps from R33 with a single copy of Nistune working on factory maps on R32 / No 32 ECU. Then adjust the injection delay manually after that using the injectable size and size of the AFM to get the stadium start 2. See above 3. It doesn't matter the AT/MT ECU, since when you rechip it you can put a new ROM out there with the appropriate gear 4. Yes, on ECU No32, a workaround on the R32 ECU 5. Use an aftermarket daughter board and emulator. Some people do this, but the board is expensive. I installed several here Legionnaire Messages: 125 Joined: Fri Oct 03, 2008 5:45 am Location: Moscow, CFD, Russia Post on Legionnaires Sat October 25, 2008 1:34pm Big info, Matt, thank you very much! Exactly what I wanted to know. THE IIRC, VG30 and RB25 injectors are the same, so all I need to do when exchanging for the ECU is adjusting values for 30P00 AFM. The only thing that bothers me a little about the V6 ECU is the shooting order, being 1-2-3-4-5-6 on VG, and 1-5-3-6-2-4 on RB. It can be replaced with contact replacement magic, but what about the shooting interval? RB has even 120 interval money, while VG, if the memory serves me well, is 90-150 money O, and the VG30DE/TT and RB25 use the same camera position sensor? Kvikkis Messages: 38 Joined: Thu Feb 05, 2009 6:08am Location: Hollola, Finland Contact: Message by Kvikkis Wed June 10, 2009 5:19pm When using R32 ECU to launch R33, should you switch injectors 4 and 6 ECU pins? I just checked the contact from the information that I have for both ecus and yes, it looks just like that. A little old thread, but I'd like to clarify a few things. In ECU pinouts, 4/6 injectors are exchanged. However, there is no need to fix this. If you look inside the R32 rb20det ECU, you will see that it has only two driver injectors! One for injectors 1,3,5, the other for injectors 2,4,6. So injectors 4 and 6 are the same signal, contacts are connected directly to each other anyway. A bigger problem is TPS. HCR32 has a separate idling switch, ECR33 is not. If you just connect the R32 ECU, it will run idle around 2000rpm and suffer from many other things caused by the lack of idle signal switch. The RB25DET TPS has a simple switch, it's just not connected to the ECU. You can connect the wires yourself, it's ECU contacts 54/57 that must be connected together when idling. I actually did a small circuit that controls the TPS voltage, and channels 12V to contact 54 when the TPS voltage is below 0.5V. This works very well and allows me to sell bolt-on ECUs that have this scheme built inside the box. Matt Site Administrator Messages: 8576 Joined: Sun January 29, 2006 1:45am Location: Adelaide, Australia Contact: Contact Matt Post Matt Thuth on June 11, 2009 3:57pm can also make mod firmware on HCR32 to use TPS voltage and ignore TPS lines. speedlab here did it, but I didn't get around to it yet aleks Messages: 17 Joined: Sat January 24, 2009 9:33pm Post by aleks Thu Jul 02, 2009 6:34 p.m. May some clarify R33 pin from 19 to 32 pin 34 (oil pressure switch How about R33 contact 34 and No.32 contact 19 leave off? I can't find these contacts in any of the wiring charts) Job 520 Wiring Scheme Scheme Scheme HJ75 Wiring Chart Awesome HJ75 Wiring Chart Beautiful Durable Rb25det Neo Ecu Pinout G4 G4 Engine Management Rb20det Wiring Diagram Ecu Wiring Library S13 240sx Rb20det Swap Wiring Harness Wiring Specialties S13 Sr20det Wiring Harness Wiring Diagram C33 De Rb20 Wiring Diagram Auto Electrical Wiring Diagram Electrical Wiring Residential Free Download Simple Electrical Wiring Rb20det Wiring Diagram Ecu Wiring Diagram Riv R Rev Limiter Auto Rb20det Wiring Diagram 2jz Ge Ecu Wiring Diagram Detailed Schematics Rb20 Signal Wiring Diagram Wiring Diagram Rb20de Ecu Wiring Diagram Wiring Diagram Schematics Sr20det Starter Wiring Diagram Creative Sr20det Wiring Diagram Rb20de Computer Wiring Diagram Wiring Diagram Schematics Vp Commodore Headlight Wiring Diagram Vt Commodore V6 Wiring Diagram 240sx Ecu Wiring Harness Wiring Diagram 79 Trans Am Alternator Wiring Diagram Wiring Diagram Rb25 Wiring Diagram Wiring Diagram Data Schema Sunny to Skyline - SR20 , CA18, RB20-26, VG30, etc. Moderator: 3ne2nr Mods Turbo Chronic 2NR Messages: 1365 Joined: March 14, 2006, 12:47 p.m. Location: Ver 3.0 Contact: Postby Turbo » December 14, 2008, 10:08am Anyone has or knows who has a chart, apparently PPL, who use this engine, to put in other cars than the original car it came with (R34 GT-T/C35 Medalist) experiencing serious electrical problems, yes, they got the engine to start and what not but things like the (mostly) automatic transmission does not work properly and fren mine to solve the problem by putting the gearbox on, Dats just the main prob, and not to name a few other tings on the engine, which all need to sort out the engine. The fact is a lot of experienced PPL who make electricians still can not figure out the problem, and yes a few popular names from the dere, which I wud did not call, as a certain person who is known around for wiring came got the engine to start and Wen other problems showed Afta he left Day called him back, to sort it out it's not even show, he said on the phone well I got the engine to start anyway I still cyah see so far how men cud the wires up the car without a diagram, I yes care as Good yuh is, yes yuh there is d experience on specific engines but technology changes almost every year, buh neways back to the point - I'm desperately looking for a chart for the new model RB25 or those who made the swap without any problems and everything is in excellent working condition, if not, I still have a warranty on my engine and I would be forced to carry it back and go ole skool RB Tanx, Don't help gr8ly rated Conrad punchin NOS Messages: 4121 Joined: June 15, 2006, 7:38 a.m. Location: 3NE2NR Postby Conrad » December 14, 2008, 2:04 p.m. right click -gt; Save as not to open it directly in your browser, then try to save. It has a light version of the posting in the guide I believe. Turbo Chronic 2NR Messages: 1365 March 14, 2006, 12:47 p.m. Location: Ver 3.0 Contact: Postby Turbo » December 19, 2008, 1:41 am Conrad tanx mil, u helped me UP Konrad punchin NOS Messages: 4121 Joined: June 15, 2006, 7:38 a.m. Location: 3NE2NR Postby Conrad » December 19, 2008, 8:15am No probs, hope it really helps. Just document your own stuff while doing it. Hopefully it will help with others hoping to attempt the same feat in the future... can earn you a few pennies too abbow 3NE2NR My Life Messages: 846 Joined: June 29, 2006, 2:30pm Location: Around ... Postby abbow December 19, 2008, 10:25am thanks to Conrad - it will come in very handy soon. Konrad punchin NOS Messages: 4121 Joined: June 15, 2006, 7:38 a.m. Location: 3NE2NR Postby Conrad » March 24, 2009, 9:29am Turbo and other planning NEO RB25DET swap. Consider the slight differences between C33/A31 and R32. Expert wrote: Writing Neo in R32. It bolts right in inches Period in terms of things you need to know: the radiator surround from your r32 won't fit around the viscous fan because of the exact placement/shift of the fan/water pump. The RB20 and 26 have the same water pump. Rb25 is different. Use your rb20 steering pump, and ™ bracket as well as you ™ are an A/C compressor and ™ bracket. This is because the lines for each i.e. from r32/rb20 to rb25 are different. If you use your original PS and AC, the bracket bolt is straight to the engine (rb25), so you don't have to change any lines for your systems. If you use an rb20 box, it will bolt directly onto the neo engine, so no further changes are required. If you use a neo field, there are a few things:1. The gearbox cross dick does not line up perfectly. The holes overlooked at about 10-15mm. I had a 5mm flat steel bar welded on the existing cross (32 and 34 were identical to the BTW member) and drilled holes in the flat bar to line up with the holes of the vehicles. I also placed a piece of drilled flat steel bar between the box and the cross board to ensure the box is left at it's ™s original height, as opposed to 5mm below.2. You will need a ilo of 34 driveshaft to fit into the box. Get 34 gos put on your 32 shaft. Thus, the drive shaft can still be in the middle of the range supported by factory mounts. Take a full 32 shaft and 34 iga (or the entire 34 shaft) at the driveshaft site (e.g. BDC), and will they pass yokes, extend 32 shafts by 23mm? (from memory), balance and match it. Take the car as well so they can measure it for the vehicle, like doing a straight swap and the needle pointless as the length of the shaft needs to be changed.3 Your 32 slave cylinder can still be used with its ™s lines, however you have to take a rubber line section out of its ™s holding clip (appeared loaded U clip as on the brake lines) as the slave cylinder acts in the opposite direction as the 32 push is not Clutch. Or you can find a braking line that has the ability to clip and reach around the new position of the cylinder.4. If you use 32 dashboards, your speedo will no longer work as 32 uses Cable. 33 electric. If you use 32 panels apparently, you can get a cable speedometer that will fit into the box and your speedo. I don't know which one, if at all true. I just heard there's one there. You can use 32 panels with AVC-R or RSM for your turnover and speed if you want. I modified the dashboard by removing the speedometer and tacho and placing the avc in the dashboard while I was tracking down the r34 panel. If you use 32 panels you have to place the rb20 liquid temperature sensor in the neo engine, then there is one for the sensor (1 wire sensor is not the 2 wire sensor you need to change) as they are calibrated differently and if you use a 34 sensor with 32 panels, if you ever see a temperature reader that should be a normal operating temperature, it is too late. Your engine is ready. If you use the r34 panel, you need 15-20cm wiring looms and plugs that go into the panel and rewire it. You will also need to run the wire from the ecu to test the engine light wire on a 34 loom as 32 ™s do not have such light, but the 34 ecu has an outlet for one for 34 panels. You can look at the wiring schemes of 32 and 34 to find out which wire of the 32 looms you need to join the 34 loom section, or if you read the back panel on the diagram it actually says that each wire is done on the chain, so you can make a list of what makes what color the wire is for each and then join the appropriate wires. If you put in 34 panels, you have to run the speed of the wire signal from GEARBOX to PANEL and then from panel to ecu. The signal changes itself before moving to the ek. If you run it the other way around, i.e. the box ecu and speedo ecu thinks you're doing more than 6 times the speed you actually have, so you hit the speed off at less than 30 km/h!!! Thus, the signal out of gearbox goes to SIGNAL OUT SPEEDO. Signal IN AIDS goes to the ECU. This is because it is a wire that holds ™ rather than the terminal it connects to. fuel level sensor for the fuel sensor is the same, so you don't need to change that, also adjustable ground for the fuel pump is compatible, so you can save everything that end r32. All inter-cuban pipelines and fuel lines are also perfectly married. If you want to put r34 diff at 32 you can (don't know why you'd like 32 might have lsd, 34 ™ not). All you have to do is swap the carrier's diff (the back plate diff that bolts through the rear frame) from 32 diff to 34 one. Everything else is the same in terms of shaft drive and axle shaft connection. If you want r33 or r34 rear brakes, if you already have 2 pot at the back, ™ bother. They're the same. The only advantage you get is the presence of new wicketkeepers. If you want to put 34 On the front, you need r34 drives and r34 front assembly hub. Hub assembly bolts straight in, it is identical to 32 one, with one exception: where the actual wicketkeeper bolts to the hub. As 34 uses such a large drive, and 32/33/34 4 pot callipers are the same, the bolt mounts on 34 hubs further than the 32 hub so the wicketkeeper can get over the drive. The steering and support steering hub attachments are the same, but the caliper's mount is different. So use any r32/33/34 4 pot caliper on a 34 hub assembly with 34 discs. The R32 has one pressure sensor boost. Neo has four. One for the sensor, one for the fuel display, one for the ignition display and one for the incision (about 0.9 bar). The vacuum hose that powers the sensor boost cut can be removed and plugged in. The sensor to enhance the cut never kick in. But leave the sensor itself plugged in it to loom the plug to the sensor or check the engine light lights up. If you still want to run an A/C, you'll need a r34 dry sensor, and it's ™s plugin as the 34 runs 3 sensor wires and 32 2 wires. 2 wires are connected, the third must be launched and added to the engine loom to go to the ek. You will need to cut off 34 AC and PS corks and swap them for 32 of them, so you can plug them into the 32 AC and PS pumps you installed. Internal wiring is the only complex part. You need to place wires of 34 looms at the plant 32 internal loom. It's easy if you know that each wire of 32 and 34 ecu ™s is and that's thus every wire in each fork in the 32 and 34 panels kick. The easiest way is to cut the inner loom of the cork from the 34 loom and from the 32 loom where it went to the main loom ecu, and attach 32 corks on 34 ekou loom. So if you crash 32 or whatever, and want to put the neo in the new 32 all your postings are done basically. If you do this the other way, you will also need all the corresponding 34 internal plugs from the inner loom. I say do it the first way. It's ™ choice. The only point to really celebrate and emphasize here is: r32 is basic. 34 had TCS and ABS. Each system at 34 has its own ™ that is for one. Engine2. TCS3. AbsEach computer works both on its own, getting the signals that it needs, and therefore handling them, and together. They're all talking to each other. If you remove the computer ABS (or in the case of 32 ™, it has never been there to start with) the engine computer does not see the signal from the computer abs, so he thinks that the car has no brakes. And it's going to go ™. So you have to fool the ECU into thinking that TCS and ABS computers are theirs, functioning properly, and sending a signal to the ekou thinks you've never locked up braking or lost traction while driving. Information on how to do this, along with tables of what each wire in 32 34 punch panels, plug-in layouts, ecu pinouts, etc. are all available through the app in writing. Original: ... 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