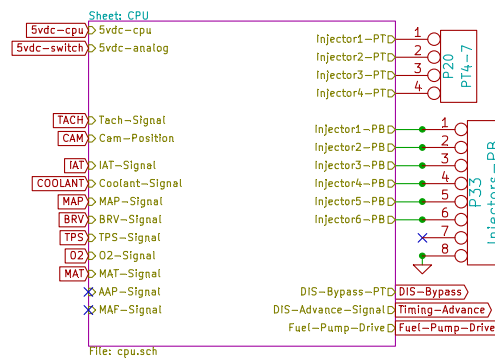


Notes:

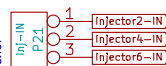
All Jumpers labeled JP# are crossover wires, nothing more.
This was done to ease single sided PCB Prototype testing.

J2 is the TE Connectivity Automotive Grade water resistant connector.
The 34 position will allow for modifications to the board for additional inputs as this design only uses 27 positions. I am still awaiting samples to test, however I have ordered samples of AMP Seal water resistant 35 position connectors to test as well.

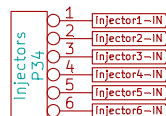
P33 can be used to install a 100k ohm resistor network (Bourns, Inc. P/N 4308R-101-104LF) if it is not used as an output to drive injectors.



For Semi-Sequential Injection
run jumper wires from:
P20 pin 1 to P21 pin 1 = Bank 1
P20 pin 2 to P21 pin 2 = Bank 2
P20 pin 3 to P21 pin 3 = Bank 3

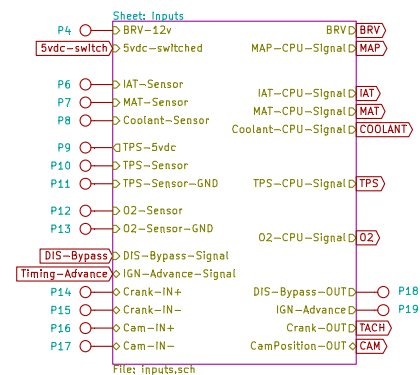
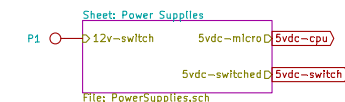
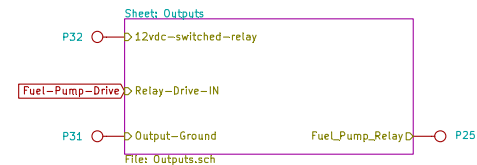
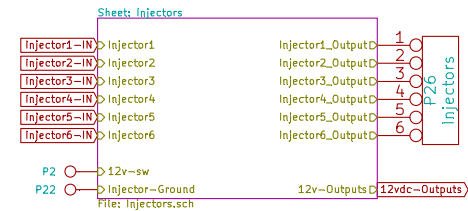
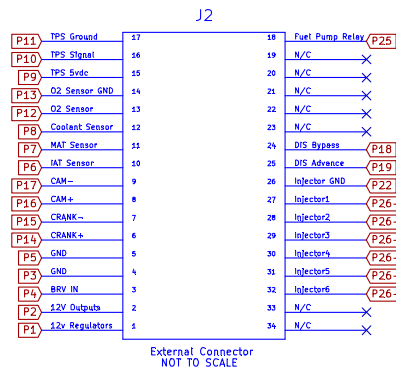


For Semi-Sequential Injection
run jumper wires from:
P34 pin 1 to P34 pin 2
P34 pin 3 to P34 pin 4
P34 pin 5 to P34 pin 6



For Sequential Injection
run jumper wires from:
P33 to P34 pin for pin
for the first 6 pins.

P21 and P34 allow for selection for
Semi-Sequential or Sequential Injection



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File: Jaguar.sch

Sheet: /

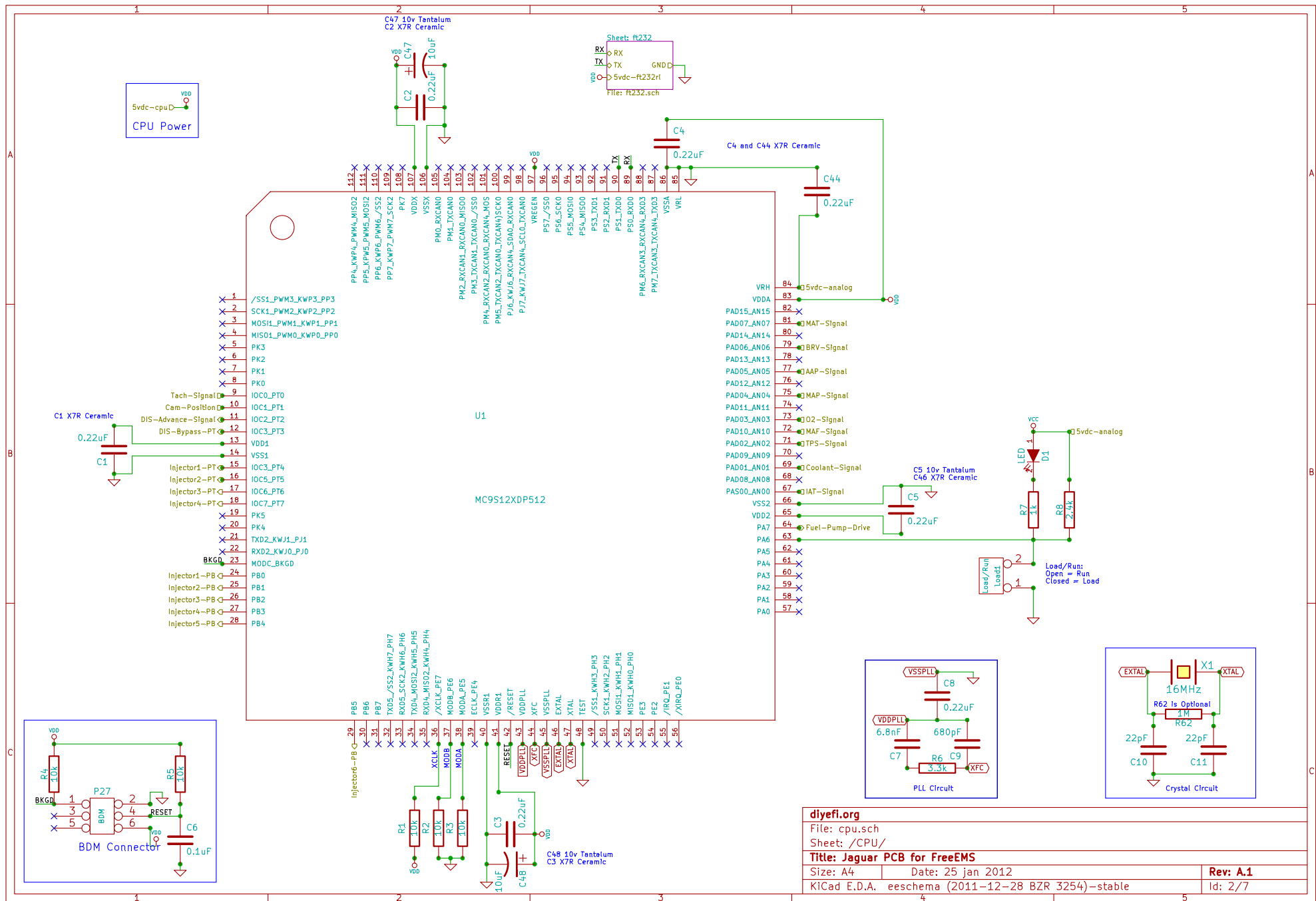
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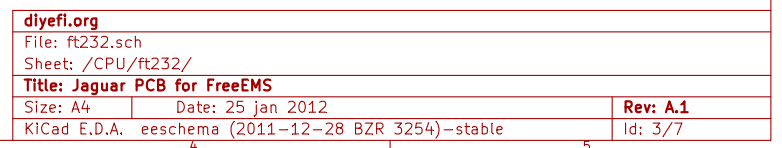
Size: A4 Date: 25 jan 2012

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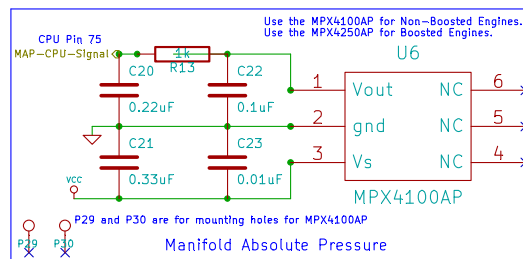
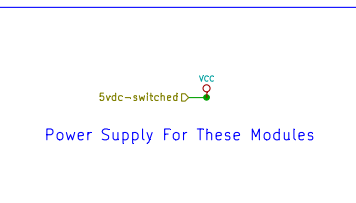
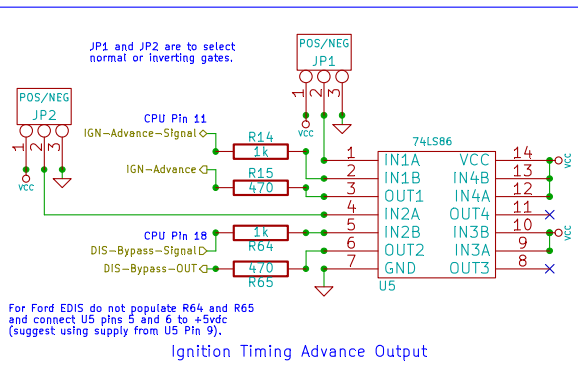
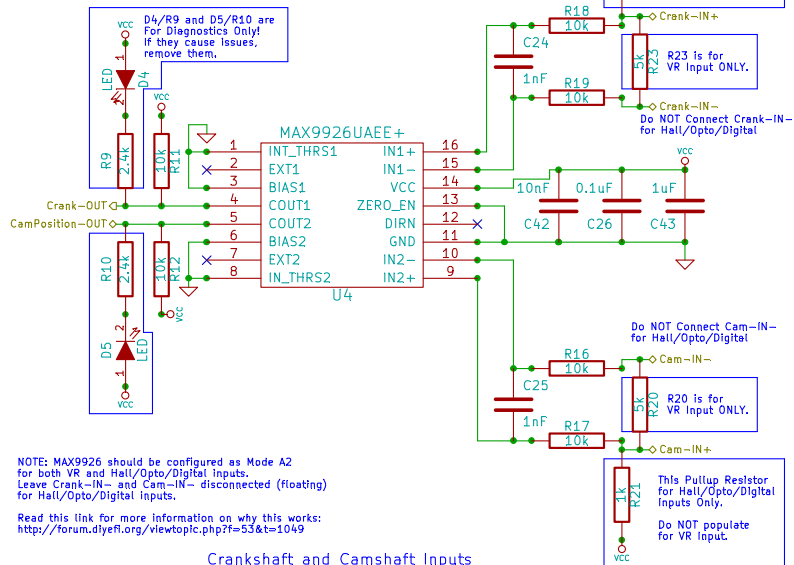




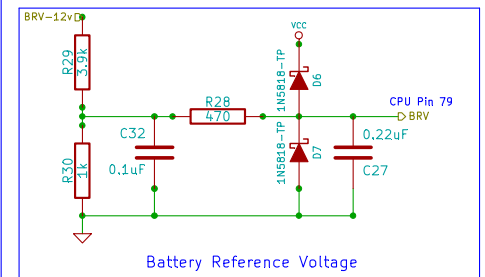
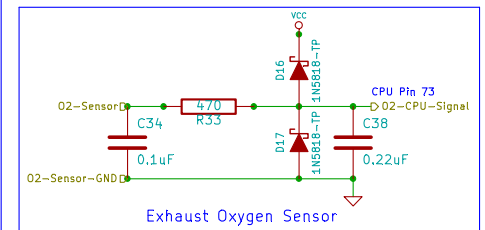
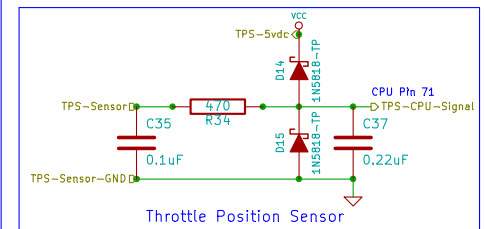
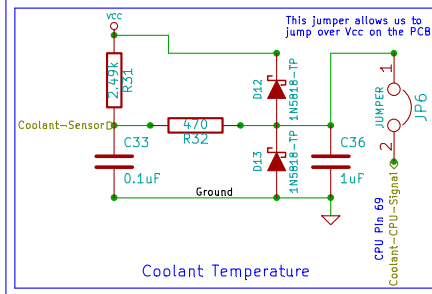
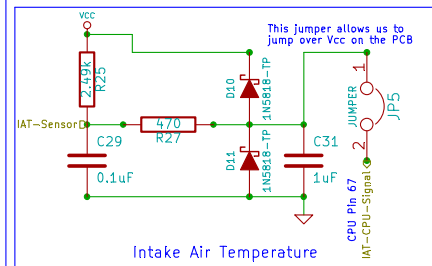
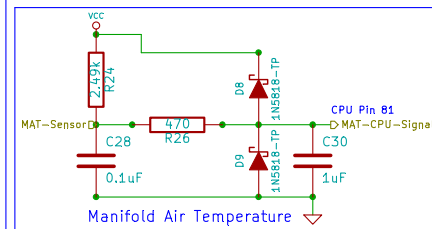
For GM DIS and Ford EDIS leave Crank-IN- and Cam-IN- totally disconnected.

For Ford EDIS do not connect Crank-IN+ to anything either.
R16, R17, C25, R10, R12 and D5 are not needed for the EDIS system.

R20 and 23 are only to be used with VR inputs, do not populate these components for GM DIS or Ford EDIS systems.



R24, R25 and R31 should be replaced if using sensors other than GM temperature sensors.
For Ford use 27k 0.1% Metal Film resistors.
For Bosch and Nippon Denso use 2.2k 0.1% Metal Film resistors.
For Mopar use 9.31k 1% Metal Film resistors.



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File: inputs.sch

Sheet: /Inputs/

Title: Jaguar PCB for FreeEMS

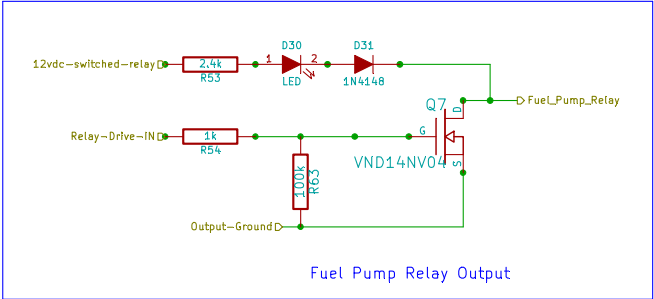
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Date: 25 jan 2012

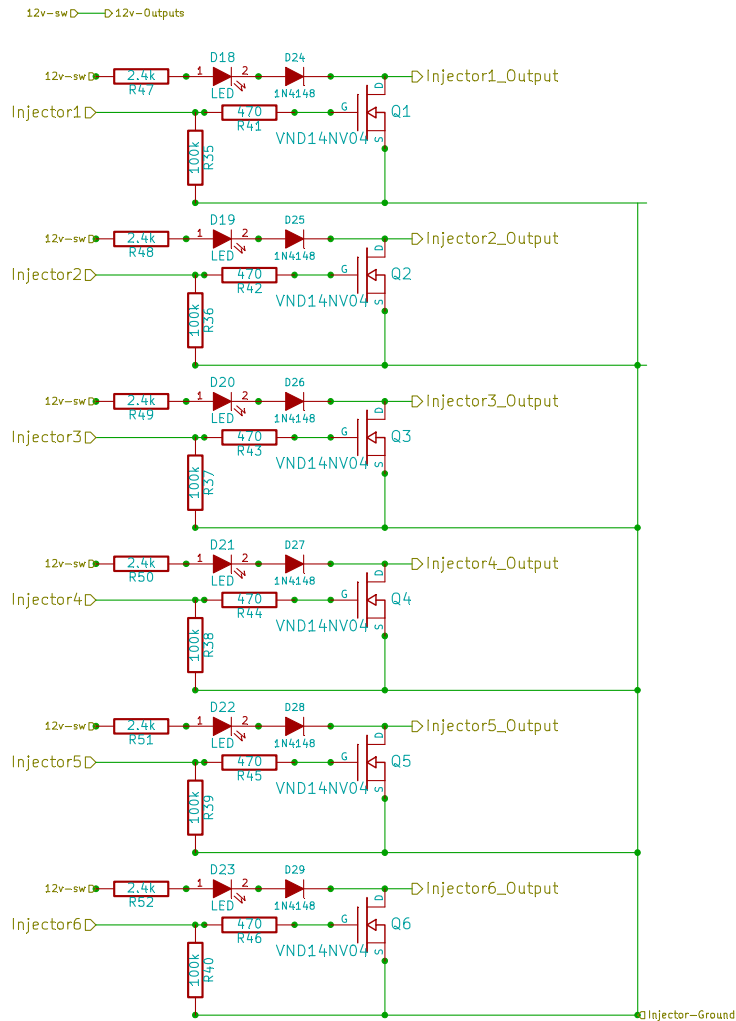
Rev: A.1

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File: Outputs.sch		
Sheet: /Outputs/		
Title: Jaguar PCB for FreeEMS		
Size: A4	Date: 25 jan 2012	Rev: A.1
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For 4 cylinder Full Sequential Injection
OR 8 cylinder Semi-Sequential Injection
R41, R42, R43, R44 need to be 1k ohm.

For 4 cylinder Sequential Injection
OR 8 cylinder Semi-Sequential Injection
You do not need to populate R45, R46,
R51, R52, D22, D23, D28, D29, Q5 or Q6.

For 6 cylinder Semi-Sequential Injection
R41, R42, R43, R44, R45, R46 need to be 470 ohm.

For 6 cylinder Full Sequential Injection
R41, R42, R43, R44, R45, R46 need to be 1k ohm.

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File: Injectors.sch

Sheet: /Injectors/

Title: Jaguar PCB for FreeEMS

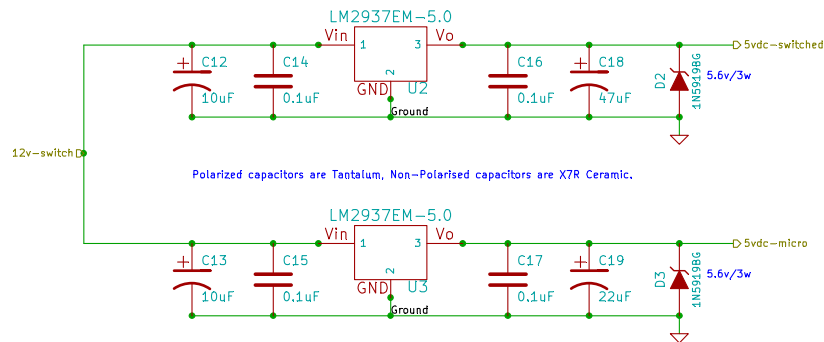
Size: A4

Date: 25 jan 2012

Rev: A.1

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Polarized capacitors are Tantalum, Non-Polarised capacitors are X7R Ceramic.

C14, C15, C16 and C17 are 50v X7R Ceramic capacitors.
 C12 and C13 are 35v Tantalum capacitors.
 C18 and C19 are 16v Tantalum capacitors.

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File: PowerSupplies.sch		
Sheet: /Power Supplies/		
Title: Jaguar PCB for FreeEMS		
Size: A4	Date: 25 jan 2012	Rev: A.1
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