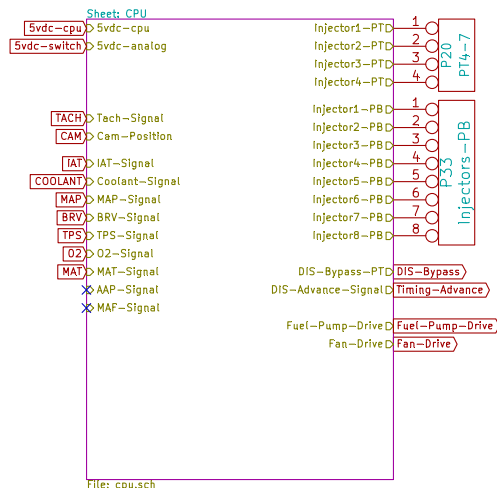


Notes:

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.



For 6/8 cylinder 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
P20 pin 4 to P21 pin 4 = Bank 4

AND DO THE FOLLOWING

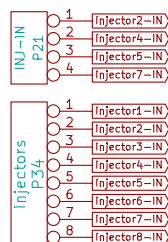
For 6/8 cylinder Semi Sequential Injection configuration (can be tie-bar shorting Jumper if you installed a 0.100" pin header for P34)
Jumper from:

P34 pin 1 to P34 pin 2
P34 pin 3 to P34 pin 4
P34 pin 5 to P34 pin 6
P34 pin 7 to P34 pin 8

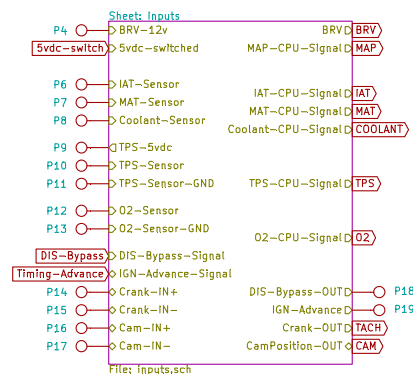
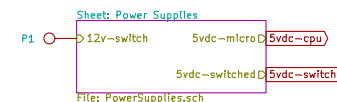
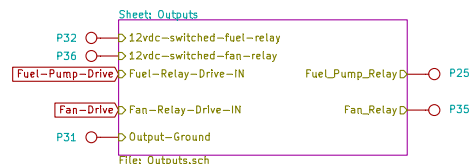
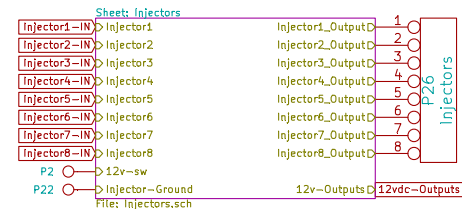
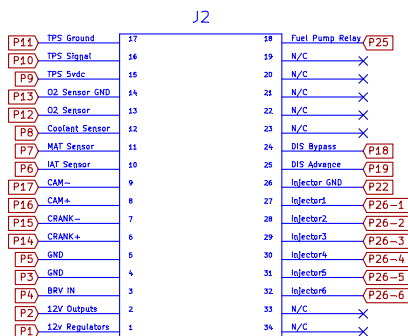
For Full Sequential Injection run Jumper wires from:
P33 to P34 pin for pin and do not connect anything to P21.
ie:

P33 pin 1 to P34 pin 1
P33 pin 2 to P34 pin 2
P33 pin 3 to P34 pin 3
P33 pin 4 to P34 pin 4
P33 pin 5 to P34 pin 5
P33 pin 6 to P34 pin 6
P33 pin 7 to P34 pin 7
P33 pin 8 to P34 pin 8

P21 Pin 1 has a trace to P34 Pin 2 on the PCB
P21 Pin 2 has a trace to P34 Pin 4 on the PCB
P21 Pin 3 has a trace to P34 Pin 5 on the PCB
P21 Pin 4 has a trace to P34 Pin 7 on the PCB



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



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File: Jaguar.sch

Sheet: /

Title: Jaguar PCB for FreeEMS

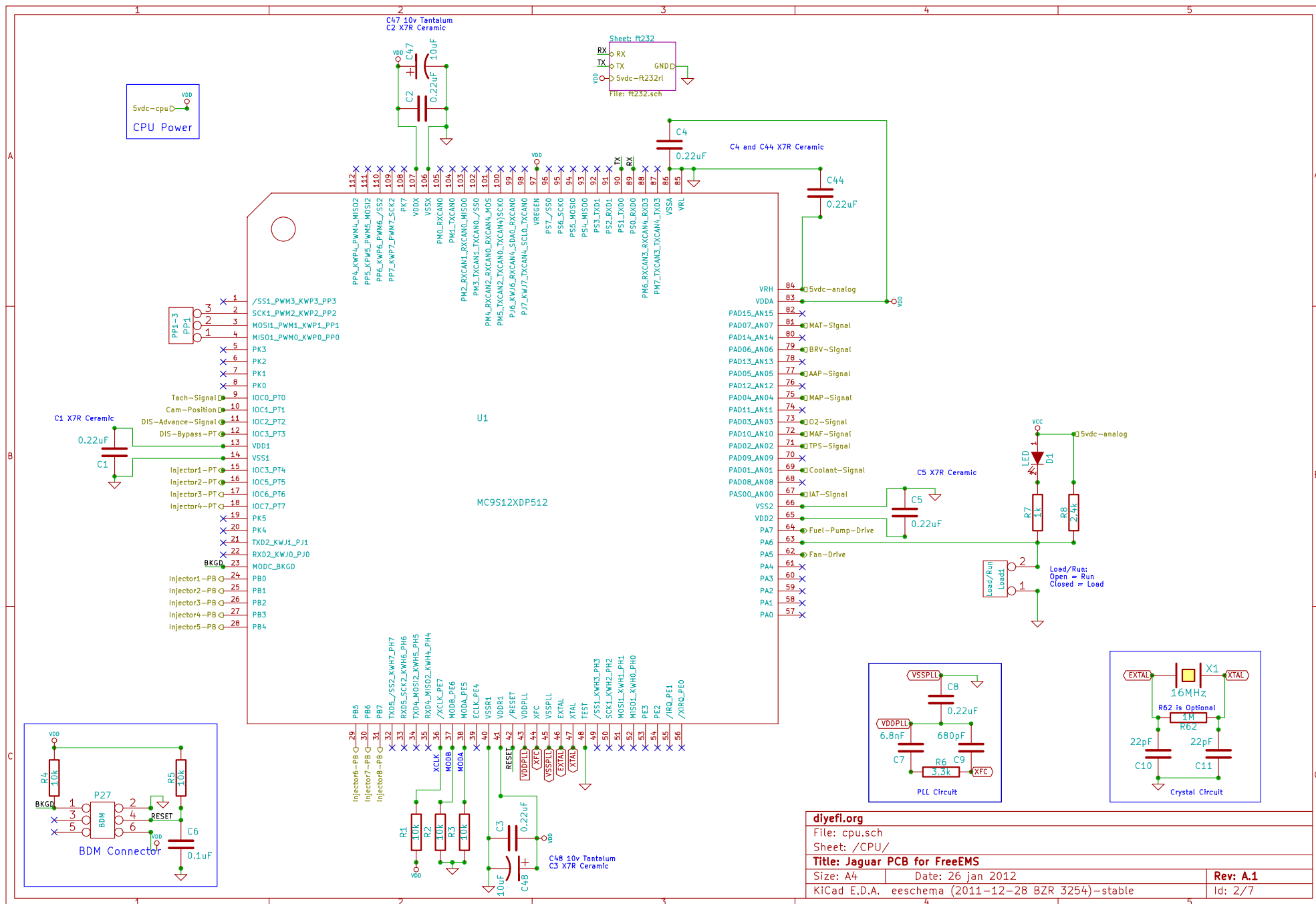
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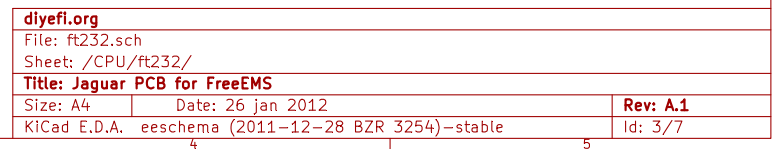
Date: 26 jan 2012

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Rev: A.1

Id: 1/7

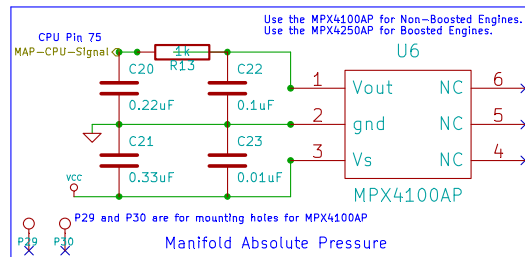
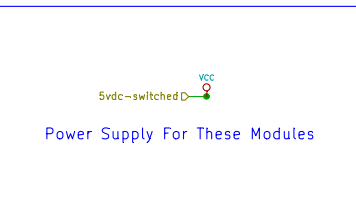
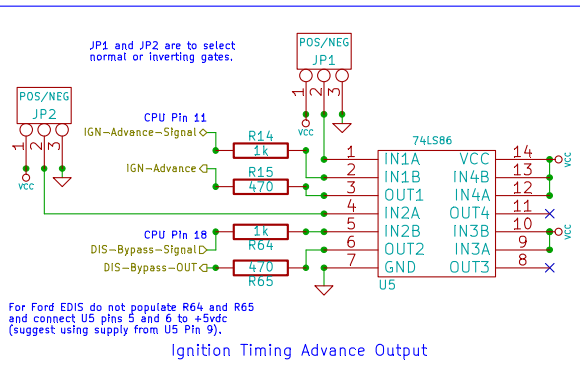
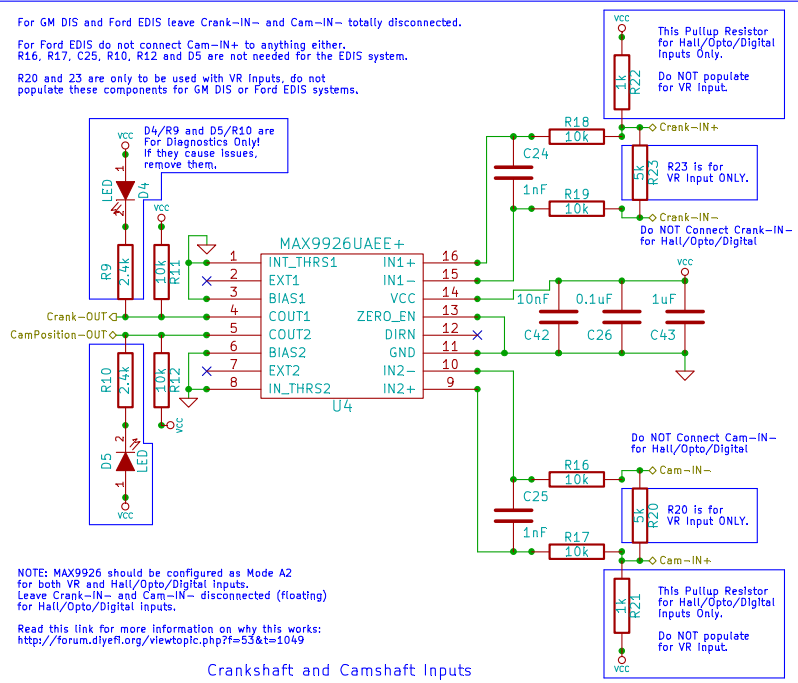




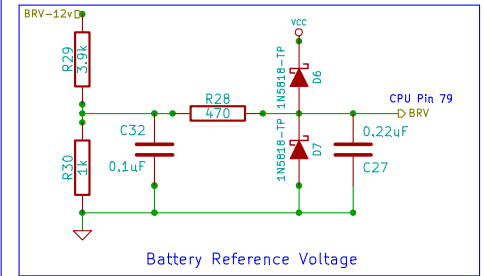
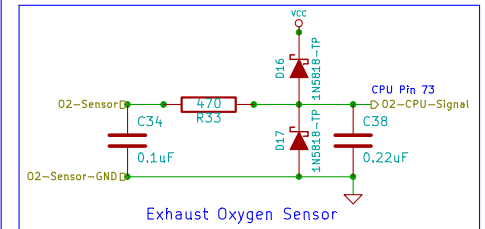
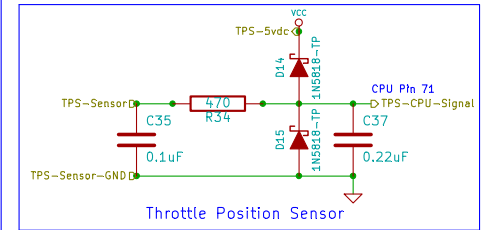
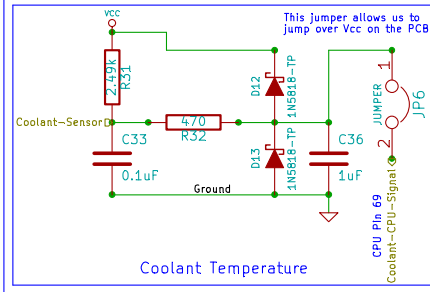
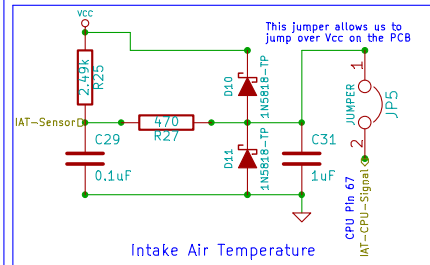
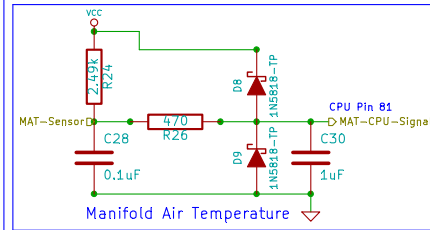
For GM DIS and Ford EDIS leave Crank-IN- and Cam-IN- totally disconnected.

For Ford EDIS do not connect Cam-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 (Chrysler, Dodge, Plymouth) use 9.31k 1% Metal Film resistors, or better yet just use 2.4k 0.1% Metal Film resistors and use FreeTherm to adjust the values.



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File: inputs.sch

Sheet: /Inputs/

Title: Jaguar PCB for FreeEMS

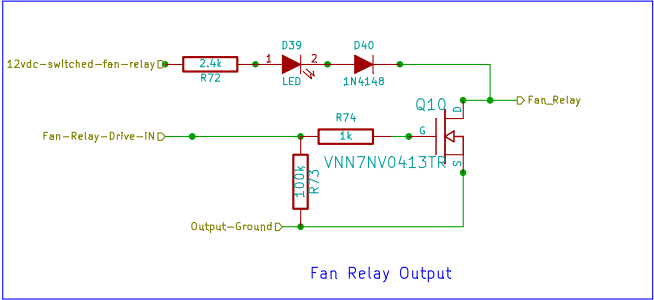
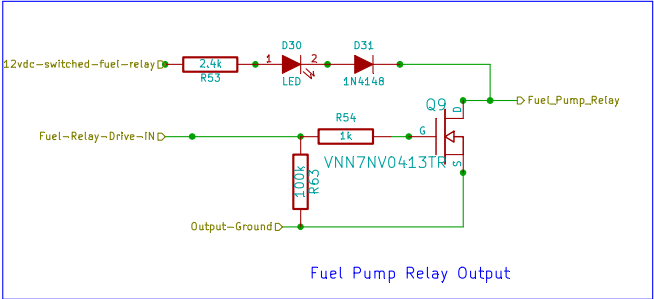
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Date: 26 jan 2012

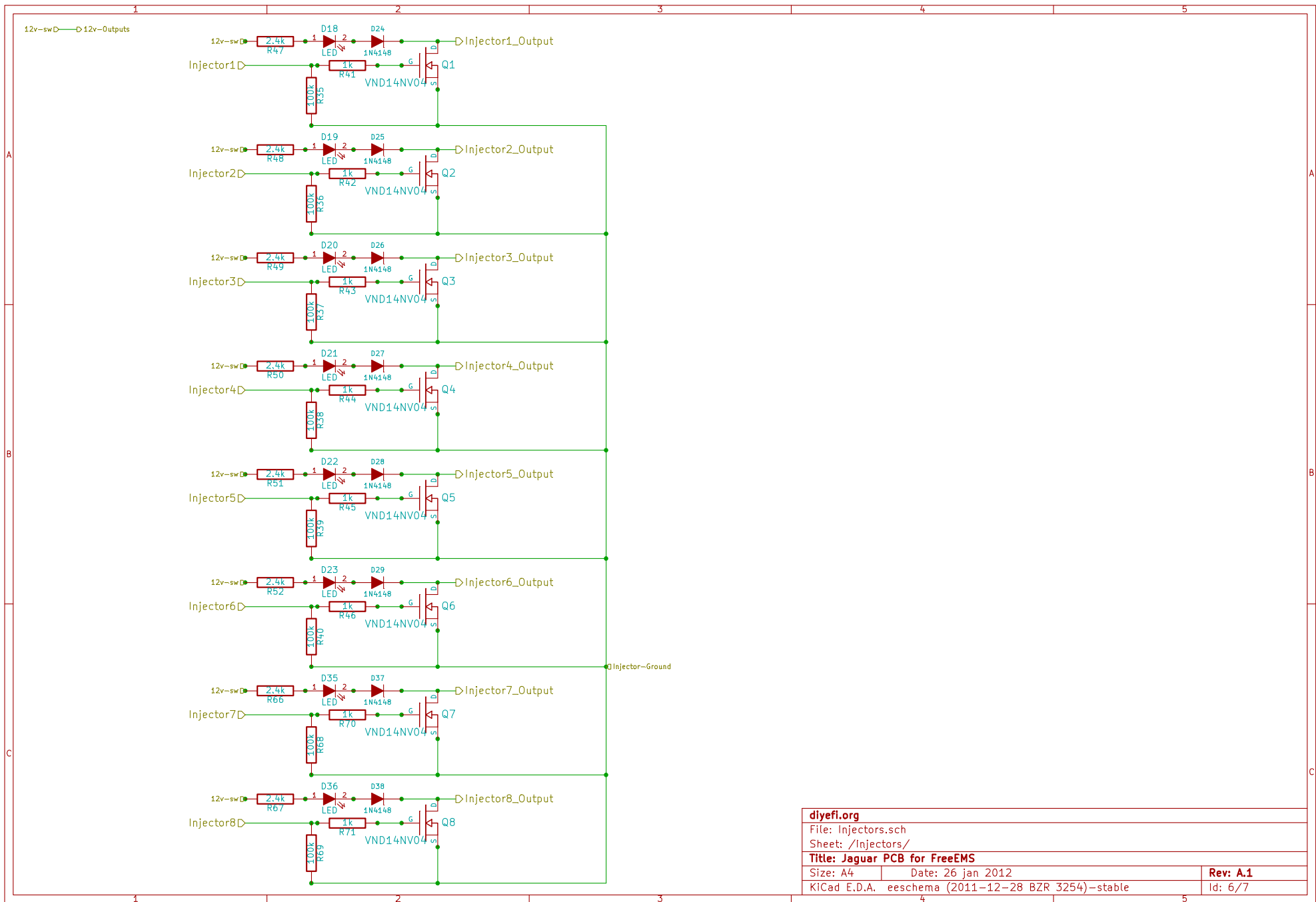
Rev: A.1

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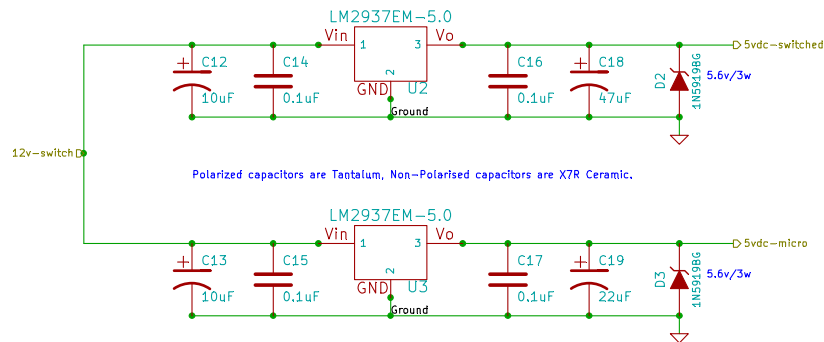
Id: 4/7



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File: Outputs.sch		
Sheet: /Outputs/		
Title: Jaguar PCB for FreeEMS		
Size: A4	Date: 26 jan 2012	Rev: A.1
KiCad E.D.A. eeschema (2011-12-28 BZR 3254)-stable		Id: 5/7



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Sheet: /Injectors/		
Title: Jaguar PCB for FreeEMS		
Size: A4	Date: 26 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: 26 jan 2012	Rev: A.1
KiCad E.D.A. eeschema (2011-12-28 BZR 3254)-stable		Id: 7/7