Audi AAN → 3B → B3 7A Repin & Conversion Guide

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This guide explains converting an Audi AAN harness to operate a 3B ECU in a B3 7A chassis.
Includes ECU pin mappings, connector integration, and diagnostic wiring.

Representative Pin Mapping

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18 | RT    | +12V Batt (30)  → Batt (30)  | No Move  | T6a  | Fuse 30
27 | SW/GN | +12V IGN (15)   → IGN (15)   | No Move  | T6a  | Ign sw
37 | SW/RT | +12V inj/MAF    → J271 feed  | No Move  | T6a  | Relay
10 | BR    | Ground          → Ground     | No Move  | T6b  | Chassis
 3 | BR/GE | Fuel Pump Relay → J17 coil   | No Move  | T6a  | Fuel pump
47 | VI    | G4 Ref          → G4         | No Move  | Engine | —
49 | GR    | G28 RPM         → G28        | No Move  | Engine | —
 8 | GR/RT | Cam G40         → G40        | No Move  | Engine | —
44 | BR/BL | IAT G42         → G42        | No Move  | Engine | —
45 | GR/BR | CLT G62         → G62        | No Move  | Engine | —
11 | GN/GN | Knock1          → G61        | No Move  | Engine | —
29 | WS/WS | Knock2          → G66        | No Move  | Engine | —
 7 | GN/WS | MAF Signal      → G70        | No Move  | T8a  | Cluster
25 | GN/VI | MAF Burn-off    → —          | Remove   | —    | —
52 | WS/GR | TPS Idle        → F60        | Rewire   | T8b  | HVAC
54 | RT/WS | TPS WOT         → F96        | Rewire   | T8b  | HVAC
55 | BR/GE | TPS GND         → GND        | Verify   | T8b  | HVAC
53 | WS/GE | TPS Pot         → —          | Remove   | —    | —
 1 | —     | COP1            → N124 trig  | Repurpose | T6a | N124
22 | WS/BL | MIL Lamp        → MIL        | No Move  | T8a  | Cluster
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Diagnostics (2×2) and MIL Lamp

White 2-pin pin 1: K-line (WS) — Diagnostics
White 2-pin pin 2: L-line (GR) — Optional
Black 2-pin pin 1: +12V IGN (SW) — From fuse
Black 2-pin pin 2: Ground (BR) — Body ground
MIL pin —: ECU Pin 22 (WS/BL) — MIL bulb

Sources & References

• Audi AG AAN/3B diagrams
• Bentley Audi 80/90/CQ manuals
• S2Central / S2Forum archives
• Audi ELSAWin docs