## Magneti Marelli ECU to MS Conversion 8P/8F/6F/6R

Air temperature sensor		oi unit i Marelli		_		
	31			Battery E	000000	
MAP Coolant temp.	32			Ignition swi	tch	
Throttlepotentiometer	13 -	<b>□</b>	Engine	control lamp	,	
Crankshaft sensor_	30 →	+ 35		-		
	28	□ 4 □ 23	win relay			
Air conditioner A/C	24 🖅					]
Automatic gear box •  Tachometer •  Revolution counter •	26 <del></del>	1		5		<u> </u>
_	34	10	lgr	nition amplifi		•
	17	→ 3		5-7-11	ection valve	
Diagnosis	15	2 20 21			Idle speed regulator	
ambda sensor pre-heating	27	22_		Tank	ventilation	

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WWW W	FXIIA		CILIK

Magneti ECU Pin	Description	MegaSquirt Pin	
31	Air Temp	20	
13	Coolant Temp	21	
30	TPS Sig	22	
***	5V TPS	26	
12 and 16	Input Grounds	8 to 19	
29	Lambda Signal	23	
34	Ground	1 and 2	
17	Ground	8 to 19	
18	Injector Bank 1	32 and 33	
23	Fuel Pump Relay	37	
5	Tacho	3 (SPR1)	
11	Crank Signal *	24	Red wire in trigger
28	Crank Signal *	7	Black wire in trigger
1	Spark A	36	
19	Spark B	6 (SPR4)	
35	12V Ignition **	28	
35	IAC1A	25	
3	IAC1B	27	
2	IAC2A	29	
20	IAC2B	31	

<sup>\*</sup> The crank wires may need swapping around as Im not sure which one is ground and which is signal.

Please Note: Non of this has been tested and is therefore used completly at your own risk!!

No warantee expressed or implied!!

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<sup>\*\*</sup> This may not work as drawing shows its a constant 12V through a relay contact. This MUST be a 12V feed ONLY when the ignition is turned ON!!

<sup>\*\*\*</sup> Pin 14 has been found to be the 5V TPS, so please check as drawing shows 32, but a user has found its 14!!