

**Thank you for choosing iWire for your merge!**

**Here are some very important links with pictures. Scan the QR code with your phone to access the full photoset for each section.**

General Help

<http://www.facebook.com/media/set/?set=a.465129663517301.109456.115786161784988&type=1>



Dash Install Time Lapse

<http://www.youtube.com/watch?v=IUSuTOi6z5A&feature=youtu.be>

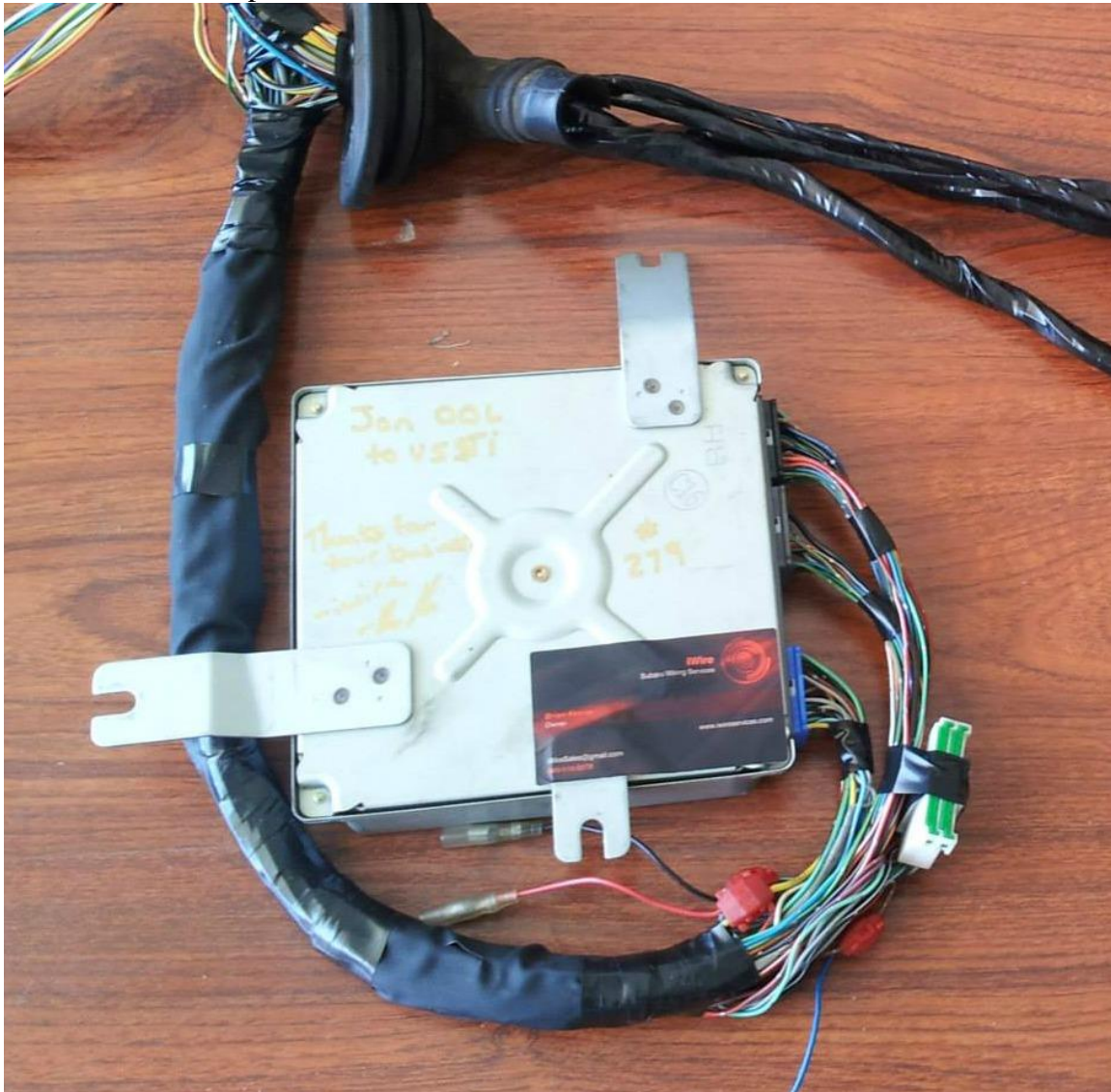


Plugs that stay open

<http://www.facebook.com/media/set/?set=a.166445680052369.35704.115786161784988&type=3>



The ECU will actually be up-side-down with the plugs on the right side (if you are sitting in the passenger seat) with the wire looping underneath it then back up toward the firewall. The ECU plate will secure it down.



When you pull the engine plugs through the firewall make sure that you pull off the grommet. The wire needs to go up (toward the windshield) first to keep it away from the down pipe. Then each section can split off toward its respective locations. The two main engine plugs will follow along the firewall toward the driver's side; make sure to secure them as they go along. When it reaches the brake master cylinder, drop in down and run the plug along the frame rail until you reach the engine plugs coming off the engine itself.



For the section that stays on the on the passenger side you'll notice you may have some extra length of wire, just loop it and tuck the excess in the space between the strut tower and firewall.

Once everything is lined up, then put the grommet back in with the cut facing down and tape up solidly.

If you ever get a check engine light you'll need to plug in the green test mode connectors to give you a code via the flashing check engine light. If you can get your hands on a V1 style tactrix cable you can use a software program called ECUExplorer to read the ECU through the OBD port. A standard scanner will not read a v5/6 ECU, the baud rate is different. Make sure you don't have the green connectors plugged in unless you have a code.

Other than that it should go back where it came. Just keep anything going out into the engine bay away from sharp and hot objects.



**NOTE: USDM ECU PICTURED. MAKE SURE TO HAVE THE ECU FLIPPED LIKE IN THE PICTURE ON PAGE 2**

The harness needs to go to the left (inside) of the bracket that hold the white box inside. Make sure it's not sitting in the space between the white and black box.

#### **Additional Note:**

And if you pulled the front harness make sure the grounds that bolt onto the chassis at the strut tower, above the dogbone on the transmission, and the front of the chassis on the frame rails are on solid. Take a little sand paper or sanding device to the chassis side as well as the connector itself to make sure the contact points are clean. This is **REALLY IMPORTANT** if they painted your engine bay, the ground usually comes from the threads inside the bolt and if there is paint in there, you won't get the grounds and will have problems.