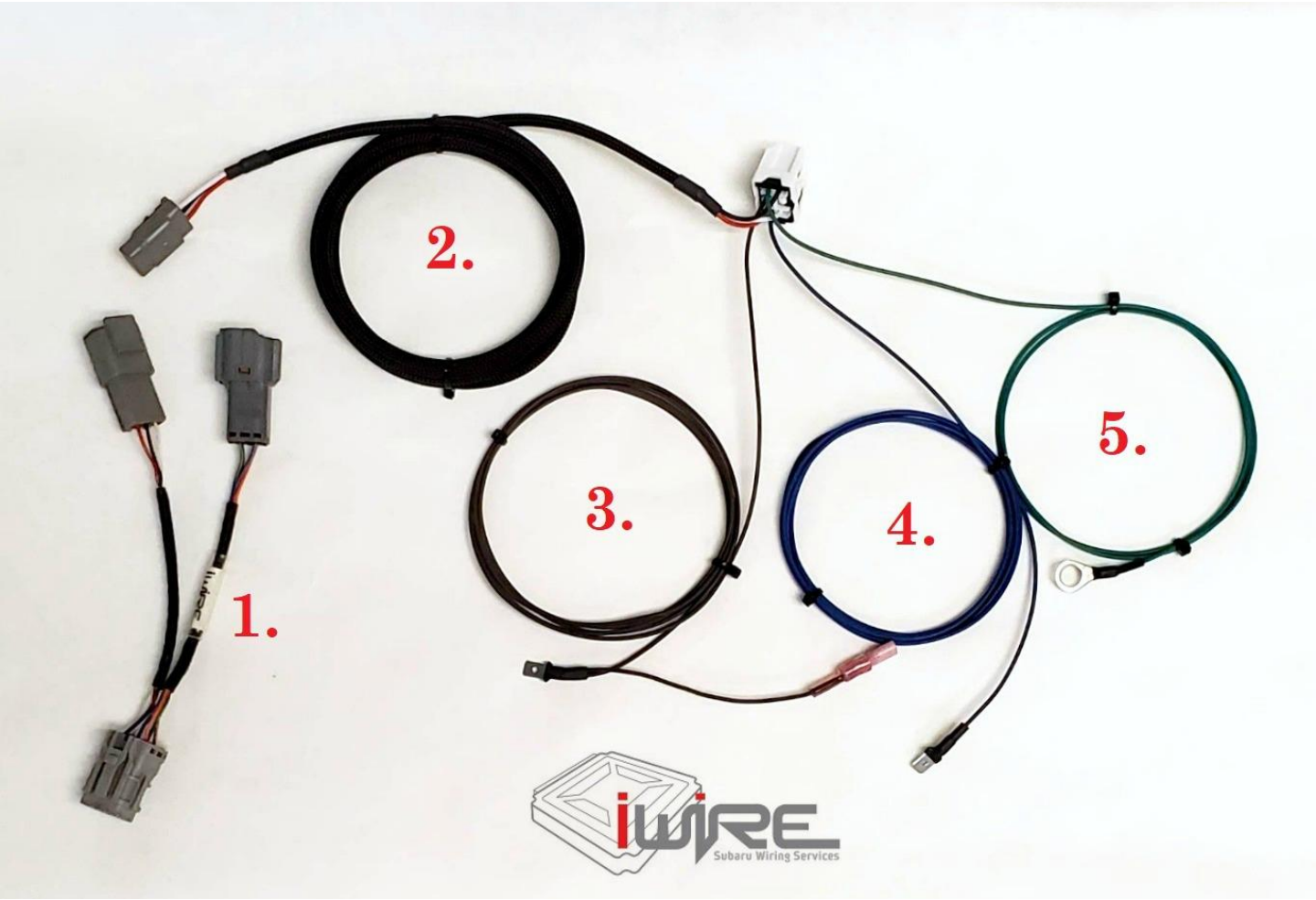
iWire DCCDPro Spiider Plug and Play Kit Install Guide for 04-06 STi and Baja Turbo

This guide give instructions on how to install the iWire Plug and Play Kit for a DCCDPro Spiider wired for 04-06 STi, 04-05 FXT and Baja Turbo models. A customer did an amazing write-up of their own and you can find the forum thread here - https://forums.nasioc.com/forums/showthread.php?t=2858046

DCCDPro Spiider Harness Kit



1. Transmission Adapter
2. DCCD Wiring Extension Harness
3. Ebake Harness
4. Throttle position harness
5. Ring Terminal for Ground

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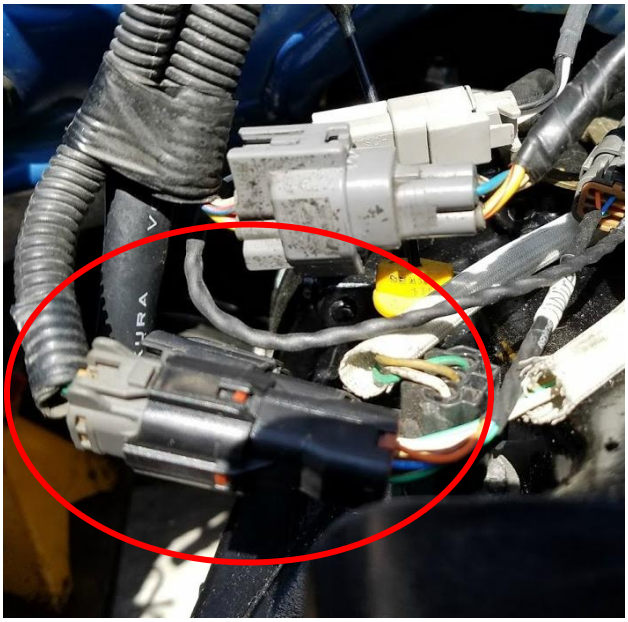
The first step is to mount the DCCD control box into the car. We recommend the transmission tunnel on the passenger's side or behind the center console. Any location that seems suitable will also be fine.

Next make a couple of simple connections:

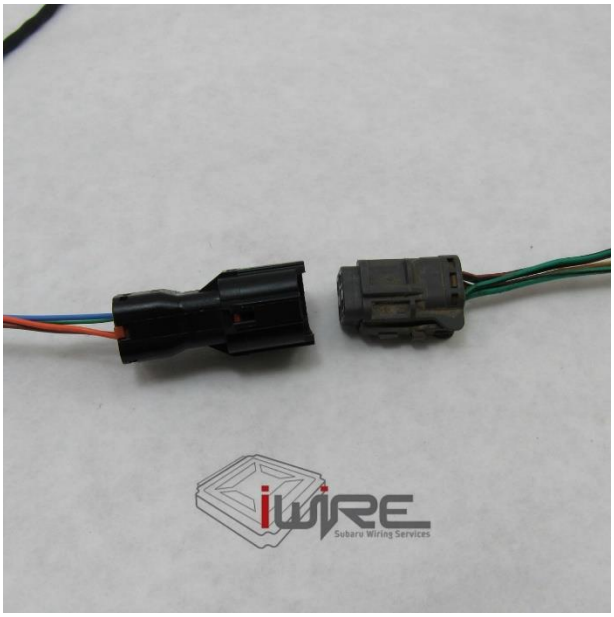
1. **Connect the iWire transmission adapter** (item 1 in kit) to both the new transmission and the stock harness. These plugs are located in the engine bay near the transmission.

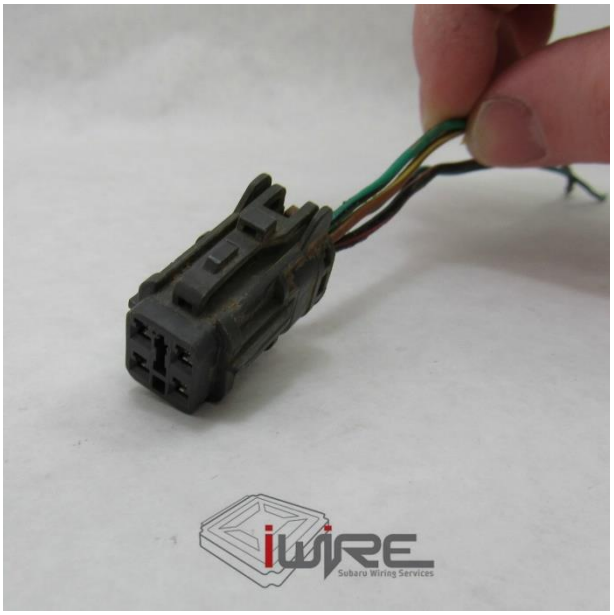
DCCD transmission side (6 pin plug) will plug into the new DCCD equipped transmission. (picture below)

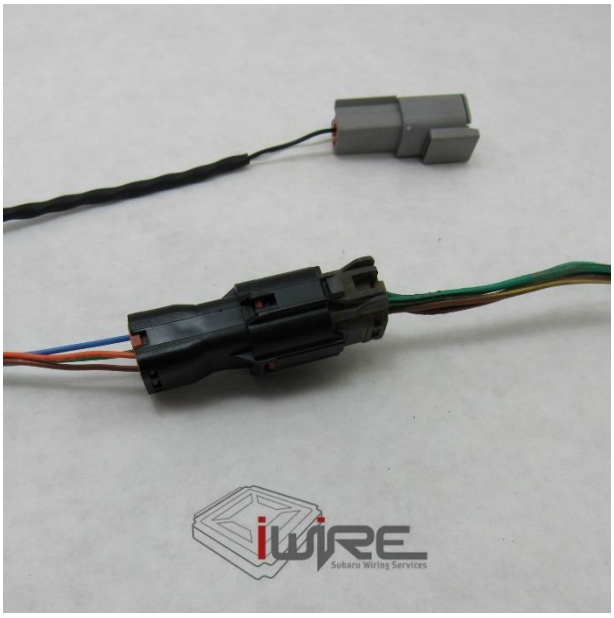
The bulkhead side of the transmission adapter connector plugged in. This will plug into the old transmission wiring. It should be either a single 4 pin plug or two 2 pin plugs. Leave the 3 pin Deutsch connector open for now.



Another view of the connector to the body harness to transmission adapter harness connection



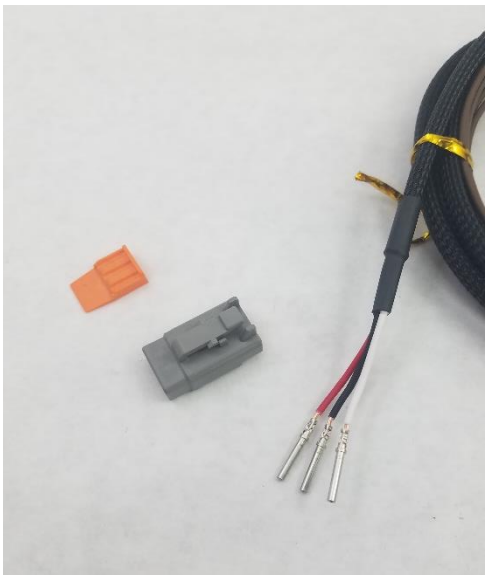
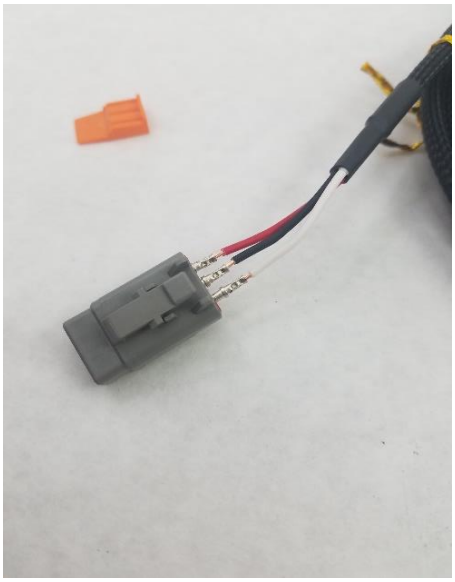




2. Take the **DCCD Wiring Extension Harness** (black sleeved wires – item 2 in kit) and route those wires from inside the cabin to the engine bay. We suggest using the passenger side firewall grommet. Make a small hole in the grommet with a razor blade just big enough to allow wires through the grommet (this is why we depin the connector). Put the side with the three terminals through the grommet and into the engine bay.

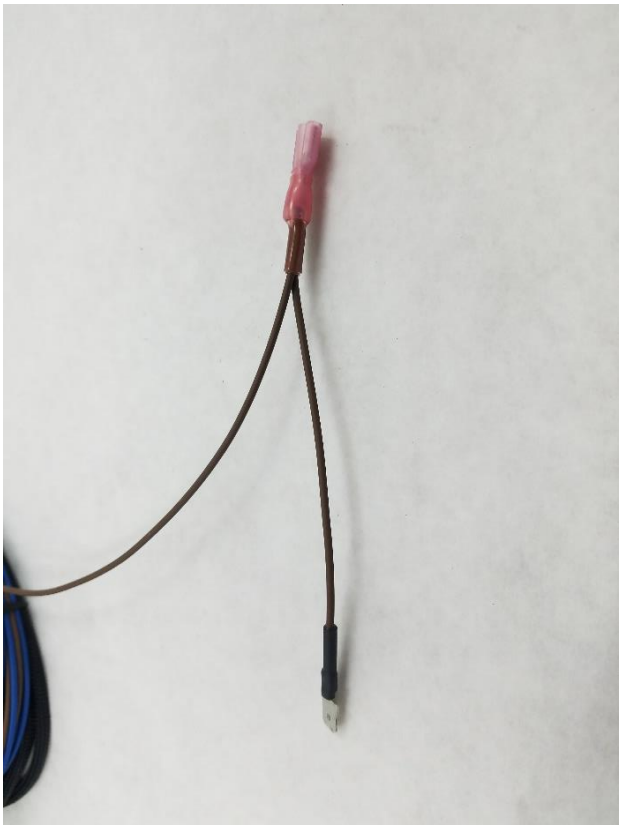
Once through the firewall, run the Black, White, and Red wires to the transmission and insert them into the 3-pin connector provided in the kit matching White to White, Black to Black, and Red to Red. There is a small number on each side of the plug which will help distinguish the pin order. Pin 1 is White, Pin 2 is Black, and Pin 3 is Red. Pull gently on the wires to make sure they are locked. Insert Orange lock. Connect this plug to the matching Grey 3 pin connector on the transmission adapter harness already installed in the engine bay.

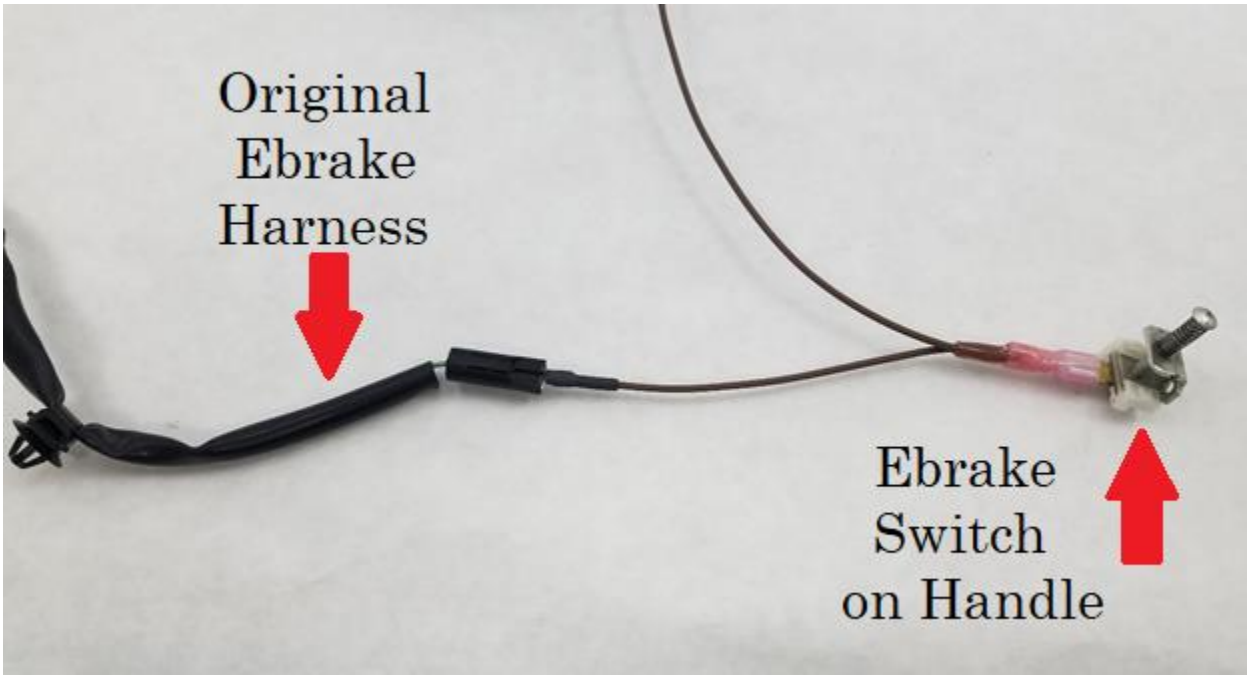
Connect the White 6 pin plug on the other end of this extension harness into the matching 6 pin receptacle on the DCCDPro unit.



3. **Install the Ebrake jumper harness** (brown wire – item 3 in kit). We suggest routing this wire through the center tunnel below the shifter trim to the Ebrake location. Take out the upper trim pieces of the center console and route it along the carpet. Make sure the wires do not get pinched or sandwiched here.

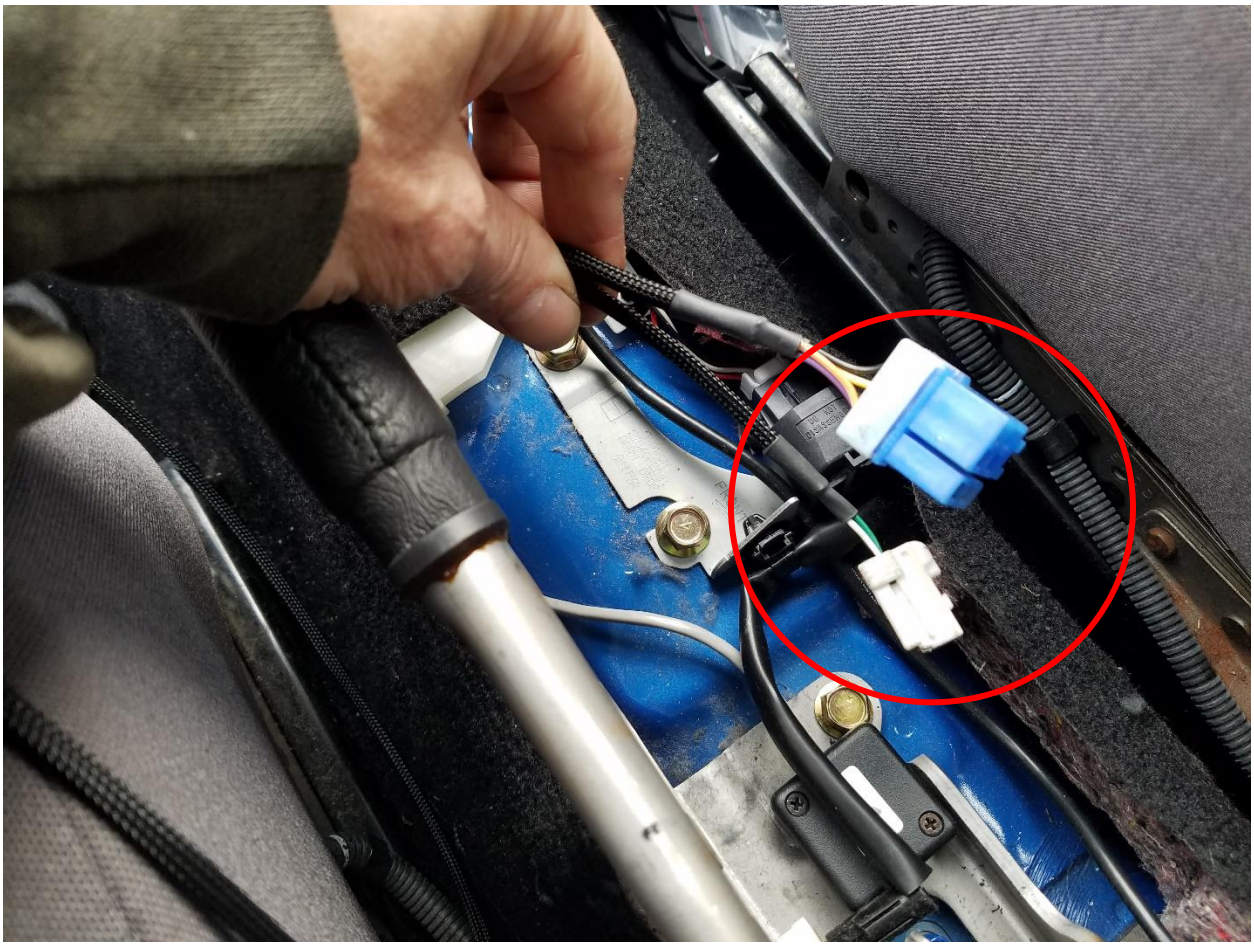




4. **Connect the DCCD control switch** wire(s). Route these wires the same way as the Ebrake wire. Depending on your control type choice you will be two options.

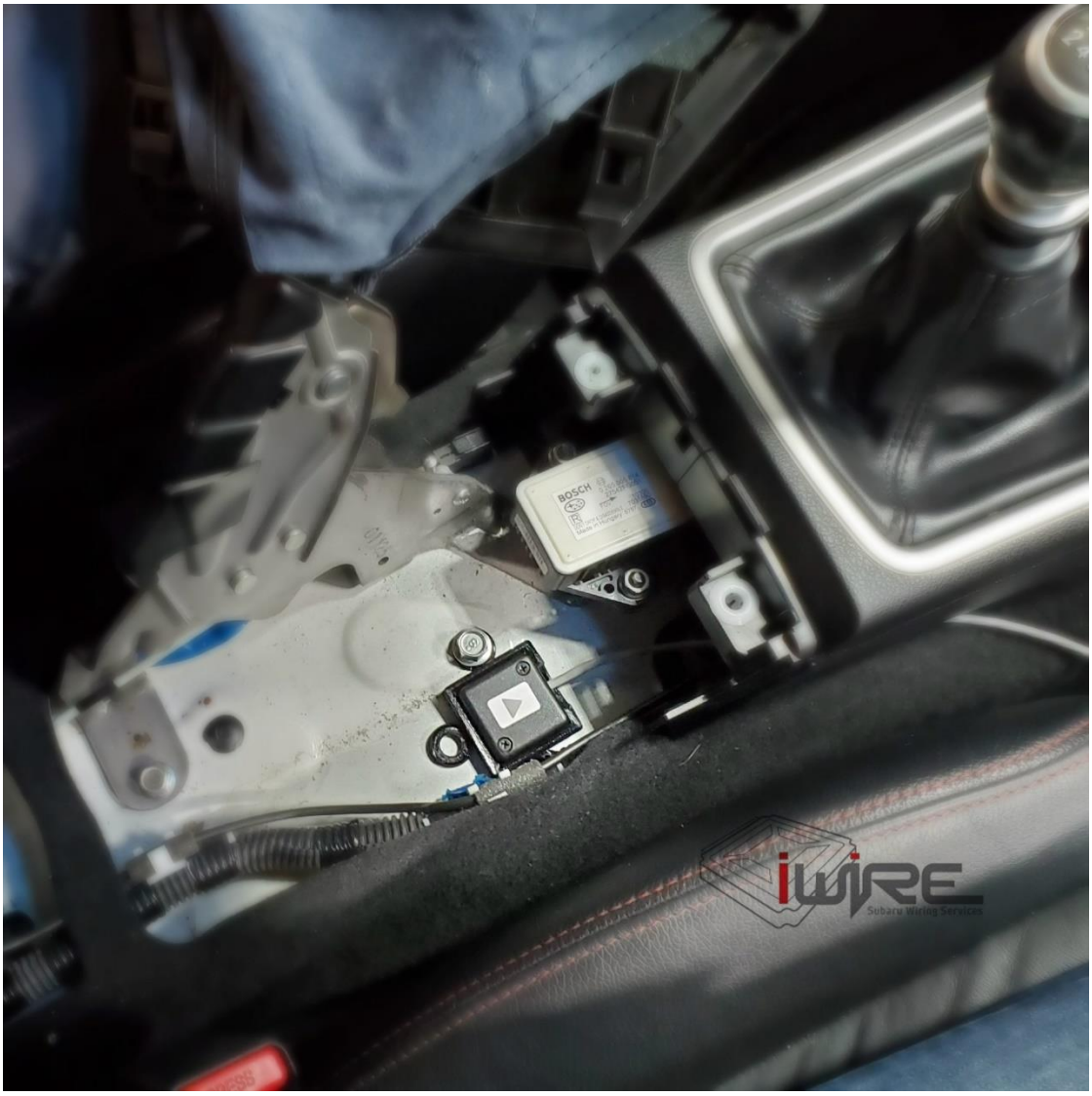
A. For DCCDPro Standard Controls run the wires to wherever you plan to mount the roller switch and thumb wheel. Plug in the matching plugs to the standard controls.

B. For OEM Controls run the wires to the Ebrake location. Then use the factory coin slots in the center console to mount the OEM Roller Switch and OEM Auto/Manual Button. Just put the switch through the coin slot and then plug in the matching plug underneath the trim. Make sure when the trim pieces are reinstalled that the wires are not pinched or sandwiched. The Auto/Manual Button will be a 6 pin Blue Plug and the Roller Switch will be a 3 pin White Plug.



5. **Mount the G Sensor Unit**. Route these wires the same way as the Ebrake and switch wires. Mount the G Sensor Unit in the center of the car, equal distance from the front and rear. Press the G Sensor into the G Sensor Mount provided in your kit. (Available for purchase separately if unit purchased direct from DCCDPro).

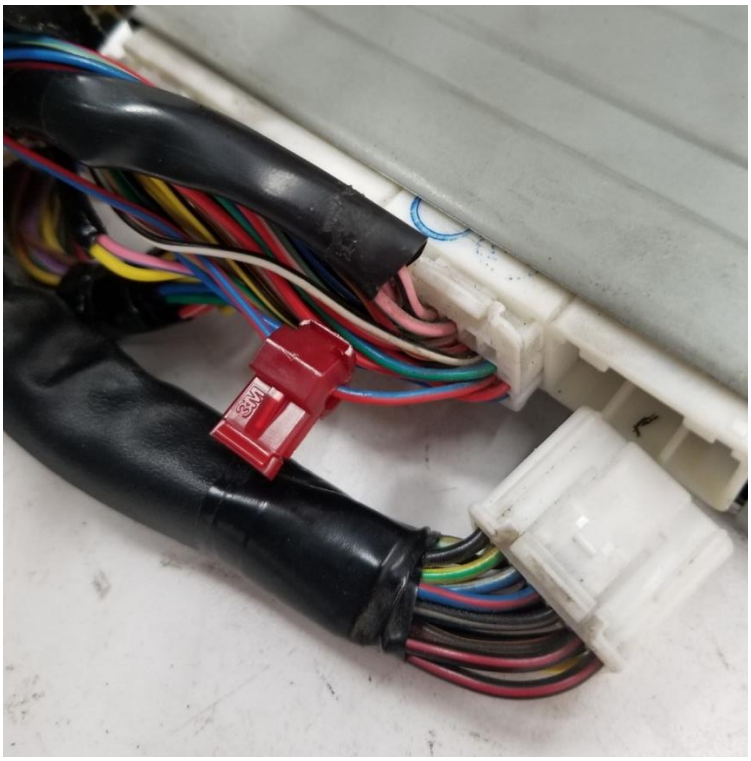
To attach it inside the center console, use a preexisting bolt hole and a 12mm bolt. Screw bolt through one of the bolt holes on the G Sensor Mount and into center console. Remember this is a plastic piece so **DO NOT OVER TIGHTEN BOLT** or you will crack the mount. We have provided multiple locations to bolt into, so pick the one that is the best for the fitment of your center console. You can snap off the extra bolt holes if they get in the way of center console fitment. **Make sure to mount it so the arrow sticker is facing the front of the car.**

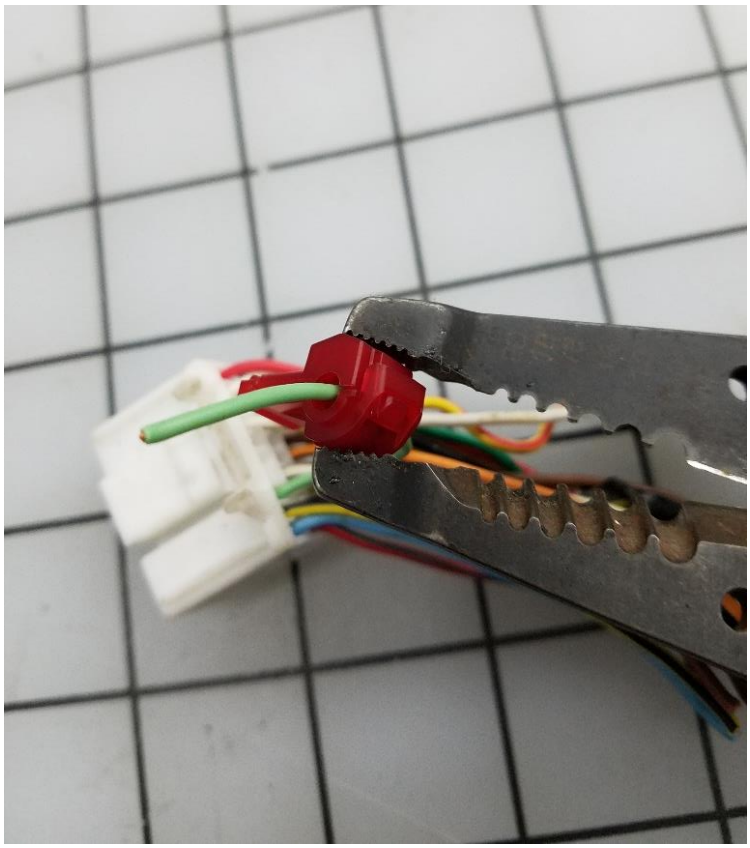


6. **Ground the ring terminal** from the Green wire (item 5 in kit). This ground terminal can go to any bolt in the car. We suggest routing it to either the bolt that holds the G Sensor below the Ebrake or a bolt on the dash bar. Please note – if there is paint on this bolt you will need to sand it for better contact. You want metal to metal contact here for the best ground possibl.e

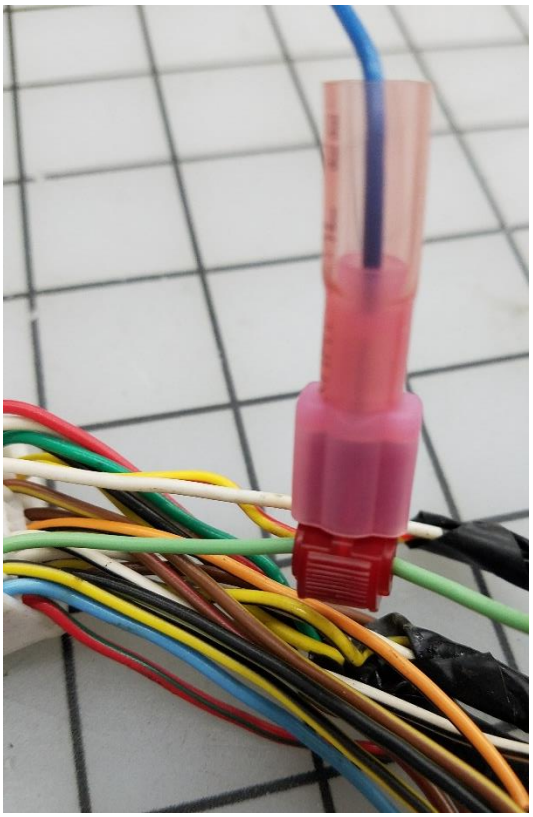
7. **Tap the Throttle Position Sensor Wire** (Blue wire – item 4 in kit). First pull back the carpet in the passenger side footwell. Then unbolt the metal kickplate. This will reveal the ECU. Tap the Red with Blue Strip wire (or White wire if Baja) into the wire on this plug, C18 for throttle position input. Make sure not to cut or damage the TPS wire during this process.

Place T tap onto wire and squeeze initially with fingers, then clamp closed with a pair of pliers.





After the T tap is installed make sure clamp is locked and secure, then insert Blue spade into T tap (below picture shows green wire but wire you tap will be red with blue strip or white wire)



Once TPS wire and Blue wire are clamped together, Route the Blue wire under the kick plate before reinstalling it. We suggest zip tying the excess length for a cleaner install. Reinstall the kick plate and passenger side carpeting.

8. **Test DCCDPro is working**. There are a few tests to run to ensure the install is complete.

A. If you have a DCCDPro Spiider, it will always default to auto mode when the car turns off and back on. So to test this, turn the car off and back on. If you have a Spiider with Cluster Output, you should see the light scroll either on the dash or on the LED light strip. If you have a Spiider without Cluster Output, you should see the light on the auto/manual button get brighter and dimmer. (please note: if using an old auto/manual button, the light can burn out).

B. Make sure the Ebrake is down (the unit will not work if the Ebrake is up) and hit the auto/manual button to put the DCCDPro into manual mode. Scroll with the switches and see if that is working.

C. If the above looks good it's time to do a quick road test. Take the car to a parking lot. Make a super slow, tight turn with the DCCDPro in manual mode and open mode. Slowly scroll it from open toward lock, as you do that you will feel the center diff start to engage and the car wil hop as you make the turn because the DCCDPro is not allowing the wheels to slip. Then roll it back to open and see if it opens back up.

Congratulations! Your DCCDPro with iWire PnP Kit is installed!

If you have any questions during your install please check out our DCCD Trouble Shooting Guide found on our Tech Docs page on our website or call/email us with any questions.