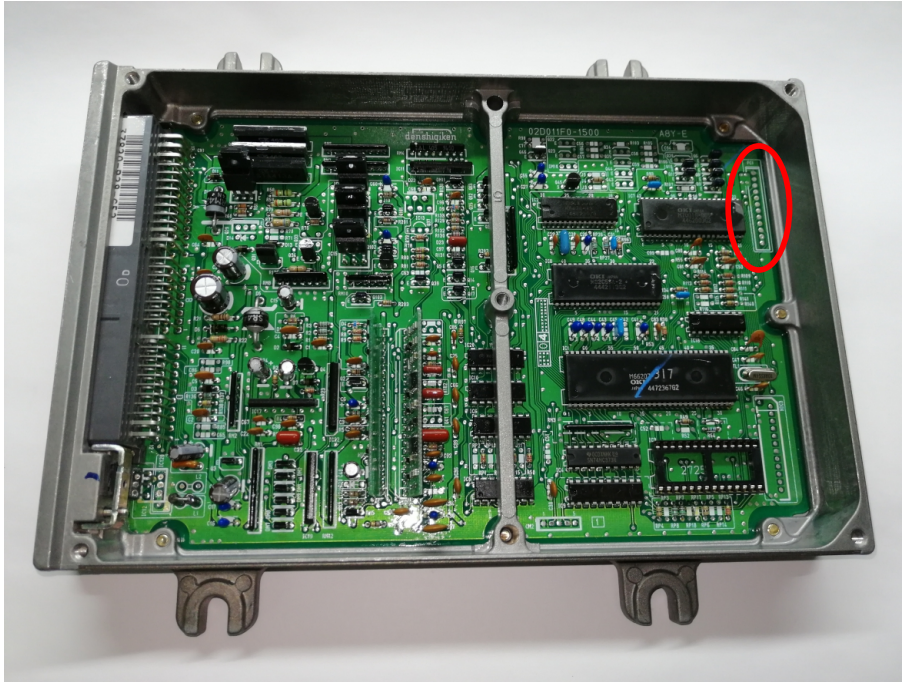


# COP1 Installation Instruction

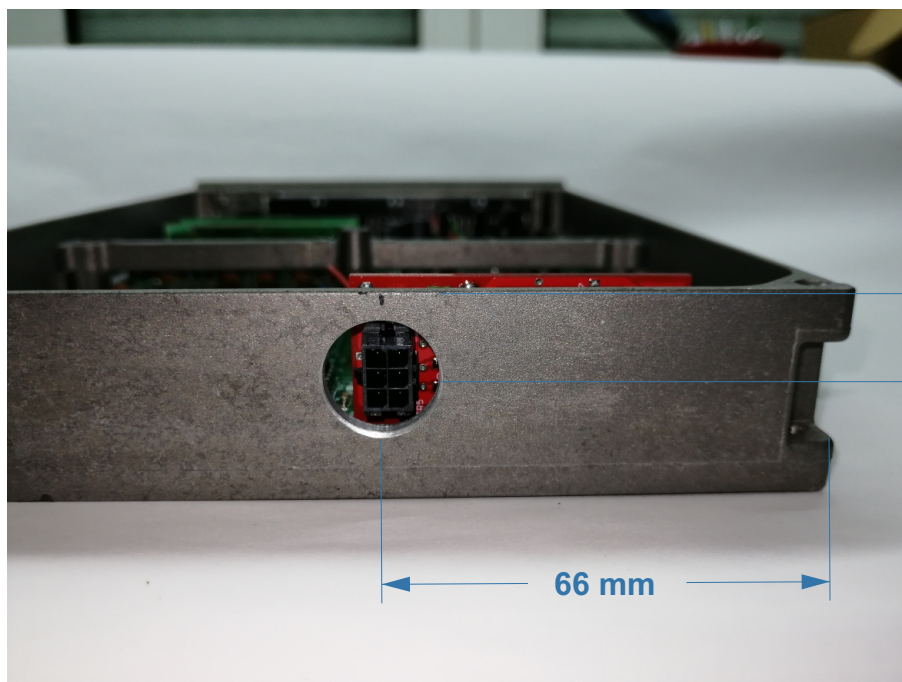
To install a COP1 you need to install a Control Board into the ECU and wire in the Coil-on-Plugs.

First make sure your ECU looks like this and has nothing installed into Location FC1 (circled in red)



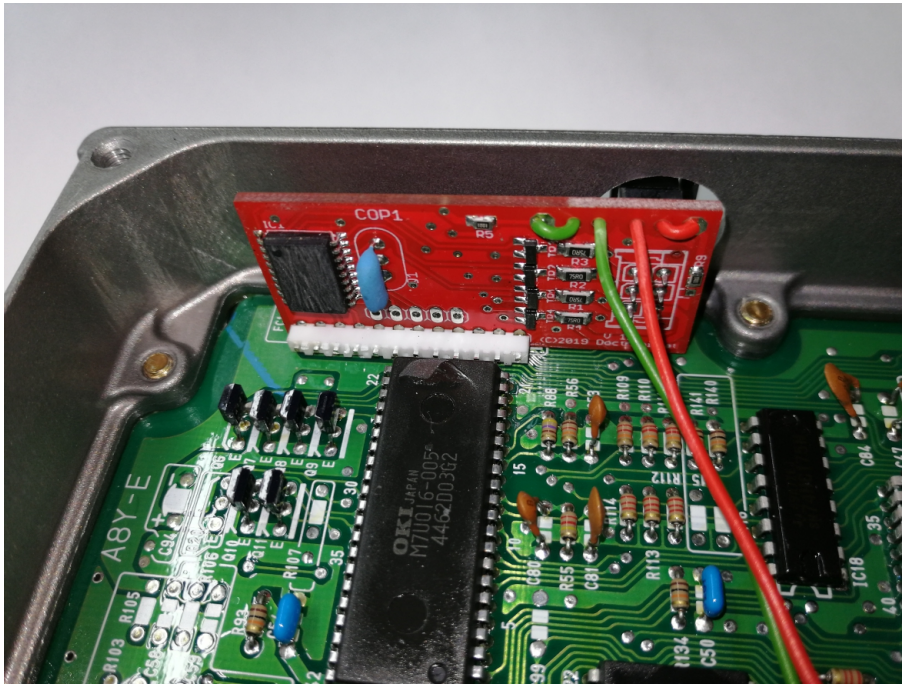
Remove the Board from the ECU Chassis and desolder all 12 Solder joints of FC1.

Drill a 16mm Hole in the marked Position. (14mm from Top, 66mm from Right)

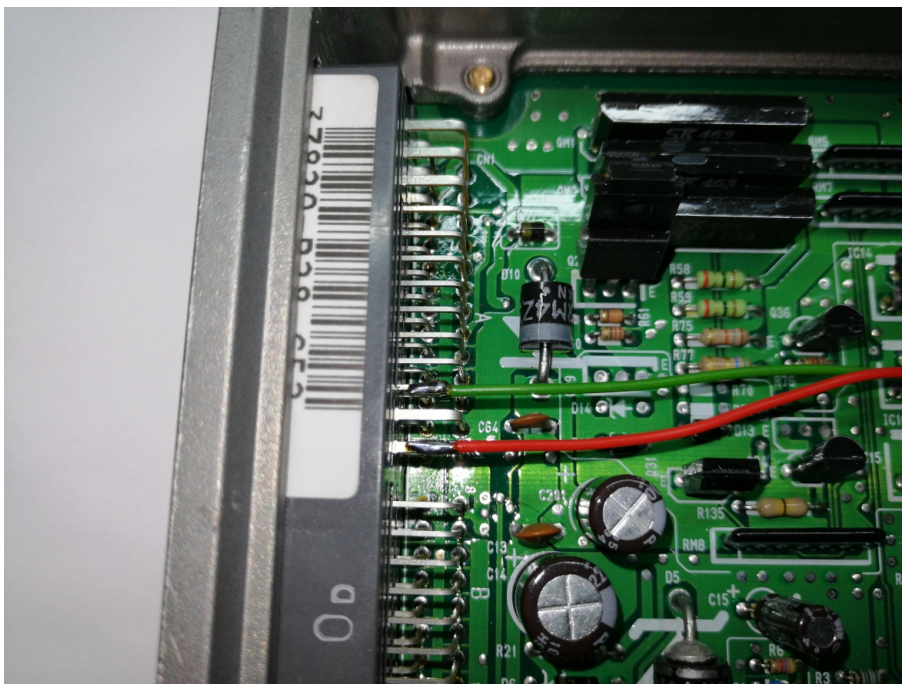


# COP1 Installation Instruction

Now put the COP1 Board on the ECU Board and put the ECU Board into the Chassis (before you solder - it's a tight fit) When everything is in place, solder the COP1 Board to the ECU Board.



Finally solder the GREEN Wire to the ECU Connector A21 and the RED Wire to A25.





# COP1 Installation Instruction

## Wiring:

If you have a Plug-n-Play Version, route the COP Sub-Harness through the Firewall and connect to the ECU.

Connect the ring terminal connector from the COP Sub-Harness to a 6mm Bolt (10mm Head) on the Cylinder-Head. You might connect it to the Thermostat Housing but this can cause interferences!

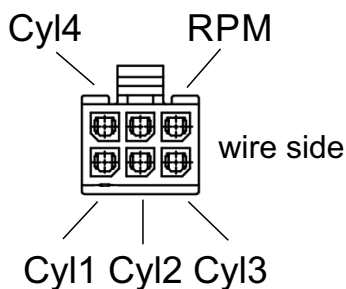
If you have a OBD1 PnP Version, just disconnect the large 2 Pin Connector from the Distributor and connect the COP Sub-Harness with the matching Plug.

In case of OBD2A you need to depin the large BLACK/YELLOW wire and insert the wire labeled „POWER”, depin the BLUE wire and insert the wire labeled „RPM”.

On a OBD2B vehicle you need to depin the large BLACK/YELLOW wire and insert the wire labeled „POWER”. On the OBD1 ECU Connector you need to de-pin the Pins A21 and A22. Connect a wire from the RPM pin of the 6 pin connector to the cable you depinned from A21 or A22.

For the DIY Kits, you need to build your own COP Sub-Harness.

Here are the Pinouts:



Signal  
GND  
+12V



## IMPORTANT for all Versions!

You **MUST** remove the Ignition Signal coming from the ECU to the Ignition Module of the Distributor. Disconnect the YELLOW/GREEN from the Distributor Connector or unpin on the OBD1 ECU Connector Pins A21 and A22.

You can even remove the Ignition Module of the Distributor. Secure and isolate the Wire in the Distributor to get not in touch with the rotating parts!

You **MUST** use Resistor Type Spark Plugs only! Non Resistor Type will inference and disturb the ECU.