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## RB to VL Rev Counter Module

Thank you for purchasing a RB to VL rev counter conversion module. Installed correctly this module will allow your standard in-dash VL Commodore rev counter to display the correct engine revolutions. Installation is straight forward; however care must be taken to ensure correct polarity of the power wires and with the final fixing to the wiring loom. Please take a moment to familiarise yourself with this instruction sheet. Modules damaged due to incorrect wiring or fixing will be void of any warranties. Before you begin any electrical work on your vehicle, disconnect the battery to avoid short circuits and mishaps.

Figure 1 shows a close up of the module and the associated connections. These are marked on the underside of the module as well. The terminals on the right, **Cyl 1-6** are the inputs to the module. On the left is the output to the VL rev counter marked as **OUT** and the power connections marked as **+12V** and **GND**. Connect inputs **Cyl 1-6** to ECU pins 1-3 and 11-13. The exact order that these inputs are connected to the ECU is not critical, as long as each cylinder input goes to a different ECU output. Connect the **OUT** to the original brown/red wire leading up to the VL rev counter. Connect **+12V** to a switched +12V line, ECU pins 49 or 59 are ideal for this. Connect the **GND** to the vehicle chassis or ECU to pins 50 or 60. See overleaf for a pin-out of the RB25DET computer, the connections are highlighted.

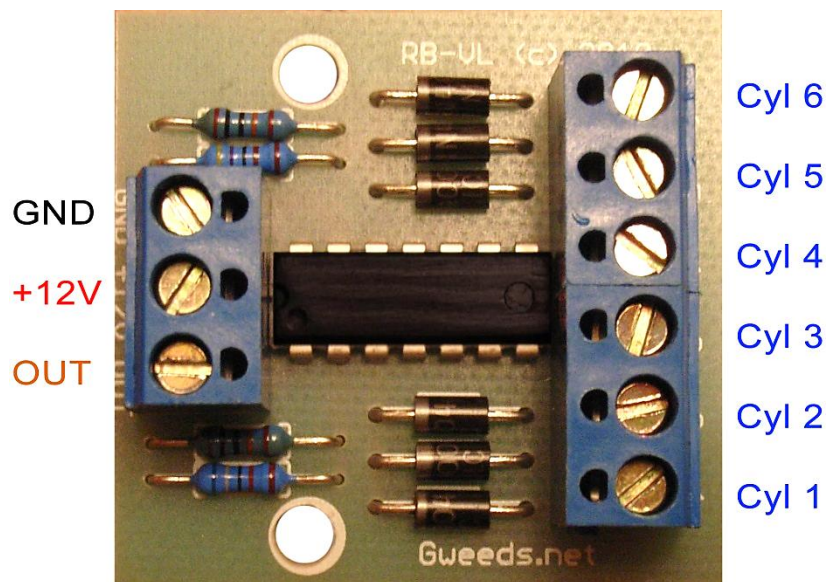
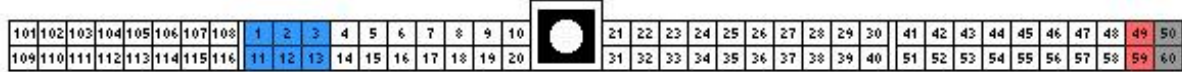


Figure 1 (component and connector colours may vary)

Once all connections are made to the module, check to see that there are no exposed strands of wire, and that the module is not touching any metal surfaces. Double check your connections! Start your vehicle and test that the engine runs as normal and that the rev counter functions correctly. If all is well, shut down your engine and mount the module with the side shown in figure 1 against the wiring loom using a cable tie and then wrap the module and cabling up to the wiring loom with electrical tape making sure nothing is left exposed.

## Nissan ECR 33 RB25DET Computer pin-out



Plug as viewed from edge of computer

Pin	Description	Pin	Description
1	Cyl No1 Spark	11	Cyl No6 Spark
2	Cyl No5 Spark	12	Cyl No2 Spark
3	Cyl No3 Spark	13	Cyl No4 Spark
4	AAC Valve	14	Signal to Automatic Transmission
5	Signal to Automatic Transmission	15	Signal to Automatic Transmission
6	No Connection	16	ECCS Relay Coil ground
7	Tachometer out	17	No Connection
8	No Connection	18	Fuel Pump Relay
9	Signal From Air Conditioning	19	Power Steering Idle Up (Switched to gnd)
10	Ignition Ground	20	Ignition Ground
21	Diagnostics Receive Data	31	Diagnostics Clock
22	Diagnostics Send Data	32	Check Engine light
23	Knock Sensor Cyl 1-3	33	Exhaust Temperature Light
24	Knock Sensor Cyl 4-6	34	No Connection
25	Boost control Valve	35	No Connection
26	Air Flow Meter Ground	36	No Connection
27	Air Flow Meter Sense	37	No Connection
28	Engine Temperature Sensor	38	Throttle Position Sensor Sense
29	Oxygen Sensor	39	No Connection
30	Sensor Ground	40	No Connection
41	Crank Angle Sensor 120° Input	51	Crank Angle Sensor 120° Input
42	Crank Angle Sensor 1° Input	52	Crank Angle Sensor 1° Input
43	Start Switch	53	Hicas Diagnostic wire/speed limiter
44	Transmission Neutral Switch?	54	No Connection
45	Ignition Switch (also on Diagnostic)	55	No Connection
46	Signal From Air Conditioning	56	Goes to AT/ABS/LSD Control units?
47	Check Signal On Diagnostic	57	Goes to ABS/LSD Control units?
48	Throttle Position Sensor	58	Unswitched 12V (backup)
49	+12 V switched through ECCS Relay	59	+12 V switched through ECCS Relay
50	Ground	60	Ground
101	Cyl No 1 Injector Ground	109	+12 V switched through ECCS Relay
102	No Connection	110	Cyl No 5 Injector Ground
103	Cyl No 3 Injector Ground	111	No Connection
104	?	112	Cyl No 6 Injector Ground
105	Cyl No 2 Injector Ground	113	Variable Timing Control Solenoid Ground
106	No Connection	114	Cyl No 4 Injector Ground
107	Ground	115	Oxygen Sensor Heater
108	Ground	116	Ground

This pin-out is adapted from the circuit diagrams of the RB25DET and therefore may have errors and/or omissions. I will not be held responsible for any damage to ECU's, engines or vehicles. This pin-out and connection details stated herein were correct to the best of my knowledge at time of printing and are to be used only for connection of this module.

For information and contact details see [www.gweeds.net](http://www.gweeds.net).