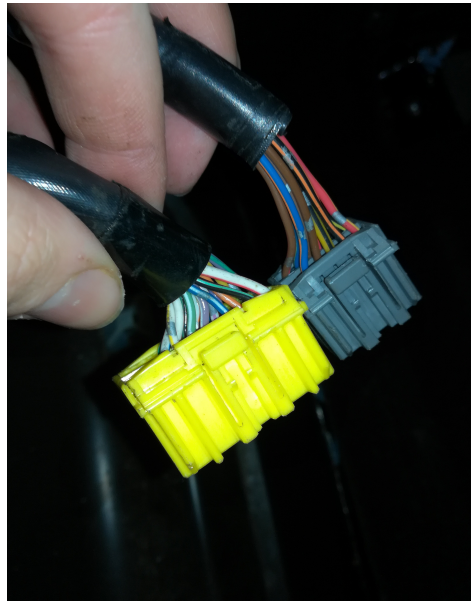


The (almost) definitive guide for switching ECU pins when mounting an ECU from a Suzuki Cappuccino (EA11R)

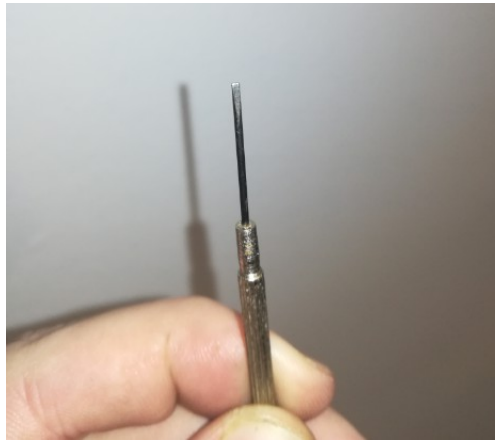
Remove the drivers seat, take out the lower carpet behind it. Locate the ECU bay, remove the bolts and take out the ECU. Gently remove the two terminals from the ECU.



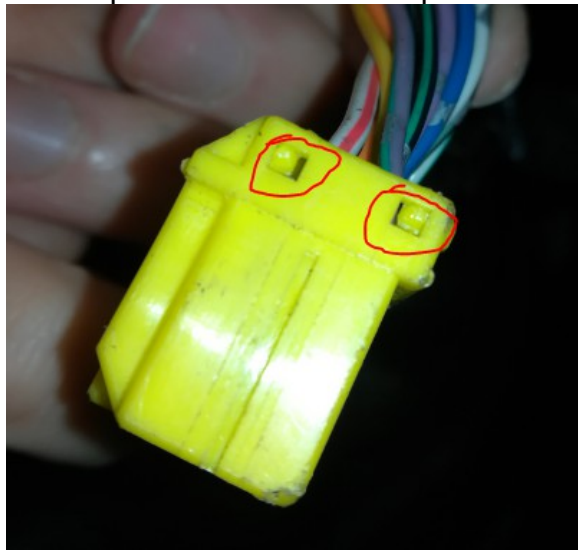
1. You'll notice the mounting bracket is different and the terminal plugs are mounted reverse on the Cappuccino ECU compared the AZ-1, this is not a problem.



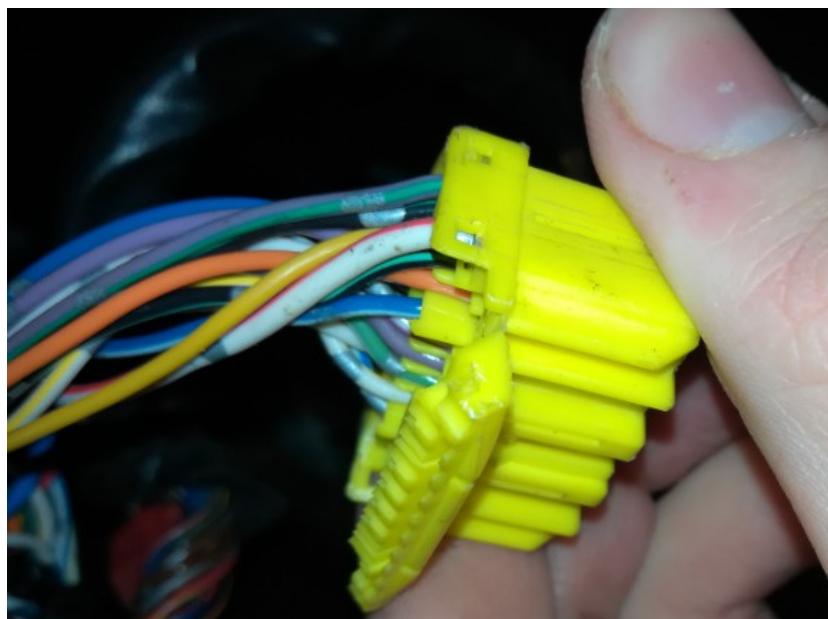
Get yourself comfortable in the car without the seat and grab a very small flat screwdriver



Press the two small pins on each side to open/release the pin lock.



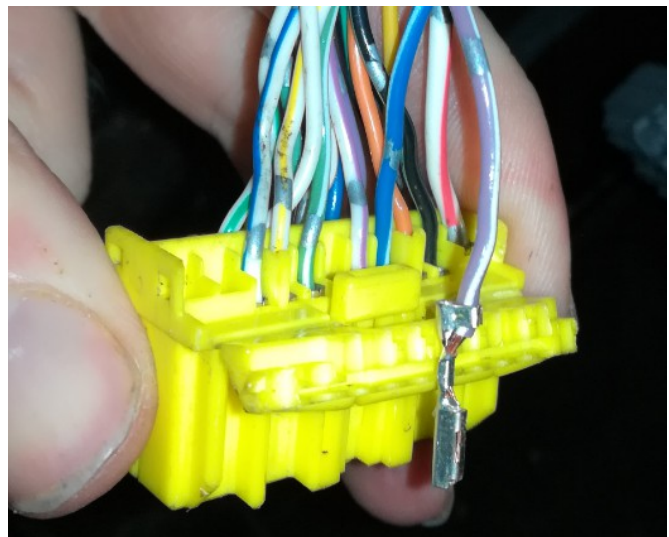
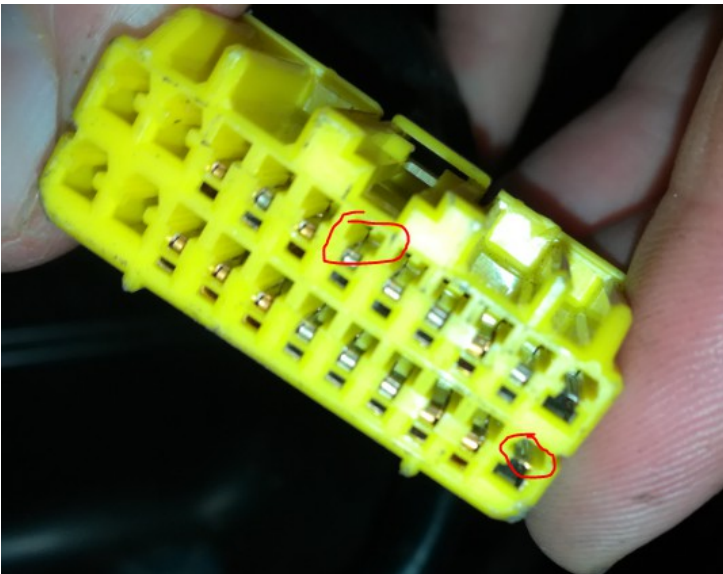
When they're undone your terminals should look like this.



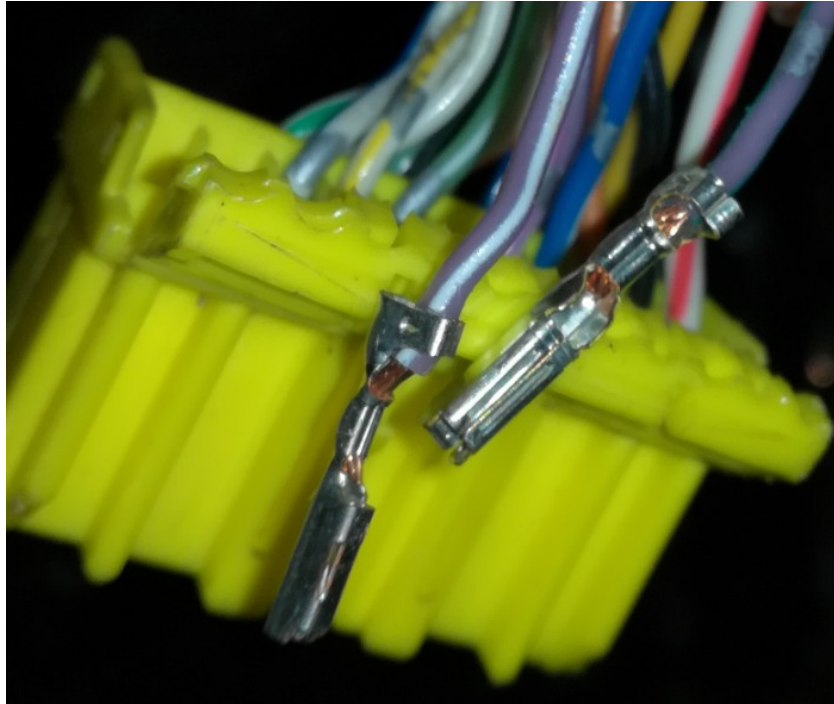
Now for the tricky part. 4 pins need to be switched – or at least be taken out.

AZ-1 純正	
ラベル	33920-69D5 112000-2181
基盤番号	112031-0941
E03	IG
E01	E02
#10	#20
ABV	FP
※1	ISC
DNL	※2
DN	+B
E2	E1
N-	N+
RSW	A/C
WOT	IDL
TS	MON
THA	THW
OX	ADJ
PM	VCC
※1: ECU基盤 EGRプリント	
※2: ECU基盤 TILプリント	

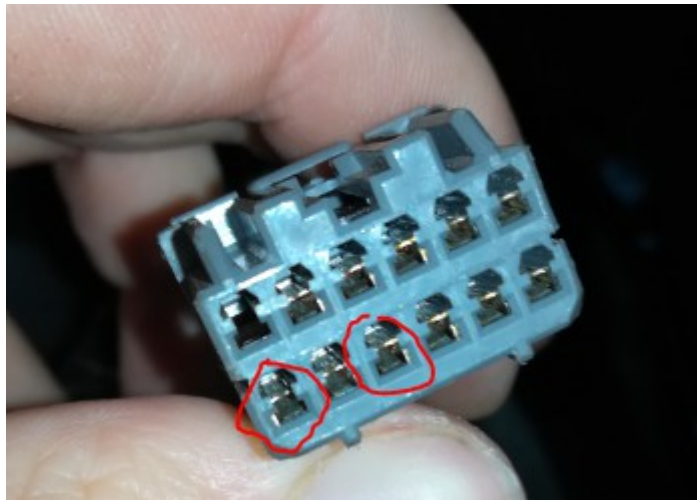
Put the screwdriver in the top of the pin slots as marked on this picture. Feel the lock and press up release it while wiggling/pulling on the cord.



Once the two pins on the yellow terminal are out you'll notice, that the MON pin is a small type that has to go in a big slot and the DN pin is a large type that has to go in small slot. These are not crucial for operation of the vehicle, so in my case I've just left them out. If you DO want switch them, then google part no. **175061-1** (small pin) and **175026-1** (large pin). I know RS component have them in stock, although you need to order 50 of each.



Luckily the pins from the grey terminal, ABV and DNL, do fit in the slots where they need to go on the yellow terminal. Same procedure as with the yellow, but keep the two terminal close together since it's a tight fit.



Close the terminal locks, plug the terminals in your Cappuccino ECU and put it back in place. I took out the white plastic wire guide for an easier install, and basically just left the ECU unbolted since it'll be held in place by the mounting plate.



Turn the key and enjoy more POWAAH if you got the N1 or N2 ECU :-)