

PRELUDE

— ENGINEERING LLC —

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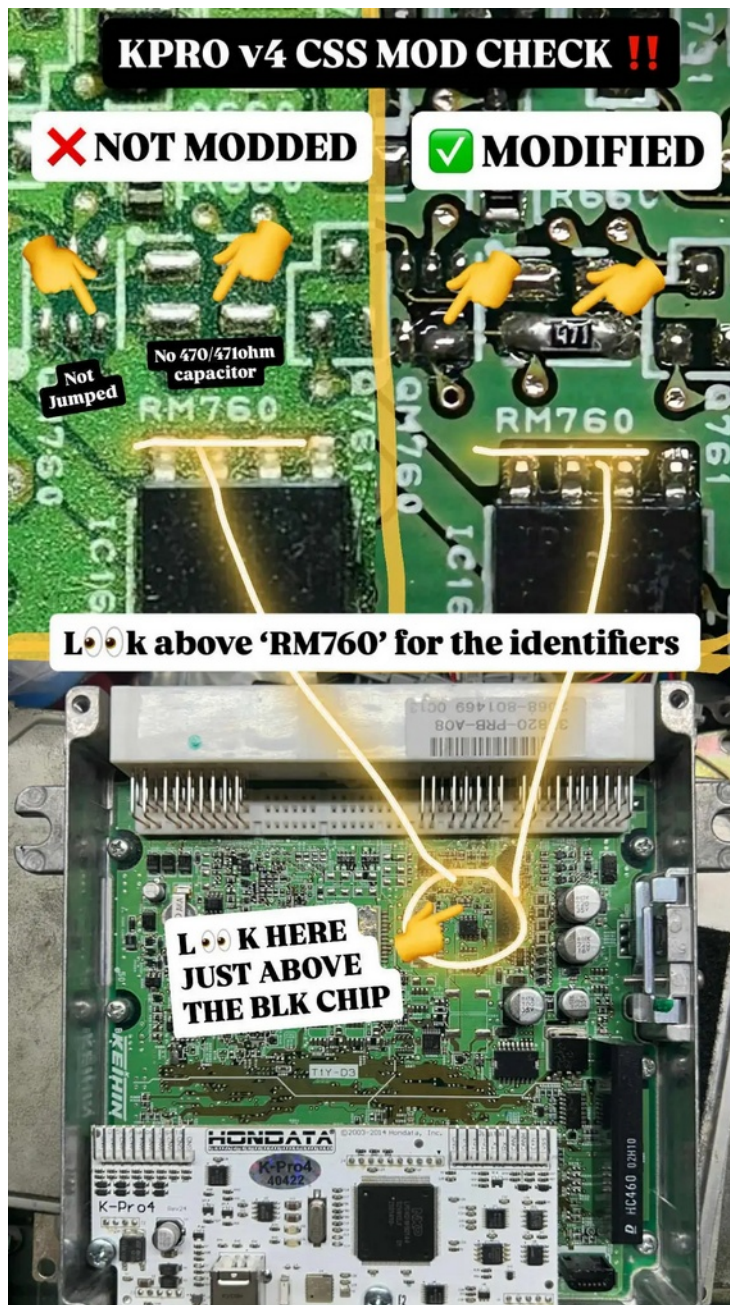
K-Series Swap VSS to CSS Adapter



IMPORTANT: In order for our adapter to work you must use a KPro and your ECU must have the "CSS mod" or "B11 VSS output mod". This allows the ECU to output a VSS signal on pin B11.

If you haven't ordered your KPro yet then you should definitely ask your dealer/installer to do this modification at time of ordering.

This is how we do it on our swaps. If you already have a KPro ECU it's possible it already has this modification, check the circuit board:



If your ECU does not have this modification then you could send it back to your installer/dealer to have it done. If you don't have an installer then we recommend [HAMotorsports](#), shoot them an email. This modification involves micro soldering and is not a DIY friendly mod, unless you are experienced soldering at this scale.

Install and KPro Configuration:

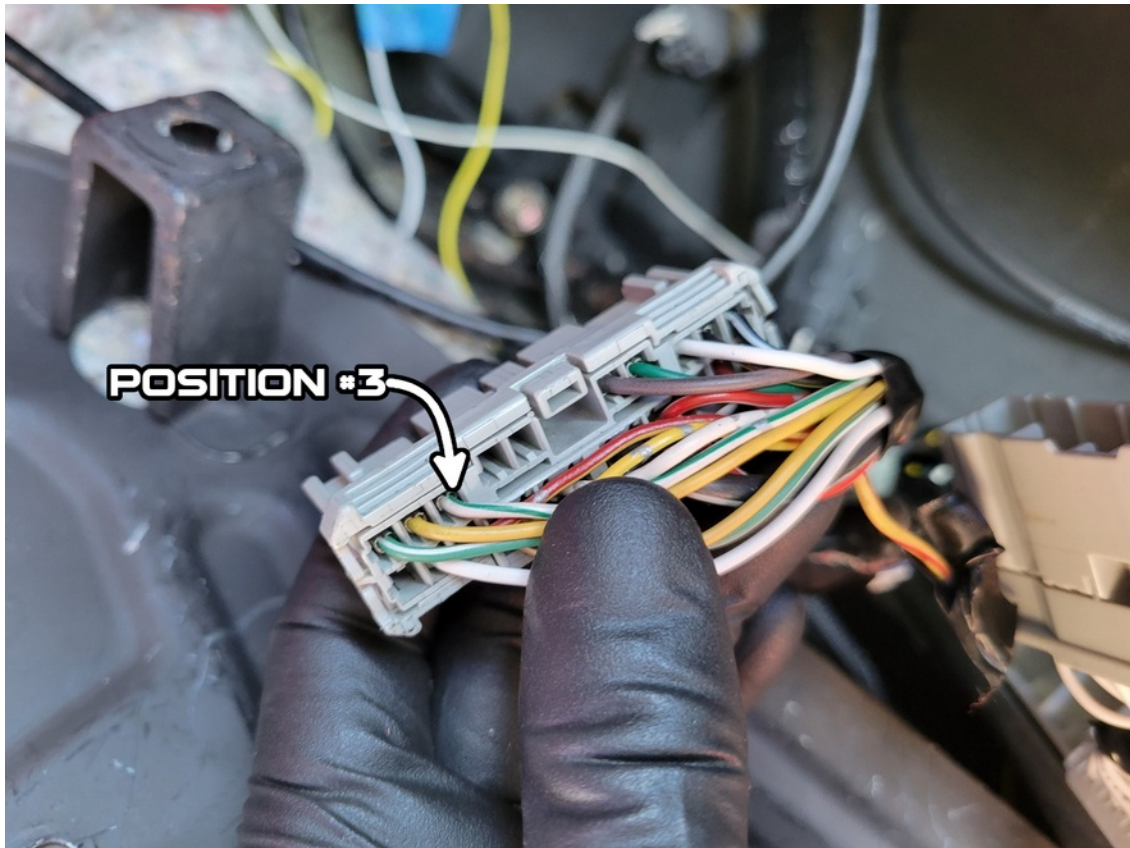
Pull the VSS connector forward and around the shift selector on your transmission. It is a good idea to secure it in place with a P-clip or zip tie to make sure it can't touch the shift arm.

Plug the VSS to CSS adapter into the original VSS connector and into the CSS connector on the front of the transmission. It should look similar to this once installed:





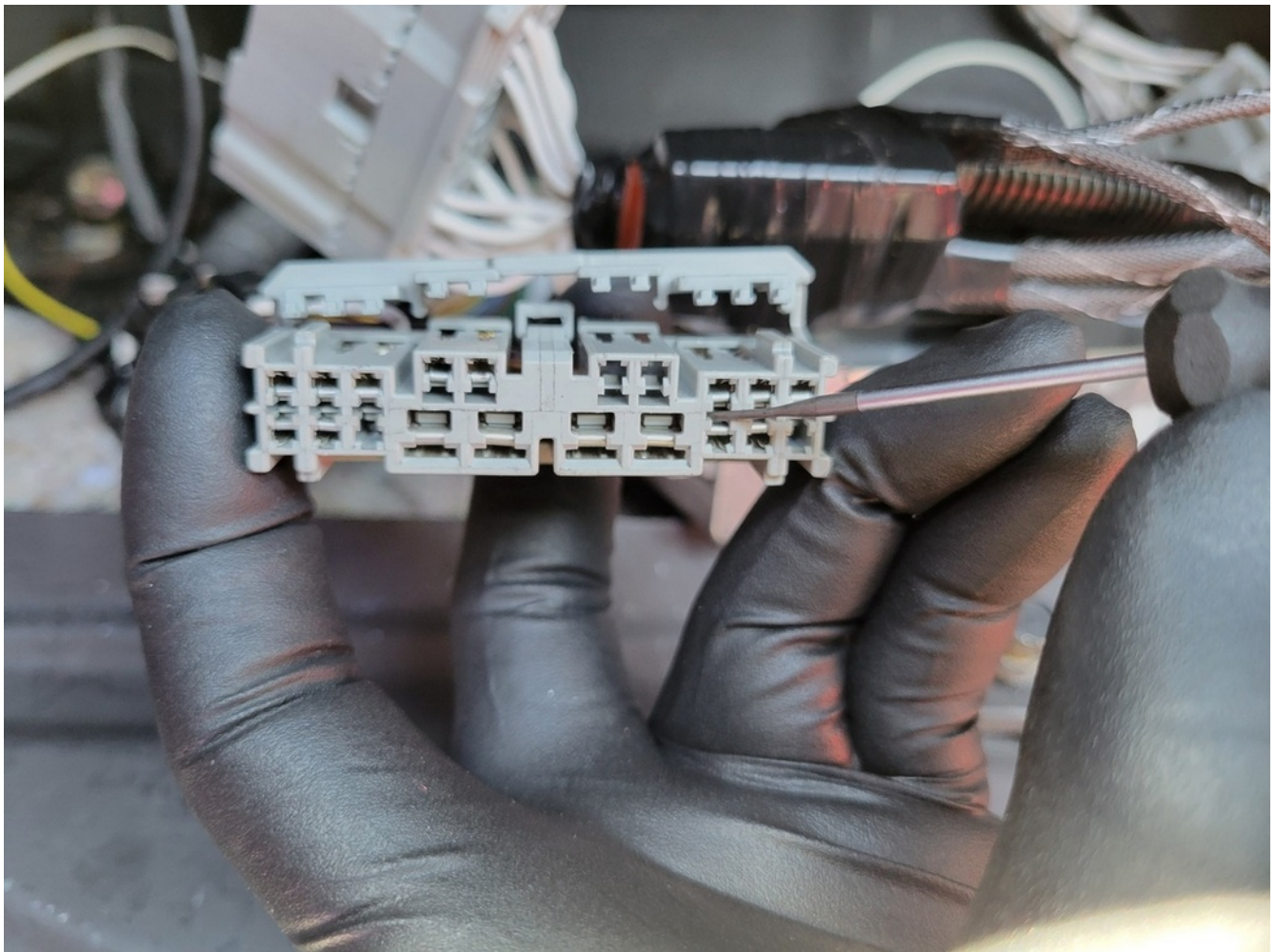
Next you need to install the B11 to C101 jumper wire. To start depin the #3 wire (White w/ green stripe) on the C101 connector:



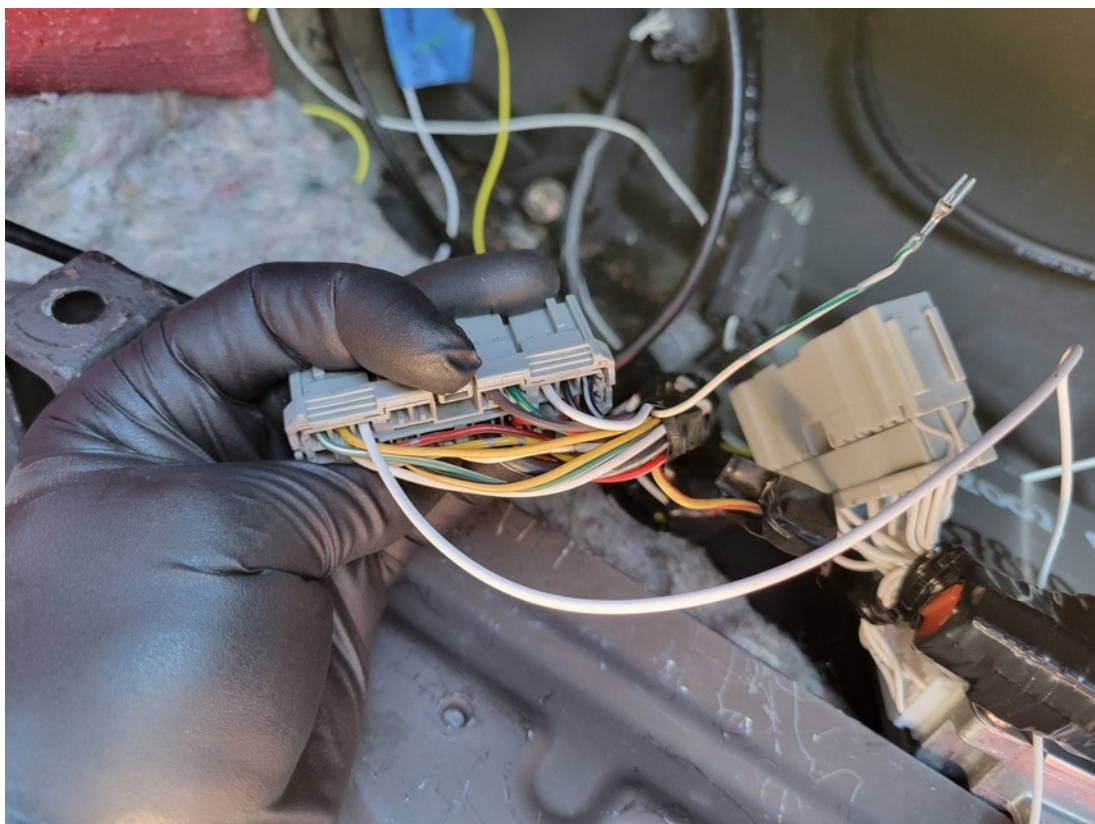
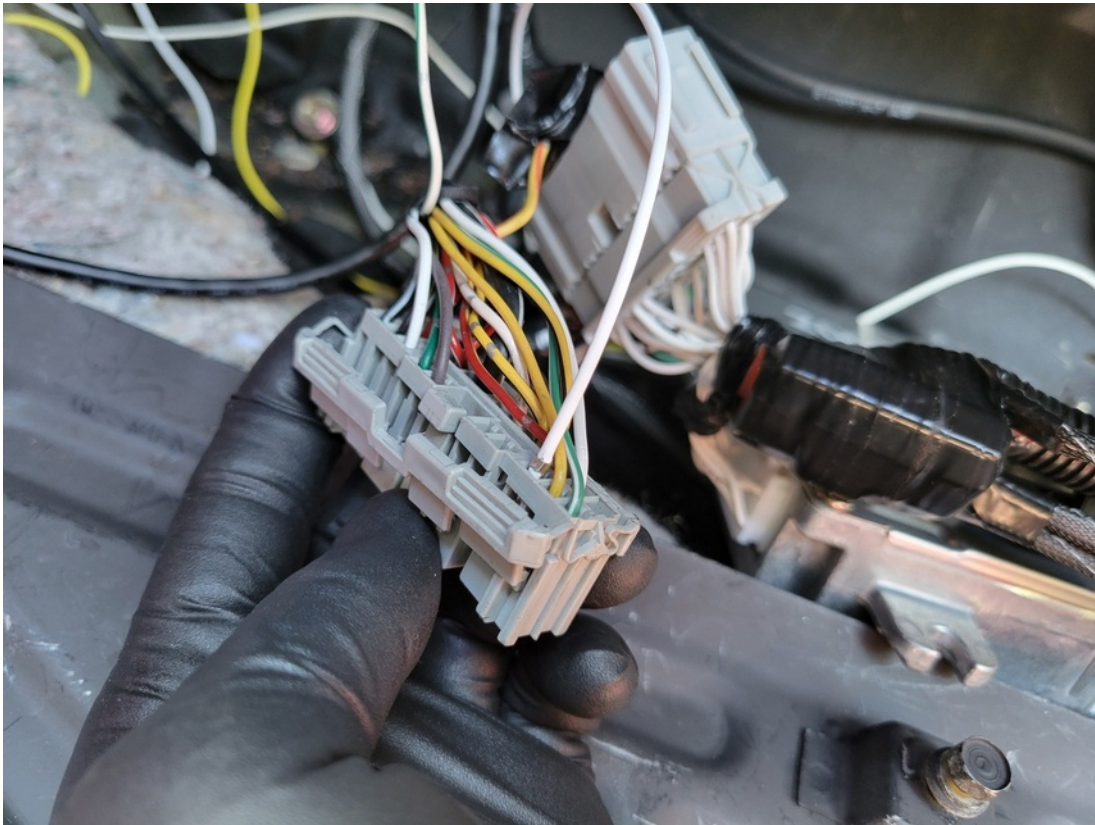
Lift and pull away the top locking block by using a 1mm screw driver or similar:



To depin the wire push down on the plastic locking tab in the cavity like this. At the same time pull the wire out from behind:



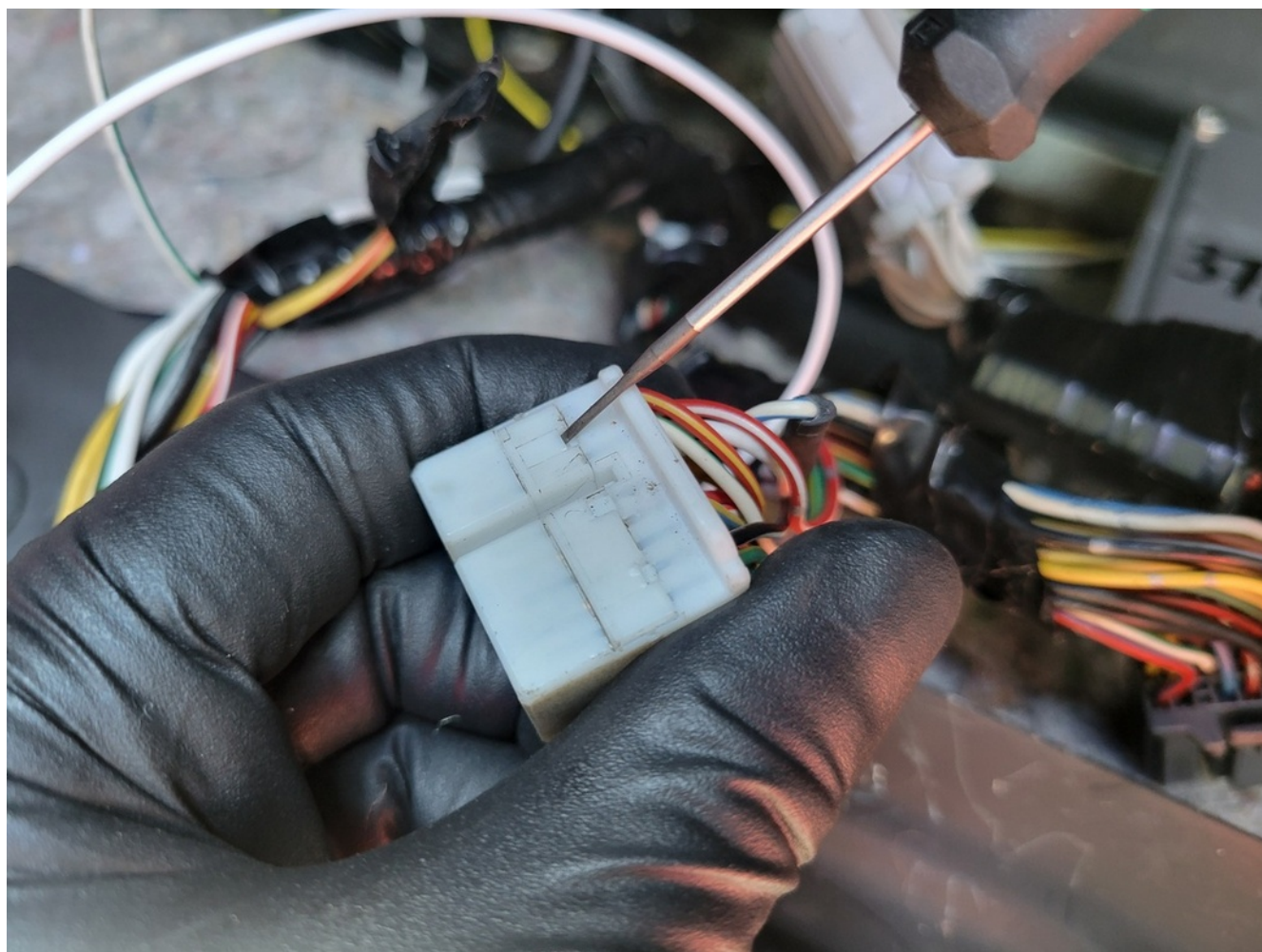
Insert the jumper wire end with the bigger pin into the same cavity on the C101 connector. Once you feel it click into place give it a little tug to make sure it is secure then reinstall the locking block:



Cover the exposed pin on the depinned wire with heat shrink. This wire is still connected to the CSS, do not allow it to short against anything, make sure it is fully covered and protected:

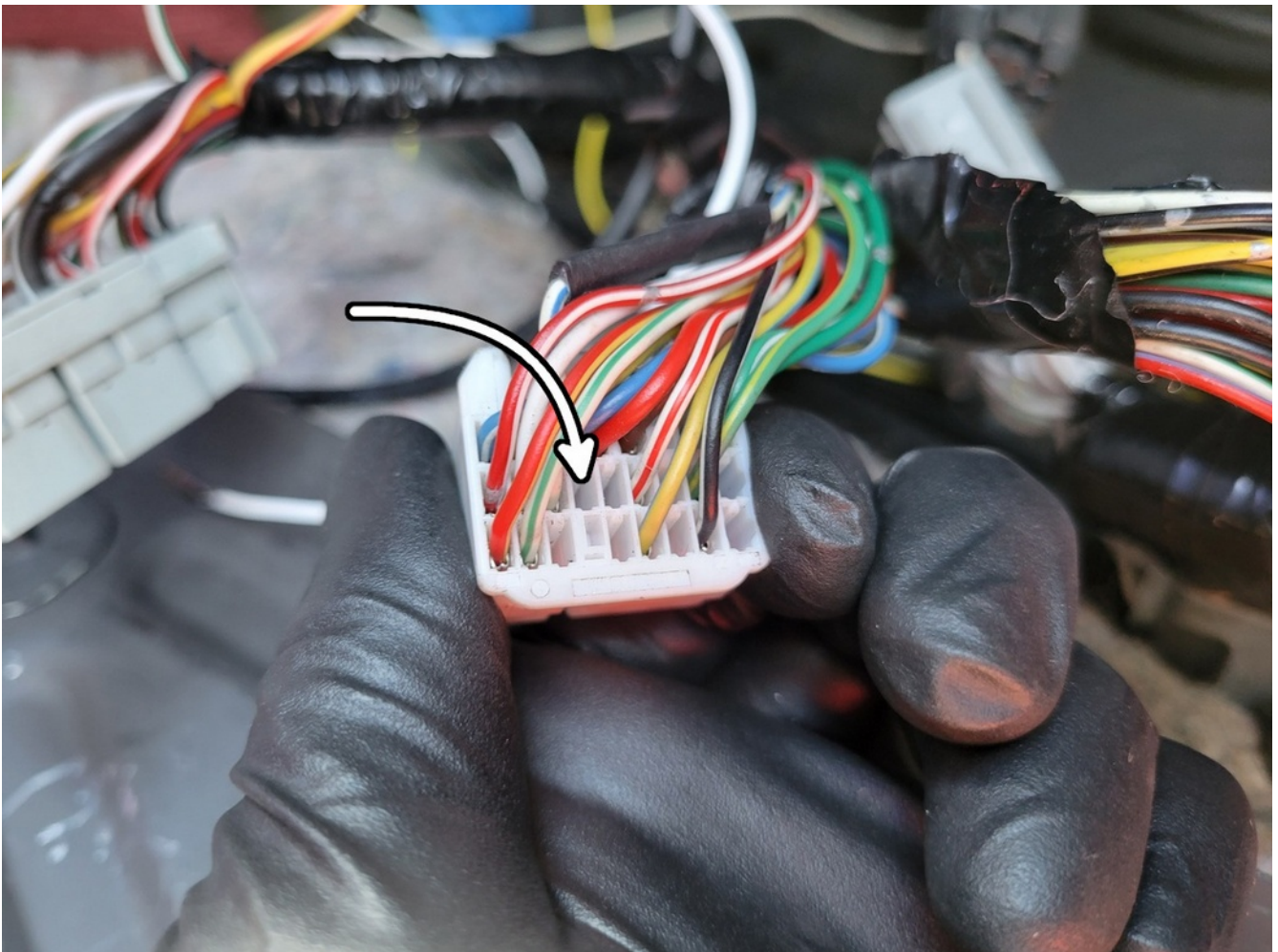


On ECU connector B use the 1mm screw driver to lift the locking block that is on the bottom:



Insert the other end of the jumper wire into the empty cavity at B11. Compare the pin to the others in the connector to make sure it is in the correct orientation before insertion.

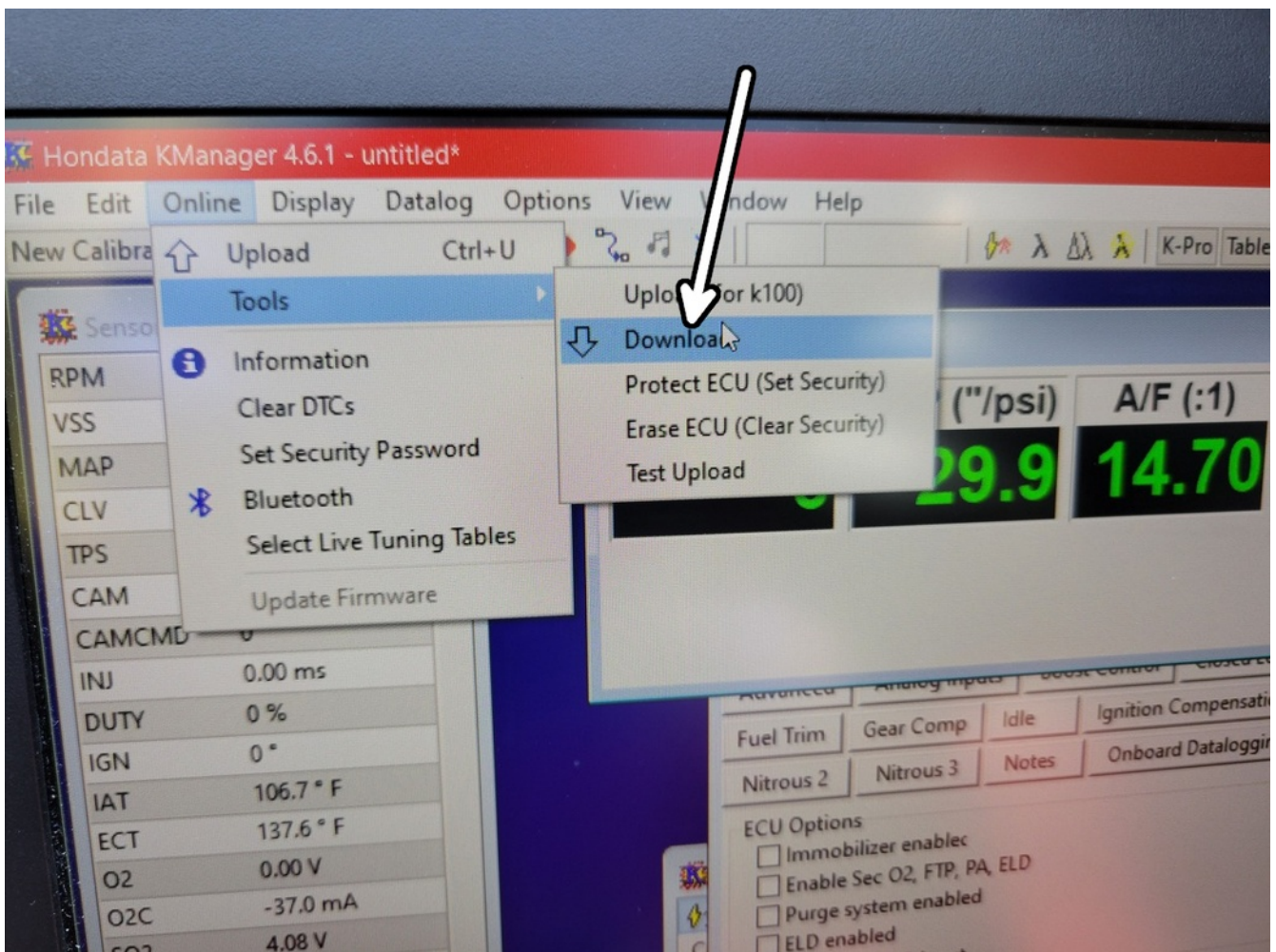
Once it is seated and clicks give it a tug to check it is secure, then pop down the locking block on the ECU connector:



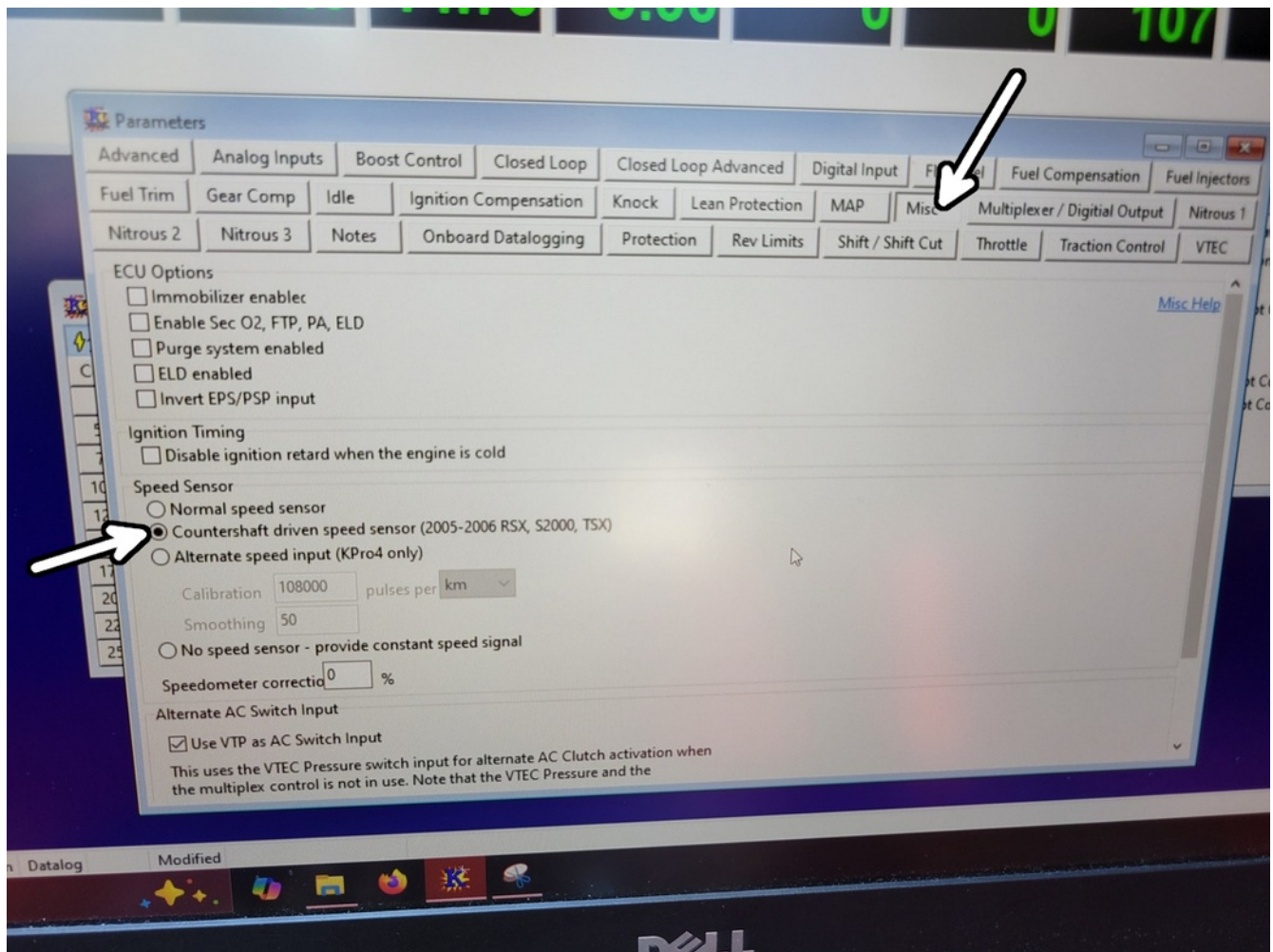
Finally, secure the jumper wire along the harness with zip ties and/or electrical tape to clean things up:



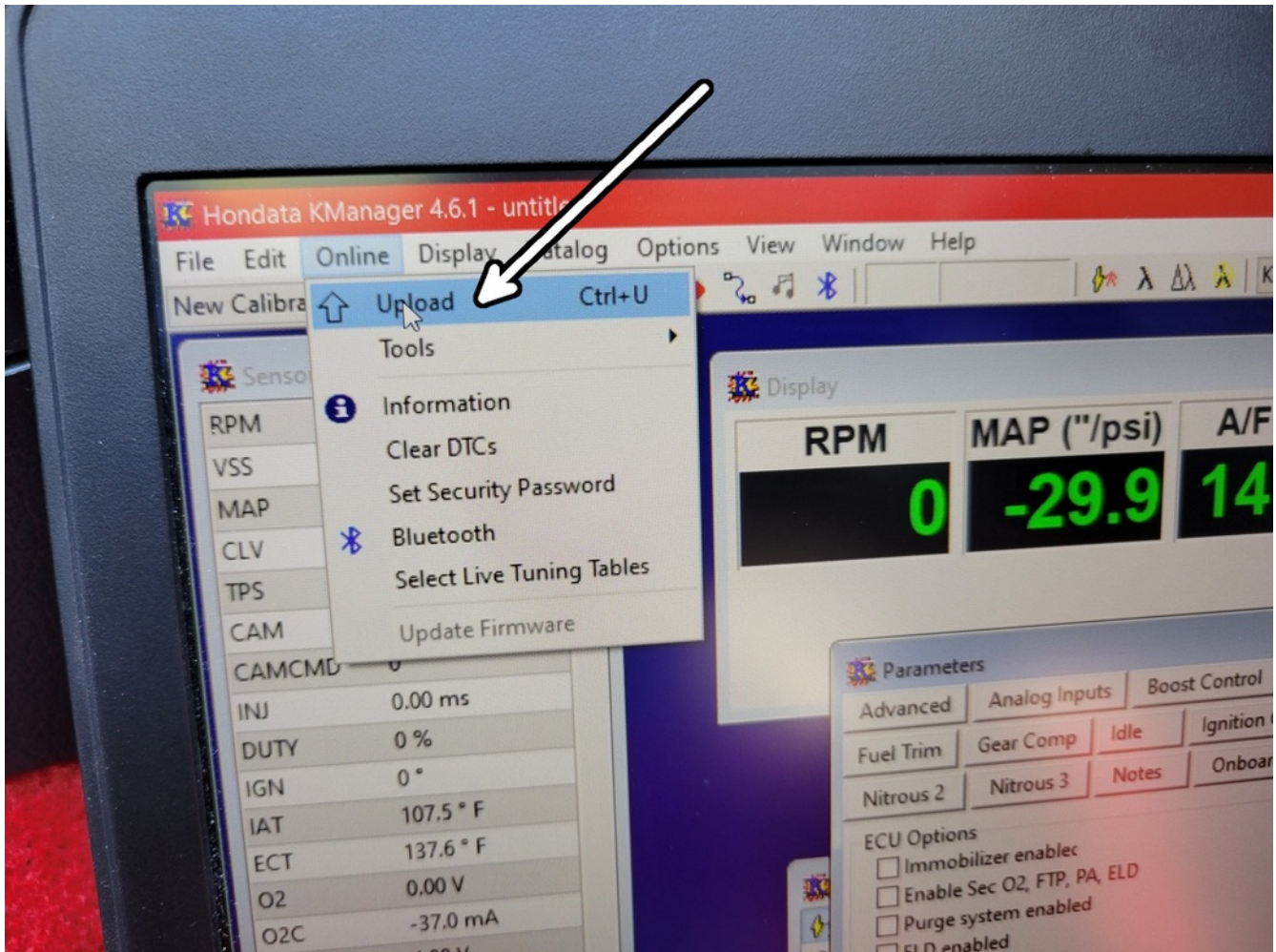
Connect your laptop to the KPro. If you already have a calibration in the ECU, download it:



In the "Parameters" window, in the "Misc." tab, select "Countershaft driven speed sensor". Take note of the "Speedometer correction", leave it at 0% for now:



Upload the changes to the ECU and go for a test drive, the speedometer should be working now:



NOTE: Check the speed shown on the speedometer against a GPS app on your phone at 70mph (or highest legal speed near you). If the speedometer is incorrect change the “Speedometer correction” setting noted earlier as needed to get the speedometer reading correctly.