

Thank you for purchasing the Euro+Drive lite performance module. We feel this is the best performance piggyback module for your 1.4L Multiair Turbo, and we hope you enjoy it.

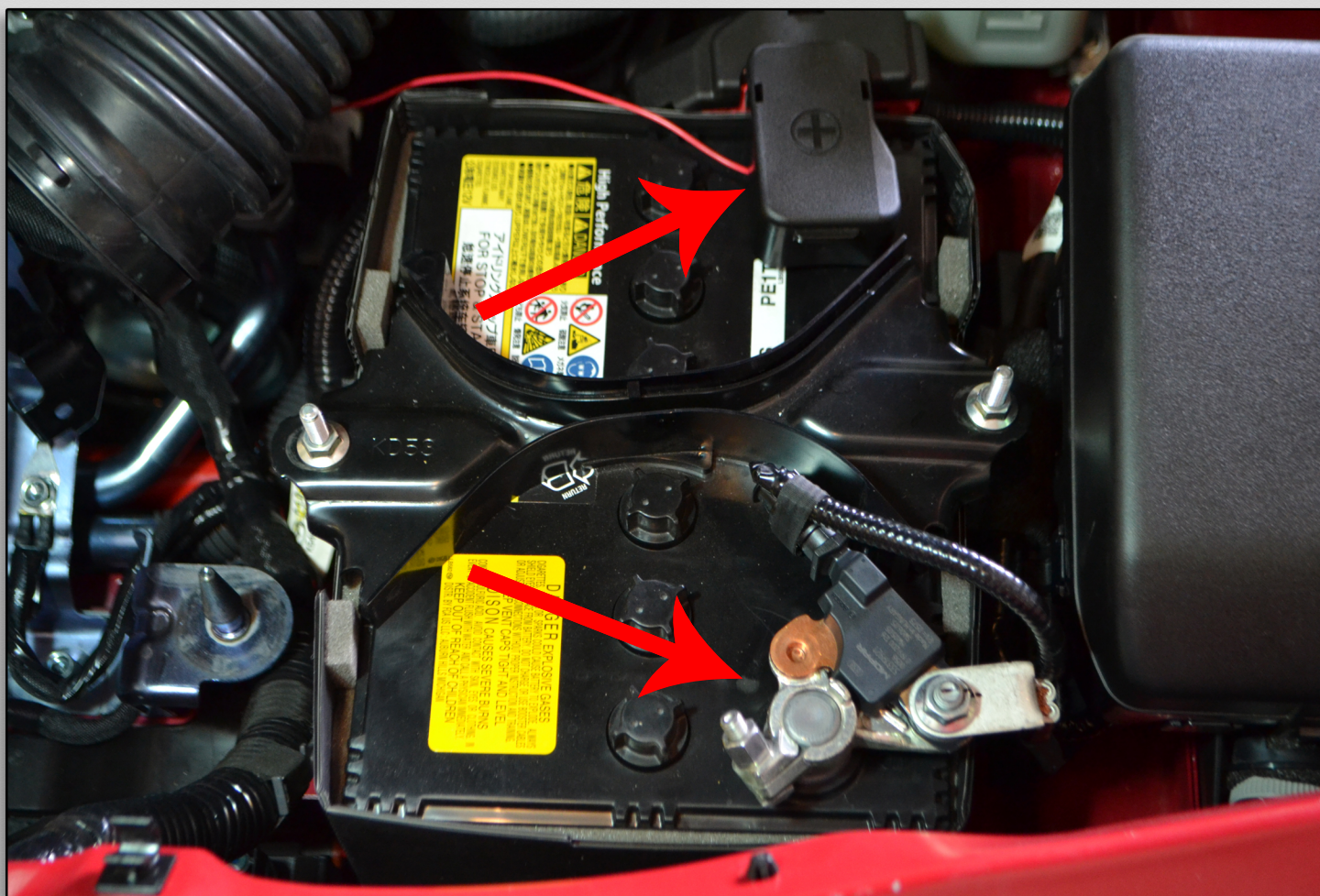
Installation is relatively simple. All the plugs are unique and thus nearly impossible to connect incorrectly. However, please follow our instructions. In the case of the Fiat 124, someone with some experience on the FPT 1.4L Multiair Turbo and this engine's connectors is recommended for assistance.

Please feel free to contact us for any assistance or technical support.



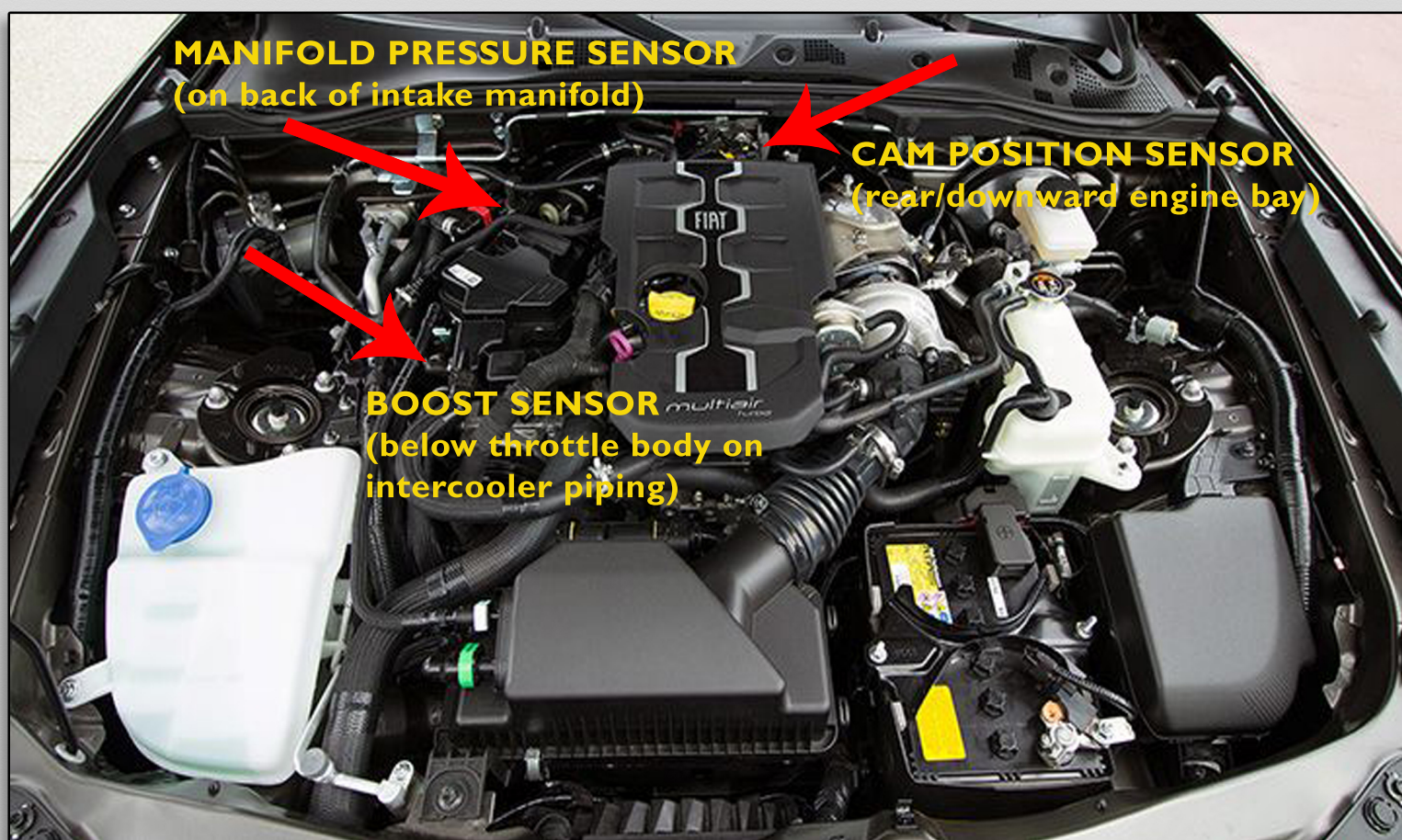
STEP 1

Disconnect the battery cables from the battery. There is no need to remove the 124's battery. It's possible to do this whole procedure with the battery in place.



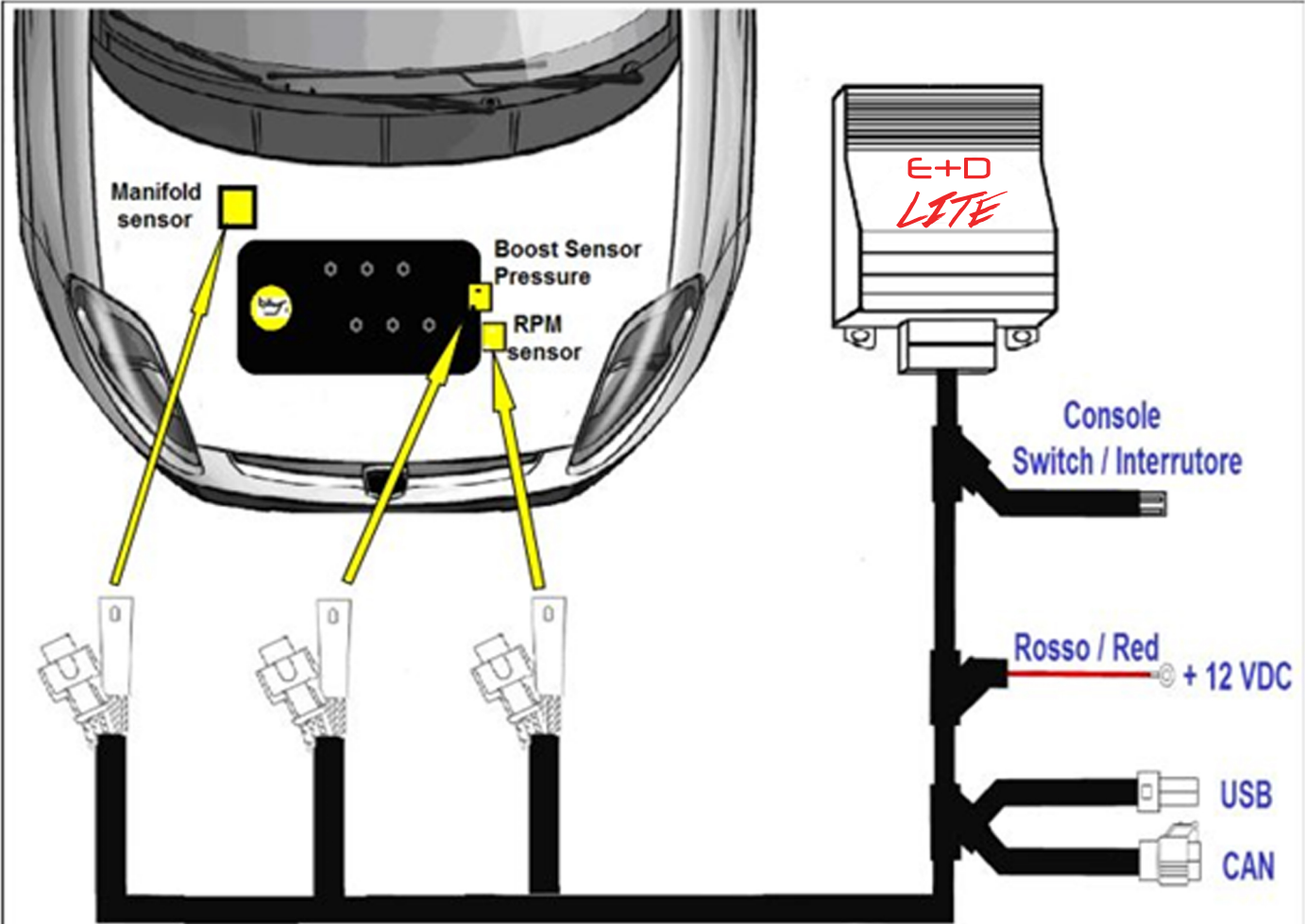
STEP 2

Visually locate the three connectors on the engine that we will be dealing with. There is a manifold pressure sensor on the intake manifold, a boost sensor on the intercooler charge pipe, and a cam position sensor on the cam box. This last sensor is very difficult to see and access. (Fiat 124 it's not possible to see it without a mirror.)



STEP 3 CONNECTING THE HARNESS TO THE VEHICLE

Take a look at the wiring harness. It has a total of 7 plugs we will be dealing with. Each connector is labeled, showing to what engine connector it should be paired with. Pairing consists of connecting the vehicle plug's male end to the module harness female end, and vice versa. All of these 7 plugs are black. The white plugs you will not be using.



NOTE: Engine pictured is the 1.4L Multiair Turbo layout in the 500 ABARTH. The 124 is turned 90' degrees counterclockwise for reference.

STEP 3

A. MANIFOLD PRESSURE SENSOR

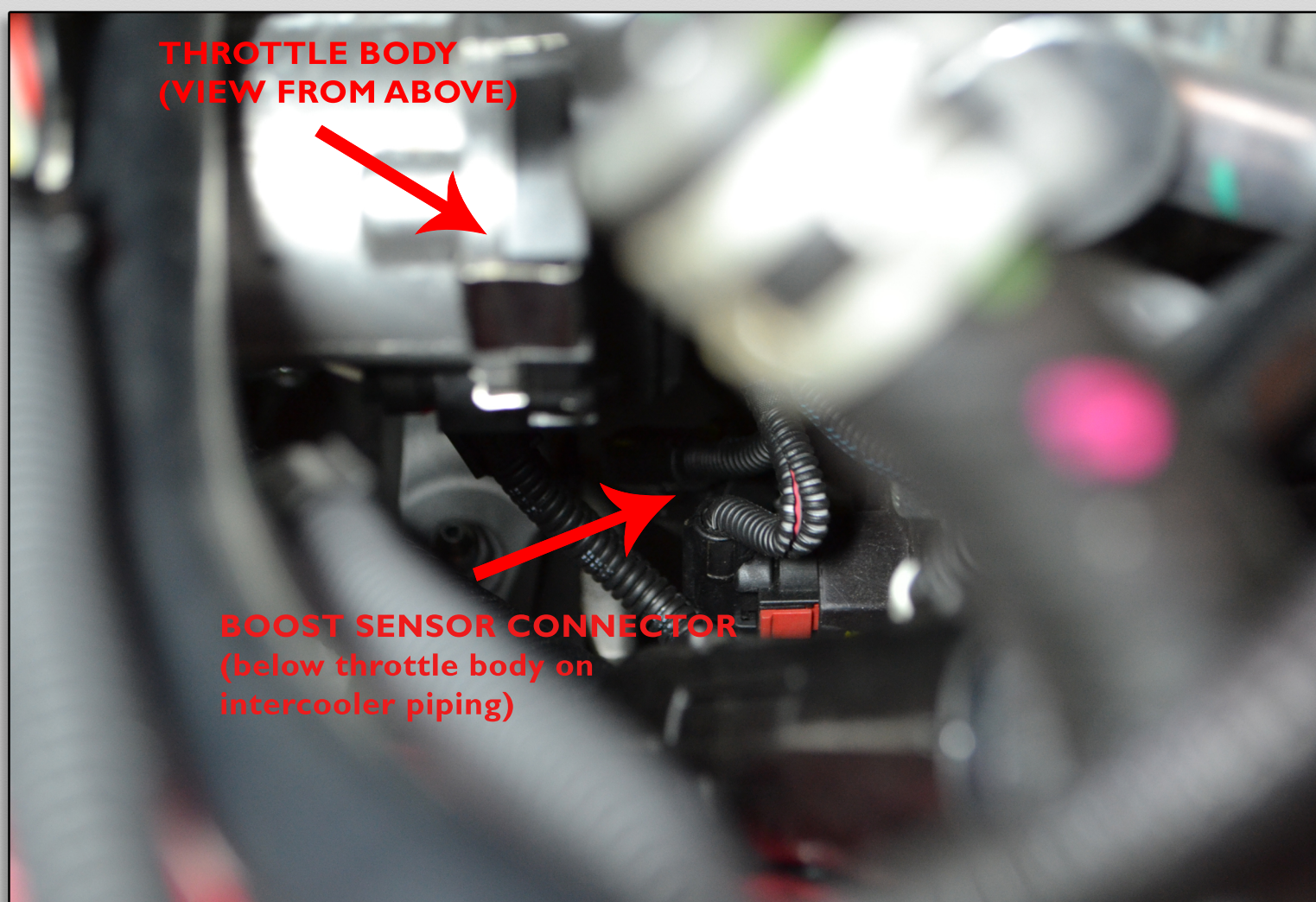
Remove the factory's connector from the sensor. There is a little yellow tab which must move back (most vehicles), then you squeeze the connector and pull the plug off of the sensor. On the wiring harness you will find two plugs near the "Manifold Sensor" label. One of these connects to the sensor, and the other connects to the factory's plug. Now route the wiring harness away from this sensor so we can connect to the other two sensors.



STEP 3

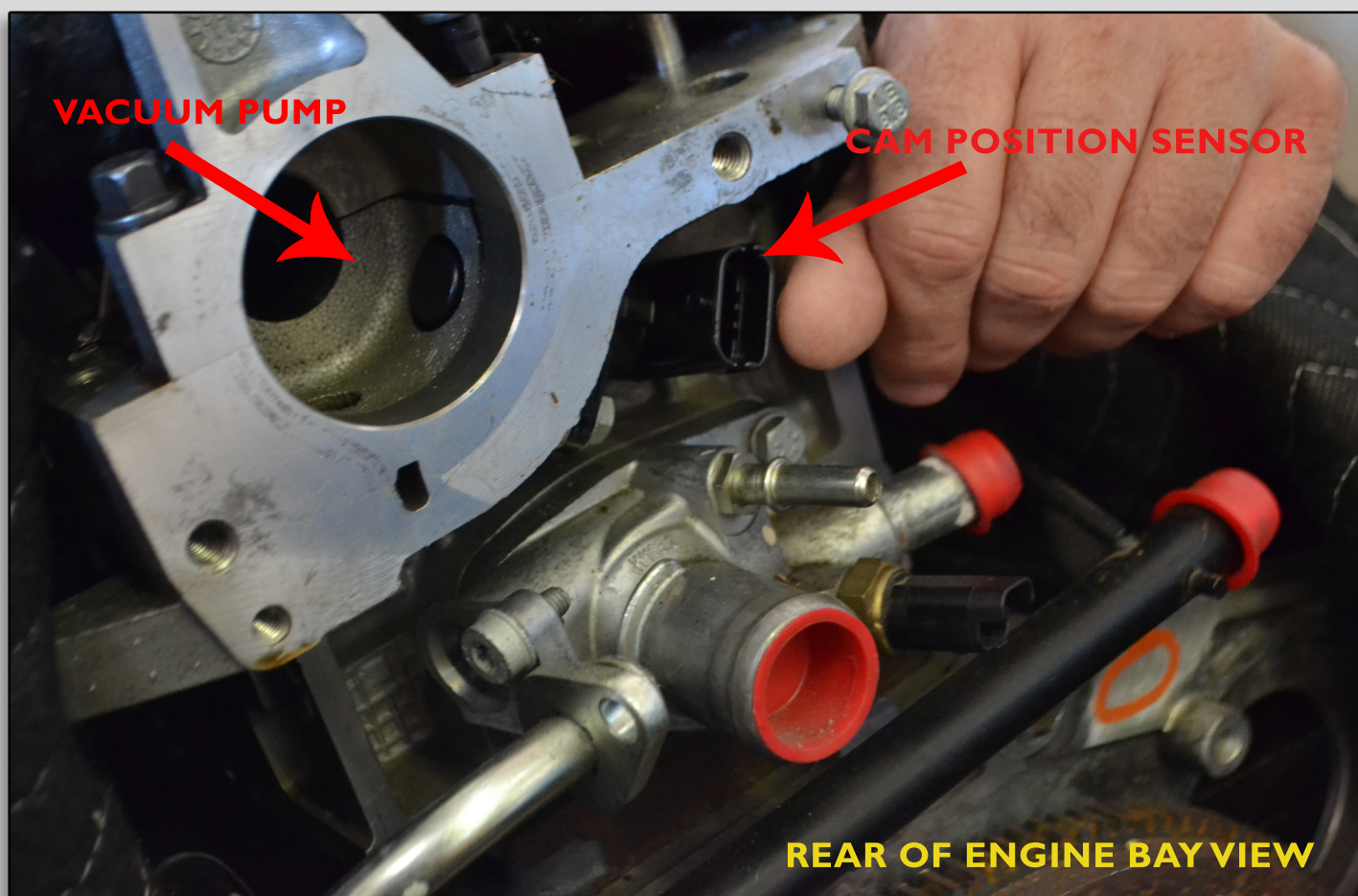
B. BOOST PRESSURE SENSOR

Next, locate the sensor on the boost pipe and remove the factory plug. Connect it to the matching plug on the new harness and connect the other plug on the harness to the sensor. In the case of the Fiat 124 you have to remove the passenger side front wheel. It can then be reached through the wheel well and liner with your hand. It's located on the intercooler charge pipe that connects to the throttle.



STEP 3 C. CAMSHAFT POSITION SENSOR

Now we have to connect to the Camshaft Position Sensor, labeled as the RPM sensor on the EDL wiring harness. This connects in exactly the same way as the previous two sensors. The difference is that it's very difficult to see this sensor and manipulate the plug to get it off. For the Fiat 124 Spider, this must be done entirely by feel, but we'll show you how to access the sensor and identify its location.



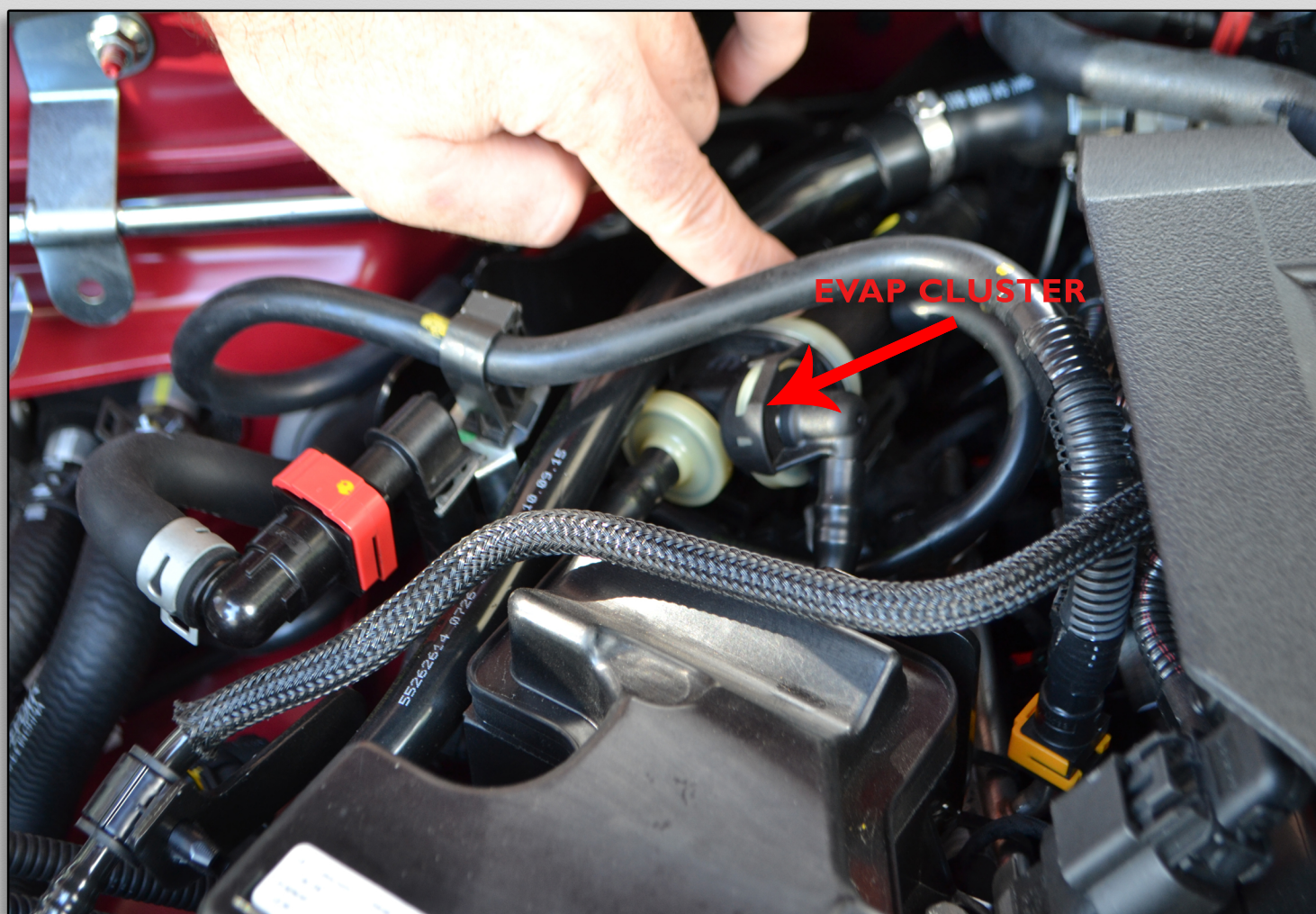
It will help to understand where on the engine the sensor is located. Here is a picture of the rear of the engine. You can see where the vacuum pump was bolted and gain an understanding of just where it is. In the picture below, my thumb is on the connector, and in the position needed to release the tab on the I24.

STEP 3

C. CAMSHAFT POSITION SENSOR

You can remove a few obstructions easily to access the camshaft position sensor.

There is a module with various evap related hoses on it, this needs to be moved. Start by taking off the hoses that you can, then the whole thing will slide towards the driver's side of the car. BE CAREFUL here, you will need to stand on the driver's side of the car and pull it towards you. Don't accidentally pull it into and damage the cylinder 4 multiair connector. If you do, stop working and call us immediately.



STEP 3

C. CAMSHAFT POSITION SENSOR

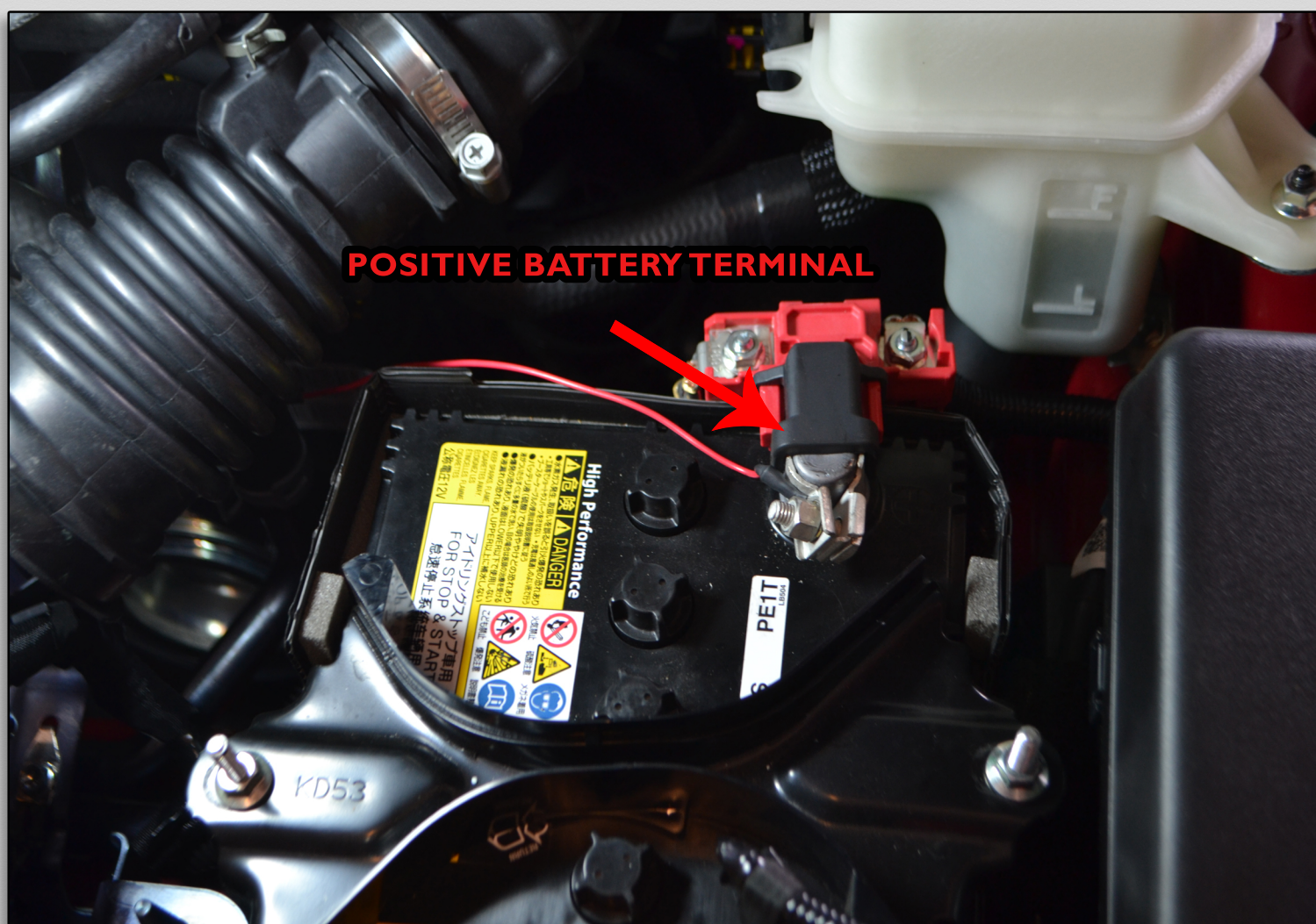
Next, you need to remove the PCV hose from the back of the engine.



Once these two things are out of the way, you can fit your left hand behind the engine and disconnect the factory connector from the RPM sensor and connect the EDL connectors. You will have to do this entirely by feel, so it's tough. Expect to spend about 30 minutes struggling with this.

STEP 4

Connect the red wire ring connector to the positive terminal on the battery.



STEP 5

Now connect the Euro+Drive Lite Module to the wiring harness. Secure it with Velcro to the engine cover, windshield washer reservoir, or any other preferred location away from heat.



STEP 6

Double check all connectors and make sure the little yellow tabs are pushed into the locking position. Be sure to reconnect all evap hoses and PCV lines you may have disconnected when accessing the camshaft position sensor.



Congratulations, you have completed this install. Drive the car like a normal human being for the first 20 miles or so to let the ECU adapt to the changes. Vary the throttle and rpm levels as you would in normal driving. Within one tank of fuel the car will be fully adapted. Please contact us if you have any inquiries or need technical support.