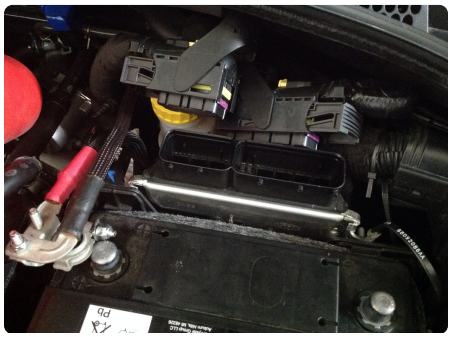
Unichip Install DIY
By Docron

1. Disconnect battery both positive and negative terminals.

2. Disconnect stock ECU plugs from stock harness. Slide yellow locking clip first. Then, lift locking lever up all the way to disengage locking plug slide. (You will NOT be able to unplug both stock plugs at the same time, only one at a time)

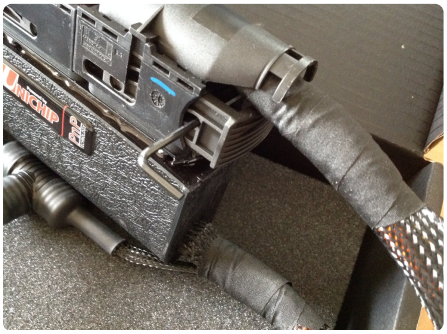


3. Repeat process to remove other stock harness.

4. This is what the Unichip harness and Unichip looks like.

5. Next, you have to remove the Unichip plugs from the harness. This can be tricky as there are no yellow locking clips and no levers to lift to unlock plug slides and plugs are tight.

6. Pull slide back as much as you can, it will be tight. Look for the notch (where the allen wrench tip is pointing to).



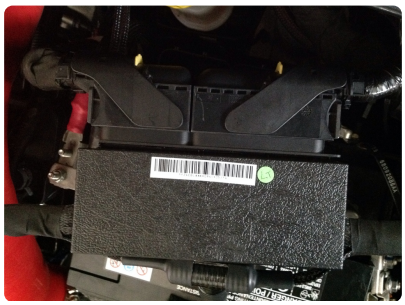
7. Insert a small enough in diameter allen wrench, punch or screwdriver into that slot and *slowly* and *gently* wedge slide back using the inserted tool as leverage until slide is completely retracted.

8. Slide is fully retracted and now you can disengage Unichip harness plug.

9. Repeat process to remove other Unichip harness plug.

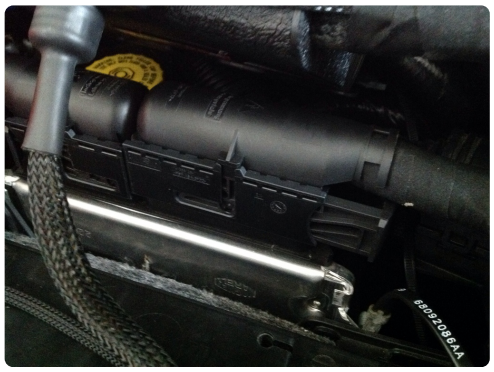
10. Carefully take your Unichip harness (PnP) to your engine bay and lay it out in this general way on the battery.

11. Insert stock ECU harness plug on Unichip harness, **making sure harness sits snugly and nicely** level before lowering arm to lock slide. Relock yellow clip.



12. Repeat process to insert other stock harness plug into Unichip harness, again making sure plug sits snugly, level and securely before lowering lock arm. Relock yellow clip.

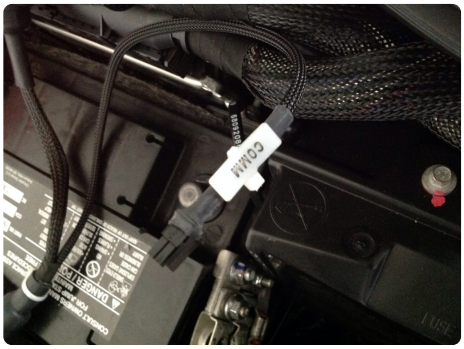
13. Take one Unichip harness plug and insert into stock ECU plug, again being very careful to seat plug level and snugly before pushing in locking slide to secure plug. To seat Unichip harness plug well, you may need to move the positive battery cable out of the way for the left smaller plug as well as the fuse box harness out of the way for the larger plug on the right side.

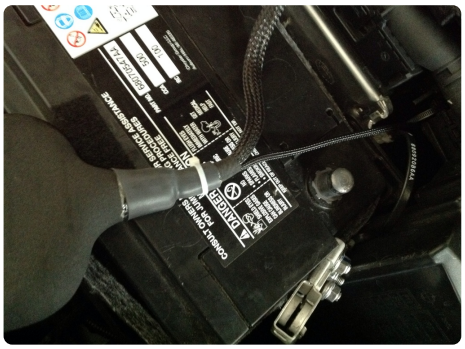


14. Repeat process to insert remaining Unichip harness plug into stock ECU. Push locking slide back in.

15. You can arrange the harness wire on the right and left side whatever way you prefer. Ziptie excess harness loops can be done as well.

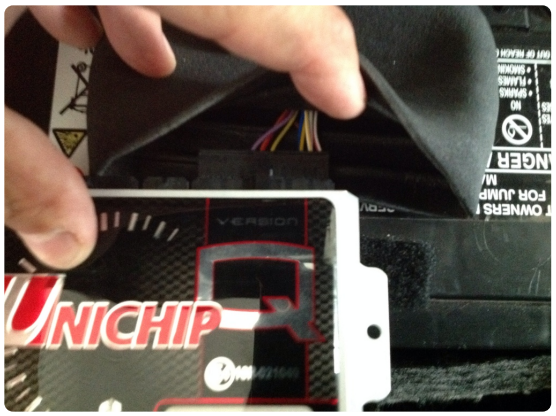
16. Take the COMM wire and hide it down by the ECU grounding wire.



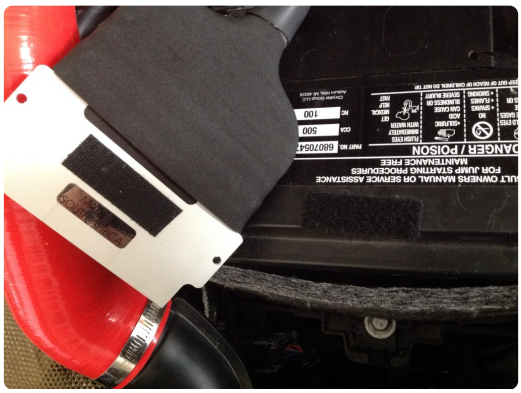


17. Take you Unichip and observe the orientation of the plug inside the rubber boot to make sure you plug it in correctly.

18. Also notice the orientation of the locking clip of the rubber boot harness and chip.



19. Cover connected harness with rubber boot.



20. You can mount the booted Unichip on the battery by securing it with the supplied velcro. Or the Unichip can be velcroed to the back of the ECU (near the brake fluid reservoir).

This is the COMM 1/0 wire. DO NOT CONNECT THIS WIRE! This maybe will be used for future potential applications but not now.

This is the interface USB cable you would use to upload Stage 2 or 3 to your Unichip through a PC or laptop.

This is the memory card that Eurocompulsion/HPSI will send you if you purchase additional maps. You would plug this into your PC and using Unichip interface USB cable, you would upload additional ECU maps to your Unichip.

This is the Map Monitor (purchased separately for $75 from Eurocompulsion) where you would mount in the car's cabin to have ability to select between ECU maps/ Stages.

Be aware that by connecting the Map Monitor, this extends the Unichip harness and renders the protective rubber boot unusable.

You would run the Map Monitor wire from engine bay into the cabin through the firewall through a rubber grommet and connect to Map Monitor unit.

21. Finished look. Make sure to do a hard reset by disconnecting both battery terminals. Follow Unichip break-in procedure found on Eurocompulsion website and enjoy!