

Converting S14A/S15 ADM ECU to S14A/S15 JDM Harness (Updated 28 May 2018)

Nissan NATS Equipped vehicles have wires swapped in the loom to prevent a direct swap from a NATS ECU with a non-NATS ECU

Pins S14A/S15 SR20DET wiring swaps

Fuel pump relay:

101	White/Blk	INJ # 1
102	Or/Blk	WG Valve Control
103	Grn/Blk	INJ # 3
104	X	<i>Fuel pump relay - JDM S14a/S15</i>
105	Blu/Red	EGR Solenoid (S15 VCT)
106	Blk/Yell	<i>Fuel Pump relay - AUS spec S14a/S15</i>
107	Blk	Inj GND
108	Blk	Inj GND

CAS lines:

CAS 180° (CAS 1° for JDM)	Blk	30	22	Blk	CAS 180° (CAS 1° for JDM)
CAS 1° (CAS 180° for JDM)	White	40	31	White	CAS 1° (CAS 180° for JDM)

Pins S14A/S15 SR20DET internal resistor swaps

Later model vehicle such as the ADM S15/S14A SR20DET and EDM S14A SR20DET facilitate the ability to swap ECUs with several jumper changes in the ECU:

Crank Angle Sensor

60 deg/1 degree swap (top ECU PCB)

Move R155 > R156

Move R153 > R154

Fuel Pump

Bottom ECU PCB near black drivers in middle

Add R647 (0 ohm)

Move R611 > R609

NATS disable

Check if the CEL (check engine light) is flashing. This means you have a NATS error. You can check for NATS faults inside the Nistune software under Consult View (DTC messages)

Either

- (a) reprogram the board with non-NATS image (93F00 with 91F08 part # for example) or
- (b) Download maps from the ECU, untick both the NATS flags in the Nistune software, burn changes and restart the vehicle. Then clear the NATS DTC fault code

Additional notes

Not required - this is optional. Differences found when comparing ECUs:

Remove NATS module

Move R067 > R066

Remove R068