

Hardware Installation – Nistune Type 5 boards Version 1.0

Model	Name	Engine	ECU Series
S14	Silvia	SR20DE	65F00 (MT only)
K11	Micra	CG10DE/CG13DE	0U0xx, 44Bxx, 71Bxx, 72Bxx, 74Bxx, 99Bxx
B14	Sentra	GA16DE	0M2xx
N14	Pulsar	GA16DE	65Cxx
Z10	Cube	CG13DE	N/A Contact Nistune

INTRODUCTION

Welcome to Nistune.

The Nistune hardware and software solution provides a means for the car enthusiast to retune their vehicle whilst retaining their factory ECU and its default programming.

This solution provides many advantages over aftermarket ECUs in that the

- Factory default tuning is maintained once the Nistune board is installed. Upon installation of the board, vehicle will be operational as usual.
- Additional tuning can then be made against the factory maps for modifications made to the vehicle. There is no need to tune the car to get it running from scratch, reducing time and costs of tuning required on dyno.
- There is no need for wiring loom modifications.

Nistune provides realtime tuning and maptracing. It provides the ability to make changes on the fly to the factory ECU and then the desired results are achieved, save these permanently in non-volatile memory on the programmable board.

Nistune also provides data logging and playback facilities using the Nissan Consult Port. Consult interfaces are purchased separately. Nistune software also provides a user friendly responsive graphical interface to perform modifications.

Contained in this manual are the instructions for installing a Nistune board into the Mitsubishi 7700 series consult enabled series of ECUs.

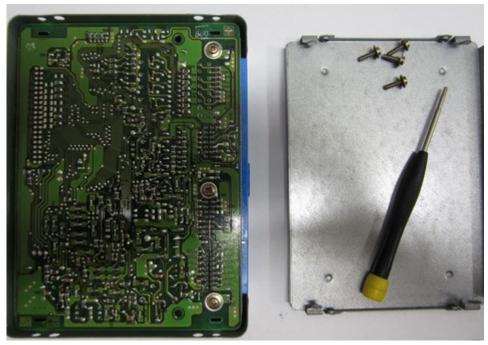
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1. FITTING HEADER TO ECU

Remove front and rear covers from the ECU





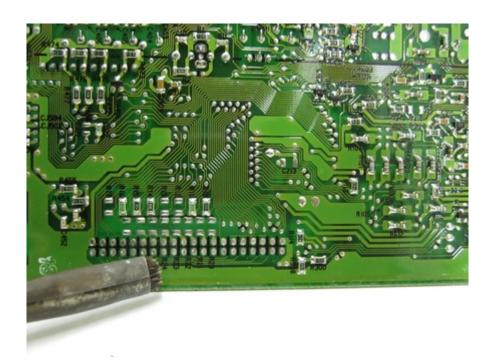
There are four screws on the sides which need removal in order to dislodge the back plate.

Tip: The screws that secure the covers will have thread locking compound applied from factory. This stuff really hangs on so make sure you use a driver with a tip which fits the screw head properly. Some Bosch ECUs will use star shaped screws which will require the appropriate tool such as pictured in order to remove the screws. These screw drivers are available in specialist electronics shops.



Once the rear cover is removed, unscrew the top screw to remove the top cover.

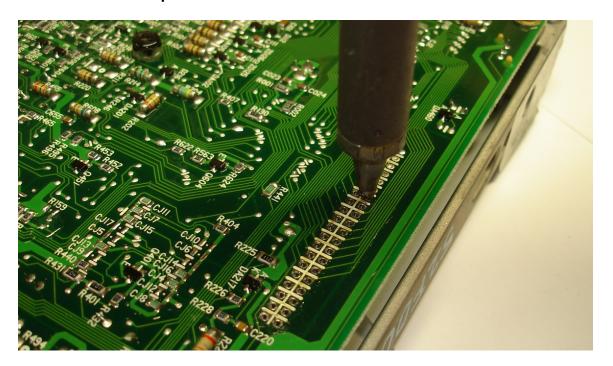
• Remove conformal coating from areas to be soldered



Using solvent or contact cleaner remove the coating around the 20+20 header area on both sides of the board and around the SMD jumpers.

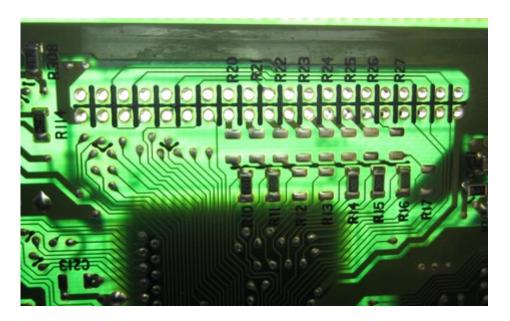
Jumpers which are to be cleaned are marked R10-R17 and R20-R27. Note that this only applies to some ECUs (see later in the document for details on the jumpers you will be moving).

• Remove solder from the pads



Tip: Be careful here. Don't attempt this unless you have the right equipment. It's quite easy to damage the board. Don't overheat the pads (about a second per pad is a safe maximum) or damage can easily result. If in doubt get somebody with the right equipment to do it for you. It's a 5 minute job so it shouldn't cost much.

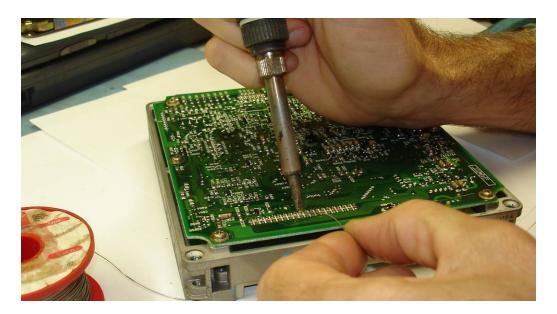
· Check that holes are clear



Hold the ECU up to the light and check that all the holes are clear. If any holes still have solder in them do not try to clear them out using a drill bit! The boards are multi-layer and it is quite likely that an internal connection will be damaged.

• Fit the 20+20 header







Clean off flux with acetone or similar solvent. Inspect solder joints.

2. CHANGE ECU JUMPER SETTINGS

Jumpers are used on the ECU to tell the microcontroller to read from either factory code (located in a memory chip on the ECU main board) or from the Nistune daughterboard. You will need to move the jumper on the ECU so that it will read from the Nistune board

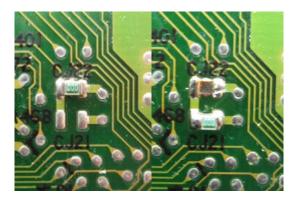
The easiest way to move the jumper is to melt the solder on both ends at once by using the desoldering iron one end and soldering iron the other. Use tweezers to remove the jumper and reposition to where required as per instructions below.



Jumper positions will vary depending which ECU you are fitting the Nistune Type 5 board to. The following sections indicate which jumpers to fit according to ECU type.

K11 Micra CG10/CG13 ECU

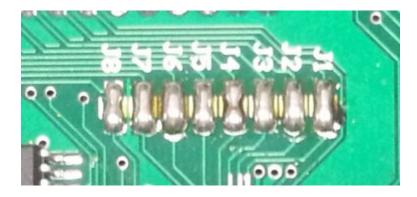
Move jumper CJ22 to CJ21



Move SMD resistors R10-R17 across to R20-R27. Note that not all positions have resistors. Notes: R20 = 102, R21 = 000, R22 = Open, R23 = Open, R24 = 301, R25 = 301, R26 = 000, R27 = Open

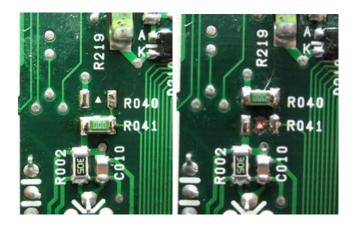


Note that the Type 5 board requires all resistor positions R1-R8 on the board to be connected using solder (blob each position)

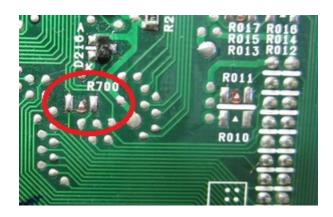


• S14 SR20DE Silvia (65F00 MT only), N15 GA16DE Pulsar/Sunny, B14 Sentra GA16DE ECU

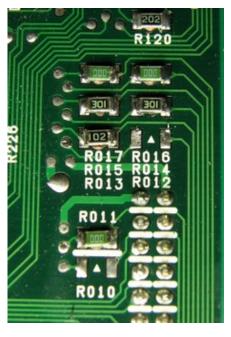
Move jumper R041 to R040



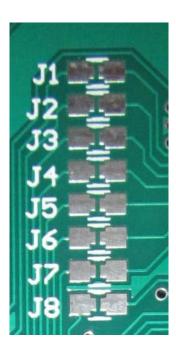
Remove jumper R700



Move resistors R010 - R017 from ECU to J1-J8 on the Nistune Type 5 board using a soldering iron and tweezers. Make sure both ends are soldered when putting on the Nistune board. Use flux to assist solder flow with the SMD resistors.







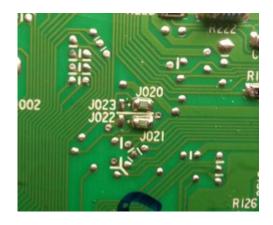
Notes:

S14 SR20DE (65F00 MT model only, 65F10 AT does not support this board) J1 = Open, J2 = 000, J3 = Open, J4 = 102, J5 = 301, J6 = 301, J7 = 000, J8 = 000

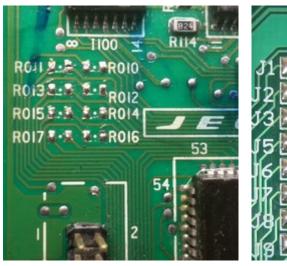
N15 GA16DE, B14 SR20DE J1 = Open, J2 = 000, J3 = 301, J4 = 102, J5 = 301, J6 = Open, J7 = 000, J8 = 000

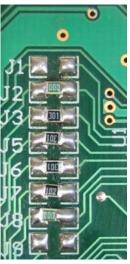
N14 GA16DE Pulsar/Sunny, B13 GA16DE Sentra ECU

Move jumpers J023 to J020 and J022 to J021



Top side of the ECU move SMD resistors from R011 - R016 to J1 - J8 on the Nistune Type 5 board





N14 GA16DE

J1 = Open, J2 = 000, J3 = 301, J4 = 301, J5 = 301, J6 = 301, J7 = 000, J8 = Open

B13 GA16DE

J1 = 000, J2 = 000, J3 = 301, J4 = Open, J5 = Open, J6 = 102, J7 = 000, J8 = Open

4. FIT BOARD TO ECU

Make sure that the socket on the board lines up correctly with the header pins and insert the board.

For N14/B13 GA16DE ECUs you will need to reposition the crystal by extending the legs to the crystal and its shielding and fold it over. Insulate the crystal from other components by wrapping the shielding with electrical tape.



5. FIT PACKING

Remove the self adhesive backing from the foam rubber strip and fit it to the lid so that the board will be held firmly in position once the lid is fitted. This is best done by sitting the rubber strip (sticky side up) on top of the Simtek chip which is in the middle of the board, and then carefully fitting the lid.



Congratulations – you now have a fully tuneable ECU!

Revision History

DATE	VERSION	DESCRIPTION	AUTHOR
Feb13	1.0	Initial	MB
Mar14	1.1	Add B13 GA16DE, Fix N14 GA16DE	MB

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