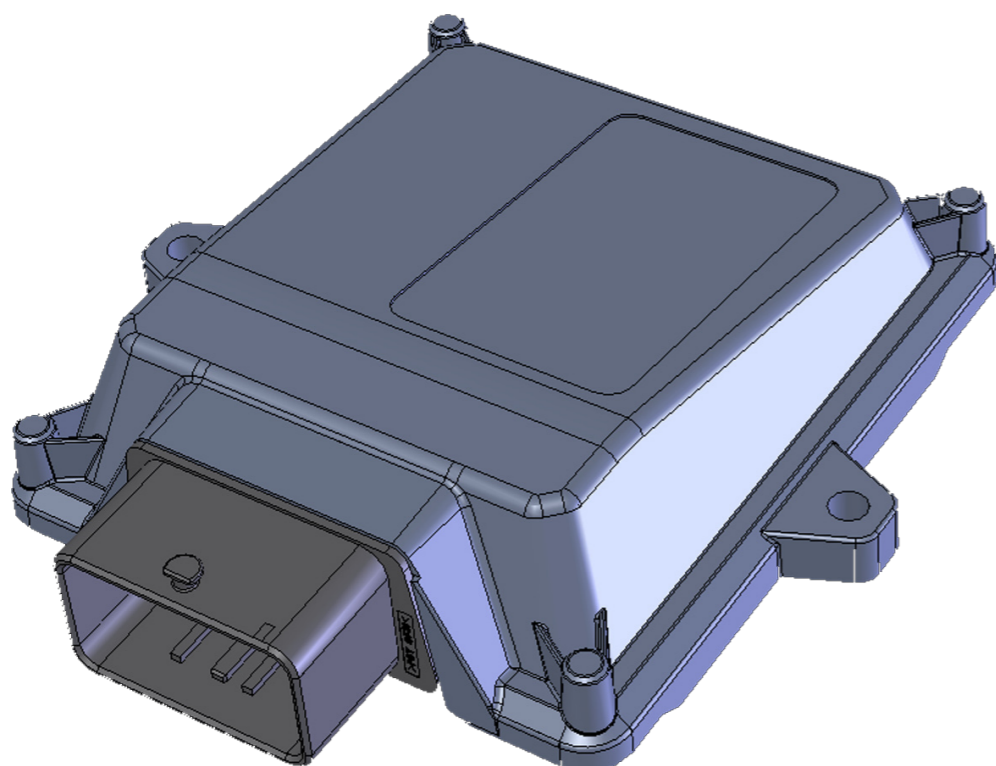


# MP48 OBD

## 4 CYL. INJECTION CONTROL UNIT

### INSTALLATION MANUAL



**EMER** s.p.a. Via Roma n°104/A  
25060 Collebeato (Brescia)  
Tel. +39.030.2510391 - fax  
+39.030.2510392  
E-Mail: [commercial@emer.it](mailto:commercial@emer.it)

#### Dove fissare la Centralina / Where to install the control unit:



- **LONTANO** da possibili **INFILTRAZIONI D'ACQUA**.
- **FAR** from any **WATER LEAKAGE**



- **LONTANO** da **ECCESSIVE FONTI DI CALORE** (esempio collettori di scarico).
- **FAR** from **EXCESSIVE HEAT SOURCES** (such as exhaust manifolds).



- **LONTANO** dai **CAVI DELL'ALTA TENSIONE**.
- **FAR** from **HIGH-VOLTAGE CABLES**.



Fare delle buone connessioni elettriche evitando l'uso dei "RUBACORRENTE".  
**Si tenga presente che la migliore connessione elettrica è la saldatura debitamente isolata.**

Create efficient electrical connections without using any "POWER TAPS".  
**Properly insulated soldering is the most effective type of electrical connection.**



**Avvisare il cliente che in caso di rottura del fusibile dell'impianto a GAS, il Sistema ripristina i collegamenti dei dispositivi a cui è collegato. Si sconsiglia vivamente di sostituire il fusibile con un'altro di amperaggio maggiore, cio' puo' provocare danni irreparabili.**

**Advise the customer that if the GAS system fuse burns, the connections of the devices to which it is connected will be restored. It is strongly recommended not to replace the fuse with another one with a higher amperage rating since it may cause irreparable damage.**



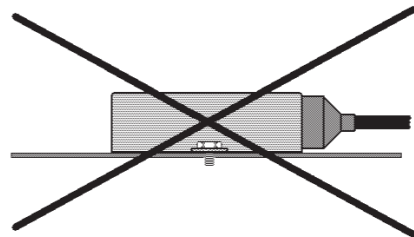
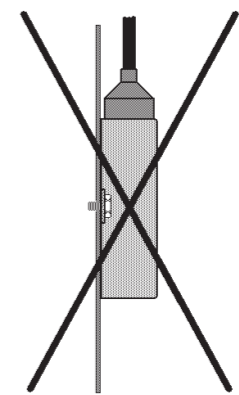
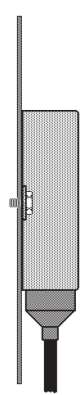
Non aprire per nessun motivo la scatola della Centralina soprattutto con il motore in moto o il quadro inserito, onde evitare danni irreparabili.

**EMER declina ogni responsabilità per danni a cose e persone derivati dalla manomissione del proprio dispositivo da parte di personale non autorizzato con la conseguente perdita di GARANZIA.**

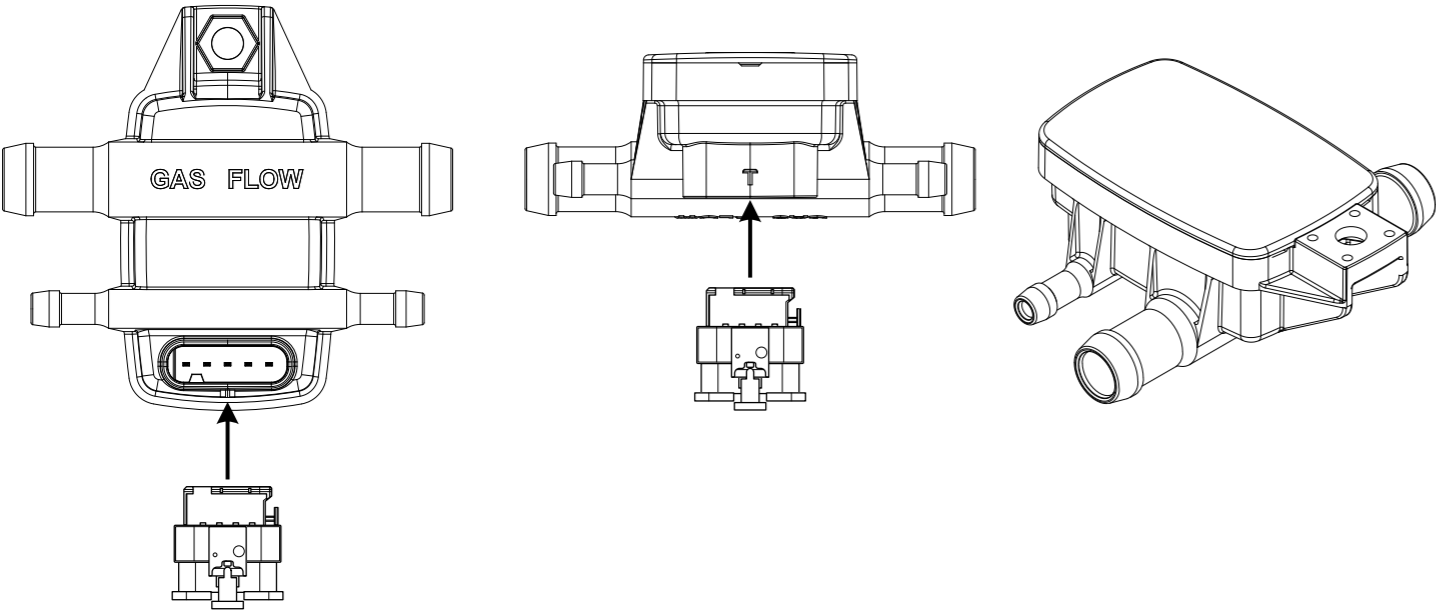
Do not open the Control Unit box for any reason, especially when the engine is running or the key is in the ignition, to avoid irreparable damage.

**EMER will not be held responsible for damage to property or injuries to persons if unauthorised personnel tamper with its devices; such tampering will also invalidate the WARRANTY.**

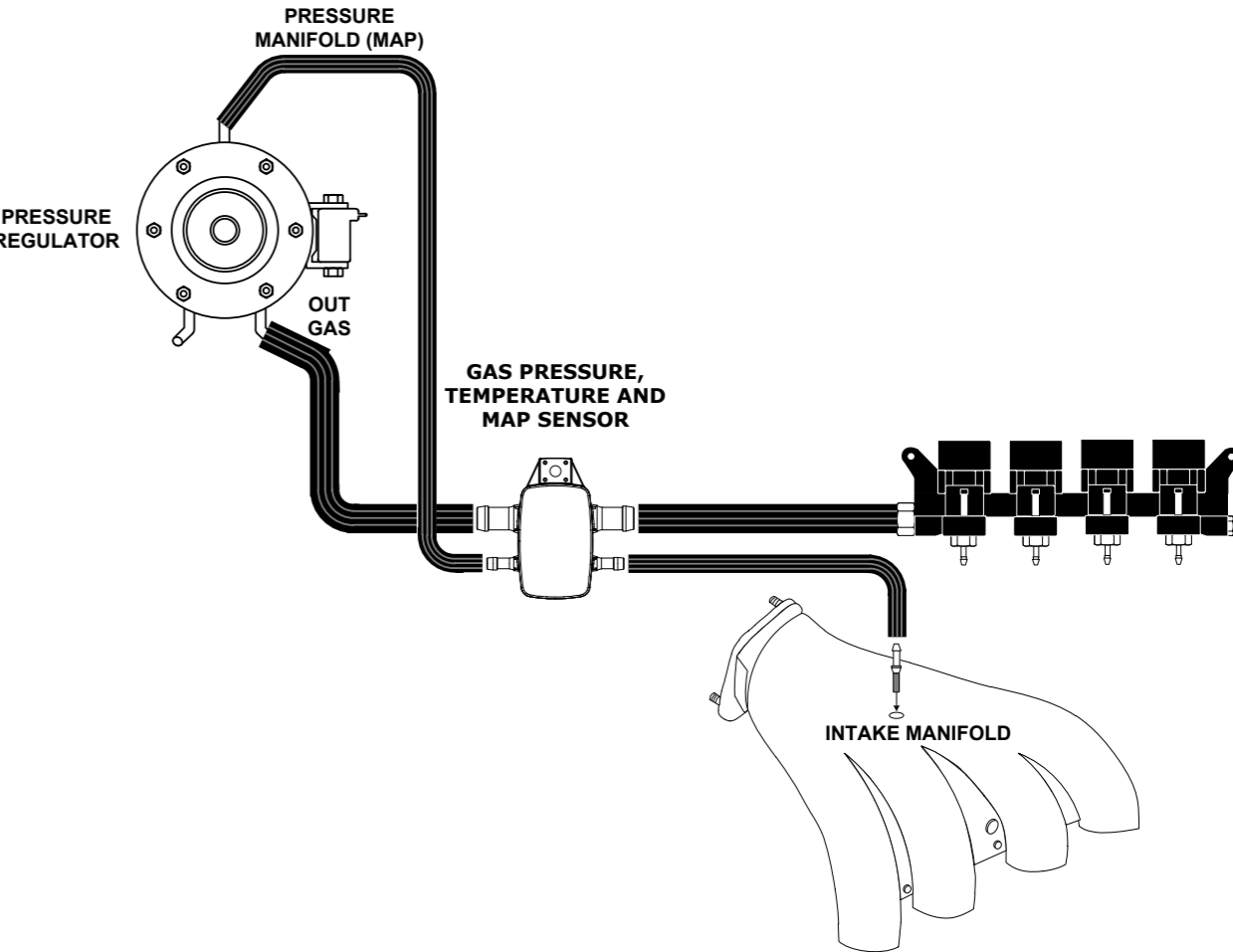
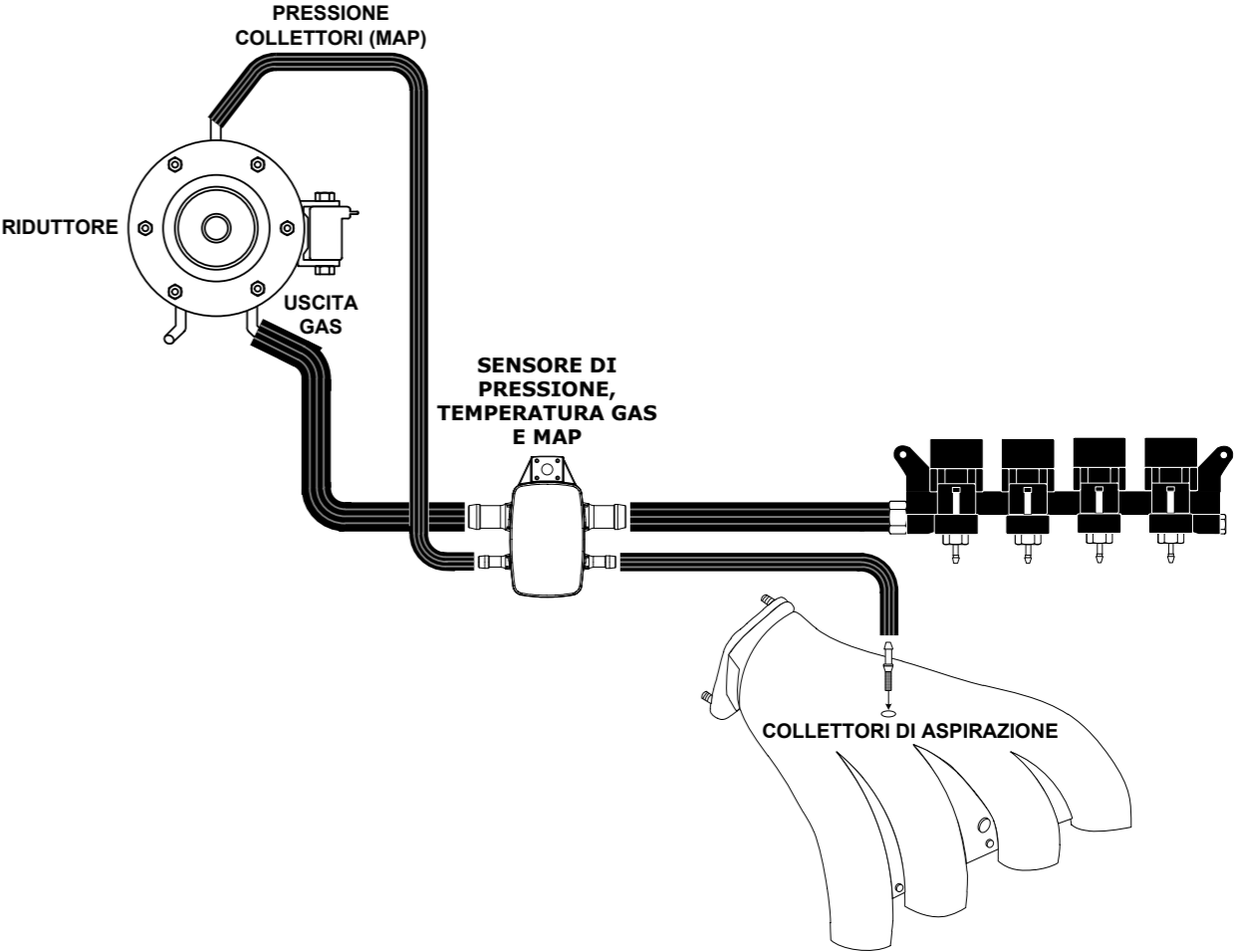
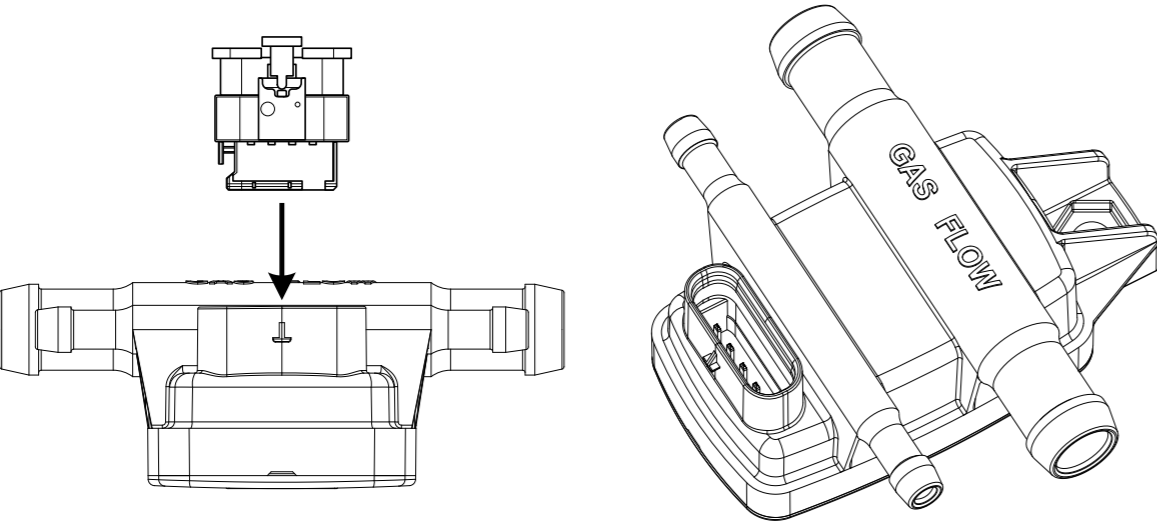
#### Come fissare la Centralina/ How to install the Control Unit

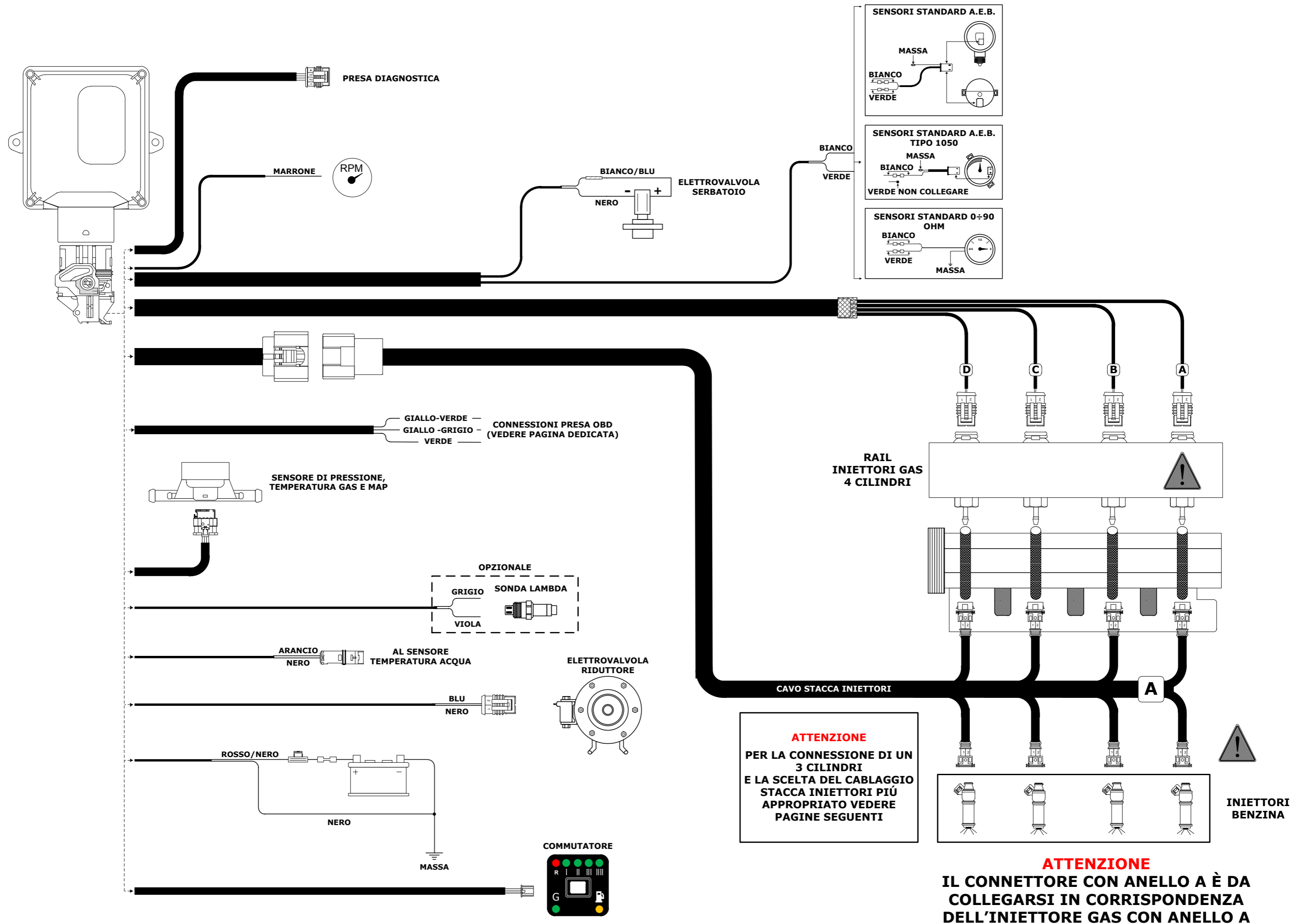
INSTALLAZIONE ERRATA INCORRECT INSTALLATION	INSTALLAZIONE ERRATA INCORRECT INSTALLATION	INSTALLAZIONE CORRETTA CORRECT INSTALLATION
		

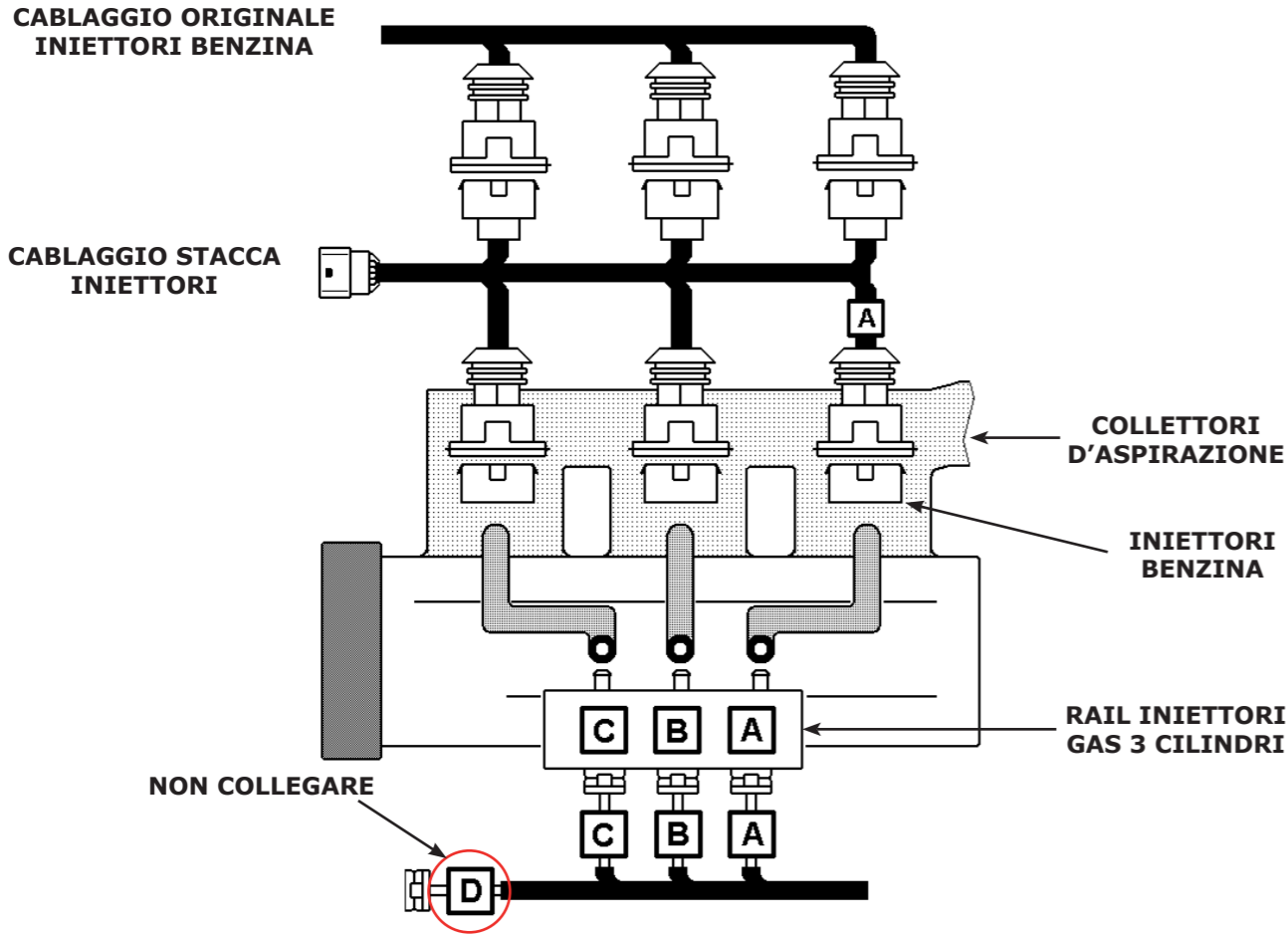
OK



NO







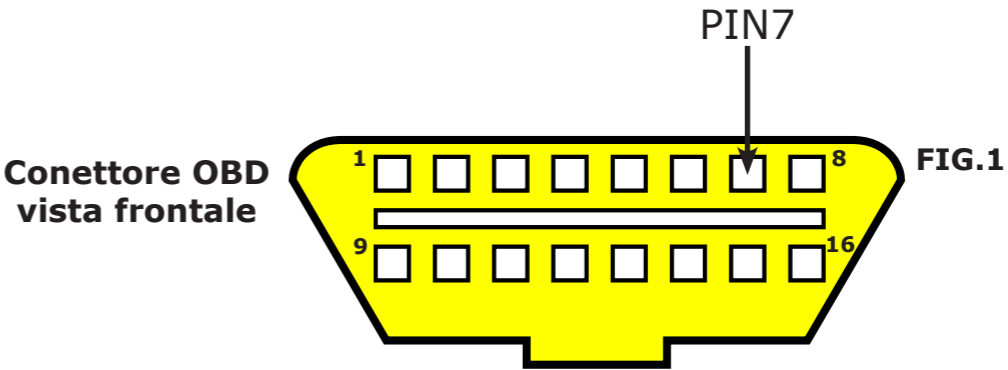
Questa Nuova Generazione di centraline GAS, attraverso la connessione alla presa OBD della vettura, permette l'acquisizione di informazioni utili alla corretta messa a punto del veicolo. Attraverso l'apposito software di collegamento della centralina GAS al PC, si potranno visualizzare alcuni parametri di carburazione acquisiti dalla centralina BENZINA, quali:

- Correttori di carburazione (Fast e Slow).
- Tensione sulla sonda lambda posteriore.

Munirsi di un tester palmare (COD. AEB214), e controllare il codice di connessione che viene restituito. Nel caso in cui il palmare rilevi una connessione di tipo 1, 2, o 3, procedere come schematizzato in Figura 1. Nel caso in cui il palmare rilevi una connessione di tipo 6, 7, 8 o 9, procedere come schematizzato in Figura 2.

**ATTENZIONE:** Nel caso in cui il tester palmare (COD. AEB214) rilevi altri tipi di connessione, non collegare nessun tipo di segnale.

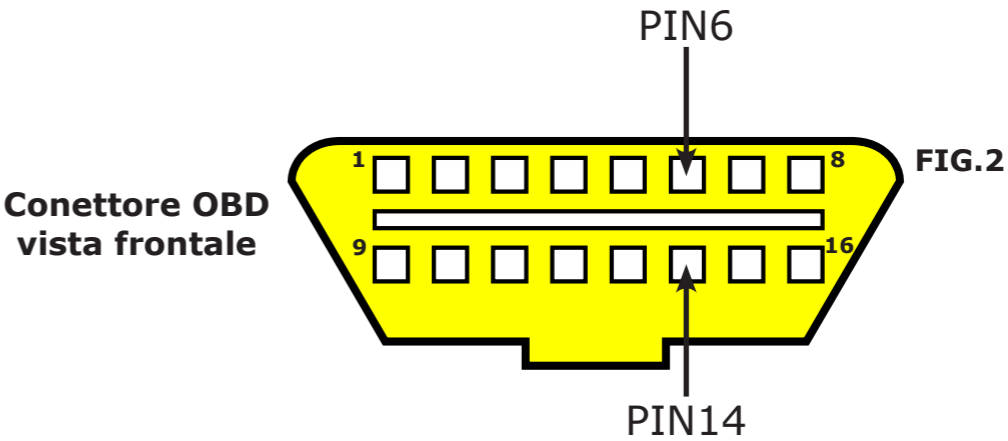
TIPO DI CONNESSIONE	DESCRIZIONE CONNESSIONE
Connessione tipo 1	ISO 9141-2
Connessione tipo 2	KWP-2000 Fast Init
Connessione tipo 3	KWP-2000 Slow Init



Connettere il cavo di colore VERDE al segnale proveniente dal PIN N°7 della presa OBD posta sull'autovettura.

**ATTENZIONE:** I cavi di colore GIALLO-VERDE e GIALLO-GRIGIO sono da isolare e non collegare.

TIPO DI CONNESSIONE	DESCRIZIONE CONNESSIONE
Connessione tipo 6	CAN Standard 250 Kbps
Connessione tipo 7	CAN Extended 250 Kbps
Connessione tipo 8	CAN Standard 500 Kbps
Connessione tipo 9	CAN Extended 500 Kbps



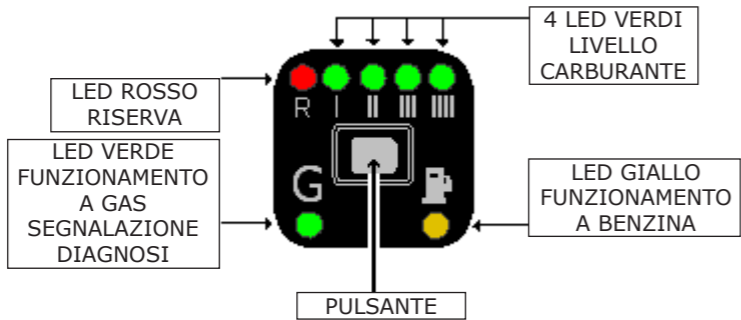
Connettere il cavo di colore GIALLO-VERDE al segnale proveniente dal PIN N°6 della presa OBD posta sull'autovettura ed il cavo di colore GIALLO-GRIGIO al segnale proveniente dal PIN N°14 della medesima presa.

**ATTENZIONE:** Il cavo di colore VERDE è da isolare e non collegare.



Descrizione del funzionamento

Il commutatore che viene fornito nel kit dispone di un pulsante, 7 led luminosi e un cicalino interno.



PULSANTE

Serve per selezionare il tipo di alimentazione, Benzina o Gas; premendolo si passerà da un tipo di carburante all'altro.

FUNZIONI LED VERDE

**Lampeggio veloce con led giallo fisso** - la centralina è predisposta per l'avviamento a Benzina ed il passaggio automatico a GAS.

**Acceso fisso con led giallo spento** - funzionamento a GAS.

FUNZIONI LED ROSSO + 4 LED VERDI

**Indicatore di livello carburante;** led ROSSO riserva, mentre i 4 led VERDI forniscono l'indicazione del livello carburante (1/4, 2/4, 3/4, 4/4). L'indicatore è acceso solo quando è selezionata la modalità gas.

FUNZIONI LED GIALLO

**Acceso fisso con led Verde spento** - funzionamento a BENZINA.

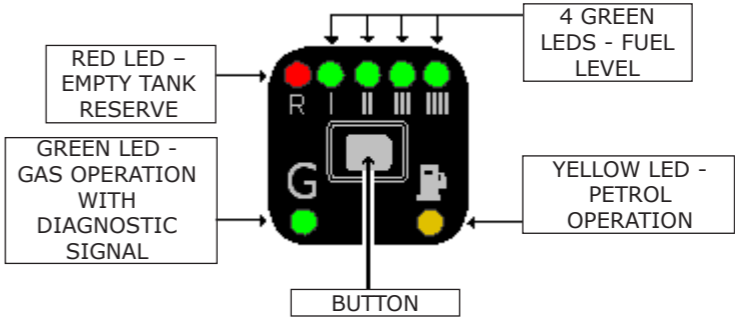
**Acceso fisso con led Verde lampeggiante** - la centralina è predisposta per l'avviamento a Benzina ed il passaggio automatico a GAS.

PASSAGGIO A BENZINA PER BASSA PRESSIONE GAS

Quando il commutatore è in **riserva** e la pressione del gas scende al di sotto di un valore prestabilito, la centralina commuta automaticamente a benzina. Questo viene fatto per evitare che il motore possa girare con una carburazione troppo magra danneggiando così il catalizzatore. Prima di ripassare la vettura a Gas effettuare il rifornimento. **Il passaggio a Benzina per bassa pressione Gas** viene segnalato dal commutatore con l'accensione del led GIALLO funzionamento a Benzina, l'accensione alternata del LED ROSSO indicatore e dei 4 LED VERDI e con l'avviso acustico del cicalino interno. Per riportare il commutatore al funzionamento normale è necessario premere una volta il PULSANTE, rimarrà acceso il LED GIALLO per indicare che la vettura sta funzionando a Benzina ed il cicalino smette di suonare.

Operating description

The changeover switch supplied with the kit has one button, 7 LEDs and an internal buzzer.



BUTTON

This is used to select either the petrol or the gas fuel supply. Press the button one time to switch to gas and press it again to return to petrol.

GREEN LED FUNCTIONS

**Rapid flashing** - the control unit is prepared to start with petrol and switch automatically to GAS.

**Steady on with yellow LED off** - Gas operation.

RED LED + 4 GREEN LED FUNCTIONS

**Fuel level indicator;** reserve RED LED, while the 4 GREEN LEDS indicate the fuel level (1/4, 2/4, 3/4, 4/4). The indicator is illuminated only when the gas mode is selected.

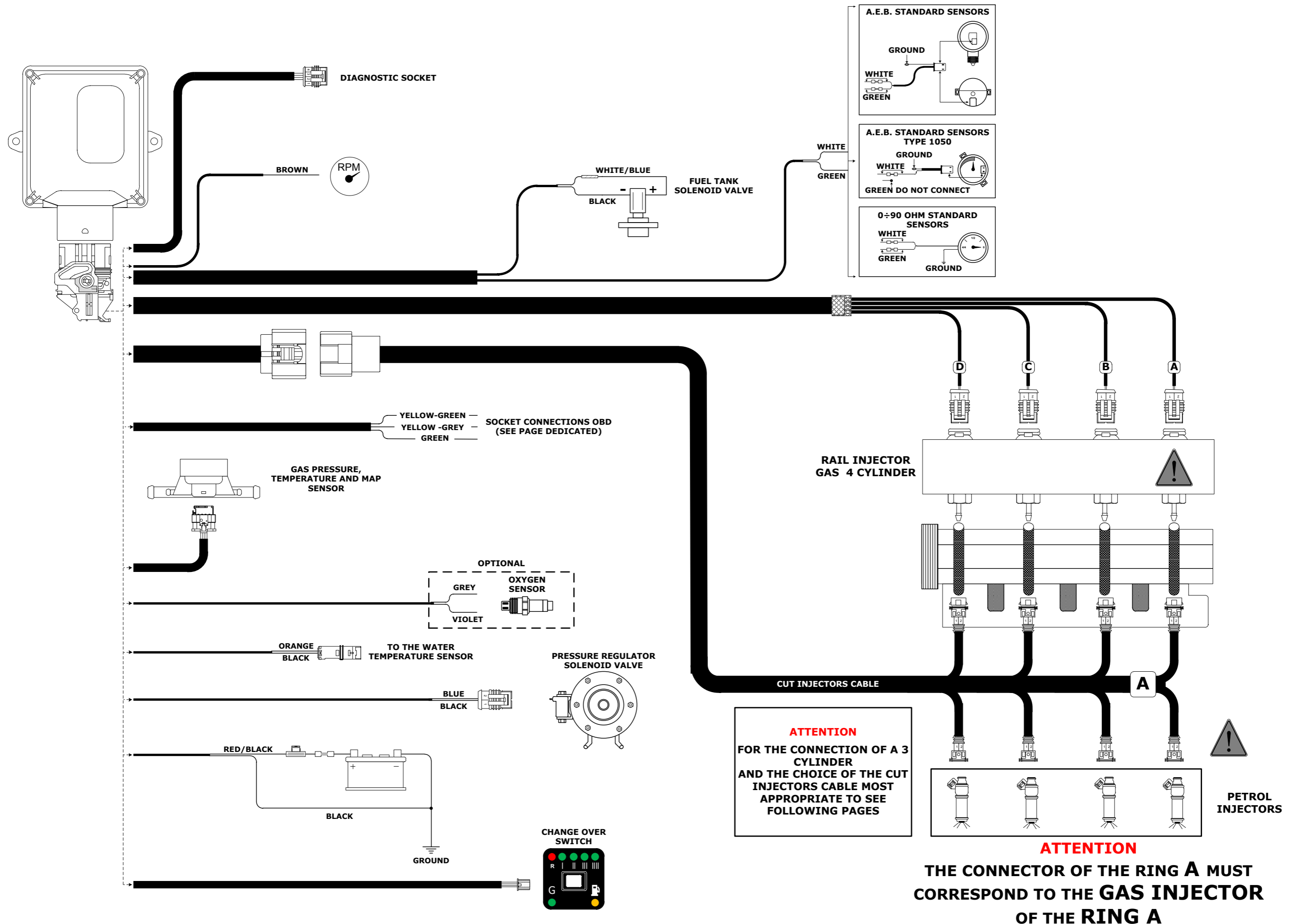
YELLOW LED FUNCTIONS

**Steady on with Green LED off** - PETROL operation.

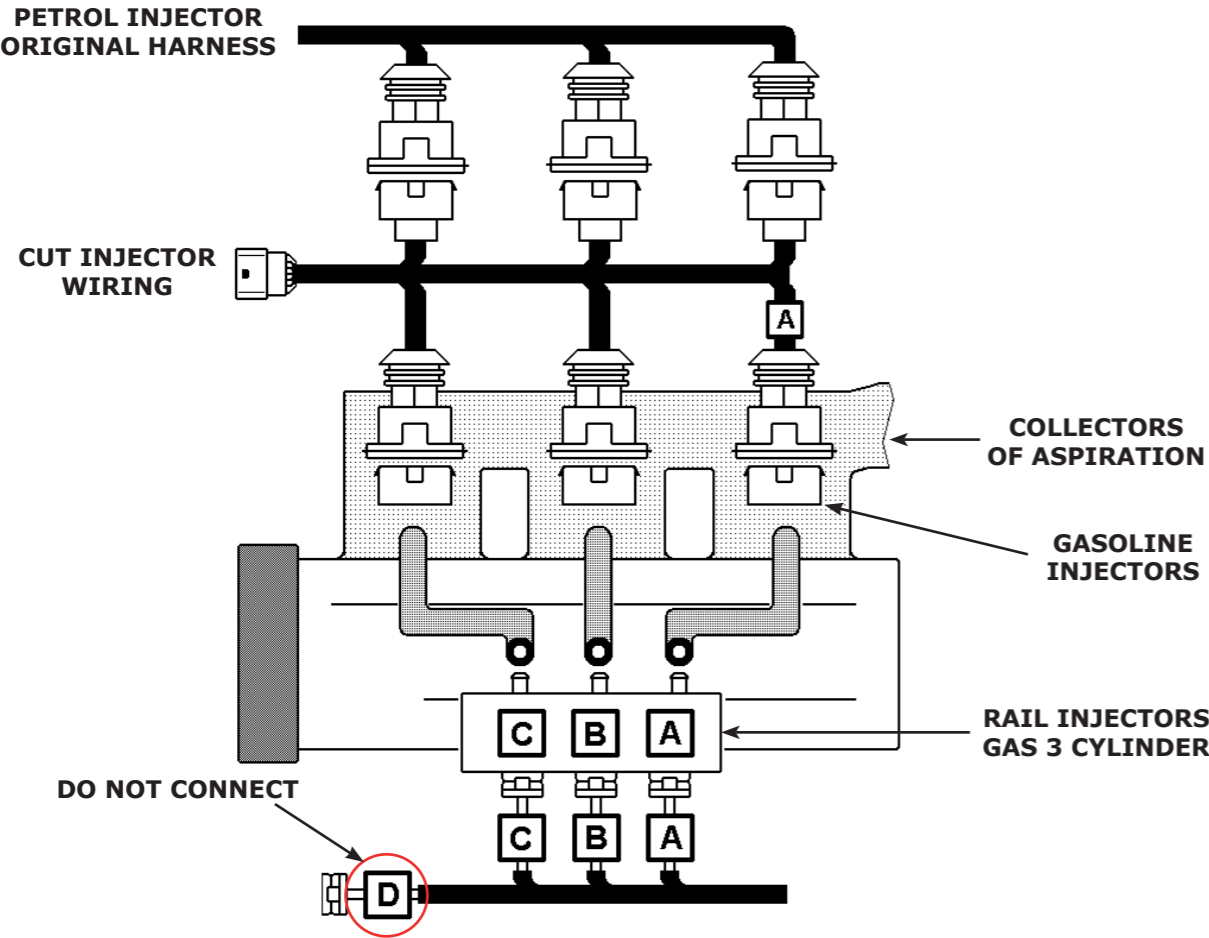
**Steady on with flashing Green LED** - the control unit is prepared to start with petrol and switch automatically to Gas.

LOW GAS PRESSURE PETROL CHANGEOVER

When the changeover switch indicates the fuel tank is in **reserve** and the gas pressure drops below a set value, the control unit automatically switches over to gas. This prevents the engine from running with an excessively lean carburetion, thus damaging the catalyser. Before returning to gas operation, fill up. The changeover switch signals the **changeover to petrol due to low gas pressure** by activating the internal buzzer, illuminating the YELLOW petrol operation LED and by illuminating the RED LED in an alternating pattern with the 4 GREEN LEDS. To make the changeover switch return to normal operation press the BUTTON one time; the YELLOW LED will remain on to indicate that the car is operating with petrol and the buzzer turns off.



3 CYLINDER CAR WIRING DIAGRAM



DESCRIPTION OF THE CONNECTIONS MADE ON THE OBD CONNECTOR

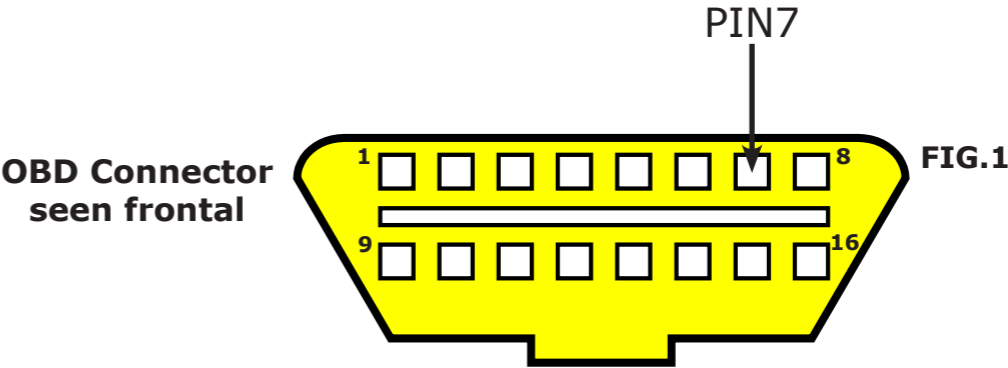
Through connection to the vehicle's OBD socket, this new generation of GAS control units makes it possible to acquire information useful for properly setting up the vehicle.  
Several carburetion parameters acquired from the PETROL control unit can be seen using the special software for connecting the GAS control unit to the PC, such as:

- Carburetion calibrators (Fast and Slow).
- Voltage on the rear lambda probe.

Connect a hand-held tester (CODE AEB214), and check the type of connection.  
If the tester reads connection types 1,2, or 3, proceed by following the diagram in figure 1.  
If the tester reads connection types 6,7,8 or 9, proceed by following the diagram in figure 2.

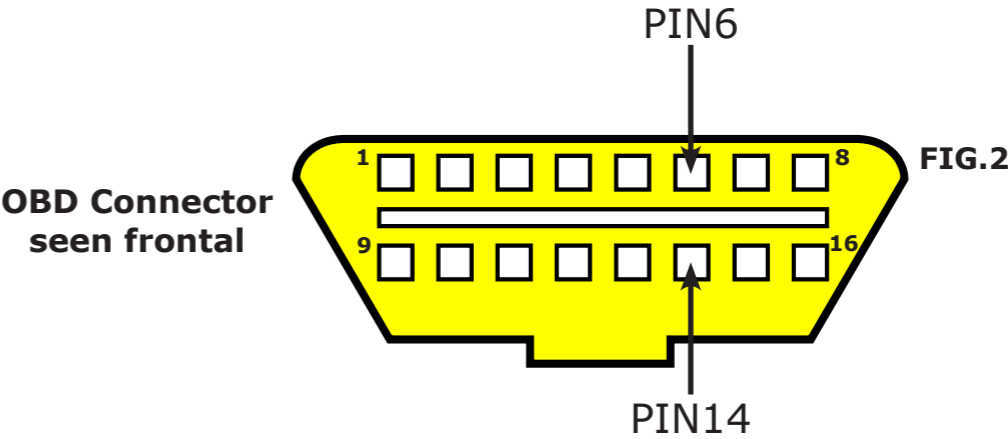
**ATTENTION:** If the tester (CODE AEB214) reads a type of connection that is not stated above, do not connect to any of the signals.

TYPE OF CONNECTION	CONNECTION DETAILS
Connection type 1	ISO 9141-2
Connection type 2	KWP-2000 Fast Init
Connection type 3	KWP-2000 Slow Init



Connect the GREEN wire to the signal found on PIN 7 of the OBD connector.  
**ATTENTION:** The YELLOW-GREEN and YELLOW-GREY wires must be isolated and not connected.

TYPE OF CONNECTION	CONNECTION DETAILS
Connection type 6	CAN Standard 250 Kbps
Connection type 7	CAN Extended 250 Kbps
Connection type 8	CAN Standard 500 Kbps
Connection type 9	CAN Extended 500 Kbps



Connect the YELLOW-GREEN wire to the signal found on PIN 6 and the wire YELLOW-GREY to PIN 14 of the OBD connector.  
**ATTENTION:** The GREEN wire must be isolated and not connected

# CUT INJECTOR WIRING DESCRIPTION

## How to check what cut injector wiring to use

There are different types of cut injector wiring to match with the injection control unit.

**NOTE: the cut injector wiring must be ordered separately since it is not included in the kit.**

To know what type of cut injector wiring to use, you must first check, on the petrol injector connector, on what PIN the injector positive is connected.

**To identify which of the two wires is positive, do the following:**

- detach all the connectors from the injectors;
- set a multimeter to measure DC voltage;
- put the negative probe to ground;
- put the positive probe into one of the two pins of the injector wiring;
- insert the key into the ignition and immediately check the multimeter reading.

If the multimeter reads +12 volts, that pin is the positive.

**WARNING: the injector +12 volt on some cars might be timed; therefore the reading might disappear a few seconds after the ignition is turned on. Check the polarity of all injector wiring connectors to make sure that they are all polarised in the same way.**

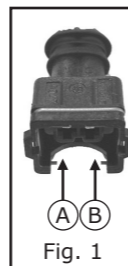
## EXAMPLES OF CONNECTORS MOST COMMONLY USED

### SA144 - SA144INV for 4-8 cylinder cars (For 8 cyl. use 2 types of wiring).

Wiring types **SA144** and **SA144INV** are equipped with "BOSCH" type connectors to connect directly to the petrol injectors. To know whether to use model **SA144** or **SA144INV**, check the polarisation on the petrol injector wiring.

**SA144:** use this if the positive of the petrol injectors is on PIN A and the negative is on PIN B. Refer to figure 1.

**SA144INV:** use this if the positive of the petrol injectors is on PIN B and the negative is on PIN A. Refer to figure 1.



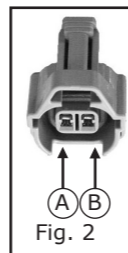
### SA144J - SA144JINV- SA144SJ for 4-8 cylinder cars (For 8 cyl. use 2 types of wiring).

Wiring types **SA144J** and **SA144JINV** are equipped with "JAPAN" type connectors to connect directly to the petrol injectors. To know whether to use model **SA144J** or **SA144JINV**, check the polarisation on the petrol injector wiring.

**SA144J:** use this if the positive of the petrol injectors is on PIN A and the negative is on PIN B. Refer to figure 2.

**SA144JINV:** use this if the positive of the petrol injectors is on PIN B and the negative is on PIN A. Refer to figure 2.

Wiring type **SA144SJ** is equipped with JAPAN type pins and extended wiring for installation on SUBARU cars with a BOXER engine. It is used **ONLY** if the positive of the petrol injectors is on PIN B and the negative is on PIN A. Refer to figure 2.



### SA144E

Wiring type **SA144E** is equipped with a single 6-pin connector. It can be used on some types of Fiat, Citroen or Peugeot cars that use the same connector on the injector wiring.

**To install and to know on what cars it can be used, follow the instructions included with the wiring.**

### SA143 - SA143INV for 3 cylinder cars

Wiring types **SA143** and **SA143INV** are equipped with "BOSCH" type connectors to connect directly on the petrol injectors. To know whether to use model **SA143** or **SA143INV**, check the polarisation on the petrol injector wiring.

**SA143:** use this if the positive of the petrol injectors is on PIN A and the negative is on PIN B. Refer to figure 1.

**SA143INV:** use this if the positive of the petrol injectors is on PIN B and the negative is on PIN A. Refer to figure 1.

# UNIVERSAL CUT INJECTOR WIRING DESCRIPTION

### SA144U

All wires of the **SA144U** wiring are free and without connectors. This wiring is used on cars where other types of wiring cannot be installed or where it is impossible to access the injectors' original connectors.

To install this type of wiring, cut the negative wires of the petrol injectors in the order indicated in the figure.

The connection direction is very important. The **BLACK striped** wires should be installed toward the petrol injection control unit and the others toward the injectors.

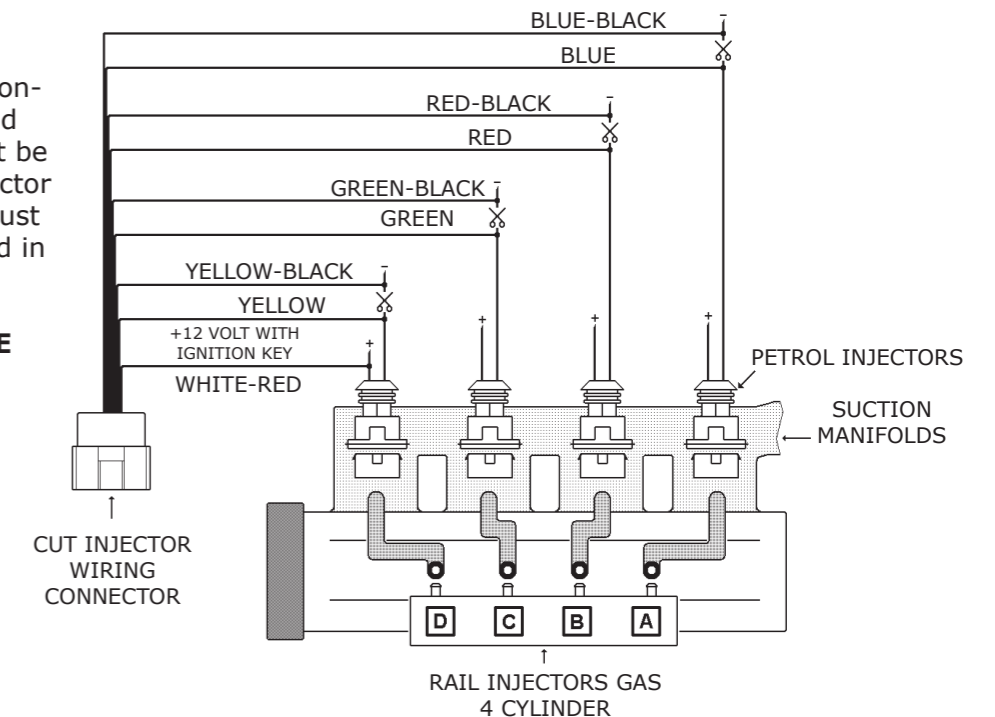
The **WHITE-RED** wire should be connected to any of the injector positives.

## Connection diagram for 4-cylinder cars

### WARNING!

Follow the sequence of connections. The **BLUE** and **BLUE-BLACK** wires must be positioned at the gas injector marked **A**. The others must be connected as indicated in the figure.

**INTERRUPT THE INJECTOR NEGATIVE WIRES.**



## Connection diagram for 3-cylinder cars

### WARNING!

For a connection on a 3-cylinder car the **YELLOW** and **YELLOW-BLACK** wires should remain disconnected. See the diagram.

