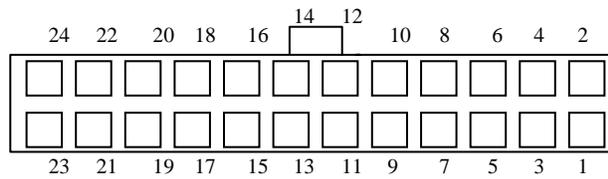


BMW E46 with the M54 engine

BC-box



Rev. 2007-11-16

| Master connector | | | | |
|------------------|----------------|---------------|---|--|
| pin | Color | name | Function | |
| 1 | black / white | signal GND | Ground (Chassi) | |
| 2 | grey | 5v out | 5V supply for accessories | |
| 3 | | | | |
| 4 | green | Analog 4 in | <i>not used</i> | |
| 5 | violette | PWM out | Boost control valve | |
| 6 | blue | Analog 3 in | Internal MAP sensor | |
| 7 | yellow | Analog 2 out | to stock ECU MAF input | |
| 8 | red / green | Analog 2 in | from stock MAF sensor | |
| 9 | | Analog 1 out | <i>not used</i> | |
| 10 | red / yellow | Analog 1 in | from stock Throttle Pos Sensor | |
| 11 | | PWM out | <i>not used</i> | |
| 12 | | PWM in | <i>not used</i> | |
| 13 | blue / red | IgnitionA out | <i>not used</i> * | |
| 14 | blue / white | IgnitionA in | from RPM tachometer * | |
| 15 | | Fuel_D_OUT | <i>not used</i> | |
| 16 | | Fuel_D_IN | <i>not used</i> | |
| 17 | brown / black | Fuel_C_OUT | to fuel injector | |
| 18 | brown / red | Fuel_C_IN | fuel signal from ECU | |
| 19 | brown / blue | Fuel_B_OUT | to fuel injector | |
| 20 | brown / grey | Fuel_B_IN | fuel signal from ECU | |
| 21 | brown / yellow | Fuel_A_OUT | to fuel injector | |
| 22 | brown / green | Fuel_A_IN | fuel signal from ECU | |
| 23 | black | Power GND | Ground (Chassi) | |
| 24 | red | 12 V Power | +12V from ignition (possibly from fuel injectors) | |
| Slave connector | | | | |
| 1 | black / white | signal GND | Ground (Chassi) | |
| 6 | | Analog 3 in | Internal MAP sensor internally connected | |
| 14 | blue / white | IgnitionA in | from RPM tachometer * | |
| 17 | black / yellow | Fuel_C_OUT | to fuel injector | |
| 18 | brown | Fuel_C_IN | fuel signal from ECU | |
| 19 | black / green | Fuel_B_OUT | to fuel injector | |
| 20 | red / white | Fuel_B_IN | fuel signal from ECU | |
| 21 | green / white | Fuel_A_OUT | to fuel injector | |
| 22 | white | Fuel_A_IN | fuel signal from ECU | |
| 23 | black | Power GND | Ground (Chassi) | |

* If ignition control is necessary, ignition A in and out must connect to crank signal via a coil adapter.