



INSTALLATION GUIDE BC250/500

VOLVO S/V40 GENERATION 2



S40 Generation 1

Original	BC 250
Volvo S40 2.0T, 1998 –2000 Generation 1 Power: 160 hp Torque: 240 Nm	Volvo S40 2.0T Power: 197 hp Torque: 280 Nm
Volvo S40 2.0T, 2001-> Generation 2 Power: 163 hp Torque: 240 Nm	Volvo S40 2.0T Power: 197 hp Torque: 280 Nm
Volvo S40 T4, 1998 –2000 Generation 1 Power: 200 hp Torque: 300 Nm	Volvo S40 T4 Power: 240 hp Torque: 360 Nm
Volvo S40 T4, 2001-> Generation 2 Power: 200 hp Torque: 300 Nm	Volvo S40 T4 Power: 240 hp Torque: 360 Nm

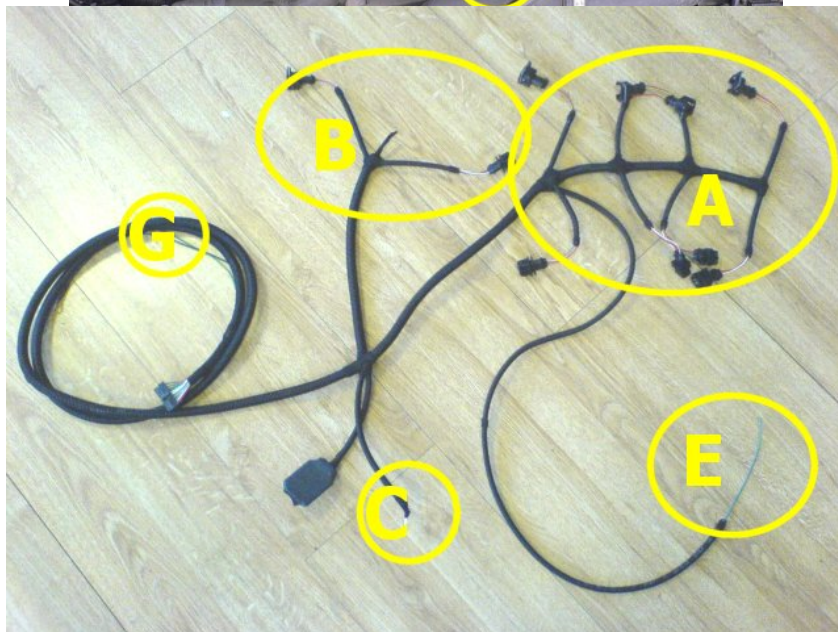
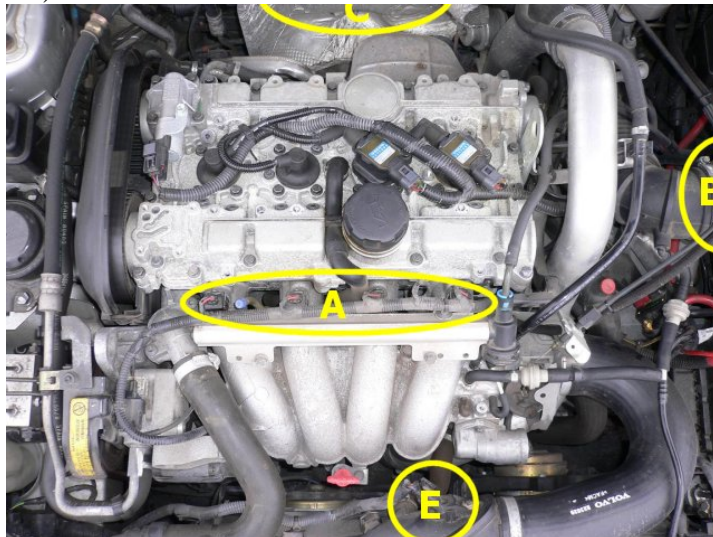


INSTALLATION

Basic information about the harness and the installation

The BC-harness is delivered complete with all the connectors except for MAP and MAF where you will have to cut one wire and solder the harness in between.

- (A) Bosch fuel injectors (and power supply)
- (B) Boost control valve
- (C) RPM signal from cam sensor.
- (E) MAP-signal from boost pressure sensor.
- (D, F) 2 optional in- and outputs
- (G) Grounding (screw)





Tools needed for the installation

- 1) Screwdrivers, e.g. torx key.
- 2) Steel wire and soap if the box should be mounted inside the car.
- 3) Solder iron
- 4) Cutting pliers

Installation

1)

Read the whole instruction first, at least one time.

2)

Turn the ignition off and remove key

3)

Remove engine cover

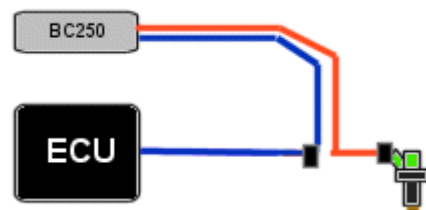
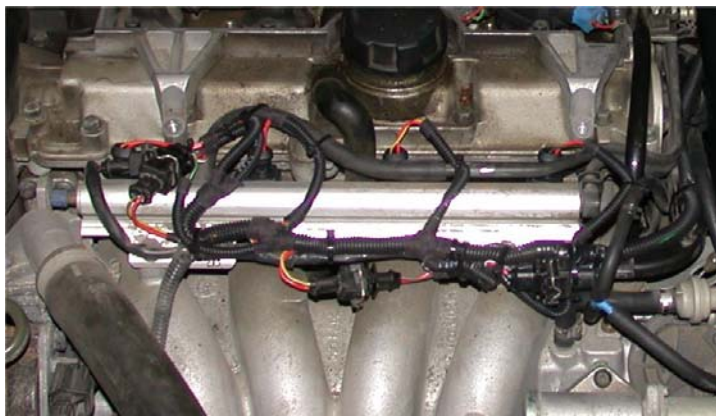
4)

Lay down the harness on top of the engine, as it is supposed to be when finished.

5)

Fuel injectors (A)

There are ordinary Bosch fuel injector connectors prepared in the harness. The 8 connectors are paired up male-female. The principle is to connect the box between the fuel injectors and the original harness using a male-female pair of connectors. This is also our +12V power supply.

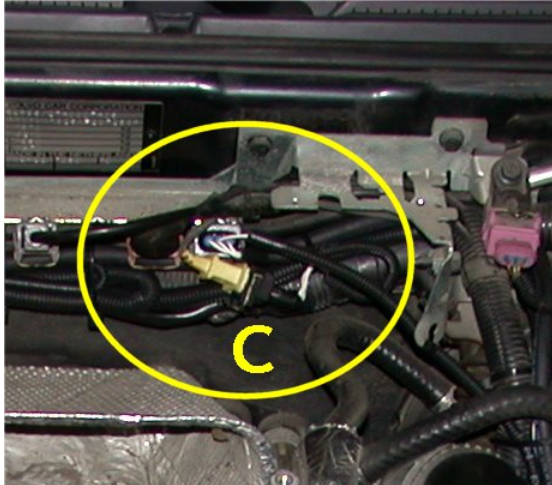




6)

Cam Sensor

This is not a Bosch connector. Peel the blue wire from the sensor and solder the white wire in the BC-harness to it. We only need to “listen” to this signal to determine the RPM. The wire runs between the engine and the firewall.

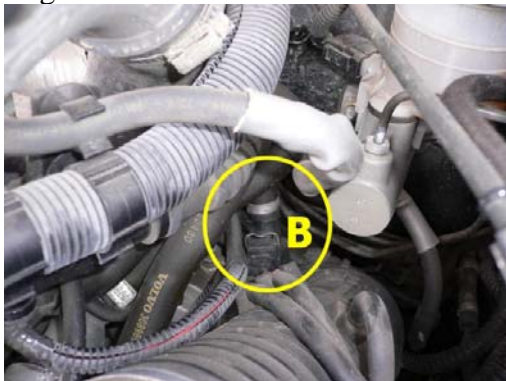


*Cam sensor connector in **generation 1***

7)

Boost control valve (B)

The boost control valve is connected with the prepared connectors (B). Connect the box to the original harness and to the boost control valve.

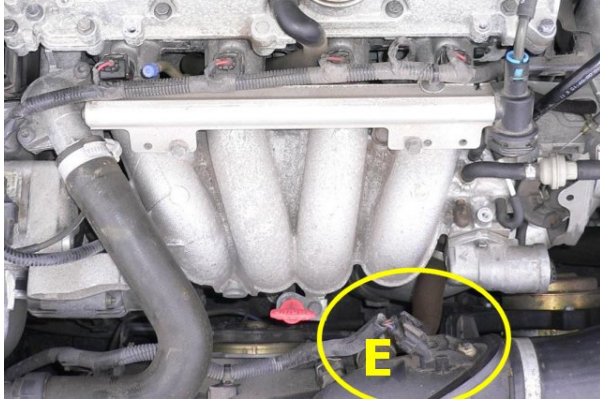




8)

MAP Sensor

Connect to the original MAP sensor before the throttle. The sensor is located on the pipe between the intercooler and the throttle valve. We need to “listen” to this signal. Peel the brown wire from the sensor and solder the blue/green wire in the BC-harness onto it.



9)

Mounting the box inside the car

You can either mount the box in the engine compartment or inside the car. To mount the box inside the car you will have to start by getting the harness through the engine firewall. In the Volvo S40 this is easiest done on the passenger side. Unwrap the tape around the rubber. Gently cut through it and insert a thick steel wire through the rubber and into the car. Continue all the way so that the wire can be reached from the inside. Be careful not to damage the original harness. Then tape the connector and the wiring for the BC box onto the steel wire in the engine compartment. Try to make the connector and wiring as thin as possible. Wrap it hard and make sure that the wires are taped to the steel wire. Otherwise the connector could fall off. Lubricate the connector with soap so that it slides through the firewall.



Push the connector through as far as possible before you go inside and try to pull the steel wire. It's easier if you can get a friend to help you during this. When the connector and harness is all the way through all you have to do is mount the box where you want it.



9 Alternative 2)

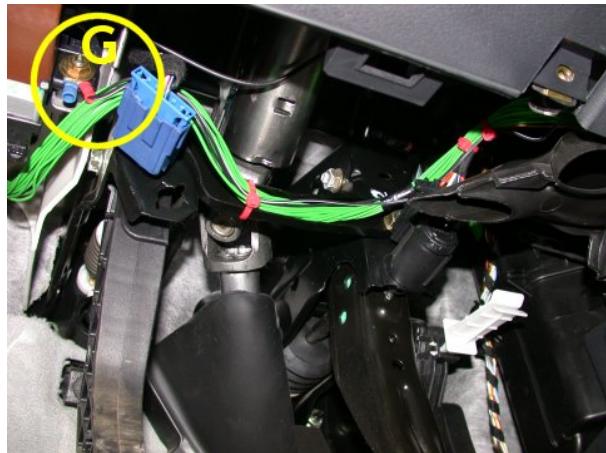
Mounting inside engine compartment

You can also mount the box inside the engine compartment. That way you don't have to get the harness through the firewall. The box isn't waterproof so you want to mount the box in a fairly dry place. Also make sure that you secure the box and harness to avoid damage to the connectors and wiring.

10)

Grounding

There are two black wires from the box which are for grounding. Screw these either in the engine compartment or to a screw under the central console which is connected to the chassis/ground. (In this picture the green wires represents the BC-harness.)



11)

Start the engine

Check once more that all the connectors are in place and that all the wiring is isolated so that there is no risk of short circuit. When all the wires are in place it's important to secure the harness and make sure that it's not mounted directly on top of extremely hot engine parts such as the header. You can use cable ties to secure the harness.

- I) Turn the ignition on and make sure there's a green light on the box. (In Skoda this light will be turned off after a while since the power is taken from the boost control valve and this only gets power when the engine is running.
- II) Start the engine.
- III) Put the original TuneCard into the box (the colored side of the card should be faced upwards)

If the car doesn't start or runs poorly there is probably something wrong with the wiring. If the car is running properly you can take it for a test run.

Take it easy in the beginning and make sure that everything seems okay. Push the car a bit more with the original tuning and make sure that the car is still running good. If this test is successful it's time to do the same with the Economy card and the Sport card. The Sport card might seem aggressive the first time you try it.

If you think something isn't working properly you're always welcome to give us a call.



USER MANUAL

Tune Card

The BC-box is delivered with 3 tune cards, Original, Economy and Sport. If you want to change the tuning, this should be done while the box is powered up (engine is running). The engine should only be idling during the switch.

When you change settings the card should have the side with the chip facing the lights. (NB, different cards have the printing on different sides of the card, but the chip should always be facing the lights). While the new setting is read by the box there is a red light shining and when it's done the green light comes on again. You can now remove the card or let it stay in the box.



When you change cards while the engine is running the RPM can temporarily drop and some cars might even stop. This is nothing to worry about and you can restart the engine.

Tune the settings

If you have bought a BC500 or want to upgrade your BC250 to be able to tune the settings yourself, there are more details in the BCLab-manual.



PIN CONFIGURATION

Microfitkontakt BC250/500 Volvo S40, fas2					
1		black/green	GND		Connect to Chassi
2					
3					
4					
5					
6	green/red		ANALOG3_IN		
7	orange/blue		ANALOG 2_OUT		
8	green/blue		ANALOG 2_IN		MAP signal (ie laddtryckssensor)
9	orange		ANALOG1_OUT		
10	green		ANALOG1_IN		
11	blue/yellow		PWM in		From ECU boost control
12	blue/white		PWM out		To boost control valve
13					
14	white		IGNITION IN		From Cam sensor
15	gul/svart		FUEL_D_OUT		To fuel injector
16	vit/svart		FUEL_D_IN		From ECU fuel signal
17	gul/brun		FUEL_C_OUT		To fuel injector
18	vit/brun		FUEL_C_IN		From ECU fuel signal
19	gul/grön		FUEL_B_OUT		To fuel injector
20	vit/grön		FUEL_B_IN		From ECU fuel signal
21	gul/röd		FUEL_A_OUT		To fuel injector
22	vit/röd		FUEL_A_IN		From ECU fuel signal
23	svart		GND_POWER		Connect to Chassi
24	röd		+12Vin		Connect to +12V