

Fitment Guide

Mitsubishi EVO X



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Submitted by Customer

1. Centre steering wheel. This is important before disconnecting battery. The car's stability program is set from centred steering when the battery is re-connected.
2. Disconnect battery + terminal and use tape to insulate it.
3. The tacho signal is taken from the ECU in the engine bay. A wire is routed from the ECU, through to inside the cabin. Identify the ECU:



4. Disconnect the top connector. Use a small screwdriver to depress the light grey tab inside the dark grey release clip. Then pivot the dark grey clip towards the front of the car to release the top connector:



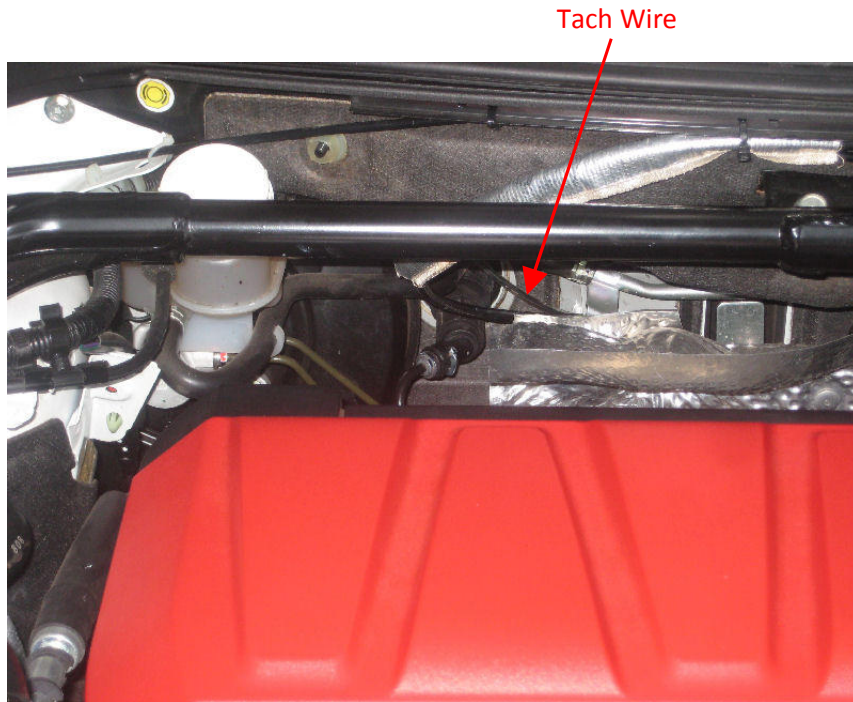
5. Remove the black cover from the connector to expose the wires. There are four small clips, two on each side. Depress the light grey tab on each to release the black cover. Then carefully cut away the black insulation tape so you can remove the cover completely.





6. Cut away the black tape around the wire bundle to make access easier. The wires are arranged in four vertical columns. Looking at the wires from the front of the car, the wire to provide the signal to the shift light is in the fourth one down in the right hand column. This wire is **WHITE with a RED TRACE**. It is the Coil #1 Transistor wire. Using the connector provided by Eclipsech, attach the shift light's Tach wire to this white/red wire.

Then re-tape the wire bundle to secure the tach wire and connector to the bundle. Re-attach the black cover to the light grey ECU connector and re-apply tape to secure the wire bundle into the connector. Re-attach the connector to the ECU. The dark grey clip should swing back into place and click into the locked position.



Take care that the wire is protected where it passes through the metal body panel. Protect the wire at this point with a small piece of plastic tubing. Insert the plastic tubing into the hole through the body panel and then pass the wire through the tube. Take great care to protect the tach wire from turbo heat. The EVO X can build up a lot of heat between the engine and the firewall when the car is stopped after fast driving.

Small plastic tube carrying the tach wire through a hole drilled behind the aluminum heat shield.



The easiest place I found to get ignition switch controlled power and earth was behind the cigarette lighter. The steps to access this are below. This does however drop power while cranking, so you lose the battery watch function. An alternative might be to wire it to the OBDII diagnostics connector or from the ignition switch harness.

1. Pull up the cover around the hand brake. It just pushes down to attach so pull up each side and it will pop up and off. You can either swing it out of the way or release the three wiring harness connectors from their locations under the cover and remove the cover completely.
2. Remove two screws that hold down the gear shift cover. The cover can then be lifted slightly and pulled back and out. A push clip secures the lighter wiring harness to the shifter cover. Release the clip and disconnect the connector from the lighter. Both positive and ground wires are available to patch in to. This positive wire is controlled by the ignition switch.
3. After patching in power and earth wires for the shift light, reattach the cigarette lighter connector and secure the harness clip into the shifter cover. Make sure this is secure so the harness cannot fall down into the shifter mechanism.
4. Re-attach the shifter cover and fit the two screws to fix it to the console.
5. Replace the cover around the hand brake.



