

Greddy e-Manage Install Guide for Dodge, Chrysler and Plymouth 3L V6 Vehicles

By
Edward J Kelly
Kelly-Mulhern Performance
www.kmperformance.com

These instructions are provided as a basic guide and represent the methods by which things have been done successfully in the past. Other situations may differ and other methods may exist. In all cases, you should apply your own common sense first and the instructions second. Working on, under, or around an automobile can be dangerous and if done incorrectly or carelessly, it can result in damage to the tools you use, the vehicle, or the parts being installed. It can also result in bodily injury or death. Kelly-Mulhern Performance is providing these instructions as is and will accept no responsibility for the use or misuse of said instructions or for any consequences, damages, injuries, or fatalities that may follow. Upon following or referencing these instructions, the reader agrees to accept full responsibility for his/her actions and any outcome that may result.

This manual covers the installation of the blue Greddy E-Manage into 3L V6 equipped Chrysler vehicles. The wire colors stated are for a '93 Dodge Spirit, but most are likely the same for other models and years.

The basic installation allows you to run slightly larger fuel injectors and adjust fueling curve.

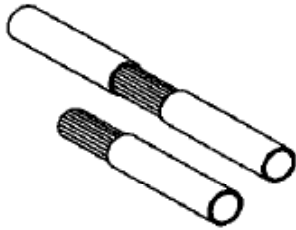
Connection to the fuel injectors is exclusively for vehicles with high-impedance injectors. The Greddy E-Manage cannot handle low-impedance injectors (aka Peak-and-Hold.) The problem stems from the E-Manage's ability to detect the end of an injection event to know when to start the timer's extension of the injection pulse.

Chrysler moved from low to high-impedance injectors in 1992 therefore vehicles running a 1992 or newer ECU should be compatible. For those with low-impedance injectors that do not wish to switch to high-impedance injectors (and controller), I would recommend installing auxiliary injectors. How to do this is covered in the Greddy manuals and thus not covered here.

How to splice wires (from the Greddy E-Manage Installation Manual)

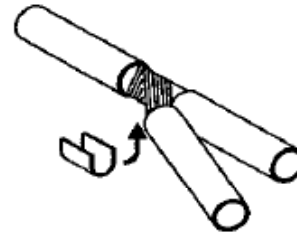
5. How to splice wires

1. Strip the wire as shown.

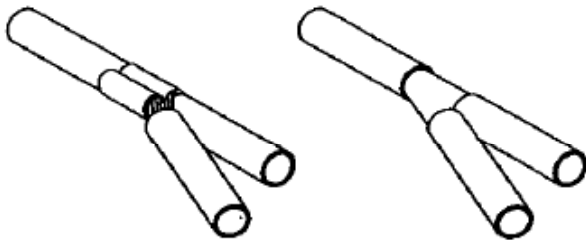


2. Wrap the stripped wire together as shown, and set the crimp in place.

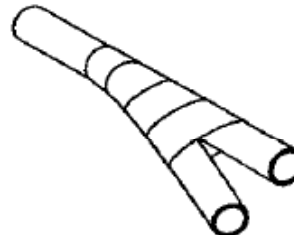
*Crimp is not necessary if soldering.



3. Crimp or solder the connection.



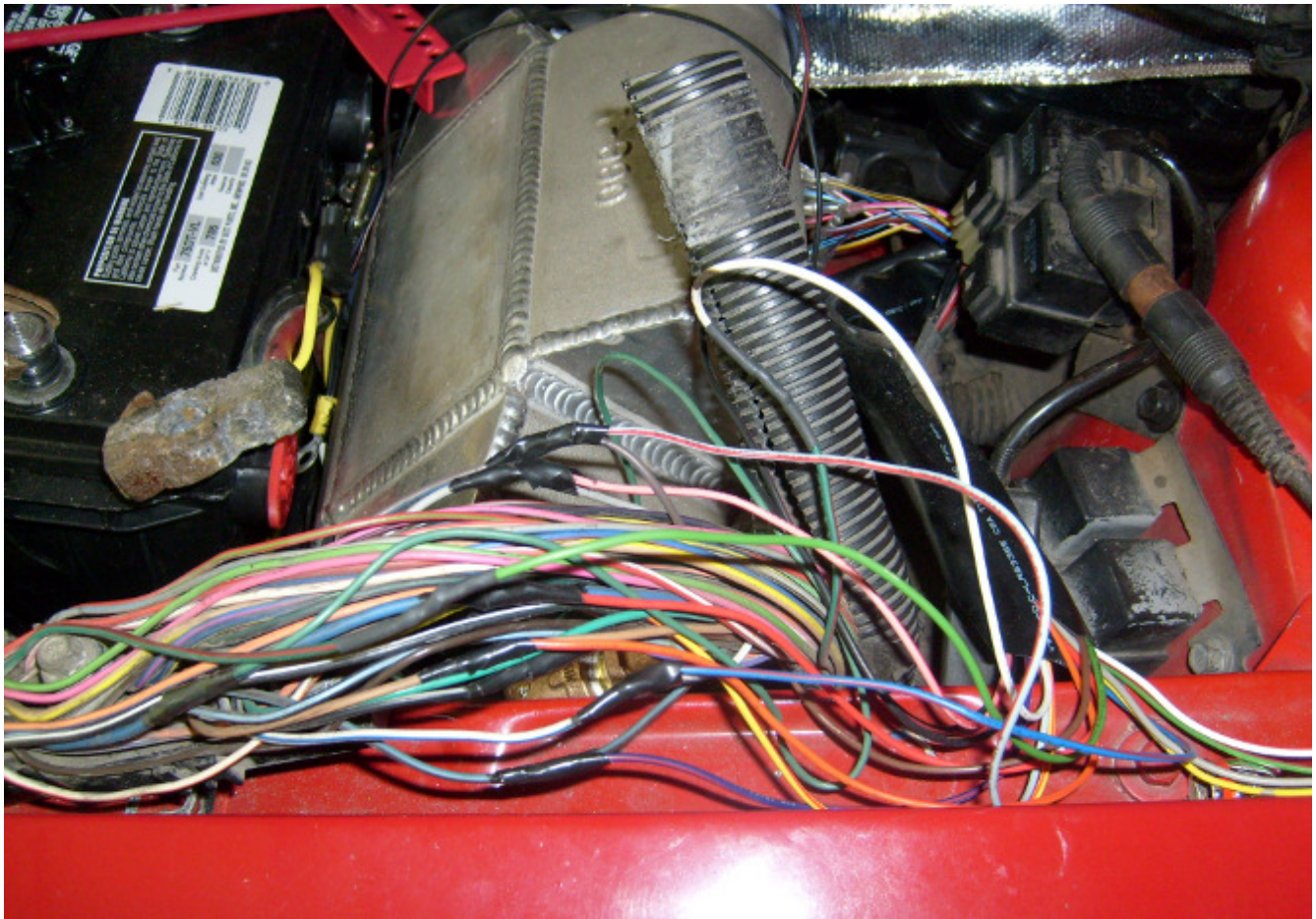
4. wrap the connection with shrink tube or electrical tape.



- Select desired wire.
- Make to cuts with wire strippers
- Cut insulation off
- Strip the end of the other wire
- Wrap the wire
- Solder the wire
- Wrap the wire with electrical tape

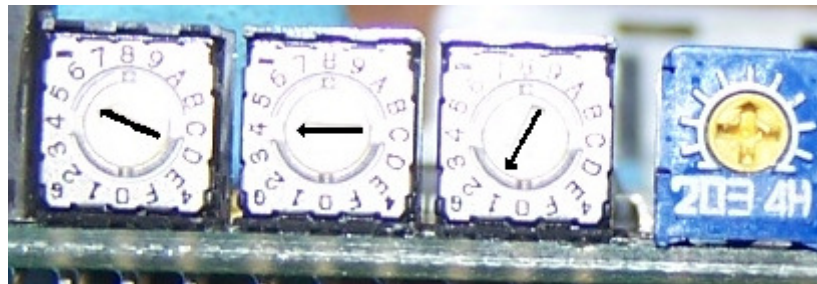
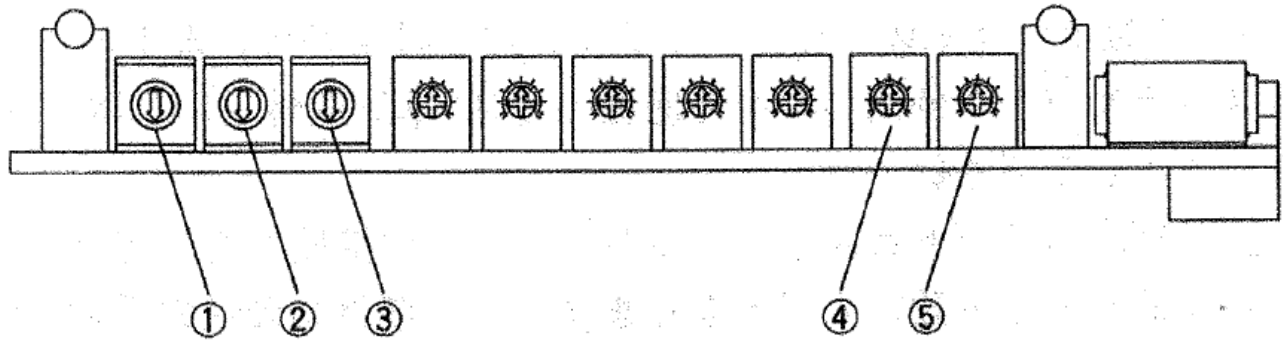
Wire connections for basic install

Greddy harness =====	Chrysler Vehicle Harness =====	ECU pin =====
Red (power)	DB	9
Black (Ground)	Battery Ground or BK/TN	(11/12) (same wire to both pins)
Brown (RPM Signal)	BK/GY	19
Green (Airflow Output)	DG/RD (ecu side of the cut wire)	1
White (Airflow Input)	DG/RD (vehicle side of cut wire)	1
Grey (TPS)	OR/DB	22



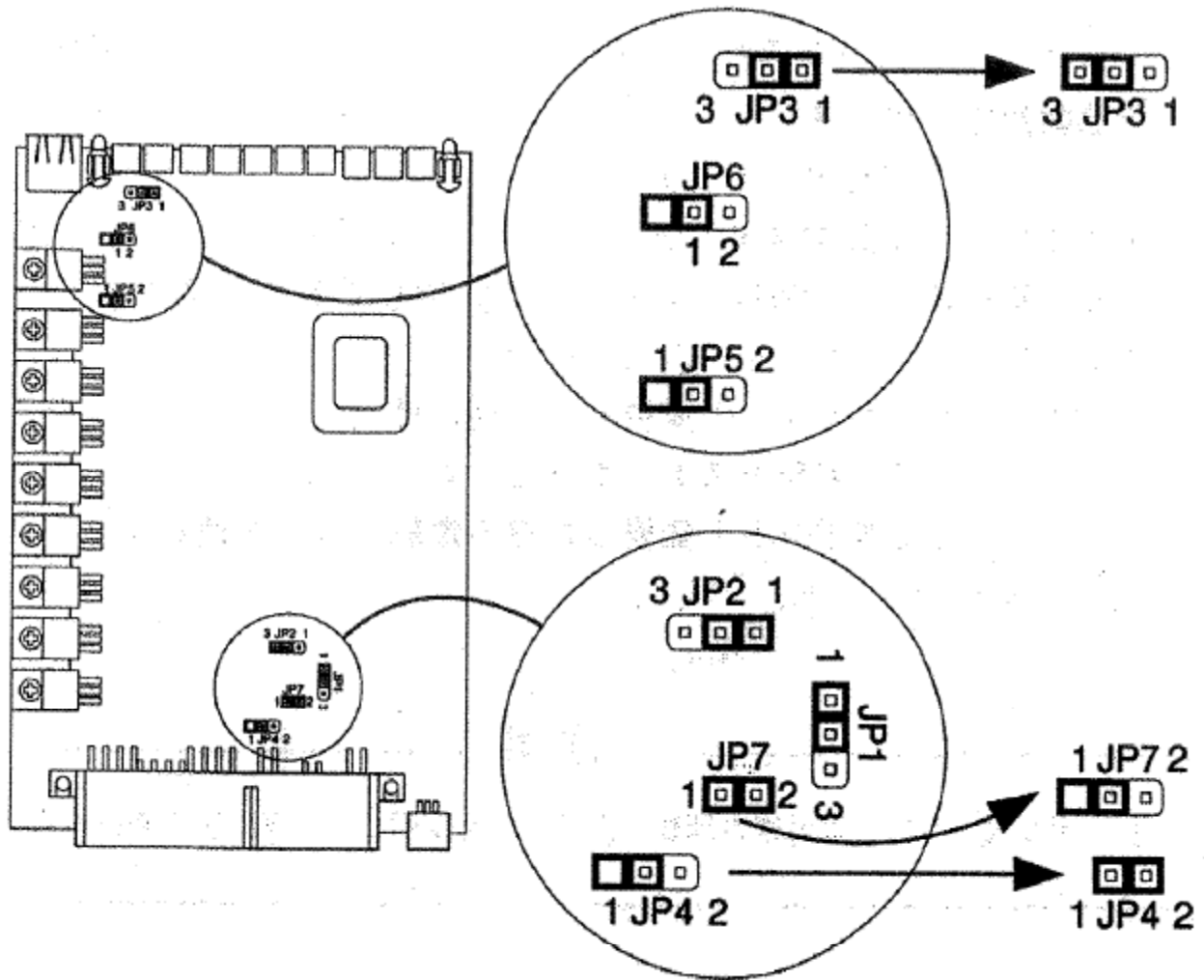
Rotary Switch Settings:

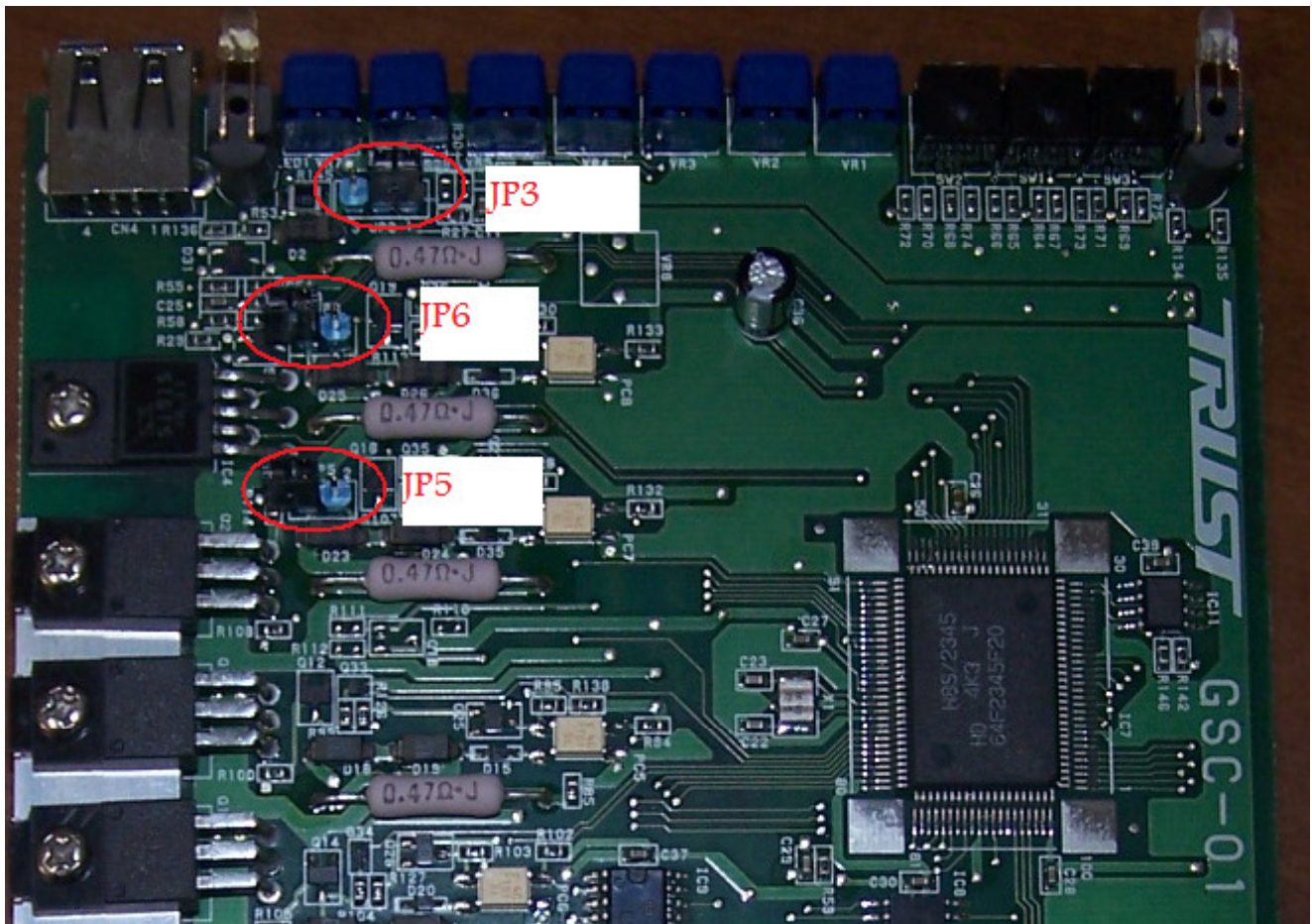
The settings for the rotary switches 1, 2, and 3 are 5-4-1. Below you can see a digitally modified picture of the set switches.

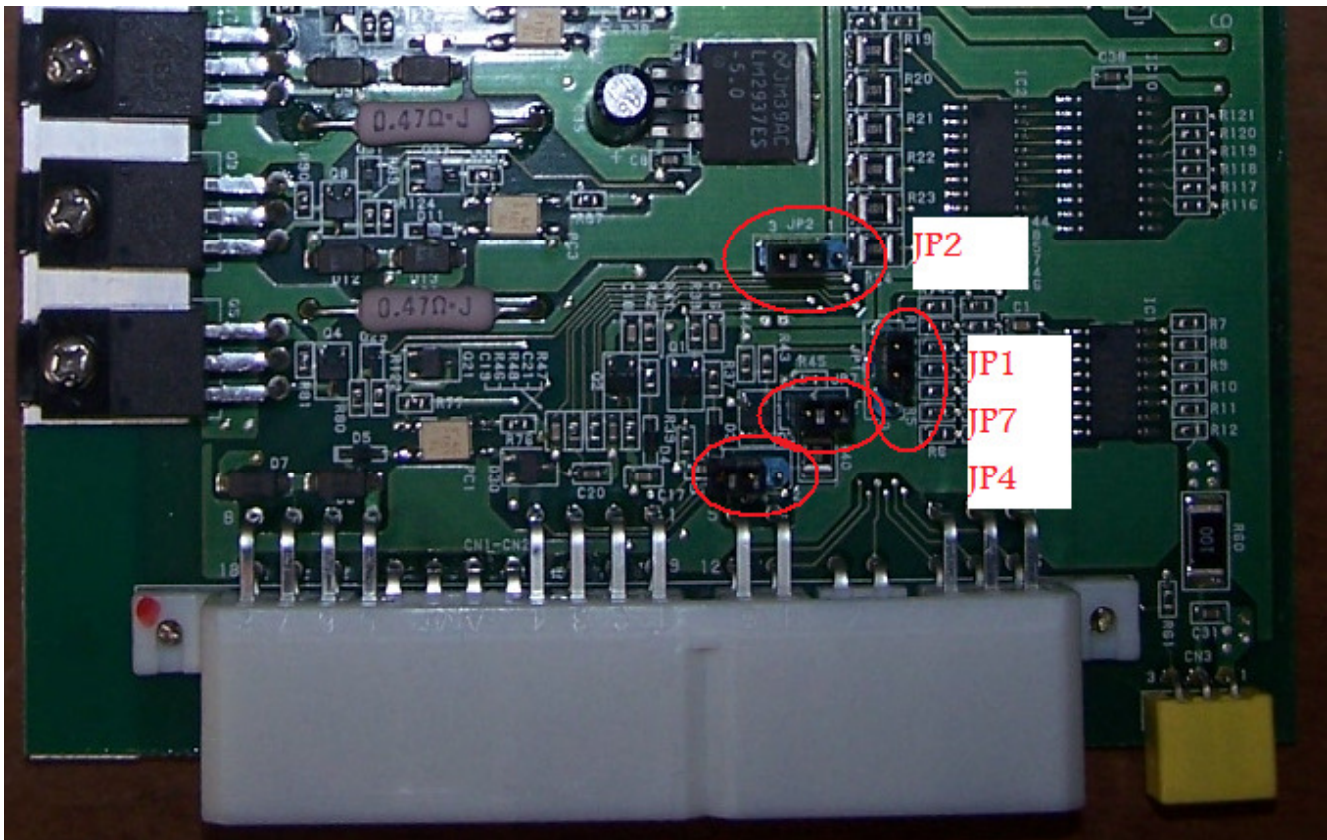


Jumper Settings:

- JP1 1-2
- JP2 2-3
- JP3 1-2
- JP4 OPEN
- JP5 OPEN
- JP6 OPEN
- JP7 1-2







Injector Harness Wiring Connections:

Greddy harness	Chrysler Vehicle Harness	ECU Pin
=====	=====	=====
BL/R	WT/DB	16
O/R	TN	15
Y/R	YL/WT	14
P/R	LB/RD	13
PI/R	GY	38
LB/R	BR/DB	58
B/R	BK/TN	11/12 (Same wire to both pins)

