

2006 WRX TurboXS Delta install supplement

The 2006 WRX ushers in an exciting change for the UTEC product line. While the older revisions of the UTEC hardware have been mainstays of the TurboXS product line and have powered many a Subaru to new heights, the time has come to introduce the successor to the UTEC. Enter the Delta. The new TurboXS Delta combines exciting hardware possibilities with cross-platform portability. This single device, with appropriate software can be made to function on many different vehicles which will ultimately add significant value to your purchase. As the Delta is designed to be used in a number of different platforms, the installation instructions vary slightly from the standard UTEC installation. This supplement is meant to address those differences. The current 06 WRX Delta, from a software perspective works exactly like the latest release of the WRX UTEC software, and as such all software related information can be found in the WRX/STI UTEC manual.

Important note! Do not install the delta directly to your factory engine harness. You must use the supplied extension harness to connect the delta and your factory ECU to the factory harness. Failure to do so may result in damage to your Delta unit that will not be covered by TurboXS under warranty.

ESD (Electrostatic Discharge) Precautions

ESD is the multi thousand volt "zap" you feel when get out of your car on a dry day.

This ESD zap can damage electronic devices and should ideally be discharged prior to handling any electronic device. To prevent ESD, follow the steps below when installing, removing or handling the UTEC or the factory ECU:

1. Always turn off the ignition before removing or installing the ECU or the UTEC.
2. Handle the ECU and the UTEC as little as possible.
3. Transport and store the UTEC in a static -protected bag or container.
4. Do not slide the UTEC or the ECU over any surface.
5. Discharge yourself by touching an exposed metal chassis point before installing or removing the ECU or the UTEC when connecting the UTEC to a laptop. Alternatively, wear a grounded antistatic wrist strap to discharge the static voltage from your body.
6. Do not touch the connector pins of the ECU or the UTEC.
7. Avoid handling the ECU or the UTEC in areas that have floor or work-surface covering capable of generating a static charge.

Access and removal of the stock ECU

1. The WRX™ Engine Control Unit (ECU) is located in the passenger side footwell under the carpet. To access it, remove the plastic screws fixing the carpet to the floor and pull back the carpet.
2. Ensure that the ignition switch is OFF and has been OFF for at least 5 minutes or disconnect the car battery.
3. Use a 10mm socket wrench to remove the nuts holding the kick plate in place. Use the same wrench to remove the 2 nuts holding the ECU to the floor.



4. Disconnect the five connectors from the wiring harness to the ECU by depressing the locking tabs and carefully lever the connectors out with a flathead screwdriver. **DO NOT** pull on the wires.

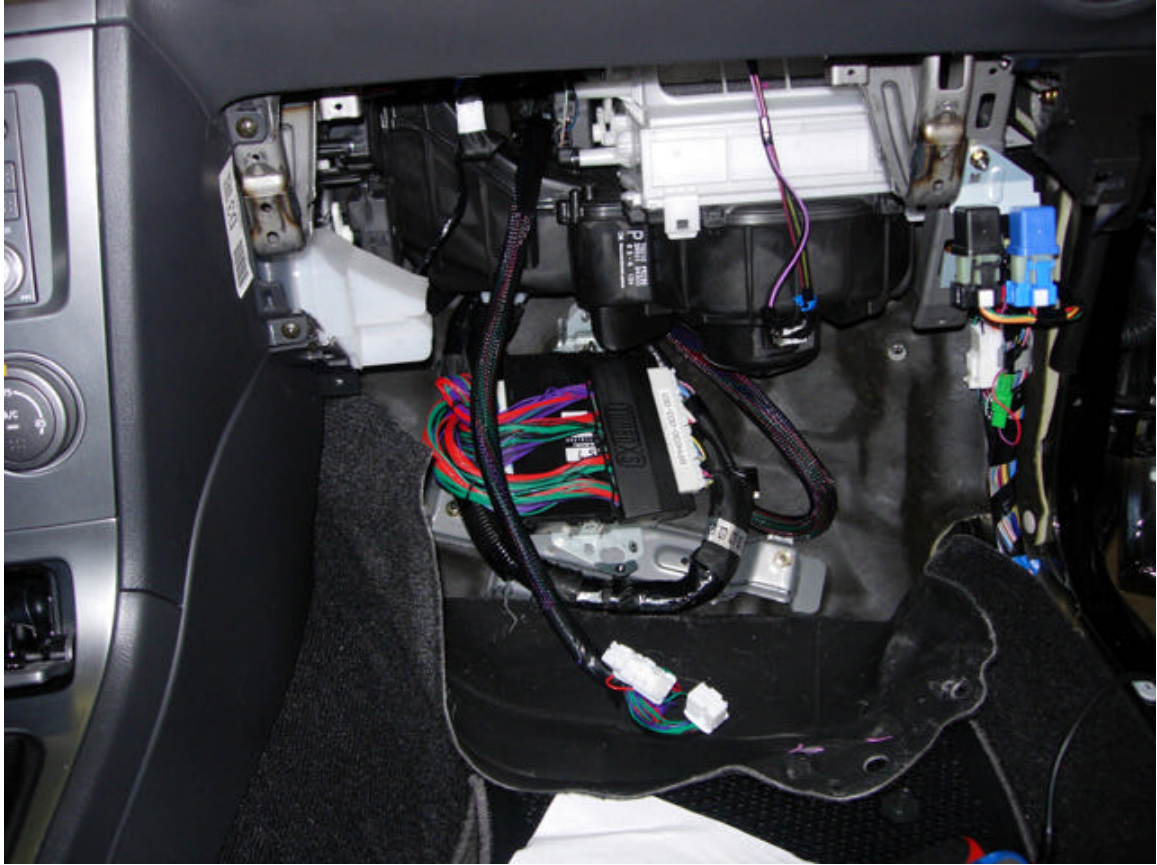


5. Remove the ECU from the car.

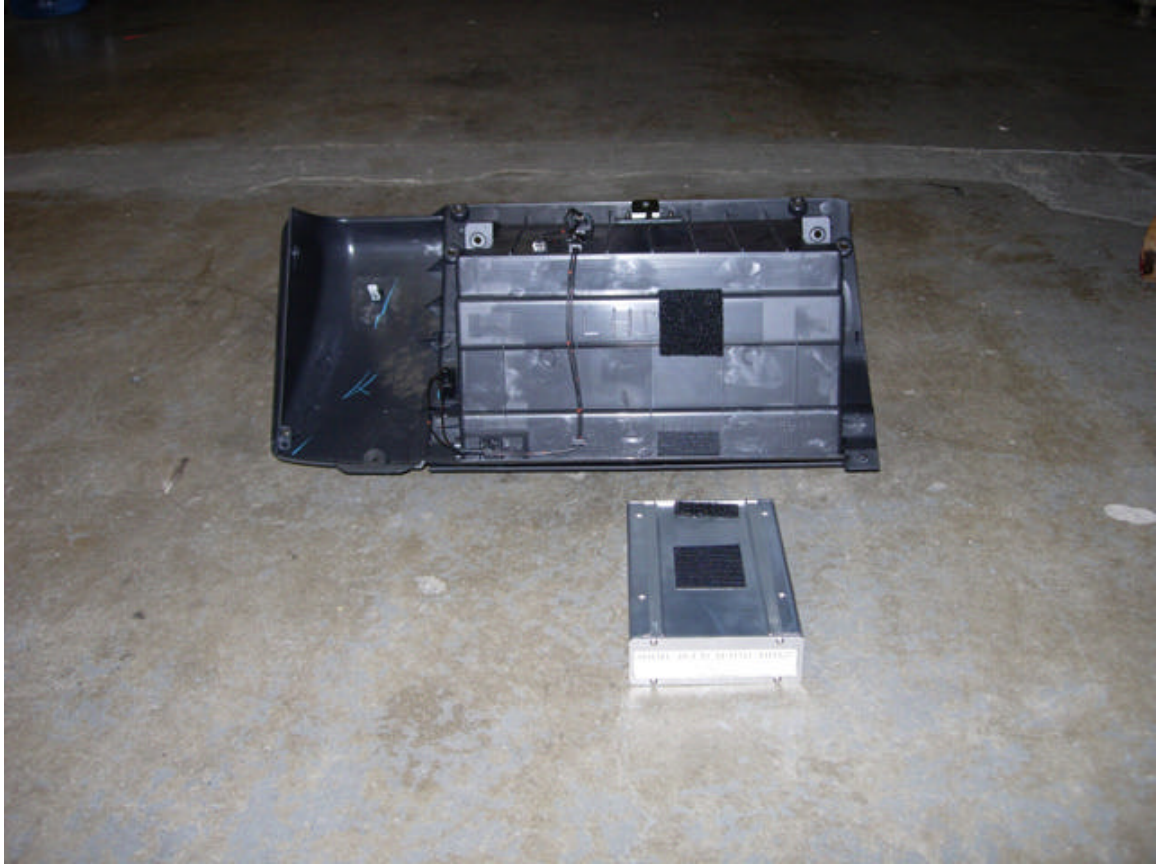
Installation of the Delta

Important note! Do not install the delta directly to your factory engine harness. You must use the supplied extension harness to connect the delta and your factory ECU to the factory harness. Failure to do so may result in damage to your Delta unit that will not be covered by TurboXS under warrantee.

1. Connect the factory wiring harness connectors to the Delta extension loom.
2. Connect the five connectors from the short side of the Delta extension harness to the factory ECU.



3. Route the long side of the harness up behind the glove box as seen in the picture above.
4. Apply Velcro to the bottom of your glove box and to the bottom of the Delta as shown



5. Attach the 3 from the long side of the harness to the proper receiving connectors on the Delta.
6. Reinstall your glove box and attach the Delta to the bottom of it via the Velcro. The recommended orientation is shown below



7. Install the kick-plate stand-offs in the x/frame that supports the factory kick-plate.
8. Reinstall the kick-plate over the top of the Delta harness and the factory ECU.
9. Reinstall the plastic thumb screws that hold the carpet down.