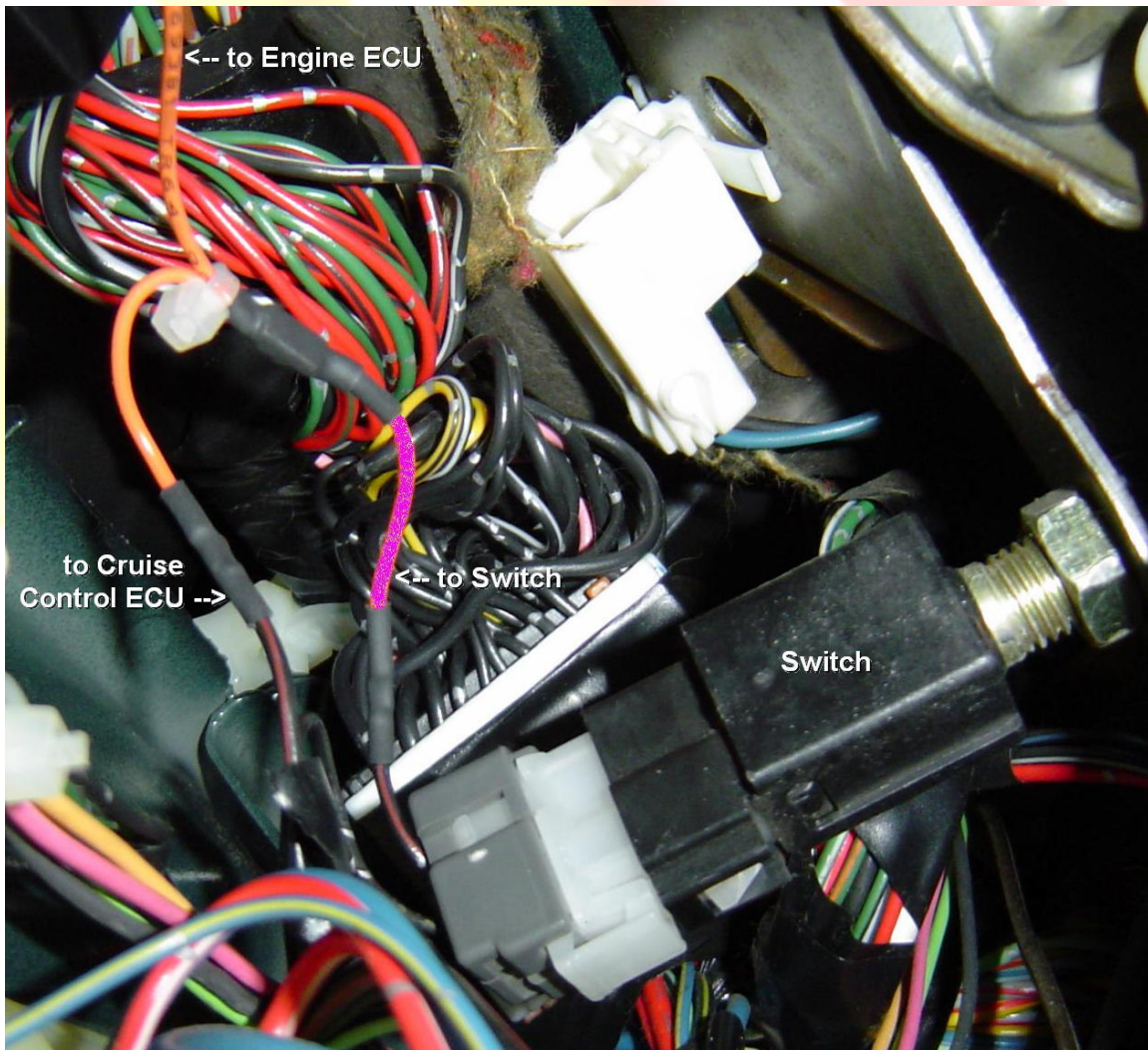


## 2G Clutch-cut Wiring Instructions – Start Here

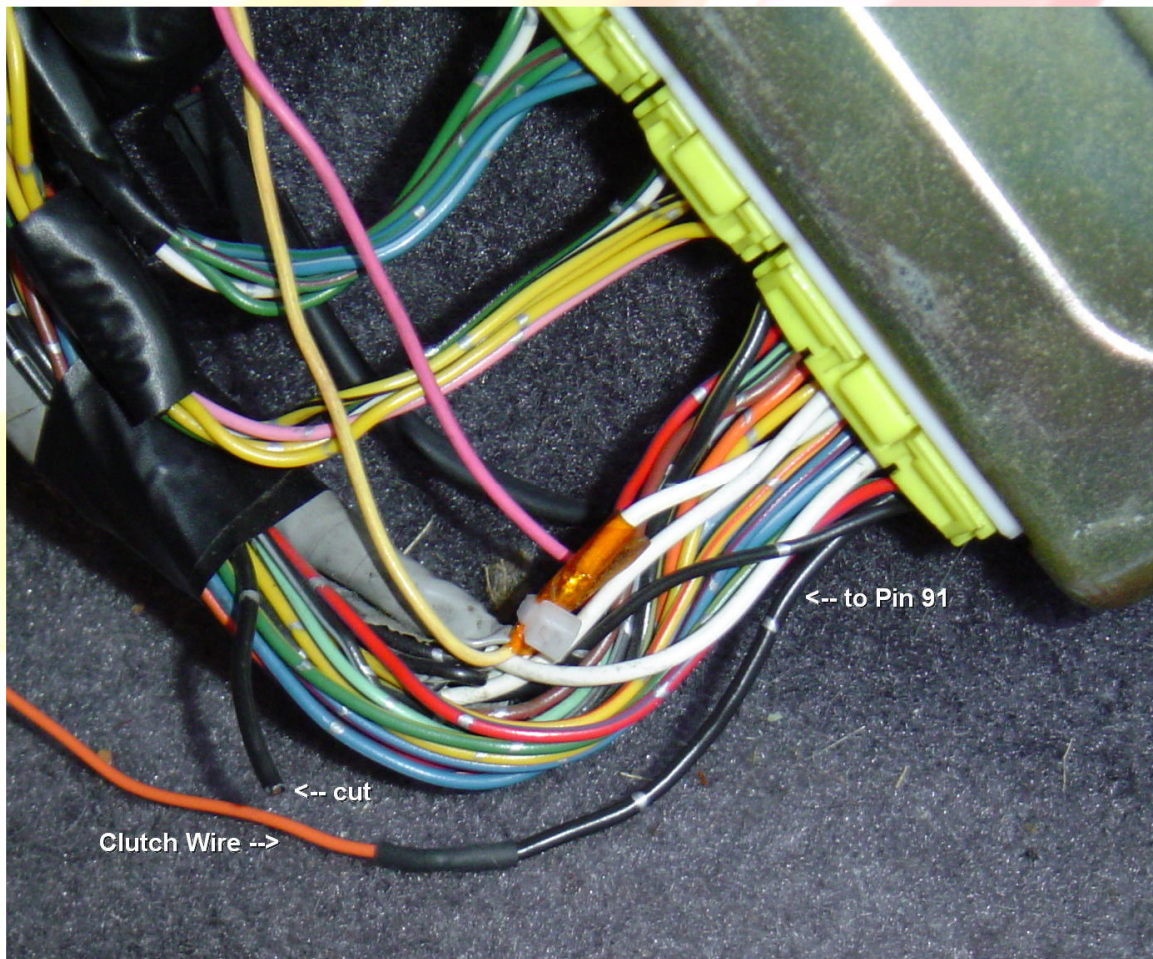
Clutch-switch wiring:

1. Climb under the dash and locate the clutch switch used to deactivate the cruise control when the clutch pedal is depressed.
2. Locate the Black/Red wire connecting to the switch.
3. Cut the Black/Red wire, leaving each end of the wire long enough to connect to wires coming from the clutch-cut adapter.
4. Connect the Violet wire from the clutch-cut adapter to the Black/Red wire leading to the clutch switch. Preferably, solder the wire and insulate with heat-shrink tubing. Alternatively, make the connection using insulation-displacement splices.
5. Connect the **short** Orange wire from the clutch-cut adapter to the Black/Red wire leading to the cruise control ECU.



## ECU wiring:

1. Route the **long** Orange wire from the clutch-cut adapter under the dash to the vicinity of the engine ECU.
2. Locate the Black wire connecting to pin 91 of the engine ECU. **Be careful** not to confuse this wire with the Black wire connected to the adjacent pin 92 (the pin at the corner of the connector). The Black wire to pin 91 is the thicker of the two.
3. Cut the Black wire connecting to pin 91 of the engine ECU, leaving enough wire protruding from the connector to splice to the **long** Orange wire.
4. Connect the **long** Orange wire to the Black wire leading to pin 91 of the engine ECU.
5. The remaining end of the Black wire is left unconnected.



**Note: The clutch-cut modification is suitable only for manual transmission-equipped cars. It is not to be used on automatic transmission-equipped cars. After installing the clutch-cut adapter, configure DSMLink to enable the clutch-cut feature. With the clutch-cut adapter installed, if clutch-cut operation is not desired, it should be inhibited by configuring the clutch-cut RPM to the same value as the normal RPM limit rather than by deactivating the clutch-cut feature.**