

ME221/ME442 Engine Management System



**ME221 / ME442 GEN 2/2B MX5 NB2
2001-2005**

Plug-In Quick-Start Manual

www.motorsport-electronics.co.uk

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1 Introduction

Thank you for using our system in your pursuit of power! The Motorsport Electronics core system stems from over 15 years of electronics design and engineering, from a small, active development team. With tuners all across the world, and an ever expanding network of users, the ME experience is more than just a circuit board - we are here to help and we actively encourage and welcome feedback, both via our normal support system as well as community support via our "ME Users" facebook group. Get involved - if you have an idea for a feature, there's no reason it can't be implemented!

This guide covers the physical installation of the ME221/442 Plug-In Engine Management System for the Mazda MX-5 NA (2001-2005 1.6 & 1.8 model years with the 3-plug ECU). The ME is the core control system as used by many of our Plug'n'Play ECUs - so this guide applies to some of them also.

Visiting a rolling road and an experienced mapper will sometimes be the best option for most users (the ones who just want their car to perform how they want, without much interest in as to how to get it to) - for others, the experience of doing it themselves is what matters, and with the ME ECU being so flexible, and so many rolling roads and tuners supporting the ME product range, as well as a user friendly tuning system, plus a growing support network, both styles of approach are equally accessible.

This guide does not cover the basics of using the MEITE tuning software (i.e the menus, keys etc) - that is covered in the MEITE guide [here](#).

1.1 Safety First!

It must be said first and foremost that tuning an engine can be an exciting experience, as well as a risky one. If you really don't know what you're doing, or even where to start, read all the manuals until you do, and if you're still lost - seek professional advice from one of our world-wide installation agents. **Failure to do so may damage your engine, and even yourself!**

If you have no experience of engine management - follow the manual closely, ask for support if you get stuck, and aim only to get the basic physical install done - leave the rest to a reputable tuner to avoid engine damage or personal injury. NEVER tune your ECU on the public highway!

1.2 Connectivity & Disclaimer

While we develop the connectivity, products and basemaps on REAL cars in house, that doesn't mean to say there isn't some weird and wonderful cross-over that moved a certain connection - we detail any of these "special" cases in the appendix if applicable. It is however always the installers obligation to check the compatibility of the ECU with the OEM harness - Motorsport Electronics Limited cannot be held liable for any costs incurred through incorrect installation or use of the product. DRIVE-BY-WIRE SHOULD NOT BE USED ON PUBLIC HIGHWAYS - DO SO AT YOUR OWN RISK.

1.3 Getting Help & Support

There are various avenues for support - the first being the online manuals and documentation. Almost all support can be answered with a simple "it's on this page" - but in those rare cases, you can either raise a support ticket via our website, or call us Mon-Fri 9am-5pm GMT on +44 (0) 1373 710610 where one of our support engineers will be happy to guide you through any queries. Please bare in mind while we will try and offer some tuning support, in most cases a visit to your nearest ME approved agent will be the best advice for tuning. Our basemaps are provided

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“as-is” and should be used at your own risk. Note they are from REAL cars, tuned on the rolling road at our headquarters and validated by our agents across the globe - but just like wiring ‘oddities’ this is no guarantee of their suitability for your specific modifications - using a basemap for more than startup testing prior to calibration is not advised!

There is also a vast and vibrant user community online that can offer helpful insight - check Facebook for “ME Users”, and feel free to get involved!

2 Initial Board Setup

Before you install the new Plug-In ECU into your vehicle, various checks must be carried out.

Note that some european cars use the case that is smaller than the ME board. To suit these models, you can simply snap the board along the marked lines.

2.1 Board Switch Settings

Please note that some ME Plug-In ECUs require jumper settings to facilitate different models or functionality.

Mazda MX-5 01-05

There are no settings to be made to the board.

2.2 Connected Hardware & Basemaps

The ME Plug-In ECU (and specifically its supplied basemaps) is designed to drive stock hardware & utilise OEM sensors - it is also designed to run only High-Impedance injectors. If you have changed your sensors/coils etc, you will need to configure them using the MEITE tuning studio.

3 ECU Installation

This section provides information on the physical install of the ME Plug-In Engine Management System.

3.1 ECU Handling

You should always handle both the stock ECU (and its internals) as well as the PCB with due care and attention, protecting them from anti-static discharge. Use a grounded wrist-strap where possible as damage can occur. Also be wary of physical damage to the ECUs which can be caused by applying force or subjecting them to contamination from oil/dirt. A workshop environment is NOT a safe environment for working with electronics!



1. Carry out the install on a conductive, and earthed metal workspace.
2. Wear a grounded to earth wrist-strap when working with electronics.
3. Avoid contact with any of the components, contacts or metal work of the PCBs.

3.2 Fitting of the ECU

The ECU is designed to fit into the OEM placement

The below outlines a simple guide for all models of the ME Plug-In range. Specific models are detailed (where available) on our youtube channel.

1. Ensure the ignition is off, and disconnect the negative terminal of the battery. Note saved stereo settings etc may be lost.
2. Locate the factory ECU. It is located in the passenger footwell area under the carpet and kick-plate.
3. Remove any bolts to allow removal and disconnection of the factory ECU.
4. Install the new ME Plug-In ECU into the factory casing. You may also wish to pre-drill the casing to allow access to the USB and Wideband (ME442) ports.
5. Run the provided vacuum hose from the inlet manifold (after the throttle) to the on-board MAP sensor. Drill the case with a 8mm drill to allow the hose to pass through or to use the bulkhead fitting (for variants where that is provided).
6. See above section if you need to carry out any pin-swaps/jumper settings.
7. Ideally, install a tuning cable, modifying the OEM casing to allow the cable to run through.
8. Reconnect the battery, but do not attempt to start - follow the manual through entirely first.

NOTE: if you have the smaller European case then snap the ME ECU circuit board along the marked line with a gentle force. You will also have to grind out a small piece of the case - see Appendix C.

4 Additional Sensors, Wideband & Inputs/Outputs

The ME Plug-In ECU offers more connectivity than the factory ECU, allowing upgrades such as MAF-Less fuelling (utilising an IAT & MAP sensor), or spare control lines for nitrous, boost control etc.

4.1 MAP Sensor Plumbing / MAF-Less

The ME221/ME442 relies on its on-board 400 kPa MAP sensor. Run the provided 3mm ID silicone hose from the sensor on the ME Plug-In to the inlet manifold AFTER the throttle body. Be sure it is not crimped anywhere when passing through the bulkhead as required etc.

If you turbo/supercharge your engine you must fit an IAT sensor in place after any intercooling stage. Wire it to the OEM sensors wires - polarity does not matter.

4.2 Additional Inputs/Outputs/CANbus/Drive-by-Wire/etc

The Auxiliary connector inside the ECU allows a host of spare connections. These are detailed in the Appendix. Some spare I/O can only be used when using the ME442 version of the Plug-In. For AEM widebands, see here: [AEM Wideband Install guide](#).

4.2 Bosch Wideband Lambda (ME442 Only)

The 6-way black connection on the core allows you to connect using our WBO2 Kit a Bosch LSU 4.9 Sensor which can be installed in place of the first stock lambda sensor. This allows the ME442 to have accurate AFR measurements useful for either manual or auto-tuning, as well as engine protection. You can order the wideband sensor and cable kit from our website.

4.3 On-Board Logging (ME442 Only)

The ME442 has an SD-Card slot for onboard logging. Install an SDHC card here (4Gb is a good size) and you can configure the ECU to datalog within MEITE. It also features a real-time clock so each log will be date-stamped for easy later review.

4.4 Exhaust Gas Temperature Measurement (ME442 Only)

The ME442 has the ability to have an EGT (K-Type thermocouple) directly connected to it for safety and control purposes. Check the Appendix to see where to wire it as some models use the Aux. port, and others use unused pins of the factory connector. K-Type thermocouple kits are available from our website.

4.5 Electronic Boost Control

Most customers choose to remove the “purge canister valve” control and use the two wires that previously went to this to connect a boost control valve such as the boost control kit available from our website. The ECU basemaps are set up to use these wires as standard. The wires can be connected either way around into the plug; one of them will read 12V and the other will connect to the ECU. This will allow you to set the boost control output easily without having to run new wiring through the cars bulkhead.

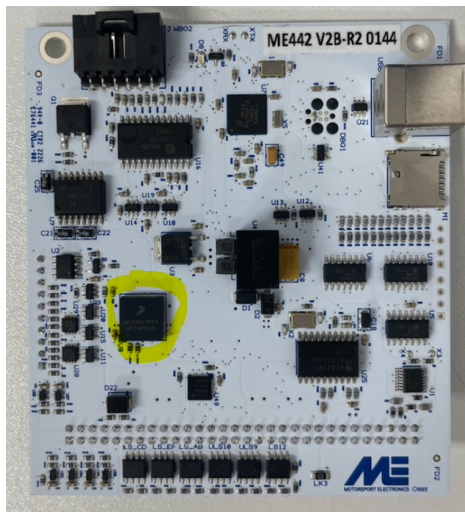
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Alternatively, you can connect the signal wire (the one that is not 12V) to any spare low side on the ECU auxiliary connector. Then in the software, assign “boost control sol” to LS1, LS2 or LS3 - whichever it was connected to. This can be a good idea for customers who do not wish to make alterations to the stock wiring harness.

4.8 Drive-By-Wire [ME442 Only with Optional DBW Upgrade]

Some variants of the ME442 model support the control of drive-by-wire throttles.

If you have a DBW Variant you can tell by looking for the following chip circled in yellow being fitted:



You can then use the following sensor wiring table below: Refer to the appendix for the OEM Pinout as to which pin does what function.

Pin	Software Pin Name in IO	Function to Set Pin To / Wire To
DBW Motor +	HBA Out +	DBW A +
DBW Motor -	HBA Out -	DBW A -
OEM TPS Signal	ANA V2	DBW A Throttle Pos Raw 1 [25]
AUX ANA-V5	ANA V5	DBW A Throttle Pos Raw 2 [26]
AUX ANA-V6	ANA V6	DBW A Pedal Pos Raw 1 [23]
AUX ANA-V7	ANA V7	DBW A Pedal Pos Raw 2 [24]
AUX 5V REF	n/a	5V Supply to sensors
AUX GND	n/a	GND reference to sensors

5 Connecting for Tuning

5.1 MEITE Tuning Software

ME Plug-In ECUs utilise the Motorsport Electronics Integrated Tuning Environment (MEITE for short) for carrying out diagnostics, calibration and setup. You can download the latest copy of MEITE from the www.motorsport-electronics.co.uk website. After downloading, install, and if prompted to auto-update, be sure to, to bring the PC tuning software to the most current version. MEITE supports Windows x32 and x64 versions 7/8/10 and above.

5.2 USB Connectivity

MEITE will automatically install the correct USB drivers when it is first installed. Simply connect the unit with the provided USB cable to a spare port on your laptop. The ECU must be powered by the car for the connection to be established - i.e ignition on.

5.3 Initial Connection

Once you have installed MEITE, and the drivers, connect the ECU to the laptop, and turn the ignition to position 2 - also, be sure to disable any immobiliser so the dashboard Check Engine Light is illuminated.

Open MEITE. If MEITE is already running, press 'Connect' under the 'File' menu. A green bar will progress across the screen as the ECU data is downloaded to the laptop. If this does not happen, check that the correct comm-port is selected in the lower right section of the MEITE window. Refer to the MEITE help (Help menu) for further help with getting connected.

6 Pre-Start Setup

Be sure to follow this section carefully. Firmware updates, basic sensor checks and calibrations need to be carried out, as well as loading of a default calibration to allow successful operation of the ECU.

6.1 Firmware Update

Because we offer free feature updates and additions through firmware updates, it is always best to check the current firmware version and the version available from the www.motorsport-electronics.co.uk website. You can check which version you have currently by going to Help>About when connected to the ECU. The ECU FW Version is the number to take of. If you have a version that is older than the current latest firmware, then follow the firmware update procedure in the [MEITE Guide](#) to update your ECU to the latest version. Note if your car has been tuned, major FW changes can make the map unuseable - only update if you are aware of changes that could happen.

6.2 Basemaps and Startup

We provide a number of basemaps on our calibrations server which can be accessed from the ME website (Under support). We offer various startup files, one of which will be always provided based on (and calibrated on) an OEM, low mileage car utilizing OEM sensors and hardware. This should only be used as a guide - professional tuning/advice should still be sought.

Ensure you're connected to the ECU, then go to **Calibrations>Load Calibration** to load on a chosen calibration. Try to use a calibration that closely matches your specification. If none are available, or not yet released, start with the OEM basemap for your model. Be sure to load "Tuning data only". A green bar will progress to show the calibration being loaded. Power cycle the ignition after downloading an entire calibration.

6.3 Sensors and Sense Check

Using the 'Sensor Cals' tab of MEITE, check all sensors read sane values. IAT, Coolant, MAP (which should be around 100 KPa at sea level, with the engine not running), Throttle (moving from 0-100% with throttle actuation). If they do not, refer ME Software guide to tune the HRT tables to suit your sensors.

If you have changed any sensors, such as MAP, or IAT sensors, then you will need to calibrate them using the MEITE. Refer to ME Software guide - which details the specifics of the ECUs functions, for details on this.

6.4 Injectors

If you have changed your injectors to ones that have a different flow rate, be sure to enter their cc/min into the **System>Injection Driver** settings window available on the 'START' tab in MEITE.

6.5 Calibrating Base-Offset/Trigger Offset

If all of the above has been carried out successfully, and everything is reading correctly, it is time to attempt a first-start. The base-maps contain trigger offset numbers for the crank/cam sensors that relate to OEM cars. You should still confirm that the ECU's commanded advance (shown under **Ignition>Ignition Advance**) matches the actual advance angle seen when using a timing light (while cranking).

If it does not, adjust it by modifying the Trigger Offset number under the ***System>Engine Driver*** window.

You can turn the fuel supply off to stop wetting of plugs during this stage by going to the ***System>Injection Driver*** and turning Fuelling Mode to “OFF”. Remember to reset this to its original setting (usually ‘Fully Seq’) when trying to finally run the engine.

Once you have the engine running and idling, reconfirm the offset as low RPMs can prove difficult to time truly accurately.

7 First Time Startup

If you have made it this far, a base-map suitable for your engine has been loaded, the engine ignition is timed and all sensors are reading sane values. You're now ready to start the engine!

Follow the below process as a final checklist and startup procedure:

1. With the ignition on, and MEITE connected, check the following from the "MAPPING" tab:
 - a. MAP sensor reads around 98-100KPa (at sea level).
 - b. Battery voltage reads around 12+ volts.
 - c. Engine Coolant and Intake Air Temp values read sanely.
 - d. The TPS/Throttle percent number moves from 0-100% as you sweep the throttle.
2. Rectify any issues with the above checklist - there is no point progressing further if the basics above are incorrect!
3. Turn the ignition OFF then back ON - listen for the fuel pump priming for around 2 seconds (if ECU controlled)
4. Crank the engine - you may need some throttle to help it. While cranking you should see an RPM reading of around 200-300rpm on most engines with charged batteries. The engine may be running excessively rich/lean - adjust the "Engine Size" under the System>Engine Driver to richen/enlean the mixture - note this is a "get you running" hack and it should only need to be changed by around 20% maximum either way - the Engine Size should be reset to the actual size when starting tuning.
5. If you do not get a stable RPM, use the diagnostics tab in MEITE to confirm CRANK and CAM IRQs (pulses from the sensors) - also check for "Lost Sync Count" increasing while cranking as this can indicate failing sensors or electrical noise. Resolve these issues before continuing. If you have attempted multiple starts, check to ensure spark plugs are not wet - ideally replace as opposed to attempt drying them.
6. Once the engine is running, allow it to warm, and then adjust the engine size number to get as good a running as possible.
7. Adjust the idle control in "Manual Mode" under the IDLE tab to help maintain a steady idle without throttle use. (Refer to the [Tuning Manual](#) for more on idle tuning).

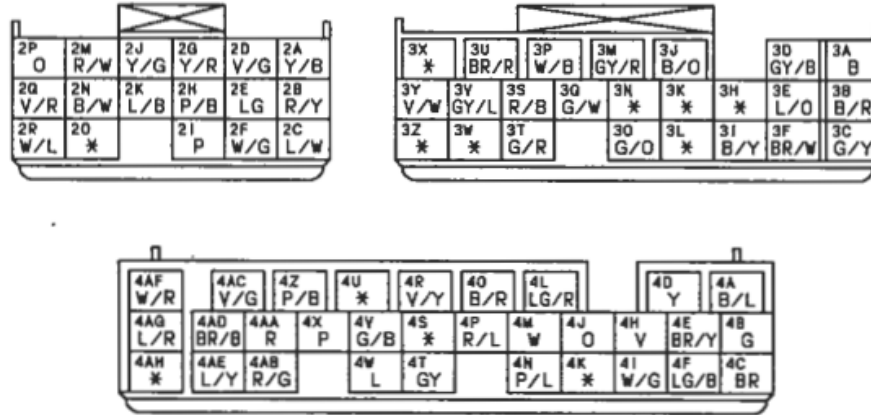
Remember that ultimately an engine is a simple mechanical system - it needs, air, fuel, compression and a spark (at the right time, usually around 10° BTDC at idle for most common engines). Check for these basics and you can narrow down the issue. If still in doubt, give us a call or email and we will help you out - if you can have an internet connection available we can remote connect and check things are enabled correctly.

Congratulations!

You now have a running engine that is ready for full calibration under load. Please visit our website for a list of approved tuning agents, or, contact us about your tuner of choice and we can get in touch to offer training or assistance where needed. That being said, the ME221/ME442, although advanced in areas of knock and boost control etc, is similar to most modern performance ECUs in that it is a VE based engine management system and any competent tuning professional should find it very easy to use.

Appendix A | OEM Header Connectivity

Pinout below is shown looking into the ECU connector - Wire Side of the plugs.



Pin #	Function/Mapping	Pin #	Function/Mapping
2A	Injector 1	3F	Ignition 1&4 / Coil 1
2B	Cooling Fan Relay / LS15	3H	Main Relay / LS18
2C	Air Con Fan Relay / LS16	3i	Ignition 2&3 / Coil 2
2D	Injector 2	3M	Alternator Control / (See sticker on baseboard if present)
2G	Injector 3	3O	Tachometer
2J	Injector 4	3T	Speed Sensor / DIGIN 4
2K	Air Con Clutch Relay / LS14	3U	Battery Light / LS12
2M/2O	Fuel Pump Relay / LS11	3V	Camshaft Sensor / VR_CAMA
2N	VICS Solenoid / LS17	3Y	Crank Sensor / VR_CRANK
2P/4D/4S	12V Ignition		
2Q	Idle Valve / LS10	4F	Air Con Switch / DIGIN 5
2R	CEL / LS13	4i	Clutch Switch / DIGIN 6
		4K	DBW Motor +*
3A/B	Grounds	4L	5V REF
3C	Purge Solenoid / LS5	4N	Inlet Air Temp Sensor / ANA T1

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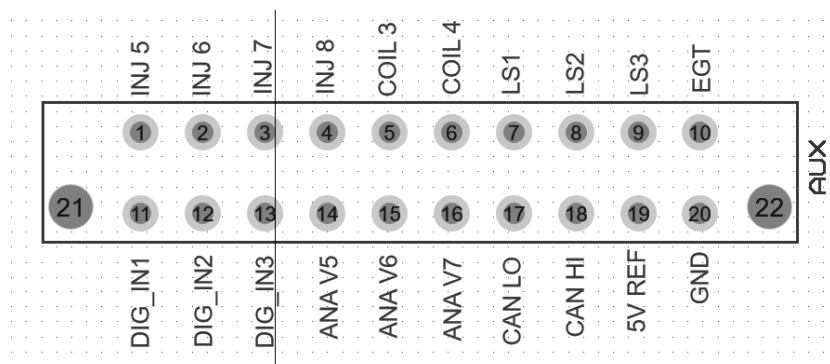
Pin #	Function/Mapping	Pin #	Function/Mapping
4M	Knock Sensor Signal / KNOCK1	4U	DBW Motor -*
4O	Knock Sensor Ground	4V	Throttle Signal / ANA V2
4P	Coolant Sensor Signal / ANA T2	4W	O2 Signal / ANA V3
4R	VVT Solenoid / LS9	4X	MAF Signal / ANA V4
MAP	On-Board MAP Sensor / ANA V1		

*Auxillary - not used by OEM, and only on ME442 DBW Variant.

Appendix B | Auxiliary Connector

The Auxiliary Connector allows a host of other functionality. This is the image of the connection, and they are detailed in the table.

The connector body is MOLEX 39-01-2205 and the pins are MOLEX Mini Fit Jr. All available from mouser.co.uk



Pin #	Function	Pin #	Function
1	Injector 5 (3.5A FB protected)	11	DI 1 (Digital Input 1, 1K, 5V Pull-up)
2	Injector 6 (3.5A FB protected)	12	DI 2 (Digital Input 2, 1K, 5V Pull-up)
3	Injector 7 (3.5A FB protected)	13	DI 3 (Digital Input 3, 1K, 5V Pull-up)
4	Injector 8 (3.5A FB protected)	14	Analogue Volt 5 (0-5V Input)
5	Coil 3 (50mA TTL 5V Output)	15	Analogue Volt 6 (0-5V Input)
6	Coil 4 (50mA TTL 5V Output)	16	Analogue Volt 7 (0-5V Input)
7	LS1 (2A PWM-Able)	17	CANBus 1 Low
8	LS2 (2A PWM-Able)	18	CANBus 1 High
9	LS3 (2A PWM-Able)	19	5V Reference (50mA Max Load)
10	K-Type EGT +Ve*	20	EGT* & Sensor Ground

*ME442 Versions Only.

Appendix C | Known Issues / Model Specifics

European “Small” Case

If you have the smaller european case, you will need to snap the circuit board along the slotted lines. Do this by hand, being careful not to damage any components.

You will also need to modify the casing slightly by grinding out the heatsink block and corner screw mounting to allow clearance. Use a dremel or likewise to remove as much metal as needed to allow the ME ECU to fit with approx 1mm of clearance.

US Models (including Mazdaspeed/MSM)

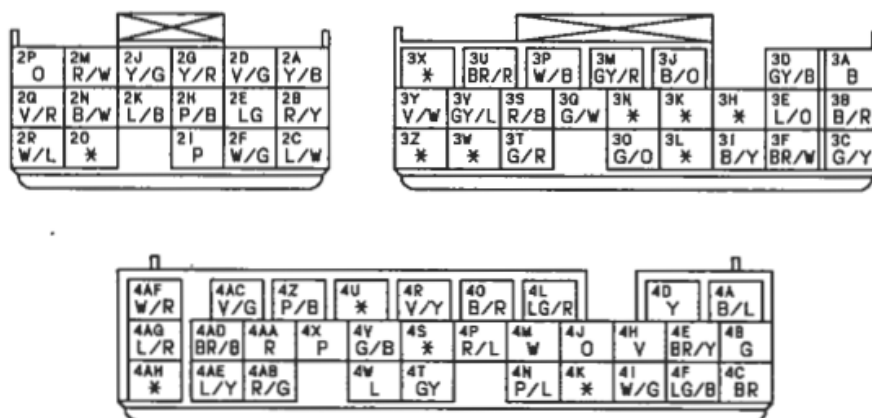
Cut the wire going to pin 4AF to prevent the ecu remaining permanently powered. If this is not undertaken, it can also cause the car to run on with ignition off (for the same reason).

For connecting a boost control solenoid, MSM customers may wish to leave the stock wiring harness intact. Therefore, see the boost control section for an option to connect a boost control solenoid to the ECU auxiliary connector.

A relay should be set to activate on key on in the software to enable power to the fuel pump relay. To do this, go to IO setup and in Output settings ou should see “Relay LS 18”. This should be set to MR: ON 1 (master relay 1). Then in the tree view on the left, under system, you can find Master Relay Settings. Set enabled to “Yes”, Inverted Output to “No” and Min RPM to zero “0”. If this is not undertaken, it will prevent fuel pump operation and therefore startup.

Certain Models (very rare!) (ECU does not power up or off at all with ignition)

Link wire that goes to 4AF to 4S.



Mk1 Alternator Fitment

Some customers choose to fit a self regulating alternator (eg from the MX5 Mk1) as opposed to using the Mk2/2.5 smart alternator. Please note that in this case you should cut pin 3M (Grey/Red wire). Not doing this could cause an approx 0.25A current leak when the car is parked which could lead to a regular flat battery.

Air Conditioning Not Triggering

Some models do not trigger the AC on anything other than fan speed 1. (or not at all in this case, cut the wire running to pin 4F (AC switch) and connect it directly to a spare Digital Input on the Auxiliary connector, and change the settings in MEITE to reflect this. This mod is not needed for baseboard versions 1.5 and above.

Flashing Immobilizer Lamp

After fitting an aftermarket ECU, the immobilizer LED will flash on the dash. You will need to remove the bulb from the dash to stop this occurring. The immobilizer will still stop cranking, but it will no longer inhibit the ECU.

Clutch Switch Use

The neutral switch is electrically linked with the neutral switch. This means that the gear position affects the clutch switch reading. For simple clutch switch operation where clutch depressed means ON and not depressed means off, link pins 4i and 4H.

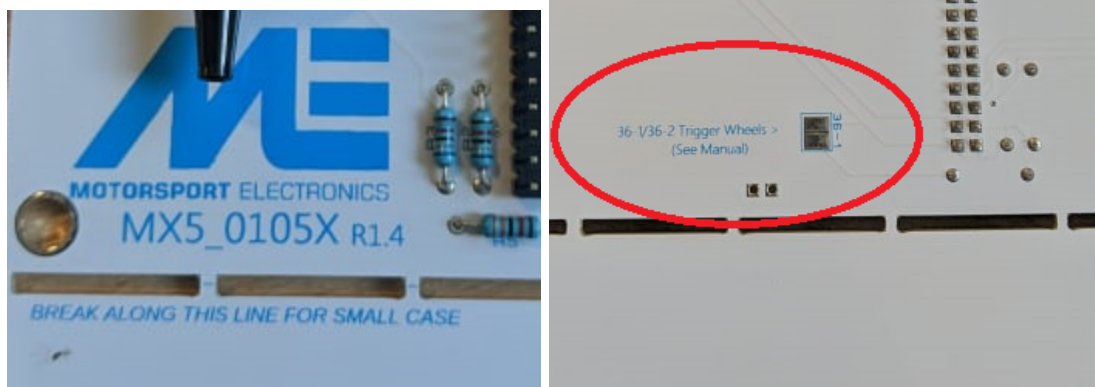
Appendix D | Using 36-1/60-2 Triggers

APPLIES TO R1.5 BOARDS AND ABOVE:

From R1.5, use of alternative trigger patterns such as 36-1, 36-2 or 60-2 is supported out of the box so no changes are required to your ECU hardware.

APPLIES TO R1.4 BOARDS:

Simply solder the jumper on the back of the PCB marked “36-1”. Link with solder the two pads and your board is ready for a 36-1/36-2 trigger wheel instead of the stock trigger. (Such as when using an ATI Damper etc). If you do not have the below pictured solderable jumper, you have an older baseboard version, please see the section below.



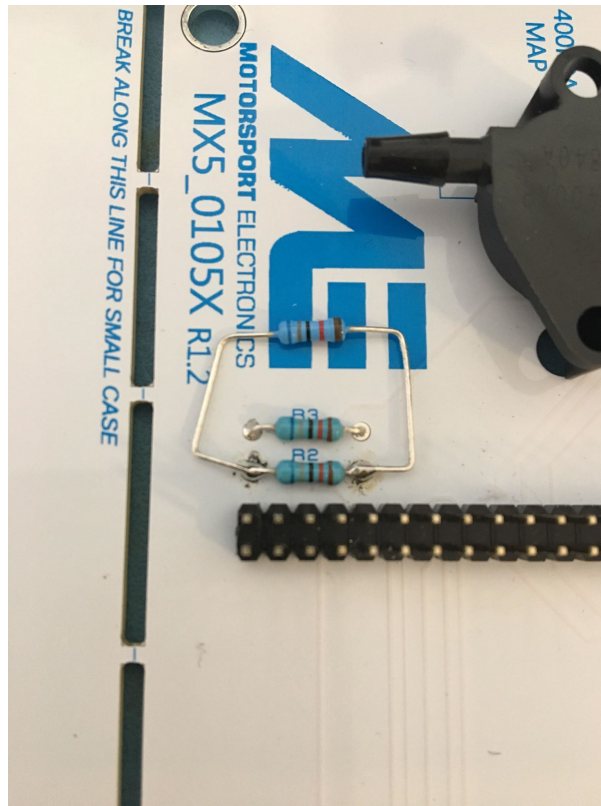
BELOW IS FOR BOARDS R1.2 & R1.3 ONLY. See above for 0105 R1.4 Version YOU DO NOT NEED TO DO THIS FOR ORDERS SINCE JANUARY 2020 OR IF YOUR BASEBOARD IS MARKED 0105X R1.4 (Below the MAP sensor).

If you have changed your crank trigger from the OEM type to a 36-2 or 60-2 then a modification to the crank input circuit is required to handle the non-OEM signal frequencies.

1. Remove the core by undoing the two retaining nuts and pulling the boards apart (use caution not to bend any pins.)
2. Near the MAP sensor/ME Logo is a resistor labeled "R2". Add as 68K resistor in parallel to it (straight on top of it, linking the pins to each end, while leaving the original resistor in place). Resistor should be 68K, 0.25Watts, such as RS part number **386-048**.
3. **IF YOU PLAN TO USE A 60-2 WHEEL, REPLACE IT WITH A 22K INSTEAD OF 68K.**
4. Refit the core and retaining bolts.
5. Set the Trigger Pattern in the Engine Driver in MEITE to 36-1/60-2 as applicable. The cam settings can be left as per the basemap.
6. Check for "full sync" when cranking.
7. Re-time the trigger offset as per the manual.

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The finished PCB should look like this prior to reassembly:



We can perform this modification for you for a small fee if you would like, please get in touch with us to arrange it.

Appendix E | USB Intermittent communication loss

USB, while usually stable, can be subjected to electrical noise from ignition systems and cause intermittent communications dropouts while tuning.

Please follow the below steps to remedy this.

1. Ensure you are using resistive plugs and leads. Even race plugs that claim to be resistant are some times not. Use modern resistive plugs and leads, and swap back after tuning if required.
2. Ensure the ECU is fully cased and grounded to the chassis.
3. Use a premium quality shielded USB cable.
4. Ground the car to the dyno (using a jump lead), and also check with an electrician that the dyno is suitably earthed.
5. Coils packs and ignitors should be properly earthed to the engine block.
6. All electrical grounds on the engine must be in good state of repair.
7. If using coil-on-plug ignition, it is common practice to install a noise suppressing capacitor. Check for information with the supplier and also in our online manual.

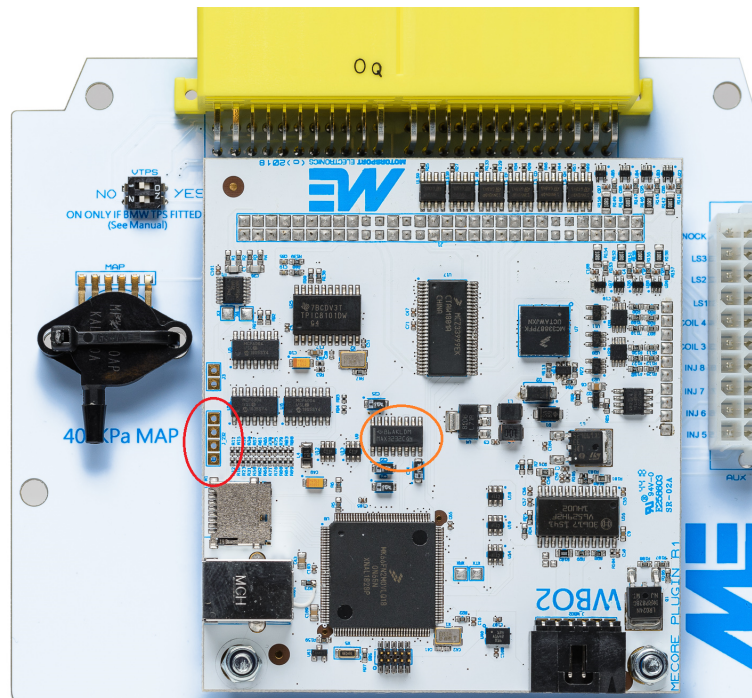
The final solution is to use a USB->RS232 adapter module and run directly with serial .

Connecting Direct RS232 to a GEN2 ME221/442 Core

The previously mentioned points should solve any issue but at a last fallback option, you could connect to the RS232 connector.

The ME core circuit board (the smaller one at the top) has a four pin header near the SD card slot - circled in red.

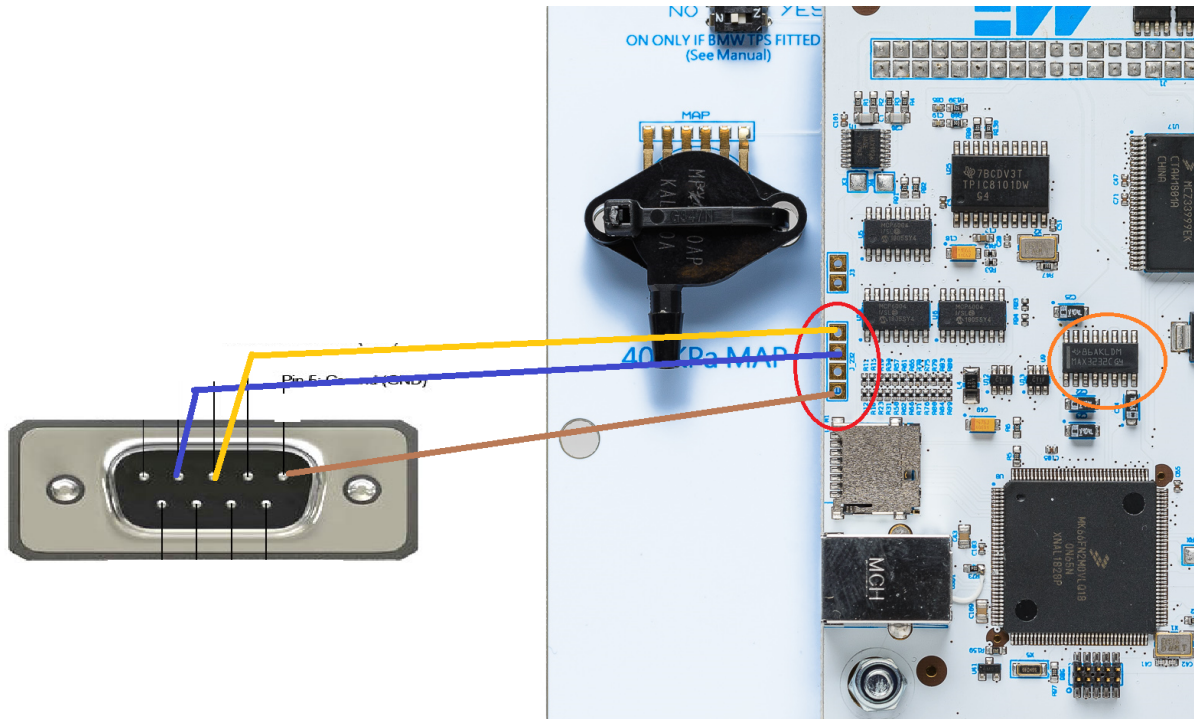
Check whether the RS232 chip circled in orange is fitted with your revision of ECU.



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Use an RS232 Extension cable like the ones that we supply on our website to connect directly to an RS232 Port equipped laptop (or more commonly use an FTDI cable if you do not have such a port but note this can reintroduce USB noise issues!)

Using a meter to work out which wire goes where in your cable connect as per the below diagram:



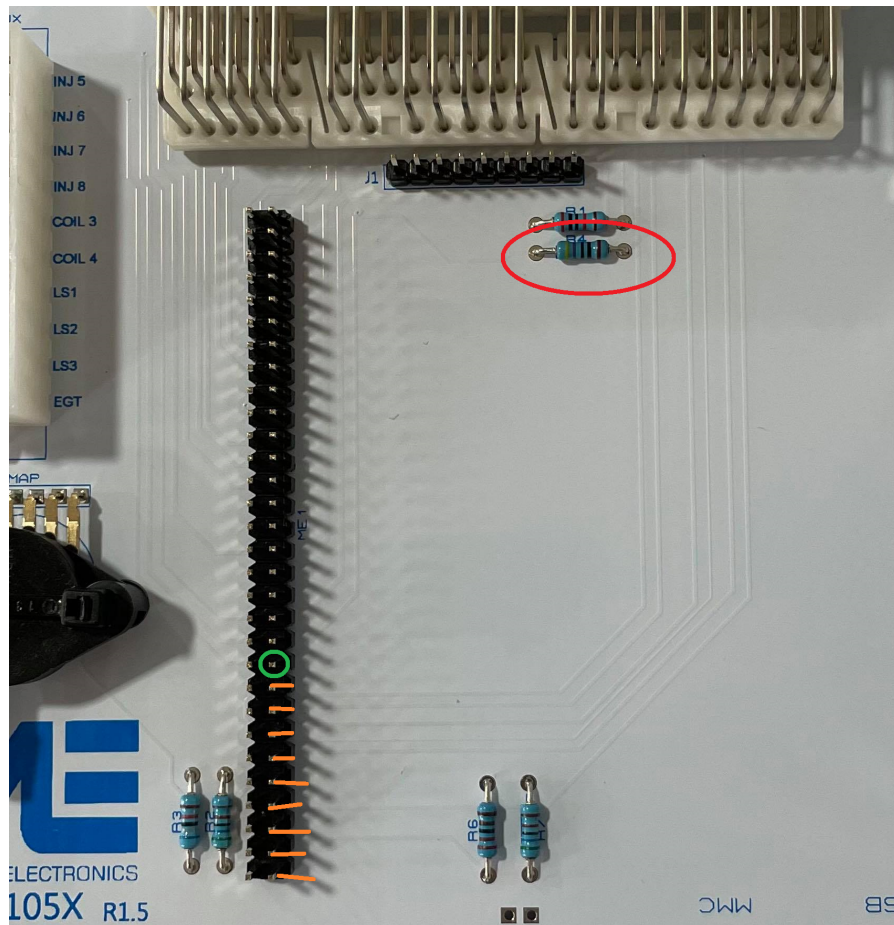
Appendix F | Alternator - High voltage on startup

Some aftermarket and certain OEM alternators can cause voltage spikes using our normal Alternator driver circuit. This is usually a case of seeing 17+ volts uncommanded. Of course this could be down to PID settings first, but, if your tuner concurs there could be an alternator issue you should stop running the engine to avoid damage to electrical systems.

The following modification can be carried out which uses Coil 8 (on GEN2B it is Coil 6) to drive the Alternator instead, which is a different type of driver circuit which some alternators prefer. **A sticker will be on the baseboard instructing you which assignment to use - follow that.**

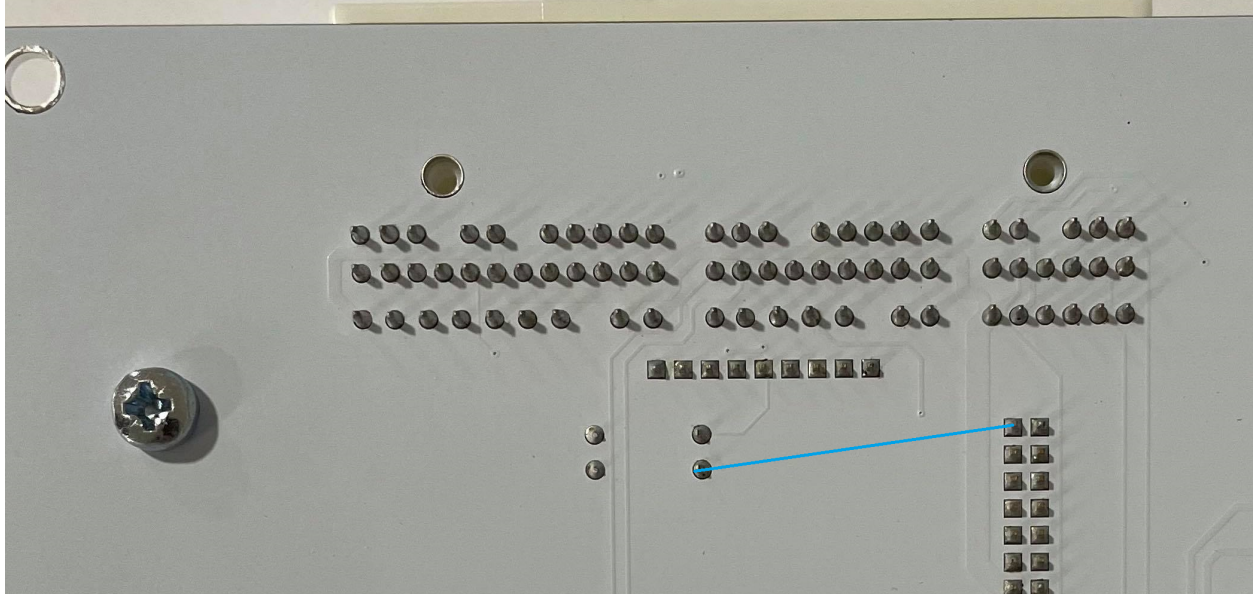
To carry out the modification please follow the below steps.

1. Unbolt the daughter core from the ECU carefully and remove.
2. Snip off the resistor R4 from the baseboard. Circled in red in the image below.
3. Snip off the 10th pin up on the right of the interconnector, shown below as GREEN Be sure to snip it as close to the black plastic as possible. The orange marks are there so show clearly the pins you need to count up.

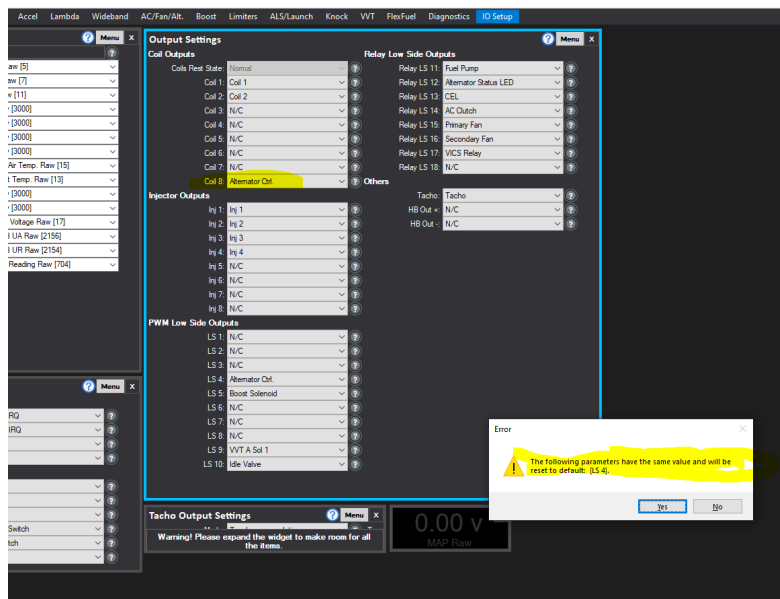


4. Next, turn the board over, and using thin gauge wire, solder it to link the 2 pins as shown in the below image (in blue).

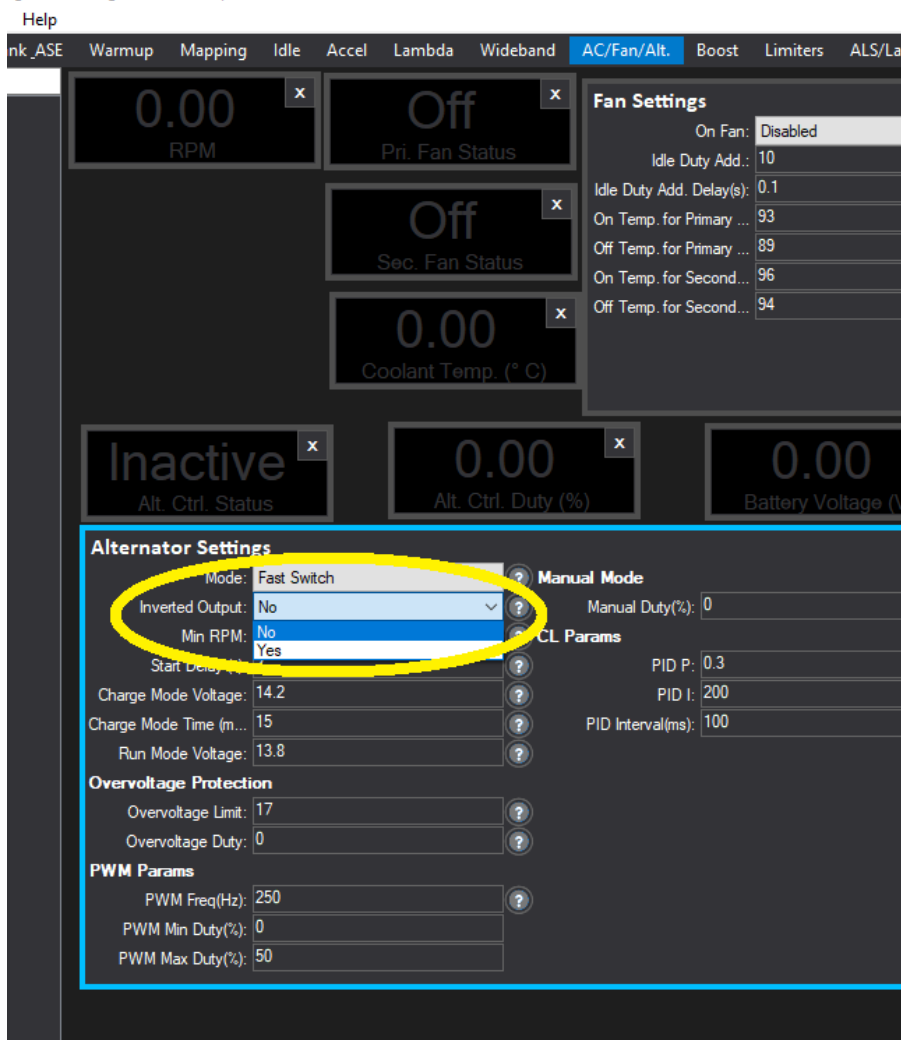
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5. You have now routed Ignition Coil 8 (or Coil 6 on GEN2B - coil 8 isn't listed in the IO Settings) to the alternator control pin. So we need to change a couple of things in MEITE.
6. First connect up and under IO Setup, (engine not running but ignition on) on "Outputs Driver" next to COIL 8, drop the box down and change it to "Alternator Ctrl.". A warning may appear telling you it is already assigned - confirm that you would like to move it by pressing YES.



7. Next under Alt/Fan/AC tab, change the Alternator Settings option "Inverted Output" from 'yes' to 'No'.



8. Finally, start the engine, and confirm that battery voltage is now behaving correctly when idling and gently revving the engine.