COP2 Installation Instruction

COP2 is a external Version of our COP1 -Coil on Plug Conversion- to fit into OBD2 ECU's and oddball OBD1 ECU's.

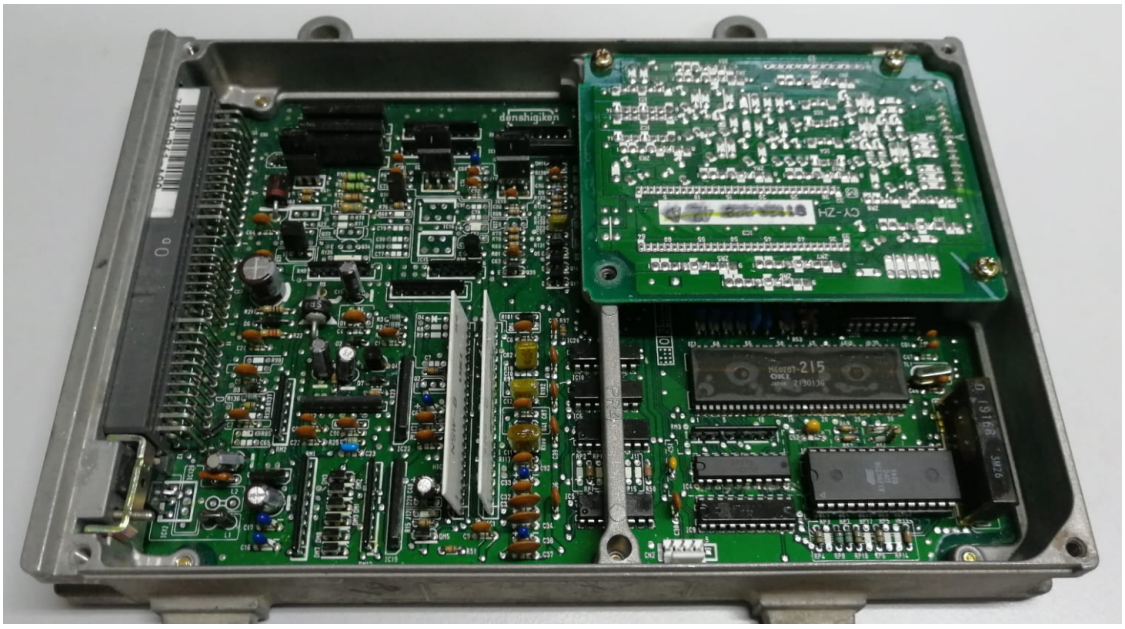
To install the COP2 Module you need to solder just 6 wires to the ECU board.

First you need to identify the ECU by looking at the board. On the following pages you'll find pictures of compatible ECU types. When you found it, flip over the ECU and solder the wires to the bottom side of the board. You can add a drop of hotglue to the wires to add a extra protection against vibration.

Finally you need to find a way to route the cables out of the ECU case. I.e. file away a bit of the ECU chassis or cut a hole in the ECU's cover. The COP2 Module will be mounted outside the ECU.

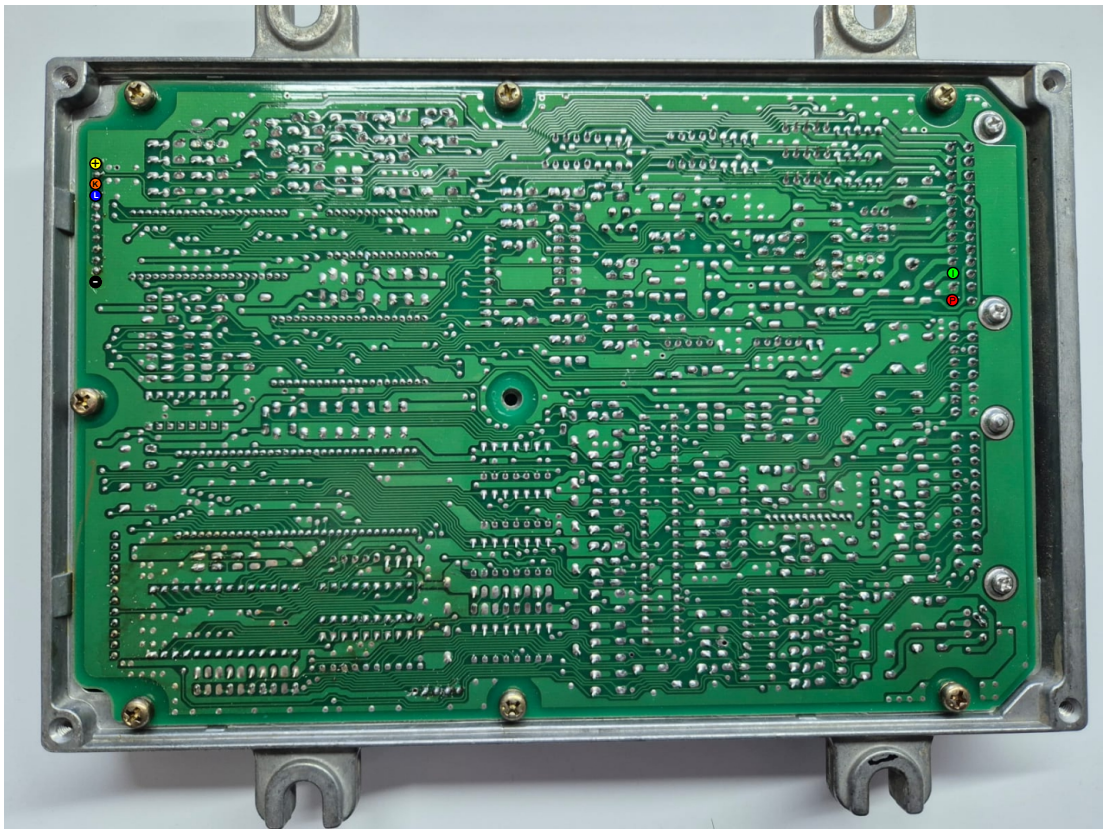
COP2 Installation Instruction

OBD1 with or without Knocksensor board installed



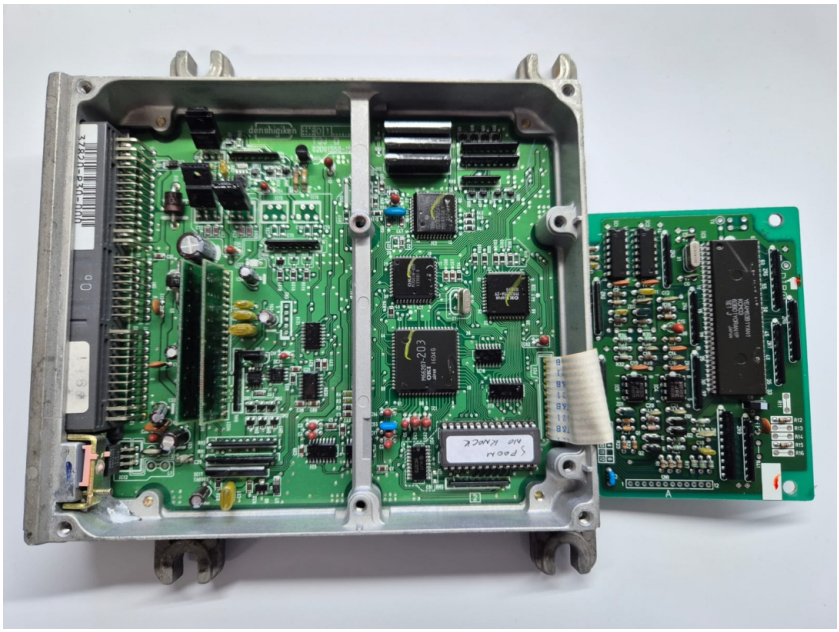
Yellow - FC 1 Pin 1
Orange - FC 1 Pin 3
Blue - FC 1 Pin 4
Black - FC 1 Pin 12

Red - ECU Connector A Pin 25
Green - ECU Connector A Pin 21



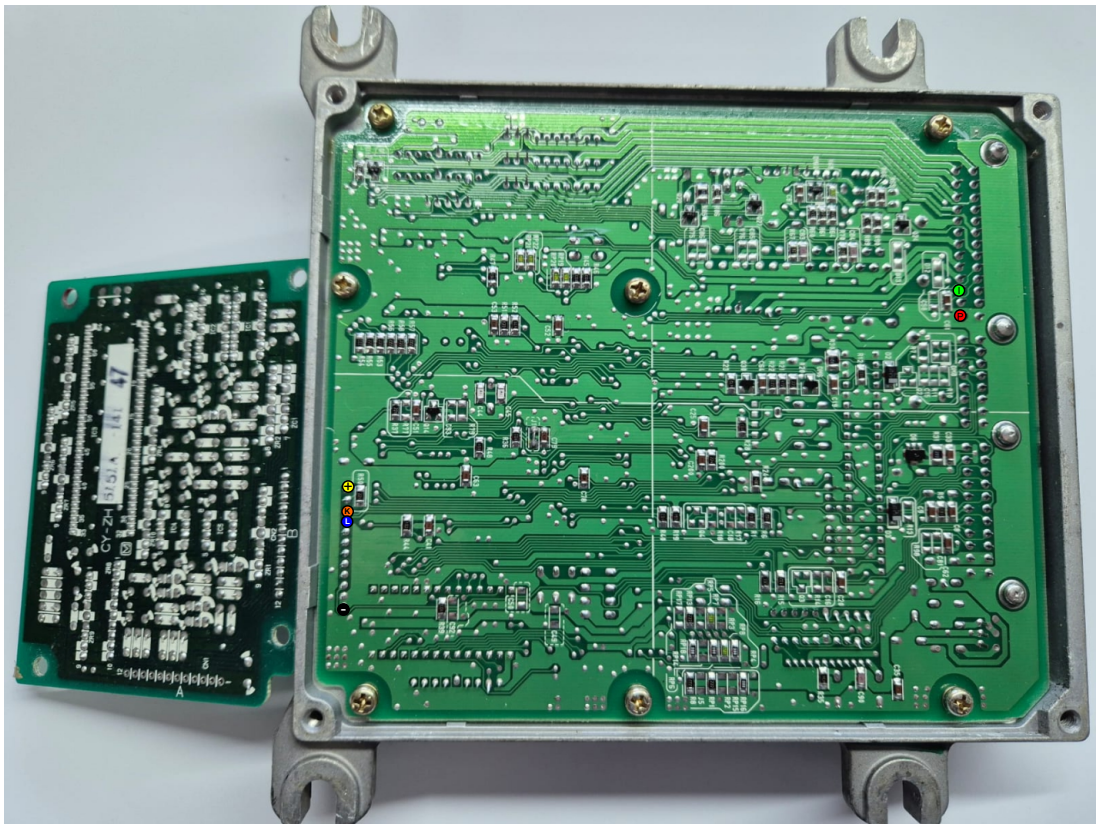
COP2 Installation Instruction

OBD1 JDM with or without Knocksensor board installed



Yellow - FC 1 Pin 1
Orange - FC 1 Pin 3
Blue - FC 1 Pin 4
Black - FC 1 Pin 12

Red - ECU Connector A Pin 25
Green - ECU Connector A Pin 21

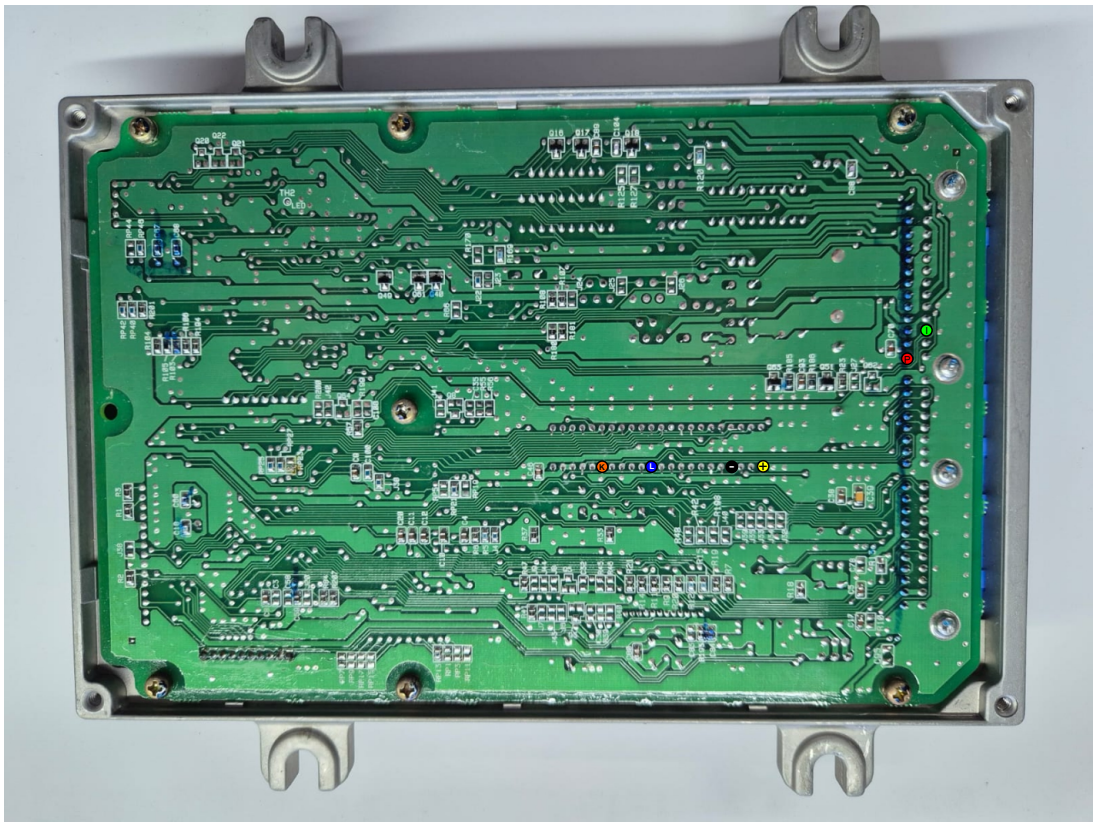


COP2 Installation Instruction

Oddball OBD1, i.e. P9K

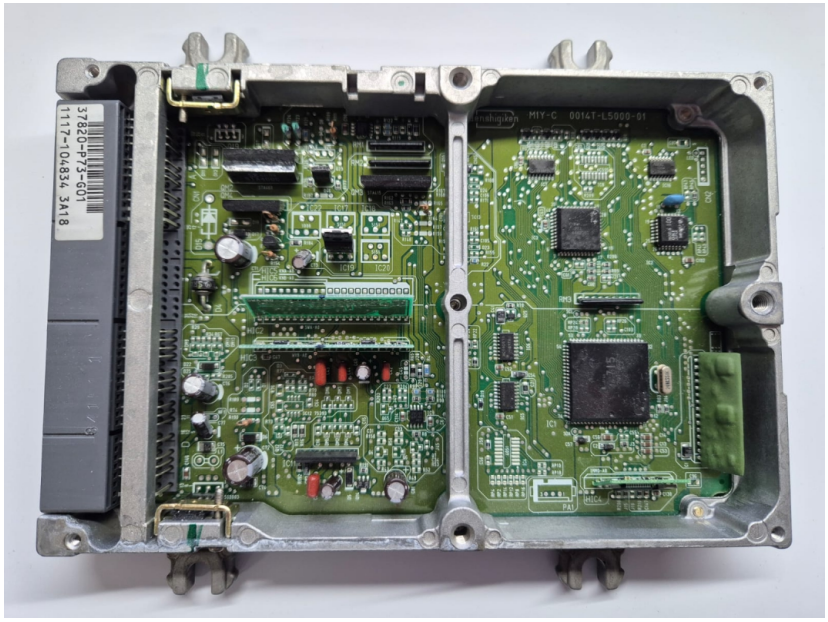
Yellow - HIC 3 Pin 1
Orange - HIC 3 Pin 17
Blue - HIC 3 Pin 12
Black - HIC 3 Pin 4

Red - ECU Connector A Pin 25
Green - ECU Connector A Pin 22



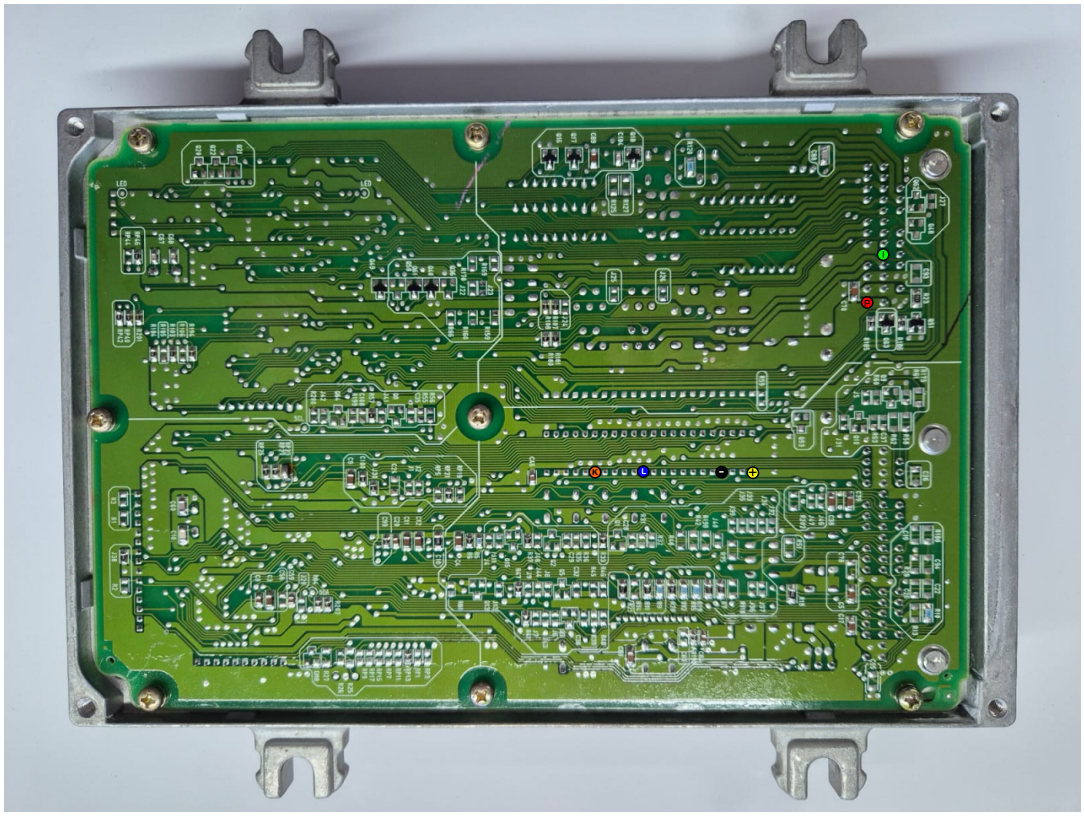
COP2 Installation Instruction

OBD2A



Yellow - HIC 3 Pin 1
Orange - HIC 3 Pin 17
Blue - HIC 3 Pin 12
Black - HIC 3 Pin 4

Red - ECU Connector A Pin 11
Green - ECU Connector A Pin 20

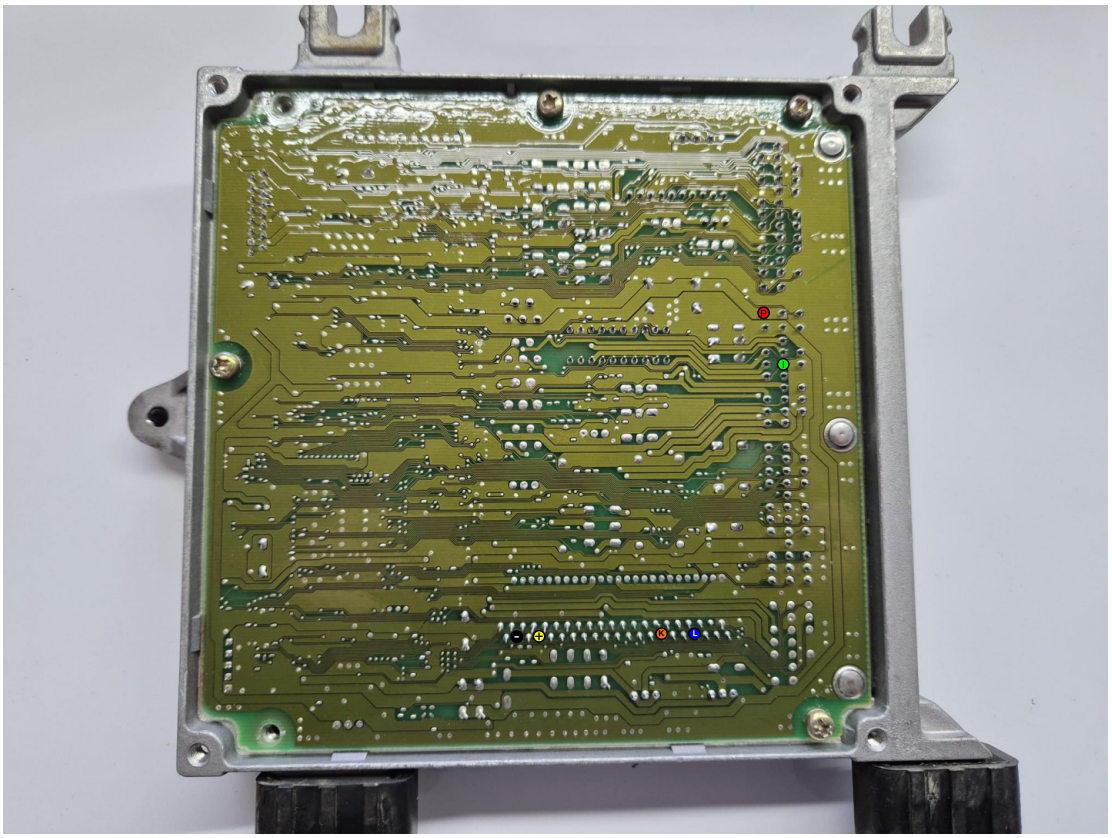


COP2 Installation Instruction

OBD2B

Yellow - HIC 130 Pin 35
Orange - HIC 130 Pin 13
Blue - HIC 130 Pin 7
Black - HIC 130 Pin 39

Red - ECU Connector B Pin 1
Green - ECU Connector B Pin 13

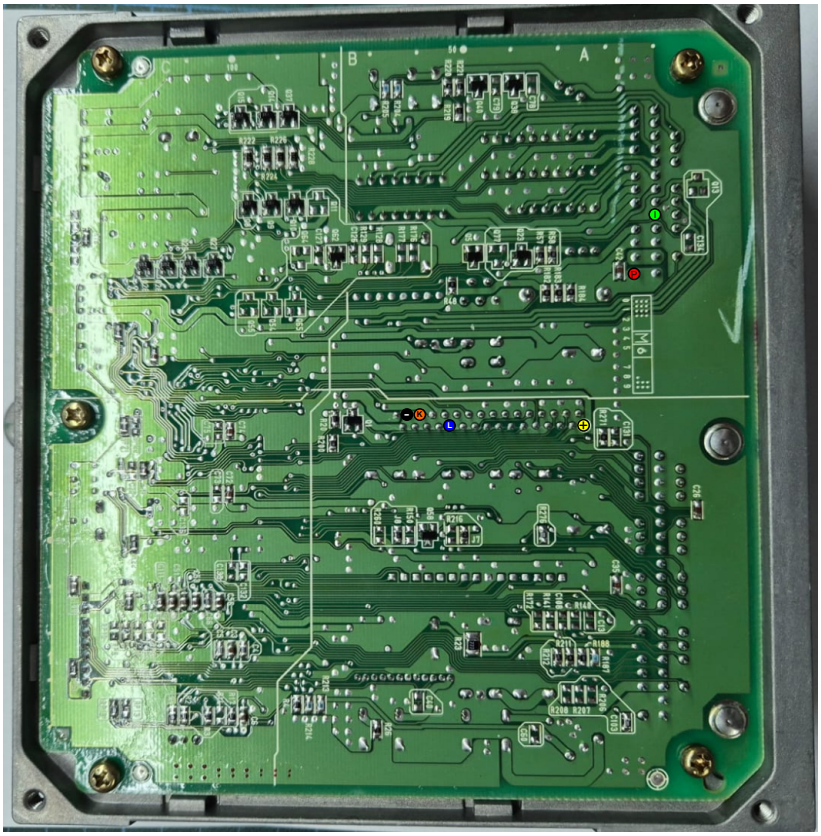


COP2 Installation Instruction

OBD2A Prelude P5P/P5M

Yellow - HIC 2 Pin 1
Orange - HIC 2 Pin 28
Blue - HIC 2 Pin 23
Black - HIC 2 Pin 30

Red - ECU Connector A Pin 11
Green - ECU Connector A Pin 20



COP2 Installation Instruction

Wiring:

If you have a Plug-n-Play Version, route the COP Sub-Harness through the Firewall and connect to the COP2 Module.

Connect the ring terminal connector from the COP Sub-Harness to a 6mm Bold (10mm Head) on the Cylinder-Head. You might connect it to the Thermostat Housing but this can cause interferences!

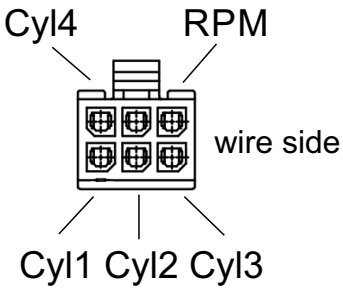
If you have a OBD1 PnP Version, just disconnect the large 2 Pin Connector from the Distributor and connect the COP Sub-Harness with the matching Plug.

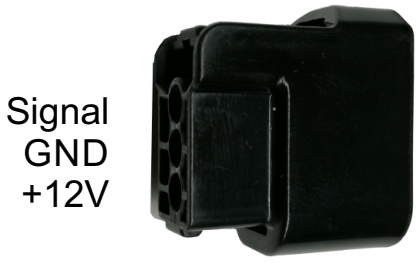
In case of OBD2A you need to depin the large BLACK/YELLOW wire and insert the wire labeled „POWER", depin the BLUE wire and insert the wire labeled „RPM".

On a OBD2B vehicle you need to depin the large BLACK/YELLOW wire and insert the wire labeled „POWER".

For the DIY Kits, you need to build your own COP Sub-Harness.

Here are the Pinouts:





IMPORTANT for all Versions!

You *MUST remove* the Ignition Signal coming from the ECU to the Ignition Module of the Distributor. Disconnect the YELLOW/GREEN wire from the Distributor Connector.

You can even remove the Ignition Module of the Distributor. Secure and isolate the Wire in the Distributor to get not in touch with the rotating parts!

You *MUST* use Resistor Type Spark Plugs only! Non Resistor Type will inference and disturb the ECU.