

Land Cruiser - Plug & Play Installation Instructions



Equipment:

10mm Ratchet + Socket, Phillips Screwdriver,
Insulation Tape.

Estimated time of installation:

1 Hour (additional 45 minutes for boost control kit).

READ BEFORE INSTALLATION: Please familiarise yourself with the instructions before you commence ANY work. If you do not have the necessary equipment or skill for the installation, please get in touch with your local garage to install this product for you.

Disclaimer: Failure to proceed with installation safely may put your life at risk & may potentially damage your product or vehicle.

Installation Process:

- **[A.I]** Disconnect the negative terminal of the battery(s).
- **[A.II]** Open your glove box & push in the sides, allowing it to fall forwards & reveal a black plastic cover.
- **[A.III]** With the use of your Phillips screwdriver, remove the 3 black screws holding the cover in place (FIG. 1).
- **[A.IV]** Removal of the cover will give you a clear view of your vehicle's ECU, held in by 3 x silver 10mm bolts (FIG. 2).
- **[A.V]** Remove all 3 silver bolts.
- **[A.VI]** The ECU will now move out of it's location, allowing for the 4 connector plugs to be safely unplugged. Disconnect the plugs & then set the ECU to one side.
- **[A.VII]** Take your Unichip harness kit and plug the vehicle's ECU plugs into the Unichip module. The 4 plugs on the Unichip's harness can then be plugged into the vehicle's original ECU.
- **[A.VIII]** Your map switch can be located anywhere that is suitable. The wires can then be run back to the ECU, and then plugged into the '3-pin' triangular plug on the Unichip harness.



Fig 1: Glovebox cover removal



Fig 2: Vehicle's ECU.

**IF YOU HAVE ALSO PURCHASED THE BOOST CONTROL KIT,
CONTINUE WITH THIS INSTALLATION ONTO SECTION B. IF NOT,
PLEASE SKIP TO SECTION C.**

- **(B.I)** From the glove box area, pass the two terminated wires through the bulkhead grommet into the engine compartment.
- **(B.II)** Rout the wire along the bulkhead, securing where necessary, round to the air intake box.
- **(B.III)** Remove the air box to gain access to the turbo charger.
- **(B.IV)** Mount the provided boost solenoid AWAY from any heat, but on the side of the engine bay to the closest side to your vehicle's turbo.
- **(B.V)** Directly beneath the turbo and at the front is a 5cm long rubber pipe, linking the front of the turbo compressor housing via a 90° metal fitting to the wastegate actuator canister. You will not be able to see this, however, you can feel it quite easily (especially the 90° fitting on the face of the inlet compressor housing).
- **(B.VI)** Once located, remove the rubber pipe from the 90° fitting on the compressor housing. The other end will go to the wastegate actuator and needs to be removed.
- **(B.VII)** The supplied vacuum hose needs to be fitted to the 90° fitting on the front of the compressor housing, to the metal port of the boost solenoid (the same side as the electrical multiplug).
- **(B.VIII)** Take another piece of the supplied vacuum hose. Connect it to the wastegate actuator, and the other end to be fitted to the vertical port of the boost solenoid.
- **(B.IX)** The third port of the new boost solenoid will not need any vacuum hose fitted to it; this is the vent. (If you use your vehicle off-road then we advise to a run a pipe from the vent port & into the air box, or alternatively, rout it high in the engine compartment).
- **(B.X)** Insert the ready terminated wires into the boost control solenoid 2-way plug. Red goes to positive (+), and white with the red trace to negative (-).

- **(B.XI)** Reconnect the battery. Find the black & white wire (FIG. 3) and confirm that it's 12v with the ignition on. Disconnect the vehicle's battery & attach the red wire onto this; we advise solder and insulation tape. IF YOU DO NOT HAVE THE NECESSARY SKILLS



Fig 3: Engine bay wire location

TO DO THIS, WE ADVISE YOU TO TAKE THE VEHICLE TO A WORKSHOP TO HAVE THIS DONE. YOU WILL BE ABLE TO DRIVE THE VEHICLE AS NORMAL UNTIL THIS IS CARRIED OUT.

- **(B.XII)** Re-fit the air box and check ALL plugs + wiring are firmly secured away from heat & chaffing.
- **(B.XIII)** Reconnect the battery and start the vehicle.
- **(C.I)** Once you are happy with the installation, secure the Unichip harness + module and remount the original vehicle ECU.

NOTE: It is a very tight space behind the glovebox, and although it is possible to fit the Unichip harness behind it, it can be incredibly challenging. Many customers choose to place the unit into the glovebox compartment for ease.

- **(C.II)** Now it's time for the fun part. The test drive is fundamental to ensuring all is operating correctly. Remember, the anti-theft setting is on map switch setting I (one). Do not panic if your vehicle does not respond to throttle pedal movement – it's probably in map one.
- **(C. III)** The negative terminal of the battery(s) can now be put back on, and the installation of the Unichip is complete.

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