Don't connect the connectors wrong.

speed
something b+
fuel relay
load switch
brake
radiator fan
lamdasonde p18
iat p16
drosselklappensensor p19
luftmassenmesser p17
vref 5v egr/tps
clt
egr_s
analog ground
knock0
knock1
knock gnd? (my sensor has 3 wires...)
cpu_gnd
hauptrelais(fuel inj)
gnd
output_gnd
camshaft signal p48
egr_air
iac p35
ign p38
egr_no_air

old ecu

The pinout of the stock ecu differs from car to car.
As I installed a spare ecu from a savage yard, I had to depin
the injector signals and shift them two pins left.
Iac does not work, did not searched for the right pin yet.

cables are soldered to metal
on the backside of the connector.
Should withstand pulling forces.

outside of ecu case
inside of ecu case

installed on the w45 thing

ADC Setup

car wiring in blue

MAF
IAT 0.1K – 10K
CLT 0.1K – 10K
Exaust Return Valve Position 2,7K
TPS 5K
brake resistor on wire bridge req

Igniton setup :
ignition transistor driven by low side channel

some ign transistor without datasheet
so I guess the values.
base emitter sat. voltage ~40C 2.2V
5v-2.5v=25.v

Measured ign coil:
5.8mH 120Hz 1.30hm
5.8mH 1000Hz 6.0hm
Imax = 14.4V / 6.30hm = 11 Amps
X_L=2Pi*f*L 2Pi*1Hz * L= 4.37 Ohm
pulse time approx 0.6*10 ms ?
I=5.4mA 1.30hm+4.75ohm
5v - charged up to 70% after this time
base current for 15 amps maybe...300mA enough
R=2.5V/0.3A=8.330hm
may be_sat low. 0V grilled some how -> lb=600mA -> ok
0.6A*5V... grill time... need 3Watt resistor...

to ign transistor in the car

rusEFI.com
Sheet: /
File: setup.sch
Title: Frankenso
Size: D | Date: 17 may 2015 | Rev: .02
KiCad E.D.A. kicad 4.0.7 | Id: 1/1