



Syvecs LTD

V1.2

Ford Focus Rs Mk2

This document is intended for use by a technical audience and describes a number of procedures that are potentially hazardous. Installations should be carried out by competent persons only.

Syvecs and the author accept no liability for any damage caused by the incorrect installation or configuration of the equipment.

Please Note that due to frequent firmware changes certain windows might not be the same as the manual illustrates. If so please contact the Syvecs Tech Team for Assistance.

Support@Syvecs.com



Focus RS Mk2

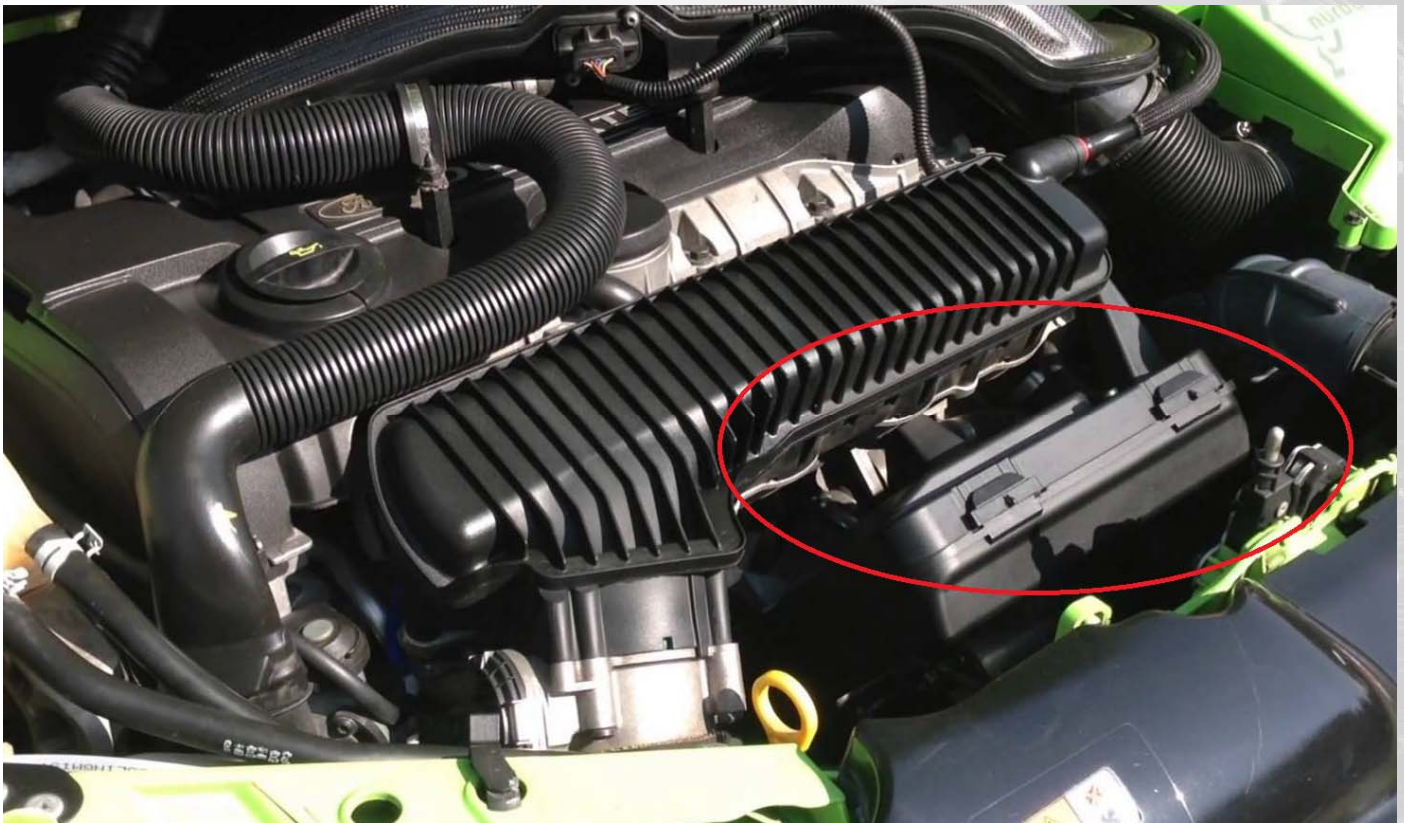
Thank you for choosing the Syvecs FocusRS Mk2 Plug in kit designed for the Ford Focus MK2 RS and ST

The kit should come with the following:

- 1 x Syvecs S7-I ECU
- 1 x RS Loom adaptor

Installation

- 1.) Remove the Negative Terminal from the battery on the Vehicle
- 2.) Unplug the OEM Engine control module which is found at the front of the engine bay in the ECU Holder shown below

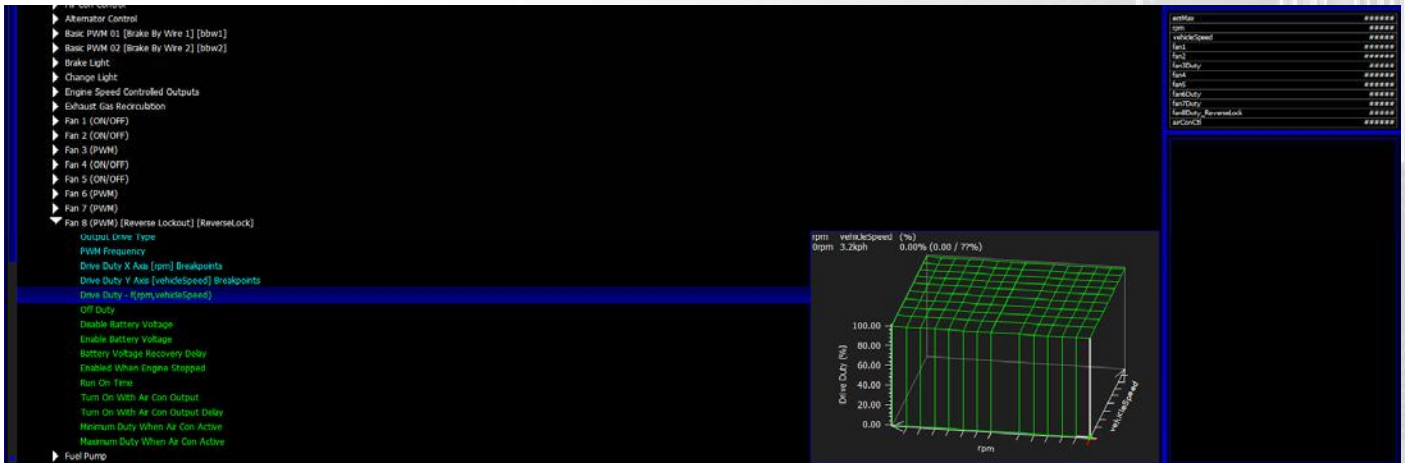


- 3.) Remove the OEM Ecu from the holder by removing the 2 x M6 Bolts found at top and bottom
- 4.) Carefully Fit the S6-I ECU in the same orientation as the OEM Ecu was fitted and secure
- 5.) Next plug the PNP adaptor into the OEM connectors and into the S6-I
- 6.) Contact Support@Syvecs.com for a Base Calibration. Mention the Spec of the Car... Injectors, Map Sensor Etc

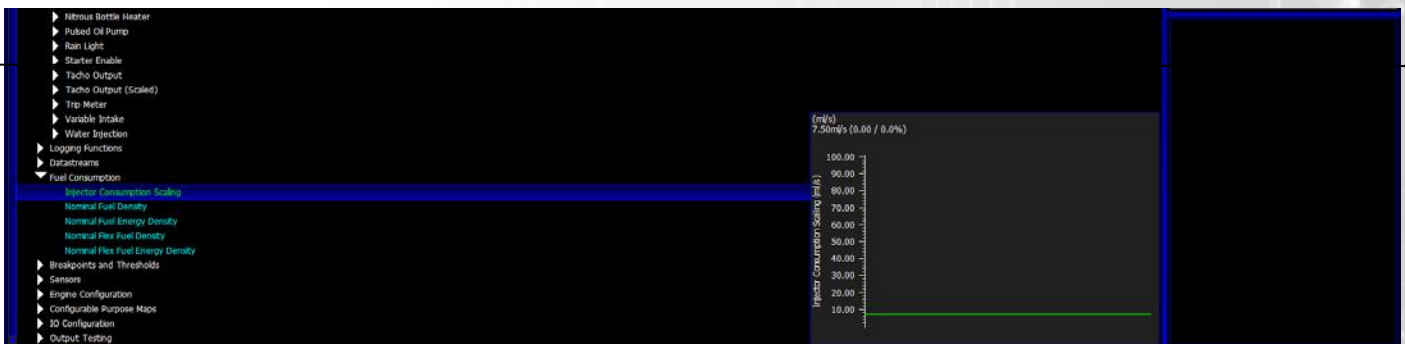
Focus MK2 RS Software Options

Reverse Lockout

The Reverse Lock out switch stops users from allowing Reverse to be selected when moving, this is adjusted in the Fan8 PWM Map or on Older Software via the Change Light Strategy



MPG Scaling on Dash -Injector Size is set in Fuel Consumption Scaling



Map Switching

Adjusting the Calibration Switch position via the steering wheel controls is possible, In the Menu option you can change the Steering wheel Feel

- Standard = Cal1
- Sport = Cal2
- Comfort = Cal3

TC Switch

TC Switch from OEM Car Come in on Slave AN20 which can be used for TC Select switching or other functions

Rev Matching and Flat Shift on Manual Transmission

Flat Shifting - When the Clutch is pressed on it will send a GearCut Request into the ECU for Flat Shifting. This is Setup in Gearcut – Open Loop



Focus RS Mk2 FAQ and Help

Q) Do you control the OEM VVT

A) Yes, this is adjustable via Variable Valve timing calibrations, Can Change Intake and Exhaust Cam Targets

Q) Can we Flat Foot Shift

A) Yes, The gearcut strategy takes full care of the Torque Reductions on shifts and allows you to change gear while fully on throttle

Q) Can you Adjust the Launch

A) Yes, its fully adjustable in stage and after also where a Limiter can be set based on Time or Speed

Q) Do you Supply a Base map for the Kit

A) Yes as with all our kits we supply a very good base calibration to get everything working for you

Q) What of the original features will now not work?

A) None, even cruise control works but it doesn't allow you to adjust speed on the stalk, only clamp a speed

Email Support@syvecs.co.uk for a base map to suit your setup.

A	DESCRIPTION	
	PART NUMBER	
	NOTES:	
<i>Syvecs Description</i>	<i>Syvecs Pinout</i>	<i>FocusRS Notes</i>
PWR CTR OUT	A1	Main Relay
H-Bridge1 / SlaveOut1	A2	DBW
H-Bridge2 / SlaveOut2	A3	DBW
H-Bridge3 / SlaveOut3	A4	
H-Bridge4 / SlaveOut4	A5	
H-Bridge5 / SlaveOut5	A6	
H-Bridge6 / SlaveOut6	A7	
H-Bridge7 / SlaveOut7	A8	
H-Bridge8 / SlaveOut8	A9	
FUEL1	A10	Primary Injector 1

FUEL2	A11	Primary Injector 2
FUEL3	A12	Primary Injector 3
FUEL4	A13	Primary Injector 4
FUEL5	A14	Primary Injector 5
FUEL6	A15	Reverse Gear Switch
FUEL7	A16	Secondary Injector 1 Or Spare Ouput
FUEL8	A17	Secondary Injector 2 Or Spare Ouput
PWM1 /*FUEL9	A18	FUEL PUMP
PWM2 /*FUEL10	A19	Fan
PWM3 /*FUEL11	A20	Boost Solenoid 1&2
PWM4 /*FUEL12	A21	A/C Clutch
PWM5	A22	Start Rly
PWM6	A23	
PWM7	A24	VVT In
PWM8	A25	VVT ex
IGN1	A26	CYL 1 IGNITION OUTPUT
IGN2	A27	CYL 2 IGNITION OUTPUT
IGN3	A28	CYL 3 IGNITION OUTPUT
IGN4	A29	CYL 4 IGNITION OUTPUT
IGN5	A30	CYL 5 IGNITION OUTPUT
IGN6	A31	
PWRGND	A32	PwrGnd
PWRGND	A33	PwrGnd
PWRGND	A34	See End of Pinouts
B	DESCRIPTION	
	PART NUMBER	
	NOTES:	
PWRGND	B1	
	B2	
	B3	
KNOCK	B4	
KNOCK 2	B5	
PVBAT	B6	
IVBAT	B7	
LAM1A	B8	
LAM1B	B9	
LAM1C	B10	
LAM1D	B11	
LAM1HEATER	B12	
IVBAT	B13	
LAM2A	B14	
LAM2B	B15	
LAM2C	B16	
LAM2D	B17	

LAM2HEATER	B18	
IVBAT	B19	
KLINE	B20	Alternator Lin
RS232RX	B21	
RS232TX	B22	
LANRX-	B23	
LANRX+	B24	
LANTX-	B25	
LANTX+	B26	
C	DESCRIPTION	
	PART NUMBER	
	NOTES:	
KNOCK GROUND	C1	
ANGND	C2	
ANGND	C3	
ANGND	C4	
5V OUT	C5	
5V OUT	C6	
5V OUT	C7	
CAN L	C8	
CAN H	C9	
AN01	C10	Crank
AN02	C11	Oil presure Switch
AN03	C12	Map Sensor
AN04	C13	
AN05	C14	PPSa
AN06	C15	
AN07	C16	inlet cam sensor
AN08	C17	Ex Cam
AN09	C18	TPS INPUT
AN10	C19	
AN11	C20	TPS 2 INPUT
AN12	C21	
AN13	C22	COOLANT TEMP INPUT
AN14	C23	
AN15	C24	Air Temp
AN16	C25	Fuel Pressure
EGT1-	C26	
EGT1+	C27	
PWR CTR IN	C28	Ignition Switch
AN S1 / Slave An01	C29	
AN S2 / Slave An02	C30	
AN S3 / Slave An03	C31	
AN S4 / Slave An04	C32	
AN S5 / Slave An05	C33	
AN S6 / Slave An06	C34	