

TORQUE RUSH PERFORMANCE

X-Link Mini Gold

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Throttle Swap Signal Conversion Module for GM 03-07 full size V8 trucks and Holden LS1 VZ cars – **Connection to a LS4 SS car will permanently damage the X-Link**

Use with GM/ACDelco 90mm LS3 or 87mm(Truck/LS9/LSA) gold blade and Nick Williams LS 103/112mm throttle bodies.

***Aftermarket magnetic sensor throttle bodies are not compatible with the throttle control system in these vehicles.**

Terms of Use and Sale

Our products are intended for off road use only. Torque Rush Performance Inc. assumes no responsibility for vehicle damage, personal injury, breach of law or any expenses resultant from vehicle modification or use of these products. Any modifications from the original design of a vehicle are done at the user's own risk. Purchase or installation of any of these products constitutes acceptance of these terms by the purchaser or user.

***Note**

Test all new components for proper operation with your system prior to removing the original equipment intake and/or throttle body. With key-on engine-off operate the pedal through its full range and ensure that no trouble codes are set. Contact us if you have any questions.

Connect the module to the 8-way throttle body connector of the engine wiring harness and to the new throttle body. There will be a "click" when the connection is secure. If you don't hear/feel the click, check that the center portion (purple or grey) that covers/aligns the pins is fully seated.

Be sure to route all wires away from contact with high heat parts such as exhaust manifolds/headers and turbochargers. Secure the unit such that the plastic Tee will not be in direct contact with hot engine components such as cylinder heads.

Adjustments to the vehicle calibration (ETC Throttle Area Conversion Factor/Throttle Area Scaler) can be made to correct for the size difference between the stock 78mm throttle body and the larger throttle body (we use a value of .0158 for 90mm). This will hasten "idle learning" and reduce the amount of relearn necessary whenever battery power to the PCM is interrupted. Max throttle opening % can be reduced 2-3% if the throttle blade hits the WOT stop. Maximum position achieved will vary depending on the throttle body type and voltage supplied to the sensors.

For troubleshooting assistance see: <http://torquerush.com/troubleshooting.html>

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