

# **TORQUE RUSH PERFORMANCE**

## **X-Link Mini**

Throttle Swap Signal Conversion Module for:  
GM 78mm to 90mm LS2/LS7/LS3 Car style or 87mm Truck style and  
Nick Williams 103mm

## **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.

## **Installation**

For **Convertible** X-Links the 2 shunt jumpers inside the module should be removed for use with GM/ACDelco silver blade 12570790 / 19420034 throttle bodies. You may coat the uncovered terminals to protect them from exposure to water. The jumpers must be installed in the correct orientation to work properly.

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 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: [GM Electronic Throttle Troubleshooting](#)

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