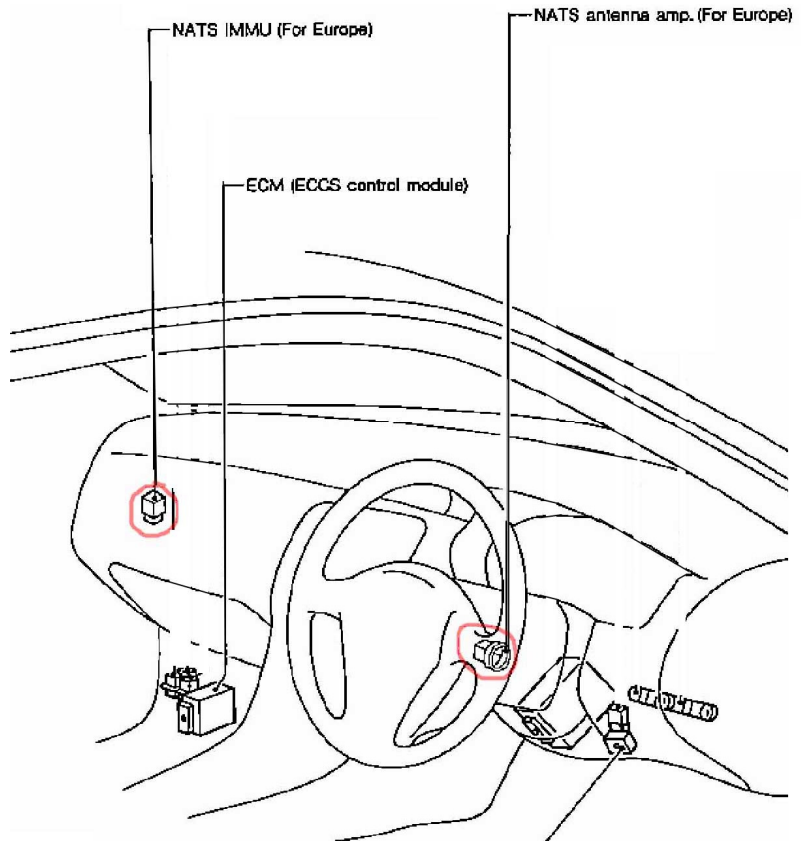


NATS (S14a Europe)

A misconception is that the S14a ECU should be avoided because of the NATS system. Provided you remember to get all the required parts, it is actually a simple job to wire in.

As well as the ECU, you need:

- **The key** from the S14a.
- **The 'antenna amp'** (the plastic halo that goes around the S14a key barrel). You don't need the plug, just slice the wires with about 10cm to spare (to solder on to).
- **The NATS IMMU box.** This is a little black box, with a Siemens sticker on it, and it is located behind the dashboard trim on the passenger side, where the door would meet the dashboard (obviously the car needs stripping to get at it). Cut the plug off going into it, with about 10cm of wire to spare (we will solder onto this)

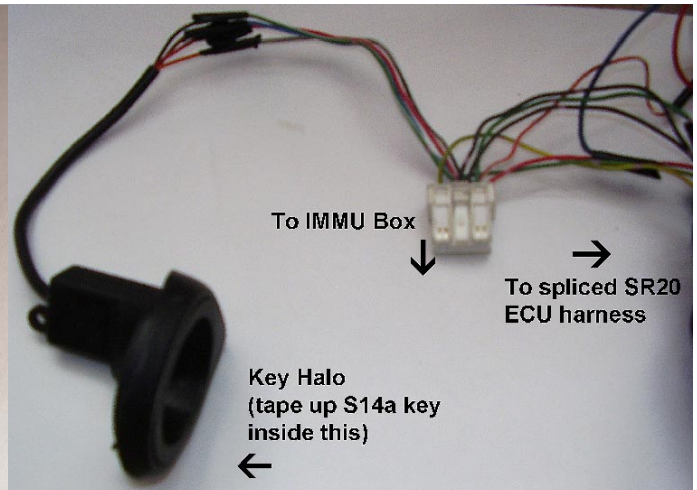


That's it! No need for any of the sounder-alarm bit, that's not linked to the ECU at all.

Optionally, you can get the warning light from the dashboard too, or just wire in your own LED.

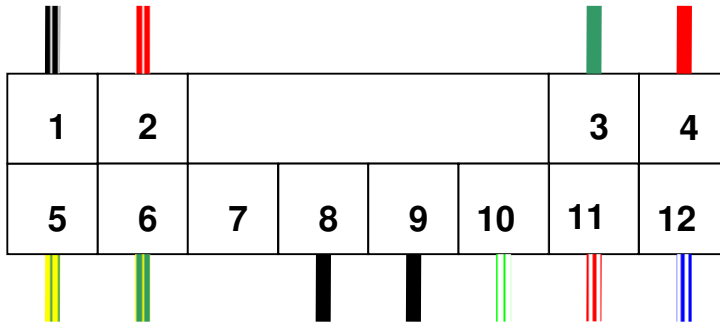
The wiring:

Basically you solder all the above units together and onto connector F4 (to access the ECU), and stick the key in the halo. Bung the whole lot somewhere in the passenger footwell. You can even use the key as an free immobilizer!

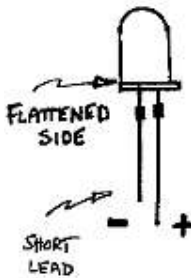


Wire it all up, as in this table:

Viewing the connector to the IMMU box from the mating side (pins facing you):



Wire number	Colour	Destination
1	Black/white	Key halo, orange wire
2	Red/White	Key halo, red wire
3	Green	IGNITION 10A
4	Red	BATTERY
5	Yellow/Green	F4, Pin 7 (yellow/green)
6	Green/Yellow	F4, Pin 27 (green/yellow)
7	-	-
8	Black	F4, Pin 11 (black)
9	Black	F4, Pin 11 (black)
10	Green/White	Key halo, black wire
11	White/Red	LED. See below
12	Blue/White	Key halo, brown wire



To use an LED (optional), attach the shorter LED lead (-) to wire 11 above. Attach the longer lead to one side of a 1K Ω resistor (a little 1/8 watt will do), with the other side of the resistor to **IGNITION 10A**.

Note: You must have the IMMU box, ECU and key from the same S14a. They are all synchronized, so the car will not run with a unit from a different car (well, it will run for about 1 second, then cut out).

It is possible to re-synchronise any random key, IMMU box and ECU, by sending a series of codes down the ECU consult connector. For security reasons, please contact me for more advice/information!

