

## IMPORTANT NOTICE FOR ENGINE TUNERS

### WARNING

When reflashing the ECU via the OBD2 port during engine tuning, ensure lockup-mate<sup>®</sup> PLUS+ (LM8+) is either in DYNO Tuning Mode, or disconnected from the OBD2 port.

DO NOT use LM8+ in its normal operating mode, as there is a risk of bricking the ECU if there is a data conflict between the tuning dongle and LM8+.

LM8+ has a special manual lockup mode that can be used when tuning an engine on a DYNO.

**In DYNO Tuning Mode, LM8+;**

1. DOES NOT send any data on the OBD2 interface
2. Allows the Tuner to manually engage and disengage the torque converter clutch using the LED/SWITCH.

**CAUTION:** DO NOT use this mode during normal vehicle driving, as in-built driveline protection features of LM8+ are disabled.

## To Enter DYNO Tuning Mode

**Hold down** the LM8+ LED/Switch while plugging in the OBD2 connector. Release the LED/Switch after 5 seconds. The LED should now flicker 3 times every second.

To manually activate and deactivate the torque converter lockup clutch, press the LED/Switch.

**Lockup OFF** - LED flickers 3 times every 1 second

**Lockup ON** - Solid LED

## To Exit DYNO Tuning Mode

Unplug the OBD2 connector, or, hold down the LED/Switch for >5 seconds and release.

NOTE: LM8+ will remain in DYNO tuning mode, even if the ignition is switched OFF.

## LC200 MY16+ (facelift)

Disabling OBD2 communication also disables ALL LM8+'s protection features. The tuner MUST always manually disengage the clutch. The clutch should be disabled below 1200 RPM.

## LC200 MY07-15 (pre-facelift)

LM8+ is able to passively listen to the RPM, and will automatically disengage the clutch when under 1100RPM. It will not activate the clutch when under 1100RPM if the LED is pressed (eg, when idling).

NOTE: MM4X4 accepts no responsibility for damage to the vehicle or ECU if these procedures are not followed.

**For advice, please contact MM4X4 Technical Support on (08) 8164 6907**