

FTC1-017D Fuel/Timing Calibrator for Toyota Applications

General Use and Installation Instructions:

- 1) Use with R4 software
- 2) Select Vac/Pressure and Programmable Signal Calibrator under system settings. Refer to the FTC1 data sheet for more information.
- 3) Program the fuel in Map table A
- 4) A cell value of 10 is neutral. Reduce the cell value to lean the mixture. Increase the cell value to make the mixture richer.
- 5) The highest cell value is 20.0.
- 6) Cell values can have one decimal place. For example 10.1. There are a total of 200 levels available for cell value
- 7) Program timing retard in Map table B
- 8) The cell values can range from 0 to 20. A value of 20 will result in 20 degrees of retard.
- 9) Cell values can have one decimal place. For example 10.1. There are a total of 200 levels available for cell value
- 10) Use the output B mode setting under Options and Output Settings to set the activation point for enrichment. The threshold can be set according to any combination of RPM and pressure set points.
- 11) Disconnect the battery before making connections to the factory wiring harness.
- 12) Use solder and heat shrink for the best electrical connection
- 13) Connect the **RED** wire (B+) to the wire labeled +B
- 14) Connect the **BLACK** wire (B-) to the wire labeled E2
- 15) Connect the **YELLOW/BLACK** wire (tach) to the wire labeled Tach or IGF
- 16) Cut the MAF sensor signal wire labeled VG
- 17) Connect the **GREEN/YELLOW** wire to the side of the cut wire that leads to the MAF sensor
- 18) Connect the **VIOLET** wire to the side of the cut wire that leads to the ECU
- 19) Cut the crank sensor signal wire labeled NE+
- 20) Connect the **GREEN** wire to the wire leading to the crank sensor
- 21) Connect the **GREEN/RED** wire to the wire leading to the ECU crank sensor input
- 22) Cut the cam sensor signal wire labeled G2
- 23) Connect the **BLUE** wire to the wire leading to the cam sensor
- 24) Connect the **BLUE/WHITE** wire to the wire leading to the ECU cam sensor input
- 25) If your application uses narrowband O2 sensors, use the following connections.
If it uses wideband AFR sensors, skip to step 32
- 26) Cut the bank1 sensor 1 oxygen sensor signal wire labeled OX1
- 27) Connect the **WHITE** wire to the wire leading to the O2 sensor
- 28) Connect the **WHITE/GREEN** wire to the wire leading to the O2 sensor input
- 29) If you have a bank 2 sensor 1 oxygen sensor, cut the bank2 sensor 1 oxygen sensor signal wire labeled OX2
- 30) Connect the **PINK** wire to the wire leading to the O2 sensor
- 31) Connect the **PINK/BLUE** wire to the wire leading to the O2 sensor input
- 32) If your application uses wideband AFR sensors use the following connections
- 33) T-tap the **WHITE/GREEN** wire onto the AF1+ signal wire

- 34) If you have a bank 2 AFR sensor, T-tap the **PINK/BLUE** wire onto the AF2+ signal wire
- 35) If you would like to control an external load with the R4 software connect the **ORANGE** wire as follows
- 36) Connect the **ORANGE** relay driver wire to the negative side of the relay coil
- 37) Connect the coil positive to a fused B+ circuit
- 38) Switch the load through the relay contacts
- 39) The turn-on threshold for the relay is set by the same Output B Mode Setting that is used for enrichment.
- 40) Reconnect the battery

Contact Split Second at (949) 863-1359 if you have any questions. Vehicle specific installation instructions may be available for your specific model and year.

Thank you for choosing Split Second