FTC1-024 Fuel/Timing Calibrator for 1993 VW Golf 2.0L

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) Set for 4-cylinder and 4-stroke under engine settings
4) Program the fuel in Map table A
5) Use the signal modify connection per wiring below
6) A cell value of 10 is neutral. Reduce the cell value to lean the mixture. Increase the cell value to make the mixture richer.
7) The highest cell value is 20.
8) Cell values can have one decimal place. For example 10.1. There are a total of 200 levels available for cell value
9) Program timing retard in Map table B
10) The cell values can range from 0 to 20. A value of 20 will result in 20 degrees of retard.
11) Cell values can have one decimal place. For example 10.1. There are a total of 200 levels available for cell value
12) Disconnect the battery before making connections to the factory wiring harness.
13) Use solder and heat shrink for the best electrical connections
14) Connect the **RED** wire (B+) to the black wire on ECU pin 38
15) Connect the **BLACK** wire (B-) to the brown wire on ECU pin 10
16) Connect the **BLACK/YELLOW** wire (tach) to the black/red wire on ECU pin 8
17) Cut the red MAF sensor wire leading from the stock MAF sensor to ECU pin 17
18) Connect the **GREEN** wire to the side of the cut wire that leads to the MAF sensor
19) Connect the **VIOLET** wire to the MAF sensor wire leading to the ECU
20) Cut the red crank (+) sensor wire on ECU pin 67
21) Connect the **YELLOW** wire to the cut (+) wire leading to the crank sensor
22) Connect the **YELLOW/BLACK** wire to the wire leading to the ECU crank (+) sensor input
23) Cut the green crank (-) sensor wire on ECU pin 68
24) Connect the **GRAY** wire to the cut (-) wire leading to the crank sensor
25) Connect the **GRAY/BLACK** wire to the wire leading to the ECU crank (-) sensor input
26) Cut the white/red cam sensor wire on ECU pin 44
27) Connect the **TAN** wire to the wire leading to the cam sensor
28) Connect the **TAN/BLACK** wire to the wire leading to the ECU cam sensor input
29) Reconnect the battery