

FTC1-103 Fuel/Timing Calibrator for 2011 Nissan Altima VQ35DE

ECU Pinout

1	5	9	13	17	21	25	29
2	6	10	14	18	22	26	30
3	7	11	15	19	23	27	31
4	8	12	16	20	24	28	32

33	37	41	45	49	53	57	61	65	69	73	77
34	38	42	46	50	54	58	62	66	70	74	78
35	39	43	47	51	55	59	63	67	71	75	79
36	40	44	48	52	56	60	64	68	72	76	80

81	85	89	93	97	101	105	109
82	86	90	94	98	102	106	110
83	87	91	95	99	103	107	111
84	88	92	96	100	104	108	112

Use and Installation Instructions:

- 1) Use with R4 software version 1.5.
- 2) Select Vac/Pressure and Programmable Signal Calibrator under system settings. Refer to the FTC1 data sheet for more information.
- 3) Select 1-cylinder, 4-stroke under engine settings.
- 4) Program fuel in Map table A.
- 5) The cell values can range from 0 to 20. A value of 10 will result in no change from stock calibration.
- 6) Values greater than 10 make the mixture richer. Values less than 10 make the mixture leaner.
- 7) Cell values can have one decimal place. For example 10.1. There are a total of 200 levels available for cell value
- 8) Program the timing retard in Map table B.
- 9) The cell values can range from 0 to 20. A value of 20 will result in 20 degrees of retard.
- 10) Disconnect the battery before making connections to the factory wiring harness.
- 11) Use solder and heat shrink for the most reliable connections.
- 12) Connect the **RED** wire (B+) to the violet wire leading to ECU pin 105.
- 13) Connect the **BLACK** wire (B-) to the black wire leading to pin 12.
- 14) Connect the **BLACK/YELLOW** (tach) wire to the yellow wire leading to ECU pin 11.
- 15) Locate the brown MAF sensor signal wire leading to ECU pin 58 and cut it.
- 16) Connect the **GREEN** wire to the MAF sensor side of the cut wire.
- 17) Connect the **VIOLET** wire to the ECU side of the cut wire.
- 18) Locate the red crank sensor signal wire leading to ECU pin 65 and cut it.
- 19) Connect the **BLUE** wire to the wire leading to the crank sensor.
- 20) Connect the **BLUE/WHITE** wire to the wire leading to the ECU crank sensor input.
- 21) Locate the yellow bank 1 cam sensor signal wire leading to ECU pin 70 and cut it.
- 22) Connect the **YELLOW** wire to the wire leading to the cam sensor.
- 23) Connect the **YELLOW/BLACK** wire to the wire leading to the ECU cam sensor input.
- 24) Locate the pink bank 2 cam sensor signal wire leading to ECU pin 69 and cut it.
- 25) Connect the **TAN** wire to the wire leading to the cam sensor.
- 26) Connect the **TAN/BLACK** wire to the wire leading to the ECU cam sensor input.
- 27) Connect the vacuum line to the intake manifold.
- 28) Reconnect the battery.