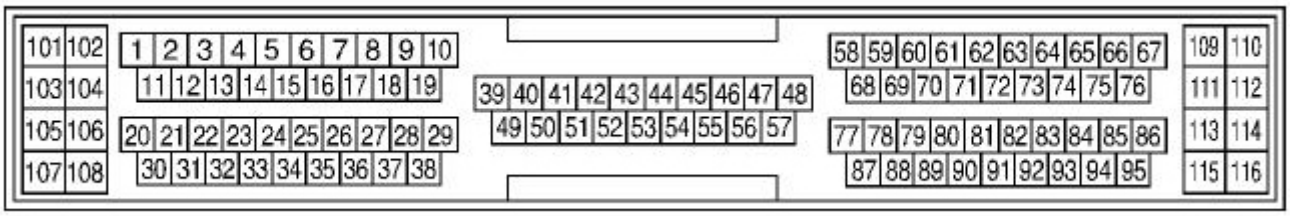
FTC1-103 Fuel/Timing Calibrator for Nissan Maxima VQ35

ECU Pinout



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 retardin 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 red/green wire leading to ECU pin 43.
13) Connect the **BLACK** wire (B-) to the black wire leading to pin 80.
14) Connect the **BLACK/YELLOW** (tach) wire to the yellow/red wire leading to ECU pin 5.
15) Locate the white MAF sensor signal wire leading to ECU pin 62 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 white crank sensor signal wire leading to ECU pin 95 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 65 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 red bank 2 cam sensor signal wire leading to ECU pin 85 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.