

FTC1-109 Fuel/Timing Calibrator for Nissan Sentra QR25DE

ECU Pinout

101	102	1	2	3	4	5	6	7	8	9	10			58	59	60	61	62	63	64	65	66	67	109	110								
103	104	11	12	13	14	15	16	17	18	19		39	40	41	42	43	44	45	46	47	48	68	69	70	71	72	73	74	75	76	111	112	
105	106	20	21	22	23	24	25	26	27	28	29	49	50	51	52	53	54	55	56	57		77	78	79	80	81	82	83	84	85	86	113	114
107	108	30	31	32	33	34	35	36	37	38												87	88	89	90	91	92	93	94	95	115	116	

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) Program fuel in Map table A.
- 4) The cell values can range from 0 to 20. A value of 10 will result in no change from stock calibration.
- 5) Values greater than 10 make the mixture richer. Values less than 10 make the mixture leaner.
- 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 the 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) Program the enrichment threshold using Output B Mode under Output Settings. The typical settings are Over Pressure and a threshold of 1 psi.
- 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 109.
- 13) Connect the **BLACK** wire (B-) to the black wire leading to pin 108.
- 14) Connect the **BLACK/YELLOW** (tach) wire to the brown wire leading to ECU pin 21.
- 15) Locate the orange/blue MAF sensor signal wire leading to ECU pin 72 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 62 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 red cam sensor signal wire leading to ECU pin 71 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) Connect the vacuum line to the intake manifold.
- 25) Reconnect the battery.