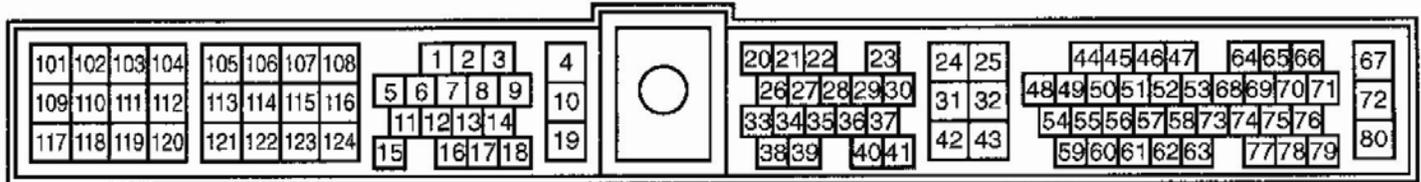


FTC1-110 Fuel/Timing Calibrator for 1997 Nissan Maxima VQ30DE

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) Use 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) Program the enrichment threshold using Output B Mode under Output Settings. The typical settings are Over Pressure and a threshold of 1 psi.
- 11) Disconnect the battery before making connections to the factory wiring harness.
- 12) Use solder and heat shrink for the most reliable connections.
- 13) Connect the **RED** wire (B+) to the red wire leading to ECU pin 67.
- 14) Connect the **BLACK** wire (B-) to the black wire leading to pin 124.
- 15) Connect the **BLACK/YELLOW** (tach) wire to the red/black wire leading to ECU pin 102.
- 16) Locate the white MAF sensor signal wire leading to ECU pin 54 and cut it.
- 17) Connect the **GREEN/YELLOW** wire to the MAF sensor side of the cut wire.
- 18) Connect the **VIOLET** wire to the ECU side of the cut wire.
- 19) Locate the white crank (ref) sensor signal wire leading to ECU pins 44 and 48 and cut it.
- 20) Connect the **BLUE** wire to the wire leading to the crank sensor.
- 21) Connect the **BLUE/WHITE** wire to the wire leading to the ECU crank sensor input.
- 22) Locate the white cam sensor signal wire leading to ECU pins 46 and 47 and cut it.
- 23) Connect the **YELLOW** wire to the wire leading to the cam sensor.
- 24) Connect the **YELLOW/BLACK** wire to the wire leading to the ECU cam sensor input.
- 25) Connect the vacuum line to the intake manifold.
- 26) Reconnect the battery.