



FTC1-201 Fuel/Timing Calibrator

Installation Instructions

The FTC1-201 is a complete, plug-and-play fuel solution for supercharged engines that use the JTEC Powertrain Control Module (PCM).

⚠ **WARNING!** Disconnect the negative terminal of the battery before unplugging the connector on the PCM.

- 1) Unplug the black connector located on the right hand side of the row of three connectors on the PCM. Squeeze the latches on both the top and bottom of the connector to release it. Note each connector on the PCM has unique keys. Do not alter the keys on the connector. If it doesn't fit you are plugging into the wrong connector.
- 2) Install the O28 o-ring provided onto this connector. It should seat against the ridge around the perimeter of the connector near the latch.
- 3) Plug the connector on the FTC1 harness with the female terminals into the PCM in place of the stock black connector. Make sure it latches into place.
- 4) Plug the stock black PCM connector (with o-ring installed) into the male terminal connector on the FTC1 harness. Make sure it latches into place.
- 5) Locate the FTC1 unit in the corner of the engine bay on the driver side of the firewall. Keep the unit inside the bubble wrap provided to protect from shock and moisture.
- 6) Use a piece of 1/8 inch vacuum line to connect the line on the FTC1 to the intake manifold. The FTC1 vacuum line must see both vacuum and pressure.
- 7) Plug the injector plug on the FTC1 harness into the additional injector.
- 8) Reconnect the negative terminal of the battery.

The FTC1-201 is pre-programmed to fuel the engine in boost and retard timing.

The FTC1-201 can be reprogrammed with the R4 engine management software.

Typical FTC1-201 settings:

System Settings: Vacuum/Pressure and Additional Injector Controller

Engine Settings: 3-cylinder, 2-stroke for a 6-cylinder engine

Output Settings: Output B Mode-Over Pressure, Over pressure=1 psi

Timing retard is programmed in map table A. The cell value is a positive number that indicates degrees of retard. The range of retard is from zero to 20 degrees with one decimal place.

The additional injector is controlled by the cell values in map table B. The cell value represents the on-time of the additional injector in milliseconds. The injector is pulsed six times per cam revolution on the 2-stroke setting. Use engine settings of 6-cylinder, 4-stroke to pulse the injector 3 times per cam revolution. This will cut in half the amount of fuel provided by the additional injector.

Refer to the FTC1 and R4 software datasheets for more information.

If you have any difficulty with installation, please call us at (949)863-1359 for assistance.

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