SPLIT SECOND

FTC1-202
Fuel/Timing Calibrator

Installation Instructions

The FTC1-202 is a complete, plug-and-play fuel solution for supercharged engines that use the JTEC Powertrain Control Module (PCM). It is typically used with injectors that are approximately 50% larger than stock.

☞ **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 028 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) Reconnect the negative terminal of the battery.

The FTC1-202 is pre-programmed to fuel the engine in boost and retard timing.

The FTC1-202 can be reprogrammed with the R4 engine management software.

Typical FTC1-202 settings:
    System Settings: Vacuum/Pressure and Programmable Signal Calibrator
    Engine Settings: 1-cylinder, 4-stroke for a 6-cylinder engine
    Output Settings: Output B Mode Over-Pressure, Over pressure = 1 psi

Fuel is calibrated in map A. Cell values modify the reading from the internal 2-bar map sensor. Special values are used in the 500 RPM row to simulate a 1-bar map sensor in the condition ignition-on, engine-off. In the run part of the map (the 1000 to 8000 RPM rows) the values simulate the response of roughly a 1.5-bar map sensor.

Timing retard is programmed in map table B. 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.

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.

THANK YOU FOR CHOOSING SPLIT SECOND