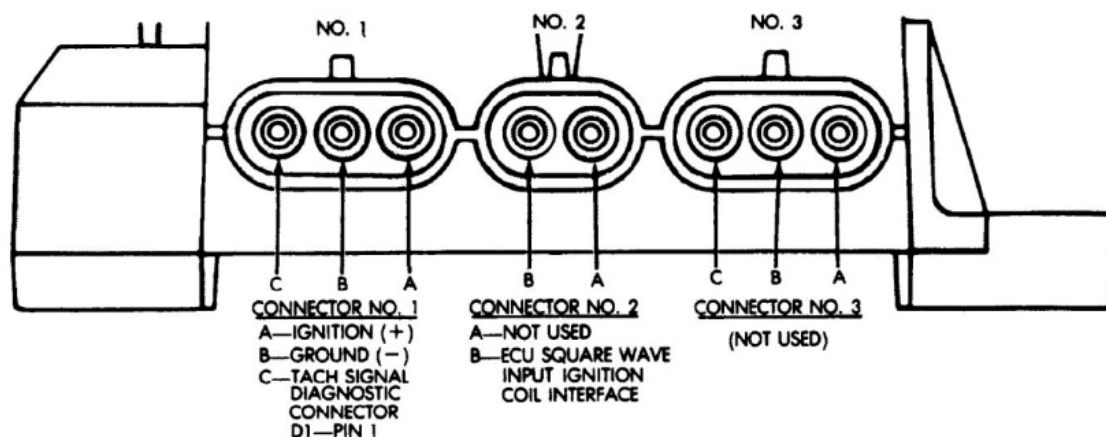


FTC1-133 Fuel/Timing Calibrator for Jeep 4.0

Use and Installation Instructions for Renix models

This is the wire side view of the Ignition Module connectors:



Install the module in a location that is as cool and dry as possible. It is best located in the passenger compartment.

Wire colors below are for the 1988 Comanche.

- 1) Use with R4 software
- 2) Select Vac/Pressure and Additional Injector Controller under system settings. Refer to the AIC1 and FTC1 data sheets for more information.
- 3) Select 3-cylinder, 2-stroke under Engine Settings
- 4) Program timing retard in Map table A
- 5) The cell values can range from 0 to 20. A value of 20 will result in 20 degrees of retard.
- 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 fuel in Map table B
- 8) The cell value represents the additional injector on-time in milliseconds. The minimum practical cell value is 1.0. The max cell value will have a corresponding duty cycle of 40%
- 9) The highest cell value is 25.5, but you should never get anywhere near that number.
- 10) Cell values can have one decimal place. For example 10.1. There are a total of 200 levels available for cell value
- 11) Disconnect the battery before making connections to the factory wiring harness.
- 12) Use solder and heat shrink for the best possible electrical connections
- 13) All connections are made to the wire harness leading to the ignition module
- 14) Wire colors in bold refer to wires on the FTC1
- 15) Connect the **RED** wire (B+) to the YL wire on connector 1 position A
- 16) Connect the **BLACK** wire (B-) to the BK wire on connector 1 position B
- 17) Cut the YL ECU square wave wire on connector 2 position B
- 18) Connect the **YELLOW** wire to the cut wire leading to the ECU
- 19) Connect the **YELLOW/BLACK** wire to the cut wire leading to the ignition module
- 20) Plug the injector connector into the additional injector
- 21) Connect the FTC1 vacuum line to a source of manifold pressure (vacuum/boost)
- 22) Connect the stock map sensor vacuum line to the intake manifold (vacuum/boost)
- 23) Reconnect the battery