

FTC1-001 Fuel and Timing Controller for Dodge 4.7

Use and Installation Instructions:

- 1) Use with R4 software
- 2) Select Vac/Pressure and Programmable Signal Calibrator under system settings. Refer to the FTC1 data sheet for more information.
- 3) Program the fuel in Map table A
- 4) Use the signal modify connection per wiring below
- 5) A cell value of 10 is neutral. Reduce the cell value to lean the mixture. Increase the cell value to make the mixture richer.
- 6) The highest cell value is 20.
- 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 timing retard in map table B
- 9) The cell value represents the retard in degrees
- 10) A cell value of 0 programs no additional retard over the inherent 1.5 degrees
- 11) A maximum of 20 degrees is possible
- 12) Cell values can have one decimal place
- 13) There is no need to hook up a tach signal
- 14) The tach is derived internally from the crank signal
- 15) Connect the **RED** wire to battery plus switched by the ignition (C1 pin2)
- 16) Connect the **BLACK** wire to signal ground at the ECU (C1 pin 4)
- 17) Connect the **YELLOW/BLACK** wire to the tach signal (C1 pin 7)
- 18) Cut the MAP signal wire leading to the ECU input (C1 pin 27)
- 19) Connect the **YELLOW/GREEN** wire to the MAP input of the ECU
- 20) Cut the Crank sensor signal wire (C1 pin 8)
- 21) Connect the **GRAY** wire to the wire leading to the crank sensor
- 22) connect the **GRAY/BLACK** wire to the wire leading to the ECU crank sensor input
- 23) Cut the cam sensor wire (C1 pin 18)
- 24) Connect the **TAN** wire to the wire leading to the cam sensor
- 25) Connect the **TAN/YELLOW** wire to the wire leading to the ECU cam sensor input