

# FTC1-009 Fuel/Timing Calibrator for Dodge 5.9 Up to Model Year 2000

## 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 values can range from 0 to 20. A value of 20 will result in 20 degrees of retard.
- 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) Connect the **RED** wire (B+) to the LG/BK wire on C-1 pin 2
- 13) Connect the **BLACK** wire (B-) to the BK/LB wire on C-1 pin 4
- 14) Connect the **YELLOW** wire to the **GREEN** wire
- 15) Cut the DG/RD MAP sensor wire leading from the stock MAP sensor to the ECU on C-1 pin 27
- 16) Connect the **VIOLET** wire to the DG/RD MAP sensor wire leading to the ECU on C-1 pin 27
- 17) Cut the GY/BK crank sensor wire leading to C-1 pin 8
- 18) Connect the **GRAY** wire to the wire leading to the crank sensor
- 19) Connect the **GRAY/BLACK** wire to the wire leading to the ECU crank sensor input
- 20) Cut the TN/YL cam sensor wire leading to C-1 pin 18
- 21) Connect the **TAN** wire to the wire leading to the cam sensor
- 22) Connect the **TAN/YELLOW** wire to the wire leading to the ECU cam sensor input
- 23) If your unit has the ESC (EGO Sensor Conditioner) function and you would like to use it, program the ESC threshold under the Options, Output Settings pull-down menus
- 24) Output B programs the ESC activation threshold
- 25) It may be programmed according to RPM, pressure or both
- 26) Cut the TN/WT #1 O2 sensor wire leading to C-1 pin 24
- 27) Connect the **WHITE** wire to the wire leading to the #1 O2 sensor
- 28) Connect the **WHITE/GREEN** wire to the wire leading to the ECU #1 O2 sensor input
- 29) Reconnect the battery