SPLIT SECOND

TMC1-001 Timing Map Controller

Installation Instructions

These instructions are specific to applications where the TMC1 is used in late model Ford applications. It is highly recommended that the wire connections be made by soldering the wires and covering with heat shrink tubing.

1) Find a suitable location to mount the TMC1. It may be mounted in a hidden location if it is going to be adjusted one time or occasionally. Most installations call for the TMC1 to be accessible while driving.

2) Secure it in place after routing the wires behind the dashboard. There are threaded mounting holes and 3/16" screws on either side of the TMC1. L brackets are provided for mounting.

☞ **WARNING!** Disconnect the negative terminal of the battery before connecting the **RED** and **BLACK** leads. Be sure you know the code if you have an anti-theft radio before disconnecting the battery.

3) Find a convenient screw that is connected to chassis ground. Connect the **BLACK** wire to that screw using one of the ring terminal crimp connectors. The **BLACK** wire provides the power ground for the TMC1.

4) Locate a suitable fused +12V connection for the **RED** wire. Good locations are on the fuse block or the +12V line to the glove box light. Be sure to connect the **RED** wire to a switched +12V line, otherwise it will drain the battery. The **RED** wire provides the +12V power to run the TMC1.

5) Locate the wires leading to the crank position sensor. Those wires will be cut so that the output of the crank position sensor can feed the crank input to the TMC1 and the crank sensor output of the TMC1 can feed the ECU.

6) Cut the crank sensor (+) wire. Connect the side leading to the sensor to the **YELLOW** wire on the TMC1. Connect the side leading to the ECU to the **YELLOW/BLACK** wire on the TMC1.

7) Cut the crank sensor (-) wire. Connect the side leading to the sensor to the **GRAY** wire on the TMC1. Connect the side leading to the ECU to the **GRAY/BLACK** wire on the TMC1.

8) Locate the wires leading to the cam position sensor. The cam+ wire will be cut so that the output of the crank position sensor can feed the cam+ input to the TMC1 and the cam+ sensor output of the TMC1 can feed the ECU.

9) Cut the cam sensor (+) wire. Connect the side leading to the sensor to the **TAN** wire on the TMC1. Connect the side leading t the ECU to the **TAN/BLACK** wire on the TMC1.

10) Connect the **WHITE** wire to the dashboard panel lights. A convenient location can often be found at a dash light or the ash tray light. The **WHITE** wire should be connected to the wire that goes from 0V to +12V when the lights are turned on. This signal is used to dim the TMC1 display at night.

11) Reconnect the negative terminal of the battery.

If you have any difficulty with installation, please call us at (949)863-1359 for assistance. We hope you enjoy the precise, filtered operation of your new TMC1 Timing Map Controller. Keep us in mind when your needs call for fuel management solutions.

THANK YOU FOR CHOOSING SPLIT SECOND