034EFI

Instructions- Supplementary Fueler

Follow these instructions carefully.

Locate the 3.5" floppies, load disk one and run Setup, follow the on screen instructions.

You cannot program the ECU unless its hooked up thorough a 9 pin data cable(not provided) and powered up.

For the license number, use **255-255-255** if required. License # is entered via the ECU 32 program.

You can adjust different parameters. Here are some suggestions to get you started:

- **Number of Cylinders:** The number of cylinders in the application.
- **Full Scale Tach:** 7000 or your preference
- **Rev Limit:** 7000 or your preference
- **Cut Fuel Below**: 120 recommended - (100 is 0psi) This will cut the fueling below a certain atmospheric pressure level, typically extra fuel is not needed until a few psi of boost. In NA applications 95 will bring on fuel right at WOT.
- **Fuel Cut Time [SECS]**: Use this field to limit the fueler from operating for a set # of seconds from power up.
- **Map Rate Cut Sensitivity:** Start with 5...this parameter dictates how quickly the controller will react to changing MAP levels. The higher the number the higher the sensitivity. If you are experiencing fuel cuts under boost, try raising this number as you may have odd pressure fluctuation inside your intake manifold that requires higher sensitivity.
- **# Triggers per Rev:** Enter the # of injector triggers you'd like per crank revolution. If using a 4 window hall sender, then you would enter 4 because the cam rotates at half the rate of the crank. If using the 60-tooth wheel on the crankshaft, then 30. Typically, this # is equal to half the # of triggers being used.
- **# Triggers per Injector:** Enter the # of triggers per each injector driver.
- **Injector Scaler [MS]:** This is the main fueling parameter, and dictates maximum duty cycle in Milliseconds. Start with 1.5, and keep raising until you get proper fueling (the practical lower limit for most EFI injectors is 1 millisecond). All EFI injectors have a lower limit of about 1MS and cannot open any less (more rapidly) than that, so using a smaller # than 1.5 will not likely open the injector at a less than 1.5 MS or so. If you want to start really rich, try 5.0 to start with, and cut back or increase from there. You should not need to touch any of the numbers in the matrix, leave them all at 1.0 until you are sure you've optimized the scaler #.

- **Trigger Mode important*:** *Continuous* fires injectors based on MAP only, NO RPM. *Triggered* fires each driver based on the map of MAP and RPM combined. If you don't have a usable RPM signal, then Continuous will work fine for most applications, but applications, but to have the greatest accuracy and tuneablilty, RPM should be included. Diesel applications should use Continuous Mode only.
- **Injector Inhibit Timer:** This allows a dictated time of injector disabling from the time of start up to enable warm up. Not really needed for most applications, start with zero.
- **Range:** Enter the Manifold Pressure range you'd like, 1, 2 or 3 BAR.

Wiring Diagram

(wiring with unattached pins are provided with purchase)

1. HALL VCC
2. SENSOR VCC
3. HALL GROUND
4. TPS GROUND
5. TPS SIGNAL
6. INJECTOR 12V SUPPLY
7. INJECTOR 12V SUPPLY
8. SWITCHED +12V POWER
9. INJECTOR 1
10. INJECTOR 2
11. GPO 1
12. MAT – MANIFOLD AIR TEMP
13. CLT – COOLANT TEMP
14. LOW TRIGGER
15. HIGH TRIGGER
16. GROUND