Fuel Cut Defender Type II - Instructions
FG-FCD-002

INSTALLATION

Before installing the Fuel Cut Defender it is important to determine were the vehicles ECU receives its boost reference signal from the manifold absolute pressure sensor or air flow meter, failure to connect the boost cut defender to the correct sensor could cause severe engine damage. It is advisable to consult the manufacturer service manuals before connecting the boost cut defender. The following should be used as a guide only.

- DAIHATSU -CHARADE GTi   MAP
- MAZDA MX-6   AFM
- MAZDA RX-7 IV, V, VI   MAP
- MITSUBISHI -CORDIA, STARION   MAP
- NISSAN -EXA, 200SX   AFM
- SUBARU -WRX, FORESTER, RS LIBERTY   MAP

Find a suitable spot in the vehicle cabin to mount the Fuel Cut Defender. It is advisable not to mount the unit under the bonnet as it will be difficult to adjust (the unit is waterproof and can be mounted in the engine bay if necessary).

WIRING

- RED   12 volt positive supply from ignition switch (not directly from battery)
- BLACK   Negative supply (vehicles chassis)
- WHITE   To MAP sensor or Air Flow Meter output wire
- BLUE   To ECU input wire

Note: It is important that the BLUE and WHITE wires are hooked up observing the correct polarity otherwise the unit will not operate correctly. For MAP sensor and Air Flow Meter applications refer to the following examples.
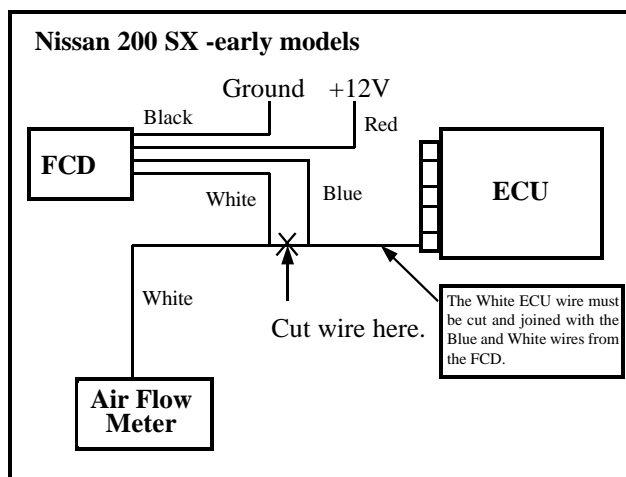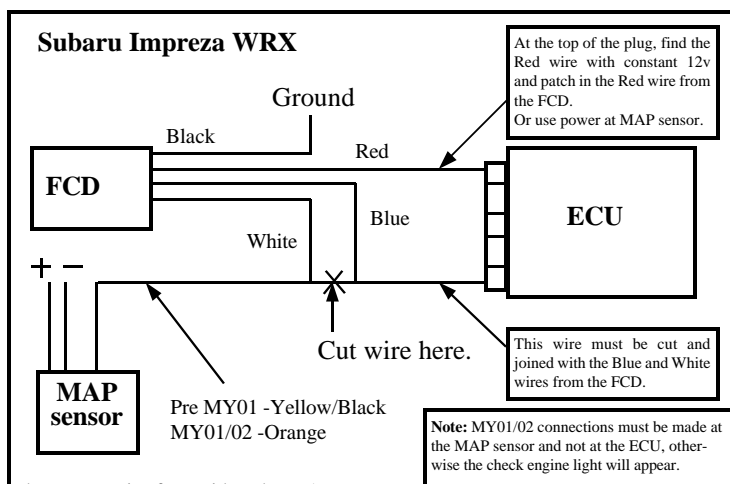
The output wire from either the MAP sensor or AIR FLOW METER can be easily located with a digital multimeter, or by consulting a manufacturers service manual. Place the NEGATIVE probe of your multimeter on the vehicles chassis and with the ignition switched on blow air through the AIR FLOW METER or apply pressure to the MAP sensor. With the positive probe of your multimeter you should be able to read a change in output voltage on one of the wires connected to the AIR FLOW METER or MAP sensor. Once this wire has been identified it can be cut and the Fuel Cut Defender can be wired in as per the wiring diagrams supplied.

SETUP PROCEDURE

Caution: Do not attempt to drive the vehicle and adjust the Fuel Cut Defender at the same time. Have an assistant to help or stop the vehicle before making any adjustments. Ensure you choose a safe area to carry out any adjustments and never exceed the speed limit.

There is only one adjustment on the Fuel Cut Defender making it very easy to set up. With the aid of an assistant, drive the vehicle bringing the engine onto full boost until the factory boost cut is activated, taking note of the boost level at which this occurs. Turn the level adjustment pot on the front of the Fuel Cut Defender module ANTI-CLOCKWISE until the indicator light just illuminates. (The level adjustment pot is a 25 turn unit, so multiple turns are required to make minimal adjustments). DO NOT WIND THE LEVEL ADJUSTMENT POT FULLY ANTI-CLOCKWISE AS THIS WILL COMPLETELY CLAMP THE OUTPUT SIGNAL FROM THE AIRFLOW / MAP SENSOR. The indicator light should turn on just before the factory boost cut point. Activating the boost cut defender any earlier than this could cause the engine to run "LEAN" resulting in possible engine damage. Turbosmart recommends that the Air Fuel ratio is checked once the Fuel Cut Defender is set and or boost pressure is increased.

WARNING ! WARNING ! WARNING !

ONCE THE BOOST CUT DEFENDER HAS BEEN INSTALLED, THE FACTORY OVER-BOOST CUT WILL NO LONGER OPERATE. THE BOOST CAN NOW BE RAISED TO DANGEROUS LEVELS, WHICH CAN DESTROY YOUR ENGINE IF IT IS NOT CAPABLE OF HANDLING HIGHER BOOST PRESSURES. BE EXTREMELY CAUTIOUS WHEN INCREASING THE BOOST PRESSURE ABOVE THE FACTORY LEVEL.

Warranty
Turbosmart warrants its products to be free from faults or defects for the life of the product. *
* Subject to Turbosmart trading terms and conditions
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Incorrect use of this product may result in damage to your vehicle. Failure to observe any notes or recommendations may result in incorrect use of this product. This product is intended for use in off-road racing only. Turbosmart will accept no responsibility for the incorrect use of this product.
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