



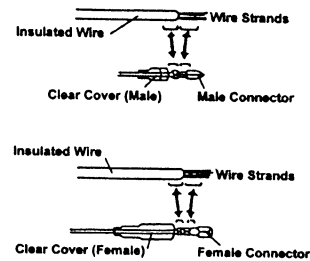
INSTALLATION MANUAL FUEL CUT DEFENCER (FCD)

NOTICE

This manual assumes that you have and know how to use the tools and equipment necessary to safely and efficiently perform service operations on your vehicle. This manual assumes that you are familiar with typical automotive systems and basic service and repair procedures. Do not attempt to carry out the operations shown in this manual unless these assumptions are correct. Always have access to a factory repair manual. To avoid injury to yourself and to others, follow the safety precautions contained in the factory repair manual.

BULLET CONNECTOR INSTALLATION

1. Remove a small section of insulation at the end of the wire to expose the wire strands.
2. Determine which connector (male/female) is needed.
3. Install the appropriate clear cover over the wire.
4. Crimp the center section of the connector onto the exposed wire strands.
5. Crimp the rear section of the connector onto the insulated portion of the wire.
6. Pull on the wire and the connector to confirm a good connection.



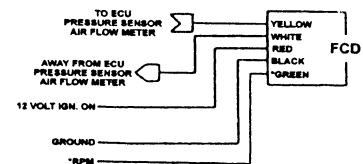
SPLICE CONNECTOR INSTALLATION

1. Place the wire to be spliced into side A (the side without the stopper) and the wire from the FCD to side A (the side with the stopper). Make sure the wire touches the stopper.
2. Fold side B over side A using pliers, making sure the snap is secured.
3. Fold side C over and make sure it snaps completely closed.
4. **NOTE:** Do not strip wire ends. Gently pull on the wire to insure a proper splice.



FUEL CUT DEFENCER INSTALLATION

1. Confirm that the FCD you purchased is the correct application for your vehicle.
2. Disconnect the negative battery cable from the battery.
3. Set the switch on the FCD (if applicable) to the correct setting for your vehicle. After the setting has been made, cover the dial with the enclosed "Close" sticker.
4. Locate the factory ECU using the factory shop manual or the FCD wiring chart portion of this manual.
5. Examine the FCD wiring chart diagram using the factory repair manual as a reference and confirm the locations of :
 - (B) Power source wire (12 volt ignition on)
 - (E) Ground wire
 - (P) Pressure sensor or air flow signal wire
 - (I) RPM (only applicable to K3 FCD's)
6. Connect the FCD to the VPC / F-con harness or the stock ECU wiring harness as shown in the diagram. If the vehicle is equipped with a VPC or an F-con, connect the FCD to the VPC or F-con harness, not the stock ECU harness.
 - Connect the red wire (B) to a power source.
 - Connect the black wire (E) to a ground source.
 - Cut pressure sensor or air flow signal wire. Connect the yellow FCD wire (P) to the wire going to the factory ECU. Connect the white FCD wire (P) to the factory ECU wire going away from the ECU.
 - Connect the green wire (I) to a rpm source (applicable to K3 FCD's only).
 - Mount the FCD using double sided tape.
7. Re-examine all wire connections for proper installation.
8. Reconnect the negative battery cable to the battery.



SYSTEMS CHECK

1. Inspect installation once again. Incorrect or loose wiring may cause damage not only to the FCD, but also to the vehicle itself.
2. When the following symptoms occur, check wiring for correct installation.
 - Check engine light illuminates while the engine is idling.
 - Engine does not rev up smoothly.
3. Turn off the engine before changing the position of the dial on the FCD,
4. Confirm that the dial is in a selected channel. If the dial is in between two channels, the FCD will not function properly.