

Product Name: **FCD 1**
 Product Description: Pneumatic Fuel cut defender
 Product Number: TS-0303-1001



IMPORTANT NOTES ON YOUR BOOST CONTROLLER

- Consult your local specialist before setting your desired boost pressure and FCD boost level
- Setting boost beyond your engines capability may result in engine damage
- To safeguard against “pinging” or detonation, always use the highest octane fuel available
- Please check www.turbosmartonline.com for the latest updates and information on fitting your Turbosmart FCD

RECOMMENDATIONS

- Turbosmart recommends that your FCD is fitted by an appropriately qualified technician
- Turbosmart recommends that the engines Air/Fuel ratio is checked once the FCD and desired boost pressure is set, as any increase in boost pressure or incorrect setting of the FCD can cause the engine to run “LEAN”, resulting in possible engine damage

HOW TO INSTALL YOUR FUEL CUT DEFENDER

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Please check that the following items have been provided in your FCD 1 Kit

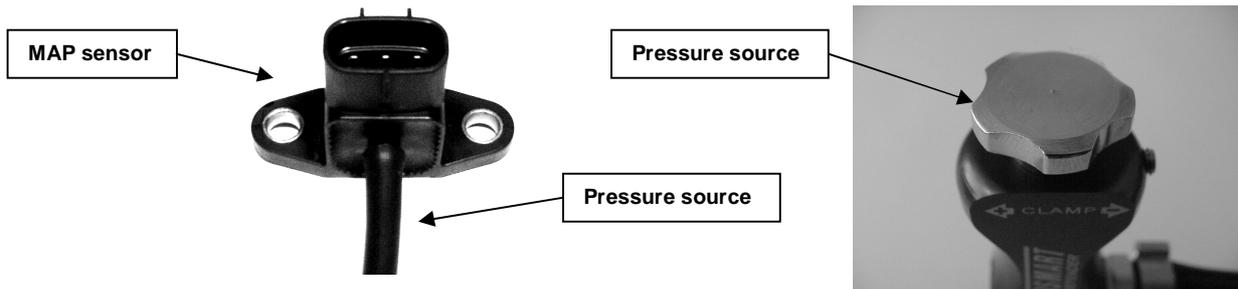
Quantity	Description	Use
1	FCD 1	Clamping the pressure signal to the MAP sensor
1	Mounting bracket	Mounts the FCD1 to a secure location
1	M4X4 Button head screws	Secures FCD1 to the bracket

FITTING YOUR FUEL CUT DEFENDER

- Locate the vehicles MAP (Manifold Absolute Pressure) Sensor, it is connected to the engines wiring harness by three wires, and has one pressure hose joining it to the inlet manifold (Fig. 1)
- If you are unsure of the location of the MAP sensor please refer to the specific factory workshop/repair manual for your model of vehicle
- Install the FCD T-piece between the MAP sensor and the pressure signal. Make sure the arrow is pointing towards the MAP sensor
- Ensure all hoses are not cracked, blocked, kinked or restricted and all connections are secured with hose clamps
- Mount the FCD with the supplied bracket in a suitable position to allow access for adjustment and be adequately shielded from heat, i.e. positioned at least 100mm or 4” from the turbine housing or the exhaust manifold

Figure 1 MAP Sensor (Subaru WRX)

Figure 2 Clamp dial



- Before making any adjustment the **Clamp Dial** (Fig. 2) will need to be fully closed (anti-clockwise)
- Adjustment to the FCD is made by turning the **Clamp Dial**
- Turn clockwise to increase the fuel cut level and anti-clockwise to decrease the fuel cut level
- Turbosmart recommends that the fuel cut limit is set 2-3 PSI (0.14 – 0.21 BAR) above the desired engine boost pressure
- If you wish to lock the setting of your FCD to avoid further adjustment, use a 2mm Allen key to tighten the detent grub screw in the side of the FCD until the adjustment knob is locked

TROUBLE SHOOTING

If experiencing difficulties the following checks will cure 99% of problems experienced when fitting a Turbosmart FCD

- Check that the FCD is installed on the correct engine sensor. (MAP sensor) (fig. 1)
- Check the joining hoses for splits, cracks or loose connection
- Check that the joining hoses are not blocked or kinked or restricted
- Check to see if the FCD is blocked or contaminated with dirt, oil build up or debris

The Turbosmart Pledge

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Happy motoring!
The Turbosmart Team

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