
E-01 *Reddy*
MULTI DISPLAY CONTROLLER

Instruction Manual

Reddy

1. Important Information

Please read this instruction manual carefully and proceed with the installation **ONLY** if you fully understand this manual. Make sure to pay close attention to all the "Important!", "Warning!" and "Caution!" messages throughout the manual.

Important!

- This product is legal for sale or use in California only on vehicles which may never be driven on a public highway.
- This product is only for vehicles with 12V (battery) systems.

Warning!

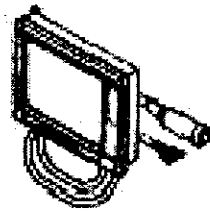
- Installation and tuning of this product should only be performed by a trained specialist who is very familiar with the automobile's mechanical, electrical and fuel management systems. If installed by an untrained person, it may cause damage to the unit as well as the vehicle.
- When mounting this product in the vehicle, be sure the unit does not interfere with the driver's view and normal operation of the vehicle.
- When using soldering iron and other tools for installation, be sure you read and understand the tool's user manual first. Misuse of these tools may cause injuries.
- When working on the electrical wires, make sure to disconnect the negative terminal side of the battery on the vehicle.
- When increasing the boost, be sure not to overboost. Overboosting may cause damage to the engine.
- Be sure to find out what the safe boost pressure is for your vehicle.
- GReddy Performance Products, Inc. is not responsible for any engine damage caused by overboosting (increased boost).
- Never tune the e-manage while the vehicle is moving.
- Never tune the e-Manage on public highway. This may be dangerous to you as well as others on the road.
- When tuning and operating the vehicle in a garage, be sure that the garage is equipped with a proper ventilation system.
- After installation and tuning, be sure to clean up everything that would interfere with the driver. Wires, tools and/or communication cable may interfere with the driver and may cause accidents.

Important Information

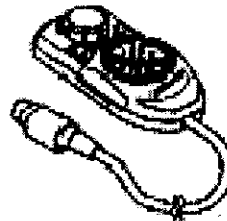
Caution!

- Improper tuning of the e-Manager may cause damage to the engine.
- GReddy Performance Products, Inc. will not be responsible for any damage caused by improper installation or tuning.
- Tuning should be performed only by a experienced technician who fully understands the vehicle's fuel management and ignition timing requirement for the engine being tuned.
- Always use a proper air/fuel ratio meter when tuning the e-Manager.
- Installation of this product requires modification of the vehicle's electrical system.
- When making wire connections, be sure to remove the key from the ignition, and disconnect the negative terminal of the battery.
- Never short out the system. It can damage the unit as well as the vehicle's electrical system.
- Read and fully understand the wiring diagram before making any wire connection.
- When connecting the connector, push it in all the way until you hear them click in together.
- The communication cable is not a repairable item, so please take care of it. When disconnecting from the PC (laptop), pull holding the connector. Never pull on the cord.

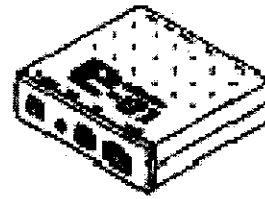
2. Parts List



Display unit



Controller



Center unit



Controller holder



Display base



Display bracket



Power harness



1/4 Cap bolt



Double sided tape



Hex wrench (3mm)



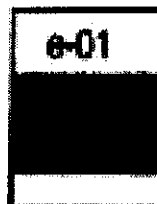
Hex wrench (5mm)



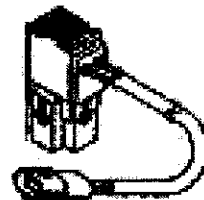
M4 CAP bolt x2
M4 nut x2



SD card

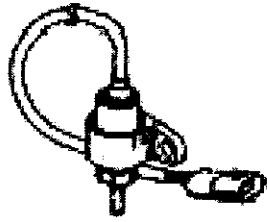


Instruction Manual



Valve unit

2: Parts List



Pressure sensor



Valve unit harness
(2.5m)



Pressure harness
(2.5m)



6ø Hose fitting x2



Hose clamp



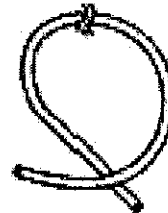
Three way fitting



Rubber washer



4ø Hose (1m)



6ø Hose (1m)



M4 Bolt



M6 Bolt x2



Valve bracket

Important!

The Display unit is packaged with the SD card already inserted.

Tools required for installation:

- Voltage tester
- Pliers
- 10mm wrench
- Electrical tape
- Wire cutters
- Screw drivers (+,-)
- Solder and Soldering iron
- Zip ties

3. Product Features

- The Display unit features a large LCD with EL backlighting.
- Three large easy to read data can be displayed in real time; such as boost pressure, rpm, etc.
- Air/fuel ratio, throttle position and vehicle speed may be displayed with the use of an optional Signal harness (sold separately).
- The GReddy Warning gauge data can be displayed with the use of an optional data link cable (sold separately).
- Built-in Warning feature for all input signals; such as boost, rpm, etc.
- Link up to e-Manage to tune and save using Standard A/B USB cable (available through any computer supply retailer).
- Able to record up to 3 hours of data and play back on the display.
- Controls boost up to 3kg/cm^2 (Depending on the turbo system). Select from Auto and Manual boost mode to boost up to a desired pressure.
- Boost pressure may be adjusted at different rpm points to achieve consistent boost levels.
- Uses compact high volume solenoid valve.
- Uses high quality pressure sensor.
- Able to lower the boost pressure when the warning feature is activated.
- Boost pressure may instantly be increased by using the Over Take Boost feature. This feature can be used with the Optional Remote Switching System (sold separately).

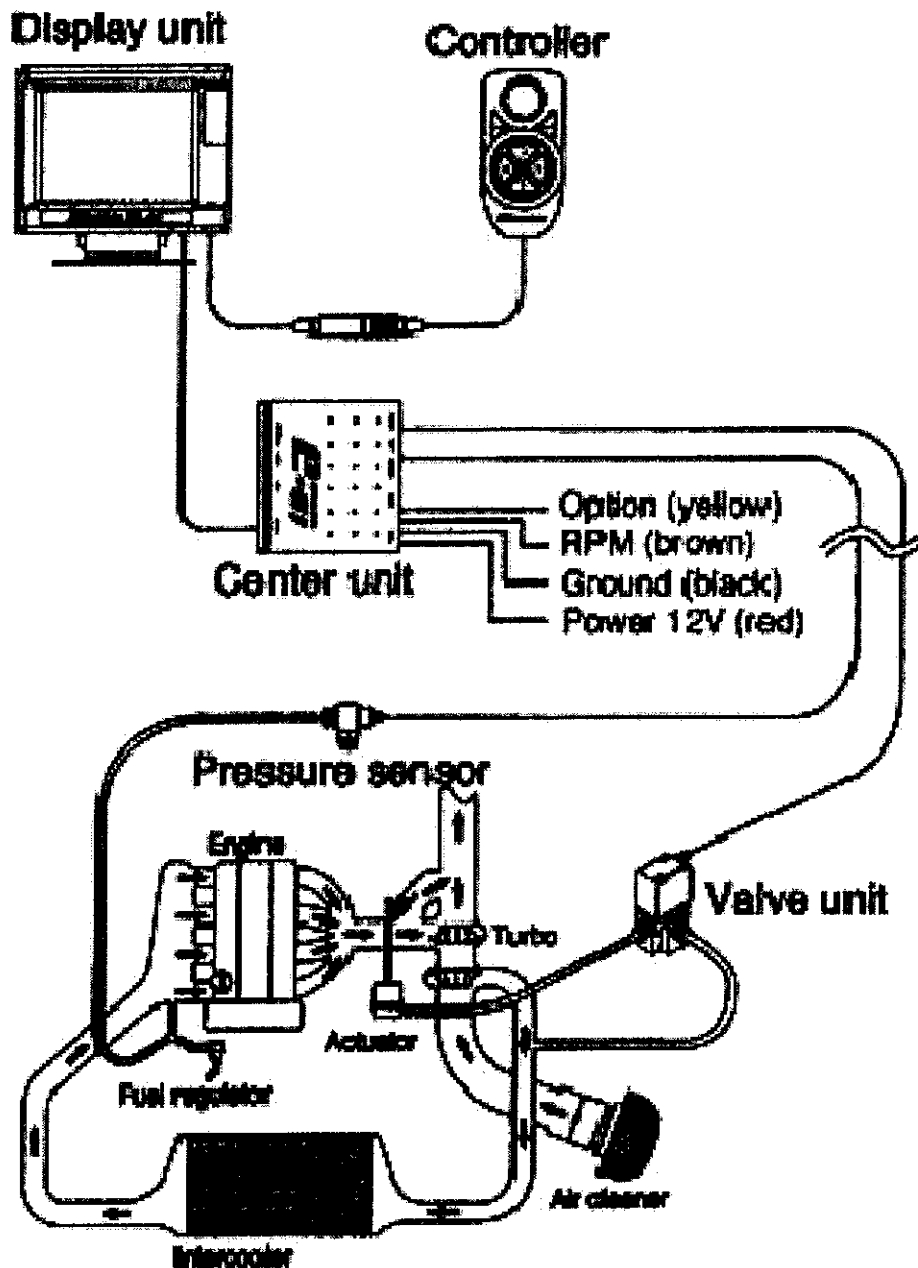
Important!

Standard A/B USB cable is required in order to link the e-01 to the e-Manage unit. This is available at any computer supply retailer.

Before Installation

- Make sure the engine has cooled down before working under the hood.
- Take the key out of the ignition switch and disconnect the negative terminal of the battery.
- Before mounting the Valve unit and the Pressure sensor, be sure the supplied vacuum hose is long enough to reach them.
- Locate the actuator/waslegate, factory boost controlling solenoid valve, and fuel pressure regulator or true vacuum source before installation.

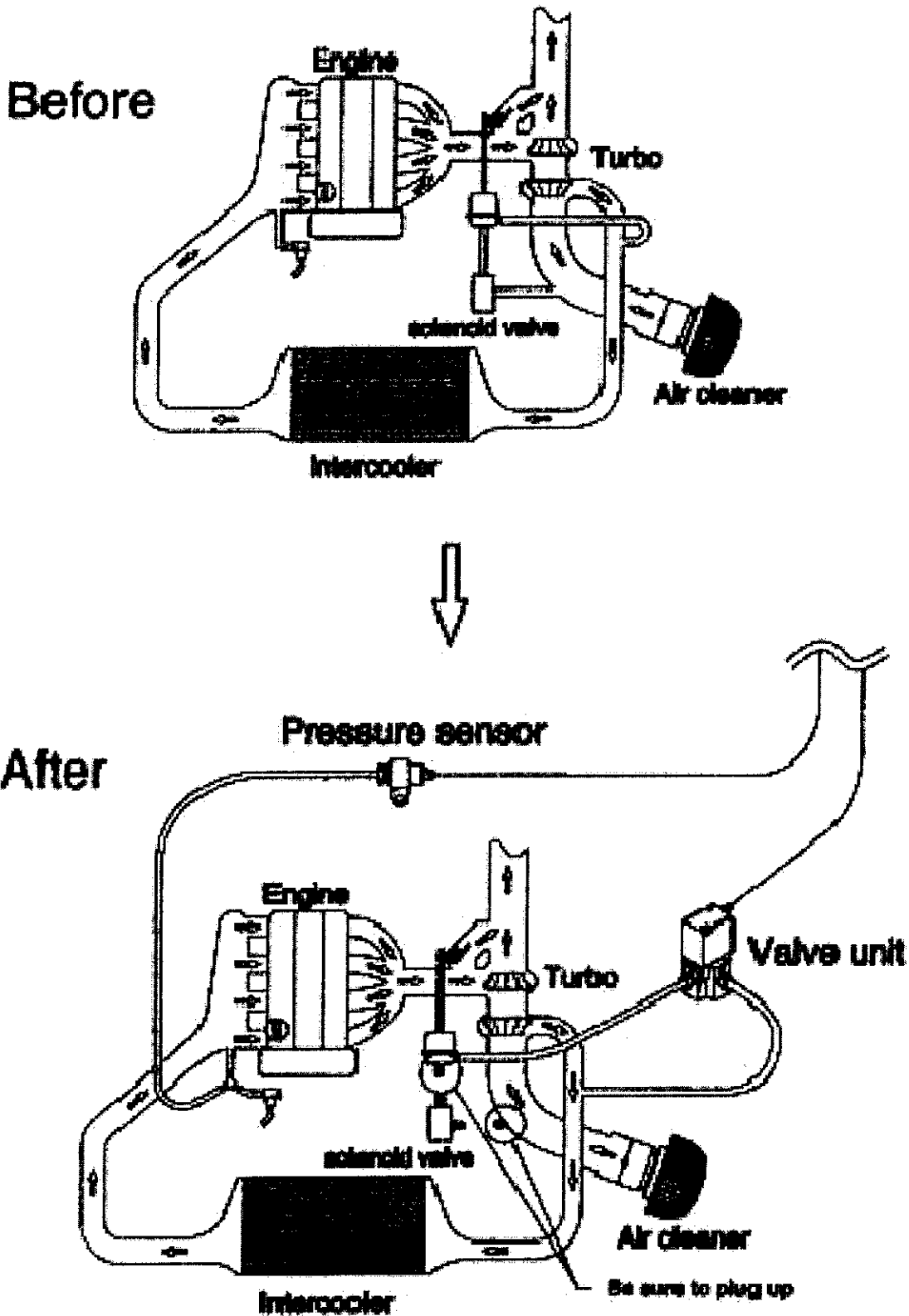
Installation Diagram



Installation Diagram

Diagram 1: Vehicle with factory boost controlling solenoid valve Dual Port Actuator

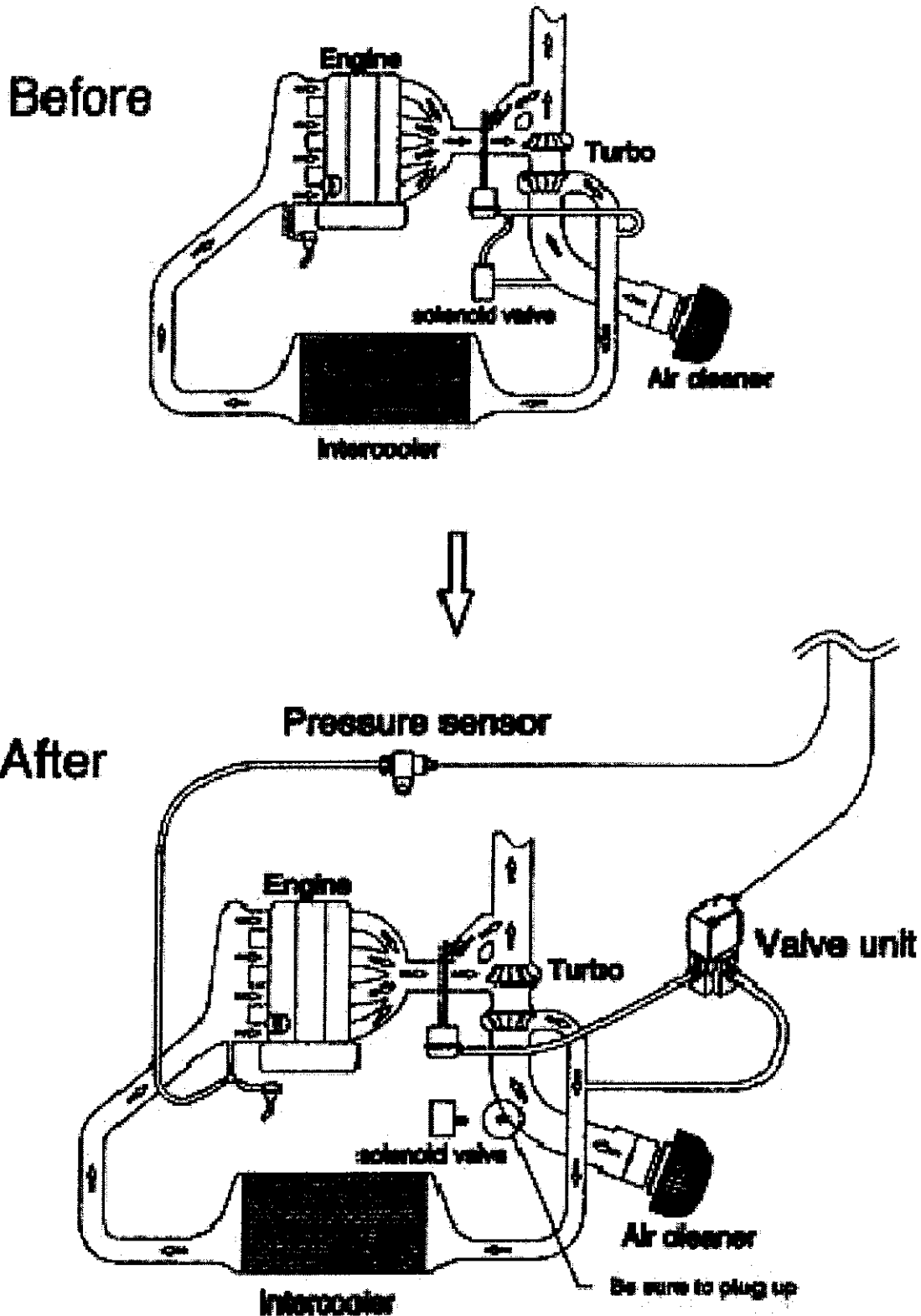
Disconnect the connector and the vacuum lines off from the solenoid valve and plug up the all the vacuum ports.



Installation Diagram

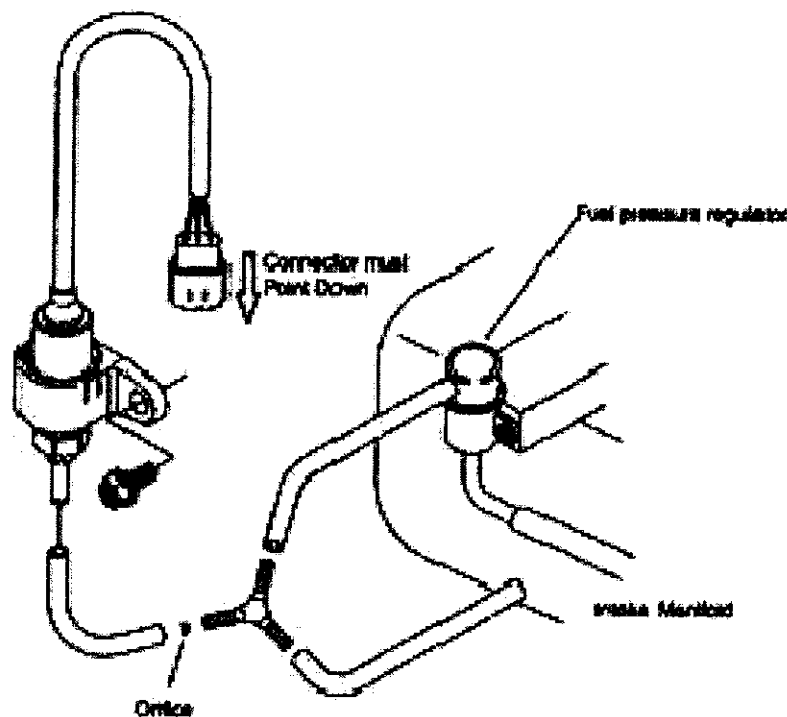
Diagram 2: Vehicle with factory boost controlling solenoid valve Single port actuator

Disconnect the connector and the vacuum lines off from the solenoid valve and plug up the all the vacuum ports.



Installation Diagram

Pressure Sensor Installation



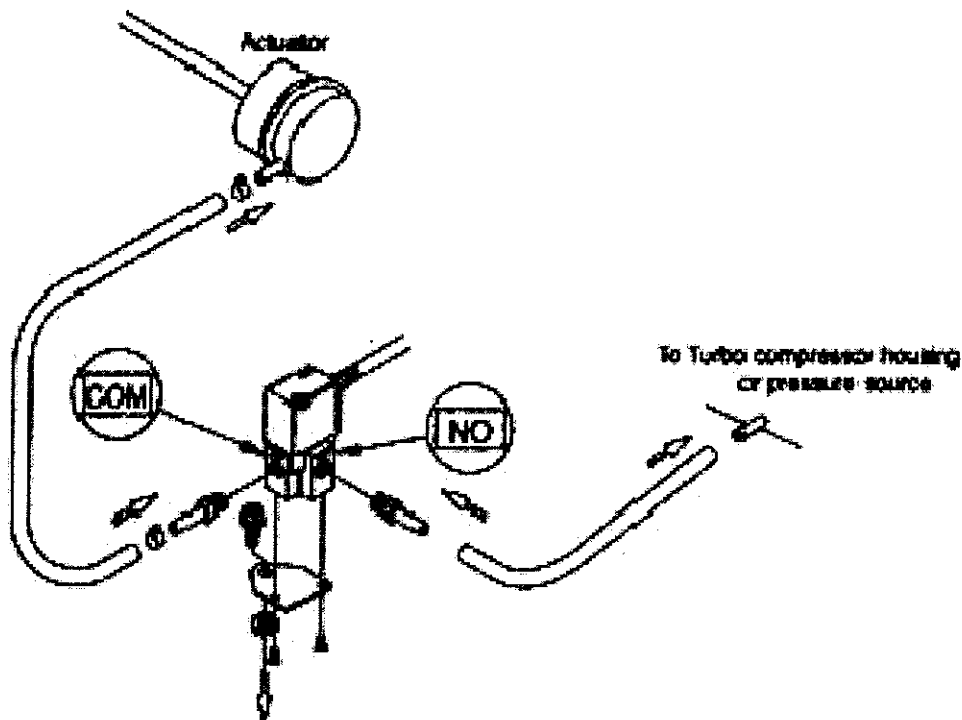
- (1) Mount the Pressure sensor to the body near the fuel regulator using the supplied bracket and bolt.
- (2) Cut the vacuum line on the fuel regulator and install the supplied three way-fitting.
- (3) Place the supplied orifice to the side that will connect the sensor and connect the 4e Hose from the three way fitting to the sensor.

Important!

- Make sure that the Sensor connector is pointed down as shown in the diagram above.
- Make sure that the sensor is securely mounted on the body.
- Avoid mounting the sensor in the hot area or where it can get wet.
- Toyota's JZ engines and Mitsubishi's 4G63 engine have fuel pressure-controlling solenoid valves. For these vehicles, make sure to get pressure from the line between the intake manifold and the solenoid.
- Make sure to secure the 4e Hose with zip ties.

Installation Diagram

Valve Installation (Actuator type)



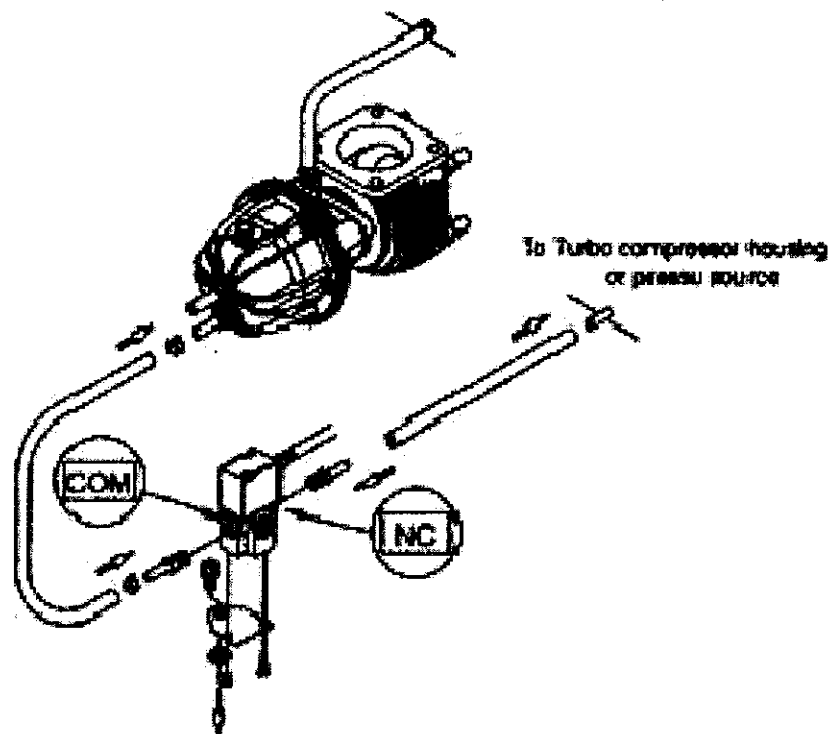
- (1) Remove all the plastic plugs from the Valve unit
- (2) Install the 6ø Hose fitting on to "NO" and "COM" port on the Valve unit.
- (3) Install the Valve bracket using the supplied M4 bolts. Then, secure the Valve assembly to the body using the supplied M6 Bolt and Rubber washer.
- (4) Disconnect the vacuum hose connecting the compressor housing of the turbo to the actuator at the actuator side and connect it to the "NO" side of the Valve unit.
- (5) Connect the "COM" port to the actuator using the supplied 6ø vacuum hose.

Important!

- It is very important that the Rubber washer is used when mounting the bracket to the body.
- Mount the Valve unit in a cool area where the unit will not get hot or wet.
- Secure all the Vacuum connections with hose clamps.
- When routing the vacuum hoses, make sure not to kink or twist the hoses.
- Make the hoses as short as possible.
- It is normal for the Valve unit to make a clicking sound when it is operating.

Installation Diagram

Valve Installation (External wastegate type)

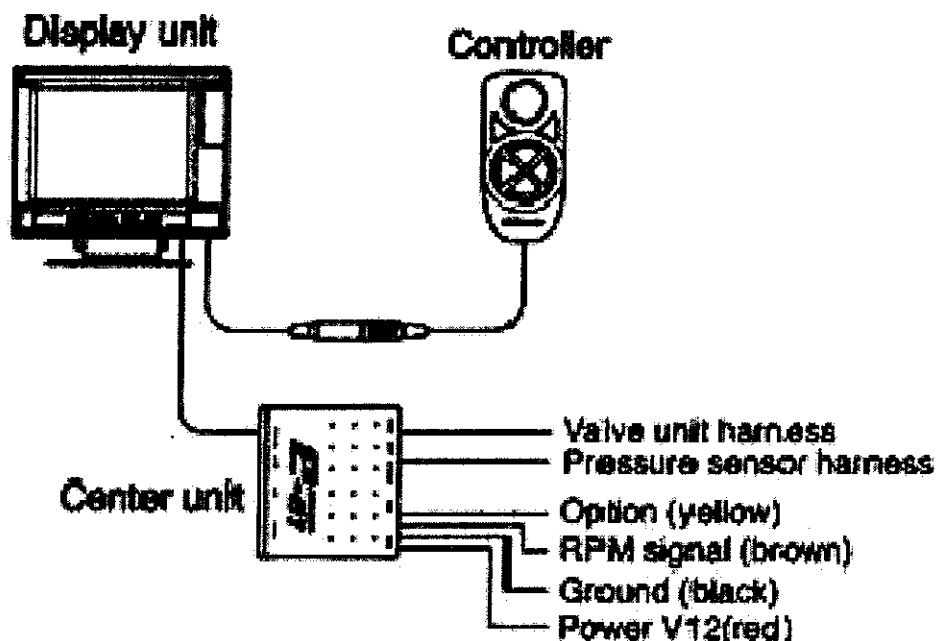


- (1) Install the 6ø Hose fitting onto "CN" and "COM" port on the Valve unit.
- (2) Install the Valve bracket using the supplied M4 Bolts. Then, secure the Valve assembly to the body using the supplied M6 Bolt and Rubber washer.
- (3) Install a 6ø Hose fitting (sold separately) on the top of the wastegate.
- (4) Connect the 6ø Hose fitting that was just installed to the "COM" port of the valve unit using the supplied 6ø Vacuum hose.
- (5) Connect the "NC" port to a good pressure source such as the Compressor housing of a turbo using the supplied 6ø Vacuum hose. (It is ok to tap into the same line that is going to the bottom port on the wastegate)

Important!

- It is very important that the Rubber washer is used when mounting the bracket to the body.
- Mount the Valve unit in a cool area where the unit will not get hot or wet.
- It is normal for the Valve unit to make a clicking sound when it is operating.

Wiring Procedures

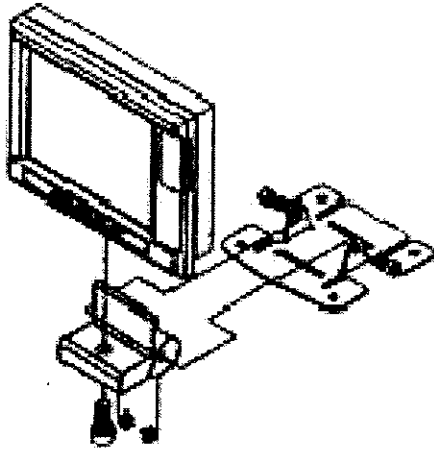


- (1) Connect the Pressure sensor harness and the Valve unit harness to the Valve unit and the Pressure sensor that was installed in the engine compartment.
- (2) Route the Pressure sensor harness and Valve unit harness through the firewall in to the passenger compartment and connect them to the center unit.
- (3) Connect the Controller to the Display unit, then connect the Display unit to the Center unit.
- (4) Reconnect the battery and find 12V Ignition source with a tester.
- (5) Ground the black wire to the body. When grounding to the body, sand or grind off any paint or rust to ensure good contact.

Important!

- Connect the brown wire in the Power harness to the ECU rpm signal wire. The boost controller will still operate with out this connection, but the rpm offset feature will not work.
- Yellow wire in the Power harness is an optional output signal, used for warning light and/or buzzer. 14V-350mA

Mounting the Display Unit



- Mount the Display unit using the supplied base, bracket and double-sided tape.
- Mounting surface must be free of dirt and oil.

Caution!

- For safety, once the mounting location is determined, secure the bracket using couple of screws so that the unit will never fall off.
- Never install the display unit in front of the airbag system. The unit will fly off when the air bag deploys. This can be very dangerous.

Important!

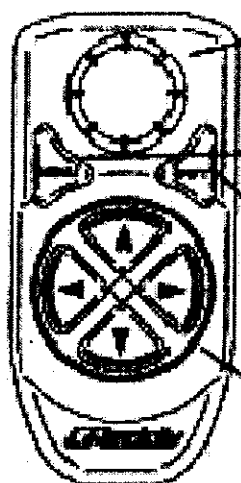
- When mounting this product in the vehicle, make sure the unit does not interfere with the driver's view and normal operation of the vehicle.
- Never remove the SD card out while the unit is turned on. This can damage the saved program in the card.

4. After Installation Inspection

- Reinstall all the parts that were removed during the installation of this product.
- Reconnect the negative terminal of the battery.
- Make sure that all harness and hoses are secured and properly connected and routed.
- Improper connection and routing of the harnesses and hoses can damage the unit and the sensors, which can cause engine damage.
- GReddy Performance Products, Inc. is not responsible for any engine damage caused by improper installation.

5. Display unit and Controller Functions

Controller features



SET knob

- Used to change, select and confirm settings
- Used to change display mode

MENU button

- Used to go to Menu mode from display mode
- Used to cancel out during setup

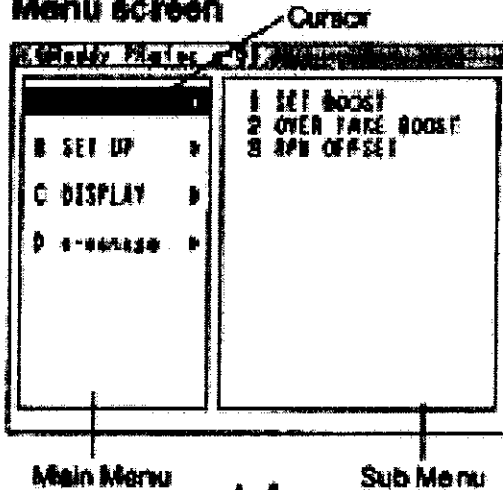
SHIFT button

- Used to turn on the Over Take Boost mode.
- Used for e-manage setup

4-Way navigation button

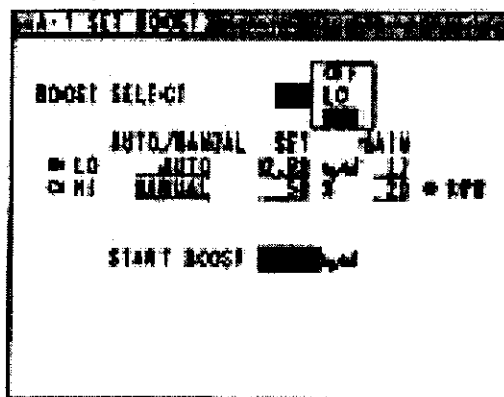
- Scroll through menus and lists, also set feature values

Menu screen



MENU button SET Knob

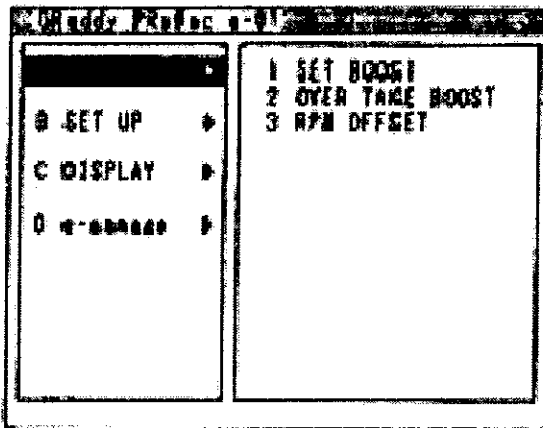
Setup Screen



- (1) Basic Boost setup**
To set each feature, scroll down and select the desired Main menu and Sub-menu and make the changes in the Setup screen.
- (2) Menu screen**
In the Menu screen move the cursor using the 4-way Navigation button and push the Set knob to select each feature.
- (3) Setup Screen**
In the Setup screen, use the 4-way Navigation button to move the cursor. To change the value or setting, turn the SET knob to change and press the SET knob to confirm the changes.
- (4) Press the MENU button to return to the Menu screen from setup screens.**

5. Display unit and Controller Functions

Controller features



A BOOST

Used to set up boost settings

B SET UP

Used to change the initial setting, Warning and Peak Hold features.

Also used to setup the optional signal harness and Warning gauges when installed with this unit.

C DISPLAY

This feature can display 3 input signals at real time such as boost, rpm and Throttle position data. There are 4 different display formats to choose from, Digital, Graph, Gauge and Bar graph.








D e-manage

Used to program the e-manage settings.

*This feature is only for vehicles equipped with e-manage

Title display description

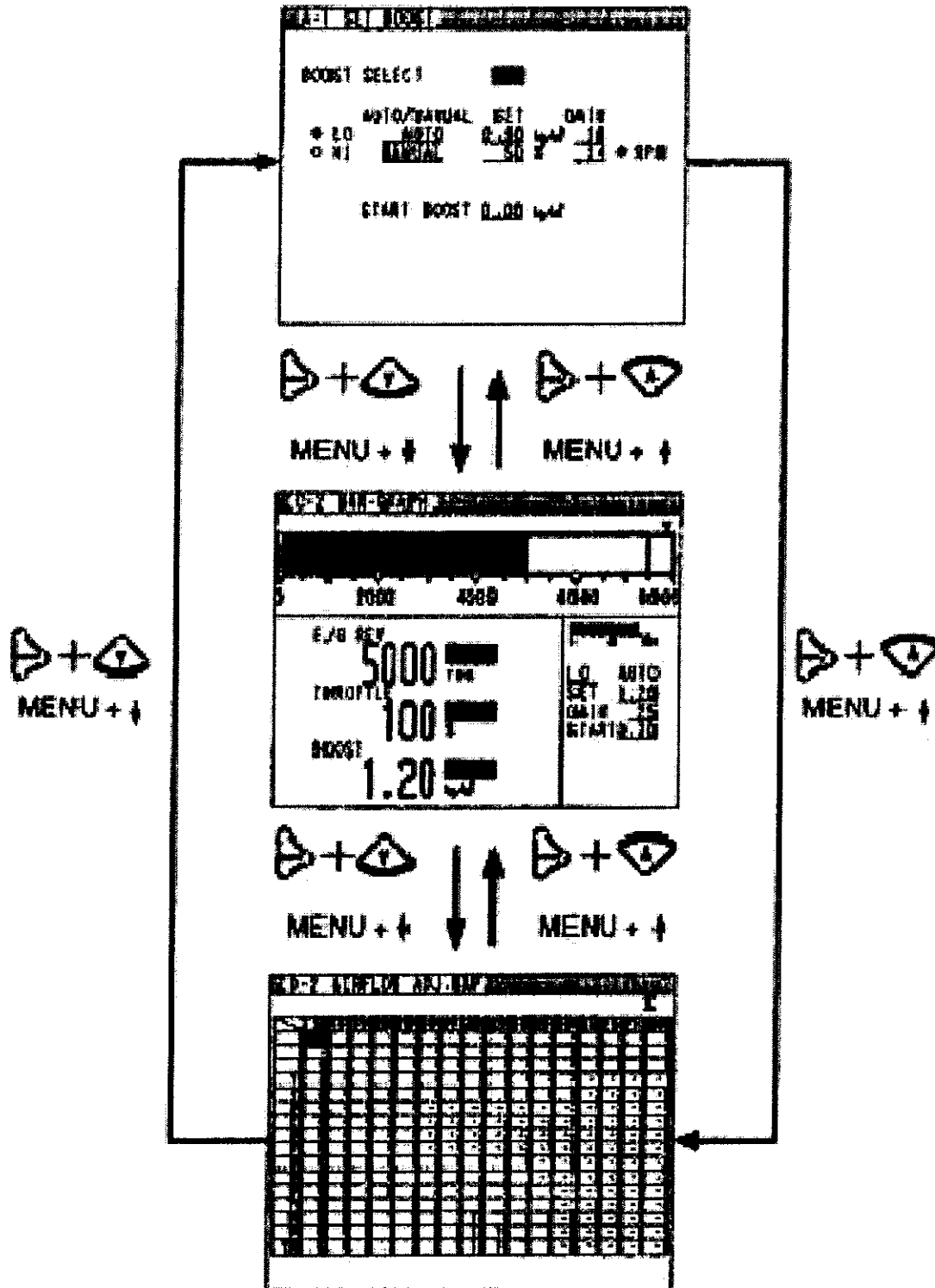


-  ---- displays during recording data
-  ---- displays during data playback
-  ---- flashes when the warning feature is activated
-  ---- displays during Over Take Boost mode
-  ---- displays during learning in the Auto Mode
-  ---- displays while the unit is locked
-  ---- displays when error has occurred.

5. Display unit and Controller Functions

Short cut

By pressing the MENU button with the up or down key of the 4-way navigation button, you can scroll to A BOOST, B DISPLAY or C e-manage without going through the main menu screen.



6. Initial Setting

CAR SELECT (B-1)

When installed for the first time, the unit will automatically go to this Initial Setting mode. The boost controller feature will still operate without performing this setup, but without confirming the rpm, throttle position and vehicle speed signal, the RPM OFFSET feature will not operate.

CAR SELECT	
NUMBER OF CYLINDERS	4
THROTTLE SENSOR TYPE	NORMAL
SPEED METER PULSE	2P
UNIT SELECT	mmHg
[OK]	

1. NUMBER OF CYLINDERS

Select the number of cylinders the vehicle is equipped with.

For rotary engines, select 4 for 2 rotor and 6 for 3 rotor engines.

* This setting is required to display rpm at real time or to use the RPM OFFSET feature.

2. THROTTLE SENSOR TYPE

NORMAL --- This type increases the throttle signal voltage as the throttle opens.

REVERSE --- This type decreases the throttle signal voltage as the throttle opens.

Select **NORMAL** or **REVERSE** sensor type

3. SPEED METER PULSE

16P -- For Nissan Y32 Gloria/Cedric (only available in Japan)

8P -- For Nissan Y32 Cerna (only available in Japan)

2P -- For all other Nissan vehicles

4P -- For all other Japanese vehicles

Select the corresponding Pulse setting

4. UNIT SELECT

kPa

kg/cm² (1 kg/cm² = 98.0665kPa)

mmHg (1 mmHg = 0.133322kPa)

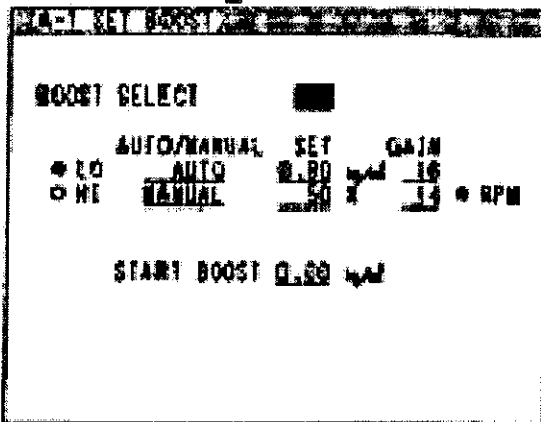
bar (1 bar = 100kPa)

psi (1 psi = 6.895kPa)

A-1 SET BOOST

A-1 SET BOOST

Boost setting



Set the boost controller features.

1. BOOST SELECT

Select from 3 settings

Hi High boost mode

Lo Low boost mode

OFF Stock boost mode

2. AUTOMANUAL & SET boost

AUTO - - - Auto learning mode. This feature will automatically program the e-01 for best boost response and consistent boost curve. See next page for the learning procedure. Select this mode and input the desired boost setting.

MANUAL - - - Manual input mode. This feature will allow the user to input a boost setting for a custom boost curve. This feature requires the user to input boost controller solenoid duty cycle value and monitor the boost in display mode to see how much boost is increased at the inputted duty cycle. 0% will be same as base boost or boost controller turned OFF. 100% will be same as disconnecting the wastegate signal line. Select this mode and input the desired solenoid duty cycle.

- To use the boost controller right away, select the AUTO mode and follow the learning procedure.
- If you select the MANUAL mode, input the SET, GAIN, START BOOST setting to achieve the similar boost control as using AUTO mode.

3. START BOOST

This feature is used to improve the turbo spool up by holding the signal to the wastegate which holds the wastegate completely closed until the boost reaches the Start Boost value. If the value is too close to the SET Boost value, the boost will over shoot (boost spike).

Set this feature 20kPa (0.2kg/cm², 2.8psi) less than the SET boost value.

4. GAIN

This feature is used to stabilize the boost by changing the control valve's duty cycle. The larger the value, the faster the response will be and the lower it is, the response will be slower. If the value is set too high, the boost will overshoot (boost spike).

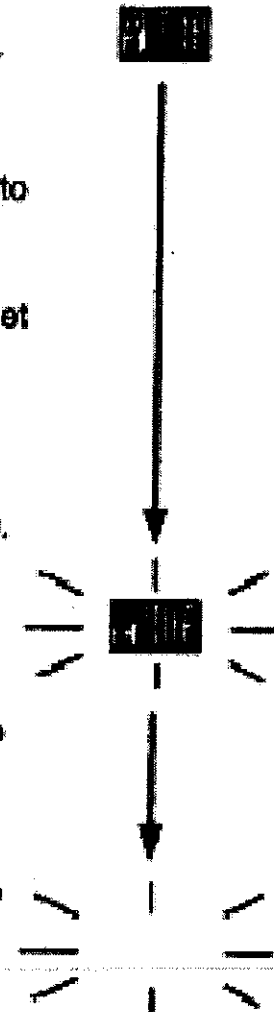
Select this mode and input the desired solenoid duty cycle.

A-1 SET BOOST

Learning Procedure (only for AUTO mode)

This step will program the correction value necessary to achieve the desired boost setting.

- (1) Select AUTO mode and input the target boost value. AUTO.P will indicate phase 1 in the upper right corner of the display.
- (2) Make a full throttle run in 3rd or 4th gear to go into boost. It will run stock boost to confirm the base boost. Then it will gradually go up to the target boost value. As soon as the boost nears the target boost value, release the accelerator.
 - If the vehicle's stock boost is not stable (not holding consistent boost pressure), it is possible that this feature would not be able to confirm the base boost. In this case, use the MANUAL mode.
- (3) Once the target boost value is confirmed, the AUTO.P will start to flash indicating phase 2.
- (4) Make another full throttle run in 3rd or 4th gear to go in to boost. As soon as the boost reach consistent target boost, release the accelerator.
- (5) Once it confirms consistent target boost, AUTO.P will turn off. This completes the learning procedure.



Important!

- Always perform the learning procedure at full throttle.
- It is possible that AUTO mode might not program properly due to turbocharger size, wastegate's capacity and extreme exhaust pressure.

- Each SET boost setting will initially require learning.
- Relearning is required when the GAIN setting is changed. This will set the unit to phase 1 mode with AUTO.P lit.
- If the Boost select setting (HI/LO) is changed or ignition is turned off during phase 2 (AUTO.P Flashing), it will return to phase 1

A-2 OVER TAKE BOOST

Over Take Boost setting

This feature is used to boost over the SET boost setting. The kept high boost mode that can be turned on for a set amount of time or on constantly.

*See page 35 for operation of this feature.

A-2 OVER TAKE BOOST	
TIME	■
DUTY RATE	0
AUTO/MANUAL	AUTO
SET	1.50 ω
GAIN	18
START BOOST	2.00 ω

1. TIME

1-99 - - - Input Over Take Boost operation time.

PS - - - - Select this feature to turn on the Over Take Boost mode only while holding down the SHIFT button.

ω - - - - - Select this feature to select between the SET Boost level or Over Take Boost level with the SHIFT button.

2. DUTY RATE

This feature can adjust the rate of the boost change when the Over Take Boost is turned on to avoid boost spike.

The higher the number, the slower the change rate gets.

(Standard setting should be 0. If boost spike occurs, increase the duty rate)

3. AUTO / MANUAL, SET, GAIN, START BOOST

Follow the same set up procedure as the SET BOOST. see page 18.

- Learning is required if Over Take Boost is set to a value that is not learned yet.
- The optional Remote Switching System (sold separately) can be used to select the SET Boost or Over Take Boost.

A-3 RPM OFFSET

RPM OFFSET

This feature can adjust boost control rate at 8-rpm points to prevent boost falling off and achieve consistent boost pressure throughout the rpm curve.

A-3 RPM OFFSET			
Lo BOOST	ON	RPM	DUTY
Hi BOOST	OFF	1	0
OVER TAKE	OFF	2	2
		3	---
		4	---
		5	---
		6	---
		7	---
		8	---

This is where the adjustment starts.

(1) HI / LO BOOST, OVER TAKE

This feature can be turned on/off for each boost setting. Select ON / OFF

(2) RPM

Input the 8 rpm points where adjustment is required. Input 0-9900rpm at 100 increments.

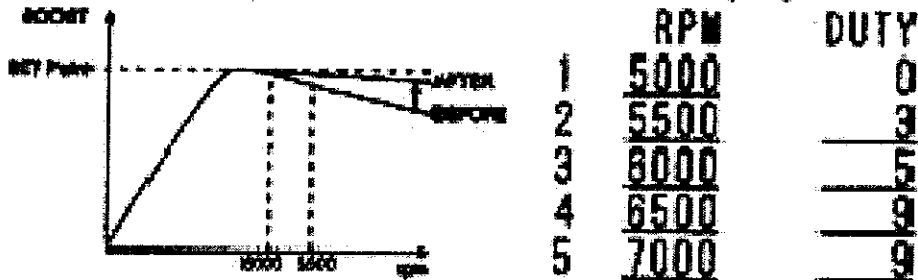
(3) DUTY

Input the adjustment rate to the 8 rpm points. Input -100~100% value.

-Example-

Boost starts to fall off after 5000 rpm.

- Confirm where the boost falls off and input the rpm in the rpm point 1.
- Input the adjustment rate in the rest of the rpm points.



Important!

There is a limit to how much adjustment can be made due to turbocharger size, wastegate's capacity and extreme exhaust pressure.

B-1 CAR Select

Initial setting can be changed. See Initial Setting on page 17.

B-2 WARNING

Warning setting

Input warning point for the boost and external input signal to turn on the LED and alarm.

Set the Limiter to turn down the boost when the pressure exceeds the warning point.

The screenshot shows a menu titled "WARNING" with the following options and settings:

- LED ALARM: ON
- BOOST LIMITER: 0.80 (with a cursor) and -1.00 (with a cursor)
- EXT INPUT: AND

Below the "EXT INPUT" option, there are four checkboxes for channel selection:

- AN CR1
- AN CR2
- PL CR1
- PL CR2

1. LED

Select ON, OFF, Flash1 or Flash2.

2. ALARM

Select ON, OFF, Alarm1 or Alarm2.

3. BOOST

Input the boost warning point.

4. LIMITER

Input a rate to decrease the boost pressure when the boost exceeds over the warning point.

Selecting OFF will turn off the Limiter feature.

5. EXT.INPUT

Select the external input channels to turn on the warning feature.

The warning point will be set in the Ext. Input signal setup screen.

Select OFF, AND or OR.

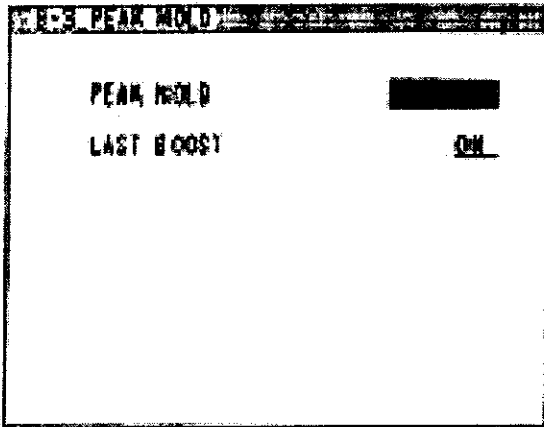
AND - - - When both Boost and Ext. input signal reaches the warning point, the LED and Alarm will turn on.

OR - - - When either Boost or Ext. input signal reaches the warning point, the LED and Alarm will turn on.

B-3 PEAK HOLD

PEAK HOLD setting

This feature can store the highest data recorded and display the data in the Display mode. The Peak Hold type can be selected.



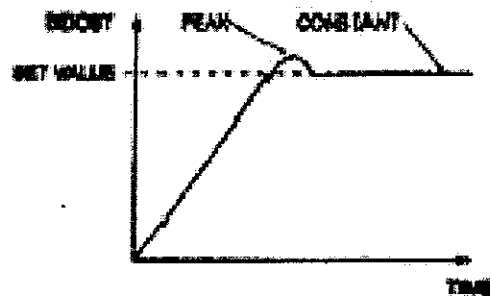
1. PEAK HOLD

The Peak Hold type can be selected.

PEAK - - - - - Display the highest boost monitored.

Constant - - - Display the highest constant boost monitored.

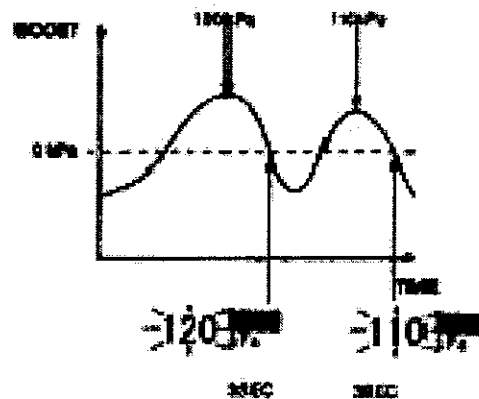
Select PEAK or CONSTANT setting.



2. LAST BOOST

This feature will display the last highest boost monitored for 3 seconds and reset to display the next run.

Select ON or OFF setting.



B-4 ANALOG INPUT

Analog signal input

This feature is used to monitor the analog input signal with the optional External Input Signal Harness (sold separately). See page 27 for throttle input signal setup.

- Use this feature to display useful data such as Air/Fuel Ratio and throttle position.

NAME	CH1	CH2
UNIT	UNIT	UNIT
VOLT	0.00 ~ 5.00	0.00 ~ 3.00
CONVERSION	10.00 ~ 30.0	0.00 ~ 10.0
WARNING LOCATED	20.0 Δ	10.0 ∇

1. NAME

Input name to label each input signal channel. Input up to 8 letters.

See next page for Character Input procedure.

2. UNIT

Select the unit for the input signal. Select a blank space if proper unit is not one of the options.

3. VOLT

Input the range of the input signal (minimum to maximum voltage). Input from 0V to 16.0V at 0.01V increments.

4. CONVERSION

Input the conversion for the input signal (minimum to maximum voltage).

-Example-

If using a Air/Fuel Ratio that reads 10 ~ 30A/F at 0 ~ 5V, input the following:

VOLT	0.00 ~ 5.00
CONVERSION	10.0 ~ 30.0

5. WARNING

Input the warning point for the input signal.

6. LOCATED

Δ - Warning feature will operate when the input signal exceeds the warning setting.

∇ - Warning feature will operate when the input signal drops below the warning setting.

Select the Warning feature condition.

B-5 PULSE INPUT

This feature is used to monitor the pulse input signal with the optional External Input Signal Harness (sold separately).

B-5 PULSE INPUT		
NAME	CH1	CH2
UNIT	Hz	PL CH2 sec.
WARNING LOCATED	0 Hz	0.00 mA- X

1. NAME

Input name to label each input signal channel. Input up to 8 letters.

2. UNIT

Select the unit for the input signal. Select a blank space if proper unit is not one of the options.

SP - - - - None

Hz - - - - Pulse frequency

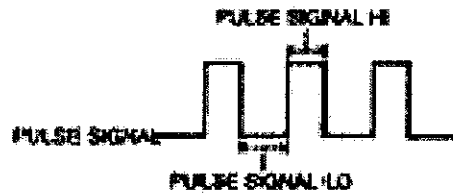
ms ▲ - - - Pulse signal high point

ms ▼ - - - Pulse signal Low point

% ▲ - - - Pulse signal high point rate

% ▼ - - - Pulse signal Low point rate

km/h - - - Vehicle speed



3. WARNING

Input the warning point for the input signal.

4. LOCATED

▲ - - - Warning feature will operate when the input signal exceeds the warning setting.

▼ - - - Warning feature will operate when the input signal drops below the warning setting.

Select the Warning feature condition.

CH1
A B C D E F G H I J K L M
N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m
n o p q r s t u v w x y z
0 1 2 3 4 5 6 7 8 9
- . / : ; ' " [\] ^ _
! @ # \$ % ^ & * ()
~ ` ~ ` ~ ` ~ ` ~ ` ~ `
~ ` ~ ` ~ ` ~ ` ~ ` ~ `

MENU : CANCEL
SHIFT : CLEAR

OK

Character Input screen

Move the cursor by turning the SET knob and press to select. Press the SHIFT button to erase input, and MENU button to cancel. Press OK when input is complete.

B-4 ANALOG OUTPUT

B-6 ANALOG OUTPUT

This feature will allow the user to clamp the optional input signal at a minimum or maximum signal value and output these signals for different purposes. Use the optional External Input Signal Harness (sold separately) and select one to use as output signal.

B-6 ANALOG OUTPUT

<input checked="" type="checkbox"/> ANALOG	
ANALOG INPUT	AN CH1
CLAMP VOLT	5.00 V
LOCATED	=
<input type="checkbox"/> PULSE	
PULSE INPUT	EL CH1
Hz/RPM	0 - 2000
VOLT	0.00 - 5.00

1. ANALOG

ANALOG INPUT

Select the channel to use for output signal.

CLAMP VOLT

Input the minimum or maximum clamp voltage.

Example

Set max. analog signal to 4.20V

<input checked="" type="checkbox"/> ANALOG	
ANALOG INPUT	AN CH1
CLAMP VOLT	4.20 V
LOCATED	=

LOCATED

▲ --- This will clamp the CLAMP VOLT value as a maximum voltage and will not output any higher signal.

▼ --- This will clamp the CLAMP VOLT value as a minimum voltage and will not output any lower signal.

- This feature can be used for Boost Limiter Cut for some vehicles.

2. PULSE

PULSE INPUT

Select the channel to use for output signal.

Hz / RPM

Input the minimum and maximum frequency or rpm value.

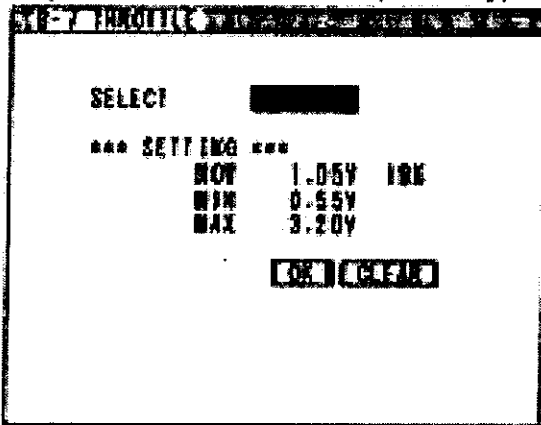
VOLT

Input the minimum and maximum converted voltage value.

B-7 THROTTLE

THROTTLE setting

Set up this feature to display the rpm data in the Display Mode. The rpm signal can be inputted by using the optional External Input Signal Harness (sold separately) or through the e-manage unit.



SELECT

Select the rpm input signal source.

Select ANALOG CH1, ANALOG CH2 or e-manage

SETTING

NOW - - - Throttle voltage signal and position will be displayed

MIN - - - Minimum Voltage when throttle is closed. (0% throttle position)

MAX - - - Maximum voltage when throttle is fully opened. (100% throttle position)

Program the MAX setting by turning on the ignition and holding the throttle fully opened and pressing OK to confirm.

• MIN setting will be set automatically.

- If the THROTTLE SENSOR TYPE in INITIAL SETTING is not selected properly, the rpm signal will display backwards.
- This feature will not work on a vehicle with out throttle position signal