

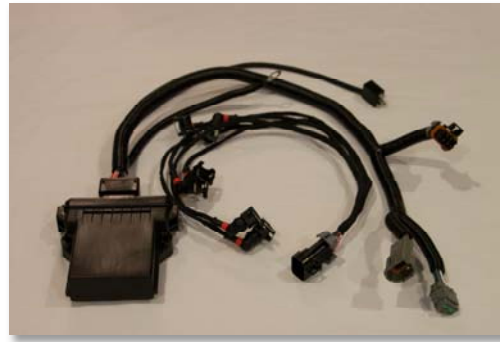
# VISCONTI TUNING

07/28/17

## GTR 12 INJECTOR CONVERSION- INSTALL GUIDE

### INTRODUCTION

Welcome to the Install Guide for Visconti Tuning's Plug & Play GTR 12 Injector Conversion Kit. Your Conversion Kit should contain all of the parts shown in the picture. This kit is compatible with both COBB and EcuTek Tuned cars running Phase 5 RaceRom or newer.



### KIT CONTENTS

- > Injector Driver Box
- > Battery Box Mounting Bracket
- > Injector Driver Primary Harness
- > Secondary Injector Harness

### TOOLS REQUIRED FOR INSTALL

- > Small Flat Head Screw Driver
- > Razor Blade
- > 3/4" drive ratchet
- > 3/4" extension
- > 3/4" 10mm socket
- > 1/4" socket

Install should take 30-60min to complete.

HIGHLIGHTED PHOTO OF INSTALED UNIT IN POSTIION #1

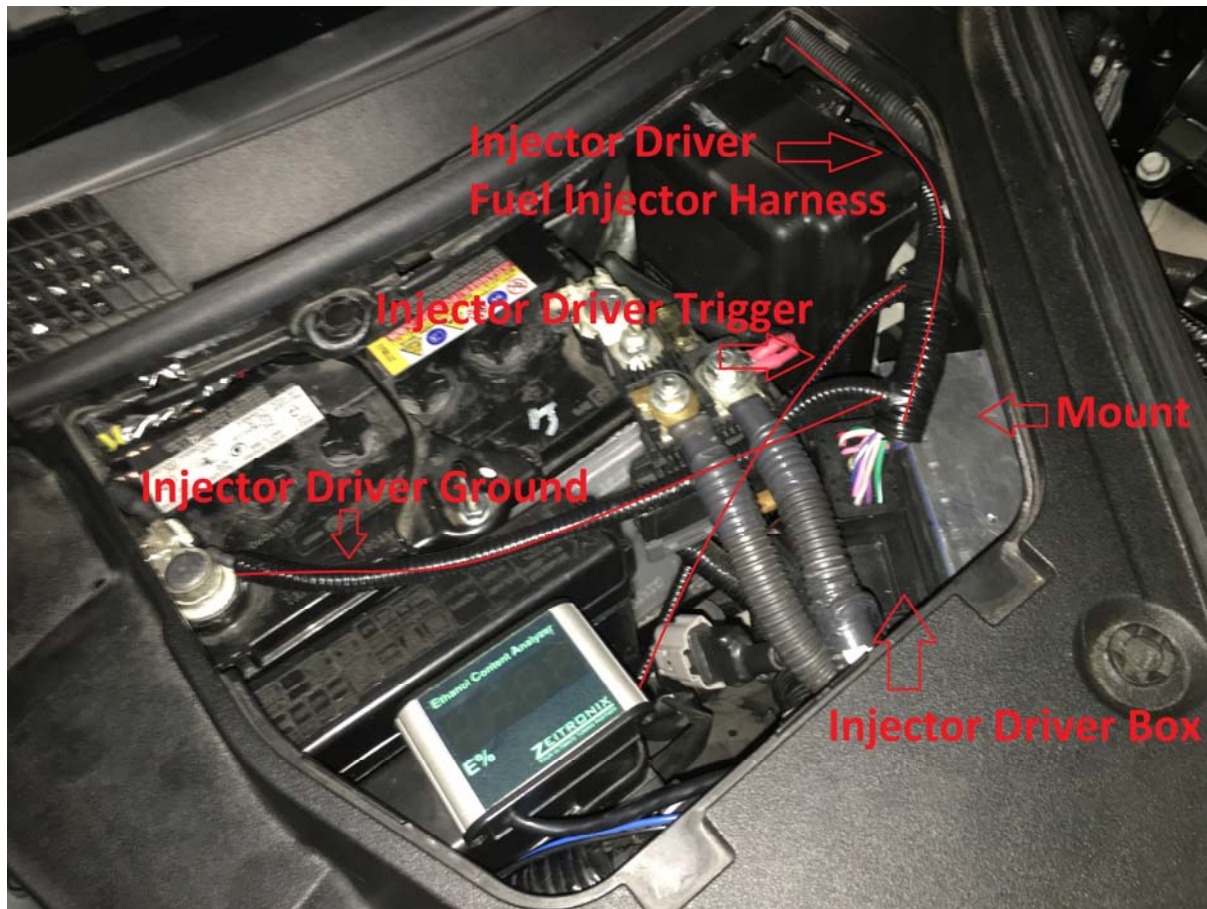


PHOTO OF INSTALED UNIT IN POSTIION #2

Another popular location for installing our secondary injector controller is by the ABS Pump.



## STEP 1 - REMOVE PLASTIC COVER FROM ENGINE COMPARTMENT

Remove the plastic covers around the battery compartment including the plastic below the windshield.

## STEP 2 - MOUNT THE INJECTOR DRIVER BOX

Mount the secondary injector driver box to the firewall inside the battery compartment or in the compartment that has the ABS Pump

## STEP 3 - RUN THE INJECTOR DRIVER PRIMARY HARNESS

Run the secondary injector driver box main harness along the firewall towards the middle of the engine bay.

## STEP 4 - CONNECT THE GROUND

**VERY IMPORTANT** -Connect the ground wire from the main injector driver harness to the battery or to the chassis where there is no paint. **This system will not work without a good ground.**

## STEP 5 - CONNECT THE SECONDARY TRIGGER PLUG (SECONDARY AIR SOLENOID)



- In front of the battery there is a small relay box for the EGR & Secondary Air Pump relays.
- Remove the relay box top & bottom cover (This will require removing the box from the mount)
- Remove the Secondary Air Pump Solenoid Relay (Blue) (On Left)
- Run the Secondary Injector Driver Trigger Connector **under the Relay Box**
- Plug the Secondary Injector Trigger Connector to Secondary Air Pump Solenoid Relay Plug.

### Important Notes:

- Be sure to run the wire through the precut hole on the bottom cover!
- CBA Cars- Trigger Connector wire should run up through the Center Relay BLANK
- DBA Cars- You'll need to temporarily remove the center relay plug to run our trigger wire up from the bottom.

## STEP 6 - CONNECT PRIMARY INJECTOR HARNESS

Run the two plugs at the end of our Injector Driver Primary Harness through the firewall's grommet directly behind the motor.

Disconnect the primary OEM injector harness and plug the injector driver primary harness into both ends.

### Important:

1. Make sure both connectors lock ( you will hear a click )

## STEP 7 - RUN THE SECONDARY INJECTOR HARNESS

Connect the labeled secondary injector harness to your secondary injectors.

Run the end of the harness through the firewall grommet and connect it to the primary injector driver harness.

### Important:

1. Do Not Damage the Main Connector by forcing it.
2. Make sure the connector is locked

## GENERAL INFORMATION

When our 12 injector kit is fully installed please make sure the tune file is setup for 12 injectors and that both the primary and secondary injectors are scaled correctly.

A simple way to test the injector driver box is with the car idling ground the trigger wire to the chassis – The idle will stumble when the box turns on.

### Important:

1. Unplug and tape up the trigger wire connector if you plan on having this kit installed without a 12 injector tune.
2. Not having a 12 injector's compatible tune installed in the car when our kit is 100% installed will cause the car to have very rich conditions when the EGR activates. This can cause serious damage and possibly hydro lock the motor.

You will find that your Speed Density VE Map is noticeably different when going from large to two sets of medium injectors. The easiest way to retune the car is by first tuning with only the primary injectors. In most cases this will require you to tune the car on low boost or with a lower ethanol content.

### Important

- Start tuning with 12 injectors feature in the tune disabled and the trigger wire unplugged.
- Once fuel trims are 98-100% during WOT it's time to plug in the trigger wire and enable the 12 injector feature in the tune file
- Fueling and fuel trims should be identical once the secondary injectors kick on.

If AFR or Fuel trims is different with the secondary injectors turn on ***DO NOT*** adjust the VE Map. **CHECK INJECTOR SCALOR**

**If you have problems don't be a hero, call or email.**

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