

# VISCONTI TUNING

## UNIVERSAL X58 FLEX FUEL KIT (PT-CAN2) INSTALL GUIDE **V1.03** (02-18-24)

### INTRODUCTION

Welcome to the Install Guide for the Visconti Tuning Universal X58 Flex Fuel Kit.



### KIT CONTENTS

- > Visconti CANBOXPRO
- > Visconti Controller Jumper Harness
- > Visconti Flex Fuel Sub Harness (PT-CAN2)
- > 4-Pin CANBUS Connector
- > Terminal Tool
- > Orange Trim Tool
- > Visconti 3/8 to Female 5/16 Fitting
- > Visconti 3/8 to Male 5/16 Fitting
- > Ethanol Content Sensor

Installation takes 30 minutes.

**Important Information: This kit is NOT compatible with BM3; only PT-CAN Style kits work with BM3.**

This guide is for our updated Flex Fuel Kit, now referred to as our PT-CAN2 style kit. This harness connects to the PT-CAN2 network, accessed in the engine bay, and keeps the flex fuel controller in the brake booster compartment.

This style of the Flex Fuel Kit is engineered for 100% out-of-the-box compatibility with popular tuning platforms such as EcuTek RaceROM and MHD+.

All our Flex Fuel Kits are now designated as X58 Universal Kits. This change reflects the fact that they no longer include vehicle-specific fuel lines, but instead come with fittings that allow you to retain the OEM line.

The installation process is straightforward and hassle-free, requiring no irreversible modifications to your vehicle.

While the guide's installation photos may feature a Toyota Supra, the installation process is the same across all vehicle chassis. Our kit is suitable for B58 and S58 vehicles and is engineered to work with tuning platforms that support CANBUS Based Flex Fuel. There is no need to permanently remove the OEM fuel line when installing this kit.

For a more streamlined installation experience, we recommend laying the wire harness across the engine and connecting the flex fuel sensor before securing it behind the engine. To access the crankcase vent heater plug located at the bottom of the turbo inlet pipe, a few inches from the turbo, you must first remove the intake box.

We offer two versions of this kit, the PT-CAN2 and PT-CAN2 Race. The race version of this harness is designed for top mount turbo kits that no longer have a crankcase vent heater installed.

## STEP 1 - REMOVE ENGINE COVERS



## STEP 2 - LAYOUT HARNESS OVER THE MOTOR

Place the Visconti Flex Fuel harness on top of the motor, carefully tucking it in.

The 3-pin black connector is for the flex fuel sensor and will be located at the back of the motor by the firewall.



## STEP 3 - INSTALL FLEX SENSOR

It is recommended to perform this step when the car is cold and to have a rag on hand as there will be pressure in the fuel line.

The Flex Fuel sensor should be installed directly behind the engine, positioned between the high-pressure fuel pump hard line and the factory fuel line that connects behind the ECU.

If your vehicle is equipped with a vacuum canister on top of the engine, it should be removed. Pinch the connector and lift the canister upwards and towards the firewall to remove it.

The factory fuel line includes a gray insert designed to prevent the line from detaching. You'll need to remove this insert to access the black lock, which must be pushed in. Install our custom 180-degree fuel fitting, making sure that the 5/16-inch male end is oriented toward the ECU.

Vacuum Canister



Flex Fuel Sensor installed using our custom fittings

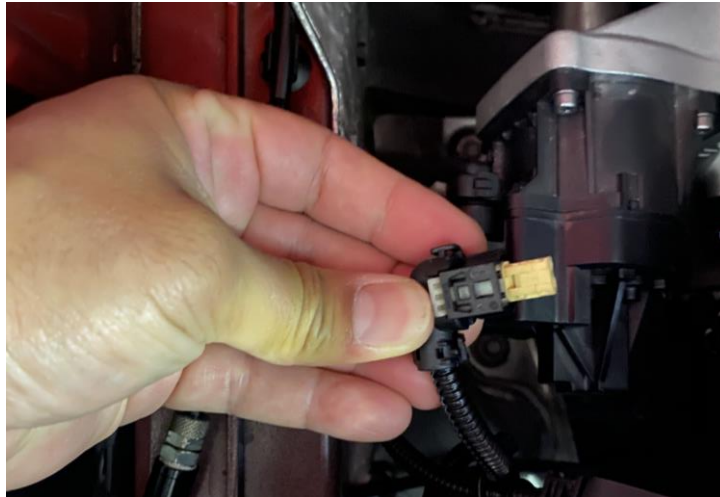




#### STEP 4 - CRANK CASE VENT HEATER PLUG

The crank case vent heater is located on the OEM turbo inlet, you will need to remove the intake box to gain access. If you are no longer using the OEM turbo inlet, then this is likely already unplugged and zip tied out of the way.

Unplug the crank case heater plug. Most of the connectors on this car will require you to pull the white tab out and then press down on the lock. **(Pictured is the car harness)**



Remove the 90-degree connector shell, there are 2 clips that hold it closed.

**(Pictured is the car harness)**



Plug in the Visconti Flex Fuel harness into the crank case heater wire, make sure you zip tie the OEM heater harness out of the way.



Take the 90 degree connector shell that was removed from the OEM crank case venter heater plug and place it onto the taped section of our harness.

If you have deleted the crank case vent heater we recommend contacting us for our Race version of this harness.

***It is important that the connector terminals are not exposed to the weather***

After all the wiring is zip tied out of the way, reinstall your intake!



## STEP 5 - GROUND STRAP

Route our ground strap along the fuel rail and secure it under this 8mm nut.



## STEP 6 - ROUTE HARNESS TO DRIVER SIDE BRAKE BOOSTER COMPARTMENT

Remove the plastic strut tower cover on driver side

On top of the motor towards the firewall the flex fuel harness splits off, route this section towards the DRIVER side strut tower.





## STEP 7 - CANBUS NETWORK ACCESS

To the left of the ECU and fuel line is the 15-terminal TCM connector. Unplug the connector and carefully plug in my flex fuel harness in between. Do not force the connector; sometimes it requires a bit of wiggling. When the connector is securely connected, you'll hear the two connector locks click.

Tuck my harness between the ECU and power distribution module.



## STEP 8 - INSTALL AND SECURE CANBOXPRO

Connect the DTM connector into the CANBOXPRO jumper harness, and then connect that into the CANBOXPRO controller. You can securely mount the controller using the provided zip ties or double-sided tape.

**Start the car before putting the interior back together.**

If the car does not start that means the CANBUS wires got mixed up. Review your installation.

If the car starts but the dash is not completely lighting up it is because the white body control module plug is not seated correctly. Remove it and carefully reinstall it.

**Check for fuel leaks.**

**Give the fuel line a tug to ensure it is LOCKED on.**

**Make sure the fuel line is not rubbing on anything.**

You can drive the car without Flex Fuel tune.

**DO NOT ADD ETHANOL UNTIL YOU HAVE A FLEX FUEL TUNE.**



# IMPORTANT TUNER INFORMATION!

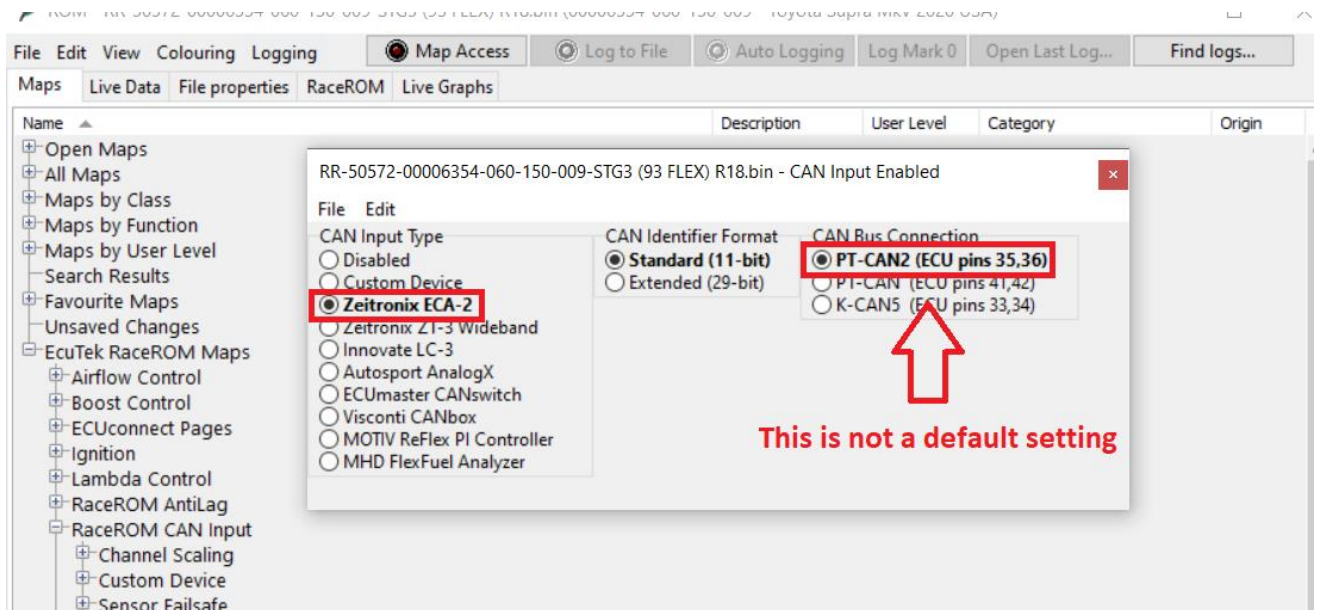
By default, our controller is programmed to act like a Zeitronix ECA-2.

Your tuner will need to change the CAN Bus Connection to PT-CAN2

**DO NOT SELECT "VISCONTI CANbox"**

You can verify how our CANBOXPRO is programmed using the iOS/Android App.

(Tuner Configuration Page on EcuTek RaceROM)



Confirm the controller is communicating with RaceROM by datalogging "CAN INPUT STATUS".

When the car is running this parameter should read 0.

Anything above a value of 0 will put the car into a failsafe mode which limits cylinder fill to 100.

65535 means EcuTek RaceROM is not receiving any data over the CANBUS channel the controller uses.

65535 will appear if you turn off the car while you're still logging, this happens because the controller powers off when the ignition is OFF, the ECU has a delayed power shutdown.

*If you have any photos or comments you think could be useful for others, please send that information by email.*

If you have any questions or problems, contact us by email.

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