

VISCONTI TUNING

UNIVERSAL X58 FLEX FUEL KIT (PT-CAN V2) INSTALL GUIDE **V1.04** (04-02-25)

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-CAN V2)
- > Visconti PT-CAN V2 Harness
- > Visconti CANBUS Integration Harness
- > 4-Pin CANBUS Connector
- > 2-PIN CCVH Grey Connector Plug (This is used when you have an upgraded turbo)
- > Terminal Tool
- > Orange Trim Tool
- > Visconti 3/8 to Female 5/16 Fitting
- > Visconti 3/8 to Male 5/16 Fitting
- > Ethanol Content Sensor

overview - PLEASE READ.

Installation takes 2-3 hours.

This guide is for our updated Flex Fuel Kit, which we now call our PT-CAN V2 style kit. This type of harness still connects to the PT-CAN network within the car for communication but keeps the flex fuel controller inside the engine bay. All our Flex Fuel Kits are now designated as X58 Universal Kits. This change reflects the fact that they no longer come with vehicle-specific fuel line, but instead include fittings that allow you to keep the OEM line.

Our Universal Flex Fuel Kit is designed for 100% out-of-the-box compatibility with popular tuning platforms such as EcuTek RaceROM, BM3 CustomROM, and MHD+. This compatibility ensures that you won't need to make any special configurations or adjustments to integrate the kit smoothly into your existing vehicle tuning setup. 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.

Please note that you must fully open the passenger door to disassemble the footwell on the passenger side of the car.

Before reassembling the interior panels, it is critical to ensure that the car starts, and the dashboard fully lights up after the final installation step. This check guarantees that all systems are functioning correctly.

After installing the kit, you can start and drive the car without a Flex Fuel Tune. However, you must have a Flex Fuel Enabled tune before changing fuel mixtures.



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

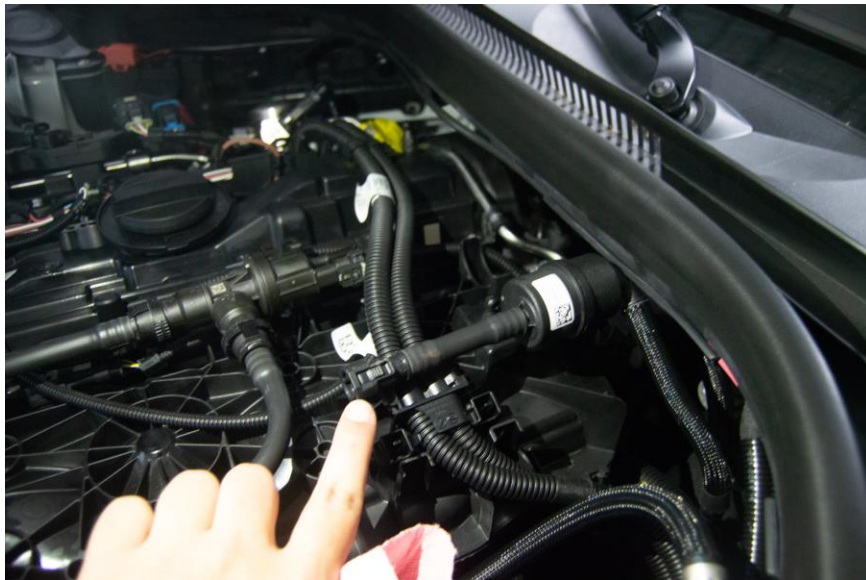
It is recommended to perform this step when the car is cold and to have a rag on hand as there will be pressure in the fuel line.

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



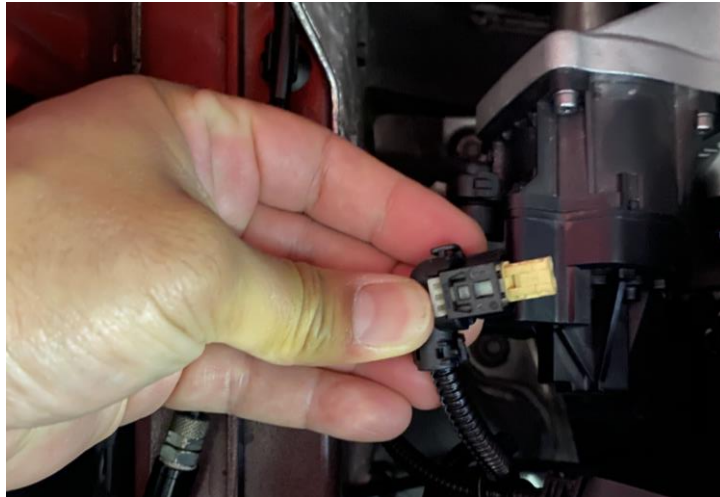
Flex Fuel Sensor installed using our custom fittings



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.

Plug our harness into the OEM turbo inlet crank case vent heater.

OLDER KITS WITH WHITE A CONNECTOR WILL NOT PLUG BACK IN ON S58

If you have deleted the crank case vent heater use the provided grey 'conector plug' and zip tie the harness out of the way.

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

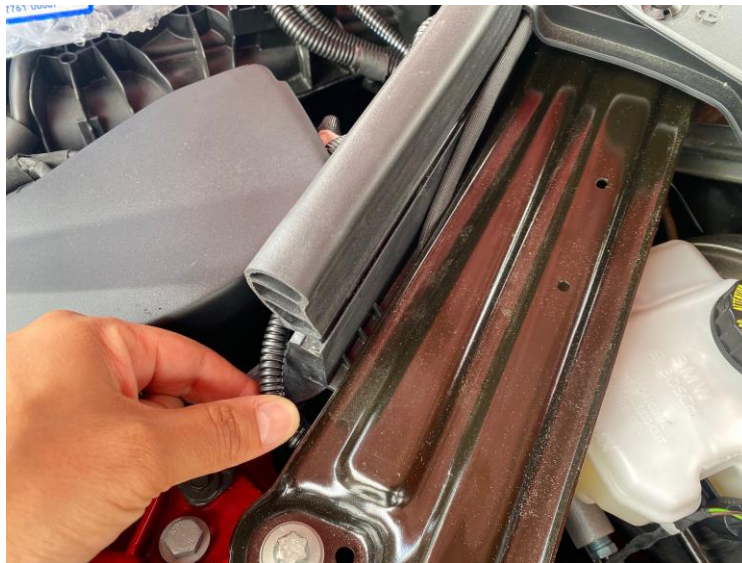
Route our ground strap along the fuel rail and secure it under this 8mm nut.



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.



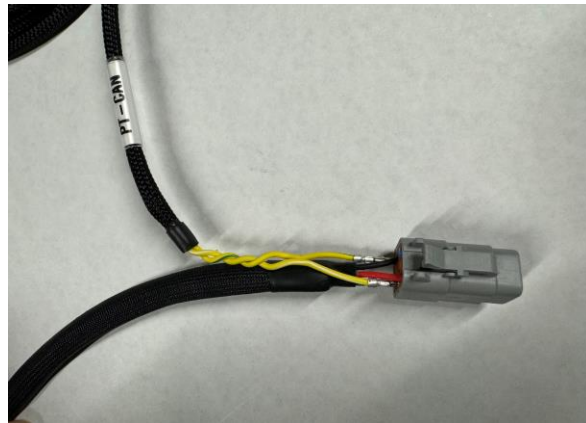
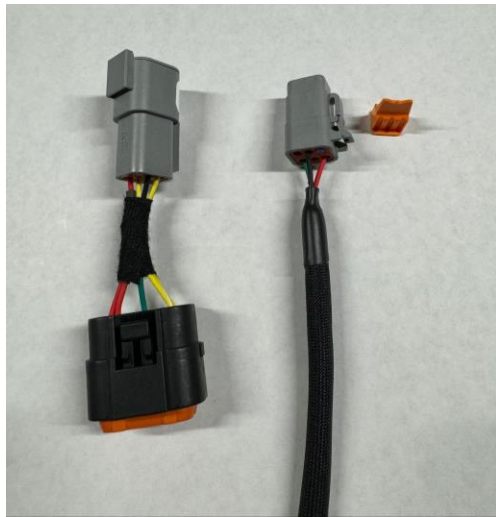
STEP 7 - CONNECT PT-CAN V2 HARNESS TO DTM CONNECTOR

Before you run the PT-CAN V2 harness inside the car you need to install the two terminals into the DTM connector.

Please note that some of our early PT-CAN V2 harnesses have YELLOW/GREEN INSTEAD OF YELLOW/BLACK

Push one terminal at a time through the back of the DTM connector until it reaches the lock. Once both terminals are inserted install the orange DTM terminal lock.

WIRE POSITION	
1	RED
2	YELLOW/WHITE
3	GREEN
4	YELLOW/BLK (OR) YELLOW/GREEN
5	BLACK
6	PLUG



STEP 8 - RUN PT-CAN V2 HARNESS

There is a gap behind the hood weather stripping seal and the OEM firewall brace. Route our new PT-CAN V2 harness to the passenger side of the engine bay using that gap.

On the PASSENGER side there is a small gap between the OEM brace and strut tower, carefully route the harness there giving you access to the passenger side firewall.



STEP 9 - SECURE THE HARNESS

From the passenger side remove any slack the harness may have from the driver side, there is a small plastic line under the OEM brace on the passenger side that you can zip tie the harness to.



STEP 10 - REMOVE INTERIORS PLATICS PULL THE HARNESS THROUGH THE FIREWALL

Remove these interior plastics in this order. Use the provided orange interior trim tool to help on 2,3,4.



There are two different locations through which you can route wires into the car from the passenger side firewall. **Feed at least 1 foot of the harness into the car from the engine bay.** Inside the car, the harness will be located behind the glovebox, either in the center or toward the right-hand side, depending on which opening you used to run the wire through. Carefully pull the harness further into the car.

Interior



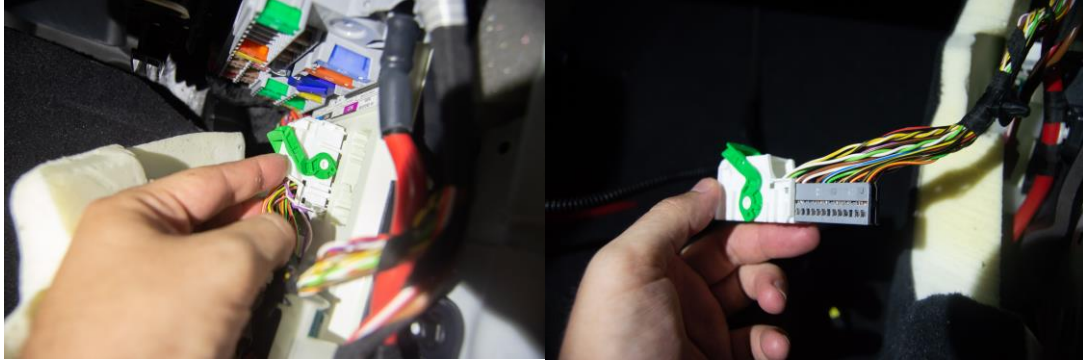
Engine bay firewall



STEP 11 - BODY CONTROL MODULE CONNECTOR

Locate the body control module - it is under the glove box on the right-hand side of the interior. Carefully remove the indicated connector.

Pull down the green lever - on top, there are two small locks you must press in. As the lever comes down, the connector will eject. (As you move the lever, assist by pulling the connector). Remove the internals of the connector; there is a lock on both sides.



STEP 12 - CANBUS NETWORK ACCESS

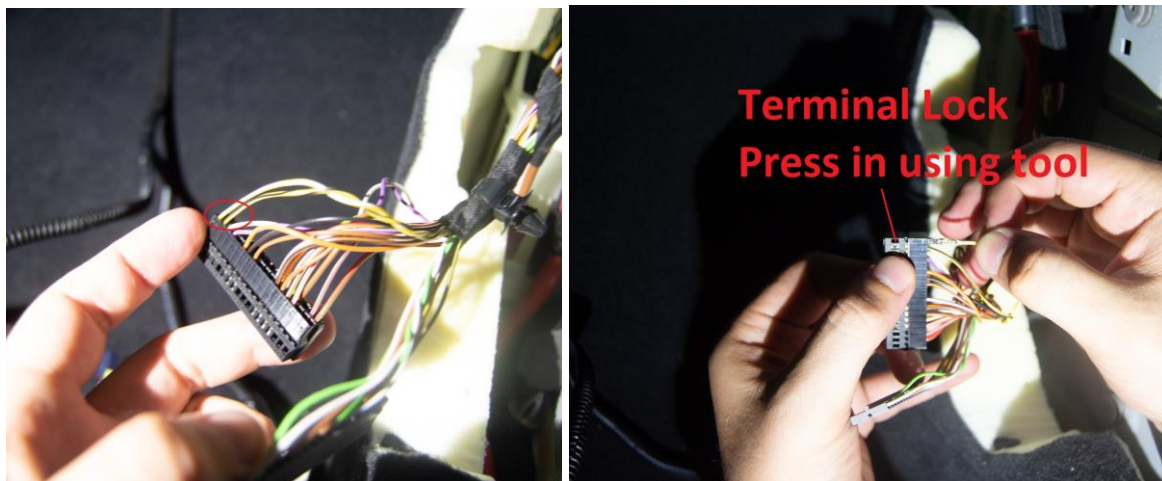
Two connectors will come out of the white housing, and they are locked together. The grey one is 18-pin, and the black one is 36-pin. You must slide them apart from each other in a manner that may seem unconventional. This action will grant you easy access to the 36-pin connector, which contains the two CANBUS wires we need.

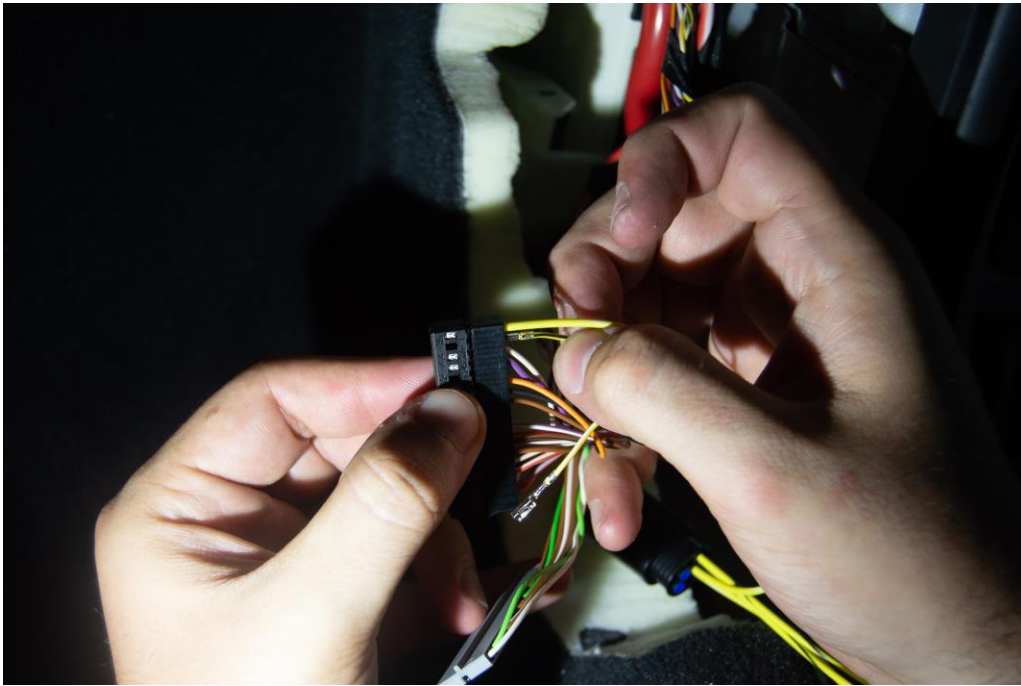
You will need to remove the following two wires and replace them with the ones from our harness:

- Yellow with White Stripe
- Yellow with Black Stripe

Remove one wire at a time, immediately replacing it with ours to avoid mixing up the wires. If the wires get mixed up, the car will not start, and you'll have to repeat this process.

Use the terminal tool and press in on the lock and carefully pull the wire out.





Slide the 18-pin and 36-pin connectors back together and place them back into the white housing.

DO NOT PLUG BACK INTO BODY CONTROL MODULE YET

STEP 13 - MORE CANBUS

In the bag, you will find this loose connector. Ensure that the GREEN LOCK is in the "UNLOCKED" position as shown in the picture. If the lock is in the "DOWN" position, it's "LOCKED," and you won't be able to slide the wires in.

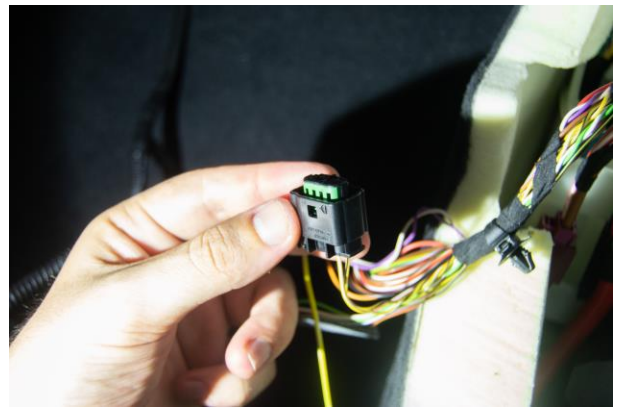
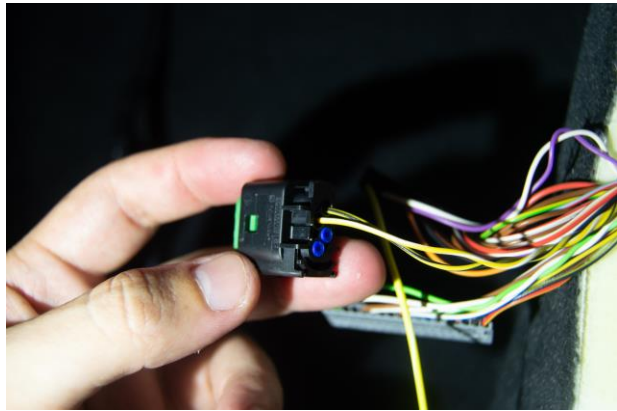
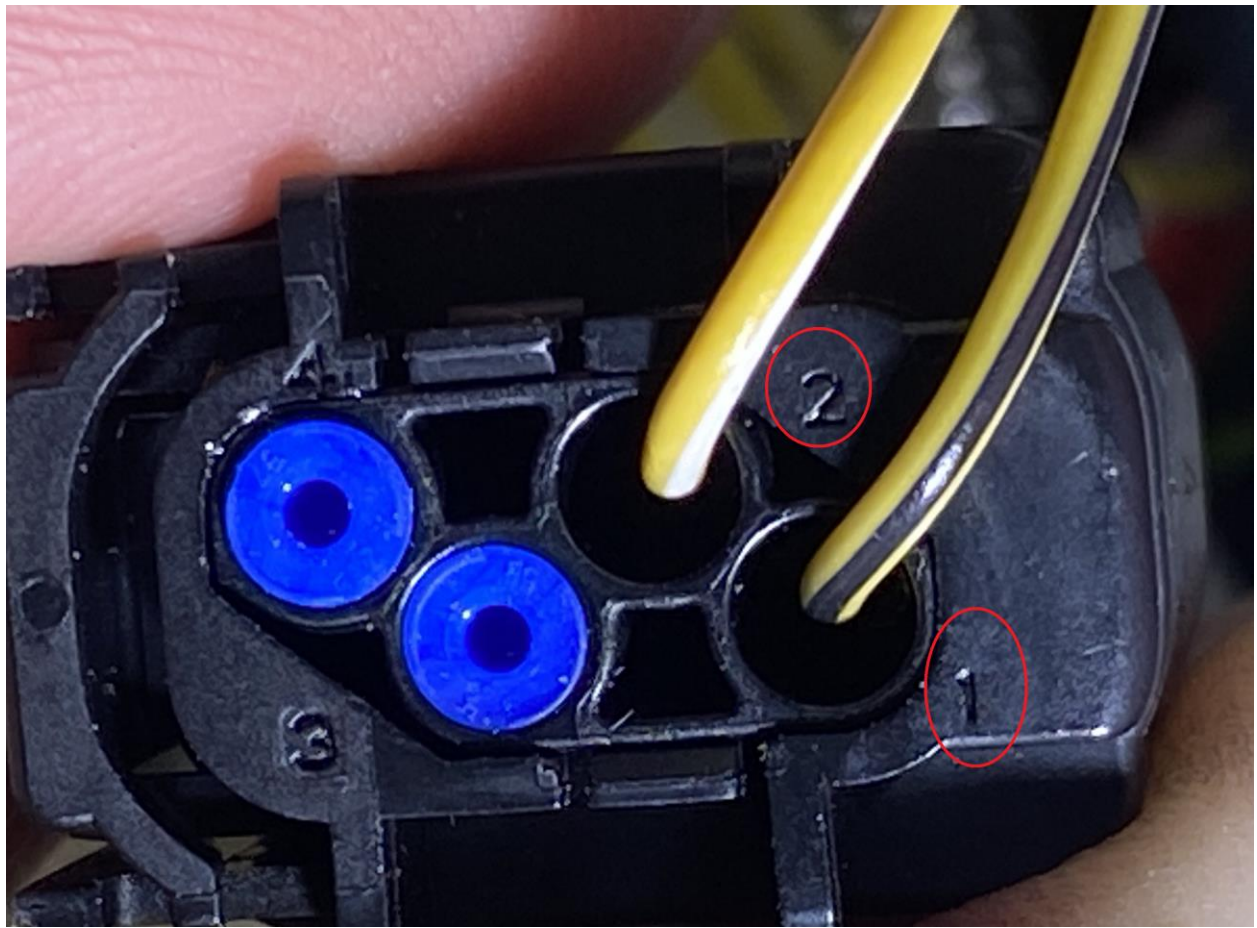
Note: The terminals on the wires have their own locks! If you make a mistake and need to swap the wires, you must ensure that the GREEN LOCK is in the "UP" position. You will then use the terminal tool to press in the terminal lock. Access the terminal lock easily by inserting the tool through the holes of the GREEN LOCK.



Take the OEM CANBUS wires and carefully place them in the provided connector with the terminal lock in this UP position. (Shown in photo)

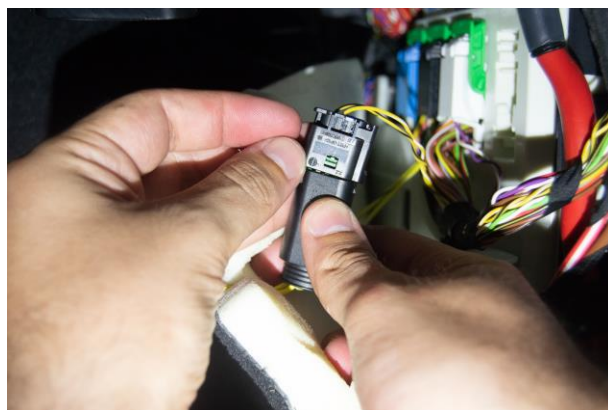
YELLOW / BLACK - GOES INTO #1 (Shown in photo)

YELLOW / WHITE - GOES INTO #2



Push down on the GREEN LOCK to secure the terminals.

Plug into the Visconti CANBUS integration harness.



STEP 14 - RECONNECT BODY CONTROL MODULE CONNECTOR

Plug the white connector back into the body control module.

Ensure the green lever is in the DOWN/OUT position.

You will need to push the lever UP while assisting the connector back in.

Plug the CANBUS integration harness into the PT-CAN V2 harness that you already passed through the firewall.



STEP 15 - PLUG-IN FLEX FUEL CONTROLLER

Take the included 4" jumper harness and plug it into the DTM connector and the flex fuel controller. Secure the flex fuel controller in the brake booster compartment using a zip tie.

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.

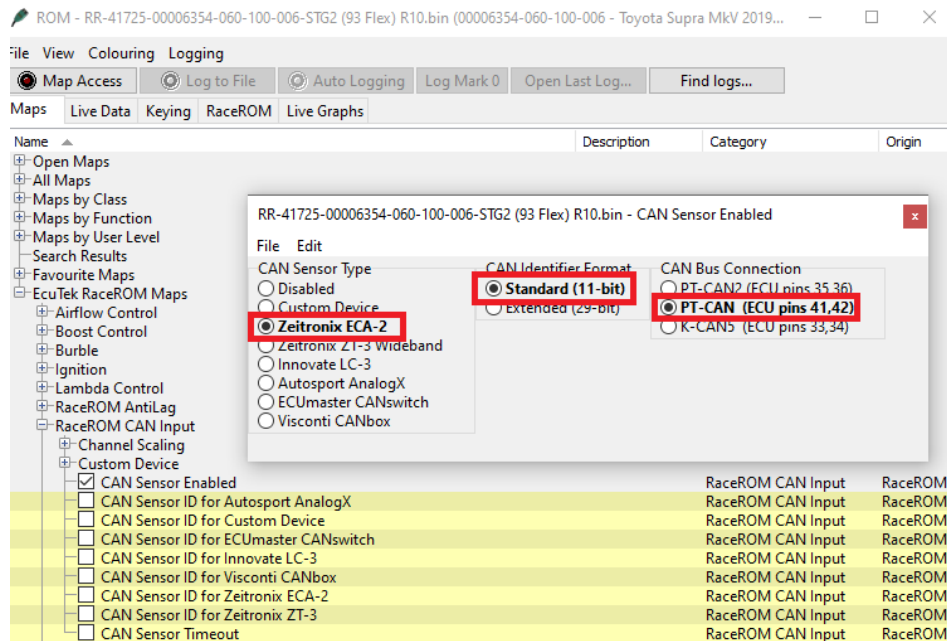
IMPORTANT TUNER INFORMATION!

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

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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