# Quick Setup for Supra MK-III.
# For Translator Pro 4.40

Wire colors and connection info:

10 Pin connector: (ECU Connector)

1 - Orange, O2 monitor or Wideband input
2 - Purple, O2 monitor ground or Wideband ground
3 - Blue, TPS. Tap stock wiring
4 - Green, MAF signal output, Tap stock wiring
5 - Pink, +12 volts with Key ON, Tap stock wiring
6 - Brown, AirTemp output, Splice to ECU side of stock wiring
7 - Gray, HAC signal, Tap to stock wiring or connect to HAC mod, gray wire.
8 - White, Engine speed input, TAP IGt signal
9 - Yellow, Not connected
10 - Black, Ground, TAP stock wiring

6 Pin connector: (Sensor Connector) Use the Speed Density Plug-and-Play harness and connect a GM 3 Bar MAP sensor and IAT (intake air temperature)

Power up and verify the unit is operating.
Enter Config mode by holding the Pg button for 10 seconds.
Select the following using the RANGE up and down buttons, set the parameter using the SET up and down buttons:
Vehicle Sel: 0
# of Cyl: 6
Displ: 3.0
Airfl Source: 0
MAP Source: 0
Dens Srce: 0
Baro Mode: 1
F-Out Mode 4
V-Out1 Mode 0
V-Out2 Mode 0
AFR Source 0 - for no wideband, 1:LC1, 2:LM-1, 3: AFM-1 AEM, PLX
F-In Mode 0 - no MAF connected.
Aux1 mode 0

Select "System Setup" by holding the Pg button while pressing RANGE up or down.
Set the following:
Main Scale: This setting adjusts the entire flow range. Can be used to adjust for injector size.
V-Out1 Set: Set for 2.5 volts
V-Out2 Set: Set for 3.6 volts
Afterstart: Set to 0.0, if startup leanness is experienced after the system is tuned, add some afterstart compensation here.
Lo Load Point - the load value for the Tune menu, set to 36.4
Mid Load Point - the load value for the Tune menu, set to 100.1
High Load Point - the load value for the Tune menu, set to 143
F Out Max - set to 0, this can be set to limit MAF output frequency. Use carefully
TM Base - set to 0.0 See Timing Monitor Setup instructions for use
TM Correct - Set to 1.27 See Timing Monitor Setup instructions for use
AF TrDelay - Set to 0. Delay in seconds that AFR tracking will wait after enabling before it will correct.

Make sure all settings in the Air Temp, Aux Trig, and the AF tune pages are 0.0
Set the Response: TPS Enrich .50, TPS Decay .80, TB size 7 MAP Enrich 0.4, MAP Decay .80 MAP TPSmin 0.400 (set to .05 above idle TPS if the Rs parameter is being triggered at idle)

The Sensor monitor page is used to view various sensor and signal values. Each button toggles one of the 4 viewed values through the following list.

The Sensor monitor page is used to view various sensor and signal values. Each button toggles one of the 4 viewed values through the following list. Some items require optional configurations. Displays various sensor and system signal values. Range buttons select the 2 left displays, Set buttons select the right 2 displays. The TOP RIGHT displayed value appears on all other tuning pages. If the Top Left and 2 bottom displays are all set to the same parameter, the bottom display becomes a bargraph display for that value.

| | | | |
|---|---|---|---|
| RPM | Engine RPM | O2 | O2/Wideband input voltage |
| MP | Manifold Absolute Pressure (KPA) | FE | Flow Error, depends on mode |
| DC | Density compensation, % correction from air temperature (Speed Density mode) | ASC | Afterstart compensation % |
| AFL | Airflow, Grams/sec (Speed Density mode) | AFR | Air Fuel Ratio if wideband O2 connected |
| AFI | Airflow input (MAF, Translator mode) | CF | AFR tracking Correction Factor % |
| VE | Volumetric Efficiency (Speed Density mode) | TAF | Target AirFuel Ratio for AFR Tracking |
| Cel | Active Cell in VE table (1-255) | Spk | Spark Advance desired (GN/DSM) |
| FI | Frequency input (Hz) | BA | Barometer, read at key-on if enabled |
| F0 | Frequency Output (Hz) | BP | Boost Pressure (+/- psi) |
| UT | User Tune, the total of the tune and mainscale | Ax1 | Aux input #1 voltage (purple wire, 6 pin connector) |
| TPS | Throttle Position Sensor. 0-5 volts | TM | Timing Monitor (Degrees) |
| BD | Boost Dutycycle | Rs | Response fuel. |
| MT | Manifold Temperature (IAT) (degrees F) | EGT | 32 - 1800 degrees F |

Once installed, verify the following sensors for operation.

MP - should read near 100 when the key is on, but the engine is not running. At idle it should read 30-50 depending on camshaft and engine type.

MT - should read a reasonable value for the temperature where the IAT sensor is installed.

TPS - should read near .4 volts with the accelerator released, and near 4.5 volts fully pressed.