

Installation Brief – Platinum Edition With Connectors

This is a brief description of the FFI Platinum™ installation. It is intended for the installer who has some familiarity with basic automotive electronics.

Installation

1. Determine a location for the FFI Platinum™ Edition converter. It should be away from objects that get excessively hot such as exhaust manifolds, turbos, etc. Route the cables to where the injectors are located. Be sure that they are out of harms way and will not interfere with belts, fans, or other moving or very hot surfaces. One cable with a male & female set of connectors will go to each cylinder's injector.
2. Unlatch and disconnect the injector wires from each cylinder's injector. There will be a release mechanism. Do not force them or they will break. Connect these wires to the male connector from the FFI Platinum™ Edition converter.
3. Connect the female connectors from the FFI Platinum™ Edition converter onto the injectors. They need to latch into place and be secure.
4. Verify that all connectors are fully seated and latched. Each cylinder's injector wire must connect to the male connector that is on the same cable as the female connector, which then plugs into the same cylinder's injector. Do not cross connections with different cylinders!
5. Secure the converter box. On many vehicles, the top of the fuse box works well. It is not necessary to use screws. Velcro and a few tie wraps are also fine. Remember to leave a couple inches of slack as engines move a bit as they develop torque.
6. Route both of the black wires to a convenient negative ground. Any ground will do so long as you make a good connection. Running to the negative battery terminal is the best ground. These are ground wires ONLY. It is normal for them to go to the same grounding location.

DO NOT CONNECT TO POSITIVE OR +12V. DAMAGE WILL OCCUR

7. Make sure any tools are secure and away from things like belts or fans and start the engine. If your engine is not running smoothly or has a check-engine light, proceed to the troubleshooting section. Otherwise, you can now add ethanol. We recommend that the first tank have roughly half ethanol and half gasoline.

Troubleshooting

1. If your engine will not fire, your vehicle probably has the opposite polarity from the converter. Normally polarity is determined prior to ordering your converter. To verify, disconnect the injector wires from the male converter wires. Test for +12V on the two contacts inside the female injector connector. (Turn key to On. Some vehicles require cranking prior to supplying voltage to the injectors.) The +12V pin must mate with the side of the male converter connector which has a short loop of wire connecting it to the female converter connector. If not, you need a converter with the opposite polarity.
2. If your engine is running rough, you probably have a misfire. You can read the OBD2 codes to determine which cylinder. Double check your connections. If you are still having trouble, please contact technical support.
3. If you get a lean code after adding ethanol, you may need to adjust the converter to a higher setting. It should have been shipped set to 6. A few vehicles need to have it a bit higher. If setting it on 8 does not resolve the lean code, please contact technical support. 866-568-3617