



# Translated ~~SFC-VTEC~~ Manual

## Field's SFC-VTEC

This is a translated version of the manual, which is, of course, in Japanese. They are quick to point out that you can buy their harness "coupler" (for 10,000 yen, roughly \$100) as to avoid any wire splicing.

DISCLAIMER: Please acknowledge that this is a fan site, and that the translation is not confirmed by any source - let alone Field. The translation is correct, so I take absolutely no responsibility for any damages or injuries incurred from a mishap on your part. Personally, if you can't splice 3-4 wires, you're better off paying \$100 for the coupler...

### SFC-VTEC Main Menu

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- [Compatibility List & Wiring Diagrams](#)
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- [How to use the SFC-mode \(fuel mapping\)](#)
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## Functions of the SFC-VTEC

### SFC Functions

- Compatible with stock & modified ECU's, and can modify fuel mapping for 8 RPM settings (1000, 2000, 3000, 4000, 5000, 6000, 7000, 8000), and can change the fuel delivery up to +/- 30%, in 1% increments.
- In "Realtime mode," the fuel delivery can be monitored in 100 RPM increments.
- When maximum fuel mapping of the SFC is reached, a (OF) display will appear.
- Can modify fuel settings on the fly, during constant RPM instances.

### VTEC Functions

- Can modify the VTEC and/or MIVEC's hi-cam changeover point in 100 RPM intervals. (minimum 2000 RPM)
- When changing over to hi-cam mode, the "HI-CAM" indicator changes from **green** to **red**.
- Can modify hi-cam changeover settings on the fly, during constant RPM instances.

### Other

- Speed limiter removal (certain models excepted)
- Speedometer displays up to 999km. ("Speedometer mode")
- Digital tachometer. ("VTEC mode")
- For racing on the circuit, there is also a buzzer that can be set to shift points or your redline.

- If there is no input for 5 seconds during "Setting mode," it will automatically return to "Realtime Mode."
- Custom wire-harness couplers are sold separately for users who do not want to splice the stock wires.



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## SFC-VTEC Compatibility List & Wiring Diagrams

| <b>HONDA</b> |                     | <i>*NOTE* - There is no application for 3-stage VTEC and VTEC-E.</i> |                 |                    |                    |       |
|--------------|---------------------|----------------------------------------------------------------------|-----------------|--------------------|--------------------|-------|
| Model        | Chassis Type        | Engine Name                                                          | Year Model      | Instructions       | Coupler Item #     |       |
| Accord       | CD6                 | H22A                                                                 | 9/93 ~          | <a href="#">H2</a> | VT-H2              |       |
| Prelude      | BB1, BB4            | H22A                                                                 | 9/91 ~<br>10/96 | <a href="#">H2</a> | VT-H2              |       |
|              | BB6, BB8            | H22A                                                                 | 11/96 ~         | <a href="#">H4</a> | VT-H4              |       |
| CR-X         | EF8                 | B16A                                                                 | 9/89 ~<br>3/92  | <a href="#">H1</a> | VT-H1              |       |
| DelSol       | EG1, EG2            | D15B,<br>B16A                                                        | 3/92 ~          | <a href="#">H2</a> | VT-H2              |       |
| Integra      | DA6, DA8            | B16A                                                                 | 4/89 ~<br>9/91  | <a href="#">H1</a> | VT-H1              |       |
|              |                     | B16A                                                                 | 10/91 ~<br>5/93 | <a href="#">H2</a> | VT-H2              |       |
|              | (AT)                | DC2, DB8                                                             | B18C            | 6/93 ~             | <a href="#">H3</a> | VT-H3 |
|              | (MT)                |                                                                      | B18C            | 6/93 ~<br>8/95     | <a href="#">H2</a> | VT-H2 |
|              | (MT w/minor change) |                                                                      | B18C            | 9/95 ~             | <a href="#">H4</a> | VT-H4 |

|              |          |               |               |                 |           |       |
|--------------|----------|---------------|---------------|-----------------|-----------|-------|
|              | Type-R   |               | B18C          | 10/95 ~         | <u>H4</u> | VT-H4 |
| Civic        |          | EF9           | B16A          | 9/89 ~<br>9/91  | <u>H1</u> | VT-H1 |
|              |          | EG4, EG6      | D15B,<br>B16A | 9/91 ~<br>9/95  | <u>H2</u> | VT-H2 |
|              | Coupe    | EJ1           | B16A          | 10/92 ~<br>9/95 | <u>H2</u> | VT-H2 |
|              | Ferio    | EG8, EG9      | D15B,<br>B16A | 9/91 ~<br>9/95  | <u>H2</u> | VT-H2 |
|              |          | EK4           | B16A          | 9/95 ~          | <u>H4</u> | VT-H4 |
| Accord Wagon | CE1, CF2 | F22B,<br>H22A | 3/94 ~        | <u>H2</u>       | VT-H2     |       |

**MITSUBISHI***\*NOTE\* - There is no application for MIVEC-MD.*

| Model    | Chassis Type | Engine Name | Year Model       | Wiring Diagram | Coupler Item # |
|----------|--------------|-------------|------------------|----------------|----------------|
| Mirage   | CB4A         | 4G92        | 10/92 ~<br>10/95 | <u>M1</u>      | VT-M1          |
|          | CK4A         | 4G92        | 10/95 ~          | <u>M2</u>      | VT-M2          |
| Cyborg   | CA4A         | 4G92        | 10/92 ~<br>10/95 | <u>M1</u>      | VT-M1          |
|          | CJ4A         | 4G92        | 10/95 ~          | <u>M2</u>      | VT-M2          |
| Asti     | CA4A         | 4G92        | 1/94 ~ 1/96      | <u>M1</u>      | VT-M1          |
|          | CJ4A         | 4G92        | 1/96 ~           | <u>M2</u>      | VT-M2          |
| Lancer   | CB4A         | 4G92        | 10/92 ~<br>10/95 | <u>M1</u>      | VT-M1          |
|          | CK4A         | 4G92        | 10/95 ~          | <u>M2</u>      | VT-M2          |
| Aeterna  | E54A         | 6A12        | 10/93 ~          | <u>M2</u>      | VT-M2          |
| Emeraude | E54A         | 6A12        | 10/94 ~          | <u>M2</u>      | VT-M2          |
| Galant   | E54A         | 6A12        | 10/93 ~          | <u>M2</u>      | VT-M2          |
| Diamante | F36A         | 6G72        | 1/95 ~           | <u>M2</u>      | VT-M2          |
| FTO      | DE3A         | 6A12        | 10/94 ~          | <u>M2</u>      | VT-M2          |

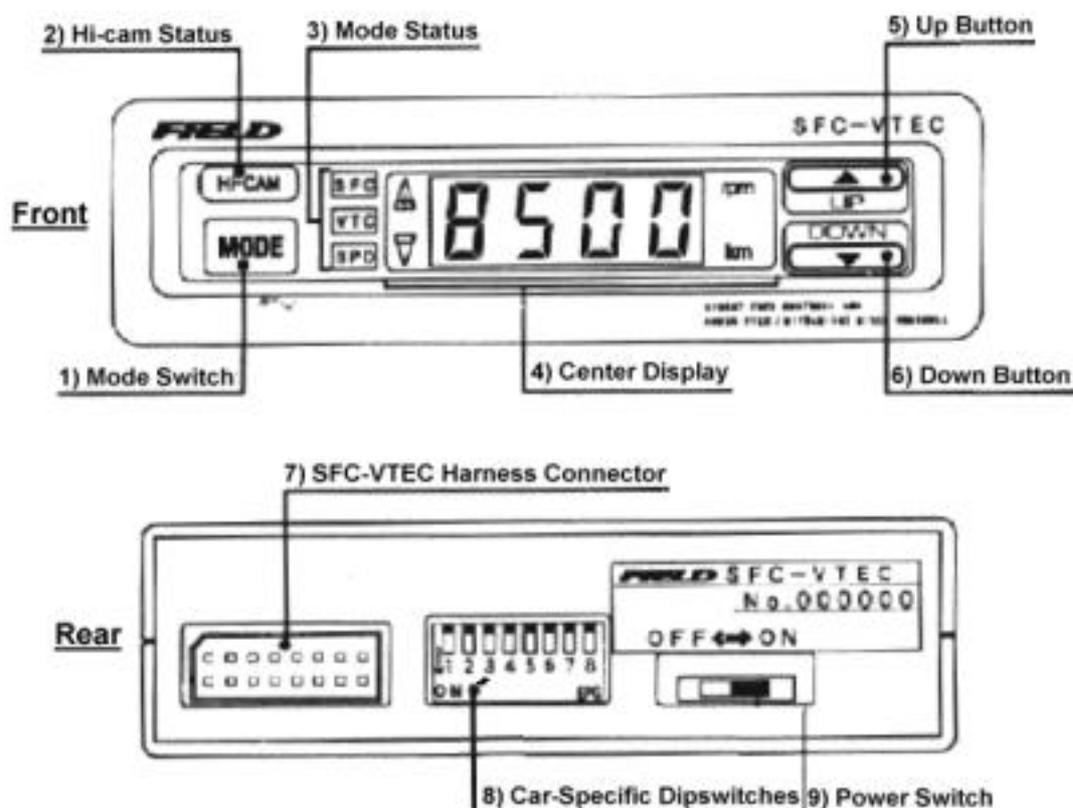


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## Basic Introduction to the SFC-VTEC



### 1) Mode Switch

Depending on how long you depress this switch, you can change the display information, or change modes.

#### *Switch Definitions*

Short Hold - ( < 0.5 seconds )

Long Hold - ( 0.5 ~ 2.0 seconds )

Continued Hold- ( > 2.0 seconds )

"Realtime Mode" (**MODE** switch lights up green)

Short Hold - (Switch to "Setting Mode")

Long Hold - (Change functions within "Realtime Mode")

Continued Hold - (Returns to normal)

"Setting Mode" (**MODE** switch lights up green)

Used only to adjust SFC Functions, the **MODE** switch will move your fuel mapping to the next RPM level.

After adjusting the 8000RPM mark, it will return you to "Realtime Mode"

## 2) Hi-cam Status

Once you pass your pre-set Hi-cam setting point (VTEC / MIVEC switchover), the display will turn red.

**HI-CAM** -> **HI-CAM**

This function will work regardless of what mode you're in.

## 3) Mode Status

This display will show you what mode you're in:

SFC = SFC Mode (Fuel delivery control)

VTC = VTEC Mode (Hi-cam changeover control)

SPD = Speedometer Mode

## 4) Center Display

It will display different things depending on what mode you're in:

SFC Mode

Fuel control increases and decreases in real-time, or current fuel delivery settings

VTEC Mode

Tachometer display, or current Hi-cam switchover setting.

Speedometer

Will display your current speed up to 999km/h.

## 5) Up Button (*used only during "Setting Mode"*)

### SFC Mode

Will increase fuel delivery in 1% increments (maximum +30%)

### VTEC Mode

Will increase the Hi-cam switchover point in 100 RPM increments.

## 6) Down Button (*used only during "SettingMode"*)

### SFC Mode

Will decrease fuel delivery in 1% increments (maximum -30%)

### VTEC Mode

Will decrease the Hi-cam switchover point in 100 RPM increments. (minimum 2k RPM)

## 7) SFC-VTEC Harness Connector

The connector to connect your SFC-VTEC harness.

## 8) Car-Specific Dipswitches

The position on these dipswitches will determine the make and model of your car.

## 9) Power Switch (*forced "reset" switch*)

By switching this switch to the "OFF" position, you will cut all current to the SFC-VTEC and reset all presets.



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## Steps to properly testing your unit.

### *Switch Definitions*

Short Hold - ( < 0.5 seconds )

Long Hold - ( 0.5 ~ 2.0 seconds )

Continued Hold- ( > 2.0 seconds )

- 1)** Leave your SFC-VTEC unit's main switch in the OFF position, and start and warm your car.
  - During this time, check for any "check engine" lights, and make sure that the engine is running smoothly.
  - Turn the engine off, and put your ignition key to the OFF position.
- 2)** Check the dipswitch settings one last time before turning the SFC-VTEC's main switch to the ON position, and then turn on your engine.
  - During this time, check for any "check engine" lights, and make sure that the engine is running smoothly.
- 3)** Check the display on the SFC-VTEC unit.
  - Confirm that the various switches (MODE, UP, DOWN) are illuminated green.
  - Turn on the SFC-VTEC by depressing the MODE switch, and confirm that the mode status light is shining at "SFC."
  - Following the instructions in the second half of this page, please change the mode to "VTC"
- 4)** Step on the accelerator, and confirm that the SFC-VTEC's tachometer is matched with the tachometer in your dash.
  - For cars with driveshaft-tachometers, the readouts will be slightly different at higher

RPM's, but this is quite normal.

### 5) Take your car out on a test run.

- During this time, check for any "check engine" lights, and make sure that the engine is running smoothly.
- The default setting for the VTEC / MIVEC switch-over point is at 4500 RPM.

### 6) After your test run, turn off your engine and turn your ignition to the OFF position

- Confirm that there is no power going to the SFC-VTEC unit.
- The SFC-VTEC will stay on for several seconds after turning the ignition to OFF, but this is normal.

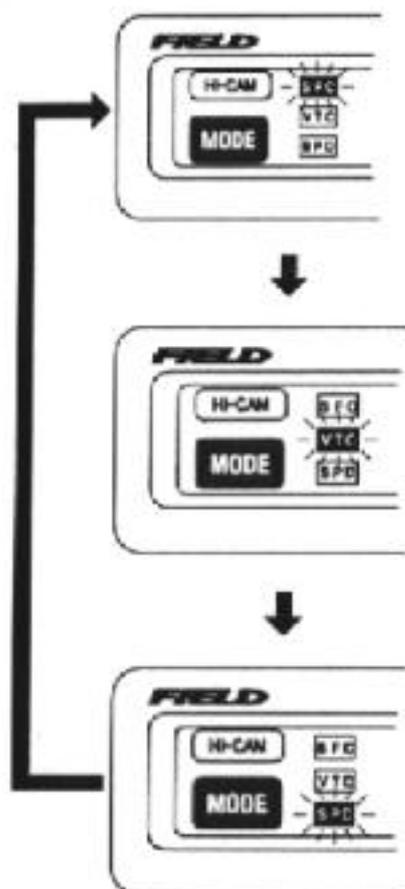
## Switching between modes

### Switch Definitions

Short Hold - ( < 0.5 seconds )

Long Hold - ( 0.5 ~ 2.0 seconds )

Continued Hold- ( > 2.0 seconds )



**1)** While in "Realtime Mode," give the MODE button a long hold.

You should hear an electronic "beep," indicating that the mode has changed.

Once you hear the sound and the mode changes, please let go of the MODE button. If you continue to press it, the SFC-VTEC will turn off.

**2)** Repeating the instructions from above, one can switch from SFC to VTEC to SPD mode.

|                   |
|-------------------|
| SFC - SFC Mode    |
| VTEC - VTEC Mode  |
| SPD - Speedometer |

\* - changing between modes can only be done during "Realtime Mode"



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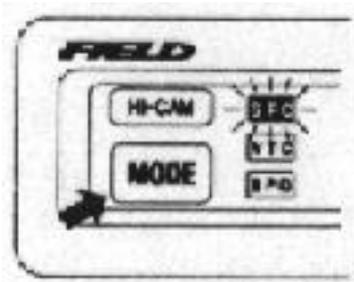
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## How to use the SFC-mode (fuel mapping)

### Switching modes within "Realtime Mode"

SFC Mode allows you to adjust your fuel delivery in 1% increments. After a long hold on the MODE button, the "SFC Mode" light should light up.

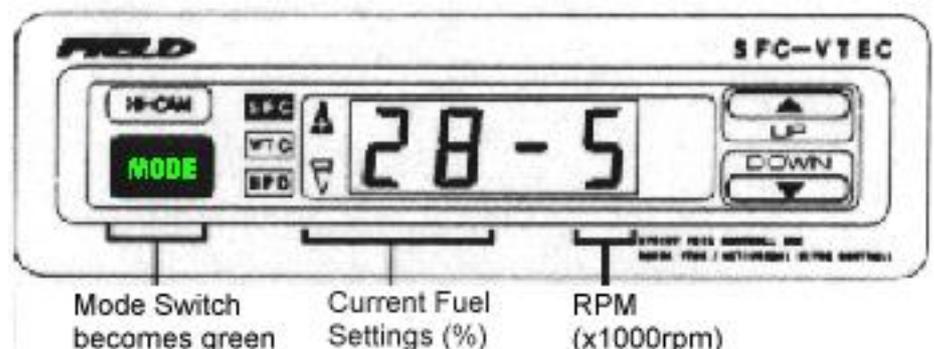


### Switch Definitions

- Short Hold - (< 0.5 seconds)
- Long Hold - (0.5 ~ 2.0 seconds)
- Continued Hold - (> 2.0 seconds)

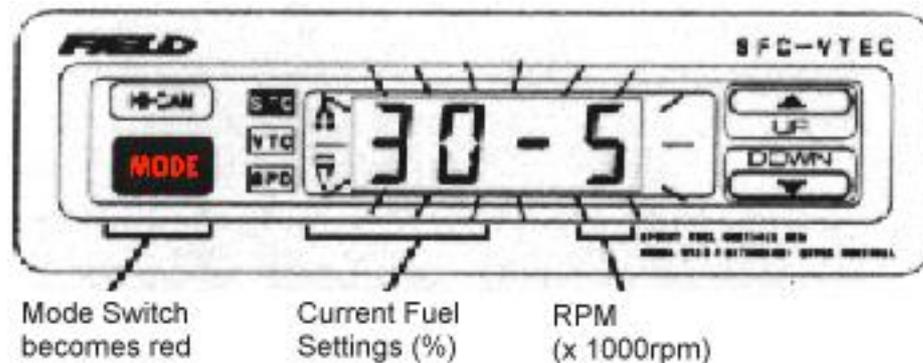
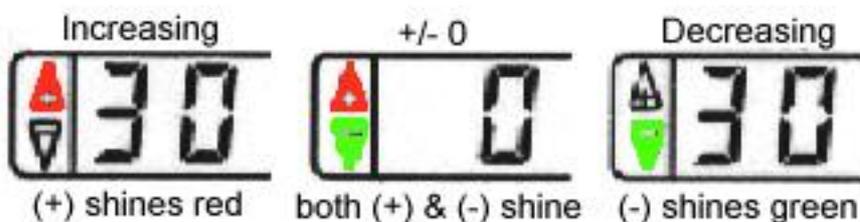
### "Realtime Mode"

Shows the current fuel settings for the given RPM.



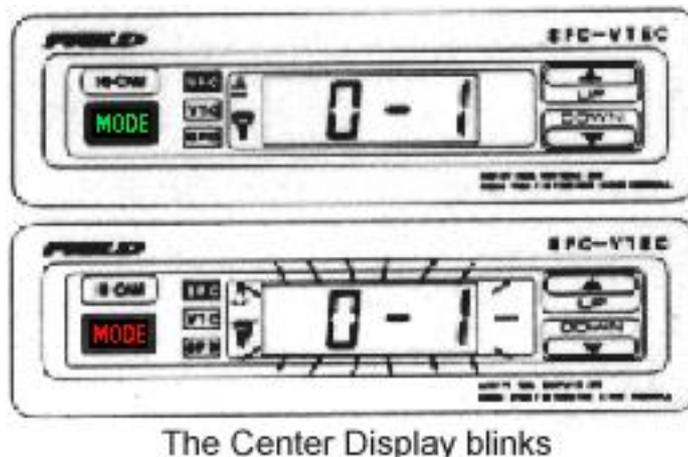
**"Setting Mode"**

Can adjust the fuel delivery by +/- 30% in 1% increments.

**Percentage Display****Percentage Adjustment (while vehicle is not moving)**

Example: Increase fuel delivery at 5000rpm by 15%.

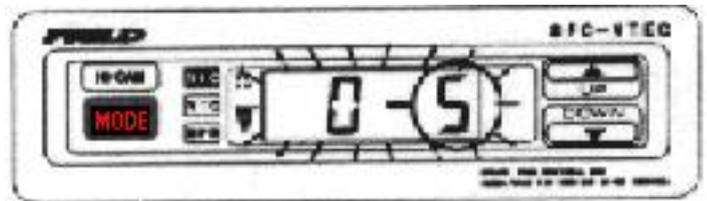
1. While in "Realtime Mode," change the display mode to "SFC Mode"
2. After a short hold on the MODE, you will hear a "beep" sound, and will see the MODE switch change to red. You are now in "Setting Mode."



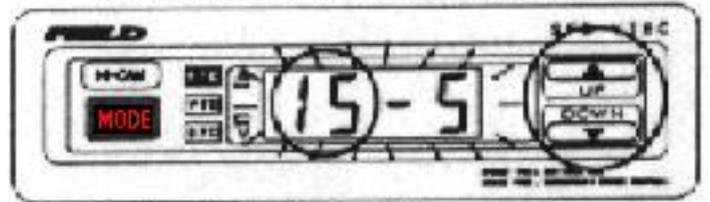
3. Every push on the MODE button will change the RPM. (1000 RPM increments)
4. Once your desired RPM shows up, use the UP and DOWN switches to increase or decrease the fuel delivery percentage. (1% increments)

*If there is no input for 5 seconds, the SFC-VTEC will automatically return to "Realtime Mode"*

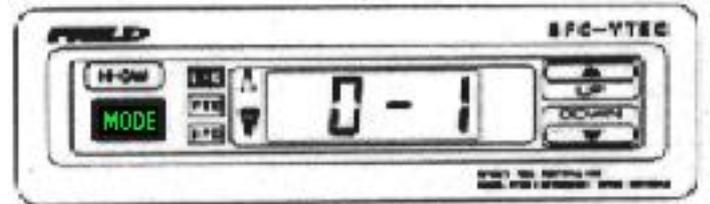
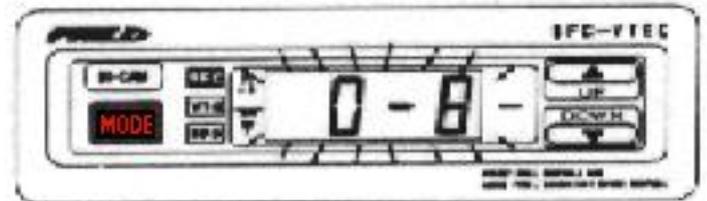
When you press the MODE button at 8000 RPM, the SFC-VTEC will return to "Realtime Mode"



Change the RPM to 5 (5000rpm)



Depressing the button will increase the speed



The Center Display will stop blinking



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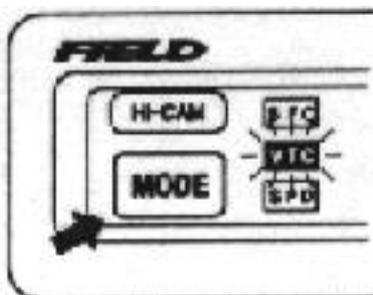
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## How to use the VTEC-mode (hi-cam switchover)

Switching modes within "Realtime Mode"

SFC Mode allows you to adjust your fuel delivery in 1% increments. After a long hold on the MODE button, the "SFC Mode" light should light up.

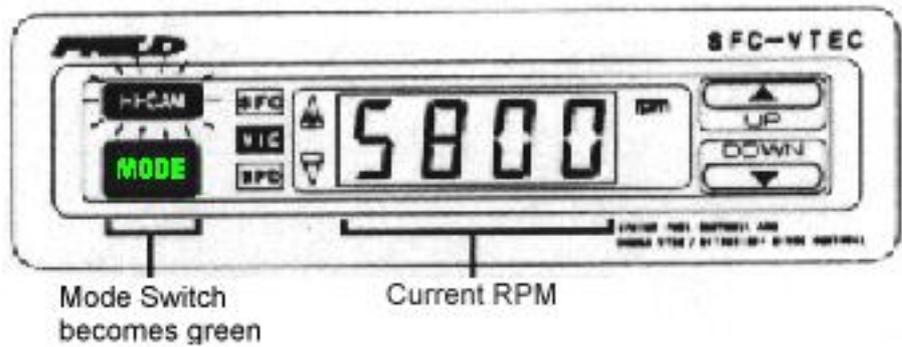


### *Switch Definitions*

- Short Hold - ( < 0.5 seconds )
- Long Hold - ( 0.5 ~ 2.0 seconds )
- Continued Hold- ( > 2.0 seconds )

**"Realtime Mode"**

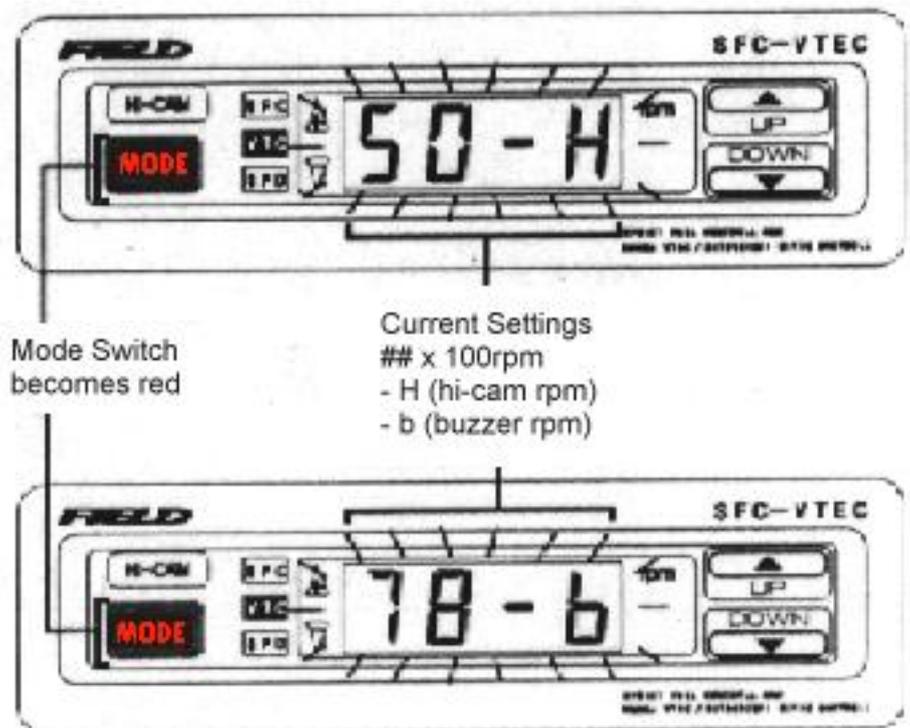
Shows the current fuel settings for the given RPM. (100 RPM increments)  
If the Hi-cam point is passed, the HI-CAM display will change from green to red.

**"Setting Mode"**

Can adjust the hi-cam switchover point in 100 RPM increments, and can also adjust the RPM buzzer (warning tone).

The hi-cam switchover point has a range of 2000 RPM to 9000 RPM. (\* - The default setting is 4500 RPM)

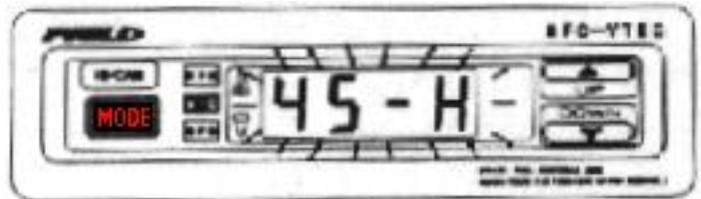
The RPM warning tone can be adjusted from 0 to 9900 RPM. When the RPM passes the set number, a continuous beeping sound will sound. (\* - The default setting is 9900 RPM)



## Hi-cam Switchover-point Adjustment (while vehicle is not moving)

Example: Hi-cam switchover point to 5000 RPM.

1. Switch to VTC Mode.
2. After a short hold on the MODE, you will hear a "beep" sound, and will see the MODE switch change to red. You are now in "Setting Mode."
3. Use the UP and DOWN buttons to set the hi-cam switchover point -- keeping in mind that the number to the left is the RPM in 100 RPM increments.



The Center Display will blink the current setting



Depressing the button will increase the speed

## Buzzer (RPM alarm) Point Setting

Example: RPM alarm point to 7800 RPM

4. After setting the hi-cam switchover point, a short hold on the MODE switch will change the SFC-VTEC to "Buzzer Mode" (the "H" on the right-hand side of the center display becomes a "b")

Please apply the same instructions as the hi-cam switchover instructions.

*If there is no input for 5 seconds, the SFC-VTEC will automatically return to "Realtime Mode"*

5. After a short hold on the MODE button, you will hear an electronic



"beep," and your SFC-VTEC will  
return to "Realtime Mode."



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## How to use the Speedo & Speed Limit removal

Switching modes within "Realtime Mode"

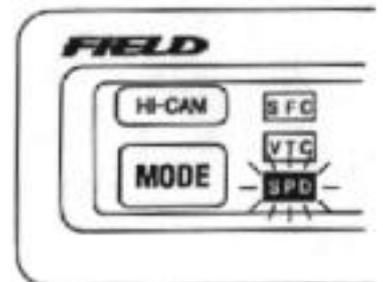
After a long hold on the MODE button, the "SPD Mode" light should light up.

### *Switch Definitions*

Short Hold - ( < 0.5 seconds )

Long Hold - ( 0.5 ~ 2.0 seconds )

Continued Hold- ( > 2.0 seconds )



"Realtime Mode"

It will display your current speed. (max 999 km/h)

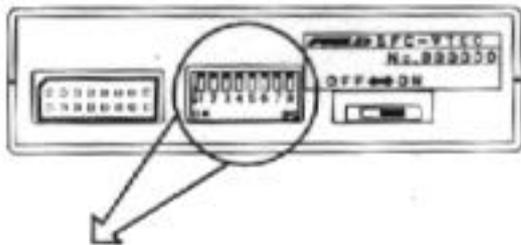


## Speed Limiter Removal Function

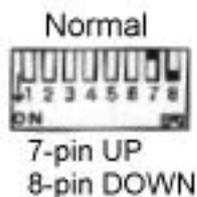
When racing on the circuit, it may be necessary to remove the speed limiter on your car. Such a function is included in the SFC-VTEC.

The unit is shipped with this function disabled, so the user will have to change the dipswitch settings manually.

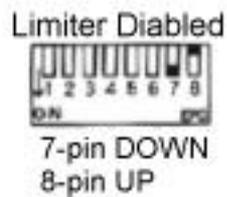
\* - *this will not work on some models.*



Dipswitches 7 & 8 are reversed



7-pin UP  
8-pin DOWN



7-pin DOWN  
8-pin UP



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## Other Functions of the SFC-VTEC

### Quick-Setting Function

- SFC Mode - During "Realtime Mode," if you find a RPM range that you would like to modify the settings for without keeping your eye on the tachometer, a short hold on the MODE switch will send you to "Setting Mode."
- VTEC Mode - During "Realtime Mode," if you find a RPM point at which you would like to set the hi-cam switchover point to, a short hold on the MODE switch will send you to "Setting Mode."

*\* - These features are meant for the user to jump to "Setting Mode," in order to adjust them later - Please do not adjust the settings while driving, as it is dangerous.*

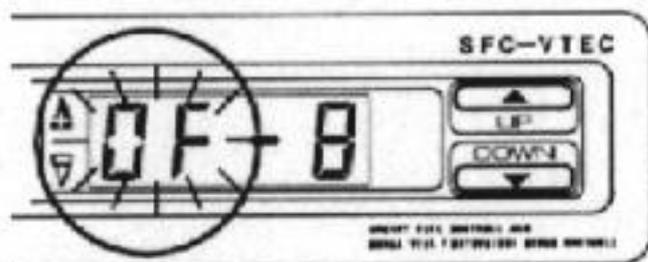
### Various "Buzzer Mode" Uses

(use during VTEC mode)

During track races, the user can set-up the SFC-VTEC to sound an alarm at shift-points, rev-limits, or at the hi-cam switchoverpoints.

### Fuel Delivery Maximized

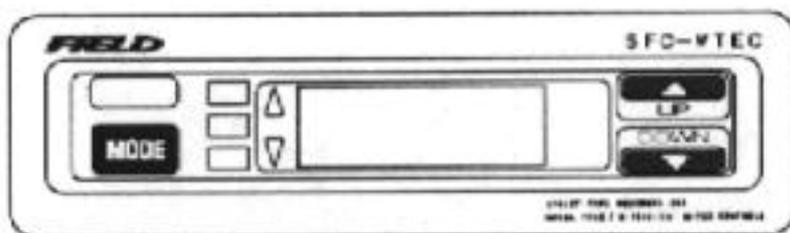
When the fuel delivery goes beyond the capability of the SFC-mode, then the display will show OF. Lowering the fuel delivery at approximately that RPM range is recommended.



The % display will blink (OF)

### Power Off Status

During "Realtime Mode," pressing the MODE switch for more than 2 seconds will turn off the unit - with the exception of the illuminated switches.



Pressing the MODE switch again will turn on the unit and restore back to the last used function.



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## Troubleshooting the SFC-VTEC

**The unit doesn't turn on even when the ignition key is at the ON position.**

- Check the harness in the rear of the SFC-VTEC to ensure its connection
- Make sure that the electrotap connection to the ignition is secure.
- You may have grounded the unit to a non-chassis component. Please re-check.
- Make sure your unit is not simply turned off. Press the MODE button to see if it will turn on.
- The main switch on the rear of the SFC-VTEC must be in the ON position.

**Although my engine revs up, the unit doesn't display increasing RPM's.**

- Check the harness in the rear of the SFC-VTEC to ensure its connection
- Make sure that the electrotap connection to the RPM signal wire is secure.
- You may have wired the unit incorrectly. Please re-check with the correct wiring diagram.
- Make sure your unit is not simply turned off. Press the MODE button to see if it will turn on.
- The main switch on the rear of the SFC-VTEC must be in the ON position.

## **My "Check Engine" lamp comes on.**

Scenario One - no "Check Engine" lamp when the unit is OFF, but appears when unit is ON.

- Your sensor line may be switched between positions IN and OUT. Please re-check.

Scenario Two - "Check Engine" lamp appears at all times.

- Check all crimpings, electrotaps, and harnesses to ensure that there is a secure connection.

## **My engine stalls, and in general, it doesn't feel right.**

- Perhaps your fuel settings are too high or too low? Please test out various settings and adjust accordingly. Also, if you drastically adjust the hi-cam switchover point on a relatively stock car, the acceleration will feel awkward.
- Are you using spark plugs with the appropriate heat settings? If you ran your car hard on the tracks without using the correct plugs, you may shorten the life of your plugs, and not get the proper performance out of your car.



# Translated SFC-VTEC Manual

## SFC-VTEC Main Menu

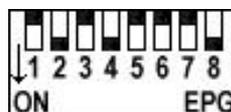
- [Functions](#)
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- [How to use the SFC-mode \(fuel mapping\)](#)
- [How to use the VTEC-mode](#)
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## SFC-VTEC Wiring for H2 Cars

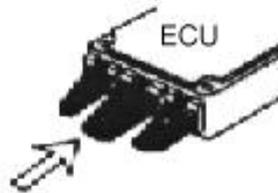
| Compatible Cars (H2) | Chassis Type | Engine Model | Year Model   | ECU Location                          |
|----------------------|--------------|--------------|--------------|---------------------------------------|
| Accord               | CD6          | H22A         | 9/93 ~       | Foot area of Passenger-side seat      |
| Prelude              | BB1, BB4     | H22A         | 9/91 ~ 10/96 | Foot area of Passenger-side seat      |
| DelSol               | EG1, EG2     | D15B, B16A   | 3/92 ~       | Left foot area of Passenger-side seat |
| Integra              | DA6, DA8     | B16A         | 10/91 ~ 5/93 | Foot area of Passenger-side seat      |
| Integra (MT)         | DC2, DB8     | B18C         | 6/93 ~ 8/95  | Left foot area of Passenger-side seat |
| Civic                | EG4, EG6     | D15B, B16A   | 9/91 ~ 9/95  | Left foot area of Passenger-side seat |
| Civic Ferio          | EG8, EG9     | D15B, B16A   | 9/91 ~ 9/95  | Left foot area of Passenger-side seat |
| Civic Coupe          | EJ1          | B16A         | 10/92 ~ 9/95 | Left foot area of Passenger-side seat |
| Accord Wagon         | CE1, CF2     | F22B, H22A   | 3/94 ~       | Foot area of Passenger-side seat      |

### Instructions:

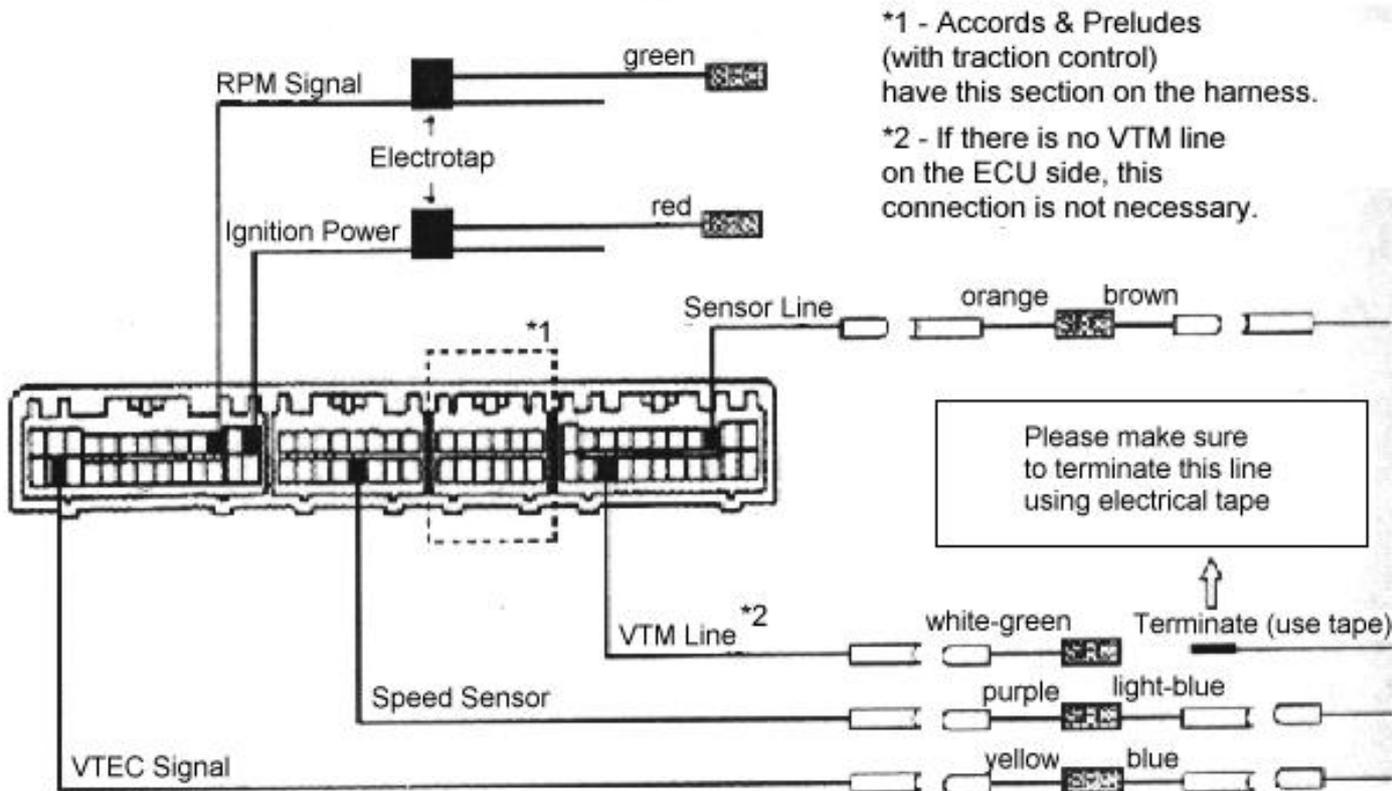
1. Turn off the Engine, and remove the (-) negative ground from your battery
2. Remove all covers, etc., and locate your ECU
3. Following the diagram below, wire your unit accordingly.
4.
  - Use pliers to securely fasten the electrotaps.
  - Use proper crimping tools to fasten the terminals securely.
  - If you see wire that originally had a ring-shaped connector, please make sure that it gets properly grounded.
  - On some models, there will be wires that are not used, or left disconnected. Please use electrical tape to terminate properly.
5. Once the wiring is complete, set the dipswitches to the following configuration, and install the unit in your desired location.
6. Re-connect your battery terminal, and confirm operation of the device.



# Wiring Diagram H2



- - - Electrotaps - 2
- - - Male terminal - 3
- - - Female terminal - 4 (or 3)





# Translated SFC-VTEC Manual

## SFC-VTEC Main Menu

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- [Basic Introduction](#)
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- [How to use the SFC-mode \(fuel mapping\)](#)
- [How to use the VTEC-mode](#)
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- [Other Functions](#)
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## SFC-VTEC Wiring for H4 Cars

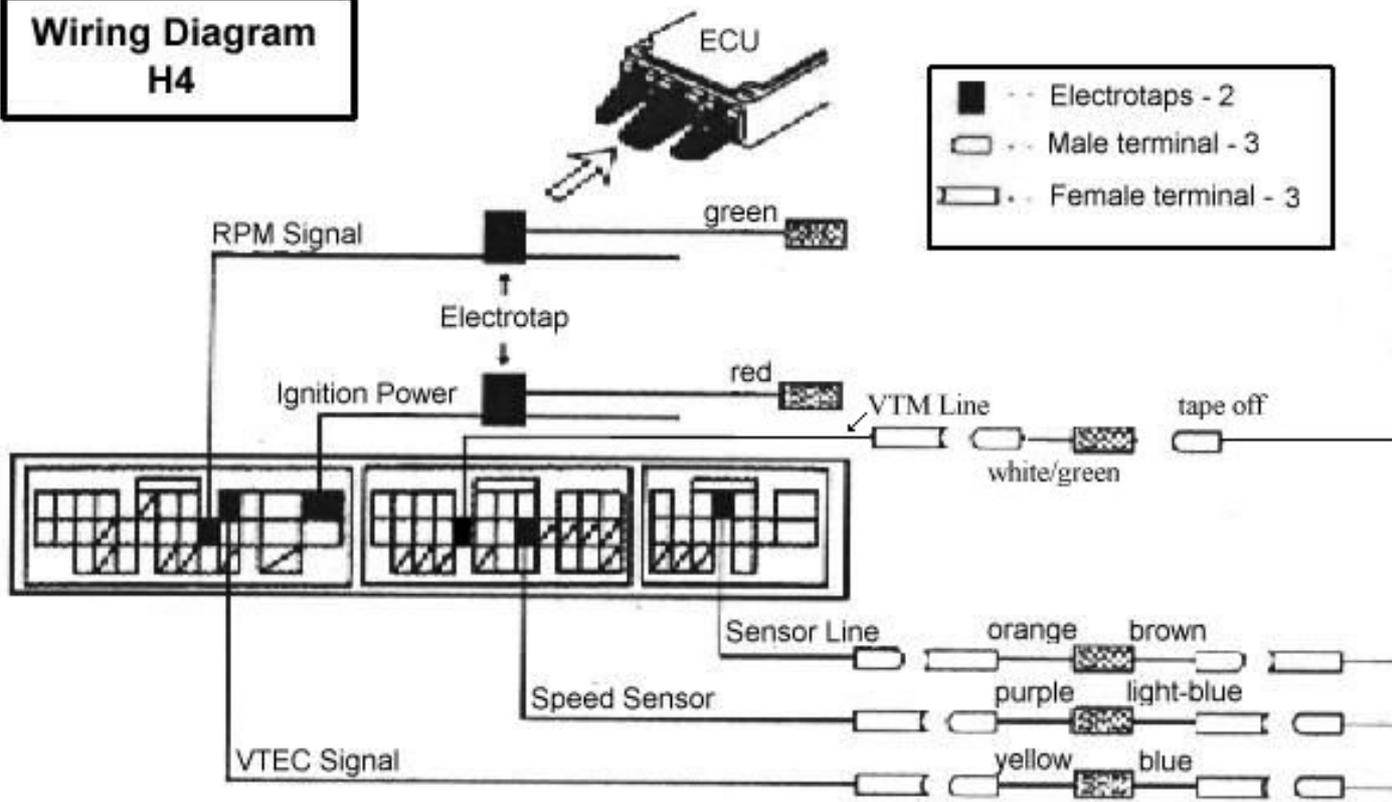
| Compatible Cars (H4)        | Chassis Type | Engine Name | Year Model | ECU Location                          |
|-----------------------------|--------------|-------------|------------|---------------------------------------|
| Prelude                     | BB6, BB8     | H22A        | 11/96 ~    | Foot area of Passenger-side seat      |
| Integra (MT w/minor change) | DC2, DB8     | B18C        | 9/95 ~     | Left foot area of Passenger-side seat |
| Integra Type-R              |              | B18C        | 10/95 ~    | Left foot area of Passenger-side seat |
| Civic                       | EK4          | B16A        | 9/95 ~     | Left foot area of Passenger-side seat |
| Civic Ferio                 | EK4          | B16A        | 9/95~      | Left foot area of Passenger-side seat |

### Instructions:

1. Turn off the Engine, and remove the (-) negative ground from your battery
2. Remove all covers, etc., and locate your ECU
3. Following the diagram below, wire your unit accordingly.
  4. ○ Use pliers to securely fasten the electrotaps.
  - Use proper crimping tools to fasten the terminals securely.
  - If you see wire that originally had a ring-shaped connector, please make sure that it gets properly grounded.
  - On some models, there will be wires that are not used, or left disconnected. Please use electrical tape to terminate properly.
5. Once the wiring is complete, set the dipswitches to the following configuration, and install the unit in your desired location.
6. Re-connect your battery terminal, and confirm operation of the device.



# Wiring Diagram H4





# Translated **SFC-VTEC Manual**

## SFC-VTEC Main Menu

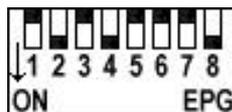
- [Functions](#)
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## SFC-VTEC Wiring for H1 Cars

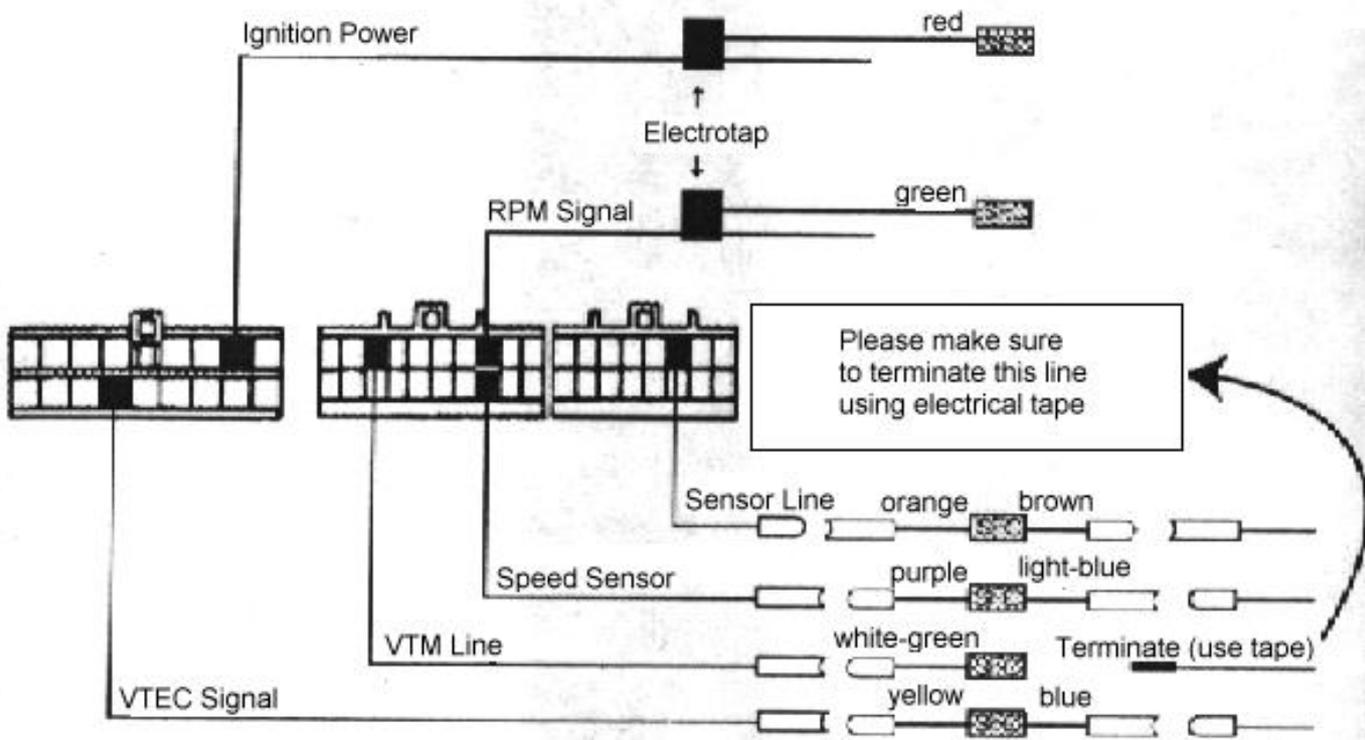
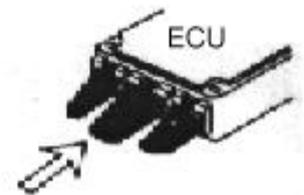
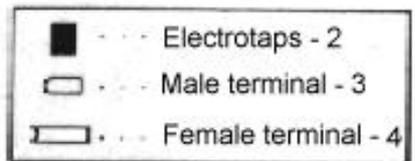
| Compatible Cars (H1) | Chassis Type | Engine Name | Year Model  | ECU Location                     |
|----------------------|--------------|-------------|-------------|----------------------------------|
| CR-X                 | EF8          | B16A        | 9/89 ~ 3/92 | Foot area of Passenger-side seat |
| Integra              | DA6, DA8     | B16A        | 4/89 ~ 9/91 | Foot area of Passenger-side seat |
| Civic                | EF9          | B16A        | 9/89 ~ 9/91 | Foot area of Passenger-side seat |

### Instructions:

1. Turn off the Engine, and remove the (-) negative ground from your battery
2. Remove all covers, etc., and locate your ECU
3. Following the diagram below, wire your unit accordingly.
  4. ○ Use pliers to securely fasten the electrotaps.
    - Use proper crimping tools to fasten the terminals securely.
    - If you see wire that originally had a ring-shaped connector, please make sure that it gets properly grounded.
    - On some models, there will be wires that are not used, or left disconnected. Please use electrical tape to terminate properly.
5. Once the wiring is complete, set the dipswitches to the following configuration, and install the unit in your desired location.
6. Re-connect your battery terminal, and confirm operation of the device.



# Wiring Diagram H1





# Translated ~~SFC-VTEC~~ Manual

## SFC-VTEC Main Menu

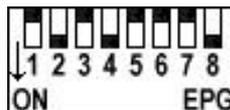
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## SFC-VTEC Wiring for H3 Cars

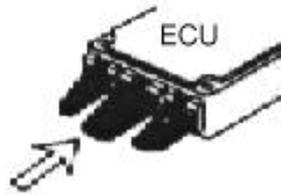
| Compatible Cars (H3) | Chassis Type | Engine Name | Year Model | ECU Location                          |
|----------------------|--------------|-------------|------------|---------------------------------------|
| Integra (AT)         | DC2, DB8     | B18C        | 6/93 ~     | Left foot area of Passenger-side seat |

### Instructions:

1. Turn off the Engine, and remove the (-) negative ground from your battery
2. Remove all covers, etc., and locate your ECU
3. Following the diagram below, wire your unit accordingly.
4.
  - Use pliers to securely fasten the electrotaps.
  - Use proper crimping tools to fasten the terminals securely.
  - If you see wire that originally had a ring-shaped connector, please make sure that it gets properly grounded.
  - On some models, there will be wires that are not used, or left disconnected. Please use electrical tape to terminate properly.
5. Once the wiring is complete, set the dipswitches to the following configuration, and install the unit in your desired location.
6. Re-connect your battery terminal, and confirm operation of the device.

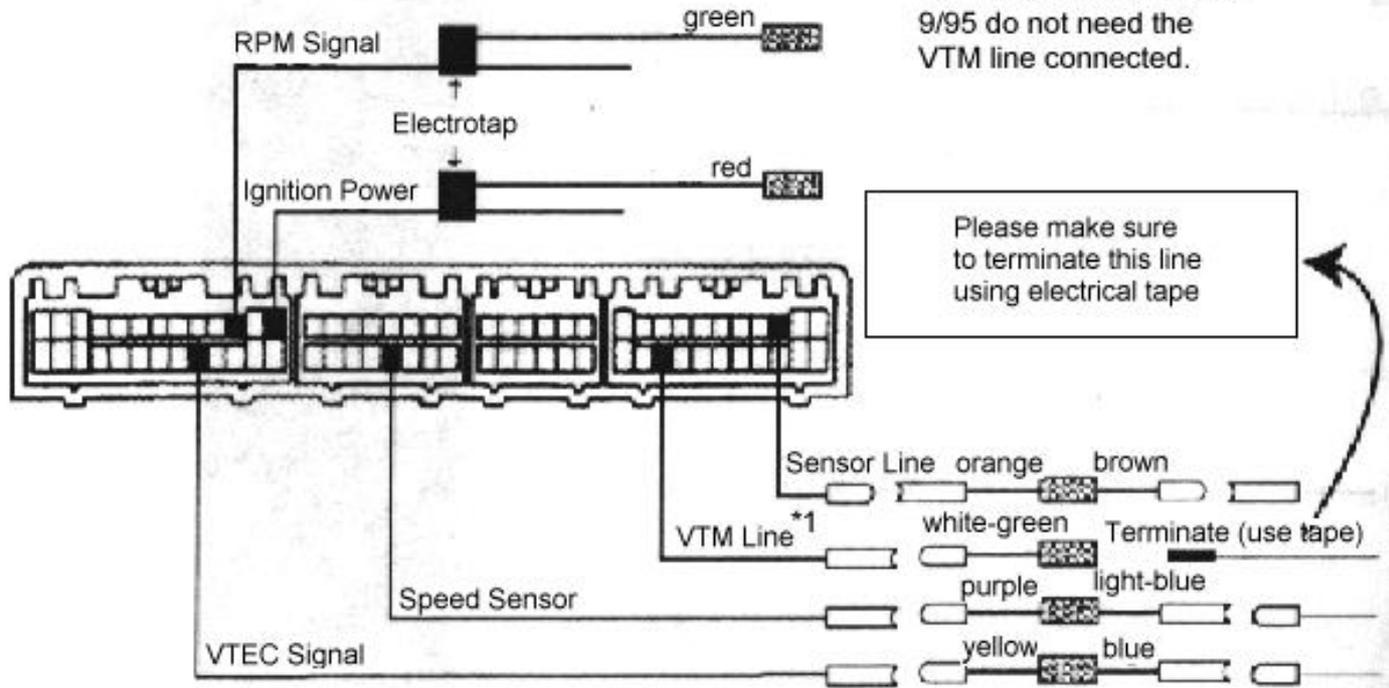


# Wiring Diagram H3



- · Electrotaps - 2
- · Male terminal - 3
- · Female terminal - 4 (or 3)

\*1 - Vehicles made after 9/95 do not need the VTM line connected.



Please make sure to terminate this line using electrical tape



# Translated SFC-VTEC Manual

## SFC-VTEC Main Menu

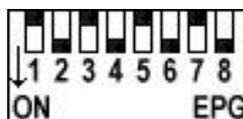
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## SFC-VTEC Wiring for M1 Cars

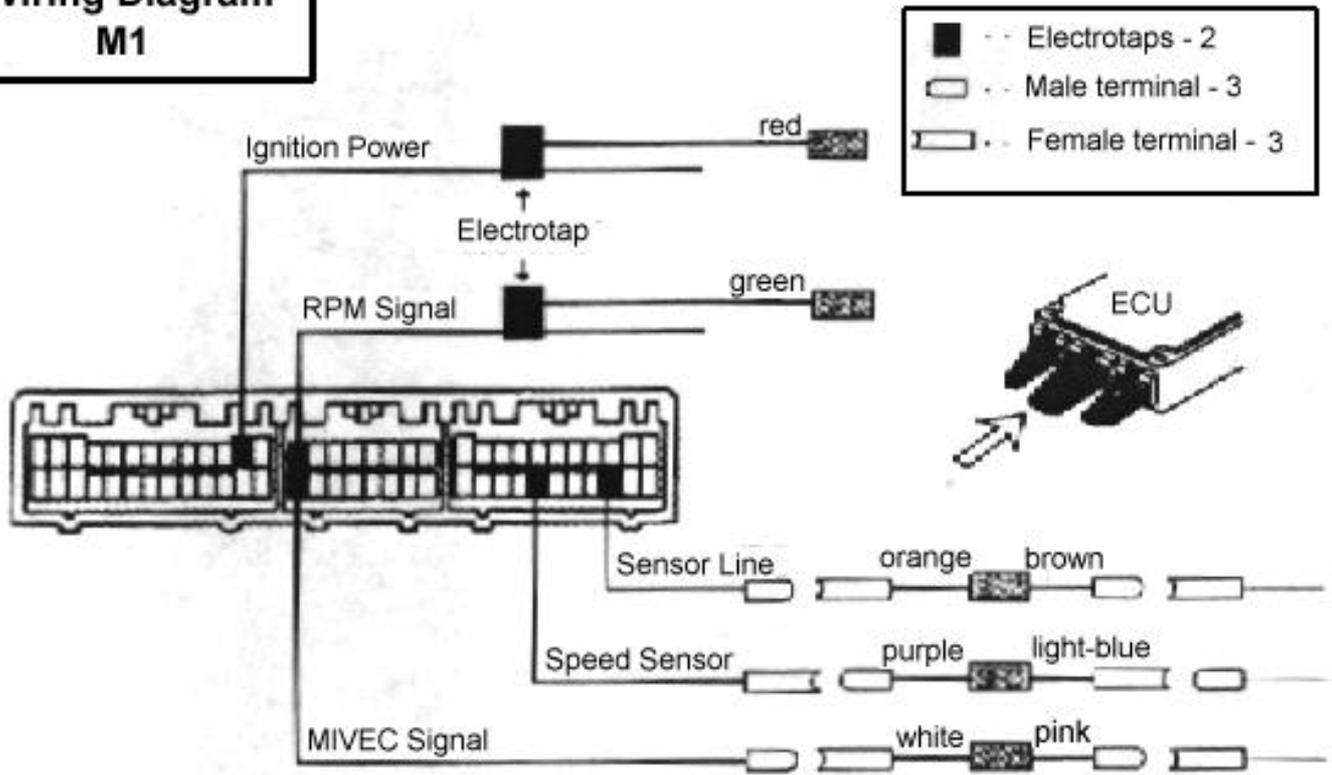
| Compatible Cars (M1) | Chassis Type | Engine Name | Year Model       | ECU Location                             |
|----------------------|--------------|-------------|------------------|------------------------------------------|
| Mirage               | CB4A         | 4G92        | 10/92 ~<br>10/95 | Left foot area of<br>Passenger-side seat |
| Cyborg               | CA4A         | 4G92        | 10/92 ~<br>10/95 | Left foot area of<br>Passenger-side seat |
| Asti                 | CA4A         | 4G92        | 1/94 ~ 1/96      | Left foot area of<br>Passenger-side seat |
| Lancer               | CB4A         | 4G92        | 10/92 ~<br>10/95 | Left foot area of<br>Passenger-side seat |

### Instructions:

1. Turn off the Engine, and remove the (-) negative ground from your battery
2. Remove all covers, etc., and locate your ECU
3. Following the diagram below, wire your unit accordingly.
4.
  - Use pliers to securely fasten the electrotaps.
  - Use proper crimping tools to fasten the terminals securely.
  - If you see wire that originally had a ring-shaped connector, please make sure that it gets properly grounded.
  - On some models, there will be wires that are not used, or left disconnected. Please use electrical tape to terminate properly.
5. Once the wiring is complete, set the dipswitches to the following configuration, and install the unit in your desired location.
6. Re-connect your battery terminal, and confirm operation of the device.



# Wiring Diagram M1





# Translated SFC-VTEC Manual

## SFC-VTEC Main Menu

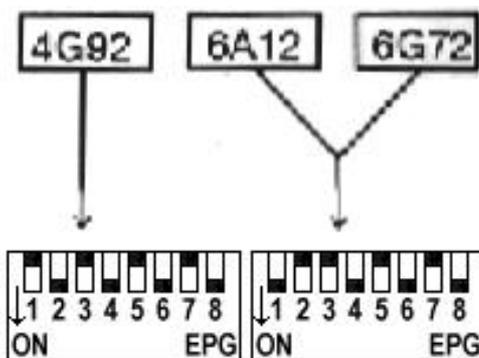
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## SFC-VTEC Wiring for M2 Cars

| Compatible Cars (M2) | Chassis Type | Engine Name | Year Model | ECU Location                          |
|----------------------|--------------|-------------|------------|---------------------------------------|
| Mirage               | CK4A         | 4G92        | 10/95 ~    | Left foot area of Passenger-side seat |
| Cyborg               | CJ4A         | 4G92        | 10/95 ~    | Left foot area of Passenger-side seat |
| Asti                 | CJ4A         | 4G92        | 1/96 ~     | Left foot area of Passenger-side seat |
| Lancer               | CK4A         | 4G92        | 10/95 ~    | Left foot area of Passenger-side seat |
| Aeterna              | E54A         | 6A12        | 10/93 ~    | Rear of Center Console                |
| Emeraude             | E54A         | 6A12        | 10/94 ~    | Rear of Center Console                |
| Galant               | E54A         | 6A12        | 10/93 ~    | Rear of Center Console                |
| Diamante             | F36A         | 6G72        | 1/95 ~     | Rear of Center Console                |
| FTO                  | DE3A         | 6A12        | 10/94 ~    | Left foot area of Passenger-side seat |

### Instructions:

1. Turn off the Engine, and remove the (-) negative ground from your battery
2. Remove all covers, etc., and locate your ECU
3. Following the diagram below, wire your unit accordingly.
  4. ○ Use pliers to securely fasten the electrotaps.
    - Use proper crimping tools to fasten the terminals securely.
    - If you see wire that originally had a ring-shaped connector, please make sure that it gets properly grounded.
    - On some models, there will be wires that are not used, or left disconnected. Please use electrical tape to terminate properly.
5. Once the wiring is complete, set the dipswitches to the configuration that matches your engine, and install the unit in your desired location.
6. Re-connect your battery terminal, and confirm operation of the device.



**Wiring Diagram  
M2**

- - Electotaps - 2  
 - - Male terminal - 4  
 - - Female terminal - 4

