

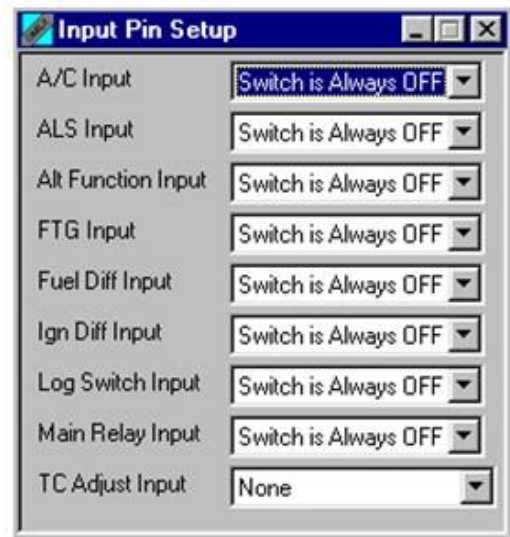
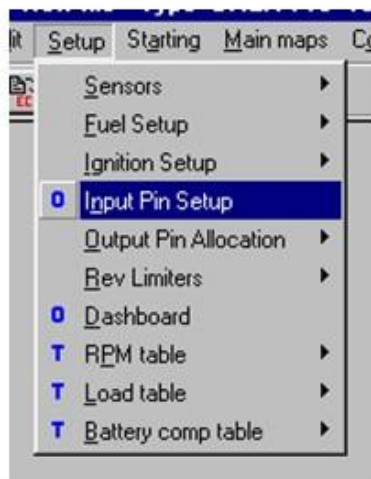


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Adjust Settings in the Omex 710 according to this information...

Select FTG input on the Omex 710 for the gearcut signal from TTT802.

Switch inputs

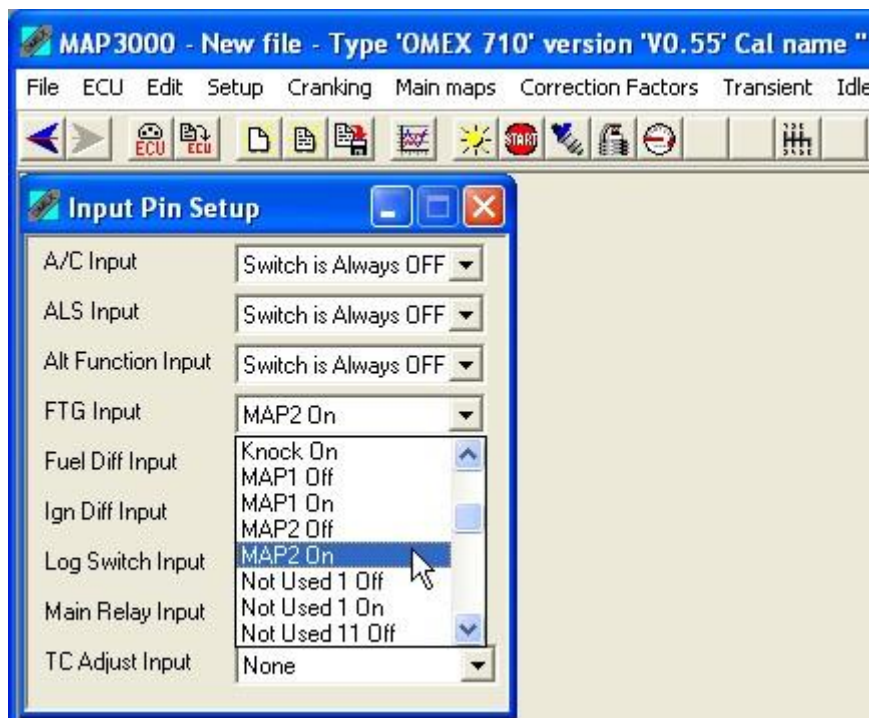


Switch input pins are selected using the drop-down options. A switch input function can have any of the input pins on the list assigned to it so long as they are not being used already by sensors. (eg. If an oxygen sensor is being used on pin OX1, a switch clearly cannot be assigned to this pin). For a function to be active always without a physical switch to turn it on (sometimes this is the case with the Alt Function) select **Switch is Always ON**.



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In this example we assume that MAP2 is free to use so we setup the FTG function to use this input.

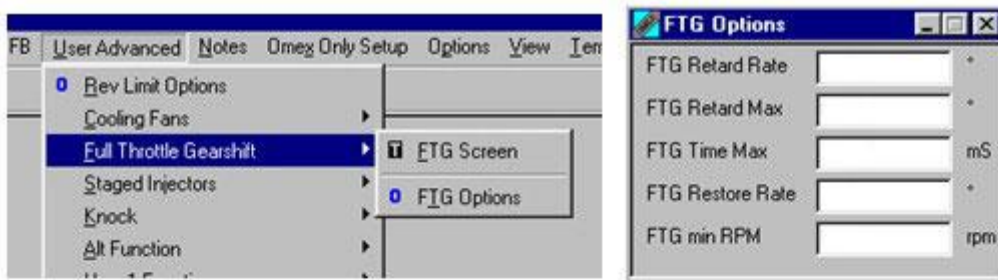




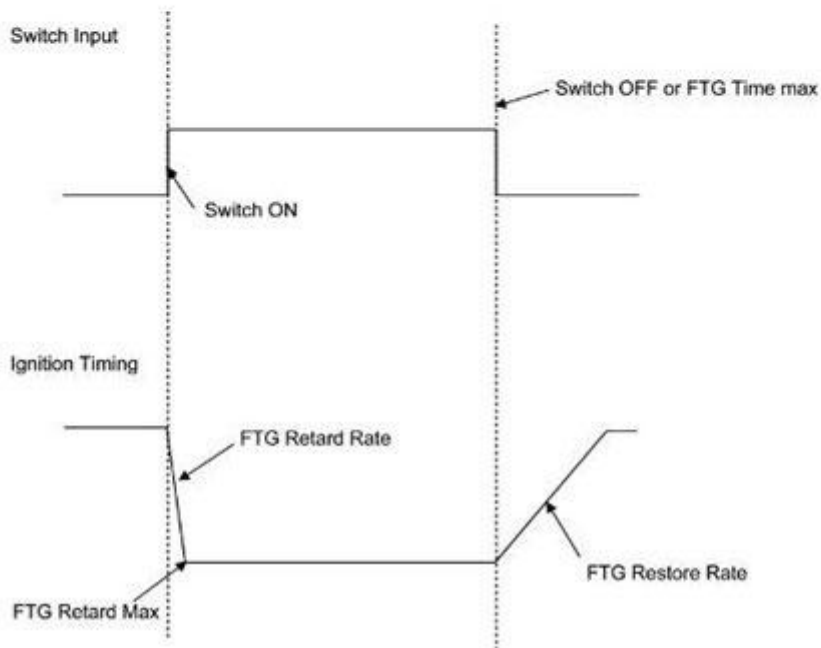
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Setup FTG function options. There are 5 values that needs to be input. We suggest you start with the following values.

FTG Retard Rate: 90 Input a high value to get fast cut response
FTG Retard Max 30
FTG Time Max 3000
FTG Restore Rate 30 Higher value = Faster Restore rate
FTG min RPM 0 Min. RPM is controlled by the TTT802



The full throttle gearshift is a switched ignition retard function. When the input for this function is satisfied (normally by a physical input switch on the clutch pedal or gearstick), the ECU retards the ignition at a rate, **FTG Retard Rate**, up to a maximum retard, **FTG Retard Max** (The maximum retard is relative to the current map value, not absolute). When the input switch changes to **OFF**, the ignition retard will be returned at a rate, **FTG Restore Rate**, until the normal ignition timing is reached. If the input does not go to **OFF**, the timing will be returned after a time set by **FTG Time max**. The retard rate is degrees per 4ms and would typically be very fast (10-15) then the advance slower (2-3). The option **FTG min RPM** is the minimum engine RPM at which a full throttle gearshift retard can be performed. This prevents the engine RPM from dipping when depressing the clutch whilst stationary.



Note! Retard max and restore rate needs to be evaluated.



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Wire connections when using MAP2 for FTG input.

Use extension cable (TTT Part # 12-650-6) to interface the Omex 710 with the TTT802 cable harness (TTT Part # 12-630-8).

Red – Cut Open Collector – connect to Omex 710 Battery Power / Pin 4A

Blue – Cut Gnd – connect to Omex 710 MAP2 / Pin 10A

White – Ign pulse – connect to Omex 710 Tacho / Pin 12C

Black - Gnd Ign pulse – connect to Omex 710 Power Ground 2 / Pin 7B

Omex 710 connection pins.

number	colour code	output name
1A	Yellow black	IGN1
2A	Yellow violet	IGN6
3A	Brown pink	FUEL8
4A	Red	Battery power
5A	Black	Power ground 1
6A	Grey	Sensor ground
7A	Black screened red	Crank sensor
8A		Timing ground
9A	White violet	Coolant temperature sensor
10A	White yellow	MAP2
11A	Red screened red	Cam Sensor
12A	Yellow grey	IGN2
1B	Yellow orange	IGN4
2B	Yellow green	IGN5
3B	Brown violet	FUEL6
4B	Brown black	FUEL1
5B	Brown green	FUEL5
6B	Blue white	MAP1
7B	Black	Power ground 2
8B	Brown grey	FUEL7
9B	White green	Air temperature sensor
10B	Grey screened	Knock sensor
11B	White orange	Oxygen sensor 2
12B	Yellow red	IGN3
1C	Blue grey	HIGHSIDE2
2C	Brown orange	FUEL4
3C	Brown yellow	FUEL2
4C		
5C	Blue black	HIGHSIDE1
6C	Brown red	FUEL3
7C	White red	Oxygen sensor 1
8C	Orange	Throttle position sensor
9C	Pink	5V out
10C	Blue screened red	Road speed sensor
11C	White pink	ALT POWER
12C	Blue yellow	Tacho