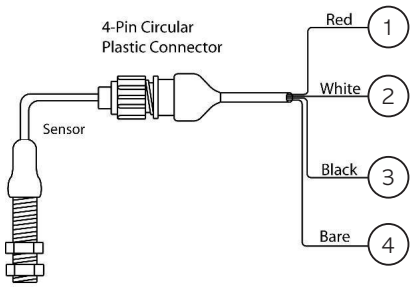
Driveshaft sensor instructions

Electrical Connection

The mate to the speed sensor is a 4-way circular plastic connector. The connector and wires are included with the purchase of a sensor. The pin out of the speed sensor is shown below.

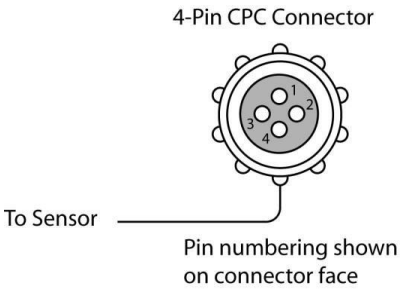
Pin Function Wire Color

1 - 5V to 24V, recommended same switched 12/16V from EFI
2 - Sensor Output **White** to FuelTech
3 - To same sensor ground as EFI (FT500) or Black/Green wire from FT600
4 - Shield **Bare** Connect to Chassis Ground



NOTES:

- ***The speed sensor contains a 2200-ohm internal pull-up resistor between power supply (Pin 1) and sensor output (Pin 2).***
- ***The sensor will trigger from either north or south pole magnets.***



Power FT Input settings:

Settings: Open FTManager, open or read your current map. Under "Sensors and Calibration" click on Inputs. From the inputs you have, choose a channel and click "INPUT ENABLED" to turn ON that specific channel, on the Channel Name select "Driveshaft RPM", for Input sensor select Default and frequency falling with pull up. Click "confirm" at the green check mark, then write the change made to the ecu. The driveshaft speed sensor magnet count will also need to be configured next.

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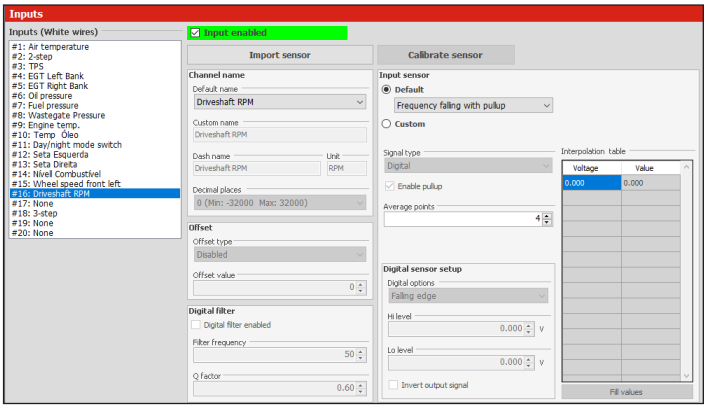
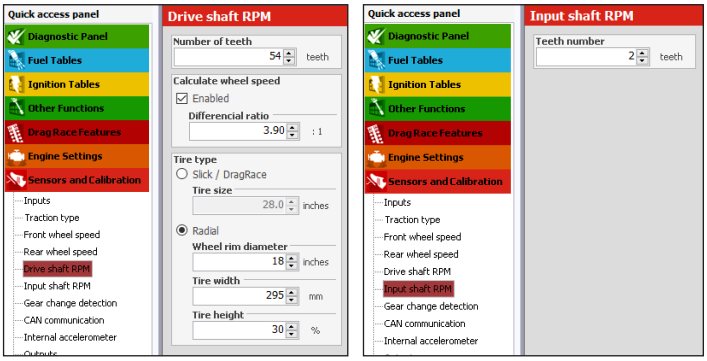


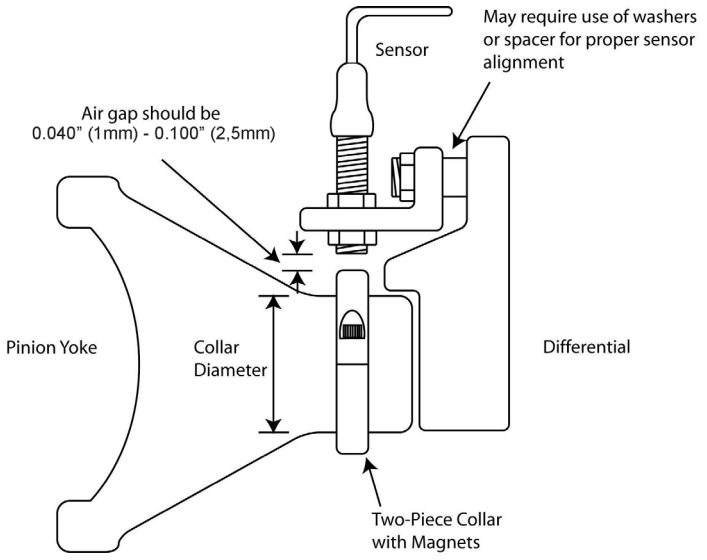
Configure magnet count:

Under "Sensors and Calibration" click on "Driveshaft RPM" and "Input Shaft RPM" and enter the number of magnets on the collar. Enable the box to calculate wheel speed and enter your Differential Ratio and your tire size information. This will enable the ECU to calculate speed based on the tire size used. Your sensor gap will be specific to the collar that you are using. We sell a 2 magnet and 8 magnet collar.



8 Magnet collar gap - 0.060" (1.5mm) to 0.100" (2,5mm)

2 magnet collar gap - 0.040" (1mm) to 0.060" (1.5mm)



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