

# INSTALLATION INSTRUCTIONS

## 102013 TPS-TEC™ THROTTLE ENHANCER 1986-1989 GN/Ttype – Turbo TA

**The TPS-TEC is designed to optimize the TPS signal to the ECM at 60% TPS and above. Assures full TPS voltage to ensure 100% power enrichment at WOT. Eliminates "dead spots" in TPS element and maintains consistent TPS signal. The module also has a bank of LED's that are used to set the idle voltage on the TPS sensor to factory specifications.**

Detonation is reduced by slightly "backing off" the throttle just below WOT. When at WOT, and detonation starts (usually at the top of 2<sup>nd</sup>. and 3<sup>rd</sup>. gear), you can back off the throttle very slightly. The effect: ECM still "thinks" that the throttle is opened fully since the TPS voltage is locked on 4.6v., but by backing off the throttle, you are reducing the airflow slightly, leading to a richer rather than leaner A/F mixture, reducing detonation by enriching the otherwise lean condition. It becomes a bit of trial and error but you can reduce detonation and maintain power curve in this fashion. Do not back off the throttle more than 20-25% because you may set the TPS voltage back to the pre-60% mode.

The TPS-TEC can be installed on the heater box, passenger side, into one of the open holes that can accommodate the single mounting screw. Plug the connectors into the TPS sensor as shown in the illustration. Start the car and observe the bank of LED's. There are three red LED's and one green LED. The TPS sensor should be set so that the green LED is lit during idle. Always adjust the idle stop before setting the TPS sensor if the idle stop screw has been changed.

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