

11. Set-up and Map Window Information



Sub Injector Setting

- This feature can be used if the application requires more fuel than the main injectors can provide.
- This feature will drive additional sub-injectors once every two rpm signal pulse. (For 4 cyl., twice every two rev., and for 6cyl., three times every two rev.)
- Either injector duty cycle or duration can be selected as the numerical value in Map table.
- The injector duty cycle range is 0-100%
- A value higher than 95% entered will be displayed in RED.

(To set up)

Input a desired duty cycle or duration in the corresponding cells.

SUB INJECTOR MAP															
Previous Speed (V)		Current Speed (V)								Future Speed (V)					
200		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200

Adjustment Value: %

Input range : 0 ~ +100%, 0.5% increments

11. Set-up and Map Window Information



Ignition Timing Adjustment Setting

- This allows the tuner to adjust the factory ignition timing.
- Since this is a "piggy back" system, a "0" value inputted in any map table will be same as the factory ECU setting, and any value other than "zero" is the adjustment to the factory ECU signals or program.
- Input a number for advancing and "+" before the number for retarding the timing.

(To set up)

Input a desired adjustment rate (in degrees) in the corresponding cells.



- The value inputted in this map table is not the actual ignition timing.

IGNITION TIMING ADJUSTMENT MAP																MAP X
Pressure Sensor (M)		Crank Angle Sensor (A)		Throttle Position Sensor (B)		Air Temperature Sensor (C)		Air Pressure Sensor (D)		Fuel Pressure Sensor (E)		Fuel Temperature Sensor (F)		Fuel Level Sensor (G)		Map ID
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Adjustment Value: °

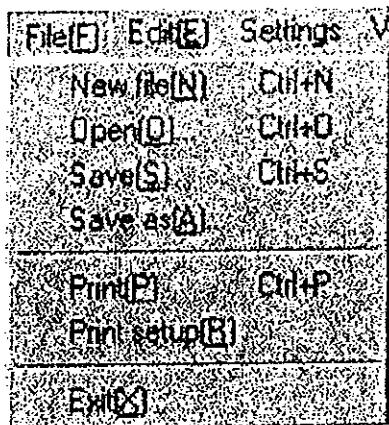
Input range : -20 ~ +20°, 1° increments

Important

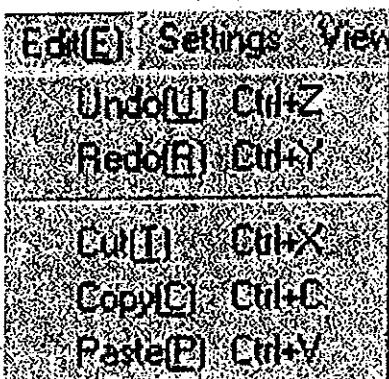
- Since the e-Manage does not receive the crank angle sensor signal, there is a possibility that the timing could be off by ±1°.

12. About the Menu Bar

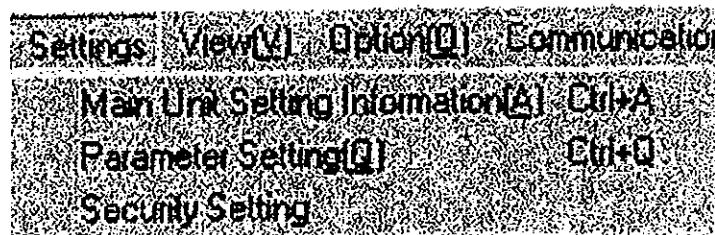
[File]



[Edit]



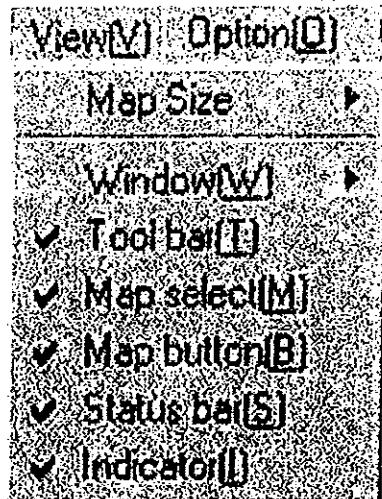
[Setting]



- | | |
|-------------------------------|--------------------------------------|
| Main Unit Setting Information | To display the Main Unit's Settings |
| Parameter Setting | To display the Parameter Setting |
| Security Setting | To protect the data with a password. |

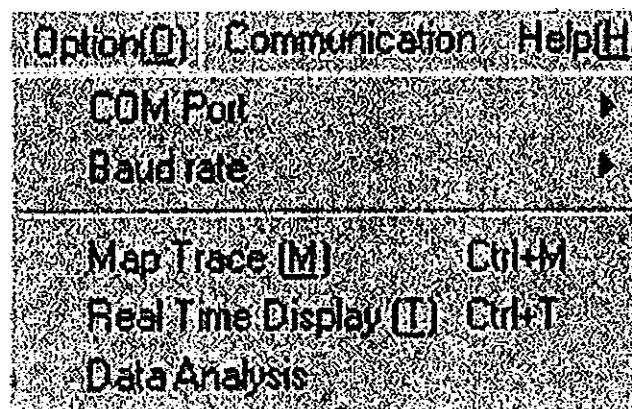
12. About the Menu Bar

[View]



Map Size	Used to change the map size. (S, M, L and XL)
Window	Select to view the window tiled or cascade.
Tool bar	Used to show or hide the Tool bar.
Map select	Used to show or hide the MAP SELECT pull down menu.
Map button	Used to show or hide the Map icon buttons.
Status bar	Used to show or hide the Status bar.
Indicator	Used to show or hide the Indicator.

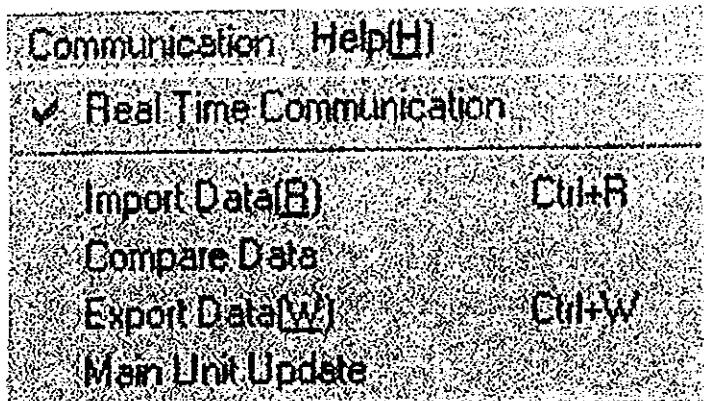
[Option]



COM Port	Used to select the COM Port for communication cable.
Baud rate	Used to select the Baud rate.
Map Trace	Used to open the Map Trace display.
Real Time Display	Used to open the Real Time display.
Data Analysis	Used to open the Data Analysis display.

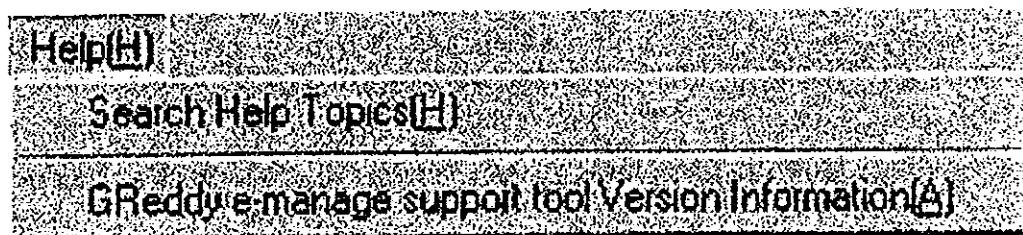
12. About the Menu Bar

[Communication]



Real Time Communication	Used to start or end the real time communication.
Import Data	Used to import the data from the Main Unit. If a password is required to import data, password input window will pop up.
Compare Data	Used to compare the data on the PC and the Main Unit.
Export Data	Used to export all the data to the Main Unit.
Main Unit Update	Used to update the Main Unit Program.

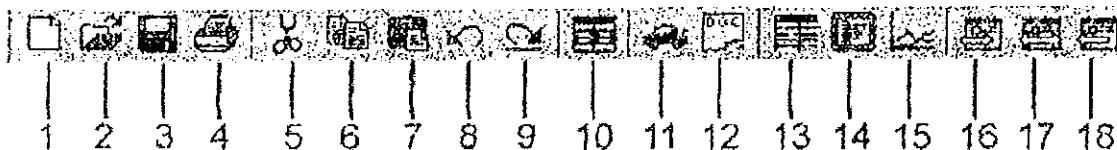
[Help]



Search Help Topics	Used to search the help menu by topics.
GReddy a-Manager support tool	Used to show the current software and main unit program versions.
Version Information	

13. About the Tool Bar

Tool Bar



Menu

1. New file
2. Open
3. Save
4. Print

Edit - - - - - Page _____

5. Cut
6. Copy
7. Paste
8. Undo
9. Redo

10. Interpolate - - - - - Page _____

Setting - - - - - Page _____

11. Parameter Setting - - - - - Page _____
12. Main Unit Setting Information - - - - - Page _____

Option - - - - - Page _____

13. Map Trace Setting - - - - - Page _____
14. Real Time Display - - - - - Page _____
15. Data Analysis - - - - - Page _____

Communication - - - - - Page _____

16. Import Data
17. Compare Data
18. Export Data

About the Indicator

- The e-Manage mark on the top right of screen is a communication status indicator.



OFF LINE - - - - - - - - - - - Yellow (solid)

ON LINE - - - - - - - - - - - Green (solid)

ON LINE Real Time Communication - - - - - Green (flash)

ON LINE Recording Data - - - - - Red (solid)

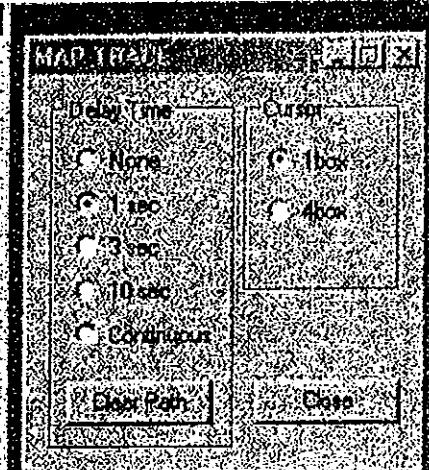
14. Map Trace Feature



Map Trace Feature

- This allows the tuner to pin point the current location on 16 x 16 map table.
- Select the "Map Trace" from the "Option" in the menu bar or click on the "Map Trace" icon.
- Once the Map Trace display is opened, the tracing will begin in the opened 16 x 16 map tables.
- This feature requires Real Time Communication.

0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.0	9.0	6.5	6.5	6.0	5.5	5.0	4.0
11.5	13.0	11.5	11.5	13.5	12.5	12.0	11.5
21.5	20.5	26.5	31.5	23.5	22.5	22.0	16.5
26.5	25.5	31.5	35.5	28.5	27.5	29.5	26.5
31.5	28.0	31.5	40.5	33.5	32.5	32.0	29.0
34.0	33.0	36.5	43.0	39.5	37.5	37.0	31.0
46.5	40.5	41.5	48.0	41.0	42.5	42.0	36.5
50.0	43.0	44.0	48.0	46.0	45.0	44.5	38.5
54.0	45.5	49.0	49.0	46.0	48.0	44.5	39.5
59.0	50.5	59.0	59.0	48.5	50.0	49.5	42.0
61.5	60.5	59.0	59.0	53.5	52.5	54.5	44.5
64.0	60.5	59.0	59.0	56.0	55.0	54.5	48.5
64.0	60.5	59.0	59.0	56.0	55.0	54.5	48.5
64.0	60.5	59.0	59.0	56.0	55.0	54.5	48.5
64.0	60.5	59.0	59.0	56.0	55.0	54.5	48.5
64.0	60.5	59.0	59.0	56.0	55.0	54.5	48.5
64.0	60.5	59.0	59.0	56.0	55.0	54.5	48.5
64.0	60.5	59.0	59.0	56.0	55.0	54.5	48.5



Display Time: The trace can be delayed by 1 sec, 3 sec, 10 sec or continuous for easy monitoring. When continuation is selected, it will display the trace path (trail) until the "clear path" is used.

Cursor: There are two selectable cursor sizes. (1 box or 4 box) When "4 box" is selected the surrounding cell of the current value will be highlighted

Important

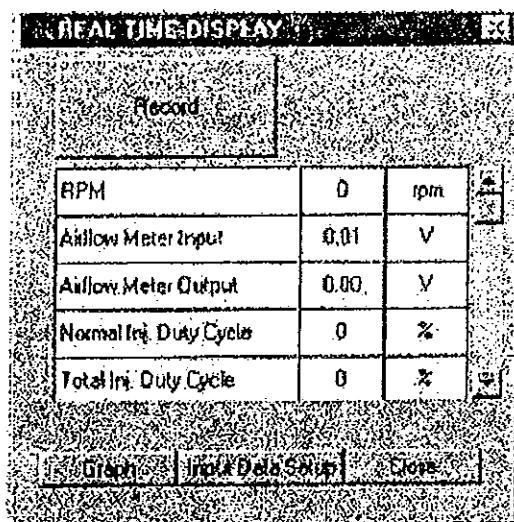
- There is a possibility that the map trace will delay due to the PC's RAM size when multiple map table is opened and/or Real Time display is being used at the same time. In this case, open only one map table at a time.

15. Real Time Display Feature

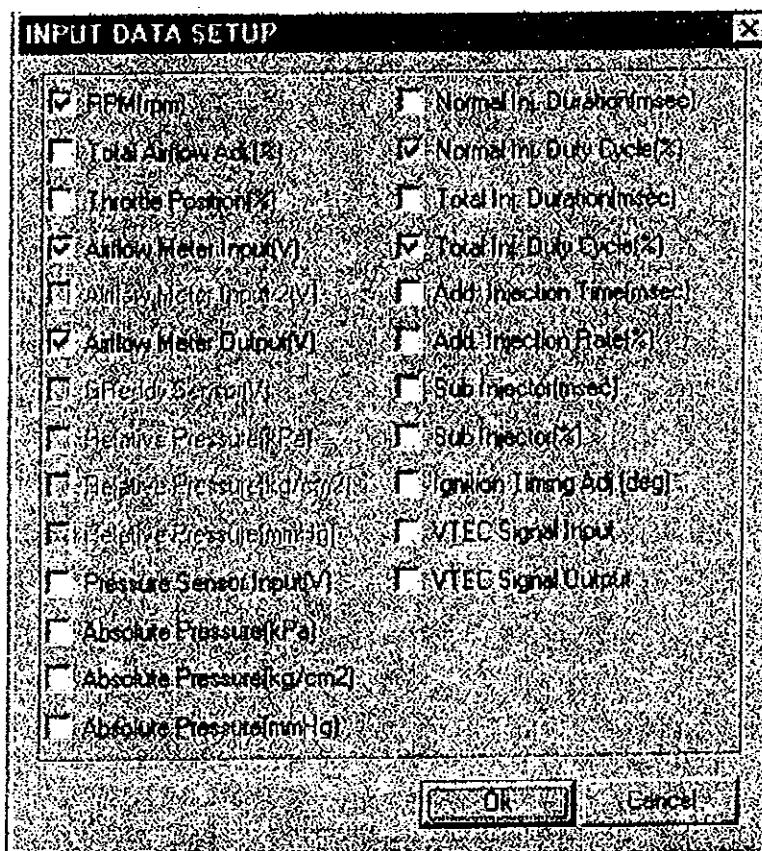


Real Time Display

- This allows the tuner to monitor all the signals coming in and out from e-Manage in real time.



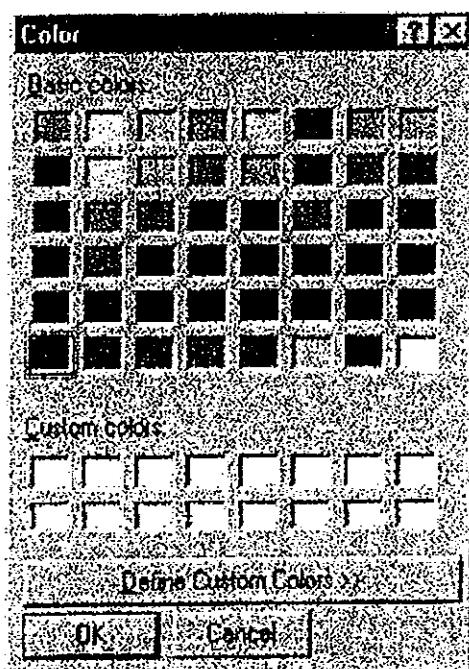
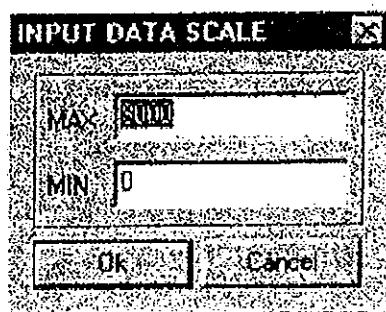
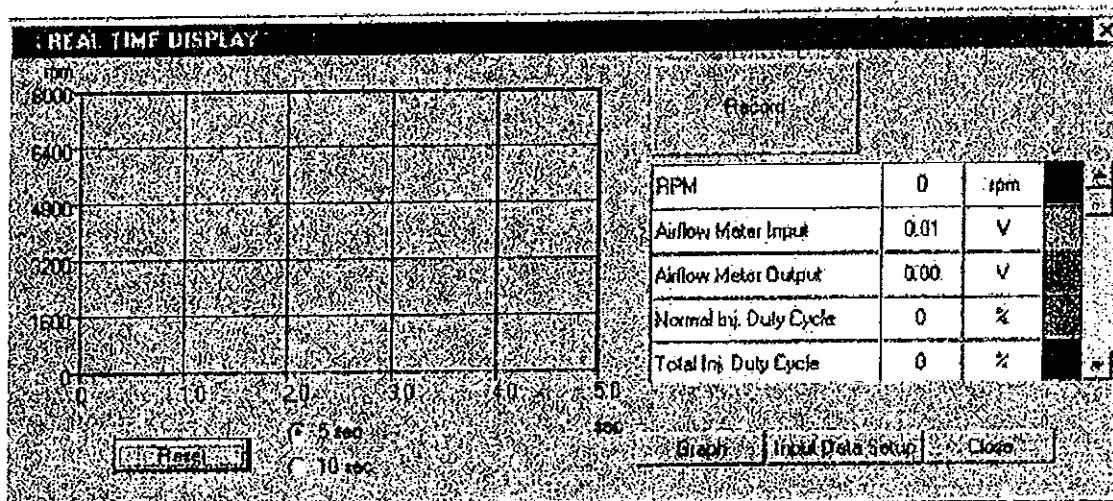
- Select the desired input data to be monitored from the Input Data Setup menu.



15. Real Time Display Feature

Graph Display

- Click on the "Graph" button to display the graph.
- Click on the "Reset" button to clear the graph.
- Double click on input data to adjust max. and min. of each scale.
- Double click on the color box to change the line color.
- By pressing "RECORD" the selected input data will begin to record.
- The recorded data can be saved on disk.



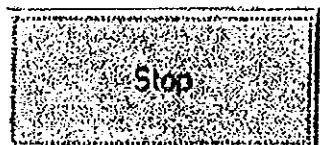
15. Real Time Display Feature

Record Data



- **Record Button:**

Click on this button to start recording the data.



- **Stop Button:**

Click on this button to stop recording.



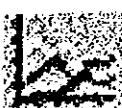
- **Save Data Button:**

The recorded data can be saved on disk.



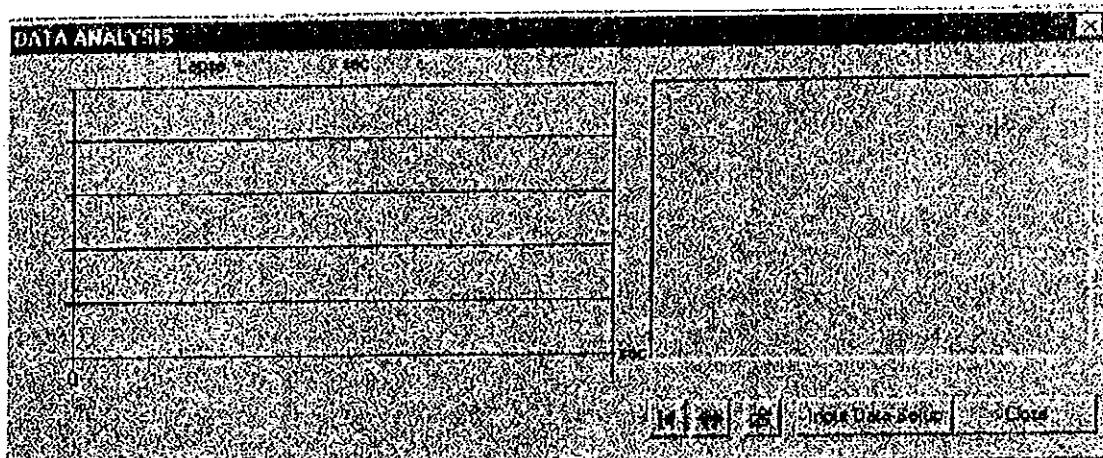
- The recorded and saved data can be opened in the Data Analysis Feature.

16. Data Analysis Feature



Data Analysis

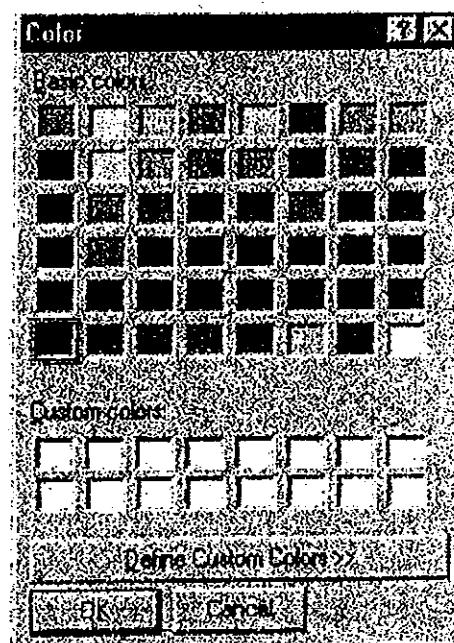
- This allows the tuner to monitor all the signals coming in and out from e-Manage in real time.



Open File button: Click on this button to open the saved file from Real Time Monitor Feature

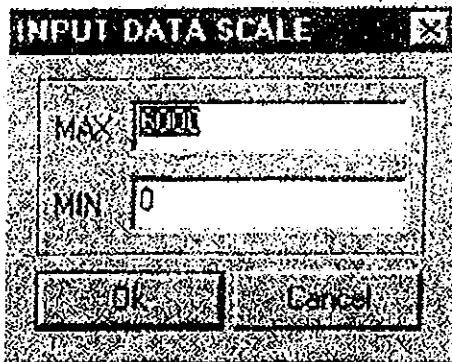
Input Data Setup

- Select the desired input data to be monitored from the Input Data Setup menu.
- Double click on the color box to change the line color.

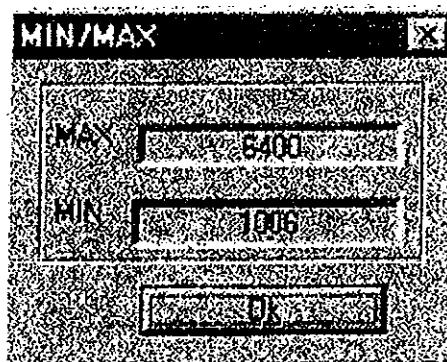


16. Data Analysis Feature

- Double click on input data to adjust max. and min. of each scale.



- Double click on each measurement to view the max. and min. values recorded in each category.



- Click to highlight each of the input data in the table too show the scale of each data.
- Using the mouse, click on graph to see the input values at that point.



- High light a section on the graph and click on the "zoom" button to zoom in to the selected sections.

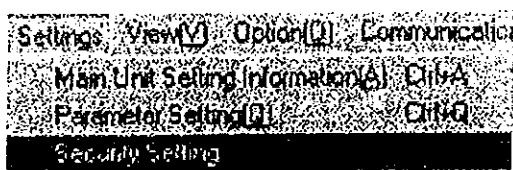


- Click on the "Back" button to return to the previous graph size.

17. Security Feature

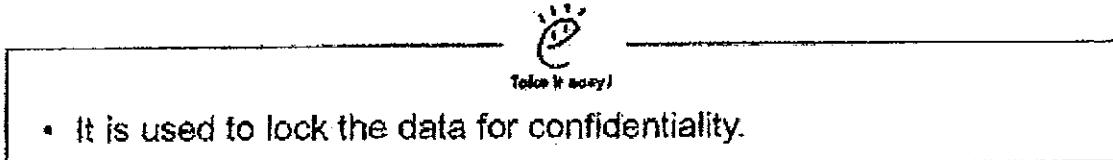
Security Setting

- This allows the tuner set up password to apply security lock to the data in the main unit.
- It will require the tuner to input a password to communicate with the main unit.



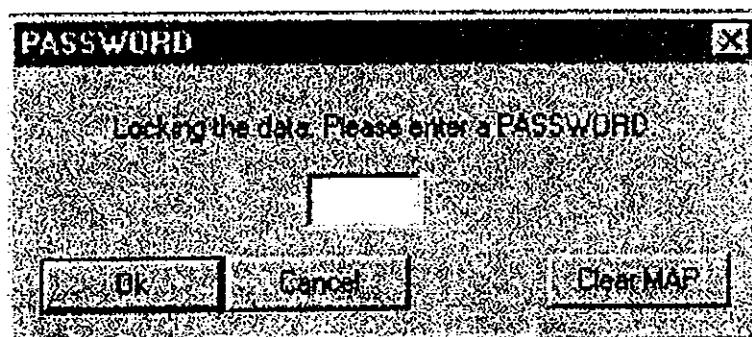
To Lock - - - - Click on the "Security Setting" in the "Setting" menu.
Input the password and click "OK".

To Unlock - - - - Input the password. Open the "Security Setting"
and click "OK" without inputting any password.



Map Clear

- It is possible to erase and overwrite all the data that is locked by clicking the Map Clear button.
- To Clear the program, click on "Clear MAP" in the Password input window.

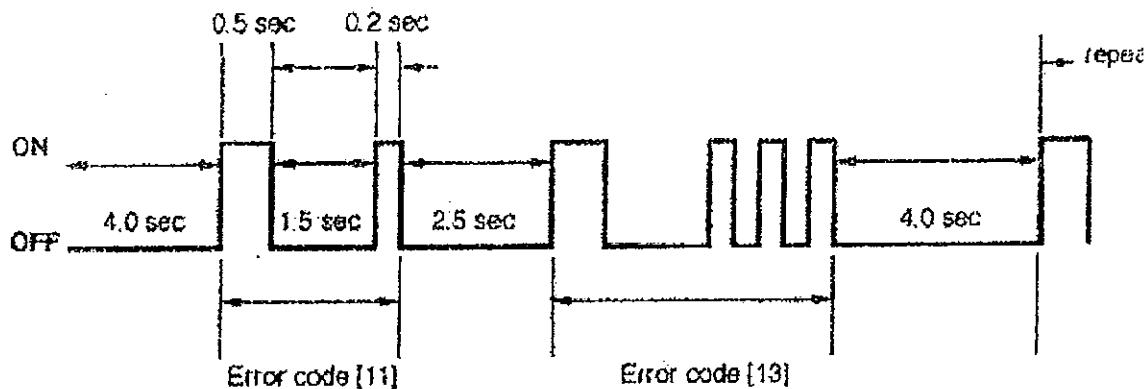


18. Error Code Chart

How to read the error codes

Count the red flashes on the e-Manage unit to check the code(s).

It's very similar to checking factory ECU codes.



Error Codes Chart

CODE	Error	Error description
11	Airflow Signal 1 Input error	Incorrect wiring or disconnected Airflow Signal 1
12	Airflow Signal 2 Input error	Incorrect wiring or disconnected Airflow Signal 2. Incorrect Jumper setting (JP3).
13	Karman Vortex sensor input error	Incorrect wiring or disconnected Karman Signal. Incorrect Jumper setting (JP4).
14	VTEC Signal input error	Incorrect VTEC signal input wiring. Incorrect Jumper setting (JP4).
15	Airflow voltage output error	Incorrect Airflow signal output wiring.
16	VTEC Signal output error	Incorrect VTEC signal output wiring. Incorrect Jumper setting (JP3).
20	No Injector pulse from all	Not receiving an injector signal for Additional Injection Map
21	No Injector 1 pulse	Not receiving injector signal I/J CH-1 for Additional Injection Map
22	No Injector 2 pulse	Not receiving injector signal I/J CH-2 for Additional Injection Map
23	No Injector 3 pulse	Not receiving injector signal I/J CH-3 for Additional Injection Map
24	No Injector 4 pulse	Not receiving injector signal I/J CH-4 for Additional Injection Map
25	No Injector 5 pulse	Not receiving injector signal I/J CH-5 for Additional Injection Map
26	No Injector 6 pulse	Not receiving injector signal I/J CH-6 for Additional Injection Map
27	No Injector A pulse	Not receiving injector signal I/J CH-A for Additional Injection Map
28	No Injector B pulse	Not receiving injector signal I/J CH-B for Additional Injection Map

18. Error Code Chart

CODE	Error	Error description
31	Incorrect Injector 1 pulse	Incorrect I/J CH-1 wire to e-Manage unit
32	Incorrect Injector 2 pulse	Incorrect I/J CH-2 wire to e-Manage unit
33	Incorrect Injector 3 pulse	Incorrect I/J CH-3 wire to e-Manage unit
34	Incorrect Injector 4 pulse	Incorrect I/J CH-4 wire to e-Manage unit
35	Incorrect Injector 5 pulse	Incorrect I/J CH-5 wire to e-Manage unit
36	Incorrect Injector 6 pulse	Incorrect I/J CH-6 wire to e-Manage unit
37	Incorrect Injector A pulse	Incorrect I/J CH-A wire to e-Manage unit
38	Incorrect Injector B pulse	Incorrect I/J CH-B wire to e-Manage unit
40	Improper order of Ignition input signal	Incorrect wiring order of the ignition signal wires.
41	No Ignition Signal 1 pulse	Not receiving the ignition signal to IG CH-1
42	No Ignition Signal 2 pulse	Not receiving the ignition signal to IG CH-2
43	No Ignition Signal 3 pulse	Not receiving the ignition signal to IG CH-3
44	No Ignition Signal 4 pulse	Not receiving the ignition signal to IG CH-4
45	No Ignition Signal 5 pulse	Not receiving the ignition signal to IG CH-5
46	No Ignition Signal 6 pulse	Not receiving the ignition signal to IG CH-6
47	JP1 PULL UP error	Incorrect Jumper setting (JP1)
48	JP1 PULL DOWN error	Incorrect Jumper setting (JP1)
49	No Ignition pulse	Not receiving the ignition signal to any of the channels
51	Incorrect Ignition 1 pulse	Incorrect IG CH-1 wire to e-Manage unit
52	Incorrect Ignition 2 pulse	Incorrect IG CH-2 wire to e-Manage unit
53	Incorrect Ignition 3 pulse	Incorrect IG CH-3 wire to e-Manage unit
54	Incorrect Ignition 4 pulse	Incorrect IG CH-4 wire to e-Manage unit
55	Incorrect Ignition 5 pulse	Incorrect IG CH-5 wire to e-Manage unit
56	Incorrect Ignition 6 pulse	Incorrect IG CH-6 wire to e-Manage unit
57	JP2 + 12V error	Incorrect Jumper setting (JP2)

19. ECU Wire Location Chart TOYOTA

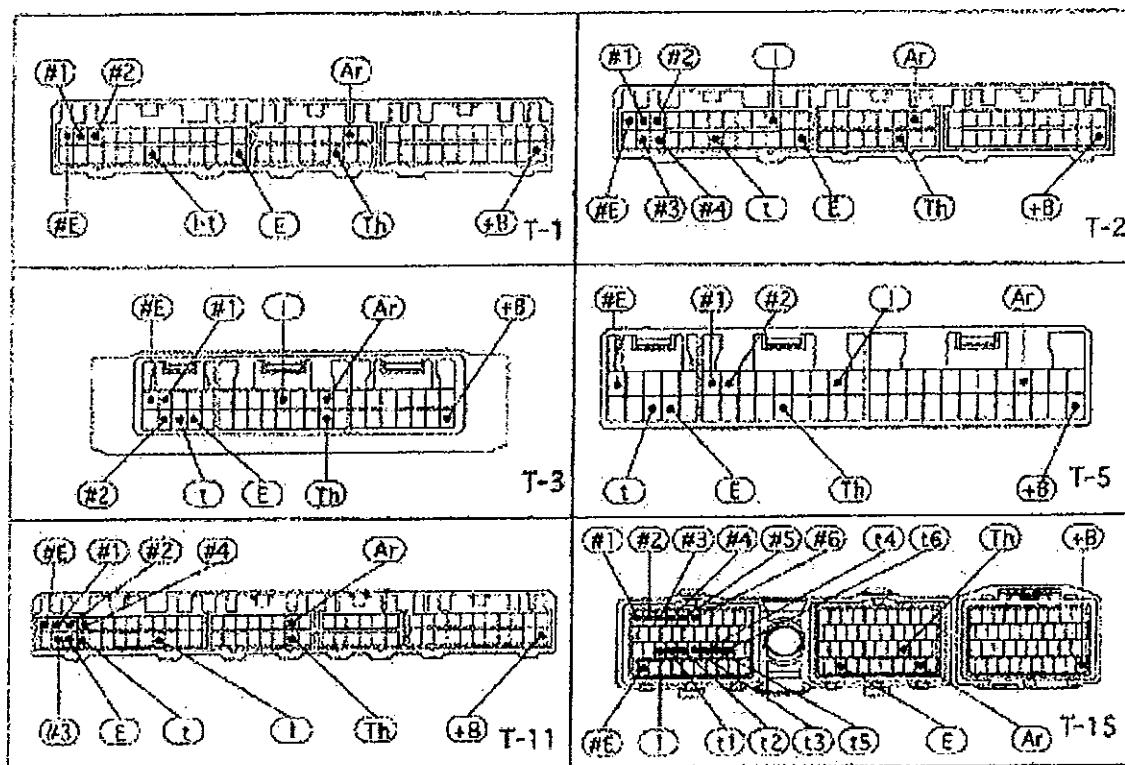
TOYOTA

Model	Chassis Code	Year	Engine Code	Sensor Type	Switch setting			CPU #	ECU Location
					1	2	3		
Supra	JZA80	93.5~97.7	2JZ-GTE	TY_PR-1	7	4	0	T-15	5
Calica	ST205	91.2~99.7	3S-GTE	TY_PR-2	2	4	1	T-2	2
MR-2	SW20	93.10~99.7	3S-GTE	TY_PR-2	2	4	1	T-2	10
		89.10~93.9		TY_FL-2	2	4	8		
	AW11	86.8~89.9	4A-GZE	TY_FL-4	2	4	A	T-5	
		84.6~89.9		TY_PR-3	2	4	2		
Covolla	AE86	83.5~87.4	4A-GE	TY_PR-3	2	4	2	T-3	4

Sensor Type TY_HW: TOYOTA Hotwire Type

TY_PR: TOYOTA Pressure Sensor

TY_FL: TOYOTA Flap Type



- +B: ← Power
- (E): ← Ground
- I: ← RPM Signal
- (Th): ← Throttle Signal
- Ar: ← Airflow/Pressure signal
- VT: ← VTEC Signal
- VM: ← VTM Signal
- #E: ← Injector Ground

- #1: ← NO. #1 Injector Signal
- (2): ← NO. #2 Ignition Signal
- I.t: ← RPM & Ignition Signal
- I.t: ← NO. #3 & NO. #4 Ignition Signal
- (L): ← Leading Ignition Signal
- (T): ← NO. #5 & Trailing Ignition Signal
- #P#1: ← NO. #6 Primary Injector Signal
- #S#1: ← NO. #7 Secondary Injector Signal

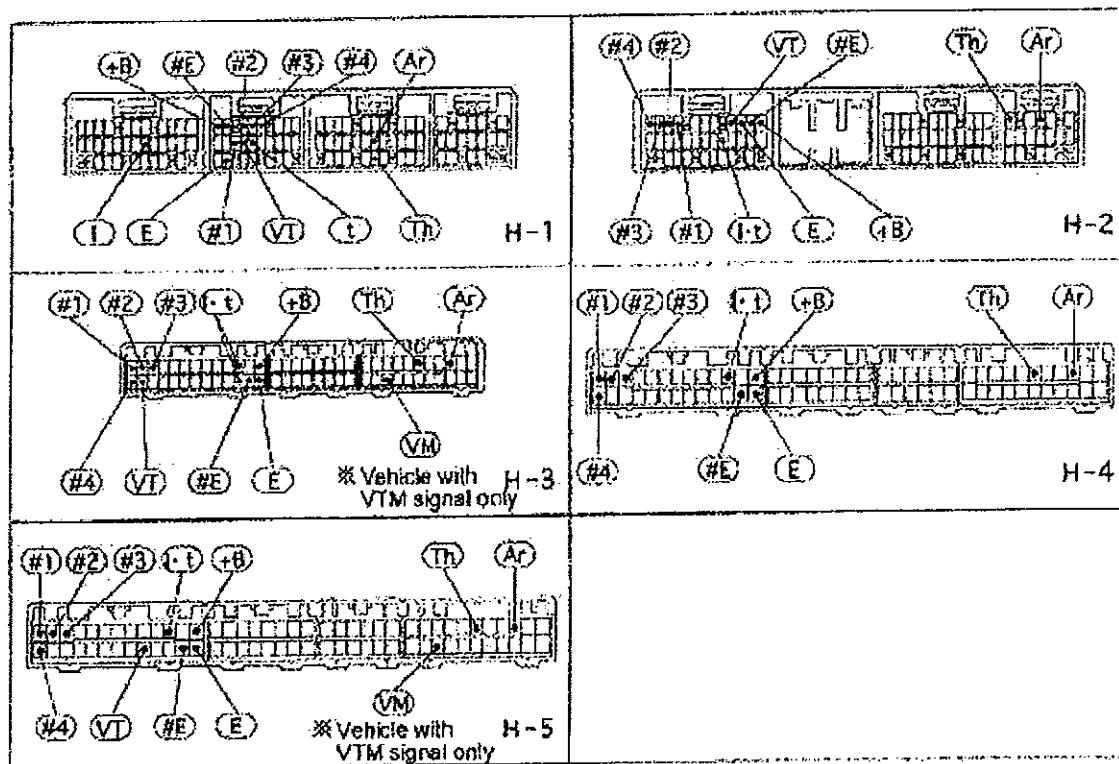
19. ECU Wire Location Chart

HONDA

HONDA/Acura

Model	Chassis Code	Year	Engine Code	Sensor type	Switch setting			CPU #	ECU Location
					1	2	3		
Civic	EM1 (si)	99 ~ 00	B16A	HN_PR-1	2	8	A	H-1	4
	EJ6	96 ~ 00	D16Y					H-2	
	EJ7								
	EJ8							H-3	
	EJ1	92 ~ 95	D16Z						
	EH3								
Integra	DC2/DB8	96 ~ 01	B18C	HN_PR-1	2	8	A	H-2	4
		94 ~ 95	B18C(M/T)					H-3	
Prelude	BB6/BB8	97 ~ 01	H22A	HN_PR-1	2	8	A	H-2	5
Accord	CF4	97.9 ~	F20B	HN_PR-1	2	8	A	H-1	5
	CD5	93.9 ~ 97.8	F22B					H-3	

Sensor Type HN_PR: HONDA Pressure Sensor



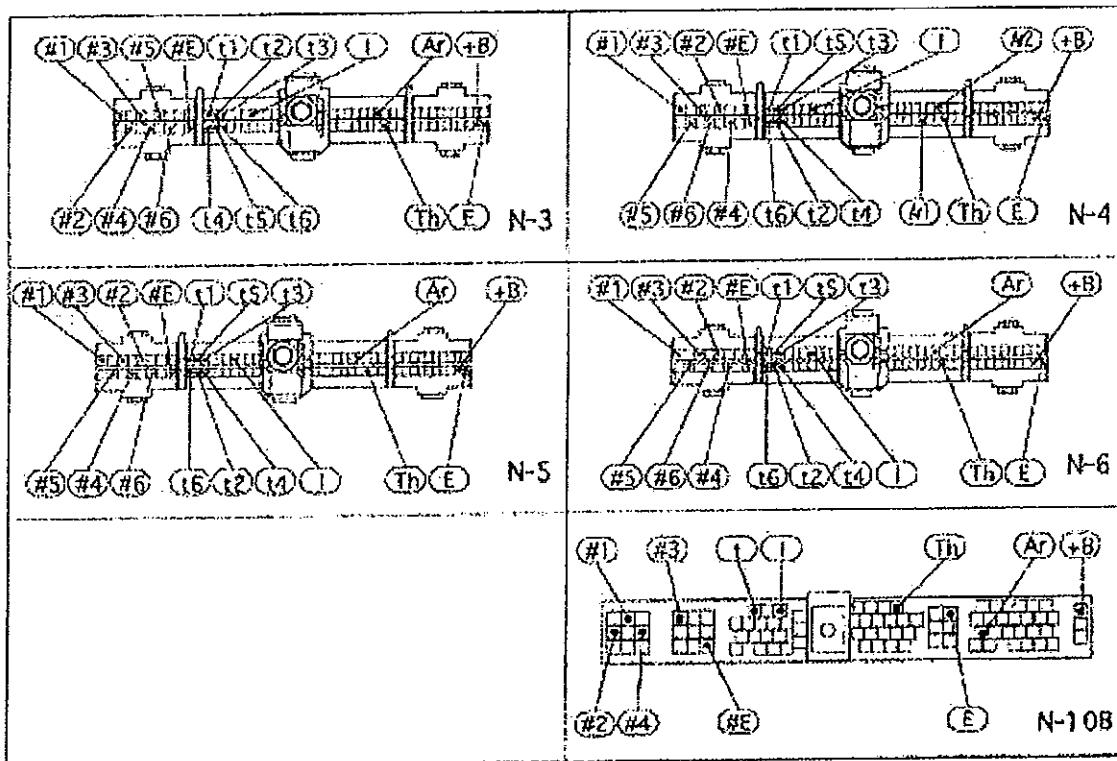
19. ECU Wire Location Chart

NISSAN

NISSAN

Model	Chassis Code	Year	Engine Code	Sensor Type	Switch setting	CPU #	ECU Location
					1 2 3		
300ZX	Z32	90 ~ 95	VG30DETT VG30DE	NS_JIW-2	7 0 1	N-3	5
SKYLINE	BNR34	99.1 ~	RB26DET/T	NS_HW-6	7 0 5	N-4	4
	ECNR33	95.1 ~ 98.12	RB26DET/T	NS_HW-6	7 0 5	N-4	
	ECR33	95.1 ~ 98.4	RB25DET	NS_HW-5	7 0 1	N-6	
		93.8 ~ 94.12		NS_HW-3	7 0 2		
	BNR32	89.8 ~ 94.12	RB26DET/T	NS_HW-6	7 0 5	N-1	
	HCR32	89.5 ~ 93.7	RB26DET	NS_HW-3	7 0 2	N-5	
240SX	S14	95 ~ 98	KAZADE	NS_HW-7	2 1 0 6	N-10B	1

Sensor Type NS_HW: NISSAN Hotwire Type



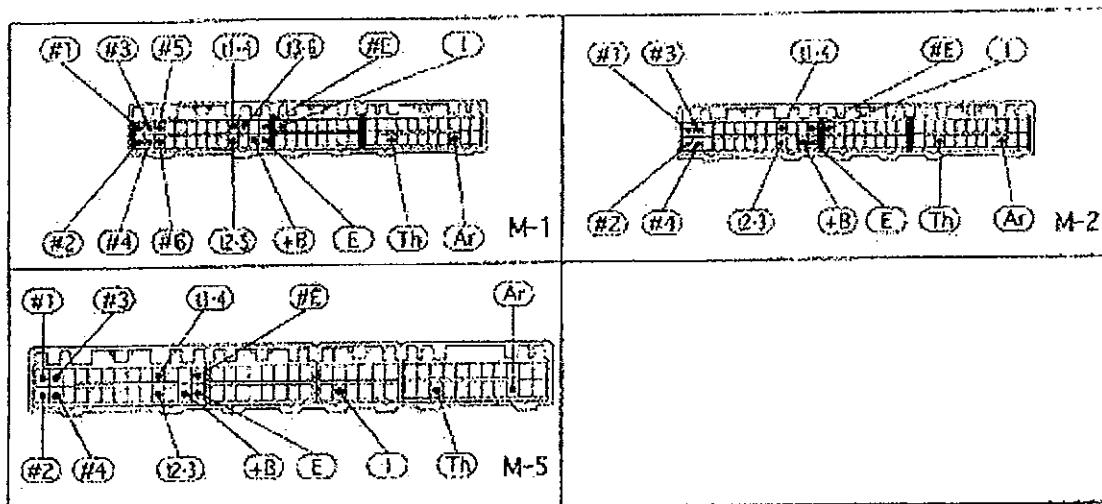
19. ECU Wire Location Chart

MITSUBISHI

MITSUBISHI

Model	Chassis Code	Year	Engine Code	Sensor Type	Switch setting			CPU #	ECU Location
					1	2	3		
3000GT	Z16A	90~93	6G72	M1_KR-2	6	8	4	M-1	2
Eclipse	D32/D33	95~99	4G63	MT_KR-1	3	8	3	M-5	4
	D22/D27	98~94						M-2	

Sensor Type MT_KR: MITSUBISHI Karman Vortex Type



- | | | | |
|----|---------------------------|-----------|-----------------------------------|
| +B | ← Power | #2 | ← NO. & Injector Signal |
| E | ← Ground | #3 | ← NO. & Ignition Signal |
| I | ← RPM Signal | I.E. | ← RPM & Ignition Signal |
| Th | ← Throttle Signal | (E) & (I) | ← NO. & NO. & Ignition Signal |
| Ar | ← Airflow/Pressure signal | L.I. | ← Leading Ignition Signal |
| VT | ← VTEC Signal | T.T. | ← NO. & Trailing Ignition Signal |
| VM | ← VTM Signal | P.I. | ← NO. & Primary Injector Signal |
| #E | ← Injector Ground | S.S. | ← NO. & Secondary Injector Signal |

19. ECU Wire Location Chart MAZDA

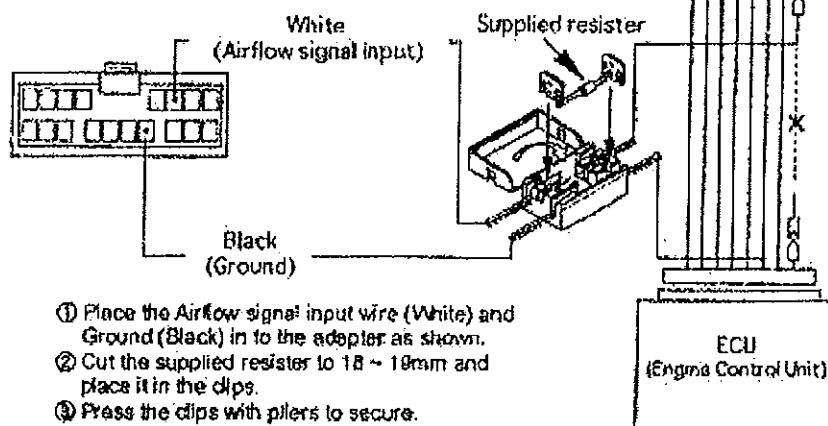
MAZDA

Model	Chassis Code	Year	Engine Code	Sensor Type	Switch setting	CPU#	ECU Location
RX-7	FD3S	93~96	13B	MZ_FL-2	B A A	MA-3	4
	FC3S	89~92					
MIATA	NB6C	98.1~00.6	BP-ZE	MZ_HW-1	3 A 0	MA-5	5
	NA6C	98.1~					
NA6CF	89.9~93.7	B6-ZE	MZ_FL-1	3 A C	MA-7	6	

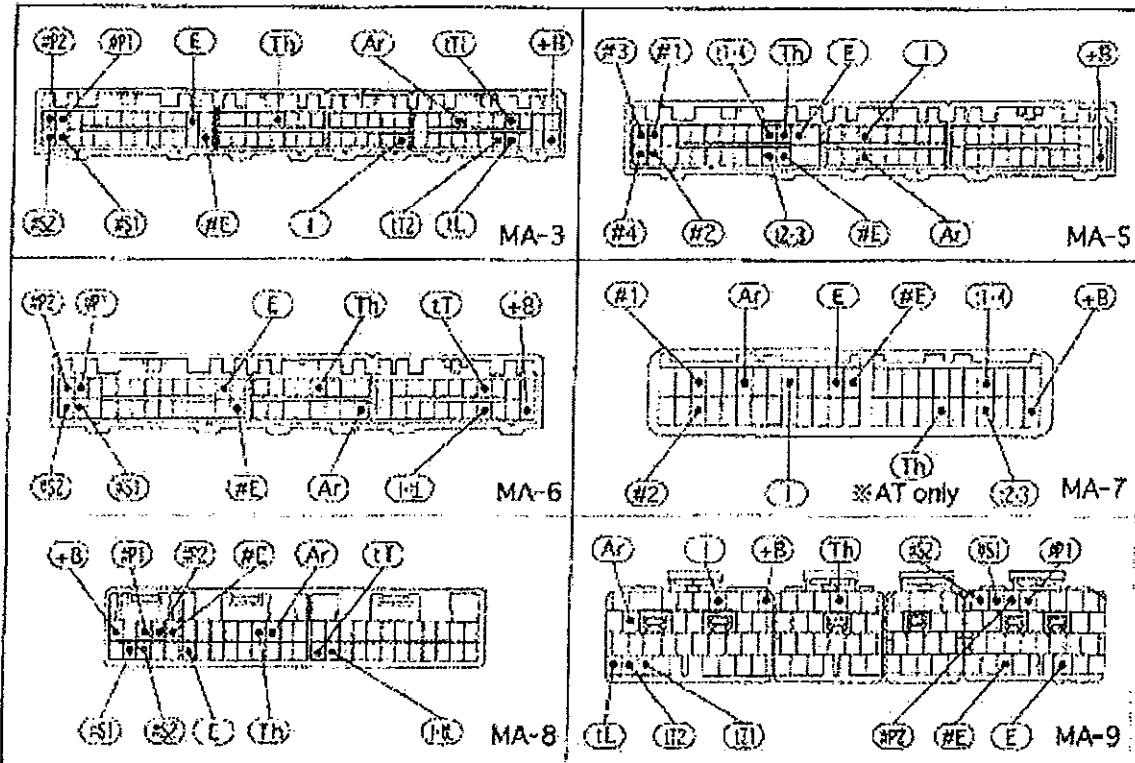
※Adaptor required (Japanese spec only)

Sensor Type MZ_HW: MAZDA Hotwire Type
 MZ_PR: MAZDA Pressure Sensor
 MZ_FL: MAZDA Flap Type

Adapter Installation



- ① Place the Airflow signal input wire (White) and Ground (Black) in to the adapter as shown.
- ② Cut the supplied resistor to 18 ~ 18mm and place it in the dips.
- ③ Press the dips with pliers to secure.



20. Notes
