



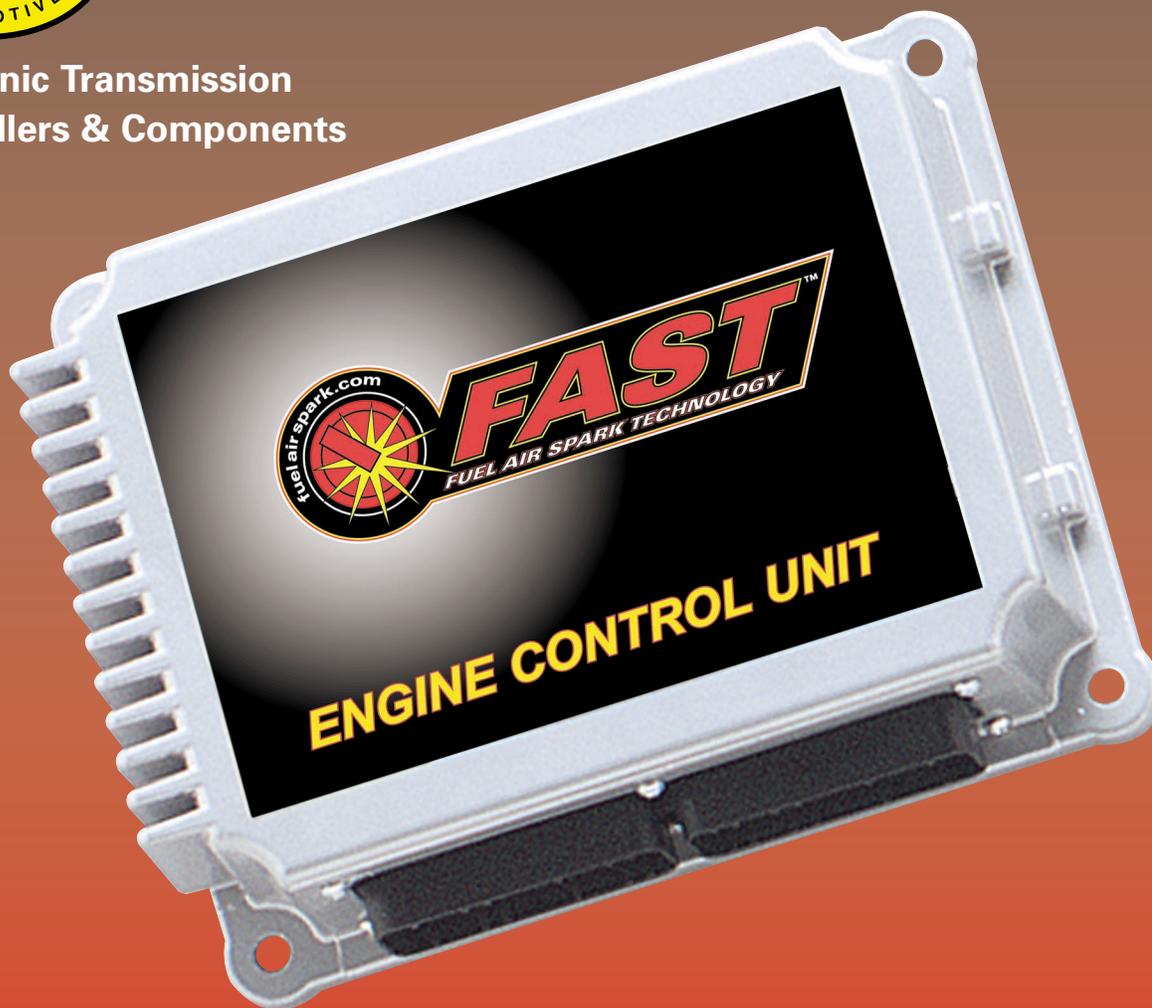
## Electronic Fuel Injection Systems and Components

**Also Includes:**

---



Electronic Transmission  
Controllers & Components



151 Industrial Drive  
Ashland, MS 38603  
662-224-3495  
[www.fuelairspark.com](http://www.fuelairspark.com)



# **C-Com WP™: Powerful tuning features! Easy-to-use interface!**

Fuel Air Spark Technology (FAST™) is the ultimate in engine control electronics. Designed with the help of top race teams and engine builders, these bench-tested and track-proven products are the sure-fire route to maximum horsepower.

Formerly Speed-Pro Electronics, FAST™ brings together a team of highly skilled engineers to tackle computer control issues in high performance fuel injection applications.

From carb-to-EFI conversion kits to full-blown Pro Street Sequential nitrous injected systems, FAST™ has everything you need to improve the driveability and optimize the performance of your 4-, 6- or 8-cylinder engine.

Our value-priced Bank-to-Bank system, which fires half the engine's injectors each 180 degrees of crankshaft rotation, offers improved fuel delivery and performance, and is ideal for converting from carburetion to TBI or EFI. It can control IAC, fan and fuel pump, and single-stage nitrous, as well as program knock retard. It is fully upgradeable to Sequential operation.

Our top-of-the-line Sequential Electronic Fuel Injection system, designed for those who demand maximum power and tuning, utilizes the newest available technology to individually fire each injector and optimize fuel delivery. It can be configured with a Wide Band O<sub>2</sub> Sensor, individual fuel/spark control for each cylinder, and a two-stage nitrous control.

Both systems are easily programmable with our user-friendly FAST C-Com® or C-Com WP™ software and a PC-based laptop computer (386 and higher), allowing you to take full advantage of performance cams, nitrous systems, superchargers or any other mechanical improvements you've made.

FAST™ also offers a full line of precision fuel injectors and fuel management system components, plus a complete range of accessories like nitrous oxide harnesses and Wide Band O<sub>2</sub> harnesses. Not to mention your choice of fuel regulators and high capacity fuel pumps. Nowhere else will you find such a wide array of proven performance products in one place.

The technological breakthroughs continue with two new products: the patent-pending eDIST® electronic distributor, an easily programmable unit that controls multiple coils on virtually any engine, and the advanced remote ECU Data Logger™ which helps you analyze and modify a wide range of performance parameters. Find out about these exciting, cutting edge products and much more in the pages that follow.

***"Blower Drive Service customers trust in our ability to deliver maximum effort and ease of control for every individual application. This has been our company goal for our 21 years in the EFI world. Whether your customers are attempting to set a land speed record or just cruising on Saturday night, satisfying them is easy with the electronic controls provided by the people at FAST™. The programming power and accuracy provided by the FAST™ electronic controls make the success of every application—from the mild, normally aspirated to the powerful supercharged or turbocharged systems—easy to accomplish."***

**—Craig Railsback  
President, Blower Driver Service Company**

**Dedicated Support Line  
662-224-3495**



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# Bank-to-Bank Engine Management Systems

The FAST™ Bank-to-Bank system is the enthusiast's choice for an easy and affordable EFI installation. Perfect for those who want to upgrade their fuel delivery from carburetion to throttle body or EFI. It's also ideal for improving an existing TBI setup or converting it to EFI. This system is the right choice for street rods and late-model street machines, both domestic and import, looking for improved reliability and driveability.

While the FAST™ Bank-to-Bank system is an economical value, it also offers high-tech performance. Unlike a batch system, which fires all of the injectors at once, our Bank-To-Bank system fires half of the injectors every 180 degrees of crankshaft rotation. This system can be easily and effectively upgraded to a full Sequential system at any time by using the available upgrade components.

## Standard Features:

- Idle Air Control
- Fan and fuel pump control
- 1-stage nitrous control
- Knock retard with programmable parameters

## Bank-to-Bank ECU Programming Options:

- Wide Band O<sub>2</sub> Sensor option (for closed loop WOT)
- Programmable for a wide selection of ignition types

## All Systems Include:

- ECU
- Main wiring harness with all connectors labeled
- Injector wiring harness
- 5-ft. communication cable (ECU to laptop)
- C-Com WP™, C-Com Dos on 3 1/2 floppy

# Sequential Fuel Injection Engine Management Systems

Take the lead with the newest technology available. Designed for applications where maximum power and tuning is a requirement, this unit fires one injector at a time for the ultimate in fuel delivery.

This state-of-the-art system also allows the engine tuner to take precise control of an EFI engine's operating parameters.

As a true speed/density system, this design allows for maximum performance tuning in a variety of applications. Each SEFI system is tuneable and includes C-Com WP™, a user friendly Windows based software program that allows for simultaneous display and editing of fuel maps, timing curves, enrichment tables and data logs. All Sequential ECUs can be updated with any options not added at initial time of purchase.

## Sequential Fuel Injection ECU Options:

- Two-stage nitrous or Idle Air Control (IAC)
- Wide Band O<sub>2</sub> Sensor (for closed loop WOT)
- Individual cylinder fuel & spark control



## All Systems Include These Features:

- True speed/density algorithm provides higher resolution for "big" injectors and better idle control
- ECU is shock-resistant and incorporates a water-proof case and connectors
- ECU circuitry is hardened to prevent high-energy ignition interference
- Easy to install with step-by-step instructions
- C-Com WP™ software features a Windows based user interface for a complete memory map of system calibrations



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# Bank-to-Bank Electronic Fuel Injection Engine Management Systems

## Bank-to-Bank Injection

Description	System	ECU only
GM L98 with HEI	30-111000	30-121000
GM L98 with HEI-Wide Band Oxygen Sensing Option Included	30-111010	30-121010
Buick V6 with DIS	30-112000	30-122000
Buick V6 with DIS-Wide Band Oxygen Sensing Option Included	30-112010	30-122010
Inductive Pickup	30-113000	30-123000
Inductive Pickup-Wide Band Oxygen Sensing Option Included	30-113010	30-123010
Ford 5.0L with TFI	30-114000	30-124000
Ford 5.0L with TFI-Wide Band Oxygen Sensing Option Included	30-114010	30-124010
Ford 4.6L with EDIS	30-115000	30-125000
Ford 4.6L EDIS-Wide Band Oxygen Sensing Option Included	30-115010	30-125010
LT1/LT4 with Opti-spark	30-116000	30-126000
LT1/LT4 with Opti-Spark-Wide Band Oxygen Sensing Option Included	30-116010	30-126010
Hall Effect with Crank Trigger	30-117010	
Northstar Distributor-less Ignition -Wide Band Oxygen Sensing Option Included	30-118010	30-128010
Dodge Dakota V8-Wide Band Oxygen Sensing Option Included		30-129010
Inductive Pickup-Wide Band Oxygen Sensing Option and Universal Wiring Harness Included	30-133010	
LT 1 with Opti-Spark-Wide Band Oxygen Sensing Option and Universal Wiring Harness Included	30-136010	
Dodge Dakota V8-Wide Band Oxygen Sensing Option and Universal Wiring Harness Included	30-139010	
Import 4-Cylinder with Inductive Pickup -Wide Band Oxygen Sensing Option Included	30-143010	

*"In the past three years of using the FAST™ product (formerly known as Speed-Pro®), there has not been a time where I wasn't a happy racer. Its user-friendly software and easy function keys have allowed me to reach and pass my goals. Like other racers, I recommend FAST™ to any car enthusiast; that's why I sell FAST™."*

—Roger Scalise  
Owner, speedcamp.com

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# Sequential Electronic Fuel Injection Engine Management Systems

## Sequential Fuel Injection

Description	System	ECU only
Sequential Fuel Injection with HEI and Idle Air Control - Wide Band Oxygen Sensing Option Included		30-211310
Sequential Fuel Injection with HEI and Idle Air Control - Wide Band Oxygen Sensing - Individual Cylinder Fuel and Spark Control Options Included	30-211311	30-221311
Sequential Fuel Injection with DIS and Idle Air Control (Buick V6)	30-212300	30-222300
Sequential Fuel Injection with DIS and Idle Air Control - Individual Cylinder Fuel - Spark Control Options Included	30-212301	30-222301
Sequential Fuel Injection with DIS and Idle Air Control - Wide Band Oxygen Sensing Option Included	30-212310	30-222310
Sequential Fuel Injection with DIS and Idle Air Control - Wide Band Oxygen Sensing - Individual Cylinder Fuel and Spark Control Options Included (Buick V6)	30-212311	30-222311
Sequential Fuel Injection with Inductive Pickup and Two-Stage Nitrous System Capability	30-213200	30-223200
Sequential Fuel Injection with Inductive Pickup and Two-Stage Nitrous System Capability - Individual Cylinder Fuel and Spark Control Options Included	30-213201	30-223201
Sequential Fuel Injection with Inductive Pickup and Two-Stage Nitrous System Capability - Wide Band Oxygen Sensing Option Included	30-213210	30-223210
Sequential Fuel Injection with Inductive Pickup and Two-Stage Nitrous System Capability - Wide Band Oxygen Sensing and Individual Cylinder Fuel and Spark Control Options Included	30-213211	30-223211
Sequential Fuel Injection with Inductive Pickup and Idle Air Control	30-213300	30-223300
Sequential Fuel Injection with Inductive Pickup and Idle Air Control - Individual Cylinder Fuel and Spark Control Options Included	30-213301	30-223301
Sequential Fuel Injection with Inductive Pickup and Idle Air Control - Wide Band Oxygen Sensing Option Included	30-213310	30-223310
Sequential Fuel Injection with Inductive Pickup and Idle Air Control - Wide Band Oxygen Sensing and Individual Cylinder Fuel and Spark Control Options Included	30-213311	30-223311
Sequential Fuel Injection TFI with Idle Air Control	30-214300	30-224300
Sequential Fuel Injection TFI with Idle Air Control - Wide Band Oxygen Sensing Option Included	30-214310	30-224310
Sequential Fuel Injection TFI with Idle Air Control - Wide Band Oxygen Sensing and Individual Cylinder Fuel and Spark Control Option Included	30-214311	
Sequential Fuel Injection w/EDIS and Idle Air Control - Wide Band Oxygen Sensing Option Included		30-215310
Sequential Fuel Injection w/EDIS and Idle Air Control - Wide Band Oxygen Sensing Option and Individual Cylinder Fuel and Spark Control Options Included		30-226300
Sequential Fuel Injection LT1/LT4 with Opti-Spark and Idle Air Control	30-216300	30-226300
Sequential Fuel Injection LT1/LT4 with Opti-Spark and Idle Air Control - Individual Cylinder Fuel and Spark Control Options Included	30-216301	30-226301
Sequential Fuel Injection LT1/LT4 with Opti-Spark and Idle Air Control - Wide Band Oxygen Sensing Option Included	30-216310	30-226310



## Sequential Fuel Injection Applications (continued)

Description	System	ECU only
Sequential Fuel Injection LT1/LT4 with Opti-Spark and Idle Air Control -Wide Band Oxygen Sensing and Individual Cylinder Fuel and Spark control Options Included	30-216311	30-226311
Sequential Fuel Injection Thunderbolt - Two-Stage Nitrous Control and Wide Band Oxygen Sensing Options Included	30-217210	30-227210
Sequential Fuel Injection Thunderbolt and Idle Air Control	30-217300	
Sequential Fuel Injection Thunderbolt and Idle Air Control - Wide Band Oxygen Sensing Option Included	30-217310	
Sequential Fuel Injection with DIS V8 and Idle Air Control - Wide Band Oxygen Sensing and individual Cylinder Fuel and Spark Control Options Included	30-218311	
Sequential Fuel Injection w/HEI and Idle Air Control - Wide Band Oxygen Sensing and Individual Cylinder Fuel and Spark Control Options Incl. - Also Incl. Universal Wiring Harness	30-231311	
Import 4-Cylinder - Wide Band Oxygen Sensing Option and Honda Wiring Options Included	30-240010	

## Fuel Injectors

FAST™ introduces a complete line of performance fuel injectors for popular high performance EFI street engines and all-out race applications. Our fuel injectors deliver precise control of fuel delivery and atomization, for crisp throttle response and optimum EFI efficiency.



### Features:

- **POSITIVE-LOCKING HARNESS CONNECTOR**  
Harness/injector connection stays locked and will not vibrate loose
- **IMPROVED MAGNETICS**  
Reduces injector opening time for high-RPM applications
- **REDESIGNED VALVE BODY**  
Improves hot starts and eliminates injector clogging
- **LOW/HIGH IMPEDANCE APPLICATIONS**  
For horsepower applications ranging from 350 to 2000 hp
- **PRECISION-GROUND PINTLE AND WIDE 30-DEGREE SPRAY ANGLE**  
Delivers optimum fuel atomization for top fuel economy and throttle response

## Fuel Injector Applications

Part #	Description	Application	Flow Rate	Max HP	Current
30-2400	Single-Pack Injector	85-up GM 5.7L TPI & LT1	24 lb/hr	---	High Impedance
30-2408	8-Pack	85-up GM 5.7L TPI & LT1	24 lb/hr	450	High Impedance
30-3600	Single-Pack Injector	Universal	36 lb/hr	---	High Impedance
30-3608	8-Pack	Universal	36 lb/hr	650	High Impedance
30-6500	Single-Pack Injector	Universal	65 lb/hr	---	Low Impedance
30-6508	8-Pack	Universal	65 lb/hr	1100	Low Impedance

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# ECU Data Logger™

Our advanced remote ECU Data Logger™ eliminates the need to have a laptop computer in the vehicle to capture and record sensor data.

Performance enthusiasts can use the data logger to capture a vast range of performance-related data for subsequent download to a computer. The user can then evaluate and modify a wide range of parameters to fine tune engine performance without having to lift the hood.

The data logger records up to 30 minutes of sensor data from as many as 14 sensors, making this the most powerful and practical new engine tuning tool available.

Starting a data log is also significantly easier. Rather than having to reach over to a laptop keyboard, the user can establish an automatic trigger point related to a specified sensor level. A push-button trigger can also be added for mounting on the steering wheel, shifter, dashboard or other convenient location.

***"If you want to be fast, with consistency, reliability and ease of use, then the FAST™ system is what you need!"***

**—Matt & Jay Scranton**

**Scranton Bros. Racing  
2001 NMCA Super Street Champions**

The ECU Data Logger™ includes C-Com WP™ software designed for use with FAST™ Bank-to-Bank and Sequential Fuel Injection (SEFI) engine management systems. The C-Com WP™ software allows for simultaneous display and editing of fuel maps, timing curves, enrichment tables and data logs.

## Features:

- Eliminates need to have a laptop in vehicle to record data
- Evaluates a wide range of parameters from up to 14 sensors
- Records up to 30 minutes of data with ultra-high resolution
- Accepts a push button trigger for immediate data logging
- Includes C-Com WP™ software to assist in EFI tuning

**Part# 30-5002**



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# Engine Control Unit Part Number Selection Guide By the Numbers...

The following information will help explain our part-numbering system for our Electronic Control Units.

This is not all-inclusive but can be used as an aid.

All electronic part numbers appear as 30-suffix.

The numbers after the dash indicate the following:

1st digit:	How the system delivers fuel
2nd digit:	Whether this is a complete system or ECU only
3rd digit:	Type of ignition system ECU is calibrated to accept
4th digit:	Available options
5th digit:	Available options
6th digit:	Available options

## Part Number Matrix

### 1st Digit Fuel Delivery

- |   |  |
|---|--|
| 1 | <i>Bank-to-Bank delivery, fires half of the injectors every 180 degrees of crank rotation</i>        |
| 2 | <i>Sequential (SEFI), controls the sequential firing of each injector, once per combustion cycle</i> |

### 2nd Digit Kit Contents

- |   |  |
|---|--|
| 1 | <b>System</b> , includes ECU, main & injector wiring harness, C-Com WP™ software and manual on disk, 5-ft. communication cable |
| 2 | <b>ECU</b> with C-Com WP™ software and manual on disk, 5-ft. communication cable   |

### 3rd Digit Ignition Type

- |   |   |
|---|---|
| 1 | <b>HEI</b> , GM High Energy Ignition  |
| 2 | <b>DIS</b> , GM Distributorless Ignition (Buick V6), one coil for every two spark plugs                 |
| 3 | <b>IPU</b> , Inductive Pickup Ignition, Racing Crank Trigger Ignitions and magnetic pickup distributors |
| 4 | <b>TFI</b> , Ford Thick Film Ignition   |
| 5 | <b>EDIS</b> , Ford Distributorless Ignition, one coil for every two spark plugs                         |
| 6 | <b>OPTI-SPARK</b> , GM LT1/LT4 Ignition   |

### 4th Digit Nitrous Options

- |   |                           |
|---|---------------------------|
| 2 | Two-Stage Nitrous Control |
| 3 | IAC (Idle Air Control)    |

*NOTE: Bank-to-Bank systems utilize "0" as the 4th digit, and control IAC, fan, fuel pump and single-stage nitrous.*

### 5th Digit WOT Closed Loop Options

- |   |                                 |
|---|---------------------------------|
| 0 | No options                      |
| 1 | Wide Band O <sub>2</sub> Sensor |

### 6th Digit Individual Cylinder Spark Timing and Fuel Control

- |   |                             |
|---|-----------------------------|
| 0 | No options                  |
| 1 | Individual Cylinder Control |

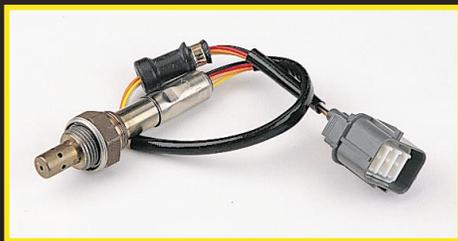
## GLOSSARY

CTS	Coolant Temperature Sensor
DIS	GM Distributorless Ignition used on Buick V6 (one coil for every two spark plugs)
ECU	Engine Control Unit
EDIS	Ford Distributorless Ignition (one coil for every two spark plugs)
HEI	GM High Energy Ignition
IAC	Idle Air Control – controls idle speed by directing airflow around the throttle body release
IPU	Inductive Pickup Ignition – Racing Crank Trigger Ignitions and magnetic pickup distributors
MAP	Manifold Absolute Pressure – monitors vacuum and pressure in intake manifold
MAT	Manifold Air Temperature – monitors temperature of intake charge air
SEFI	Sequential Electronic Fuel Injection
TCU	Transmission Control Unit
TFI	Ford Thick Film Ignition
TISS	Transmission Input Speed Sensor – magnetic pickup monitoring the forward clutch drum on a 4L80E
TOSS	Transmission Output Speed Sensor – magnetic pickup monitoring output shaft speed on a 4L60E and 4L80E
TPS	Throttle Position Sensor – relays throttle opening/closing to ECU/TCU
VSS	Vehicle Speed Sensor

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# Sensors



## 7-Wire Oxygen Sensor

For wide band, closed-loop applications. The ECU can adjust for air/fuel ratios from 10:1 to 16:1.

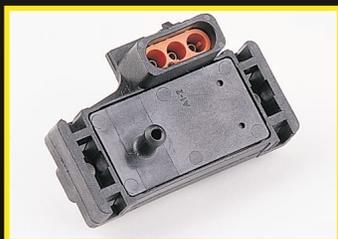
7-Wire O<sub>2</sub> Sensor, **Part #30-7000**



## Coolant Temperature Sensor

Utilizes a brass-plated thermistor to measure engine coolant temperature. As the engine operating temperature increases, the resistance in the thermistor decreases, allowing the system ECU to adjust fuel enrichment.

Coolant Temperature Sensor, **Part #30-7003**



## Manifold Absolute Pressure Sensor (MAP)

This sensor, by monitoring intake manifold vacuum, measures the amount of load being placed on the engine. The MAP sensor relays engine load output to the ECU which in turn adjusts fuel enrichment for optimum performance and economy.

MAP 1 Bar Sensor, for normally aspirated applications, **Part #30-7007**

MAP 2 Bar Sensor, for blown applications up to 15 lbs. boost, **Part #30-7008**

MAP 3 Bar Sensor, for blown applications up to 30 lbs. boost, **Part #30-7009**



## Throttle Position Sensor (TPS)

The Throttle Position Sensor bolts to the throttle blade shaft and relays throttle opening/closing information to the system ECU. The TPS is constructed of high conductive plastic resistance material with a "sensitive" rotator for accurate throttle position measurement.

TPS "Ford," **Part #30-7005**

TPS "GM," **Part #30-7006**



## Air Temperature Sensor

Monitors incoming air temperature for the ECU system. This information helps the ECU inject the proper amount of fuel into the system.

Air Temperature Sensor, **Part #30-7004**

# Electronic Components

## Idle Air Control Motor (IAC)

The Idle Air Control allows the ECU system to control engine idle speed by controlling airflow around the throttle body blades.

Early Style IAC, Fits all 87-95 GM TBI and 85-92 GM TPI, **Part #30-7014**

Late Style IAC, Fits 92-97 GM LT1/LT4, **Part #30-7015**

Also available: Remote IAC Housing for Blown or Special Applications, **Part #30-7016**



# Fuel Rails & Injector Bungs



## Fuel Rail Assembly

Extruded aluminum fuel rails are designed to provide unrestricted fuel delivery to the fuel injectors. The rails are unmachined so the system can be customized to fit the manifold. For engines up to 2500 hp.

Fuel Rail Assembly (sold per foot), **Part #30-7002**



## Injector Adapter Bungs

Designed for do-it-yourself fabricators who design their own multi-port fuel injection manifolds, these aluminum bushings can be welded or epoxied in a single plane, dual plane, tunnel ram or sheet metal manifold.

Injector Adapter Bungs (8 pack), **Part #30-7017**



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# eDIST™ Electronic Distributor (patent pending)

Introducing eDIST™, the latest in electronic distributor technology. eDIST™ is designed to effectively replace a mechanical distributor for increased reliability and flexibility. It also allows the use of aftermarket EFI systems on engines with distributorless ignition systems, such as the LS1. It is excellent for new vehicles or for high-tech engine swaps.

eDIST™ is easy to use and program. It's versatile. Operating parameters can be easily configured by the user with DIP switches for many different applications.



## Features

- Controls multiple coils on virtually any engine
- Compatible with LS1 engines\*
- Compatible with "coil-on-plug" and "waste spark" ignitions
- Can be configured for 2-8 cylinders for "coil-on-plug" applications
- Can be configured for 4-16 cylinders for "waste spark" applications
- Allows the use of aftermarket EFI systems on newer distributorless engines
- Replaces mechanical distributor on older engines
- Retrofits street rods with "coil-on-plug" technology
- Compatible with "smart coils" and traditional ignition coils

Universal version **Part #30-5000**

LS1 "coil-on-plug" Direct Fit **Part #30-5001**

**NOTE:** A crank reference signal and a cam reference signal are necessary for proper operation.

\* Requires conventional 4X ignition trigger signal



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## C-Com WP™

Introducing C-Com WP,™ our latest innovation in engine management technology. This Microsoft® Windows® application offers a simpler, more flexible user interface while retaining all the powerful tuning features found in our popular DOS-based C-Com® software.

### Easier to Use

- Runs on Window ® 95 and later versions of Windows
- Retains all the features and functions of the original C-Com™ software, plus an easy-to-use point-and-click interface
- Custom color palette lets you configure the appearance of your display
- Allows for simultaneous display and editing of fuel maps, timing curves, enrichment tables and data logs
- 3-D surface plotter allows tuner to quickly evaluate three-dimensional tables at a glance

### Remote Connection Support

- Connect your laptop to another PC via modem or TCP/IP network and tune the ECU from the remote PC
- Connect your laptop to the Internet, and the ECU can be tuned from any computer running C-Com WP™ anywhere in the world
- Built-in chat window allows two-way communication between the remote site and the user

### Improved Data Logging

- Log up to 14 sensors at once
- Virtually unlimited data log length, up to 20 frames per second
- Log data can be filtered for enhanced readability
- Individual sensors can be hidden from the data log view to eliminate "clutter"
- Highlight and zoom in on portions of a data log for a closer look

C-Com WP™ software and manual (on disk)  
**Part #30-8020**



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## Accessories

- 20-Amp Relay **Part #30-7010**
- 30-Amp Relay **Part #30-7011**
- Replacement ECU Wire Harness **Part #30-7012**
- Fuel Injector Wire Harness **Part #30-7013**
- O<sub>2</sub> Sensor Fitting **Part #30-7018**
- 75-Amp Relay **Part #30-7019**
- Fuel Filter Fitting **Part #30-7020**
- Fuel Pump Fitting **Part #30-7021**
- Idle Air Control Ford Adapter **Part #30-7022**
- ECU Connectors – 30-Way w/Terminals **Part #30-7023**
- Universal ECU Wiring Harness **Part #30-7040**
- 5-ft C-Com® PC-to-ECU Cable **Part #30-8019**
- 25-ft C-Com® PC-to-ECU Cable **Part #30-8014**
- C-Com® Software w/5-ft ECU Cable **Part #30-8015**
- C-Com® Software w/25-ft ECU Cable **Part #30-8016**
- Import Wire Harness w/Relay **Part #30-7041**
- Import 4-Cyl. Fuel Injector Harness **Part #30-7042**

## Fuel Regulators

- Adjustable Fuel Regulator 5.0L Mustang **Part #30-7024**
- Adjustable Fuel Regulator GM 25-60 PSI **Part #30-7025**
- Adjustable Fuel Regulator LT1 (Corvette) **Part #30-7026**
- Adjustable Fuel Regulator LT1 (Firebird) **Part #30-7027**

## Fuel Pump

- Fuel Pump High Capacity In-Tank (GM) **Part #30-7032**

## ECU Upgrade Services & Kits

ECU Upgrade Service - From Bank-to-Bank to Sequential Fuel Injection\* **Part #30-8000**

ECU Upgrade Service - From regular Oxygen Sensing to Wide Band Oxygen Sensing\* (Includes 7-Wire Wide Band O<sub>2</sub> Sensor) **Part #30-8001**

Wide Band O<sub>2</sub> Sensor Upgrade Kit **Part #30-8011**

Individual Cylinder Fuel and Spark Control Upgrade Harness **Part #30-8012**

Nitrous System Harness (One- & Two-Stage) **Part #30-8013**

\* ECU must be returned to FAST™ dealer or factory to have upgrade service performed.



# Transmission Control Unit Systems



The new breed in automatic transmissions are controlled by electronic control units. Our newest offering is a Transmission Control Unit (TCU) specifically designed to allow the user maximum control and tuning via our T-Com™ software. The user has the choice of line pressures, shift timing and firmness of shift for both upshift and downshift points. A feature exclusive to T-Com™ is the ability to have part throttle shifts as a function of road speed and Wide Open Throttle shifts as a function of engine RPM. Plus, T-Com™ makes tuning quick and simple.



Initial calibration only requires answering a few quick questions in the calibration program. Tire size and gear ratio are plugged in to assure proper speed data. The installer also answers whether the unit is a 4L60E or 4L80E, and the unit is ready to go. Additional calibration is only required if users wish to customize the shift characteristics to suit their wishes. Complete instruction sheets and a wiring diagram are included.

For retrofitting electronic transmissions in carburetor-equipped vehicles or cable-driven speedometer applications, we offer adapters to make these installations easier. For installations in late-model GM vehicles, we offer pigtail adapters to tie into the existing TPS and distributor harness.

## TCU Systems include:

- Transmission Control Unit in shock-resistant, waterproof case
- Complete wiring harness with labeled connectors
- T-Com™ PC software and 5-ft. communication cable for TCU to laptop

## TCU Distributor Harness

Adapts the distributor connector into a GM vehicle's existing wiring harness.

TCU Distributor Harness,  
**Part #377100**



## TCU Throttle Position Sensor Adapter Harness

Allows the TCU main harness to be pigtailed into an existing TPS while still functioning with the engine control module.

TCU TPS Adapter Harness,  
**Part #377200**



## Adapter for Mechanical Speedometer

This economical adapter pigtails into the electronic speedometer harness and has a connection to power a cable-driven speedometer.

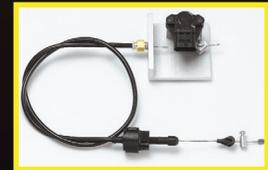
Controller,  
**Part #377300**

5/8" threaded style (pre-1972),  
**Part #377301\***



GM clip-on style (1972 and later),  
**Part #377302\***

\*cable only, requires Controller #377300 to function



## Remote TPS and Mount

GM type TPS mounted on base for cable activation. Works well with carburetor applications.

Remote TPS and Mount,  
**Part #377400**



## TV cable bracket for TH-700R4 & TH-2004R

Adapts the throttle valve (TV) cable or remote TPS cable to engines using carburetors.

For Quadrajet™, Carter® AFB™, and Edelbrock® Performer™ Carburetors,  
**Part #376700**

For Holley® Carburetors,  
**Part #376705**



## TCU Systems for 4L60E & 4L80E

Part #	Description
377000	TCU system for 12/5 V ignitions w/HEI, DIS*
377001	TCU system for IPU ignition

\* also operates with MSD® tach output



[www.fuelairspark.com](http://www.fuelairspark.com)

# Fuel Air Spark Technology™

## LIMITED WARRANTY

*Fuel Air Spark Technology (FAST™) warrants that all of its products are free from defects in material and workmanship, for a period of 30 days. The warranty period begins from the date of purchase. We recommend that you keep your invoice or receipt because proof of purchase date is required. This limited warranty shall only cover the original purchaser.*

*There is absolutely no warranty on the following:*

- a. Any product that has been physically altered, improperly installed or maintained.*
- b. Any product used in an improper application, abused or not used in connection with the proper parts.*
- c. Any product that is defective due to neglect, unauthorized repair or as the result of an accident.*

*There is no implied warranty of merchantability or fitness for a particular purpose. FAST™'s obligation under this warranty is limited to the repair or replacement of its products. There are no warranties that extend beyond the description on the face of this warranty. FAST™ will not be responsible for incidental, consequential, indirect, special or exemplary damages or any third-party claims or property damage or personal damages resulting from use of its products. If there is by law an implied warranty of merchantability and/or fitness, it is limited to the warranty terms set forth above.*

*This limited warranty gives you specific legal rights and you may have other legal rights which vary from state to state or country to country.*

## TO MAKE A WARRANTY CLAIM

To make a warranty claim, please do the following:

1. Contact FAST™ within the warranty period at 151 Industrial Dr., Ashland, MS 38603. Tel. 662-224-3495. Fax 662-224-8255. Office hours are 8 a.m. to 5 p.m. (CST) Mon-Fri. Before any merchandise is returned for warranty, please contact FAST™ to obtain a Return Material Authorization (RMA). We will need a specific and detailed description of your problem, along with the type of product, and information about you for contact purposes.
2. Then send the merchandise, freight prepaid and insured, to FAST™ at the above address, along with dated proof of purchase. All merchandise returned for warranty must be accompanied by an RMA. The purchaser must prepay transportation charges for return of defective parts. FAST™ is not liable for any taxes or duties associated with international shipments.

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**Ashland, MS 38603**  
**662-224-3495**  
**www.fuelairspark.com**



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