
Installation instruction

Toyota Landcruiser 4.2 150 kW <2001

and models with the same engine

How it works

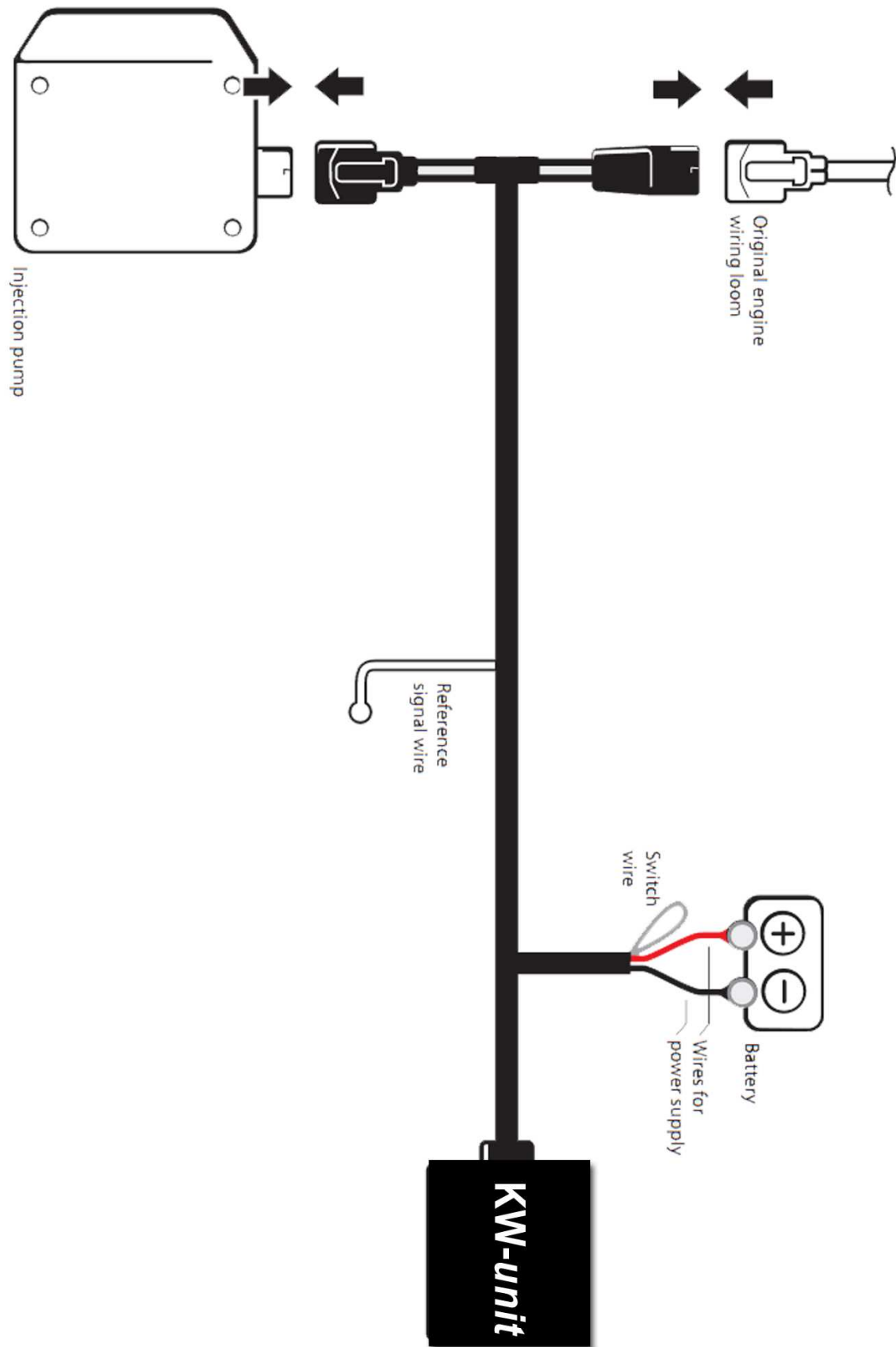
The **KW-unit** Fuel saver modifies the injection system by fine tuning of the duration of the injectors. This is achieved by blue printing the original characteristics and intercepting the electronic signals from the ECU to the injection system. The fuel injection and engine speed are recorded and recalculated to optimize performance.

Installation

- Remove all engine covers
- Disconnect the plug-in connectors at the injection pump
- Plug in the connectors of the **KW-unit** loom.
- Connect the red wire to the battery positive (+) terminal and the black wire to the battery negative (-) terminal
- Solder the reference signal wire (white wire of the **KW-unit**) on the reference signal. (See "Connection for reference signal")
- Stow the **KW-unit** inside the engine compartement
- Refit all the engine covers.

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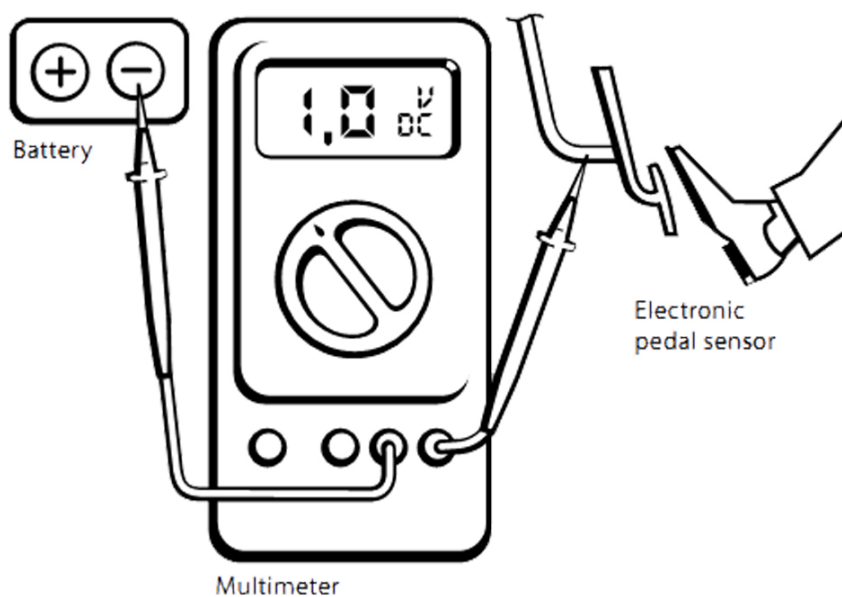
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Connection for reference signal

The white cable has to be connected to the accelerator pedal of the car. There are some cables with different colors. We can't give you the exact information which color is the right one, because those are changing within the production of your model. Therefore it's necessary to have a circuit tester to get the correct voltage. This voltage gives the **KW-unit** the information to calculate the suitable fuel quantity.

Measurement example



1. Turn the ignition on
2. the correct cable has a voltage of 0.4-1.0 Volt (the pedal is in position 0)
3. while pressing the accelerator pedal the voltage increases at full throttle 3 – 4,9 volt

Start the engine and make a road test.

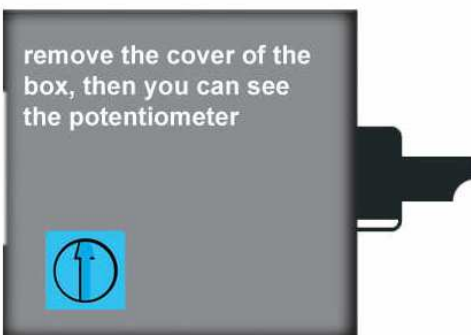
Fine adjustment of the KW-unit:

Due to original tolerances of manufacturing the preset characteristic map of the **KW-unit** may offer too much or too less power enhancement.

An increased characteristic map causes more soot creation, engine misfires, bumpy idle running (variations of revolution speed), "bucking", stop or emergency mode of engine (several less power) or flashing of defect control lights.

You can remedy the problems by fine adjustment of the **KW-unit** with the potentiometer. The adjustment of the potentiometer does not adversely effect the power enhancement.

Adjustment of the KW-unit



Normal characteristic

100 %



The fine adjustment can be done with the potentiometer.

The figure shows the standard adjustment of the potentiometer made at production, normal characteristic map = 100%.

! Normal characteristic map = Original power enhancement +20% !

Stronger

130 %



- Turn the potentiometer to the right in small steps (clockwise).
- Have a test-drive.
- Repeat this procedure until all problems are solved.

Reduction

50 %



- Turn the potentiometer to the left in small steps (anti-clockwise).
- Have a test-drive.
- Repeat this procedure until all problems are solved.