

TST Adjustable POWERMAX™ R35 Remote Installation Instructions

Installation of the *POWERMAX™ R35 Remote* is very simple and would normally require no tools. Velcro™ is supplied with the remote so that it can be fixed mounted in any easy to view and reach location. *TST* installs these remotes on the instrument panel to the left of the heating/air conditioning control knob. The remote may be tucked away out of sight in the ashtray or about any location as long as the remote cord will reach the plug-in connector on the *POWERMAX™* main computer.

Once the desired location for the remote is determined, route the power cord so that it can be plugged into the phone-like connector on the back of the *POWERMAX™* main computer. Take care to avoid pinching the power cord against sharp metal edges under the dash. Also avoid interference with throttle pedal, brake pedal, clutch, and parking brake linkages. Keep the remote wire away from high current wires like high output transmitters.

Operation of the R35 remote is also very simple. The *POWERMAX™* main computer should be installed first and tested to insure it is operating properly. Once the main computer is operating correctly, plug the remote power cord into the phone connector of the main computer. The switch on the main computer must be in the "on" position for the remote to work.

The R35 remote has a single digit L.E.D. (light emitting diode) that can show a number zero through nine, a yellow boost L.E.D., a green fuel L.E.D., and up-down switches. If the switch on the *POWERMAX™* main computer is "off", the digital L.E.D. will be off (unlit). With key on and the main computer switched "on", the single digit L.E.D. indicates the power level setting with "0" being stock power and "9" being the highest power level. Use the up arrow switch to move up one level at a time or the down arrow switch to move down one level per push of the switch, the switch must be released between each level change. Levels "1" through "9" equally split the power increase. Power levels may be changed with the engine off or running at any speed/load. The yellow boost L.E.D. should be on any time the key is in the run or start position to indicate that the turbo boost sensor is properly connected; this light will get brighter as boost increases. The green L.E.D. will normally be off until the main computer starts adding extra fuel for extra power, this light will get brighter as power increases.

If the R35 remote is unplugged from the main computer, the computer continues to operate at the last level used. For example, if level "0" is indicated and the remote is then unplugged, the *POWERMAX™* main computer will not add any power. If level "5" is indicated and the remote is unplugged, the *POWERMAX™* main computer will stay at level "5".

TROUBLESHOOTING

Symptom	Check
Remote will not change power level	Connection at injection pump is bad Fuse is blown in the <i>POWERMAX™</i> wiring harness
No yellow (boost) light on remote	Check Map in connection on Map harness
Red (power) light only at <i>POWERMAX™</i>	MAP voltage output is too high (above 2 volts) No 12 volt key/crank is available
Green (fuel) light extremely bright No remote display	No MAP sensor ground, bad MAP harness or sensor. Loose connection at injection pump
No remote display of Power Level	<i>POWERMAX™</i> computer switched off at main computer
Remote changes or flickers on its own	Loose MAP sensor ground, bad MAP harness or sensor Remote wire too close to high current draw item
Blowing 5 Amp fuse constantly	No MAP sensor ground Loose Scotchlock™ connection at injection pump
Remote flickering very dim with <i>POWERMAX™</i> computer "off"	No or poor engine ground connection
Truck stumbles or runs rough while idling or accelerating	Check for loose connection at injection pump wire. Defective MAP sensor. Low fuel pressure after filter.

Check all Scotchlock™ and grabbers very carefully. They often look like they're making contact, but are not. The best thing to do is disconnect all connections with Scotchlock™ or grabbers and use a Posi-Tap or solder the wires together.

Check the fuse. When you check the fuse it may look good but still be blown, so either check it with an ohm meter or replace it with a new one. Replace it with a 5 amp fuse.



The female side of the pin connector has terminals 1-9 engraved on the connector. Do not start truck while the **POWERMAX™** is not connected. With the key tuned to the run position, engine not running, check the following, with the **POWERMAX™** wiring harness unplugged in cab of truck, with volt meter.

Using Pin# 5 as ground, Pin# 1 should measure battery voltage 11 to 14 volts DC. If no voltage, check the 12 volt Scotchlock™ connection between the **POWERMAX™** wiring harness and the vehicle harness underhood.

Using Pin# 5 as ground, Pin# 9 should measure battery voltage 11 to 14 volts DC. If no voltage, check the Scotchlock™ connection at the injection pump, and the fuse in the **POWERMAX™** main wiring harness.

Using Pin# 7 as the ground, Pin# 3 should measure 1.05 volts DC on 2001 vehicles and 0.5 volts DC on 1998-2000 vehicles.