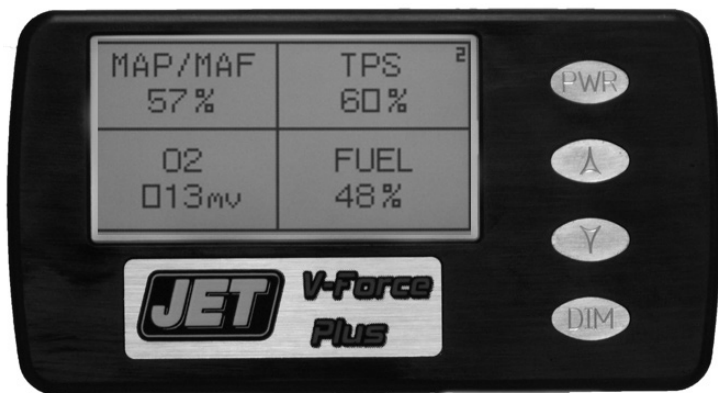




# V-FORCE Plus™

*Engineered For Power!*



**WARNING!!!  
DO NOT OPERATE  
WHILE DRIVING!!**

**INSTALLATION & USER GUIDE**

# Installation Instructions

## JET V-Force

### 1. Mounting the V-Force

Using the supplied hook and loop fastener, Suction Cups or L-Brackets, locate the V-Force in a convenient location that does not obstruct your view.

*TIP: Clean the mounting area with alcohol or another nonabrasive cleaner to ensure the hook and loop fastener or Suction Cups adhere properly.*

### 2. Disconnect the Negative Battery Cable

Locate the battery and remove the negative battery cable.

### 3. Routing the Wiring Harness

The wiring harness must be routed through the firewall to reach under the hood. Under the dash near the location that you mounted the V-Force locate an existing plug or wiring harness that goes out under the hood and route the V-Force / PCU wiring through the firewall.

*TIP: Make sure the wiring harness does not interfere with any moving parts (i.e.: gas or brake pedal) or touch anything under the hood that produces excessive heat, such as the exhaust system.*

### 4. Connecting the V-Force + 12 V Power Connection (RED WIRE)

Locate the vehicles fuse box. It is normally located on the drivers side of the vehicle under the dash or in the driver's side kick panel or under the hood. Included in the V-Force installation parts you have two brass fuse adaptors. Depending on which type of fuses your vehicle uses, select the one that fits your type of fuse. Connect the fuse adaptor to a fuse that has **+12 volts all the time**. Connect the **RED WIRE** from the V-Force to the fuse adaptor you just installed.

### 5. Connecting the V-Force ground wire (BLACK WIRE)

Connect the **BLACK WIRE** from the V-Force to a suitable ground point. Existing screws or nuts that are attached to metal are a good location for this purpose.

### 6. Connecting the TPS (Throttle Position Sensor) Wire (BROWN WIRE)

Using the V-Force / PCU wiring pin out chart (included) locate the correct wiring color and location of the TPS for your vehicle. After locating the TPS you will note that the TPS has multiple wires going to it. Crimp a **RED** Scotch lock connector (this is the type that wraps around the wire and is then crimped closed to pierce the wire) to the wire color that matches the chart for your vehicle. Plug the **BROWN WIRE** from the V-Force into the scotch lock connector.

## 7. **Connecting the MAP (Manifold Absolute Pressure) / MAF (Mass Air Flow Meter) Input Wire (GREY WIRE)**

Use the V-Force wiring chart to determine the correct wire color and if you will be connecting to the MAP or MAF sensor (Most vehicles will be connecting to the MAP. There will be a note on the wiring chart for your specific vehicle if your vehicle connects to the MAF). **CUT** the wire color that matches the chart for your vehicle about 2 inches away from the sensor, leaving enough room to crimp on a new connector. Strip about 1/4 of an inch of insulation off of both ends of the wire that you just cut. Crimp a **PINK MALE** spade connector to the portion of the wire that is still attached to the MAP / MAF Sensor. Plug the **GREY WIRE** from the V-Force into the **PINK MALE** connector that is now attached to the MAP / MAF wire.

## 8. **Connecting the MAP (Manifold Absolute Pressure) / MAF (Mass Air Flow Meter) Output Wire (GREEN WIRE)**

Crimp a **PINK FEMALE** spade connector to the other portion of the above wire that you previously stripped. Plug the **GREEN WIRE** from the V-Force into the **PINK FEMALE** connector that you just attached.

## 9. **Securing the wiring harness**

Route the wiring harness away from any moving engine parts or any exhaust components. With the supplied cable ties you can now secure the wiring harness away from any moving engine parts or anything that may get hot enough to melt the wiring insulation.

## **OPTIONAL: Air/Fuel Monitor**

The **PURPLE WIRE** is for the air/fuel meter in the V-Force Plus. This optional connection will allow you to monitor your vehicles air/fuel mixture ratio in millivolts or in graph form on the screen.

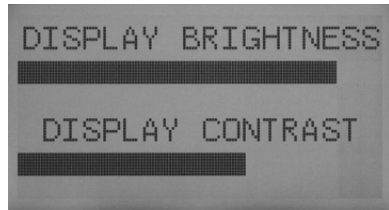
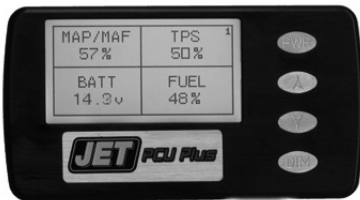
Because of the many types of Oxygen Sensors in vehicles today, you will need access to a factory repair manual that has wiring diagrams for your specific vehicle or there are online sources such as Prodemand.com or Alldata.com that can provide wiring diagrams online for a minimal fee.

You will be connecting the **PURPLE WIRE** from the V-Force Plus to the OXYGEN (O2) SENSOR SIGNAL wire. The sensor is located in the exhaust system, on applications that use multiple sensors, make sure that you connect to a sensor that is located before the Catalytic Converter or you will not get accurate readings.

# OPERATING THE V-FORCE PLUS

Reconnect the negative battery cable that you removed during the first part of the installation.

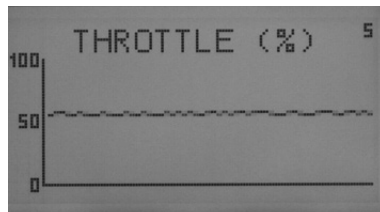
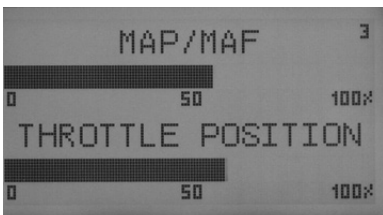
1. The Power Button (PWR) will turn the unit ON / OFF. When Powering the V-Force Plus for the first time, the display will show the Jet Logo then display the version number of the current software. The V-Force Plus can be left ON from this point. The unit will go into StandBy mode when the vehicle is turned off and will come out of StandBy mode when the vehicle is restarted. After the first power up the V-Force / PCU Plus will automatically revert back to the last screen used the next time you start the vehicle.
2. The Arrow Buttons allow the user to scroll forward or back through the screens.
3. The DIM button adjust the Brightness of the display, by repeatedly pressing the DIM button the Brightness will continue to increase.
4. Pushing the DIM button and then using the arrow keys, you can control the contrast of the display.

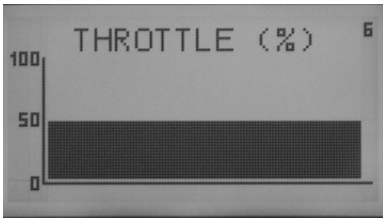


## SCREENS

The V-Force has fourteen different screens to chose from. These screens allow the user to monitor the following vehicle sensors. Manifold Absolute Pressure / Mass Air Flow; Throttle Position; Battery Voltage; Fuel Economy; Air / Fuel mixture ratio ( Please see OPTIONAL for O2 sensor connection ). The display makes use of three different types of display. A Bar Graph, Line Graph and Data Display.

**NOTE:** *Some vehicles that connect to the MAF Sensor may not get accurate readings or may not receive any readings at all on the MAP/MAF or Fuel Economy screens.*





## Reading the Air/Fuel Meter:

The Oxygen Sensor must be at operating temperature before you will get any reading on the screen, normally it must reach 600 degrees F before you will get an accurate reading. Once up to operating temperature at idle and cruise the air/fuel ratio will cycle up and down, this is normal, it is the vehicles PCM trying to maintain a perfect air/fuel ratio. this ratio is called stoichiometric, at this ratio all of the fuel and oxygen is burned. During acceleration you will notice that the meter will move to a richer mixture, this is also normal, by accelerating you have increased the amount of fuel the sensor is reading.

MAP/MAF 57%	TPS 60%
O2 013mv	FUEL 48%

