

Wiring Instructions for Double Barrel Secondary fuel controller

Directions for wiring up the AIC6:

To program it you'll need a generic USB to RS232 data cable. Once wired up you can use the R4 software to monitor "live data" and ensure RPM is moving as engine idles. If it doesn't then something is likely wired wrong.

I suggest locating the unit in the DME box.. While you are in there I'd suggest removing tape that holds bundles together which may have already fallen off over the years and replacing it with small black zip ties to keep the wires in the DME area tied together and easier to work with.

For those running the AIC6 as basically a standalone controller without the new JB4 integration:

The RED +12v power wire piggybacks power wire at the green connector. If not equipped with a JB4 just splice it in there.

The BLACK ground can go to any chassis ground.

The GREEN boost signal connects to the yellow wire going in to the large black sub connector on pin #10. Use the supplied Posi-tap

The YELLOW rpm signal connects to #21 on the gray subconnector. Use the Supplied Posi-Tap

Load the "Shotgun DI Starter Map" map to the AIC6.

Basic R4 software directions:

Download the fuel maps

Select open customer. NEVER SELECT NEW CUSTOMER AS THIS WILL RESULT IN AN EMPTY FUEL MAP. If you've done this in the past download the fuel map again.

Select database you downloaded, I.E. Shotgun Starter map sent

Select com port under "connect to ECU". Vehicle ignition must be on.

Select button to right of com port to connect

Select maps-fuel maps

If using the starter map then values will be filled in as you scroll along. If they are all zero you corrupted the file by selecting new customer. Download the file again.

Click the button in the upper left that says write to device

Once done start the car, and make sure the blue box moves with RPM, and boost / vacuum. You can also watch this by going to live values, under the real time tab