

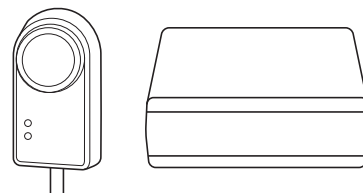
USER'S MANUAL

Thank you for purchasing this PIVOT product.
Please read this manual carefully before installation and use.
Please keep this manual for future reference.

- If this product is given to another user, make sure to include this User's Manual.



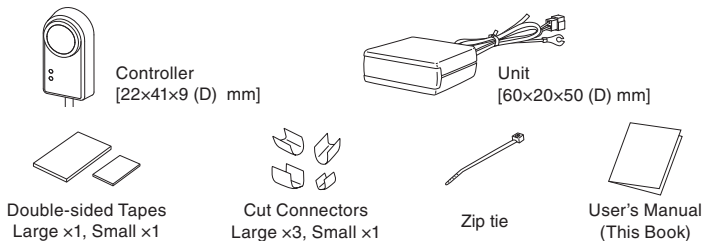
AUTO TURBO TIMER



Contents

Contents/WARNING/CAUTION	1
Features	2
Part Names	2
Connecting The Wires	2
Fastening The Product	3
Settings	3
How to Operate	3
Types of LED Display	4
Troubleshooting	4

Please check the contents of the package



- Please be sure to check that this product operates properly before fastening it in the car or drilling holes for installation.
- This product can not be installed in car models which come with a maker-installed push start system.
- This product is designed solely for 12V models and cannot be installed in 24V models.
- The following devices may not work properly while the Turbo Timer is in operation. If this occurs please use the devices after the Turbo Timer has completed operation.
 - Keyless Entry System or Wireless Door Lock System
 - Models equipped with a Security System (Security Alarm System)

WARNING

Improper use or disregard of these warnings may result in the injury or death of people.

- Do not use the Turbo Timer in the following places or under the following conditions.
 - In places with poor ventilation
 - Near flammable items
 - When people or animals are in the car
 - When the parking brake is not fully engaged
 - When an AT model car is a gear other than P (Parking) or an MT model is in other than N (Neutral)
- Do not wire the cables in places susceptible to shorts, such as below.
 - Near moving parts of the brake or steering wheel
 - Near sharp metal parts that may sever the cable
- Please be sure to remove the minus (-) battery cable terminal from the battery before wiring.
- Do not run the car while the Turbo Timer is in operation.

CAUTION

Improper use or disregard of these warnings may cause injury to persons, damage the product and/or other things.

- When installing this product, we recommend that if technical knowledge becomes necessary please consult your dealer.
- This product is not waterproof; do not install to places susceptible to splashing water.
- Make sure to securely insulate all direct connection with tape or other means.
- In models equipped with an Auto-Light system, make sure to use only after turning Auto-Light to OFF. If the setting is at AUTO, the lights will remain ON even after the engine has been turned off. This may cause the battery to go dead.
- Do not, in any manner, process, take apart, or make changes to this product.
- Do not use electrotrap.

Features

The AUTO TURBO TIMER allows the driver, depending on the engine operation time, to select from 2 types of Full Auto-Times (LO or HI), and Manual Times (OFF or 3 min). The smallest controller makes for a sleek installation almost anywhere.

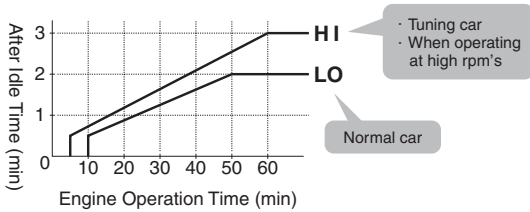
Smallest Controller The simple design of this smallest controller enables for a sleek installation even next to standard switches.

Full Auto Time The most suitable time is calculated from the amount of time the engine was running (It is possible to make desired selection from 2 settings).

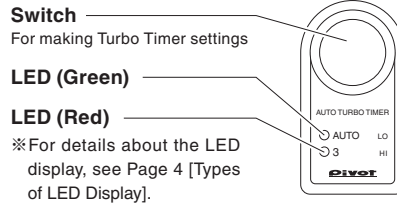
Manual Time Possible to set OFF or 3 minutes.

Easy Installation The Special Model Specific Harness (sold separately) makes installation a snap.

Select from Two Types of Full Auto-Times



Part Names



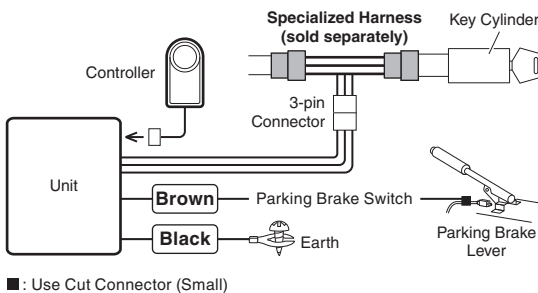
Connecting The Wires

For safety purposes remove the battery cables from the minus terminals before carrying out the wiring.

❗ Select one of the following two wiring methods.

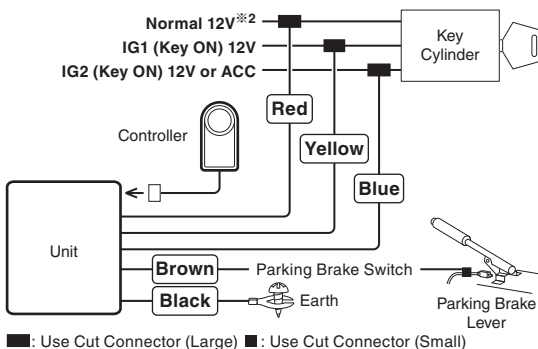
※1 The Model Specific Turbo Timer Harness (sold separately) makes installation a snap.

Wiring Method A Wiring Method Used With Specialized Harness ※1



- Remove the connector connected to the Key Cylinder and in the middle connect the **Specialized Harness (sold separately)**.
- Connect the 3-pin connector from the Unit to the 3-pin connector on the specialized harness.
- Fasten down the **Black** wire using a screw on the car body that carries earth.
- Using one of the supplied connectors (or by soldering) securely connect the **Brown** wire to the wiring of the parking brake switch. (Refer to **[Reference 1] How to use the Cut Connectors** and **[Reference 2] Checking the Parking Brake Connection Spot** on Page 3.)
- Connect the Controller to the Unit.

Wiring Method B Direct Wiring Method (Without Specialized Harness)



- Cut off the 3-pin connector from the Unit.
- While referring to the diagram to the left, connect the **Red**, **Yellow** and **Blue** wires to the specified places.
- Fasten down the **Black** wire using a screw on the car body that carries earth.
- Using one of the supplied connectors (or by soldering) securely connect the **Brown** wire to the wiring of the parking brake switch. (Refer to **[Reference 1] How to use the Cut Connectors** and **[Reference 2] Checking the Parking Brake Connection Spot** on Page 3.)
- Connect the Controller to the Unit.

※2 If there are two 12V wires, connect to the thicker of the two.

3-pin connector wiring

- Red** Normal 12V
- Yellow** IG1 (Key ON) 12V
- Blue** IG2 (Key ON) 12V
- If there is no IG2, use ACC

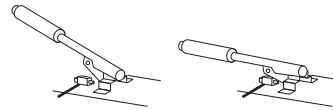
[Reference 1] How to use the Cut Connectors

<p>1</p> <p>10mm</p> <p>Peel off of the vinyl cover at the end of the product's wire.</p>	<p>2</p> <p>10mm</p> <p>Peel off of the vinyl cover at the end of the product's wire.</p>	<p>3</p> <p>Wrap around both wire coils.</p>
<p>4</p> <p>Close tightly with cut connector.</p>	<p>5</p> <p>Insulate with vinyl tape.</p>	<p>※ When crimping, please use crimpers or use pliers to bend and then solder together.</p>

[Reference 2] Checking the Parking Brake Connection Spot

With the key switch ON (but not the engine) pull up to cut voltage and push down to engage 12V power.

- With brake pulled up: 0V
- With brake down: 12V



※ Same for the parking brake pedal.

※ In AT models, instead of connecting to the parking brake, a connection can be made to the foot brake.

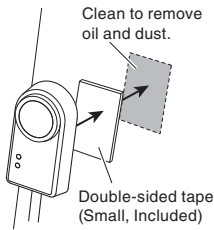
- With foot off the brake: 0V
- With brake pressed down: 12V

Fastening The Product

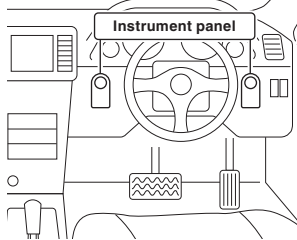
Installing The Controller

Install the Controller to a position which is easy to operate and see with Double-sided tape.

(How to Install)



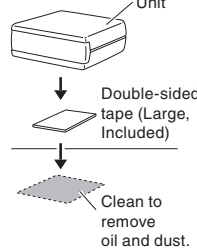
(Example of Installation)



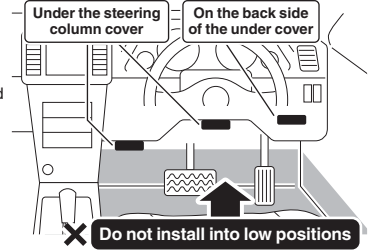
Installing The Unit

As shown in the diagram below, use the double-sided tape to fasten the unit into positions not usually affected by water.

(How to Install)



(Example of Installation)



⚠ Please be sure to bundle away all wires with tape, etc...

While in use if wires become free they may interfere with driving and cause accidents. Also, pulling on wires may cause them to short and is extremely dangerous.

Settings

Setting of Full Auto Time When the Turbo Timer has been set to [Auto], select setting from LO or HI.

- 1** With the LED light off, turn the key switch to OFF.
- 2** Press down on the controller switch for 3 or more seconds.

 - The LED lamp for the current setting will light up. (Factory Setting: [LO])
- 3** Pressing the controller switch will change between LO and HI.
- 4** Wait for 3 or more seconds without carrying out any operations.

 - Settings are completed when the LED goes OFF.

⚠ In normal cars we recommend setting to [LO] and in tuning cars and when running at high rpm's to set to [HI].
 ※ The after idle time for [LO] is up to 2 minutes and for [HI] is up to 3 minutes.

How to Operate Set the after idle time to either [OFF], [Auto], or [3min].

- 1** Turn the key switch to ON.
 - 2** Change the time setting by pressing down on the controller switch.
 - 3** When finished driving, turn the key switch to OFF.

 - The Turbo Timer will operate for the amount of time set in step 2.
- While the Turbo Timer is operating, the LED lamp for the set time will blink.

If the setting is AUTO ▲

⚠ Pressing the controller switch while the Turbo Timer is running will turn off the engine.

Types of LED Display

ON (Settings Display)

LED Display	<input type="radio"/> AUTO LO <input type="radio"/> 3 HI	<input type="radio"/> AUTO LO <input checked="" type="radio"/> 3 HI	<input type="radio"/> AUTO LO <input type="radio"/> 3 HI
	AUTO	3 min	OFF
	LO	HI	—

Blinking (Turbo Timer in operation)

<input checked="" type="radio"/> AUTO LO <input type="radio"/> 3 HI	<input type="radio"/> AUTO LO <input checked="" type="radio"/> 3 HI
AUTO	3 min

Troubleshooting

(Troubleshooting for some special car models)

The following devices may not work properly while the Turbo Timer is in operation. If this occurs please use the devices after the Turbo Timer has completed operation.

1. Keyless Entry System or Wireless Door Lock System
2. Models equipped with a Security System (Security Alarm System)

Cars with Automatic Light Controller

When using the Timer in a car equipped operating with an auto light control system, the lights may not turn off when using the Timer with auto light turned on even after the engine has stopped. If this is the case, when using the Timer make sure to not use Auto Mode for the light control system.

Trouble	Possible Causes	Possible Solutions
The Turbo Timer does not work.	An improper harness for your car model has been used.	Please reconfirm whether wiring and connections are correct or not.
	The Red , Yellow or Blue wires may have been improperly wired or there is a poor connection.	
	The Brown wire may have been improperly wired or there is a poor connection.	
	The Turbo Timer setting is set to OFF.	
	The parking brake has not been pulled up far enough.	Make sure to pull up the parking brake.
	(If the Turbo Timer is set to [3 min].) After having turned the key switch to ON, before 5 seconds elapsed the key was switched to OFF.	After turning the key switch to ON, wait at least 5 seconds before tuning it to OFF.
(If the Turbo Timer is set to [AUTO].) Engine operation time is short.	Turn the key switch to OFF after running the engine at least 10 minutes if the setting is at [LO] or at least 5 minutes if set to [HI].	
The LED is blinking, but the engine stops.	An improper harness for your car model has been used.	Please reconfirm whether wiring and connections are correct or not.
	The Red , Yellow or Blue wires may have been improperly wired or there is a poor connection.	
	The polarity of the special harness is incorrect. ● In some special harnesses the IG1 (Yellow) and IG2 (Blue) positions are reversed. If this is the case, try switching the Yellow and Blue wires of the 3-pin connector coming out from the unit. Note, that doing this in other car models will render the Timer inoperative, so please return the wires to their original connection positions.	Switch the Yellow and Blue wires on the 3-pin connector coming out from the unit. How to Re-connect Pull out the wire while pressing in (Figure as seen from the terminal side)
	The engine stops if the during idling torque is too weak.	In order to increase the torque, increase the engine rotation to 1200-1500 rpm and turn off the key switch to start the Turbo Timer operation.

- ※Our products have already been recognized as our Industrial Property or are in the process of receiving Industrial Property status.
- ※We plan in the near future to take all possible legal measures to protect against unfair competition from look-alike products using similar designs, regulating characteristics, circuitry and circuitry layout.
- ※We strictly prohibit the unlicensed use of the PIVOT trademark and the unauthorized use of PIVOT User's Manual.