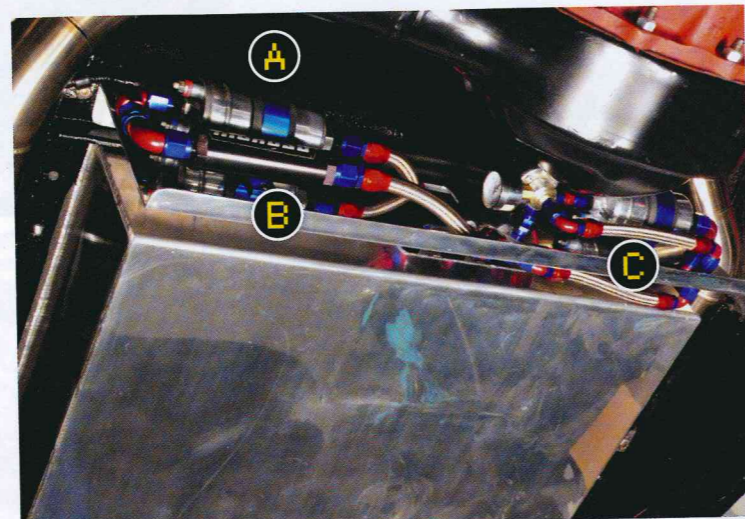
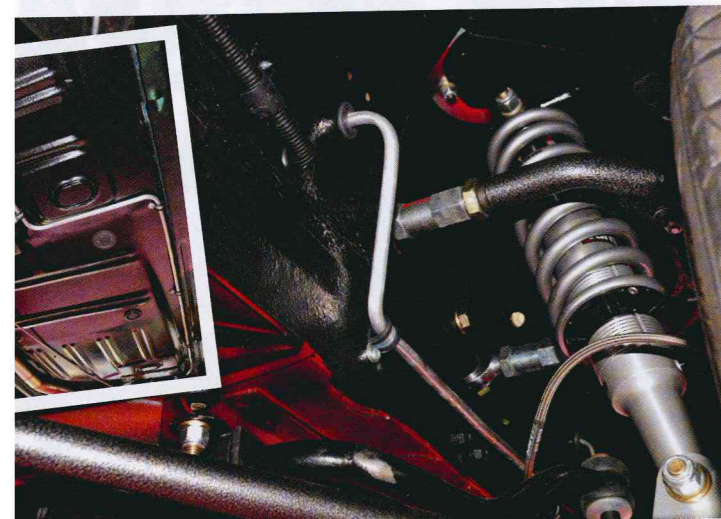


STEP 07 Trim the outer cable (sheath) to length and slip it into the adjustable collar (A). Then feed the inner cable in, guiding it around the slot and through the small hole in the barrel-shaped clamping pin (B). Use pliers to slightly tension the cable, then tighten the clamping pin. Fully depress the accelerator pedal and check the throttle plates are wide open. If they're not, the accelerator pedal angle will need adjusting inside.



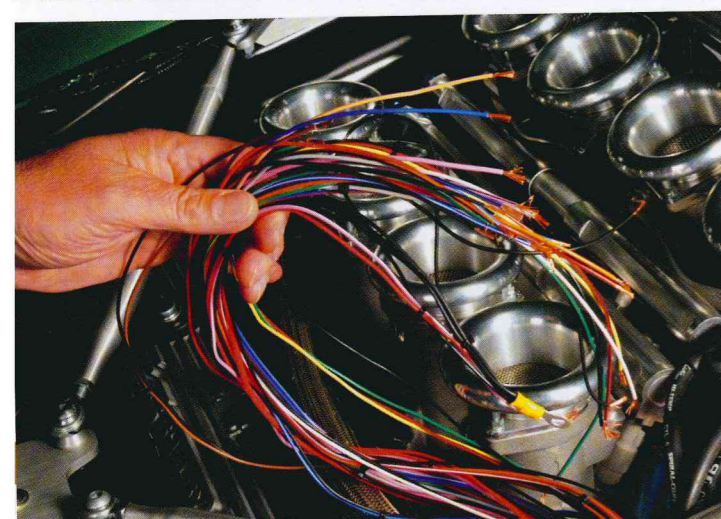
STEP 08 Low-pressure carby pump must be replaced with a high-pressure EFI unit — MCF replaced the entire tank. Mounted out of harm's way, on a plate in front of the new alloy tank, is a lift pump (A) pushing through a line filter (B), which keeps the internal surge tank full. Main pump (C) is fed from the surge tank and feeds the supply line and rails. A return line runs from the manifold-mounted regulator back to the tank.



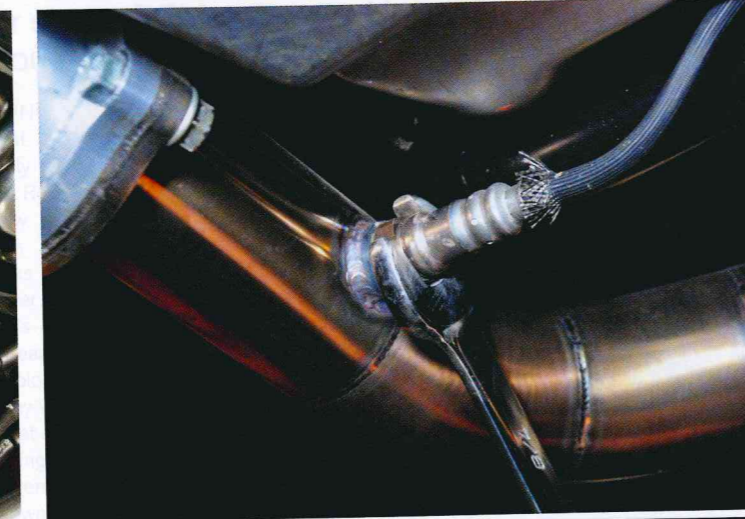
STEP 09 A 3/8in line is the minimum for performance applications. Mick's tough Mustang already sported an upgraded supply line but needed a return line. When routing lines, keep them near underbody areas that provide shielding and use cushioned P-clamps to keep them secure and clear of moving components. Sections of hardline joined by rubber hose should be flared and clamped on either side.



STEP 10 While OEM manufacturers often mount the ECU in the engine bay, the aftermarket has found the interior's cooler and drier environment to be preferable. Here, the Autronic SM4 was mounted to an out-of-the-way bracket beneath the front of the console. It's completely out of sight when the console is refitted, yet remains quite serviceable. Be sure to use a grommet when running the loom through the firewall.



STEP 11 The wiring diagram supplied by Autronic matches the colour coding of the wires, and the connections are fairly straightforward. The abundance of wires reflects the wide variety of things the unit can do — many functions will not be used, so many wires will remain unconnected. Basic connections are injectors, ignition, power, earth and fuel pumps, plus throttle position, coolant temperature, MAP and oxygen sensors.



STEP 12 An oxygen sensor isn't strictly necessary but it's a good idea to fit one for each bank of cylinders. Apart from the usual advantages, their fitment allows Autronic's 'auto tune' to be activated. Once configured, this can be used to get a pretty decent map up and running. It's no substitute for a comprehensive dyno tune but it will get you to the dyno. Note the coolant temp sensor at the back of the blue T-piece in Step 13.

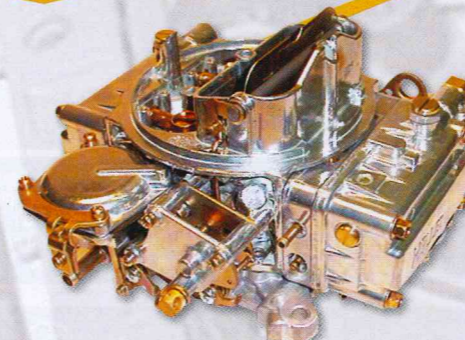
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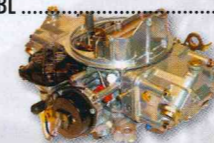
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