

Hello all,

After a bit of analyzing and head scratching, I discovered a way to eliminate fuel cut in the 22RTE Factory ECU. I've been running mine with this setup for a couple of weeks now, and it seems to work out pretty well.

Let me first introduce myself. My name is Will, I have an 85 4Runner with a transplanted 22RTE motor from an 86 truck and I'm currently running with an 85 Supra AFM/K&N filter (idea from Jeff's site), RC engineering 330cc/min inj, custom 2 1/2" flowmaster from CT20 back, oversize TB, DOA CT 270 cam, MSD6BTM, boost upped to 10 psi, and some other stuff...

The part # on my particular ECU is: 89661-35050. This mod should work on MR2's, and other ND 89661 xxxxx ECU's as well. Basically any ECU that uses the older style type 1 AFM (voltage rises from 2 -8 volts as airflow increases)

In order to eliminate fuel cut, you must:

1. remove the ECU and remove the top cover to expose the internal components.
2. Once the components are clearly visible, look for IC201. It's a 20 pin DIP (Dual Inline Package) labeled ND SE056 with a raised resistor in the front and to the rear of it. (the only 2 raised resistors on the board) IC201 is utilized exclusively by IC501 (the main CPU) for converting the AFM signal from a 2-8 volt input into a unique waveform that it can use to establish injector pulsewidth (PW).
3. The raised front and rear resistors are used to define low and high RPM limits with regards to RPM/throttle angle and time variables. Cutting one leg of raised R208 (P520 or P521) will result in elimination of high RPM fuel cut. Cutting one leg of raised R204 (P523 or P522) will result in elimination of low RPM fuel cut.

The only drawback that I've discovered is that this MOD seems to alter ignition timing a slight bit- it advances more aggressively with over 8 PSI boost. This can be easily compensated for by retarding the timing a couple degrees or dialing in more resistance at the MSD 6BTM. If the overall result is undesirable, it's easy enough to place a dab of solder at the cut point to return it to normal. But I must say it's nice to not have a code 14 set and my injectors turn off while I'm stompin' on the gas!

Please let me know if this helps anyone in their quest for HP..

[Willcipher@yahoo.com](mailto:Willcipher@yahoo.com)