

## 2013+ FRS/BRZ Install (ETX16 & Odyssey PC-680)



KIT



6 pin/jack harness



Part/WOT switch (PWS). Partial is trimmable (screw, 0-50% boost)



STEP 1: Assemble silicone, position as shown. attach hose clamps.



STEP 2: Disconnect OEM battery, remove battery.  
STEP 3: Remove intake from airbox to throttle body.  
STEP 4: Remove air box by removing 3 bolts.  
STEP 5: Drill rivets out, 3/16", remove resonator (picture).



STEP 6: attach cap as shown.



STEP 7: bolt airbox using 2 bolts.



STEP 8: Attach compressor unit. Hold unit in place while tightening.



STEP 9: Connect CCV hose



STEP 10: Bolt control box on available frame hole. (next to rad cap)

**MSRP: \$ N/A (included with control/charge module)**

\*price is subject to change without notice and subject to applicable taxes.



11: Drop in battery tray. Arrange three batteries as shown.  
Bolt on heavy gauge cable (+,-)



12: bolt on copper series connector  
(Always remove Cu when working on +/- main)



13: Place 3/8" spacer block.



14: Place coversheet.



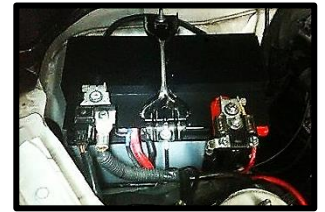
15: Place hold down block.



16: Attach factory J-bolt and bracket.  
Bolt NEG extension cable to 12V



17: Bolt on positive PB post. 12V.



18: place factory +/- clamps.



STEP 19: Bolt on PWS as shown. Use OFT throttle % readout to adjust 60-70% 1<sup>st</sup> click... 2<sup>nd</sup> click will occur 90-100%. Push or pull to slightly yield finger till desired % is achieved.



STEP 20: Remove lower center console panels. Run the 6 pin connector through to the passenger footwell. Do not pull on 6pin connector, pull on wires, \* harness can be feed from engine bay as well...jacks 1<sup>st</sup>.



STEP 21: Route 6 pin connector through sound tube passage into engine bay, sound tube must be removed. Pull WIRES behind the connector to controller.



STEP 22: Position LED display as shown  
Run red ATM fuse to fuse box located under steering colum, between DRL and TAIL.  
Connect RED jack to PWS...BLACK jack to Voltmeter. ZIP TIE cables.



STEP 18: Run large cable from 24V battery under strut bar and toward the controller. Run +/- eyelets from controller to battery area.

**\*ALL WIRING MUST BE SECURED, FOLLOW WIRING INSTRUCTION SHEET FOR CONNECTIONS AND ACTIVATION, \***

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# PHANTOM

FULL THROTTLE SUPERCHARGER SYSTEM

## Wiring Instructions for FTS system.

### Hook-up procedure.

- 1) Attach +/- eyelets to 12V starter.
- 2) Connect color coded 3 wires to motor.
- 3) Connect small 6 pin harness.  
'Jack' in PWS and volt display.
- 4) Connect large red connector.
- 5) Plug in red ATC fuse to switched 12V  
\* optional on some harnesses \*

### Activation procedure.

- 1) Move switch to 'ARM' position, voltmeter will read **28.X** (fully charged).
- 2) After arming wait 2 seconds for controller to initialize. Then depress throttle pedal for 1 second burst to confirm operation.  
\*After this test the 'arm' position should only be used while the **vehicle is running**.

### During Operation

- **28.X volts peak** when fully charged.
- **26.X volts peak** fully charged with heavy use or high engine bay temps
- **18.5 – 22.0 volts** during boosting, showing *load*..

### Fail safes

- **26.X volts peak. Thermal battery de-rate.** Boost can be used but is slightly reduced.  
\* Resets 5-20min depending on engine bay temps.
- **24.X – 28.X volts. Throttle switch activated but no boost. Thermal motor control protection.**  
\* Resets in 2-10 seconds \*let unit recharge and cool.
- **17.0 volts**, no boost, low voltage cut-off. Tripped if batteries are poor quality.
- Triggering fail safes is normal, position box away from direct heat and expose all surfaces to air.
- Intermittent use times: Duty cycle, up to 20%. **Continuous, up to 60 secs. (30 seconds recommended).**

- **Phantom FTS system is for offroad use only.**

