



## Instructions for Terminator Stealth 4150 2x4

### PARTS REQUIRED:

Terminator stealth kit  
2x4 service throttle body (534-240, 534-241, or 534-242)  
2x4 main harness (558-121)

Follow the normal terminator stealth installation instructions with 2 exceptions:

1. Install the 558-121 in place of the previously supplied main harness.
2. Install with the 2x4 service throttle body toward the front of the engine and the regular terminator throttle body to the rear.

### ELECTRICAL:

The 2x4 main harness is functionally the same as the previous terminator stealth main harness. The normal Terminator Stealth instructions should be used to install the harness. The only addition will be to plug the connector labeled "Secondary Throttle Body" into the 2x4 service throttle body.

Boosted applications will require an external map sensor with an appropriate range as part of the installation.

Below is how to remove the stock wiring and prepare it for an external sensor:

1. Removed front fuel bowl bolts on the primary throttle body.
2. Gently wiggle the fuel bowl while pulling it away from the main body. The fuel injectors may stay in the fuel bowl during removal. If this happens, gently wiggle them and then reinstall in them in the main body with some lube on the O-rings.
3. Unplug the MAP sensor connector and route it outside of the fuel bowl cavity.
4. Lube the injector O-rings with a small amount of oil or silicone lube and then gently push the fuel bowl down onto the injectors. Take care to ensure that none of the wiring gets pinched between the fuel bowl and main body while doing this.
5. Install a small dab of thread locking compound to the fuel bowl bolts and torque them to 35 inch pounds.
6. If you are installing the 2x4 on a boosted engine, you will need a new MAP sensor and potentially need to change the MAP sensor connector. Consult your map sensor instructions or call tech service for instruction.

## TUNING:

Laptop tuning will be required when using the 2x4 Terminator Stealth throttle body. The user will need to select an appropriate base tune for their application and then under System Parameter → Engine Parameters setup the following fuel system information.

Injection type: TBI

System Type: 550-405/406

Check for Dual TBI Setup: Checked

The screenshot shows a software interface for fuel system tuning. It is divided into two main sections: 'FUEL SYSTEM' and 'FUEL INJECTOR INFORMATION'. The 'FUEL SYSTEM' section includes dropdown menus for 'Injection Type' (TBI) and 'System Type' (550-405/406), and numeric input fields for 'Fuel Pump Prime' (5.0 sec), 'Actual System Pressure' (43.0 psi), 'Min Injector Opening Time' (0.00 msec), and 'Total System Fuel Flow' (640.0 lb/hr). The 'FUEL INJECTOR INFORMATION' section includes dropdowns for 'Injector Type' (High Impedance), 'Number of Injectors per TBI Unit' (4), 'Rated Flow per Injector' (80.0 lb/hr), and 'Rated Injector Pressure' (43.0 psi). It also features checkboxes for 'Check For Dual TBI Setup' (checked) and 'Check for Progressive Throttle Linkage' (unchecked), a 'TBI 2-4 Switch' slider set to 36.0%, and an 'Injector Off Time' section with a 'View Graph' button. At the bottom, there is a table with two rows of values.

1.79	1.52	1.25	1.04	0.89	0.75	0.65	0.56	0.48	0.41	0.34	0.31	0.27	0.23	0.21	0.19
8.0 V	8.8 V	9.6 V	10.4 V	11.2 V	12.0 V	12.8 V	13.6 V	14.4 V	15.2 V	16.0 V	16.8 V	17.6 V	18.4 V	19.2 V	20.0 V

NOTE: If you are running a fuel pressure other than 43 PSI you will also need to adjust the “Actual System Pressure” to match your measured fuel pressure.

## Mechanical installation:

In almost all instances, the throttle bodies will need to be mounted sideways due to the length of the fuel bowls. Due to this, a custom throttle linkage will need to be fabricated on a per installation basis.

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