

MOTORSPORT UPDATE

Engine Type for High Data Rate triggered C410 and C460.

We have added a couple of new missing tooth profiles to the latest ECU's from Serial No. 01260 onwards. These are given the Version number V3.07b which is shown on the initial screen on the CAL101 when you connect up.

The standard tooth profiles previously used are still there and have the same Engine Type settings. All of the profiles are listed below along with examples of the vehicles that they are suitable for.

| Engine Type | MAM offset | Vehicle/Engine |
|-------------|------------|---|
| 20 | 128 | 4 Cyl Ford EEC IV, 36-1 @ 90 deg BTDC eg CVH, DOHC, ZETEC, |
| 36 | 128 | 4 Cyl Bosch Motronic, 60-2 @ 120 deg BTDC Vauxhall eg 2.0 16v, Late Astra/Nova Peugeot 205 Gti, 309 & 405 1.9i etc. |
| 52 | 0 | 4 Cyl Bosch Motronic, 60-2 @ 90 deg BTDC Volvo Turbo, Formula Renault Engines |
| 70 | 128 | 6 Cyl Ford EEC IV, 36-1 @ 60 deg BTDC Scorpio 2.4i, 2.9i, V6 24v Probe 24v |
| 84 | 213 | 4 Cyl VW Digifant, 60-2 @ 80 deg BTDC Golf GTi G28 Engine '92 on |
| 86 | 213 | 6 Cyl VW Motronic, 60-2 @ 80 deg BTDC Golf 2.8i VR6 |
| 102 | * 128 | 6 Cyl BMW Motronic, 60-2 @ 90 deg BTDC 520i, 525i etc. M20 Engines |
| 116 | * 128 | 4 Cyl Rover MEMS, 18-1x2 @ 180 deg BTDC Mini 1.3i, K-Series to 96 |
| 132 | * 128 | 4 Cyl Renault Renix, 22-1x2 @ 90 deg BTDC Most Models. |

** New for ECU's after 01260*

There may be other vehicles and engines that are supported by this list and will be added as we discover them. If your target engine is not listed then please get in touch with us for technical information.

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