

SA2000

SA3000

FUNCTIONS

Stand-Alone Engine Management System 6 channel Fuel and Ignition

- Up to 5 cylinder sequential Fuel, up to 4 cylinder Ignition direct fire in Waste Spark mode
- Up to 10 cylinder semi-sequential Fuel, up to 10 cylinder Ignition in distributor mode
- Built in 4 bar MAP-sensor
- Dedicated TPS, CLT, IAT and Lambda inputs
- 2 optional Analog inputs 0-5 volt, external MAP, MAF, Lambda, EGT, Knock analyzer, Barometric pressure, Exhaust back pressure
- 2 PWM drivers, Idle air (2 & 3 pin), Boost control (2 & 3 pin), Water injection, Mazda Alternator control, Extra Injector control, High power Shift Light, V-tech control, Variable inlet manifold control
- 3 Digital out drivers, Tachometer, Fuel pump rely, Fan control, High power Shift Light, V-tech control, Variable inlet manifold control, Extra fuel pump
- 3 Digital in, for activation of: Launch control, 2nd RPM limit, "Lambda-auto-tune", Anti lag, AC idle compensation
- Crank sensor, Hall, Optical, Inductive/Reluctor sensor type is software selectable
- Crank input noise immunity is software controlled
- Cam sensor, Hall, Optical, Inductive/Reluctor sensor type is software selectable
- Cam input noise immunity is software controlled
- Extensive range of accepted Crank/Cam trigger patterns types, 60-2, 36-1, 36-2, Toyota 24-1, Nissan 4 & 6 cyl, Yamaha R1, Mazda 4+2 & 4+3, Porsche 130+1 & 132+1, Ford Cosworth 4 crank + 2 cam & 36-1, Audi 5-cyl 135+1+1, BMW 116+1 M3E30, Honda 12+1, Distributor single pulse per ignition
- Tune Cards for superfast change of complete maps, less than 1 sec – with running engine
- Upgradable to SA3000, extra processor to be installed in ECU to activate extra out/inputs, same main connector and loom is used, full flying lead is supplied with both SA2000 & SA3000 for easy upgrade.

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Stand-Alone Engine Management System 12 channel Fuel and Ignition

- Up to 10 cylinder sequential Fuel, up to 8 cylinder Ignition direct fire in Waste Spark mode
- Up to 12 cylinder semi-sequential Fuel, up to 12 cylinder in Waste Spark mode
- Built in 4 bar MAP-sensor
- Dedicated TPS, CLT, IAT and 2 x Lambda inputs
- 4 optional Analog inputs 0-5 volt, external MAP, MAF, Lambda, EGT, Knock analyzer, Barometric pressure, Exhaust back pressure
- 4 PWM drivers, Idle air (2 & 3 pin), Boost control (2 & 3 pin), Water injection, Mazda Alternator control, Extra Injector control, High power Shift Light, V-tech control, Variable inlet manifold control
- 6 Digital out drivers, Tachometer, Fuel pump rely, Fan control, High power Shift Light, V-tech control, Variable inlet manifold control, Extra fuel pump
- 3 Digital in, for activation of: Launch control, 2nd RPM limit, "Lambda-auto-tune", Anti lag, AC idle compensation
- Crank sensor, Hall, Optical, Inductive/Reluctor sensor type is software selectable
- Crank input noise immunity is software controlled
- Cam sensor, Hall, Optical, Inductive/Reluctor sensor type is software selectable
- Cam input noise immunity is software controlled
- Extensive range of accepted Crank/Cam trigger patterns types, 60-2, 36-1, 36-2, Toyota 24-1, Nissan 4 & 6 cyl, Yamaha R1, Mazda 4+2 & 4+3, Porsche 130+1 & 132+1, Ford Cosworth 4 crank + 2 cam & 36-1, Audi 5-cyl 135+1+1, BMW 116+1 M3E30, Honda 12+1, Distributor single pulse per ignition
- Tune Cards for superfast change of complete maps, less than 1 sec – with running engine

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Functions available in both SA2000 & SA3000

- Fuel mapping: 7D based on 3D map RPM – Load (user definable e.g. MAP/TPS/MAF) with 2 free compensation tables + Air temp + Engine temp
- Ignition mapping: 12D based on 3D map RPM – Load (user definable e.g. MAP/TPS/MAF/Current Fuel) with 2 free compensation tables. "Current Fuel" is a result from 7D Fuel mapping and is a great mirror of the engine load this gives Ignition mapping possibilities in 12D.
- Rev limiter, Ignition soft cut + Fuel hard cut. Optional RPM limit depending on Engine temp or External activation.
- Boost control, 2,5D RPM – Load (user definable e.g. TPS/CLT/RPM derivate). With or without PID regulation
- Idle control, 2 or 3 pin idle control valve controlled by PWM – Analog (user definable e.g. engine temp). Ignition compensation with or without PID control.
- Launch Control, progressive additional fuel and ignition retard for maximum boost pressure build up + unique RPM limit in launch mode.
- ALS, Anti-lag control with progressive additional Fuel, Ignition retard. ALS valve control. Cut off limit is user definable e.g. EGT/CLT
- Shift cut, ignition cut for full throttle shifting with sequential gear boxes.
- V-tech/Vanos control, digital function RPM - Load (user definable e.g. MAP/TPS/MAF/CLT/IAT/EGT)
- Tune Card is used to save complete maps on. Use as many Tune Cards as you like to save as many different maps as you like, all settings are saved on the map and instantly copied in to the ECU – even with the car flying down the highway. The card never has to be left in the ECU – in and out - 1 second to let the ECU update.

BC500G3

Piggyback Engine Management System 6 Channel Fuel and Ignition

- 4 to 5 cylinder sequential Fuel, direct control of Injectors
- 1 to 2 ignition signals, Ignition is controlled via crank sensor signal or ignition coil drive signal
- Hall and Optical sensor are standard, Inductive/Reluctor type need external Coil adapter
- Built in 2,5 bar MAP-sensor, upgradeable to 4 bar
- 3 optional Analog inputs 0-5 volt, external MAP, MAF, Lambda, EGT, Knock analyzer, Barometric pressure, Exhaust back pressure
- 2 Analog outputs 0-5 volt used to limit or simulate signals depending on Analog input and RPM
- 1 PWM drivers, Boost control, Water injection, Extra Injector control, High power Shift Light, V-tech control, Variable inlet manifold control
- 1 Digital output driver, Fuel pump rely, Fan control, High power Shift Light, V-tech control, Variable inlet manifold control, Extra fuel pump, Tachometer

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BC1000G3

Piggyback Engine Management System 12 Channel Fuel and Ignition

- 8 to 10 cylinder sequential Fuel, direct control of Injectors
- 2 to 4 ignition signals, Ignition is controlled via crank sensor signal or ignition coil drive signal
- Hall and Optical sensor are standard, Inductive/Reluctor type need external Coil adapter
- Built in 2,5 bar MAP-sensor, upgradeable to 4 bar
- 6 optional Analog inputs 0-5 volt, external MAP, MAF, Lambda, EGT, Knock analyzer, Barometric pressure, Exhaust back pressure
- 2 Analog outputs 0-5 volt used to limit or simulate signals depending on Analog input and RPM
- 2 PWM drivers, Boost control, Water injection, Extra Injector control, High power Shift Light, V-tech control, Variable inlet manifold control
- 2 Digital output driver, Fuel pump rely, Fan control, High power Shift Light, V-tech control, Variable inlet manifold control, Extra fuel pump, Tachometer

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BC300PWM

Boost Controller, Extra Injector Controller, Water Injection, Electrical water circulation pump BC300PWM – will do this and more!

- BC300PWM is an any purpose PWM controller
- 1 PWM output, max 3 Amps / with Power Switch 15 Amps
- 1 Digital output, max 3 Amps
- 1 Ignition retard signal, Hall and Optical sensor are standard, Inductive/Reluctor type needs external Coil adapter
- Built in 2,5 bar MAP sensor, upgradeable to 4 bar
- Boost control, 2,5D RPM – Load (user definable e.g. TPS/CLT/switch). With or without PID regulation
- Water Injection control, 2,5D RPM – Load (user definable e.g. TPS/CLT/switch)
- V-Tech/Vanos control, 2,5D RPM – Load (user definable e.g. TPS/CLT/switch)
- Water Circulation pump control, 2,5D RPM – Load (user definable e.g. TPS/CLT/switch)
- Extra Fuel Injector control, 2,5D RPM – Load (user definable e.g. TPS/CLT/switch)

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Functions in the BC systems

- MAF/MAP sensor signals can be limited to allow for turbo/compressor conversion or increased boost
 - MAF sensor signal simulation available. MAP sensor conversion. Alpha-N conversion
 - Works great on the latest cars with Tuning Protection
 - The only ECU for modern cars with CAN-bus/OBD/OBDII/EOBD
- Max Amps for all driver stages, Injectors/PWM/Digital is 3 Amps or 15 Amps with Power Switch
 - PC software for logging of all measured and calculated signals
 - PC software for mapping
 - Startup functions for E85 conversions – both choke and snaps
- RPM pick up from almost any signal – crank sensor / ignition coil driver signal / tachometer
 - Ignition retard on any signal
 - Ignition advance on any symmetrical signal
- Tune Card is used to save complete maps on. Use as many Tune Cards as you like to save as many different maps as you like, all settings are saved on the map and instantly copied in to the ECU – even with the car flying down the highway. The card never has to be left in the ECU – in and out - 1 second to let the ECU update