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aPorschaPart 944 Challenge Series

To add to the release of the Porsche 944 plugin ECU's, Advanced Engine Management is proud to announce that the Australian aPorschaPart 944 Challenge Series has awarded the contract to supply Control Specification ECU's for the entire field in the field.

These ECU's are security locked in such a way to allow only a small trim for fuel pulse and ignition timing.

The Wolf3D Version 4, aPorschaPart 944 Challenge Series ECU's have been phased in over the current racing series, with almost the entire field running the Wolf ECU for the last couple of rounds of the series. On these installations both the Mass Airflow Meter, and the 2 Crankshaft Sensors have been remove, as they have often been troublesome to several competitors. The MAF has been replaced by a tube with an integral ATS, and the Crank Sensors have been replaced with a cam sensor.

Tips – Wolf3D V4 Firmware Version 4.72 Reference and Sync

With the firmware upgrade 4.72 comes improved error checking for Reference and Sync input trigger types. If you have an older map that was written on an ECU with firmware prior to 4.72, or a current ECU that has been upgraded to 4.72 and your engine uses Reference and Sync, you will need to add a value to your map that was previously not need.

The parameter is Configuration/Engine/Trigger Sequencing/ **Mode 2+3 Number of Teeth**
This parameter is used for Reference and Sync Mode 0 in 4.72.

The number of teeth is determined in the following manner:

Trigger Type	Mode 2+3 Number of Teeth
36-1	35
60-2	58
Toyota 24+1	24
Toyota 12+1 (24+2)	12
Nissan 6 cylinder Plugin ECU	6
Nissan 4 cylinder Plugin ECU	4
Mazda Rotary 12+1 (24+2)	12

The value of the Mode 2+3 number of teeth, is the number of Reference teeth that the Wolf3D Version 4 sees between any two Sync Pulses.

This is only required in any of the Reference and Sync Modes, and is not requires for Dual Pulse or Single Pulse modes.

Tips – Rev Limit Modes 0, 1, 2

Prior to firmware version 4.72, the Rev Limit was fuel based only. In firmware version 4.72, there are 3 different Rev Limit Modes:

Mode 0 – Fuel Cut

Mode 1 – Ignition Cut

Mode 2 – Fuel and Ignition Cut

Choose the Rev Limit mode most suitable to your application.

Tips - Force Load Value Same As TPos

Firmware version 4.72 has added a new adjustable to allow quicker set-up of engines that require TPS based load mapping. **Force Load Value Same As TPos** is found in the Configuration/Sensor Setup/Load folder.

By turning on **Force Load Value Same As TPos** you only need to calibrate the TPS, and the Load value will automatically follow.

Tips – Locking User out of Engine Type in Hand Controller

If you have set up a custom engine type by entering values into the Configuration/Engine folder directly, you do not want to have customers overwriting these configuration settings by using the Hand Controller to choose a specific engine type.

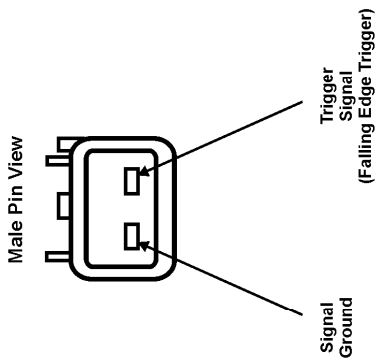
You can stop people from changing that engine configuration by setting the Configuration/Engine/**Hand Controller Module Used** to 255, and Configuration/Engine/**Update Engine Config Next Powerup** to On.

Then you have to turn the ECU Off, then On again. This will set the Hand Controller Module to 255, preventing you from using the Hand Controller to change the engine type. This prevents the problem of customers changing their engine type by using the Hand Controller into the wrong engine type, and not being able to change it back to the custom engine type.

It is recommend that you do this once you have the engine configuration and settings all correctly determined, and are not going to use the Hand Controller to choose any other engine type.

Wiring Diagram: Ford USA V8 Crank Sensor

CRANKSHAFT SENSOR



NOTE:

This sensor is used on Ford 'missing tooth' crankshaft sensor systems with 36-1 teeth.

When using a Wolf3D Version 4 ECU, you must use a Reluctor Interface. Check with your Wolf dealer for more information.

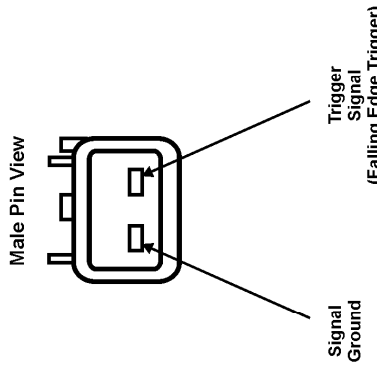
Ford USA V8 Crank Sensor

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Wiring Diagram: Ford Australia 6 and V8 Crank Sensor

<p>CRANKSHAFT SENSOR Male Pin View</p>  <p>Signal Ground</p> <p>Trigger Signal (Falling Edge Trigger)</p>		<p>NOTE:</p> <p>This sensor is used on Ford 'missing tooth' crankshaft sensor systems with 36-1 teeth.</p> <p>When using a Wolf3D Version 4 ECU, you must use a Reluctor Interface. Check with your Wolf dealer for more information.</p>	WOLF3D	
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Dealer Focus – Car Focus – Andre Van Diemen – Wesbank GT1 - Porsche

Wolf Dealer: Andre Van Diemen
Installer: Andre Van Diemen
Tuner: Andre Van Diemen
Engine: Jaguar
Transmission: 5 speed

Congratulations to Grant van Schalkwyk and Andre Van Diemen who have driven (Grant) and tuned the car (Andre) to take the Wesbank V8 GT1 Championship of 2005, South Africa's premier car racing class. Andre has installed a Wolf3D Version 4 on Grant's GT1 car. These cars all run V8 engines, and in this case it is a Jaguar power plant. The class has just been opened up to allow Fuel Injection. Previously all cars had to use traditional carburetion.



These are purpose built, high performance racing cars with few of the compromises that most touring car classes require by designing the car around a production car.

These cars are full space-framed and front engined.

Take a close look at the photos to see just how custom made these vehicles are.

Andre has also been working on several 911 Porsches.

In its first outing this one came in second behind a GT3.



The car to the right, a 3.2L has had a new harness. The heads have been modified to be twin spark.

Ignition wise it is running 2 VW Golf VR6 coils packs.

The engine also is running 6 Toyota 20 valve individual throttle bodies.

For more information on Andre Van Diemen and other cars that he has developed, send an email to wolf3d@lantic.net.

