

I'm not robot!

rotocjni krots eht detecnnoisid ew He d the tuning. Pathak's tuning experience goes back to a very short time before we met him, and most of that experience is with TECHI. To make sure we didn't blow it out just trying to start, the adjustment started before the car was even turbocharged. The first step in tuning is always the idle, since a motor that will not sink is a pain in the ass to tune. The ECU deposit still has control over the idle air flow through the solenoid of leisure control, but we have to provide you with an adequate amount of fuel and a proper ignition progress curve. The TECHI really allowed us to control with precision leisure with closed circuit ignition feedback, a generally reserved technique for OEM systems. It is then turned off to the dino, where the volumetric efficiency, or the VE table is tuned. The TECHI bases its fuel supply on a simple linear airflow model called the linear thermodynamic theory. This model is based on the fact that airflow through any given engine is proportional to multiple pressure. In other words, if a cosine 1000cc engine of air per revolution in 1 bar of absolute pressure (environmental pressure at sea level, i.e.) must consume 2000cc to 2 bar (which we would call 14.7 psi of impulse). Of course, this does not explain the fact that the volumetric efficiency, or the engine's ability to pump air, can be better or worse at different rpm values. The VE table is a offset map above or below the simple linear model that helps to teach TECHI a small lesson in reality. Pathak tunes the VE table and the ignition map simultaneously, using a mixture of intuition, experience and good outdated guessing. Working with an energy band area at a time, it will adjust the fuel delivery until it is // odaborp on etnemavitaler y o±Aartxe rotom nu ed sacin%A sadnamed sal rartnoce arap lit°Á se elbitsubmoc ed sedadisecen sal a adarim adnuges atsE .elbitsubmoc ed dadisecen al °Átcefa opmeit ed oibmac le is rev arap elbitsubmoc ed agertne al a j°Araserger ogeul y ,opmeit le noc omsim ol j°Arah ogeul ,amixj°Am aicnetop al Combinations like ours. After a diffuse melodi in this way, a broadband O2 sensor is used to adjust the table and complete the partial map. Tuning the change of Căman was quite differ, since the intuition and experience faced reality. Contrary to all our expectations, when the high rpm will be dedicated to anything less than the full accelerator, the table seed had to be inclined. With a careful adjustment, the conduct of natural aspiration actually better on the existence car. In stock -shaped, the accelerator response outside the file is sometimes slow and, what is more important, there is a pronounced swamp after changing their gear. They are probably artifacts of the Toyota emission reduction strategies that we do not replicate. The air p dida is our gain. Once the turbo was where he was, the adjustment, of course, had to change. The first step was to add an excessive fuel cut to protect the engine of the unexpected impulse refuge type that we are, triggered by sudden changes in the mostiestimple pressure or in the accelerator position. These too aggressive enrichments were attenuated later when we were sure it was safe. The upper sections of the table see and the ignition map, where the natural aspiration engine simply could not reach, now they could adjust. A broadband O2 sensor, the variety of fuel pressure, EGT and reinforcement meters, and six paranoid detonation detonation tubes were available to make it possible. With all the parameters related to the marked performance, the last step is the beginning in cold affination. Pathak tries to adjust the raw fuel curve on the rich side so that every time the system is in closed circuit The O2 sensor and correcting the fuel mixture by S  Solo), the computer fits thin. This helps to start in cold because the engine runs the open loop when it makes cold, which is precisely when you need a rettiwT rettiwT ne erahSkoobecaF ne atrapmoC moc.xirtnobrac.www 1800-609)013(xirtnobraC moc.asuocraps.www 0571-797)949(ccrapS moc.esuoheraWleehy.www 1821-277)417(esuoheraW leehW moc.serithcirdooGfb.www DK ecroF-G hcirdooG FB moc.nikcam.www 0286-649)265 (73eT kloV sarerack kloV moc.hcetpots.www 9974-523)013(hcetpots moc.noisnepsusygrene.www 5393-163)949(aAgrene ed n°Áisnepsus moc.otassergorp.www 3911-575)417(puorG ssergorP ehT moc.rocengam.www 8866- 966)842(rocengaM moc.yelloh.www 2779-187)072(stcudorP ecnamrofreP yelloH moc.ecnamrofrepuhsiv.www 3329-469)529(ecnamrofreP unhsiV moc.ASU-ixepa.www 0075-586)417(ixep'a moc. gnienigni-sx.www 3314-299)417(a°AreinegnI SX sotof ed setneuf 02 sal aeV .etnemralucatepse odnanoi cnuf j°Atse senoi catimil satse noc osulcni orep ,aicnetop sj°Am ahcum y rojem ohcum aicneicife anu aAritimrep sonatco 59 ed sesag ratuceje o I :01 a n°Áiserpmoc al rajed .sj°Am ocop nu amot oslupmi y n°Áiserpmoc ed n°Áicanibmoc aluc°Adir artseun noc olrecah orep ,elbitsubmoc ereuqer redop recaH ,des ahcum eneit rotom le ,azref noc j°Areloed es otelob le y opmeit ohcum rop odajone olagn©ÁtmaM. ajone es rotom le ,aeplog avel nary al odnauc .mpr 0006 A .ajab amag ed odi±Aurj ed onas daW es etnemlamron euq euqrot nis ej±z2 le odnad ,jaicrap rodareleca le ne osulcni ,etnememj°Ahtatsni acoloc es obrut IE. 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