

Mode Flag No.	Function	Value
0	Select 'Manifold Absolute Pressure' mapped calibration	0
	Select 'Throttle Position' mapped calibration	1
	Select 'Select 'Throttle Position' mapped Fuel calibration with Downstream Manifold Pressure corrected Fuel delivery (Ign calibration is 'Manifold Absolute Pressure' mapped)	8
	Select for 4 cycle engine	Add 0
	Select for 2 cycle engine (& rotary engine)	Add 4
	Disable Exhaust Back Pressure correction	Add 0
	Enable Exhaust Back Pressure correction ('Manifold Absolute Pressure' mapped applications only)	Add 2
Enable Open Loop A/F Ratio Table	Add 16	
1	1 coil ignition system	1
	2 coil ignition system	2
	3 coil ignition system	3
	4 coil ignition system	4
	Negative triggered ignition amplifier (module) e.g. Smart HEI	Add 0
	Positive triggered ignition amplifier (module) e.g. MSD	Add 32
	Cylinder Reference pulse input positive triggered	Add 0
	Cylinder Reference pulse input negative triggered	Add 16
	Cylinder pulse input positive triggered	Add 0
	Cylinder pulse input negative triggered	Add 64
Cylinder pulse input positive & negative triggered	Add 128	
2	No Air/fuel ratio sensor	0
	Proportional Air/fuel ratio I/P (0.0 - 1.0volt => 10:1 to 30:1 air/fuel ratio)	1
	'Bosch' or 'Autronic' 4 wire O <sub>2</sub> Sensor (for Narrow band 'Emissions control')	2
	Select NTC Air intake Temperature sensor (Requires Internal PCB link U15 pins 8 to 9)	Add 16
	Select 'Autronic' Air intake Temperature sensor	Add 0
3	Enable Main cooling fan control to relay 3 O/P	32
	Disable Main cooling fan control	0
	Enable Auxillary cooling fan control to relay 4 O/P (for alternate function:- Intercooler cooling fan and/or Water sprayer add 65 instead)	Add 64
	Disable Auxillary cooling fan control	Add 0
	Enable Air conditioner clutch control to relay 2 O/P	Add 128
Disable Air conditioner clutch control	Add 0	
4	Enable Fuel used O/P pulse control to Relay 2 O/P	131
	Enable Fuel used O/P pulse control to Relay 3 O/P	130
	Enable Fuel used O/P pulse control to Relay 4 O/P	129
	Enable Fuel used O/P pulse control to Solenoid 3 O/P	128
	Disable Fuel used O/P pulse	0
	Enable User defined ON/OFF O/P to relay 2 O/P	Add 76
	Enable User defined ON/OFF O/P to relay 3 O/P	Add 72
	Enable User defined ON/OFF O/P to relay 4 O/P	Add 68
	Enable User defined ON/OFF O/P to solenoid 3 O/P	Add 64
	Disable User defined ON/OFF O/P	Add 0
Select 'Load' as calibration Variable for User Defined ON/OFF O/P	Add 32	
Select 'Throttle position' as Calibration variable for User defined ON/OFF O/P	Add 0	
5	Enable User defined PWM O/P (or Anti-lag) to Analog O/P	129
	Enable User defined PWM O/P (or Anti-lag) to PWM 1 O/P	130
	Enable User defined PWM O/P (or Anti-lag) to PWM 2 O/P	128
	Disable User defined O/P	0
	Select 'Load' as calibration variable for User defined PWM O/P	Add 8
	Select 'Throttle position' as calibration variable for User defined PWM O/P	Add 0
	Enable Anti-lag function	Add 4
	Anti-lag control by Switch (Gnd Pin 42 for Boost Enhancement)	Add 32
Anti-lag control 'Disable Boost Enhancement if RPM < 5000 25 sec'	Add 16	
Anti-lag control 'Disable Boost Enhancement if TPS < 5%'	Add 64	
6	Enable Boost control to Analog O/P	129
	Enable Boost control to PWM2 O/P	128
	Disable Boost control	0
	PWM2 O/P frequency = 10Hz	Add 0

Mode Flag No.	Function	Value
	PWM2 O/P frequency = 20Hz	Add 4
	PWM2 O/P frequency = 30Hz	Add 8
	PWM2 O/P frequency = 40Hz	Add 12
	Enable Boost control setpoint table selection by Switch 2 I/P	Add 2
	Disable Boost control setpoint table selection by Switch 2 I/P	Add 0
7	Enable Anti-lag Cool-down function	16
	Disable Anti-lag Cool-down function	0
	Subaru Impreza trigger option (2 x 3 Crank & 3,1,2,1 Cam Pulse Wheels that require a Dual Channel Reluctor Interface)	Add 32
Mitsubishi Lancer trigger option (4 / rev & 1 x wide, 1 x narrow / rev in Camshaft driven module only)	Add 64	
8	Ignition triggering of all Cylinders 1 to 8 allowed	0
	Inhibit cylinder 1 ignition	Add 1
	Inhibit cylinder 2 ignition	Add 2
	Inhibit cylinder 3 ignition	Add 4
	Inhibit cylinder 4 ignition	Add 8
	Inhibit cylinder 5 ignition	Add 16
	Inhibit cylinder 6 ignition	Add 32
	Inhibit cylinder 7 ignition	Add 64
Inhibit cylinder 8 ignition	Add 128	
9	Ignition triggering of all Cylinders 9 to 16 allowed	0
	Inhibit cylinder 9 ignition	Add 1
	Inhibit cylinder 10 ignition	Add 2
	Inhibit cylinder 11 ignition	Add 4
	Inhibit cylinder 12 ignition	Add 8
	Inhibit cylinder 13 ignition	Add 16
	Inhibit cylinder 14 ignition	Add 32
Inhibit cylinder 15 ignition	Add 64	
Inhibit cylinder 16 ignition	Add 128	
10	Use Idle Ignition Timing Table @ Idle	0
	Use Main Ignition Timing Table @ Idle	1
	Ignition Timing Modifier 1 is Charge temperature dependent	Add 0
	Ignition Timing Modifier 1 is Coolant temperature dependent	Add 2
11	WOT Shift. TPS adder applied to User Defined PWM table access when WOT Shift active (Use to give more retard for WOT shift than Anti-lag) & RPM >= 2500 RPM & TPS >= 50%	0.1%TPS / count
12	Disable Soft Rev Limit Fuel Cut	0
	Enable Soft Rev Limit Fuel Cut	1
	Disable Soft Rev Limit Spark Cut	Add 0
	Enable Soft Rev Limit Spark Cut	Add 2
13	WOT Shift, Duration of Injection Cut initiated when EBP I/P Grounded (0 disables, > 200 gives continuous cut while EBP I/P Gnd) & RPM >= 2500 RPM & TPS >= 50%	10mSEC / count
14	Anti-lag extra fuel to Inj 1 O/P	Add 1
	Anti-lag extra fuel to Inj 2 O/P	Add 2
	Anti-lag extra fuel to Inj 3 O/P	Add 4
	Anti-lag extra fuel to Inj 4 O/P	Add 8
	Anti-lag extra fuel to Inj 5 O/P	Add 16
	Anti-lag extra fuel to Inj 6 O/P	Add 32
	Anti-lag extra fuel to Inj 7 O/P	Add 64
Anti-lag extra fuel to Inj 8 O/P	Add 128	
15	Anti-lag extra fuel amount	0.391% / count
Notes	User Define PWM table sets Anti-lag Ignition retard (1% = -1 deg) A/C Restart Engine Speed = Anti-lag Cool-down mode minimum RPM A/C Cut Out Engine Speed = Anti-lag Cool-down mode maximum RPM A/C Restart Delay Time = Anti-lag Cool-down mode maximum Throttle (20 SEC = 20% TPS) Idle Speed Control reset Engine Speed = Charge Cooling minimum RPM	