I HAVE BEEN THE OFFICIAL DISTRIBUTOR FOR DYNOJET IN SOUTH AFRICA FOR THE PAST 14 YEARS, AND, WORKING WITH THIS PRODUCT, I PICKED UP ON SOME POINTS I CONSIDER KEY, THAT I WISH TO PASS TO YOU REGARDING APPLICATION, THAT COULD POSITIVELLY IMPACT ON YOUR WORK RESULTS.

I HAVE WHAT I CALL, THE FAT MAN -THIN MAN THEORY IN FUELLING, JUST A WAY FOR ME, TO BE ABLE TO DEMONSTRATE AND BETTER EXPLAIN MY APPROACH.

PLEASE NOTE THAT BY STATING WHAT I DO BELLOW, I AM FULLY AWARE THAT THE FASTER AND HIGHER RPM I USE AND THE HARDER I DRIVE ANY VEHICLE THROUGH IT S RPM THRESHOLD, THE MORE FUEL I WILL BE USING AS AT HIGHER RPM I WILL HAVE MORE INTAKE STROKES PER MINUTE THEREFORE MUCH MORE FUEL ILL BE INDUCTED , USED, EXHAUSTED AT HIGHER RPM THEN AT LOWER RPM.

HOWEVER, BECAUSE ONE ACCELERATES SO MUCH SLOWER AT THE HIGHER RPM AND AT THE HIGHER GEARS/SPEED THAT YOUR FUELLING CACULATED REQUIREMENTS ARE NOT ONLY LESS BY THE SLOW ACCELERATION VALUE BUT ALSO BY THE ACCURACY OF THE FUEL CALCULATION THAT IS NOW SO MUCH LONGER AND ACCURATE TO CALCULATE; YOU WILL FROM THIS THEREFORE SEE A LEANER FUEL CALCULATION ON THE HIGHER GEARS AT TOP RPM FOR THE REASONS ABOVE AND ALSO BECAUSE OF THE FACT THAT ON CURRENT MODERN ECU S OFFERING ALL GEAR FUEL OFFSET ALL GEAR TABLES CONTAINED IN THEM ARE ALREADY ADDRESSINGTHIS SITUATION.

BASICALLY THE FAT MAN-THIN MAN THEORY IS A BASIS OF COLLECTED INFORMATION FROM WHICH I WILL SAY TO YOU THE FOLLOWING:

ON THE SAME VEHICLE, A FAT MAN REQUIRES A LEANER AFR TARGET IN ORDER TO RUN THE CORRECT AIR TO FUEL RATIO AS HE EXERTS MORE LOAD.THE THIN MAN, OVER THE SAME DISTANCE EXERTS LESS LOAD, SO HE CAN ACCELERATE FASTER, THEREFORE HE WILL USE MORE FUEL TO RUN THE CORRECT AIR TO FUEL RATIO THEREFORE I CAN SET HIS AFR TARGET SLIGHTLY RICHER. SO, YOU SHOULD SET THE FAT MANS FUEL LEANER AND THE THIN MAN RICHER FOR THE SAME VEHICLE.

THE SAME WAY, THE SAME VEHICLES, GOING UP A HILL, KEEPING THE TP GRIP POSITION STEADY WILL RUN RICHER AS IT REQUIRES LESS FUEL TO RUN THE CORRECT AIR TO FUEL RATIO WITH LOAD ON AN EXPONENTIAL RISE, AND MORE FUEL TO RUN THE CORRECT AIR FUEL RATION ON ITS DOWNHILL TRAVEL WITH THE SAME RIDER.

MOST OF YOU ARE FACED DAILY WITH THE TASK OF MAPPING A BIKE FOR A THIN OR A FAT CLIENT AND ARE GIVEN A SET OF TOOLS WITH WHICH YOU WORK, BUT FEW HAVE ACTUALLY THOUGHT ABOUT IT REALLY - HOW DO I COMPENSATE FOR THE BIGGER GUY AND HOW CLOSE AM I GOING TO BE FOR HIM OR FOR THE OTHER, HOW GOOD IS MY MAP.

WELL THINK OF THIS AS WELL, WHEN YOU DRIVE OFF IN FIRST GEAR THE BIKE TAKES OFF TO LIMITER LIKE A BAT OUT OF HELL, THEN SECOND IS QUITE HECTIC, THIRD MORE CONTROLABLE, FOURTH BETTER AND SO ON, SO LETS SAY THAT YOUR FIRST GEAR IS THE THIN GEAR, THE SECOND SLIGHTLY FATTER AND SO ON TO TOP GEAR THAT IS NOW THE FAT MAN WHERE YOU ARE STILL ACCELERATING, BUT A LOT

SLOWER THEREFORE REQUIRING LESS FUEL THAN THE FIRST GEAR,CAUSING THE VEHICLE TO BE LAZY AND FUEL INNEFICIENT(USING EXCESSIVE FUEL).

IF YOU HAVE A FUELLING DEVICE WITH AN AUTOTUNE SYSTEM, YOU CAN, FROM THE ABOVE INFORMATION, SELECT A SET OF PARAMETRES ON THE FUEL FILE FOR THE CLIENT AND FOR THE VARIOUS GEAR POSITIONS, SHOULD YOU BE ABLE TO SET IT ON GEAR ADVANCE MODE.

ANOTHER THING TO REMEMBER IS THAT A BIKES FUEL REQUIREMENTS, IS CONSTANTLY CHANGING, SO WHEN IT'S COLD YOU NEED MORE FUEL (THE PERFECT EXAMPLE IS YOU NEED CHOKE ACTIVATION FOR EASIER START IN THE MORNING), WHEN IT'S HOT YOU NEED TO REMOVE FUELLING, MOST MANUFACTURERS ADD FUEL ABOVE 92 DEGREES TEMP TO COOL DOWN THE ENGINE- (BUT THEY HAVE A WARRANTY TO HONOUR).

SO FOR A CLEAR COOL DAY YOU WILL NEED A RICHER FUEL SET UP, IF IT GETS HOTTER YOU GO MILDLY LEANER, IF IT GETS MORE HUMID AND OVERCAST OR RAINS YOU GO FURTHER LEANER (LESS OXYGEN IN THE AIR), IF THE ATMOSPHERIC PRESSURE INCREASES, MORE FUEL CAN BE SUPPLIED AS YOUR VE (VOLUMETRIC EFFICIENCY) IMPROVES AND SO DOES YOUR VEHICLES PERFORMANCE ETC.

YOUR ECU, STANDARD, HAS AT LEAST 3 MAPS TO WORK OFF(PLUS ITS OFF SET TABLES FOR CYLINDER OFFSET AND GEAR POSITION , SENSOR CONTROL ETC),BASICALLY A MAP A UP TO 68 DEGREES – CHOKE MAP, MAP B FROM 70 TO 92 – WHERE YOUR BIKE SPENDS MOST OF ITS ACTIVE LIFE, AND MAP C FROM 93 DEGREES UP, GENERALLY USED BY MANUFACTURERS WITH SAFER TIMING AND RICHER FUELLING THAT IS A SAFEGARD FOR YOUR ENGINE WHEN DURING EXTREME CIRCUMSTANCES IT MAY GET TOO HOT.

DEPENDING ON WHICH MARKET YOUR MOTORCYCLE WAS DESTINED FOR YOU MAY HAVE A UNRESTRICTED BIKE OR A MORE OR LESS RESTRICTED BIKE WITH ONE OR MORE LAMBDAS CONTROLLING PART OR MOST OF YOUR ECU ON A PARTICULAR AREA OF THE FUEL MAP WHICH IS DESIGNATED AS CLOSED LOOP AREA WHICH YOU NOW WANT TO ACCESS AND CONTROL, IN OTHER WORDS TURN INTO A FULL OPEN LOOP ECU FOR FULL ACCESS AND CONTROL SO YOU CAN MANIPULATE IT IN A SCIENTIFIC CONTROLLED ENVIRONEMENT PREFERABLY, IN ORDER TO ACHIEVED THE DESIRED AND INTENDED RESULTS THAT CAN BE BACKED UP BY DATA

GENERALLY WE USE ELIMINATORS, CONTROLERS OR OPTIMIZERS OR ECU FLASHING TO ACCESS SUCH ISSUES AND GET CONTROL OVER THEM, DEPENDING ON THE MOTORCYCLE AND THE TYPE OF RESTRICTION, AND WHAT IS AVAILABLE TO CHECK THAT INFORMATION AND CHANGE IT, A PART DIFFERENT NUMBER FOR THE NECESSARY ITEM MAY EXISTS FOR THE PARTICULAR APPLICATION THAT HAS TO BE USED IN ORDER FOR YOU TO GIVE YOUR CLIENT THE BEST YOU CAN.

IT IS THEREFORE IMPORTANT IN SOUTH AFRICA, WHERE THE MARKET IS NOT ADEQUATLY REGULATED AND BIKES FROM THE VARIOUS MARKETS LAND UP ON OUR STREETS THROUGH THE INCONPETENCE OF SOME PARALELL IMPORTERS, THAT YOU ARE CAREFUL AND PAY ATTENTION WHEN ORDERING YOUR

POWERCOMMANDER ETC, ELIMINATOR/OPTIMIZER OR CONTROLER AND MAKE SURE THAT YOU USE THE CORRECT ITEM FOR YOUR APPLICATION.

UNDER TUNNING LINK YOU HAVE A SET OF TOOLS THAT YOU CAN USE TO SIMULATE MOST CIRCUMSTANCES , AS WELL AS A HELP FILE OF RECOMMENDED MAPPING PROCEDURE GUIDELINES; PLEASE NOTE THAT THESE ARE GUIDELINES, AND I HERE URGE YOU TO USE YOUR INITIATIVE, WHEN SIMULLATING ROAD CONDITIONS, ADJUST YOUR AFR TARGETS, YOUR ACCELERATION FACTORS, FOR THE FAT MAN OR THE THIN MAN, FOR THE CIRCUIT WITH LOTS OF UP AND DOWN HILLS OR THE FLAT CIRCUITS, TRY DIFFERENT THINGS, BE ADVENTUROUS NOT EVERYBODY RIDES THE SAME WAY.

THESE HELP FILES, HAVE CALCULATED ACCELERATION FACTORS BASED ON AERODYNAMIC FACTORS, WEIGHT AND ALL OTHER DATA, COMPILED BY DYNOJET WITH DATA ALSO SUPPLIED FROM VARIOUS MANUFACTURERS WITH WHOM THEY ENTERTAIN LONGTERM RELATIONSHIPS, TO HELP YOU.

YOU MAY HAVE TO RE-THINK THEM A BIT, LOOK AT YOUR AFR TARGET VALUES AND IF YOU HAVE WORKED A BIT AT THE TRACK, WITH FOR EXAMPLE WIDEBAND OR AUTOTUNE, YOU WILL FIND THAT YOU ARE BETTER OFF WITH OTHER VALUES OF TARGET AFR ON CERTAIN PARTICULAR GEARS AND RPM AREAS WHERE BY RICHENING OR LEANING OUT YOUR AFR, YOU CAN GENERATE A LEANER OR RICHER MIXTURE MORE SUITABLE TO YOUR BIKE OR RIDER REQUIREMENT AND THE BIKES IS MORE RIDEABLE AND SUITABLE TO YOUR STILE.

USING THE DYNOJET LOAD CELL:

FOR INSTANCE WHEN MAPPING ON THE DYNOJET MACHINE, 3rd , 4th OR 5TH GEAR APPLICATION ON THE HIGHER TP POSITIONS I LIKE TO SLOW DOWN THE RUN TOWARDS THE TOP RPM , YET I WOULD LIKE ALSO TO SIMULATE THE BEST POSSIBLE LAUNCH FROM MY TARGET RPM LAUNCH POINT REFLECTING WHAT REALLY WHAT HAPPENS ON THE ROAD.

SO HOW DO I DO ALL THIS? EASY, GO TO CONFIGURE, I CAN STAGE MY RUN ON A PARTICULAR TP INTO 3 OR MORE SECTIONS (RUNS) OF THE SAME TP COLUM, AND OVERSHOOT MY TARGET START POINT BY BEING AT THE TP SAMPLING POINT BEFORE THE RPM STAGING TARGET AT DIFFERENT SPEEDS.

I THEN MAP ON AND PAST OVER THAT SECTION AT A SLOWER OR FASTER SPEED, MY MIDRANGE SPEED MAY REQUIRE FOR EXAMPLE A FASTER SPEED, SO IF I WISH TO SET IT UP THAT WAY FOR A MORE MODIFIED BIKE, I CAN SIMULATE IT BEING ABLE TO ACCELERATE QUICKER, I CAN JUST ADD A BIT MORE SPEED OR SLOW IT DOWN AS I NEED AGAIN TO MY PREVIOUS TL CONFIGURATION SET UP AS I FEEL FIT.

AS FAR AS THE LAUNCH IS CONCERNED, UNDER MAP TOOLS YOU WILL FIND PID, THAT IS BASICALLY A WAY TO SET HOW YOUR LOAD CELL ALLOWS THE BIKE TO ACCELERATE OFF THE LINE AT THE VARIOUS TP LAUCHES YOU DO, WHILE MAPPING.YOU WILL SEE THAT YOU HAVE PID A, THAT HOLDS THE BIKE BACK SO THAT YOU CAN STAGE YOUR LAUNCH AT JUST BEFORE YOUR TARGET LAUNCH POINT AT WHAT EVER TP POSITION YOU ARE TRYING TO MAP, SO LETS SAY YOU ARE LAUCHING FROM 1500 RPM AT 60% TP, THEN YOU WOULD LIKE TO BE ABLE TO HOLD IT FOR THE LAUNCH AT +/-1494 RPM THEN GET TO THE CORRECT TP AND STAR SAMPLING.

SO HERE IS HOW IT CONTROLS THE DIFFERENT FORCES, THE HIGHER YOUR PID- A- NUMBER 350/450/550 THE SOFTER IT IS AND THE LEAST IT HOLDS TO THE TARGET START SAMPLING POINT, OBVIOUSLY THE STRONGER THE BIKE, THE HARDER YOU NEED PID A.

ONCE YOU LAUNCH, YOU WANT THE BIKE TO FLOW JUST LIKE IT SHOULD IN REAL RIDING, IMAGINE YOU ARE ACTUALLY RIDING THIS BIKE, GET THE FEEL, ADJUST THE PID C, THE SMALLEST THE NEGATIVE VALUE NUMBER, - 9 IS SOFT -13 IS STRONGER. THE WEAKER IT IS, OPPOSITE FROM A, IN FACT TRY AND IMAGINE PID- A AND –C- AS A DAMPNER TRYING TO SMOOTHEN OUT A MOTION A AND C TRYING TO BALANCE EACH OTHER IN ORDER TO GET THAT SMOOTH LAUNCH AND A SERIES OF CONSISTENT AND HARMONIC FUEL VALUES THAT POPULATE WITH VALUES THAT MAKE SENSE ALONG THAT LAUNCH.

YOU WILL THEN NOTICE THAT THERE ARE TWO POINTS WHERE LOAD IMPACTS ON YOUR FUEL VALUE DISTINCTIVELY, AT THE LAUNCH AS YOU BRING THE THROTTLE TO FULL OPEN AND AT THE TOP WHERE THE WIND RESISTANCE 9ADDITIONAL LOAD OF THE SLOWING IT DOWN) WOULD CREATE SO MUCH DRAG THAT THE BIKE IS HARDLY ACCELERATING AT ALL.

A LOT CAN BE DONE TO CONTROL THE ENVIRONEMENT TO GET AS CLOSE AS POSSIBLE TO REAL CONDITIONS, BUT TO GET 100% RESULT FOR AN EVERYDAY SITUATIONS IS IMPOSSIBLE AS ALL OTHER FACTORS CHANGE CONSTANTLY, FUEL, AMBIENT TEMPERATURE, ATMOSPHERIC PRESSURE ETC AND UNLESS YOU WANT TO WORK WITH AN AUTOTUNE SYSTEM YOU CANNOT HAVE ALL THAT CONTROL, AND A CLIENT THAT WEIGHS MORE OR LESS AND HIS RIDING STYLE IMPACTS MORE OR LESS ON THE LOAD.

THESE DYNOJET SYSTEMS ARE REALLY FANTASTIC, HOWEVER THEY NEED TO BE MANAGED FROM THE BEGINING, TO ENSURE A SMOOTH SET OF TRIM/FUEL VALUES SPECIALLY AT THE EARLY TP AND RPM POSITONS AND THE LOWER GEARS IF SET IN GEAR ADVANCE MODE, AS WELL AS A SET OF AIR TO FUEL RATIO TARGET PARAMETERS THAT ARE IN TUNE WITH WHAT THAT RIDER AND VEHICLE REALLY WANTS. I AM SO GLAD THIS EXISTS, AS I AM SURE YOU APPRECIATE HOW HARD IT USED TO BE MANAGING WIDEBAND 1 ON SO MANY DIFFERENT BIKES DURING OUR NATIONAL CHAMPIONSHIPS AND , I M HAPPY TO SAY, WINNING MOST OF THE CHAMPIONSHIPS IN THE 600 CC AND 1000CC IN 4 YEARS, IT WAS REALLY HARD WORK, NOW ITS TIME CONSUMING, BUT YOU CAN DO SO MUCH MORE, THE SYSTEM CALCULATES FOR YOU, YOU TRIM AND ADJUST IF I MAY SAY SO, MY EXPERIENCE AND EXPOSURE WITH WB1 WAS A BLESSING.

MY PROCESS APPLICATION HERE IS THE FOLLOWING:

I START OFF A 0 MAP I WILL ALLOW ENRICHEMENT AND ENLEANEMENT OF 12 AND 12 ON THE AT-200 SET UP FOR SESSION 1, CHANGE IT TO 8 AND 8 ON SESSION 2, 6 AND 6 FOR SESSION 3,BY THEN MY TRIMS ARE ALREADY WITHIN VALUES OF 3 AND 5, THE NEXT DAY FOR QUALIFYING I MAY OPEN ENRICHEMENT AND ENLEANEMENT TO 8 AND 8 AGAIN IF I FIND THE FOLLOWING CONDITIONS CONSIDERABLY ALTERED- TEMP/ATMOS PRESSURE/ HUMIDITY, OTHERWISE I WILL QUALIFY ON 5 AND 5 , JUST LEAVE THE TRIMS ON THE TRIM TABLES, AFTER ALL POWERCOMMANDER V IS THE ONLY REAL TIME FUEL DEVICE IN THE MARKET WHEREBY THE AFR TRIM CALCULATION IS IMMEDIATLY MAP AND YOU ONLY ACCEPT YOUR TRIMS WHILE BUILDING YOUR MAP DURING YOUR FIRST 3 SESSIONS

SAVING EACH SESSION IS IMPORTANT; YOU MAY USE ANY OF THESE START MAPS FOR THE NEXT RACE, PROVIDED GEARING HASN'T CHANGED DRAMATICALLY.

IF YOU ARE USING SFM, START ALSO AT A 0 MAP AND ENSURE THAT BOTH MODULES ARE MARIED AND YOUR AUTOTUNE IS SET IN ADVANCE MODE –MAP TOOLS- TO ADDRESS BOTH PCV AND SFM, BOTH MODULES, THE TRIMS SHOULD BE IDENTICALON BOTH PRIMARY AND SECONDARY MODULES.

IF YOU INTEND TO MAP THE CLIENTS BIKE, (EXCEPT UNDER SFM APPLICATION), YOU SHOULD ALLWAYS USE TUNINGLINK, BUT IF YOU HAVE A AUTOTUNER, YOU CAN USE P c V SOFTWARE TOGETHER WITH WINPEP 7 TO CREATE A BASE MAP, ON SWEEP LOAD, ABOUT 9% ON LOWER TP AND PROGRESSIVELY HIGHER 12/13/17% TOWARDS TOP TP AND RPM, WITH P c V SOFTARE OPENED, SELECT A 10 SEC DELAY AND GENTLY MAP THE BIKE IN 3^{RD} OR 4^{TH} GEAR OVER AND OVER REPEATING THE VARIOUS TP POSITIONS AND THROUGH THE RPM AND TP YOU SEEK TO FOCUS ON; ACCEPT THE TRIMS REPEATEDLY, COPY THEN THIS MAP AND PASTE IT TO ALL OTHER GEARS YOU ARE USING AUTOTUNER (AT-200), LET THE CLIENT GO OUT WITH THIS SET UP AND TELL HIM TO RETURN AFTER 300 OR 400 KM THEN TAKE THE OPORTUNITY TO ACCEPT AND CHECK HIS TRIMS AND MAP, DISCUSS WHAT YOU JUST DONE SO HE HAS AN IDEA OF WHAT IS HAPPENING WITH WHAT HE BOUGHT AND IS RE-ASSURED THE SYSTEM IS WORKING AS IT SHOULD. ALWAYS LISTEN TO THE CLIENTS IMPUT AND COMMENT ON HIS RETURN REGARDING HIS EXPERIENCE, DIFFERENT PEOPLE WANT A DIFFERENT RIDING FEEL.PLEASE NOTE THAT FOR SFM APPLICATION YOU CANNOT USE TUNINGLINK.

YOU DON'T NEED TO SWITCH AUTOTUNE OFF, EVER, JUST MONITOR YOUR AT-200 LAMBDA REGULARLY, THEY ARE GOOD FOR 1600 HRS WHEN USING UNLEADED FUELS, REMEMBER TO PROGRESSIVELLY BRING THE ENRICHEMENT AND ENLEANEMENT DOWN AS OUR FINAL MAP PROGRESSES SO THAT SHOULD A PROBLEM ARISE WITH THE LAMBDA, THE ALLOWED POSITIVE AND NEGATIVE VALUES CANNOT IMPAIR THE FUNCTION OF THE BIKE TO THE POINT WHERE YOUR CLIENT IS STUCK. IF THAT SHOULD HAPPEN JUST DELETE ALL TRIMS, REPLACE THE LAMBDA AND CARRY ON WITH ALL AS BEFORE.STARTING OFF A 0 MAOS AND SCALLING DOWN YOUR AUTOTUNER ENRICHEMENT FROM 12/12 T0 8/8 AND FINALLY TO 5/5 YOU SHOULD HAVE THE PERFEC MAP, LIVE FUELLING FOR THE TRACK, DON'T TOUCH IT ANY MORE.

IT IS IMPORTANT THAT ALL OTHER SETTINGS SUCH AS TP OPEN AND CLOSE, SPEED GEAR POSITION ARE MADE WITH THE BIKE AT OPERATING TEMPERATURE WHEN SETTING UP A Pc V OR III.

P c V FIRMWARE.

IT IS VERY IMPORTANT THAT YOU MAINTAIN THE CORRECT AND LATEST FIRMWARES ON HAND, ON YOUR OPERATING SYSTEM, AND THAT YOU HAVE A CLIENT DATA BASE YOU MAY CONTACT TO UPDATE THE POWERCOMMANDERS ALREADY SOLD OR DISTRIBUTED.

THESE ARE PROVIDED REGULARLY BY DYNOJET OVER THE YEARS, WITH RESULTING BIG IMPROVEMENTS TO THE PRODUCT. P c V FUNCTIONABILITY AND ABILITY TO COPE AND MANAGE ADDITIONAL FUNCTIONS OR PIGGY BACKS EFFICIENTLY, SERIOUSLLY DEPENDS ON THE USE OF THE CORRECT FIRMWARE.

SFM/PCV/ IM/AUTOTUNE ETC APPLICATION HAS BEEN A PARTICULAR CASE WHEREBY THE CORRECT FIRMWARE MADE ALL THE DIFFERENCE AS WELL AS FOR EXAMPLE THE USE OF A DETERMINED DYNOJET MAP FROM THE BEGINNING OF A APPLICATION.

ON IGNITION MODULES, WHETHER BEING INTEGRATED OR NOT INTO THE POWERCOMMANDER, THE APPLICATION GETS DONE THROUGH THE USE OF Pc V OR III SOFTWARE AND WINPEP 7 UNDER LOAD STEP TEST.WHEN INSTALLING THESE UNITS ALLWAYS INSURE THAT YOU HAVE ADDED THEM UP (MARIED THEM) SYNCHRONIZED THEM SO THAT THEY WORK IN UNISON UNDER THE LATEST FIRMWARE.

A COMPARATIVE STEP TEST AT A PARTICULAR CHOSEN TP IS DONE AT FOR EXAMPLE FROM 2500 RPM TO 4500 RPM, ONCE YOU ADD OR SUBTRACT TIMING VALUES AND REPEAT THE RUN, IT'S SAFE TO SAY THAT SHOULD THE TEST SHOW POSITIVE RESULTS, THAT THOSE CHANGES TO TIMING SHOULD BE KEPT OR EVEN TAKEN FURTHER.

ALLWAYS MAKE SURE YOUR AUTOTUNER IS SWICHED OFF WHEN WORKING WITH IGNITION MODULE.

IT IS ALSO SAFE TO RUN THE SAME TEST AT MUCH HIGHER RPM ON THE SAME TP CHOSEN COLUMN AND SHOULD THE SAME OR SIMILAR ADJUSTMENTS BRING AGAIN POSITIVE RESULTS IT IS SAFE TO INSERT(POPULATE) AND ALLOW THOSE SAME VALUE CHANGES AGAIN INTO THE CELLS IN BETWEEN THOSE TWO AREAS OF STEP TESTS WHERE POSITIVE RESULTS WERE SHOWN.

WELL, SURE ENOUGH ALL LOOKS GOOD AND EASY ON PAPER BUT IN ORDER TO MAKE A GOOD INSTALLATION YOU NEED A DECENT SET UP AND IT GOES WITHOUT SAYING THE KNOWLEDGE AND EXPERIENCE ON HOW TO DO THE APPLICATION THE CORRECT WAY.THE DYNO IS ESSENTIAL TO OBTAIN THIS CORRECT DATA AND EXPERIENCE.

IN MOST CASES CITED PREVIOUSLY I WAS TALKING ABOUT THE USE OF THE POWERCOMMANDER WITH THE AUTOTUNE TOGHETHER AND THE VARIOUS WAYS TO ADDRESS THAT INSTALLATION, AT THE SAME TIME GIVE YOU SOME TIPS ON HOW TO DO IT IN A EASIER AND QUICKER WAY TO MAXIMISE THE BENEFIT OF THE TECHNOLOGY TO IMPROVE PRICING TO THE CLIENT, YET STAYING FINANCIALLY COMPETITIVE WITH THE NOT SO SCROPOULOUS DEALERS, THAT JUST PLUG THE UNIT (S) AND SEND THE CLIENT OFF, AFTER A BRIEF DYNO RUN OR TWO, ON A SINGLE MAP, TP NOT PROPERLY SET, THE SHIFTER WITH INCORRECT DELAYS ETC- IN OTHER WORDS YOU HAVE TO BECOME MORE AND MORE PROFESSIONAL, AND SURE YOU WILL MAKE MISTAKES, BELIEVE ME WE ALL DO BUT WE WORK HARD NOT TO REPEAT THEM .

AT THIS POINT YOU MIGHT BE ASKING YOURSELF - WHY DO I NEED A DYNO MACHINE – OR- WHY MUST I HAVE TUNNINGLINK SOFTWARE WHEN THE SYSTEM IS A SELF TUNNING SYSYTEM?

ON A CASE APPLICATION WHEN YOU DON'T HAVE AN AUTOTUNE SYSTEM YOU HAVE TO DO CUSTOM MAPPING AND AGAIN YOU NEED THAT DYNO MACHINE AND THAT AWESOME TUNNINGLINK PROGRAM.

YOU NEED THIS MACHINE BECAUSE YOU NEED CONCLUSIVE DATA WITH CREDIBLE RESULTS.

WHERE THE MANIPULATION OF THESE RESULTS THROUGH OUTSIDE CONTROL, OF FOR EXAMPLE THE HEAT SENSOR, ATMOSPHERIC PRESSURE OR WHATEVER VALUES ON THE WEATHER STATION, IS POSSIBLE, YOU CANNOT BE GARANTEED THEIR CREDEBILITY, THEREFORE YOU AND YOUR CLIENT CANNOT RELY ON WHAT YOU ARE READING, AND YOU CANNOT MOVE FORWARD WITH THAT DATA BASE AND DO THE CHANGES THAT WOULD OTHERWISE REFLECT INTO POSITIVE RESULTS.

I WOULD USE THE WINPEP 7 PROGRAM TO ESTABLISH, AFTER WARMING THE MOTORCYCLE PROPERLY, WHAT IS MY PEAK HORSEPOWER AND TORQUE, I WOULD REPEAT THOSE RUNS ON A START/ STOP RUN UTILITY THAT THIS PROGRAM HAS, AGAIN ESTABLISH MY BEST RESULTS AT THE SAME ENGINE TEMPERATURE AND THEN PROCEED WITH THE NECESSARY CHANGES WETHER THROUGH MAPPING OR JETTING OR TIMING. AFTER THOSE CHANGES I WOULD LOOK FOR THOSE BETTER CONCLUSIVE RESULTS INDICATIVE OF POSITIVE CHANGES.

I CANNOT IMAGINE A BUSINESS TODAY WITHOUT A DYNO MACHINE, IT HAS SO MANY USES APART FROM WHAT IS SAID ABOVE, YOU CAN USE IT FOR RUNNING IN A BIKE, FOR FAULT FINDING WITH LOAD SIMULATION, YET YOU STAY PRESENT AT YOUR BUSINESS AND AVOID GOING OUT ON A CLIENTS BIKE RISKING AN ACCIDENT FROM WHICH YOU AND YOUR BUSINESS MAY NEVER RECOVER. A DYNO MACHINE CAN BE USED AS A TOLL TO TEACH ENTRY LEVEL CLIENTS TO START RIDING, OR EVEN TO GET THEM TO RIDE, LAUNCH, FEEL, AND CHANGE GEARS IN A CONTROLLED ENVIRONEMENT.

I KNOW ALL THE ABOVE IS LONG AND TEDIOUS BUT SPEND THE TIME TO THINK ABOUT IT AND YOU WILL FIND IN IT MUCH TO HELP YOU.

ALAIN JEANRENAUD

POWERHOUSE DYNO CC