FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

Groups/STANDARD MAPPING/FUEL CORRECTIONS

Injection Angle Control Method: END_ANGLE

Injection Angle Rate of Change (deg/Cylinder): 719.75

Base Cal Select Enable: DISABLED (see below)

```
This parameter allows the user to decide if they wish to use a single parameter,
irrespective of the current base cal, or whether individual calibrations are
used.

A number of maps are duplicated and selectable according to the base calibration
currently being used.

Select ENABLE to use the Cal based fuel maps.
```

MULTIPLIERS/THROTTLE MULTIPLIERS

Throttle Multiplier: Correction for TPS Angle

Matrix: Throttle Multiplier

RPM (rpm)

TPS (°)	875	1250	1625	2000	2375	2750	3125	3500	3875	4250	4625	5000	5375	5750	6125	6500
100.0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
99.4	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
98.8	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
98.1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
97.5	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
95.0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
90.0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
80.0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
70.0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
60.0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
51.0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
42.5	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
35.0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
30.0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
25.0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
20.0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Enable Fuel Map Throttle Multimaps: DISABLED (Six Throttle Multimap Multipliers…not used)

FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

ENGINE COOLANT MULTIPLIERS/SINGLE CALIBRATION:

Engine Coolant Temperature Multiplier: % enrichment…time & temperature

```
This multiplier is used to correct the base fuel time for
changes in Engine Coolant Temperature. It is used to give enrichment
as the engine warms up.

Example values:   1.050 - gives 5% increase
                  1.000 - gives no change

The current value can be viewed as "inj_m_T_water" on the dashboard.
```

Matrix: Engine Coolant Temperature Multiplier

ECT (°C)

TRUN (s)	-20.0	0.0	10.0	20.0	30.0	40.0	50.0	60.0	70.0	80.0	100.0	120.0
2	1.324	1.324	1.324	1.324	1.324	1.324	1.125	1.121	1.121	1.117	1.063	1.004
5	1.320	1.320	1.320	1.320	1.320	1.320	1.121	1.121	1.121	1.109	1.055	1.000
10	1.313	1.313	1.313	1.313	1.313	1.313	1.113	1.113	1.109	1.063	1.031	1.000
20	1.305	1.305	1.305	1.305	1.305	1.305	1.105	1.102	1.102	1.055	1.027	1.000
40	1.273	1.273	1.273	1.273	1.273	1.273	1.074	1.070	1.066	1.031	1.016	1.000
60	1.223	1.223	1.223	1.223	1.223	1.223	1.023	1.016	1.008	1.000	1.000	1.000

Air Charge Multiplier: Post Intercooler

Matrix: Air Charge Temperature Multiplier

ACT (°C)

MAP (mbar)	-30.0	-20.0	-10.0	0.0	10.0	20.0	30.0	40.0	50.0	60.0	70.0	80.0	90.0	100.0	110.0	120.0	130.0
1000	1.267	1.221	1.179	1.127	1.076	1.026	0.984	0.957	0.952	0.972	1.013	1.046	1.081	1.142	1.165	1.194	1.223
1100	1.267	1.221	1.179	1.127	1.076	1.026	0.984	0.957	0.945	0.954	0.988	1.010	1.047	1.104	1.134	1.168	1.202
1200	1.267	1.221	1.179	1.127	1.076	1.026	0.984	0.957	0.937	0.936	0.962	0.979	1.013	1.065	1.104	1.142	1.181
1300	1.267	1.221	1.179	1.127	1.076	1.026	0.984	0.957	0.929	0.917	0.936	0.949	0.980	1.027	1.073	1.116	1.159
1400	1.267	1.221	1.179	1.127	1.076	1.026	0.984	0.957	0.922	0.899	0.910	0.918	0.946	0.989	1.043	1.090	1.138

Ambient Air Temperature Multiplier:

Matrix: Ambient Air Temperature Multiplier

AAT (°C)

-30.0	-20.0	-10.0	0.0	10.0	20.0	30.0	40.0	50.0	60.0	70.0	80.0	90.0	100.0	110.0	120.0	130.0
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

Atmospheric Pressure Multiplier:

Matrix: Atmospheric Pressure Multiplier

BAP (mbar)

600	650	700	750	800	850	900	950	1000	1050	1100
0.922	0.932	0.941	0.951	0.961	0.969	0.977	0.987	0.998	1.000	1.029

Engine Oil Pressure Multiplier:

Matrix: Engine Oil Pressure Multiplier

EOP (bar)

0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1.00	1.05	1.10
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Engine Oil Temperature Multiplier:

Matrix: Engine Oil Temperature Multiplier

EOT (°C)

-30	-20	-10	0	10	20	30	40	50	60	70	80	90	100	110	120	130
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Exhaust Temperature Correction

Matrix: Exhaust Temperature Correction (%)

Exhaust Temperature Correction Breakpoints (°C)

-100	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.023	1.102	1.203	1.203	1.203	1.203	1.203	1.203

Fuel Pressure Modifier

Matrix: Fuel Pressure Multiplier

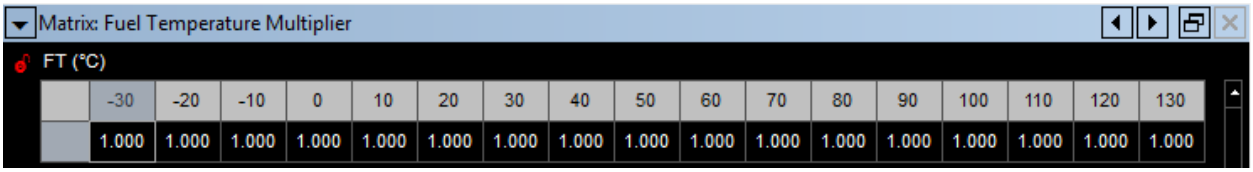
FP (bar)

7.00	7.20	7.40	7.60	7.80	8.00	8.20	8.40	8.60	8.80	9.00	9.20	9.40	9.60	9.80	10.00	10.20
1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

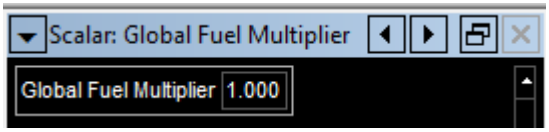
FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

Fuel Temperature Modifier



Global Fuel Modifier

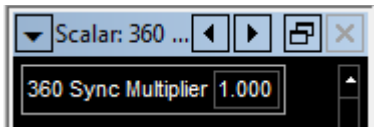


360 Sync Modifier

When the ECU has a valid cam sensor signal it will be in 720 sync mode and will inject a fuel pulse on each cylinder every 2 engine revolutions.

This multiplier is used to correct the base fuel time whilst the ECU is running in 360 synchronization mode (no valid signal from the camshaft sensor). In this mode the ECU injects fuel every rev rather every two revs. A typical value for this multiplier is 0.56 which gives 56% of the normal fuel pulse injected every rev.

The current ECU operating mode can be viewed as "sync_mode" on the dashboard.



Groups/SRANDARD MAPPING/FUEL CORRECTIONS/ADDERS:

Battery Adder: ID1000 in Road Glide; ID1300 in Bullett

Battery Adder:

This adder is used to correct the base fuel time for changes in battery voltage. This is needed as the opening speed of a fuel injector varies with voltage.

The current value can be viewed as "inj_a_V_bat" on the dashboard.

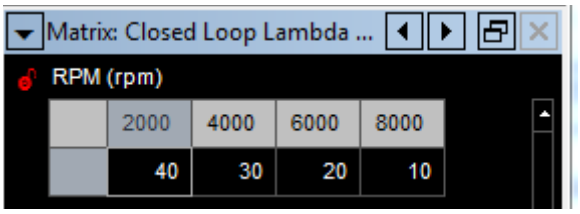
FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

Groups/STANDARD MAPPING/FUEL CORRECTIONS/CLOSED LOOP LAMBDA:

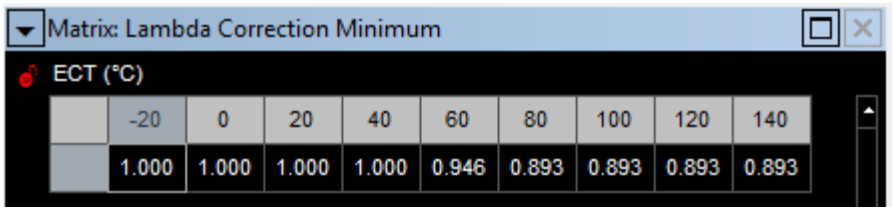
Closed Loop Lambda Update Rate:

```
Specifies the rate at which proportional and integral terms are calculated
and the lambda multiplier (inj_m_lambda) is calculated for each sensor.

Note that the integral term is scaled by this map so that the integrator
has the same effect on the output irrespective of the update rate.
```



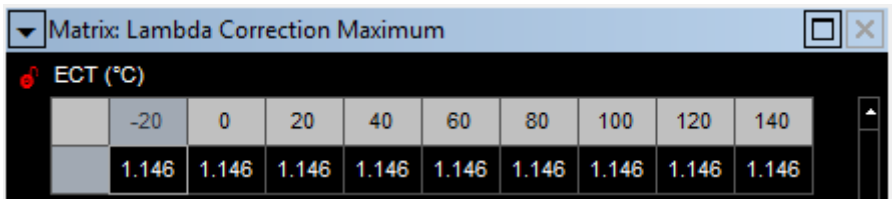
Closed Loop Lambda Minimum

```
The closed loop lambda injection multiplier is clipped if its value
is less than the LAMBDA CORRECTION MINIMUM. This allows the amount
of enleanment to be limited as a function of water temperature.

NOTE: Closed loop enleanment can be disabled at low water temperatures
      by setting the LAMBDA CORRECTION MINIMUM to 1.0 at these points
```



Lambda Correction Maximum

```
The closed loop lambda injection multiplier is clipped if its value
is greater than the LAMBDA CORRECTION MAXIMUM. This allows the amount
of enrichment to be limited as a function of water temperature.

NOTE: Closed loop enrichment can be disabled at low water temperatures
      by setting the LAMBDA CORRECTION MAXIMUM to 1.0 at these points
```



FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

Closed Loop Lambda Target Exhaust Temperature Correction

Matrix: Closed Loop Lambda Target Exhaust Temperature Correction (%)

Exhaust Temperature Correction Breakpoints (°C)

-100	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Closed Loop Lambda Target Multiplier f(ECT): Engine Coolant Correction

Matrix: Closed Loop Lambda Target Multiplier f(ECT)

ECT (°C)

-30	-20	-10	0	10	20	30	40	50	60	70	80	90	100	110	120	130
0.97	0.97	0.97	0.97	0.97	0.97	0.98	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

CLOSED LOOP LAMBDA: ENABLE DISABLE

Closed Loop Lambda Enable: ENABLED / DISABLED (must be disabled when editing a fuel map).

Closed Loop Enable Lambda Minimum

Scalar: Closed Loop Enable Lambda Minimum (La...

Closed Loop Enable Lambda Minimum (Lambda) 0.70

Closed Loop Enable Lambda Maximum

Scalar: Closed Loop Enable Lambda Maximum (Lambda)

Closed Loop Enable Lambda Maximum (Lambda) 1.30

CLOSED LOOP LAMBDA: PID PARAMETERS

SIMPLE LAMBDA: Not used

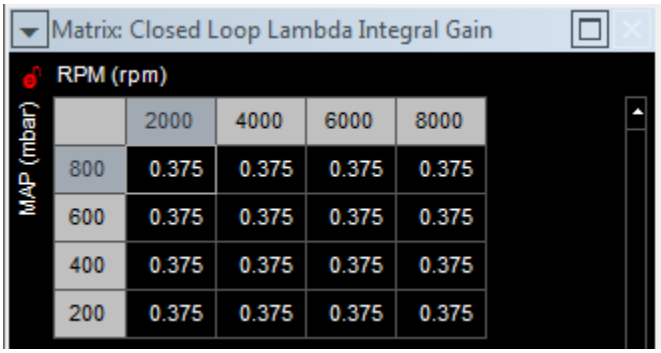
FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

Closed Loop Lambda Proportional Gain

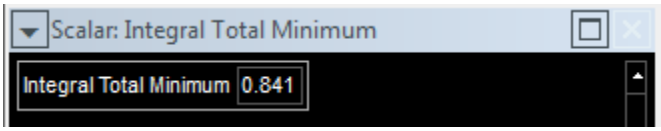
MAP (mbar) \ RPM (rpm)	2000	4000	6000	8000
800	2.000	6.000	8.000	8.000
600	2.000	6.000	8.000	8.000
400	2.000	6.000	8.000	8.000
200	2.000	6.000	8.000	8.000

Closed Loop Lambda Integral Gain

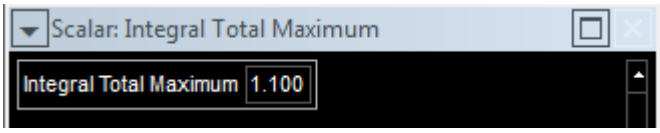


MAP (mbar) \ RPM (rpm)	2000	4000	6000	8000
800	0.375	0.375	0.375	0.375
600	0.375	0.375	0.375	0.375
400	0.375	0.375	0.375	0.375
200	0.375	0.375	0.375	0.375

Integral Total Minimum: 0.000 to 1.000

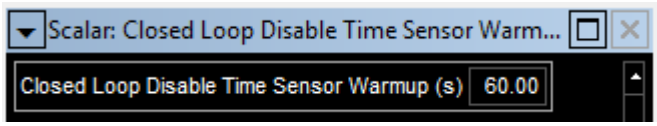


Integral Total Maximum: 1.000 to 2.000

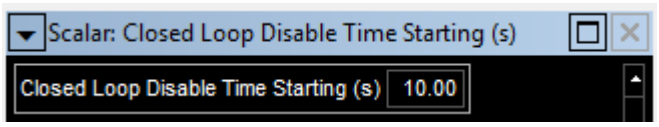


CLOSED LOOP LAMBDA: DISABLE TIMERS

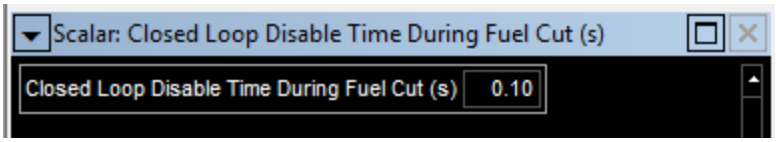
Closed Loop Disable Time Sensor Warmup: Seconds 0.00 to 655.35



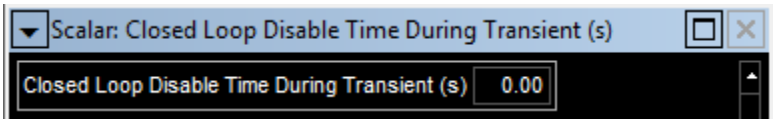
Closed Loop Disable Time Starting: Seconds 0.00 to 655.35



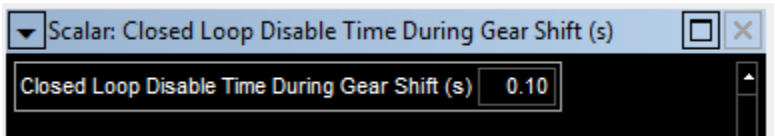
Closed Loop Disable Time During Fuel Cut: Seconds 0.00 to 655.35



Closed Loop Time During Transient: Seconds 0.00 to 666.35

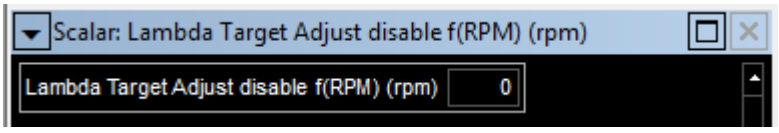


Closed Loop Disable Time During Gear Shift: Seconds 0.00 to 655.35

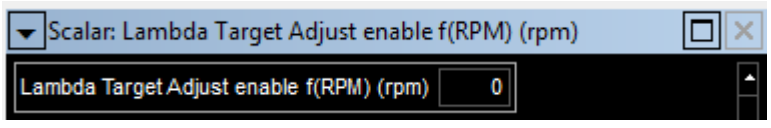


CLOSED LOOP LAMBDA: CATALYST ADJUSTMENT

Lambda Target Adjust disable f(RPM)



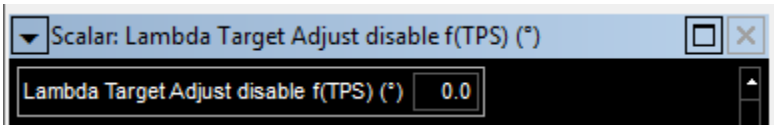
Lambda Target Adjust enable f(RPM)



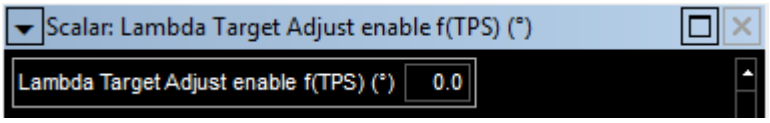
FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

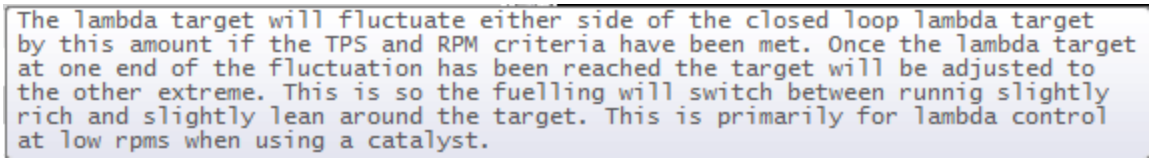
Lambda Target Adjust disable f(TPS)

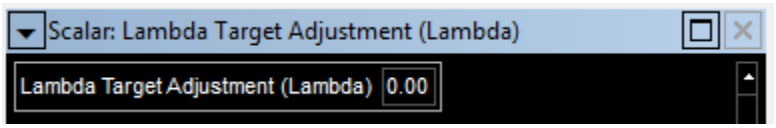


Lambda Target Adjust enable f(TPS)

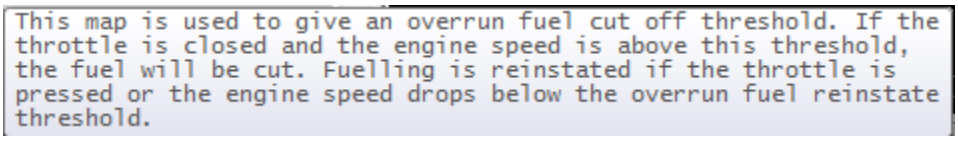


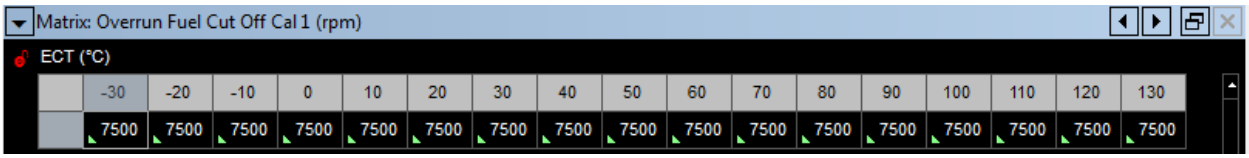
Lambda Target Adjustment: 0.00 to 0.30



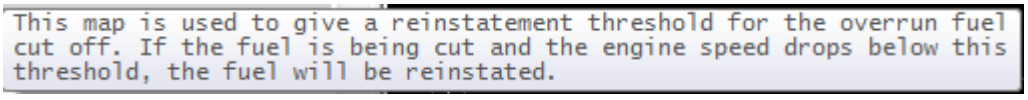


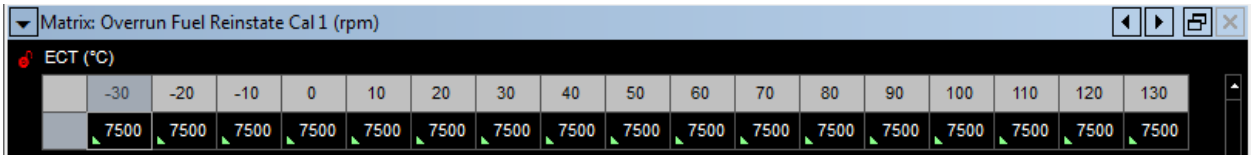
Groups/ STANDARD MAPPING/FUEL CORRECTIONS/OVERRUN FUELING Overrun Fuel Cut Off Cal 1: Angular velocity revs/minute 0 to 20000





Overrun Fuel Reinstate Cal 1: Angular velocity revs/min 0 to 20000 (Entries also for Cal 2/3/4….)





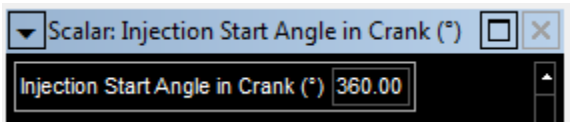
FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

Groups/STANDARD MAPPING/FUEL CORRECTIONS/FUELING DURING STARTING

Injection Start Angle in Crank

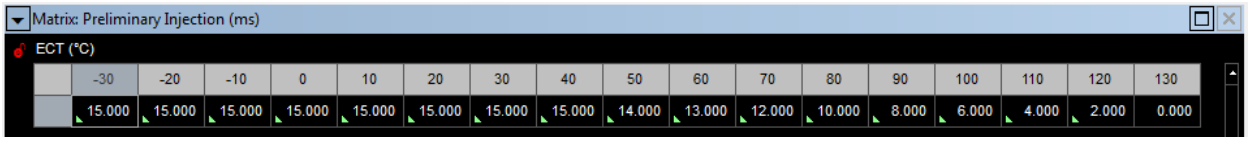
During cranking, injection pulses are timed to start at a fixed engine angle



FUELING DURING STARTING/SINGLE CALIBRATIONS

Preliminary Injection

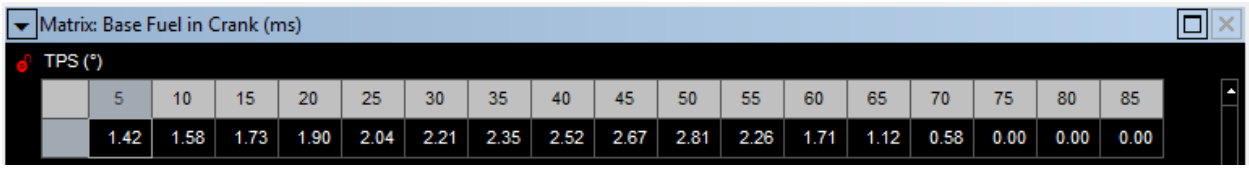
The "Preliminary Injection" is a single fuel pulse that is injected by all primary injectors as the engine start to turn. It is used to wet the inlet manifold walls.



Base Fuel in Crank: ms

This map is used to determine the base fuel time when the engine is cranking. Once the engine speed exceeds the "Crank Exit Speed" the ECU switches to RUN mode and obtains its fuelling from the "Base Fuel Map".

The current value can be viewed as "inj_base" on the dashboard.



FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

Cranking Multiplier:

```
This multiplier is used to correct the base fuel time whilst the
engine is cranking. The Cylinder Count axis on the map is used
to give a bigger correction when the engine initial starts to
turn and to enable this correction to decay away as the inlet
becomes wet.

Example values:   1.050 - gives 5% increase
                  1.000 - gives no change
                  0.950 - gives 5% decrease

The current value can be viewed as "inj_m_crank" on the dashboard.
```

Matrix: Cranking Multiplier

Cylinder Count Breakpoints

ECT (°C)	10	210	310	450	480	496	500	540
65.0	1.50	1.29	1.19	1.05	1.02	1.00	1.00	1.00
20.0	1.50	1.29	1.19	1.05	1.02	1.00	1.00	1.00
5.0	1.50	1.29	1.19	1.05	1.02	1.00	1.00	1.00
-5.0	1.50	1.29	1.19	1.05	1.02	1.00	1.00	1.00
-15.0	1.88	1.62	1.49	1.31	1.27	1.25	1.25	1.25
-20.0	2.25	1.94	1.79	1.57	1.52	1.50	1.50	1.50
-25.0	2.25	1.94	1.79	1.57	1.52	1.50	1.50	1.50
-30.0	2.25	1.94	1.79	1.57	1.52	1.50	1.50	1.50

Groups/STANDARD MAPPING/FUEL CORRECTIONS/BANKED INJECTION:

SECONDARY INJECTOR LEAN LIMIT

Enable Banked Injection: DISABLED (this category is for secondary Injectors)

Groups/STANDARD MAPPING/FUEL CORRECTIONS/TRANSIENT FUEL CORRECTION:

Maximum Engine Speed (rpm): 7000

Start Cylinder Count Before TFC: 0 to 65535

Scalar: Start Cylinder Count Before TFC (Cylinder)

Start Cylinder Count Before TFC (Cylinder) 256

FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

Enable Time Based Transients: ENABLED

```
This map enables/disables transient fuel corrections. These are triggered when
the rate of change of throttle angle exceeds a predefined threshold.

The current transient fuel value can be viewed as "inj_a_tps" on the dashboard.
```

Maximum Throttle Angle (degrees): 70.0

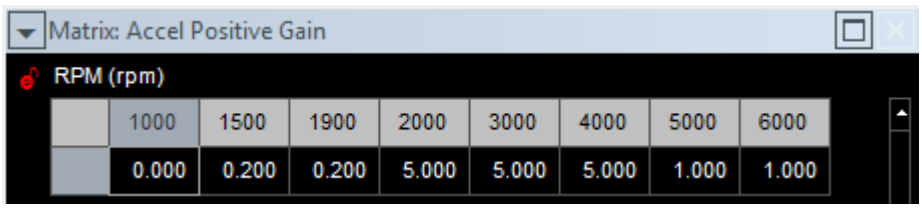
```
The transient fuel calculations are only updated if the throttle
angle is below this upper threshold.
```

Minimum Delta Throttle (degrees): 0.0 to 90.0

```
This is the minimum rate of change of throttle needed to trigger
the transient fuel strategy.
```

Accel Positive Gain

```
This map is used to give the gain value for positive (throttle opening)
transients. As the throttle opens, a correction is added to the base fuel
quantity to compensate for manifold effects. The INITIAL size of this
correction depends on the rate of change of throttle and the gain value.
A larger gain will give a bigger correction.

  transient correction = rate of change of throttle x gain

          *
          **    gain = 2
          * *
 0********  ************************ TRANSIENT CORRECTION (ms)

          *
          **
          * *
          *  *  gain = 3
          *   *
 0********    ********************** TRANSIENT CORRECTION (ms)

30        ************************** THROTTLE (degrees)
          *
          *
 0********

 0----1----2----3----4----5----6----7----8----9->TIME

The current value can be viewed as "acc_gain_pos" on the dashboard.
The current transient fuel value can be viewed as "inj_a_tps" on the dashboard.
```



	1000	1500	1900	2000	3000	4000	5000	6000
	0.000	0.200	0.200	5.000	5.000	5.000	1.000	1.000

FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

Accel Positive Decay

```
This map is used to give the decay value for positive (throttle opening)
transients. The decay value is a multiplier that reduces the transient
correction each time it is updated. A decay value of 0.90 would reduce the
correction by 10% each update. A smaller decay value gives a faster decay.

  transient correction = transient correction x decay

 5        ***
          *  *
          *    *      decay = 0.90 - 10%
          *     *
 0*********      ********************** TRANSIENT CORRECTION (ms)

 5        ***
          *    *
          *      *    decay = 0.95 - 5%
          *        *
 0*********          ****************** TRANSIENT CORRECTION (ms)

 0----1----2----3----4----5----6----7----8----9->TIME

The current value can be viewed as "acc_decay_pos" on the dashboard.
The current transient fuel value can be viewed as "inj_a_tps" on the dashboard.
```

Matrix: Accel Positive Decay

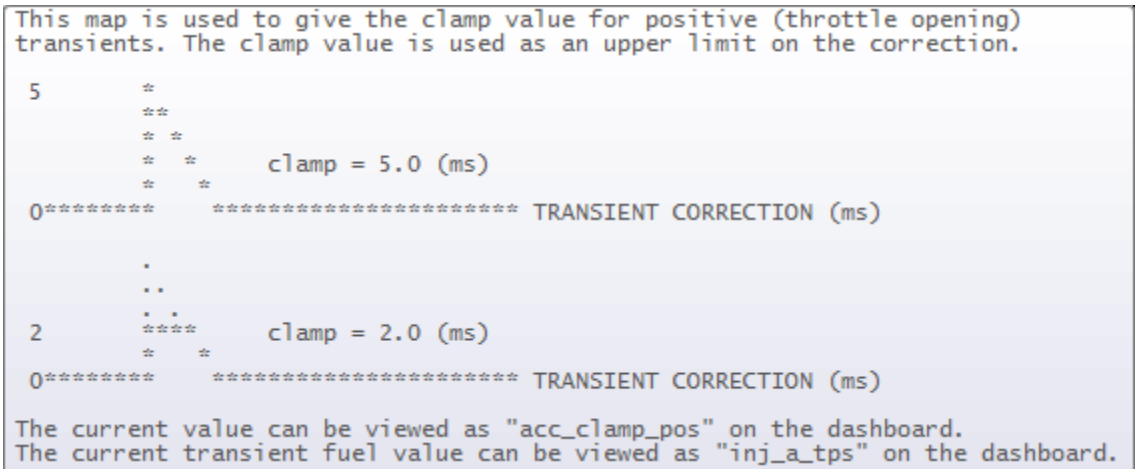
RPM (rpm)

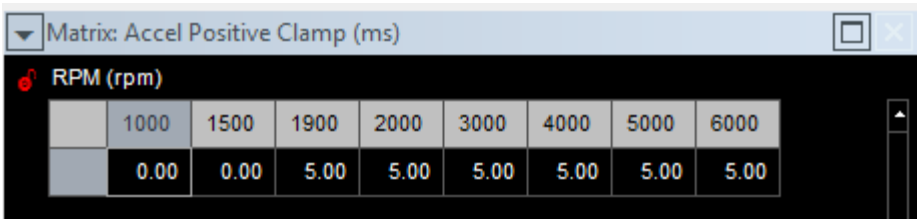
ECT (°C)	1000	1500	1900	2000	3000	4000	5000	6000
80.0	0.985	0.985	0.980	0.960	0.956	0.000	0.000	0.000
50.0	0.990	0.990	0.990	0.980	0.980	0.000	0.000	0.000
20.0	0.990	0.990	0.980	0.980	0.980	0.000	0.000	0.000
-20.0	0.990	0.990	0.980	0.980	0.980	0.000	0.000	0.000

FUEL CORRECTIONS: 13 July 2015

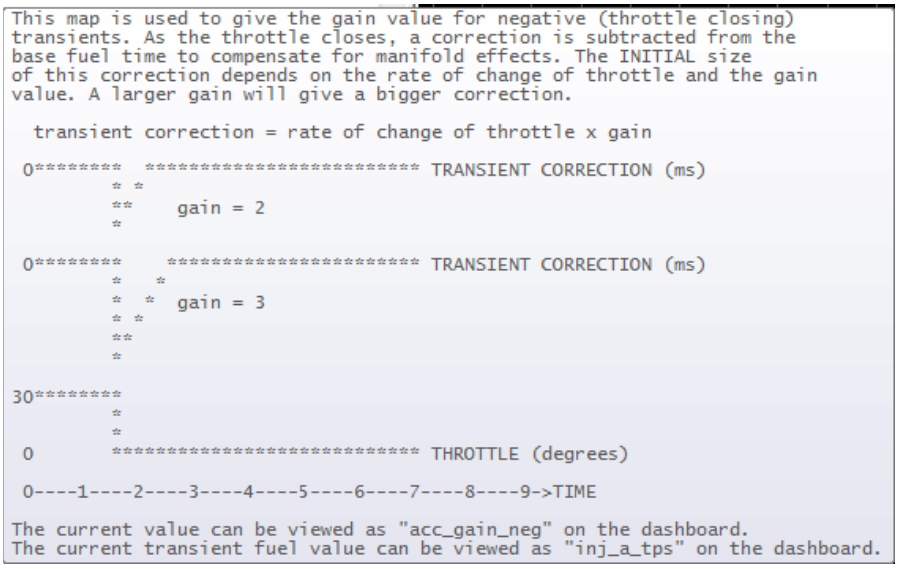
Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

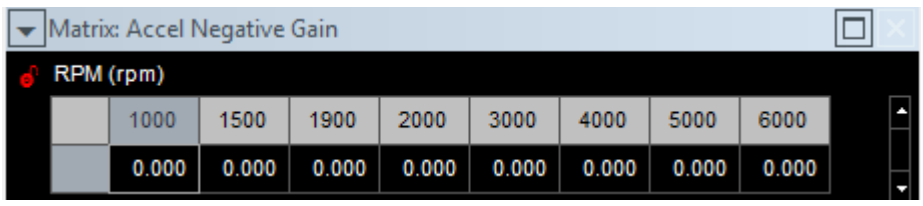
Accel Positive Clamp





Accel Negative Gain



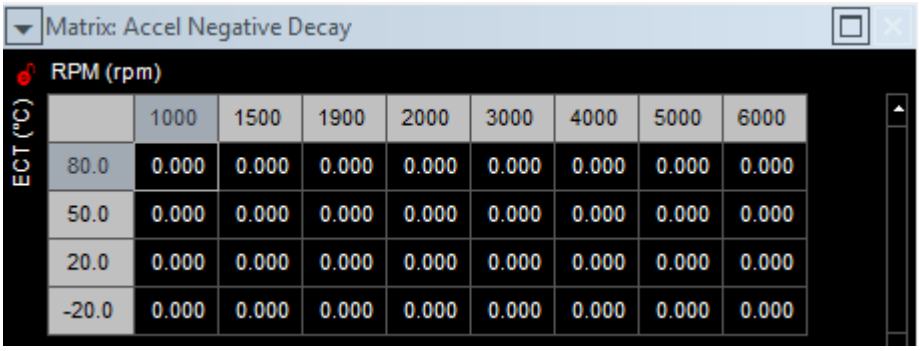


FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

Accel Negative Decay

```
This map is used to give the decay value for negative (throttle closing)
transients. The decay value is a multiplier that reduces the transient
correction each time it is updated. A decay value of 0.90 would reduce the
correction by 10% each update. A smaller decay value gives a faster decay.

  transient correction = transient correction x decay

 0********      ********************** TRANSIENT CORRECTION (ms)
          *     *
          *    *      decay = 0.90 - 10%
          *   *
-5        ***

 0********           ****************** TRANSIENT CORRECTION (ms)
          *         *
          *      *    decay = 0.95 - 5%
          *    *
-5        ***

 0----1----2----3----4----5----6----7----8----9->TIME

The current value can be viewed as "acc_decay_neg" on the dashboard.
The current transient fuel value can be viewed as "inj_a_tps" on the dashboard.
```

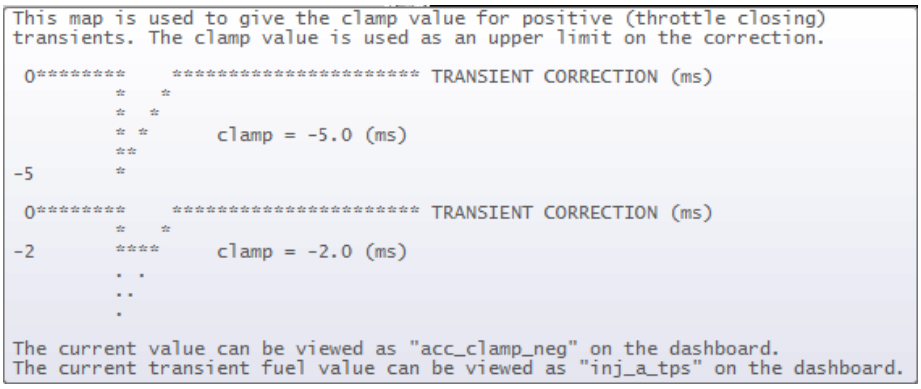


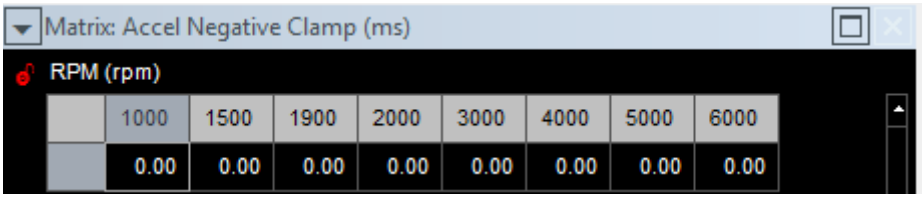
	1000	1500	1900	2000	3000	4000	5000	6000
80.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
50.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
-20.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

Accel Negative Clamp





FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim

Groups/STANDARD MAPPING/FUEL CORRECTIONS/INDIVIDUAL CYLINDER TRIM:

Enable Cylinder Fuel Trim: DISABLED (Best left disabled)

```
This maps enables/disables the individual cylinder trim functions
for fuel. Individual cylinder trims should only be used to make
MINOR changes to the base fuel time to compensate for differences
in air intake distribution etc.

The current value can be viewed as "cyl_fuel" on the dashboard.
```

Matrix: Cylinder 1

RPM (rpm)

MAP (mbar)

	650	1300	1950	2600	3250	3900	4550	5200	5850	6500
870	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
640	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
450	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
300	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
120	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
75	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Matrix: Cylinder 2

RPM (rpm)

MAP (mbar)

	650	1300	1950	2600	3250	3900	4550	5200	5850	6500
870	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
640	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
450	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
300	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
120	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
75	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

FUEL CORRECTIONS: 13 July 2015

Multipliers/Adders/Lambda/Overrun/Starting/Banked Inj/Transient/Individual Cylinder Trim