

SPECIFICATIONS

Engine Suitability:	1 to 8 Cylinder engines Normally aspirated or forced induction Load sensing by throttle position or manifold pressure (MAP Sensor) Sequential, semi-sequential, batch or multi-point injection patterns Distributor ignition systems or multi-coil systems			
Trigger Types:	Hall Effect, Optical, Inductive Magnetic Reluctor			
Trigger Patterns:	Single Pulse per cylinder, Multi-tooth, Bosch Motronic, Ford, GM, Honda, Mazda, Mitsubishi, Nissan Optical, Subaru, Toyota, Volkswagen			
Features:	Real time programming, instant hesitation free adjustment while engine is running Windows 2000, XP, Vista Windows 7 compatible software Fully user definable 16 x 16 mapping Tuning via Volumetric Efficiency (VE) or Injection time Selectable onboard internal MAP sensor rated to 150kPa (up to 1.5 Bar or 22psi boost) USB and CAN Communication Port Custom sensor calibration allows for most factory sensors to be used 2 x User programmable outputs			
ECU Fixed Outputs:	4 x Fuel Injector outputs suitable for high impedance injectors only (ie:above 8Ω) 4 x Ignition outputs Tacho Thermo Fan Fuel Pump			
ECU Programmable Outputs:	2 x User Programmable Generic Outputs			
Configurable For:	Air Temp Switch Dual Intake Valve Generic Duty MAP Sensor Switch Thermo Fan Water Injection	Aux Fuel Pump ECU Diagnostic Light Ignition Bypass RPM Switch TPS Switch	Battery Light Engine Control Relay Intercooler Fan Shift Light Vehicle Speed Switch	Coolant Temp Switch Engine Running Time Switch Intercooler Spray Stall Saver VTEC
ECU Inputs:	Air Temperature Roadspeed	Aux Rev Limiter Throttle Position	Coolant Temperature O2 Sensor (Narrowband or Wideband)	Manifold Absolute Pressure
Functions:	CAN Communication Over Boost	Decel Cut Rev Limiter	Gear Setup Transient Throttle Enhance	O2 Control
Tuning Tables:	Fuel Base Fuel Injector Firing Angle Overall Trim	Ignition Base Ignition Crank Timing Overall Trim		
Correction Tables:	Fuel Air Temperature Correction Barometric Correction Coolant Temperature Correction Injector Dead Time Map Correction Post Start Enrich Prime Pulse Time Wide Open Throttle Zero Throttle	Ignition Air Temperature Correction Coolant Temperature Correction Post Start offset Zero Throttle		
Miscellaneous:	Tune can be password protected in software Small and compact design Rugged anodized aluminum casing			
Power Requirements:				
Source:	8.6 to 16.5 Volts DC			
Consumption:	360mA @ 12Volts DC			
Physical Dimensions:				
ECU Dimensions	Length: 134mm (154mm with MAP nipple) Width: 64mm Height: 28mm			
Weight:				
ECU:	195g (0.43 lb)			
Harness:	1020g (2.25lb)			
Platinum Sprint 500 Flying loom Kit Includes:	Platinum Sprint ECU Platinum Sprint Flying loom USB Cable Programming Software CD Instruction Manual (on CD) Quick Start Guide Haltech Sticker			

For Racing Use Only

Rev C



For Racing Use Only

Rev C