

# TurboLink

Turbo System Control

## Closed Loop Boost Control

Use either the factory or after-market solenoid and schedule your own boost map, with taper if required (sixteen zones). Either 2 or 3 port solenoids suitable, 3 port solenoids are preferable. Integral or external wastegate.

## Auxiliary Fuel Control

Add up to six extra injectors for fully mapped (96 zone) auxiliary fuel from full vacuum to high boost right across the RPM range (3D).

## RPM Switching

User configurable drive. Use for your shift light or VTEC control or inlet runner control or something else.

## Ignition Retard

Reprogramme the ignition advance curve. Factory ignition timing on distributor based systems can be modified in order to control the detonation (knock). The TurboLink applies a precision mapped (96 zone) programmable delay on the signal between the factory ECU and the factory igniter.



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