

ENG

ECU **project**

CATALOGUE 2024



ECUS / BERSERKER

A very complete and compact programmable computer!
Control for Full Stand alone motor, it is programmed with TunerStudio via Bluetooth.

Berzerker Stand Alone motor control
RECOMMENDED MODEL FOR UP TO 8 CYLINDERS (semi mode)

The ECU comes ready to use VR type (reluctant) CKP sensor,
Hall or Optical. It consists of internal MAP of 4Bar (up to 45psi).

The kit includes:

- Berserker ECU
- 1m 32 wire harness
- Bluetooth connection
- Software and docs (online)

List of inputs and outputs:

- 16×16 3D fuel and ignition maps, with base of either TPS (Alpha-N) or MAP (Speed Density)
- After Start Enrichment
- Rev limiting (Spark based, hard and soft)(flames, explosions)
- Cranking specific enrichment, dwell timing and advance
- General logging through TunerStudio
- High speed tooth logging
- TPS calibration through TunerStudio
- Sensor calibration through TunerStudio (Coolant, IAT and O2)
- Warm Up Enrichment (WUE)
- TPS based acceleration enrichment
- Tacho output
- Fuel pump activation/deactivation (With priming)
- Over dwell and over duty protection
- Battery voltage compensation for dwell and injectors
- Modular wheel decoder support.
- Closed loop boost control
- Open loop VVT control
- Deceleration fuel cut off (DFCO)
- Launch control
- O2 based autotune (Registered version of TunerStudio required)



BERSERKER

Programmable via bluetooth!

Project ECU Berserker

Summary of features:

Inputs	LAUNCH
	FLX
	VSS
	TPS
	O2
	IAT
	CLT
	BARO
	O2_2
	OIL
	CKP +
	CKP -
	CAM +
PS	CAM -
	12V
	GND
	5V
Outputs	FuelPump
	Tach
	Fan
	Out26
	Boost
	VVT
	Ignition Bank 1
	Ignition Bank 2
	Ignition Bank 3
	Ignition Bank 4
	Injection Bank 1
	Injection Bank 2
	Injection Bank 3
	Injection Bank 4

ECU project

ECUS / TITÁN

An extreme and powerful programmable computer!
Control for Full Stand alone motor, It is programmed with TunerStudio.

Control for motor Stand Alone Titan
RECOMMENDED MODEL FOR UP TO 8 CYLINDERS (semi mode) WMI, VVT

The ECU comes ready to use VR (reluctant), Hall or Optical type CKP sensor.
It consists of internal MAP of 4Bar (up to 45psi)
Optional Stepper.

The kit includes:

- Titan ECUs
- 1m 48 wire harness
- USB Cable
- Software and docs (online)

List of inputs and outputs:

- 16×16 3D fuel and ignition maps, with base of either TPS (Alpha-N) or MAP (Speed Density)
- Two stage nitrous control
- After Start Enrichment
- Rev limiting (Spark based, hard and soft)(flames, explosions)
- Cranking specific enrichment, dwell timing and advance
- General logging through TunerStudio
- High speed tooth logging
- TPS calibration through TunerStudio
- Sensor calibration through TunerStudio (Coolant, IAT and O2)
- Warm Up Enrichment (WUE)
- TPS based acceleration enrichment
- Tacho output
- Fuel pump activation/deactivation (With priming)
- Over dwell and over duty protection
- Battery voltage compensation for dwell and injectors
- Modular wheel decoder support.
- Closed loop boost control
- Open loop VVT control
- Deceleration fuel cut off (DFCO)
- Launch control
- O2 based autotune (Registered version of TunerStudio required)



Project ECU Titan

Summary of features:

Inputs	Launch
	VSS / ARM
	Flex Fuel
	Barometric
	IAT
	CLT
	TPS
	O2
	CKP +
	CKP -
	CAM +
	CAM -
	OIL
	O2 2
	Analog Sensor 1
	Analog Sensor 2
	Analog Sensor 3
PS	Analog Sensor 4
	Analog Sensor 5
	Analog Sensor 6
	Analog Sensor 7
PS	12V
	GND
	GND
	5V
Outputs	Tach (1A)
	Fuel Pump (1A)
	Fan (1A)
	Fan2 (1A)
	VVT (4A)
	VVT2 (4A)
	WMI (12A)
	IDLE (4A)
	BST ((4A)
	OUT26 (Stage1) (1A)
	OUT27 (stage2) (1A)
	Ignition Bank 1
	Ignition Bank 2
	Ignition Bank 3
	Ignition Bank 4
	Injection Bank 1
	Injection Bank 2
	Injection Bank 3
	Injection Bank 4
	Stepper1 (optional)
	Stepper2 (optional)
	Stepper3 (optional)
	Stepper4 (optional)

ECU project

ECUS / TITÁN 2.0

An extreme and powerful programmable computer!
Control for Full Stand alone motor, It is programmed with TunerStudio.

Control for motor Stand Alone Titan
RECOMMENDED MODEL FOR UP TO 8 CYLINDERS (full seq)

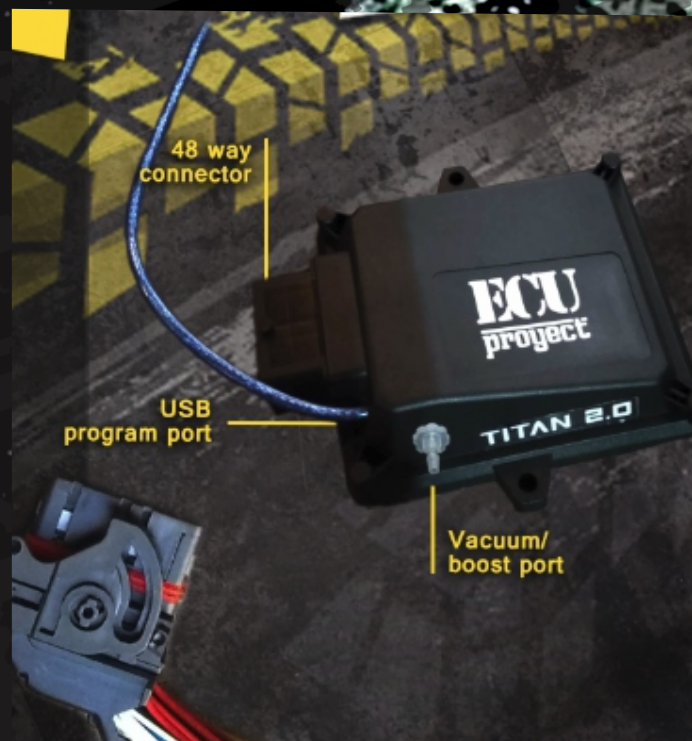
The ECU comes ready to use VR (reluctant), Hall or Optical type CKP sensor.
It consists of internal MAP of 4Bar (up to 45psi)
Optional Stepper.

The kit includes:

- Titan ECUs
- 1m 48 wire harness
- USB Cable
- Software and docs (online)

List of inputs and outputs:

- 16x16 3D fuel and ignition maps, with base of either TPS (Alpha-N) or MAP (Speed Density)
- Two stage nitrous control
- After Start Enrichment
- Rev limiting (Spark based, hard and soft)(flames, explosions)
- Cranking specific enrichment, dwell timing and advance
- General logging through TunerStudio
- High speed tooth logging
- TPS calibration through TunerStudio
- Sensor calibration through TunerStudio (Coolant, IAT and O2)
- Warm Up Enrichment (WUE)
- TPS based acceleration enrichment
- Tacho output
- Fuel pump activation/deactivation (With priming)
- Over dwell and over duty protection
- Battery voltage compensation for dwell and injectors
- Modular wheel decoder support.
- Closed loop boost control
- Open loop VVT control
- Deceleration fuel cut off (DFCO)
- Launch control
- O2 based autotune (Registered version of TunerStudio required)
- 8 individual ignition channels
- 8 individual injection channels
- Dual vvt channels
- Can communication



Project ECU Titan 2.0

Summary of features:

Inputs	Launch
	Flex
	VSS
	NitroArm
	IAT
	CLT
	TPS
	O2
	O2_2
	Baro
	Oil press
	Fuel press
	CKP +
	CKP -
PS	CAM+
	CAM-
	CanL
	CanH
Outputs	12V
	GND
	GND
	5V
	Tach
	FP
	Fan
	Fan2
	VVT
	VVT2
	Boost
	Nitro1
	Nitro2
	Idle1
	Ignition Bank 1
	Ignition Bank 2
	Ignition Bank 3
	Ignition Bank 4
	Ignition Bank 5
	Ignition Bank 6
	Ignition Bank 7
	Ignition Bank 8
	Injection Bank 1
	Injection Bank 2
	Injection Bank 3
	Injection Bank 4
	Injection Bank 5
	Injection Bank 6
	Injection Bank 7
	Injection Bank 8

ECU project

ECUS / SPARTAN

A simple but powerful programmable computer!
Control for Full Stand alone motor, It is programmed with TunerStudio.

Stand Alone Spartan motor control
RECOMMENDED MODEL FOR UP TO 8 CYLINDERS (semi mode)

The ECU comes ready to use VR (reluctant), Hall or Optical type CKP sensor.
It consists of internal MAP of 4Bar (up to 45psi)

The kit includes:

- Spartan ECUs
- 1m 24 wire harness
- USB Cable
- Software and docs (online)

List of inputs and outputs:

- 16×16 3D fuel and ignition maps, with base of either TPS (Alpha-N) or MAP (Speed Density)
- After Start Enrichment
- Rev limiting (Spark based, hard and soft)(flames, explosions)
- Cranking specific enrichment, dwell timing and advance
- General logging through TunerStudio
- High speed tooth logging
- TPS calibration through TunerStudio
- Sensor calibration through TunerStudio (Coolant, IAT and O2)
- Warm Up Enrichment (WUE)
- TPS based acceleration enrichment
- Tacho output
- Fuel pump activation/deactivation (With priming)
- Over dwell and over duty protection
- Battery voltage compensation for dwell and injectors
- Modular wheel decoder support.
- Closed loop boost control
- Open loop VVT control
- Deceleration fuel cut off (DFCO)
- Launch control
- O2 based autotune (Registered version of TunerStudio required)



Project ECU Spartan

Summary of features:

Inputs	Launch
	Baro/Flex(on latter rev)
	IAT
	CLT
	TPS
	O2
	CKP +
	CKP -
PS	CAM +
	CAM -
	12V
	GND
Outputs	5V
	Tach (1A)
	Fuel Pump (1A)
	Fan (1A)
	Ignition Bank 1
	Ignition Bank 2
	Ignition Bank 3
	Ignition Bank 4
	Injection Bank 1
	Injection Bank 2
	Injection Bank 3/VVT
	Injection Bank 4/BST

ECU project

ECUS / SPARTAN 2.0

A simple but powerful programmable computer!
Control for Full Stand alone motor, It is programmed with TunerStudio.

Stand Alone Spartan motor control
RECOMMENDED MODEL FOR UP TO 8 CYLINDERS (semi mode)

The ECU comes ready to use VR (reluctant), Hall or Optical type CKP sensor.
It consists of internal MAP of 4Bar (up to 45psi)

The kit includes:

- Spartan ECUs
- 1m 24 wire harness
- USB Cable
- Software and docs (online)

List of inputs and outputs:

- 16×16 3D fuel and ignition maps, with base of either TPS (Alpha-N) or MAP (Speed Density)
- After Start Enrichment
- Rev limiting (Spark based, hard and soft)(flames, explosions)
- Cranking specific enrichment, dwell timing and advance
- General logging through TunerStudio
- High speed tooth logging
- TPS calibration through TunerStudio
- Sensor calibration through TunerStudio (Coolant, IAT and O2)
- Warm Up Enrichment (WUE)
- TPS based acceleration enrichment
- Tacho output
- Fuel pump activation/deactivation (With priming)
- Over dwell and over duty protection
- Battery voltage compensation for dwell and injectors
- Modular wheel decoder support.
- Closed loop boost control
- Open loop VVT control
- Deceleration fuel cut off (DFCO)
- Launch control
- O2 based autotune (Registered version of TunerStudio required)



Project ECU Spartan2.0

Summary of features:

Inputs	Launch
	Baro/Flex(on latter rev)
	IAT
	CLT
	TPS
	O2
	CKP +
	CKP -
	CAM +
	CAM -
PS	12V
	GND
	5V
Outputs	Tach (1A)
	Fuel Pump (1A)
	Fan (1A)
	Ignition Bank 1
	Ignition Bank 2
	Ignition Bank 3
	Ignition Bank 4
	Injection Bank 1
	Injection Bank 2
	Injection Bank 3/VVT
	Injection Bank 4/BST



ECUS / CARBUMATE

It allows:

Take control of the electronic ignition

Add time advance map

cold advance

Use modern dry coil

Launch control with antilag

Or even use individual coils on your carburettor.

SUPPORTS UP TO 8 CYLINDERS

List of inputs and outputs:

- 16×16 3D ignition maps, with base of either TPS (Alpha-N) or MAP (Speed Density)
- Idle Advance control
- Rev limiting (Spark based, hard and soft)(flames, explosions)
- Cranking specific dwell timing and advance
- General logging through TunerStudio
- High speed tooth logging
- TPS calibration through TunerStudio
- Sensor calibration through TunerStudio (Coolant)
- Tacho output
- Over dwell and over duty protection
- Battery voltage compensation for dwell
- Modular wheel decoder support.
- Launch control



ProyectECU CarbuMATE

Resumen de características:	
Entradas	Launch
	CLT
	MAP
	Digital in
	CKP +
	CKP -
PS	CAM +
	CAM -
	12V
	GND
Salidas	GND
	5V
	Tacho (1A)
	Fan (1A)
	Banco Ignicion1
Salidas	Banco Ignicion2
	Banco Ignicion3
	Banco Ignicion4

Drive by wire throttle module

This module provides the functionality you need to run almost any DBW (Drive by wire) electronic throttle body with ProjectECU ECUs.

Its function is to pass the movement of the pedal to the electronic accelerator, and nothing else. Quick response, and simple operation without complications.

This module is designed to be very easy to connect, very simple, very easy to use and calibrate!

Wires up in minutes, takes up very few signals, works with all types of throttles and pedals.

Drive By Wire Throttle Module, the easy way to control your drive by wire throttle!!

- Allows you to use electronic pedal and accelerator.
- Can be used with most electronic throttles and pedals of the market.
- Fast and precise opening control.
- Minimum opening can be set to maintain idle.
- Digital input to connect to AC and compensate the AC load (configurable parameter).
- Simple and fast connection.
- Requires only minimal wiring.



Drive by wire throttle module 2

This module provides the functionality you need to run almost any DBW (Drive by wire) electronic throttle body with ProjectECU ECUs. Supports 2 drive by wire.

Its function is to pass the movement of the pedal to the electronic accelerator, and nothing else. Quick response, and simple operation without complications.

This module is designed to be very easy to connect, very simple, very easy to use and calibrate!

Wires up in minutes, takes up very few signals, works with all types of throttles and pedals.

Drive By Wire Throttle Module, the easy way to control your drive by wire throttle!!

- Allows you to use electronic pedal and accelerator.
- Can be used with most electronic throttles and pedals of the market.
- Fast and precise opening control.
- Minimum opening can be set to maintain idle.
- Digital input to connect to AC and compensate the AC load (configurable parameter).
- Simple and fast connection.
- Requires only minimal wiring.



miniPDM8 (Power Distribution Module)

Includes:

- 8 solid state channels with monitoring of peak current, current current, and blown fuse (remains blown until reset with APP or switch)
- Fuse current, virtual fuse blowing time can be adjusted
- 4 digital inputs: 3 assignable and 1 reset fuses
- All other channels will be activated with the cell phone APP
- 8 of 8 channels



LAUNCH

This launch module adds 2-step launch control for almost any engine, turbo or naturally aspirated and works on both manual and automatic transmissions.

- It has an Android application and Bluetooth connectivity
- Launch set by RPM, Limiter by RPM
- Take Tach signal
- Includes progressive change light (progressive colors with flashing) (with optional indicator)



4XIGNITION X2

This module provides 2-step launch control for almost any engine, turbo or naturally aspirated and works on both manual and automatic transmissions. It can handle coils that do not have an amplifier (dumb coils).

Specifications:

- Android application and Bluetooth connectivity

- Max 4500 RPM, Limiter by RPM
- 3000 RPM tachometer @ 100V 14A 25C
- 4 modes per gear @ 2500 RPM change light (progressive colors with flashing) (with optional indicator)

Ignition parameters:

- 3ms Starting Dwell
- 2.1ms Running Dwell
- 5V Logic level

WARNING DO NOT USE WITH COILS FOR CDI (OR CAPACITIVE DISCHARGE)





MODULES / METHANOL

Progressive Water/Methanol Module

It works based on the boost, it has an android APP for adjustment via BLUETOOTH.

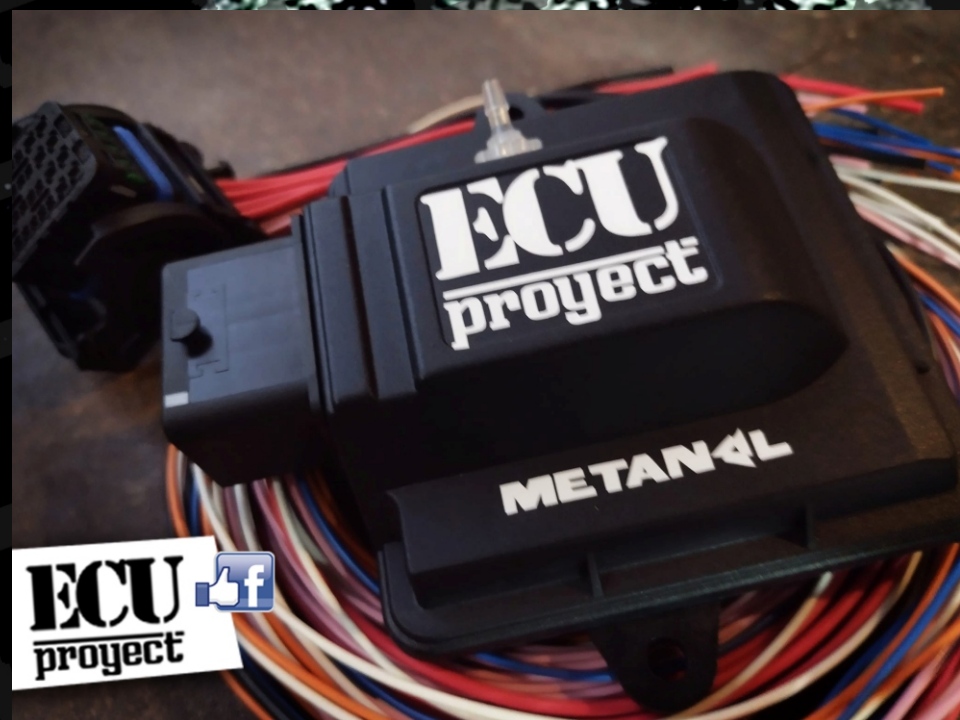
It has 2 extra outputs that work with a relay, one output active when the progressive output starts to inject (it is used to activate a small stage of water/methanol), and the other extra output is activated when the main injection is activated (for activate an extra stage of water/methanol or to connect nitro).

Withstands pumps up to 250 PSI

Optionally, it has an output for a programmable multicolor led bar.

Download the APP from Play Store:

<https://play.google.com/store/apps/dev?id=8996933319768680906>



STIM ECU's tester

Simulates CKP and CAM (Software with many patterns to choose from).

Can be wired for RPM potentiometer (Adjusts CKP and CAM signals).

Software to select CKP/CAM pattern.



Probador de ECUs

- Simula CKP y CAM (Software con muchos patrones a elegir)
- Se puede cablear el potenciómetro para RPMs (Ajusta las señales de CKP y CAM)
- Software para seleccionar patrón de CKP/CAM



Injector driver module.

It is used for engines that have been turbocharged and have a poor mixture. This module allows to manage extra injectors (up to 4), and to be able to program them progressively according to the turbo pressure.

With this module the handling of the car remains intact, and only enters when the turbo enters to have an optimal mixture.



BOOSTFEEDER

Un dispositivo de la familia
ECU project 
www.facebook.com/projectecu

¿Instalaste turbo a tu motor y no puedes subir más libras por que se queda pobre la mezcla? ¿Se inhibe la computadora?

BOOSTFEEDER te permite agregar de 1 a 6 inyectores extras, y poderlos controlar con precisión digital!

Solo conecta la sujeción de volteo al **BOOSTFEEDER**, conéctalo a los inyectores extras, ajusta los pines de inyección mediante conexión USB y estás listo para disfrutar de mucho más boost!

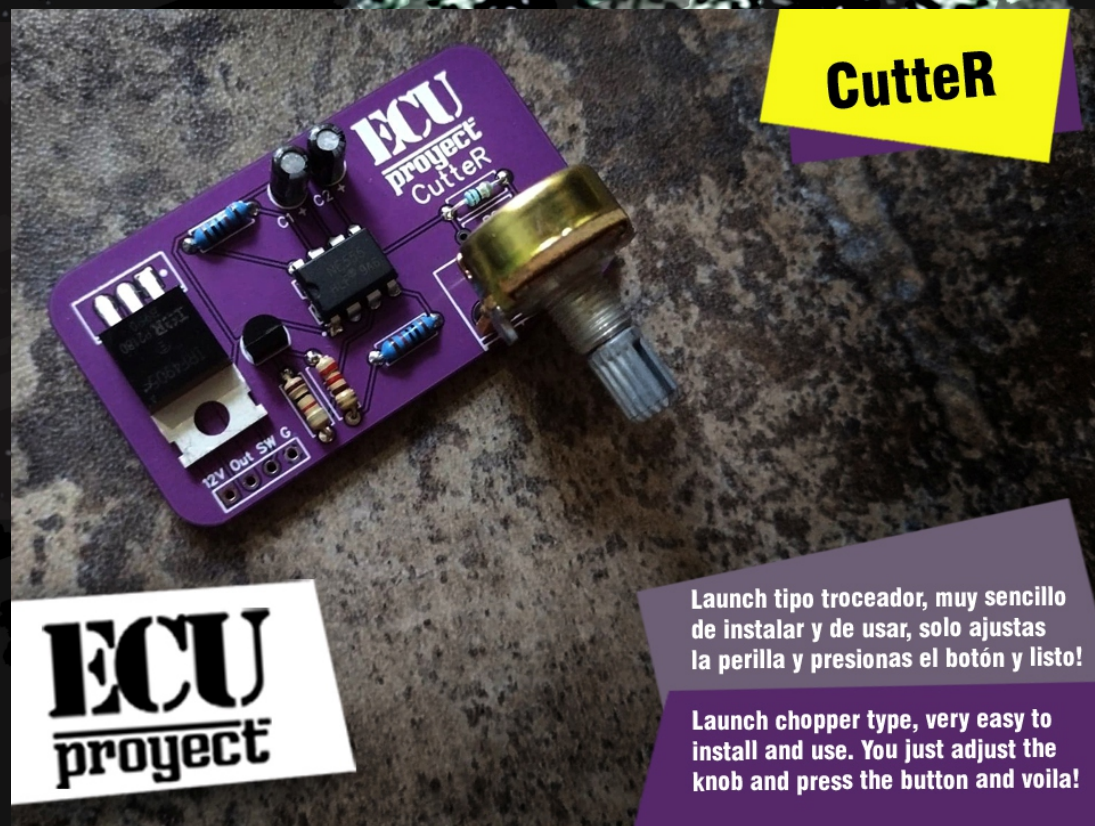
Boost Feeder (Digital Boost Injector Driver)

- Módulo independiente manejador de inyectores.
- Los inyectores entran únicamente cuando el turbo entra.
- Rancho de inyección (quantities) configurables via USB.
- 100% digital, alta precisión: configura una vez y jamás te vuelves los parámetros.
- Permite manejar de 1 a 6 inyectores extras.
- Sensor interno mide hasta 23 libras de boost.

CutteR

Launch type chopper very simple to use and install.

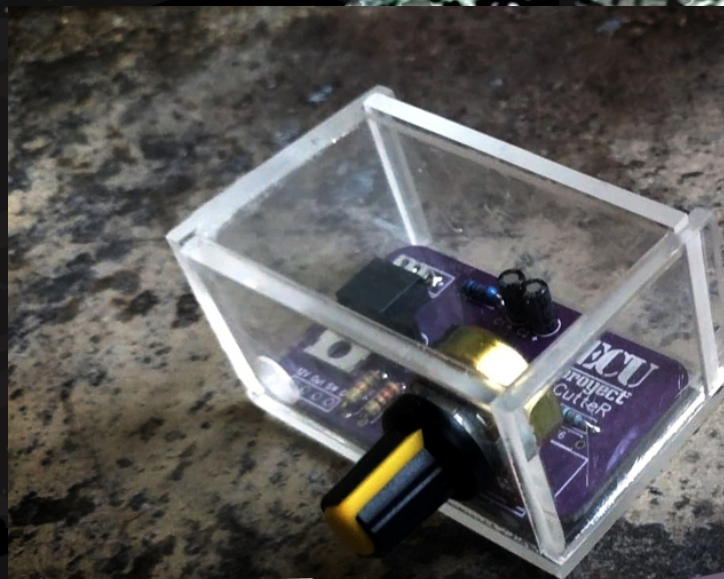
*It is a simple launch, it is not for launching flames or explosions.



CutteR Clear

Launch type chopper very simple to use and install.

*It is a simple launch, it is not for launching flames or explosions.



CutteR

**ECU
proyect**

Launch tipo troceador, muy sencillo de instalar y de usar, solo ajustas la perilla y presionas el botón y listo!

Launch chopper type, very easy to install and use. You just adjust the knob and press the button and voila!

HIGH

Card to convert a Low side or ground type output, to a high power positive output; supports PWM.

It is perfect for handling VTC, or this type of control.

ECU
project

HIGH



Convierte una salida de la ecu a salida de voltaje, muy útil para controlar sistema VTC, Vtec y similares.

Converts an ecu output to a positive voltage output, very useful to control VTC, Vtec and similar systems.

HIGH Tach

Module to convert the 12v pulse tachometer output to a high voltage signal (60+ Volts) coil direct type. This is for older tachometers that require this type of high voltage tach signal.

It includes a sealed relay, but we recommend replacing it with one that can open and cancel the switch section.

CHECK THAT YOUR TACHOMETER REQUIRES 40+ VOLTS



LOW

Converts an ecu output (lowside) to a higher current capacity output. Very useful for duplicating outputs.

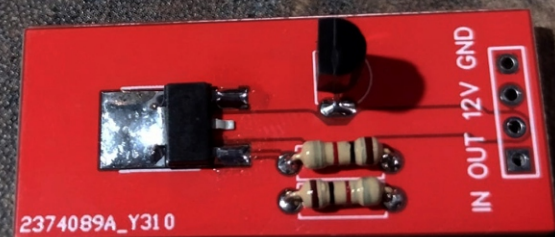
ECU
project



Low

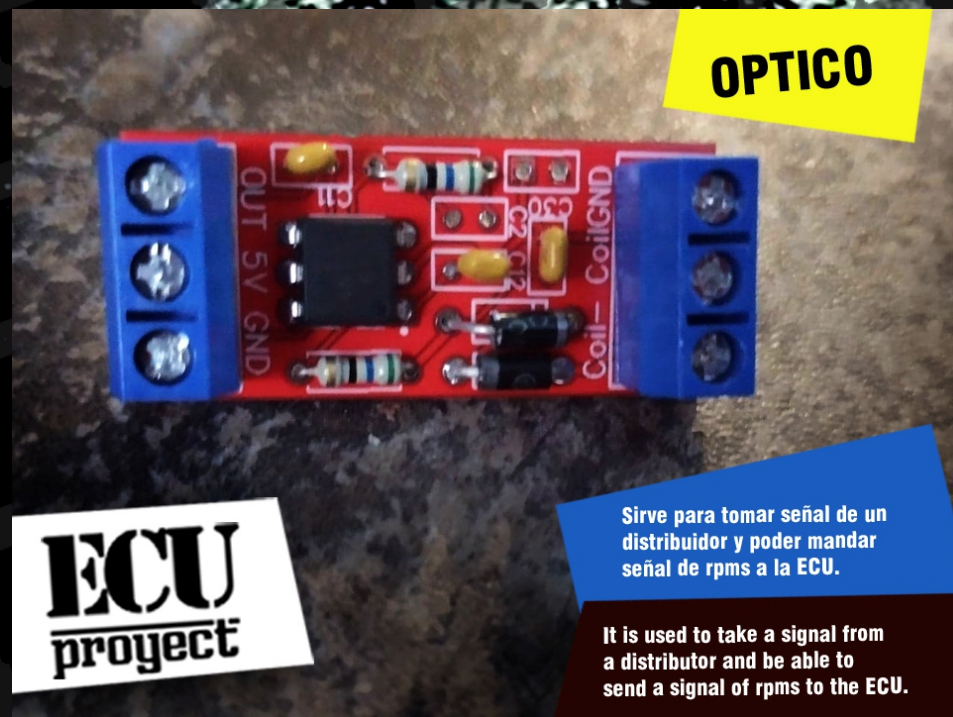
Convierte una salida de la ecu (lowside) a una salida de mayor capacidad de corriente.

¡Muy útil para duplicar salidas!



Optico

Circuit card known for life, it was brought by ms1 and ms2, and it is used to take a signal from a platinum distributor. Takes high voltage spike type pulses and converts it to modern ECU pulses.



OPTICO

**ECU
project**

Sirve para tomar señal de un distribuidor y poder mandar señal de rpms a la ECU.

It is used to take a signal from a distributor and be able to send a signal of rpms to the ECU.

ECU project

MODULES / METHANOL PROJECT KIT 8 NOZZLES ECO

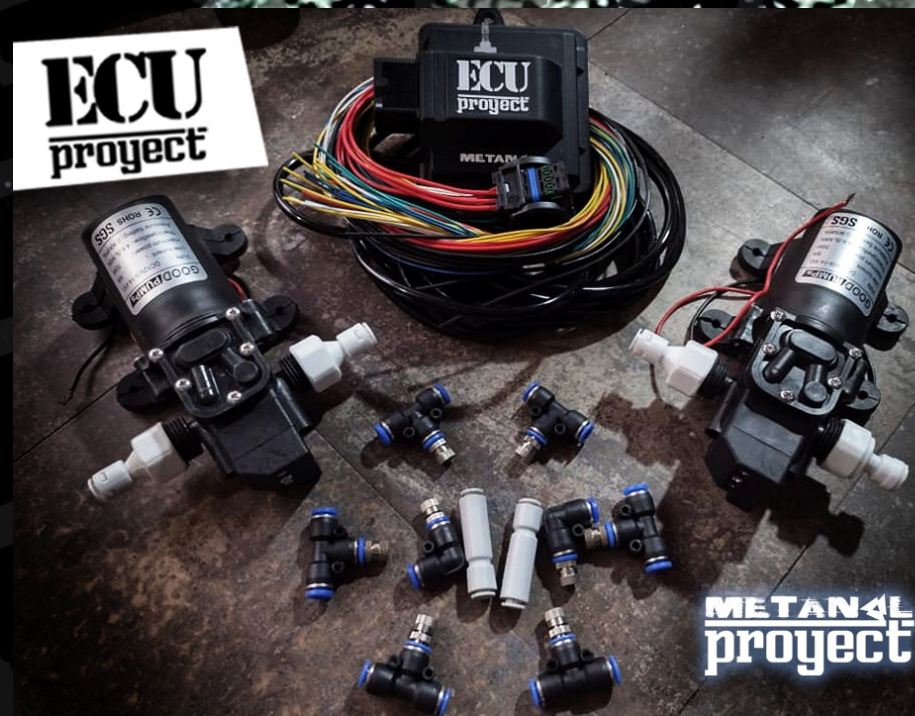
The kit includes:

- Bluetooth Progressive Controller
- 2 ECO pumps
- 8 ECO nozzles
- 2 check valve
- 10m hose
- 6 T's
- 2 L's

Methanol Project Kit 8 Nozzles ECO

Kit features:

- 6amp pump
- Volts: DC12V (9-14.4V)
- Current: 6A
- Power: 70W
- Peak flow: 4-6.0L/min
- Pressure: 0.90MPa (MAX 130PSI)
- Size: approx. 16.5cm(L) X 10cm(W) X 6cm(H)
- 6mm hose
- flexible polyurethane
- 6mm outside – 4mm inside
- working pressure max. 20°C: 1.6MPa
- ECO nozzles
- Low-pressure Misting Nozzles (.8 – 4MPa)
- Brass nickel plated
- Anti-drip valve
- 0.8mm
- Checkvalve
- quick fit connection
- L and T fittings
- 6mm quick fit
- Progressive module
- 10A (14A max)





MODULES / METHANOL PROJECT KIT 4 NOZZLES ECO

The kit includes:

- Bluetooth Progressive Controller
- 1 ECO bombs
- 4 ECO nozzles
- 1 check valve
- 6m hose
- 3 T's
- 1 L's

Methanol Project Kit 4 Nozzles ECO

Kit features:

- 6amp pump
- Volts: DC12V (9-14.4V)
- Current: 6A
- Power: 70W
- Peak flow: 4-6.0L/min
- Pressure: 0.90MPa (MAX 130PSI)
- Size: approx. 16.5cm(L) X 10cm(W) X 6cm(H)
- 6mm hose
- flexible polyurethane
- 6mm outside – 4mm inside
- working pressure max. 20°C: 1.6MPa
- ECO nozzles
- Low-pressure Misting Nozzles (.8 – 4MPa)
- Brass nickel plated
- Anti-drip valve
- 0.8mm
- Checkvalve
- quick fit connection
- L and T fittings
- 6mm quick fit
- Progressive module
- 10A (14A max)





MODULES / METHANOL PROJECT KIT 1 NOZZLE ECO

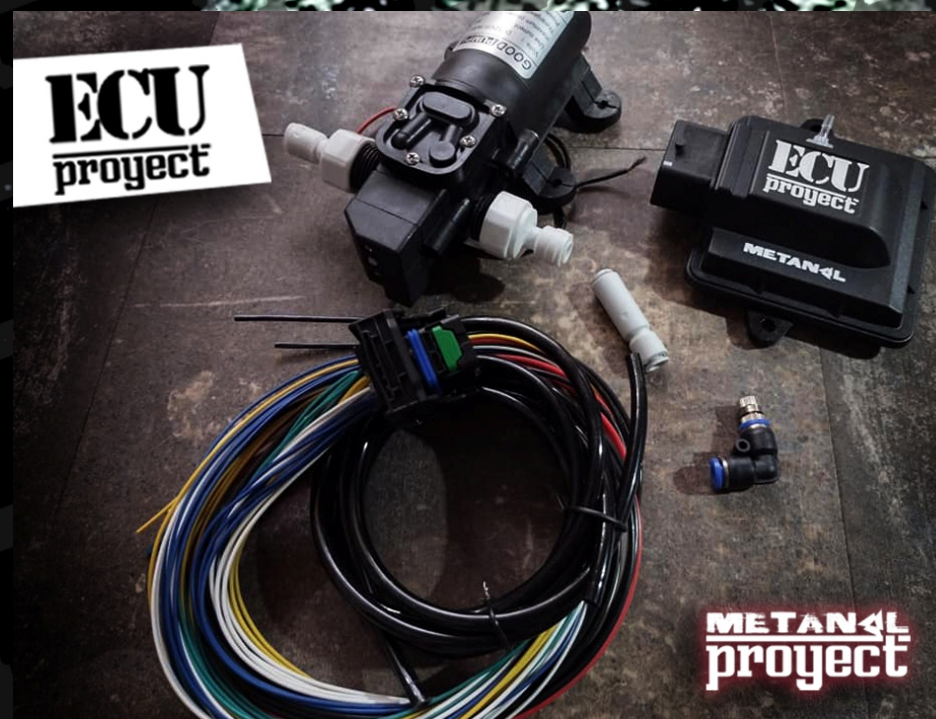
The kit includes:

- Bluetooth Progressive Controller
- 1 ECO bombs
- 1 ECO nozzles
- 1 check valve
- 5m hose
- 1 L's

Methanol Project Kit 1 Nozzle ECO

Kit features:

- 6amp pump
- Volts: DC12V (9-14.4V)
- Current: 6A
- Power: 70W
- Peak flow: 4-6.0L/min
- Pressure: 0.90MPa (MAX 130PSI)
- Size: approx. 16.5cm(L) X 10cm(W) X 6cm(H)
- 6mm hose
- flexible polyurethane
- 6mm outside – 4mm inside
- working pressure max. 20°C: 1.6MPa
- ECO nozzles
- Low-pressure Misting Nozzles (.8 – 4MPa)
- Brass nickel plated
- Anti-drip valve
- 0.8mm
- Checkvalve
- quick fit connection
- L and T fittings
- 6mm quick fit
- Progressive module
- 10A (14A max)



ACCESSORIES / VR TO HALL CONVERTER (DSC)

VR to Hall Converter (DSC)

Card to convert the signal of VR sensors (variable reluctance, inductive, reluctance) to a Hall-type signal.

Our ecus come ready for hall or optical type CKP, so if your engine has a VR sensor, better ask for the converter card!



MODULES / METHANOL PROJECT KIT 1 ESPREA DO

The kit includes:

- Bluetooth Progressive Controller
- 1 ECO bombs
- 1 DO nozzles (Devil's OWN Do10)
- 1 check valve
- 5m hose
- 1 L's

Methanol Project Kit 1 Esprea DO

Kit features:

- 6amp pump
- Volts: DC12V (9-14.4V)
- Current: 6A
- Power: 70W
- Peak flow: 4-6.0L/min
- Pressure: 0.90MPa (MAX 130PSI)
- Size: approx. 16.5cm(L) X 10cm(W) X 6cm(H)
- 6mm hose
- flexible polyurethane
- 6mm outside – 4mm inside
- working pressure max. 20°C: 1.6MPa
- ECO nozzles
- Low-pressure Misting Nozzles (.8 – 4MPa)
- Brass nickel plated
- Anti-drip valve
- 0.8mm
- Checkvalve
- quick fit connection
- L and T fittings
- 6mm quick fit
- Progressive module
- 10A (14A max)



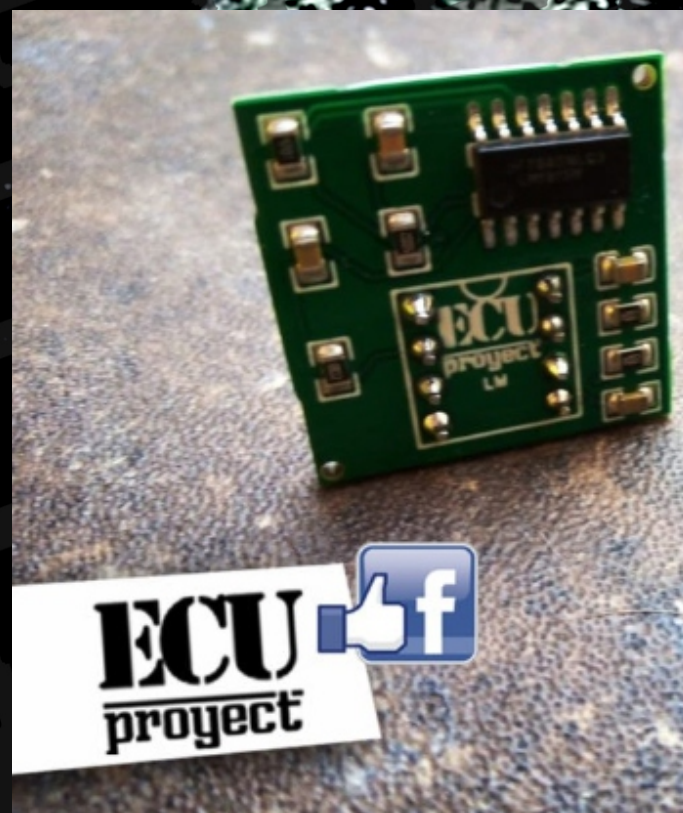
ACCESSORIES / VR TO HALL (LM) CONVERTER

VR to Hall (LM) Converter

Card to convert the signal of VR sensors (variable reluctance, inductive, reluctance) to a Hall-type signal.

Our ecus come ready for hall or optical type CKP, so if your engine has a VR sensor, better ask for the converter card!

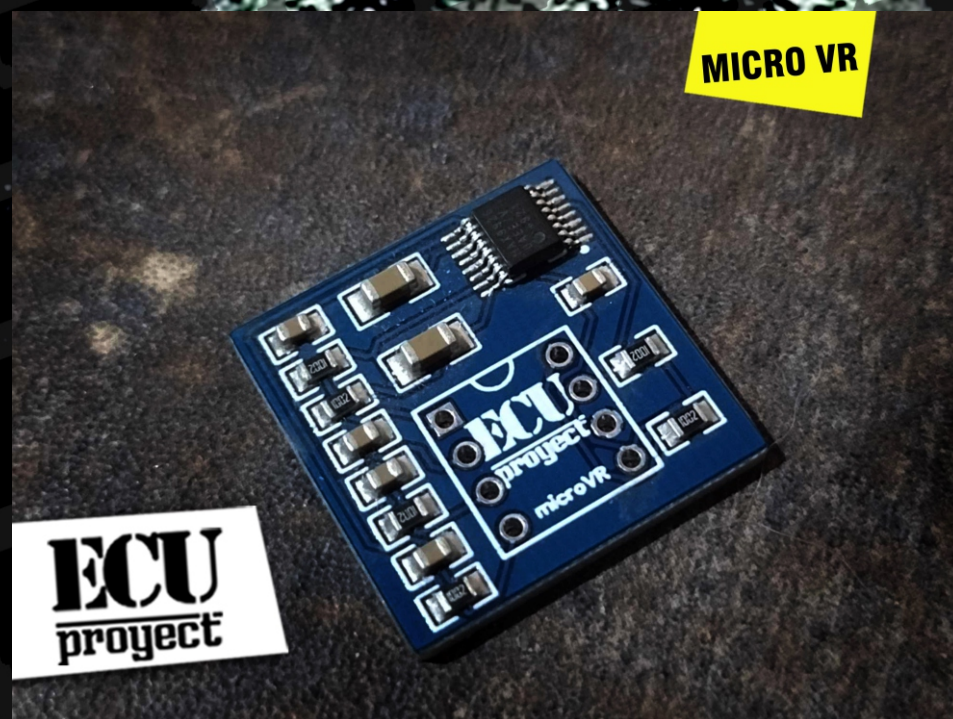
New Gladiator, Spartan or Titan ECUs do not occupy this card.



VR to Hall Converter (MicroVR)

Card to convert the signal of VR sensors (variable reluctance, inductive, reluctance) to a Hall-type signal.

Our ecus come ready for hall or optical type CKP, so if your engine has a VR sensor, better ask for the converter card!



SENSORS / CAS DISC 50MM 12-1

CAS Disc 50mm 12-1

Turn your Nissan CAS into a more ProjectECU friendly setup with our CAS Disk! This replaces the four-window disc with a 12-1 wheel (sets up as 12-1 crank speed). We then added an external spline to provide true synchronization, where the 360 degree spline ring works. So you can use just the 12-1 inner ring to get fast timing and allow semi-sequential injection or single coils. It is intended for use in the following Nissan engines, in alphabetical order:

- GA16DE
- KA24E (Note: Some KA24E use a 54mm disc - check before ordering.)
- KA24DE
- SR20DE (Note: Some FWD applications used a 54mm disc - check before ordering.)
- SR20DET (Note: Some FWD applications used a 54mm disc - check before ordering. All RWD versions are believed to be 50mm.)

These can also directly fit other Nissan, Mitsubishi and Suzuki applications. Look for a 50mm OD with a D-shaped hole in the center. Will not fit most RB, VG or CA motors. Distributor equipped engines can gain additional resolution and more precise timing, while single coil cars can now use ProjectECU without having to add a tone wheel.

Easy bolt-on installation, simply remove the cover from your CAS or distributor, remove the rotor from a distributor, and unscrew the large middle Philips screw. Once you have that, just go in there.



SENSORS / CAS DISC 50MM 24-1

CAS Disc 50mm 24-1

Turn your Nissan CAS into a more ProjectECU friendly setup with our CAS Disk! This replaces the four-window disc with a 24-1 wheel (sets up as 24-1 cam speed). We then added an external spline to provide tree synchronization, where the 360 degree spline ring works. So you can use just the 24-1 inner ring to get fast timing and allow for sequential injection or single coils. It is intended for use in the following Nissan engines, in alphabetical order:

- GA16DE
- KA24E (Note: Some KA24E use a 54mm disc - check before ordering.)
- KA24DE
- SR20DE (Note: Some FWD applications used a 54mm disc - check before ordering.)
- SR20DET (Note: Some FWD applications used a 54mm disc - check before ordering. All RWD versions are believed to be 50mm.)

These can also directly fit other Nissan, Mitsubishi and Suzuki applications. Look for a 50mm OD with a D-shaped hole in the center. Will not fit most RB, VG or CA motors. Distributor equipped engines can gain additional resolution and more precise timing, while single coil cars can now use ProjectECU without having to add a tone wheel.

Easy bolt-on installation, simply remove the cover from your CAS or distributor, remove the rotor from a distributor, and unscrew the large middle Philips screw. Once you have that, just go in there.



SENSORS / CAS DISC 50MM 24-1 (CAM SPEED)

CAS Disc 50mm 24-1 (cam speed)

Turn your Nissan CAS into a more ProjectECU friendly setup with our CAS Disk! This replaces the four-window disc with a 24-1 wheel (sets up as 24-1 cam speed). We then added an external spline to provide tree synchronization, where the 360 degree spline ring works. So you can use just the 24-1 inner ring to get fast timing and allow for sequential injection or single coils. It is intended for use in the following Nissan engines, in alphabetical order:

- GA16DE
- KA24E (Note: Some KA24E use a 54mm disc - check before ordering.)
- KA24DE
- SR20DE (Note: Some FWD applications used a 54mm disc - check before ordering.)
- SR20DET (Note: Some FWD applications used a 54mm disc - check before ordering. All RWD versions are believed to be 50mm.)

These can also directly fit other Nissan, Mitsubishi and Suzuki applications. Look for a 50mm OD with a D-shaped hole in the center. Will not fit most RB, VG or CA motors. Distributor equipped engines can gain additional resolution and more precise timing, while single coil cars can now use ProjectECU without having to add a tone wheel.

Easy bolt-on installation, simply remove the cover from your CAS or distributor, remove the rotor from a distributor, and unscrew the large middle Philips screw. Once you have that, just go in there.



SENSORS / CAS DISC 50MM 24/1 RB (TYPE AEM)

CAS Disc 50mm 24/1 RB (type AEM)

We recommend to projectECU to use the 24-1 or 12-1×2 disk. which we also have in the store.

Turn your CAS into a more ProjectECU friendly layout with our CAS Disk! This replaces the four-window drive with a 24/1 wheel (sets up as dual wheel 24). It is intended for use in the following Nissan engines, in alphabetical order:

RB motors with circle and pin type center case

It is very specific for RB engines.

Easy bolt-on installation, simply remove the cover from your CAS or distributor, remove the rotor from a distributor, and unscrew the large middle Philips screw. Once you have that, just go in there.



SENSORS / CAS DISC 50MM 24/1 SR20 (AEM TYPE)

CAS Disc 50mm 24/1 SR20 (AEM type)

We recommend to projectECU to use the 24-1 or 12-1×2 disk. which we also have in the store.

Turn your CAS into a more ProjectECU friendly layout with our CAS Disk! This replaces the four-window drive with a 24/1 wheel (sets up as dual wheel 24). It is intended for use in the following Nissan engines, in alphabetical order:

- SR20DE (Note: Some FWD applications used a 54mm disc - check before ordering.)
- SR20DET (Note: Some FWD applications used a 54mm disc - check before ordering. All RWD versions are believed to be 50mm.)

These can also directly fit other Nissan, Mitsubishi and Suzuki applications. Look for a 50mm OD with a D-shaped hole in the center. Will not fit most RB, VG or CA motors. Distributor equipped engines can gain additional resolution and more precise timing, while single coil cars can now use ProjectECU without having to add a tone wheel.

Easy bolt-on installation, simply remove the cover from your CAS or distributor, remove the rotor from a distributor, and unscrew the large middle Philips screw. Once you have that, just go in there.



SENSORS / CAS DISC 54MM 12-1 (L28ET o VG30E)

CAS Disc 54mm 12-1 (L28ET o VG30E)

Turn your Nissan CAS into a more ProjectECU compatible setup with our Bolt On Wheel Optical CAS!

This one replaces the four-groove ring with a 24-1-1 wheel that behaves like a CKP 12-1 (crank speed). We then added an outer groove to provide cam timing where the 360 degree groove ring works. So you can use just the inner ring to get fast timing, or use the outer groove to allow for sequential injection or coil on plug. It is designed for use in the following Nissan engines, in alphabetical order.

L28ET (1982 to 1983; earlier L28s used a variable reluctor sensor)
KA24E (please check before ordering - some KA24E may use 50mm)
VG30E
VG30ET

May also fit other Nissan, Mitsubishi and Subaru applications. Look for a 54mm outer diameter with a D-shaped hole in the center. Distributor-equipped engines can get additional resolution and more precise timing, while coil-on-plug cars can now use ProjectECU without having to add a crank trigger. Easy bolt-on installation, simply remove the cap from your CAS or distributor, remove the rotor from a distributor, and unscrew the large Philips screw in the middle. Once you have that, just go in there.



SENSORS / CAS DISC 54MM 24-1 (L28ET o VG30E)

CAS Disc 54mm 24-1 (L28ET o VG30E)

Turn your Nissan CAS into a more ProjectECU compatible setup with our Bolt On Wheel Optical CAS!

This one replaces the four-slot ring with a 24-1 (cam speed) wheel. So you can use just the inner ring to get full synchronization. It is designed for use in the following Nissan engines, in alphabetical order.

L28ET (1982 to 1983; earlier L28s used a variable reluctor sensor)

KA24E (please check before ordering - some KA24E may use 50mm)

VG30E

VG30ET

May also fit other Nissan, Mitsubishi and Subaru applications. Look for a 54mm outer diameter with a D-shaped hole in the center. Distributor-equipped engines can get additional resolution and more precise timing, while coil-on-plug cars can now use ProjectECU without having to add a crank trigger. Easy bolt-on installation, simply remove the cap from your CAS or distributor, remove the rotor from a distributor, and unscrew the large Philips screw in the middle. Once you have that, just go in there.



GM CLT

GM type CLT sensor.

Includes connector.



GM IAT

GM type IAT sensor.

Includes connector.



SENSORS / WHEEL 36-1 4"

Wheel 36-1 4"

Add a crankshaft position sensor to your engine with our laser cut 36-1 tone wheel. This one is 4" in diameter and 1/8" thick, with a 1/2" diameter center hole and eight 1/4" wide radial slots. The teeth are 1/4" tall so it will fit crankshaft pulleys up to 3 1/2" in diameter. This trigger wheel has a balance hole for smooth rotation. We designed this wheel for engines with unusually small pulleys where our 6 3/4" wheel would be too big.

Note: That the triangular teeth are intended for a VR sensor and may not work with Hall effect sensors. The wheel comes in a natural finish.



SENSORS / WHEEL 36-1 4" (SMOOTH)

Wheel 36-1 4" (Smooth)

Add a crankshaft position sensor to your engine with our laser cut 36-1 tone wheel. This one is 4" in diameter and 1/8" thick, with a 1/2" diameter center hole, no radial slots. The teeth are 1/4" tall so it will fit crankshaft pulleys up to 3 1/2" in diameter. This trigger wheel has a balance hole for smooth rotation. We designed this wheel for engines with unusually small pulleys where our 6 3/4" wheel would be too big.

Note: That the triangular teeth are intended for a VR sensor and may not work with Hall effect sensors.
The wheel comes in natural finish.



SENSORS / WHEEL 36-1 6.75"

Wheel 36-1 6.75"

Add a crankshaft position sensor to your engine with our laser cut 36-1 tone wheel. This tone wheel is 6 3/4" in diameter and 1/8" thick, with a 1/2" diameter center hole and eight 1/4" wide radial locating slots. The teeth are 1/4" high so it will fit crankshaft pulleys up to 6 1/4" in diameter. It also has a balance hole for balanced and smooth rotation. We designed this wheel to fit most modern engines with medium size pulleys.

The wheel comes in a natural finish.





SENSORS / WHEEL 36-1 6.75" (SMOOTH)

Wheel 36-1 6.75" (Smooth)

Add a crankshaft position sensor to your engine with our laser cut 36-1 tone wheel. This tone wheel is 6 3/4" in diameter and 1/8" thick, with a 1/2" diameter center hole, no radial splines. The teeth are 1/4" high so it will fit crankshaft pulleys up to 6 1/4" in diameter. It also has a balance hole for balanced and smooth rotation. We designed this wheel to fit most modern engines with medium size pulleys.

The wheel comes in a natural finish.



SENSORS / WHEEL 36-1 8.25"

Wheel 36-1 8.25"

Add a crankshaft position sensor to your engine with our laser cut 36-1 tone wheel. This tone wheel is 8 1/4" in diameter and 1/8" thick, with a 1/2" diameter center hole and eight 1/4" wide radial grooves. The teeth are 1/4" high so it will fit crankshaft pulleys up to 7 3/4" in diameter. It also has a balance hole for smooth rotation. We designed this wheel especially for older engines, which often have very large crankshaft pulleys.

The wheel comes in a natural finish.





SENSORS / WHEEL 36-1 8.25" (SMOOTH)

Wheel 36-1 8.25" (Smooth)

Add a crankshaft position sensor to your engine with our laser cut 36-1 tone wheel. This tone wheel is 8 1/4" in diameter and 1/8" thick, with a 1/2" diameter center hole, no radial splines. The teeth are 1/4" high so it will fit crankshaft pulleys up to 7 3/4" in diameter. It also has a balance hole for smooth rotation. We designed this wheel especially for older engines, which often have very large crankshaft pulleys.

The wheel comes in a natural finish.



SENSORS / SENSOR CKP HALL

Hall effect crankshaft or camshaft position sensor. We have tested this with our 6.75" and 8.25" trigger wheels. We were able to get a rock-solid reading at over 19,200 RPM, which is about as fast as our test crew could turn the trigger wheel.

CKP hall sensor, Megasquirt type (diyautotune)

It runs on 5 to 24 volts and generates a nice square wave so there are no variable voltage issues. She has a 12 inch long 3 strand ponytail. This is what the wires do:

- Red: supply voltage; connect to VREF or 12 volt switched power.
- White: Exit signal. In ProjectECU it is connected to the Vr1+ input. For other ECUs investigate the Hall type CKP input. Use a 1K resistor when feeding it 5 volts or a 2.4K resistor when feeding it 12 volts.
- Black: Earth.

Specifications:

Operating Voltage: 4.75 to 24 volts

Over voltage and reverse voltage: +27 to -25 volts

Maximum output current: 20mA.

Maximum frequency: 15kHz

Temperature range: -40 to +125 degrees C

Maximum air gap: 5 mm.

Please note that this is an absolute maximum. For most tone wheels, operation is most reliable with an air gap of 1.0 to 1.5mm.

The tone wheel must be at least 2mm wide, the teeth and gaps must be at least 2mm wide, and the gaps must be at least 2mm deep.



SENSORS / SENSOR CKP HALL CHERRY

Hall effect crankshaft or camshaft position sensor. It is a new version, distinguished by its red anodized aluminum casing. Threads are M12 and mounting nuts are included.

CKP Hall Sensor Cherry

It runs from 5 to 24 volts and offers a nice square wave so there are no variable voltage issues. It has a 1 meter long ponytail with 3 strands. This is what the wires do:

- Brown: supply voltage; connect to +5v for 5 volt operation or 12 volt switched power.
- Black: exit sign. It connects to Vr1+. Note that this requires a pull up resistor. This connects to both the supply voltage and the output signal cable. Use a 1K resistor when feeding it 5 volts or a 2.4K resistor when feeding it 12 volts.
- Blue: Earth.

Specifications:

Operating voltage: 5 to 24 volts

Maximum surge and reverse voltage: +30 to -24 volts

Maximum supply current required: 6 mA

Maximum output current drop: 20 mA

Output Type: Open Collector

Maximum frequency: 15kHz

Temperature range: -40 to +125 degrees C

Nominal Air Gap: 1.5mm

Thread pitch: M12 x 1mm

Total length: 65.5 mm, not including cables

Package Material: Aluminum

Sensor Orientation: Non-directional

The recommended tooth size is a rectangle of at least 2.5mm x 6.35mm, with a tooth height of 5.0mm.



SENSORS / SENSOR CKP HALL CHERRY (BLACK)

Hall effect crankshaft or camshaft position sensor. It is a new version, distinguished by its red anodized aluminum casing. Threads are M12 and mounting nuts are included.

CKP Hall Sensor Cherry (Black)

It runs from 5 to 24 volts and offers a nice square wave so there are no variable voltage issues. It has a 1 meter long ponytail with 3 strands. This is what the wires do:

- Brown: supply voltage; connect to +5v for 5 volt operation or 12 volt switched power.
- Black: exit sign. It connects to Vr1+. Note that this requires a pull up resistor. This connects to both the supply voltage and the output signal cable. Use a 1K resistor when feeding it 5 volts or a 2.4K resistor when feeding it 12 volts.
- Blue: Earth.

Specifications:

Operating voltage: 5 to 24 volts

Maximum surge and reverse voltage: +30 to -24 volts

Maximum supply current required: 6 mA

Maximum output current drop: 20 mA

Output Type: Open Collector

Maximum frequency: 15kHz

Temperature range: -40 to +125 degrees C

Nominal Air Gap: 1.5mm

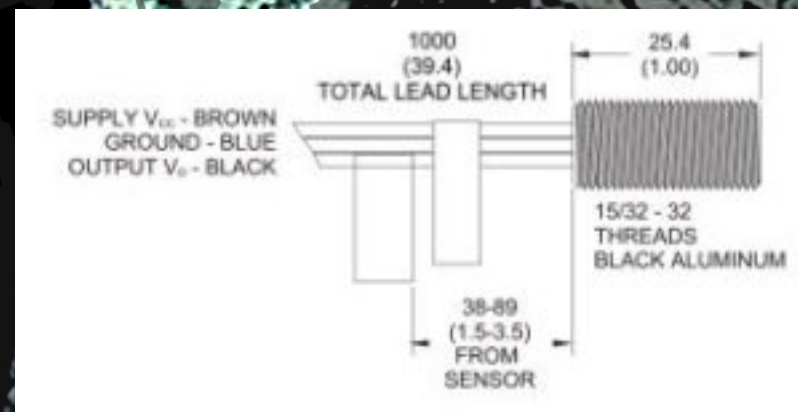
Thread pitch: M12 x 1mm

Total length: 25.4 mm, not including cables

Package Material: Aluminum

Sensor Orientation: Non-directional

The recommended tooth size is a rectangle of at least 2.5mm x 6.35mm, with a tooth height of 5.0mm.



SENSORS / PRESSURE SENSOR 150 PSI

Pressure Sensor 150psi

Pressure sensor for OIL, GASOLINE or other measurements up to 150psi.

Made of high quality material, solid, durable and good performance, long service life.

It has a complete surge protection function.

Small $\pm 2\%$ FS output error, including repeatability and non-linear hysteresis error, full temperature range.

It is an advanced pressure transducer than the traditional mechanical pressure transducer.

Light weight and small size, convenient to install and operate.

Ideal for oil, fuel, gas, water, air pressure, can be used in oil tanks, gas tanks, tanks, etc.

SENSOR AND PIGTAIL.

Specification:

Material: Stainless Steel

Voltage: DC 5V

Output voltage: 0.5-4.5V

Pressure: 150psi

Thread Type: 1/8" NPT

Length: app.3.4cm/1.33in

Color: steel tone.

Quantity: 1 pc



SENSORS / INEXPENSIVE VR SENSOR

Inexpensive VR sensor

VR sensor that works great to adapt to phonic wheel 36-1

Includes its connector for easy installation!!

