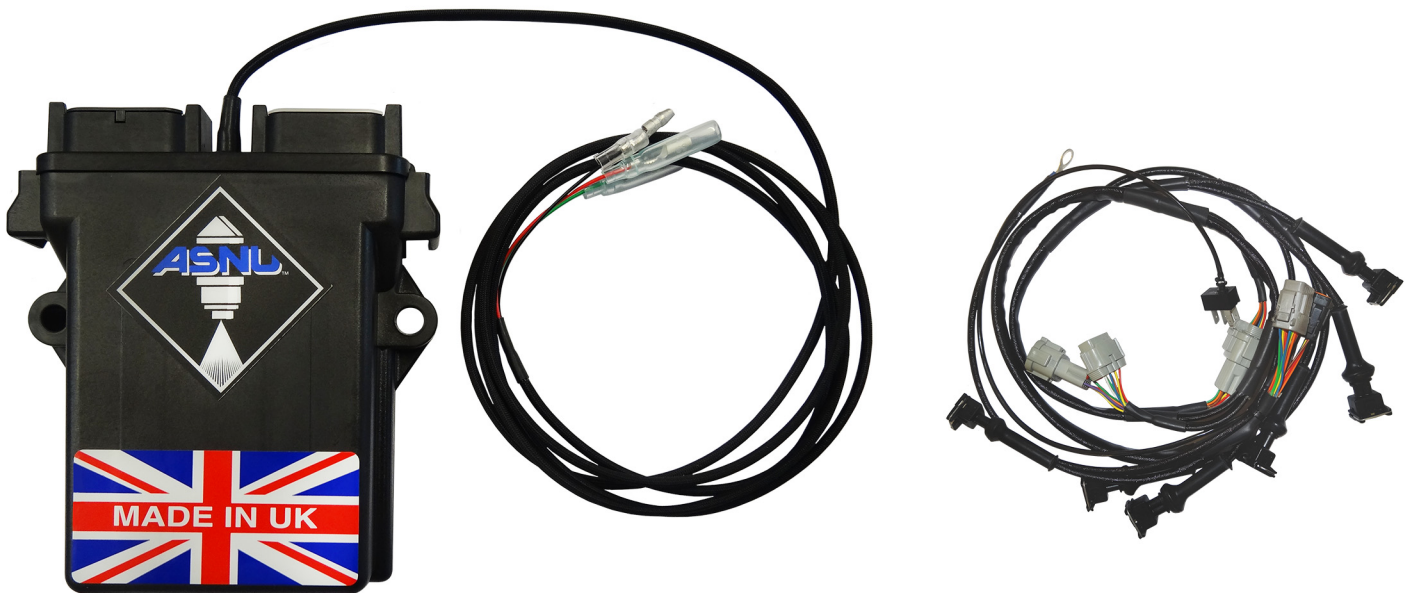




# ASNU R35 GTR I2 Injector Driver Box



Our R35 GTR Driver kit allows drivers of larger hp cars to have a car with good road manners but with no compromise in power.

The benefit of running with a I2 injector setup instead of a single large injector per cylinder, is that it has been shown to significantly improve the low speed drivability, throttle response, and turbo spool.

By running a smaller injector in the primary location (or even a stock injector), you have all the advantages of stock drivability, whilst allowing up to 2800cc of injector flow per minute when running a 1300cc /1500cc combo when both injectors are running together.

Our GTR driver box is designed to work in conjunction with the ASNU R35 stock manifold 3rd rail conversion rail.



The driver box was designed specifically with the R35 in mind – it is a fresh design with a number of safety and diagnostics features not found in alternative units on the market.

The driver unit is equipped with a Status LED for fault diagnostics:

- \* **RED** for fault present
- \* **AMBER** indicates OK ready to operate
- \* **GREEN** to indicate I2 injector operation

The status LED is designed to be mounted in the car in the area of the dash so it can be easily monitored whilst driving.



The driver is a pass through design, meaning it has the capability to both control the secondary injectors and to shutdown both the primary and secondary injectors in case of a fault. If the main engine ECU shuts down an individual injector, the ASNU driver will also shut down the corresponding secondary injector.

If the main engine ecu were to detect an injector fault in either the primary or secondary injectors, it will increase or decrease the injector duty as appropriate. The injector driver will copy and increase/decrease the duty on both the primary and secondary injectors until the fuelling is corrected or, if changing the duty cycle is unsuccessful, then the main ECU will shut down that injector and the secondary injector driver will also shut down the secondary injector to prevent engine damage.

The system is equipped with a low battery voltage cut out to prevent damage to the engine or driver system if low battery voltage occurs. In this situation neither the primary or secondary injectors will operate. The shutdown threshold is selectable but is factory set at 9volts. To show this the LED will show RED.



With our system, standard injector diagnostics will still continue to function within the main ecu as in ECUtek Racerom 5. ECUtek have also placed within their software the capability to set up a number of safety features and warnings related to I2 injector operation.

