

Acceleration Enrichment Settings

TPS:

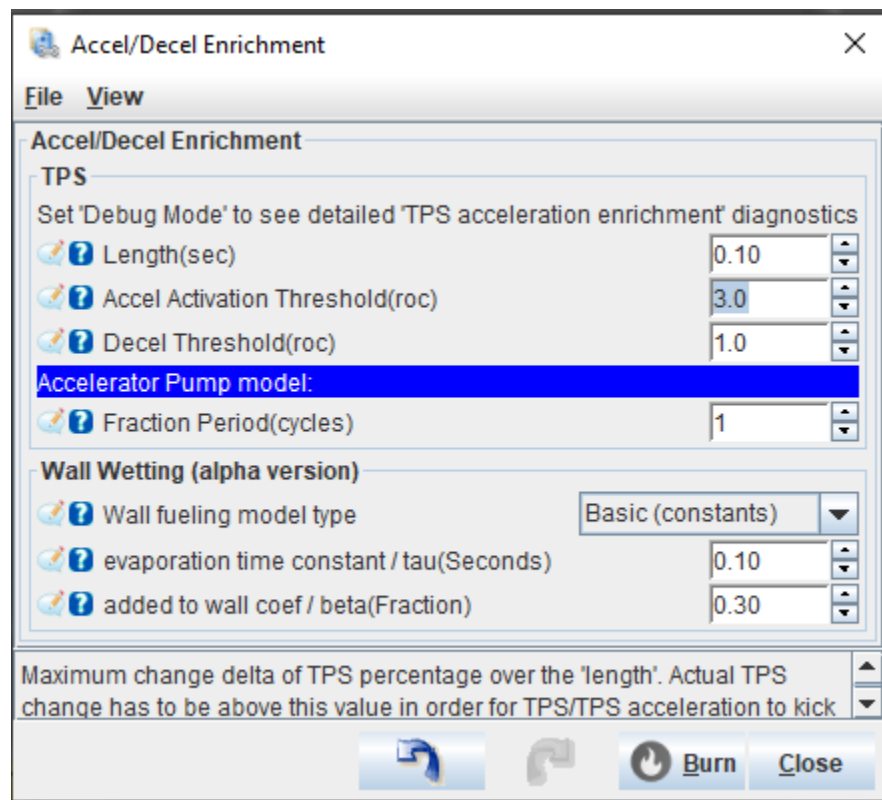
- **Length (sec):** Defines the duration of the enrichment pulse when throttle movement is detected.
- **Accel Threshold (roc):** Sets the rate of change (roc) threshold to trigger acceleration enrichment based on throttle position.
- **Decel Threshold (roc):** Sets the roc threshold to trigger deceleration enrichment, helping prevent engine stalling or surging during throttle release.

Accelerator Pump Model:

- **Fraction Period (cycles) and Fraction Divisor (coef):** Control how enrichment is delivered during rapid throttle changes, mimicking a carbureted engine's accelerator pump action.

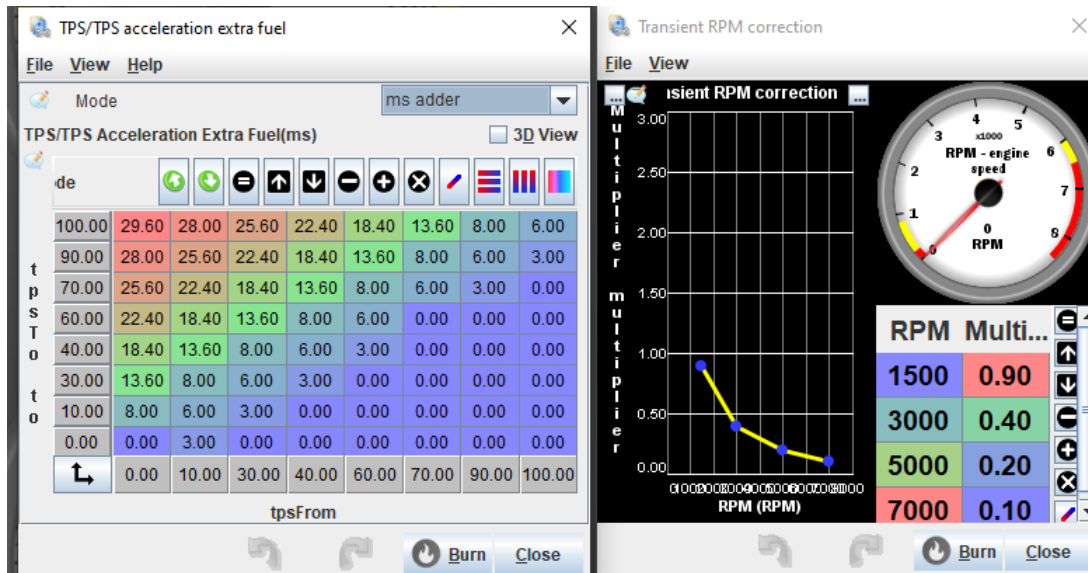
Wall Wetting:

- **Wall fueling model type:** Defines the model used for calculating wall wetting fuel adjustments. The "Basic (constants)" model assumes simpler evaporation dynamics.
- **Evaporation time constant / tau (Seconds):** Sets the time constant for fuel evaporation from intake walls, impacting how long the added fuel remains available for combustion.
- **Added to wall coef / beta (Fraction):** Controls the proportion of fuel adhering to the intake walls versus being drawn directly into the engine.



These settings fine-tune fuel delivery during rapid throttle changes, enhancing responsiveness and stability by simulating fuel behavior dynamics in response to throttle input.

TPS/TPS Acceleration Extra Fuel



The **TPS/TPS Acceleration Extra Fuel table** (shown on the left) provides additional fuel based on the rate of change in throttle position.

Each cell specifies the amount of extra fuel (in milliseconds) added when moving from one throttle position (TPS from) to another (TPS to).

Note: If you change your injector size, this table should be adjusted accordingly. For example, if you're switching from 300cc injectors to 600cc injectors, you should halve the values in this table to maintain similar behavior with the larger injectors.

Transient RPM Correction

The **Transient RPM Correction** chart (shown on the right) applies a multiplier to fuel delivery based on RPM. This adjustment accounts for varying transient conditions, with the multiplier decreasing as RPM increases. This configuration typically provides more enrichment at low RPMs, where transient fuel needs are higher.