Anti Lag

The Anti-lag function will help to keep the boost pressure up when decelerating in corners on the race track. This function will use the launch control settings which will add fuel and retard the timing. The correct installation requires an EGR valve to bypass boost pressured air from the turbo before the throttle body, into the exhaust between the engine and turbo. The extra fuel with this air will ignite and the pressure will cause the turbo to spin creating boost. If the valve is not installed, then the min throttle setting must be opened slightly as to let air pass through the engine to burn the excess fuel. You may need to retard the timing further after TDC to prevent the engine from making power.

Anti Lag can be used with Launch control but Launch Timing and Launch Fuel Enrichment values are shared.

Settings

Enable the feature and set the minimum RPM setting. This RPM setting is the limit which will disable the function. If the engine revs fall below this value normal fuel economy cut will resume. During racing the driver will gear down keeping the engine revs high.
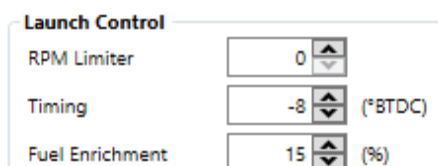
These two settings will activate the Anti-lag. It is activated when the boost pressure inside the intake manifold falls below the *Vacuum fuel cut off* value and the throttle position is below the *TPS idle cut off* value. When the boost pressure goes above the *Vacuum fuel cut off* the feature will be deactivated and normal functions will resume.

To disable the normal *Econo Fuel Cut off* function make this value higher than max RPM.

The launch settings *Timing* and *Fuel Enrichment* are also used for the Anti-lag feature. If it is activated, the timing will be retarded to the launch timing and the fuel will be enriched to improve burn pressure in the exhaust to spin the turbo. RPM Limiter is not used.

For valve wiring and output connection on the ECU consult the specific firmware instructions and drawings.