Venus3 ECU Intermediate Class

Trigger or Crank Position Sensor
Complex triggers like 36-1 or 24+TDC or any combination of crank and cam triggers can be used with this class. It has 2 inputs on the ECU and can distinguish signals with a TDC reference like a missing tooth or cam home pulse. It also works with engines with distributors with complex patterns like the Nissan optic encoders. Firmware are written for each specific pattern and number of cylinders. See the ECU selection chart if firmware exist and what the number is.

Coils
This class can only do 1 Coil Distributor type Ignitions. This means that the coil has to be charged multiple times in one revolution. Not recommended for high revving performance engines.

Injectors
This class can do Split Sequential injection with 2 Injectors per driver. There is a maximum of 5 drivers available. It will alternate driver pulses in sequence so that each cylinder receives its fuel on the same stroke. This will make for a more constant condition on each cylinder resulting in better performance and economy. Injectors will be paired according to the firing order. See the drawings in the manual for more information.

Features
Normal features are allowed with this class. Such as Accurate fuel and spark timing. Idle Control, Lambda Control, basic Launch Control etc. Features that are not allowed are Anti-Lag Control, Flat-shift, Dual Injectors, Injector Trimming, Launch Recover Delay and retarded timing after TDC. It can also work with the standard firmware number 1 to add more features like Split sequential injection and more GP outputs.

GP Outputs
Up to 5 General outputs can be used for fan control, V-Tech Cam, Shift light etc.