



The G4+ Storm now gives even more value.

Fully sequential fuel and ignition, eight cylinders with direct spark. Performance to rival any engine management system on the market. The Storm offers most of the advanced G4+ tuning features, at an extremely competitive price.

HARDWARE SPECIFICATION

- > Eight saturated injection drives, eight ignition outputs, eight analog volt inputs, eight digital inputs, eight auxiliary outputs, three temperature inputs
- > Two, thirty four pin, waterproof connectors
- > Dual on board knock control
- > Looping on-board data-logging with selectable parameters and rates – logging can loop continuously
- > Push Button – engine start / stop – as used on many modern cars
- > Trigger Scope
 - » displayed within PCLink to ensure optimum accuracy
 - » built in trigger oscilloscope
- > Memo text file for the tuners notes stored within the ECU



SPEC OVERVIEW:

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|---|---|--|
| > Up to 6D fuel and ignition mapping | > Motorsport features – antilag, launch, flat shift | > USB tuning cable included |
| > Precision closed loop cam control (four cam, independent control) | > Continuous barometric correction (on board) | > Spare injection and ignition channels can be auxiliary outputs |
| > Sequential fuel and ignition delivery | > QuickTune – automated fuel tuning | > Boost control referenced to gear, speed or throttle position |
| > Digital triggering, most OEM patterns | > Resettable statistics recording into on-board memory | > Sync and crank sensors can be a combination of Hall effect, variable reluctance or optical |
| > Rotary – up to four rotors, fully sequentially staged injection and sequential ignition | > Real time selectable dual fuel, ignition and boost maps | > 4MB internal logging memory |
| > OEM idle hardware supported | > Individual cylinder correction | > Staged injection |
| > 5D boost control with three switchable tables | > Odd-fire engines & two – strokes | > Online firmware updates |