

DI-IDC tracking water injection system

HFS4-v3 ρ wm



User manual -v3 s/n:12500 on

Introducing the Aquamist HFS4-v3

In keeping with the excellent integration with the Di engines, the latest HFS4-v3 is packed with even more capabilities.

An additional AUX input (0-5V) allows the system to alter flow based on air, exhaust temperature or air fuel ratio. If one of signals exceeds a pre-set level, failsafe will be triggered to protect your engine. The standard turbine flow sensor based failsafe remains.

A "Fast Acting Valve" (FAV) controls the delivery rate based on a PWM signal from the HF4 controller. The FAV enables superior linearity and atomization across the entire injection range. A constant line pressure (160 psi) is provided by an Aquatec pump working in the "by-pass" mode. This method is very similar to the conventional fuel injection systems, allowing wide dynamic range and lighten responses to engine load.

The combination of quality components, superior method of delivery and a precision Di signal decoding algorithm, the HFS4-v3 remains to be the most advanced and capable water/methanol injection system in the world to date.

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Checking the contents of the box carefully

This is a "must do" immediately after unpacking

Water pump

Unpack the corrugated sheet carefully. The pump should be labelled with the original custom Aquatec/Aquamist logo.

The white box

- ◆ 6M of 6mm OD nylon hose (806-261)
- ◆ 2M of 4mm OD nylon hose (806-266)
- ◆ HFS-4 Electronic Controller
- ◆ 0.8 mm water jet (806-323) in plastic bag
- ◆ 0.9 mm water jet (806-324) in plastic bag
- ◆ 1.0 mm water jet (806-325) in plastic bag
- ◆ 1x 4mm Tee compression fitting (806-395) in plastic bag.
- ◆ 2x M8 x 1/8 NPT jet adapter with plug (806-357N)
- ◆ A set of three restrictors with insertion tool
- ◆ 1x water tank adapter 1/8 BSP (806-270), 6mm compression fitting and in-tank filter (806-258)
- ◆ 4x M5x40mm bolt, washers and fasteners for pump
- ◆ 1x M6 grounding stud with washer and nuts and 6mm eyelet for pump ground.
- ◆ 2x 6mm to 3/8 BSP-M pump I/O fittings.
- ◆ 1x 4mm to 1/8 BSP compression fitting for FAV.
- ◆ 1x 6mm to 1/8 BSP compression fitting for FAV.
- ◆ Water pump harness. 6M of #12 AWG cable and 6M of multi-core cable (blue harness).
- ◆ 1x Fast Acting Valve cable (red harness)
- ◆ 1x Turbine flow sensor cable (yellow harness)
- ◆ 1x Water level switch with connector (806-281c)
- ◆ 1x Dash Gauge with 1.5M x 8-way flat cable
- ◆ 1x ECU interface, fail-safe and map switching cable (grey harness)
- ◆ 1x Molex type 4-way power-in harness
- ◆ 1x Di and Aux input cable (green harness) .
- ◆ User manual

Note: Please contact your supplier immediately should you discover any missing parts.

Getting started on installation

Before installation guidelines

- ◆ The system is designed to be “trunk” mounted. Install the water pump below the water tank if possible as the assembly is not water proof.
- ◆ Ensure all fittings are tightened and leak proof before filling up with methanol. **Test it with water first.** If a high concentration of methanol mix is used, please vent the tank’s breather hole externally. Methanol is poisonous when inhaled.

Assembling the pump in steps

- ◆ Gently assemble the two 3/8 BSP adapters into the pump without crossing the threads. Ensure the o-ring is properly embedded between the fitting and the I/O port. Do not over-tighten.

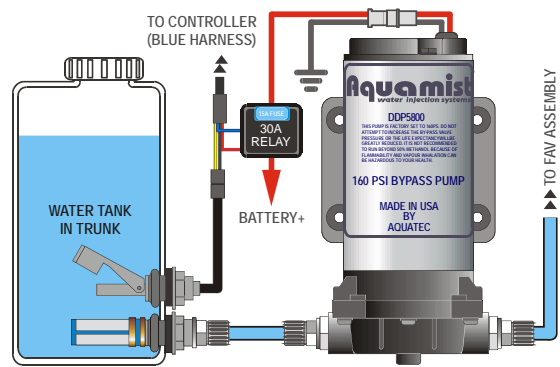
Water tank components

- ◆ Ensure the outlet is facing the rear or the side of the tank. Drill/bore a burr-free 23mm hole. Clear up all the burred edges and wash the tank thoroughly. No debris or plastic shavings should remain in the delivery system. Locating the outlet 1-2 inches from the bottom of the tank is ideal.
- ◆ Screw fit the in-tank filter on the inlet side of the tank adaptor. Insert the assembly into the tank and

tighten the M16 plastic nut. Stop the assembly from rotating with a 6mm allen key into the centre of the assembly. Do not over tighten, to avoid splitting the rubber gasket seal.

- ◆ Drill the same hole size as the tank adapter for the water level sensor (23mm). If using a washer tank for supply, do not locate the level-sensor near the stock washer pump. The float arm should swing upwards when full.

A tall and slim water tank is ideal for this type of application. This minimizes delivery surge problems at low water level.



Installation for long-term reliability

This is the most important section of the HFS-4 chapter. Please do not skip reading this part.

52mm (2 1/16" Dash Gauge:

Location is not too critical as long as it is in view of the driver. There are not many pitfalls on this.

HFS-4 controller box:

Please locate the box in a dry location in the passenger compartment. The glove box is a good place. Please allow plenty of slack to ease accessibility during tuning and diagnostic work.

Fast acting valve and flow sensor assembly (FAV):

The location of this module is most critical to overall system reliability. It is designed to be installed in the engine compartment,

This module must be installed in a cool, dry and well ventilated area and away from any heat source. The bulkhead/fire wall is not always a good location as most heat is flowing towards it during driving. Avoid locations near any electromagnetic components such as the ignition coil, solenoid valves and electronic motors. If possible, locate it not too far away from the water jet/jets.

It is very important that the hose is cut cleanly. It is also vital that the hose is cut perpendicular /square relative to its length. This is because the compression fitting has a short hosetail. An accurate cut will allow full grip on the walls of the hose.

The thin rubber gasket must be placed between the FAV coil and electrical plug (red harness) before tightening. Press the clip of the yellow harness into the centre section of the flow sensor body. Orientation is not important. Ensure the electrical plug’s cable outlet is facing downwards. All cables leading away from the assembly must be looped downwards to avoid condensed water trickling into the clip and plug.

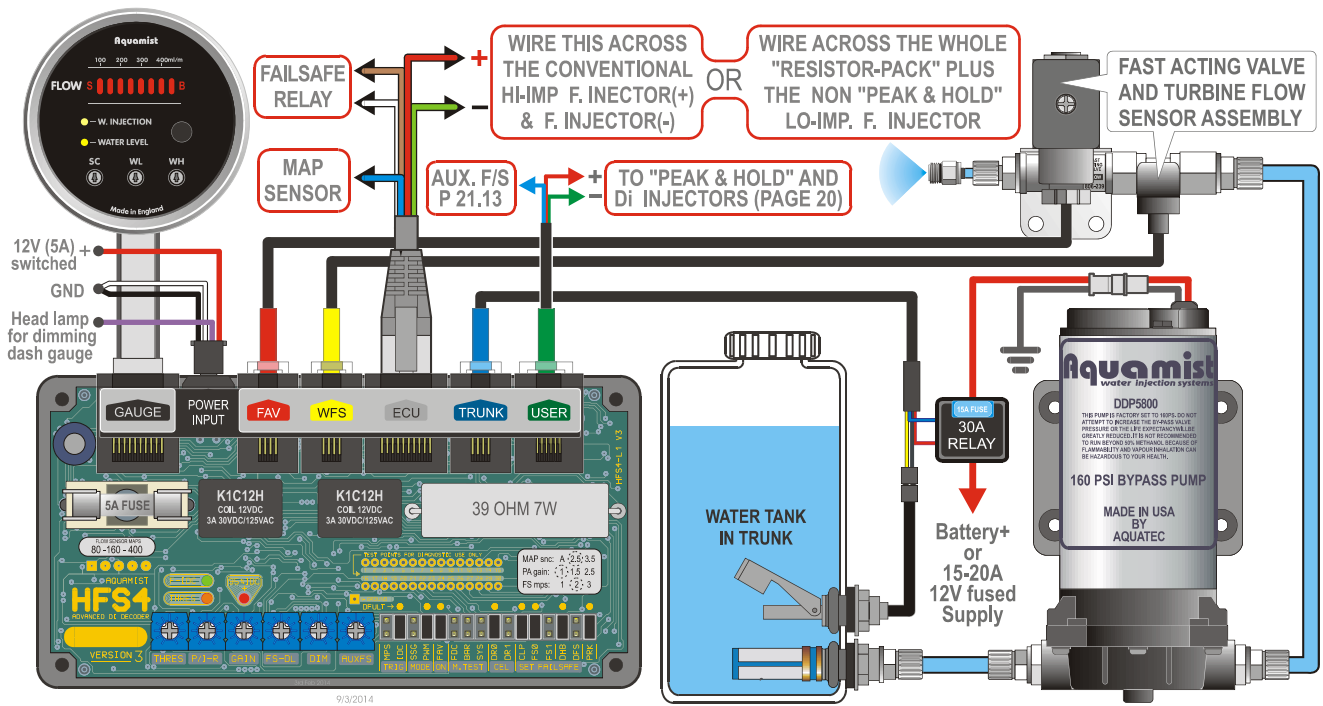
The tank level sensor:

Drill/bore the same hole size as for the tank adaptor for the water level sensor. A 23mm burr-free hole must be used to ensure a good seal. The float arm should swing upwards. Check that there is ample room for the sensor arm to swing before drilling. A tall and slim water tank is ideal for this type of application. This minimizes delivery surge problems at low water levels.

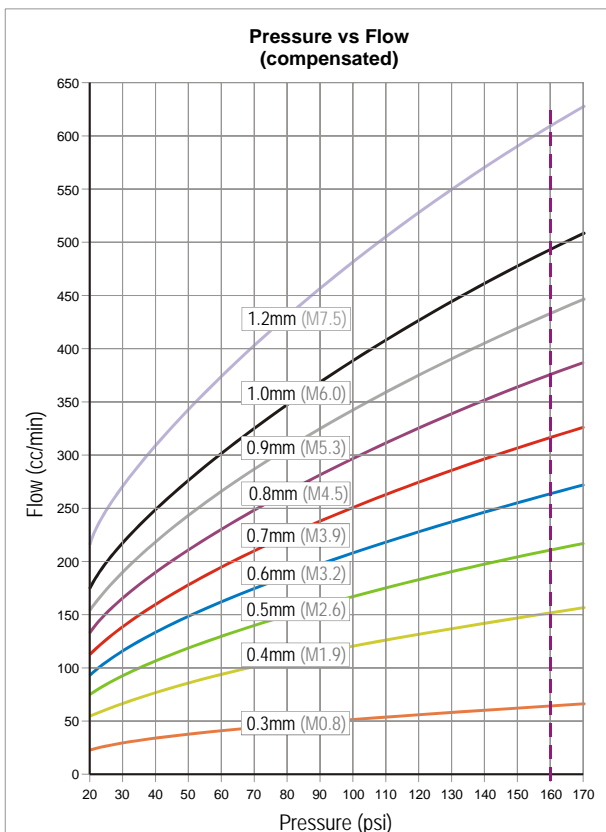
If the stock washer tank is going to be used, do not mount the float near the stock washer pump. The motor magnet will affect the sensor reading properly. The sensor can be installed 3/4 way down the tank, preferably at the rear facing wall of the tank. Never over tighten or the seal will split; just tighten enough to prevent leakage, no more.

The pump/relay assembly is NOT designed for engine bay installation unless the pump cable entry gland is sealed and the relay harness is insulated. Warranty will not cover this type of installation.

Generic wiring diagram for HFS4-v3



Choosing jet sizes



This is a general guide only:

- 100% water: run 10-15% water/fuel ratio.
- 50:50 methanol/water, run 15-20% to fuel.
- 100% methanol, run 20-25% to fuel

Choosing the jet by calculation:

First work out the total fuel flow by adding up the capacity of the fuel injectors. Multiply the result by the preferred % recommended above.

Pick the nearest jet/jets size to match the flow. Don't forget to subtract the boost pressure from the line pressure of 160psi. For example, if you are boosting 25psi, you should select the jet flow at 135 psi. Allow 10-15% on top in case flow needs to be increased in future.

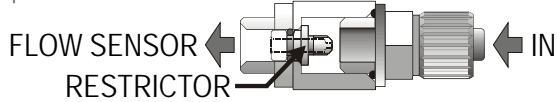
Once the jet/jets and flow are determined, insert the

JET	20	40	60	80	100	120	140	160	180	PSI
0.3	23	32	36	41	46	50	53	57	60	
0.4	54	71	85	97	108	117	126	135	143	
0.5	75	99	118	134	149	163	175	186	197	
0.6	93	123	147	168	186	203	219	233	247	
0.7	112	148	177	202	224	244	262	280	296	
0.8	133	188	220	250	278	303	326	347	367	
0.9	153	217	252	288	319	348	374	399	422	
1.0	174	246	285	325	361	393	423	451	477	
1.2	215	305	373	431	482	528	570	610	646	

nearest larger restrictor to regulate the fluid flow so the delivery will be linear to the duty cycle.

The HFS-4 is supplied with a set of high-flow water jets, sized at 0.8, 0.9 and 1.0mm (see chart for flow rate). A Y or T is supplied with the kit for twin jet applications. There are two nickel plated brass jet adapters (1/8 NPT). The tapping hole should be 11/32" or 8.8mm. Do not over tap. Clean the mating part with alcohol first, and trial fit before loctiting into position.

Three restrictors are supplied for duty cycle/flow matching should good linearity be required.



For flow greater than 1100cc/min you can omit it. It should be fitted in the hose side of 6mm fitting of the FAV assembly.

Undo the compression fitting from the FAV inlet port. Use the threaded insertion tool to push the restrictor into position, Apply a smear of grease to avoid damaging the o-ring.

0.5mm restrictor	0 - 380cc/min
0.7mm restrictor	0 - 680cc/min
0.9mm restrictor	0 - 1080cc/min

Applications involving a methanol mix beyond 50%:

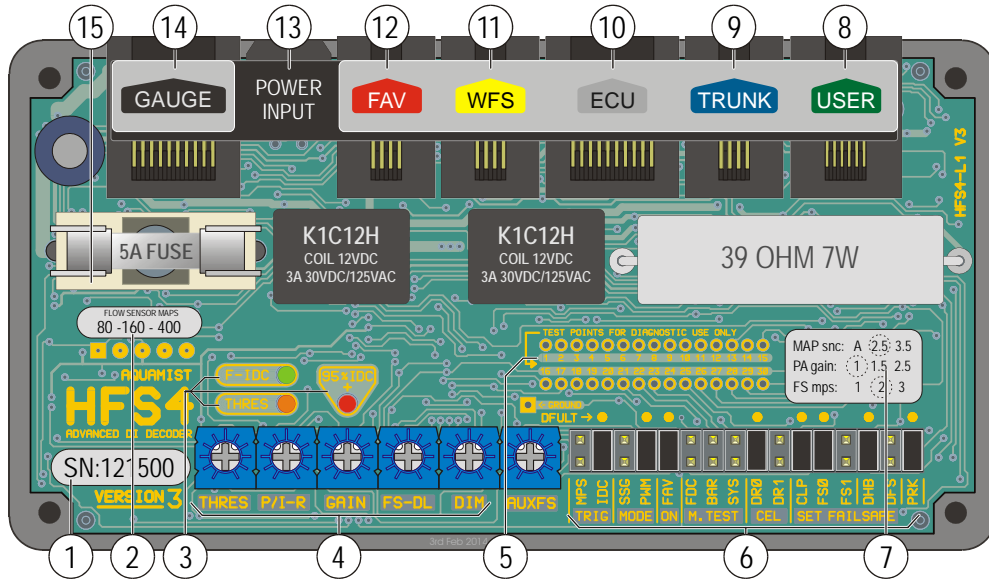
Great care and attention must be taken to ensure the fluid tank is capable of handling methanol and is designed for this type of application. These tanks are normally termed as a Fuel Cell and are available from most reputable racing parts suppliers. Anti-surge foam should be used for circuit racing. Follow the maker's guidelines carefully.

The breather hole must be vented externally with a suitable hose. All delivery hoses and fittings must be free of all leaks. Ensure the area is well ventilated and isolated from the driver's compartment. Take whatever measures necessary to avoid any methanol fumes building up in trunk area.

Methanol is highly flammable. The main delivery hose to the engine bay should be routed underneath the car. Ensure it is securely clipped and fastened. Avoid kinks and close proximity of moving parts and heat producing components. Please treat this recommendation seriously. If in doubt, ask advice from a professional person familiar with this kind of application. DO NOT take any undue risks. It is recommended that a suitable fire extinguisher is placed within easy reach of the driver. All electrical connections must be properly tightened to avoid spark production.

Warning: Prolonged use of 100% methanol may cause premature pump failure and may not be covered under warranty - this warning applies to all Aquatec pumps.

HFS4-v3 function directory



- | | |
|--|---|
| <ol style="list-style-type: none"> 1. CONTROLLER'S SERIAL NUMBER 2. FLOW SENSOR MAP IDENTIFICATION (pp.22) 3. SYSTEM STATUS LED INDICATORS (P.13) 4. SYSTEM CONTROL TRIMMERS (P.13) 5. 30 TEST POINTS FOR SYSTEM DIAGNOSTIC WORK 6. SYSTEM CONFIGURATION JUMPER LINKS (P.14) 7. CUSTOM CONFIGURATIONS IDENTIFICATIONS 8. DI INPUT and FLOW SENSOR SIGNAL OUTPUT (P. 20-22) | <ol style="list-style-type: none"> 9. LEVEL SENSOR and PUMP CONTROL: BLUE HARNESS: 10. ECU INTERFACE I/O PORTS: GREY HARNESS (P.7, 18, 20) 11. FLOW SENSOR I/O PORTS : YELLOW HARNESS (P.7) 12. FAST ACTING VALVE (FAV) OUTPUT: RED HARNESS (P.7) 13. POWER INPUT: 4-WAY MOLEX TYPE CONNECTOR. (P.7,11) 14. DASH GAUGE INPUT: RJ45 FLAT CABLE (P.7 & .P15) 15. 5A SYSTEM FUSE (QUICK BLOW). DO NOT REPLACE IT WITH A HIGHER RATED FUSE. (P. 7) |
|--|---|

Quick Start

Mechanical work (checklist):

Only after testing with distilled water should methanol be used. BEFORE hooking up line to the jet the system should be manually activated to flush any possibly dirt/debris from the lines.

Wiring work for first three harness only:

The HFS-4 is pre-configured from the factory. Only plug in the following harness for testing the power supply into the controller.

1. 4-way Power-in connector:

- Red Switched 12V (IGN SW/pre-crank)
- Black Chassis ground
- White Chassis ground
- Purple Head lamp (+)switch (optional)

2. Signal to the grey RJ48 connector:

- Red Ignition switched 12V(pre-crank)
- Green Fuel injector (-) pin (conventional)
- Blue MAP sensor (optional)

3. Black flat cable to the Dash Gauge

Power-up procedure:

Please follow this procedure "strictly" or permanent damage to the system may result. Do **NOT SKIP** any steps please....

1. Ignition key in the "OFF" or "0" position:

- Dash Gauge button is depressed (system on).
- No LEDs should be lit anywhere.

2. Ignition key in the "ACC" or "#1" position:

Absolutely no change, same as the above conditions.

3. Ignition key in the "pre-cranking" or "#2" position: -

- Do not crank for 2-3 minutes. Observe the gauge LEDs. Yellow LED on the gauge will stay lit for 5-10s before the rest of the gauge lights up. The pump or FAV should not come on during this whole period.

4. Start the engine and let it idle for a minute or so:

- The green LED on the controller should flicker. The flicker should speed up with engine speed. If the system behaves as stated above, you have successfully wired up the HFS-4!

Now plug in the rest of the harnesses:

- The "S" LED should confirm the presence of the flow sensor.
- The yellow LED will activate if the tank level is low.

This completes the basic system test. The next stage will be testing the system manually by using the jumper links on the controller board. You will need a small 3/32" slotted screwdriver.

Preparation for a test run of the system (spray test)

1. First step - system check & setup list:

- a. Tank and pump are fully secured and leak free.
- b. The FAV assembly is securely located in a cool and dry spot of the engine bay.
- c. The controller is accessible and can be secured down with minimum movement during motoring.
- d. The jets are securely installed on the windscreen.
- e. Dash gauge switched on and in sight.
- f. Link "DSF" using the "DHB" jumper to disable the failsafe temporarily. See p14.6.4.

2. Priming and purging of the system:

- a. Fill the tank with water half way up.
- b. Disconnect the 6mm hose from the FAV assembly and put the hose into a container securely.
- c. Ignition switch in pre-crank position and gauge is switched on. Uncover the controller and pull out the "FAV" jumper (disabling the FAV) and put it to the link marked "SYS". The pump should power up and water should come out of the 6mm hose within a few seconds, Let it run for 10-20 seconds so that trapped air and debris are purged.
- d. Listen to the pump during the priming period; it should go very quiet after completion of the purging procedure. If not, repeat step "c".

- e. Upon successful completion of the above, reinstate the FAV jumper and 6mm hose into the FAV assembly.

3. Test spray pattern and SC setting:

- a. Secure the intended jet/jets onto the windscreen and connect it to the outlet port of the FAV assembly.
- b. Activate the system by linking up the "SYS" with the spare "PRK" jumper (p16.7). You should see an instant full-cone spray at the jet. Do it for a few seconds only. Good time to set the SC (on the gauge) to display 5-6 bars. Remove the "SYS" test link after test. Leave the FAV jumper link in the slot.

4. Activate the system by Gas -paddle:

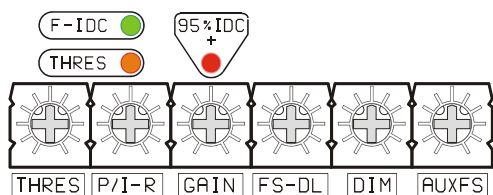
- a. Set the "THRES" trimmer to fully counter-clockwise. Start the engine. You should see the green LED on the controller board blinking.
- b. Blip the accelerator paddle sharply to induce an artificial load. The amber LED should respond. A faint but noticeable spray should develop at the jet. This may not work with very large capacity injectors. A test drive under load is necessary in this case.

5. Road test the system:

Still with jet on the windscreen, make a short drive and confirm the spray is progressive with load. After a successful road test, The system is now ready for dialling in the failsafe windows WL & WH.

Flow management and other trimmers

The onboard trimmers functions: (default=12 o'clock)



The system requires no trimming from factory. If the user wants to alter the flow and other parameters, just use a small screwdriver to complete the task.

Below are the working details of each trimmer. (left to right).

1. LED panel:

- **Green (F-IDC):** Blinks upon successful detection of fuel injector duty cycle signal. The blink rate and brightness increase with engine speed and duty cycle respectively.
- **Amber (THRES):** At 42% F-IDC (default), this LED will activate, confirming the system is triggered and delivery commences.
- **Red (95% DC):** When the water/methanol duty cycle is approaching

95%, the red LED begins to turn on, indicating that you have almost reached the maximum flow of your system. More flow requires additional jets.

2. Trimmers for fine tuning:

- **THRES:** Factory set to 42% (12 o'clock), User adjustment range is between 12 to 72% (fully clockwise).

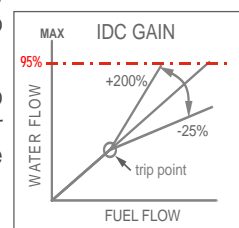
- **GAIN:** Increases/decreases the rate of ramp relative to the incoming signal after trigger point. No flow increase is expected when the 95% IDC+ red LED is activated.

- **P/I-R:** Alter the flow relative to boost or fuel. For 100% boost controlled, set the trimmer fully counter-clockwise. Vice versa for fuel. Flow is shared equally when trimmer at mid point between pressure and fuel flow.

- **FS-DL:** Fail-safe delay to minimise undue fail-safe activation due to spikes and noise signal. The factory default setting is 0.4s. User can adjust between 0.2 to 0.6s.

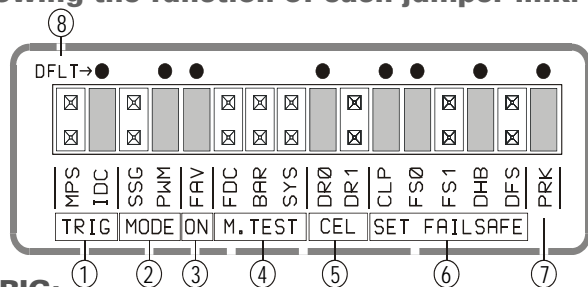
- **DIM:** Activated when the purple wire of the power connected is connected to a 12V source. Headlamp (+) is an ideal location.

- **AUXFS:** Setting the "over-range" of Auxillary Failsafe input (Page: 21.3). Additional failsafe for third-party signal to active the HFS4's onboard failsafe relay to reduce boost. Useful for engine equipped with a WBO2 sensor or EGT probe. Input range is 0-5V. It can also be used to detect high inlet air temperature.



Re-configuring system setting for other setups

Knowing the function of each jumper link:



1. TRIG:

The system factory set to trigger by IDC (fuel injector duty cycle) % from factory. The alternative trigger mode is MPS (Manifold Pressure Sensor). Flow will be progressive depends on "MODE" setting.

2. MODE:

- **PWM mode (factory default):** Flow can be progressive with IDC, Boost or Both (P/I R trimmer P.13.2).
- **SSG (single stage) mode:** "all on" or "all off"

3. ON: Enabled FAV (default) or disable FAV.

4. M. TEST:

- **FDC:** Link to display F-IDC on gauge (testing only)
- **BAR:** Link to test bargraph with the "SC" trimmer.
- **SYS:** This link can be used to activate the system for testing. For "pump activation only", unlink the #3 (FAV) to disable FAV to avoid hydro-locking.

5. CEL:

Boost cut without CEL (check engine light) activation. This is only used in conjunction with internal relay fail-safe output. DR1 = No CEL.

6. SET FAIL SAFE:

- **CLP (factory default):** Output voltage is clipped from 8V to 5V.

- **FS0 (factory default):** Fail-safe output to ground upon activation.

- **FS1:** Fail-safe output switches from 0 to 5V or 8V upon activation.

(this fail-safe output option is on the orange wire of the grey harness).

- **DHB (default=linked):** "Disable High Boost". When the gauge is switched off, all fail-safe outputs become activated. This safe guards any engine damage. If the DHB is "unlinked", the yellow LED (water level) will be lit when the gauge is switched off, giving the user a reminder that the engine is not protected against "High Boost".

- **DFS (default=unlinked):** "Disable Fail-Safe". Link to stop all fail-safe activation during test or preliminary test run prior to finalizing fail-safe window.

7. PRK: Parking for unused jumper link.

8. DEFAULT: Factory default setting (gold dots)

Setting up the fail-safe

Setting up the fail-safe should only be done after the jet or jets sizes are finalised and road tested or engine dyno tuned.

Setting the fail-safe will not affect any previous flow delivery settings. It is an independent operation performed by the DASH GAUGE trimmers.

Recommended steps to set up the fail-safe (SC, WL and WH trimmers are on the dash gauge)

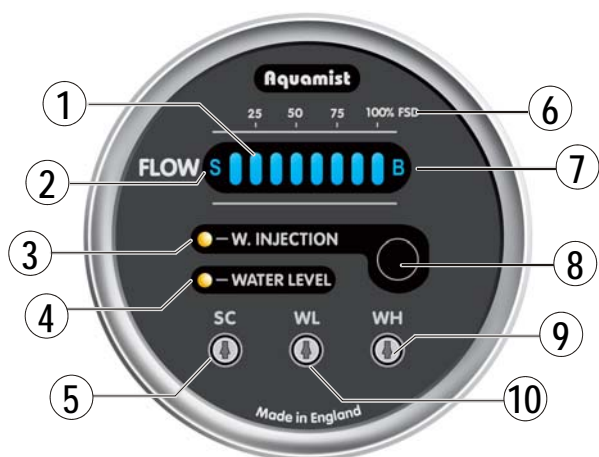
1. Ensure the DSF jumper link is relocated to DHB.
2. Re-check "SC" is set to display 5-6 bars at full power from before. This is vitally import. Recal. if necessary.
3. Set the WL trimmer to fully Counter-clockwise and advance 10 clicks.
4. Set the WH trimmer to fully Clockwise and wind back ten clicks.
5. This give a reasonable window width for the moving bars before tripping the failsafe.
6. Test drive and fine tune the WL and WH trimmers. Allowing a few sessions under different loads before switching to a more aggressive map.

What do you want the system to do upon a failsafe activation?

The most common way to minimize engine damage in the absence of flow is to reduce the boost pressure.

1. For engines with an electronic boost control valve: The "grey harness" consists a set of relay contacts that goes open circuit when the fail-safe is triggered. See page 18.2 and 19 for more details.
2. For engines with MBC (manual boost controller): The onboard fail-safe relay can be used to control a 3-port solenoid valve to by-pass the MBC or a stepper motor type of boost controller. Contact Aquamist for further instructions.
3. For an engine with MAP switching capabilities: The orange wire on the grey connector has a dedicated output to perform such a task. This pin can be user configured to match the signal requirement of the "third party" ECU to switch MAP. See page 18-1 for more details. This pin is factory configured to give a 5V for "OK" and "0v" is "flow fault"
Maximum current of this output is 5mA.

Knowing Dash Gauge Functions



1. 8-element Bargraph (0-100% Fullscale)

Each segment is equivalent to a fixed percentage of the total flow of the sensor scaled by the SC potentiometer.

2. "S" indicates the presence of a flow sensor.

The letter "S" (sensor) must be lit after power up and stay on to show the flow sensor cable is connected and on-standby.

3. Fail-safe activation LED (normally off)

When the fail-safe is triggered. This yellow LED will illuminate "with" the water tank level LED below it.

4. Water Level LED + Failsafe (normally off)

(This LED has three functions)

a. During "power on delay" period:

This LED will activate for approximately for 5 seconds during the system-on delay before the main system turns on. Check tank level if the system does not start.

b. During normal operation period:

This LED is turned on during the fail-safe activation (in conjunction with the yellow LED above). Water level low (intermittent flashes). Solid after 20s of low level detection.

c. LED stays lit after the gauge is switched off:

This LED warns the user that the DHB (Disable High Boost) jumper is unlinked (p.12.7). The engine is no longer protected by low boost or safe-map.

5. SC (Sensor Calibration) - default table

20-stepped potentiometer allows user to scale the flow sensor to give an ideal visual indication of a given flow rate. Ideally, set the LED to display 5-6 bars at full flow. (page 22 for alternative flow tables)

6. Backlit flow legend

Legend displays % of full scale of 8-bars

7. "B" High Boost Enabled LED

When the flow falls inside the fail-safe window after the system triggers, the "B" LED stays on. This is a useful indicator that the WL and WH are set up correctly. It also stays lit if the DFS jumper is selected.

Dash Gauge Functions cont.

8. Water injection enable button

Due to extra power level achieved under WI, user may want to reduce the power to the wheels in less than ideal driving conditions. Disabling the WI will reduce boost to the wastegate bleed valve setting (if fitted) as well as switching to a less aggressive MAP on custom engine management.

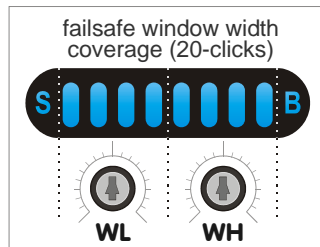
9. Over-range setting potentiometer (WH)

It is just as important to monitor over-range conditions as well as under-range flow conditions. If a leak develops close to the water jet and starves the engine of the water, the user must know this condition.. A 20-stepped potentiometer allows accurate adjustment of the upper 4 bars of the flow range.

10. Under-range setting potentiometer (WL)

This setting can indicate partial blockage and trapped air inside a delivery hose. Again a 20-stepped potentiometer is employed. Each click represents a fixed portion of the window width of 8-bars.

Recap: WL covers the lower 4 bars of the display and the WH covers the upper 4 bars. The figure on the right illustrates the span of the coverage. Setting is very simple once SC is calibrated.



NOTE:

In order to make the fail-safe adjustment easier, it is recommended to set the bargraph to display 5-6 bars at maximum flow. This way, the fail-safe window can span from the centre outwards.

If the WL and WH is set at 10 & 2 o'clock, the fail-safe window is approximately spanned between 3-7 bars. This is a good starting point.

If you prefer to start the spray earlier, adjust WL to extend the lower section of the fail-safe window.

The gauge confirms "fail-safe" activation with both yellow LEDs turned on.

1. "B" LED (right of the bargraph) will only stay activated if the flow is inside the fail-safe window during the injection period. Otherwise blink once.

2. The two "yellow" LEDs Both LEDs will activate when the fail-safe is triggered. Only the lower LED illuminates during low tank level.

As soon as the "fail-safe" is tripped, there will be a 3 second reset period before it resets while the fail-safe drops boost.

When the gauge is switched off, expect low boost and safe MAP unless the board is re-configured to DHB (page 12.7).

Wiring up the additional Fail-safe Channels

1. The MAP Switching Channel:

The orange wire from the grey RJ48 connector is a voltage based MAP Switching for an ECU equipped with this input. This wire is factory configured to send out a voltage of 4.7V DC under a "no fault" condition from idle to full boost. This voltage will switch to 0v upon a fail-safe activation or the gauge is switched off.

Other voltages such as 0, 5V or 8V can be user configured (page 12.7) This is by far the most effective method to save your engine from lack of water injection. A jumper link can invert the MAP switch output if necessary.

Although it is simple and convenient to use a single wire to communicate a fail-safe activation, this can only be achieved "as long as" the system is powered up properly. The alternative way is to use the on-board relay to convey a fail-safe activation since the relay will guarantee a "make or break" circuit when system's power is lost or a blown system fuse.

2. Change-over relay:

The HFS-4 has an onboard relay to supply a set of voltage-free, change-over contacts for the sole use of fail-safe activation. It can be used to perform various tasks to save your engine. Contact rated up to 1 amp.



Please refer to page 19 for full switching sequence under various conditions.

Example 1: OE boost control valve (BCV):

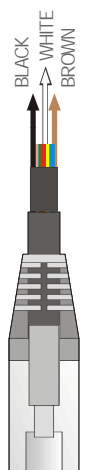
Disabling the OE boost control valve. "Cut and splice" the boost control circuit. White to "ECU side". Brown to "BCV side". You will need to link the "Anti-CEL" option on page 12.6 to avoid the onset of CEL during fail-safe activation. Dummy resistor replaces the BCV.

Example 2: (third party boost controllers)

Disabling the third party electronic boost control system. "Cut and splice" the pulsed wire to the BCV. White to the "Controller" and Brown to the "BCV" side.

This option will not work with EBC (Electronic Boost controller) utilizing a stepper motor to control boost. HKS-EVC is such an example. Use the MAC valve option on page 17.

Suggestion: During the initial testing period soon after the installation, you can disable the fail-safe from activation by connecting the "DFS" (Disable Fail Safe) jumper link.



Relay Fail-safe output switching tables

		DHB LINKED (DEFAULT)	DHB UNLINKED	DFS LINKED	DFS UN-LINKED (DEFAULT)
1	IGNITION SW. KEY - OUT				
2	IGN.SW - ACCESSORY				
3	GAUGE OFF IGN.SW @ PRE-CRANK/RUN				
4	GAUGE ON IGNITION @ PRE-CRANK/RUN				
5	GAUGE ON (NOT TRIGGERED) IGNITION @ PRE-CRANK/RUN				
6	GAUGE ON (TRIGGERED) FLOW INSIDE FAILSAFE WINDOW				
7	GAUGE ON (TRIGGERED) FLOW OUTSIDE FAILSAFE WINDOW				
8	GAUGE ON (FAILSAFE TRIGGERED) RESET AFTER ~3 SECONDS				



Fail-safe relay output truth table:

The above table is created to simplify the fail-safe relay switching status under all circumstances.

White, Brown and Black wires are located in the grey harness. The relay contacts are capable of switching 1A@30V continuous and 3A pulsed due to the 24awg wires used.

Based on the table above, you can use these contacts to either connect or disconnect electro-mechanical components such as a wastegate control valve or third party fail-safe devices. The contacts are gold flashed so it can be used for low current signal switching.

Direct injection fuel system integration

DI engine overview:

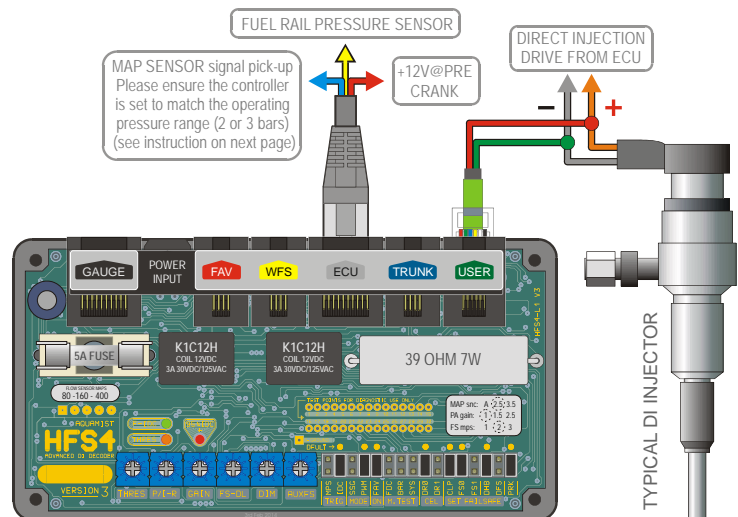
Due to the vast variation of switching methods employed on the direct-injection fueling systems, we have created a special input channel for the sole purpose of decoding those complex signals. In addition to the IDC input we added two more engine load related signals: boost pressure and fuel rail pressure. Only when combining those signals are we able to determine the actual fuel flow in real time.

DI signal pre-amplification:

The vast range of DI waveforms and pulse durations require different levels of gains to achieve full flow range. The HFS-4 has three pre-set amplifications. x1 (default), x1.5 and x2.5. x2.5 will cover 95% of pulse duration systems of 0 to 5mS (common DI systems). (see page 21 for re-configuration details)

MAP sensor input:

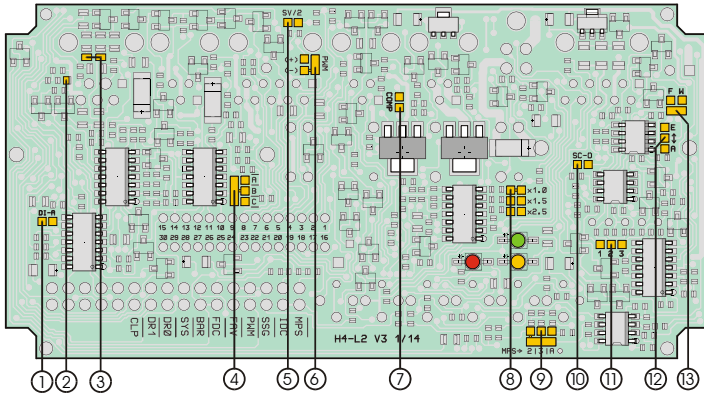
This sensor monitors the manifold pressure. Depending on the application, the sensor's operating range can vary from car to car. The HFS-4 is equipped with three pre-configured ranges: Absolute, (default) 2-bar and 3-bar.



The user needs to pre-set this (see page 21.2 for more details).

Fuel rail pressure input:

As the fuel flow is governed by pulse width as well as fuel pressure, the HFS-4 has an input to monitor this pressure and alter the water/methanol flow proportionally. The correction factor is set internally and cannot be changed. This input is on the yellow wire of the grey connector



1 - 6 Reserved for customising the system.

7. AUX input options:

Enables flow compensation based on "aux" input signal. This is particularly useful to control IAT and EGT automatically. This is a powerful new option.

8. IDC pre-amplifier gain:

(Three options, cut thin track and solder link)

- (a) **x1.0 (default):** This one is for conventional fuel injection systems and some DI systems.
- (b) **x1.5:** For systems with over-sized fuel injectors designed for E85 fuel that run on 100% gasoline.
- (c) **x2.5:** For 95% of the current DI fueling systems.

9. Configuring the MAP sensor type:
(cut thin track and solder link "A" or "3")

- (a) **Absolute:** This can be used for any sensors with 0-5V output, such as 1-bar MAP, throttle position, mass air flow sensors etc.
- (b) **2.5 bar MAP sensor (default):** This link to convert a 2.5 bar MAP sensor to atmospheric to 22psi = 0-5V output.
- (c) **3.5 bar MAP sensor:** Select this to convert a 3.5 bar MAP sensor to atmospheric to 36psi = 0-5V output.

10. Reserved for customising systems.

11. Flow sensor flow maps: see P.22

12. AUX input select: EGT or IAT
EGT, WBO2 (default) or cut thin track to "E" and solder link "A" for Inlet Air Temp sensor.

13. Enabling the AUX input failsafe:

Solder link "F" for "failsafe" trip or "W" gauge for "Water Level" led trip). Connect the blue wire of the green harness to the appropriate sensor such as WBO2, EGT or IAT (inlet air temperature). The signal from those sensors must be scaled to 0-5V except

HFS-4 flow sensor configuration

The HFS-4 flow sensor:

Extensive progress has been made over the last few years to stretch the operating range of the new flow sensor assembly, now up to 2,500cc/min coverage.

In order to maximize the output resolution from one to multiple jets, we have created three flow tables for single, twin and four jet applications.

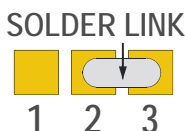
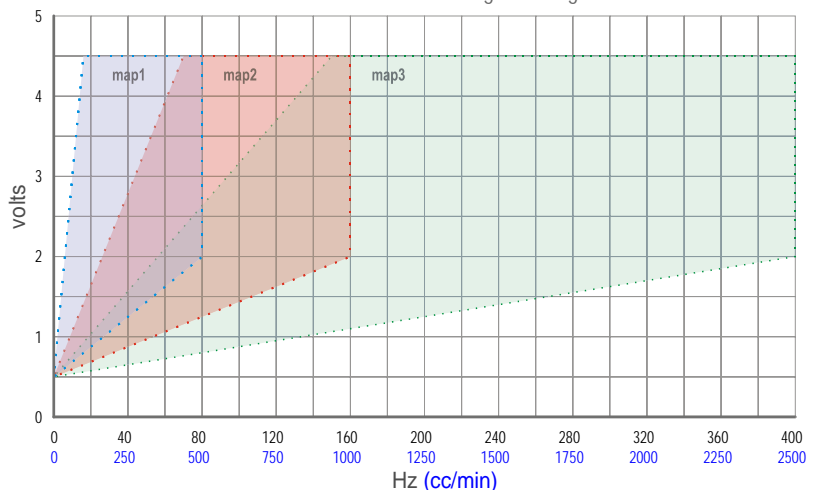
Changing the table requires a simple under-board "Cut and solder link" operation. See page 21.

The image on the right shows a factory default (map2) table.

There is no need to modify the board if you intend

to run two jets, flowing within the region of map2 (see chart: up to 1000cc/min). However, if you are running three or more jets, you need to modify the circuit board by depositing a solder blob covering pads 2 & 3. See diagram on the right. 1 & 2 for one jet.

HFS-4 flow sensor flow range coverage



Note: For the benefit of third party controllers, fail-safe and data logging purposes, raw pulses and signal conditioned voltage from the flow sensor are available on yellow (voltage) and white wire (5V pulses) to the green harness.

Appendix

Pin	Colour	Size	Description	Electrical parameter
Molex Microfit power harness (1.5 M): Main Power supply and Dimmer control				
1	red	20awg	+12V Power supply (switched)	250mA max@12v
2	purple	20awg	Gauge dimming input to head lamp switch+	0-5 VDC @10mA
3	white	20awg	0V Ground (signal ground)	250mA max@12v
4	black	20awg	0V Ground (Power ground)	1A @12V max.
Red Harness to Engine bay (2.5M): To Flow Control assembly				
1	red	24awg	+12V to Fast acting valve	1.2A max @12v
2	yellow	24awg	+12V to Fast acting valve	1.2A max @12v
3	blue	24awg	PWM ground switch to Fast acting valve	1.2A max @0v
4	black	24awg	PWM ground switch to Fast acting valve	1.2A max @0v
Yellow Harness to Engine bay (2.5M): To Flow Control assembly				
1	red	24awg	+5V Power supply to Turbine flow sensor	5mA max @5v
2	yellow	24awg	Turbine flow sensor signal output	1mA max @5v
3	blue	24awg	Feedback signal (return ground)	1mA max @0v
4	black	24awg	0V ground power supply	1mA max @0v
Grey Harness to EMS (2.5M): IDC/Boost detection and Fail-Safe / Map-Switching interface				
1	==	24awg	Reserved for external plug-in use only	-----
2	red	24awg	Ignition Switching detection	30mA max@12v
3	green	24awg	Fuel injection IDC detection	10mA max@12v
4	orange	24awg	Map switching interfacing	0.5V, 7.5V @1mA
5	white	24awg	Failsafe Relay contact (COM, Wiper)	1A @24V max.
6	yellow	24awg	High pressure fuel pump signal input	0-5VDC @100uA
7	blue	24awg	Map Sensor Signal input	0-5 VDC@100uA
8	black	24awg	Failsafe Relay contact (N/C contact) or DR-	1A @24V max.
9	brown	24awg	Failsafe Relay contact (N/O contact)	1A @24V max.
10	==	24awg	Reserved for external plug in use	-----
Blue Harness to Trunk Area (6M):				
1	red	24awg	+12V Power supply to 40A relay	0.5A max @12v
2	yellow	24awg	Water level sensor signal	signal ground 0.5A
3	blue	24awg	Pump relay activation (ground switch)	-----
4	black	24awg	Water level sensor ground	-----
Green Harness: For direct injection engines (2M+):				
1	red	24awg	Di injector (+) signal pick-up	input
2	green	24awg	Di injector (+) signal pick-up	input
3	blue	24awg	Auxiliary failsafe input (new)	0-5v
4	yellow	24awg	Flow sensor S-conditioned. Voltage output	0.5v TO 4.5v
5	white	24awg	Flow sensor raw pulse output	TTL logic
6	black	24awg	system signal in/out ground	-----
Power supply cable to pump (6M):				
1	Red	12awg	12V Power cable to water pump relay	38A @12V max.

GUARANTEE

ERL guarantees, at our option, to replace faulty goods supplied or repair the same, subject to the claim made in writing to us within 12 months after the sale by us, or for such other period as may be indicated by us for specific products in lieu of any warranty or condition implied by law as to the quality or fitness for any particular purpose of the goods.

Any claim against us must be made to us in writing within the period of 12 months after the sale by us, or our agents, or our distributors of goods in question (or such other period as may be indicated by us) and any goods to which the claim relates must be returned to us within that period suitably packaged and cleaned and, with any particular instructions which we may have notified to you at the time of supply. Original invoice, the nature of any claimed defect must accompany the goods in question prior to despatch to us.

If these requirements are not complied with our Guarantee shall not apply and we shall be discharged from all liability arising from the supply of defective goods.

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We shall not be under any liability whether in contract, or tort or otherwise and whether or not resulting from our negligence or that of our employees, in respect of defects in goods supplied or for any damage or loss resulting from such defects.

We shall not be under any liability for damage, loss of expense resulting from failures to give advice or information or giving the incorrect advice or information whether or not due to our negligence or that of our employees.

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THE END