

Electronic Fuel Enhancers – Australia

Many if not Most Modern vehicles in Australia manufactured after 2005 Use frequency modulated sensors for the “Pecat” and “Postcat” Oxygen sensors, as well as for the Maf flow sensors. Many have analog circuits for the coolant temperature sensors, air intake sensors and Manifold or Boost pressure sensors.

This is different to the sensors used in vehicles (petrol or diesel) from the USA, which seem to persist in using the inefficient analogue , voltage based sensors , to control the fuel maps of the engines.

This use of electronic sensors is obviously only used for engines with electronic fuel injection.

Full details of how to tune an engine using electronic fuel injection is shown on the resources section of this webpage, both for Modern Australian ECU systems as well as for the older and USA analogue based fuel injection systems.

The Electronic fuel enhancer modules are designed to alter the sensor signals which are “fed” into the vehicle ECU to force the engine ECU to select a more efficient and more powerful fuel map , from the fuel maps stored on the ECU. Driving a vehicle in city conditions and in country open road conditions , requires the ECU to constantly monitor the engine loading conditions ,air and coolant temperature, engine RPM, vehicle speed, etc. to select the most appropriate fuel map . The use of the frequency based sensors has faster , more accurate adjustments to the ECU to select the optimum fuel map. Even so , the fuel map chosen is often inefficient and can be adjusted to produce better engine performance. This is what the Electronic Fuel enhancer module does

Many Late model petrol and LPG fueled vehicles in Australia Use Frequency Based (Wideband) “precat” oxygen sensors and analog (Narrowband) “postcat” oxygen sensors. Narrow Band) “precat” oxygen sensors enhancers will not work on these modern vehicles and cause an ECU fault , making the vehicle to run in “limp” mode. Many Late model petrol fueled vehicles in Australia Use Frequency Based MAF sensor and will not work on analog USA MAF sensor enhancers and cause an ECU fault , making the vehicle to run in “limp” mode.

A Specialist electronic Fuel enhancer is also available for Diesel fueled engines which are used in Australia.

It is recommended that an electronic fuel enhancer module is fitted by a Qualified Auto electrician who has the resources to locate the correct engine sensors and correct sensor wire to tap into and be connected to the electronic fuel enhancer module as well as the ability to perform the installation using correct gauge wiring , insulation and industry standard installation skills.

The same Qualified Auto electrician is also able to follow the installation instructions to install the Hydrogen generator system.