

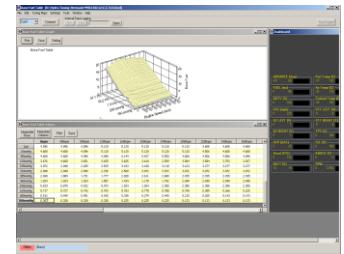
Hydra Nemesis 2.7 EMS

- ❖ New Extruded Aluminium Enclosure with updated software.
- ❖ Dual 16bit 25MHz Processors
- ❖ Drive-by-Wire built-in support
- ❖ Plug and Play
- ❖ Windows programmable Software w/ Direct Serial cable Connection
- ❖ Uses All Factory Sensors
- ❖ Internal Data Logging



Advanced features

Nemesis 2.7 has many advanced features to make tuning easier and ECU performance just like stock. On the programming software end, all 3D maps can be rotated in both axes for a better viewing angle, and the colours of the map can be altered to suit the user. A change injector flow utility allows for a global change of the fuel map based on the old and new injector flows. When viewing the 2D knock threshold table, the current knocking detected by the ECU is superimposed on the curve, allowing the user to define the knocking threshold just above the background noise. If the knock background noise becomes excessive at high rpm (it often does), then the feedback will show this and the threshold can be set above this noise at only the rpm where it occurs.



The Nemesis 2.7 ECU has both short and long term trim for the narrow band closed loop system. If the ECU must consistently add or subtract more than 8% fuel from the base value in order to reach 14.7 AFR, then the long term trim table can 'learn' this tendency and correct for it for the duration of the drive cycle.

The Nemesis 2.7 also has factory like features such as flashing check engine light diagnostics for conditions such as lean under load, excessive knock and barometer out of range. A flashing check engine light can alert the user to a potential problem before it causes driving problems or engine damage.

Hardware

Auxiliary outputs: 14

Ignition:

Igniter signals are fully sequential 5V ignition triggers.

Auxiliary inputs: 10

Injectors:

The Nemesis 2.7 is capable of running cars up to 8 Cylinders sequentially.

Injection modes are sequential, batch fire and throttle body injection.

When not used for injection, outputs 2 - 8 can be used for staged injection or general purpose switching, and outputs 2 - 5 can be used for PWM control.

- Air Temperature compensation Strategies
- Antilag Strategies
- Autotune Mapping Strategy
- Auxiliary inputs
- Boost Control Strategies
- Check Engine Light status
- Coolant Temperatures compensation Strategies
- Configurable Auxiliary outputs
- Configurable Boost Control
- Configurable data logging capability
- Closed Loop Variable Cam Control for Intake and Exhaust
- Decel Cut Strategy
- Fuel Injector Trim per Cylinder
- Fuelling Strategies
- Gear Related Strategies
- Gear Trims Strategies
- Idle Control Strategies
- Ignition Trim per Cylinder
- Internal or external map sensor
- Knock Strategies
- Closed-Loop Quad Variable 3D Cam Control w/ Dual Maps 32 by 32 grid styled (VTC/AVCS/VVTi/Vanos)
- Launch and Flat-shifting Control
- Password Protection
- Fuel Strategies for the street
- Safety strategies for Fuel, Ignition and EGT's
- Support for AIM Sport dashboards and Dashdaq Dashboards
- Turbo Timer
- Traction Control
- True Rally (Grp N) Antilag Capabilities
- User Logic Feature (OR, AND, ANDOR)