

FT450





Wankel engine control Full sequential ignition control Ignition control through trigger wheel or distributor Full sequential ignition or wasted spark Closed loop injection through oxygen senso AMP SUPERSEAL Ignition timing and actuator based Idle control Real-time adjustable maps Waterproof sealed case

Rating: Not Rated Yet

Price

£1,090.00

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Description

he **FuelTech FT450** is the perfect product for projects that require a **great cost-benefit** by enjoying all **PowerFT line** features like **sequential injection and ignition**, **O2 closed loop**, **active traction control**, **integrated BoostController**, **internal datalogger**, **progressive and PRO-Nitrous controls**, **odometers**, **drag racing features** and more.

In a **sturdy and high-quality waterproof plastic case**, **26-pin automotive connector**, **USB** communication and a **CAN Bus port**, it has **7 inputs and 10 outputs fully configurable**.

Features the same FT600 **dashboard design**, including features for street cars such as **engine start** button, total and trip odometers and uses **virtual LEDs** for turn signals, headlights and many other functions. The LCD screen makes it possible to **tune and setup all the settings without a PC**, the perfect integration between between the ECU and the vehicle dashboard!

The FT450 ECU uses the same **FTManager** software of the FT600, with all the exact same features and functionalities, including the newest update that allows the user to update their fuel map by **applying the O2 closed loop corrections that took place from a log file**. The map files of all the PowerFT ECUs are compatible with each other, meaning that you can upgrade ECUs and keep the same tune you had already.

Product intended for off road race-only, ground vehicle use only. FuelTech is not responsible for any misuse of these products. Check with your local authorities regarding highway laws in your area.

- Wankel engine control (rotary) for 2 rotors
- Full sequential ignition control, semi-sequential and multipoint control
- Ignition control through trigger wheel or distributor
- Full sequential ignition or wasted spark
- Closed loop injection through oxygen sensor (wide band lambda sensor)1
- AMP SUPERSEAL automotive connectors
- Ignition timing and actuator based Idle control (PWM valve)
- Real-time adjustable maps on the screen and on the FTManager software (including internet remote tuning)

- *Waterproof sealed case made from polished ABS*

- *Differential input for RPM signal*
- *Cam sync input (including multi-teeth cam sync triggers)*
- *7 input channels fully customizable – digital and analog (temperature, pressure, speed and position sensors, TPS, external MAP, buttons, keys, etc.)*
 - *Adjustable sensor reading scale*
- *Internal MAP sensor of 7 bar (1 bar vacuum and 6 bar positive pressure)*
- *1 USB port for computer and FuelTech software connection*
 - *FuelTech equipment: WB-O2 Nano, EGT-8 CAN, FTSPARK and SwitchPanel-8*
 - *Third party equipment: Racepak IQ3, VNET, etc)*
 - *OEM CAN partial compatibility with: C6 Corvette, C7 Corvette, 5th gen Camaro, 2009 CTS-V Cadillac*

- *Total of 10 general-purpose outputs: (all of which can be used for general accessories as fuel pump, thermatic fans, valves or injectors for BoostController, solenoids, etc.)*
- *6 open collector outputs: recommended for high impedance injectors (up to 4 injectors per output) – it is possible to set up to 10 outputs using external FuelTech Peak and Hold driver*
 - *5 open collector outputs with a 5V current source: recommended for ignition control*

- *Screen dashboard which displays different sizes and styles to be used with any existing equipment or sensor*
- *Dashboard can have up to 4 screens with navigation through the screen or an external button*
- *4 Virtual LEDs with combined activations for up to 3 conditions*
- *Diagnostic panel with real-time information of all inputs, outputs, CAN, Status Events and engine diagnostics*
- *Customizable splash screen allows the user to select the image shown on the FT450 start up screen*

- *Full sequential injection for up to 10 outputs*
- *Closed loop fuel control through O2 sensor (wide band sensor) 1*
- *2 injection banks (Bank A and bank B)*
- *Primary map through MAP, TPS or RPM*
- *Advanced 3D primary map with up to 32x32 cells (completely adjustable map index and size)*
- *Simplified 2D map with up to 1x32 cells by MAP or TPS and RPM compensation of up to 1x32 cells (completely adjustable map index and size)*
- *Injection time resolution of 0,001ms*
- *Acceleration fuel enrichment and decay adjustment*
- *Individual cylinder trim setting by MAP or RPM*
- *Injector compensation through:*
 - *Engine temperature*
 - *Air temperature*
 - *Battery tension (individual per bank)*
 - *TPS or MAP*
- *Starting engine map with the engine temperature*
- *Prime pulse table*
- *Post start enrichment*
- *Gear based fuel compensation*
- *Gear shift fuel compensation*
- *Fuel injection angle table*
- *Injectors deadtime compensation by battery voltage*

1 An external wide band lambda sensor conditioner is required – FuelTech WB-O2 Nano, Alcohol-O2, WBO2 Datalogger, etc.)

- *Sequential ignition for up to 5 cylinders*
- *Main map by MAP, TPS or RPM*
- *Advanced 3D primary map with up to 32x32 cells (completely adjustable map index and size)*
- *Simplified 2D map with up to 1x32 cells per MAP or TPS and RPM compensation of up to 1x32 cells (completely adjustable map index and size)*
- *Injection angle resolution of 0,01°*
- *Individual cylinder injection settings*
- *Ignition timing compensation by air temperature*
- *Ignition timing compensation by engine temperature*
- *Gear based timing compensation*
- *Gear shift timing compensation*

- Multiple session recording (files) logs up to 256 channels
 - Simplified mode with sample rate of 25, 50, 100 or 200Hz
 - Advanced mode allows individual settings for the sample rate with 1, 5, 25, 50, 100 or 200Hz
 - Automatic activation by RPM, through the screen or by external button
 - Data storage for up to 2h50min (24 channels at 25Hz)
 - FTManager Datalogger Software for viewing and comparing logs
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- Burnout mode, 2-step, 3-step (including Roll Start)
 - 2-step activation by speed, boost, MAP or clutch position
 - Line lock brake output
 - Brake pressure control by line lock
 - Ignition timing map for drag Racing features
 - Time based RPM limiter by timing retard or ignition cut
 - Time based wheel speed or driveshaft RPM control with timing retard or ignition cut
 - Time-based ignition timing compensation
 - Time-based fuel compensation
 - Pro-Nitrous setting for up to 6 stages, with activation control, fuel enrichment and ignition timing maps
 - Gear shift output
 - Time based output
 - Staging control
 - Wheelie Control
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- Total and trip hour meter
 - Total and trip odometer
 - High and low beam
 - Right and left turn signals
 - Pit Limit / Speed Limit
 - START/STOP button
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- **Integrated BoostController:** wastegate valve pressure control
 - Idle speed control by timing and/or PWM valve
 - Deceleration fuel cutoff
 - Control of up to two thermatic fans activated by engine temperature and by the A/C, one of the outputs can drive a solid state using PWM control for soft starting the fans
 - Air conditioning control
 - Fuel pump control – with 6s prime
 - Variable Valve Timing (VTEC) control
 - Progressive nitrous control with fuel enrichment and timing retard
 - Generic duty cycle – PWM control
 - Boost activated output
 - RPM activated output
 - Different options for gear detection: RPM drop, analogic sensor, pulse, speed and gear ratio or by gear shift output
 - Start button. Allows to start and shut down the engine via a relay connected to an output switching the starter
 - Cold start with external reservoir
 - **Active traction control** keeps wheel slip on ideal levels for maximum traction, thus adapting the available traction conditions as it seeks to maintain the programmed wheel speed difference by reading traction wheel and reference wheel speed difference
 - **Hi-resolution engine power control method** for RPM limiter. Controls timing on each cylinder and considerably reduces the turbo spool time in a transbrake/2-step rev limiter, keeps cylinders and spark plugs in conditions of maximum efficiency (they never get wet because they always fire), allow to lower the RPM limiter for launch or to make more boost at the same RPM and smoothens the 2-step limiter operation for less vibration
 - Pit Limit / Speed Limit
 - **Generic outputs** allow to configure up to 8 outputs by associating an input and setting up the way the output will be activated

Default sensors make the configuration easier:

- Oil pressure
- Fuel pressure
- External MAP sensor (GM 1 bar, GM 1.05 bar, GM 2 bar, GM 3 bar, GM 3.05 bar)
- Nitrous bottle pressure
- Clutch pressure
- Wastegate pressure
- Brake pressure
- Back pressure
- Pan Vacuum
- Transmission pressure
- Torque converter pressure

- *Engine coolant pressure*
- *Air temperature*
- *Engine temperature*
- *Exhaust gas temperature (EGT)*
- *Transmission temperature*
- *Intercooler temperature*
- *Tire temperature*
- *Track temperature*
- *Clutch position*
- *Shock position*
- *Wheel speed*
- *Turbocharger speed (up to 2)*
- *Driveshaft RPM*
- *Input shaft RPM*
- *Ride height sensor*
- *Pitch rate sensor*
- *Flex Fuel sensor*

Reviews

There are yet no reviews for this product.