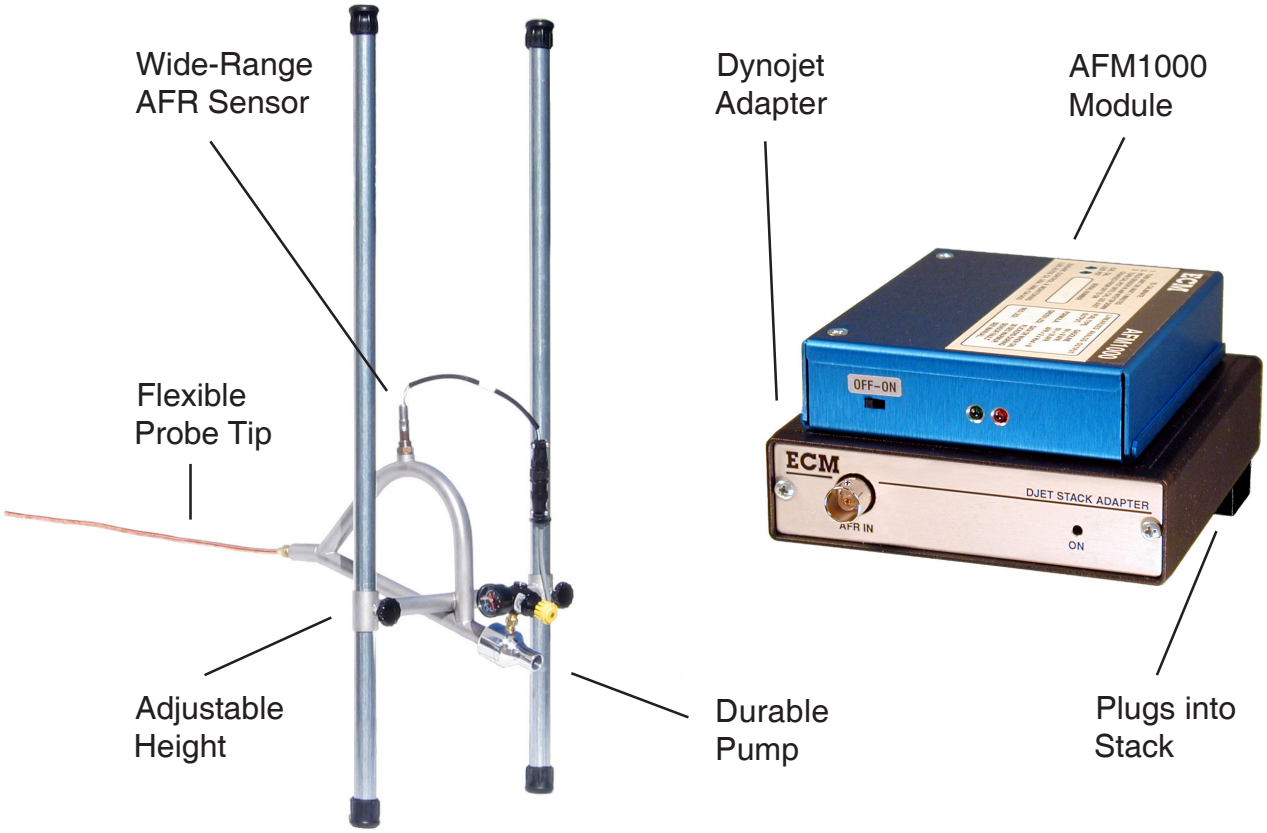
# ECM DJET1000 Air-Fuel Ratio Monitor Kit

## Plug-n-Play Air-Fuel Ratio for your Dynojet Dyno




(Pictures not to scale)

Kit comes complete with:

- **AFM1000 Module**
- **AFR Sensor**
- **Adaptor for Dynojet Stack**
- **Tailpipe Probe with Stand**
- **20' AFR Cable**
- **Durable Pump**

Air-Fuel Ratio (AFR) is one of the most important tuning parameters affecting the power output of engines. It is crucial that AFR be accurately measured during dyno tests. With performance engines, a little too rich or lean can result in lost power or, worse yet, a short-lived engine. Most tuners know this but either thought they could not afford a good AFR meter or have purchased a "no-name" AFR toy that uses a production $O_2$ or lean-burn sensor for rich measurements. The result? You've seen it before: inaccurate and inconsistent AFR readings. Today you read 13.0 AFR, tomorrow 12.0 and crazy things such as maximum power at 15.0 or 10.0 AFR. You get AFR numbers that don't match those of fellow tuners or what the factory tells you. Do you want to know why? You're using a poor quality AFR analyzer! Fortunately, car, truck, and motorcycle

companies throughout the world (and their factory-sponsored race teams) do not have these problems because they use AFR instrumentation from ECM, the world's largest manufacturer of AFR measurement equipment. Would you like to get the same high quality AFR measurements while using your Dynojet? Would you like repeatable AFR numbers that make sense?

**Now you can with ECM's DJET1000 Air-Fuel Ratio Monitor Kit.**

ECM's DJET1000 Air-Fuel Ratio Monitor Kit brings the accuracy, repeatability, and reliability of ECM's industry-standard AFM1000 Air-Fuel Ratio Monitor to your Dynojet dynamometer. The AFM1000's range is 8.0 to 18.0 AFR with a true accuracy of better than 1.5%. The DJET1000 Kit includes an external sampling system that draws exhaust from the tailpipe of a car, truck, or motorcycle through a flexible probe placed in the tailpipe. The probe is mounted on a stand that can be easily adjusted to the vehicle's tailpipe height. A laboratory-grade, wide-range AFR (UEGO) sensor is located in the probe and measures the AFR. This AFR sensor (not an $O_2$ or lean-burn sensor) is best suited to provide quality measurements in the rich regions where performance engines make maximum power. A compact pump mounted at the probe's exit draws exhaust through the probe and past the sensor. For long, trouble-free operation, this pump is powered by shop air and has no moving parts. The AFM1000 module connects to the AFR sensor through a 20' cable and passes the AFR data to the Dynojet adapter that plugs directly into the Dynojet dynamometer computer (stack). A true "plug-n-play" system, the AFR data is seamlessly added to your Dynojet data. You'll see quality AFR data displayed with RPM and horsepower in real-time! Plotting, storing, and recalling runs are the same but now AFR data is included. The DJET1000 Air-Fuel Ratio Monitor Kit provides accurate, repeatable AFR data that integrates perfectly with your Dynojet test results.

So "Stop Fueling Around!" AFR measurements are too useful and too important to be ignored or measured with a toy. Make AFR measurements the way the world's largest car, truck, and motorcycle companies do, and add a high quality ECM AFR analyzer to your Dynojet.

ECM ENGINE CONTROL AND MONITORING
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