Mazda 13B Turbo supplement.

(This supplement should be used in conjunction with the regular Link Engine Management instruction manual, although all information in this document supercedes any similar reference found in the instruction manual.)

Computer

Principle difference here is the addition of the trailing spark offset facility. This allows the timing split between leading and trailing spark to be programmed in four, 2000 RPM stages. An additional remote control function has been added to allow these values to be changed, and the timing offsets are stored in zones 12..15 ("specials") on the zone sheet. Use the remote "SELECT" switches to bring up the header;

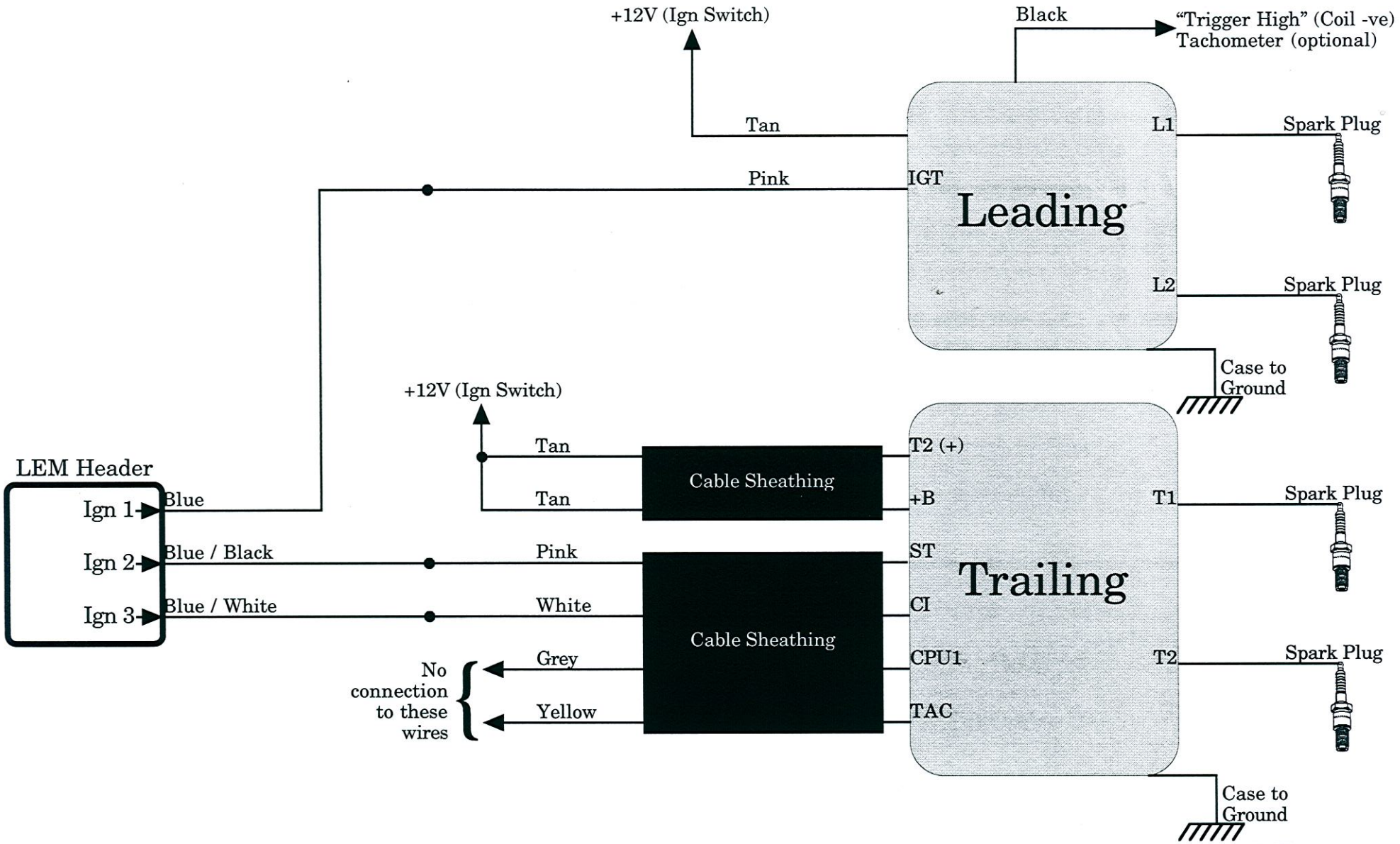
TLG SPK (x) -yy

where x = the current zone (1..4) and -yy = degrees of retard (relative to leading timing) e.g.

TLG SPK (2) - 8

= zone 2 (2000 - 4000 RPM) and trailing timing = leading timing - 8 degrees (NOTE: These values may also be changed in EDIT mode.)

At present, there is very little information on Rotary engine advance curves so some experimentation may be necessary for optimum results. Observations on factory 13B systems reveals a relatively conservative advance curve as follows:



13BT 1986-91 Ignition (Factory Ignitor / Coil Assemblies)

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