



CAUTION: CAREFULLY READ INSTRUCTIONS BEFORE PROCEEDING

OVERVIEW

The WEGO IIID can be interfaced to a Dynojet® dyno by means of the Dynojet® analog module. Correctly scaled air/fuel ratio data for two channels can then be displayed and charted along with other dyno data in the Dynojet® WinPEP® software.

For more information about the Dynojet® analog module and WinPEP® software, please refer to the Dynojet® website at www.dynojet.com.

Once installed, the WEGO IIID can be used with easily fabricated exhaust sniffers for automotive and motorcycle applications described in tech notes available on our Tech FAQ at www.daytona-sensors.com

REQUIRED PARTS

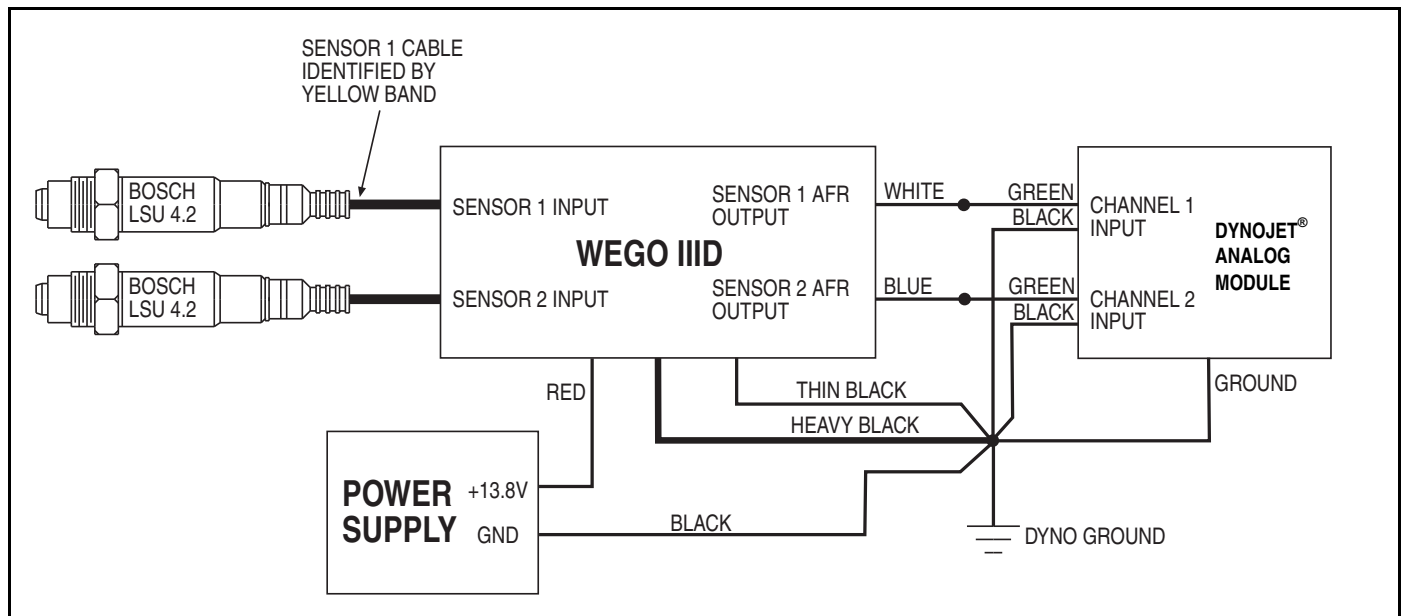
dyno system must be equipped with the Dynojet® analog module. You will require two

unterminated sensor cables available from Dynojet®. In addition to the WEGO IIID system, you will also require a 13.8V regulated power supply capable of supplying a minimum 6 amp current. Appropriate power supplies include P/N 136581 available from Jameco (www.jameco.com) or P/N 72-8142 from MCM Electronics (www.mcmelectronics.com).

HOOKUP

Refer to Figure 1. You can use this same hookup for any WEGO series unit (for single channel units, only one channel is connected). One Dynojet® sensor cable is required for each channel. The red wire for +5V power on the sensor cable is not used and must be taped up. The grounding strap on the back of the analog module (refer to Figure 1-4 in the Dynojet® analog module documentation) can be used for the common dyno ground point shown in Figure 1.

Figure 1 – Typical WEGO Hookup to Dynojet® Analog Module



CONFIGURATION

Refer to the Dynojet® analog module documentation for details. Select an appropriate display name for each channel, such as Front AFR. Voltage levels are 0V at 10 AFR and 5.0V at 20 AFR.

DYNO GROUNDING

Improper grounding will cause serious problems. The dyno frame or chassis must be connected to building electrical ground in accordance with National Electrical Code (NEC) requirements.

Vehicles operated on a chassis dyno will generate considerable electrostatic charge. The vehicle must be grounded to the dyno frame while in operation. You can use a length of 16 AWG wire with one end secured to the dyno frame and the other end equipped with a heavy duty alligator clip that is attached to the vehicle frame or other vehicle ground point. Failure to ground the vehicle will lead to electrostatic discharge (ESD) across the WEGO sensor damaging the sensor and WEGO unit.

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