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PMS tuning tips

To start off with lets set the throttle position sensor, so the PMS is on the right load tables.

Warm the car up to operating temperature (180-198) - do this with a drive. Don't just let it sit and idle. Set your base idle (with the idle motor unplugged) at 850-900 rpm with the throttle screw. Adjust your T.P. sensor (you will usually have to file bigger slots in the T.P. sensor to accomplish this) so the PMS hand held says idle in the top left hand corner. The easiest way to do this is after you have set the base idle, shut off the car and turn the key on (engine not running) and put the PMS hand held on the dash so you can see it through the windshield and adjust the T.P. sensor until it says idle. Now plug the idle motor back in. Finally, check to make sure that when the pedal is on the floor it says W.O.T. in the top left corner.

Stand Alone

With your base timing set at 10 degrees and the stand alone turned on with nothing in the PMS, the total timing is 25 degrees above 4000 rpm and Air/Fuel is 12.8 to 1 with a correctly calibrated Pro-M mass air meter.

Knowing this, it is easy to tune if you know how much timing you want. If you want 32 degrees at wide open throttle at 6000 rpm, you put +7 at WOT at 6000 rpm in the PMS and this will give you 32 degrees total at 6000 rpm.

Timing range for 5.0 Mustang -

Natural Aspirated: pump gas 9.5:1 compression 29-32 degrees total advance at 6000 rpm.

Super Charged: pump gas 14 lb of boost 17-21 degrees total advance at 6000 rpm. The trick to tuning the timing is in the curve not just the total advance. You have to experiment with and see what your combination likes. The same goes for the fuel curve.



Understanding the Boost Tables

I will try to explain this the best as I can. Let's say your car has 14lb of boost at 6000 rpm. If you have the boost turned on in the 900 menu and have the max boost set at 20 lb. in the 600 menu you have at MAX boost 6000 rpm -10. This will give you a total timing at 6000 rpm with 14lb of boost 18 degrees.

How to calculate this out: Take the timing you have in 600 max boost -10 divided by the setting you have in max boost in 900 which is 20 and times it by the cars max boost at 6000 rpm. So it will look like this $-10 \div 20 \times 14 = -7$. That means the PMS will pull 7 degrees out of your base of 25. So you will have 18 degrees.

If you have timing put in at WOT which is menu 300: Let's say you have +4. That would be included with the boost timing so you would have 22 degrees at 6000 and 14lb of boost.

I hope this helps

Rick Anderson