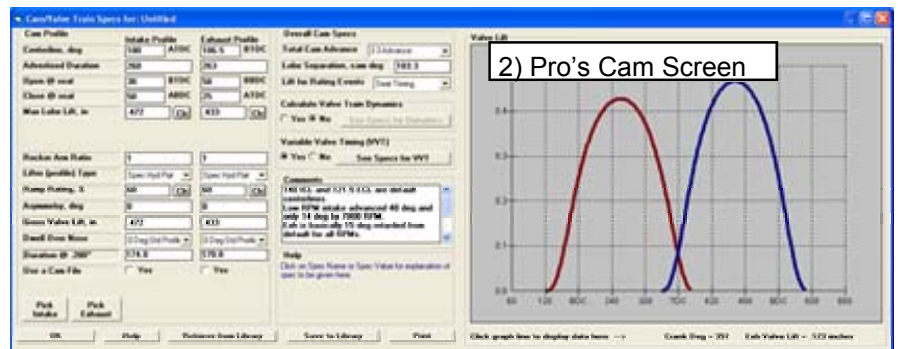
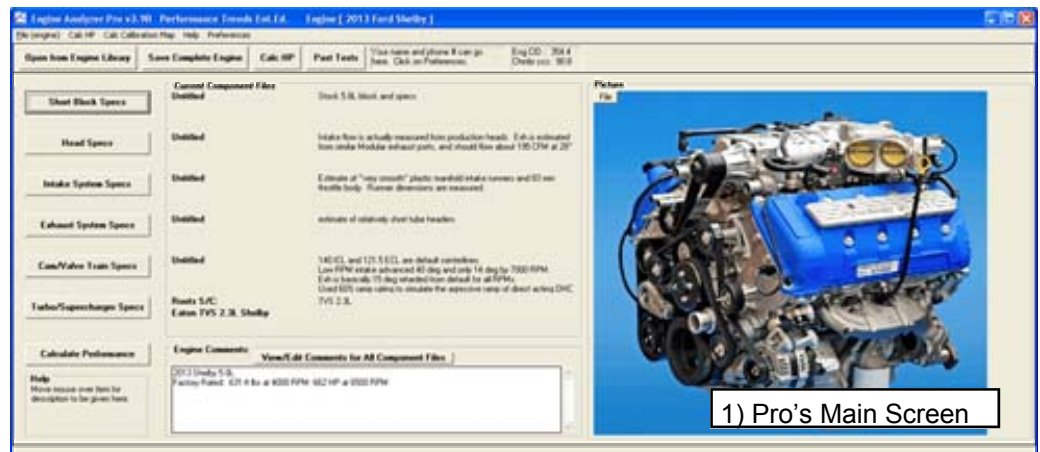


2016: Latest News



Engine Analyzer Pro v3.9 B We released a new version of Engine Analyzer Pro, now v3.9 B. It has several new engine files, component files, and features, including:

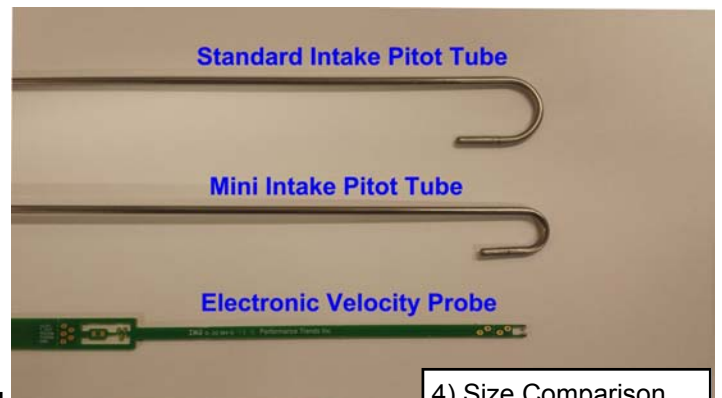
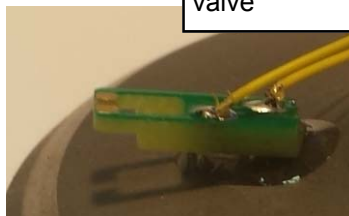
- New choices for Roots Superchargers of "Modern" and "Modern 2010+" to more accurately simulate the superchargers on modern muscle cars.
- New inputs like Direct Injection and Compression to Bind for the valve springs.
- Valve Lift profiles are now graphed on the Cam Specs screen allowing instantly spotting changes and errors.
- Many new emailing options which works better with modern email services to automatically email reports, graphs, and data files to other computers.
- Many new print features for including company logo graphics images and engine picture files .
- Variable Valve Timing now allows for a "ramp" (gradual) change over an RPM range.
- Many new options for exporting ASCII data files, including emailing these files in various formats.



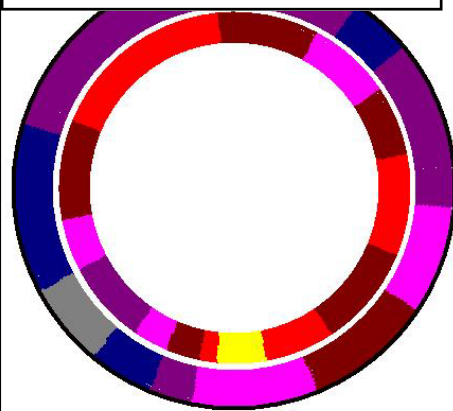
Enterprise Edition has these new features:

- Includes Valve Spring Details to simulate valve spring dynamics.
- Can read Spring Wiz files into the Valve Spring Details screen.
- Can import a centrifugal supercharger or turbo compressor map .jpg file to make it easier to translate the data from the .jpg file into the compressor table.
- Has enhanced features for editing or modifying the centrifugal supercharger or turbo compressor data table.

Fig 3 Detail of Velocity Tip installed on top of valve



5) Comparison graph of valve flow velocity for 2 different conditions



Electronic Velocity Probe

We've released a new,



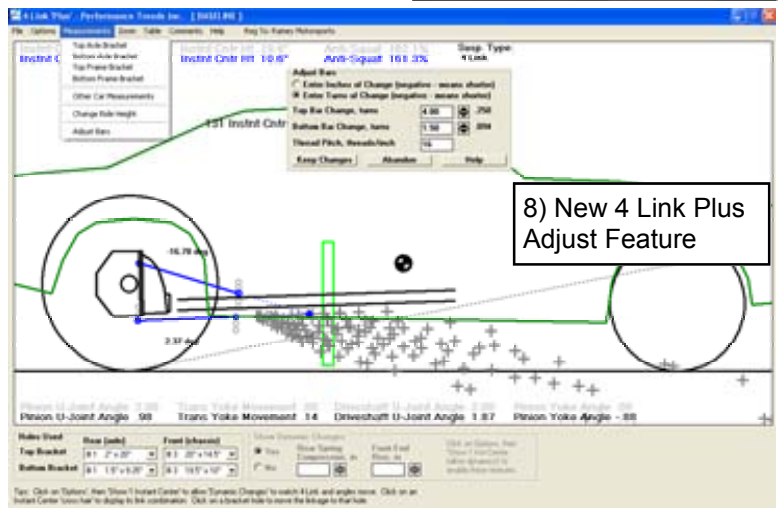
compact probe for measuring port velocity. It's small size lets you map out very small ports and do it in more detail. In addition, the tip can be installed on the valve itself and you can map out velocity around the entire seat area. This way you can find areas of the "curtain area" which may not be flowing as well as others. Get the entire valve to flow well and flow will increase.



7) Pressure Checker

On Head Valve Spring Seat Pressure Checker We've refined the algorithms to produce even more repeatable results. This is the only **automatic** seat pressure checker, which lets most anyone measure a spring and come up with the same number. It also lets you measure a spring manually, with resolution to 0.1 lbs and has many additional advanced features. Fig 2.

4 Link Plus now has a new Adjust feature to adjust the length of the bars and watch what happens to pinion angle, anti-squat, wheelbase and more.



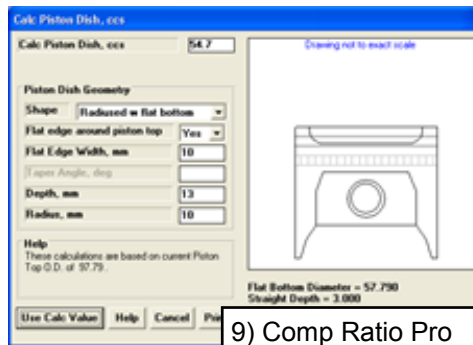
8) New 4 Link Plus Adjust Feature

Compression Ratio Pro now has a new feature to calculate the volume of a dish with a radiused edge.

Dyno DataMite 4 now has some enhancements for its digital outputs. One new feature keeps the digital output ON for up to 250 seconds after conditions return to normal. For example, this can be handy to keep a fan turned ON after the engine has turned Off.

Suspension Analyzer v2.4 B will be released soon. It has several new features including:

- Solid front axle
- Front and all wheel drive features
- Enhanced emailing, graphing and printing, including being able to include a company logo and suspension file .jpg image in printouts.
- New Watts Link features
- Remembering inputs on "Clc" utility screens.



9) Comp Ratio Pro



10) DataMite 4

Watch our website and get on our newsletter mailing list for info on new products.

Suspension Analyzer v2.4 B

View: This is a view from the rear of car (right side of screen is actually right side of car). Gain based on 1" Dive.

Front Suspension
Rear Suspension

Toe-In Gain: .89° Roll Center Ht: 10.87 Turn Radius: None Roll Center Right: .25 Toe-In Gain: .98°
Anti-Squat, Static -28.2% Dyn -28.2% Anti-Squat, Static -66.5% Dyn -66.5%

Suspension Data							
Location	Type	Lt Out (X)	Lt Height (Y)	Lt Depth (Z)	Rt Out (X)	Rt Height (Y)	Rt Depth (Z)
King Pin Top, in	Input (clc)	29	16.	1.	23.134	15.748	.787
Pan Hard Bar (Frame = Rt Side),	Input	15.	10.	5.	20.	12.	6.
Upper Link Frame Mount, in	Input				0	20.752	18.
Upper Link Axle Mount, in	Input				0	24.	-.3.
King Pin Bottom, in	Input (clc)	29.504	7.961	.496	29.5	8.	.5
Lower Link Frame Mount, in	Input	24.	5.	28.	24.	6.252	28.

Comments/Notes: Same File as 'Lethander 2002' file except different name to high 2002 Lethander Perimeter Chassis with 3 Link Rear running Rie Some measurements are approximate. Shock sensors are mounted on shock (coil over) mounting point

11) Suspension Analyzer v2.4 B