



928 Motorsports Supercharger Installation

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Tuning the Installation:

The LH-Jet system has a “learning computer” in the system that will automatically adjust the air/fuel mixture at idle to work with your new supercharger. As such, tuning this installation is easy. HOWEVER—that does not mean it can be overlooked. It is VERY IMPORTANT that we set up the FMU so we never run lean when under boost.

You may want to temporarily attach a fuel pressure gauge to the front of the fuel rail. This is a portal provided by Porsche to adjust fuel rail pressures at the factory and provide testing and tuning assistance. It is not required that you install a fuel pressure gauge in that fuel rail to tune your supercharged 928, but it is recommended. Be very careful if you remove the nut on the front of the fuel rail. There is a small ball bearing in there that actually performs the sealing function. Be sure not to drop it and to put the ball bearing back into the cap when this test is finished to make sure that it seals correctly.

We provide a special FMU with our kits that is better than other kit manufacturers supply. This FMU not only can control when it starts to add extra fuel (by the large screw at the top) but you can also adjust the rising rate easily to match the motor/supercharger combination. Other FMU's cannot do this.





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Adjust the static fuel system pressure by the allen screw on top of the FMU as shown in picture 145L. Turn the adjustment screw with the engine running in or out to achieve and idle speed fuel pressure of about 38 to 40 psi, wherever your car runs better.



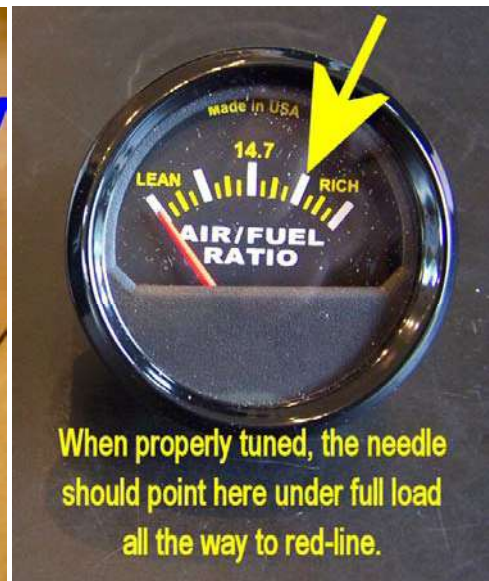
Then lock the adjusting screw in place on top of the FMU and leave it alone. That should be adequate.

Test-drive the car under load and watch your gauges. The thumb screw on the side of the FMU adjusts how quickly your fuel comes in once the boost starts to come in.

Make several “pulls” on a country back-road, turning the brass thumb screw under the BLUE arrow until the orange needle on the air/fuel gauge holds steady at Wide-Open Throttle right to red-line.



Under full throttle, the air/fuel gauge should remain to the rich-side always. If it goes “Lean” under



boost, get out of the throttle and call us. We will want to adjust the fuel system to get you more fuel.

On steady-state driving, like under cruise-control on the highway, the air/fuel ratio will “hunt”, and the needle will slowly swing back and forth. This is normal and correct.

Your 928 will now be tuned well enough to drive and enjoy safely. If you want to take it to a Dyno, they can tune it their even more accurately.