

BASIC TURBO WUR SET UP

If you have pressure gauges we can set up a Turbo WUR quite easily

Take the WUR apart, I will refer to the page numbers of the attached WUR rebuild instructions

1. Push the fuel cell out a bit and then back in until it is about 4 to 5mm out (page 7)
2. Push the bimetallic strip pin up to the top (page 4)
3. Push the bottom plug out a bit (page 14)
4. Put the WUR back together and attach the fuel pipes. Plug in the electrical plug and make sure it is getting 12v and earth.
5. Bridge the fuel pump relay and look at the fuel pressure gauge. the control pressure should be very low, maybe 1 bar. If it still high (4.7 bar or more) you either don't have the gauge attached correctly and you are reading system pressure, or there is dirt or contamination in the fuel cell filter in the large hole of the fuel cell.
6. If you have 1 bar, approximately, use a punch and a hammer and tap on the top of the fuelcell so that the fuel cell moves in and the pressure starts to rise, you want to get it to about 3.6 bar control pressure with the electrical plug warm.
7. If you have a vacuum/air pressure pump, attach it to the pipe on the lower part of the WUR that the manifold boost is normally attached to.
8. With air pressure to imitate boost at 0.5bar, the fuel pressure should have dropped lower to as low as 1.5bar. This is now the time to try for 2.8bar, with boost. So slowly tap in the lower plug in the base until the control pressure rises to 2.8bar. If you have one of my adjustable screw bases you screw in the lower plug to set this pressure. When you have the car on a dyno you can move this screw in or out to adjust for maximum power.
9. Once you have 2.8 bar with boost, remove the air/boost hose and the control pressure should rise back up to 3.6 bar.
10. Next we set the cold pressure. Disconnect the electrical plug and wait at least 15 minutes to allow the WUR to cool down. You need to know what the air temperature is. Each WUR has different cold temperature settings so you need to know what it is for your car.
11. For this example I am going to guess that it is 20degC. With the fuel pump still running and air/boost to the side of the WUR disconnected, you now need to tap down the top of the bimetallic pin (page4) tap the pin down until the cold pressure matches the pressure on the graph for you car, but for the exercise, lets say at 20degC the pressure should be 2 bar. Tap the pin down until you get to 2bar. Refit the air/boost pipe and the pressure should drop to 1.5 bar
12. If this is all ok, now you plug in the electrical plug on the top of the WUR and within approx 3 minutes the pressure should reach 3.6 bar, refit the air/boost and it should be 2.8 bar

You have now successfully set up the WUR, hope this helps.