

## ATP E.P.I.C, HX3, flame AND Flame ts2 Programming

This software has been tested with Microsoft XP, Vista and Windows 7 & 8

Please ensure you use the correct software for the ignition, using the incorrect software will corrupt your ignition. Curves written in V04 cannot be used in V05, they MUST be re-written for the TS2. The same edit lead is used for all ATP ignitions.

EPIC, HX3 & Flame use V04

Flame TS2 uses V05

Flame TS2 (serial # TS010702\*\*\*\*\* onwards) uses V05.01

At this stage do not plug in your editor lead.

- Install supplied CD, this should now show files currently on CD do not unzip at this time, right click choose send to documents.
- Or if you have been sent a download link, download and save to documents
- Go to documents, right click extract all files, if successful you will see a flame icon appear, right click this icon to create a shortcut to your desktop screen.
- Repeat this extraction process for the USB folder
- Close all open boxes down, now you should see the editor icon on your desktop.

Now plug in the program lead.

\*\*Do not allow Windows to download drivers from the internet, these do not work, the drivers supplied on the disc should be used.\*\*

- Message "found new hardware" click this.
- Opens wizard > no > next > shows FT232R USB UART > choose install from list > choose search for the best driver in these locations > click browse (now find the folder you saved the unzipped USB folder to) > select the folder CDM 2.06.00 WHQL CERTIFIED > next (this will install the driver)
- Once completed shut down these windows and open your editor – Click connect if using V04 if using V05 Program should auto connect once plugged into the Flame TS2.

If you are programming E.P.I.C or Flame on the bench:

Connect the battery to one negative of the unit and 1 live, the live must be fused with a 10 amp fuse



### If programming on the ski:

This will be fused via the electric box fusing. Ensure the lanyard is connected during programming this to keep the circuit open. Ensure Rotary switch is in "A" curve position. Remember- No ignition connected to lead = "no connection"

1. Plug in program lead into E.P.I.C or Flame
2. Ensure Lanyard is in
3. Plug USB into empty port
4. Double click Flame short cut icon
5. The program will open, click "AUTO" this will then automatically search for the USB lead (com port) No AUTO on V05 ( TS2) software.
6. When this is found a green light will appear and show your ignition serial number in the bottom right of the screen.
7. On the screen you will see two lines  
**Blue** = A Curve  
**Red** = B Curve
8. Before changing anything click "Get from ignition" if successful, the curves will change on your screen, the green light will illuminate.
9. Now click save to file, this will save to your computer. This then provides you with a reference point from the original settings.

### To edit curves:

10. Select the curve you wish to edit **A** or **B**
11. You can either drag each curser into position or you can use the keys on the left hand side, each cursor is numbered for reference and the curser you are working with is highlighted grey.
12. In the Settings section in the software you can put your rev limit up to 10,000 rpm. The timing will be held from whatever it is at the last point of your graph, up to the rev limit you have decided on. The graph is programmable up to 8000rpm, hope this is clear. In other words if the last point on your graph is 14 degrees at 8000 rpm and your rev limit is set at 9250 then the timing will stay at 14 degrees to the rev limit.

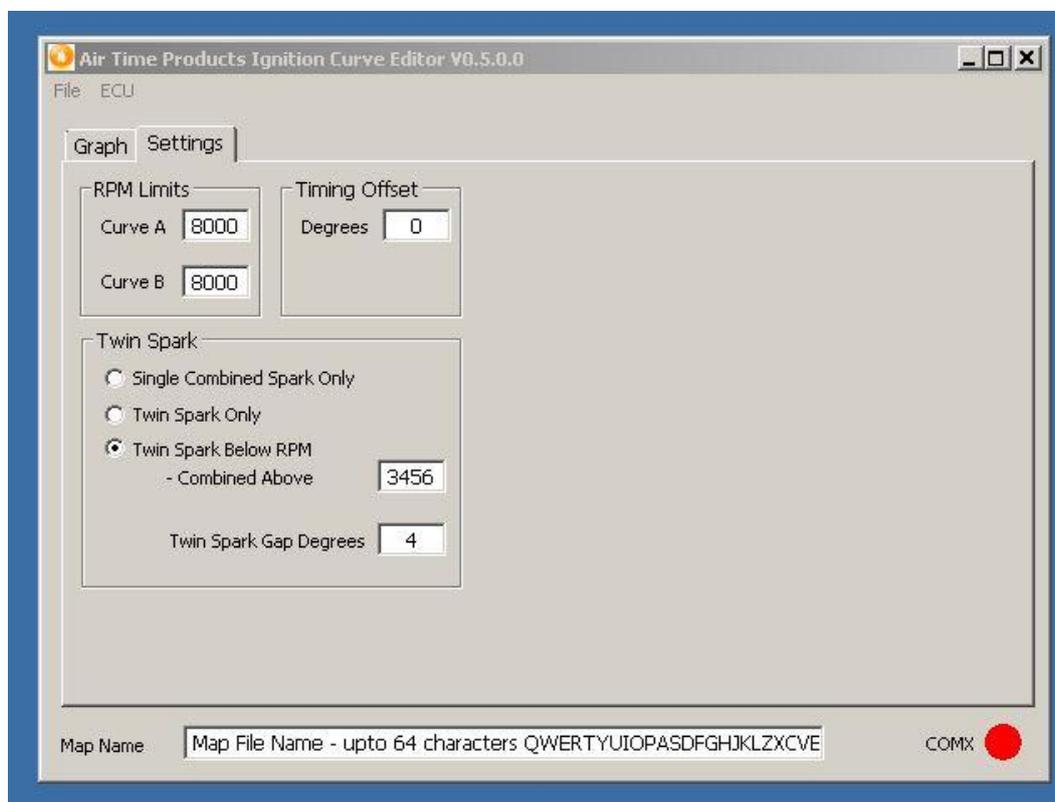
### To adjust RPM

13. Select the numbers in the box and type your required RPM limit

### Timing offset

14. If this is adjusted, it will offset the entire curve by that amount
15. Repeat the process for curve **B** if using this.





### Twin Spark (TS2 ONLY)

16. In the settings section choose the feature i.e single combined spark, all curve twin spark or Twin spark below the set RPM.
17. The second spark is programmable up to 10 ° we found the most beneficial for our set up – Twin spark @ 7° gap up to 4000rpm then combined spark set through the rest of the curve RPM range. This may/will vary depending on your set up. If in any doubt seek our advice before proceeding.
18. Cranking retard feature- your cranking timing is pre set and overrides the timing curve, this feature gives some user adjustment to the cranking timing. Factory setting is pre-set @ 10° this has been tested on various engine sizes and found to be ideal.
19. For curves written with the VO4 software you will need to copy the settings over, do not load a curve written in VO4 Software over to the Twin Spark Flame.

### Saving

20. Once you are satisfied with the curves you can name them and save to your computer
21. If you are going to use these remember these will now override any curves already in there click “Send to ignition” to install these new curves to E.P.I.C or Flame

Important: Altering your timing curve can cause engine damage, if in doubt or unsure of what you are doing, stop and seek professional advice.

### **DISCLAIMER**

You the purchaser accept ALL responsibility for any conceivable damage caused whilst installing this product. Inexperienced persons may wish to peruse professional guidance from a qualified person whom ATP deem capable before attempting installation of this product. These instructions have been prepared as guidelines for experienced users of the tools and materials needed for the installation of this product. The owners and Manufactures of Air Time Products cannot and will not be held accountable for any conceivable damage, loss or injury resulting from the installation, use, misuse or misapplication of this product. For competition use only

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