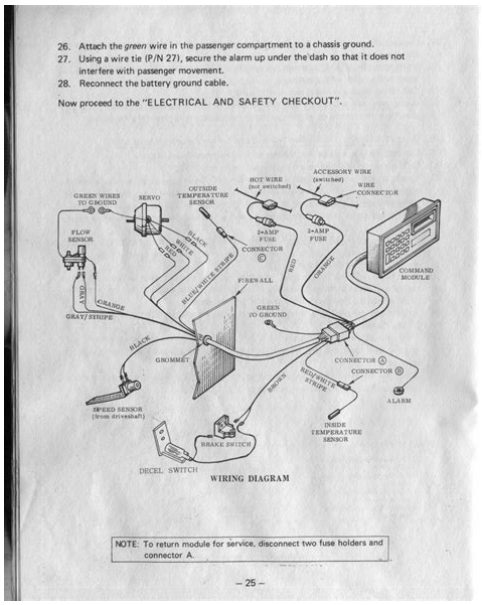

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Thats okay. For some sites, we do too. However several sections and features of our Please consider disabling your ad blocker on our site and help support Thanks in advance! While we attempt to scan all files for viruses before making them available to you, we strongly recommend Any user assumes the entire risk as to the accuracy and use of this information. Please. If you have a carbureted car, this is one of the most advanced aftermarket trip computers ever. These have been out of production for almost 25 years, and theyre in demand now more than ever. Anyway, email me at clbolt at prodigy dot net if youre interested. This is a user generated web site and apachepopups.net or its operators are not responsible for its use or content. As a young teenager in the early 1980s, I was already a car guy, despite the fact that I was still too young to drive one. I read car magazines and worked on more like ruined the family cars to learn more about repairing and mildly modifying them, adding things like gauges and openelement air cleaners. Simple upgrades I could get away with. One thing that fascinated me was the new aftermarket automotive computers. Even though I liked fast cars, I also enjoyed the thought of a small addon computer to track fuel mileage. Those that I could find were too expensive when I got my license and first car in the mid1980s, but fairly soon after, I saw a rudimentary MPG computer in the J.C. Whitney catalog for a price I could actually afford. I bought it and installed it in my ’79 Formula in place of the ashtray assembly, since I didn’t smoke, and it fit almost perfectly in that spot. It worked okay, but didn’t have all the features of my dream onboard aftermarket computer—the Zemco CompuCruise. And cruise control was optional. Those prices in the ad are from 1979, and in 1987, I still couldn’t afford it. I later found one at the Spring Swap Meet at Raceway Park in Old Bridge, New Jersey.http://iproperty.ae/userfiles/8-hp-yamaha-outboard-owners-manual.xml

- **compucruise manual.**

It was well used, removed from a car, had lots of wires, none of the sending units I was assuming it needed and no installation instructions. Remember, this was long before the Internet, so none of that ever actually happened. Today, it is carefully hidden in a box of parts I have yet to locate. Hopefully, I’ll find it someday, so I can at least put it on a shelf for display. I have since located the operating manual online, but not the rest of the parts I need. So, by posting this blog, I’ll attempt to live vicariously through your experiences. I presume the sensor for fuel use could not be plugged into the high pressure recirculating fuel injection systems. Anyone know more specifically Jenny Stone on Vapor Lock and the Hot R32. Amber Bradley on 1982 AMC Eagle Station Wagon Eloise Watson on 1982 AMC Eagle Station Wagon Lula Manning on A Craigslist Escort Replacement. Roberto Esponja on 1980 Toyota Corolla Station Wagon Bobby Murray on 1980 Toyota Corolla Station Wagon Betsy Anderson on “Avanti!” She Cried Roger Rowe on Of Cost and Axle Differentials. Arnold Pope on Why Can’t I Buy a Dodge Dart GT Manual in PA. The clock says you’re running late, the gas gauge says you’re running low. And there’s a desolate stretch of highway ahead between you and your destination. Should you take the extra time to look for a gas station or do you continue, hoping the lonely roadway is shorter than your fuel supply. Messy situation Not for an onboard computer. Just push some buttons and digital readouts will tell you how many miles you’ve got to go, how long it will take, and how much fuel you’ll have—if any—when you get there. And it’s accurate. The answers are based on information from electronic sensors placed under your hood that monitor your speed, gas consumption, mileage, and more. One, the Compucruise, does everything but steer; you push a button and it automatically brings you up to the right legal speed to arrive at your destination on time.http://alliance-ltd.com/userfiles/8-manual-impulse-bag-sealer.xml

Another, the Prince, is CBoriented Punch in mile markers along the highway and it alerts you to an accident, detour, or Smokey police, in CB language a mile before you get there. Still a third unit, Avatar, doesn't really "compute" at all. Digital displays and backlighted keyboards are visible, but not annoying, during nighttime driving. Using the data it supplies, however, you can accurately figure out your ETA yourself. A year ago, Cadillac began to offer a true digital onoff pulses computer as an option.Their lower cost, ease of installation, and dependable accuracy could make them the hula hoop of the addon industry for autos and vans. When you step on the gas, fuel flows, increasing with engine rpm. The engine turns the transmission, and the transmission turns the wheels under you. You begin to move and, through it all, time is passing by. Just how far you move—distancewill depend on your speed—rate—and how long you've been traveling—time. The trick, however, is in measuring these numbers. But digital computers require single pieces of onoff pulses bits to work. A spinning crankshaft hardly conforms to this requirement, so transducers sensors are used to convert the mechanical motion into a usable electrical signal.It's basically a coil of wire and a magnet. In the Compucruise system, four magnets glued and taped to the driveshaft are used; the coil mounts nearby on the underside of the car. The Prince system puts the magnet and coil in one package, which splices into the speedometer cable. The idea and results are the same As you move, the cable or crankshaft turns, allowing a magnet to pass in front of the coil. When it does, a small Continued voltage pulse is induced in the coil, representing a full or partial turn. Since the crankshaft and odometer cable revolve in proportion to the movement of your car, a specific number of pulses will represent a specific distance.

But that's where the computing power of the microprocessor comes in Before using any of these systems, you make a simple calibration. At the beginning of a measured mile, you push a button. That tells the computer to begin at zero. Then, as you travel the mile stretch, the computer counts the pulses. At the end of the mile, push the button again. The number of accumulated pulses are then stored as a reference base. If, for example, the computer counted 800 pulses for the measured mile, it knows that 400 represent onehalf mile, 1600 mean two miles, and so on, for any distance you travel. And all this will automatically take tire size and other variables into account, since they were part of the original calibration. And this, of course, means that you must recalibrate the system if you change your tires. Okay, the computer now knows how far you've gone, but it must also know your speed to do any useful work. To determine it accurately, the system computes it.The clock circuitry starts with a quartzcrystalcontrolled oscillator—merely a circuit that switches on and off at a precise rate, thousands of times a second. Other digital circuits within the clock divide this time down into thousandths, hundredths, tenths, and finally single pulses per second. And, from the original distance calibration, if each pulse represented one foot of movement, then you would be moving at 144,000 feet per hour or 27.3 miles per hour. Fortunately, the computers do it all automatically—every second— and show the results on a digital display. But that's not all. It, too, uses pulses to indicate the amount of fuel passing through to the carburetor. And once calibrated by entering in the amount of fuel consumed at your next fillup, along with the capacity of your fuel tank and the cost per gallon of gas, there's no end to what these systems can predict. He's not kidding.

The small, 20button box can perform 44 different functions, including instant mpg, cost per mile, average speed, lap timer, ETA, fuel to empty, present time.But the computer outthinks you there, too Push the wrong button and the display shows error, and adds an audible alert. The system also contains a programmable memory. Enter in up to five mile markers and the unit reminds you when you're a mile away from a detour, an accident, or other roadway perils. It's assumed this information would come from "Good Buddies" over the CB, but the computer is just as handy for storing mileage markers for directions—at the next beep, you know to look for route 287 on the left, for instance. It's designed to give precise engine and time information surface and fluidtemperature display, digital speedometer, clock, elapsed time, battery voltage, digital tachometer, and a string of LED indicators

that light in proportion to rpm, serving as an analog tachometer. Rather, as the instruction manuals point out, the system should be set up before starting a trip so you can glance at the unit occasionally to see that you're on course. Under the hood of his car, a microprocessorbased electronic ignition system was controlling our fuel flow for optimum mpg, firing spark plugs for precise engine performance, and advancing timing for instant acceleration when we needed it. Inside the box in front of me, another microprocessor was controlling our speed, indicating our location, displaying how much fuel we had, and telling us when we'd arrive at our destination. All that's left, I thought, is the steering—and that may be just a matter of time. This video is from 1978 and already shows selfdriving cars and navigational aids. Create one here. Below you can view and download the PDF manual for free. There are also frequently asked questions, a product rating and feedback from users to enable you to optimally use your product.

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Zemco Cruise Controls Below you can find all models Zemco Cruise Controls for which we have manuals available. Also view the frequenty asked questions at the bottom of the page for useful tips about your product. This is a complete tutorial to show you how to drive a manual car. It is actually REALLY EASY, but it does take a lot of practice. This video shows you the steps that are involved, but you have to Who remembers aftermarket addon automotive computers like the Zemco CompuCruise Thomas A. DeMauro but didnt have all the features of my dream onboard aftermarket computer—the Zemco CompuCruise. Save zemco cruise control to get email alerts and updates on your eBay Feed. Search refinements. Oftentimes, you may also be able to pick up a hard copy of a DMV handbook at your local DMV office. If you prefer a digital copy, select your state in the dropdown above to get the latest official drivers manual 2019. Find best value and selection for your ZT 4 Driving Computer NIB from Zemco search on eBay. Worlds leading marketplace. Computer Enclosure Ralstons attractive MCM Series computer enclosures are suitable for both office and factory environments. The rigid construction offers suitable protection against theft of computer systems, as well as dust, dirt and oil protection. Getting your Minnesota drivers permit can be difficult, but it all starts right here, with studying the Minnesota Drivers Handbook. Weve tried to make it as easy as possible, but pulling the most recent version directly from the Minnesota Division of Driver and Vehicle Services.,,,, Creators are allowed to post content they produce to the platform, so long as they comply with our policies. United Kingdom. Company number 10637289.

http://education2me.com/images/cambridge-soundworks-sbs52-manual.pdf

Did you miss your activation email I have heard from a certain automotive electronics manufacturer that there are more than 170 microprocessors in the car, without including the ones in sensors EG an automotive oil pressure sensor might actually contain a entire DSP processor to compensate for nonlinearity, temperature variation, aging, etc. I bought my first one in 1979 or 1980 IIRC. I KNOW it was well before 1982. I used that one in four different vehicles over the years and it worked as exactly as promised. I pulled it out when I got rid of the last vehicle that I had it in about six years ago and its retired to a box in my garage. They literally did have 44 functions built into them and Ive never seen an OEM car computer that even came close to having as many functions as these did. The CHMs oral history about the 1802 has some details. You had to mount magnets on the drive shaft and a reed switch. There was a huge vacuum actuator to move the carburetor throttle. Fuel consumption was measured with an optical rotating vane flowmeter. It was a lot of work to install but fun on long trips, to see all the data it gathered. I think I saw in documentary and Volkwagon introduced in their cars in the 1990s but they had a failsafe cut out mechanism by pushing the brake the accelerator pedals down at the same time. The Compu Cruise 44 also had a user installed switch to connected to the brake and the clutch pedals and pressing on either one would cause the system to disengage. The switch was mounted to the firewall above the pedals and it had a bead chain that clamped onto the brake lever, run down through the switch housing and then to the clutch lever. As

long as both the clutch and brake in their normal positions, the chain would be under tension and would hold the switch open.The earliest cruise control that I ever used was a 1966 Buick Wildcat. It didnt control the engine directly. Instead tit had an added hand on the speedometer.

A knob on it let you set the pointer at what ever speed that you didnt want to exceed, once you speed got to that setting the speedometer would start making a growling sound. Of course, the driver was free to ignore the sound and could keep on accelerating. It was good system for use when passing since you didnt have to turn it off or reengage it when you finished passing. And it did help keep the driver awake and alert. Im not sure but I think that system was completely mechanical. Besides the sensors that Flobby mentioned, the Compu Cruise 44 also had two air temperature sensors. You could mount them anywhere that you likely but usually one inside and one outside. IIRC the LT1 system came out after the CompuCruise 44 and they left off one of two features but i dont remember which ones. I think I saw in documentary and Volkwagon introduced in their cars in the 1990s but they had a failsafe cut out mechanism by pushing the brake the accelerator pedals down at the same time. In the US it was the mid 80s Audi 5000 that would be the 200 in other countries. And it was 100% bullshit, as people claimed they had their foot on the brake. No, you didnt, because the car CAN NOT overcome the brakes. And the brakes werent any sort of drive by wire system, there was a direct mechanical link from the brake pedal to the master cylinder, so no way the brakes were disabled by some electronic glitch. Nope, just people who had their foot on the gas and then switched into gear. How you cant tell the engine is revving.oh wait, we ARE talking about the typical American driver here who will regularly believe you need to periodically top off the blinker fluid. My best friend had an 83 Turbo model. No, it could not overpower the brakes, instead you would get up tot he stall speed of the torque converter and the engine would die. The recall involved adding an interlock that required the brake to be depressed to unlock the shift lever.

Boy would the nannies hate my truck it has a button to disable the lockout that requires you to depress the clutch for the starter to engage. Not all shouting and screaming like the passengers on his bus. IIRC the LT1 system came out after the CompuCruise 44 and they left off one of two features but i dont remember which ones. Otherwise I think the ZT1 is identical to the Compucruise 44. The vacuum actuator which was real fun to setup.You had to mount magnets on the drive shaft and a reed switch. There was a huge vacuum actuator to move the carburetor throttle. Fuel consumption was measured with an optical rotating vane flowmeter. It was a lot of work to install but fun on long trips, to see all the data it gathered. I remember my dad helping my grandpa install one of those in his motorhome, I think it was a 1965 model, big old turquoise and white thing. Lots of good memories around that, anyway I specifically remember watching him install the strap of magnets on the driveshaft. I think I saw in documentary and Volkwagon introduced in their cars in the 1990s but they had a failsafe cut out mechanism by pushing the brake the accelerator pedals down at the same time. In the US it was the mid 80s Audi 5000 that would be the 200 in other countries. And it was 100% bullshit, as people claimed they had their foot on the brake. No, you didnt, because the car CAN NOT overcome the brakes. And the brakes werent any sort of drive by wire system, there was a direct mechanical link from the brake pedal to the master cylinder, so no way the brakes were disabled by some electronic glitch. Nope, just people who had their foot on the gas and then switched into gear. How you cant tell the engine is revving.oh wait, we ARE talking about the typical American driver here who will regularly believe you need to periodically top off the blinker fluid. My best friend had an 83 Turbo model.

No, it could not overpower the brakes, instead you would get up tot he stall speed of the torque converter and the engine would die. The recall involved adding an interlock that required the brake to be depressed to unlock the shift lever. Boy would the nannies hate my truck it has a button to disable the lockout that requires you to depress the clutch for the starter to engage. Damm! I had forgotten about that claim against the Audies. I knew a woman whos 12 year old daughter was killed

in one of those in Lake Mary, Florida in about 1985. Another woman was driving the car and claimed that the cruise control had gone out of control and caused the car to accelerate to about 95 MPH before it slammed into a tree killing the drivers son and the young girl that were in the back seat of the car. The police and the courts did a very extensive investigation and found that the driver had been involved in a domestic dispute a few hours before the accident and also made a complete stop just seconds before accelerating away at full throttle and then smashing into the only tree within a mile. The investigation could find no evidence that the Audi cruise control was at fault and the driver was convicted of 2 counts of vehicular homicide and sentenced to, IIRC, 20 years in prison. The sentence was upheld through two subsequent appeals. I drove by the accident site several times per week and the property and tree damage was obvious for years afterwards. I think what happens though is driver error, rather than really planting the foot on the brake to bring the car to a stop they ride it trying to keep the car at a reasonable speed until the brakes overheat and fail. Of course they could still shift the car out of gear or turn off the key in most cases so again more driver error.

In modern cars where everything including the throttle, gear selector and parking brake are all drive by wire there may be failure conditions where this really would not be possible to do but I dont think there has been a case yet. Some people seem to panic and just freeze up the moment something unexpected happens. Every car Ive driven has had the throttle get stuck. Spark plug wire got jammed in the linkage, a couple floor mats slid up, and an old 1968 Pontiac had a suicide mode. Stepping on the throttle locked it to the floor and the brake booster hose would pop out. So no power brakes and full throttle. It was a rocker arm worn out exhaust and intake operating one valve so backfiring for one cylinder which made positive pressure pulsations on the intake manifold. I think Toyota still has throttle problems, its proven their ECU drivebywire software is shit. The stack could overflow, variables not range checked etc. Dangerous code. One acquaintance crashed RAV into a building. One Toyota Ive driven surged hard when you are backing up and tap the throttle. Its as if you really hit the throttle hard for a long period like a few seconds. It was cold in fast idle different mode but definitely gunned it while I nailed the brakes. WTF the ECU knows you are in reverse and no need for hard acceleration. Does anyone recommend a reliable electric fuel pump with builtin Too many products The day before the Santa Fe trip I got the two main sensors of the. CompuCruise installed fuel flow sensor and driveshaft rotation Missing only the top of the box. A hell of a I suspect its the pulsing action of the Ive got the sensor in the suck side, not the Zemco FYtechnicalI aside Zemco chose a really flexible and simple way to calibrate sensors. For example, the driveshaft sensor is a coil bracketed to run about. It may not display this or other websites correctly. You should upgrade or use an alternative browser.

I would like a simple digital readout that would give the real time mpg while I drive and calculate an average. Some of the newer cars have these, but would like to add to an older car temporary for tuning for mpg. It would have be something that has a flowmeter in line with the fuel line and a sensor to measure speed. Any ideasI never posted an intro and I have been here more than 10 yearsWhen the vacuum is higher you will be getting the best mileage you can get in that car. I think they were a factory option on the first few years of Pontiac Grand Prixs, among others, but you can get them from about any gauge company.I never posted an intro and I have been here more than 10 years Click to expand. I thought it would be cool to be able to use as a tuning tool, like adjusting the ignition timing, jets, etc.A vacuum gauge is really not what Im looking for.I believe AEM makes a self contained wideband kit with the electronics in the gauge body itself. Pretty nifty tuning tool anyway.In city driving it sucks, seriously. It doesnt really give any useful information, when you step on the gas it gets near zero, when you let off on the gas slightly it reads near 100. The only time it might have any value is if you are cruising and can keep it pretty steady. It would be more helpful if it calculated the average of the last 5 minutes or something like that. I always use the tankful method. If I want a good representation of real world I usually track it over a month or so to reduce errors.Good luck finding one thats complete and works.keep checking ebay shows how to install itI

like watching my instant and aveage fuel economy in my modern cars so an addon for the old ones might be fun. But unless you are driving the same route and the same way each time its going to be real hard to optimize mileage quickly.

Yeah if you can change it 50% or more youll see that, but the small changes that would come from tuning instead of just being smart about setup, are going to be hard to see without running a fixed course under controlled conditions.Always buying gas at the same pump helps too.You hooked a little electric generator in line with your speedometer cable. That gives you volts, the faster you go the more voltage. Then you would plumb a doodad into your fuel line. It was a ball inside a fitting. The more the fuel flowed, the higher the ball would rise. As the ball rose it let a light bulb inside the fitting shine on an electric photocell. So the more fuel that flowed, the lower the resistance. Now you hooked up the light bulb to the ignition circuit. You hooked the generator to the variable resistor through a gauge the gauge was just an ammeter. Ohms Law is volts divided by ohms gives amps. In this case, speed divided by flow gave moles per gallon. The damn thing worked. THe nice thing was that this setup would work on a car without EFI. In fact, in tose days there was no EFI. LOL. I had one of these on my 49 Dodge, the blue car that is for sale in the Classifieds 49 dodge two of them in the HAMB classifieds.Look into a wideband O2 sensor. Its the best source of the data you seek. Clean tailpipe will equal high MPG. Good luck!I put it on my 86 460 powered F350 and used it help tune the carb. Thanks for the info on the Zemco CompuCruise, it is kindof what I was looking for. I remember some of those gadgets from the 70s. Also, remember those old add on cruise control units LOLClick to expand. Of course you cant do this on the fly, but if youre making mods or tuning to maximize fuel economy, it can offer a consistent way to check your progress without any special gauges or anything.

Programming includes life skill development, healthy living, STEM, leadership, community service, public speaking, and more through projects including but not limited to livestock, dogs, rabbit, poultry, shooting sports, photography, and robotics.