Project
Baindl and Werners Heizkessel

Goal: Apart of having fun, Breaking all combustion laws for a Diesel Engine

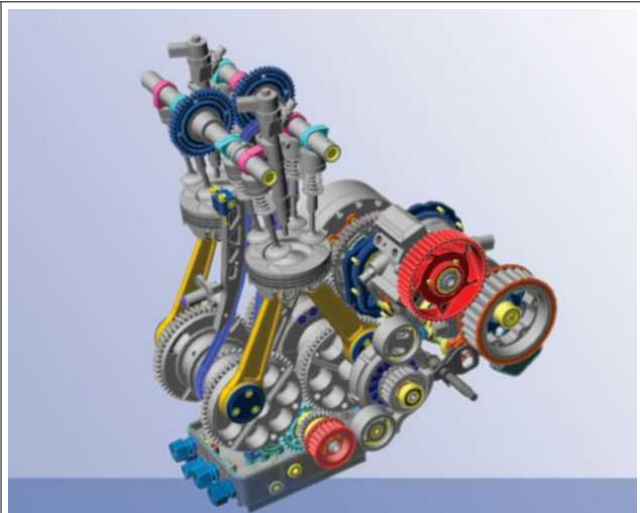Chassis Design Mr.Werner Brösel

L.Cocca (left) Mr.Rupert Baindl (right)

The engine,
- Diesel Engine
- 2 Cylinder
- 2 Crankshafts
- Common Rail
- Turbo, VTN, REA actuated
- Apfelbeck cylinder head
- Oil dry sump

The engine was designed and built from Mr. Rupert Baindl,
worked fine from 1st shot of production build!

Thanks to Motec M1 (M142) engine ECU,

the engine application was awesome quick and all needed adaption or changes could be realized.

Milestones on ECU application

- Engine Hardware Setup, very nice

- Synchronisation,
well done Motec, even an „ugly" base-engine speed signal from a slow turning,
strong variating and alternating cranksignal, was no problem to get to the cycle lock position :)
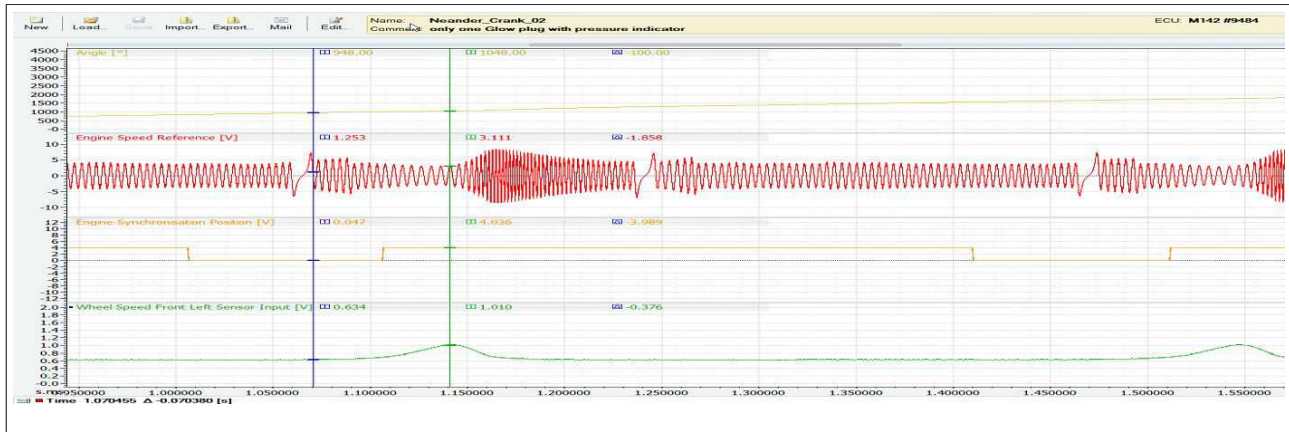
- First Start
a little bit smoky, due to missmatching idle parameters and handmade injector map

- After 2 days
First riding test with the bike on the street,
so what to say more :)

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