DIGITAL ECU TUNER 2

Schematy Montażowe

ECU MASTER

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Uwaga !

Zamieszczone w poniższym dokumencie schematy mogą różnić się od rzeczywistych w związku z dużą ilości wersji silników i ich elektronicznego osprzętu występujących w danym modelu samochodu. W związku z tym należny przed podłączeniem urządzenia zweryfikować multimetrem i/lub oscyloskopem sygnały ECU.

Informacja

Podane schematy są tylko niewielkim wycinkiem możliwych aplikacji urządzenia Ecumaster DET II. Dokument ten będzie rozwijany o kolejne modele pojazdów i ich silników.

Informacja

Jeżeli potrzebujesz schematu podłączenia do swojego auta i nie występuje on w niniejszym dokumencie prosimy o wysłanie email ze schematem elektrycznym samochodu na adres: schematy@ecumaster.com

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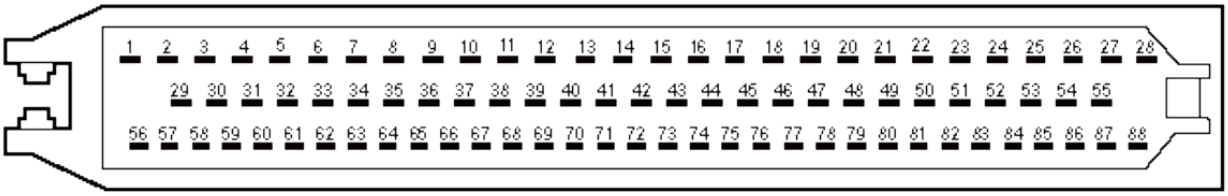
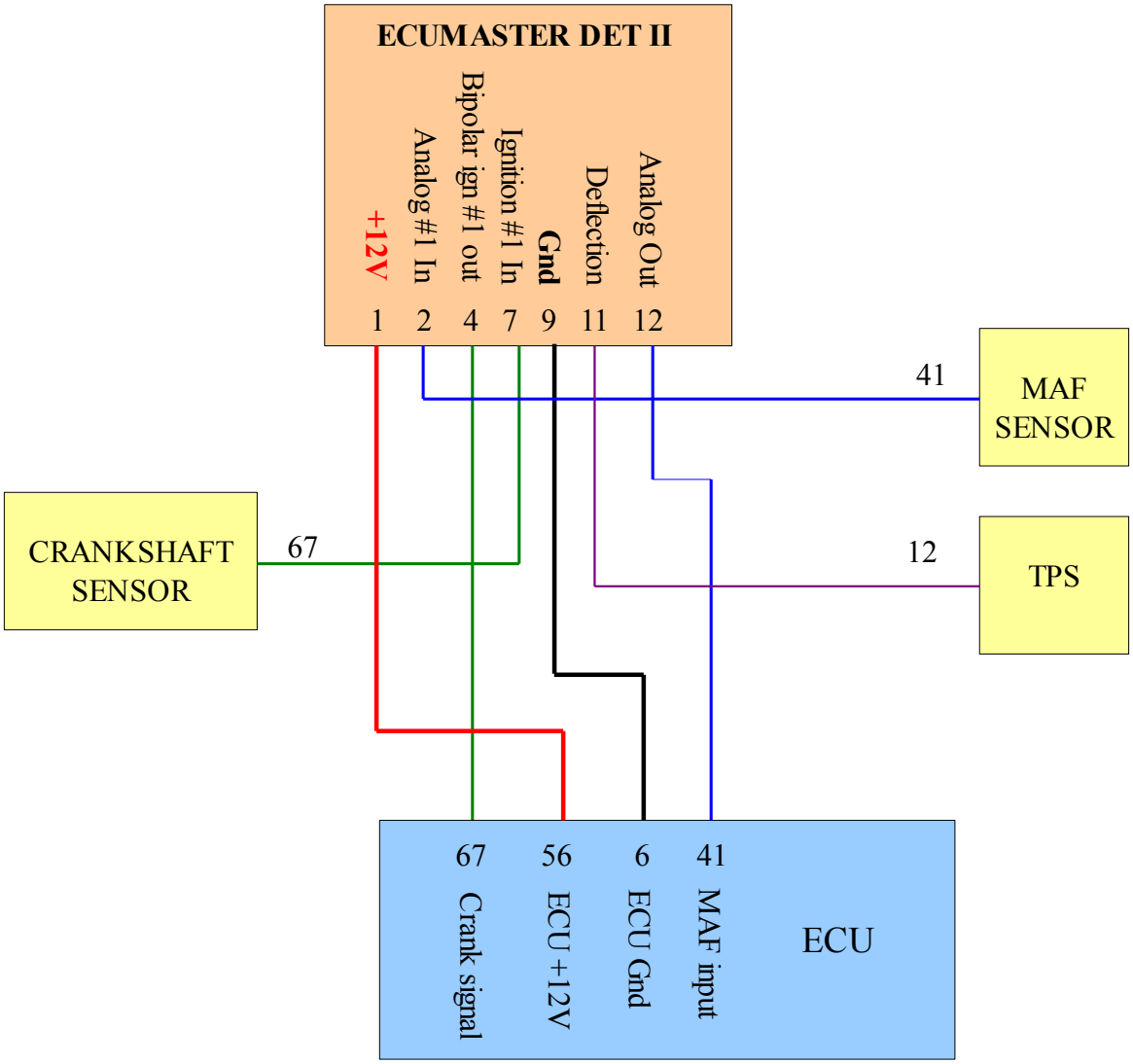
BMW E36 325i, Bosch Motronic 3.1

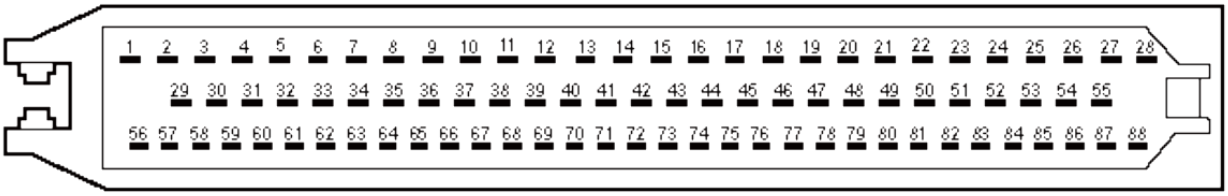
Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A

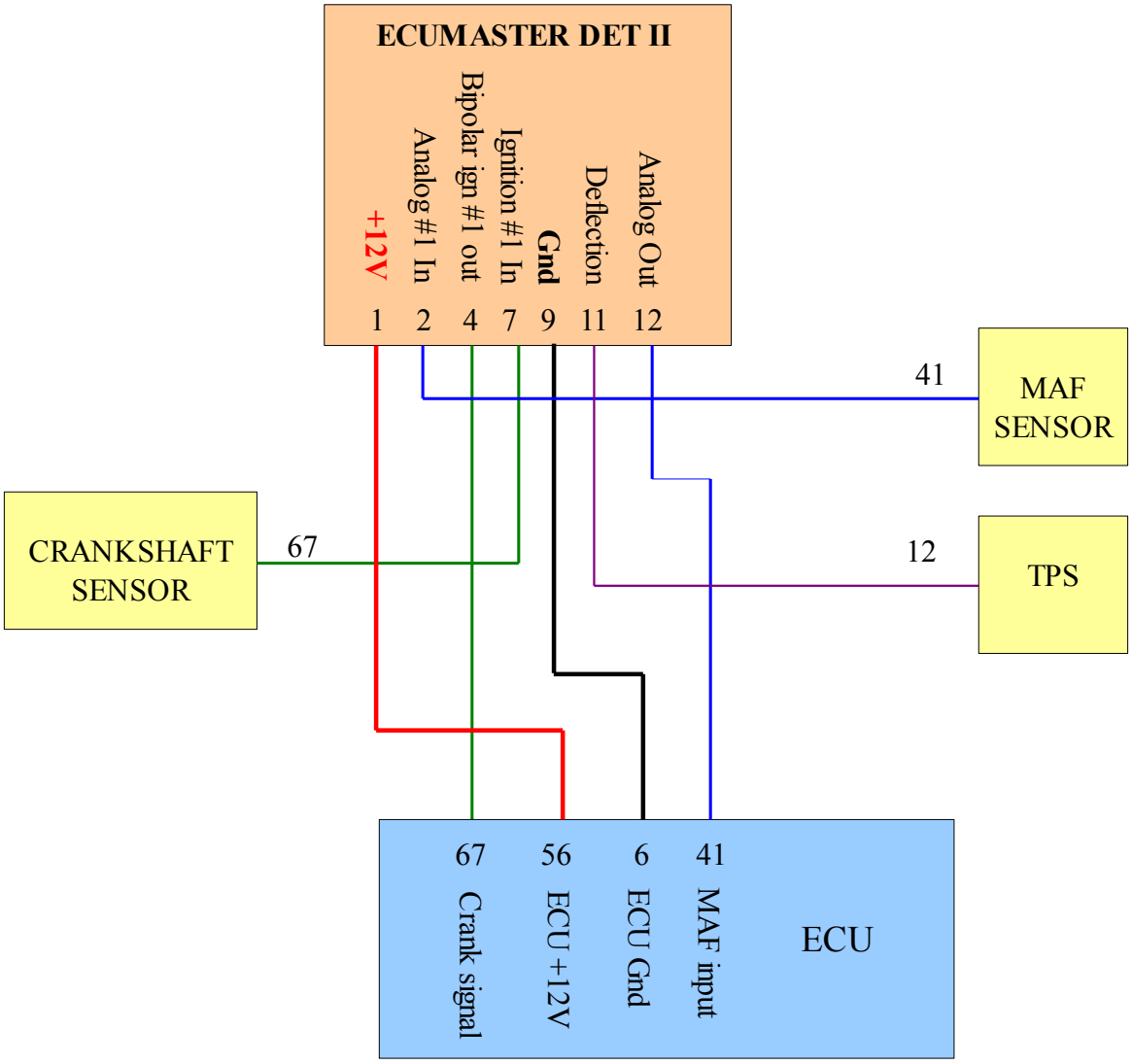




BMW E36 318is, Bosch Motronic 1.7

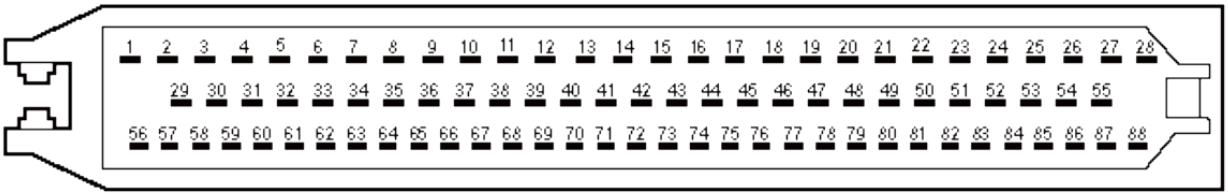
Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A

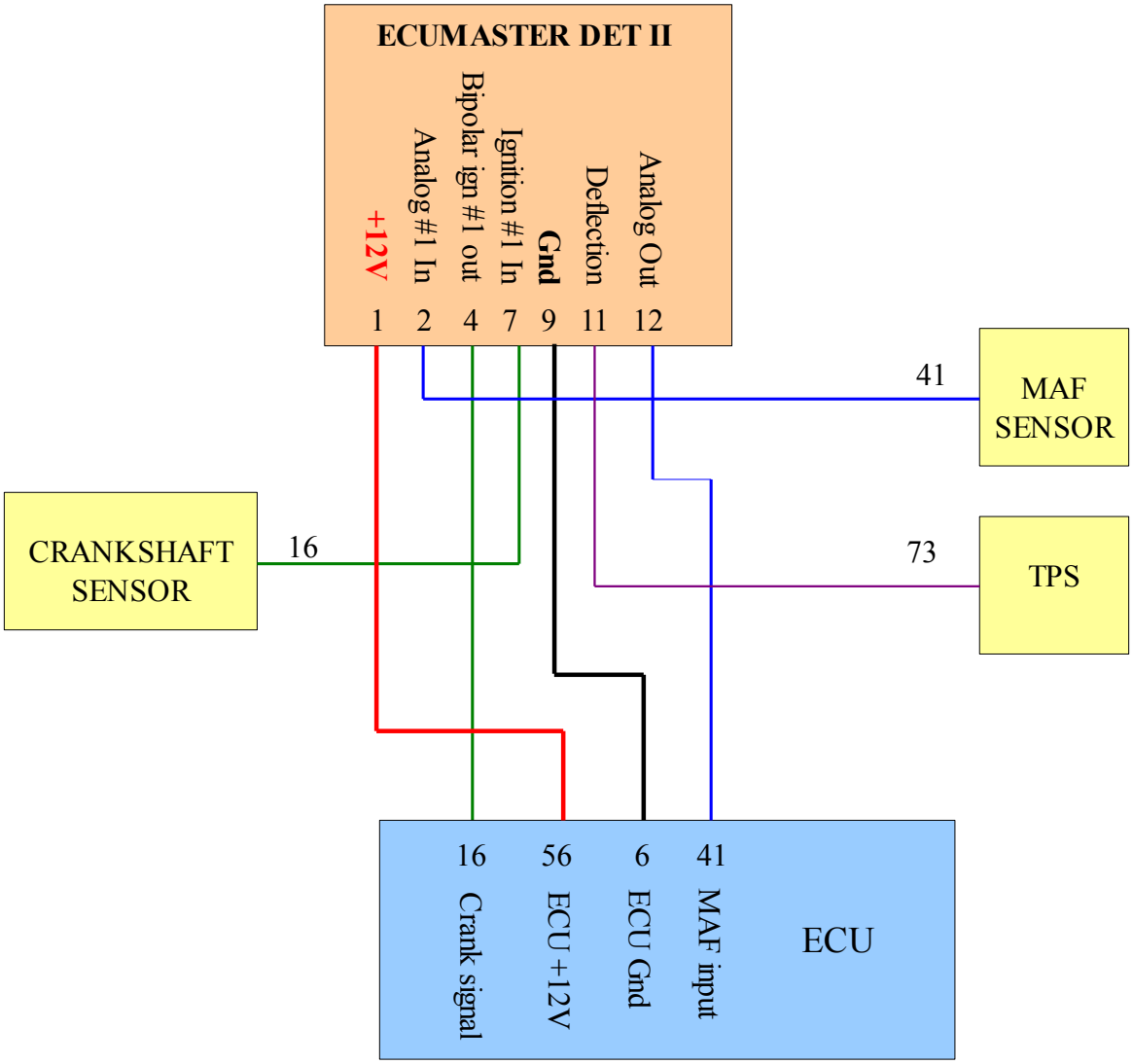




BMW E36 325i Vanos, Bosch Motronic 3.3.1

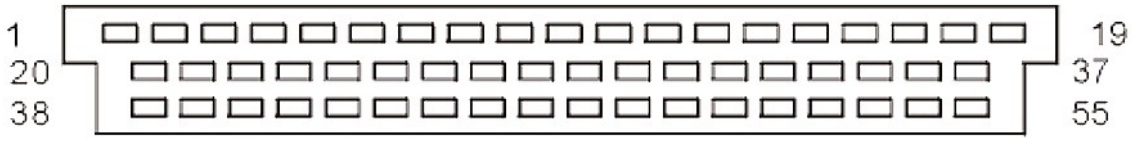
Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A

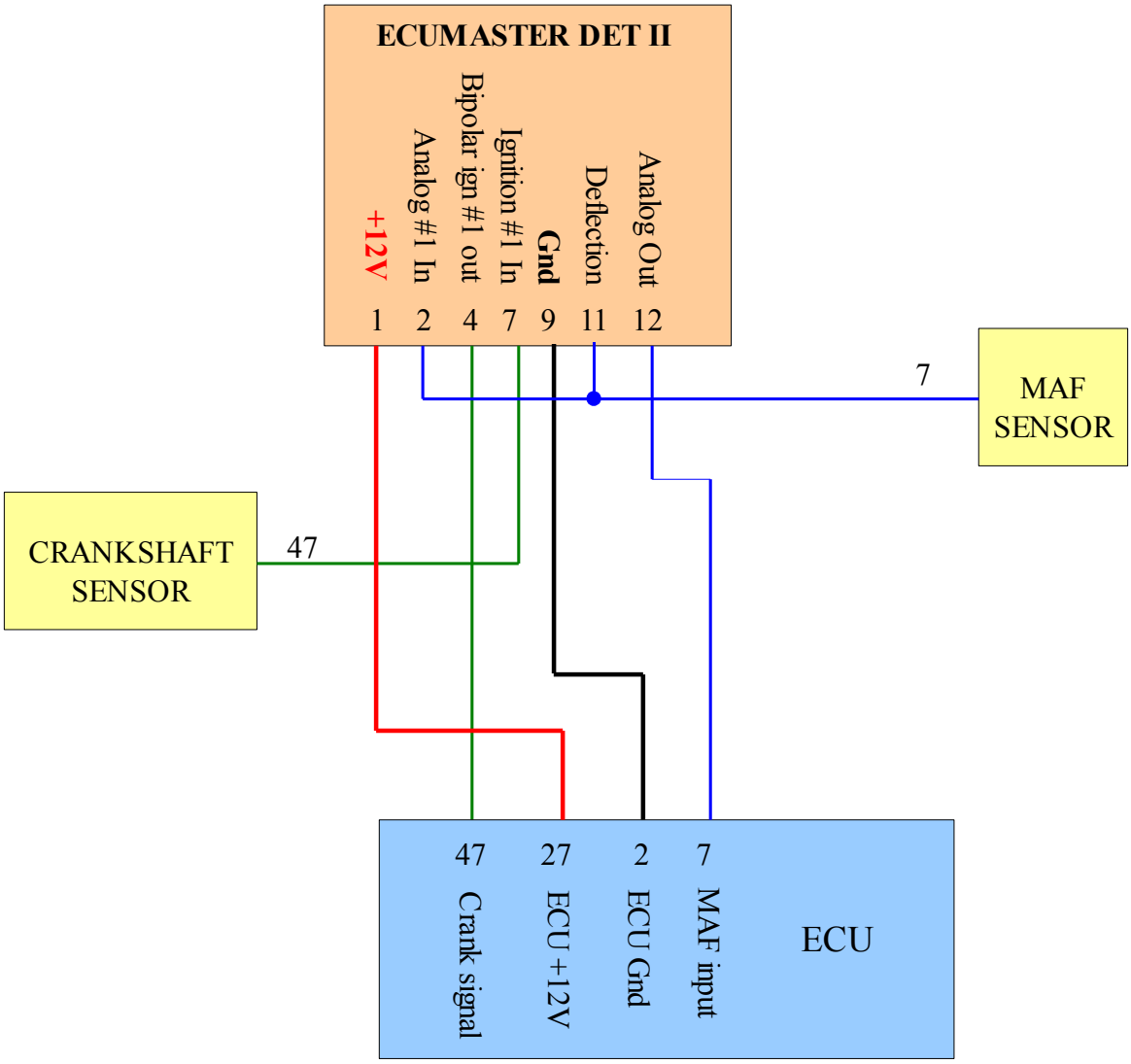




BMW E30 325i, Bosch Motronic 1.1 / 1.3

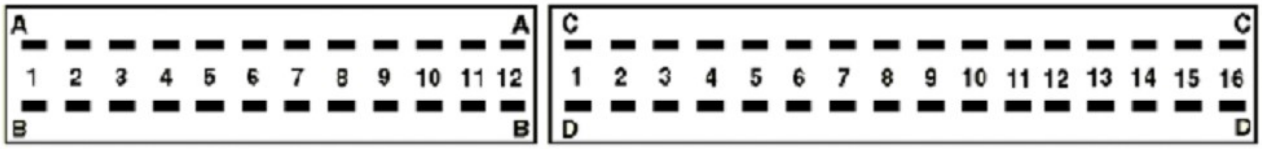
Firmware	1.89_62_2
Ignition Mode	Retard / Advance 60-2 signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A

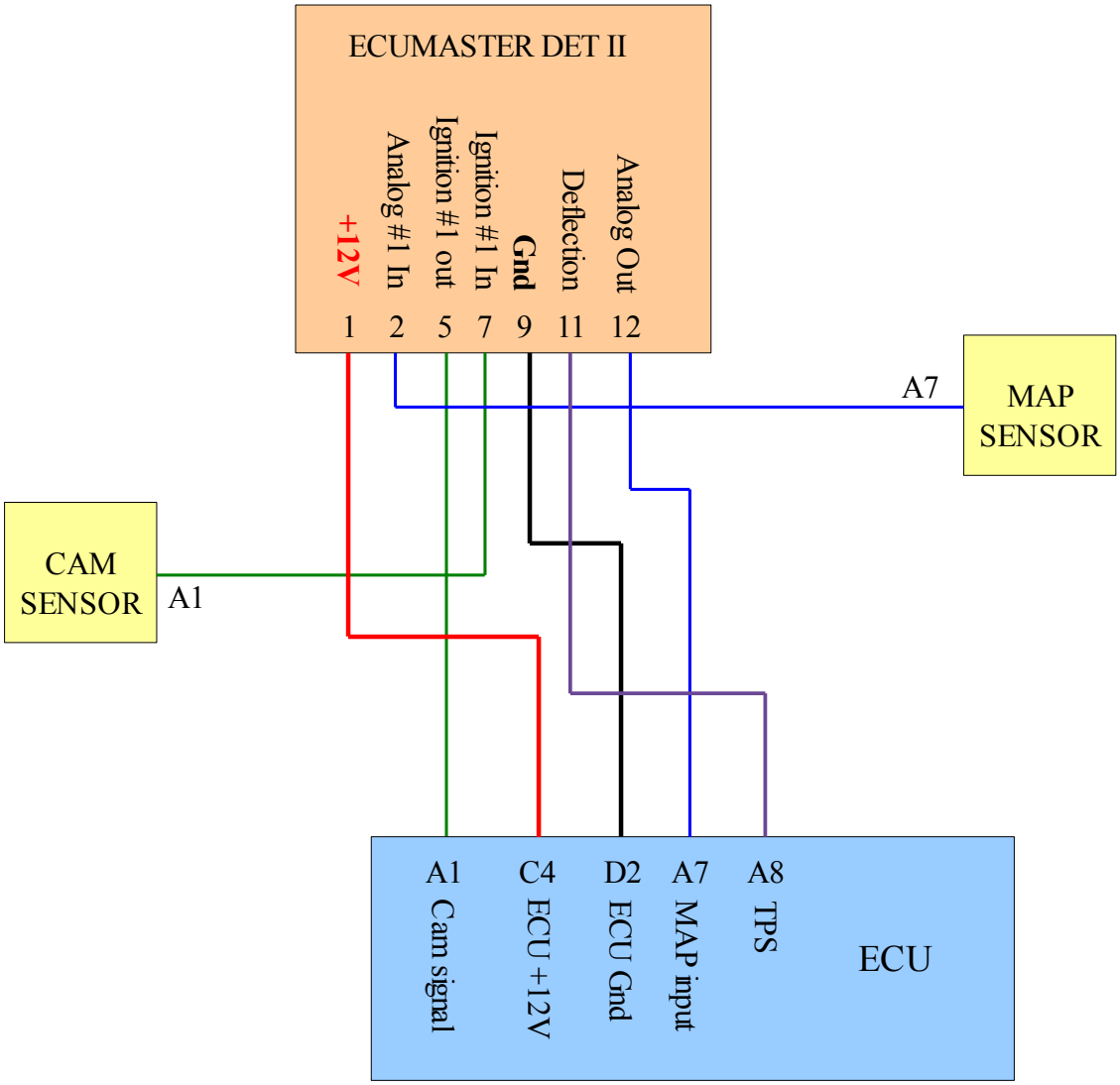




Daewoo Espero 1.8, 2.0 Delco IEFI-6

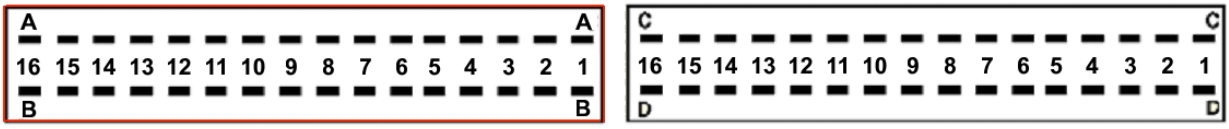
Firmware	1.93
Ignition Mode	Retard single signal
Ignition #1 level	High
Num signals per 720 degrees	4

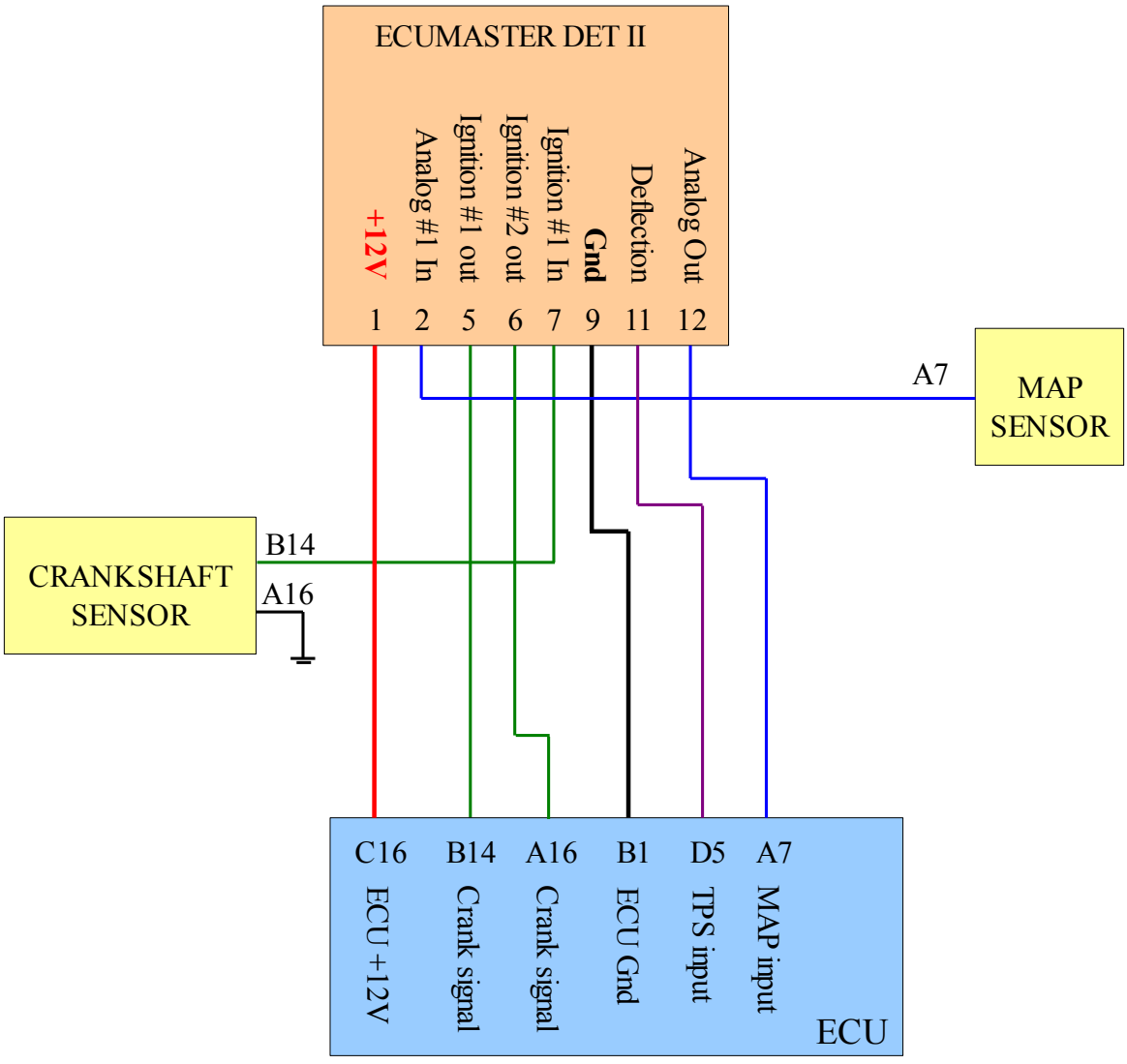




Daewoo Lanos 1.6 16V Delco

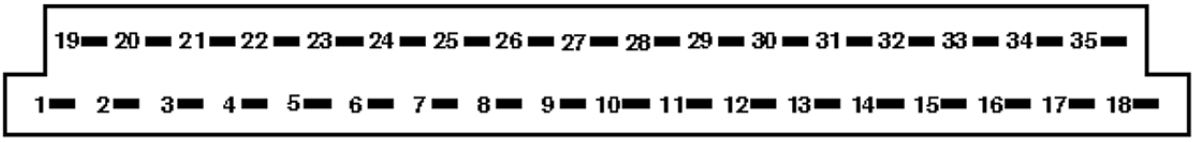
Firmware	1.93_62_2
Ignition Mode	Retard / Advance 60-2 balanced signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A

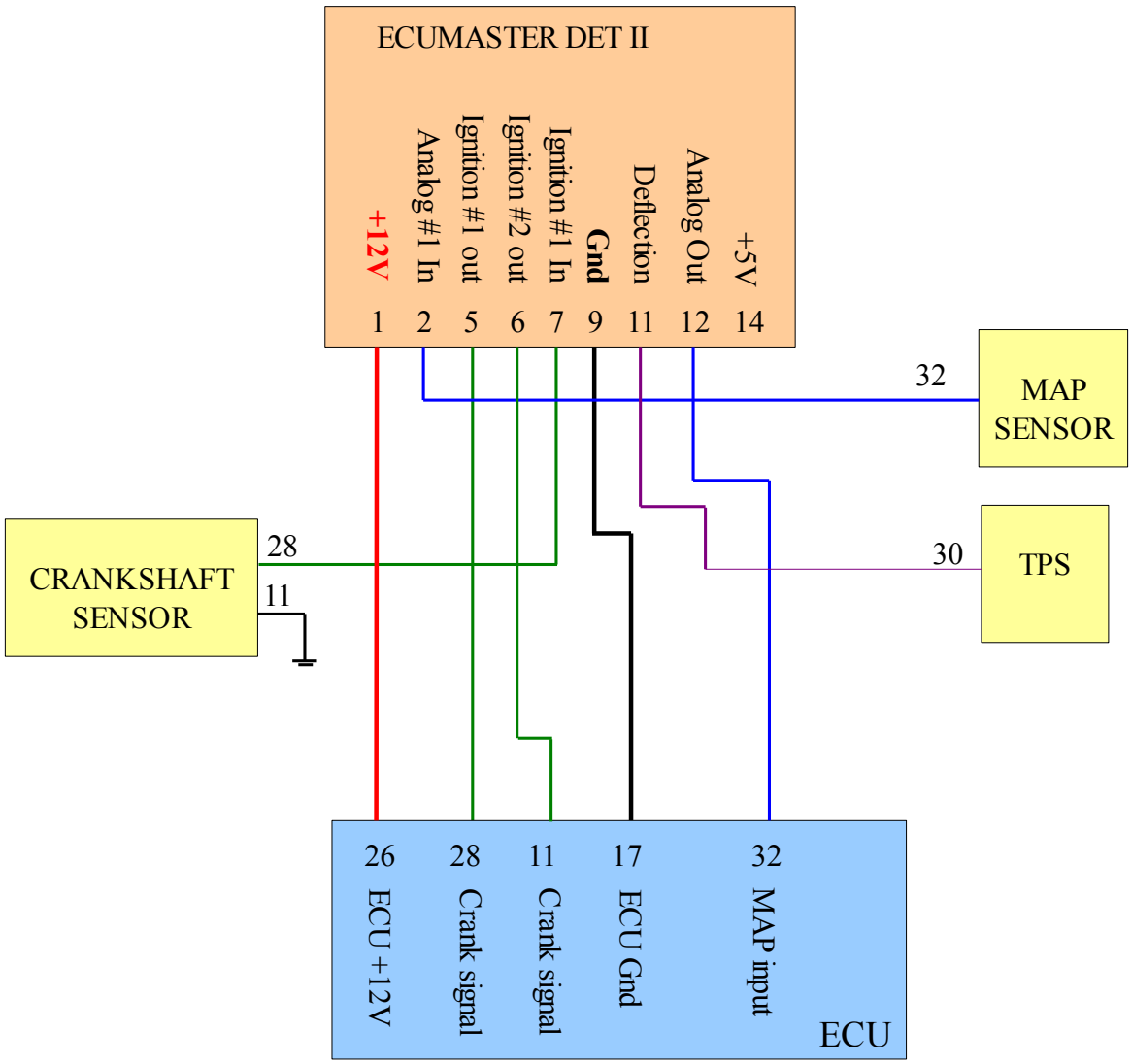




Fiat Seicento 1.1 Sporting Weber-Marelli IAW 16F

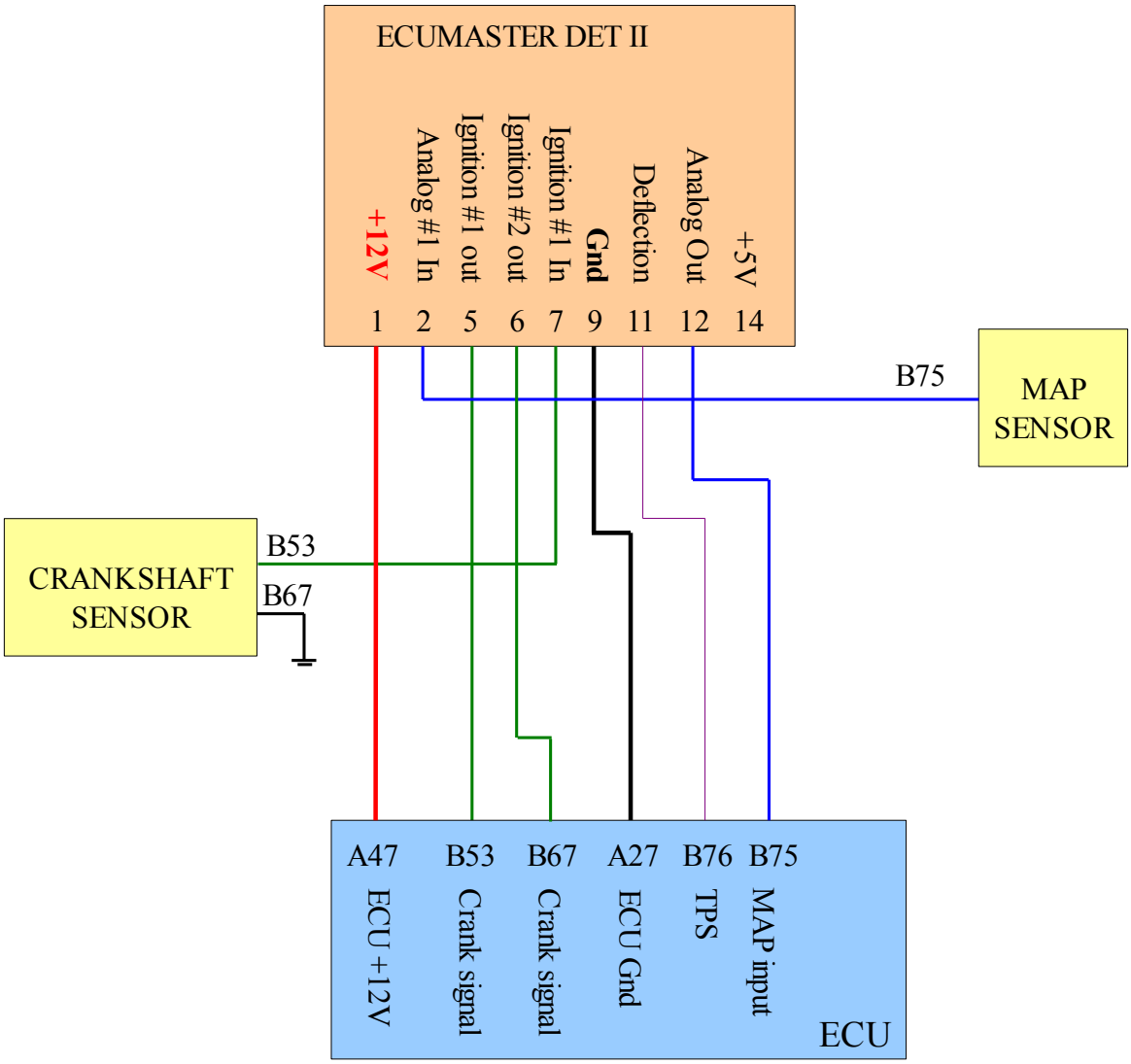
Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 balanced signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A





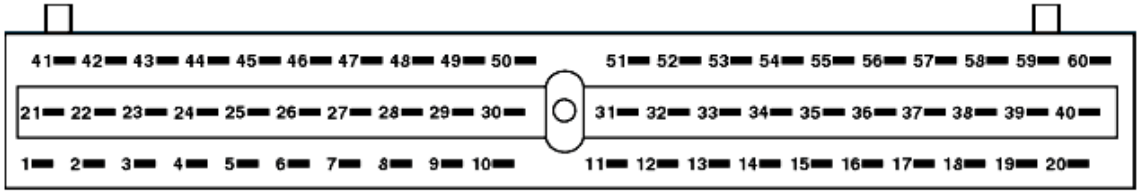
Fiat Seicento 1.1 Weber-Marelli IAW 4AF.M9

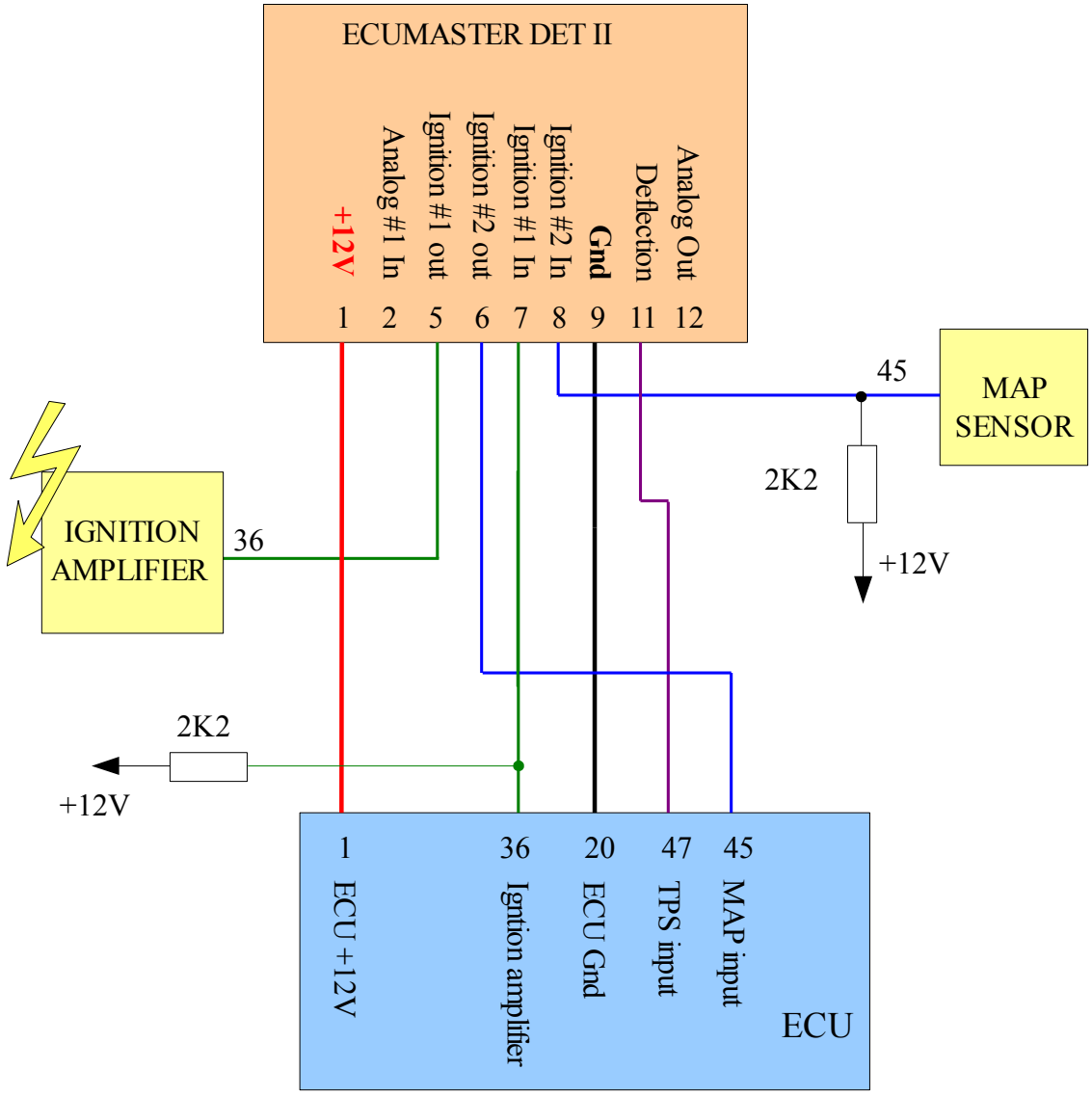
Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 balanced signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A



Ford Sierra 2.9 (B4B/B4C)

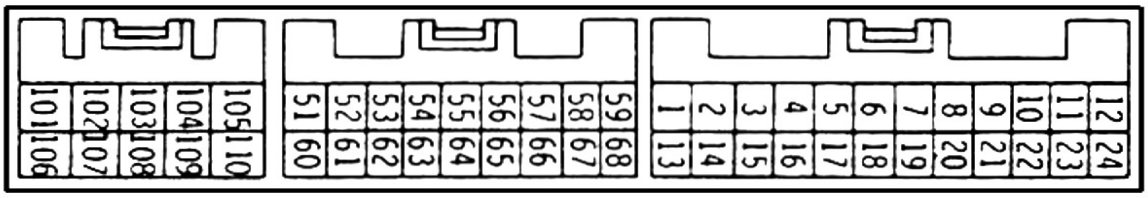
Firmware	1.93	**Freq Min (Hz)**	10
Ignition Mode	Retard single ign. module signal	**Freq Max(Hz)**	200
Ignition #1 level	HIGH	**Base unit (Hz)**	1
Num signals per 720 degrees	6	**Enable frequency modification**	True

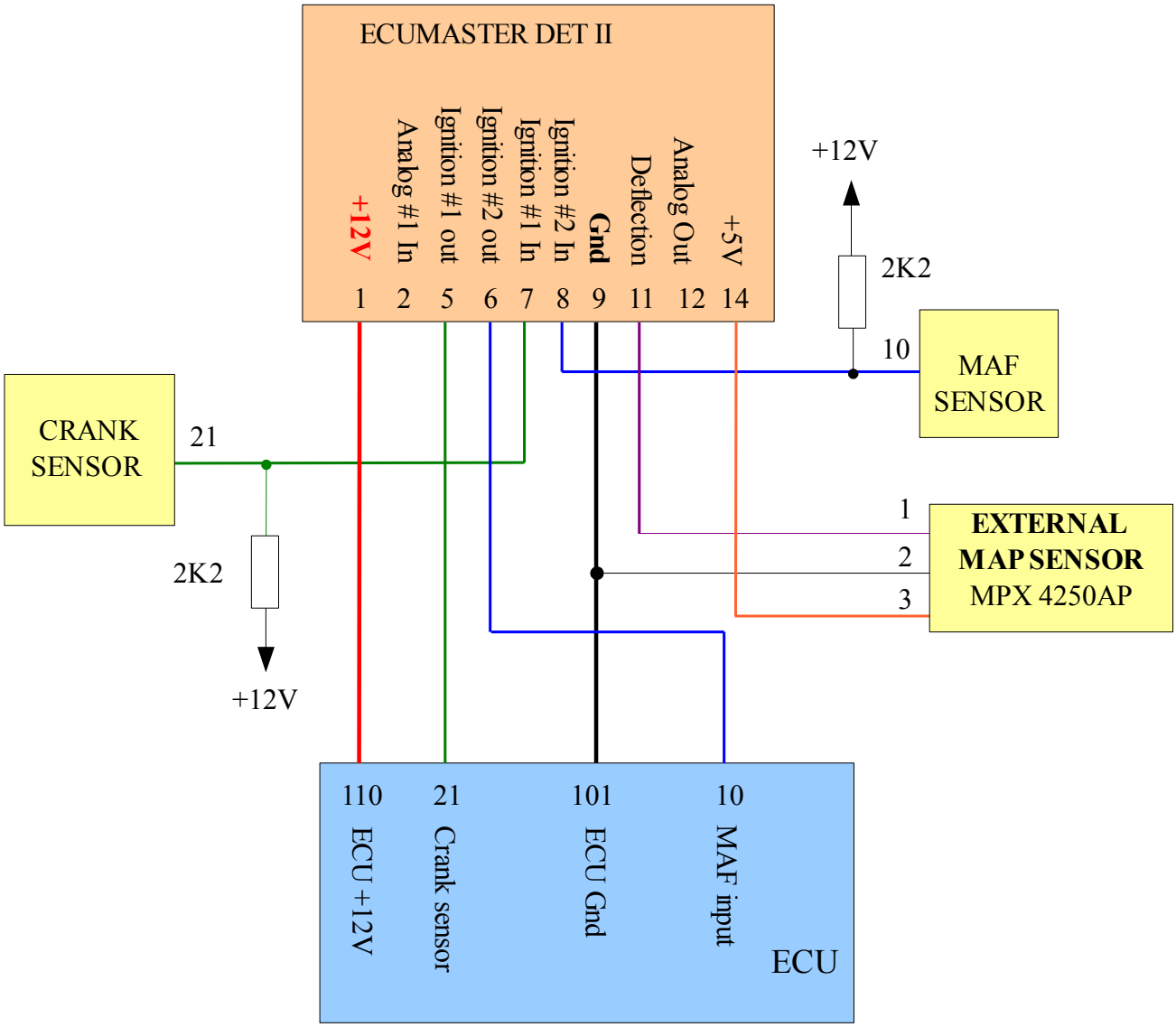




Mitsubishi Eclipse GSX 1G

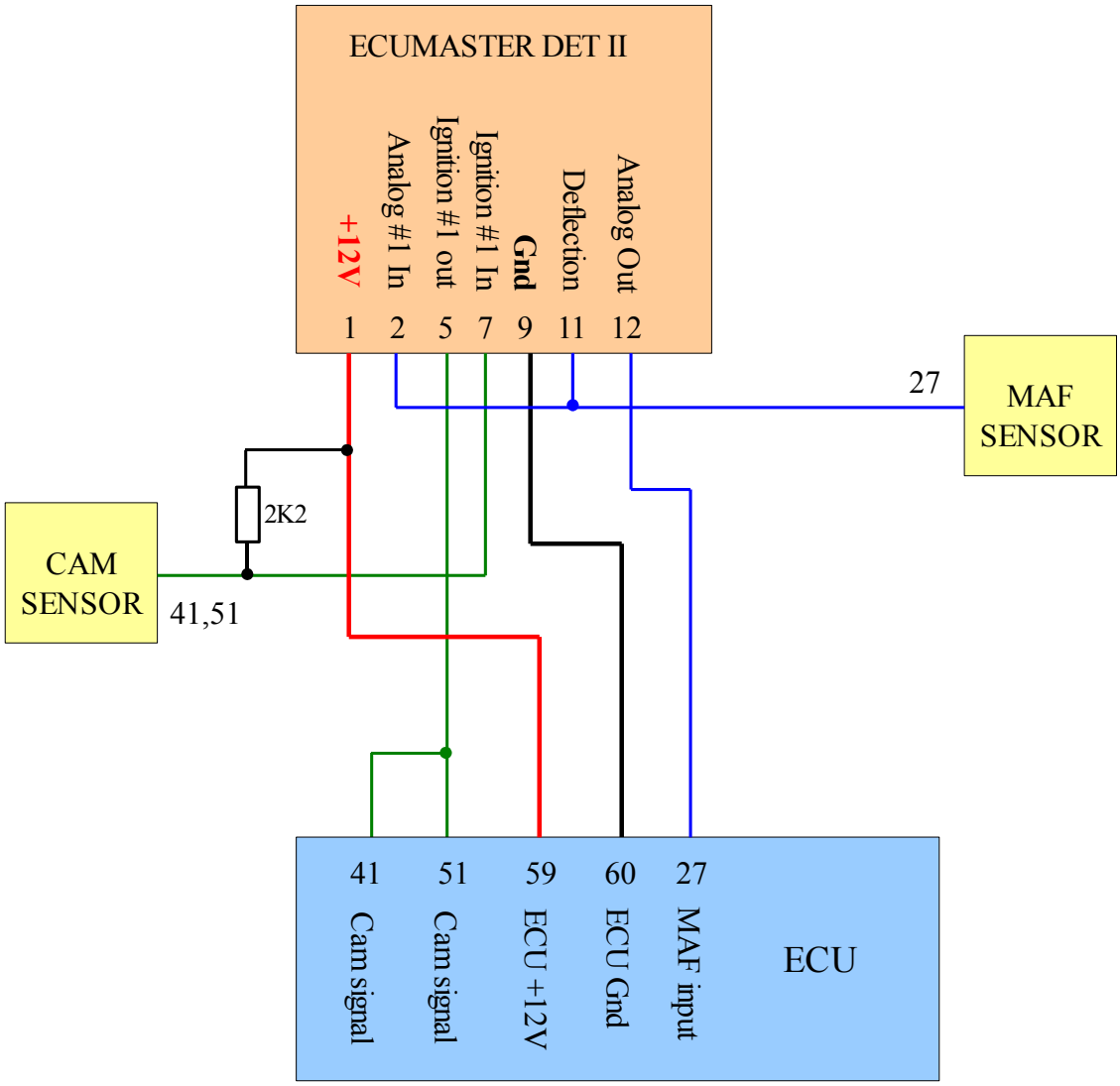
Firmware	1.93	**Freq Min (Hz)**	10
Ignition Mode	Retard single 2.5V signal	**Freq Max(Hz)**	2000
Ignition #1 level	HIGH	**Base unit (Hz)**	4
Num signals per 720 degrees	4	**Enable frequency modification**	True





Nissan 200SX S13 CA18DET

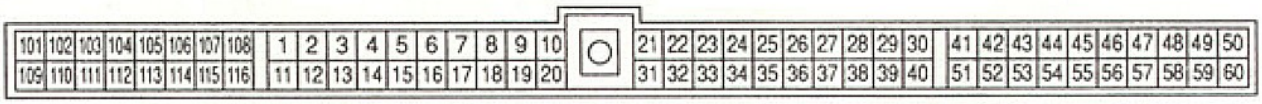
Firmware	1.93
Ignition Mode	Retard single signal
Ignition #1 level	High
Num signals per 720 degrees	4

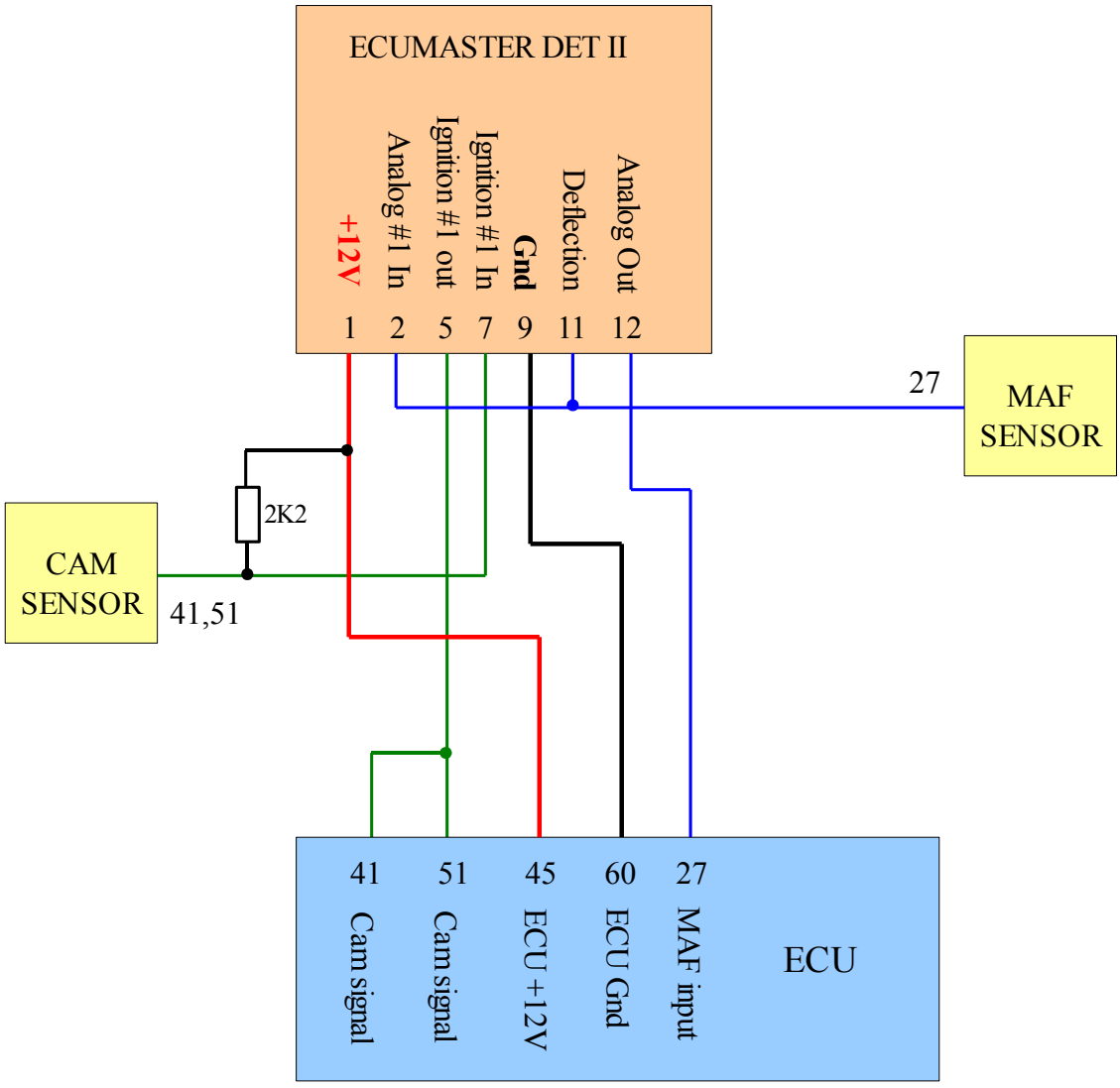


Comment: Wires from pin 41 and 51 are connected together about 30cm from ECU. Connect DET 2 ignition input / output to the common wire of these pins. It is suggested to use external map sensor as deflection.

Nissan 200SX S14 SR20DET

Firmware	1.93
Ignition Mode	Retard single 2.5V signal
Ignition #1 level	High
Num signals per 720 degrees	4

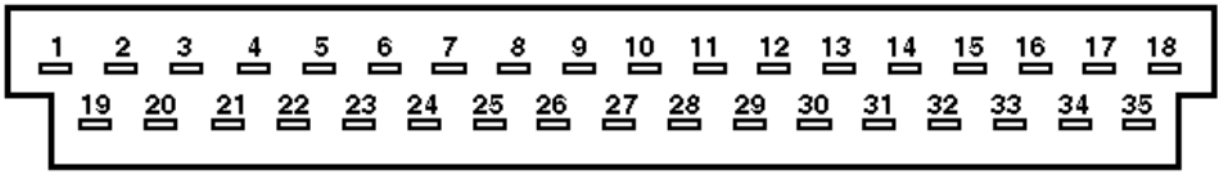


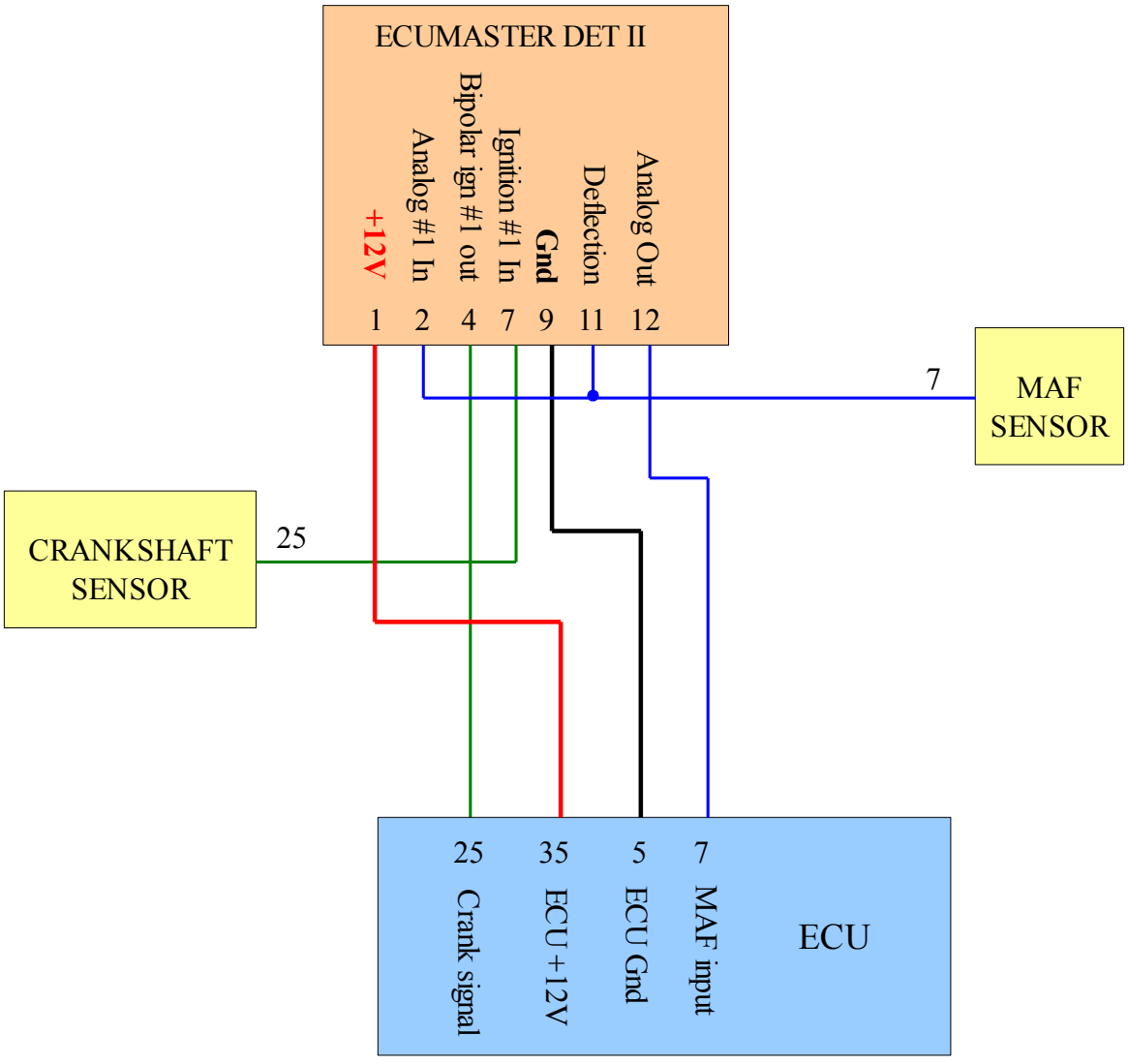


Comment: Wires from pin 41 and 51 are connected together about 30cm from ECU. Connect DET 2 ignition input / output to the common wire of these pins. It is suggested to use external map sensor as deflection.

Opel / Vauxhall C20NE, 20NE, Bosch Motronic ML4.1

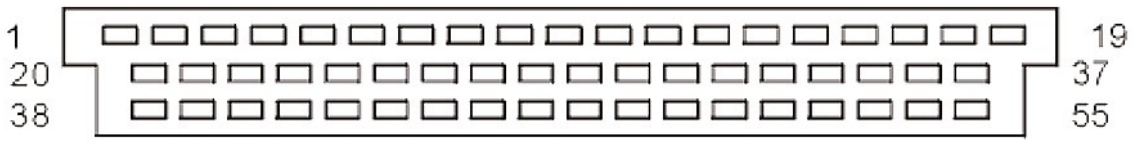
Firmware	1.93_62_2
Ignition Mode	Retard / Advance 60-2 signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A

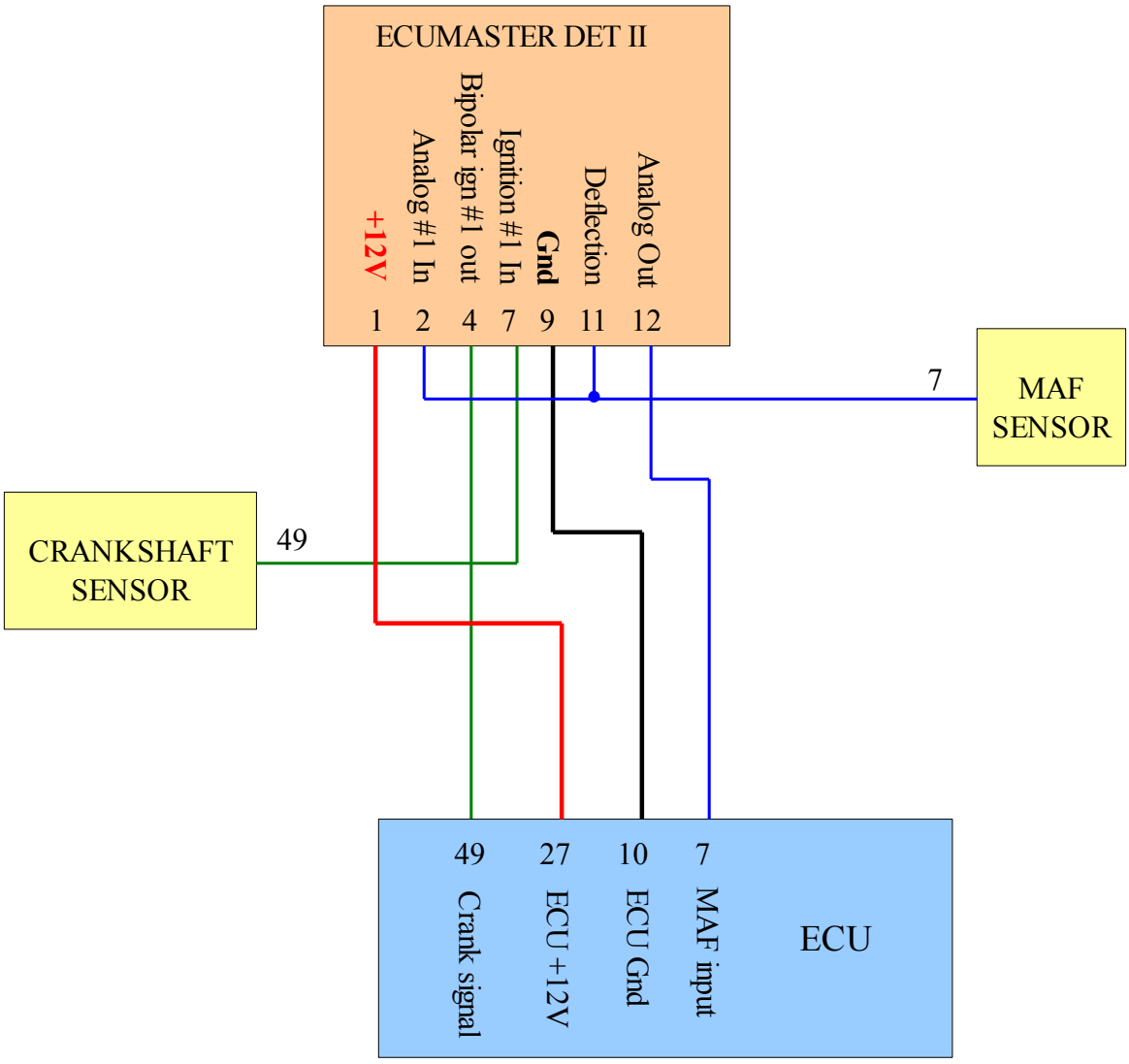




Opel / Vauxhall C20NE, 20NE, Bosch Motronic 1.5

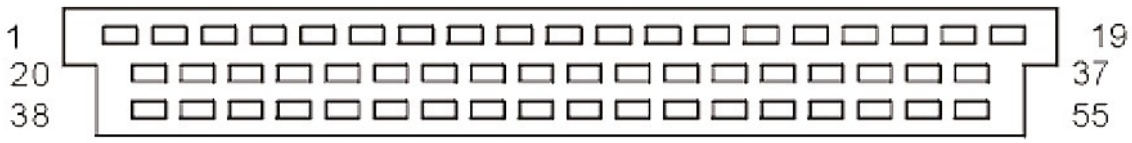
Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A

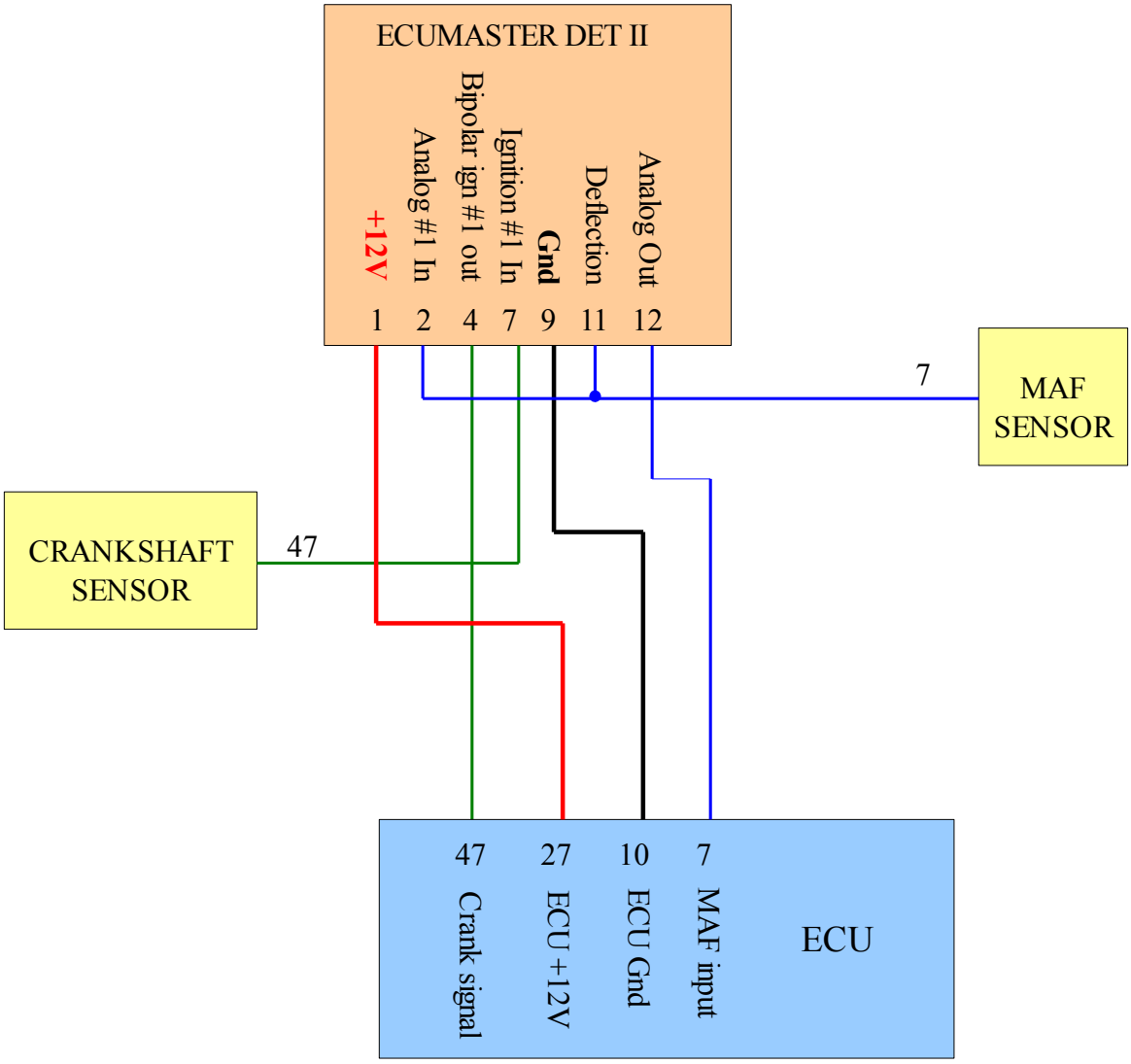




Opel / Vauxhall C20XE, Bosch Motronic 2.5

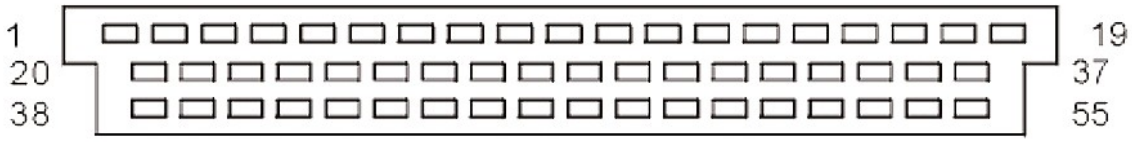
Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A

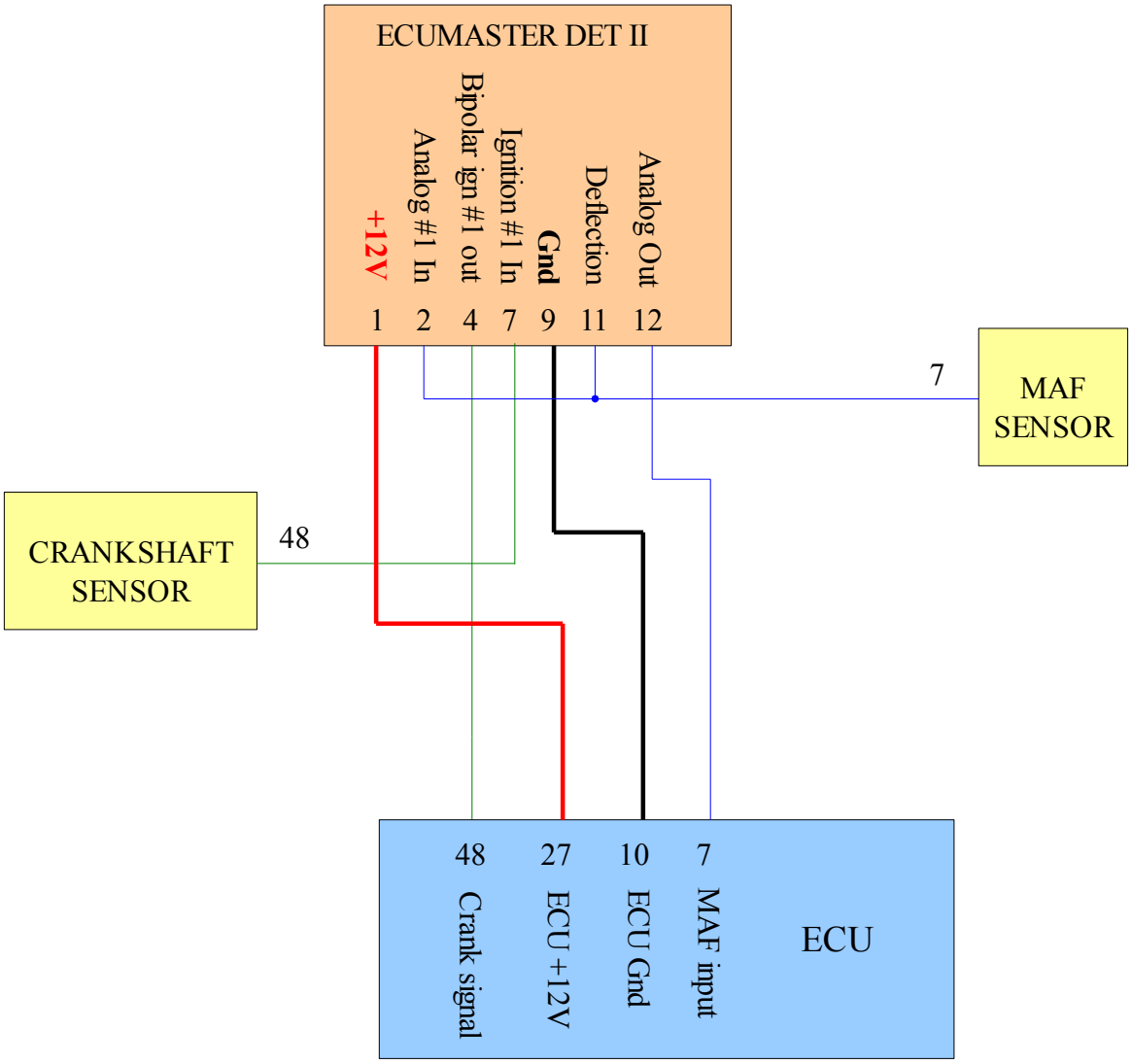




Opel / Vauxhall C20LET, Bosch Motronic 2.7

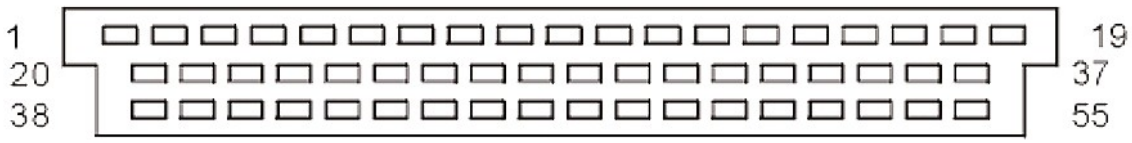
Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A

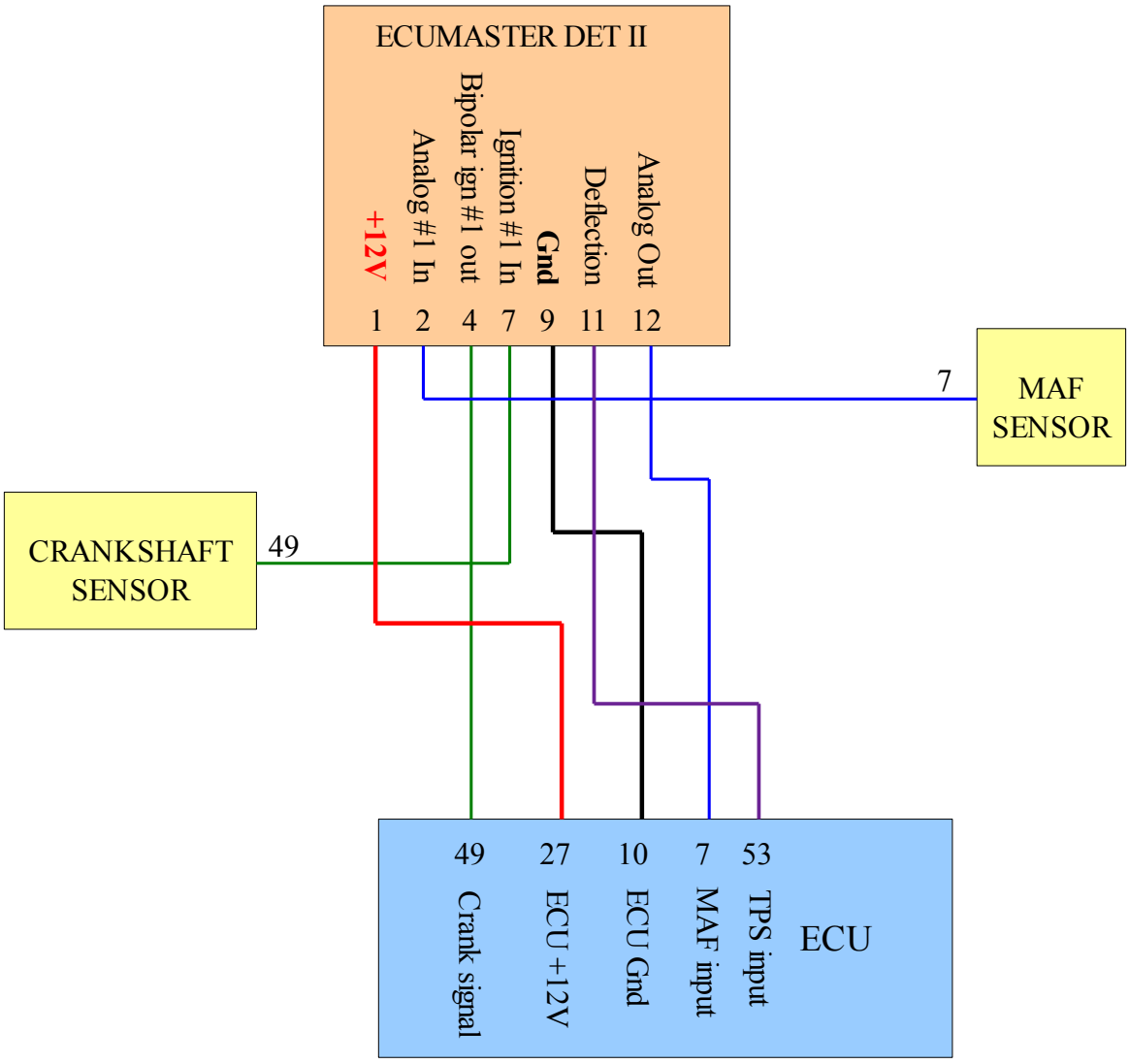




Opel / Vauxhall C20XE, C25XE, Bosch Motronic 2.8

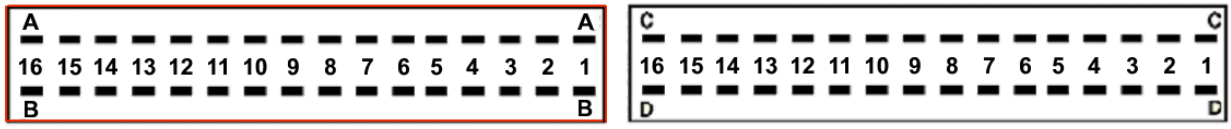
Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A

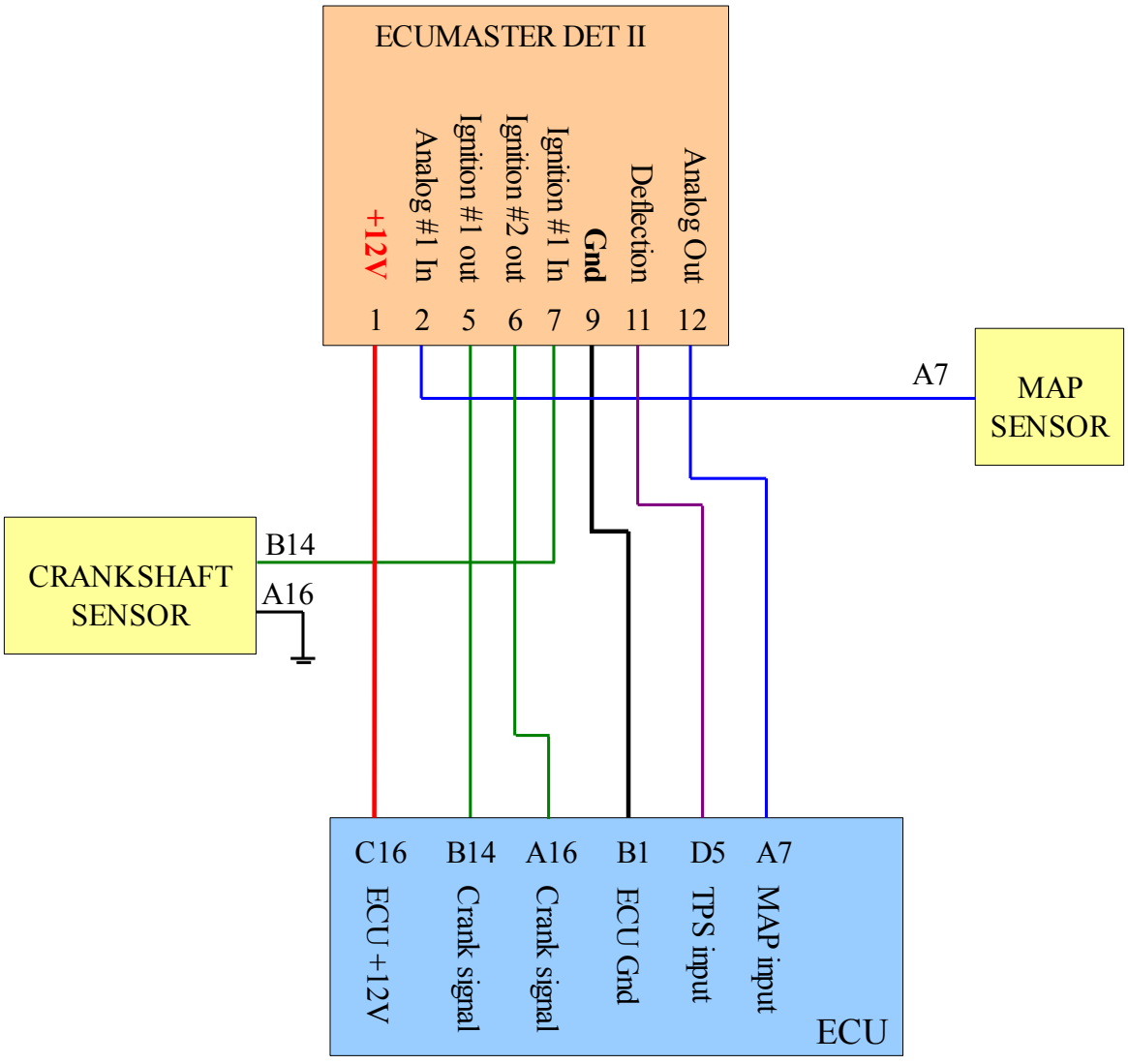




Opel / Vauxhall Astra 1.6 X16XEL

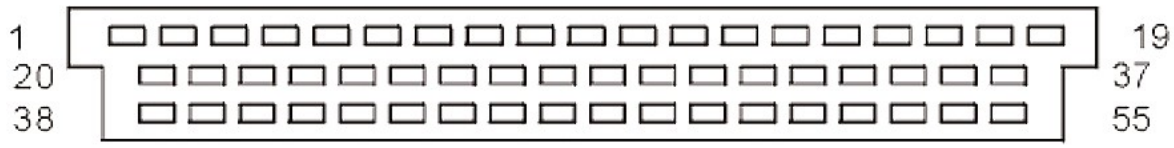
Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 balanced signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A

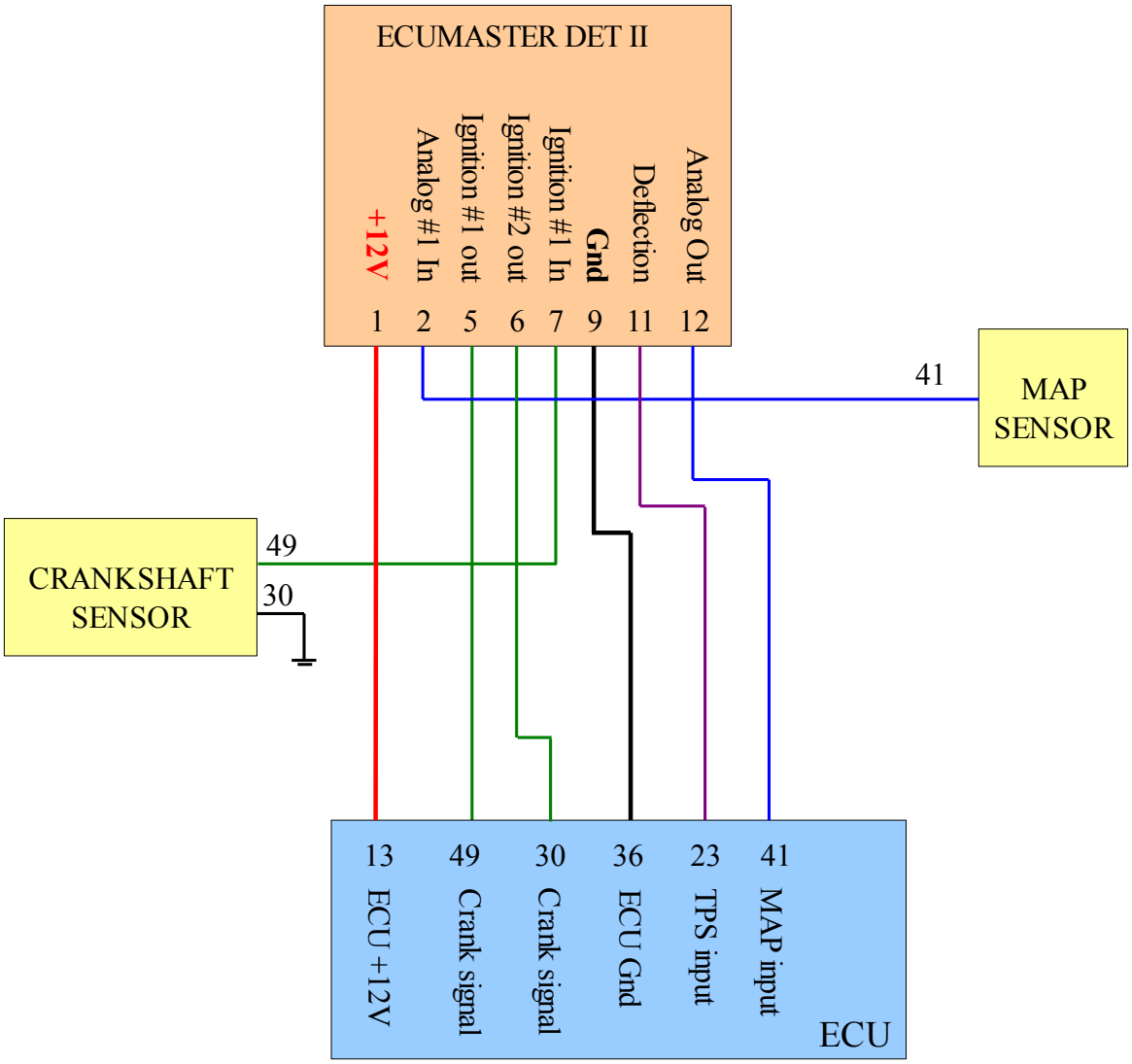




Peugeot 106 1.6 16V TUJP4 MM 1AP41

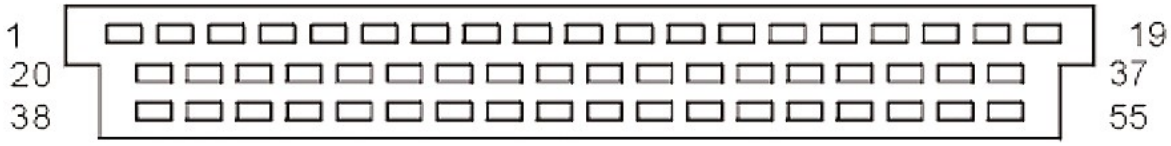
Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 balanced signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A

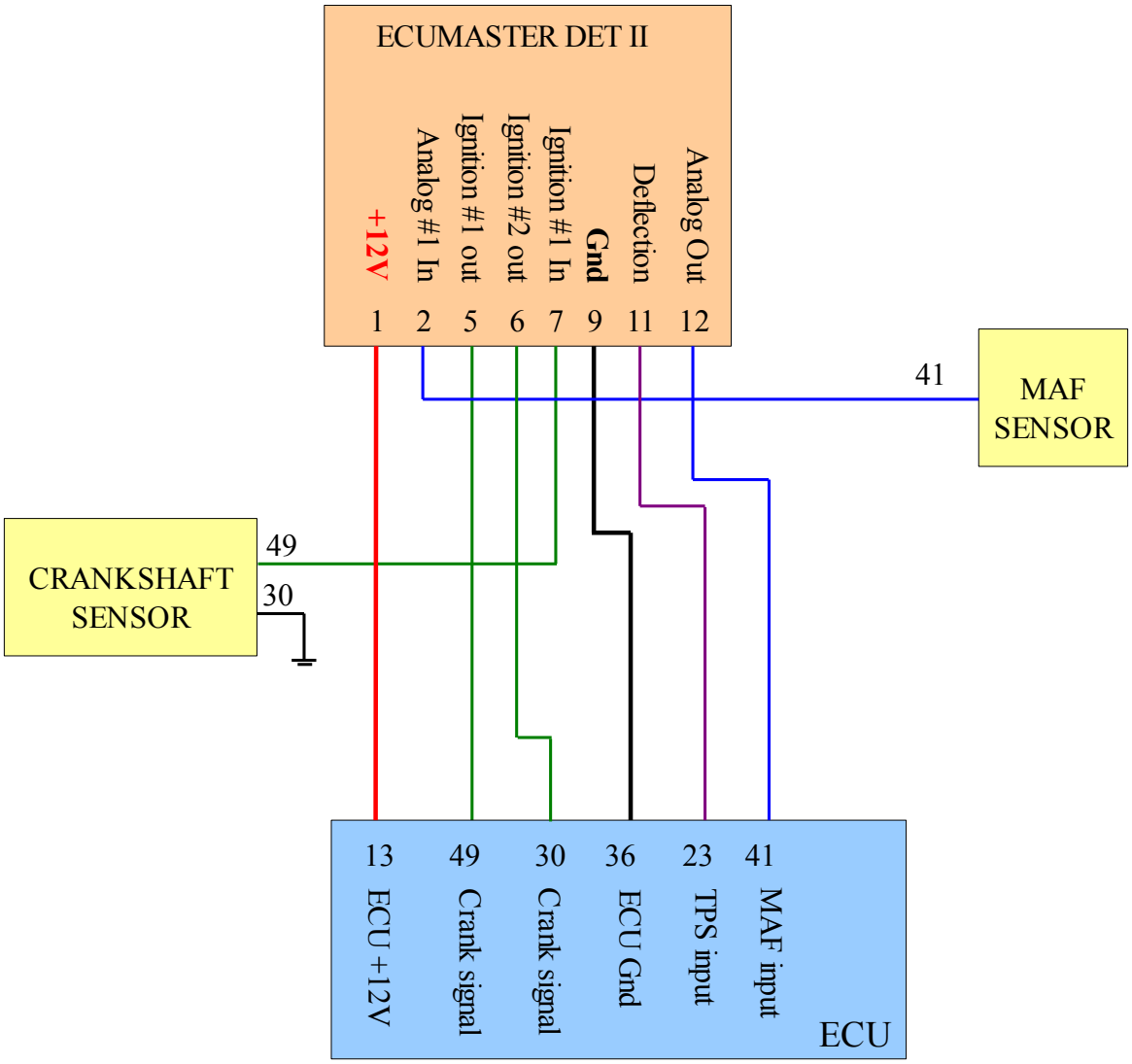




Peugeot 306 2.0 16V MM 1AP10

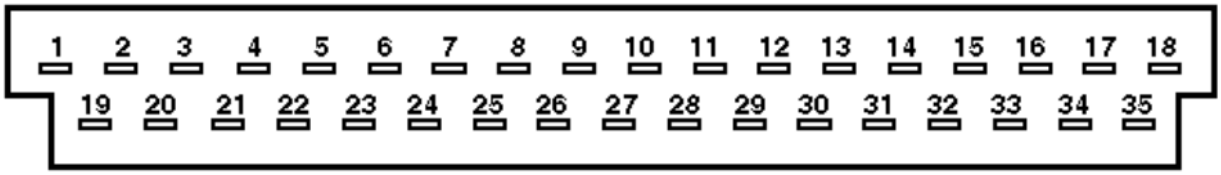
Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 balanced signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A

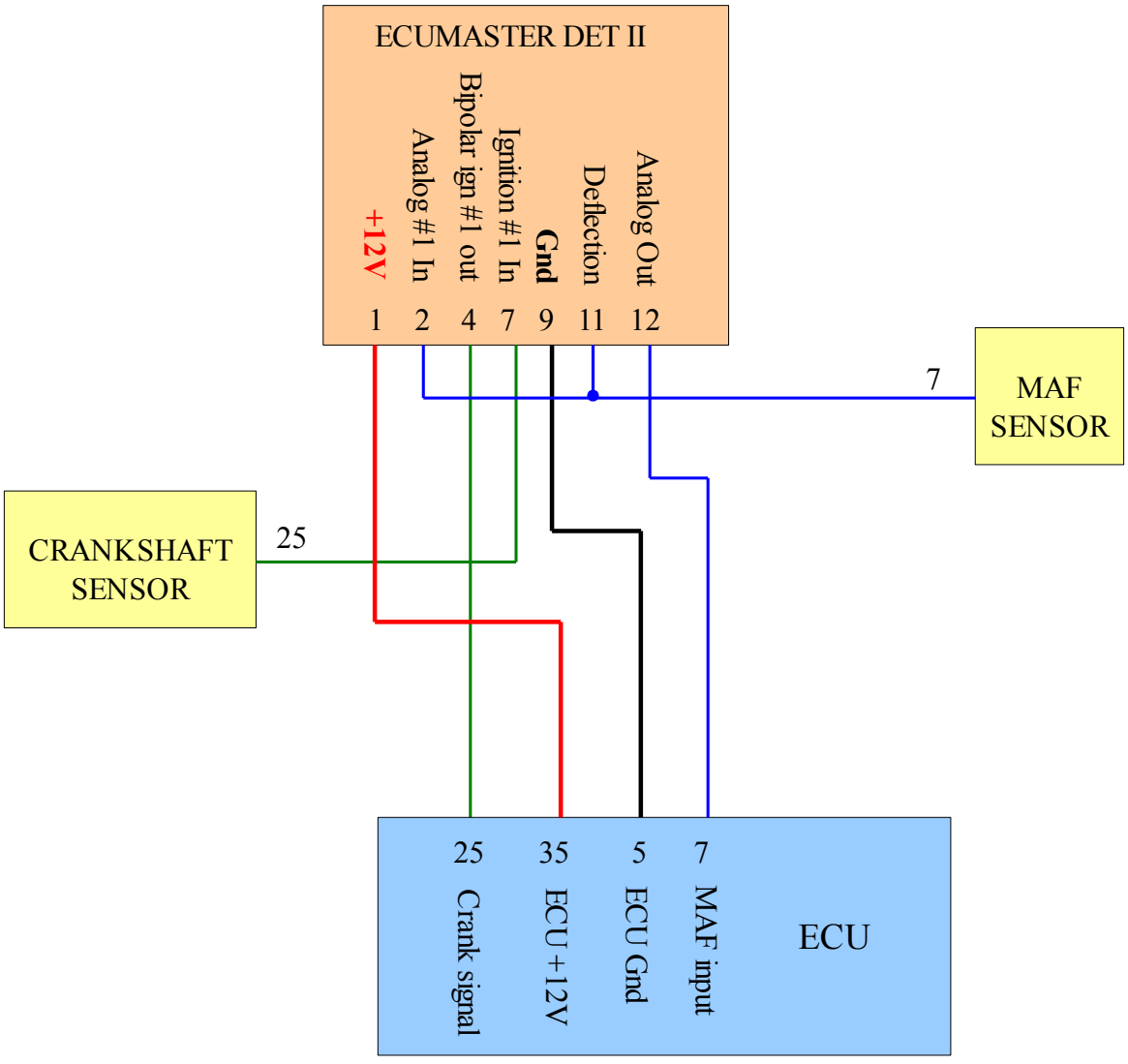




Peugot 405 1.9 16V Bosch Motronic ML4.1

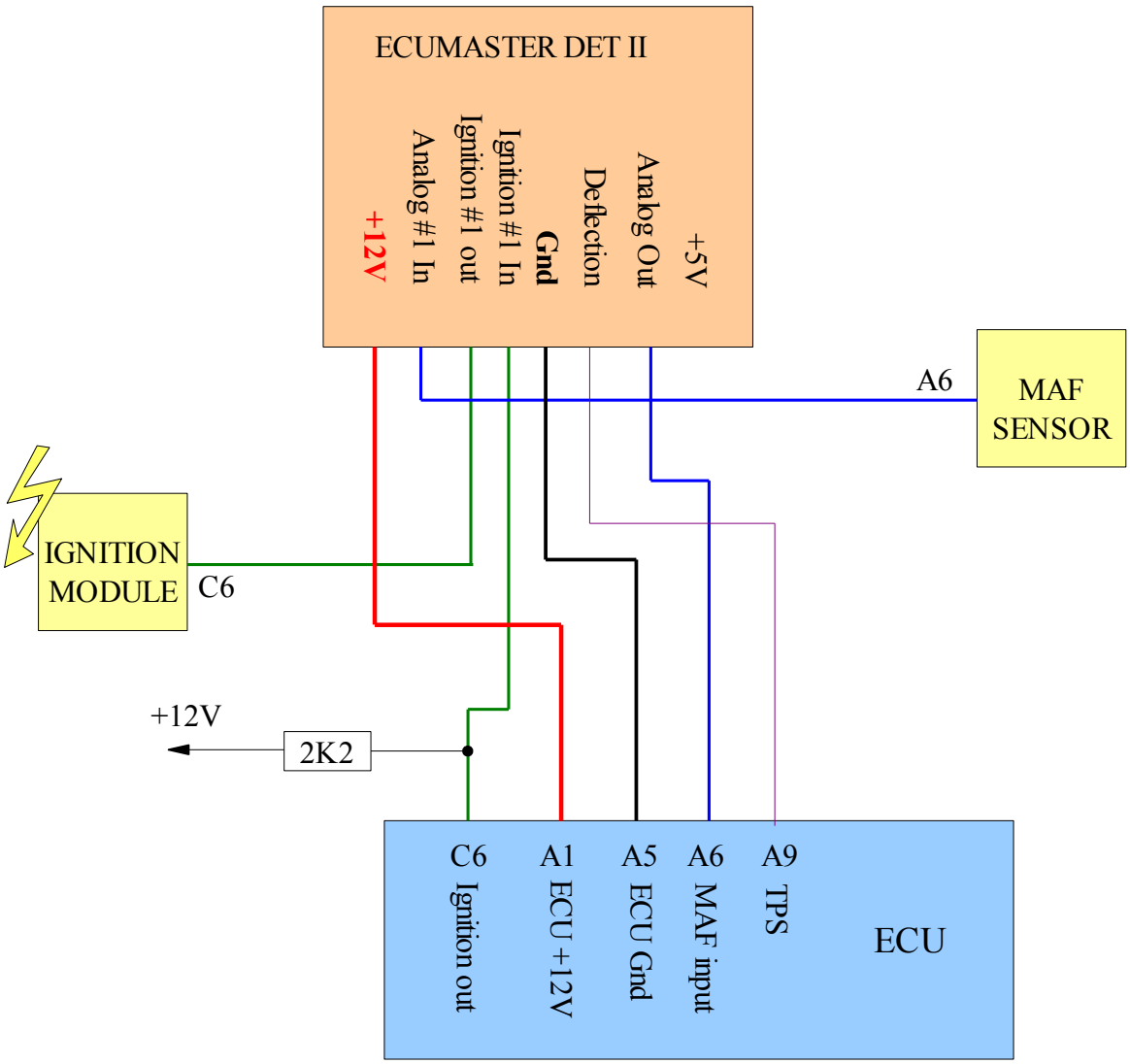
Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A





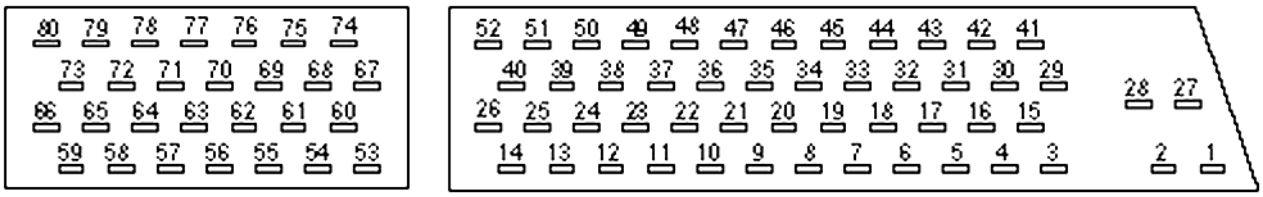
Suzuki Swift GTI 1.3

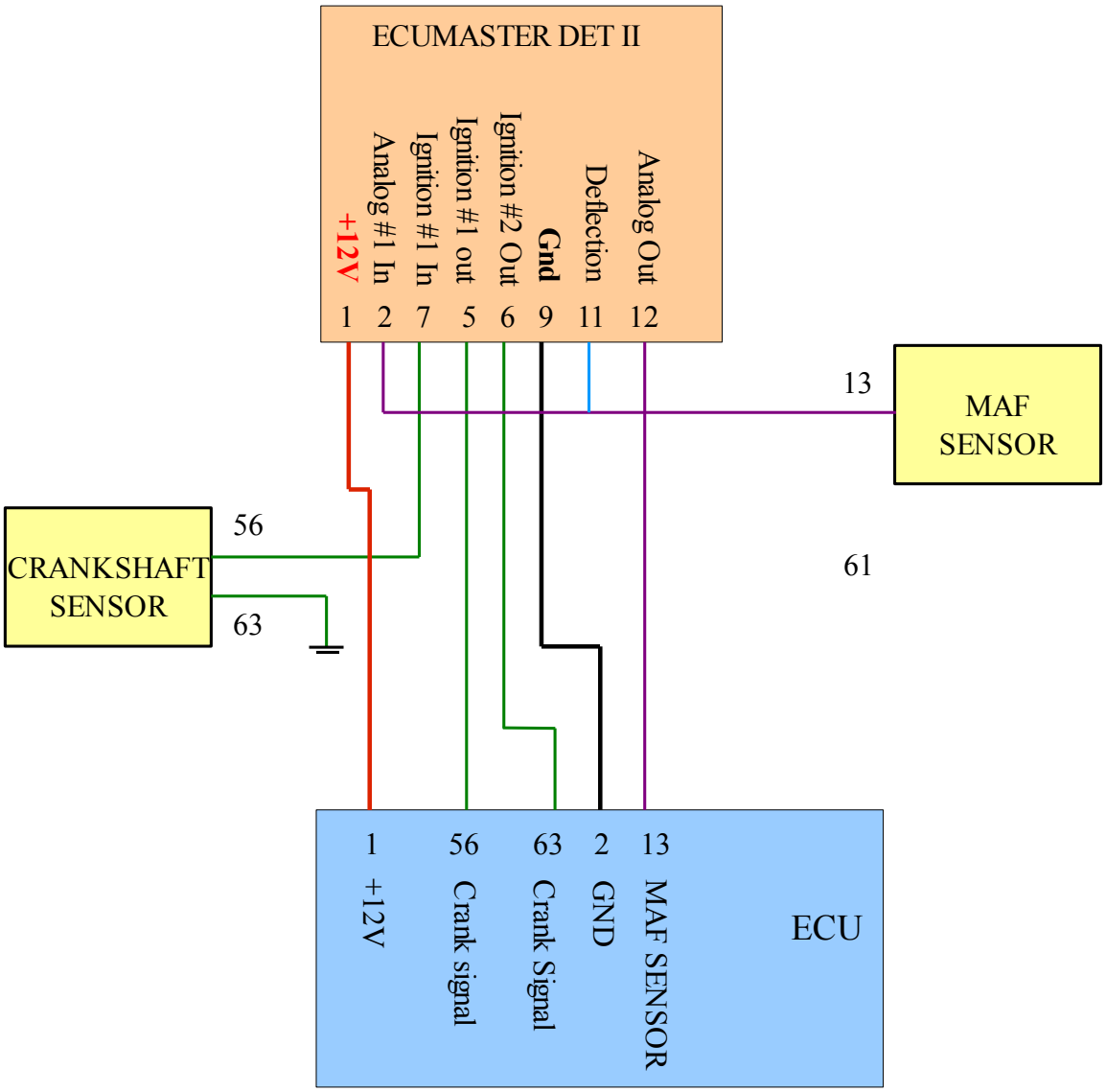
Firmware	1.93
Ignition Mode	Retard single signal
Ignition #1 level	High
Num signals per 720 degrees	4



Volkswagen Golf (98-06) 1.8T (AGU) Bosch Motronic 3.8.5

Firmware	1.93_60_2
Ignition Mode	Retard / Advance 60-2 balanced signal
Ignition #1 level	Low
Num signals per 720 degrees	N/A





Comment: It is advised to use external map sensor as deflection

Contributors

Zoltar – Fix for Daewoo Espero Diagram
Grifter – Fix for Opel Motronic 2.8 vr sensor