



WinTEC4 Software makes
tuning easier than ever



EFI combined with industry
leading ignition in one
controller



Built for racers, by racers, right
here in the USA!

Accurate

*Electromotive has been providing professional grade
ignition and fuel injection systems for over 25 years.*

ELECTROMOTIVE
ENGINE CONTROLS

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Manassas, VA 20110
703-331-0100
Fax: 703-331-0161

For information on how Electromotive can help you achieve your performance goals, call us at **1-703-331-0100**.
Or visit us on the web at **www.distributorless.com**

Some products legal for racing vehicles only which may never be used upon a highway.

Powerful

www.distributorless.com



TOTAL ENGINE CONTROL | EFI and Industry Leading Ignition All in One!



TEC

For the ultimate in ignition and electronic fuel injection systems, look no further than Electromotive's line of Total Engine Control systems. High power, ultra-accurate ignition and EFI control in one easy to tune package.

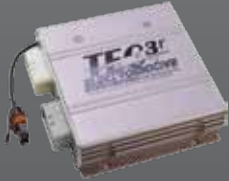


TOTAL ENGINE CONTROL (TEC)

For those customers looking for unparalleled performance from their electronically fuel injected engines, there is only one true choice. Combining comprehensive EFI control and our industry leading ignition system into one easy to install and tune package makes Electromotive the obvious choice for your engine management needs. Electromotive offers numerous Total Engine Control systems, so regardless of your application, we are sure to have the perfect system for your engine. No other manufacturer offers a system as complete and powerful as Electromotive's TEC!

FOCUS ON IGNITION

Beginning with our first patented direct-fire ignition system 30 years ago, Electromotive has been at the forefront of the ignition industry. Our commitment to building the best ignition system available at any price has given our products a distinct edge over our competition for years. Some of the many benefits of Electromotive's ignition include:

- Over 60° of spark duration eliminates upper RPM misfires caused by short duration CDI spark
- Timing accuracy to within 1/8° optimizes engine performance and reduces wear
- No moving parts to wear out and fail
- Completely eliminates rotor-phasing issues
- Powerful enough for any engine, regardless of compression, boost pressure or fuel type

Unit	TEC3r	TECgt	TECs	TECm
				
Type	PC Programmable Ignition + EFI	PC Programmable Ignition + EFI	PC Programmable Ignition + EFI	BMW Plug and Play Ignition + EFI*
Coil Drivers	6	4	2	6
Injector Drivers	8 (high or low impedance)	6 (high or low impedance)	4 (high impedance only)	6 (high or low impedance)
General Purpose Input/Output	<ul style="list-style-type: none"> • 4 Output only • 4 Input only (2 with speed input capability) 	<ul style="list-style-type: none"> • 1 Output only • 1 Input only (with speed input capability) • 7 Output or Input 	<ul style="list-style-type: none"> • 2 Input or Output • 1 Input only (with speed input capability) • 2 Output only (shared with Inj. 3 and 4) 	<ul style="list-style-type: none"> • 4 Output only • 7 Input only (1 with speed input capability)
Dedicated Sensor Inputs	<ul style="list-style-type: none"> • Manifold Pressure • Throttle Position • Coolant Temperature • Inlet Air Temperature • Knock • O2 Sensor (Narrow or Wideband) 	<ul style="list-style-type: none"> • Manifold Pressure/Mass-Air Flow • Throttle Position • Coolant Temperature • Inlet Air Temperature • Knock • O2 Sensor (Narrow or Wideband) 	<ul style="list-style-type: none"> • Manifold Pressure/Mass-Air Flow • Throttle Position • Coolant Temperature • Inlet Air Temperature • Knock • O2 Sensor (Narrow or Wideband) 	<ul style="list-style-type: none"> • Manifold Pressure/Mass-Air Flow • Throttle Position • Coolant Temperature • Inlet Air Temperature • Knock • O2 Sensor (Narrow or Wideband)
Other Outputs	<ul style="list-style-type: none"> • 4-wire stepper IAC • 2-wire PWM IAC • Tach output • CE light • Datalog status light • Fuel pump 	<ul style="list-style-type: none"> • 4-wire stepper IAC (uses GPIO channels 3, 4, 5, 6) • 2-wire PWM IAC • Tach output • Datalog status light • Fuel pump 	<ul style="list-style-type: none"> • Tach output • Fuel pump 	<ul style="list-style-type: none"> • 3-wire IAC • Tach • BMW fuel consumption gauge • ECU relay • O2 relay • Fuel pump
Internal Datalogging	Yes	Yes	No	Yes
CAN Support	No	Yes	Yes	Yes
Supported Engines	<ul style="list-style-type: none"> • 1, 2, 3, 4, 6, 8, 12 cylinder 4-stroke • 1, 2, 3, 4, 6 cylinder 2-stroke • 4, 6 cylinder dual plug • V2, V4, 6 oddfire • 1, 2, 3 rotor 	<ul style="list-style-type: none"> • 1, 2, 3, 4, 6, 8 cylinder 4-stroke • 1, 2, 3, 4, cylinder 2-stroke • 4 cylinder dual plug • V2, V4 • 1, 2 rotor 	<ul style="list-style-type: none"> • 1, 2, 4 cylinder 4-stroke • 1, 2 cylinder 2-stroke 	<ul style="list-style-type: none"> • BMW 6-cylinder, phased or seq. injection

* Contact Electromotive for applications