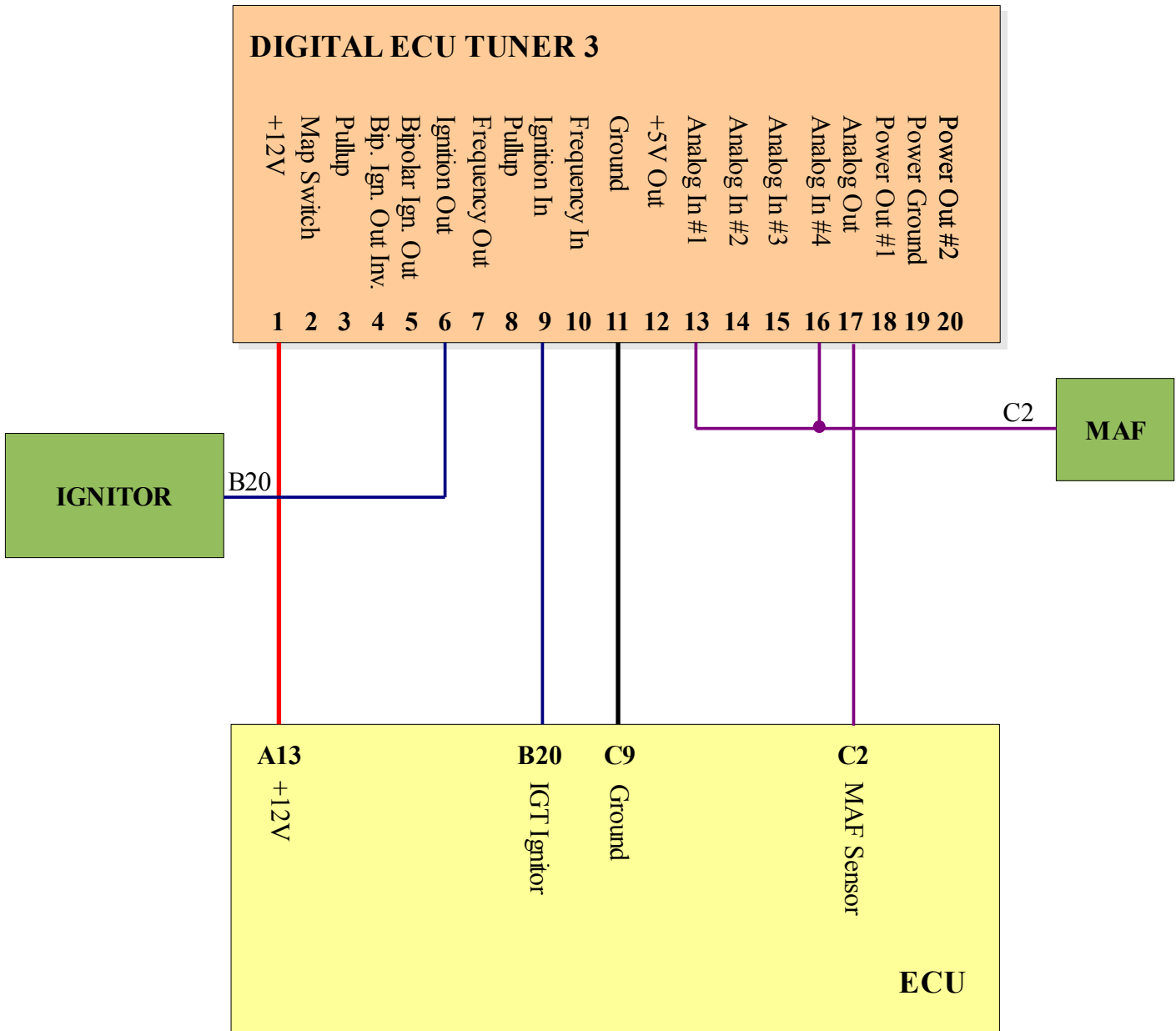
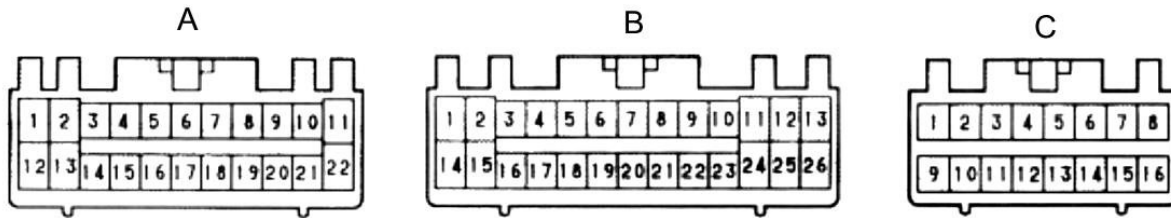


TOYOTA CELICA ST185 3SGTE



KONFIGURACJA

Ignition configuration

Ignition mode
Retard single signal

This ignition mode is suitable retarding low resolution signals and signals driving ignition modules. In this mode both edges of signal are considered (eg. proper dwell time). For ignition modules driving signals use Hall effect or optical sensor input type.

Ignition input configuration
Ignition input type: Hall effect or optical sensor

Input mode suitable for wide range optical and Hall effect sensors with fixed threshold at 2.5V. This mode is also suitable for ignition module drive signals. Lots of sensors are open collector type, so input pullup is required.

General

Maximum RPM	7500	Maximum retard(deg)	15
Num signals per 720	4	Maximum advance(deg)	15

Max RPM ever: 0

Max RPM - maximum rpm represented on map Y axis.
Num sig. per 720 - number of crank/cam signals per 2 engine revolutions.
Max RPM ever - maximal RPM that was recorded by device.
Reset RPM - reset maximum RPM ever value.
Maximum retard - maximum allowable spark retard
Maximum advance - maximum allowable spark advance.

Setup tables

Fuel Table
Modify: Analog in #1
Load: Analog in #4
Correction #1: Disable
Correction #2: Disable

PWM Table #1
Load: Analog in #4
Correction #1: Disable
Correction #2: Disable

Ignition Table
Load: Analog in #4
Correction #1: Disable
Correction #2: Disable

PWM Table #2
Load: Analog in #4
Correction #1: Disable
Correction #2: Disable

This configuration window allow to configure what signal will act as deflection, correction and what signal will be modified for given table.