



Electromotive is one of the pioneers in the ignition and engine management industry. For over 25 years we've been building only professional grade systems for the performance and racing industry. As a matter of fact, our engineers were responsible for designing the first high resolution distributorless ignition system in the world. We've been perfecting our ignition formula ever since the first system, and we incorporate it into every engine management system we build. Designed and built in our Virginia headquarters, we offer in-house technical and engineering support and a 3 year warranty that's 3 x the industry norm.

With the introduction of the **TECgt**, Electromotive launched its first ECU within a new family of Microcontrollers and sub-processors since the TEC3 years before. It was also the introduction of Electromotive's well received WinTEC4 software platform. With the patented, multiprocessor, high resolution Ignition that Electromotive is famous for as a core, the TECgt has been winning races since its release.

Designed specifically with performance and racing engines in mind, where space is at a premium and ease of installation is only second to an absolute requirement for unrivaled performance from the ignition and fuel delivery. The TECgt was designed as an extremely flexible engine management system – able to run up to 8 cylinder, phased sequential engines with ease. This ECU is also a great option when the wiring and configuration options of our new TEC Evo become overwhelming or are just not needed.

The TECgt incorporates all the hallmark advantages Electromotive systems have been known for over the years, such as:

- Industry leading ignition system
- Rock solid performance
- Bullet-proof reliability
- Easy and intuitive software interface
- Top notch dealer and factory support
- US design, engineering and manufacturing

From this foundation, the TECgt has been designed to accommodate the vast majority of engines used in the performance and racing industry today. Also, our engineers have spent countless hours designing and engineering the TECgt to be a system that meets the needs of our racing and performance customers. Some of the TECgt's features include:

- WinTEC4 software interface
- EFI with Auto Tune
- Industry leading ignition
- Closed loop operation
- On-board data recording
- CAN output
- Sequential injection up to 6 cylinders
- Staged injection on up to 8 cylinder engines

For the vast majority of racers, the TECgt represents the perfect balance between ease of use, feature content and value. No Electromotive system has been responsible for more race wins over the last few years than the TECgt.

TECgt summary

Type	<ul style="list-style-type: none">• PC programmable ignition + EFI
Coil Drivers	<ul style="list-style-type: none">• 4 high-current inductive w/closed-loop dwell control
Injector Drivers	<ul style="list-style-type: none">• 6 peak and hold drivers with variable current control• Sequential injection up to cylinders• Staged injection with up to 8 injectors
Dedicated Sensor Inputs	<ul style="list-style-type: none">• Crank trigger• Cam trigger (optional)• Manifold air pressure• Coolant temperature sensor• Manifold air temperature sensor• Throttle position sensor• Knock sensor (optional)• O2 sensor (wideband or narrowband)
Other Inputs and Outputs	<ul style="list-style-type: none">• 9 General Purpose Inputs/Outputs• 2,3 and 4 wire IAC support• Tach output (configurable)• CE light• Datalog status light• Fuel pump output (programmable)
Data Logging	<ul style="list-style-type: none">• Yes (on board and to PC)
CAN Support	<ul style="list-style-type: none">• Yes
Supported Engines	<ul style="list-style-type: none">• 1-, 2-, 3-, 4-, 6-, 8- cyl 4 stroke• 1-, 2-, 3-, 4- cyl 2 stroke• 1-, 2-, 3-, and 4- cylinder COP/ CPP• 1-, 2-rotor rotary engines• 1-,2- and 4- cylinder Dual Plug• 2- and 4- cylinder odd-fire.