



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 release of the new **TECs**, Electromotive brings Total Engine control within reach of even the most price conscious of racers.

The **TECs** incorporates all the advanced ignition circuitry Electromotive has become known for, along with the solid foundation for fuel delivery that make up our Total Engine Control systems. All wrapped neatly into a compact package that has everything a one, two and four cylinder performance engine requires – without all the trappings that run up the bill for features you just don't want or need.

This package is capable of running up to 8 high impedance injectors in our popular “phased sequential” as well as “full sequential” configuration. It can run two-wire Ford and Import style Idle Control Valves, has a number of configurable input/output channels for running cooling fans, auxiliary fuel pumps, or boost control solenoids. It will even allow you to input vehicle speed for MPH based functions.

The **TECs** 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

Our engineers have spent countless hours designing and engineering the **TECs** to be a system that meets the needs of the 4 cylinder racing community. Some of the features of the **TECs** include

- WinTEC4 software interface
- EFI with Auto Tune
- Industry leading ignition
- Closed loop operation
- PC based data recording
- CAN output
- Sequential injection up to 4 cylinders

The 4 cylinder racing community has been proving the **TECs**' worth since its release, with numerous national championships in many different forms of racing already secured.

TECs summary

Type	<ul style="list-style-type: none">• PC programmable ignition + EFI
Coil Drivers	<ul style="list-style-type: none">• 2 high-current inductive w/closed-loop dwell control
Injector Drivers	<ul style="list-style-type: none">• 4 saturated injector drivers• Sequential injection up to 4 cylinders
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">• Up to 5 General Purpose Inputs/Outputs• 2 and 3 wire IAC support• Tach output (configurable)• Fuel pump output (programmable)
Data Logging	<ul style="list-style-type: none">• Yes (to PC)
CAN Support	<ul style="list-style-type: none">• Yes
Supported Engines	<ul style="list-style-type: none">• 1-, 2-, and 4- cyl 4 stroke• 1- and 2- cyl 2 stroke• 1- and 2- cylinder COP/CP• 1- rotor rotary engines