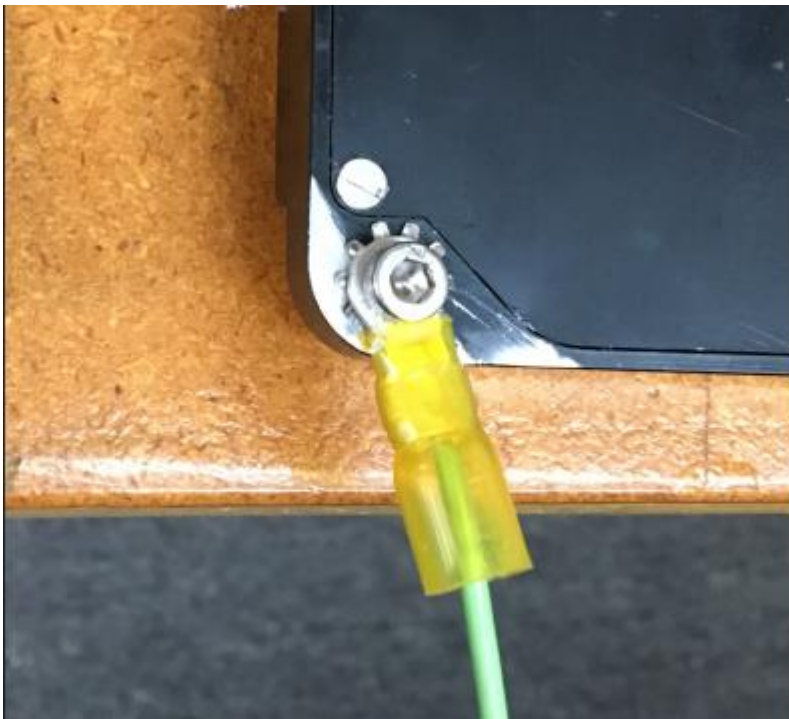


Technical Service Bulletin from Electromotive on TECgt200, XDI200 and TECs200

If you are experiencing a random shift in analog voltage inputs such as: MAP, TPS, CLT MAT or EGO on these TEC's, you could have excessive shifts in ignition timing angle and fuel injection pulse width. The amount of "jitter" in ignition timing and fuel injector pulse width depends on where you are operating on your spark and fuel maps and how steep the slopes are in that area.

We have discovered an issue with the grounding of the aluminum chassis of the TECgt200, XDI200 and TECs200. The thickness of the anodizing and presence of anodizing in some threaded screw holes is preventing the metal chassis to be properly internally grounded. This results in excessive noise on analog inputs and possibly poor magnetic crank sensor triggering.

To correct the issue on your vehicle, you can add an external ground strap from the TEC's chassis to the point that you connect the main (large 12 gauge black wire) to your vehicle ground. As aluminum anodizing is an electrical insulator, you must scrape or sand away some of the black anodizing around the point where you attach a ground wire ring terminal. The attached picture shows the ring terminal on the back of the unit so that it is not visible after you apply the ground strap.



A ring terminal and 16 gauge wire should be sufficient to provide this ground. We suggest using a star washer to make a good electrical connection. Connect it to the common point where the main power ground of the TECgt200 is attached.

Thank you for your support,

William Lukaczyk
Chief Engineer
Electromotive Inc.