

Setup Tips for your MicroTech ECU

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Opt TPScal +10%
+00% 30 8.33mS

After completing the installation, check all wiring and fluid connections carefully before reconnecting the vehicle battery. Turn the ignition on to power up the MicroTech ECU, but DO NOT start the engine yet; first the TPS sensor must be calibrated. Scroll to the TPScal Screen in the OPTIONS function (screen 30).

If your system is fitted with a switch type TPS, you will need to loosen the screws mounting the TPS onto the throttle body, and physically turn the TPS until the current display reads 0%. Retighten the TPS in this position and check the calibration by softly touching the accelerator pedal - as soon as you touch the throttle, the TPScal value should change from 0% to 99%.

NOTE: the yellow TPS calibration indicator lamp is disabled in LT series (laptop) ECUs when the handset is plugged in.

Now start the engine and while it warms up to operating temperature, check over all the fuel and vacuum connections again (remembering that they are now pressurised) and scroll through the DATA screens (Function 33) to check the values for the input sensors (RPM, water, battery etc...) Make sure all the sensors are reading correctly.

Timing LOCK ON
Setup 31 2.90sT

(Fuel + Ignition set-ups only)

Once the engine has reached operating temperature, scroll to the Timing screen in the Set-up function (Screen 31) and set this to read "Timing locked ON" This locks the timing (all timing correction values are ignored) so there is no timing advance.

DO NOT rev the motor while the timing is locked!

Check the timing with a timing light and adjust to 10 degrees BTDC for piston motors, or 5 degrees ATDC for rotaries (the first mark that you see on the pulley). Switch the Timing function off again (display reads "Timing check OFF"), rev the motor and check the timing again with the timing light. Make sure the timing advances as the revs increase.