Component Of Ecu Engine

Engine control unit

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An engine control unit (ECU), also called an engine control module (ECM), is a device that controls various subsystems of an internal combustion engine. Systems commonly controlled by an ECU include the fuel injection and ignition systems.

The earliest ECUs (used by aircraft engines in the late 1930s) were mechanical-hydraulic units; however, most 21st-century ECUs operate using digital electronics.

Engine tuning

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Engine tuning is the adjustment or modification of the internal combustion engine or Engine Control Unit (ECU) to yield optimal performance and increase the engine's power output, economy, or durability. These goals may be mutually exclusive; an engine may be de-tuned with respect to output power in exchange for better economy or longer engine life due to lessened stress on engine components.

Tuning can include a wide variety of adjustments and modifications, such as the routine adjustment of the carburetor and ignition system to significant engine overhauls. Performance tuning of an engine can involve revising some of the design decisions taken

during the development of the engine.

Setting the idle speed, air-fuel ratio, carburetor balance, spark plug and distributor point gaps, and ignition...

Digifant engine management system

not integrated into the ECU) is derived from a programme in the ECU that is similar to the injector duration programme. Engine knock control is used to

Digifant is an Engine Management System operated by an Engine Control Unit that actuates outputs, such as fuel injection and ignition systems, using information derived from sensor inputs, such as engine speed, exhaust oxygen and intake air flow. Digifant was designed by Volkswagen Group, in cooperation with Robert Bosch GmbH.

Digifant is the outgrowth of the Digijet fuel injection system first

used on water-cooled Volkswagen A2 platform-based models.

Honda D engine

cylinder, depending on engine speed) VTEC Switchover : 3200 and 5800 rpm Fuel Control : OBD-2 MPFI ECU Code : P2J Manual Transmission ECU Codes : P2J-003 (OBD2a)

The Honda D-series inline-four cylinder engine is used in a variety of compact models, most commonly the Honda Civic, CRX, Logo, Stream, and first-generation Integra. Engine displacement ranges between 1.2 and 1.7 liters. The D series engine is either SOHC or DOHC, and might include VTEC variable valve lift. Power ranges from 66 PS (49 kW) in the Logo to 140 PS (103 kW) in the Japanese market (JDM) Civic. D-series production commenced in 1983 (for the 1984 model year) and ended in 2005. D-series engine technology culminated with production of the D15B three-stage VTEC (D15Z7) which was available in markets outside of the United

States. Earlier versions of this engine also used a single port fuel delivery system called PGM-CARB, signifying that the carburetor was computer controlled.

Honda B engine

synchronizer on second gear) ECU code: PCT ECU Socket Type: OBD-2A (1996-1998 models) / OBD-2B (1999-2000 models) Note: This engine uses the same block as the

The B-series are a family of inline four-cylinder DOHC automotive engines introduced by Honda in 1988. Sold concurrently with the D-series which were primarily SOHC engines designed for more economical applications, the B-series were a performance option featuring dual overhead cams along with the first application of Honda's VTEC system (available in some models), high-pressure die cast aluminum block, cast-in quadruple-Siamese iron liners.

To identify a Honda B-series engine, the letter B is normally

followed by two numbers to designate the displacement of the engine, another letter, and in US-spec engines, another number. The Japanese spec-engines are normally designated with a four character alphanumeric designation. The B-series, the B20B variant in particular, is not to be confused with...

Electronic control unit

other motor vehicle. Modern vehicles have many ECUs, and these can include some or all of the following: engine control module (ECM), powertrain control module

An electronic control unit (ECU), also known as an electronic control module (ECM), is an embedded system in automotive electronics that controls one or more of the electrical systems or subsystems in a car or other motor vehicle.

Modern vehicles have many ECUs, and these can include some or all of the following: engine control module (ECM), powertrain

control module (PCM), transmission control module (TCM), brake control module (BCM or EBCM), central control module (CCM), central timing module (CTM), general electronic module (GEM), body control module (BCM), and suspension control module (SCM). These ECUs together are sometimes referred to collectively as the car's computer though technically they are all separate computers, not a single one. Sometimes an assembly incorporates several individual...

Rover K-series engine

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The Rover K-series engine is a series of internal combustion engines built by Powertrain Ltd, a sister company of MG Rover. The engine was a straight-four cylinder built in two forms, SOHC and DOHC,

ranging from 1.1 to 1.8 L; 67.9 to 109.6 cu in (1,113 to 1,796 cc).

Honda F engine

(uses PT4, obd1 ecu) .Compression ratio: 9.8:1. F22A9 Australian delivered engine. Similar characteristics to the F22A6 European engine. More aggressive

The Honda F-series engine was considered Honda's "big block" SOHC inline four, though lower production DOHC versions of the F-series were built. It features a solid iron or aluminum open deck cast iron sleeved block and aluminum/magnesium cylinder head.

Chip tuning

electronic control unit (ECU) to achieve superior performance, whether it be more power, cleaner emissions, or better fuel efficiency. Engine manufacturers generally

Chip tuning is changing or modifying an erasable programmable read only memory chip in an automobile's or other vehicles electronic control unit (ECU) to achieve superior performance, whether it be more power, cleaner emissions, or better fuel efficiency. Engine manufacturers generally use a conservative electronic control unit map to allow for individual engine variations, as well as infrequent servicing and poor-quality fuel. Vehicles with a remapped electronic control unit may be more sensitive to fuel quality and service schedules.

This was done with early engine computers in the 1980s and 1990s, and it evolved over time with the technology that was available. Initially, it was fairly difficult to do, requiring desoldering the old non-programmable ROM chip from the ECU and replacing it...

Redline

the components themselves or other parts of the engine. The redline

of an engine depends on various factors such as stroke, mass of the components, displacement

The redline is the maximum engine speed at which an internal combustion engine or traction motor and its components are designed to operate without causing damage to the components themselves or other parts of the engine. The redline of an engine depends on various factors such as stroke, mass of the components, displacement, composition of components, and balance of components.

Redlining is riding or driving an automotive vehicle above the redline. The actual term redline comes from the red bars that are displayed on tachometers in cars starting at the rpm that denotes the redline for the specific engine. Straying into this area usually does not mean instant engine failure, but may increase the chances of damaging the engine.

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