EN

ELEKTRONICS

TAPO

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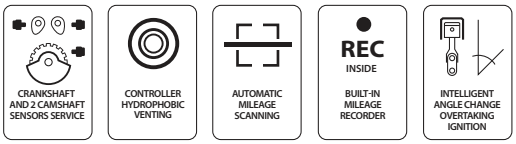
IGNITION TIMING VARIATOR



Available versions:

ANALOG **DIGITAL**

- TAPO ANALOG variator for operating the inductive crankshaft sensor and two digital camshaft position sensors
- TAPO DIGITAL variator for operating a digital crankshaft sensor and two digital camshaft position sensors

The KME TAPO variator is a microprocessor device designed for both the most modern and older gasoline engines operating on LPG or CNG. The variator **changes the ignition timing to increase the efficiency of combustion of the fuel-air mixture and improve engine efficiency**.

Due to the higher octane number of LPG and CNG gas and the longer combustion time of the air-gas mixture, there is a need to adapt the ignition system by using the KME TAPO variator.

BENEFITS

- Reduction of fuel consumption: LPG 3-10%, CNG 5-15%
- Increase in engine power: LPG 1-3%, CNG 5-15%
- Increased operational safety of older gas installations generation by reducing the risk of explosions return lines in the collector

FUNCTIONS

- Designed for: LPG and CNG
- Support for the crankshaft sensor and 2 camshafts, including phase change timing
- Support for variable valve timing
- Automatic scanning of the mileage from the shaft sensor and shafts timing
- Possibility to connect TPS and MAP signals to increase calibration possibilities
- Built-in waveform recorder
- Innovative method of intelligently changing the lead angle ignition for the latest engines
- Service for cars of all engine generations
- Device developed for modern direct-drive engines (DI) and combined (DI+MPI) fuel injection
- Built-in mechanical relays to ensure correct operation work in the event of a failure

MPI DPI DI DI + MPI LPG | CNG

The TAPO electronics set includes:

- TAPO controller
- harness
- 1A fuse
- fuse socket