IGNITION TIMING VARIATOR











Available versions:





- 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 KMETAPO variator.

BENEFITS

- Reduction of fuel consumption: LPG up to 10%, CNG up to 15%
- Increase in engine power: LPG up to 3%, CNG up to 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
- It has galvanic isolation for all sensors, which ensures stable operation
 of the device











The TAPO electronics set includes:



- ·TAPO controller
- $\cdot\, harness$
- \cdot 1A fuse
- · fuse socket



TAPO SERVICE MODULE is available in the offer.