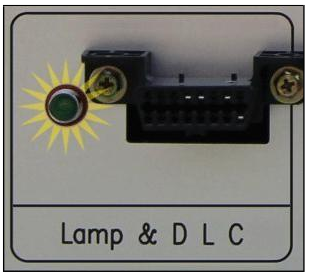
Operation method of EMS
(Please make sure order below before you operate the equipment)

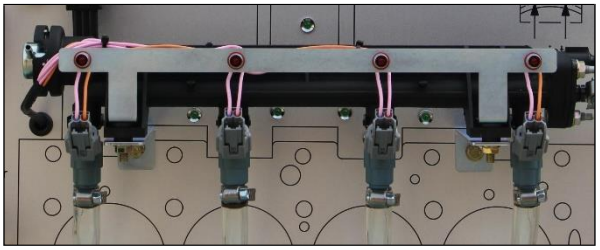
2-1. Plug the single-phase 2P 240V power cord andapply to the normal power line DC 12V, which is rectified through direct-current power supply.

(AC 240V-15A)

2-2. Turn on the key switch, after turning on theemergency stop switch to clockwise direction, to activate the ECU, sensors and actuator.

2-3. Verify the sensor value change, trouble code, and system operation change (ignition time and fuel injection amount), when the injector isoperated, and a spark is formed at the ignition plug with adjustment of variable output control knob of TPS Vol.

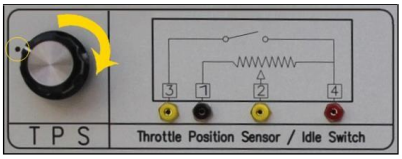


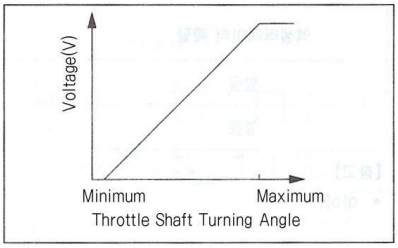


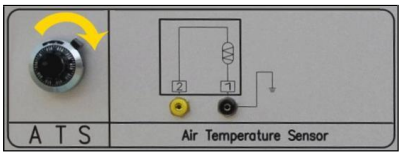
[Reference]

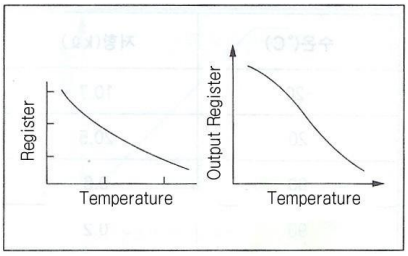
- TPS Knob should be positioned at "0"(end to counterclockwise direction)
- When TPS Vol. is turned to clockwise direction, theacceleration speed of intake/exhaust air isincreased, and the injector and ignition plug. Operation has changed.

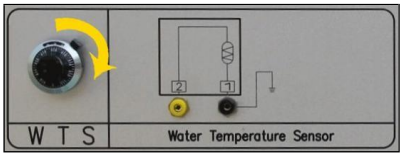
2-4. Verify the output value change, trouble code output, and system operation change (ignition time and fuel injection amount), using variable control knob of TPS, ATS, WTS, MAP and O2.

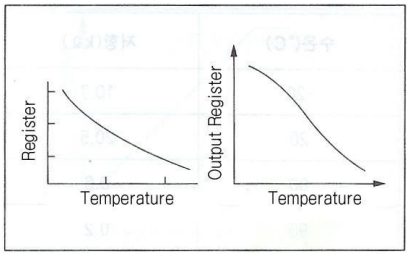


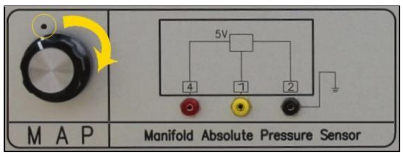


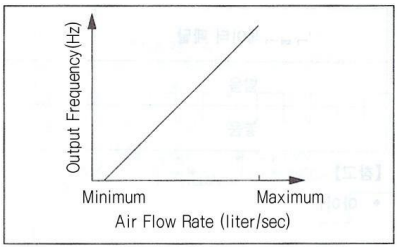


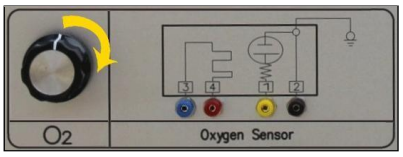


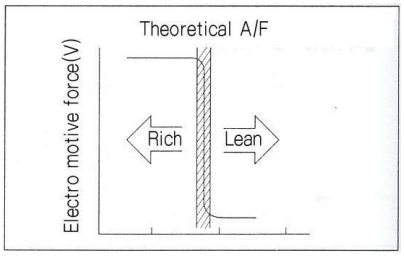






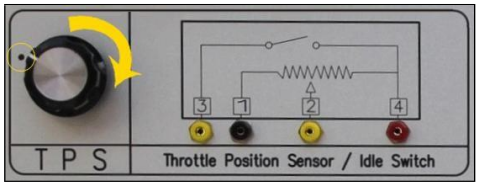
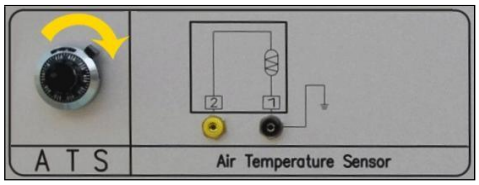
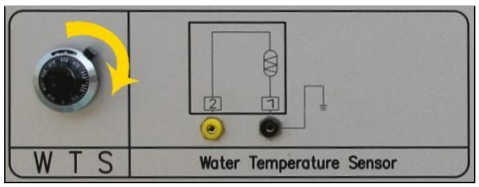
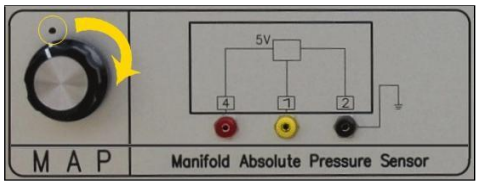
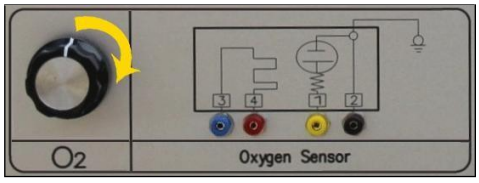




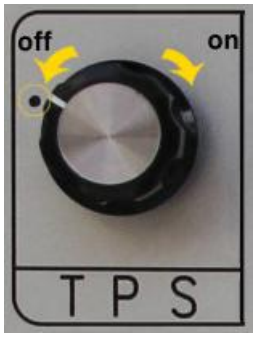


[Reference] How to set up

– The trouble code is produced, and the warninglamp lights up when the setting is inadequate.

	1. TPS Vol. – About 0.4 ~ 0.8V
	1. TPS – 0.4 ~ 0.8V
	2. ATS Vol. – About 20℃
	2. ATS – 20℃
	3. WTS Vol. – About 50~80℃
	3. WTS – 50~80℃
	4. MAP Vol. – About 2.7 ~ 3.2V
	4. MAP – 2.7 ~ 3.2V
	5. O2 Vol. – About 0.5V
	5. O2 – 0.5V

2-5. When the equipment stops, set the TPS knob at the default position and turn the ignition key off.

 off on T P S	 off on Key Box