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The spark-ignition or Otto-cycle engine 2 Gasoline-engine management
Technical requirements 4 Cylinder charge 5 Mixture formation 7 Ignition

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Function and requirements 10 Inductive ignition systems 13 Gasolineinjection systems Overview 16 M-Motronic engine management M-Motronic: System overview 18 Fuel system 20 Operating-data acquisition 28

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BOSCH MOTRONIC M5.2.1 Diagnostic Capabilities (Inputs) IACV
drive: Idle Air Control Valve (IACV)
drive duty ratio. The reading shows the
amount of drive the IACV is requiring
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providing the idle air flow. High values of IACV drive with low values of idle air may indicate a blockage or fault with the valve.

BOSCH MOTRONIC M5.2.1 - System Overview

1. With the ECU open and on the bench connected to your bench flash harness make sure the power supply is on, but the ignition switch is off (or whatever you use to simulate the ignition switch), connect your KWP2000 cable to the OBD port and start Galletto.

Motronic ECU (ME7.1) Tuning Tips and Guides

The motronic ECUIs are used in a lot of cars. This document may cover information that is the same for other motronic series. The motronic 1.7 has Page 8/11

one 27C256 UV EPROM inside. It has a DIL28 package and is mounted in a socket, so removing it is easy. So this article show a guide on how to remap/flashing Bosch Motronic 1.7 ECU, hope it helps!

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In 1886, Robert Bosch opened a

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The rapid development of the

automobile and the international success story of Bosch began with the development of the first magneto ignition for motor vehicles in 1897. Bosch expands and soon supplies products to everywhere in the world.

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