

CHAPTER 16



MoTeC



MoTeC is viewed by many as the king of the hill when it comes to flexibility and reliability in a fuel-injection system. MoTeC's desire to be the industry leader in fuel-injection technology has driven it to stay on top of all the latest technology. Chances are — if you have an engine, MoTeC can control it.

MoTeC

COST: Approximately \$2,200 to \$15,000

FEATURES: MoTeC systems provide the ultimate flexibility to control any output function or engine type.

EASE OF INSTALLATION AND TUNING: The MoTeC-supplied wire loom always fits perfectly, but special training is necessary in order to properly use the software and realize its potential.

The name MoTeC has become synonymous with high-performance and racing EFI systems. The company, based in Australia, has become known worldwide for their commitment to quality and cutting-edge performance.

MoTeC has concentrated on becoming the industry leader in aftermarket fuel-injection technology. They have kept up with every advancement by the OEM, including variable camshaft technology, variable intake runner control, and the latest in computer-controlled drive-by-wire throttle technology.

In 1987 MoTeC of Australia teamed up with JGM Tooling, Inc. of Hunting-



Many late-model luxury and sports cars are becoming very complex right from the factory with options like the new drive-by-wire, where the throttle is controlled by the ECU. MoTeC is one of the few companies who have kept pace with the OEM.



At JGM's 10,000-square-foot facility, they can design, build, assemble, and test an engine management system for any type of arrangement you can think of. They also carry an amazing variety of inventory from connectors, to wiring supplies, to ECUs.

ton Beach, California, to reach out to the budding EFI marketplace and capture an audience looking for the ultimate in high-performance engine control.

At JGM, their 10,000-sq-ft facility offers a complete array of services from race car engine management system installations to assisting customers in the simplest of projects. Their engineer-



MoTeC offers four basic units, each of which can be upgraded to perform just about any function one would want. Starting with the M4 and moving up to the M48, M8, and M800-880 series, you can find a system that has just the right features for your project.

ing staff is constantly researching and developing new processes and hardware, which allows MoTeC to remain on the leading edge of racing technology. JGM is in regular contact with the engineers at MoTeC Australia who are working overtime to make sure they produce the highest quality hardware and software available. They also provide dealer training and certification to those shops wanting to supply their customers with the best in the fuel-injection world.

MoTeC offers four basic units, each of which can be upgraded to perform just about any function one would want. The M4 unit, which is the most basic, offers sequential operations for 4-cylinder engines. The M48 can be used on up to six cylinders in sequential form, or up to twelve cylinders in batch-fire mode. From there you can purchase the M800 or M880 units, which allow up to twelve cylinders to be fired sequentially, and up to six cylinders of direct ignition control or twelve cylinders with waste-spark configuration.

Also, MoTeC recently released new versions of the M800 called the M400