

Entry-level engine management has a powerful new leader.

The new MoTeC M84 ECU delivers a unique package of professional-level features at an entry-level price. Designed with the same sophisticated technology that leading motorsport teams trust worldwide, this is intelligent, race proven control with just the right amount of versatility. Visit our website to find out more, or call your nearest authorised dealer.

>> Visit the MoTeC website to view webinars on the new M84 ECU and many other topics

NEW



Includes permanently enabled Wideband Lambda and Data Logging!

- **On-board Wideband Lambda and Data Logging included, no extra hardware or cost**
- **Now with Nitrous Injection and 100 Hz maximum data logging rate**
- Shares the advanced technology pedigree of MoTeC's world-renowned M800 ECU
- Programmable, sequential control of engines up to 8 cylinders and quad rotaries
- Accommodates almost all OEM sensors and factory trigger modes
- 8 Auxiliary outputs for user-defined functions such as boost control and intercooler spray bars
- Dedicated, Windows-based ECU Manager software with sophisticated diagnostics to assist with installation, tuning and troubleshooting
- Optional Advanced Functions: Traction and Launch Control, Hi/Lo Injection (staged injection), Gear Change Ignition Cut (for flat shifts) and Overrun Boost Enhancement (anti-lag)
- World class data analysis using MoTeC's i2 software
- CAN connectivity to other MoTeC devices - easily integrates with a Dash and Shift Light Module
- **See over for a detailed ECU comparison...**

Includes single on-board Wideband Lambda and 512 kB data logging. Dual Wideband Lambda optional. Specifications and pricing subject to change.

www.motec.com



Race smart.

	M48	M84 <small>NEW</small>	M400	M800
NUMBER OF CYLINDERS				
Sequential	up to 8	up to 8	up to 4	up to 8 (optional 12)
Group Fire Mode	up to 12	up to 8	up to 4	up to 12
Rotary	2	2, 3, 4	2	2, 3, 4
OUTPUTS				
Injector Outputs	8	8	4	8*
Ignition Outputs	up to 2*	6	4	6*
Auxiliary Outputs	up to 4*	8 (limited setup)	8	8
Spare ignition and injection outputs can be used as auxiliary outputs	✗	✗	✗	✓
Individual Cylinder 3D Tuning Tables	✗	✗	✓	✓
INPUTS				
Trigger Inputs (Ref/Sync)	2	2	2	2
Analogue Voltage Inputs	3	8 (7 pre-allocated)	8	8
Analogue Temperature Inputs	3	3 (2 pre-allocated)	6	6
Digital/Speed Inputs	2	4	4	4
Wideband Lambda Inputs	4-wire (option)	2 x 5-wire single included, dual option	1 x 5-wire (option)	2 x 5-wire (option)
COMMUNICATIONS				
RS232	✓	GPS only	✓	✓
CAN	✗	✓ (preset)	✓	✓
DATA ACQUISITION & TELEMETRY				
Data Logging	512 kB (option)	512 kB included	512 kB (option)	1 MB (option)
Maximum Logging Rate	20 Hz	100 Hz	200 Hz	200 Hz
Maximum Logging Channels	34	16 (plus 10 error groups)	64	64
Track Mapping	✗	✓ (GPS)	✓	✓
Data Analysis using <i>i2Pro</i>	✗	✗	option	option
Telemetry	option	✗	✗	option
Remote Logging	option	✗	✗	option
FUNCTIONS & FEATURES				
Drive by Wire Throttle Control	✗	✗	option	option
Continuously Variable Camshaft Control	✗	✗	option	option
Traction and Launch Control	option	option	option	option
Boost Control	✓	✓	✓	✓
Servo Motor Control	✗	✗	✗	option
Stepper Motor Idle Control	✗	✓	✓	✓
Knock Control (using external hardware)	✗	✗	✓	✓
Overrun Boost Enhancement (Anti-Lag)	option	option	option	option
Gear Change Ignition Cut (flat shifts)	option	option	option	option
Multi-pulse/Multi-strike	✗	✗	✓	✓
Ground Speed Limiting	option	✓	✓	✓
Nitrous Injection	✓	✓	✓	✓
Dual Stage Injection (Hi/Lo Injection)	✓	option	✓	✓
Gear Shift Function	✗	✗	✓	✓
Beacon Compatibility	✗	✗	✓	✓
Expander Compatibility	IEX, CDI-8	IEX, CDI-8	IEX, CDI-8, E888, E816	IEX, CDI-8, E888, E816
LTC/LTCD Compatibility	✗	✓	✓	✓
User Programmable Inputs	Limited (1 x AT, 1 x AV)	Limited (1 x AT, 1 x AV)	✓	✓
User Defined Table Axis Channels	Limited	✗ (fixed on all tables)	✓	✓
4D Fuel and Ignition Tables	✗	✗	✓	✓
Selectable Channels for Load and Efficiency	7	4	13	13
Timer Channels	✗	✗	✓	✓
Gear Shift Force Channel	✗	✗	✓	✓
Ref/Sync Capture	✗	✓	✓	✓
Multi-Config	✗	✗	✓	✓
Password Protection of Configs/Logs	✓	✗	✓	✓