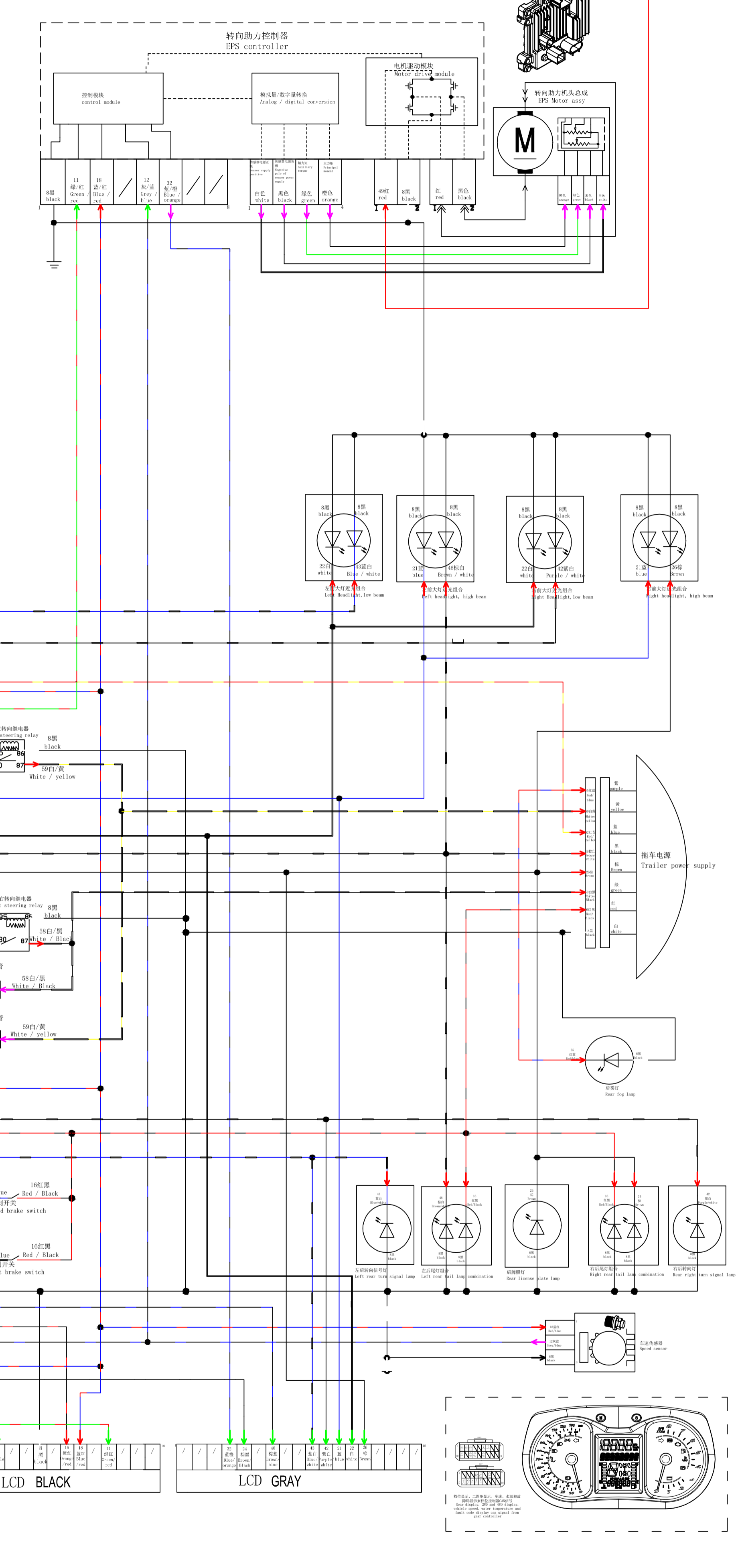
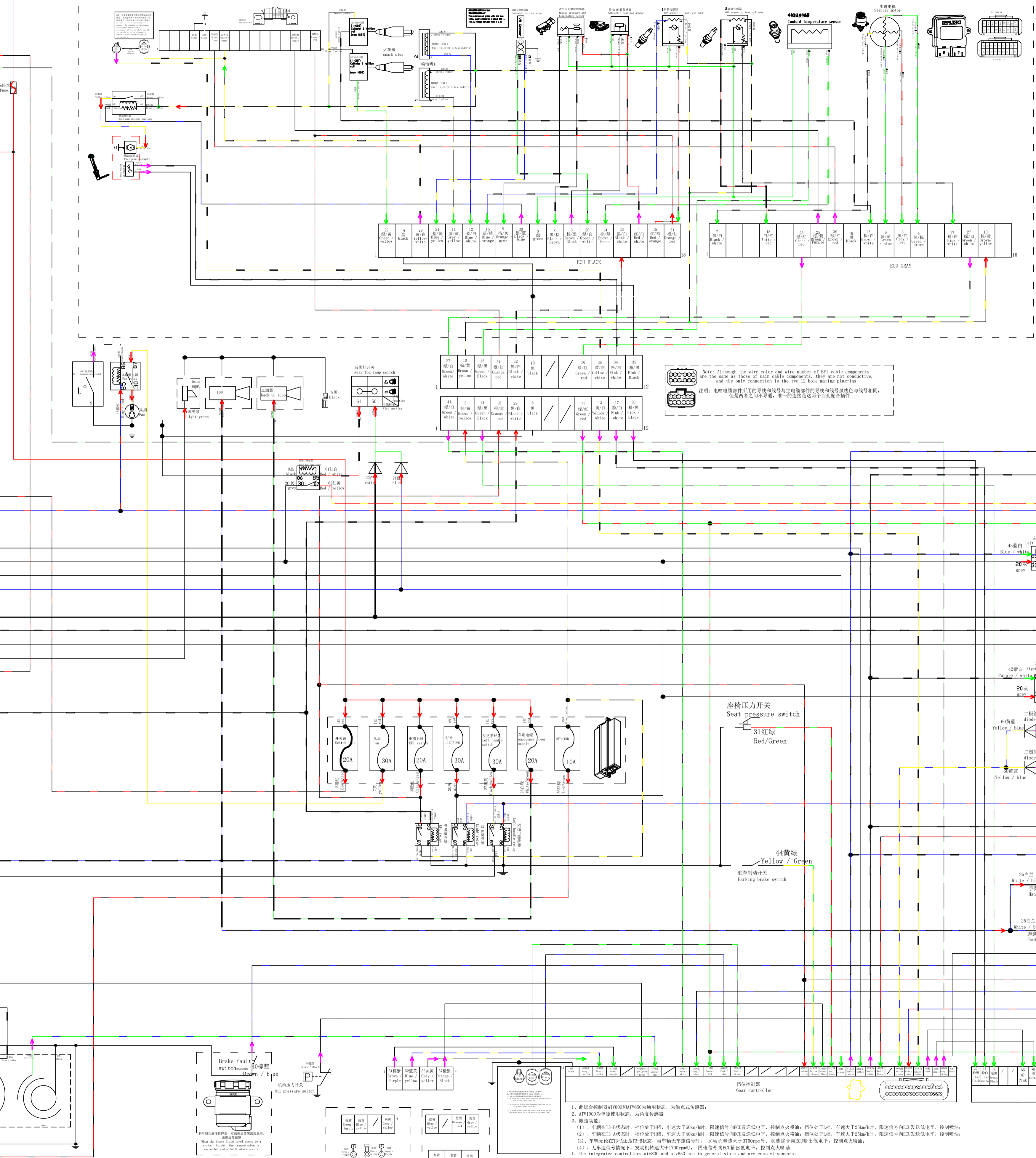
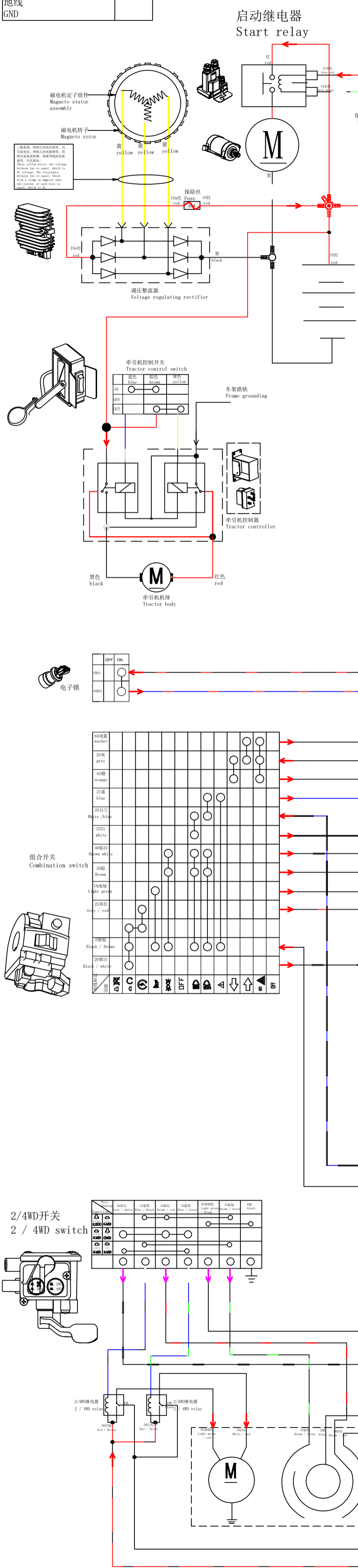


电源供电+12V	→
信号输入	→
信号输出	→
地线	→
GND	→



1. 此综合控制器AT8800和AT1650为通用型，为触点式传感器；
 2. AT1650为单独使用状态，为角度传感器；
 3. 速度功能：
 (1)、车辆在1-3档状态时，档位处于H档，车速大于60km/h时，限速信号向ECU发送低电平，控制点火喷油；档位处于L档，车速大于25km/h时，限速信号向ECU发送低电平，控制喷油；
 (2)、车辆在1-3档状态时，档位处于H档，车速大于40km/h时，限速信号向ECU发送低电平，控制点火喷油；档位处于L档，车速大于25km/h时，限速信号向ECU发送低电平，控制喷油；
 (3)、车辆在3-5档状态时，档位处于H档，车速大于3700rpm时，限速信号向ECU输出低电平，控制点火喷油；
 (4)、无车速信号情况下，发动机转速大于1700rpm时，限速信号向ECU输出低电平，控制点火喷油。
 4. The integrated controllers AT8800 and AT1650 are in general state and are contact sensors;
 2. At1650 is used alone and is an angle sensor;
 3. Speed limit function:
 (1) when the vehicle is in 1-3 gear state, the gear is in H, and the speed is greater than 60km/h, the speed limit signal sends a low level to ECU to control ignition and fuel injection; when the gear is in L and the vehicle speed is greater than 25km/h, the speed limit signal sends a low level to ECU to control fuel injection;
 (2) when the vehicle is in 1-3 gear state, the gear is in H, and the speed is greater than 40km/h, the speed limit signal sends a low level to ECU to control ignition and fuel injection; when the gear is in L and the vehicle speed is greater than 25km/h, the speed limit signal sends a low level to ECU to control fuel injection;
 (3) no matter in 3-5 gear status, when the vehicle has no speed signal and the engine speed is greater than 3700rpm, the speed limit signal outputs a low level to ECU to control ignition and fuel injection;
 (4) in case of no vehicle speed signal, when the engine speed is greater than 1700rpm, the speed limit signal outputs a low level to ECU to control ignition and fuel injection;

Note: Although the wire color and wire number of EFI cable components are the same as those of main cable components, they are not conductive, and the only connection is the two 12 hole mating plugs;
 注：电喷电缆件所用的导线颜色与主电缆件的导线颜色与线号相同，但二者之间不导电，唯一的连接是这两个12孔匹配插件