E6K System Description:

The HALTECH E6K is a powerful "real-time" programmable fuel injection and ignition system computer designed to control most ignition type engines. Whether 1-6, 8, 10 or 12 cylinders, 1-2 rotors, naturally aspirated, turbocharged or supercharged, the HALTECH E6K can control it. The E6K uses all of the functionality included with the E6S family plus the E6K adds the following:

- doubled microprocessor speed
- an internal barometric pressure sensor
- dedicated PWM outputs (4) to control numerous solenoids, valves, shiftlights, and other devices.
- “intelligent” on-board reluctor adaptor to cater for all types of trigger inputs
- immediate software updates via your PC.

The E6K is capable of controlling up to 8 low impedance or 16 high impedance injectors. If necessary an additional driver box can be added for more injector outputs. The E6K System optimises engine performance through the following capabilities:

- ignition timing control
- fuel control
- idle speed control
- barometric pressure compensation
- closed loop O2 control
- on board reluctor adapter

The E6K is much more than a programmable fuel injection computer - it provides logging of engine data and allows access in real time to maximise performance and trouble-shoot problems in a vehicle while running.

Typical Applications:

- Conversion from carburetion to fuel injection
- Control of fuel injection on modified engines
- Race and rally applications of all description
- Design and development purposes
- Educational use by universities and colleges
- Original equipment in cars and motorcycles.

The patented HALTECH system of programming virtually eliminates the input of numbers. You simply manipulate graphics in the form of bar graphs and by pressing arrows you increase or decrease the amount of fuel or ignition delivered at that particular load point.

E6K Specification:

**E6K Kit Contents:**
- Electronic Control Unit (ECU)
- Main Wiring Loom (Flying)
- Injector Wiring Loom
- 2 x Power Relays
- Air Temperature Sensor
- Coolant Temperature Sensor

**System Features:**
- Number of Cylinders: 1-6, 8, 10, 12 and 1-2 Rotors
- Max Operating RPM: 16000 rpm
- RPM Range increments: 500/1000 rpm
- Max. Range: 10500/16000 rpm
- Number of Fuel Maps: 22/17
- Number of Ignition Maps: 22/17
- Number of Bars per Map: 32

**Fuel Correction Maps:**
- Coolant Temperature
- Air Temperature
- Battery Voltage
- Cold Prime
- Zero Throttle

**Ignition Correction Maps:**
- Air Temperature
- Coolant Temperature

**Trigger Signal Type:**
- Inductive Magnetic-(Internal Signal Conditioning)
- Ignition Crank
- Hall Effect Sensor
- Optical Sensor

**Trigger Pattern:**
- Twin Trigger
- Multi-Tooth
- Single Pulse per Cycle
- Bosch Motronic (60t-2)

**Ignition Configuration:**
- Twin Distributor
- Twin Rotor (Dist. or DF)
- Single Distributor
- Direct Fire (1-4) & 6,8 Cylinder Waste Spark

**Injector Firing Mode:**
- Throttle Body (Batch)
- Sequential (up to 4 banks)
- Multi-Point
- Staged

**ECU Inputs:**
- MAP Sensor
- Coolant Temperature
- Air Temperature
- Throttle Position
- Internal Barometric Sensor

**ECU Outputs:**
- Injector Drivers (8)
- Fuel Pump Relay Control
- Idle Air Control Motor
- Fuel/Ignition Trim Module

**Accessories:**
- RPM Limit
- Deceleration Fuel Cut-Off
- Oxygen Sensor

**Engine Data:**
- US or Metric Units
- Map Storage and Retrieval
- Data Logging