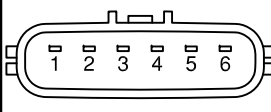
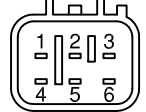
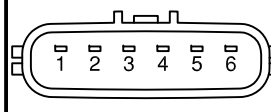
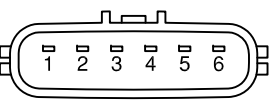
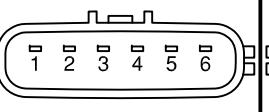
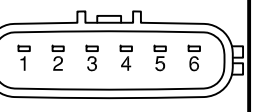
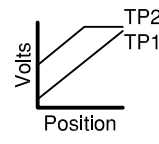
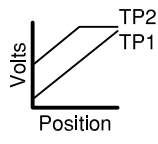
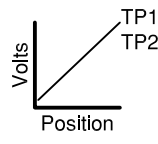
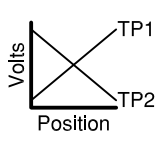
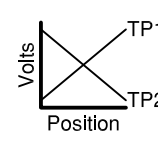
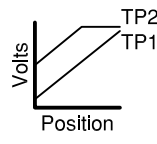


Column No.	A	B	C	D	E	F
<b>Part No.s</b>				1204713 2371		
<b>Applications</b>				MY2014 Polaris RZR dual throat 48mm		
<b>Part No.s</b>		6S5 10 2106 0376		7X24 0456 60026	3717 0Y26 0722	3713 0Z23 0396
<b>Applications</b>		Yamaha Jetski FZR 2012		Mitsubishi EVO X USA GSR MY2009 60mm	Kawasaki Ultra 300 Jetski 2011	Kawasaki Ultra 300 Jetski 2011
<b>Part No.s</b>				7Z28 0727 60026	2911 B5347 - T2X1B	
<b>Applications</b>				EVO X (RS)	MV Agusta F3, 65mm	
<b>Part No.s</b>	EAC65-020 6119 0781	6S5 00 E812 7Z25	XEAC60-129 4907 5	7913 0411 60026	85K1 8X07 03?1	
<b>Applications</b>	Mitsubishi Eclipse V6	Yamaha Jetski 1.8L	Suzuki	Mitsubishi EVO X	Suzuki Sport K6A	
<b>Comments</b>	Electronic Hybrid	Electronic Hybrid	Electronic Hybrid	Electronic Hybrid	Electronic Hybrid	Electronic Hybrid
<b>TP2 Llinear Llimit</b>	55%	55%	None	None	None	55%
<b>Pin Function</b>	 Motor- 2 Motor+ 1 Throttle Position1 4 Throttle Position2 6 0V (TP1/TP2) 3 5V (TP1/TP2) 5	 6 3 1 4 5 2	 2 1 6 4 3 5	 2 1 4 6 3 5	 2 1 4 6 3 5	 2 1 4 6 3 5
<b>Callbration</b>	Proportional Gain 100 Integral Gain 90 Derivative Gain 140 Period 1 Dead Band 0.3 Feed Forward 5 Neg. Integral Clamp -20 Frequency 8000 Motor Volts 14 	120 90 170 1 0.3 10 -25 8000 14 	100 60 140 1 0.3 10 -25 8000 14 	100 90 150 1 0.3 5 -25 8000 14 	100 90 130 1 0.3 5 -25 8000 14 	100 90 130 1 0.3 5 -25 8000 14 
<b>Notes</b>	TP2 must use manual calibration					

Note, refer to:-  
"DAD0001 Electronic Throttle Setup for MoTeC 'hundred series' ECUs" or  
"DAD0002 Electronic Throttle Setup for MoTeC 'M1 series' ECUs"  
for additional information.



Title Mikuni Electronic Throttle Motors				Sheet No	Drawing No
Date 14.5.2009	Drawn KMH	App	Rev H	1 of 1	DAD0037