

Wiring diagram

Harness leads

No.	COLOR OF THE WIRE	CONNECTION DESCRIPTION	
1	BLACK	GND	Power supply
2	RED	IGNITION SWITCH	Signal
3	WHITE	RXD	Signal
4	BLUE	TXD	Signal
5	-	-	-
6	-	-	-
7	VIOLET-BLACK	CAMSHAFT ECU 2	Signal
8	ORANGE-BLACK	CAMSHAFT ECU 1	Signal
9	BROWN	CRANKSHAFT ECU B	Shielded
10	WHITE	CRANKSHAFT ECU A	Shielded
11	BLUE	+12 LPG or CNG	Signal
12	RED (fuse 1A)	BATTERY	Power supply
13	BROWN	IGNITION COIL	Signal
14	GREY	ENGINE LOAD SENSOR	Signal
15	-	-	-
16	-	-	-
17	VIOLET	CAMSHAFT SENSOR 2	Signal
18	ORANGE	CAMSHAFT SENSOR 1	Signal
19	GREEN	CRANKSHAFT SENSOR B	Shielded
20	YELLOW	CRANKSHAFT SENSOR A	Shielded

Operation status indication

LED		STATUS
RED and GREEN	ON	Advance processor started, the condition kept for 2 sec. after power up the processor.
PETROL FUELING		
RED	ON	Missing rpm signal
RED	PULSING	Rpm signal detected, curve unknown
RED	OFF	Rpm signal detected, curve detected
GREEN	PULSING	Autocalibration in progress
AUTOGAS FUELING		
GREEN	ON	Rpm signal detected, TAP processor is shifting the pulses
GREEN	PULSING	Missing rpm signal or curve unknown

Configuration via switches

ATTENTION! Configuration of the timing advance processor via switches and potentiometer must be performed while the SW4 switch is OFF.

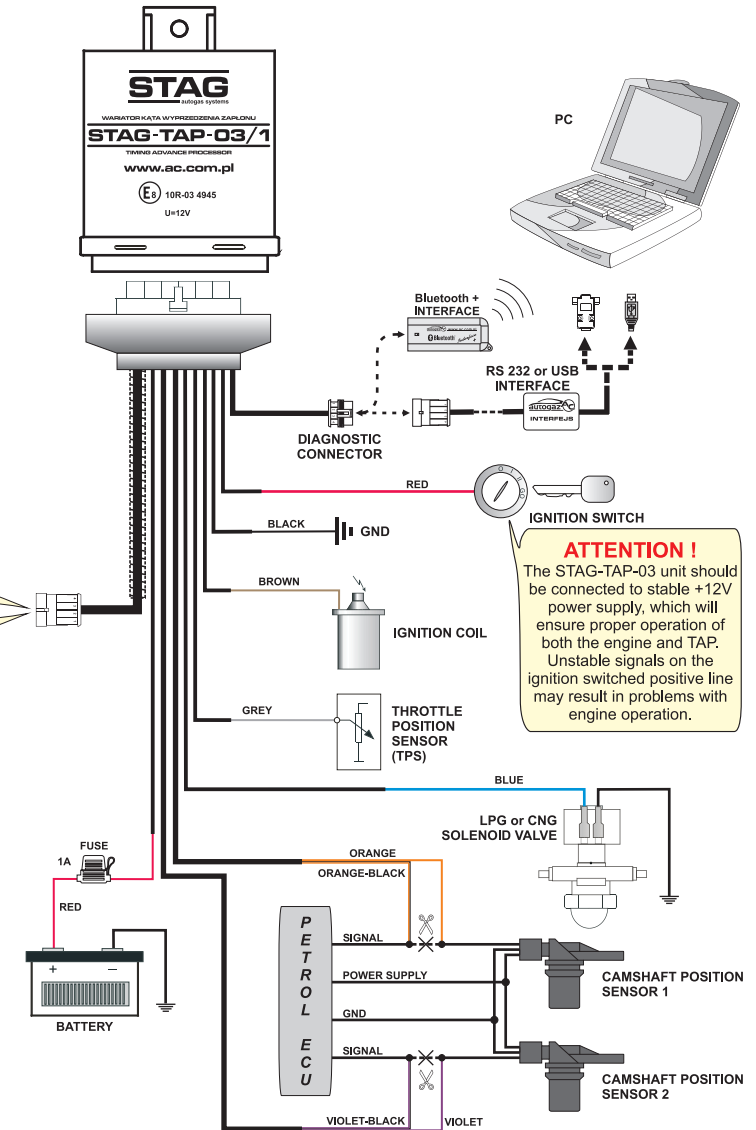
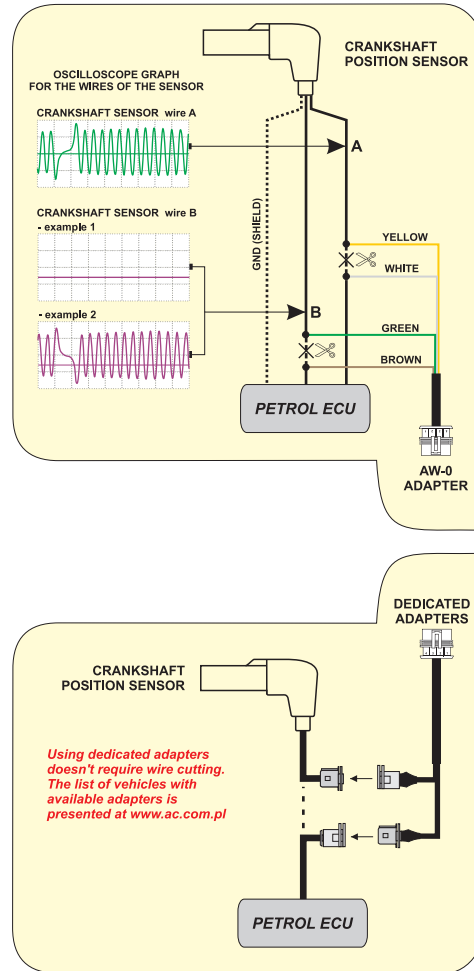
1) The switch controls the operation mode and basic settings

AUTOCALIBRATION:	Turn on autocalibration	Turn off autocalibration		
SW 5	ON	OFF		
OPERATING MODE:	MANUAL (switches)	PC (RS232 interface)		
SW 4	OFF	ON		
TPS type:	NORMAL	REVERSE		
SW 3	OFF	ON		
Ignition advance:	6 degrees	8 degrees	10 degrees	12 degrees
SW 2	OFF	OFF	ON	ON
SW 1	OFF	ON	OFF	ON

2) Engine load sensor threshold adjusting potentiometer is used for setting the limit of idle run detection.

Load sensor type:	Setpoint range
Normal	0 + 2,5 [V]
Reverse	5 + 2,5 [V]

ATTENTION! Configuration of the timing advance processor via PC must be performed while the SW4 switch is ON.



ATTENTION!
The STAG-TAP-03 unit should be connected to stable +12V power supply, which will ensure proper operation of both the engine and TAP. Unstable signals on the ignition switched positive line may result in problems with engine operation.



Manufacturer:
AC Spółka Akcyjna
15-181 Białystok, ul. 42 Pułku Piechoty 50
tel. +48 85 7438117, fax +48 85 6538649
www.ac.com.pl, e-mail: autogaz@ac.com.pl

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