



CONNECTION SPECIFICATIONS

The following table illustrates:

the models which have an interface capability, the control units present in the models, how to carry out the CO adjustment, if the throttle position can be detected with the Axone, if the engine parameters can be displayed, the error management (ACT current error, MEM memorized error, no longer present on the vehicle), the correct position of the throttle angle during idle conditions which can be read on the Axone.

MODEL	CONTROL UNIT	adjustable CO	Throttle reset	Engine parameters display	error management	throttle angle	note
CALIFORNIA (1992-1993)	P7	with trimmer	no	no	only current (ACT)		
CALIFORNIA (1993-2000)	P8	with trimmer	no	yes	only current (ACT)		
CALIFORNIA (after 2000)	15M	with Axone	no	yes	yes (ACT and MEM)	3,6 +/-0,1	
DAYTONA 1000	8P	with trimmer	no	yes	only current (ACT)		
DAYTONA RS	16M	with trimmer	no	yes	yes (ACT and MEM)		
QUOTA 1000	8P	with trimmer	no	yes	only current (ACT)		
QUOTA 1100 ES	15M	with Axone	no	yes	yes (ACT and MEM)		
SPORT 1100	16M	with trimmer	no	yes	yes (ACT and MEM)		
V10 CENTAURO	16M	with trimmer	no	yes	yes (ACT and MEM)		
V11	15M	with Axone	no	yes	yes (ACT and MEM)	3,8 +/-0,1	without compensator
V11	15M	with Axone	no	yes	yes (ACT and MEM)	2,9 +/-0,1	with compensator
CALIFORNIA CAT	15RP	no (lambda sensor)	no	yes	yes (ACT and MEM)	3,6 +/-0,1	
V11 CAT	15RP	no (lambda sensor)	no	yes	yes (ACT and MEM)	3,8 +/-0,1	
BREVA	15RP	no (lambda sensor)	yes	yes	yes (ACT and MEM)	3,1 +/-0,4	