

Bosch Motorsport Classic Services

www.bosch-motorsport.com

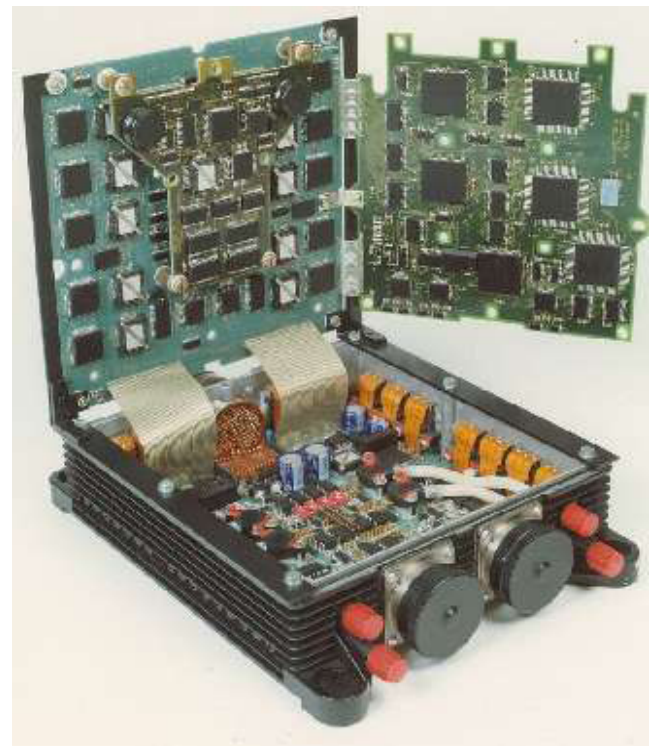


BOSCH
Invented for life



- Maintenance
- Service
- Repair
- Technical support of dyno- and track tests

Since the beginning of the 1980s Bosch Motorsport successfully deploys electronic control units in motorsports. Until today we develop and produce different variations of diesel and gasoline control units, with or without internal loggers, for motorsports use. Several control units are based on production vehicle development but most of them are developed for the extreme requirements of motorsports and come with special housings and connectors. For a trouble-free application we suggest to do a revision of all control units in periodical intervals. In case of a malfunction of the device Bosch Motorsport has know-how and skilled employees to help you with advice and support.



MP 1.8 with knock circuit board and data logger

Overview of Systems and Vehicles

In the following table you get an overview of vehicles that were equipped with a Bosch Motorsport ECU ex works.

ECU	Vehicle	Tech. Specification
MS 1.2	Porsche 956/ 962 Audi Quattro Ford RS200 Alfa Romeo V8 F1 US Super-V	Series-production housing Simultaneous injection Segment system Distributor ignition Current-controlled injection power stages (SGE)
MP 1.7	TAG Porsche F1 BMW F1 Zakspeed F1 Alfa Romeo F1 Newman Haas Indy-Car Porsche 956/ 962 Audi IMSA GTO Sauber Gr.C (C8) Ford Sierra Cosworth	Segment system Distributor ignition SGE Sequential fuel injection
MS 2.7	AMG DTM 4 Zyl. Mercedes C9 Alfa Procar Porsche IndyCar	Segment system Distributor ignition or static high-voltage distribution SGE Electronically programmable
MP 1.8	Lamborghini F1 Yamaha F1 Porsche F1 Mercedes C11 Jaguar Cosworth DFX VW Rallye Golf-SMS Toyota IndyCar Audi DTM V8 Audi STW Ford STW Ford BTCC	Increment system 12 ignition power stages, static high-voltage distribution 12 injection power stages Internal data logger 0.5 MB Knock controll via in-cylinder pressure measurement
MS 1.9	Porsche V12 F1 AMG DTM 6 Zyl. Opel DTM V6 Toyota IndyCar AMG 12 Zyl. Le Mans	Increment system 12 ignition power stages, static high-voltage distribution 12 injection power stages Carbon-fiber housing Knock controll via in-cylinder pressure measurement
MS 2.8	STW and BTCC Opel STW and BTCC Audi Ford V6 BTCC Toyota GT1 AMG V8 GT	Cost-optimized, based on MS 1.9 4 knock control circuits via structure-borne sound sensors Internal data logger 4 MB

MS 2.8.2	Opel BTCC Audi BTCC Bentley Speed8 Skoda WRC AMG V8 LMP	Same as MS 2.8 but with flash card memory
MS 2.9	DTM since 2000 Audi R8 FSI Bentley Speed8 FSI Cadillac LMP1 Panoz LMP1 Chrysler V8 LMP1 Corvette GT1	Same as MS 2.8.2 but with 24 injection power stages

What we can do for you

We offer spare-parts and repair possibilities for all mentioned control units. On request we do service for all other Bosch control units.

If you do not know the model designation of your Bosch control unit please send us the 10-digit order number printed on the housing. With this number we can identify your control unit.

Further services

Beside the control units mentioned above we also offer services for all other Bosch Motorsport systems including ignition control units, rpm limiters, data loggers as well as telemetry transmitters and receivers.

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