

## ABOUT THE UNICHIP

Electronic control probably did more to improve engines than any other technology. Unfortunately workshops lost all control over the tuning of these engines. Even the slightest idling problem cannot be fixed by a normal workshop. In most cases even the authorised agents cannot fix these problems. In short, the tuning of computerised engines became nearly impossible.

The UNICHIP gives a properly trained mechanic control over the timing and mixture functions of most electronically controlled engines. Not only can mixtures and timing be set, but also it can be set under various load and RPM conditions. This gives one the ability to optimise the engine for economy under light load conditions and set it up for optimum performance under full-throttle conditions.

*The Unichip is a professional system for professional tuners.*

The UNICHIP is much more than just a "chip". In actual fact it is a fully functioning computer that is added to the engine's existing engine control unit (ECU). Apart from controlling general timing and mixtures it can do idling control, drive extra injectors, do various forms of boost control, eliminate road-speed governors, calibrate speedometers, fully control nitrous and water injection, create road-speed governors, raise the rev limiter on most engines etc. It can be best described as a "Piggyback" computer.

The UNICHIP gets wired into the existing ECU harness. If it is removed the engine is back to standard. Unlike other after-market units if the UNICHIP is programmed with zeros the engine will be standard. Only areas where the engine isn't perfect need to be altered.

The main difference between other after-market "chips" and the UNICHIP is that with the UNICHIP every individual engine is optimised. It is not just a chip that was made on one particular engine and then gets used on other similar engines.

The Unichip can normally work on new model vehicles *long* before any other form of chipping or serial download becomes available.

Other chips or serial downloads can't give the customer the choice between different maps, they can't create immobilizer maps or governed maps if the customer takes his vehicle for a service or loans it to his child.

Other chips or serial downloads can't be transferred from one vehicle to the other. With the version Q Unichip the chances are more than 95% that it could be fitted on the customer's next vehicle as well. Because the firmware can be upgraded on the Unichip it can be updated in the future to suit new models.

If the customer takes his vehicle for servicing at the original dealers they can very easily (and very possibly) erase the modified serial download and replace it with an "updated" standard version of the program. A modified serial download can very easily be detected by the factory scan tools. To date we haven't see one case where the factory scan tools could detect the Unichip.

The Unichip can be programmed "real time" whereas serial downloads and other chips are simply a program that is downloaded to the ECU. The best artists in the world all make their own painting! They don't print copies of other artists' paintings. With the Unichip you can be an original artist! Yes, you will have to study this manual carefully and build up experience. Just as you didn't learn to rebuild an engine in three days, you will have to spend some time learning about electronic tuning before you will become a true master. *True masters are few and the customers are many.*

## **GOALS OF DASTEK WITH THE UNICHIP**

Our goals are simply to put control over modern engines back into the hands of the tuners, deliver an excellent quality, value-for-money product to satisfied customers, and in doing so ensure a decent and reputable living for ourselves, the distributors and installing agents. It is therefore of utmost importance that any installer is willing to subscribe to the following code of conduct regarding this product: