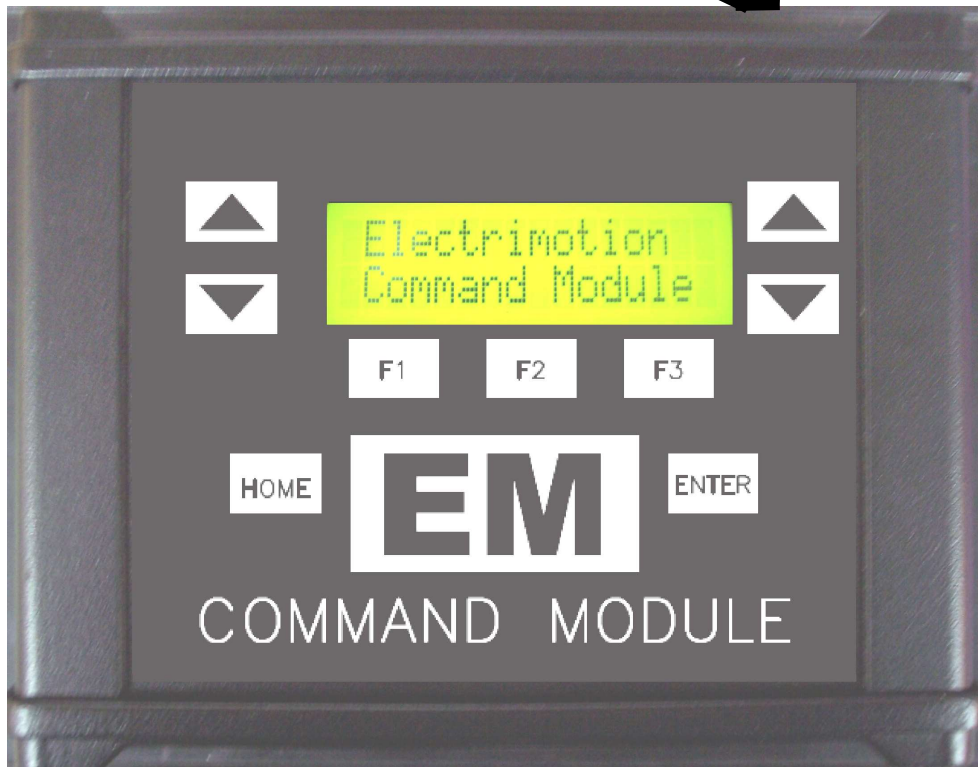
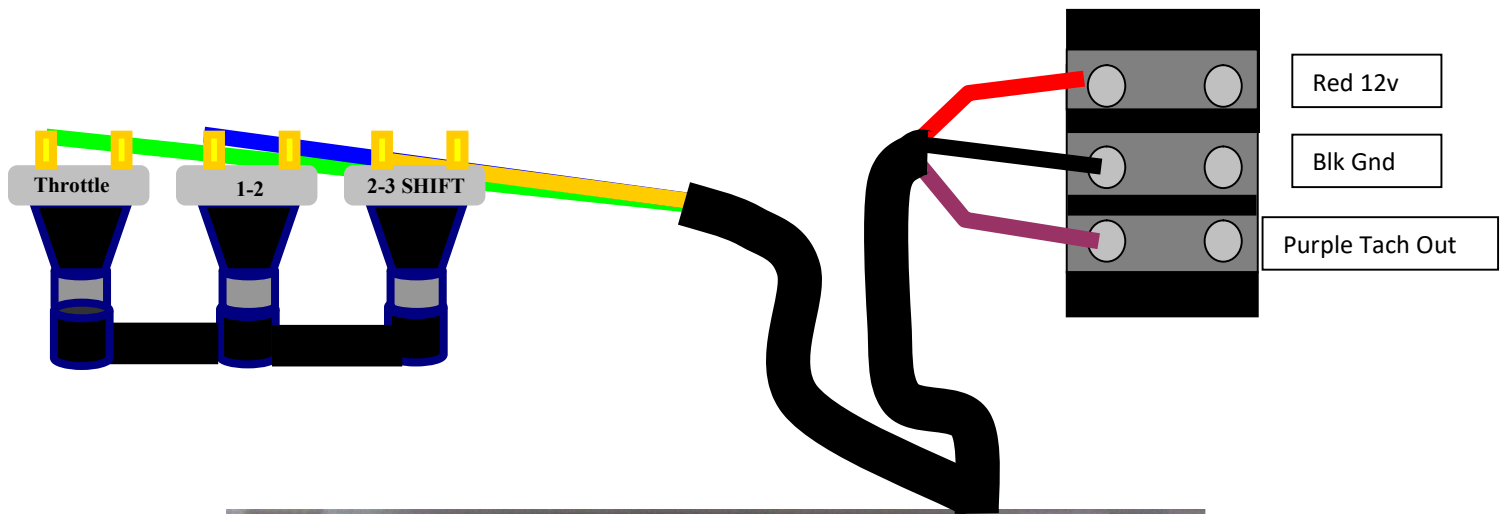


## Electrimotion Timing Controller Hookup Diagram



**Power Input connector:**

2 pin plug (red-black) wires

9-16 volt input

\*\*\*Make sure the Command Module is grounded to the point box .

**Tach Out:**

Purple Wire (Rpm output) To Tach

To Racepak and Tachometer.

**Start wires:**

(Green) starts channels 1-8 and timing controller

(Blue) starts channels 9-16 and timing 1-2 shift

(Yellow) starts channels 17-24 and timing 2-3 shift

**Crank Trigger Input:**

2 pin female amp connector (To Grey cable)

**Trigger Signal Output:**

2 pin male amp connector (To Grey cable)

**Ignition Kill:**

12V on this pin is required for timing controller to run.

Removing 12v from this pin will shutoff the ignition output.

**Cam Sync:**

3 pin Grey Deutsch DTM (red,white,black), connect to cam sync pickup. Must be triggered between last cly and #1 cly.

**Start Configuration:**

Timer starts when start (Green Wire) is grounded. Timer Resets after 8 seconds

1-2 Shift

Short Blue and Black Wire.

2-3 Shift

Short Yellow and Black Wire.

**AutoShifter Connectors:**

16 Pin Molex Connector on the left.

**Timing Monitor Connections:**

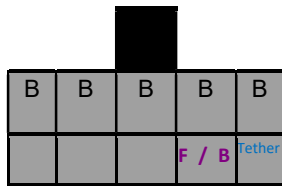
TDC input 3 pin Black Molex Connector

0-5v Analog Out 3 pin White Molex Connector

**Timing Monitor Racepak Config:**

The screenshot shows a software window titled "Scaled Buffer Channel Parameters" for a channel named "Timing". It includes fields for "Specify Linear Conversion" with raw data values A and B being converted to 22 and 53 respectively. It also shows display settings for 2 digits before and 1 after the decimal point, a result unit of "deg", and a minimum result value of 20 and maximum of 70. A smoothing range slider is set to approximately 10 points, and there is a checkbox for "Do not display" which is currently unchecked.

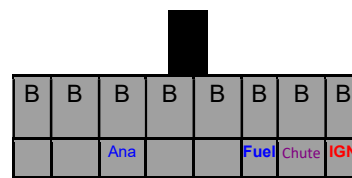
### Safety Box Inputs



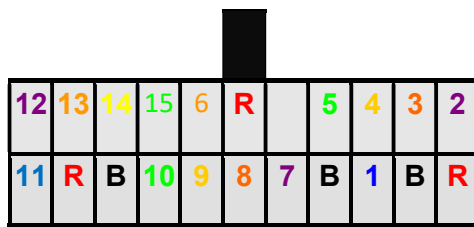
### RF



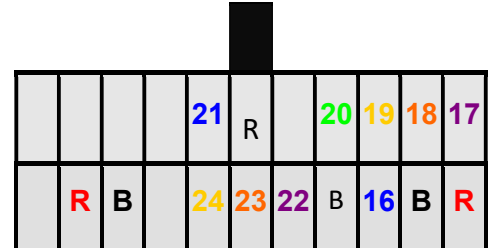
### Safety Box Outputs



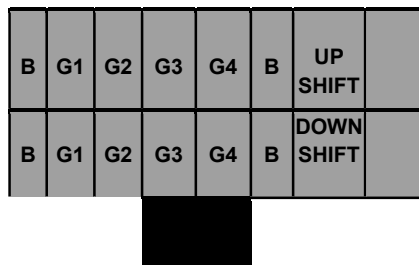
### Outputs: Timer Channels 1- 15



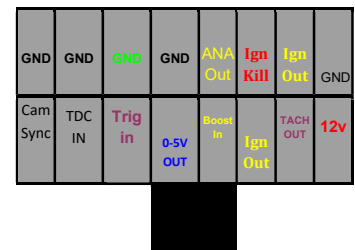
### Timer Channels 16- 24



### Auto Shifter



### Timing Control



Red= Input Power    Black= Ground

### Mounting:

10-32 screws—2.500" by 2.000"

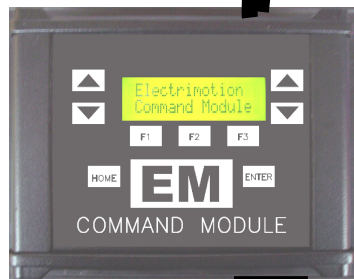
Warning Do not use screws longer than 3/8" or damage to unit may occur.

### Overall Dims:

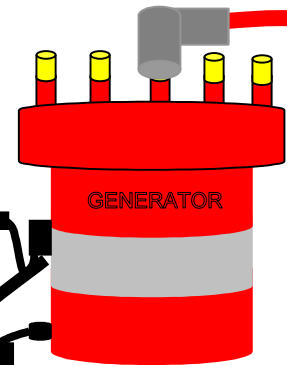
6.0 " \* 4.5 " 2.75"

12v Power Red  
Ground Black  
Tach Out Purple

## Typical Ignition System using the Command Module Timing Controller



Crank  
Trigger



GENERATOR

Red Enable wire.  
Remove 12v to  
disable ignition.

Ground  
this wire to  
the chassis.

Ground wire  
from point box  
to Command  
Module.  
This is  
Required.

MSD  
8145  
Point  
Box

4 pin  
plug

Primary  
Wires

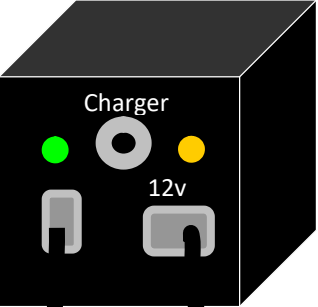
COIL

### How to be successful with the EM Command Module

Ground Wire	Make sure the CM is grounded to the point box.
-5 degrees	You lose 5 degrees going through the CM, your triggers will need to be 5 degrees advanced from your mag timing. (Timing Light does not lie)
Mag Phase	Make sure you time the mag before you connect the CM.
Idle Retard	If you are having trouble starting the car, make sure you do not have a large value of Idle Retard in the box.
Retard Harness	The retard harness will plug in either way but only one way is correct, The Ground lead should be to the CM end.
General Wiring	Run all CM wiring as far as possible away from coil and plug wires to reduce RF interference.

Typical Command Module  
Power Hookup Diagram

EM 12v Power Module or  
other 12-16v source



12V power

To Manifold Burst Panel

To Racepak  
Safety Box  
Monitor 0-5v

Fuel Shutoff and  
Chute  
Air Solenoids

Fire Bottle  
switch



Safety Box  
Ignition  
Output

CM  
Ignition  
Enable