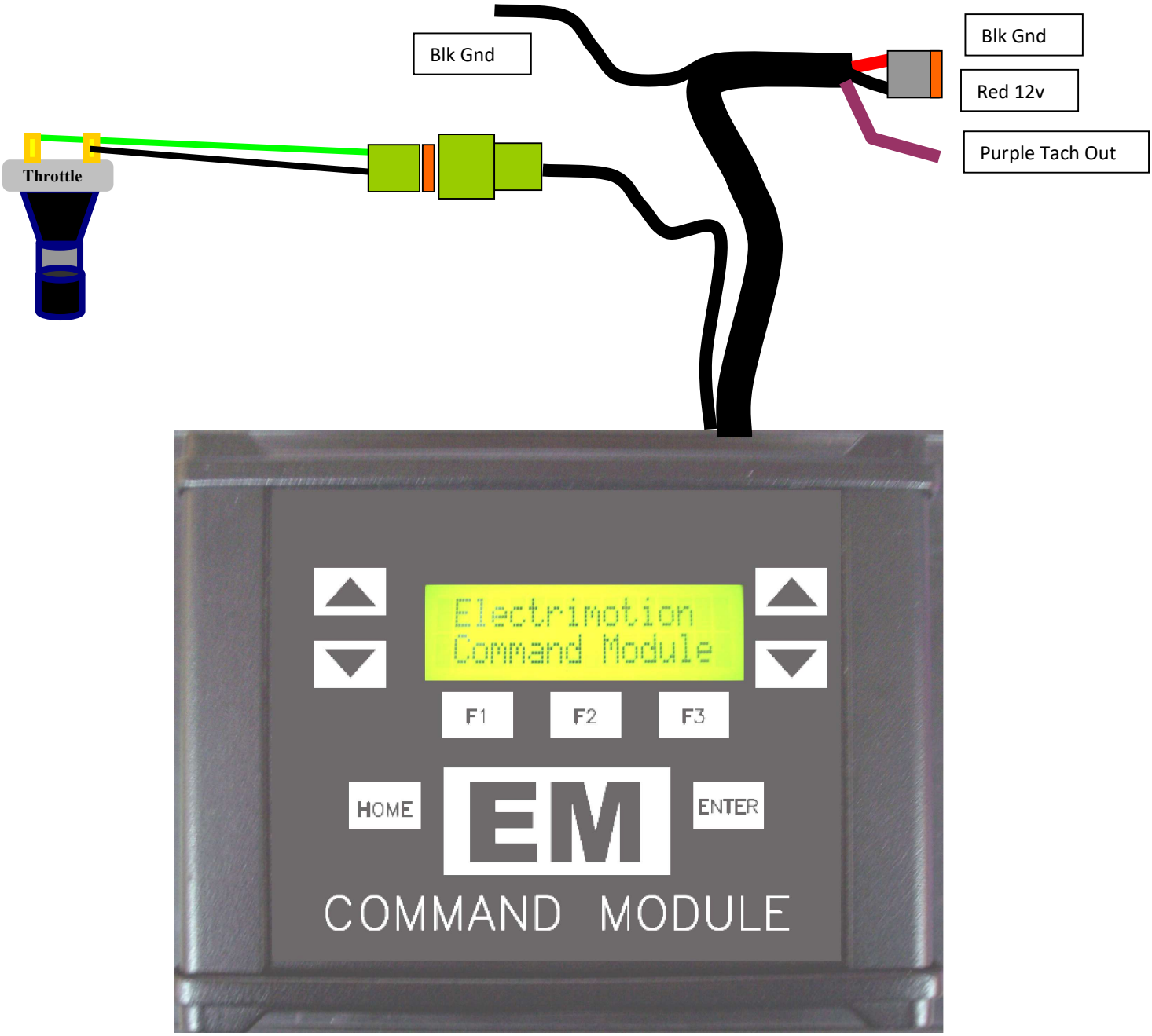
Electrimotion Timing Controller Hookup Diagram



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 1-24, Timing Controller and Air Regualtor

Crank Trigger Input 1 & 2: *

2 pin female amp connector (To Grey cable)

Trigger Signal Output 1 & 2:

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.

*** You can use 1 or 2 Crank Triggers, if you use 2 triggers the Timing will be averaged from both triggers.**

Start Configuration:

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

Timing Monitor Connections:

TDC input 3 pin Black Molex Connector

0-5v Analog Out 3 pin White Molex Connector

Air Regulator Connector:

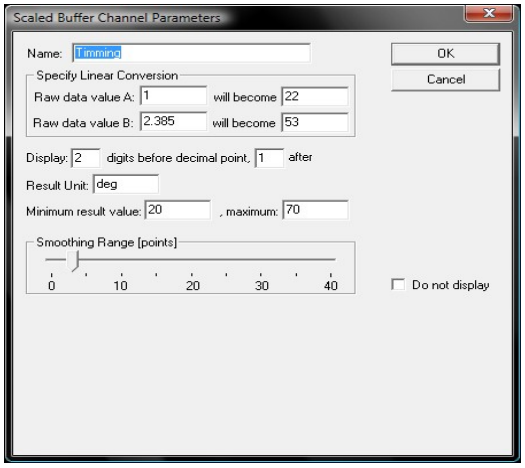
16 Pin Molex Connector on the left.

Timing Monitor Connections:

TDC input 3 pin Black Molex Connector

0-5v Analog Out 3 pin White Molex Connector

Timing Monitor Racepak Config:



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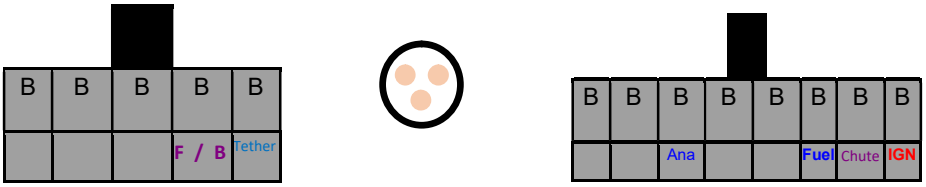
Safety Box Inputs **RF** **Safety Box Outputs**



Outputs: Timer Channels 1- 15 **Timer Channels 16- 24**

Air Regulator Timing Control

R = Input Power **B** = Ground

Mounting:	**Overall Dims:**
10-32 screws—2.500” by2.000” Warning Do not use screws longer than 3/8” or damage to unit may occur.	6.0 ” *4.5” 2.75”

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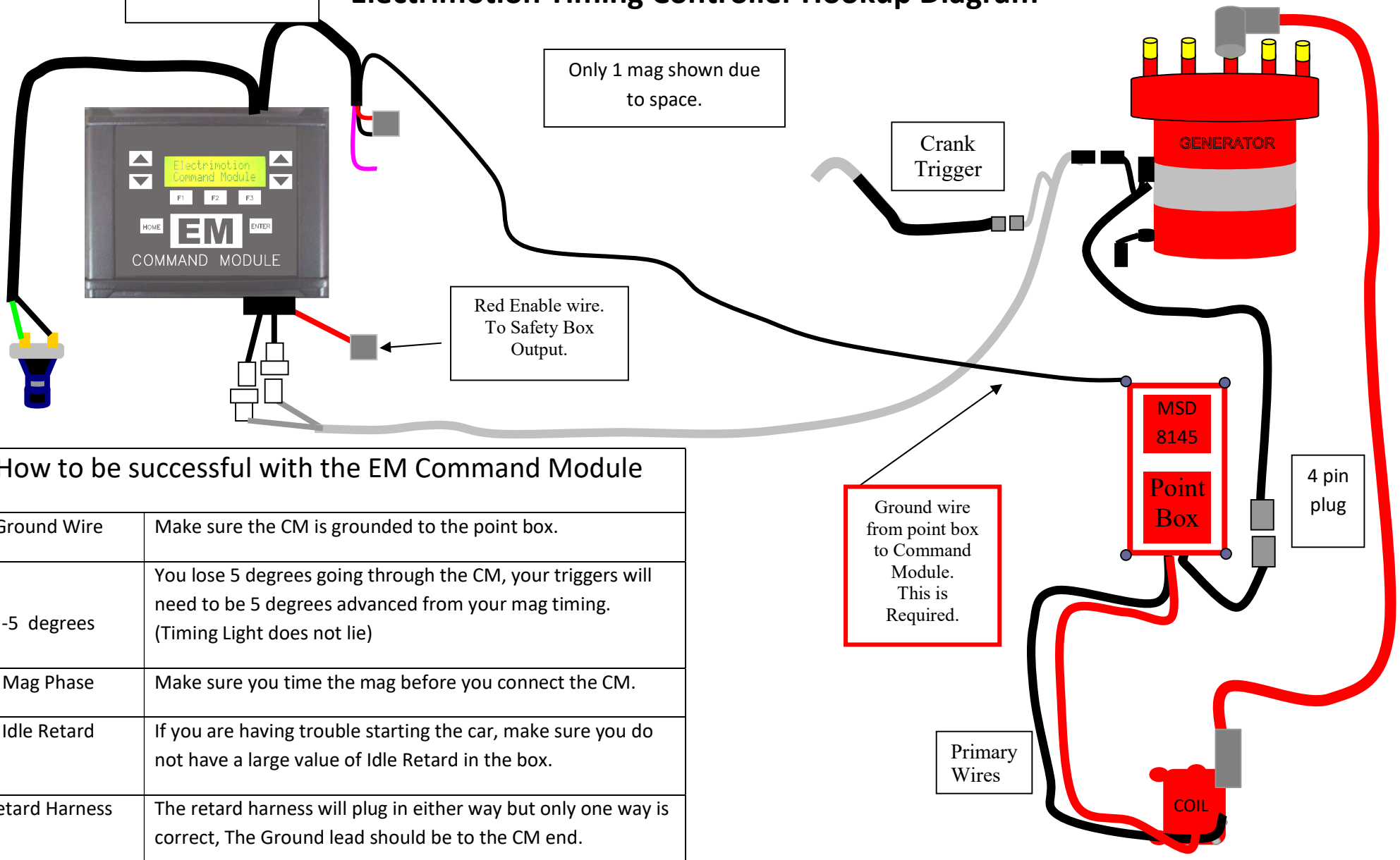

How to be successful with the EM Command Module	
Ground Wire	Make sure the CM is grounded to the point box.
-5 degrees	You lose 5 degrees going through the CM, your triggers will need to be 5 degrees advanced from your mag timing. (Timing Light does not lie)
Mag Phase	Make sure you time the mag before 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.

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Typical Command Module

Power Hookup Diagram