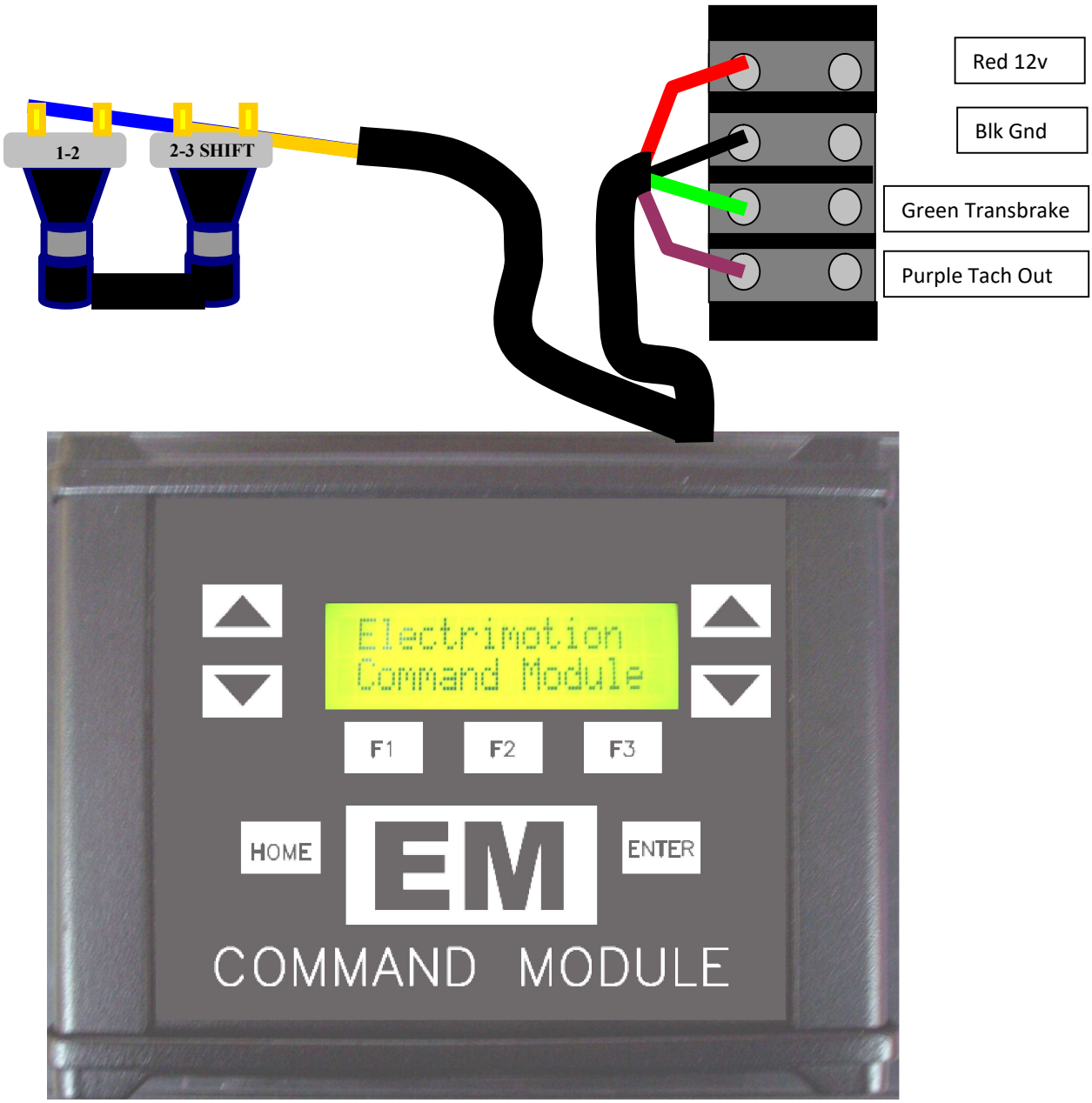
Electrimotion Timing Controller Hookup Diagram



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 1-8 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 12v is removed from the (Green Wire) . Timer Resets when 12v is re-applied.

1-2 Shift

Short Blue and Black Wire.

2-3 Shift

Short Yellow and Black Wire.

AutoShifter Connectors:

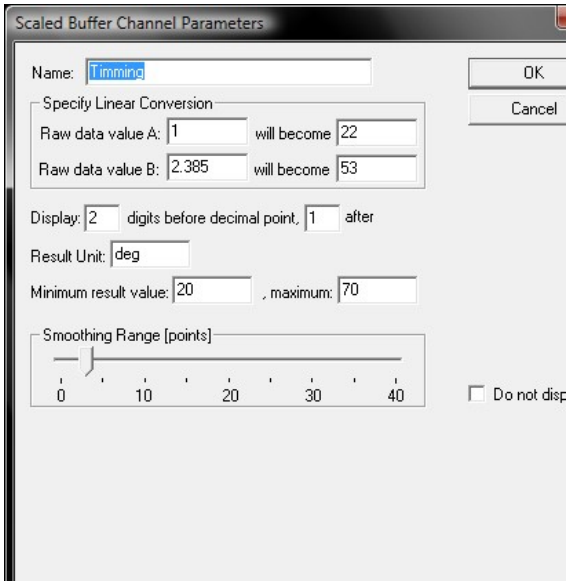
16 Pin Molex Connector on the left.

Timing Monitor Connections:

TDC input 3 pin Black Molex Connector

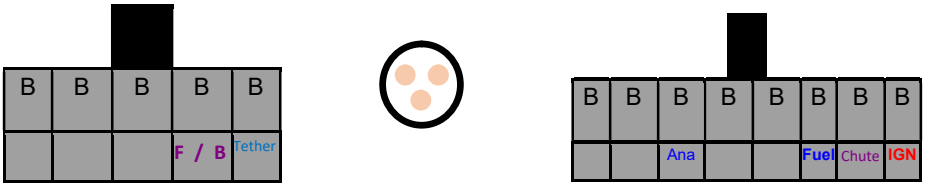
0-5v Analog Out 3 pin White Molex Connector

Racepak Config:



Electrimotion Timing Controller Hookup Diagram

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



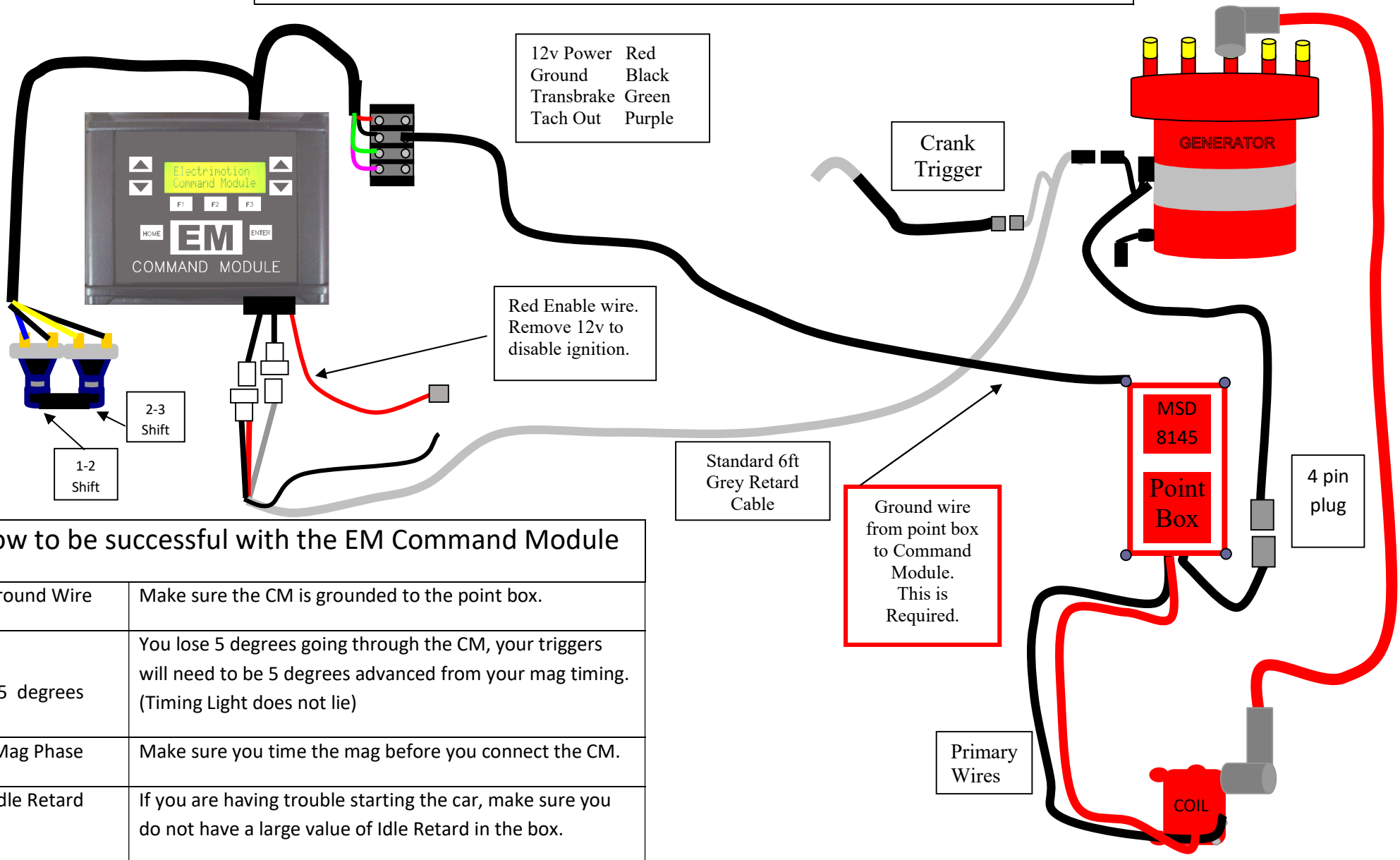
Outputs: Timer Channels 1- 15 **Timer Channels 16- 24**

Auto Shifter 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”

Typical System W/ Command Module Timing Controller



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.

Electrimotion Timing Controller Hookup Diagram

Typical Command Module

Power Hookup Diagram