ELECTROMOTIVE ENGINE CONTROLS 2007

About Electromotive

Electromotive was formed in 1981 to advance the use of digital electronics for engine control systems. Pioneering work with advanced digital ignition circuitry led to the creation of the High Resolution Electronic Ignition Control system, which was patented in 1985*. In 1987, Electromotive combined a new fuel injection system with the highly successful ignition system, creating the most progressive engine management products available. Now the next generation of products including the TEC³r and XDI continue to break new ground with innovative design and ideas. Electromotive's technology offers unmatched performance and flexibility.

* patent number RE. 34, 183

High Performance Ignition

Major OEM's have used Electromotive's patented ignition technology for many years. Offering superior products through innovative technology, the Electromotive ignition can be used in extreme race situations or in a normal daily driver. This direct ignition is capable of delivering a full charge to the spark plug beyond 15,000 RPM and provides complete control over timing. Electromotive Ignition systems have the ability to deliver 150mj of energy throughout the RPM range. Unmatched in performance, the Electromotive ignition is capable of spark durations up to ten times that of conventional ignition systems. Electromotive originally developed the advanced direct ignition system for high performance applications, today that same technology is in an integral part of most OEM engines.

From Mind to Manufacture

Always looking to the future, the Research and Development staff at Electromotive is always striving to develop innovative and creative new products. Our in house engineers, software professionals and manufacturing team maintain the highest standards in the development and testing of Electromotive products. Rigid quality assurance procedures are used throughout the production process to assure flawless operation and complete customer satisfaction.

Made in America, Winning Races Worldwide

ELECTROMOTIVE
ENGINE CONTROLS

Electromotive's

Fundamental Advantage

What separates Electromotive's sophisticated Engine Control from those of other manufacturers is its patented, industry leading Direct Fire Ignition system. With both the stand-alone XDI ignition systems and the Total Engine Control systems, Electromotive utilizes a 58-tooth crank trigger wheel. This "high resolution" signal feeds continuous information to custom ignition chips so that timing error is virtually eliminated. This "high resolution" circuitry is used to accurately determine both the coil charge time and the Ignition Event in actual angular values (degrees of crank rotation). This eliminates the dynamic error that is prevalent in our competitors' products. Others may claim ¼° degree accuracy, but without this accurate crankshaft position information, they're just wishing.

Every Engine Control system from Electromotive uses multiple ignition coils and advanced, automatically adjusting dwell circuits to assure the coils are fully charged (but not over charged) every time. The powerful spark of this patented system delivers this full spark energy directly to the plugs without misfires. Unlike multi-spark CD systems that only give you a single very short duration spark when above 3000 rpm, Electromotive puts a full 150mJ of spark energy to the coils, which results in a spark with more than ten times the duration of a CD spark from idle to 15,000 rpm.

Look at the typical competitors box: the C.D.(Capacitive Discharge) Ignition. This Ignition does not CHARGE the Ignition Coil. Rather it uses the 1:100 Winding ratio of the coil as a TRANSFORMER. First, the 12 volts of your electrical system is converted to 200-500 volts and stored in a CAPACITOR. When the SPARK is needed the CAPACITOR is DISCHARGED into your Ignition Coil, instantly producing a SPARK of 30,000 to 50,000 volts with a DURATION of only 0.1 milliseconds (0.0001 seconds)... this is NOT A LONG SPARK !

THE SUPERIOR SOLUTION: Multiple Coil Ignition Systems. By using an Ignition Coil for every pair of companion Cylinders, the TIME available to CHARGE an Ignition coil goes up by a factor of 4 on an 8cyl Engine. This allows the full benefit of an INDUCTIVE CHARGING method to be realized: the coil will apply enough voltage to the spark plug to jump the gap (regardless of cylinder pressure). The coil will then dissipate the rest of its available energy in spark plug DURATION. Depending on cylinder pressure, spark duration will typically be over 2 milliseconds, regardless of RPM. A 2 millisecond spark duration results in a spark plug arc that can last for over 90 degrees of crankshaft rotation! This will burn ANY air fuel mixture imaginable!

So, no matter which of our Products you choose, you will always know that the Ignition System is STATE OF THE ART and READY FOR ANYTHING !

www.DirectIgnition.com

ELECTROMOTIVE ENGINE CONTROLS

Protected under US pat.#'s: 4,494,509; 4,649,881; 4,787,354 & RE34,183

eXtreme Direct Ignition

Electromotive's patented advanced digital ignition control resides inside the new XDI, the most powerful stand-alone ignition available. With an amazing 0.1º degree timing accuracy, the XDI assures optimum resolution. The advanced coil-charging scheme delivers the highest possible Spark Output regardless of RPM. The 60 tooth crank trigger wheel replaces that mechanical distributor plagued with timing slop (cap and rotor wear) and eliminates spark scatter due to gear lash, chain stretch etc.

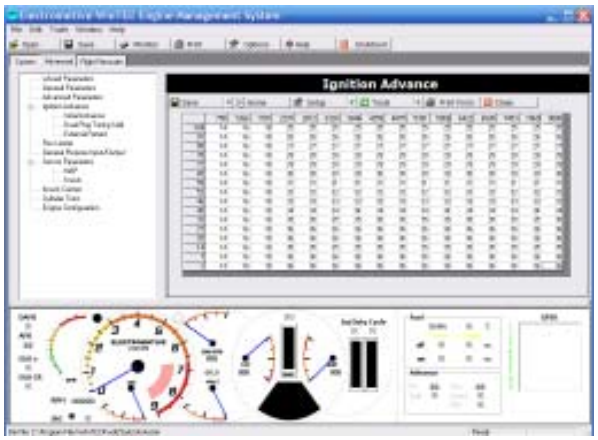
Ignition Curves that <u>You</u> control!

Use the knobs to adjust your rev limits as well. The integral rev-limiter may be set anywhere between 4,000 to 15,000 RPM. For drag racing an additional rev-limiter can be wired for staging rev-limiter! The new *'Triple Smooth'* rev limiting technology first retards the timing to negative 12º. The 2nd step cuts the coil current in half. In the 3rd step the coil current is cut off. All of this happening in a millisecond results in very smooth rev limiting action.

Description	**Part #**
XDI Controll Unit (for 1 to 12 cylinder applications)	**016-50000**
XDI² Controll Unit (PC programmable)	**016-60000**
4 Cylinder DFU (Direct Fire Unit)	**070-33400**
6 Cylinder DFU (Direct Fire Unit)	**070-33600**
Extra DFU cable for multi-DFU configurations	**016-50200**
XDI Manual	**001-50000**

Products are intended solely for use in off highway and racing vehicles that may never be used on public roads. Refer to the applicable laws and regulations of your state for guidance.

New !



www.DirectIgnition.com

XDI 2

ELECTROMOTIVE ENGINE CONTROLS

Protected by some or all of US Patent Nos. RE34,183; 5,081,969; and 6,367570

Electromotive's latest, stand alone, PC programmable Ignition.

With the release of the new XDI 2, Electromotive's brings the PC programmability of its Total Engine Control systems to the XDI platform. Now our Carbureted and Mechanically Injected customers can benefit from the same ignition tuning features our EFI customers do without the costs associated with a full engine control system.

The XDI 2 incorporates all the advanced ignition circuitry of the XDI, but gives the user fully 3D Load and RPM based ignition tables to create the perfect timing map for any engine configuration. Also incorporated in the software package are fully programmable primary and auxiliary rev limiters, programmable general purpose inputs and outputs, knock sensor input and Electromotive's unique programmable launch control system.

The XDI represents the latest in Electromotive's expanding line of high resolution multi coil ignition systems. As with all Electromotive's current programmable products, the firmware and software are always upgradeable at no charge to the customer as new features are added.

The ***Drag Box*** allows you to supplement your Electromotive Ignition or Fuel System with this Rev-Limiter / Window Switch and Multi-Retard expansion panel. This panel is of standard single DIN radio size and will allow you to consolidate a number of functions normally controlled by several boxes into one easy to navigate unit.

TEC GT ELECTROMOTIVE ENGINE CONTROLS

GetFuelinjected.com

Protected by some or all of US Patent Nos. RE34,183; 5,081,969; and 6,367570

New !

With the patented, multiprocessor, high resolution Ignition that Electromotive is famous for as a core, and a new generation of micro-controller to manage integration, the TEC-GT may be slightly smaller, but it is definitely not a light weight when it comes to Engine Management.

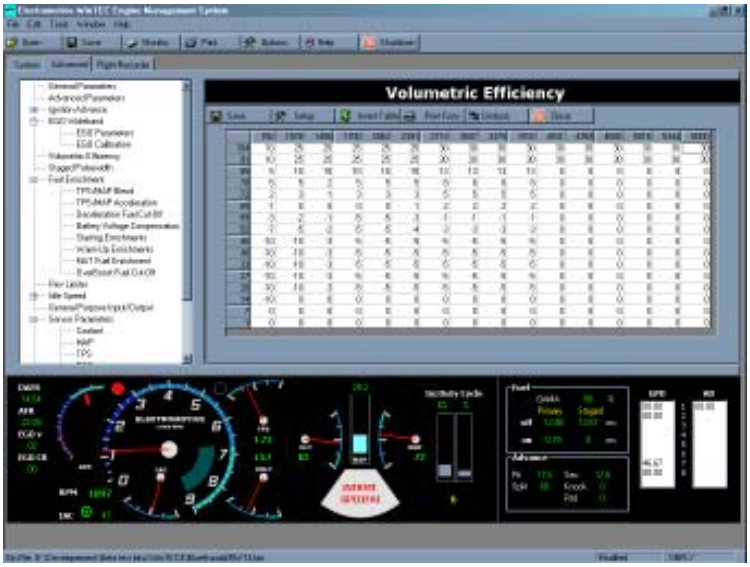
Designed specifically with the smaller, high-revving engines in mind, where space is at a premium and ease of installation is only second to an absolute requirement for unrivaled performance from the Ignition and Fuel Delivery. Making more power per cubic inch or centimeter, these engines will not tolerate spark scatter and dropped ignition events, making Electromotive's solution virtually mandatory.

Though targeted at smaller engines, the TEC-GT will handle larger jobs as well - able to run 8 cylinder, phased sequential engines. This concept is also a real crowd-pleaser when the wiring and configuration options of our TEC³r become overwhelming or are just not needed.

The TEC-gt will run most 1, 2, 3, 4, 6 and 8 cylinder engines in our standard phased-sequential injection scheme. With a cam-sensor, most 1,2,3,4 and 6 cylinders can be run in full sequential mode.

Other engine management systems typically claim to run 'any ignition configuration' you need.
*Problem is - being a jack of **all** trades allows you to be master of **none**.*
Only Electromotive delivers a patented ignition circuit with every product.

Products are intended solely for use in off highway and racing vehicles that may never be used on public roads.
Refer to the applicable laws and regulations of your state for guidance.



With the introduction of the TEC-gt, Electromotive will also introduce new WinTEC software.

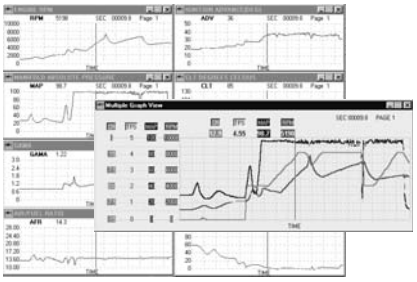
Initially, this software will interface with the new TEC-gt, but as development and refinements continue, this new software will be expanded to integrate the calibration of other PC connected Products.

Electromotive has been developing Calibration Software for many of their products since the 80's, and now almost 20 years later, we have embarked on a completely new platform, designed to grow with our ever-expanding product line.

Easier menu navigation for improved oversight of the tuning process is the main focus of this effort. A new approach to monitoring engine functions has been taken, resulting in a more integrated on-fly tuning process.

Electromotive delivers the Highest Quality Direct Fire Ignition and Fuel Injection Components for your EFI applications

TEC3r



On-Board Data Recording

- *Adjustable Sample Rates*
- View Multiple Data Graphs side by side or Graphs may be overlaid for comparison
- Graphic Screen Displays may be Printed and Data may also be exported to a Spreadsheet program for further analysis
- Data Logging can be started and stopped manually using a switch, or the system can be configured to automatically start and stop via values pre-set by the user

The **TEC3r** (Total Engine Control *revisited*) represents the latest advances in state-of-the-art fuel injection control integrated with the most powerful and accurate direct fire ignition system ever put into one performance package. The TEC3r is a PC programmable engine control system featuring an intuitive Windows-based platform with easy pull-down menus and a new "Tuning Wizard" that will have you up and running in no time. Whether you choose to run throttle body injection, tuned port, multi-port, individual throttle bodies, whatever, just make your choice within the WinTEC software and the TEC³ unit will program your engine for more power. Street enthusiasts will enjoy the benefits of a 'distributorless' ignition system that is not only adjustable, accurate and powerful, but also gives some improved firewall clearance and freedom from all of those "add-on" boxes. For competition and ultra high output engines, the sophistication and power of the TEC³ system simply outperforms other production and aftermarket systems.

- Crank Triggered Multiple Coil Direct Fire Is the Most Accurate and Delivers the Longest Spark Duration
- Powerful WinTEC Software Includes 'Tuning Wizard' for fast Start-ups
- On-Board Data Aquisition records vital Engine and Chassis information
- Activate Nitrous, Turbo Boost, VTEC, Shift Light, Cooling Fans and more
- Built-in additional Configurable Injector Outputs
- New Dual RPM Limiters with 'Triple Smooth' Technology for the Softest Rev Limit
- One Control Unit for 99% of Applications

Products are intended solely for use in off highway and racing vehicles that may never be used on public roads. Refer to the applicable laws and regulations of your state for guidance.

- *All **TEC³** ECU's come with Manual, WinTEC-3 Software and Communications Cable. Select Universal Trigger Wheel and Bracket (or Crank Trigger Kit) and Mag Sensor sold separately.*

Description	Part #
TEC³ʳ ECU for 1, 2, 3, 4, 6, 8, 12 cyl, 2 and 3 Rotor applications	**070-34000**
TEC³ʳ 6' Main Harness (23 pin connectors only) for 33000	**070-34200**
TEC³ʳ 6' Terminated Harness (ECU and Sensor connectors only)	**070-34102**
TEC³ Custom Harness w/connectors (built to customer specs)	**070-34201**
TEC³ʳ Power Harness (w. 4 fuses & 2 relays) for all TEC³'s	**070-40000**
DFU (coil pack) for 4 cyl.applications	**070-33400**
DFU for 6 cylinder applications	**070-33600**
DFU's for 8 cylinder applications	**070-33800**
TEC³ʳ Installation and Calibration Manual (Printed Version)	**001-10000**
TEC³ʳ WinTEC CD (Software w/ electronic version of manual)	**001-10001**
TEC³ʳ to Computer Communications Cable	**001-10002**

Power Harness

Main Harness
'Unterminated'
#070-33200

Configure the TEC³ Engine Management System for that Winning Combination

We Are Your One Stop Ignition and EFI Shop!

TEC software - WinTEC

Simultaneously record data from up to 25 different values including:

- Air/Fuel Ratios
- Injector Duty Cycle
- Injector Pulse Width
- RPM
- Throttle Position
- Gear Position
- Boost Monitoring
- Boost Regulation
- Manifold Air Temp
- Coolant Temp
- Timing Advance
- Knock
- Nitrous Activation
- Nitrous Monitoring
- Various Chassis Input Monitoring

Real Time Data Display with 'Tune on the Fly', change tuning parameters with the engine running while viewing results.

First time Start-ups have never been easier utilizing the '*Tuning Wizard'*. Simply answer the questions regarding your engine combination and the '*Tuning Wizard'* will create a starting base line program for you. You are now running!

Interactive Graphical Interface Screens featuring fully adjustable *3D* tables with up to 256 points (values) available. This allows the user to easily tune right from these screens by altering values for Fuel (Volumetric Efficiency), Ignition Curves, Air/Fuel Ratio and more. Unlike other systems that require repetitious entry of points into their maps, WinTEC3.0 utilizes Advanced Thermodynamic Algorithms (linear curves not steps) which produces smooth data curves with a lot less effort.

Cold Start and Warm up Enrichments make for excellent driveablity. Knock Control will suppress low octane engine ping. The best idle control in the business is the WinTEC 'Blend' feature. A special screen allowing idle adjustment by the *blending* of different sensor signals to provide a smoother and more stable idle even in engines using aggressive profile cams!

Proportional Air Fuel Ratio programmability allows the tuner to target different ratios for varied driving conditions. Operate Multi-Stage Nitrous and Boost Control and adjust fuel enrichment and timing curves accordingly.

PC Requirements

Computer

- IBM-Compatible PC
- Pentium-1 233 or better
- 800 x 600 monitor
- 64 Mb of ram
- 10 MB of free hard drive space

Data Drives

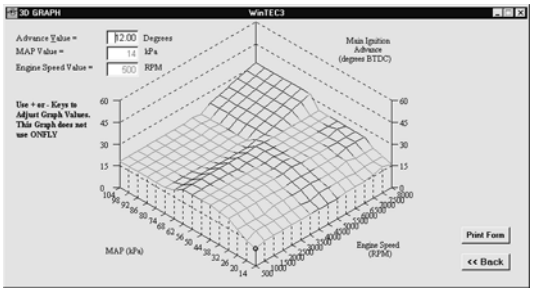
- CD-ROM for software installation
- 3.5" floppy by request

Communications

- RS-232 9- or 25-pin D connector
- COM 1-4 (software selectable)

Physical Dimensions

Length: 5.65" plus 0.65" for connectors (14.35 cm + 1.65 cm)
Width: 6.40" (16.26 cm)
Height: 1.67" (4.24 cm)
Weight: 1.8 lbs (.82 kg)
Bolt Hole Pattern: 3.50" x 6.03" (use ¼" or 6mm fasteners)



Datalogging Features

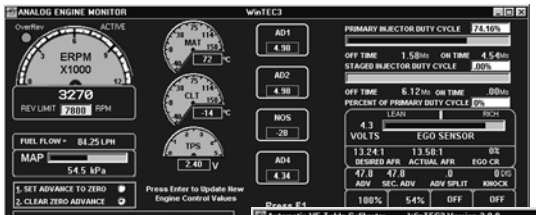
On-Board Datalogging (No Laptop Required)

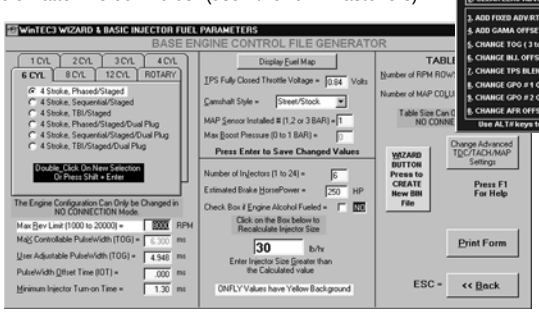
- 1 Mb of available memory
- Activated by switch to +5 Volts on GPI channel
- Can be activated by engine speed.
- Sampling rate is adjustable from 5-100 samples-per-second
- Total datalogging time is dependent on sampling rate

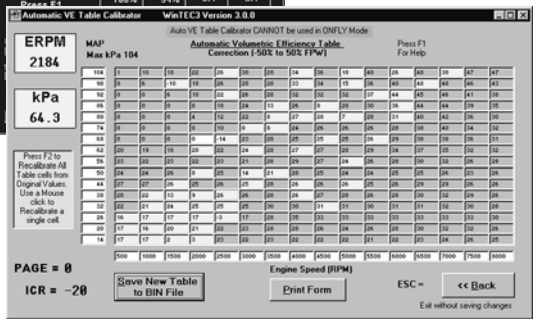
... 100 samples-per-second: 44 seconds of data
... 5 samples-per-second: 15 minutes of data

Laptop Datalogging

- Records to hard drive on laptop
- Sampling rate is approximately 25 samples-per-second
- Total datalogging time is dependent only on hard drive space







Products are intended solely for use in off highway and racing vehicles that may never be used on public roads. Refer to the applicable laws and regulations of your state for guidance.

Supported TEC Engine Configurations

Feature Comparison of TEC systems [20,000 + rpm]

TEC^{3r}

4-stroke

1, 2, 3, 4, 6, 8, 12 cyls - Phased or sequential injection for all engines except 12 cylinder

2-stroke

1, 2, 3, 4, 6 cyls - Sequential or TBI injection for all engines

Rotary

1, 2, 3 Rotor engines - Sequential or TBI injection

Coil Channels

6 - Inductive (no external drivers required)

Injector Channels

8 Peak and Hold - Up to 2 Low impedance injectors per channel [Some unused channels available as staged injection channels]

General Purpose Outputs

4 Channels - 2 for PWM output

General Purpose Inputs

4 Channels - 2 for speed input, other functions can be used for adjusting timing, fuel, or GPO output

TECGT

4-stroke

1, 2, 3, 4, 6, 8 cyls - Phased or sequential injection for all engines except 8 cylinder

2-stroke

1, 2, 3, 4 cyls - Sequential or TBI injection for all engines

Rotary

1, 2 Rotor engines - Sequential or TBI injection

Coil Channels

4 - Inductive (no external drivers required)

Injector Channels

6 Peak and Hold - Up to 2 Low impedance Injectors per channel [Unused channels available as staged injection channels]

General Purpose Outputs

8 Channels* - Any two available for PWM

General Purpose Inputs

8 Channels* - 1 for Speed input other functions can adjust timing, fuel or GPO output

** 9 Input/Output channels total, 1 for Input only, 1 for Output only and 7 for input or output*

Crank Trigger Kits

Bolt-on Ease Makes Installation a Breeze

Electromotive's High Resolution Crank Trigger Wheels and Application Specific Mag Sensor Brackets make going Distributorless Easy!

Small Block Ford Kit #200-72819 4-bolt pulley style, shown with Mag Sensor #255-72250

Electromotive's patented Direct Fire Ignition Systems are engineered to utilize these high resolution 60 tooth crank trigger wheels designed to interface with our custom circuitry, unequaled only by OEM manufactures licensed by Electromotive.

- Precision laser cut, zinc plated, steel wheels are built to bolt on to your engine and will provide unmatched accuracy
- Brackets and hubs are machined from 6061-T6 aluminium for strength and precision. Unless specified, all kits utilize a 1/2" mag sensor (sold separately)
- Extremely durable. Electromotive Trigger Kits continue to perform even in hot, dirty, wet or even muddy conditions and are impervious to vibration
- High quality fasteners and hardware used in kits

Description	~ Crank Trigger Kits ~	Part #
Chrysler 426 - HEMI crank trigger kit		200-72000
VW "type 1" for air-cooled bug engines		200-72401
Small Block Chevy 7.25" (for 7" and smaller balancers)		200-72707
Jeep 4.2 liter (258 cid 6 cylinder)		200-72780
Small Block Chevy 8.25" (for factory 8" balancer only)		200-72808
Ford 289 / 302 (3 bolt pulley)		200-72818
Ford 302 HO and 351W (4 bolt pulley)		200-72819
Big Block Chevy		200-72820
Chevy LT-1		200-72828
Dodge Neon (requires special pulley)		200-73001
Diamond Star Eclipse/Talon/Galant 2.0l		200-73002
Toyota 3SGTE (2nd Gen MR2 turbo)		200-73003
Toyota 2JZ (Lexus IS300, 1JZ and Supra)		200-73005
Mazda RX7 (3rd Gen)		200-73006
Toyota 4AG (1st Gen MR2)		200-73010

- *Porsche, Mazda Rotaries & Miata, Subaru, Ford FE & Flathead, Datsun L-Series and Nissan, BMW, Alfa Romeo, Ferrari, VW and other kits available through our Dealer Network*

Crank Trigger Simulator

The Electromotive Crank Trigger Simulator is a useful tool for diagnosing problems with your Electromotive Ignition or Engine Management System. It duplicates the waveform output of a perfect 58 tooth crank trigger Sensor, and is adjustable from 0-16,000 rpm. Also included is a cam sync pulse, which occurs every other revolution, just as a cam-signal would.

Crank Trigger Simulator **150-10001**

Products are intended solely for use in off highway and racing vehicles that may never be used on public roads. Refer to the applicable laws and regulations of your state for guidance.

MAP Sensors

MAP Sensor, 1 Bar (Normally Aspirated)	**300-71110**
MAP Sensor, 2 Bar (Up to 15 lbs Boost)	**300-71120**
MAP Sensor, 3 Bar (Up to 30 lbs Boost)	**300-71130**

**Note: all above sensors come with connectors, pins & seals*

More ELECTROMOTIVE COMPONENTS

WeatherPack Connectors, Wire Harnesses & Misc. Wiring

WeatherPack Style Connectors

5 position Relay #340-91200 shown with connector #340-91201

TEC³ DFU connector #340-90002

Fuel Injector Connector Bosch-style #340-92221

Description	~ *Electrical Components* ~	Part #
TEC³ AMP main connectors (23 position ea. w/50 terminals)		**340-90000**
TEC³ DFU conn.(4 pos'n Metri-pack w/5 terminals)		**340-90002**
Relay, 5 position 20/30 amp 12v		**340-91200**
Relay connector for #91200		**340-91201**
***Note: WeatherPack Kits include male and female connectors, terminals and seals**		
WeatherPack Connector Kit, 1 position		**340-92110**
WeatherPack Conn. Kit, 2 pos. (power on TEC-II)		**340-92120**
WeatherPack Conn.Kit, 3 pos. inline (crank/cam on TEC³)		**340-92130**
WeatherPack Conn.Kit, 4 pos. inline (4-wire O2 sensors)		**340-92140**
WeatherPack Connector Kit, 4 position, square		**340-92141**
WeatherPack Connector Kit, 5 position, circular		**340-92150**
WeatherPack Connector Kit, 6 position, inline		**340-92160**
WeatherPack Connector Kit, 25 pair		**340-92190**
Fuel Injector Connector,(Bosch-style, sealed w/3 terminals)4-pk		**340-92221**
Faston Spade Conn. Set of 8, (for HPX spade terminals)		**340-92301**

Oxygen Sensors

4-wire Heated Exhaust Gas Oxygen Sensor #315-72120

Weld-in Boss for Exhaust EGO/HEGO sensors #315-72111

Description	~ *O2 Sensors* ~	Part #
EGO/HEGO boss, weld in for exhaust		**315-72111**
Heated Exhaust Gas Oxygen (HEGO) sensor 4-wire		**315-72120**

**Note: all above sensors come with connectors*

IAC Motors & GPO Solenoids

Boost Control Solenoid #320-86000

IAC Motor O-Ring style #325-81110

Idle Air Control Body (universal) #325-81112

Idle Air Control Body (Ford style) #325-81114

Description	~ *IAC's & GPO Solenoids* ~	Part #
Boost Control Solenoid, (3/16" OD, 1/8" ID)		**320-86000**
IAC Motor, old-style threaded, use square 4 conn.		**325-81100**
IAC Motor, O-ring style, use inline connector		**325-81110**
IAC Body, O-ring style, 2 port universal, w/barbs		**325-81112**
IAC Body, O-ring style, Ford adapter, w/o barbs		**325-81114**

**Note: above IAC motors come with connectors & terminals*

More
ELECTROMOTIVE COMPONENTS

Electromotive Performance Injectors

Electromotive Performance Injectors are a Bosch Pintle style, low resistance, 'Peak & Hold design that will deliver high flow rates with precision spray patterns for Maximum Power. Flow matched to very tight tolerances, these are Super High Quality injectors capable of handling the most rigorous racing applications.

160 lbs/hr
#370-84160

72 lbs/hr
#370-83172

No Need to go elsewhere for injectors, Electromotive Performance Injectors are second to none!

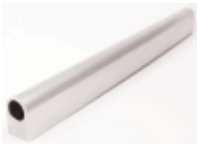
31 lbs/hr
#370-83131

Description	~ Fuel Injectors ~	Part #
Fuel Injector,low resistance,26 lbs/hr@3 bar (43.5psi)		**370-83126**
Fuel Injector,low resistance,31 lbs/hr@3 bar (43.5psi)		**370-83131**
Fuel Injector,low resistance,37 lbs/hr@3 bar (43.5psi)		**370-83137**
Fuel Injector,low resistance,45 lbs/hr@3 bar (43.5psi)		**370-83145**
Fuel Injector,low resistance,55 lbs/hr@3 bar (43.5psi)		**370-83155**
Fuel Injector,low resistance,72 lbs/hr@3 bar (43.5psi)		**370-83172**
Fuel Injector,low resistance,82 lbs/hr@3 bar (43.5psi)		**370-83182**
Fuel Injector,low resistance,160lbs/hr@3 bar (43.5psi)		**370-84160**

some Injectors are special order

Fuel Rail

High Flow Fuel Rail
#390-82300



Description	~ Fuel Rail ~	Part #
Fuel Rail extrusion, priced per foot		**390-82300**

Injector Bosses

Convert your Manifold to EFI!

Description	~ Injector Bosses ~	Part #
Injector Boss, weld-in		**390-85101**

Fuel Pressure Regulators

Fuel Rail
Mount style

Hose Barb Mount
style #380-84244

Description	~ Fuel Rail ~	Part #
Regulator, fuel rail mount, 2.5 bar (36 psi)		**380-84139**
Regulator, fuel rail mount, 3 bar (43.5 psi)		**380-84144**
Regulator, fuel rail mount, 3.5 bar (54 psi)		**380-84153**
Regulator, hose barb mount, 3 bar (43.5 psi)		**380-84244**

Products are intended solely for use in off highway and racing vehicles that may never be used on public roads. Refer to the applicable laws and regulations of your state for guidance.

Customer Service and Support

Value Added Dealers

Electromotive products are sold only through our Value Added Dealers (VADs). Electromotive works closely with a network of independent dealers throughout the world. These dealers supplement our products with their experienced installation and calibration skills for specific applications.

1year limited warranty covers material and workmanship

All warranty claims must be pre-approved by Electromotive. Please call for return authorization and instructions. Customer is responsible for the return of defective units to Electromotive. All units in need of warranty repair should be sent "Attention: Service Department" along with a copy of the original invoice to the address shown below. The service department will repair or replace units at their discretion. A service charge will be assessed on units with no trouble found or units found to be damaged due to customer misuse.

Repairs & Returns

An RMA number is required for all units returned to Electromotive in need of repair.
The shipping address is:
Electromotive, Inc.
Attention: Service Department
9131 Centreville Road
Manassas VA 20110-5208

On overseas returns, it is very important to label the outside of the box "MADE IN USA" and "DAMAGED GOODS TO BE REPAIRED". If you do not label it this way, you will be responsible for US import duties if so charged. Customer is responsible for all shipping charges. Include a detailed note outlining the problems encountered and how you can be contacted. Please be aware that a minimum service charge will be assessed for testing, even if no trouble is found. All returns require pre-approval by Electromotive and are subject to a 20% restocking charge.

Software & Firmware Policy

Electromotive engine management computers are fully upgradeable with respect to both user software and ECU firmware. Software updates are made frequently on the Electromotive website, and can be downloaded free of charge. Firmware updates are also available through our website, but typically require a nominal fee for access. All firmware updates must be linked to the ECU s serial number. Consequently, firmware that was purchased with the serial number from one ECU will not work with another ECU. Theft, copying, and/or distribution of the firmware code are prohibited, and is punishable by law.

NOTE: Unless Identified with a C.A.R.B. E.O.#, Electromotive products are not intended for use on emissions controlled vehicles, and are not intended to be operated on public roads.

Technical Assistance

Electromotive Technical Support is provided by your selling dealer. As a backup, Electromotive technical support is available from 8:30-5:30 EST Monday through Friday at (703) 331-0100 or you may email your questions to: tecinfo@electromotive-inc.com and we will reply promptly. When you purchase an Electromotive product, you receive the finest in engine controls and also superior technical support.

For Further Information, Contact:

Electromotive Inc.
9131 Centreville Road,
Manassas, VA 20110
TEL. (703)331-0100 FAX (703)-331-0161

For an Electromotive Dealer near you, Check our Website:

GetFuelInjected.com

ELECTROMOTIVE
ENGINE CONTROLS

Crank Triggered, Multiple Coil, Direct Fire, Tunable Ignitions

Laptop Controlled, Super Powerful Engine Management for Electronic Fuel Injection featuring our Patented Ignition with Data Logging

EFI Sensors and Connectors

Hardware and Accessories for your EFI Conversion Project

The Finest Technical Support in the Business

Electromotive Billet Air Doors deliver drivablity and performance

Electromotive Performance Fuel Injectors

Patented Ignition Famous Worldwide for Winning Races

DirectIgnition.com

• (703) 331-0100 • FAX (703) 331-0161