



Installation Instructions for: EPM for V8 Engines



WARNING:

This installation is not for the tuning novice nor the PC illiterate! Use this system with EXTREME caution! Misuse of this product can destroy your engine! If you are not well versed in engine dynamics and the tuning of management systems or are not PC literate, please do not attempt the installation. Refer the installation to a AEM trained tuning shop or call 800-423-0046 for technical assistance. You should also visit the AEM Tech Forum at <http://www.aempower.com>

NOTE: AEM holds no responsibility for any engine damage that results from the misuse of this product!

This product is legal in California for racing vehicles only and should never be used on public highways.

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The AEM Engine Position Sensor (EPM) replaces the stock V8 distributor and allows the use of a coil on plug or wasted spark ignition system and can be used with any aftermarket engine management system that recognizes the common 24 – 1 input for crank and cam signal. The EPM provides precise engine position using dual zero speed optical sensors. This offers the advantage of immediate signal generation when the engine is cranked.

Read and understand these instructions BEFORE attempting to install this product.

The EPM is outfitted from AEM with a “steel” distributor gear. If your cam requires the use of a “bronze” gear please call AEM for further details. If you are not sure which gear you need please double check with your cam manufacture first to verify the type of gear needed for your cam.

1) Remove the Stock Distributor and install the AEM EPM. You can rotate the EPM so that the cable routing is optimized for your application, timing will be set with the EMS software.

2) EPM Wiring

a) The EPM has a short cable with a 4 pin connector, supplied with the EPM is the mating connector housing with 5 crimp terminals. The connector pinouts are shown in figure 1.

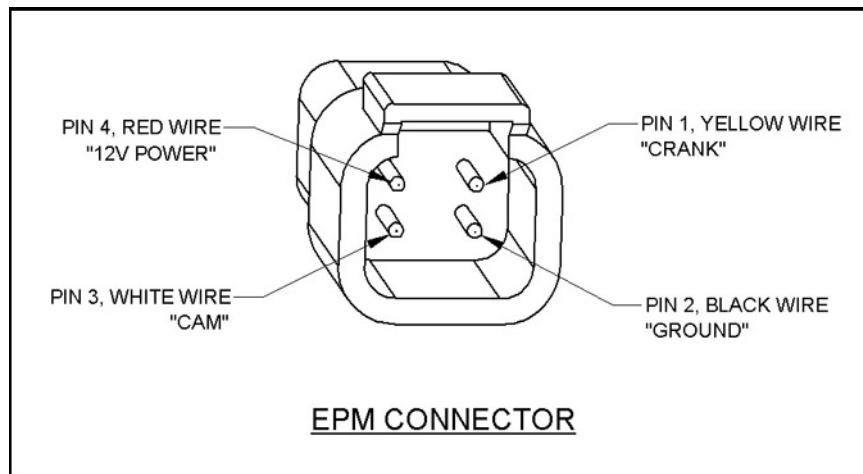


Figure 1.

b) The EPM puts out a 12V square wave, 24 crank signals and 1 short pulse cam signal every 360 distributor degrees, see figure 2.

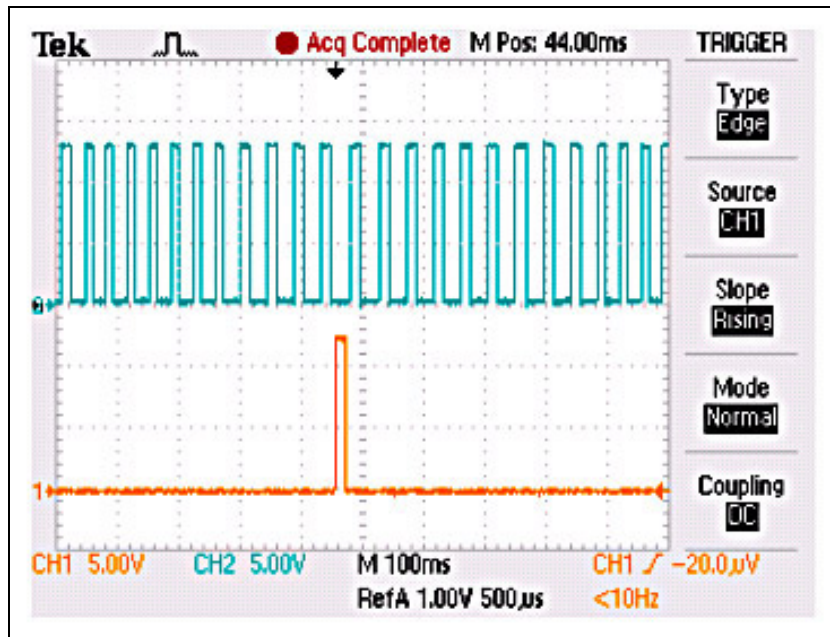


Figure 2.