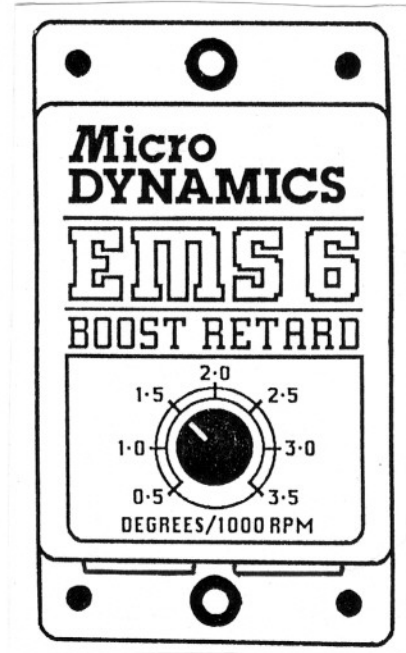


SOLID STATE IGNITION RETARD SYSTEM

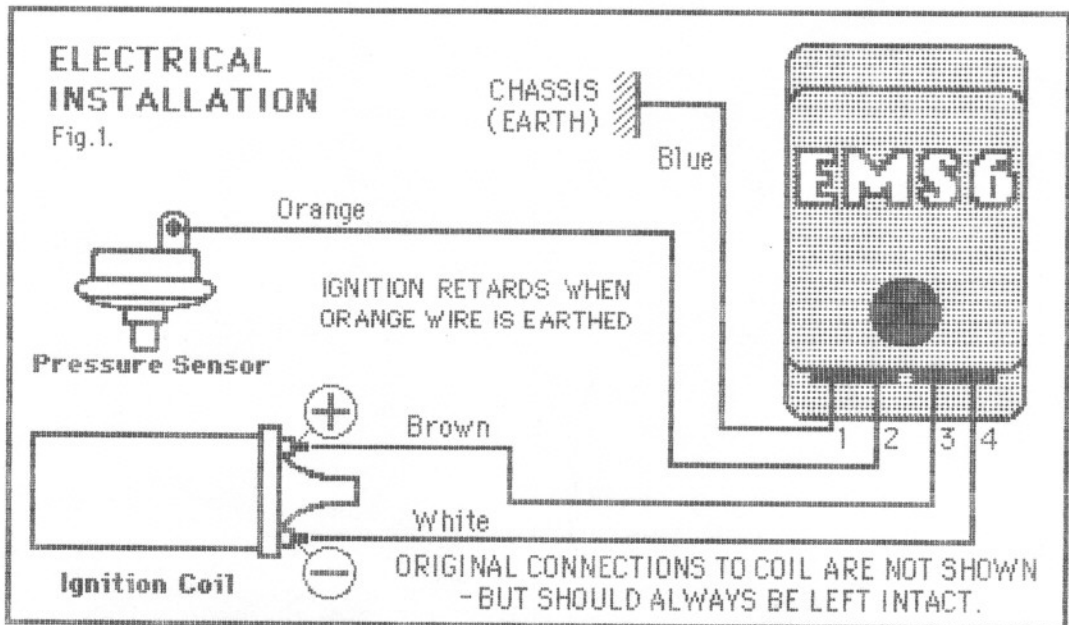
For Turbocharged, Supercharged, High-Compression and Multi-Fuel use.

- Designed for use with retro-fit turbocharger installations and boost upgrades on production turbo engines.
- Provides the corrections to the original ignition timing that are required for many types of performance upgrade.
- The EMS6 system works in addition to the engine's original ignition timing system which is left as standard for ease of maintenance and maximum off-boost flexibility and fuel economy.
- One standard kit suits all inductive ignition types, both contact breaker and contactless electronic with any type of ignition coil.
- May also be used in non-turbo applications to avoid detonation on full load.
- Simply wires to the vehicles ignition coil without the need to interfere with any of the original connections or wiring.



EMS6 OPERATION – The unit receives input signals representing engine speed from the ignition coil and boost pressure from a manifold pressure sensor; it calculates the correct amount of ignition retard for the engine's load requirements and produces the necessary drive signals to modify the ignition timing.

IMPORTANT NOTE. – EMS6 units are suitable for use with all Inductive Ignition Systems with all coil types (either electronic or contact breaker). Operation from C.D. or Multi Spark Ignition is not possible.



ADJUSTMENT of the retard angle rate may be carried out by turning the knob located on top of the box. Turn clockwise to raise limit and anticlockwise to lower.

The scale is calibrated in degrees/1000 rpm. This is a rising rate rpm controlled characteristic most suitable for use with boosted or high compression engines. Other MicroDynamics timing control systems are available with different characteristics to suit a wide range of applications.