



EMIT Dynamic Control

Installation Manual

Ignition ICM1 (20270 / 20280)

June 2021

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IGNITION MODULE INSTALLATION

MOUNTING THE IGNITION MODULE

The ICM will come with a mounting bracket that is either designed for the specific engine, or a universal skid mount that can be bolted or welded to any skid. Securely mount the bracket to a suitable location, then mount the ICM module box to the bracket.

The following guidelines should be followed when mounting:

- Select a mounting location for the enclosure within 25 feet of ignition coils
- Utilize vibration mounts if mounted directly to the engine block
- Mount in an area that does not exceed 150°F (65°C) ambient temperature
- Enclosure chassis needs to be electrically connected to the engine block or skid
- If no mounting kit is available, the enclosure can be tightly secured to a solid fixture using slotted hole strut channels or similar means
- The mounting holes for the enclosure are 5/16"

IGNITION COMPONENTS

IGNITION COILS

- Mount the ignition coils to the existing *coil rail* on top of the manifold using the existing *hardware*.
- A harness bracket may be included that can mount under the coils and will be used for mounting the harness later.

SPARK PLUGS

- Install the spark plugs provided in the kit.
 - The spark plugs should be gapped to 0.022".
 - Torque the spark plugs to 30 ft-lbs.

IGNITION SECONDARY WIRES

- Apply a small amount of dielectric grease to both ends of the ignition secondary wires and install between the ignition coil and spark plug for each cylinder.
- When connecting secondary wires between the ignition coil and the spark plug, it is important to completely seat the connection on each end.
 - The connector should click, or pop, into place.
- The secondary wires should be positioned so they are kept approximately two inches from the chassis.

FLYWHEEL MAGNETIC PICKUP

A Magnetic Pickup should be screwed into the flywheel magnetic pickup location until it grounds out, then screwed out about one-quarter turn and secured with a jam nut.

SECOND MAGNETIC PICKUP OR HALL SENSOR

Depending on the position sensing type, there will be one additional magnetic pickup or a hall sensor. These will be installed to sense **one** of the following scenarios:

- Cam timing disc (Hall or Mag Pickup): The ICM can sense a legacy timing disc that has one mark per cylinder plus an extra mark after the last cylinder, such as used on older Altronic, CEC, and similar ignitions. The ICM can also read the stock CAT timing disc that has 59 teeth. If a magnet is

being sensed, a hall sensor will be used, and if teeth or metal holes are sensed, the mag pickup will be used.

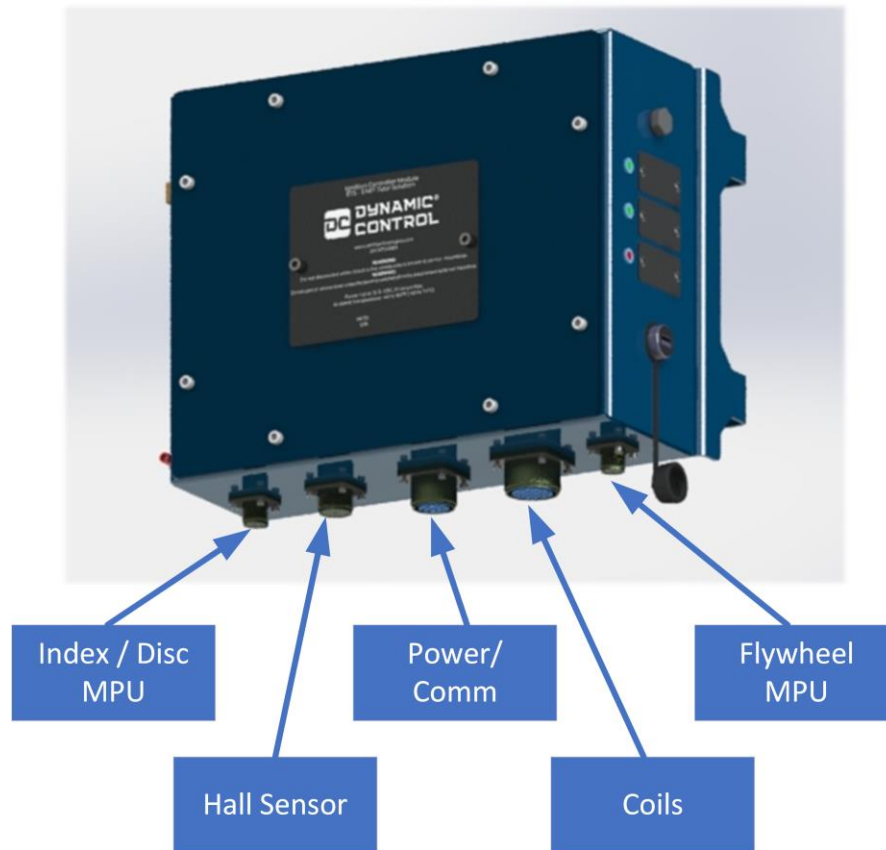
- For threaded hall sensors, install the sensor 2 turns out from the disc
- Flywheel TDC mag pickup: A bolt or hole can be added to the flywheel at cylinder 1 TDC, and the ignition can run in wasted spark mode
- Camshaft TDC (Hall or Mag Pickup): A mark can be present at the compression TDC of cylinder 1 somehow linked to cam timing. As an example, the Aux Pickup (from EMIT) attaches to a magneto drive and gears down to cam speed.

AUX PICKUP

If using an Aux pickup, see the appendix “AUX Pickup Installation Instructions”.

WIRING GUIDELINES

Standard wiring harnesses are constructed with FEP insulation and a FEP jacket rated at 200°C. This product has excellent resistance to oils, aliphatic hydrocarbons, heat, weather, acids, alkalis as well as oxidation. This product also has superior abrasion and flame resistance. Harnesses are also available with an armored jacket. Connections to the box are circular MIL connectors.



The following are important guidelines for wiring the modules to the engine:

- Do not install the system with power applied.
- If not enclosed in conduit, the wiring harness should be securely attached to the supporting structure using tie wraps, p-clamps, or mounting brackets.
- Long, unsupported wire runs should be avoided.
- Keep all wiring away from hot or moving parts and all ignition wires.
- Properly connect all wires before energizing the power connections.
- Care should be taken when making connections to the terminal blocks to allow for excess wire for the front cover to be folded back up and secured in place. This prevents strain on the connections.
- Shielding wire must be grounded to the available lugs inside the back of the enclosure or to shielding terminals.
- All electrical components must share a common ground.



Armored harnesses include a stainless steel overbraid. Use appropriate tools for cutting harness to length or removing excess overbraid material.

Details for each harness are below.

IGNITION PRIMARY WIRE – “COIL” HARNESS

The Ignition module includes an ignition coil harness, to support up to 8 cylinders (for the ICM8) or 16 cylinders (for the ICM16).

Carefully route each harness from the ignition enclosure to the coil rail.

- Secure the coil harness with P-clamps, where applicable.
- The common power lead within the coil harness is red and jumps from the (+) terminal of each coil
- The other leads within the coil harness are of varying jacket colors and are connected to negative terminals of each coil.
- After wiring the coils, secure the wiring using zip ties or P-clamps.



The ignition system uses negative-side, or low-side, switching to control the coils. The power lead (red) is jumped to the (+) terminals for all coils, and the (-) leads are wired to the individual wires of the ignition harness.

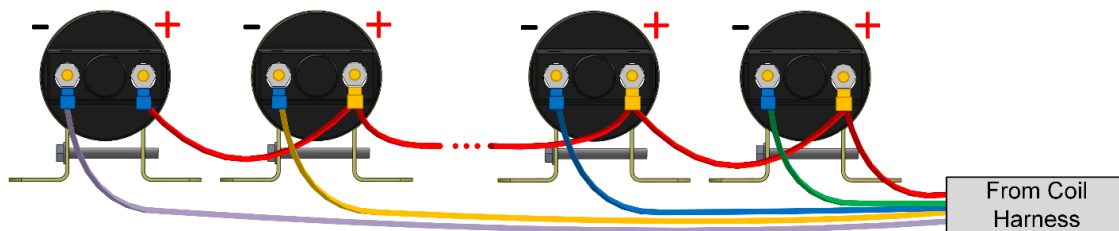


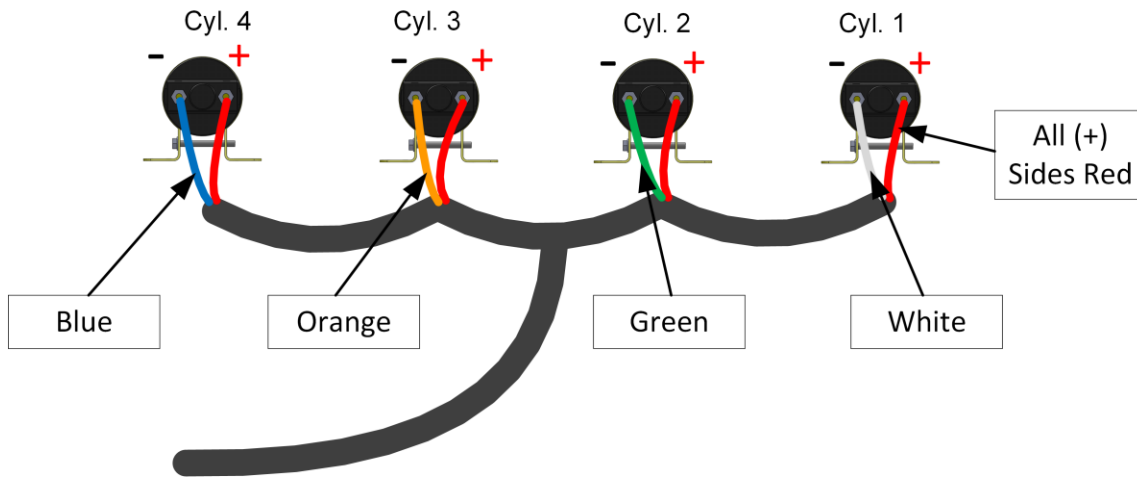
Figure 1. Ignition Coil Wiring Example

For box pinouts see Appendix C.

TYPICAL 4-CYL HARNESS

4-Cyl

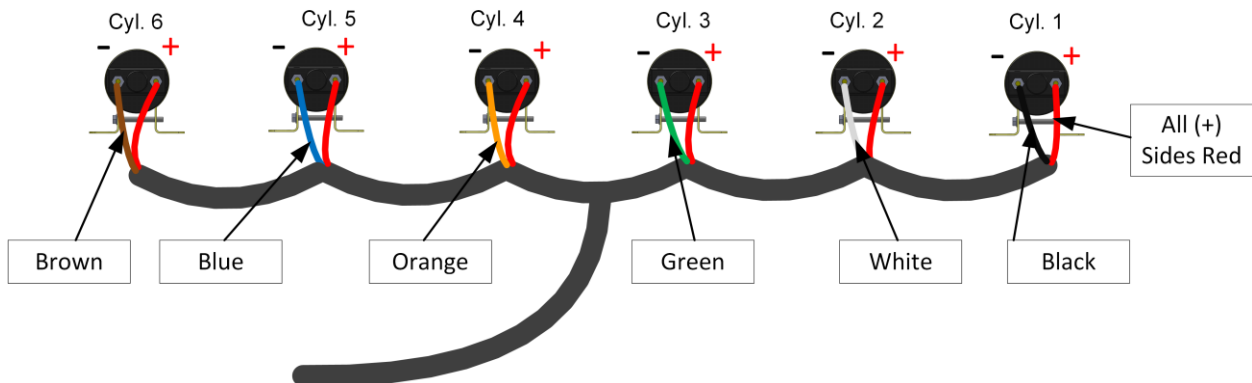
Note: Cyl 1 is typically at cooler end



TYPICAL 6-CYL HARNESS

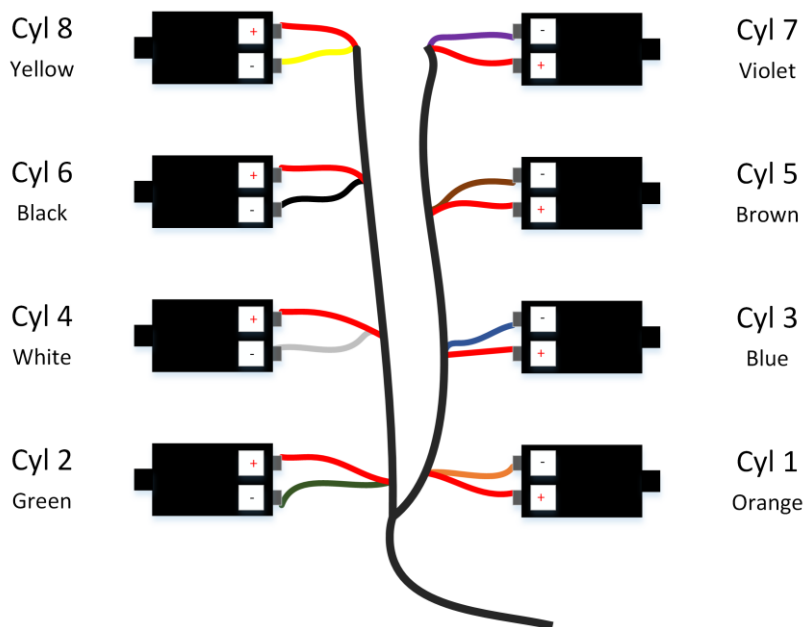
6-Cyl

Note: Cyl 1 is typically at cooler end



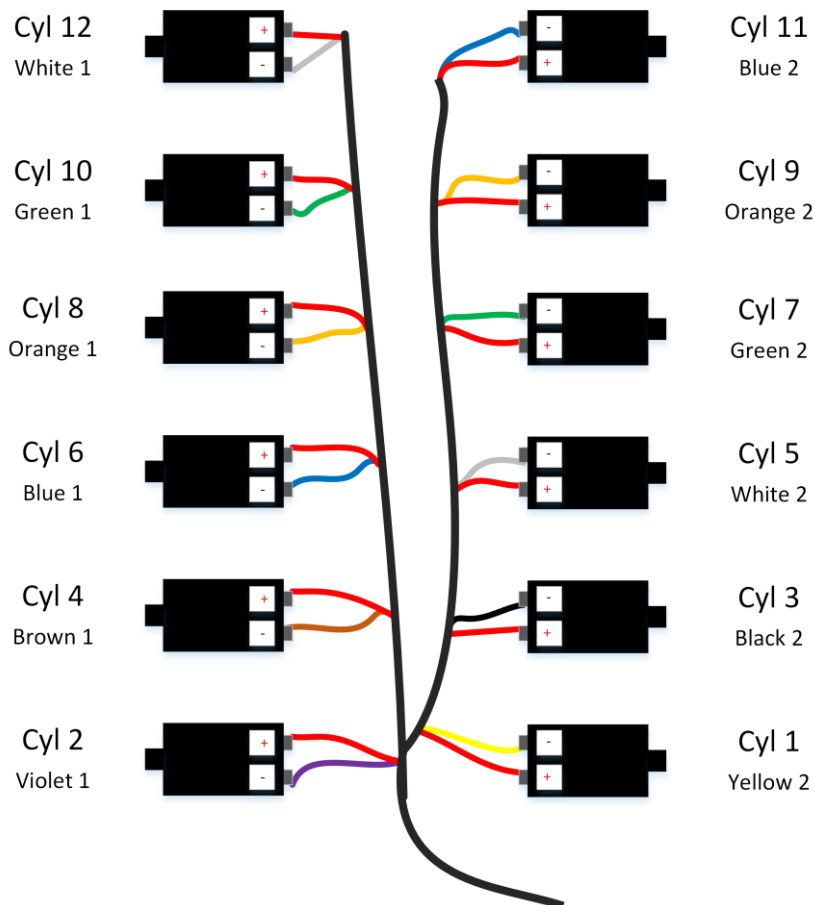
TYPICAL 8-CYL HARNESS

8-Cyl (top)



TYPICAL 12-CYL HARNESS

12-Cyl (top)



POWER/COMM HARNESS

The ignition Power and Communication Harness has two cables, one orange and one blue. These should be wired back to the panel and landed in the indicated location. The circular pin letter and ICM board pin number are shown for reference.

Wire color on 15633-xxxx harnesses	Description	Circular Pin	Target Board Pin
Blue Cable Black Wire	Tachometer Out*	E	32
Blue Cable Blue Wire	CAN L	C	29
Blue Cable Green Wire	CAN Gnd	A	28
Blue Cable Red Wire	Shutdown (Ground to kill)	G	17
Blue Cable White Wire	Alarm Relay N.O.*	F	4
Blue Cable Yellow Wire	CAN H	B	30
Orange Cable Black Wire	Batt -	H	36
Orange Cable Red Wire	Batt +	D	37

*These wires will sometimes not be used.

The ignition should be fused to 5A.

The harness also contains a drain wire which should be grounded on one side to remove noise.

FLYWHEEL MPU HARNESS

The flywheel MPU harness will run from the right 3-pin connector to the flywheel MPU. Avoid noise sources when routing the cable. For box pinouts see Appendix C.

HALL SENSOR OR SECOND MPU HARNESS

Depending on the engine, there will be a second 3-pin MPU harness OR a 4-pin hall sensor harness, but never both. Route the cable from the connector on the box to the appropriate sensor. For box pinouts see Appendix C.

ADDITIONAL WIRING

Some of the following wiring connections will be used in some scenarios. If needed, run a wire from the ICM module board to the appropriate location.

Manifold Pressure

A 4-20mA manifold pressure sensor with the range -14.7 – 30 PSI can be wired to the MAP input on the ignition. This allows a prebuilt or custom timing map to adjust timing based on load.

Fuel Relay

The fuel relay can be connected to a fuel solenoid valve and is powered on when the ignition is running. A variable amount of time can be set from the time the engine starts turning to the time the fuel relay turns on. A longer time allows more purging of the cylinders.

IGNITION SETUP

After wiring is complete, install the fuse into the fuse holder of the power harness. The ignition "STATUS" light will illuminate green. The DCT will have a new Ignition tab appear, or on the EIM an Ignition button will appear on the home screen.

ENGINE QUICK SETUP

In most cases, the fastest way to configure the ignition will be to use the Engine Quick Setup. On the DCT, this is under Settings -> System / Global Settings -> Engine Quick Setup. On the EIM, this is a button on the home page.

Under engine quick setup select the number of cylinders then the engine being used. This will fill in the default settings for the engine. If the engine is not present or for reference the next section details the advanced setup. If not needed, skip to testing.

IGNITION SETUP DETAILS

On the DCT select "Setup" on the ignition home page followed by "Main Setup". On the EIM select "Setup and Testing" followed by "Ignition Setup". Security access of *Engineering* is required. Passwords are provided with the screen.

Step 1: Engine and Timing Setup

Step 1 of the setup process involves identifying engine parameters and sparking type.

- "Cylinder Count" – Number of engine cylinders
- "RPM Overspeed Trigger" – RPM at which the ignition will kill due to overspeed or runaway condition
- Flywheel Tooth Count – Number of teeth on the flywheel for one revolution
 - If there are any teeth missing or broken on the flywheel, enter the original tooth count
- "4-Cycle Timing" – Timing sensor selection and configuration
 - Press this button to select the sensor install configuration from the options on the screen
 - If using an Altronic conversion kit with a single magnetic pickup over the flywheel, select "Camshaft TDC – Hall Effect" as the timing option
- "Cam Angles": For most engines, this is "Normal". For engines with non-symmetrical gaps between opposing cylinders (such as the G379, 399), this can be set to "Asymmetrical" and the angles specified.
- (If using timing disc) "Timing disc type" – Select the timing disc type. If using a DCT this is on the next slide.



If using a legacy Altronic-type timing disc with one tick per cylinder and one additional tick, be sure to start the timing calibration at about -20 and calibrate from there.

Step 2: Cylinder Firing Order

Step 2 is used to define the engine firing order for the number of cylinders defined in Step 1.

If the engine is available under presets, the engine can be selected to pre-fill the firing order.

Step 3A: Harness Identification

Step 3A is used to identify primary wiring harness connected to the ICM. Select the part number from the dropdown.

Step 3B: Harness Setup

Step 3B is used to identify which harness and wire is connected to each cylinder. Select the proper color under the dropdown. If the engine is more than 8 cylinders, also select the correct harness, with harness 2 being the left harness.

Step 4: RPM Timing Advance or Map Selection

Step 4 is used to select the timing map for the ignition. If a pre-built map is available for the engine, it can be selected to change the timing based on the speed and load of the engine. If not available, or if a custom map is desired, "Custom" can be selected to select a custom rpm advance for the engine. If a custom map is used, a load advance can be defined later on the Load Advance screen.



If a large amount of timing light calibration is anticipated, it can be a good idea to set the advance to "Custom" and both values fixed at 20 or 30 degrees to make calibration easier. After calibration the timing can be changed to normal values.

Step 5: Setup Review

Step 5 is used to review the setup configuration. If the information is correct, press the "Setup Complete" button. If not, press the "< Back" button to modify the settings.

INITIAL TESTING

Firing Order Verification

After setup, it may be useful to verify the firing order and wiring using the steps below. If any cylinder is not correct, run through setup again and make sure the firing order and wiring are correct.

- From the **Ignition Home** screen, press the "Setup and Testing" button, then "Engine Off Diagnostics and Testing"
- For each cylinder:
 - Select "Test" for the cylinder
 - Use a timing light, or plug the coil into a free spark plug held against the engine block, and verify that the expected cylinder is firing
 - Click "End test" and move to the next cylinder until each cylinder is verified correct

Input Checks

From the ignition home page, select 'Input Information'.

Without fuel, crank the engine briefly and verify that the first two boxes turn green. If either the hall or MPU show 'not moving', the sensor may need to be screwed in slightly, or there may be a wiring issue.

If using an EMIT governor, navigate to the governor home page, and crank the engine. Verify that the governor shows RPM. If not, the tach is probably wired to the governor MPU input and is not set up properly. Navigate to Ignition settings – Timing Calibration / Tachometer Output (on the EIM), or Engineering Setup (on the DCT) and set the Tach output pulses/revolution to be equal to the number of flywheel teeth.

Fine-tune calibration with timing light

As a final step, a timing light should be used to fine-tune the calibration of the ignition. **With the engine running**, navigate from the **Ignition Home** screen to “Setup and Testing” then “Timing Calibration and Tachometer Output” (on the EIM) or “Calibration” (on the DCT). On the left half of the screen the current total timing is displayed. Use the “Decrease Offset” and “Increase Offset” buttons to adjust the offset. Once the timing light matches the displayed total timing, the ignition is calibrated. This should only have to be done once after install.

Verify no misfires

From the ignition home page select the area showing spark durations. Verify that there are not any new misfires occurring.

APPENDIX A: AUX PICKUP INSTALLATION INSTRUCTIONS

1. Before powering off the engine and removing the existing magneto from the aux drive, crank the engine without starting and make a note of which direction the aux drive rotates.
ENGINE ROTATES (Circle One): CW CCW
2. Set the engine to top dead center (TDC) compression.
3. Disconnect battery leads and shut off fuel.
4. Remove the existing magneto from the aux drive. Be sure to scrape off any existing gasket material that remains attached to the drive.
5. Remove the timing port plug from the Aux Pickup and rotate the Aux Pickup's white drive coupling until a mark indicating 0deg can be seen through the timing port.
6. Install the Aux Pickup with gasket and torque bolts to 33ft-lbs. Do not rotate the white drive coupling more than necessary when aligning with the engine's aux drive. The
7. Use a flashlight to view the degree mark on the timing disc and make a note of the mark. Be sure to note whether an "A" or "B" is visible.
TIMING DISC MARK: A OR B
 - a. If no timing marks are present, do the following:
 - i. Remove the Aux Pickup from the engine
 - ii. If the gear ratio listed on the outer cover is 3:1, rotate the Aux Pickup's white drive coupling 1.5 turns, re-install, and use a flashlight to make a note of the degree mark on the timing disc. Using thread sealant, reinstall the timing port plug.
 - iii. If the gear ratio listed on the outer cover is 2:1, rotate the Aux Pickup's white drive coupling 1 turn, re-install, and use a flashlight to make a note of the degree mark on the timing disc. Using thread sealant, reinstall the timing port plug.
8. Route harness and connect between ignition module and Aux Pickup, then reconnect battery leads.
9. In an access level of "Setup" or higher, navigate to the TDC calibration page. From the ignition module home screen press "Setup and Testing" >> "Timing Calibration and Tachometer Output". Alternatively, from the system home screen press "System Settings/Utilities" >> "Go To Page" >> enter "423" >> "Submit".
10. Input the degree mark noted on the timing disc as the TDC Calibration Offset. Use the table below to determine whether the offset should be positive or negative.

	Clockwise Rotation	Counterclockwise Rotation
Timing Disc "A" Side	Positive (+)	Negative (-)
Timing Disc "B" Side	Negative (-)	Positive (+)
11. Crank the engine, and use a timing light to check timing.
 - a. If the timing light indicates proper timing, add fuel and start the engine.
 - b. If the timing light does not indicate proper timing, set the TDC Calibration Offset again but using an offset in the direction opposite the one used initially, then check timing. If the timing light indicates proper timing, add fuel and start the engine.
12. If the engine does not start or backfires, the above procedure may have been done using TDC exhaust as a reference instead of TDC compression. Roll the engine to TDC compression and verify that a 0deg mark can be seen in the timing viewport of the Aux Pickup. If the 0deg mark is present, consult EMIT Tech Support. If not, repeat the procedure from the beginning.

APPENDIX B: PART NUMBERS

A Ignition Control Module (ICM1)

EMIT P/N	Description	For use with
20270-0002	ICM1-8	Any engine 8 cylinders or less
20270-0003	ICM1-16	Any engine 16 cylinders or less

B Magnetic Pickup Unit (MPU)

EMIT P/N	Description	For use with
13211	Standard 2" MPU	Most small HP engines other than listed below
13242	3" MPU	3400 series CAT, 300 series CAT

C MPU Harness

EMIT P/N	Description	For use with
15629-0400	4 ft MPU cable f/ std MPU	EMIT 13211
15629-0800	8 ft MPU cable f/ std MPU	EMIT 13211
15629-1200	12 ft MPU cable f/ std MPU	EMIT 13211
15654-0800	8 ft MPU cable f/ long MPU	EMIT 13242
15654-1200	12 ft MPU cable f /long MPU	EMIT 13242
15654-1600	16 ft MPU cable f /long MPU	EMIT 13242
15654-2000	20 ft MPU cable f /long MPU	EMIT 13242

D Hall Sensor

EMIT P/N	Description	For use with
13240-0002	Hall sensor assy and bracket for 330xB	3300B CAT
13241	Hall sensor assy 5/8" threaded	3400 CAT, 704x Waukesha

E Hall Sensor Harness

EMIT P/N	Description	For use with
15620-0400	Hall sensor harness, 330xB, 4 ft	EMIT 13240-0002
15620-0800	Hall sensor harness, 330xB, 8 ft	EMIT 13240-0002
15620-1200	Hall sensor harness, 330xB, 12 ft	EMIT 13240-0002
15628-0450	Hall sensor harness, 4.5 ft	EMIT 13241
15628-1000	Hall sensor harness, 10 ft	EMIT 13241

F Power/Comm Harness

EMIT P/N	Description	For use with
15633-0250	ICM Power/Comm harness 25 ft	
15633-0500	ICM Power/Comm harness 50 ft	
15633-0251	ICM Power/Comm harness, armored, 25 ft	
15633-0501	ICM Power/Comm harness, armored, 50 ft	

G Coil Harness

EMIT P/N	Description	For use with
15639-4120	ICM 4-cyl harness A	
15639-4001	ICM 4-cyl harness B	CAT 3304
15639-6120	ICM 6-cyl harness A	
15639-6093	ICM 6-cyl harness B	
15639-6068	ICM 6-cyl harness C	
15639-6001	ICM 6-cyl harness D	CAT 3306B
15639-6043	ICM 6-cyl harness E	
15639-6065	ICM 6-cyl harness F	Cummins KTA19
15639-6095	ICM 6-cyl harness G	CAT 3406
15639-8120	ICM 8-cyl harness A	CAT 3408
15639-8150	ICM 8-cyl harness B	CAT 379
15639-1215	ICM 12-cyl harness A	CAT 398

H Coils

EMIT P/N	Description	For use with
14330-0001	Standard ignition coil	Any engine not listed below
14330-0002	Flanged ignition coil	Waukesha 7044, 5794

I Secondaries

EMIT P/N	Description	For use with
14332-0001	Spark Plug Wire, 12in Lead, 4in Est, 7mm, Str/Str F/ CAT 3300	3300 CAT
14332-0007	Secondary Lead, Resistive Suppression, CAT 3400	3400 CAT
14332-0005	Secondary Lead, Resistive Suppression, ARROW VRG330	Arrow VRG 330
14332-0008	Secondary Lead, Resistive Suppression, Cummins G5.9	Cummins 5.9
14332-0009	Secondary Lead, Resistive Suppression, Cummins G8.3	Cummins 8.3
14332-0010	Secondary Lead, Resistive Suppression, Cummins KTA19	Cummins KTA19

J Spark Plugs

EMIT P/N	Description	For use with
14331-0001	Spark plug 14mm x 19mm	3300 CAT, VRG330,
14331-0005	Spark plug f/ CAT 3400	3400 CAT
14331-0006	Spark plug f/ Cummins 5.9	Cummins 5.9
14331-0007	Spark plug f/ Cummins 8.3	Cummins 8.3
14331-0008	Spark plug f/ Cummins KTA19	Cummins KTA19

K Mount Bracket

EMIT P/N	Description	For use with
14306	Universal Skid mount	Any application not listed below
14305-0002	ICM1 Mount kit, 330xB	CAT 3304B,3306B

L Cummins pickup harness for Cummins G8.3, G5.9, KTA19, stock Cummins sensor

EMIT P/N	Description	For use with
15637-0040	Cummins MPU harness, 4 ft	
15637-0080	Cummins MPU harness, 8 ft	
15637-0120	Cummins MPU harness, 12 ft	
15637-0160	Cummins MPU harness, 16 ft	

M Aux Pickup

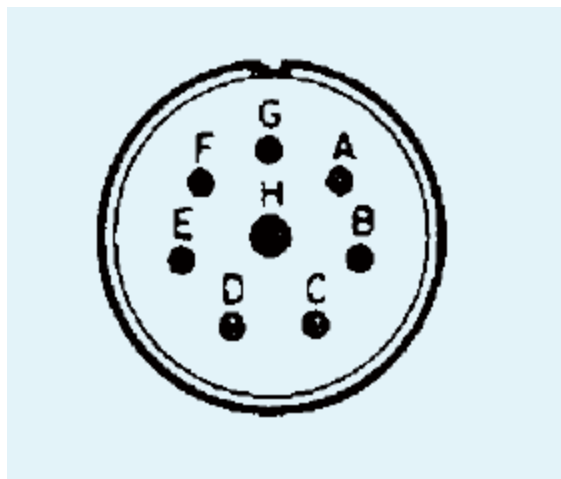
EMIT P/N	Description	For use with
20290-0003	Aux Pickup, 3:1	3300 A CAT, 398 CAT
20290-0002	Aux Pickup, 2:1	399 CAT, 379 CAT, 3400 CAT, 3500 CAT

N Aux Pickup Harness

EMIT P/N	Description	For use with
15650-0800	Aux Pickup harness, 8 ft	20290-xxxx
15650-1200	Aux Pickup harness, 12 ft	20290-xxxx
15650-1600	Aux Pickup harness, 16 ft	20290-xxxx

APPENDIX C: BOX CONNECTION PINOUTS

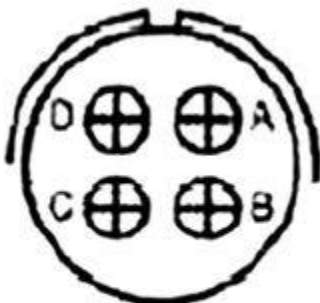
Power/Comm



Note that the letter numbers will be stamped near the pin within the connector

Circular Pin	ICM Pin	Board	Description	Wire Color 15633-xxxx harness
A	28		CAN GND	Blue Cable Green Wire
B	30		CAN H	Blue Cable Yellow Wire
C	29		CAN L	Blue Cable Blue Wire
D	37		Batt +	Orange Cable Red Wire
E	32		Tach	Blue Cable Black Wire
F	4		Alarm Relay N.O.	Blue Cable White Wire
G	17		Shutdown	Blue Cable Red Wire
H	36		BATT -	Orange Cable Black Wire

Hall



14S-2
4 Contacts/Size 16

Circular Pin	ICM Board Pin	Description	Wire Color on 15628-, 15620-, 15650- harness
A	26	Ground	Black
B	24	Hall signal	White
C	26	Shield	Shield
D	14	+12V	Red

Flywheel MPU



Front of Socket Insert
10SL-3
3 Contacts/Size 16

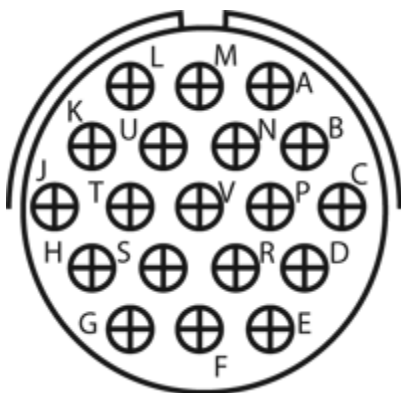
Circular Pin	ICM Board Pin	Description	Wire color on 15654-, 15637-, 15629- harness
A	22	Flywheel MPU-	Red
B	23	Flywheel MPU+	White or Black
C	Shield	Shield	Shield

TDC MPU

(See 10SL-3 drawing above)

Circular Pin	ICM Board Pin	Description	Wire color on 15654-, 15637-, 15629- harness
A	20	TDC MPU-	Red
B	21	TDC MPU+	White or Black
C	Shield	Shield	Shield

Coil Connector

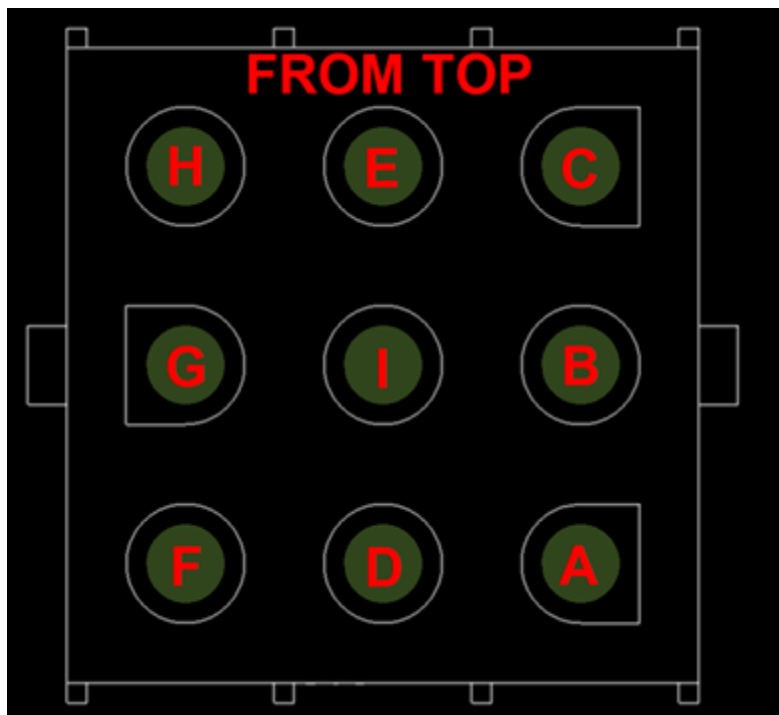


(From solder cup side or harness pin side)

Circular Pin	Board Pin, see drawing below	Description*	Typical Wire Color
A	"HARNESS 1" A	Coil 1-	Black
B	"HARNESS 1" B	Coil 2-	White
C	"HARNESS 1" C	Coil 3-	Green
D	"HARNESS 1" D	Coil 4-	Yellow
E	"HARNESS 1" E	Coil 5-	Blue
F	"HARNESS 1" F	Coil 6-	Orange
G	"HARNESS 1" G	Coil 7-	Brown
H	"HARNESS 1" H	Coil 8-	Violet
T	"HARNESS 1" I	Coil Pwr	Red
U	Ring terminal	Shield	Shield
J	"HARNESS 2" A	Coil 9-	Black
K	"HARNESS 2" B	Coil 10-	White
L	"HARNESS 2" C	Coil 11-	Green
M	"HARNESS 2" D	Coil 12-	Yellow
N	"HARNESS 2" E	Coil 13-	Blue
P	"HARNESS 2" F	Coil 14-	Orange
R	"HARNESS 2" G	Coil 15-	Brown
S	"HARNESS 2" H	Coil 16-	Violet
T	"HARNESS 2" I	Coil Pwr	Red

*Note that the coil number isn't the cylinder number. On the ICM wiring order setup page, the letter before the color matches the Molex letter, e.g. "B:White" is Molex pin B.

Board Pin Order



Note: The above numbers are not cylinder numbers since the pin order is picked by the user. In the EIM and DCT on the wire order page, each wire starts with a letter (e.g. "C: White"), where the letter matches the above diagram