HALTECH™
ENGINE MANAGEMENT SYSTEMS

E6GMX Series

Fuel and Ignition Control System

E6GMX System

The HALTECH **E6GMX** is a powerful "real-time" programmable fuel injection and ignition system computer designed as a plug-in replacement for certain models of DELCO computers used in General Motors and some other brands of motor vehicles.

There is no need to install a wiring harness, sensors, relays, etc. Simply plug it in, connect a suitable personal computer, boot up the supplied software, and presto, you have a "real-time" programmable engine management system!

The **E6GMX** has been designed for installations where changes have been made to the engine and full programmability is desired.

The patented HALTECH system of programming virtually eliminates the input of numbers. You simply manipulate graphics in the form of bar graphs and by pressing arrows you increase or decrease the amount of fuel delivered at that particular load point.

The process is repeated for all load points in each rev range.

Ignition timing is precisely mapped through the rev range so that the exact timing required to obtain performance is applied in every rpm and load range.

As an alternative to performance chips you get the following advantages:

Tune your own car
Have a spare computer
Flexibility in programming to suit your application
Modify the engine later and simply re-program
Fit a turbo or supercharger, simply re-program

The **E6GMX** capable of running up to 8 low impedance or 16 high impedance injectors.

Improved features from previous model:

Surface mount components
New injector drivers. (no need for E6GM-8 variant)
New HalwinX Windows software
On Board Barometric pressure sensor
2 Spare PWM outputs
All Digital inputs and outputs are now configurable.
Dual mapping feature
New Red Anodized box

E6GMX Specifications

E6GM Kit Contents:
Electronic Control Unit (ECU)
Programming Software
Communication Cable
Instruction Manual on CD

System Features:
Number of Cylinders **4, 6, & 8**
Max Operating rpm **16000 rpm**
RPM Range increments **500/1000**
Max. Range **10500/16000 rpm**
Number of Fuel Maps **22/17**
Number of Ignition Maps **22/17**
Number of Bars per Map **32**

Fuel Correction Maps:
Coolant Temperature
Air Temperature
Battery Voltage
Full Throttle
Throttle Pump
Auto Barometric Comp.
Zero Throttle
Cold Prime

Ignition Correction Maps:
Air Temperature
Coolant Temperature

Trigger Signal Type:
Hall Effect Sensor
Optical Sensor

Trigger Pattern:
Single Pulse per Cycle

Ignition Configuration:
Single Distributor
Direct Fire (4, 6 & 8)*
(*using GM DFI modules only)

Injector Firing Mode:
Multi-Point
Batch Fire

ECU inputs:
MAP Sensor
Coolant Temperature
Air Temperature
Throttle Position
Internal Barometric Sensor
Primary Trigger
Oxygen Sensor
Spec Purpose Digital
2x Gen. Purpose Analog
Road speed

ECU Outputs:
Injector Drivers E6GM(**4**)
Fuel Pump Relay Control
PWM Outputs (**4**)
Idle Air Control (IAC)
Ignition Output
Spec. Purpose Digital (**2**)

Accessories:
Fuel/Ignition Trim Module
Oxygen Sensor

Engine Data:
Metric units
Map Storage and Retrieval
Data Logging