

PRODUCT INFORMATION



<u>SKU RANGE</u>	<u>PRODUCT TYPE</u>	<u>SKU RANGE</u>	<u>PRODUCT TYPE</u>	<u>SKU RANGE</u>	<u>PRODUCT TYPE</u>
1005 - 1845>	POINTS	D1401 - D8005>	DOMESTIC WIRE SETS	PPS1 - PPS2>	UNIVERSAL PUSH-PULL SWITCHES
2000 - 2999	CONDENSERS	DA1 - DA14>	DISTRIBUTOR ASSEMBLIES	PS1 - PS7>	PIGTAILS / SOCKETS
3101 - 3964>	ROTORs	DJS1 - DJS2	DOOR JAMB SWITCHES	PWS1-PWS7>	POWER WINDOW SWITCH
4000 - 4999, 400000 - 40016>	CAPS	DLA1 - DLA2>	DOOR LOCK ACTUATORS	SD1 - SD4>	STARTER DRIVES
HP Suffix	HIGH PERFORMANCE ROTORS & CAPS	DLK1 - DLK12>	DOOR LOCK KITS	SHFT1>	SHAFT - DISTRIBUTOR
5001 - 5199, 50000 - 50110>	COILS	DLT1>	DOME LIGHT	SS1 - SS10>	STARTER SOLENOIDS
51000>	COIL-ON-PLUG (SPECIALIZED)	DR1000 - DR1090>	DOMESTIC RELAYS	TLK1 - TLK7>	TRUNK LOCK KIT
5200 - 5215>	RESISTORS	DS1 - DS15>	DIMMER SWITCHES	TS1 - TS8>	TOGGLE SWITCHES
5300 - 5309>	VACUUM ADVANCES	ECS1-ECS2>	EGR CONTROL SOLENOID	TSS1 - TSS41>	TURN SIGNAL SWITCH
5400>	COIL HOUSING	EPS1 - EPS5>	EGR POS SENSORS	UCB1>	UNIVERSAL COIL BRACKET
6001 - 6299	PICK-UP COILS	ER1 - ER21>	EUROPEAN RELAYS	VR1 - VR10>	VOLTAGE REGULATORS
6300>	RELUCTOR	FCS1>	FUEL CUT-OFF SWITCH	VSS1 - VSS66>	VEHICLE SPEED SENSORS
7000 - 7147>	MODULES	FF1 - FF600B	FUEL FILTERS	WWS1-WWS7>	WINDSHIELD WIPER SWITCH
70000	MODULE SUBASSEMBLY	FL1 - FL9>	FLASHERS		
8000 - 8199, 80000 - 80008>	OIL PRESSURE SWITCHES	FPR1-FPR11	FUEL PRESSURE REGULATOR		
8200 - 8399, 83000>	WATER TEMP SWITCHES	FWDA1	4 WHEEL DRIVE ACTUATOR		
8400 - 84002>	RADIATOR FAN SWITCHES	GMDC1	GM DIST CAP COVER		
8600 - 8735>	STOPLIGHT SWITCHES	HB1 - HB3>	UNIVERSAL HORN BUTTONS		
8800 - 8842>	NEUTRAL SWITCHES	HBS1-HBS4>	HEATER / AC BLOWER SWITCH		
8900 - 8999, 89000 - 89041>	REVERSE LIGHT SWITCHES	HLS1 - HLS42>	HEADLIGHT SWITCHES		
9000 - 9006	EXHAUST CHECK VALVES	I4000 - I12007>	IMPORT WIRE SETS		
9007-9099	AIR PUMP CHECK VALVE	IAC1 - IAC46>	IDLE AIR CONTROL VALVES		
9100 - 9188>	EGR VALVES	ICB1 - ICB16>	IGNITION COIL BOOT		
9300 - 9390>	COOLANT TEMP SENSORS	ILA1 - ILA67>	IGNITION LOCK ASSYS		
9400 - 9442>	PORTED VACUUM SWITCHES	ILC1 - ILC186>	IGNITION LOCK CYLS		
9600 - 9699, 96000 - 96152>	CAM / CRANK SENSORS	IS1 - IS152>	IGNITION SWITCHES		
9700 - 9889>	PCV VALVES	ISC1	IDLE SPEED CONTROL MOTOR		
9900 - 9999, 99000 - 99071>	THROTTLE POS SENSORS	JR1 - JR65>	JAPANESE RELAYS		
AF1 - AF739>	AIR FILTERS	KS1 - KS38>	KNOCK SENSORS		
AP1 - AP3>	A.I.R. PIPES	LKS1>	LOCK KIT SET		
ATS1 - ATS21>	AIR TEMP SENSORS	LP1>	LIGHTER PLUG		
BF1 - BF47>	BREATHER FILTERS	MS1 - MS46>	MAP SENSORS		
BMR1-BMR30>	BLOWER MOTOR RESISTOR	OF1 - OF1035>	OIL FILTERS		
CAF1 - CAF501	CABIN AIR FILTERS	OS1 - OS4>	UNIVERSAL OXYGEN SENSORS		
CLS1-CLS2>	COOLANT LEVEL SENSOR	PBS1 - PBS2>	UNIVERSAL PUSH BUTTON SWITCHES		

MANUFACTURER INFORMATION

- Original Engine Management is a line of Engine Management Components Consistent with O.E. Standards
- Original Engine Management is a leading supplier of Engine Management Components and has established life-long customer relationships with premiere Manufacturers, Importers, and Exporters around the world who all shares an uncompromising pursuit for product excellence.
- Installers depend on Original Engine Management for consistent quality, competitive prices, and availability of difficult to source parts, industry insight, and marketing programs that produce results.
- Every item in the Original Engine Management program is tested to conform to O.E. form, fit, and function.

IGNITION COILS

- Original Engine Management prides itself on having the best coil coverage of top selling applications currently available in the industry. With new applications presently under development, Original Engine Management import and domestic ignition coils are manufactured strictly to Manufacturer's specification and feature the following:
 - Special-blend oil in oil-filled units to provide better heat dissipation, better performance, and longer life.
 - O.E.-type epoxy material in dry coil units for superior dielectric strength.
 - 100% copper wire in both primary and secondary windings for proven performance.
 - Units' thermal shock tested from -40 to 250 degrees. Units' endurance tested operating at 250 degrees for up to 1,000 hours.
 - Primary and Secondary windings with enamel magnet wire rating highest temperature available in the aftermarket.



COIL ON PLUG (C.O.P)

- This is the way many of the engine manufacturers and O.E. are moving for ignition coils. By placing the coil directly on the spark plug, the need for high voltage wires from the coil to the distributor to the spark plug is eliminated.

Original Engine Management units are thermal shock tested from -40 to 250 degrees. Unit's endurance is tested by operating at 250 degrees for up to 1,000 hours.



CAPS

- Original Engine Management import and domestic distributor caps are manufactured to exact application specification to ensure proper fit and function. Additionally, they offer the following high-performance features:
 - Polypropylene, PBT, or Thermoset molding material for maximum dielectric strength and resistance to carbon-tracking.
 - Brass, aluminum, stainless, or tin-plated terminals and inserts for superior conductivity. RFI resistors where specified by application to eliminate radio static and potential ECU-damaging voltage spikes.
 - Vent-holes/vent-caps as application requires.
 - Molded-on firing order as specified by O.E. on select models.
- Units are molded with high temperature and high die-electric plastics. Brass terminals on certain models surpass corrosion prone O.E. aluminum terminals in long term testing.



ROTORS

- Manufactured to look and fit like the O.E. unit, Original Engine Management import and domestic rotors are constructed from these high-performance materials:
 - Polypropylene, PBT, or Thermoset molding material on rotor body for maximum dielectric strength.
 - Brass, stainless, or nickel-plated steel rotor vanes and shaft bushings for excellent conductivity and long wear.
 - O.E.-style shaft-retention clips where required for positive rotor-to-shaft retention.
 - R.P.M.-limiter where specified by O.E. to protect engine over-revving.
 - RFI resistor where specified by O.E. to eliminate radio static.
- Units are molded with high temperature and high die-electric plastics. Brass terminals on certain models surpass corrosion prone O.E. aluminum terminals in long term testing.



IGNITION MODULES

- Original Engine Management modules are manufactured to O.E. specification. Each unit is carefully tested to ensure proper fit and function. Some of the features and benefits of Original Engine Management modules are:
 - Proprietary circuit design. Original Engine Management affiliate-manufacturers analyze the O.E. circuit and make appropriate modifications which offer improved circuit protection and longer unit life.
 - Laser-trimmed film resistors. This procedure offers extremely accurate electronic control while maintaining peak efficiency over a longer period of time.
 - High-temperature polymer housings. Use of this housing material reduces moisture ingress, and minimizes vibration damage which results in greater reliability for an extended period.
 - Units are tested from -40 to 250 degrees to assure functionality under all possible operating environments.
 - Thermal grease and installation instructions included with all modules where needed.



WIRE SETS

- Original Engine Management Wire Sets use O.E. style conductors or better when possible. Some of the features and benefits of Original Engine Management wire sets are:
 - Brass and stainless steel distributor and coil terminals resist corrosion and provide maximum conductivity for reduced misfires.
 - EPDM and Silicone distributor and coil nipples seal out moisture on distributor and coil connections to prevent stalling and hard starting in wet weather.
 - Silicone jacketed carbon suppression wire eliminates radio interference while giving superior protection against extreme under-the-hood conditions.
 - Silicone High Temperature spark plug boots resist drying and cracking that results in plug-to-ground arcing.
 - Zinc-plated “snap-lock” spark plug terminals never become loose, assuring a positive connection every time, even after removal and re-installation of wires.
 - EPDM and Silicone HEI distributor/ coil boots seal out moisture and provide maximum dielectric integrity to prevent stalling and hard starting in wet weather.
 - Zinc-plated “snap-lock” HEI distributor/ coil terminals resist corrosion and won't vibrate off the male distributor or coil post.



VACUUM ADVANCE UNITS

- Specifically calibrated to provide correct amount of ignition advance at appropriate vacuum levels.
- Units tested at 30HG maximum vacuum to ensure units do not leak.



COIL RESISTORS

- Original Engine Management coil resistors are equivalent to their O.E. counterparts and offer the following construction details:
 - Heavy molded ceramic body which dissipates heat.
 - Nichrome wire winding for superior durability and longer life.



CONDENSERS

- Original Engine Management condensers are designed to exactly replace their respective O.E. units and offer these fine features:
 - O.E.-type connectors for quick, correct fitment.
 - O.E.-specification capacitance values for proper system operation.
 - Neoprene insulated boot between lead wire and canister where specified by O.E. to seal out contaminants.



CONTACT SETS

- All Original Engine Management contact sets are manufactured to original equipment specification, utilizing the following materials:
 - Steel-alloy or nickel-plated steel base-plates which provide added strength and corrosion resistance.
 - Nylon or composite rubbing blocks for long wear.
 - Tungsten contact surfaces to resist moisture pitting and minimize dielectric damage.



PICK-UP COILS

- Original Engine Management pick-up coils are made of the following materials which conform to O.E. specification while offering the advantages of strong signal emission and better performance:
 - Copper wire windings
 - Permanent magnets
- Units wound with high temperature enameled wire and utilize O.E. quality magnets where applicable. Output amplitude and wave shape measured to match O.E.



EXHAUST CHECK VALVES

- Original Engine Management exhaust check valves are manufactured to O.E. specification, and are constructed of the following fine materials:
- Brass or steel-alloy housing.
- Special-design spring/diaphragm assembly for positive performance and extended service life.



EGR VALVES

- Original Engine Management EGR Valves are designed to exactly replace their O.E. counterparts -- no universal or will-fit units. Crafted from the following materials, Original Engine Management EGR Valves are engineered to O.E. specification:
 - Cast O.E.-style mounting housings.
 - Silicone diaphragm for longer wear in high temperatures.
 - Special-design pintle assembly which resists carbon-fouling.
 - Includes necessary mounting gaskets when applicable.



EGR PRESSURE FEEDBACK SENSORS

- Original Engine Management EGR Pressure Feedback Sensors are specifically manufactured to duplicate O.E. performance.



AIR CHARGE AND AMBIENT AIR TEMPERATURE SENSORS

- Units tested below freezing and above 250F to match O.E. resistance characteristics ensuring proper fuel mixture and ignition timing under all climatic conditions.



CAMSHAFT POSITION SENSORS

- Magnetic retractor type units match O.E. output wave shapes and amplitude to provide solid communication to on board computer.
- Solid state Hall-Effect units have same response time and output amplitude that ignition control module or on board computer requires.
- Units tested on vehicle to ensure ECM/PCM receives signal with correct output amplitude and waveform under all engine RPM's.



CRANKSHAFT POSITION SENSORS

- The crank angle sensors are mounted to the timing cover and are manufactured to O.E. specification utilizing ferrite magnets, high-impact housings, and O.E.-style connectors.
- Magnetic retractor type units match O.E. output wave shapes and amplitude to provide solid communication to on board computer.
- Solid state Hall-Effect units have same response time and output amplitude that ignition control module or on board computer requires.
- Units tested on vehicle to ensure ECM/PCM receives signal with correct output amplitude and waveform under all engine RPM's.



COOLANT TEMPERATURE SENSORS/SWITCHES

- Designed to strictly meet O.E. operating temperature specifications, Original Engine Management coolant temperature sensors/switches are manufactured with the following O.E.-approved materials:
 - Corrosion resistant brass housings.
 - High-temperature plastic terminal housings.
 - Brass terminals for excellent conductivity.
 - Sealing O-Rings as specified by O.E.
- Units tested below freezing and above boiling to match O.E. resistance characteristics ensuring proper fuel mixture and ignition timing under all climatic conditions.



KNOCK SENSORS

- Original Engine Management Piezo sensors generate same as O.E. waveforms compliant to PCM requirements.



IDLE AIR CONTROL VALVES

- Original Engine Management units are calibrated to meter precise amount of air required per application for smooth idle.
- Windings are dielectric tested to 1,000 volts to eliminate possibility of electrical shorts in operation and resultant PCM driver damage.
- Screws, gaskets, O-rings, pre-applied thread sealant, and other secondary hardware is included to ease installation and provide customer convenience.



MAP SENSORS

- Original Engine Management units are calibrated to provide same as O.E. output signals at various vacuum and/or pressure levels required by on board computer.



THROTTLE POSITION SENSORS

- Original Engine Management units are calibrated to have same output characteristics throughout the rotational range of operation.
- Initial designs undergo full travel rotational life testing to 1 million cycles and dither testing up to 5 million cycles. Dither testing replicates actual driving condition of typical half pedal position and minor pedal position variations due to driver input.
- High Quality resistive ink substrates and wiper arm contacts are used to provide minimum wear and maximum life.



RADIATOR FAN SWITCHES

- Original Engine Management has the most complete line of High Quality and Value radiator fan switches currently available in the market.
- Unlike a number of other manufacturers who over-consolidate this critical component, each Original Engine Management switch is rated with the exact operating temperature as that of the O.E. Unit which it was designed to replace.
- All Original Engine Management radiator fan switches feature the following O.E.-type materials:
 - Corrosion resistant brass housings.
 - Nickel-plated or brass terminals for superior conductivity.
 - High-temp composite O.E.-type connectors designed to mate with vehicle wiring harness without modification.
- Thermal switches matched to O.E. temperatures to assure consistent performance.



IGNITION SWITCH

- Original Engine Management offers a complete line of ignition switches.
- Constructed of the finest O.E.-type materials, Original Engine Management ignition switches are designed to ensure proper fit and function each and every time.



OIL PRESSURE SENSORS/SWITCHES

- Original Engine Management offers extensive coverage for vehicles equipped with instrument panel gauges as well as those equipped with instrument panel lights. Original Engine Management oil pressure switches are manufactured with the following materials to meet O.E. specification:
 - Brass housings to offer maximum corrosion resistance.
 - Brass or nickel-plated terminals for electrical conductivity.
 - O.E.-type connectors where required for quick, correct fitment and O.E.-type color-coded terminal housings where specified for Audi and Volkswagen applications.
- Pressure switches calibrated to match O.E. actuation PSI.



WATER TEMPERATURE SENSORS/SWITCHES

- In our water temperature switch line, Original Engine Management covers all vehicles equipped with instrument panel gauges as well as those with lights.
- Original Engine Management water temperature switches, which meet O.E. operating specifications, utilize the following fine materials:
 - Brass housings for corrosion resistance.
 - Brass or nickel-plated terminals to ensure conductivity.
 - Special-design thermistors which respond accurately over the entire operating range of the switch.
 - Sealing O-Rings as specified by O.E.



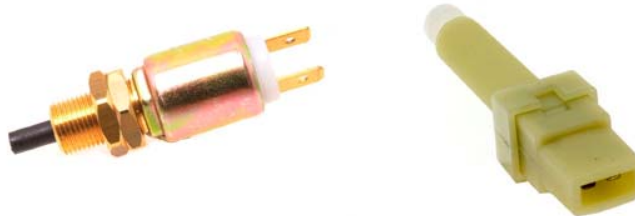
BACK-UP LIGHT SWITCHES

- Original Engine Management offers a complete line of back-up light switches for manual transmission-equipped vehicles.
- These units are manufactured to O.E. specification utilizing the following fine materials:
 - Brass or plated-steel housings for corrosion resistance.
 - Brass or plated-steel plungers as specified by O.E.
 - O.E.-type wiring harnesses as required for quick and easy fitment.
- Units tested multiple cycles under maximum ampere load while measuring contact resistance to ensure lowest possible voltage drop and maximum power supplied to circuits.



STOP LIGHT SWITCHES

- In the area of stoplight switches, Original Engine Management offers units for both standard and cruise control-equipped cars and light trucks.
- Engineered to meet or exceed O.E. specifications, Original Engine Management stoplight switches offer these fine features:
 - Brass or high-impact composite housings as specified by O.E.
 - High-strength plastic plungers for smooth operation.
 - Special-design spring and contact arrangement to reduce arcing at contacts for extended service life.



TRANS SPEED CONTROL

- Units tested to match O.E.M. output frequency and amplitude at appropriate RPM levels.



FIRE-STOP SWITCH

- The FCS-1 Fire-Stop Switch, original equipment on many European cars and Ford vehicles worldwide, instantaneously shuts off the electric fuel pump in a collision, greatly reducing the risk of fire. The switch is a universal-fit for any car or truck with an electric fuel pump and comes complete with all necessary mounting hardware and step-by-step instructions to ensure a quick, accurate installation. Read the Fire Stop Brochure.



IGNITION LOCK ASSEMBLIES

- Original Engine Management offers a comprehensive line of complete ignition lock assemblies.
- Many of the units currently in this line are actually produced by the original equipment manufacturer, thus ensuring perfect fitment without modification.



STARTER SOLENOIDS

- Contains spike suppressing diode on certain applications to extend ignition switch life and provide minimal interference with on board computers.



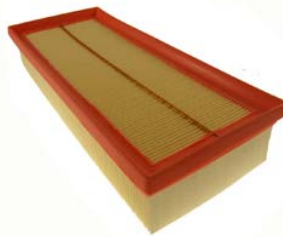
RELAYS

- Original Engine Management relays are manufactured with the following fine O.E.-type materials to ensure optimum performance and extended service life:
 - High-quality composite housings for resistance to harsh under-hood conditions.
 - Brass or copper contacts for long wear.
 - Brass or nickel-plated terminals for excellent conductivity.



AIR FILTERS

- Manufactured to match O.E. performance by our QS9001 factories, Original Engine Management air filters feature O.E.M. quality at competitive prices. Original Engine Management offers a complete line for both import and domestic applications which feature the following:
 - High-temperature Urethane and Plastisol Seals to resist warping due to under hood temperatures.
 - Injection Molding Plastics and Seals for Original Equipment Filter fit.
 - O.E.-quality pleated paper elements for superior filtration and extended service life.



CABIN AIR FILTERS

- The cabin air filter is an innovation designed to protect the occupants of a vehicle from dust, pollen and other airborne particles and, in some cases, even from odors entering the vehicle. They are typically a pleated-media filter that is placed in the outside-air intake for the vehicle's passenger compartment. Some of these filters are rectangular and similar in shape to the engine air intake filter. Many times they are uniquely shaped to fit the available space of particular vehicles' HVAC system. Being a relatively recent addition to automobile equipment, this filter is often overlooked. Clogged or dirty cabin air filters can significantly reduce airflow from the cabin vents, reduce the effectiveness of the defrost/defogging functions, as well as introduce allergens into the cabin air stream.



FUEL FILTERS

- Original Engine Management stocks a comprehensive line of import and domestic fuel filters for fuel-injected applications. Many of these units utilize steel-alloy housings, all use high-performance filtration element assemblies, O.E.-style connectors and are manufactured to meet O.E. requirements.



PCV VALVES

- Manufactured from only the highest-grade materials, Original Engine Management PCV valves are strictly engineered to meet the manufacturer's specification in terms of fitment and flow-rate.



OIL FILTERS

- Oil filter are a vehicles first line of defense from contamination that has entered the engine. Original Engine Management has offered a small line of oil filters, spin on and cartridge styles, for many years. In 2007, we introduced an expanded selection of spin-on style filter that covers over 85% of the vehicle population. We also continue to expand the number of cartridge style filters for the import and newer domestic vehicles as they are brought to the market.

