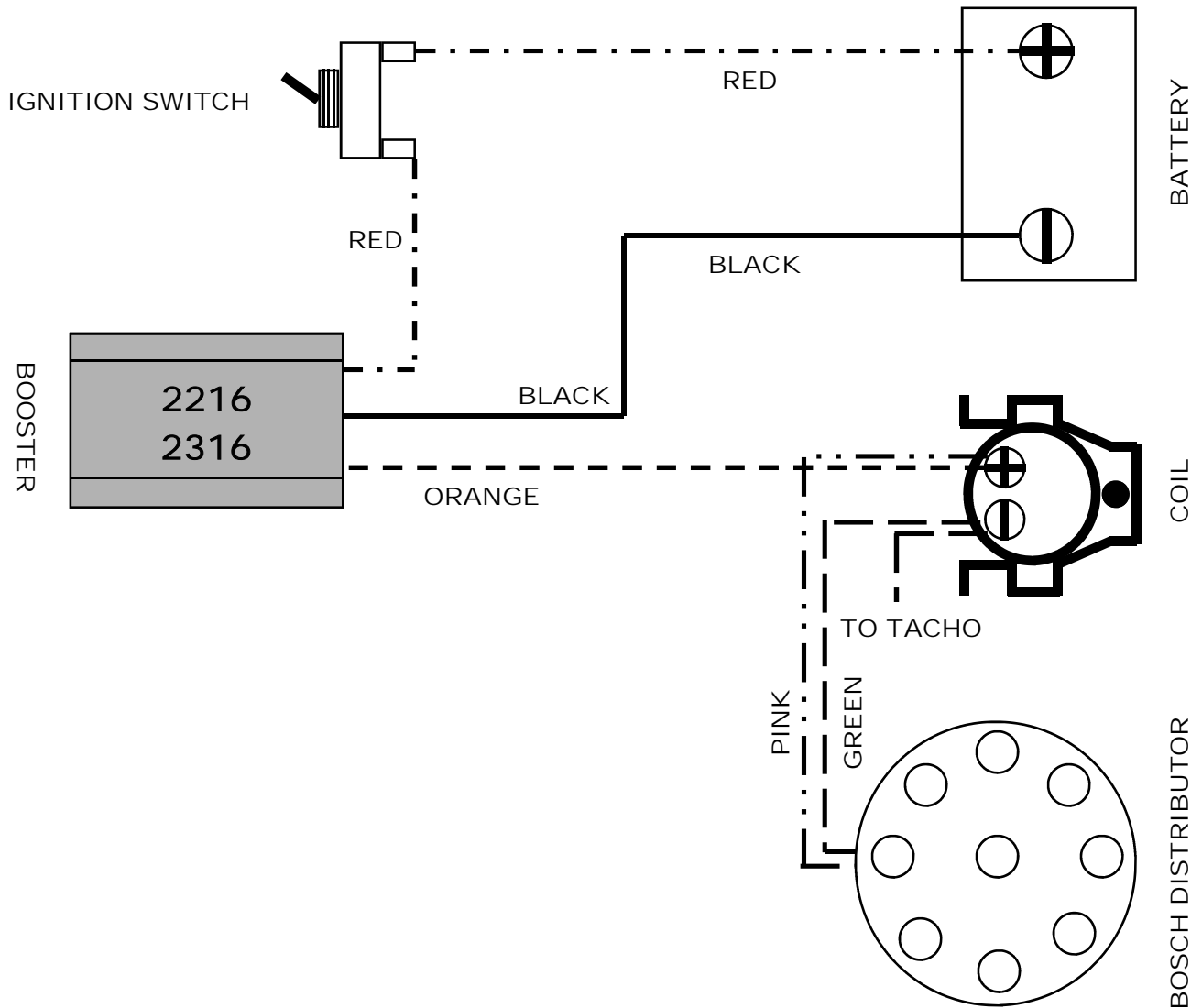




## 2216 - 2316 BOOSTER - WIRING BOSCH HIGH ENERGY / INDUCTIVE IGNITION SYSTEMS



### WIRE COLOR LEGEND

.....	PINK WIRE
-----	ORANGE WIRE
-----	GREEN WIRE
—————	BLACK WIRE
- - - - -	RED WIRE



## 2216 - 2316 BOOSTER - WIRING NOTES BOSCH HIGH ENERGY / INDUCTIVE IGNITION SYSTEMS

- \* Orange & Pink Wires to Coil Positive ( each wire to run individually to coil positive as per diagram ).
- \* Green Wires to Coil Negative ( each wire to run individually to coil negative as per diagram ).
- \* Vehicle tacho wire ( usually green ) to coil negative.
- \* Black Wires to Earth ( common earth is ideal - as per diagram - but not always possible / necessary ).
- \* If wired correctly, two wires go to coil positive and two wires go to coil negative ( one from tacho ).
- \* Keep the 2216 / 2316 Booster loom routed away from the ignition leads.
- \* Make sure both the vehicle body and engine are earthed to the battery.
- \* I.E. There must be an earth strap from the battery to the vehicle body, and the vehicle body to the engine.
- \* These measures are to ensure no noise enters the looms and disrupts the microprocessor inside the unit.
- \* Mount the unit using the vibration mounts supplied, inside the vehicle cabin, away from heat and moisture.
- \* Avoid soldering wires, as they become brittle where the solder ends, flex at that point, then break.
- \* Ensure that the booster has a direct supply of at least 12.5 volts when engine is running.
- \* If vehicle has ballast resistor or resistor wire, by-pass these and feed direct voltage to red wire of booster.
- \* Never leave the original wire from the ignition switch connected to the coil positive ( refer diagram ).
- \* Do not try to power anything but a single coil with the booster.
- \* To ensure unit functions correctly, the above steps must be adhered to.

**\* PLEASE READ AND FOLLOW ALL OF THE ABOVE DIRECTIONS.**

**\* ANY FURTHER QUESTIONS SHOULD BE DIRECTED TO THE ABOVE CONTACT DETAILS.**