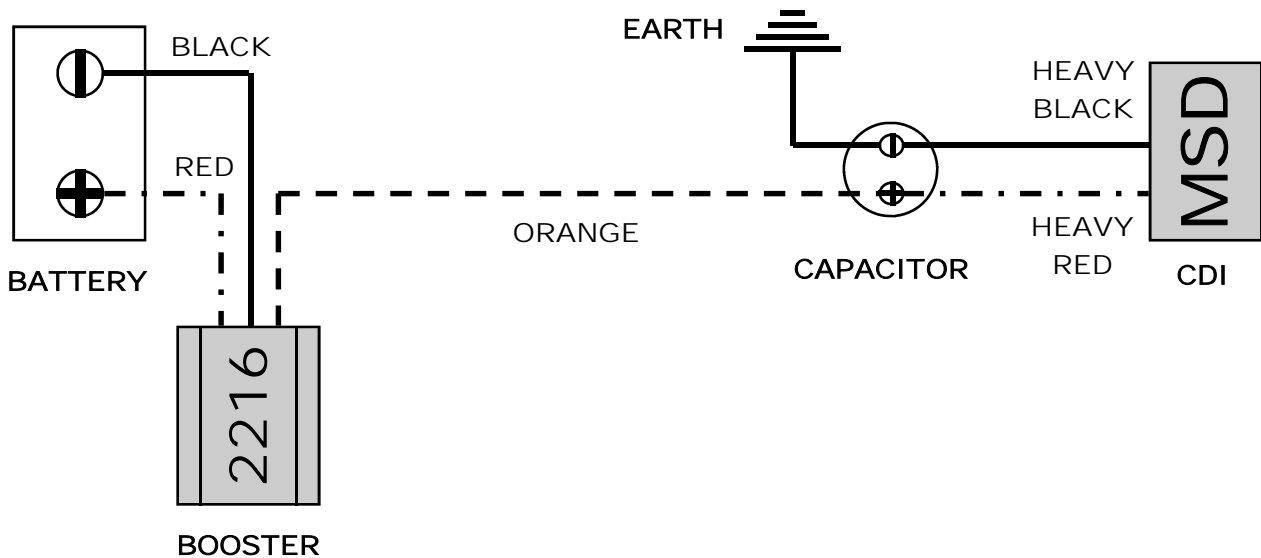
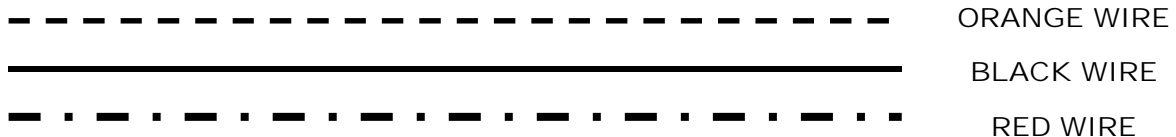




2216 BOOSTER - WIRING DIAGRAM TO SUIT CDI (EG: MSD) IGNITION



WIRE COLOR LEGEND



ADDITIONAL NOTES TO WRING DIAGRAM

- ◆ Mount booster as close to battery as possible (usually at rear of vehicle).
- ◆ Keep red and black wires as short as possible (maximum length of 18 inches).
- ◆ Mount capacitor as close to CDI unit as possible (usually at front of vehicle).
- ◆ Keep orange wire as short as possible for specific application.
- ◆ Necessary wiring is provided as part of installation package.
- ◆ Booster can only be used to power a single CDI system.
- ◆ Suitable for MSD 6A, 6AL, 7AL-2, 10, Digital 6 and Digital 7.
- ◆ Take care not to short posts on capacitor even when power is turned off, as capacitor stores voltage.
- ◆ Ensure booster is fitted with supplied vibration absorbing mounts (VAMs) in a moisture free area.
- ◆ Refer to General Installation Instructions for additional information.

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GENERAL INSTALLATION INSTRUCTIONS

READ BEFORE INSTALLATION - ADDITIONAL NOTES TO WIRING DIAGRAMS

Mounting: The unit can be mounted on any axis, as it has no bearing on its operation. It must be fitted using the vibration absorbing mounts (VAMs) supplied. Optional heavy duty mounts are available for severe duty applications where engines are solid mounted, i.e. drag racing, speedway, marine etc.. This is to protect the electronic components inside from vibration damage and extend the life of the unit. If VAMs are not used, component damage will be obvious, and warranty void.

Moisture: The unit is not water proof, and must not be mounted in an environment where it is likely to be exposed to moisture, (i.e. in the engine bay of a vehicle). It should be mounted inside the vehicle cabin, away from heat and moisture, to avoid any chance of electrolysis and corrosion to the components inside. Moisture damage is easy to detect, and will void warranty.

Wiring: ICE always uses and recommends Utilux terminals, as fitted to the unit. It is strongly suggested that all wiring for fitment is done using Utilux terminals, or another brand of high quality terminals, to achieve effective termination. Under no circumstances should wires be soldered (especially smaller diameter wires), as the solder soaks up along the wire for a distance. The wire then flexes at that point (due to vibrations), becomes brittle, then breaks. This is a common cause of poor connections and intermittent faults. Each wire should also have its own direct path to its destination, i.e. ignition coil. There should be no shared wires. A noise suppressor or condenser from the coil positive to earth is also recommended (except on CDI systems), as it bypasses ignition noise straight to ground. These measures are to ensure no noise / interference enters the wiring loom and disrupts the microprocessor inside the unit.

Power Supply: The unit should be fed power from a direct battery supply. This means battery voltage at crank (@12.5 volts), and alternator voltage (@14.5 volts) whilst running. This is the recommended way to power the unit. Under no conditions should a resistor wire or in-line ballast resistor (as fitted standard to many vehicles), be used to power the unit directly, as it will not function correctly. The only concession to this requirement, is where the resistive feed is used to power a relay, which in turn, powers the unit.

Earthing: Ideally, the battery should have its own earth cable direct to the engine block. Because this is not always possible (i.e. where a battery is mounted at the rear of a vehicle), ensure both the body / chassis and engine are earthed to the battery. This means there must be an earth strap from the battery to the body / chassis, and from the body / chassis to the engine. The unit should have its own direct earth wire ideally fitted to the engine, i.e. no shared wires. If this is not possible, and the earth wire is fitted to the body, any uncertainty can be eliminated by the fitment of an earth strap from the earth point to the engine. This can be done even if the body / chassis is properly earthed, as it acts like extra insurance against noise / interference.