

ICE Ignition Components & Electronics

www.iceignition.com

A Division of The ICE Group Pty Ltd A.B.N 73 079 130 608

Unit 23, 417-419 Warrigal Road, Cheltenham, Victoria, 3192. Phone: + 613 9532 6000 Fax: + 613 9532 6001



6 AMP & 7 AMP PART NO: 6000MC & 7000MC - WIRING NOTES

- * Orange Wire to Coil Positive (each coil positive wire to run individually to coil positive as per diagram).
- * Green Wire to Coil Negative (each coil negative 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).
- * Ensure the module wires (orange, green & black) run direct to the ignition coil, as a separate loom.
- * Ensure the distributor to module loom is routed separately from the module to coil loom.
- * Keep both these looms 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 loom 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.
- * Ideally used with booster (Part No: 2316 or 2216) for optimum results.
- * Ensure that the coil positive has a direct supply of at least 14.5 volts when engine is running if no booster is fitted.
- * Ensure that the booster has a direct supply of at least 12.5 volts when engine is running if fitted.
- * If vehicle has ballast resistor or resistor wire, by-pass these and feed direct voltage to red wire of booster or coil.
- * Never leave original wire from the ignition switch connected to the coil positive if booster fitted (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.**

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6000MC & 7000MC IGNITION SYSTEM - 16 ADVANCE CURVES

DIGIT DEGREES OF AUTOMATIC ADVANCE @ ENGINE RPM

0 =	6 DEGREES @ 2800 RPM
1 =	8 DEGREES @ 2800 RPM
2 =	10 DEGREES @ 2800 RPM
3 =	12 DEGREES @ 2800 RPM
4 =	14 DEGREES @ 2800 RPM
5 =	16 DEGREES @ 2800 RPM
6 =	18 DEGREES @ 2800 RPM
7 =	20 DEGREES @ 2800 RPM
8 =	6 DEGREES @ 3800 RPM
9 =	8 DEGREES @ 3800 RPM
A =	10 DEGREES @ 3800 RPM
B =	12 DEGREES @ 3800 RPM
C =	14 DEGREES @ 3800 RPM
D =	16 DEGREES @ 3800 RPM
E =	18 DEGREES @ 3800 RPM
F =	20 DEGREES @ 3800 RPM

EXPRESSED IN CRANKSHAFT DEGREES @ ENGINE RPM