



**123 Bernard Street
CHELTENHAM VIC 3192**

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www.iceignition.com

7 Amp 2 Step (7842BR) Ignition Box - Wiring Notes

Distributor to module loom:

- * Supplied finished - simply connect at both ends - no termination necessary.
- * Ensure distributor to module loom is routed separately from module to coil loom and high tension wires.

Module to coil loom (supplied semi finished). Please ensure the following:

- * Orange wire to coil positive (run direct to ignition coil - do not splice with any other wires).
- * Green wire to coil negative (run direct to ignition coil - do not splice with any other wires).
- * Black wire to earth / ground (run direct to engine block - do not splice with any other wires).
- * Be sure to keep the earth / ground wire from the ICE modules as short as possible. Always run the earth / ground wire from the ignition module (and voltage booster if fitted), to somewhere on the engine block, same as the battery earth / ground cable as per the instructions below. This is the only way to guarantee proper earth / ground.

Optional features:

- * White (single) wire : Apply 12 volts to activate low rpm limit (usually armed by trans-brake switch or similar).
- * Green (single) wire = Tach Output (12 volt square wave - normally high, then low for 1.1 m/s per spark).
- * Red wires: If connected = distributor trigger mode; If disconnected = crank trigger mode.
- * MAP Sensor: 3 wires (black, orange & red) must be connected to ignition box and sensor before starting engine.

Power supply to coil positive - no booster or inc booster 2316 / 2216 - ideal:

- * Supply 12 volts switched (13.8 - 14.8 volts from alternator) to coil positive or booster (if fitted) via ignition switch.
- * If vehicle has ballast resistor or resistor wire, by-pass these and feed direct voltage to coil or red wire of booster.
- * 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.

Earth / Ground:

THE IMPORTANCE OF THIS STEP CANNOT BE OVER EMPHASIZED AND WILL VOID THE WARRANTY ON THE IGNITION IF IT IS NOT FOLLOWED.

* Battery negative cable **MUST** run direct to a bare metal bolt boss on the engine block (should also be attached to body) as a single cable.

* If the battery is mounted in the front of the vehicle the cable must be a minimum of 12mm - 13mm in diameter including the shielding, and must consist of a fine strand copper core.

* If the battery is mounted in the rear of the vehicle the cable must be a minimum of 14mm to 15mm in diameter including the shielding, and must consist of a fine strand copper core.

* For street cars, if you currently have the battery earth / ground cable running from the battery negative to the chassis and chassis to the engine and are relying on the body / roll cage to make the connection for earth / ground, **DO NOT** assume that because your existing ignition works like this, that the ICE Ignition will also work. You will void your warranty and quite possibly have to buy replacement parts.

* For race cars, if you currently have the battery earth / ground cable running from the battery negative to the roll cage and are relying on the roll cage and aluminum engine plates to make the connection for earth / ground, **DO NOT** assume that because your existing ignition works like this, that the ICE Ignition will also work. You will void your warranty and quite possibly have to buy replacement parts.

General:

- * If wired correctly, two wires go to coil positive and one wire to coil negative.
- * Keep both looms routed away from the high tension wires.
- * 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.
- * To ensure unit functions correctly, the above steps must be adhered to.



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7 Amp 2 Step Part No: 7842BR

NOTE: MAP sensor must be electrically connected before starting engine

NOTE: Disconnect vacuum hose from MAP sensor before checking timing

10 degrees @ 2600rpm built in automatic advance curve

Boost Retard Switch - Digit selected determines amount of retard as per table below

Digit	Degrees of automatic retard per pound of boost
1 =	.1 degree per pound of boost
2 =	.2 degree per pound of boost
3 =	.3 degree per pound of boost
4 =	.4 degree per pound of boost
5 =	.5 degree per pound of boost
6 =	.6 degree per pound of boost
7 =	.7 degree per pound of boost
8 =	.8 degree per pound of boost
9 =	.9 degree per pound of boost
0 =	1 degree per pound of boost

MAP sensor also provides 10 degrees vacuum advance @ 15 inches of vacuum

Expressed in crankshaft degrees @ engine rpm

Any further questions should be directed to the above contact details



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Plug Wire Fitting Tips

Read before Installation!

- ◆ It is strongly recommended that the engine is allowed to cool down before attempting any work on the vehicle and removal of the ignition leads. When hot, the cable and components soften, which makes them susceptible to tearing.
- ◆ Never grab the cable and pull to remove the ignition lead. Take hold of the spark plug boot, then **TWIST** to break its seal on the spark plug, and pull straight up. Do not bend the spark plug boot from side to side when trying to remove.
- ◆ Always use a dielectric grease (such as Permatex Dielectric Tune-Up Grease - Item # 81150) to coat the inside of the spark plug boot. This will ease in the fitting and removal of the ignition leads, even after extended periods of use.
- ◆ Silicone spray (such as CRC Automotive Silicone - Code 5074) can also be useful to aid in the fitting and removal of the distributor / coil pack ends, by helping the boots or seals slide into their respective positions.
- ◆ When fitting distributor and coil pack ends, it is common for air to become trapped inside the boot, causing it to lift off by itself. If this occurs, simply lift the edge of the boot to release the air trapped inside. This will ensure the boot stays in its intended position.
- ◆ Please follow the above procedures when installing your ignition leads to avoid damaging the lead and or components and not void your warranty. All further inquiries can be answered by one of our staff on the above contact details.