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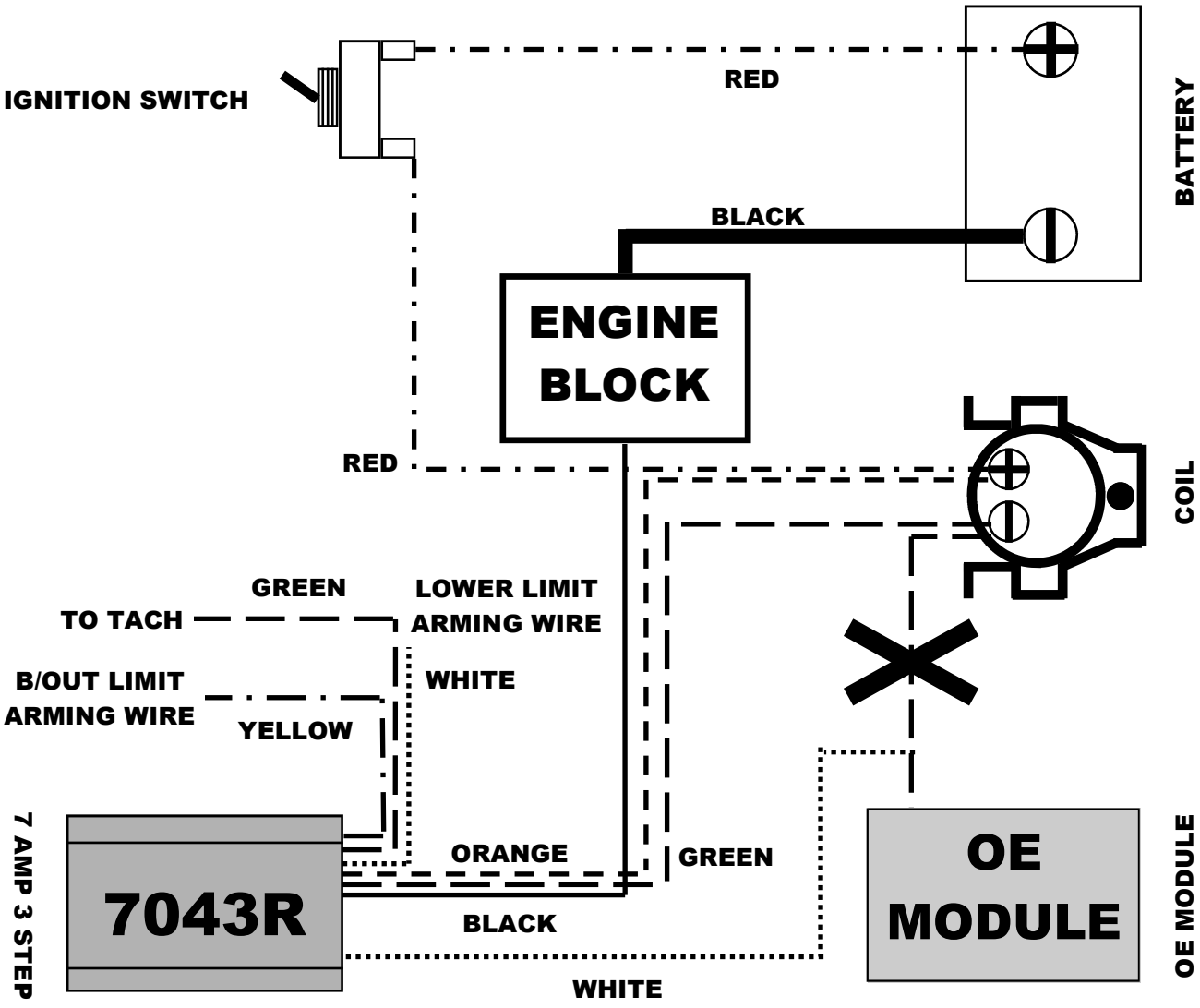
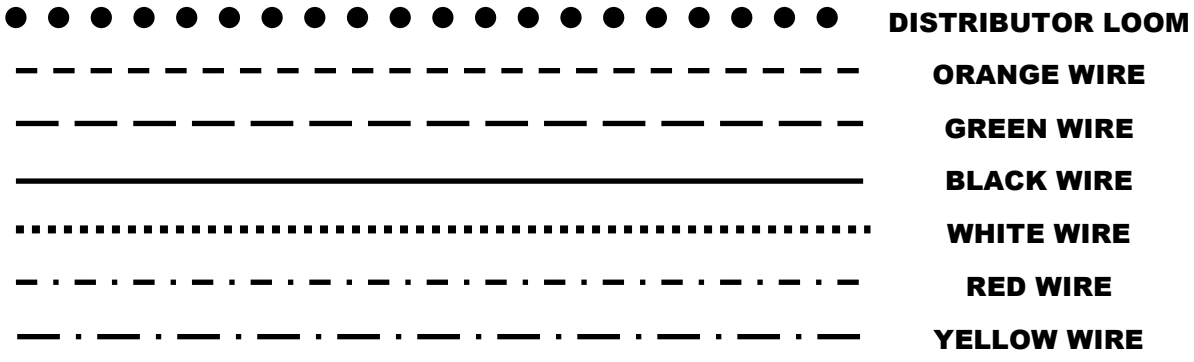
Wiring Diagram 7 Amp 3 Step (7043R) Ignition Box - No Booster



WIRE COLOR LEGEND



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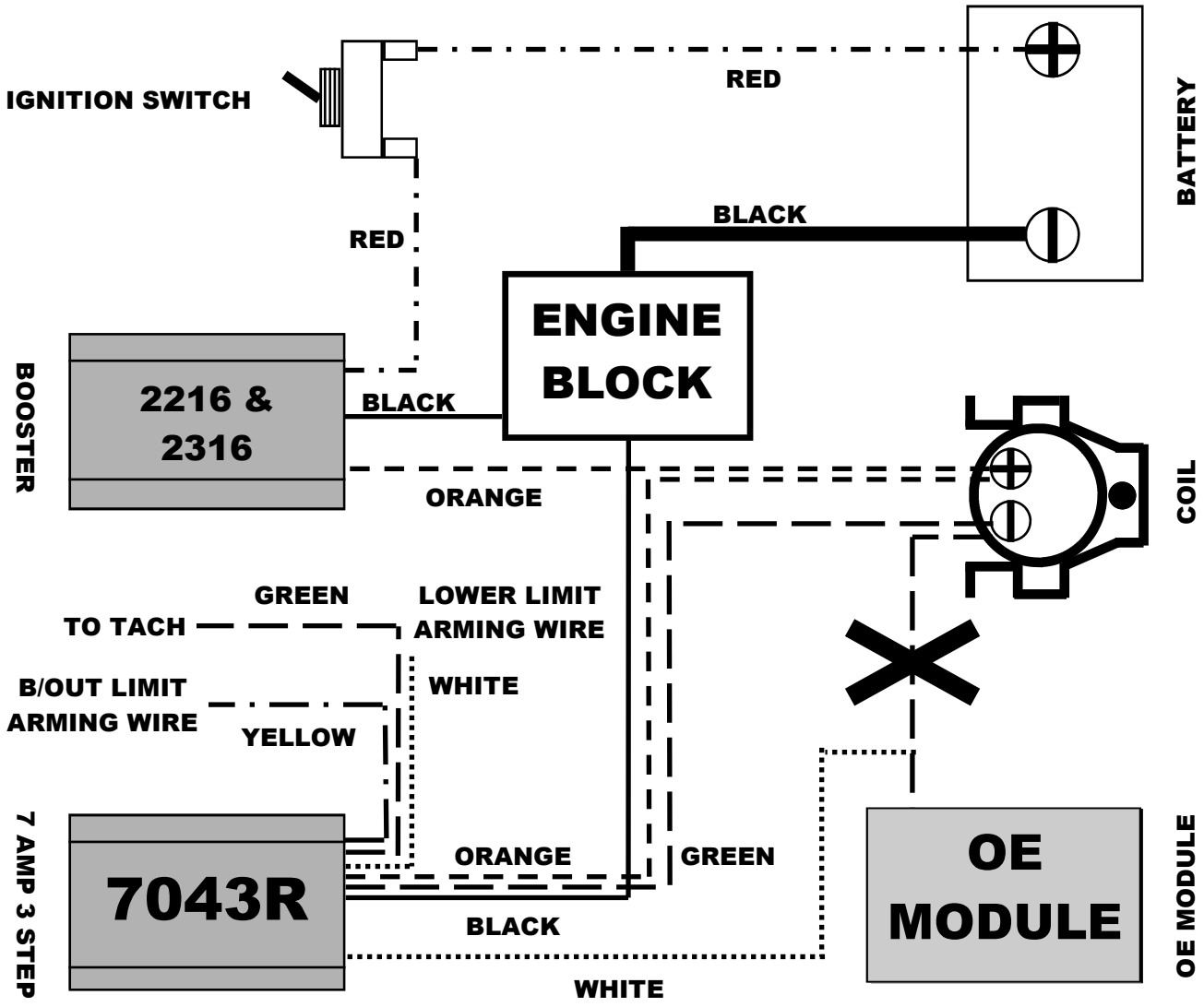
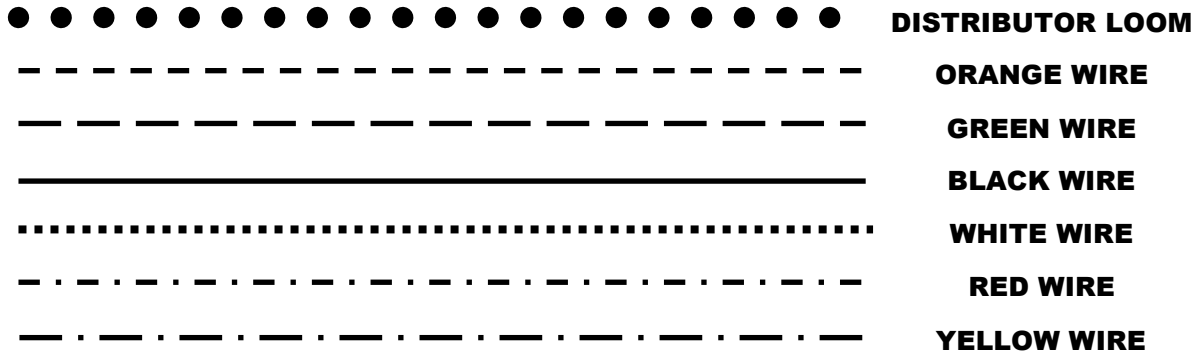
Wiring Diagram 7 Amp 3 Step (7043R) Ignition Box - Inc Booster



WIRE COLOR LEGEND



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7 Amp 3 Step (7043R) Ignition Box - Wiring Notes

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).**
*** White wire to OE coil negative wire - Note: OE wire disconnected from coil negative and connected to white wire.**
*** 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).**
*** Yellow (single) wire : Apply 12 volts to activate burnout rpm limit (usually armed by line-lock switch or similar).**
*** Note: If both the white and yellow wires are activated at the same time, the burnout (yellow wire) limit will apply.**
*** 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.**
*** Blue wires: If connected = no start retard; If disconnected = 10 degrees start retard.**
*** Brown wires: When disconnected = 6 cylinder mode.**
*** Orange wires: When disconnected = 4 cylinder mode.**
*** Note: If both the brown and orange wires are disconnected, box will function in 4 cylinder mode.**
*** Note: When brown and orange wires are connected, box functions in 8 cylinder mode.**

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.**
*** If wired correctly, two wires go to coil positive and one wire goes to coil negative.**

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:

*** Vehicle tacho wire may connect to OE module or coil negative (not shown on diagram).**
*** 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.**