







**123 Bernard Street  
CHELTENHAM VIC 3192**

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**www.iceignition.com**

## **7 Amp Street Series (7640MV) 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:*

- \* Green (single) wire = Tach Output ( 12 volt square wave - normally high, then low for 1.1 m/s per spark ).

### *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:*

- \* 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 Street Series (7640MV) Ignition Box - 16 Curves**

<b>Digit</b>	<b>Degrees of automatic advance @ engine rpm</b>
<b>0 =</b>	<b>6 Degrees @ 3800 rpm</b>
<b>1 =</b>	<b>8 Degrees @ 3800 rpm</b>
<b>2 =</b>	<b>10 Degrees @ 3800 rpm</b>
<b>3 =</b>	<b>12 Degrees @ 3800 rpm</b>
<b>4 =</b>	<b>14 Degrees @ 3800 rpm</b>
<b>5 =</b>	<b>16 Degrees @ 3800 rpm</b>
<b>6 =</b>	<b>18 Degrees @ 3800 rpm</b>
<b>7 =</b>	<b>20 Degrees @ 3800 rpm</b>
<b>8 =</b>	<b>6 Degrees @ 2800 rpm</b>
<b>9 =</b>	<b>8 Degrees @ 2800 rpm</b>
<b>A =</b>	<b>10 Degrees @ 2800 rpm</b>
<b>B =</b>	<b>12 Degrees @ 2800 rpm</b>
<b>C =</b>	<b>14 Degrees @ 2800 rpm</b>
<b>D =</b>	<b>16 Degrees @ 2800 rpm</b>
<b>E =</b>	<b>18 Degrees @ 2800 rpm</b>
<b>F =</b>	<b>20 Degrees @ 2800 rpm</b>

**Do not connect hose to vacuum input when setting initial timing.**

**Vacuum port provides 10 degrees advance @ 15 inches of vacuum.**

**Expressed in crankshaft degrees @ engine rpm.**