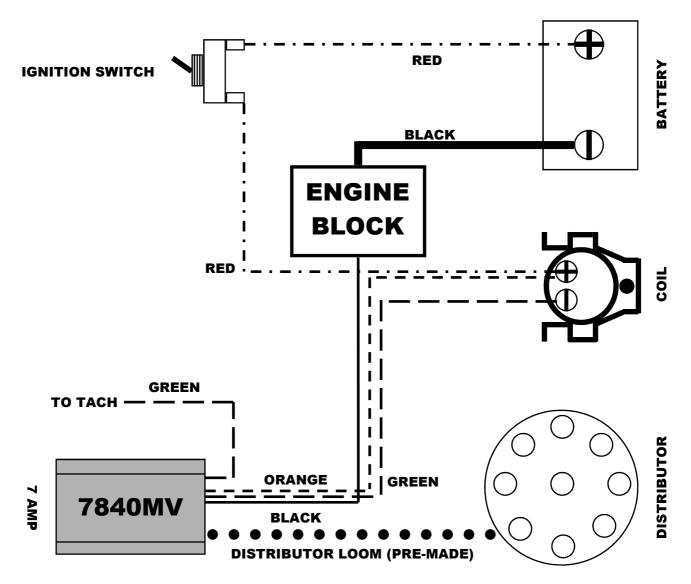


Tel: + 613 9532 6000 Tel: + 613 9553 6100 Fax: + 613 9532 6001

www.iceignition.com

# Wiring Diagram 7 Amp Street Series (7840MV) Ignition Box - No Booster



#### **WIRE COLOR LEGEND**

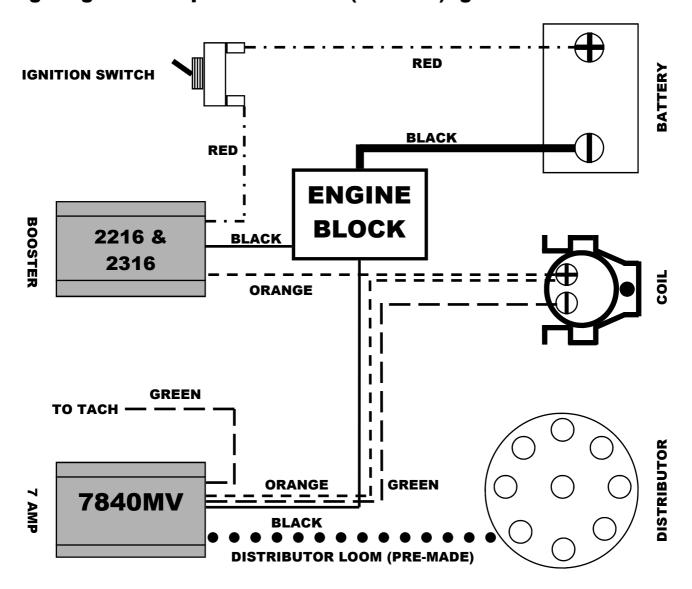
• •	• (	•	•	• •		• •		• •	•	•	•		•		DISTRIBUTOR LOOM
				<b>-</b> -						_				-	ORANGE WIRE
_									-			_	_	-	<b>GREEN WIRE</b>
															<b>BLACK WIRE</b>
••••	• • • •			• • • •	• • • •	• • • • •	••••				• • •		•••		WHITE WIRE
														_	RED WIRE



Tel: + 613 9532 6000 Tel: + 613 9553 6100 Fax: + 613 9532 6001

www.iceignition.com

# Wiring Diagram 7 Amp Street Series (7840MV) Ignition Box - Inc Booster



#### **WIRE COLOR LEGEND**

• • • •	• • • • • •	• • • • • • • • • •	DISTRIBUTOR LOOM
			ORANGE WIRE
			<b>GREEN WIRE</b>
_			<b>BLACK WIRE</b>
•••••	• • • • • • • • • • • • • • • • • • • •		WHITE WIRE
			RED WIRE



Tel: + 613 9532 6000 Tel: + 613 9553 6100 Fax: + 613 9532 6001

www.iceignition.com

## 7 Amp Street Series (7840MV) 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.



Tel: + 613 9532 6000 Tel: + 613 9553 6100 Fax: + 613 9532 6001

www.iceignition.com

7 Amp Street Series (7840MV) Ignition Box - 16 Curves

Digit Degrees of automatic advance @ engine rpm 6 Degrees @ 3800 rpm 0 =1 = **8 Degrees @ 3800 rpm** 10 Degrees @ 3800 rpm 2 = 12 Degrees @ 3800 rpm 3 = 4 = **14 Degrees @ 3800 rpm** 5 = 16 Degrees @ 3800 rpm 6 = **18 Degrees @ 3800 rpm** 20 Degrees @ 3800 rpm 7 = 8 = 6 Degrees @ 2800 rpm 8 **Degrees** @ 2800 rpm 9 =  $\Delta =$ 10 Degrees @ 2800 rpm **12 Degrees @ 2800 rpm** B =**14 Degrees @ 2800 rpm** C =16 Degrees @ 2800 rpm D =E = **18 Degrees @ 2800 rpm** 20 Degrees @ 2800 rpm F =

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.