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

IGNITION SWITCH

RED

RED

BLACK

ENGINE BLOCK

7840MV

2216 & 2316

BOOSTER

BLACK

DISTRIBUTOR LOOM (PRE-MADE)

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BATTERY

COIL

DISTRIBUTOR

WIRE COLOR LEGEND

ORANGE WIRE
GREEN WIRE
BLACK WIRE
WHITE WIRE
RED WIRE
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.
<table>
<thead>
<tr>
<th>Digit</th>
<th>Degrees of automatic advance @ engine rpm</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>6 Degrees @ 3800 rpm</td>
</tr>
<tr>
<td>1</td>
<td>8 Degrees @ 3800 rpm</td>
</tr>
<tr>
<td>2</td>
<td>10 Degrees @ 3800 rpm</td>
</tr>
<tr>
<td>3</td>
<td>12 Degrees @ 3800 rpm</td>
</tr>
<tr>
<td>4</td>
<td>14 Degrees @ 3800 rpm</td>
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<tr>
<td>5</td>
<td>16 Degrees @ 3800 rpm</td>
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<tr>
<td>6</td>
<td>18 Degrees @ 3800 rpm</td>
</tr>
<tr>
<td>7</td>
<td>20 Degrees @ 3800 rpm</td>
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<tr>
<td>8</td>
<td>6 Degrees @ 2800 rpm</td>
</tr>
<tr>
<td>9</td>
<td>8 Degrees @ 2800 rpm</td>
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<tr>
<td>A</td>
<td>10 Degrees @ 2800 rpm</td>
</tr>
<tr>
<td>B</td>
<td>12 Degrees @ 2800 rpm</td>
</tr>
<tr>
<td>C</td>
<td>14 Degrees @ 2800 rpm</td>
</tr>
<tr>
<td>D</td>
<td>16 Degrees @ 2800 rpm</td>
</tr>
<tr>
<td>E</td>
<td>18 Degrees @ 2800 rpm</td>
</tr>
<tr>
<td>F</td>
<td>20 Degrees @ 2800 rpm</td>
</tr>
</tbody>
</table>

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.