



**123 Bernard Street  
CHELTENHAM VIC 3192**

**Tel: + 613 9532 6000**

**Tel: + 613 9553 6100**

**Fax: + 613 9532 6001**

**www.iceignition.com**

## **7 Amp (7016-2) Ignition Control - Wiring Instructions**

**Note:** The 7016-2 is designed to be used either as a stand alone ignition in conjunction with an MSD Power Grid System Controller PN 7730, aftermarket EFI ECU's, OE LS ECU's or as a piggy back system on some CDI ignition controllers. Compatible CDI's are MSD 6 Series and the Digital 7 range of ignition controls. The 7016-2 must not be used with a 7AL-2, 7AL-3 or 8 Series ignition control. For compatibility with any other ignition control, please contact ICE Ignition.

**Also Required:** The 7016-2 must be used with 1 x ICE 4100 or 4200 Pro Series Race Coil.

**Coil Loom:** The coil wires are finished as a loom ready for installation. This loom is always connected in the same way, irrespective of how the 7016-2 is triggered.

**Orange -** Connect to the positive (+) terminal of the coil. This is the only wire that makes contact with the coil positive.

**Green -** Connect to the negative (-) terminal of the coil. This is the only wire that makes contact with the coil negative.

**Black -** Connect to true ground, ie: battery negative, battery negative junction or engine block (whichever is the shortest path for this black wire). The shorter this wire can be made, the better. Do not connect to the body, dash, etc.

**Note:** Junction or engine block must be connected to battery negative with battery cable of between 13mm to 15mm in diameter. The longer the distance between battery negative and the junction / block, the larger the diameter should be.

**Large Red Wire -** (Single wire with large terminal) Connects to a switched 12 volt source (minimum 13.8—14.8 volts when running). Eg: Dedicated ignition switch. This wire is always connected in the same way, irrespective of how the 7016-2 is triggered. **Note:** This wire carries a substantial load, so please ensure a good quality switch / relay combination supplies voltage. Relay should be 40A minimum with a 20A fuse on the supply wire to the relay. To determine the correct wire size / length for a 20 Amp circuit, please refer to a wire gauge versus amps chart. The three wires which make up this circuit are: 1) wire from power source to relay, 2) wire from relay to the large red wire on the 7016-2 and 3) black ground wire from the 7016-2 to true ground (refer above). The total length of these three wires will determine what gauge wire is required. **NOTE: NEVER LEAVE THIS LARGE RED WIRE POWERED UP WHEN TUNING / DOWNLOADING ECU OR GRID.**

### **Triggering:**

**4-Pin Grey Deutsch Connector -** Connects direct to Deutsch connector on MSD Power Grid Controller PN 7730. Connect orange and black wires as per MSD instructions. Also use this plug when triggering the 7016-2 from an aftermarket ECU. For aftermarket ECU's, the small red wire requires switched 12 volts and the white wire is the points output from the ECU. Further, when using the Deutsch plug, the single orange wire from the main Delphi plug should not be connected to anything

**Single Orange Wire -** Connect to coil positive of MSD when 7016-2 is being used as a piggy back system. The Deutsch connector is left disconnected when orange wire is used.

**Timing -** The 7016-2 does not feature any timing functions. It is purely a spark generation module.

**Set Up -** For MSD Grid, in general set up, select Network Ignition from the options.

**Mounting -** Mount the unit using vibration mounts, inside the vehicle cabin, away from heat and moisture.

**NOTE:** If mounted in engine compartment or similar, warranty will be void.

### **General:**

# Keep all looms routed away from the high tension wires.

# These measures are to ensure no noise enters the looms and disrupts the microprocessors inside the unit.

# 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.

# All questions should be directed to the above contact numbers.



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## **Additional Notes: For Installation into VN to VT Commodores when using OE wiring harness.**

### **Please read and follow instructions below.**

- 1) Remove both OE wires from the coil. OE coil positive wire will be red and OE coil negative wire will be brown.
- 2) Use OE coil positive wire (red) to trigger a 40 Amp relay as per "Large Red Wire" instructions on other page. Use a 5 pin relay which allows one of the outputs to power the large red wire and the second output to power the small red wire on the Deutsch connector.
- 3) Connect OE coil negative wire (brown) to the white wire on the Deutsch connector.
- 4) Connect coil loom as per instructions on other page.
- 5) If you are unsure about any of these instructions, please contact ICE Ignition on the numbers above.

### **Notes:**