







**123 Bernard Street
CHELTENHAM VIC 3192**

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www.iceignition.com

7 Amp 1 Step (7051BR) Ignition Box - Wiring Notes

Distributor to module loom:

- * Supplied finished - simply connect at distributor end - 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 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:

- * Grey (single) wire = Tach Output (12 volt square wave - normally high, then low for 1.1 m/s per spark).
- * White (single) wire : Not used on 7051BR.
- * Brown wire = cut this wire to activate 6cyl mode.
- * Purple wire = cut this wire to activate 4cyl mode.
- * Pink wire = cut this wire to activate crank trigger 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.

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:

- * If wired correctly, two wires go to coil positive and one wire to coil negative.
- * 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 1 Step Part No: 7051BR

**NOTE: Disconnect vacuum hose from MAP INPUT before checking timing
10 degrees @ 2600rpm built in automatic advance curve**

Boost Retard Switch - Digit selected determines amount of retard as per table below

**Please Note: Internal MAP sensor is rated to a maximum of 1.5 bar of boost.
Max degrees of boost retard possible is 22 degrees.**

Digit	Degrees of automatic retard per pound of boost
1 =	.1 degree per pound of boost
2 =	.2 degree per pound of boost
3 =	.3 degree per pound of boost
4 =	.4 degree per pound of boost
5 =	.5 degree per pound of boost
6 =	.6 degree per pound of boost
7 =	.7 degree per pound of boost
8 =	.8 degree per pound of boost
9 =	.9 degree per pound of boost
0 =	1 degree per pound of boost

MAP sensor also provides 10 degrees vacuum advance @ 15 inches of vacuum

Expressed in crankshaft degrees @ engine rpm

Any further questions should be directed to the above contact details