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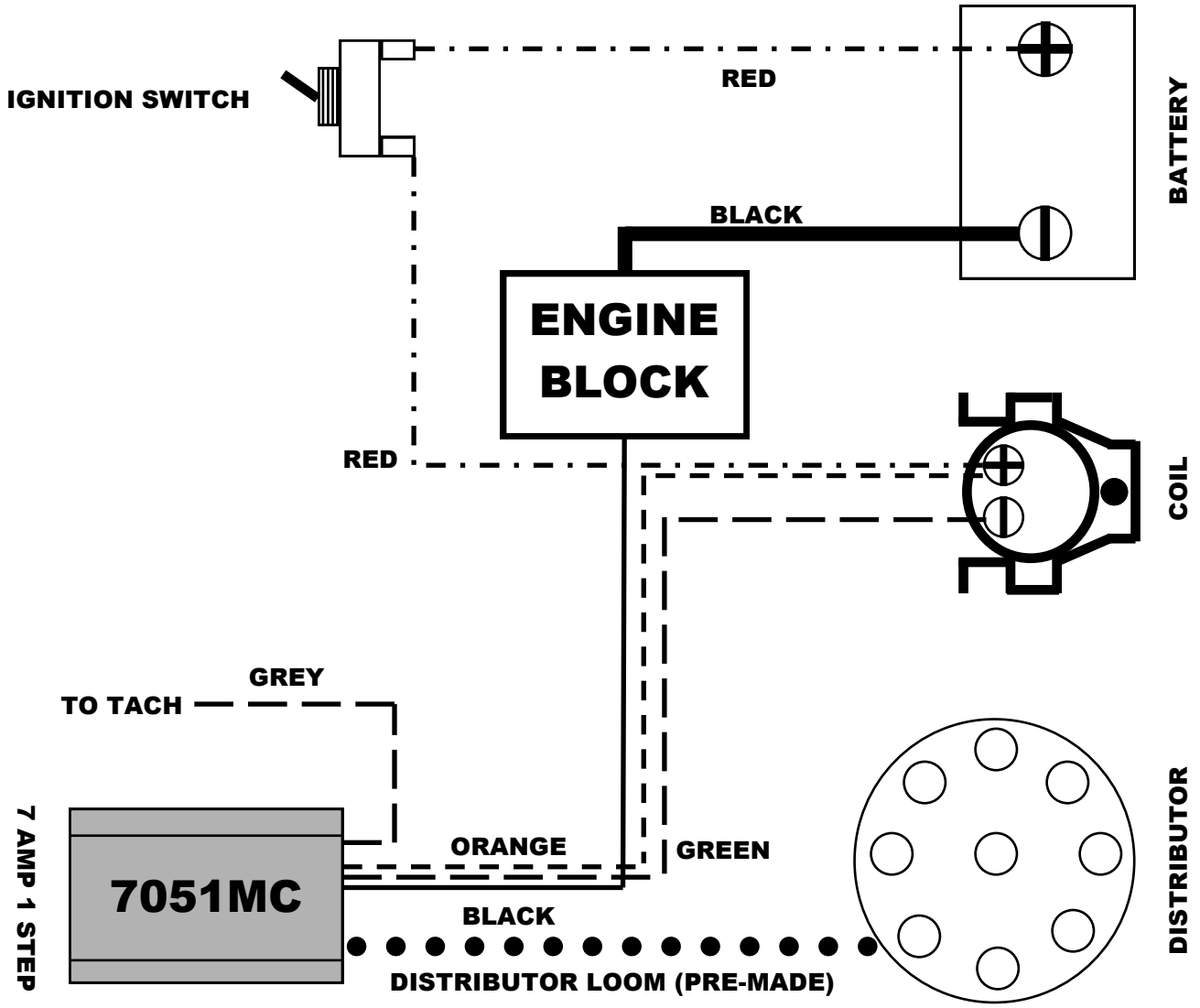
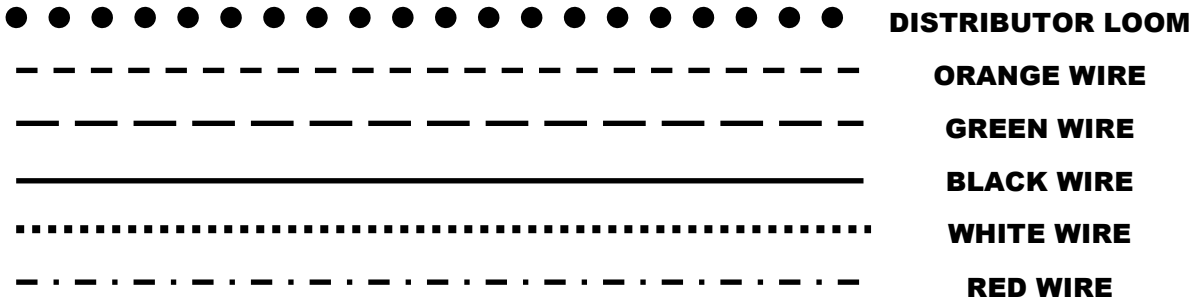
Wiring Diagram 7 Amp 2 Step (7051MC) Ignition Box - No Booster



WIRE COLOR LEGEND



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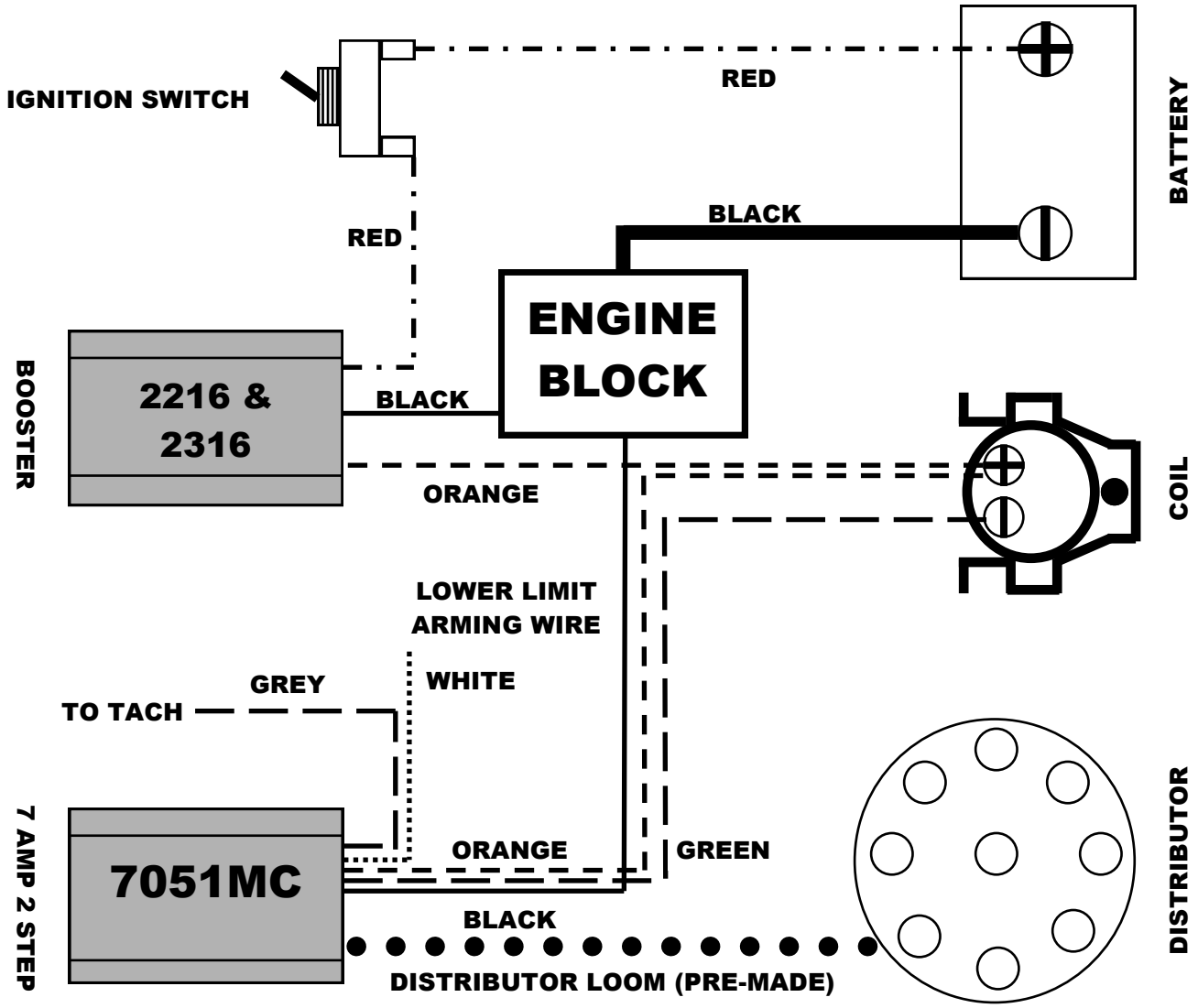
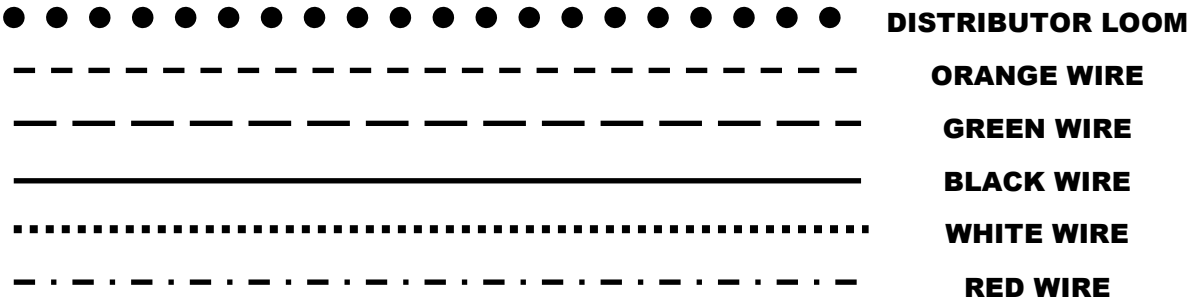
Wiring Diagram 7 Amp 2 Step (7051MC) Ignition Box - Inc Booster



WIRE COLOR LEGEND



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7 Amp 2 Step (7051MC) 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 7051MC.**
* **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.**
* **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, or warranty will be void.**

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7 Amp 2 Step (7051MC) Curve Select switches

Digit	Advance starts @ rpm	Advance finishes @ rpm	Degrees of advance
00 =	n/a	n/a	Locked
01 =	1450	3800	1 deg
02 =	1450	3800	2 deg
03 =	1450	3800	3 deg
04 =	1450	3800	4 deg
05 =	1450	3800	5 deg
06 =	1450	3800	6 deg
07 =	1450	3800	7 deg
08 =	1450	3800	8 deg
09 =	1450	3800	9 deg
10 =	1450	3800	10 deg
11 =	1450	3800	11 deg
12 =	1450	3800	12 deg
13 =	1450	3800	13 deg
14 =	1450	3800	14 deg
15 =	1450	3800	15 deg
16 =	1450	3800	16 deg
17 =	1450	3800	17 deg
18 =	1450	3800	18 deg
19 =	1450	3800	19 deg
20 =	1450	3800	20 deg
21 =	1300	3500	1 deg
22 =	1300	3500	2 deg
23 =	1300	3500	3 deg
24 =	1300	3500	4 deg
25 =	1300	3500	5 deg
26 =	1300	3500	6 deg
27 =	1300	3500	7 deg
28 =	1300	3500	8 deg
29 =	1300	3500	9 deg
30 =	1300	3500	10 deg
31 =	1300	3500	11 deg
32 =	1300	3500	12 deg
33 =	1300	3500	13 deg
34 =	1300	3500	14 deg
35 =	1300	3500	15 deg
36 =	1300	3500	16 deg
37 =	1300	3500	17 deg
38 =	1300	3500	18 deg
39 =	1300	3500	19 deg
40 =	1300	3500	20 deg
41 =	1150	3200	1 deg
42 =	1150	3200	2 deg
43 =	1150	3200	3 deg
44 =	1150	3200	4 deg
45 =	1150	3200	5 deg
46 =	1150	3200	6 deg
47 =	1150	3200	7 deg
48 =	1150	3200	8 deg
49 =	1150	3200	9 deg

Note: expressed in crankshaft degrees and engine rpm.

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7 Amp 2 Step (7051MC) Curve Select switches

Digit	Advance starts @ rpm	Advance finishes @ rpm	Degrees of advance
50 =	1150	3200	10 deg
51 =	1150	3200	11 deg
52 =	1150	3200	12 deg
53 =	1150	3200	13 deg
54 =	1150	3200	14 deg
55 =	1150	3200	15 deg
56 =	1150	3200	16 deg
57 =	1150	3200	17 deg
58 =	1150	3200	18 deg
59 =	1150	3200	19 deg
60 =	1150	3200	20 deg
61 =	1000	2900	1 deg
62 =	1000	2900	2 deg
63 =	1000	2900	3 deg
64 =	1000	2900	4 deg
65 =	1000	2900	5 deg
66 =	1000	2900	6 deg
67 =	1000	2900	7 deg
68 =	1000	2900	8 deg
69 =	1000	2900	9 deg
70 =	1000	2900	10 deg
71 =	1000	2900	11 deg
72 =	1000	2900	12 deg
73 =	1000	2900	13 deg
74 =	1000	2900	14 deg
75 =	1000	2900	15 deg
76 =	1000	2900	16 deg
77 =	1000	2900	17 deg
78 =	1000	2900	18 deg
79 =	1000	2900	19 deg
80 =	n/a	n/a	Locked
81 =	1450	3800	1 deg
82 =	1450	3800	2 deg
83 =	1450	3800	3 deg
84 =	1450	3800	4 deg
85 =	1450	3800	5 deg
86 =	1450	3800	6 deg
87 =	1450	3800	7 deg
88 =	1450	3800	8 deg
89 =	1450	3800	9 deg
90 =	1450	3800	10 deg
91 =	1450	3800	11 deg
92 =	1450	3800	12 deg
93 =	1450	3800	13 deg
94 =	1450	3800	14 deg
95 =	1450	3800	15 deg
96 =	1450	3800	16 deg
97 =	1450	3800	17 deg
98 =	1450	3800	18 deg
99 =	1450	3800	19 deg

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7 Amp 2 Step (7051MC) Curve Select switches

Digit	Advance starts @ rpm	Advance finishes @ rpm	Degrees of advance
0A =	2000	5000	1 deg
0B =	2000	5000	2 deg
0C =	2000	5000	3 deg
0D =	2000	5000	4 deg
0E =	2000	5000	5 deg
0F =	2000	5000	6 deg
1A =	2500	5500	1 deg
1B =	2500	5500	2 deg
1C =	2500	5500	3 deg
1D =	2500	5500	4 deg
1E =	2500	5500	5 deg
1F =	2500	5500	6 deg
2A =	3000	5000	1 deg
2B =	3000	5000	2 deg
2C =	3000	5000	3 deg
2D =	3000	5000	4 deg
2E =	3000	5000	5 deg
2F =	3000	5000	6 deg
3A =	3500	5500	1 deg
3B =	3500	5500	2 deg
3C =	3500	5500	3 deg
3D =	3500	5500	4 deg
3E =	3500	5500	5 deg
3F =	3500	5500	6 deg
4A =	4000	5000	1 deg
4B =	4000	5000	2 deg
4C =	4000	5000	3 deg
4D =	4000	5000	4 deg
4E =	4000	5000	5 deg
4F =	4000	5000	6 deg

Note: expressed in crankshaft degrees and engine rpm.

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Digit	Advance starts @ rpm	Advance finishes @ rpm	Degrees of advance
5A =	4500	5500	1 deg
5B =	4500	5500	2 deg
5C =	4500	5500	3 deg
5D =	4500	5500	4 deg
5E =	4500	5500	5 deg
5F =	4500	5500	6 deg
6A =	5000	6000	1 deg
6B =	5000	6000	2 deg
6C =	5000	6000	3 deg
6D =	5000	6000	4 deg
6E =	5000	6000	5 deg
6F =	5000	6000	6 deg
7A =	5500	6500	1 deg
7B =	5500	6500	2 deg
7C =	5500	6500	3 deg
7D =	5500	6500	4 deg
7E =	5500	6500	5 deg
7F =	5500	6500	6 deg
8A =	2000	5000	1 deg
8B =	2000	5000	2 deg
8C =	2000	5000	3 deg
8D =	2000	5000	4 deg
8E =	2000	5000	5 deg
8F =	2000	5000	6 deg
9A =	2500	5500	1 deg
9B =	2500	5500	2 deg
9C =	2500	5500	3 deg
9D =	2500	5500	4 deg
9E =	2500	5500	5 deg
9F =	2500	5500	6 deg

Note: expressed in crankshaft degrees and engine rpm.