





**123 Bernard Street  
CHELTENHAM VIC 3192**

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## **7 Amp 2 Step (7053TC) 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), 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:***

- \* White (single) wire : Apply 12 volts to activate 2 Step limit ( usually armed by trans-brake switch or similar ).
- \* Yellow (single) wire : Apply 12 volts to activate Burnout limit ( usually armed by line-lock switch or similar ).
- \* Gray (single) wire = Tach Output ( 12 volt square wave - normally high, then low for 1.1 m/s per spark ).
- \* 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 2316 or 2224 booster:***

- \* Supply 12 volts switched (13.8 - 14.8 volts from alternator) to booster via ignition switch.
- \* If vehicle has ballast resistor or resistor wire, by-pass these and feed direct voltage to red wire of booster.
- \* Never leave original wire from ignition switch connected to the coil positive with 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 Part No: 7053TC**

**Timing Controller or blank off plug must be connected to 7053TC ignition control before starting engine and checking timing.**

**Note: With Timing Controller connected to 7053TC and no trigger wires connected, timing remains locked (same if blank off plug fitted).**

**Note: Retard Select Switch - Digit selected determines amount of retard manipulated by Timing Controller. If blank off plug is fitted instead, retard select switch has no effect, and timing remains locked.**

<b>Digit</b>	<b>Degrees of retard</b>
<b>1 =</b>	<b>3 degrees</b>
<b>2 =</b>	<b>6 degrees</b>
<b>3 =</b>	<b>9 degrees</b>
<b>4 =</b>	<b>12 degrees</b>
<b>5 =</b>	<b>15 degrees</b>
<b>6 =</b>	<b>18 degrees</b>
<b>7 =</b>	<b>21 degrees</b>
<b>8 =</b>	<b>24 degrees</b>
<b>9 =</b>	<b>27 degrees</b>
<b>0 =</b>	<b>30 degrees</b>

**Please refer to additional Timing Controller instructions**

**Expressed in crankshaft degrees @ engine rpm**

**Any further questions should be directed to the above contact details**