



123 Bernard Street  
 CHELTENHAM VIC 3192

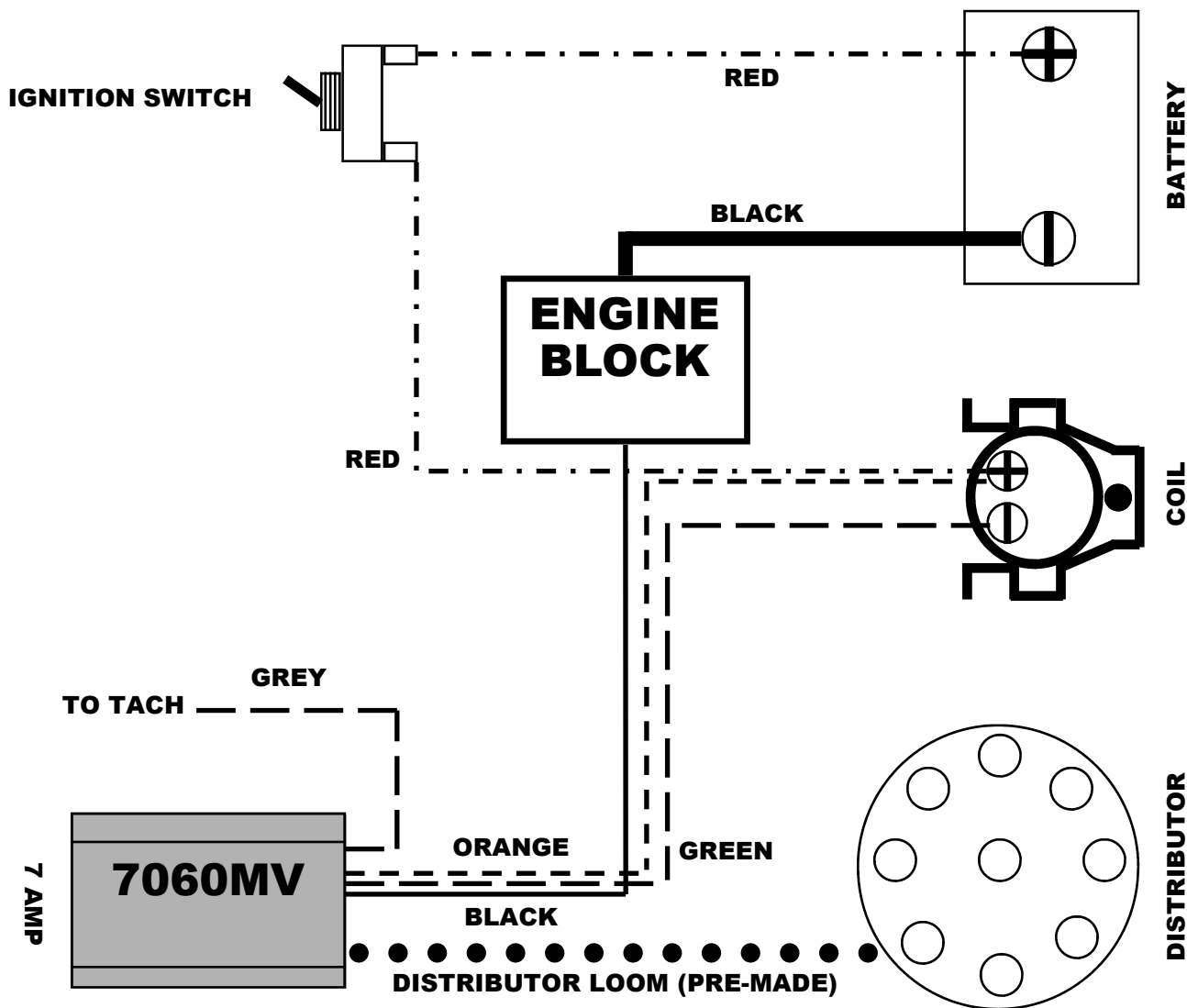
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### Wiring Diagram 7 Amp Street Series (7060MV) Ignition Box - No Booster



### WIRE COLOR LEGEND

- ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● DISTRIBUTOR LOOM
- - - - - ORANGE WIRE
- - - - - GREEN WIRE
- BLACK WIRE
- ..... WHITE WIRE
- . - . - . RED WIRE

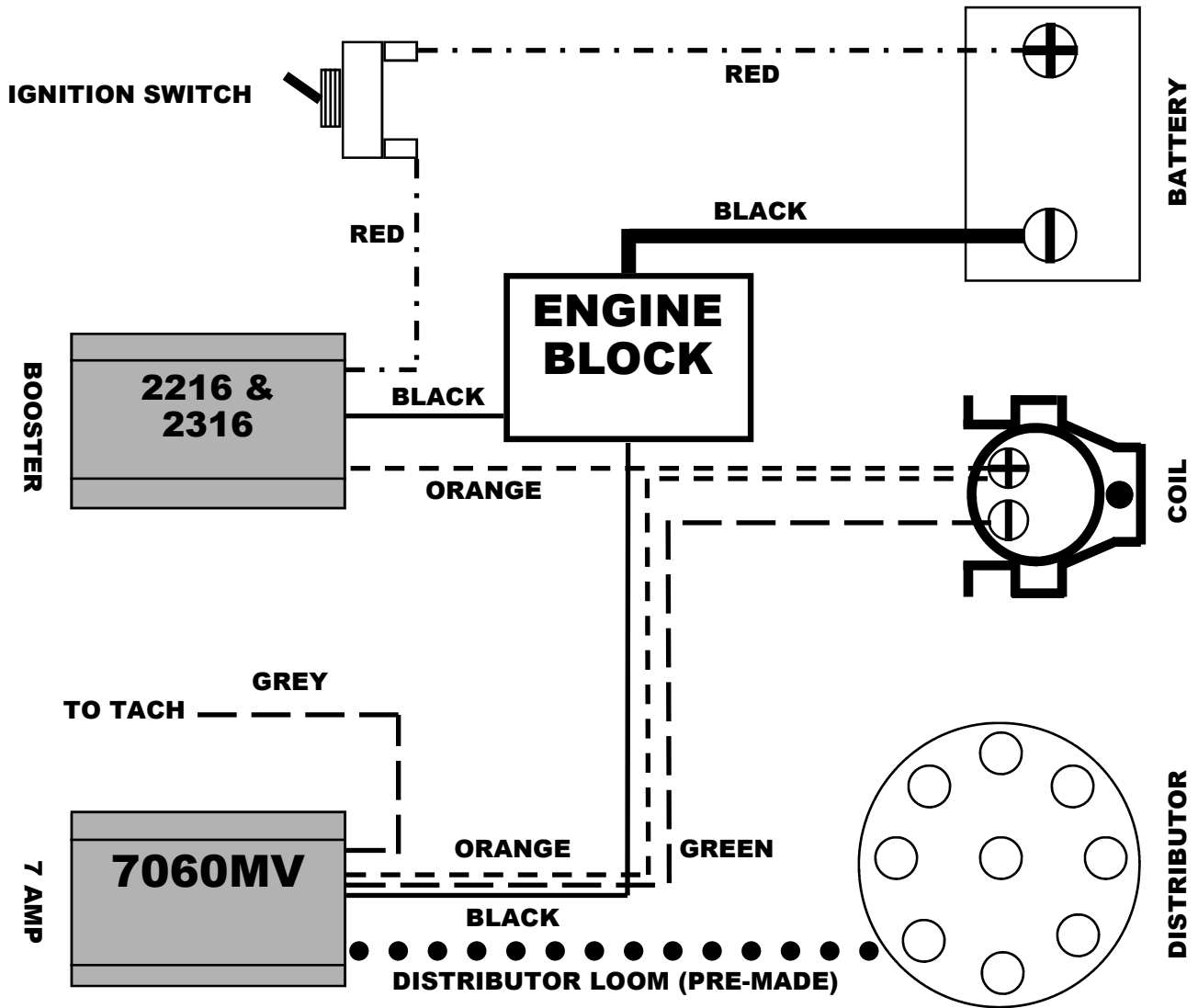


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### Wiring Diagram 7 Amp Street Series (7060MV) Ignition Box - Inc Booster



#### WIRE COLOR LEGEND

|  |                  |
|--|------------------|
|  | DISTRIBUTOR LOOM |
|  | ORANGE WIRE      |
|  | GREEN WIRE       |
|  | BLACK WIRE       |
|  | WHITE WIRE       |
|  | RED WIRE         |



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## **7 Amp Street Series (7060MV) 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 7060MV.
- \* 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 (can also be attached to the 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.



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### **7 Amp Street Series (7060MV) Ignition Box - 16 Curves**

| <b>Digit</b> | <b>Degrees of automatic advance @ engine rpm</b> |
|--------------|--|
| <b>0 =</b>   | <b>6 Degrees @ 3800 rpm</b>                      |
| <b>1 =</b>   | <b>8 Degrees @ 3800 rpm</b>                      |
| <b>2 =</b>   | <b>10 Degrees @ 3800 rpm</b>                     |
| <b>3 =</b>   | <b>12 Degrees @ 3800 rpm</b>                     |
| <b>4 =</b>   | <b>14 Degrees @ 3800 rpm</b>                     |
| <b>5 =</b>   | <b>16 Degrees @ 3800 rpm</b>                     |
| <b>6 =</b>   | <b>18 Degrees @ 3800 rpm</b>                     |
| <b>7 =</b>   | <b>20 Degrees @ 3800 rpm</b>                     |
| <b>8 =</b>   | <b>6 Degrees @ 2800 rpm</b>                      |
| <b>9 =</b>   | <b>8 Degrees @ 2800 rpm</b>                      |
| <b>A =</b>   | <b>10 Degrees @ 2800 rpm</b>                     |
| <b>B =</b>   | <b>12 Degrees @ 2800 rpm</b>                     |
| <b>C =</b>   | <b>14 Degrees @ 2800 rpm</b>                     |
| <b>D =</b>   | <b>16 Degrees @ 2800 rpm</b>                     |
| <b>E =</b>   | <b>18 Degrees @ 2800 rpm</b>                     |
| <b>F =</b>   | <b>20 Degrees @ 2800 rpm</b>                     |

**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.**