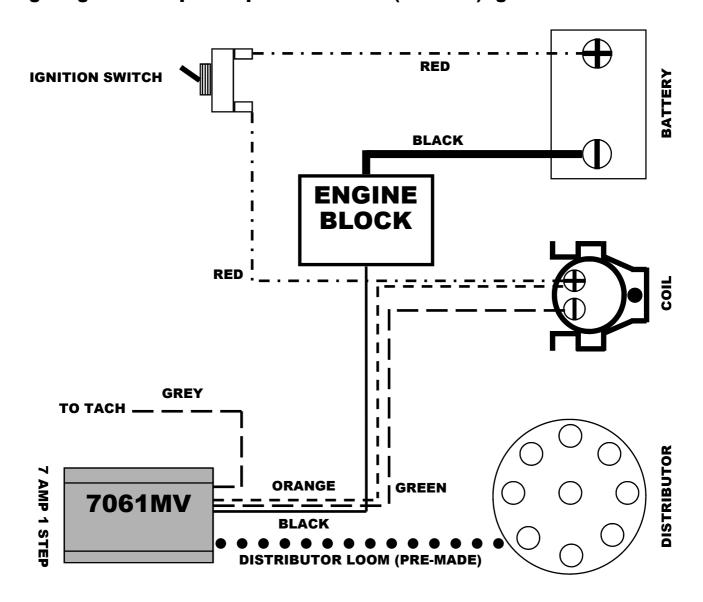


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# Wiring Diagram 7 Amp 1 Step Street Series (7061MV) Ignition Box - No Booster



### **WIRE COLOR LEGEND**

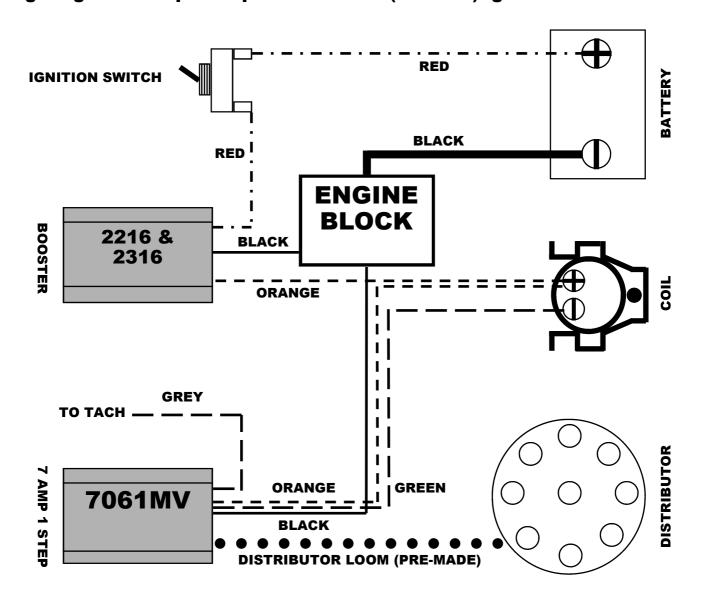
• • • • • • • • • • • • • • • •	● ● DISTRIBUTOR LOOM
	ORANGE WIRE
	— — GREEN WIRE
	BLACK WIRE
	····· WHITE WIRE
	- · - · - RED WIRE



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# Wiring Diagram 7 Amp 1 Step Street Series (7061MV) Ignition Box - Inc Booster



### **WIRE COLOR LEGEND**

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# 7 Amp 1 Step Street Series (7061MV) 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 7061MV.
- \* 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 1 Step Street Series (7061MV) Ignition Box - 16 Curves

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

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.