



**123 Bernard Street
CHELTENHAM VIC 3192**

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7 Amp 2 Step (7063TC) 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: 7063TC

Timing Controller or blank off plug must be connected to 7063TC ignition control before starting engine and checking timing.

Note: With Timing Controller connected to 7063TC 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.

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

Please refer to additional Timing Controller instructions

Expressed in crankshaft degrees @ engine rpm

Any further questions should be directed to the above contact details