

## Lumenition Optronic<sup>â</sup> and Performance Ignition System

### Use of Lumenition Optronic Ignition on Positive Earth Vehicles

#### Introduction

Lumenition Optronic PMA50 and PMA60 assemblies manufactured after 1991 permit the system to be used on vehicles with positive earth wiring configuration.

This instruction applies to vehicles fitted with 12v coils and without an electronic tachometer.

#### Note:

*This instruction does NOT apply to Lumenition CEK150 Performance Ignition units where positive earth working is not recommended.*

#### Positive Earth Vehicle Wiring.

Where vehicles have a ballast resistor fitted for "cold start" operation the facility can only be retained if a separate relay is fitted. Should you wish to retain a cold start option Lumenition cannot supply any wiring diagrams or additional components that may be required. In practice the improved efficiency of the Lumenition Optronic system usually makes cold start facilities unnecessary

#### Installation Procedure

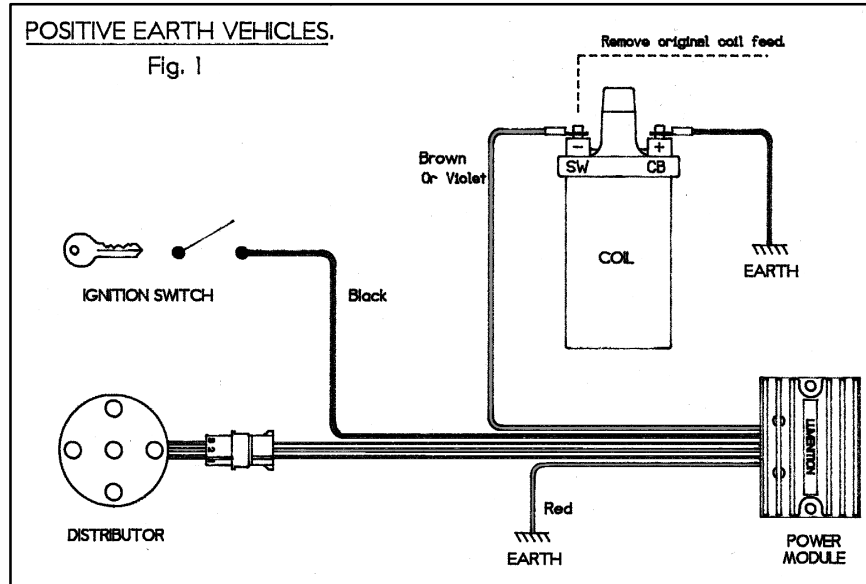
The electrical connections to the ignition system need to be provided in accordance with Figure 1.

- 1) Remove the original ignition switch feed from the coil SW or negative terminal.
- 2) The Black wire from the Lumenition module should not be fitted under the mounting screw but instead is connected to the ignition switched feed. Usually the wire removed from the coil in 1).
- 3) The Red wire from the Lumenition module can be connected to the chassis or vehicle positive earth.
- 4) The Violet wire (newer units) or Brown wire (older units) from the Lumenition module should be connected to the coil SW or Negative terminal.
- 5) The CB or Positive terminal of the coil must be connected to the chassis or vehicle positive earth using an extra wire or by re-terminating the original contact breaker wire. If a ballast resistor is present it should be wired between this terminal and vehicle Earth.

#### NOTE

*The total resistance between the SW (negative) terminal of the coil and the Earth of the vehicle, including ballast resistor if fitted, should be between 3.0 and 3.5 ohms for effective operation of the Optronic Ignition. A resistance higher than this will give a weaker spark. A resistance lower than this may lead to longer term damage to the Optronic Ignition.*

- 6) The Optical switch three-pin connector is fitted as usual to the module with no changes.
- 7) The alloy body of the Lumenition module is electrically isolated from the internal circuitry and so can be mounted directly to the vehicle chassis as usual.



A BRITISH INVENTION

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