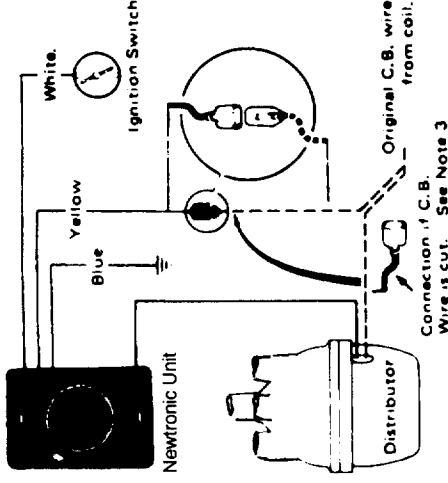


NEWTRONIC SYSTEMS LTD.

WIRING INSTRUCTIONS FOR 12 VOLT NEGATIVE EARTH VEHICLES

Negative earth vehicles. The negative battery terminal will be earthed. Should the positive battery terminal be earthed use a positive earth switching unit.



WHITE SUPPLY WIRE

Connect to 12 volt switched source. See NOTE 1.

BLUE WIRE

Connect to earth. See NOTE 2.

YELLOW WIRE

Connect to original contact-breaker wire. See NOTE 3.

NOTE 1

The purpose of this wire is to supply the Newtronic unit from a 12 volt source with the following requirements:-

- Off when ignition switch is in "Off" position.
- 12 volts when ignition switch is in "On" position.
- 9.5 volts (or more) when ignition switch is in start position.

A suitable source as above can be found at one of the following connections:-

- IGNITION SWITCH
An all white wire is often suitable.
- FUSE BOX
Connect to the live side, to avoid ignition cutting out if a fuse blows.
- LIVE SIDE OF BALLAST RESISTOR
Check that this circuit is live when ignition switch is in "start" position.

IV. LIVE SIDE OF 12 VOLT COIL

Few vehicles are designed to supply 12 volts to the coil, so the coil supply should be checked as in TEST 1.

If in doubt, do not connect the Newtronic supply wire to the coil.

NOTE 2

Ensure that good contact is made with clean bared metal on body or chassis of car.

Check battery and engine earth strap connections are in good condition.

Note that some body panels with mastic sealant in their joints do not provide an adequate earth.

NOTE 3

Leave the original contact-breaker (C.B.) wire connected to the coil. Disconnect the other end of the C.B. wire from the distributors if its terminal will connect directly to the Newtronic yellow wire. If not suitably terminated leave attached to the distributor and cut the C.B. wire at a convenient position. Fit a terminal to the end of the C.B. wire which will mate with the Newtronic yellow wire terminal. The cut end of the discarded wire attached to the distributor should be suitably terminated for restitution if the Newtronic unit is removed.

Do not attempt to short cut the use of terminals by using a 'Scotchlok' connector.

GENERAL NOTES

- No wiring alterations need be made to the coil or Tachometer.
- As the cumulative resistance of the resistive spark plugs and suppressed H.T. leads may cause tracking, we recommend providing a total of not more than 15K ohms per plug.
- The trigger lead from the Newtronic unit to the distributor must be kept away from the coil and H.T. leads. A minimum 3" (three inch) clearance is recommended.
- The white, yellow or blue wire may be shortened or lengthened as required.
- Radio interference does not come from the unit itself. Coil and generator suppression should be achieved by the use of .1µf to 1µf capacitors in the normal way. Suppressed leads do not require suppressed caps. With copper leads, suppressed caps or in line suppressors must be sealed to the lead with insulating tape. Loose ignition connections and poor earthing of radio or aerial will cause interference through arcing, possibly accentuated with a Newtronic unit.