



INSTRUCTION MANUAL

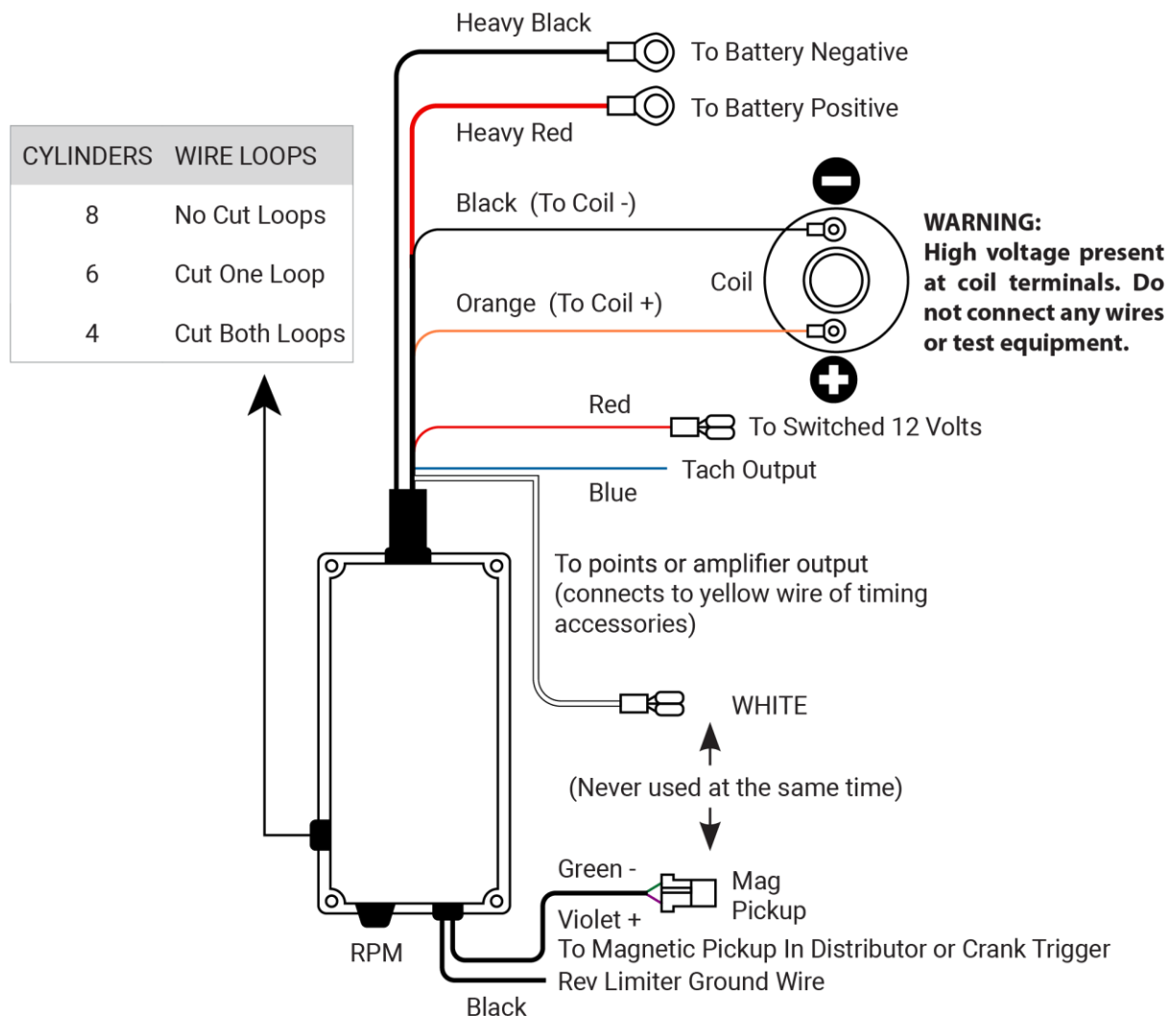
CDI Ignition Box with Rev Limiter

PFEIGN6420

Included Items	QTY
CDI Ignition Box	1

WARNING: PLEASE READ ALL INSTRUCTIONS BEFORE PROCEEDING. PROFLOW WILL NOT BE RESPONSIBLE FOR ANY DAMAGE AS A RESULT OF THE INCORRECT INSTALLATION OF THIS PRODUCT. IT IS RECOMMENDED THAT A QUALIFIED AUTOMOTIVE TECHNICIAN PERFORMS THIS INSTALLATION.

WIRING DIAGRAM



WARNING: During installation disconnect the battery cables. Always remove the negative cable first and install it last.

SETTING CYLINDERS

This unit can be set to 4, 6, and 8 cylinders. This can be changed by removing the small side cover to expose the loops that set the cylinders.

Note: This unit is factory set for 8 cylinders.

To set the unit for 6 cylinders, cut the red wire loop.

To set the unit for 4 cylinders, cut the red and blue wire loops.



WIRING INSTRUCTIONS

Make sure the unit is mounted in a dry position within close proximity to the engine. The wiring can be extended by using soldered connections or quality crimp connections.

All wiring should be mounted away from hot exhausts and any sharp edges.

Main Power: The heavy black wire should be connected to a good ground. The battery negative post or engine block are best.

The heavy red wire should be connected to the main battery post or to the main battery connection on the starter motor. The thinner red wire should be connected to source controlled by the ignition switch. Make sure the source has 12V when ignition is turned to the start position.

The orange wire is connected to the positive coil connection. No other wires should be connected to the coil connection. The black wire is connected to the negative coil connection. No other wires should be connected to the coil connection. All tacho and accessory wires will need to be connected to the tacho wire on the unit.

The white wire is used when installed in a points system. Never use this white wire when using the magnetic pickup connection.

The blue wire is connected to the tachometer. The square plug is connected to a magnetic pickup distributor or crank trigger.

The thin black wire must be earthed to activate the rev limiter function.

To set the rev limiter, just set the dial to the desired setting. This can be set by revving the motor up and by viewing the tacho at the same time, you will see and hear the engine cut until it falls below the set RPM.

The use of RPM chips can be used with this unit to control the RPM rev limit. This will override the adjustable setting when plugged in.

