

## Please read before Installing the kit

DO NOT CONNECT ANY WIRES UNTIL YOU ARE CERTAIN WHICH COIL WIRE IS LIVE

Suitable for Negative (-ve) earth cars only

- The Powerspark kit can be fitted to the distributor while still in the car, but if you choose to remove the distributor turn the engine to TOC and mark the distributor body carefully.
- With the Ignition switched off, disconnect the live feed at the coil, remove the Distributor Cap, Rotor Arm, Contact Points and Condensor carefully, retaining the fixing screws and withdraw the wires through the distributor body.
- Test fit the module first and then apply the silicon grease provided (3 small dots only) to the underside of the module base-plate, leave the screws finger tight to allow adjustment for clearance after the trigger has been fitted.
- Check there is sufficient slack in the wires inside the distributor body for the base plate to turn when a vacuum unit is fitted, inserting the black or blue rubber plug to seal and secure the wires in the distributor body, use the supplied cable tie to keep these out of the way of moving parts.
- Fit the new black trigger ring and reuse the old rotor arm or the red rotor arm ensuring it is aligned and push home fully being careful not to use too much force, rotate the spindle to check there is clearance between the module and the trigger, and that the rotor arm does not foul, move the module to achieve a close but not touching position (4 or 5mm maximum) and tighten the screws firmly for good heat distribution.
- Locate the live feed to the coil, ensure this goes to the +ve side of the coil, then connect the Powerspark RED wire to the positive ( +ve or 15) live terminal of the coil.
- Then connect the Powerspark BLACK to the negative ( -ve or 1).
- Failure to connect the wires correctly will damage the unit.
- Refit the Distributor Cap, start the engine and check the dynamic ignition timing and adjust where necessary.