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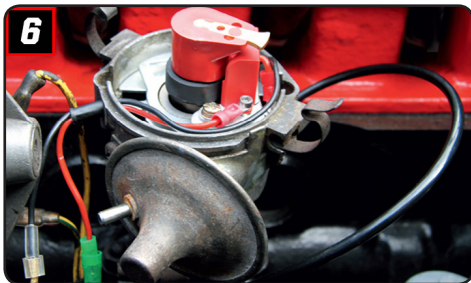
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FITTING YOUR IGNITION KIT

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# NEGATIVE EARTH WIRING INSTRUCTIONS

**DO NOT CONNECT ANY WIRES UNTIL  
YOU ARE CERTAIN WHICH COIL WIRE IS LIVE  
FITTING THE KIT INCORRECTLY WILL DAMAGE THE UNIT.**

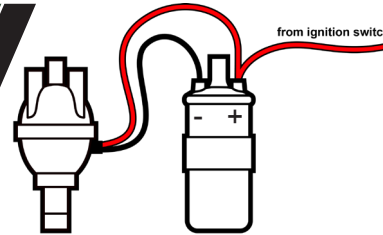
Most Powerspark® kits can be fitted to the distributor in situ. If you choose to remove the distributor, turn the engine to Top Dead Centre and mark the distributor / rotor position carefully.

With the ignition switched off, disconnect the live feed at the coil ensuring it is on the **+ve** side of the coil. Remove the distributor cap, rotor arm, contact points and condenser carefully, retaining the screws and withdraw the wires through the distributor body.

Test fit the module first and then apply a small amount the thermal grease provided to the underside of the module baseplate, then secure with the original points screws. If your kit is already on a plate then the heat grease is on out of the box.

Ensure that there is good continuity from the kit plate to the points baseplate through the internal earth wire inside the distributor. If there is not one present you may need to add one to give good continuity to the kit. (we can supply these)

Check there is sufficient slack in the wires inside the distributor body for the base plate to turn when a vacuum unit is fitted.



Insert the rubber plug to seal and secure the wires in the distributor body, using a small cable tie to keep these out of the way.

Fit the new black trigger ring pressing down gently onto the shaft. On occasion the ring can be tight and may need to be sanded to make it fit. Only do this to make minor alterations.

Fit the rotor arm and rotate the engine / distributor shaft to check there is clearance between the module and the trigger, and that the rotor arm does not foul the module.

The kit will find it's own position but if the ring and kit touch then move the module to achieve a close but not touching position (3 to 4 mm maximum) and tighten the screws.

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 coil **+ve (+ or 15)** and the **BLACK** wire to the coil **-ve (- or 1)** ensuring no other wire is on the **-ve** side.

Refit the distributor cap, start the engine and check the engine timing dynamically and adjust where necessary.

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