



Electronic Ignition

Fitting instructions for model nos: IS02 & IS03

Congratulations on your purchase of the TEX Magna-Spark Electronic Ignition System, the most advanced retro-fit system available.

Please take a few moments to read these instructions before attempting to fit the system to your vehicle. The Magna-Spark system is constructed using the most modern techniques and is designed to give years of trouble-free operation. Great attention has been paid to ensure long component life, and thoughtful installation will extend it. Although easy to fit a knowledge of vehicle electrical systems is essential, and if you are in any doubt as to your own ability we recommend that you seek the help of a competent auto-electrician.

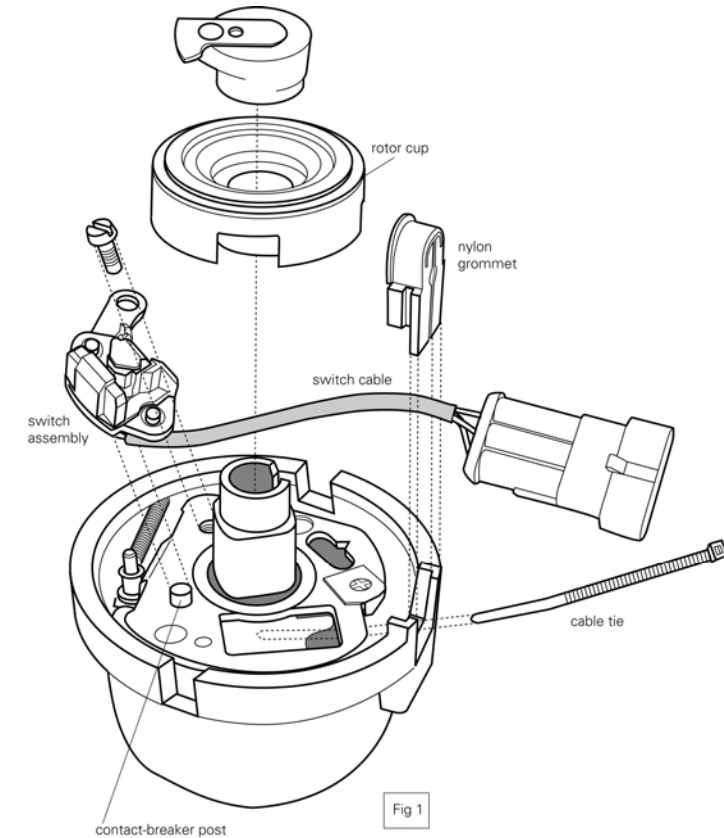
**THIS SYSTEM IS NOT SUITABLE FOR
POSITIVE EARTH VEHICLES**



FI/MSIS02/3

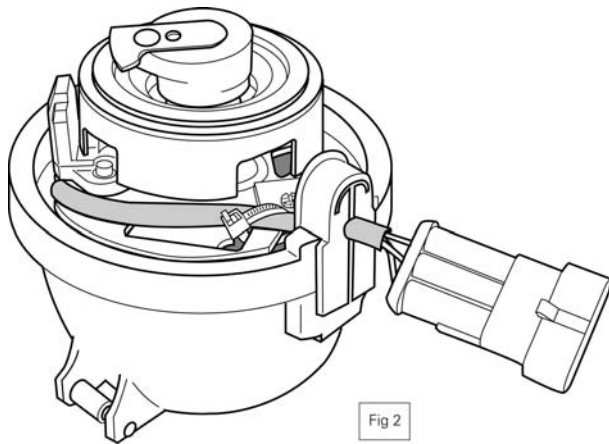
Installation instructions for Lucas 22/23/25 distributors

1. Disconnect the vehicle battery.
2. Although not absolutely necessary the removal of the distributor from the vehicle can make fitment easier. Before doing so mark the position of the distributor to the engine. It also makes life easier to mark the position of the rotor arm relative to the distributor body. Alternatively consult the manual and turn the engine to TDC firing number one cylinder.
3. Remove the distributor cap, the rotor arm, the contact breakers and the condenser. The earth lead between the vacuum plate and the distributor body is not required for Magna-Spark, but may be left in place.
4. Depending on the exact design of your distributor you may have to shorten the original contact-breaker post to between 1mm and 2.5mm high (fig. 1). Later distributors already have a very short post.
5. Wipe all areas free of dirt and grease and locate the Magna-Spark switch assembly over the post so that the second hole lines up with the original contact-breaker 2BA screw hole. Screw down firmly with the lock washer provided. Ensure that the base is sitting squarely on the plate.
6. Route the Magna-Spark switch cable towards the exit hole in the distributor wall and locate in the nylon grommet provided before mounting the grommet in the distributor wall. The cables must lie out of path of the rotor cup, and the cable tie should be used in the position shown.



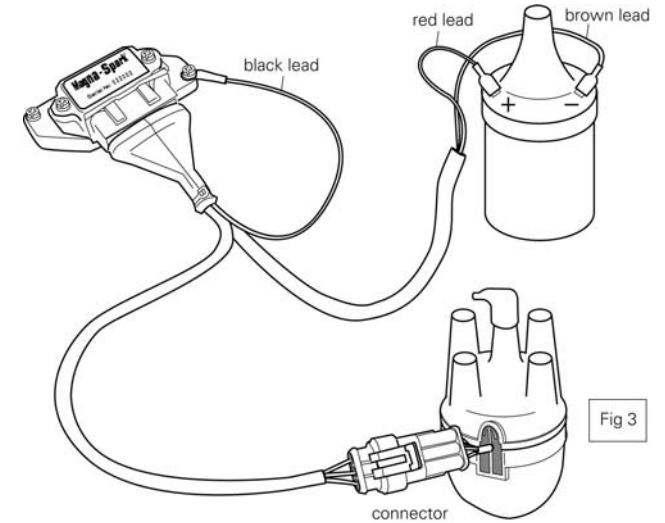
Do not over-tighten the tie as the cable should move slightly with the vacuum advance/retard (if fitted). Cut off the loose end of the cable tie. Move the advance/retard mechanism by hand backwards and forwards to ensure that the wires move freely. (fig. 2)

7. Locate the Magna-Spark rotor cup over the distributor shaft and rotate it under gentle pressure to find the point at which it slides over the cam lobes. Each pair of ribs is designed to grip the flats of the distributor cam lobes rather than the corner. The rotor cup has been deliberately made as a tight fit to allow for any wear on the distributor shaft, therefore firm downward pressure should be applied until the cup reaches the bottom. Once seated it should not wobble, and when turned should rotate freely and evenly between the magnetic pick-up, and should be clear of the switch cable.
8. Refit the rotor arm and the distributor cap ensuring that the switch cable is not trapped beneath it. Refit the distributor to the engine if it has been removed.



Module installation – negative earth vehicles only

9. Choose a suitable site away from the engine and any heat source (such as the exhaust manifold) and mount the Magna-Spark module. Keep cables tidy and, where possible, use existing routes avoiding sources of heat. Do not bind cables tightly to metal parts.
10. Consult the wiring diagram. (fig. 3) The black lead should be attached to a good clean earth (ground). The red lead connects to the coil's positive terminal, which is marked with a plus symbol, SW (switch), the number 15 or BAT. The brown lead connects to the coil's negative side, marked with a minus symbol, CB (contact-breaker), the number 1 or RUP. Remove the existing lead from the negative terminal and discard.
11. Plug the three-way waterproof connector into its mating part from the distributor.
12. Whilst not essential, an existing ballast resistor is better removed. Should a ballast resistor be present in the form of a resistance wire in the loom between the ignition switch and the coil it is preferable to replace it with a standard wire. If unsure consult a qualified auto-electrician.
13. If you have not removed your distributor, or have re-installed it to a previously marked position, the timing should not have altered significantly for start-up purposes. Static timing can be set up as with contact breakers using a low-wattage bulb connected to the coil. Dynamic timing using a stroboscopic light is however essential. Consult your vehicle manual.



Recommended coils for Magna-Spark

Magna-Spark is so advanced that it will give most of the benefits of electronic ignition with any coil. However significant performance improvements can be obtained by fitting a Magna-Spark High Performance coil that will make full use of the constant-energy circuitry to provide maximum spark under all conditions.



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