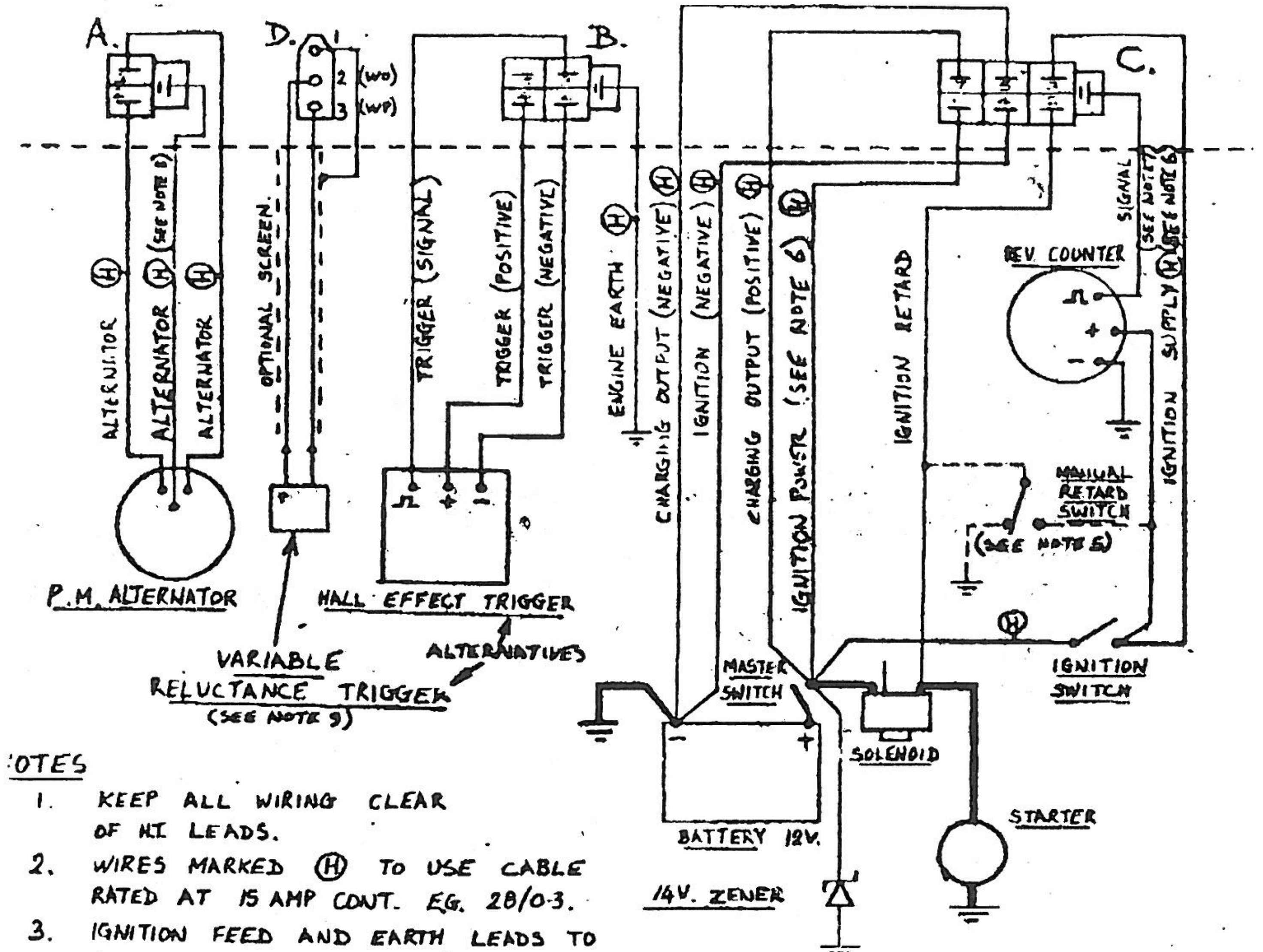
'SPARK BOX' COMPRISING CAPACITOR DISCHARGE IGNITION SYSTEM + ALTERNATOR RECTIFIER (OPTIONS:- VAR. REL TRIGGER, TACHO DRIVE, HI. ENERGY)



NOTES

1. KEEP ALL WIRING CLEAR OF H.T. LEADS.
2. WIRES MARKED (H) TO USE CABLE RATED AT 15 AMP CONT. EG. 28/0·3.
3. IGNITION FEED AND EARTH LEADS TO BE KEPT AS SHORT AS POSSIBLE WITH A MINIMUM NUMBER OF CONNECTIONS.
4. DO NOT USE AMMETER. USE BATTERY VOLTMETER IF REQUIRED.
5. MANUAL RETARD SWITCH CAN BE USED AS ALTERNATIVE TO SOLENOID CONNECTION. SWITCH TO BE SPRING BIASSED TO EARTH POSITION. *Single wire with Lucar.*
6. HI. ENERGY (≈+50%) SUFFIX 'S' HAVE PIN C6 FITTED TO PROVIDE IGNITION POWER DIRECTLY FROM BATTERY TO MINIMISE VOLT DROP. HIGH SPEED VERSIONS (SUFFIX 'H-S') MUST HAVE LOAD BALANCING CHARGING SYSTEM AND GENEROUS COOLING. WHERE PIN C6 IS USED, IGNITION SWITCH FEED TO PIN C3 CAN USE LIGHT CURRENT CABLE (≈ 0·1 AMP)
7. REV. COUNTER DRIVE SIGNAL IS AVAILABLE ONLY IF PIN C1. IS FITTED
8. SINGLE PHASE F.W. RECTIFIER FITTED IF PINS A2 AND A3 ARE PRESENT. THREE PHASE F.W. RECTIFIER FITTED IF PINS A1, A2 AND A3 ARE PRESENT.
9. VARIABLE RELUCTANCE TRIGGER CAN BE USED IF CONNECTOR D. IS PRESENT. TRIGGER + TO D2 GIVES 'ELECTRONIC' ADVANCE. TRIGGER + TO D3 GIVES 'FIXED' TIMING. OPTIONAL SCREEN TO BE CONNECTED TO PIN D1 ONLY. IF ELECTRONIC ADVANCE IS USED DO NOT CONNECT RETARD LEAD (INSULATE LUCAR).

WIRING DIAGRAM

LUCAS C.D. IGNITION (RACING)

A.S.T.odd 3/7/85

NOTES 6-9 ADDED FOR OPTIONS 1/12/85

P.M. ALTERNATOR REGULATOR OPT. DELETED. PIN C6 NOW USED FOR IGNITION POWER ON HI. ENERGY VERSIONS. NOTE 6 RE-WRITTEN 27/1/86