


SPARK PLUGS IN FIRING SEQUENCE
 (IE: ABOVE NUMBERS ARE NOT CYLINDER NUMBERS)

- Notes: 1. Short ground connection to the chassis or preferably the engine block.
2. Connect both coil ground frame & earth lead (as applicable) to the chassis or preferably engine block. If the coil is chassis mounted, fit a short braided ground strap between the chassis & engine block.
3. Mount module on aluminium heatsink (minimum 90sqcm x 6mm thick) using heat conductive paste. Heatsink size and mounting location MUST be chosen so that the maximum temperature of the module base does not exceed 120 degC under worst case operating conditions.
4. Set ECU dwell calibration table to suit the ignition coil. Dwell times must be chosen to ensure that the coil and/or module current rating/s is/are not exceeded. Excessive dwell will overheat the module and/or coil/s, without increasing spark energy. Insufficient dwell will produce low spark energy and cause engine mis-fires.

| 0 227 100 200 Dual Ignition Module | |
|------------------------------------|--|
| Temp range | |
| Max vibration | |
| Ic typ | |
| Ic max @ < 120degC | |

| SM3 & SM4 ECU SETUP | |
|---------------------------|------------------|
| IGNITION O/P PATTERN | 4 Cyl WS |
| IGNITION O/P TYPE | -ve edge (DWELL) |
| Dwell/pulse times (TABLE) | SEE NOTE4 |
| Ign delay time | 20 uSEC |

| | | | |
|---|-----------------|--|--|
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| Title: 4 CYLINDER - 2 COIL WASTED SPARK IGNITION | | | |
| Approved by: RWA | Date: 12-Mar-15 | Size: A4 | |
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