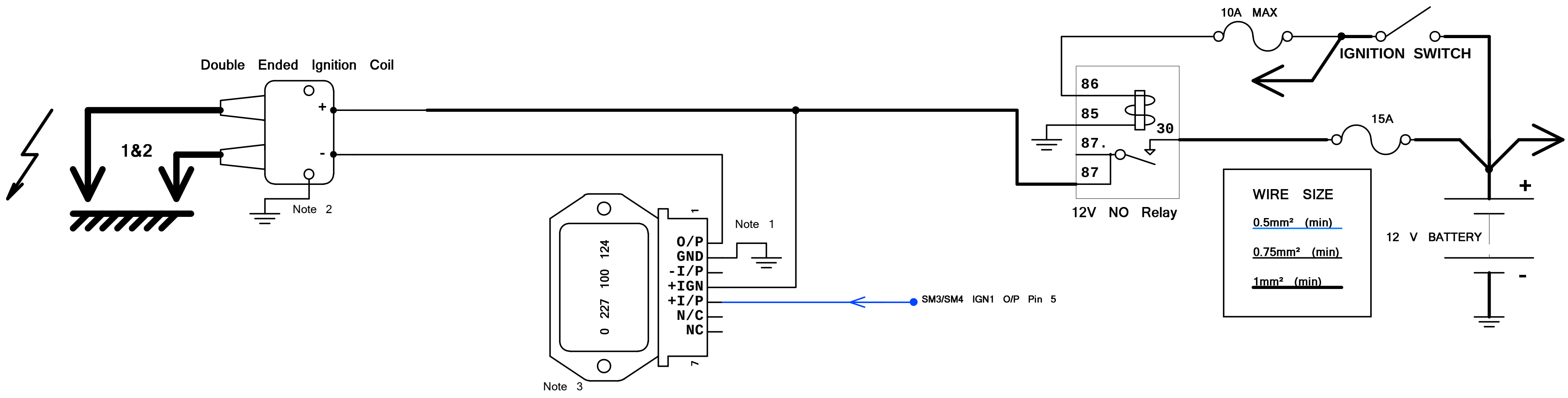

Notes:
1. Short ground connection to the chassis or preferably the engine block.
2. Connect both coil ground frame & earth lead (as applicable) to the chassis or preferably engine block. If the coil is chassis mounted, fit a short braided ground strap between the chassis & engine block.
3. Mount module on alumimium 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 124200 Single Ignition Module	
Temp range	
Max vibration	
Ic typ	
Ic max @ < 120degC	

SM3 & SM4 ECU SETUP	
IGNITION O/P PATTERN	2 Cyl WS
IGNITION O/P TYPE	-ve edge (DWELL)
Dwell/pulse times (TABLE)	SEE NOTE4
Ign delay time	20 uSEC

Autronic FUEL INJECTION — ADVANCED CONTROLS

Title: 2 CYLINDER - 1 COIL WASTED SPARK IGNITION		
Approved by: RWA	Date: 12-Mar-15	Size: A4
Document No:	Sheet 1 of 1	Revision: 1.0