

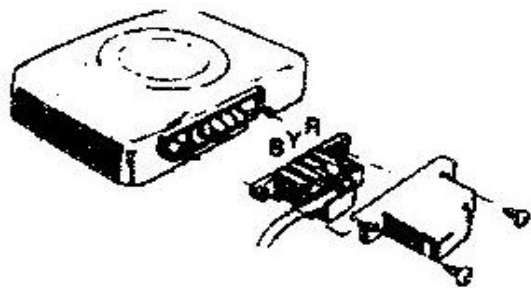
Newtronic P10N Switching Unit

With pre-set rev limit for Kidde Products Ltd

Installation Instructions

WARNING: *This unit is for a NEGATIVE earth vehicle only.*

INSTALLING THE NEWTRONIC SWITCHING UNIT



Select a suitable site within reach of the Newtronic trigger wire with sufficient slackness in the lead to allow for engine movement. The location must also be away from direct heat and possible water ingress.

1. Clean the selected mounting surface to remove all traces of oil or other contamination. This is best done with a solvent such as methylated spirits.
2. Remove the protection backing from the sticky pad and press the switching unit firmly in place.
3. Place the trigger lead terminals in the appropriate connector base channels. Red and Black are common and should be placed in the channel marked R.
4. Offer the connector base up to the studs on the switching unit and make sure the lead terminals are securely fitted on the switching unit pins.
5. Mount the connector cover on the switching unit studs and screw to the switching unit with the two No.4 self-tapping screws provided.
6. Secure the trigger lead cable with the P-clip provided.

WIRING THE SWITCHING UNIT

Failure to follow these instructions will invalidate the guarantee. The switching unit is wired as follows:

BLUE: - Connect to a good 12V negative earthing point, i.e. part of the chassis which has a low resistance connection to the negative terminal of the battery. Clean to bare metal before fastening the ring terminal. under the shake-proof washer and tightening securely.

YELLOW: - Under no circumstances should the yellow wire be connected to a positive 12V supply as this will damage the switching unit. Connect the yellow wire to the coil negative terminal.

WHITE: - Connect to a positive 12 Volt ignition-switched supply. Many vehicles have a ballast resistor fitted between the ignition switch and the coil –which typically offers 6 volts at the coil. The White wire should not be fitted between the ballast resistor and the coil, but where the 12V positive ignition switch supply is terminated. Check that the 12 volts is still supplied to the switching unit when the starter motor is engaged.

High energy coils may be substituted providing the D.C. resistance of the primary is not less than 2.5Ω on unballasted systems or 1.3Ω for ballasted system.

TIMING THE NEWTRONIC INSTALLATION

Statically time the vehicle and install the associated Newtronic adaptor kit with a slot in the disc within the mouth of the lamp housing. the timing is now close enough to optimum timing that the vehicle can be started without risk of damage. It is recommended that the vehicle is subsequently stroboscopically timed at approx 1,500 r.p.m. The vacuum is normally be disconnected when this is done. Please check the vehicle manual for details of the correct timing procedure.

Typical Example: Static timing 6° plus 15° at 2,000 r.p.m. = 21° total BTDC.

After re-timing remember to reconnect the vacuum advance, if fitted. This method will set the timing more accurately than a simple timing check at tick-over.

PRE-SET REV LIMIT

The pre-set rev limit should not require alteration. if a problem arises with the rev limit or if it is required to be re-set, contact Autocar for further instructions.

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