



P14 Replacement Ignition Module General Fitting Instructions

INITIAL VEHICLE CHECKS

- Identify the original location of the P14 switching unit on your vehicle and ensure that the existing wires and connectors are a suitable length to re-connect. There should be some slack in the wire to allow for engine movement.
 - Check the location is away from direct heat and possible ingress of water.
 - Also check that the current installation was not instrumental in the failure of the switching unit. i.e. that wire insulation is sound, the wires are connected correctly and that the re-fitted unit will not fail through an installation error.
- If necessary refer to the installation instructions originally supplied with the ignition adapter kit.

RE-INSTALLING THE REPLACEMENT NEWTRONIC SWITCHING UNIT

Please note that some vehicle installations differ from these general instructions. If so, refer to your original adaptor kit installation instructions before proceeding.

1. Where the unit is to be stuck to a panel, clean the selected mounting area to remove all traces of oil contamination. This is best done with a solvent such as methylated spirits.
2. Remove the backing strip from the sticky pad and press the switching unit firmly in place. To minimise the risk of water entry it is recommended that the connectors be located at the bottom of the installed switching unit.
3. Re - connect the switching unit earth
4. Plug the wiring loom into the new switching unit .
5. Re-connect the lamp assembly connector and secure with the original No. 4 self tapping screws.
6. Refer to your original adaptor kit instructions for timing information.

SAMPLE INSTALLATION WIRING

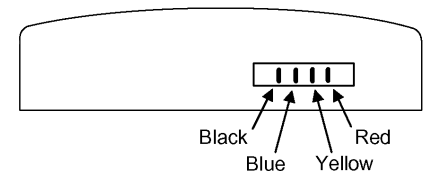
Wire colours and loom connections may differ on your vehicle but the wiring from the P14N will be constant.

- The BLUE wire is connected to battery negative usually via vehicle earth
- The WHITE wire is connected to a positive 12V ignition switch supply
- The YELLOW and the VIOLET wire are connected to the coil negative terminals. AT NO TIME should either of the coil wires be connected to the coil positive terminal as irreparable damage will be caused to the switching unit.

TESTING THE SWITCHING UNIT

NOTE: *the switching unit should not be switched on for more than 15 minutes on a non-running engine or damage will result !*

- Connect an earthed spark plug to one of the coils, Switch on the ignition and short together the switching unit "Blue" and "Red" pins and then the "Blue" and the "Yellow" pins several times each (see figure below for location) the spark plus should fire several times on connecting one of the pairs.
- Connect the earthed spark plug to the other coil and short the other pair of pins. The plug should spark each time the pins are connected.
- NOTE: take care the wire does not come into contact with any other pins or vehicle earth.
- If the plug does not spark re-check the installation and repeat the test.



P14 Switching Unit Replacement unit for various applications

TESTING THE LAMP ASSEMBLY

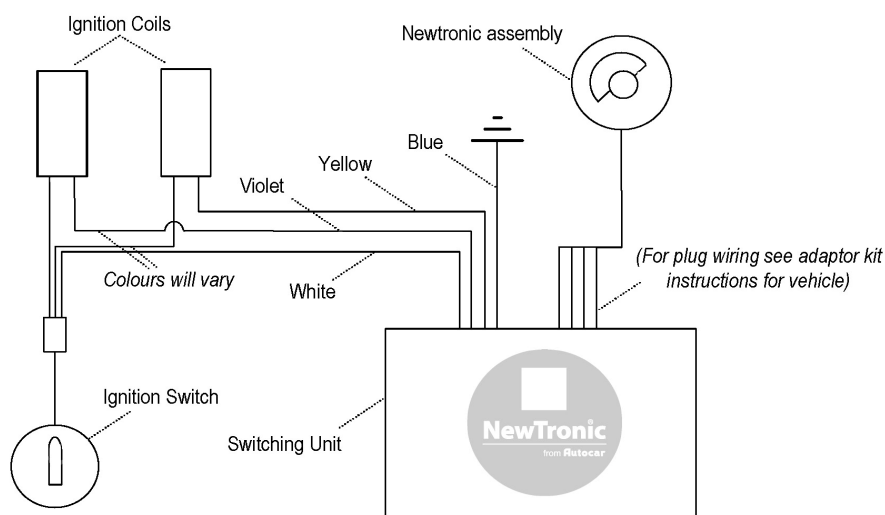
- Connect the lamp assembly to the switching unit in accordance with the adaptor kit instructions.
- Connect an earthed spark plug to one of the coils. Switch on the ignition and rotate the Newtronic trigger disk through the lamp assembly. The spark plug should fire each time the beams of light in one of the lamp housings is un-obscured.
- Connect the spark plug to the other coil and repeat the test. The spark plug should now fire each time the beam of light in the other housing is un-obscured.

If the spark plug does not fire check the installation and re-test.

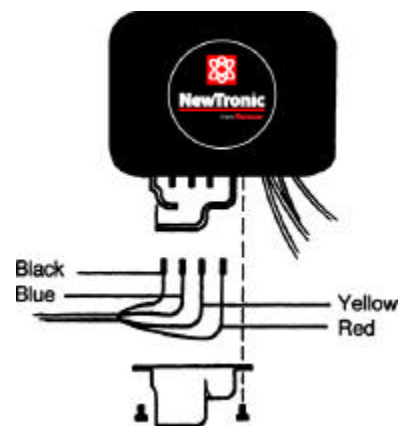
TROUBLE SHOOTING

If a spark can be produced at the plug by moving the installation wires or the lamp assemblies it is possible a poor connection has been made or a wire is broken inside it's sheathing. It will be necessary to locate the problem and rectify it before the vehicle is driven.

If the installation has been thoroughly checked and is still not working the test sequence should have identified if the problem is with the adaptor kit lamp assembly OR the switching unit. Whichever seems to be at fault should be returned to your supplier for testing.



P14N wiring diagram



Lamp Assembly wiring connections