

READ ALL INSTRUCTIONS BEFORE ATTEMPTING TO INSTALL KIT
FAILURE TO DO THIS MAY RESULT IN YOUR WARRANTY BECOMING VOID

RTC3875 & ETC5835K

Electronic kit fitting instructions

This electronic conversion kit replaces the existing points and condenser with a NEW reliable Electronic module. The Electronic Module has been developed to work with the STANDARD ignition coil and provides service free and accurate ignition timing. They are designed to be fitted into standard point's type distributors without having to fit a new coil.

With the ignition switched OFF:-

- Ensure that the earth cable in your boot is going to the negative side of your battery (marked with a minus sign) If it isn't do not proceed any further and call us on 08-8177-1275
- Remove the distributor cap and put aside.
- Before removing your distributor, ensure that the single wire that was going to your old point's setup was going to the NEGATIVE terminal on your coil. (The coil will be marked with a plus sign and a minus sign). If it was going to the positive side of your coil it MUST be changed around now so that the wire going to the distributor is going to the negative terminal on your coil & the Power feed (12v+) is going to the Positive terminal on your coil. Failure to do this will result in the module being damaged and your warranty being void.
- Mark the distributor base in the centre of the locking clamp, disconnect the wire going to the coil, loosen the clamp and remove the distributor from the car.
- With the distributor on the bench, remove the rotor arm.
- Remove the contact points and condenser carefully, retaining the fixing screws and withdraw the wires through the distributor housing and discard.
- Put a liberal amount of the white heat sink paste on the underside of the module plate.
- Fit the new ignition module to the base plate using the old contact fitting screws (note the central raised locating lug on the base plate) and tighten the screws firmly for good heat distribution.
- Pass the wires through the hole in the distributor body and check that there is sufficient slack in the wires inside the distributor body to leave the base plate free to rotate, inserting the black rubber plug to seal and secure the wires in the distributor body.
- Install either the new rotor arm or rotor collar- if the collar is tight it may need to be slightly modified to fit. Make sure it does not touch the module when spinning/turning in the distributor
- Refit the distributor and tighten up the distributor so it is firm (not locked down).
- As per step 2 we urge you to inspect the coil and ensure the 12v+ feed (normally a white wire) is going to the Positive terminal on the coil if you are unsure it would pay to use a multimeter to make sure it is 12+.
- Connect the red wire to the POSITIVE terminal on the coil and the black wire to the NEGATIVE terminal on the coil.
- Refit the distributor cap and start engine.
- Check the ignition timing, adjust where necessary & tighten up distributor so it cannot move.
- Test drive and enjoy your trouble free ignition system.
- DO NOT leave your ignition on without the engine running for any period- Like points this will burn your module out (due to excessive heat)