

PerTronix Digital Rev Limiter Installation Instructions



GENERAL INFORMATION

1. Read all instructions before beginning installation
2. The Digital Rev Limiter is for use on 4, 6 and 8 cylinder, even fire engines. Compatible systems include 12-volt negative ground, inductive type, single coil applications. (Not for use with Capacitive Discharge Systems)
3. Disconnect the battery before installation.

MOUNTING INSTRUCTIONS

1. Choose a place to mount the rev limiter that is reasonably flat. Keep the rev limiter away from direct heat, excessive vibration and areas susceptible to wet conditions.
2. Position the rev limiter in the desired mounting position. Use the rev limiter as a template and mark the four mounting positions.
3. Choose the mounting hardware type that best suits your application. Note: Sheet metal screws can be used when the back side of the mounting surface is not accessible. Machine screws should be used when both sides of the mounting surface are accessible.



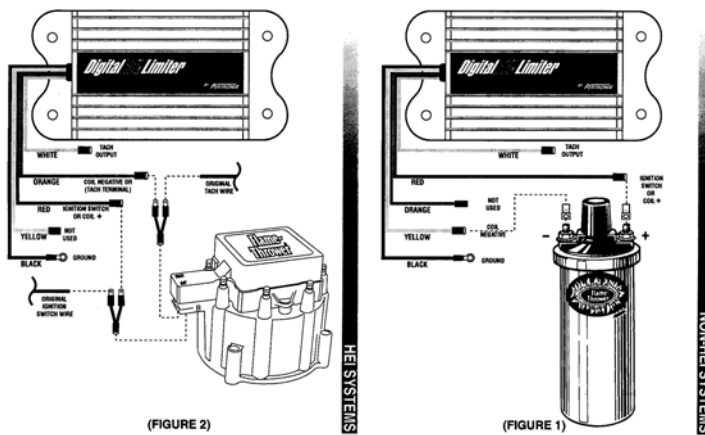
#8 x 3/4 Sheet Metal Screw
Use a #31 drill bit (.120")
for screw hole.



8-32 x 5/8 Machine Screw
Use a #29 drill bit (.136")
for screw hole.

WIRING THE DIGITAL REV LIMITER

There are two types of systems which the Digital Rev Limiter can be configured for. These are categorized as HEI and Non-HEI systems. HEI systems are defined as: Systems which have current limiting circuitry. Non-HEI systems include all other inductive type single coil ignitions. Determine which system you have and follow the corresponding wiring instructions. Remember to reconnect the battery after the installation is completed.



Non-HEI type systems. (FIGURE 1)

1. Attach the BLACK wire to a good engine ground. Make sure to remove any dirt or paint beforehand.
2. Attach the RED wire to a 12 volt power source controlled by the ignition switch.
3. Attach the YELLOW wire to the coil's negative terminal.
4. The ORANGE wire is not used for Non-HEI type systems. Use the provided end splice to isolate this wire.
5. The WHITE wire is a tachometer output, compatible with most modern tachometers.

HEI type systems. (FIGURE 2)

1. Attach the BLACK wire to a good engine ground. Make sure to remove any dirt or paint before hand.
2. Attach the RED wire to a 12 volt power source controlled by the ignition switch. On GM HEI applications remove the original ignition switch wire from the terminal marked "BAT" on the coil cover. Plug the provided adapter harness onto this terminal and then reconnect the original ignition switch wire. Attach the RED wire to the open position on the adapter harness 3.
3. Attach the ORANGE wire to the coil's negative terminal. On GM HEI applications plug the ORANGE wire onto the terminal marked "TACH" on the coil cover. If the terminal is currently used, remove the wire, plug the provided adapter harness onto the terminal and then reconnect the wire. Attach the ORANGE wire to the open position on the adapter harness.
4. The YELLOW wire is not used for HEI type systems. Use the provided end splice to isolate this wire.
5. The WHITE wire is a tachometer output, compatible with most modern tachometers.

SETTING DIGITAL REV LIMITER

All settings can be done externally through the rotary switches on the front of the rev limiter. A white dot on the rotary portion of the switch indicates the switch position. Use a small flat blade screw driver to make adjustments.

1. Rotate the cylinder selection switch to the proper cylinder number for your application. The white dot on the face of the switch should point to the appropriate cylinder number. A slight indentation should be felt as the switch is turned. This signifies proper switch alignment. Note: The Digital Rev Limiter will only operate in 4, 6 and 8 cylinder modes.
2. The Digital Rev Limiter is not designed to be used as a governor. If the limit is set too low, and engine RPM is allowed to push up against the rev limit, failure to the Digital Rev Limiter or engine may result. Choose a desired rev limit. The Digital Rev Limiter has a 100 RPM resolution. This means that the rev limit can be set between 100 and 9900 in increments of 100 RPM. A typical limit would be 5500 APM. In this case the 1000 switch is set to 5, and the 100 switch set to 5. By turning both switches to 0, the rev limiter is rendered non-operational.

