

TEST 1, COIL

PURPOSE

To determine what voltage is supplied to the coil terminal (SW or +).

ACTION

Connect a length of wire from the terminal (CB or -) to earth. Switch ignition on.

Connect volt meter to the coil terminal (SW or +) and to earth.

RESULT

If volts reading is 12, and at least 9.5 while cranking, the coil terminal (SW or +) should be a suitable connection point for the Newtronic white supply wire.

If volts reading is less than 12, the coil has a ballasted (low voltage) supply, and is therefore not suitable as a 12 volt connection point for the Newtronic supply wire.

NOTE

Every vehicles coil should be matched to its coil supply, i.e. a 12 volt coil should receive a 12 volt supply, and a ballasted coil a suitable reduced supply.

TEST 2, COIL

PURPOSE

To determine whether the coil is working.

ACTION

Remove H.T. lead from top of coil. Insert a spark plug and earth with a length of wire. Connect one end of a length of wire to coil terminal (CB or -) and dab other end to earth several times.

RESULT

If the plug sparks the coil is working. If not either the coil is dead, or there is no supply to the (SW or +) terminal.

TEST 3, NEWTRONIC UNIT

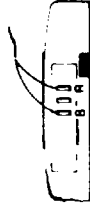
PURPOSE

To determine whether the unit is working.

ACTION

Leave the earthed spark plug in the coil (as in TEST 2). Remove the lamp wire plug connection box from the side of the unit, exposing the three pins. Switch the ignition on.

With a bent piece of wire short together the exposed (blue) and (red) pins several times, taking care that no part of the wire comes into contact with other metal on the vehicle.



RESULT

If the plug sparks several times, the unit is working. If no spark results, either the unit is dead, or one of its main wires is not connected properly.

NOTE

For test purposes, the Newtronic white supply wire may be connected direct to the battery positive terminal, to ensure that the unit is receiving 12 volts. It must not remain connected to the battery for longer than 15 minutes, unless the engine is running.

For test purposes the Newtronic yellow wire may be connected directly to the coil terminal (C.B. or -), eliminating the possibility of a break in the original contact-breaker (C.B.) wire.

WARNING

If the yellow wire is connected to coil terminal SW or +, or to any other live supply, the unit may be damaged and the guarantee invalidated.

TEST 4, NEWTRONIC LAMP

This test can be carried out only if the unit is shown to be working in TEST 3.

PURPOSE

To determine if the lamp is working.

ACTION

Remove the H.T. lead from the coil and insert earthed spark plug (as in TESTS 2 and 3).

Reconnect any terminals previously removed.

Switch ignition on.

Pass the Newtronic scanning disk through the lamp several times, causing the plug to spark.

RESULT

If the plug sparks, the lamp is working.

If not, either the lamp is dead or a lamp terminal is not connected properly.

NOTE

If the lamp is still installed in the distributor during the test, the disc can be passed through the lamp by rotating the engine. If it is not installed the lamp can be held in one hand and the disc passed through it with the other hand.

If a spark is produced at the plug by moving the trigger lead or by applying pressure to the silicon sealing on the lamp, a broken wire is indicated.