

INSTALLATION INSTRUCTIONS

Resistance wire modification fo 84-85 CCCI-equipped vehicles

Using 86-87 style CCCI ignition module

This modification is necessary when upgrading your ignition to the currently-available 1986 design. The early CCCI uses a "resistance wire" in the engine harness which reduces the current available to the ignition coils. This was because the early Magnavox coils would draw excessive current and would damage the ignition module if not current-limited. The later design provided internal current limiting, protecting the module and removing the need for the resistance wire. This resistance wire is not necessary on the newer design 1986 CCCI module.

It should be noted that if the resistance wire is not removed and replaced with a copper wire, the battery current available to the newer style CCCI coil will be reduced, causing a possible misfire at the top of the shift, when maximum spark energy is needed the most.

See illustrations below. You will need to remove the C100 bulkhead (single bolt) which is located at the firewall, drivers' side, below the power brake system. Start by locating the wire and associated terminal D4 on the bulkhead. Remove the comb lock, and then depress the locking tab to remove the terminal. Pull this resistance wire out of the harness (remove tape on conduit) and follow it to the CCCI connector, cavity P. While you have the C100 out, inspect for corrosion and clean terminals as necessary. It is recommended that you apply white Lithium grease liberally to all terminals to keep out moisture and protect terminals from corrosion.

Cut the pink/black wire approximately 1 inch from the rear of the connector, and strip back about 3/8" of insulation. Place the crimp barrel on the end of the new wire in this kit over the stripped wire being sure to slide the heatshrink tubing over the wire first. Using a piercing style crimp tool, firmly crimp the barrel as shown. Slide the heatshrink tubing over the newly crimped connection and heat with a heat gun to shrink the sleeve onto the crimped connection. Optionally, you can solder the crimped connection for increased electrical connection stability.

Run the new wire to the bulkhead, insert the special terminal into the D4 cavity, and replace the blue comb lock. Be sure all wiring is inserted into the conduit. It is recommended that you replace the conduit tape with special wiring harness tape – do not use common electrical tape as it will shrink and lose its adhesive. Replace all connectors and comb lock, re-install harness on engine.

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