

# INSTALLATION INSTRUCTIONS

## COMPU-TRONIX

### ELECTRONIC IGNITION MODULE

#### Model VW-009

For Bosch 009, 050 and stock Distributors

**READ THESE INSTRUCTIONS COMPLETELY BEFORE BEGINNING INSTALLATION!**

**If you are in doubt about any of the procedures, have a qualified automotive electrician install the system for you!**

**NOTE:** The VW-009 module is designed to work with an ignition coil of 2.5 to 4.0 Ohms primary resistance. To use the module with a low impedance coil, typically 0.5 to 0.7 Ohms, an external resistor of suitable resistance and power rating **MUST** be added “in-line” with the coil primary to bring the total primary circuit resistance up to at least 2.4 Ohms. Failure to meet the primary resistance requirements renders any warranty null and void.

**VERIFY THE CONTENTS OF THE SYSTEM.** It should contain the following:

- Electronic Module
- Plastic Trigger Rotor
- Square Plastic Insert Grommet
- Aluminum Spacer Ring (for stock vacuum advance distributors only)

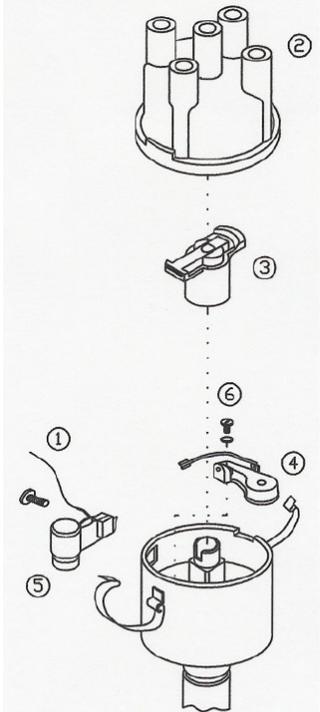
**CAUTION: MAKE SURE THE IGNITION SWITCH IS OFF!!** The wire from the ignition switch to the ignition coil primary terminal is **NOT** fused in many applications. If this wire is allowed to touch vehicle or engine ground, with the ignition switch on, it can cause a direct short on the battery, possibly causing permanent damage to the vehicle wiring and a fire. Cypress Engineering assumes no liability for damage caused from this occurrence or due to any faults in the existing vehicle wiring.

**WARNING: PUT TRANSMISSION IN NEUTRAL OR PARK, SET THE EMERGENCY BRAKE AND BLOCK WHEELS.**

# INSTALLATION

## Refer to Figure #1.

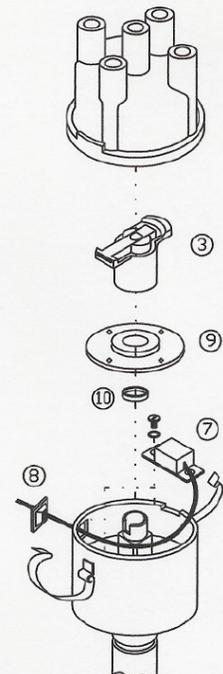
1. Disconnect the wire (1) from the negative (-) coil primary terminal that goes to the distributor.
2. Remove the distributor cap (2).
3. Move the rotor (3) back and forth to insure that the advance mechanism is operating freely. If it does not operate freely, it must be corrected at this time.
4. Remove the rotor (3).
5. Remove the points (4) and condenser / terminal assembly (5). **Do not reinstall the condenser screw.** It will interfere with the advance weights. (Cover the hole with a high grade electrical tape.) **SAVE** the screw and lock washer (6) that were used to secure the points. This same screw and lock washer will be used to mount the Electronic Module.



POINTS REMOVAL  
FIGURE 1

## Refer to Figure #2.

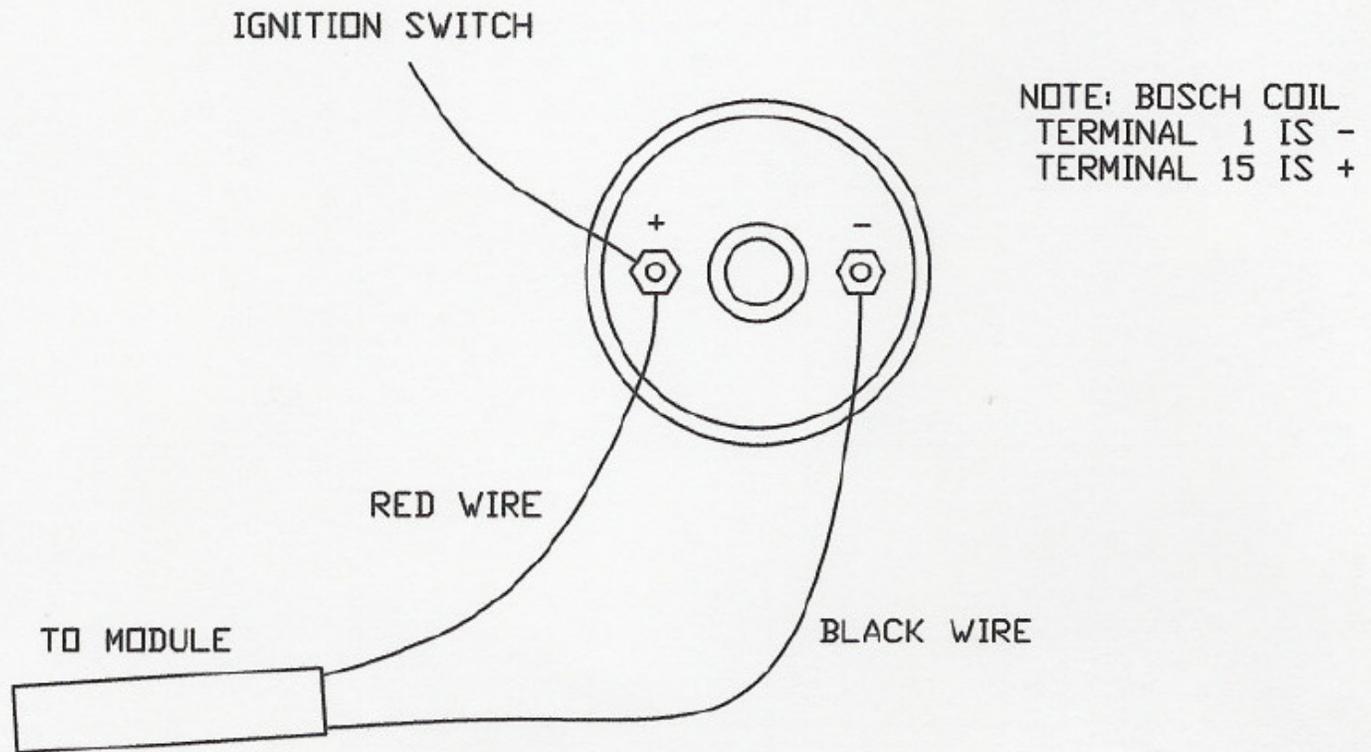
6. Install the Electronic Module (7). Carefully route the Red and Black wires (8), one at a time, to allow clearance for the female spade terminals, through the square hole in the distributor body. Pull the wires through the hole as you locate the module onto the breaker plate. Be careful not to scrape the wire insulation on the edges of the square hole. Secure the module with the screw and lockwasher (6) that were previously removed. **IMPORTANT!** Make sure the locating "bump" on the bottom of the module plate is located in the hole in the breaker plate and that the module mounting plate lies flat on the breaker plate.
7. Slide the plastic grommet (11) onto the Red and Black wires using the slot cut into the grommet. **IMPORTANT!** The grommet must be oriented so that the edge with the flange removed is up to avoid interference with the distributor cap when it is installed. Push the grommet into the square hole in the distributor body until it locks into place. Locate the Red and Black wire into one of the lower slots in the grommet and "dress" the wires so that they lay flat on the breaker plate and can not come into contact with the Trigger Disk.
8. For vacuum advance distributors only, slide the spacer ring (10) over the distributor shaft until it rests on the cam. Carefully press the Trigger Disk (9) down onto the distributor cam and rotate it back and forth until you feel it "locate" onto the cam. Use the distributor rotor (3) as a tool to fully seat the Trigger Disk (9) onto the distributor cam.
9. Install the distributor cap making sure it is fully seated on the distributor body.



MIGHTY MODULE INSTALLATION  
FIGURE 2

**Refer to Figure #3.**

10. The RED wire connects to the positive (+) primary coil terminal. This is the terminal that has the wire from the ignition switch on it. (Bosch terminal 15).
11. The BLACK wire connects to the negative (-) coil terminal. This is the terminal that the original points wire was connected to (Bosch terminal 1).
12. The Compu-tronix Ignition System is compatible with conventional electronic tachometers. The tachometer lead remains connected to the negative (-) coil terminal.
13. If the engine was already properly timed, the timing will be close enough to start the engine.
14. **MAKE SURE the transmission is in neutral and emergency brake is on!**  
Start the engine and set the timing in the conventional manner.



WIRE CONNECTIONS  
FIGURE 3

# TROUBLE SHOOTING

**DO NOT ATTEMPT TO SEE IF THE SYSTEM IS FIRING BY DISCONNECTING A SPARK PLUG WIRE AND HOLDING IT NEXT TO GROUND. THE HIGH VOLTAGE CREATED BY THIS PROCEDURE STRESSES THE INSULATION AT THE COIL AND IS DANGEROUS!**

## NO SPARK

Verify that there is 12 Volts present at the wire from the ignition switch (coil +) when the ignition switch is on.

Verify that the RED and BLACK module wires are connected to the correct coil terminals (Figure #3).

## IGNITION MODULE TEST

**NOTE: Do not turn the ignition switch on during this test and leave it on. Turn it on only long enough to observe the voltmeter and then turn it off.**

Disconnect the tachometer lead from the negative (-) coil terminal if applicable. Connect the positive lead of a 12 Volt analog voltmeter to the coil negative (-) terminal. Connect the negative lead of the voltmeter to engine ground. Set the voltage range of the voltmeter to a range close to 50 to 60 Volts DC. **Put the transmission in neutral and set the emergency brake. MAKE SURE ALL TOOLS AND PERSONNEL ARE CLEAR OF ANY MOVING PARTS!**

Turn the ignition switch on. Crank the engine with the starter motor.

If the voltmeter stays around 12 Volts, the module is “open”. Verify that the RED wire from the module is making good connection to the coil (+) terminal.

If the voltmeter stays around 1.0 to 1.5 Volts check the air gap between the bottom of the Trigger Disk and the top of the Electronics Module. It should be between 0.030” and 0.125”. If the air gap is correct then the module is burned out.

If the voltmeter stays at 0 Volts, and there is 12 Volts at the coil (+) terminal, then the coil primary is open and the coil will have to be replaced.

## ADVANCE CURVE IS INCORRECT

The advance curve is determined by the advance weights in the distributor. If the advance curve is incorrect the advance mechanism in the distributor may be faulty or the Trigger Disk may be dragging against the module or the module wires.

Verify that the Trigger Disk is not rubbing either the electronic module or wires by visual inspection. If this checks out all right then the advance mechanism in the distributor will have to be corrected.

**NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON POLLUTION CONTROLLED VEHICLES.**