

# INSTALLATION INSTRUCTIONS

Part No 21101  
Model CF1000-VW2  
C.A.R.B. EO#D-356

No. 1017

## COMPU-FIRE MODEL CF1000-VW2 ELECTRONIC IGNITION MODULE FOR BOSCH VACUUM ADVANCE BREAKER POINTS DISTRIBUTORS

Congratulations!. You have just purchased the highest performance electronic ignition module available for Volkswagen/Bosch applications.

You will experience quicker starting, better performance and better gas mileage. For high performance applications the Compu-Fire high energy coil, P/N 30500 is highly recommended. This coil provides triple the output energy of conventional high performance coils.

Check the contents of the kit.

Electronics Module.

Magnetic timing disk (rotor) with metal insert.

Hardware kit.

4 x 8 mm Socket Head Screw.

3 mm Allen Wrench.

Square Plastic Grommet.

2 each Fully Insulated Female Spade Terminals.

### 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. Engine Electronics, Inc. assumes no liability for damage caused from this occurrence or due to any faults in the existing vehicle wiring.

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

Refer to Figure 1.

1. Disconnect the wire (1) from the minus (-) ignition coil primary terminal that goes to the distributor.
2. Remove the cap (2).
3. Move the rotor back and forth to insure that the advance mechanism is operating freely.
4. Remove the rotor (3).
5. Remove the points (4), and condensor/terminal assembly (5).

Refer to Figure 2.

6. Install the COMPU-FIRE ignition module (6). Route the Red and Black wires (7) through the hole in the distributor body and pull them through the hole as you locate the ignition module onto the breaker plate.  
MAKE SURE the post on the bottom of the ignition module locates in the hole in the breaker plate that the points pivot post originally located in. Using the 4 x 8 mm socket screw (8) and 3 mm Allen wrench supplied in the hardware pack, secure the module in the same threaded hole that the points screw was installed in. There is a slight amount of adjustment in the location of the module. Make sure it does not interfere with the high point on the cam lobes. Make sure the screw is tight.
7. Install the COMPU-FIRE rotor (9). Gently press the rotor 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 COMPU-FIRE rotor onto the distributor cam.
8. NOTE: THE SQUARE PLASTIC GROMMET HAS THE FLANGE REMOVED ON ONE EDGE. THIS EDGE MUST BE LOCATED UP IN THE DIRECTION OF THE DISTRIBUTOR CAP TO AVOID INTERFERENCE WITH THE DISTRIBUTOR CAP WHEN IT IS INSTALLED. Thread the plastic grommet (10) over the black and red wires from the ignition module and push it into the hole in the distributor body. Form the wires in the distributor body so that they do not interfere with the rotor.
9. Install the distributor cap.
10. Refer to Figure 3. The RED wire connects to the positive (+) primary ignition coil terminal. This is the terminal that has the wire from the ignition switch on it.
11. The BLACK wire connects to the minus (-) primary ignition coil terminal. This is the terminal that the points wire was originally connected to.
12. Cut the RED and BLACK wires to length. Crimp on the fully insulated female spade terminals supplied and attach to the coil spade terminals. VERY IMPORTANT!! THE TERMINALS MUST BE CRIMPED WITH A PROPER CRIMPING TOOL. POORLY CRIMPED TERMINALS WILL CAUSE ERRATIC IGNITION PERFORMANCE.
13. The COMPU-FIRE ignition system is compatible with conventional electronic tachometers. The tach lead remains connected to the minus (-) primary ignition coil terminal.
14. If the engine was already properly timed, the timing will be close enough to start the engine.
15. MAKE SURE the transmission is in neutral and the emergency brake is on. Start the engine and time it in the conventional manner.

### TROUBLE SHOOTING

#### NO COIL SPARK

\*Check for 12 Volts on the positive (+) terminal of the coil with the ignition switch in the "on" position and with the engine cranking.

\*Check the terminals on the RED and BLACK wires to verify that they are crimped properly and attached to the correct terminals (Figure 3).

\*With the ignition switch off, remove the distributor cap and check the air gap between the COMPU-FIRE The DYLE and rotor should be approximately .060 to .030" and must be .100".

**HECK MODULE OPERATION** (if above steps are OK)

WITH THE TRANSMISSION IN NEUTRAL AND THE EMERGENCY BRAKE SET,

- \*Disconnect tachometer sense lead from ignition coil if applicable.
- \*Set a DC voltmeter on a DC volts **range** between 15 and 60 volts.
- \*Connect the positive meter lead to the minus (-) ignition coil primary terminal.
- \*Connect the negative meter lead to engine ground.
- \*Crank engine.

the needle jumps back and forth between approximately 1 volt and 13 volts the ignition system is working properly and the coil is bad or the rotor is bad.

the needle stays at about 13 volts either the RED or BLACK wire is not making connection to the coil primary terminals.

the needle stays at about 1 volt. there is an excessive air gap (greater than .125") between the magnetic trigger wheel and the ignition module preventing it from switching OR the ignition module has been damaged by connecting the RED and BLACK wires to the wrong terminals on the ignition coil.

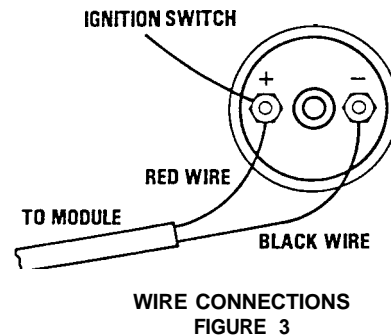
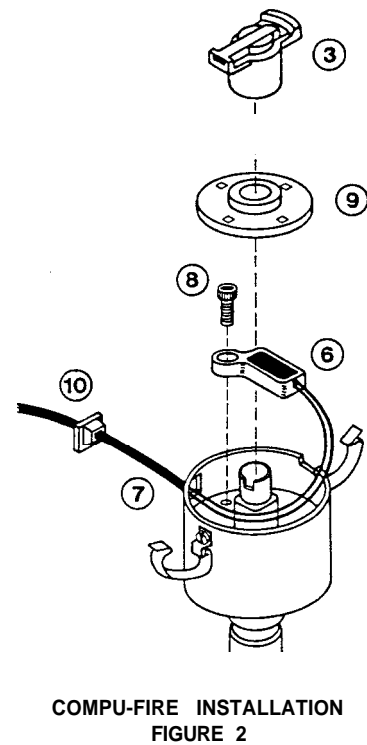
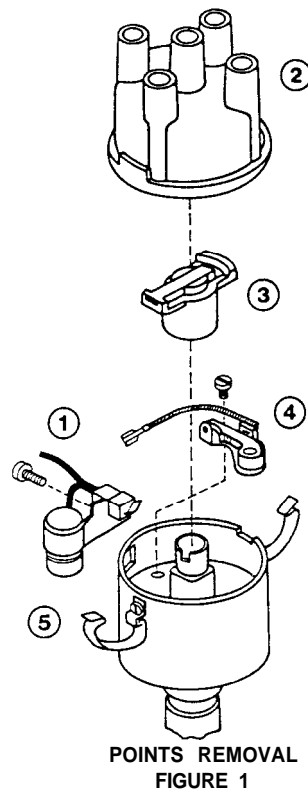
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2. Delivers the defective product or component to Engine Electronics, Inc. with proof of purchase date: and
3. Has installed and used the product in a normal manner consistent with Engine Electronics, Inc.'s printed instructions.

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# USING THE COMPU-FIRE® MODULE AS AN ELECTRONIC TRIGGER FOR MSD AND CRANE CD IGNITION SYSTEMS

