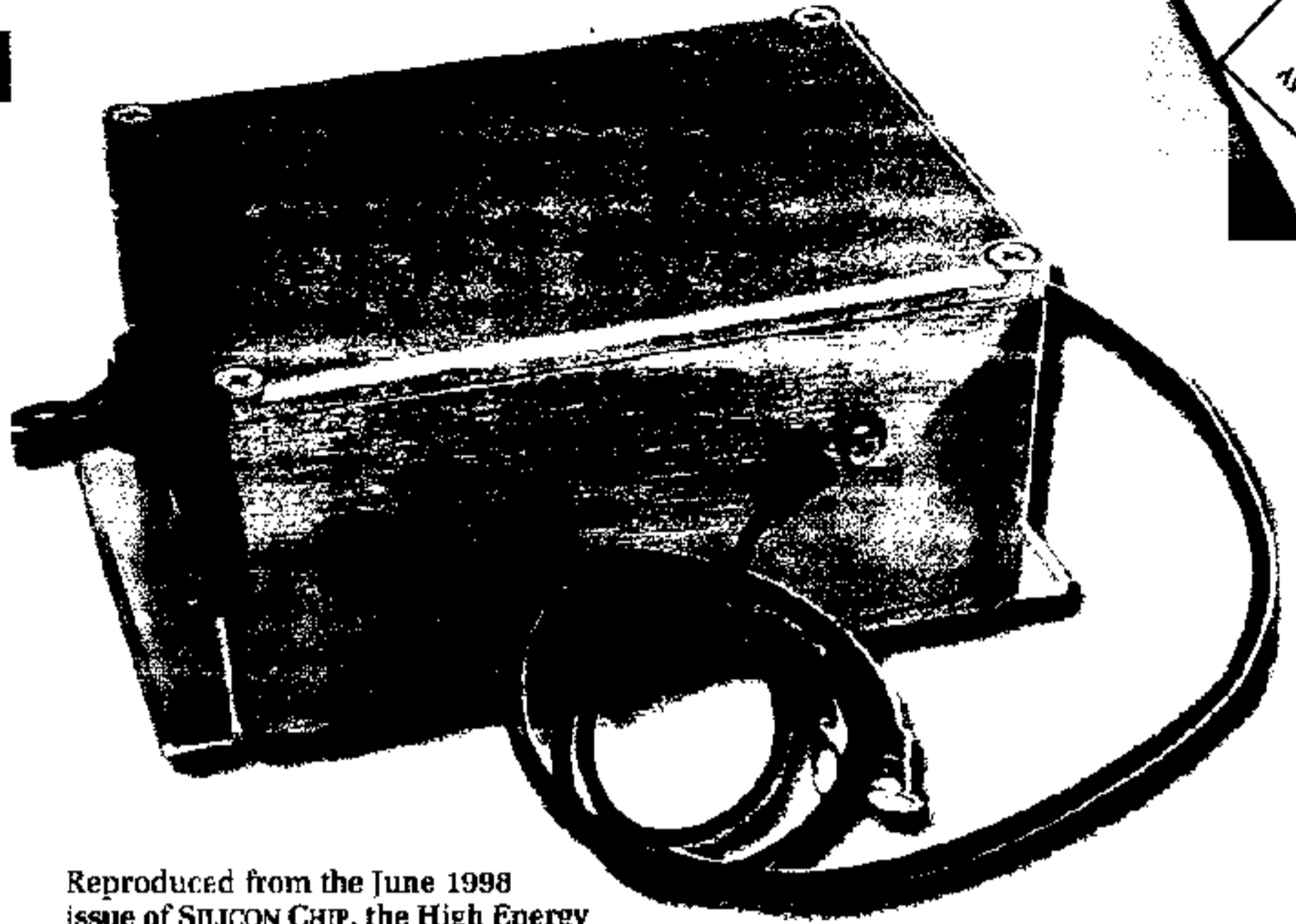


Main Features

- User programmable
- Two stages of advance
- Second stage advance can be positive or negative
- Keypad data entry
- Security coded (2 digits)
- Can store two sets of data
- Tachometer drive output
- Points or other sensor input
- Automatic coil cutoff if motor not running
- 7-segment LED display
- LED indicator for initial timing setup
- Preset RPM limiting



Reproduced from the June 1998 issue of SILICON CHIP, the High Energy Ignition system has proved to be a winner - very good performance and highly reliable.

The programmable ignition timing module described here is designed to directly interface with this HEI, although it can be adapted to other ignition systems including the Multi-spark CDI described in September 1997.

IGNITION TIMING FOR CARS

has been very popular, it is not intended for high performance vehicles, particularly those which already have engine management systems.

What it does

Fig.1 shows how the Programmable Ignition Timing (PIT) module is connected to the High Energy Ignition (HEI) system. In essence, the signal from the car's points, retractor or Hall effect pickup in the distributor is conditioned by the input circuitry of the HEI system and we use the conditioned signal to trigger the PIT module. Depending on its programming, each time the PIT module receives a trigger pulse from the HEI, it delivers

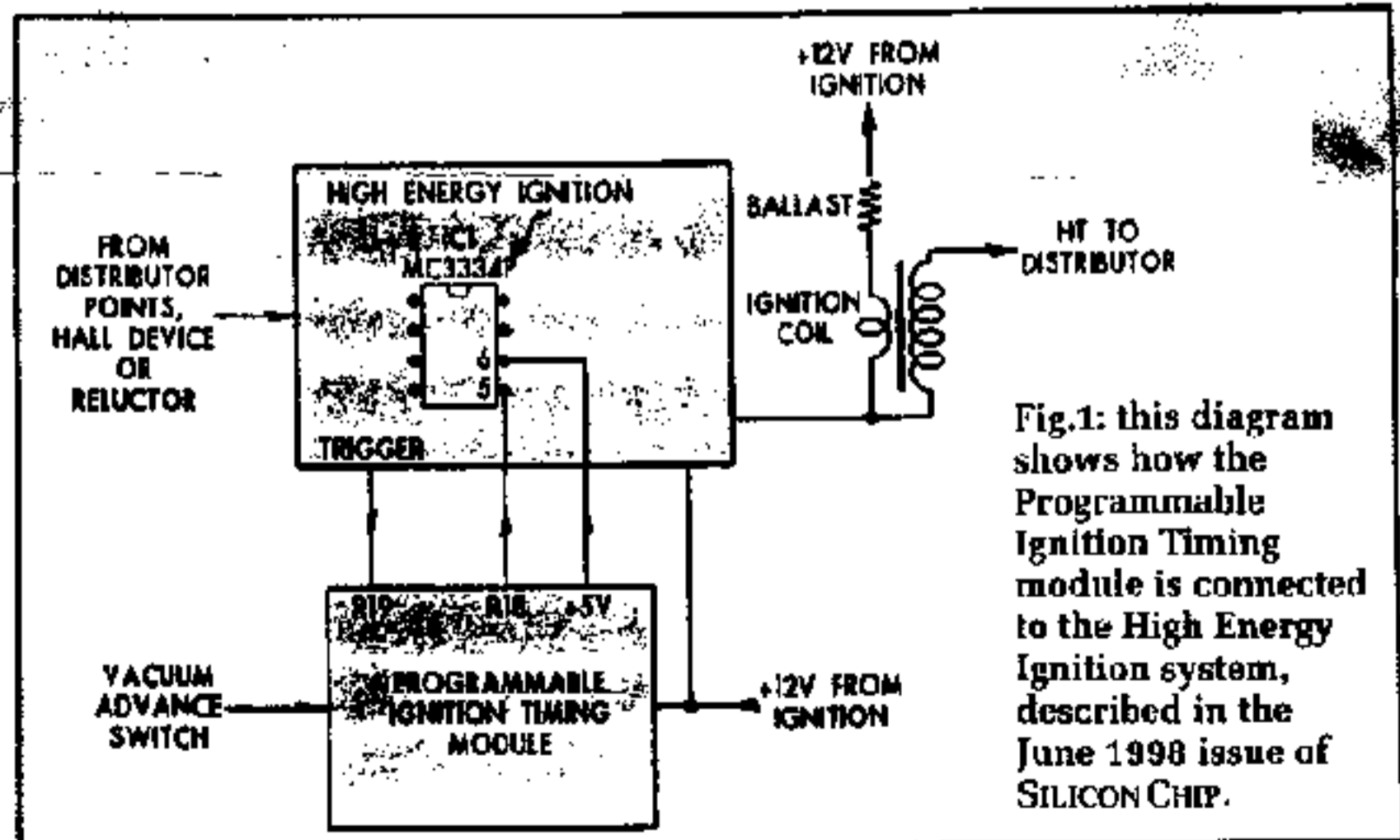


Fig.1: this diagram shows how the Programmable Ignition Timing module is connected to the High Energy Ignition system, described in the June 1998 issue of SILICON CHIP.