



- NOTES:
- 1) 1.2k FOR 5V/6V B+, 3.9k FOR 12V B+
  - 2) REMOVE JUMPER IF SEPARATE COIL SUPPLY IS DESIRED. USING TWO DIFFERENT VOLTAGES IS OK.
  - 3) FOR USE WITH BREAKER POINTS, CONNECT POINTS BETWEEN E7 AND E8 OR E8 AND ENGINE GROUND. DO NOT USE A CONDENSOR.
  - 4) E8 CAN BE DRIVEN FROM A 555 TIMER OSCILLATOR (OR OTHER CIRCUITS WITH AN OPEN COLLECTOR OUTPUT) TO GENERATE MULTIPLE SPARKS.
  - 5) CONNECT Q2 EMITTER DIRECTLY TO Q1 EMIITER. MAKE GROUND CONNECTION FOR Q1 AND Q2 AT E5 (SINGLE POINT GROUND)
  - 6) HIGH RPM AND/OR MULTICYLINDER APPLICATIONS MAY REQUIRE A HEATSINK FOR Q1. THE TAB ON THE TRANSISITOR SHOULD BE ELECTRICALLY INSULATED FROM THE HEATSINK AS THE TAB IS INTERNALLY CONNECTED TO PIN 2. LOOK FOR A TO-220 MOUNTING KIT. IN ADDITION, A BALLAST RESISTOR IN SERIES WITH THE (+) SIDE OF THE COIL BE NECESSARY.
  - 7) IF A HALL SENSOR IS NOT BEING USED, R2, C1 AND E6 CAN BE DELETED.

# MODEL ENGINE IGNITION COIL DRIVER

D. Sage / J. Gedde

Size A	FCSM No.	DWG No.	Rev A
Scale		Sheet	