



www.roosterignitions.com

Warranty Document

Rooster Ignitions electronic ignition modules are covered by our warranty for a period of one year and one month from the moment of dispatch from our premises. The warranty covers all parts and labour but does not cover postage charges to or from our repair centres. We require all modules returned to us to be supplied with a self addressed jiffy type bag with £2.00 postage for UK dispatch or £5.00 postage international dispatch.

As cabling can be modified by the user we will return most modules with the original terminal types.

We offer chargeable servicing for all modules or faults not covered by our warranty. Quotes on inspection.

Faults not covered by our warranty

Failure caused by reversed polarity connection or an incorrect polarity module ordered for application.

(If an incorrect polarity module has been ordered but not yet connected then we will provide a replacement module once the original unit has been retested.

Postage costs will be the responsibility of the user)

Failure caused by incorrect connection to the vehicle or by a failure elsewhere in the vehicle electrical system which causes harm to the ignition module.

Failure caused by high voltage and rectifier faults. Our 6v units are tested to voltage peaks of 7.5v and our 12v units are tested to voltage peaks of 14.5v.

Please ensure that your application has suitable voltage regulation and fully working rectifier (not RBJ) before installing the module.

Failure caused by water \ moisture damage.

Rooster Ignitions is a UK based company.

Web: www.roosterignitions.com
Email: support@roosterignitions.com



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Rooster Booster RB1 Positive Earth Installation Instructions

The Rooster Booster RB1 series electronic ignition module is very easy to install and only has 4 wires to connect.

Before beginning the installation your engine should be in full running order and the ignition timing should be correctly set.

Step 1: Remove condenser from ignition system.

This can be left in place and the connecting wire removed from its terminal (if possible). Remember to insulate any wires left unconnected. This will allow reconnection in the future if required.

Step 2: Remove the wire on the CB ignition coil terminal and connect it to the RED wire on the module. (Spade Fitting)

Step 3: Connect the GREEN wire on the module to the CB ignition coil terminal. (Receptacle fitting)

Step 4: Attach the BLUE wire to the SW ignition coil terminal. There will already be a wire connected to this terminal which must remain in place and you should join these connections together. (Receptacle fitting)

Step 5: Connect the YELLOW module wire to the +ve battery terminal. (Eyelet fitting)

And that's it... Gentlemen, Start Your Engines!

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Product Description

The Rooster Booster is a points assisted electronic ignition system, sometimes referred to as an 'Energy Booster' or 'Transistor Ignition System'.

The original engine points and timing advance mechanism (if fitted) are retained, although the condenser is removed completely.

The contact breaker is used purely as a low voltage, low current switch and points erosion is eliminated, meaning no burning or pitting. Contact breaker life should therefore be almost infinite.

Our modules can be used on most single cylinder petrol engines (with or without distributor) OR multi-cylinder petrol engines equipped with a contact breaker distributor and ignition coil.

The system is suitable for Motorcycles, Cars and Commercial Vehicles.

Other benefits also include:-

- + Eliminates the condenser.
- + Can dramatically improve strength and reliability of spark.
- + Can improve hot and cold starting.
- + Smoother running engine and can improve combustion.
- + Eliminates contact breaker erosion (pitting, burning).
- + Greatly reduces ignition system maintenance.
- + Possible fuel economy improvement and lower emissions.

The Rooster Booster has a very simple four wire installation and should the need arise can be uninstalled in minutes.

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Installation Notes

- 1/. Like most electronic systems, your machine must be operating correctly on its original equipment before fitting.
- 2/. You must ensure that your vehicle electrical system matches that of the electronic ignition system you have purchased being either positive or negative earth, 6 or 12 volts. Failure to do this could result in damage to either the electronic ignition module or other parts of your vehicle electrical system.
- 3/. It is essential that your vehicle has an efficient regulator and rectifier (if alternator powered) as too much voltage will damage the ignition module.

Enquiries and Returns

Please ensure that all returns are accompanied by a covering letter stating your name, address, contact details and details of any failures experienced. We will also require a self addressed padded envelope \ jiffy bag with the correct postage paid to return your item.

Where possible please contact us before returning any item as we may be able to identify and rectify a problem without seeing the module.

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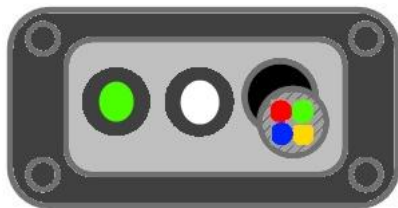
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Operation



Green LED	White LED	Cabling
This is the Power LED and illuminates when the module is enabled. The Rooster Booster does not have a coil shutdown circuit and the ignition circuit should be turned OFF when the engine is not running. It is possible for damage to occur if the coil is left energised whilst the engine is not running.	This is the Contact Breaker Open\Closed LED and illuminates when the ignitions points are CLOSED. It is an aid to timing the vehicle ignition and also can indicate faults to our engineers if problems are experienced. This LED is VERY bright.	This is the cabling for the Rooster Booster RB1 module. YELLOW = +VE Power BLUE = -VE Power RED = Contact Breakers GREEN = Coil Trigger We also supply two screw post to spade terminal adapters to convert ignition coils originally supplied without spade terminals

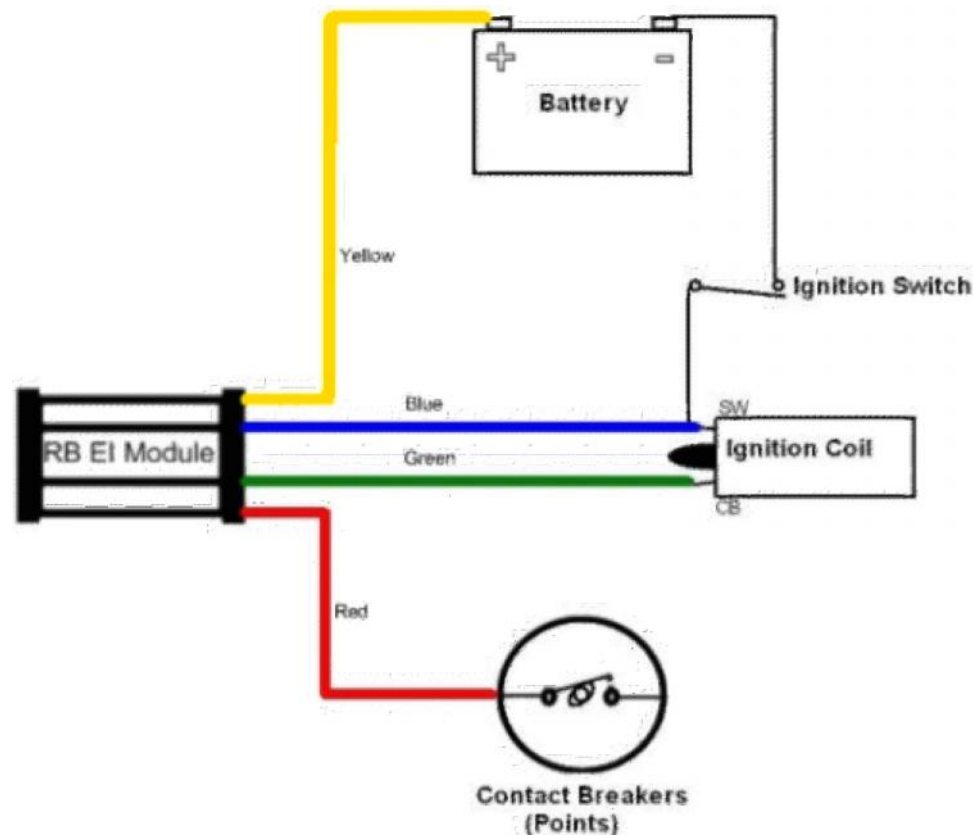
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Single Cylinder and Distributor Multi Cylinder Operation



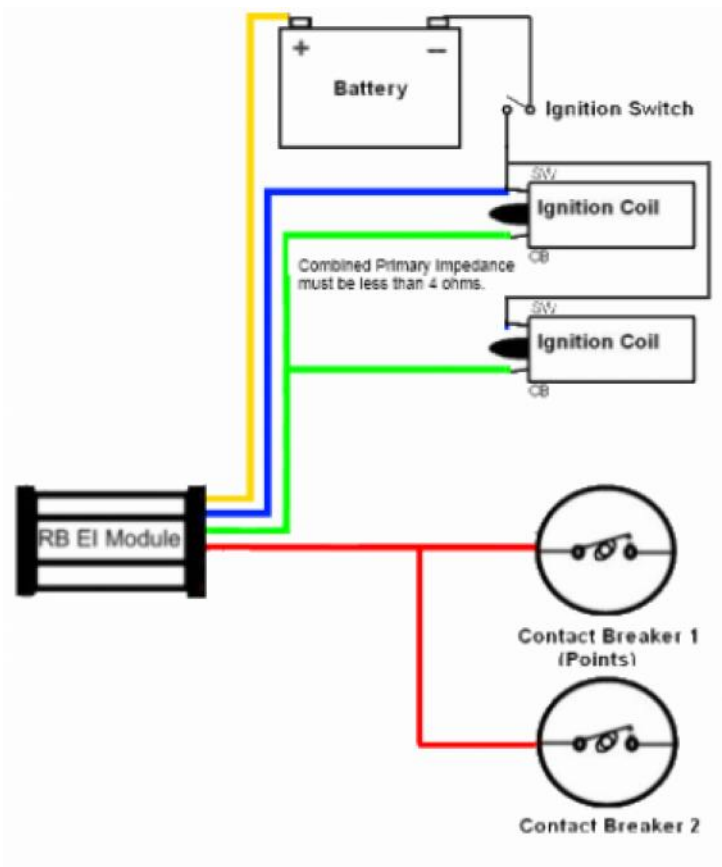
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Twin Cylinder – Twin Coil Operation (Wasted Spark)



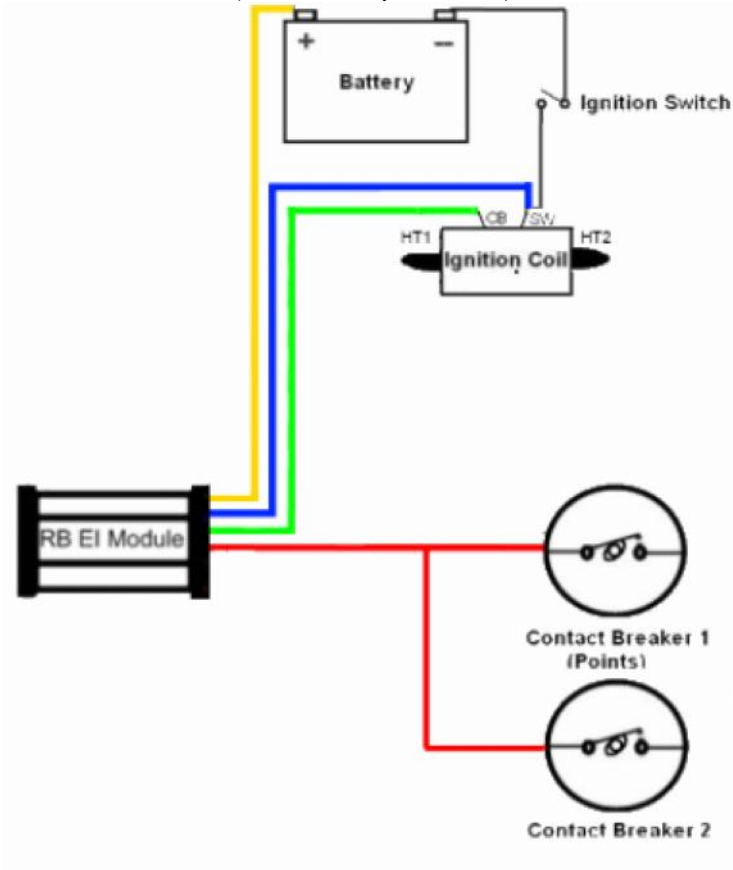
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Twin Cylinder – Dual Output Coil (Wasted Spark)
(Preferred Twin Cylinder Method)



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