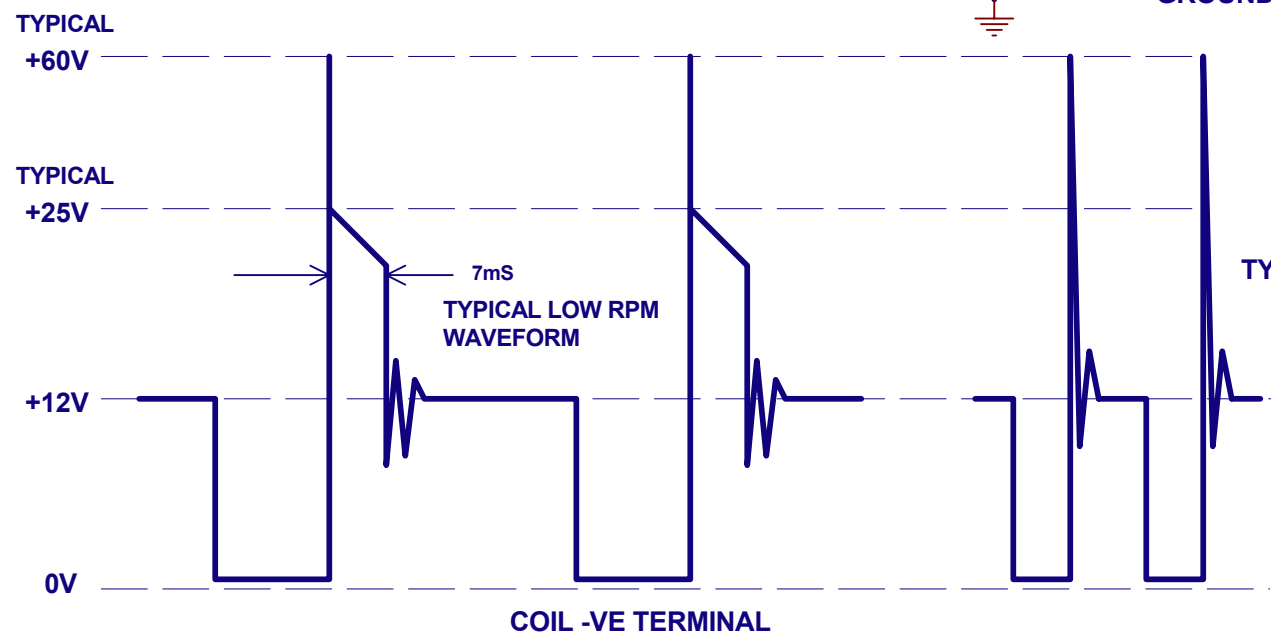


ZX1 IS A TRANSORB RATED 70V.
CAN USE 5 PCS 1.5KE18A IN SERIES.



TYPICAL HIGH RPM WAVEFORM

THIS CIRCUIT WORKS UP TO 1.2kHz, EQUIVALENT TO 12,000RPM.
6,000RPM = ONE SPARK EVERY 1.67mS.

NOTE: THE "TRIGGER A" TERMINAL MUST NOT HAVE A DC LEVEL APPLIED TO IT, SINCE THAT TURNS ON THE OUTPUT POWER FET AT HALF VOLTAGE. THAT WILL CAUSE EXCESSIVE HEAT DISSIPATION IN CEI UNIT AND COIL. THIS CONDITION ARISES WHEN THE "TRIGGER A" DC VOLTAGE RISES ABOVE 1.2V, AND REVERTS TO NORMAL WHEN THE VOLTAGE FALLS BELOW 0.9V.

PROVIDED THE INPUT SIGNAL TO THE CEI UNIT IS A TRAIN OF PULSES AS SHOWN, IT WORKS AS NORMAL. THE INPUT PULSE CAN RISE ABOVE 1.2V WITHOUT A PROBLEM. NOTE THAT THE DWELL TIME IS THE SAME AS THE PULSE INPUT DWELL, IT IS NOT CONTROLLED BY LOGIC IN THE CEI UNIT.

THIS SHOWS TYPICAL CONNECTIONS FOR USING STANDARD CEI IGNITION AMP WITH AFTERMARKET EFI SYSTEM. IN ORIGINAL JAGUAR V12 THE TRIGGER SIGNAL WILL BE A SHARP PULSE.

XJ-S COUPE WIRING - SHEET 17

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